

CONNECTED & EQUITABLE MOBILITY

MAIN TAKEAWAYS

- Lack of actions that explicitly address pedestrians/walking/mobility aids was a concern.
- Overall, incentive mechanisms raised a lot of questions and concerns (who is funding what, where is money coming from, will incentives be sufficient and target the right groups).
- Two most contentious actions were 2.1.A (repair/replace) and 2.3.1 (support for dealerships); may want to consider removing these entirely.
- “Investments in transitioning fleets as well as overall programs should prioritize low-income communities facing the worst impacts of climate change.”

POTENTIAL NEXT STEPS

- Make language tweaks that were recommended for a few of the actions.
- Find additional examples, data for a few actions to demonstrate impact and effectiveness.
- A few actions are already happening via agencies and organizations, so may make sense to shift support and resources to those and delete out/re-frame those actions.

RESULTS OF VOTING ACTIVITY

CLEAN & EQUITABLE MOBILITY

Goal 1: Southern Nevada offers safe and equitable access to connected, multimodal transportation systems

1.1 Develop renewable energy sources to meet a significant share of energy demand (select and thermal by 2030).

1.1.A Fund and construct high-capacity transit (BRT/LRT), fixed route RTC transit, and paratransit. *8/7*

1.1.B Expand transit service for seniors, veterans, and people with disabilities.

1.1.C Implement microtransit services that can offer connections to and from public transit stops in areas with high transit ridership and high heat vulnerability.

1.1.D Advocate for legislative action to support research, development and application of renewable fuels in NV.

1.2 Reduce transportation demand while supporting a flourishing economy.

1.2.A Institute transit-oriented development zoning laws and regulations

1.2.B Increase opportunities for remote work and a compressed work week.

1.3 Promote safe and accessible alternatives to single occupancy vehicle trips.

1.3.A Create public-private partnerships to develop "hubs" where micromobility options like bikes and scooters are strategically placed near highly trafficked community, commercial, or transit locations. *W/ to do so! N. 3rd, 4th*

1.3.B Identify and prioritize bike infrastructure in high commute corridors.

1.3.C Connect residential development with neighborhood economic hubs.

1.3.D Launch public campaign on sharing the road.

Goal 2: The transportation system minimizes energy use and eliminates fossil fuels.

2.1 Transition 30% of passenger and light-duty vehicles to zero-emission vehicles by 2030.

2.1.A Establish incentives for repair and replacement programs to remove older high-emitting vehicles from the road.

2.1.A [Alternate to above] Establish incentives for electric vehicle upgrades, targeting owners of vehicles with low MPG, low-income drivers, and people interested in used electric vehicles.

2.1.B Establish incentives to encourage the installation of electric vehicle charging infrastructure at residential and commercial locations, including a pilot program offering extra support for installation at multi-family residential properties and underserved communities.

2.1.C Incentivize taxi, ride share, and chauffeur services to drive and promote zero-emission vehicles.

2.1.D Accelerate the electrification of ground support equipment at Harry Reid International Airport.

2.1.E Transition 80% of public light-duty fleet to zero-emission vehicles (ZEVs) by 2030.

2.2 Actively participate in opportunities to shape policy at the state and utility level to support prioritizing fossil-free transportation resources in underserved areas.

2.2.B Prioritize the placement of fossil-free fuel public transit vehicles in underserved communities.

2.2.C Launch an affordable car share program.

2.2.D Prioritize the charging infrastructure for medium and heavy-duty trucking at intermodal facilities in high exposure communities.

2.0.A Provide training/meeting for dealerships to promote EVs

2.3.B. Design + deliver a training program for students

2.3.C. Pilot electric bus program

2.3.D. Develop public campaign to promote EV options

2.3.E. Re-establish Clean Cities Coalition

DISCUSSION SUMMARY & FEEDBACK

Action 1.1.A: High-capacity transit....

- Re, new transit systems: “Is this another shiny new toy?”
- We need more reliable, expansive, and safer bus service *first*
- Light-rail *does* have an impact
 - If we had a new mass transit system like light rail, we could attract more/different users

Action 1.1.B: Expand transit for seniors....

- Add “youth, low-income populations”

Action 1.1.C: Implement microtransit services....

- Add “direct connection to healthy foods and daily needs”

Action 1.2.A: Institute transit-oriented development....

- We need this action, but it’s much harder than you think, and the region is really behind
- City of Las Vegas is working on this
- Need policies to address/encourage taller buildings
- Heat relief from TOD needs to be front and center
- *What* are these laws and regulations going to be?
- Should spend time elsewhere, should prioritize plans, mass transit, incentives for EVs – things that we know are concrete
- Need policies for land development/zoning and incentives for directing development – underutilized land, parking lots, “building from within”
- Will this look at how pedestrians move?
 - Make spaces more pedestrian friendly, fewer policies just about vehicles
- Need to better define transit-oriented development for this action

Action 1.3.A: Micromobility hubs....

- ADA access for wheelchairs can be a nightmare with scooters on sidewalks/public areas
- Private partners don’t take responsibility for ADA access
- This action would be OK if the micromobility options were NOT dockless
- Council will not go for dockless options
- Keep action! Just ensure it’s done in an equitable, ADA-compliant way

Action 1.3.B: Bike infrastructure in high-commute corridors....

