



2015 AMPO Annual Conference Freight Planning Session

Las Vegas Regional Goods Movement Study and Master Plan

October 21, 2015





Agenda

- Study objectives
- Data collection and Analysis
- Regional Economy
- Freight movement and obstacles
- Strategy objectives and actions





Study Objectives and Desired Outcomes

- Inventory road freight movement through and within the Las Vegas Valley
- Assess the capabilities of our infrastructure and identify needs
- Envision and shape the future of the Las Vegas Valley
- Develop near- and long-term strategies for improving the flow of goods
- Grow and strengthen the Logistics and Operations sector of our economy



Data Collection





Methodology of Data Collection

National Data:

FHWA Freight Database with national O-D pairs

Regional Data:

Roadside truck driver intercept surveys to understand regional truck trips

Local Data:

Local shippers and receivers surveys to understand local truck trips

Truck Trip Generators:

Aligning FAF with employment database to develop truck trip generators

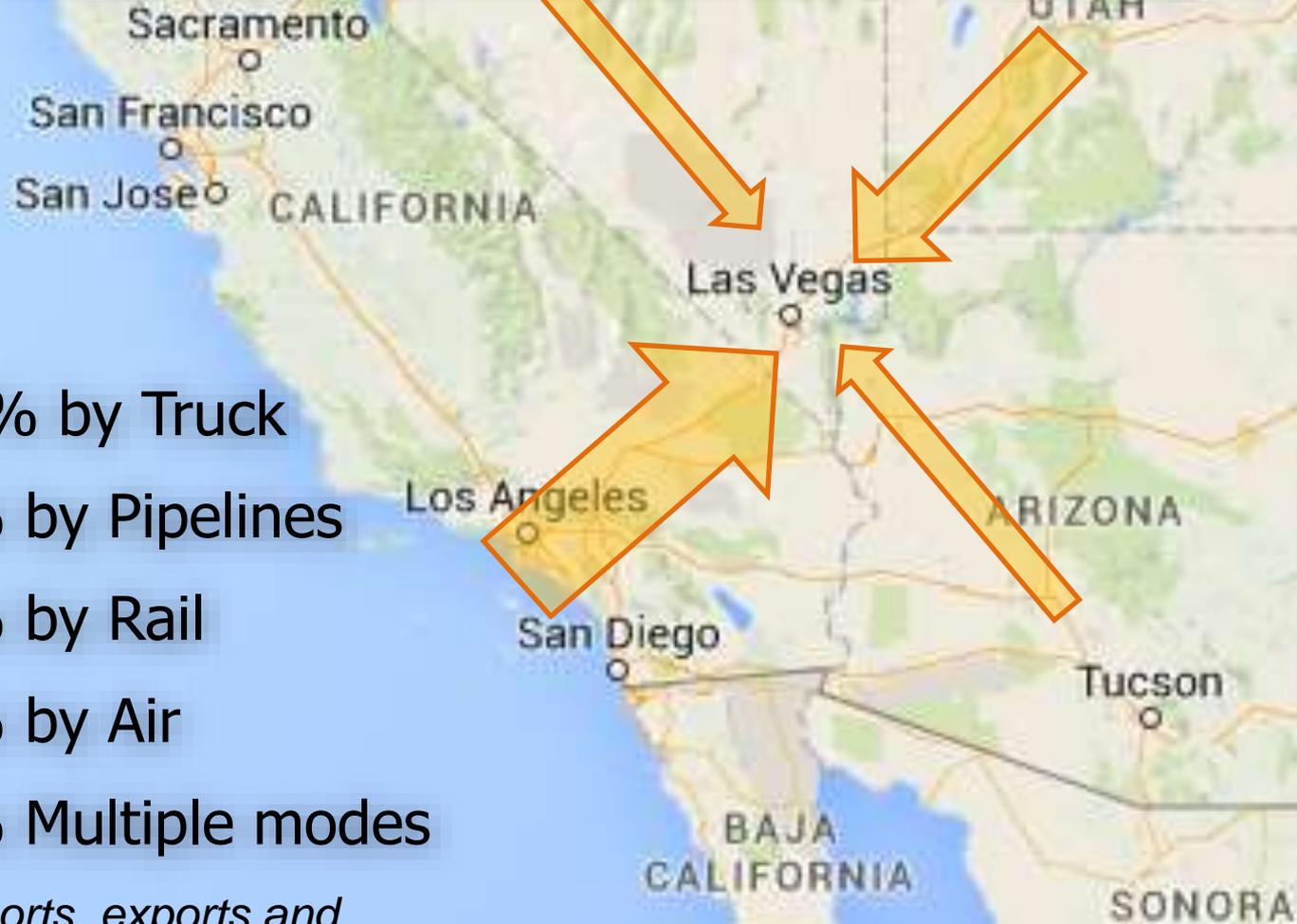
NDOT & FAST:

Truck counts, travel time reliability, crash data

Stakeholders:

Public agencies and private partners—shippers & receivers

42 million tons inbound
8 million tons outbound
41 million tons inside the Valley



