

# **EXHIBIT 1**

## **Declaration of Virginia Valentine**

**BROWNSTEIN HYATT FARBER SCHRECK, LLP**  
100 North City Parkway, Suite 1600  
Las Vegas, NV 89106-4614  
702.382.2101

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*Counsel for Amicus Curiae*

**UNITED STATES DISTRICT COURT  
DISTRICT OF NEVADA**

**DECLARATION OF VIRGINIA  
VALENTINE IN SUPPORT OF BRIEF OF  
AMICUS CURIAE, NEVADA RESORT  
ASSOCIATION, IN SUPPORT OF  
DEFENDANT’S MOTION FOR  
SUMMARY JUDGMENT**

I am the President and CEO of Nevada Resort Association (“NRA”). I make this  
Clark County’s Motion for Summary Judgment.

established in 1965 to represent and advocate for one of Nevada’s most

\_\_\_\_\_,



**BROWNSTEIN HYATT FARBER SCHRECK, LLP**  
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35% of Nevada’s general fund revenue

The gaming industry’s total economic impact was \$90.7

State’s total employees.

Nevada. This data, and more, can be found on the NRA’s website at \_\_\_\_\_

Clark County Board of Commissioners (the “Board”)

(the “Workgroup”)

pedestrian bridges, as well as from LVMPD with respect to the state of the Strip and its “Safe Strip

”

included a section regarding “Obstruction of Public Sidewalks & Pedestrian Bridges due to Congestion.” It recommended that Chapter 16.11 be amended “to clarify that pedestrian bridges

.”

A proposed bill, the “2022 Proposed Ordinance,” was introduced to the Board in

’s behalf

in the Department of Criminal Justice at UNLV and the Director of UNLV’s Center for Crime and

Dr. Sousa’s expert report to the Board to highlight Dr. Sousa’s

–

. A true and correct copy of the email submitting NRA’s

**Exhibit 2**

– true and correct copy of Dr. Sousa’s report.

NRA submitted the letter and I testified on NRA’s behalf before the Board in support

tourist safety, in part resulting from visitors’

authored an article titled “Perceptions of Disorder: Results from

Two Las Vegas Tourist Locations,” as part of UNLV’s Center for Crime and Justice Policy. He

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**Exhibit 7**

**Exhibit 14**

*With Metro gaining upper  
hand on Strip violence, visitors feel safe again*

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**Exhibit 15**

*Las Vegas’ new safety  
features? The city wants to stay fun -- and secure*

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**Exhibit 16**

*Security measures on the Las  
Vegas Strip that could help prevent attacks toward pedestrians*

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**Exhibit 17**

*Las Vegas Boulevard pedestrian*

*bridge crime is the new focus of Metro Police recruits*

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**Exhibit 18**

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Signed by:

*Virginia Valentine*

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**BROWNSTEIN HYATT FARBER SCHRECK, LLP**  
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Las Vegas, NV 89106-4614  
702.382.2101

# **EXHIBIT 2**

**Email dated December 4, 2023, with  
attachments**

**Dyer, Emily L.**

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**From:** Sabrina Santiago <sabrina@nevadaresorts.org>  
**Sent:** Monday, December 4, 2023 5:12 PM  
**To:** jim.gibson@clarkcountynv.gov  
**Cc:** Virginia Valentine; Susan Gersh; 'Kevin Schiller'; 'Abigail Frierson'; Lisa Logsdon; Langberg, Mitchell; Andrew Walsh; 'Liesl Freedman'; 'Kevin McMahill'  
**Subject:** Pedestrian Bridge Ordinance  
**Attachments:** 12.04.23 BCC Pedestrian Bridge Ordinance.pdf; Final Sousa Report.pdf; NRA 2023 THE FACTS FINAL 1.pdf

Dear Chair Gibson,  
Please see the attached letter from Virginia Valentine regarding the proposed ordinance to amend Title 16 of the Clark County Code to add Chapter 16.13.

Thank you for your consideration.

Sent on behalf of Virginia Valentine,  
Sabrina

Sabrina Santiago  
Nevada Resort Association  
Executive Assistant to  
Virginia Valentine, President  
10000 W. Charleston Blvd.  
Suite 165  
Las Vegas, NV 89135  
Ph: 702-735-4888

<http://www.nevadaresorts.org/>





December 4, 2023

The Honorable James B. Gibson, Chair  
The Honorable Tick Segerblom, Vice Chair  
The Honorable Michael Naft  
The Honorable Marilyn Kirkpatrick  
The Honorable Ross Miller  
The Honorable William McCurdy II  
The Honorable Justin Jones

Clark County Board of County Commissioners  
Clark County  
500 S. Grand Central Pkwy  
Las Vegas, NV 89155

**Subject: Pedestrian Bridge Ordinance**

Dear Commissioners,

We are writing in support of the proposed ordinance to amend Title 16 of the Clark County Code to add Chapter 16.13, establishing pedestrian flow zones on pedestrian bridges within the resort corridor.

The resorts along the corridor—and the ability to continuously attract visitors—are critical to the economic viability of the State of Nevada. Gaming was legalized in 1931 to attract visitors to Nevada in order to stimulate the economy, create jobs, and encourage capital investment. Because the tourism industry is the single largest contributor to the State’s general fund, our public safety, education, healthcare, and other infrastructure systems depend on its success. The financial crisis of 2008 and the recent pandemic have reminded us that this industry’s vitality benefits not just investors but also the 100,000 of thousands of Nevadans employed directly and indirectly in the tourism industry. Every citizen of this State benefits from (and many depend on) our collective success.

The significance of our role is something we all take very seriously. As you know, we make substantial investments and take great efforts in that regard. Sometimes, we must turn to state and local government to help. Because public safety and the public’s perception of safety along the resort corridor can have a meaningful impact on our operations, we believe it is very important for the Commission to enact proposed Chapter 16.13.

**Safety is a Top Priority**

Safety for guests and employees is a top priority of the tourism industry and community leaders alike. Recognizing the importance of tourism safety and the significance of tourism to the economy, UNLV recently announced the creation of a Tourism Safety Institute. Growth in the availability of gaming, sporting events, concerts, and other entertainment options is promising for the future of the tourism industry. At the same time, concerns are steadily increasing regarding the willingness of guests to return to Las Vegas if they do not feel safe or have bad experiences. As the sole method of crossing Las Vegas Boulevard (“LVB”) for a significant portion of the resort corridor, the pedestrian bridges are a significant point of concern for both the actual and perceived safety of guests and employees. We are at a critical point in time when we can change the trajectory of disorder on pedestrian bridges, make bridges safer for guests and employees, and avoid loss of the reputation of Las Vegas as a safe destination.

**Problem**

Development on LVB has resulted in larger resorts and more hotel rooms. As visitation increased, sidewalks were installed in the areas between hotels and the street. Pedestrian bridges were constructed across LVB to safely separate pedestrians from traffic. Subsequently, bollards were installed between the roadway and the sidewalks. The bridges and bollards have been effective for preventing pedestrian conflicts with vehicular traffic. Increased pedestrian traffic on sidewalks and bridges has resulted in congestion on the bridges which are designed to provide unobstructed movement of pedestrians.

Bridges are typically confined, narrow elevated corridors connected at each end to elevators and escalator landings which transport pedestrians between the elevated bridges and the ground below. Unfortunately, bridges and elevators have become opportunities for significant disorder which also creates the conditions that foment illegal activity. Congestion on the bridges is creating an environment for disorder. As described by Dr. Sousa in “Questions Related to Public Safety on Pedestrian Bridges” (Exhibit A), there is a connection between disorder and threats to public safety. Dr. Sousa explains that research indicates that disorder results in fear of victimization and that unchecked disorder can lead to greater disorder.

Dr. Sousa further explains that several common disorders on the bridges, including aggressive panhandlers, solicitation while intoxicated, illegal vendors, confidence games, and drug activity are prevalent. He points out that the location of disorderly conduct is often most problematic when performed in areas where people are “most vulnerable to intimidation (i.e., in areas where the observer of the behavior is a ‘captive audience’)”.