- Biking is happening, but not in these corridors
- Until we have infrastructure, we won’t have users
- Most people live 10+ miles away from work
- Focus on first and last mile of commute instead
- Doesn’t speak to barriers of biking: safety, extreme heat, distance, accessibility, logistics
- Most people aren’t using bikes to commute
- We need more data on recreational and commuter bikers, need to better track and increase
- How many people are using existing infrastructure? Is it worth it?
- Might be more relevant to residential areas
- Promoting other bicycle behaviors in neighborhoods, short trips to stores

- Need to be strategic on where to place bike racks. How can e-bikes be protected/safely stored?
- Use language: “high-comfort, separated” instead of biking
- This action should go beyond just biking, and should not be only high-commute corridors

Action 1.3.D: Public campaign on sharing the road....

- Need more clarity on what this looks like
- Could be costly
- Are they effective? Any data or evidence? Would need to monitor and determine what success looks like
- This is already happening! NDOT, Southern Nevada Bike Coalition, Road Equity Alliance at UNLV have campaigns
 - Shift funding and support to these groups instead – could be money, data/policy support, program evaluation support
 - These campaigns use alternate language to “share the road”: “let’s get there together”

Action 2.1.A: Incentives for repair/replace....

- Can we define incentives here?
- Funding is already an issue for repair/replace
- Too closely resembles “Cash for Clunkers” program – not worthwhile
 - “The juice isn’t worth the squeeze,” not worth the money to implement
- This feels like a poverty tax. Is the funding there? How can we actually help families to get around and not be burdened by mandated costs?
 - Should not prioritize environment over community members
 - Should not saddle people with debt (going from a car with no payment to having a payment when you’re already strapped, higher interest and insurance rates)
- Incentives are never enough – what are they?
- Who is approved/licensed for repairing the vehicles? Only large dealerships, or smaller outfits? Are they located in all communities?
- Could lower threshold for getting a loan for EVs instead
- “Create an ordinance to increase smog check fee for repairs \$1.50 - \$2 and focus program to address repairs more than replacements where feasible”
- Can the incentive be a pilot grant program instead

Action 2.1.A (alternative): Establish incentives for EVs...

- Not sure about county’s role in this action
- Money provided wouldn’t move the needle (folks who can already afford EVs don’t need it)
- Dollar for dollar, it’s more high-impact to target existing clunkers, worth targeting repair
- Keep this action!
- How to implement? Federal funds? Can’t envision CC paying for EV incentives

Action 2.1.B: Establish incentives for EV charging....

- Add “public facilities”
- This should fall under a utility (NV Energy, or maybe the state)
- County should be incentivizing through planning initiatives, not dollars
 - Doesn’t want apartment complexes to receive money directly from the County
- One participant thought money could be spend elsewhere, others not opposed to CC funding
 - Example was raised of SNWA providing incentives to remove grass and it working

- This action is important, but funding is key for multifamily developments

Action 2.1.C: Incentivize taxi, ride share....

- Add “fleets (e.g., buses, shuttles)”

Action 2.2.C: Launch car share program....

- Using car shares not always a great experience – cars aren’t clean, regularly maintained, some pick up locations can feel unsafe
 - What if a car share service was someone affiliated with a property? With someone to maintain and clean the vehicles?
- Take issue with the verb “launch.” Who is launching this, owning this?
- Having an EV care share program is preferable
- This is a great idea, but is it high impact? Feels like it won’t be used
- Private sector is best to be in this space
- Could this be connected to Action 1.1.B? Already a program to get seniors to grocery stores, maybe expand that program to help more people get around
- [Club Ride](#) – Existing program “*administered by the RTC and is a federally funded transportation demand management program that is designed to improve air quality and traffic congestion by reducing single occupant vehicle travel. Club Ride provides FREE programs and services that include carpool ride-matching, Guaranteed Ride Home, the Club Ride Rewards incentive program, EZ Rider transit pass discounts, and marketing campaigns and promotions. These are designed to encourage carpooling, vanpooling, riding transit, walking, bicycling, motorcycling, working from home, and compressed work weeks.*”

Action 2.3.A: Training/marketing for car dealerships....

- Dealerships don’t need support – already selling these cars because of wide margin and high demand
- Not the county’s responsibility
- Would prefer resources dedicated to something else
- It would be better if dealerships had to commit to something: selling x number of EVs at a fair, affordable price
- What if they sold EVs at MSRP only? (If incentives are going to be provided)

Action 2.3.D: Develop public campaign to promote EVs....

- Public education campaign is worthwhile
- Do need to dispel misinformation about EVs
- What is the cost breakdown?
- Are these campaigns effective? Need to measure/know it’s worthwhile
- Need to make it easier to own an EV vs. telling the community – need to get resources (like charging stations) to places with the highest need
- Must address access and where chargers are located, too

MISSING ACTIONS & TOPICS

1. Actions that address pedestrians and walking

- a. “Protect pedestrian’s health from high traffic areas”
- b. “Protect public health in outdoor spaces”

- 2. Actions that address rolling transport and mobility aids (wheelchairs, crutches, walkers, etc.).**
 - a. Need to ensure that TOD policies and programs, new and existing development projects address accessibility and ensure ADA compliance (ex: sidewalks can accommodate mobility aids)

- 3. Actions that address lack of shade**
 - a. "Plant female trees to decrease pollen/allergies"
 - b. Consider carbon sequestration benefits

- 4. Incentives for electric bikes**
 - a. A \$500 incentive goes further for an electric bike than for an EV

- 5. Congestion pricing, HOV/HOT**

- 6. Create sustainable workforce transit to/from Resort Corridor**

- 7. Consider rural transit (SNTC)**

- 8. Noticed the word "carpool" isn't anywhere on the action list**