88% by Truck



6% by Pipelines



3% by Rail



1% by Air

2% Multiple modes

Combined imports, exports and internal freight movements



Truck Driver Intercept Survey



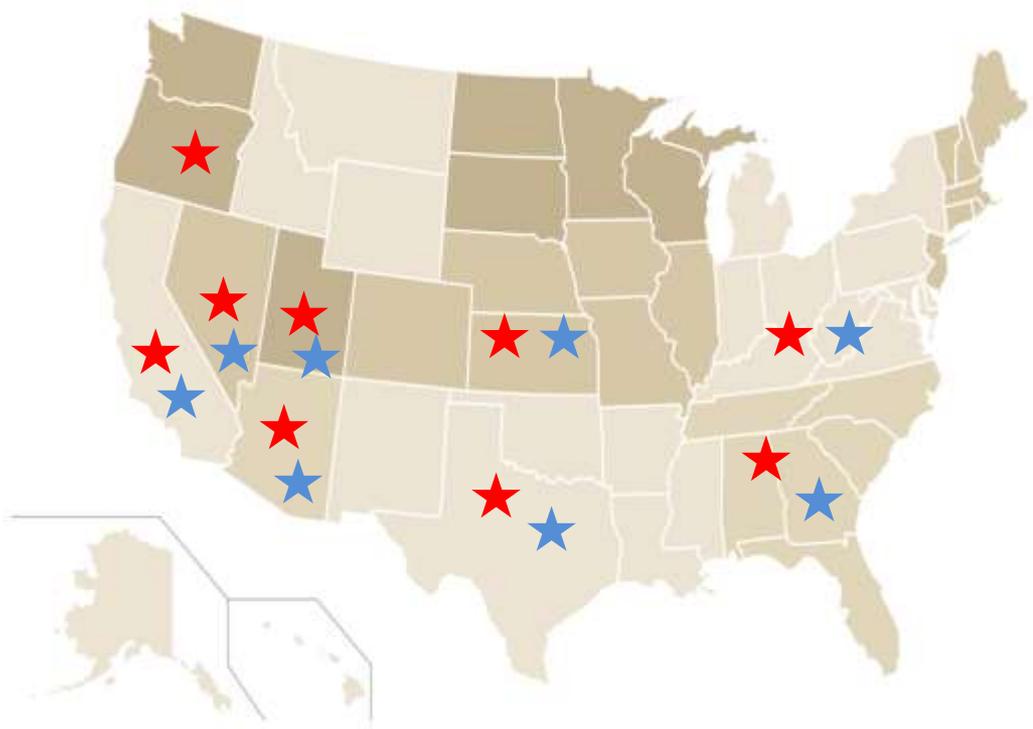
- **Collected 1,160 surveys on March 27, 2012**
- **Estimated: 55% of those surveyed were through trips**
- **Does not adequately account for local deliveries/trips**

ID	Location	Count	% of Total
1	Love's Travel Stop	155	13%
2	Petro (Speedway)	213	18%
3	Pilot	410	35%
4	Morton's Truck Stop	105	9%
5	Wild Wild West	16	1%
6	TA Las Vegas	199	17%
7	Whiskey Pete's	62	5%



Local Surveys

Top locations where dispatches most commonly begin (★) and end (★)

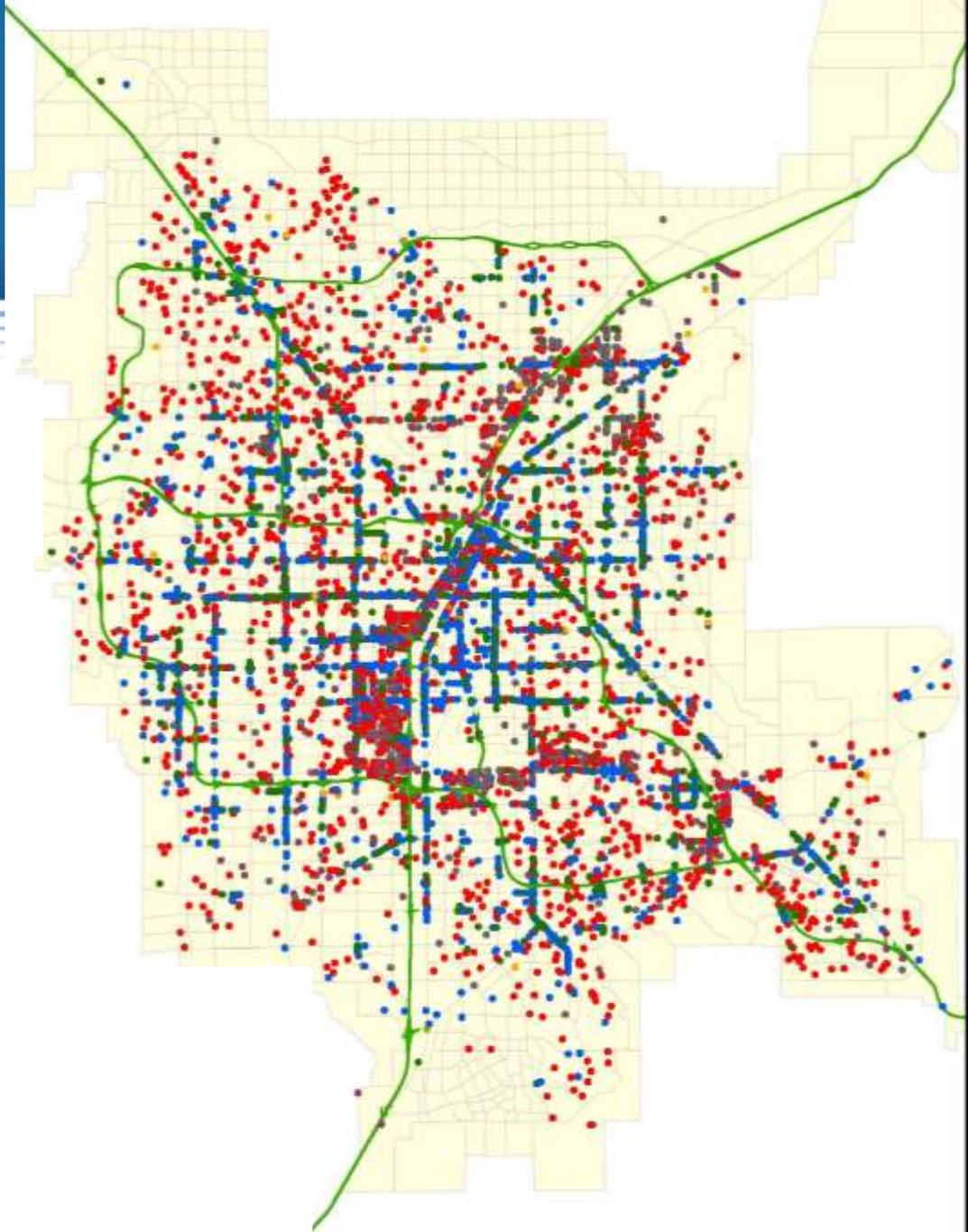




Truck Generators and Receivers by Industry

Employment Categories

- 1 - Natural Resources
 - 2 - Construction
 - 3 - Industrial/Manufacturing
 - 4 - Warehousing/Distribution
 - 5 - Retail Trade
 - 6 - Accommodation/Food
 - 7 - Large Casinos
- TAZ's