Crime reported on the bridges is roughly twice that of sidewalks even though the bridges represent a very small portion of the overall sidewalk system. Employees and guests who use the bridges experience crime and feelings of being unsafe and, unlike sidewalks, they have no place to escape the situations they may encounter on a bridge. The potential for rapid egress from a bridge creates the potential for a dangerous crush of people by the elevators or on the escalators. During reports of a broken window at a



resort valet station, misinformed tourists rushed to self-evacuate from the bridges momentarily creating chaos.<sup>1</sup>

Visitors and guests report that they are afraid to use the bridges and are witnessing crime, being confronted with lewd acts, unsanitary conditions, and a gauntlet of illegal confidence games and vendors.

### **Economic Contributions to State Economy**

It is no surprise that tourism is the largest industry in the state. Tourism provides 35% of the state's general fund, 27% of the jobs, and \$90.7 billion (43%) of the state's total gross domestic product. Southern Nevada is the source of much of these economic impacts where more than 40 million tourists visited Southern Nevada in 2022.

By the end of 2023, there will be more than 150,000 hotel rooms in Clark County. As demonstrated after September 11, 2001, the Great Recession of 2008/2009, the Savings and Loan Crisis of the 80s and 90s, and during the Pandemic, when tourism is down, revenue to state and local governments declines, unemployment is high, and the State of Nevada suffers economic crisis. Among the many implications of these circumstances, any long-term economic crisis in the State jeopardizes funding for (and, ultimately, the quality of) public safety, healthcare services, and education throughout the state.

### **Justification for the Bridge Ordinance**

Certainly, issues surrounding public safety and the impact on Las Vegas' reputation cannot be legislated away. But, where possible, improvement should be embraced. Proposed Chapter 16.13 is just such an improvement.

The proposed restriction is designed to ensure that traffic on the pedestrian bridges constantly flows without disruption. Given the initial purpose of the pedestrian bridges—to replace the means of crossing LVB once the crosswalks were removed—ensuring the free flow of pedestrian traffic makes logical sense.

It would be enough to consider the disproportionate disorder and illegal activity that occurs on the pedestrian bridges simply because once pedestrians access the escalators, elevators, and bridges, they are limited in their ability to avoid any disorder or crime. The fact that the bridges are above street level and, therefore, the ability for law enforcement to observe what occurs on the bridges is more limited, likely explains the disproportionate misconduct on the bridges. And, because there is limited egress from the bridges, events of disorder and illegal activity that might cause pedestrians to flee can result in a clogging effect, inhibiting first responders' ability to access the bridges and intervene or render aid.

Beyond those issues, what makes these pedestrian bridges even more unique is the unpredictability of the pedestrian demand. With the increasing number of conferences, sporting events, concerts, and

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<sup>1</sup> [Headline Las Vegas Review Journal](#): 2 Sue Las Vegas resort after false report of gun shots leads to stampede.

other sources of pedestrian traffic, the demand on the bridges can vary greatly day-to-day and at various times of the day. That only factors organized events. It is an unfortunate but undeniable reality that the increased threat environment for catastrophic events has caused numerous “scares” in high-density places of gathering, including on the resort corridor. These scares have and will continue to put sudden, unpredictable, and uncontrollable heavy demand on the pedestrian bridges. We all must also acknowledge the potential for an actual emergent crisis that will put immediate demand on the pedestrian bridges as a means for escape.

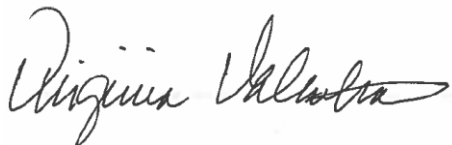
Unfortunately, by the time one of these events occurs, it is too late to ensure that the pedestrian bridges are clear of obstructions to allow for an emergent rush. Unlike the rest of the sidewalk system, there are simply fewer places to go. The increased risk of injury is obvious.

The solution in proposed Chapter 16.13 is relatively simple. Prohibit people from stopping or causing others to stop on the pedestrian bridges. There is no impact on people who are merely seeking to cross LVB. Admittedly, the new ordinance would disrupt those who would otherwise take up stationary positions on the pedestrian bridges for sightseeing, entertainment, to rest, etc. But the disruption is minimal. The bridges make up only 6% of the entire sidewalk system. The no stopping rules are limited to that small portion of the sidewalk system. Any impact on First Amendment activity is incidental and quite limited. Of course, under the proposed ordinance, those engaged in First Amendment activity who do not stop on the pedestrian bridges are not restricted. Those who wish to exercise their First Amendment rights in some stationary form are limited by the proposed ordinance only on the 6% of the sidewalk system that is made up of the pedestrian bridges. Assuming that they do not violate other restrictions (like obstructing pedestrian traffic), those activities can still be conducted just feet away from the bridges, at surface level. People engaged in such activity will have access to nearly the same exact audience as pedestrians’ access and egress the pedestrian bridges.

In other words, proposed Chapter 16.13 will make the bridges safer by keeping pedestrian traffic moving while having minimal impact on other activity which can take place on the vast majority of the remaining sidewalk system.

Therefore, we encourage you to vote in favor of enacting Chapter 16.13. Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, appearing to read "Virginia Valentine", with a stylized, flowing script.

Virginia Valentine  
President & CEO  
Nevada Resort Association

Cc: Nevada Resort Association Board of Directors  
Kevin Schiller, Clark County Manager

Abby Frierson, Clark County Assistant County Manager  
Lisa Logston, County Counsel, Clark County District Attorney  
Mitch Langberg, Brownstein, Hyatt, Faber, Schrek  
Kevin McMahon, Sheriff, Las Vegas Metropolitan Police Department  
Andrew Walsh, Undersheriff, Las Vegas Metropolitan Police Department  
Liesl Freedman, General Counsel, Las Vegas Metropolitan Police Department

Attachments:

*"Questions Related to Public Safety on Pedestrian Bridges"*, Dr. William Sousa, UNLV Center for Crime and Justice Policy

*"The FACTS"*, Nevada Resort Association, 2023

**QUESTIONS RELATED TO PUBLIC SAFETY ON PEDESTRIAN BRIDGES****William H. Sousa, Ph.D.****1. What is the focus of Dr. Sousa's research projects and how do they relate to the pedestrian overpasses?**

The focus of my research is on crime, disorder, and public safety, particularly in urban settings. I am an author of a textbook on policing and numerous articles, monographs, and book chapters on the nature of disorder, its impact on community life, and the role of police and citizens in terms of dealing with disorder. The nature of the research often involves conducting observations of police as they manage complex problems in public places. Over my nearly 20-year career, I have conducted approximately 150 ride-along / walk-along observations with police, totaling well over 1,000 hours.

While I have explored issues related to public safety in numerous cities around the country, much of my research is focused in Clark County. As just a few examples, I have studied citizen perceptions of disorder along Las Vegas Boulevard and Fremont Street,<sup>1</sup> issues related to pedestrian safety on Las Vegas Boulevard,<sup>2</sup> efforts to manage major crowd events along Las Vegas Boulevard,<sup>3</sup> concerns related to unhoused youth in Southern Nevada,<sup>4</sup> and violence prevention efforts in Las Vegas neighborhoods.<sup>5</sup>

Whereas much of this work examines connections between disorder and public safety, the research relates directly to concerns that have developed along the pedestrian bridges over Las Vegas Boulevard.<sup>6</sup> Analyses indicate that calls for service for disorder-related events on Las Vegas Boulevard increased 23% between 2018 and 2022. Moreover, while problems related to disorder have increased on the Strip in general, further analyses reveal that disorder tends to concentrate on the pedestrian overpasses. While the bridges comprise less than 6% of the sidewalk system along Las Vegas Boulevard, 11% of disorder-related calls occurred on the overpasses.

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<sup>1</sup> Jonathan Birds and William Sousa (2015). *Perceptions of Disorder: Results from Two Las Vegas Tourist Locations*. Research in Brief Series, 2015-01. Las Vegas, NV: UNLV Center for Crime and Justice Policy.

<sup>2</sup> William Sousa (2023). *Safety on Las Vegas Boulevard, 2018-2022*. Stat Sheet Series, 2023-01. Las Vegas, NV: UNLV Center for Crime and Justice Policy.

<sup>3</sup> William H. Sousa and Tamara D. Madensen (2011). "The police and major event planning: A case study in Las Vegas, Nevada." *Preventing Crowd Violence*. Crime Prevention Studies Series, 26, 139-158.