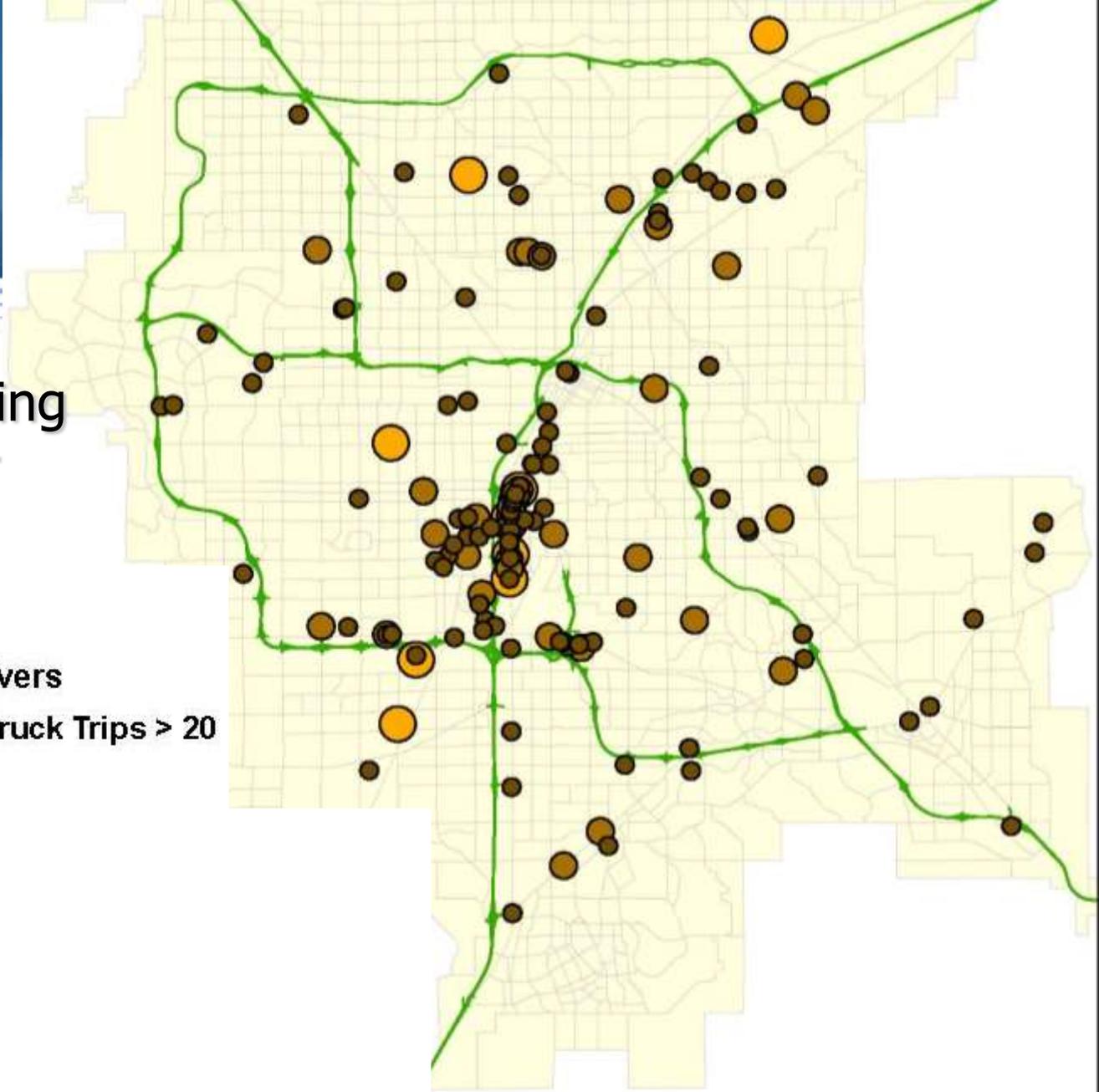
Businesses Generating >20 Truck Trips per Day