<sup>4</sup> Patricia Cook-Craig, Jennifer Guthrie, William Sousa, Carlton Craig, Michael Bruner, Judy Tudor, Jessica Word, and Melissa Jacobowitz (2017). *The State of Youth Homelessness in Southern Nevada*. Research in Brief. Las Vegas, NV: Greenspun College of Urban Affairs.

<sup>5</sup> Timothy Radtke, William Sousa, and Timothy Hart (2008). "Operation Ceasefire in Clark County, Nevada: Evaluating a Cross-Jurisdictional Approach to Reducing Gun Violence." Washington, DC: Bureau of Justice Statistics.

<sup>6</sup> See, generally, Sousa (2023).

**2. What does disorder mean with respect to Dr. Sousa's expertise and areas of research and study? What is the relationship between disorder and crime and other safety issues? Explain disorder and how it creates conditions of public safety and/or crime.**

Within the criminological literature, "disorder" refers to a broad range conditions and behaviors that are not necessarily illegal (although they often are), but are nevertheless considered to be problematic in public places.<sup>7</sup> The term "disorder" is sometimes used interchangeably with terms such as "incivilities" or "quality-of-life concerns." Research often distinguishes between two types of disorders: social and physical. Social disorders involve active behaviors, such as aggressive panhandlers who intimidate passersby, individuals engaging in street prostitution, people using drugs and alcohol in public, or unruly teenagers who harass pedestrians. Physical disorders involve persistent conditions, such as litter along sidewalks, locations with evidence of public urination and defecation, or graffiti on walls of public buildings.<sup>8</sup>

Disorder is a concern because of the potential harmful effect it can have on public life. Research indicates that disorder can lead to citizen fear, to more disorder, and to serious crime. Researchers have argued, for example, that citizens' perceptions of disorder are significantly related to fear of victimization,<sup>9</sup> and that people will often alter their behavior to avoid confrontations with disorderly actors or conditions.<sup>10</sup> Other studies demonstrate that relatively little disorder, if left unchecked, can generate more disorder.<sup>11</sup> Furthermore, although it is not inevitable, locations with permissive atmospheres toward disorder are more susceptible to serious criminal activity.<sup>12</sup> This is because serious offenders are generally more comfortable in places where acts of disorder are common and appear to be acceptable.

Several factors escalate problems related to disorder, including the amount of visible disorder at any given time, the level of aggressiveness of the disorderly actor(s), and the type of location where the disorder is occurring. Location is particularly important because disorderly behaviors are often most problematic when they are performed in specific locations where people are especially vulnerable to intimidation (i.e., in areas where the observer of the behavior is a "captive audience"). Examples of such locations are bus stops, train platforms, and subway cars.

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<sup>7</sup> Wes G. Skogan (1990). *Disorder and Decline: Crime and the Spiral of Decay in American Neighborhoods*. New York: The Free Press.

<sup>8</sup> William H. Sousa (2010). "Wesley Skogan's 'Disorder and Decline'" in *The Encyclopedia of Criminological Theory*, Frank Cullen & Pam Wilcox (eds.), SAGE publications.

<sup>9</sup> Catherine E. Ross and Sung Joon Jang (2000). "Neighborhood disorder, fear, and mistrust: the buffering role of social ties with neighbors." *American Journal of Community Psychology*, 28(4), 401-420.

<sup>10</sup> William H. Sousa and George L. Kelling (2014). "Order Maintenance Policing" in *Encyclopedia of Criminology and Criminal Justice*, G. Bruinsma & D. Weisburd (eds.), Springer.

<sup>11</sup> Kees Keizer, Siegwart Lindenberg, and Lionda Steg (2008). "The spreading of disorder." *Science*, 322, 1681-1685.

<sup>12</sup> Skogan (1990).

Those who are a captive audience often fear that they could be an easy victim of serious crime if they refuse the disorderly actor, or they fear harassment because it is physically difficult for them to “get away.”<sup>13</sup> Even if people are physically able to avoid or remove themselves from a particular location where the disorder is occurring, doing so may prevent them from the legitimate use of that location. Notably, it is often the most vulnerable members of society – such as the elderly, children, and the disabled – who are the most susceptible to this type of intimidation.

**3. When considering the pedestrian overpasses as part of Las Vegas Boulevard South / Resort District sidewalk system, are there disorder or safety issues that are unique or more significant to the bridges separate from the at-grade sidewalks? If so, what are the issues unique to the bridges that are not issues on the at-grade sidewalks?**

A number of disorders are common on the Las Vegas Boulevard South / Resort District sidewalk system, including aggressive panhandlers, solicitation while intoxicated, aggressive street performers, illegal vendors, confidence games (i.e., three-card monte), and drug related activity. These are all disorders that, as discussed above, can potentially lead to more significant problems if they are not managed.

While many of these behaviors are not unique to the pedestrian bridges (they occur on the at-grade sidewalks as well), the nature of the bridges makes these disorders especially problematic for at least two reasons. First, disorderly acts and conditions contribute to obstructions and crowding on the overpasses as people stop to react to the disorder. While not all acts of disorder are necessarily intended to make people stop, many of the behaviors described above (three-card monte, for example) are done by individuals who are stopped on a bridge and who deliberately cause other pedestrians to stop and congregate.

Second, people trying to cross a pedestrian bridge are a “captive audience” similar to those described above in Question #2. If pedestrians want to safely cross Las Vegas Boulevard, they have little choice but to use the overpasses. Once they are on a bridge, they are essentially confined to a restricted space with no way to leave other than the point that they entered and the exit point on the opposite side. Such conditions make pedestrians on overpasses particularly vulnerable to intimidation from disorderly behaviors or conditions. Pedestrians on at-grade sidewalks have more flexibility in terms of avoiding disorder if they feel threatened by it – since they are not restricted by the walls of a pedestrian bridge, they can retreat, enter a property, or otherwise maneuver around the disorder. Given the relatively limited width of the bridges, however, pedestrians are often unable to negotiate around the disorders they encounter. Their only choice may be to return to the point where they entered, but doing so would deny them from the legitimate purpose of using the bridge in the first place, which is to safely cross Las Vegas Boulevard.

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<sup>13</sup> George L. Kelling and Catherine M. Coles (1996). *Fixing Broken Windows: Restoring Order and Reducing Crime in Our Communities*. New York, NY: The Free Press, p.34.

**4. With respect to the pedestrian overpasses, are there issues of egress in times of panic and increased risk of injury?**

Pedestrians on an overpass are in a rigidly confined space with traffic flow in only two directions. This creates a heightened risk of injury should an incident occur that triggers rapid group movement in one direction (i.e., panicked pedestrians rushing toward one side of the bridge).<sup>14</sup> A bottleneck can occur as a quickly moving crowd on an overpass is funneled to a narrower exit point (i.e., a doorway or an escalator on the overpass). As crowd density increases at the concentrated exit point, people can become so packed together that injuries result – a phenomenon known as “crowd crush.”

An escalator further complicates matters in the event of an emergency on a pedestrian overpass. While the down-escalator is a potential source of bottlenecking as people rush off the bridge, the up-escalator will continue delivering people to the same location as the bottleneck. This can result in a pileup at the outlet of the up-escalator, which further contributes to crowd density and increases the likelihood of injury.<sup>15</sup>

Additionally, crowd density caused by pedestrians who are rapidly exiting an overpass can impede the efforts of first responders who are trying to enter the bridge. This can prevent authorities from reaching the initial source of the panic, and it can delay emergency medical treatment to those injured on the overpass.

**5. Are these issues that are unique or more significant to bridges exasperated by those who congregate or stop on bridges, regardless of whether the people who stop or congregate are engaging in wrongful conduct themselves?**

As discussed above, the rigid boundaries of pedestrian bridges reduce the ability of people to distance themselves from each other, particularly if there are large numbers of people on a bridge at a given time. Individuals who are standing, sitting, laying, or otherwise stopped on an overpass may obstruct pedestrians and therefore present a physical risk both to themselves and to others, especially in an emergency.

Those who are stopped may also encourage others to stop or congregate (either intentionally or unintentionally). Regardless of whether people who stop or congregate are engaged in wrongful conduct, the relatively confined space along a pedestrian overpass generates a higher propensity for increased crowd density when people are stopped. Pedestrians may be forced to negotiate through the crowd since going around it may not be an option.

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<sup>14</sup> See, generally, John J. Fruin (1984). “Crowd dynamics and auditorium management.” *Auditorium News*, May ed.

<sup>15</sup> John J. Fruin (1993). “The causes and prevention of crowd disasters.” Paper presented at the First International Conference on Engineering for Crowd Safety, London, England, March 1993.

In addition to the heightened risk of injury as crowd density increases (as discussed in Question #4), research on crowd dynamics suggests a number of other problems that can result as crowds gather, especially if the density of the crowd is such that people are close enough to physically touch.<sup>16</sup> For example, pickpocketing, groping, and other forms of theft, assault, and violence are more common in crowded conditions, particularly if alcohol or drugs are involved.

**6. What actions can be taken to reduce disorder and improve public safety on the pedestrian bridges and how and why would they do so?**

When the nature of an environment is such that there are limited points of ingress and egress, efforts should be made to facilitate the orderly movement of people and make the flow of pedestrian traffic as efficient as possible.<sup>17</sup> In practical terms, this means encouraging people to keep moving on the overpasses, discouraging people from stopping or congregating on the bridges, and managing any disorderly conditions that may cause people to stop.

In some environments, technological, architectural, or engineering modifications could be implemented that might reduce disorder or otherwise encourage pedestrians to keep moving / prevent pedestrians from stopping or congregating. Given the architectural design of the pedestrian overpasses, however, options for altering the physical environment are limited.

Enforcement efforts would be another method to reduce disorder and facilitate the flow of pedestrian traffic along the overpasses. Official ordinances give police the legal authority to issue warnings for non-compliance or, as a last resort, take formal action (i.e., citations). A local ordinance that prohibits stopping, for example, would provide a legal mechanism for police who seek to manage the orderly movement of people along the overpasses.

**7. Assuming one such action is to prevent the stoppage or congregating of all persons, how does that action decrease risk to the public? To be effective does it need to include everyone, including those who stop or congregates and are not engaging in bad behavior?**

Efforts designed to prevent stopping or congregating on pedestrian bridges would improve public safety in several ways. First, as discussed in Question #5, regardless of whether people who stop or congregate are engaged in wrongful behavior, they may contribute to crowd density that can increase risk of injury (i.e., “crowd crush”) or other problems that arise when people are close enough to physically touch (i.e., pickpocketing, theft, groping, fights). By keeping all pedestrians moving on the overpasses, risks associated with crowd density are minimized.

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<sup>16</sup> Miliakiela SJ. Heen and Joel D. Lieberman (2018). “Sexual harassment and violence at music concerts and festivals.” Stat Sheet Series, 2018-03. Las Vegas, NV: UNLV Center for Crime and Justice Policy.

<sup>17</sup> Fruin (1993).



Additionally, as discussed in Question #3, much of the disorder that occurs along the pedestrian bridges is the result of people who are stopped or who encourage others to stop (either intentionally or unintentionally). Research demonstrates that efforts to manage disorderly behaviors directly reduce those behaviors and can also prevent more serious problems from forming.<sup>18</sup> Preventing stopping or congregating on bridges – regardless of the actor’s motivation for stopping – is likely to reduce disorder and therefore improve public safety.

#### **8. Why is a prohibition on obstruction insufficient to resolve the issues on the bridges?**

As discussed above, obstructions can occur as the result of unsafe and disorderly conditions along the walkways. Once obstructions have occurred, however, it may be too late to prevent their more serious consequences, including the elevated risk of injury to pedestrians and the increased difficulty for first responders to quickly manage emergencies. A prohibition on obstruction is therefore insufficient because such a prohibition will not address the problematic conditions that create obstructions in the first place.

The main safety concern on the bridges stems from people who stop or congregate. Those who are stopped, even if they are not intentionally obstructing others, may encourage other pedestrians to stop. This can contribute to increased crowd density and its potential results, including risk of physical injury and criminal activity that can occur when people are in close proximity to each other. Relatedly, those who are stopped may add to the amount of disorder on the bridges even if their actions are not unlawful.

Whereas the purpose of the overpasses is to safely deliver people from one side of Las Vegas Boulevard to the other, the most reasonable solution to minimize problems related to crowd density, disorder, and criminal activity is to keep pedestrians moving along the bridges. A prohibition on obstruction alone will not resolve these concerns.

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<sup>18</sup> See George L. Kelling and William H. Sousa (2001). *Do Police Matter? An Analysis of the Impact of New York City’s Police Reforms*. Civic Report No. 22. New York, NY: The Manhattan Institute for Policy Research; see also Anthony A. Braga, Brandon C. Welsh, and Cory Schnell (2015). “Can policing disorder reduce crime? A systematic review and meta-analysis.” *Journal of Research in Crime and Delinquency*, 52(4), 567–588.

## Stat Sheet

April 2023

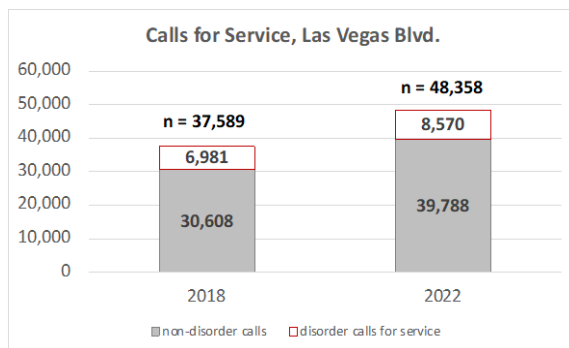
CCJP-SS 2023-1

### Safety on Las Vegas Boulevard, 2018-2022

By: William Sousa

Safety concerns related to police calls for service, disorderly conditions, and unhoused individuals present numerous challenges for public officials. This Stat Sheet provides an overview of safety conditions on Las Vegas Boulevard from 2018-2022.

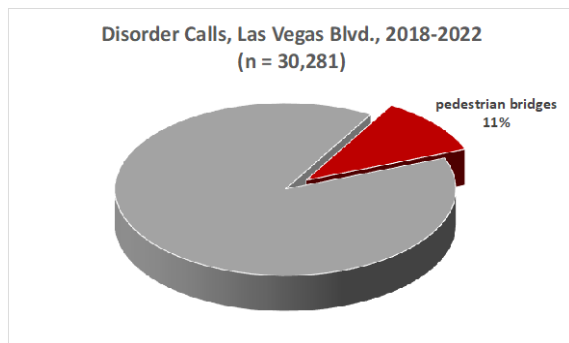
### Key Stats



#### 1. Calls for Service – Disorder

Overall calls for service on Las Vegas Boulevard increased 29% from 37,589 in 2018 to 48,358 in 2022.

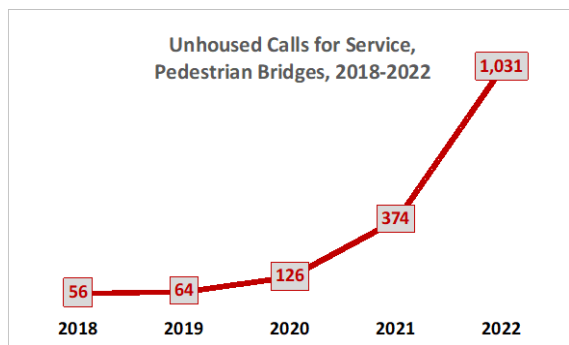
Calls specifically for disorderly offenses jumped from 6,981 in 2018 to 8,570 in 2022 – an increase of 23%.



#### 2. Disorder on Pedestrian Bridges

Calls for disorderly offenses on Las Vegas Boulevard are disproportionately concentrated on pedestrian bridges.

Although the pedestrian bridges account for less than 6% of the total length of the sidewalk system along Las Vegas Boulevard, 11% of disorder calls occurred on the walkways.



#### 3. Calls Related to Unhoused Individuals

Calls for service related to unhoused individuals increased dramatically on Las Vegas Boulevard from 2018-2022.

For example, calls related to the unhoused increased on the pedestrian bridges from 56 in 2018 to 1,031 in 2022 – an increase of over 1,700%.