Legend

Truck Trip Generators/Receivers
All Employment Categories - Truck Trips > 20

- 23 - 50
- 51 - 100
- 101 - 338

TAZ's





Technical Advisory Committee

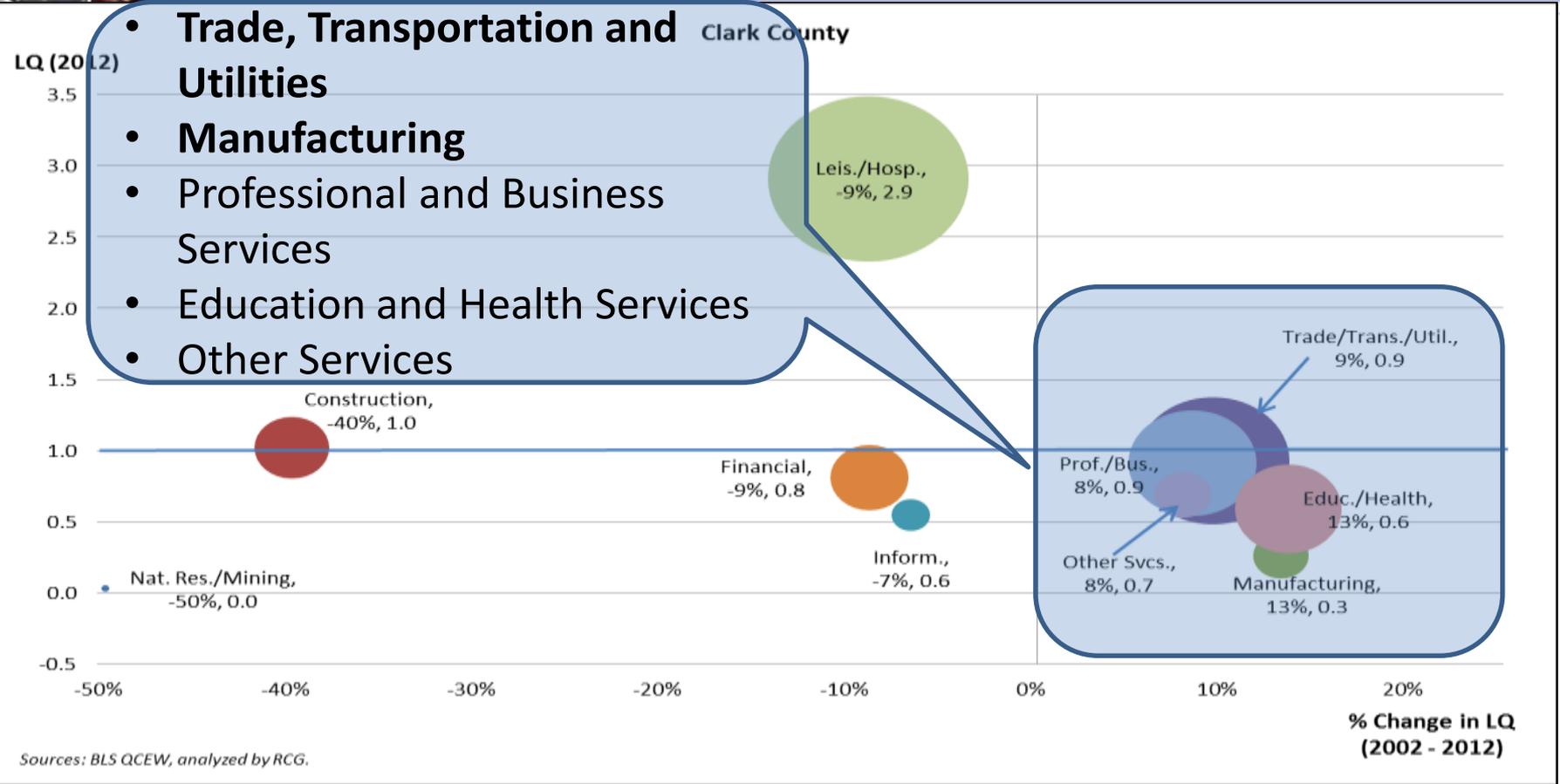
- Met 8 times with:
 - 40 Private partners
 - Local, state, federal partners
- One-on-one interviews





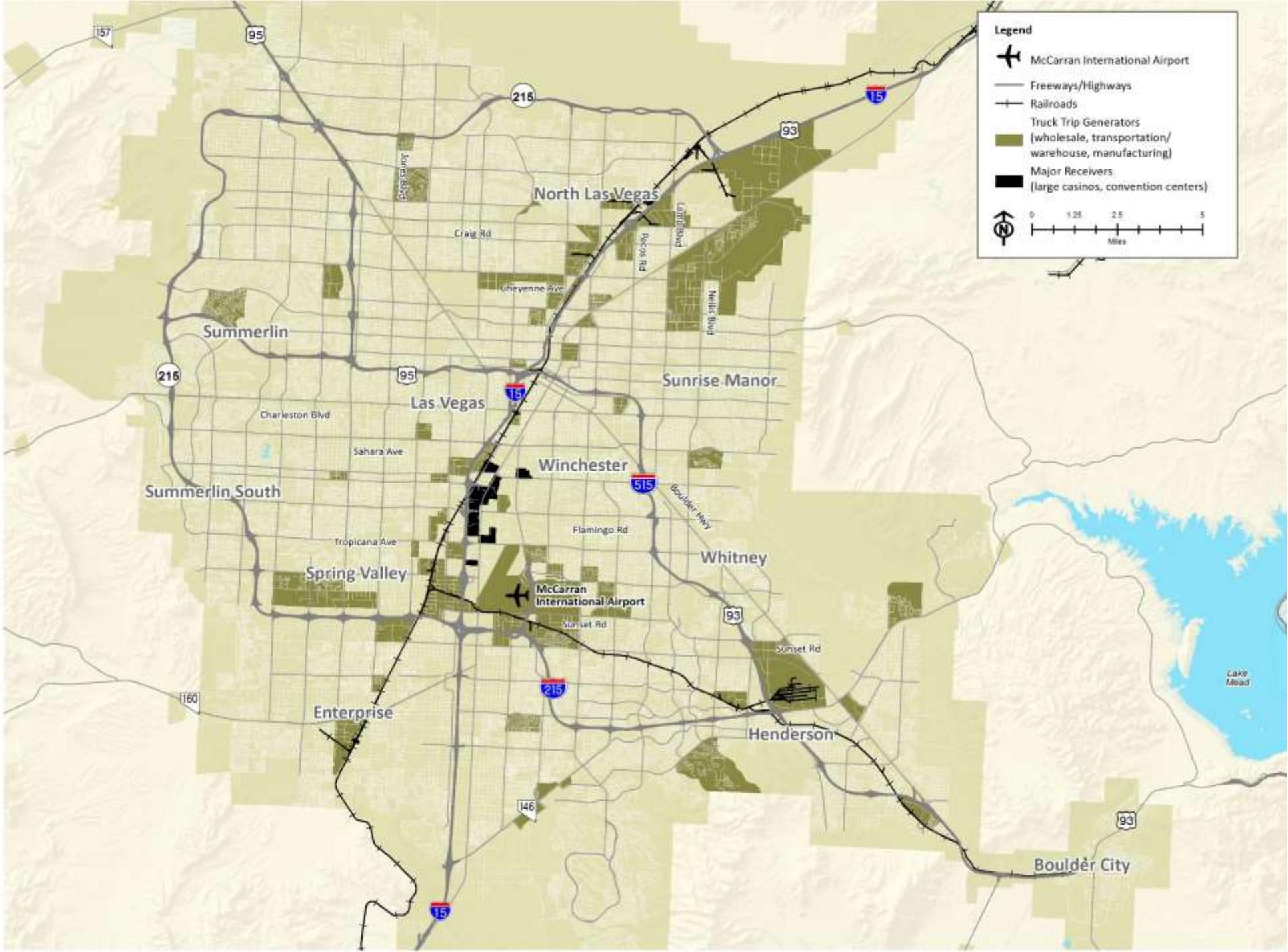
Economic Profile - Potential Up-and-coming Sectors