# Center for Crime and Justice Policy

## Introduction

Public safety along Las Vegas Boulevard – the heart of the entertainment industry in Clark County – is an important consideration for public officials. As a major tourist destination, issues related to police calls for service, disorderly conditions, and unhoused individuals present a number of challenges. An analysis of data from 2018-2023 provides information on measures of public safety along Las Vegas Boulevard.<sup>1</sup>

## Calls for Service

Calls for service are a gauge for the amount of police resources required to manage problems at locations. While many calls are not necessarily crime-related, they often reflect citizen concerns about problematic conditions related to personal health and safety. Analyses reveal that calls for service along the stretch of Las Vegas Boulevard between Russell Road and Sahara Avenue increased substantially, from 37,589 in 2018 to 48,358 in 2022 – an increase of 29%.

## Disorder

Research demonstrates that problematic quality-of-life conditions (aggressive panhandling, public drug and alcohol use, excessive trash and litter, etc.) can lead to more quality-of-life issues in public spaces, increased sanitation problems, heightened fear among citizens, and serious criminal activity. Calls for service specifically for disorder increased from 6,981 in 2018 to 8,570 in 2022 – an increase of 23%. Disorder also appears to concentrate at specific locations along Las Vegas Boulevard. For example, although pedestrian bridges make up less than 6% of the total length of the sidewalk system, 11% of disorder calls on Las Vegas Boulevard occurred on the walkways.<sup>2</sup>

## Unhoused Individuals

Safety concerns related to unhoused individuals present a number of challenges. The unhoused are disproportionately impacted by struggles with physical health, mental health, and substance abuse problems – and they are at heightened risk of victimization by serious crime. Many calls for service to police concern unhoused individuals. Calls related to the unhoused increased at an alarming rate along Las Vegas Boulevard, from 346 in 2018 to 7,066 in 2022 – an increase of over 1,900%. On the pedestrian bridges alone, calls increased from just 56 in 2018 to 1,031 in 2022 – an increase of over 1,700%.

<sup>1</sup> Data were provided by the LVMPD Research & Analysis Unit and the Clark County Public Works Department.

<sup>2</sup> The total length of the sidewalks between Russell Road and Sahara Avenue (east and west sides), including the pedestrian bridges, is 39,600 linear feet. The length of the bridges alone is 2,300 linear feet. These measures do not include the privately owned pedestrian bridges in front of Treasure Island, the Venetian, and the Wynn.



2023

# THE FACTS

PREPARED BY:



# **EXHIBIT 3**

***News Release: East Tropicana Pedestrian  
Bridge Opens Thursday in Las Vegas,  
Nevada Department of Transportation,  
dated June 26, 2017***

## News Releases

# East Tropicana Pedestrian Bridge Opens Thursday in Las Vegas

**Post Date:** 06/26/2017 10:53 AM

LAS VEGAS, NEV. – The Nevada Department of Transportation (NDOT) will open the east Tropicana Avenue (State Route 593) pedestrian bridge over Las Vegas Boulevard between the Tropicana and MGM Grand hotel casinos on June 29 in Las Vegas. The project is part of a \$30 million upgrade to the 22-year-old pedestrian bridges at Tropicana Avenue and Las Vegas Boulevard that began last year. Whiting-Turner Contracting Co. is the construction manager at-risk, with Jacobs as engineer and Studio West as architect.

Construction is still occurring on the north pedestrian bridge, with public access being closed starting on July 5. Pedestrian traffic will be diverted using the three open pedestrian bridges at the intersection. The north bridge will remain closed until all construction activities are completed in late September.

Meanwhile, public access to the west bridge stairs, escalators, and elevators will close on July 10. However, the bridge deck will remain open with public access from the New York-New York and Excalibur hotel casinos. West bridge public access will close once the north bridge opens late September.

Traffic control around the bridges will be ongoing each Sunday night through Friday morning between the hours of 10 p.m. and 8 a.m. Construction is occurring in the middle of the intersection, extending roughly 1,200 feet in each direction from the intersection midpoint. At least two lanes of traffic will remain open in each direction; traffic cones will be removed when work isn't occurring. Saturday and Sunday will see unrestricted traffic access.

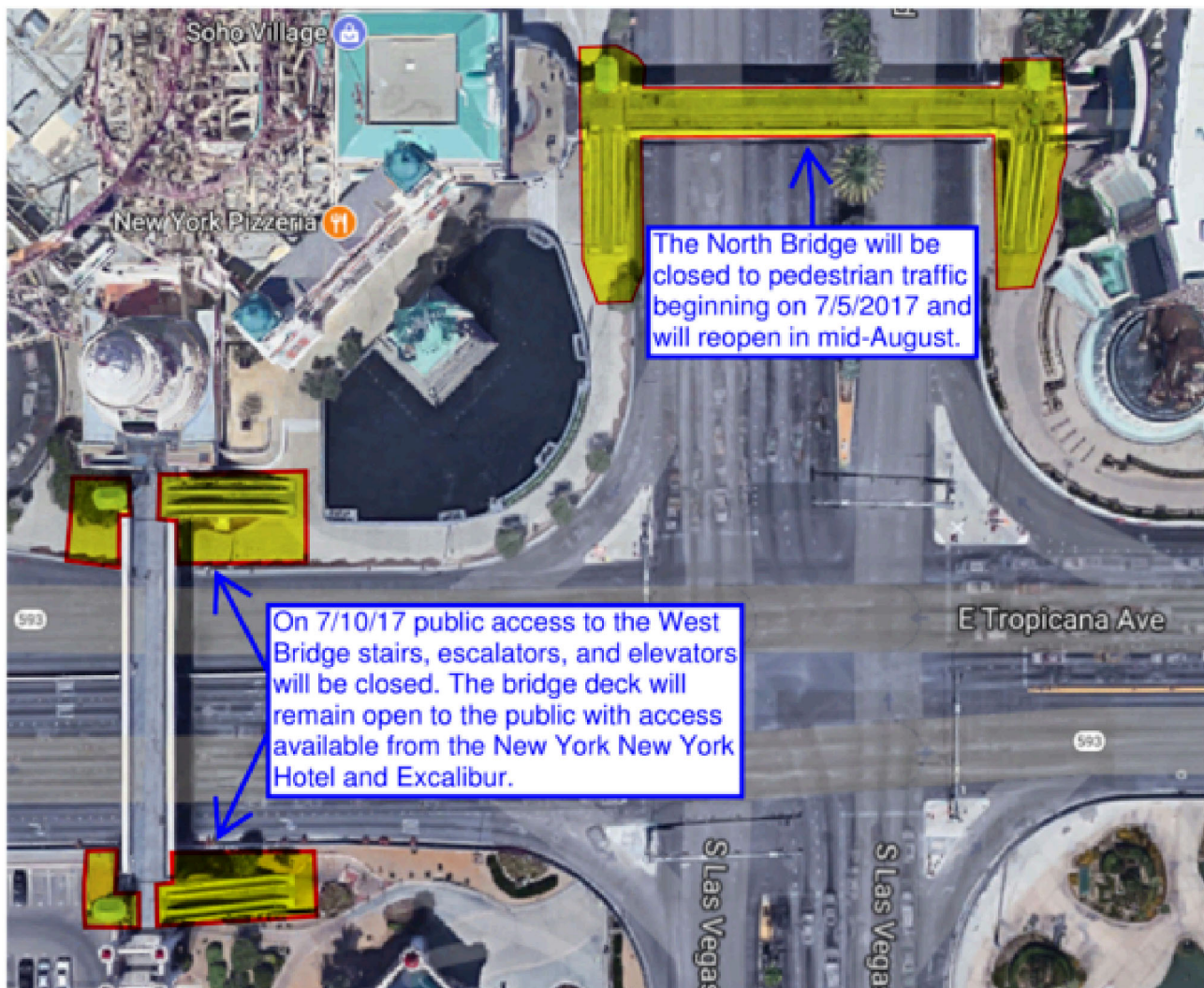
The project calls for replacing 16 escalators (four at each corner) with new state-of-the-art equipment, while installing new low energy glass and air-conditioning units to the elevators. Aesthetic bridge improvements entail placing new tempered glass wind screens and polished aluminum composite material panel cladding as well as new lighted hand railings.

“These are the first and oldest pedestrian bridges in Southern Nevada, serving roughly 130,000 pedestrians a day, making them one of the busiest crossings in the state,” said NDOT spokesman Tony Illia. “This project will greatly improve the safety and efficiency of pedestrian traffic flows, while creating a sleek contemporary look that injects some new glamour to the Strip.”

The 16-foot-wide, 165-foot-long concrete-and-steel structures each have 17-foot clearance heights. The bridges provide crucial connections between the MGM Grand, Tropicana, Excalibur and New York-New York hotel casinos.

The project schedule has been accelerated to finish by late December. To receive project updates, text TROPESCALATOR to 22828 from your mobile device, or email [tropicanaescalatorproject@gmail.com](mailto:tropicanaescalatorproject@gmail.com)





**TPBER North and West Bridge Barricade Drawing**

[Return to full list >>](#)

Search

# **EXHIBIT 4**

**Agenda Item Development Report, Office  
of the County Manager for Clark County,  
Nevada, dated March 27, 2012**



**AGENDA ITEM DEVELOPMENT REPORT**

**OFFICE OF THE COUNTY MANAGER  
CLARK COUNTY, NEVADA**

**AIDR No.:** 3373

**DONALD G. BURNETTE**  
County Manager

Date: 3/27/2012      Agenda Date: 4/3/2012

**JEFFREY M. WELLS**  
Assistant County Manager

Originating  
Department: County Manager's Office

**RANDALL J. TARR**  
Assistant County Manager

Contact/Ext: Donald G. Burnette/3520

**EDWARD M. FINGER**  
Assistant County Manager

**Issue:                   Resort Corridor Workgroup  
Recommendations**

**Subject/Title:**

Resort Corridor Workgroup Recommendations

**Recommended Action:**

That the Board of County Commissioners receive a report on the recommendations made by the Resort Corridor Workgroup; and direct staff accordingly.

**Background:**

On August 2, 2011, the Board directed the County Manager to establish a workshop to examine issues relating to the area of Las Vegas Boulevard from Sahara Avenue to Russell Road commonly referred to as the "Resort Corridor" and to develop a set of recommendations for the Board to consider. The Resort Corridor Workgroup (Group) was then established by County Manager Don Burnette later in August of 2011.

The primary participants of the Group included: John Caparella, President and COO, Venetian & Palazzo; Brian Gullbrants, Executive Vice-President and General Manager, Wynn Las Vegas; Terry Jicinsky, Senior Vice-President of Operations, Las Vegas Convention and Visitors Authority; Rick Mazer, Regional President, Caesar's Entertainment; Mark Russell, Vice President General Counsel, The Mirage Casino-Hotel; Steve Thompson, Senior Vice-President, Boyd Gaming; and Captain Todd Fasulo (for Sheriff Doug Gillespie), Convention Center Area Command, Las Vegas Metropolitan Police Department. In addition to the primary participants, other individuals participated in the process including: Karlos LaSane, Regional Vice President, Government Relations, Caesar's Entertainment; Terry Murphy, President, Strategic Solutions, for Wynn Las Vegas; and Tony Tauebel, VP and GM, Orleans, Boyd Gaming; and Virginia Valentine, President, Nevada Resort Authority.

In addition, the following County staff provided information and assistance to the Group in fulfilling its charge: Randy Tarr, Assistant County Manager; David Roger, former District Attorney; Mary-Anne Miller, County Counsel; Denis Cederberg, Director, County Public Works; and Jacqueline Holloway, Director, County Business License.

The Group met twice a month beginning in September of 2011 with its last meeting taking place on March 1, 2012.

AIDR No. 3373  
March 27, 2012  
Page Two

During these meetings, the Group received presentations and information on Resort Corridor issues from the following sources:

- o Clark County Public Works Department with respect to: Strip Sidewalk Maintenance; Special Improvement Districts for Median Landscaping; Funding including room tax funds; Garbage Cans/Litter (Sidewalks, pedestrian bridges, bus shelters); Newsracks; Pedestrian Bridge Maintenance; Pedestrian Bridges – Solicitation restrictions; Graffiti; Summary of Strip Beautification Efforts; and Obstructive Use Ordinance and Obstructive Use Zones.
- o Clark County Business License Department with respect to: Strip Compliance Activities and Strip Beautification Activities
- o Clark County District Attorney's Office with respect to Court Decisions relating to First Amendment Rights and Public Forums – specifically decisions of the 9<sup>th</sup> Circuit Court of Appeals
- o Clark County Administrative Services Department with respect to: Regulation of Handbillers and Street Performers outside the jurisdiction of the 9<sup>th</sup> Circuit Court of Appeals; Summary of Public Input; Information on Commercial Area Vitalization Districts; and Information on the "Nuisance Night Court" in Philadelphia
- o Las Vegas Metropolitan Police Department (LVMPD) with respect to: State of the Strip 2011; Memorandum on Safe Strip Officers; and Safe Strip Camera Proposal
- o Commissioner Steve Sisolak and Commissioner Chris Giunchigliani
- o American Civil Liberties Union with respect to First Amendment Rights and Public Forums – specifically issues relating to handbillers and street performers
- o Todd L. Bice, Pisanelli Bice, PLLC with respect to First Amendment Rights and Public Forums – specifically issues relating to the Fremont Street Experience

As the Group reviewed the presentations and written information, issues relating to the Resort Corridor were categorized into the following areas of concern:

- o Litter and Cleanliness
- o Graffiti/Unauthorized Advertising
- o Newsracks
- o Pedestrian Safety
- o Public Safety
- o Obstructions due to Congestion
- o Commercial Activities
- o First Amendment Issues

At the last five scheduled meetings, the Group discussed the various options for addressing issues within each of the areas of concern. As the options were discussed, recommendations were developed and agreed by the Group. At the March 1, 2012, meeting, the Group agreed to the list of recommendations that are set forth in the attached document.

  
DONALD G. BURNETTE  
County Manager

Attachment

## **RESORT CORRIDOR WORKGROUP FINAL RECOMMENDATIONS**

**March 27, 2012**

Below is a summary of the Resort Corridor Workgroup's recommendations, which encompass and reflect the information and discussion over the last six months. The consensus-based recommendations approved by the Workgroup were made following the presentation of information, the analysis of the issues, and the discussion of the various options for addressing the issues. The recommendations encourage a public-private approach to addressing the various issues arising in the Resort Corridor and include proposals for actions by the County, the Las Vegas Metropolitan Police Department, and the Resort Properties. Some of the recommendations can be implemented in a relatively short period of time while others require studies, additional legal research, or the adoption of ordinances that may take several months to complete.

### **Recommendation Area: Newsracks**

1. The County should continue the periodic review of the number and location of newsracks along the Resort Corridor.
2. To provide for uniformity of newsracks, the County should replace the current system that provides for installation and maintenance of newsracks by permittees with a county-owned and maintained system of newsracks. The County should evaluate different newsrack styles (freestanding and modular) to determine the most appropriate style(s) for use along the Resort Corridor.
3. The County should also attempt to purchase newsracks that use an anti-graffiti or graffiti-resistant coating and/or material that would help with maintenance issues.
4. The County should continue to enforce code provisions on maintenance of and standards for newsracks installed by permittees through regular inspections in the resort corridor and to take corrective actions when necessary.
5. The County should provide a trash can at each newsrack location. (This recommendation also appears under Recommendation Area: Litter and Cleanliness.)

### **Recommendation Area: Litter and Cleanliness**

#### **Trash Cans**

6. The County should continue to make sure that trash cans are the same style at specific county-maintained locations (each pedestrian bridge, Harmon intersection, etc.) The County will review the style of trash cans it uses to determine whether the style should be changed in an effort to maintain a cleaner appearance for the can and the sidewalk area surrounding it (i.e. should all cans be required to have some type of covering or should all cans be off the ground). The number of trash cans at pedestrian bridges and on sidewalks seems to be sufficient except that:
  - o County will install a trash can at each bank of newsracks; and
  - o County will install additional trash cans where the right-of-way exists at locations selected by the County.