- Trade, Transportation and Utilities
- Manufacturing
- Professional and Business Services
- Education and Health Services
- Other Services



Freight Movement and Obstacles

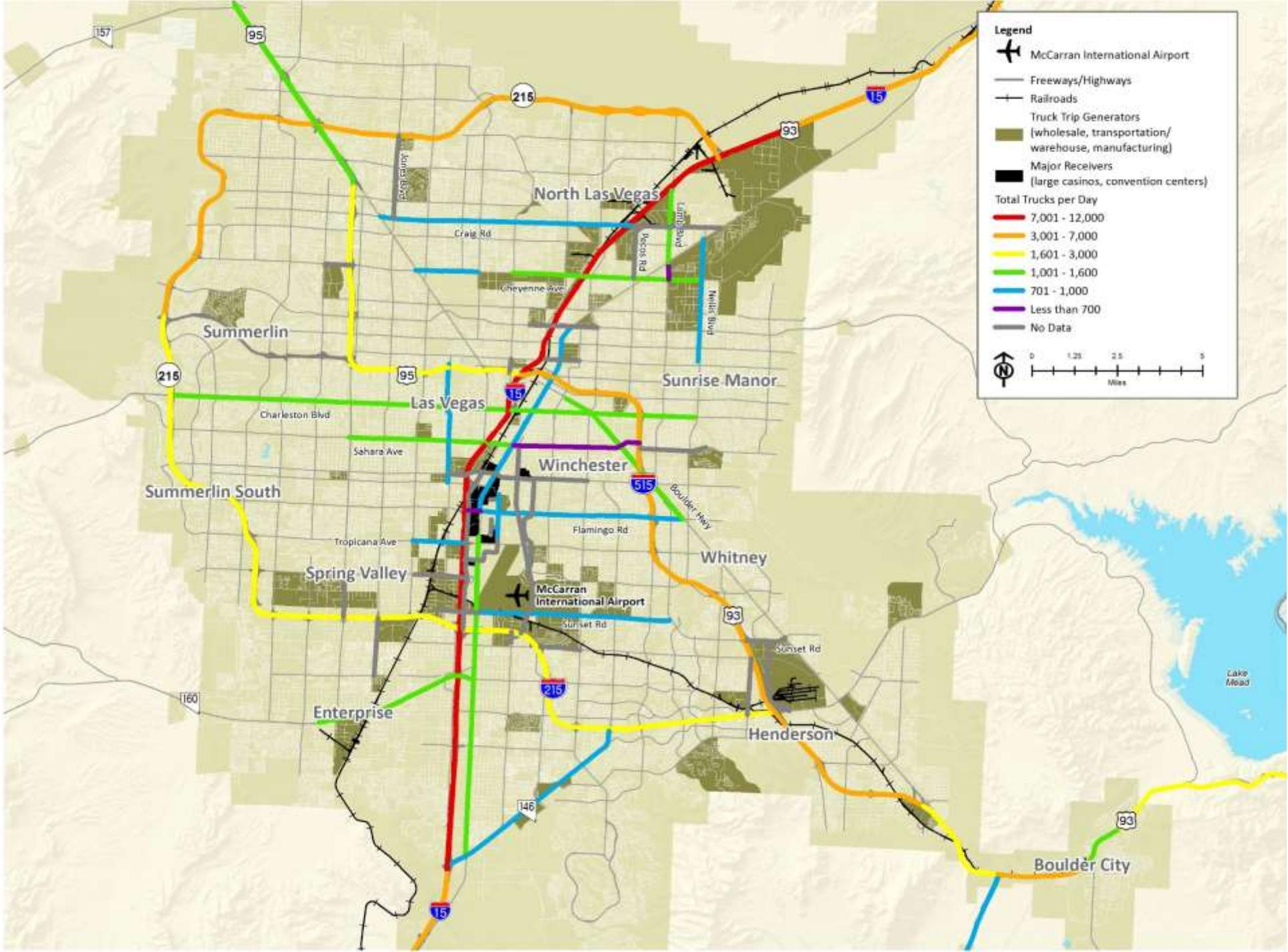




Legend

- McCarran International Airport
- Freeways/Highways
- Railroads
- Truck Trip Generators (wholesale, transportation/warehouse, manufacturing)
- Major Receivers (large casinos, convention centers)