7. The County should notify Resort Properties if it observes containers being used as trash cans on their properties especially vacant properties (example, 50 gallon drums being used as trash cans).

8. RTC of Southern Nevada should require that the franchisee for a bus stop shelter use the same style of can for a specific shelter (if shelter contains multiple cans) with the style chosen to blend with the shelter if desired. RTC of Southern Nevada should also ensure that the trash cans are emptied on a regularly scheduled basis.

9. Resort Properties, as well as other properties, should establish a regular schedule for the emptying of trash cans on those properties.

**Sidewalks and Pedestrian Bridges (for which the County is responsible) – See also recommendation #17 under Graffiti/Unauthorized Advertising relating to "hotline" to the County for use outside of normal Public Works office hours**

10. The County should maintain 24 hr. custodial service on the pedestrian bridges.

11. The County should modify its currently established Monday/Wednesday/Friday morning schedule for sidewalk cleaning and maintenance to a Tuesday/Thursday/Saturday/Sunday morning schedule (between the hours of 5 a.m. and 9 a.m.) and provide for an additional cleaning and maintenance, if warranted, on any Monday following a special event.

12. The County should modify the maintenance contract on the pedestrian bridges to provide for the pressure wash no earlier than 5:00 a.m. every Saturday morning and Sunday morning during the months of April-October.

**Litter**

13. The County should require handbillers to periodically clean up discarded handbills in a specific area around the location of the handbiller.

**Recommendation Area: Graffiti/Unauthorized Advertising**

14. The County should continue to provide for the cleaning of graffiti on public property in the Resort Corridor through its graffiti abatement contract.

15. The County should investigate the use of anti-graffiti or graffiti resistant coatings on public property within the Resort Corridor and consider a pilot program to determine the impact on graffiti removal costs. If determined appropriate, the County, with respect to bids relating to public property in the Resort Corridor, should include as a bid requirement, the use of anti-graffiti or graffiti resistant coatings.

16. The County, through Code Chapter 11.12, should enforce provisions on the covering and removal of graffiti on nonresidential property, especially vacant property, in the Resort Corridor and cooperate on the removal of graffiti on bus shelters maintained by RTC of Southern Nevada franchisees and above-ground utility features maintained by NV Energy and the Las Vegas Valley Water District.

17. Public Works should provide Resort Properties with a telephone "hotline" number (or other notification process) that can be used to directly notify Public Works of graffiti or other unauthorized advertising/materials on public property within the Resort Corridor outside of the normal Public Works office hours. Direct notification can speed up abatement in situations that warrant an immediate response.

18. LVMPD and the Resort Properties should establish a procedure for sharing graffiti information (photos of tags or signatures) to help identify and prosecute graffiti offenders.

**Recommendation Area: Pedestrian Safety**

19. County Public Works should continue to enforce its established policy that prohibits the storing of traffic cones or barricades on sidewalks, in gutters, or in the median when not in use.

20. County Public Works should evaluate the lighting along the Resort Corridor (specifically along vacant properties) to identify any "dark spots" and take measures with respect to county rights-of-way to address any identified "dark spots". Public Works should also notify owners of "dark spots" on non-public property.

21. The County should amend existing county code or adopt a new ordinance that restricts activities on the public sidewalks of the Resort Corridor that pose a potential risk to the safety of pedestrians. The ordinance might address the following issues, with exceptions for special events or permitted activities:

- The use of unicycles, bicycles and other types of cycles, skateboards, roller skates, in-line skates, hula hoops larger than 4 feet in diameter and shopping carts.
- The launching or throwing of projectiles or other objects into or through the air.
- The use of items or engaging in actions that pose a potential risk to pedestrians (to be more specifically defined in the ordinance).

**Recommendation Area: Commercial Activities**

22. The County should amend existing county code or adopt a new ordinance that clearly states that it is unlawful to engage in a commercial activity in the public right-of-way.

23. (a) The County should continue the program began in June 2011 that provided for the special handling of business license violations by a Deputy District Attorney and monitor the impact of the program. In addition, the County should continue to pursue special handling of business license violations by a single designated Las Vegas Justice of the Peace or JP pro temp.

(b) The County should examine the use of civil penalties as an alternative to the current method of enforcement of business license violations through criminal prosecutions.

24. The County should maintain the number of signs relating to commercial activities that are currently mounted at or near the pedestrian bridges. In addition, County Public Works should consult and cooperate with LVMPD in determining the need for additional signage.

25. The County and Resort Properties should consider ways to provide information to visitors concerning prohibited activities along the Resort Corridor (i.e., no business activity in the right-of-way, sales vs. solicitations for tips or donations).

**Recommendation Area: Obstruction of Public Sidewalks & Pedestrian Bridges due to Congestion**

26. In order to provide for pedestrian safety and to eliminate pedestrian congestion, each Resort Property is encouraged to work with the County to clarify the boundaries between public and private sidewalks.

27. With respect to the provisions of Clark County Code Chapter 16.11 on obstructive uses of public sidewalks, the County should:

(a) Revisit the criteria for the current designations of "no obstruction zones" and renew the enforcement of the "no obstruction zones" that still meet the criteria.

(b) Review the provisions of Chapter 16.11 including contracting for a new pedestrian study.

(c) Following the completion of the new pedestrian study, update the zones and amend provisions of Chapter 16.11 as necessary.

(d) Amend the relevant provisions of Chapter 16.11 to clarify that pedestrian bridges are for the prompt and safe movement of pedestrians and that, like crosswalks, stopping and standing on pedestrian bridges are prohibited.

28. The County is encouraged to adopt an ordinance that prohibits animals on Resort Corridor sidewalks and pedestrian bridges with exceptions (like service animals) but allows for household pets to be on sidewalks along the Resort Corridor between the hours of 5 a.m. and noon. **(NOTE: On March 6, 2012, the BCC adopted such an ordinance and asked for a one-year review.)**

**Recommendation Area: First Amendment Activities**

29. After the completion of the new pedestrian study provided for in the recommendation above, the County should consider adopting an ordinance that establishes time, place and manner restrictions on First Amendment activities on public sidewalks along the Resort Corridor that would promote public safety, welfare and other legally protected interests of the County.

**Recommendation Area: Additional Public Safety Issues**

30. The LVMPD is encouraged, subject to available funding, to proceed with a proposal to add a closed circuit television system along the Resort Corridor including the funding of the necessary resources to monitor the system.

31. The County should study the possibility of setting up a "Night Court" on specified nights to handle certain offenses that occur on the Resort Corridor. The purpose of the "Night Court" would be to expedite the adjudication of offenders in a prompt and consistent manner. The County District Attorney's Office and LVMPD are encouraged to send representatives to Philadelphia to observe the Night/Nuisance Court used there. **NOTE: Preliminary discussions have taken place with the Philadelphia Municipal Court on a trip sometime during the month of April or May 2012.**

32. The County, LVMPD, and the Resort Properties should further explore the possibility of additional law enforcement resources for the Resort Corridor.

# **EXHIBIT 5**

## **Clark County Pedestrian Study Presentation (2015 Update)**



# CLARK COUNTY PEDESTRIAN STUDY

*Las Vegas Boulevard*  
*Russell Road to Sahara Avenue*

2015 UPDATE





# Agenda

- Introduction
- Pedestrian LOS Overview
- 2012-2015 Resort Corridor Improvements
- 2015 Study Update
- Non-Permanent Obstructions
- Conclusions, Recommendations and Best Practices



# Introduction

- Purpose: reevaluate walkway segments and time periods of pedestrian congestion on The Strip
- Pedestrian mobility is key to maintaining economic vitality and the visitor experience





# Pedestrian LOS Overview

- Pedestrian LOS established by Highway Capacity Manual (HCM)
- Ordinance for Obstructive Uses of Public Sidewalks is based upon maintaining LOS of “C” or higher

A  
B  
C  
D  
E  
F



Source: Adapted from Fruin 1971.