0 1.25 2.5 5 Miles



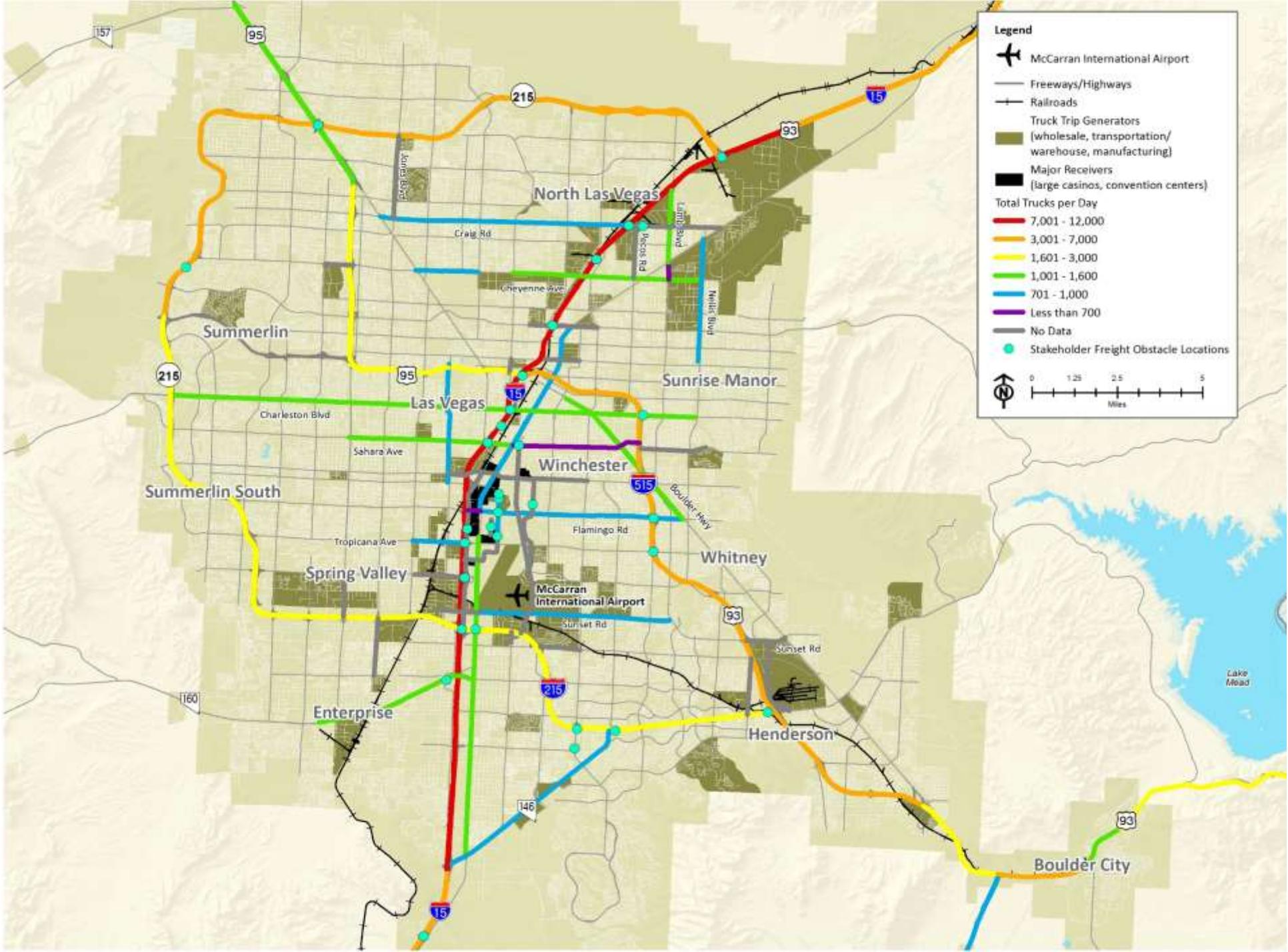
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Total Trucks per Day

- 7,001 - 12,000
- 3,001 - 7,000
- 1,601 - 3,000
- 1,001 - 1,600
- 701 - 1,000
- Less than 700
- No Data

0 1.25 2.5 5 Miles



Legend

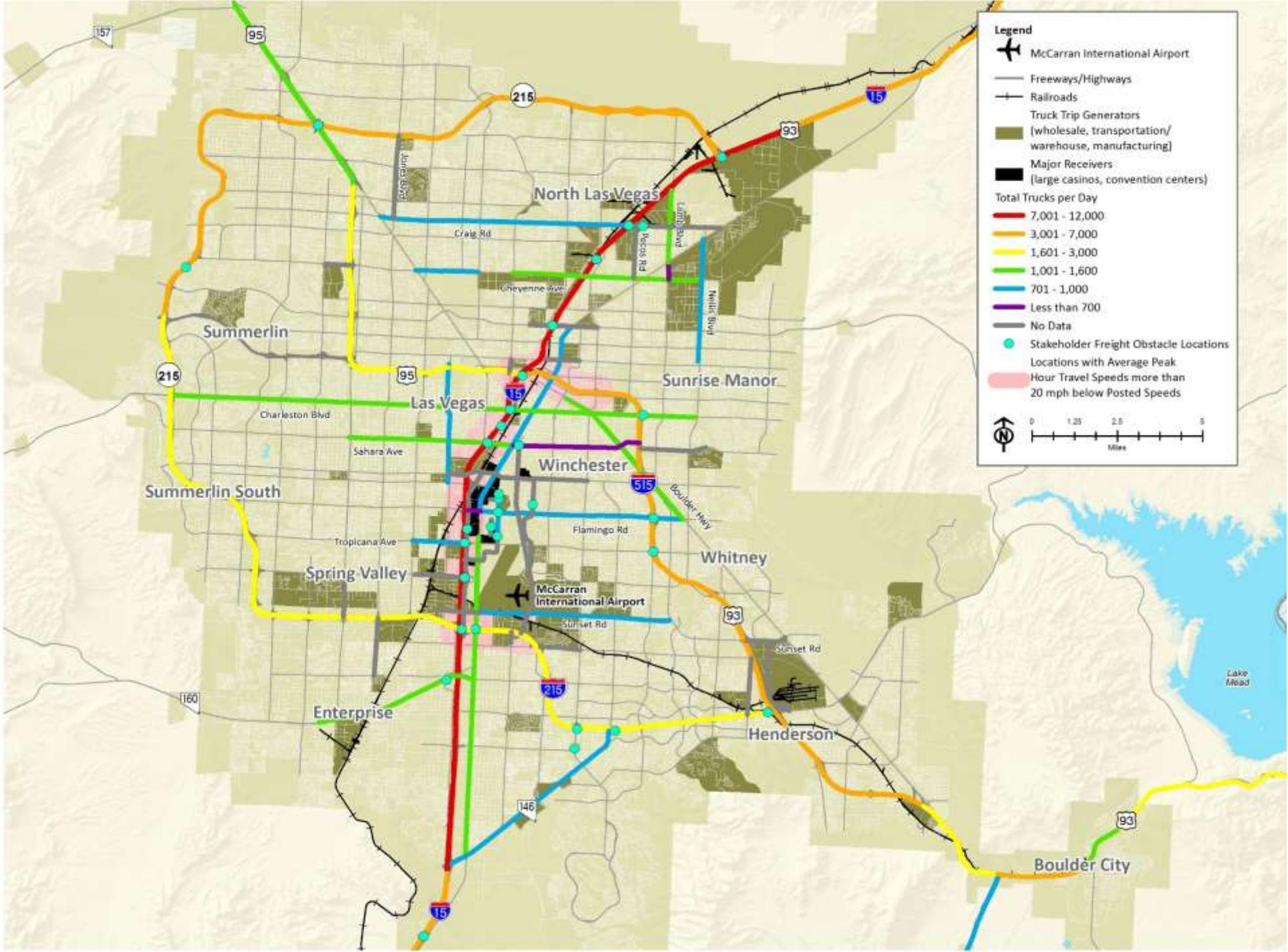
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● Stakeholder Freight Obstacle Locations

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- Stakeholder Freight Obstacle Locations
- Locations with Average Peak Hour Travel Speeds more than 20 mph below Posted Speeds

0 1.25 2.5 5 Miles

North Las Vegas

Las Vegas

Winchester

Spring Valley

Enterprise

Summerlin

Summerlin South

Whitney

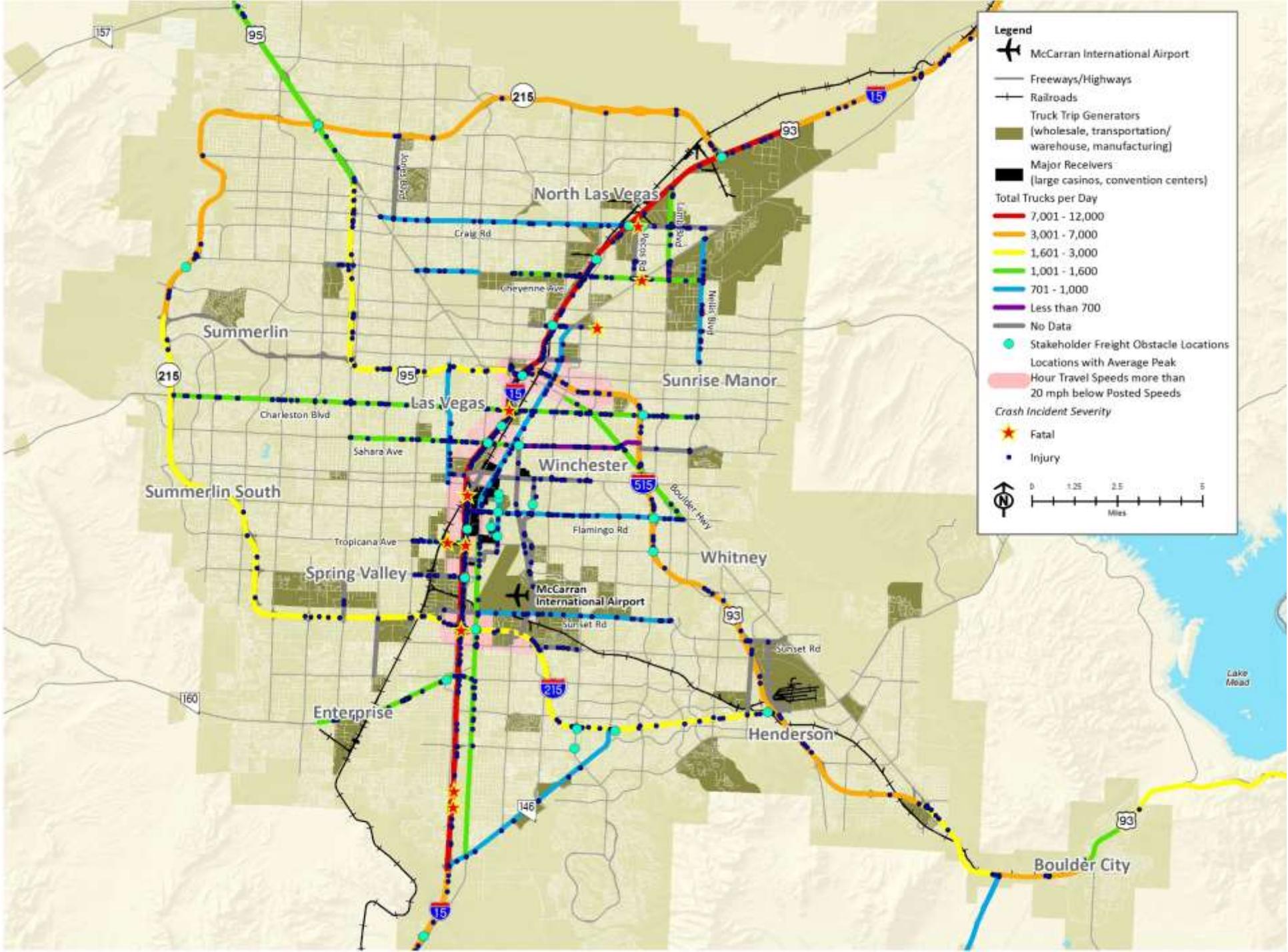
Henderson

Boulder City

McCarran International Airport

Stakeholder Freight Obstacle Locations

Locations with Average Peak Hour Travel Speeds more than 20 mph below Posted Speeds



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Stakeholder Freight Obstacle Locations

- Locations with Average Peak Hour Travel Speeds more than 20 mph below Posted Speeds

Crash Incident Severity

- Fatal
- Injury

Scale

0 1.25 2.5 5 Miles

Strategy Objectives and Actions



Scenario planning allows us to shift from...

Predicting future **Events**

to

Preparing for potential **Effects**





Strategies for Addressing Current and Future Needs

- Categorized existing RTP projects relevant to freight movement
- Identified additional projects needed
 - Short- and long-term
 - Cost estimates
- For possible inclusion in upcoming RTP and Nevada State Freight Plan





Strategies for Addressing Current and Future Needs

- Improved Intermodal Connectivity through Development of an Integrated Logistics Center or “**Freight Village**”
- Servicing Freight for **Convention Facilities**
- Improved access to national and global markets via two interstate corridors: **I-15 and the future I-11**
- Capacity and operational improvements to the **local freeway** network
- Capacity and operational improvements to the **arterial network** to address first and last mile
- Policies and initiatives



Routes
without a
marshalling
yard

Servicing Freight for Convention Facilities



Existing Convention Freight Marshalling Yards and Primary Travel Routes

Freeway	Freight Marshalling Yard Locations
Railroad	Freeman
Street	GES
Primary Convention Center Locations	Primary Freight Transport Routes

Source: ESRI ArcGIS, RTC 2014, Freeman 2014

0 0.375 0.75 1.5
Miles

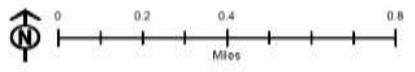
Much fewer routes with marshalling yard



Potential Consolidated Freight Marshalling Yard

- Railroad
- Primary Convention Center Locations
- Airport Noise Contour (70 Ldn) (residential and hotel prohibited)
- Study Area of Interest
- Primary Freight Transport Routes
- Tompkins Ave Street Extension

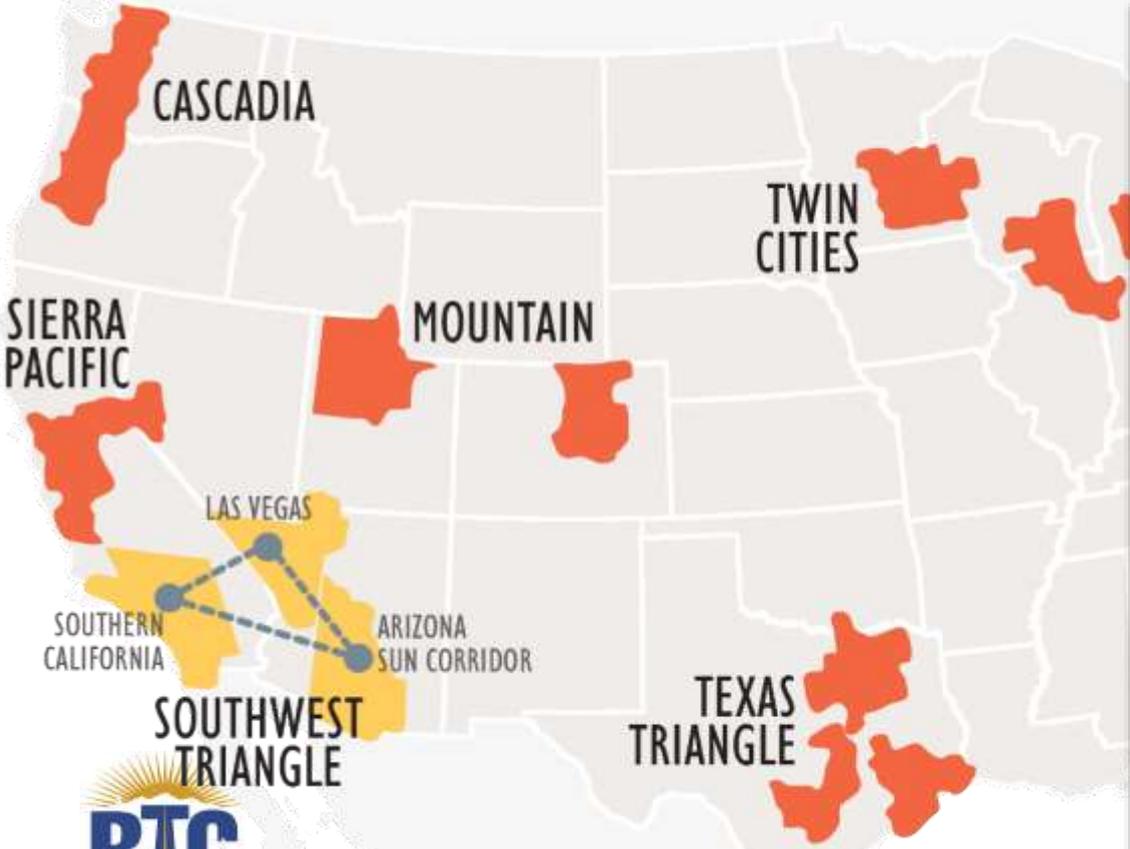
Source: ESRI ArcGIS, RTC 2014, Freeman 2014





Improved Access to National and Global Markets via Two Interstate Corridors: I-15 and the Future I-11

U.S. MEGAPOLITAN CLUSTERS



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