# 17 Segments with Poor LOS in 2012



## Legend

LOS < C

R#

Segment Reference Number



**CLARK COUNTY**  
**PEDESTRIAN STUDY**  
2015 UPDATE

*Las Vegas Boulevard*  
*Russell Road to Sahara Avenue*

Kimley»Horn

Las Vegas Blvd



# Resort Corridor Improvements 2012-2015

- County has completed projects to improve and enhance the walkway conditions which include 17 identified walkway segments with poor LOS per 2012 study. This has reduced the LOS<C frontage from 17% to 12%
- Improvements include:
  - removing permanent obstructions within walkways, such as fire hydrants, trash cans, sign posts, etc
  - improving capacity by widening sidewalks
  - pedestrian safety enhancements, such as containment fencing, LED lighting, ADA ramps, etc
- \$5 million for design and construction



# Completed Improvements

2012



2015



## New York-New York Walkway





# Completed Improvements

2012



2015



## Monte Carlo Bus Stop – Walkway Widening



# Completed Improvements

2012



2015



## Paris/Sugar Factory - Walkway





# Completed Improvements

2012



2015



## Harley Davidson Cafe Walkway Widening



**CLARK COUNTY**  
**PEDESTRIAN STUDY**  
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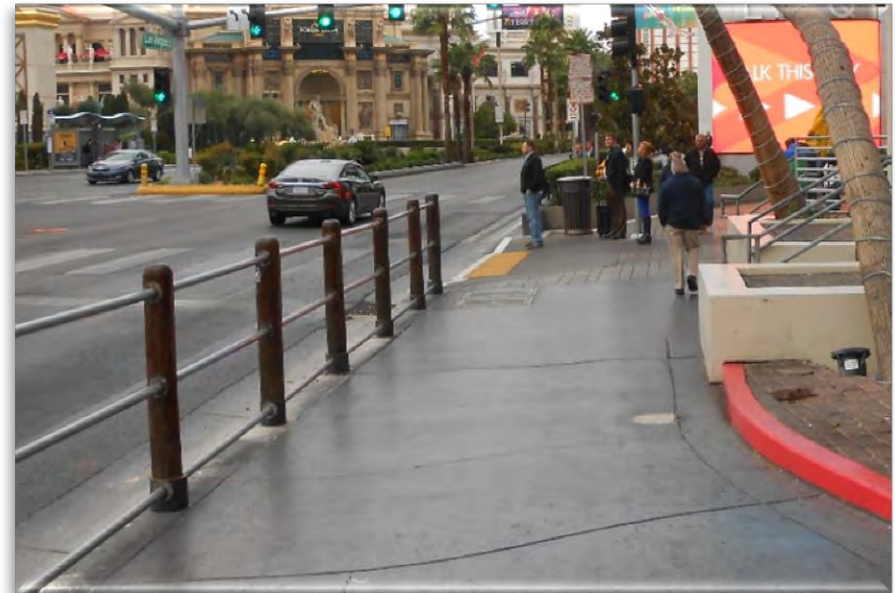
Las Vegas Blvd

# Completed Improvements

2012



2015



## Margaritaville - Removing Obstructions





# Completed Improvements

2012



2015



## Caesars Palace North - Widening Walkways



# Completed Improvements

2012



2015



## Casino Royale/Venetian – Removing Obstacles





# Completed Improvements

2012



2015



## Mirage/Treasure Island Bus Stop - Walkway Widening



# 2015 Study Update

- Purpose: Evaluate walkways for LOS < C
- Data Collection
  - Time periods:
    - May 23, 2015 (Memorial Day Weekend)
    - June 20, 2015 (typical Summer weekend)
  - 2.65 Million pedestrians counted
    - 21 count locations
    - 840 hours video data collection
    - 288 hours in-field observation
- Identify types and locations of obstructions
- Summary of Restudy





# Walkway Segments Exceeding LOS C

## Tropicana to Flamingo

2012



2015



### Legend

- New Segment, LOS < C in 2015
- LOS < C



Segment Reference Number



Segment No Longer Less than LOS C in 2015



**CLARK COUNTY**  
**PEDESTRIAN STUDY**  
2015 UPDATE

*Las Vegas Boulevard*  
*Russell Road to Sahara Avenue*

**Kimley»Horn**

**Las Vegas Blvd**



# Walkway Segments Exceeding LOS C

## Flamingo to Spring Mountain

2012



2015



### Legend

— New Segment, LOS < C in 2015

— LOS < C



Segment Reference Number



Segment No Longer Less than LOS C in 2015



**CLARK COUNTY**  
**PEDESTRIAN STUDY**  
2015 UPDATE

*Las Vegas Boulevard*  
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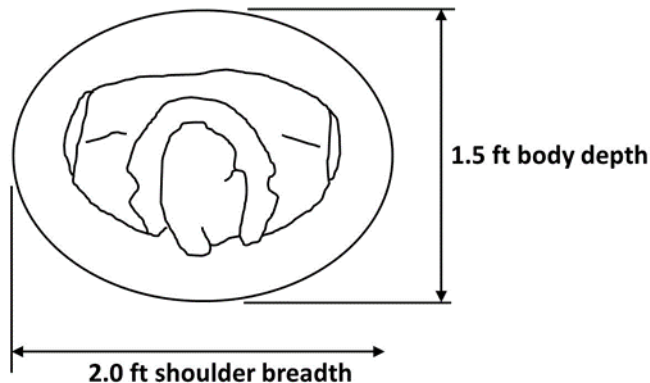
Las Vegas Blvd



# Non-Permanent Obstruction

The term “**non-permanent obstruction**”, is defined as an individual who could obstruct the pedestrian walkway while engaging in any of the following activities within the walkway:

- Hand billing
- Performing
- Soliciting
- Selling



Pedestrian Body Ellipse

# Non-Permanent Obstruction

## ■ Non-permanent obstructions observed:

### Holiday Saturday

Time Period	West Side		East Side		Total		% Change
	2012	2015	2012	2015	2012	2015	
1 PM - 4 PM	65	104	104	164	169	268	58.58
5 PM - 8 PM	103	126	156	152	259	278	7.33
9 PM - 12 PM	92	117	133	141	224	258	15.18

### Typical Saturday

Time Period	West Side		East Side		Total		% Change
	2012	2015	2012	2015	2012	2015	
1 PM - 4 PM	51	61	88	62	139	123	-11.51
5 PM - 8 PM	80	79	145	80	225	159	-29.33
9 PM - 12 PM	103	131	149	95	252	226	-10.31



# Non-Permanent Obstructions Continued



## Performers

20



# Non-Permanent Obstructions Continued



## Vendor







# Handbiller

# Non-Permanent Obstructions Continued



## Handbiller/Sign-holder

# Non-Permanent Obstructions

## Continued



## Performers





# Non-Permanent Obstructions Continued



## Vendor



# Non-Permanent Obstructions Continued



## Illegal Street Gambling



# Walkway Segments Exceeding LOS C with One NPO Present Tropicana to Flamingo

Case 2:24-cv-00334-JAD-NJK Document 112-6 Filed 12/22/25 Page 28 of 44

2015 – NPO Absent



2015 – 1 NPO Present



## Legend

LOS < C

Segment where  
LOS < C when  
1 NPO is  
present

R#

Segment Reference Number

R#

Segment No Longer Less  
than LOS C in 2015



**CLARK COUNTY**  
**PEDESTRIAN STUDY**  
2015 UPDATE

*Las Vegas Boulevard*  
*Russell Road to Sahara Avenue*

**Kimley»Horn**

**Las Vegas Blvd**



# Walkway Segments Exceeding LOS C with One NPO Present Flamingo to Spring Mountain

2015 – NPO Absent



2015 – 1 NPO Present



## Legend

— LOS < C

— Segment where  
LOS < C when  
1 NPO is  
present



Segment Reference Number



Segment No Longer Less  
than LOS C in 2015





# Walkway Segments Exceeding LOS C with Two NPO's Present Tropicana to Flamingo

2015 – NPO Absent



2015 – 2 NPO's Present



## Legend

— LOS < C

— LOS < C when 2 NPOs are present



Segment Reference Number



Segment No Longer Less than LOS C in 2015



**CLARK COUNTY**  
**PEDESTRIAN STUDY**  
2015 UPDATE

*Las Vegas Boulevard*  
*Russell Road to Sahara Avenue*

Kimley»Horn

Las Vegas Blvd



# Walkway Segments Exceeding LOS C with Two NPO's Present Flamingo to Spring Mountain

2015 – NPO Absent



2015 – 2 NPO's Present



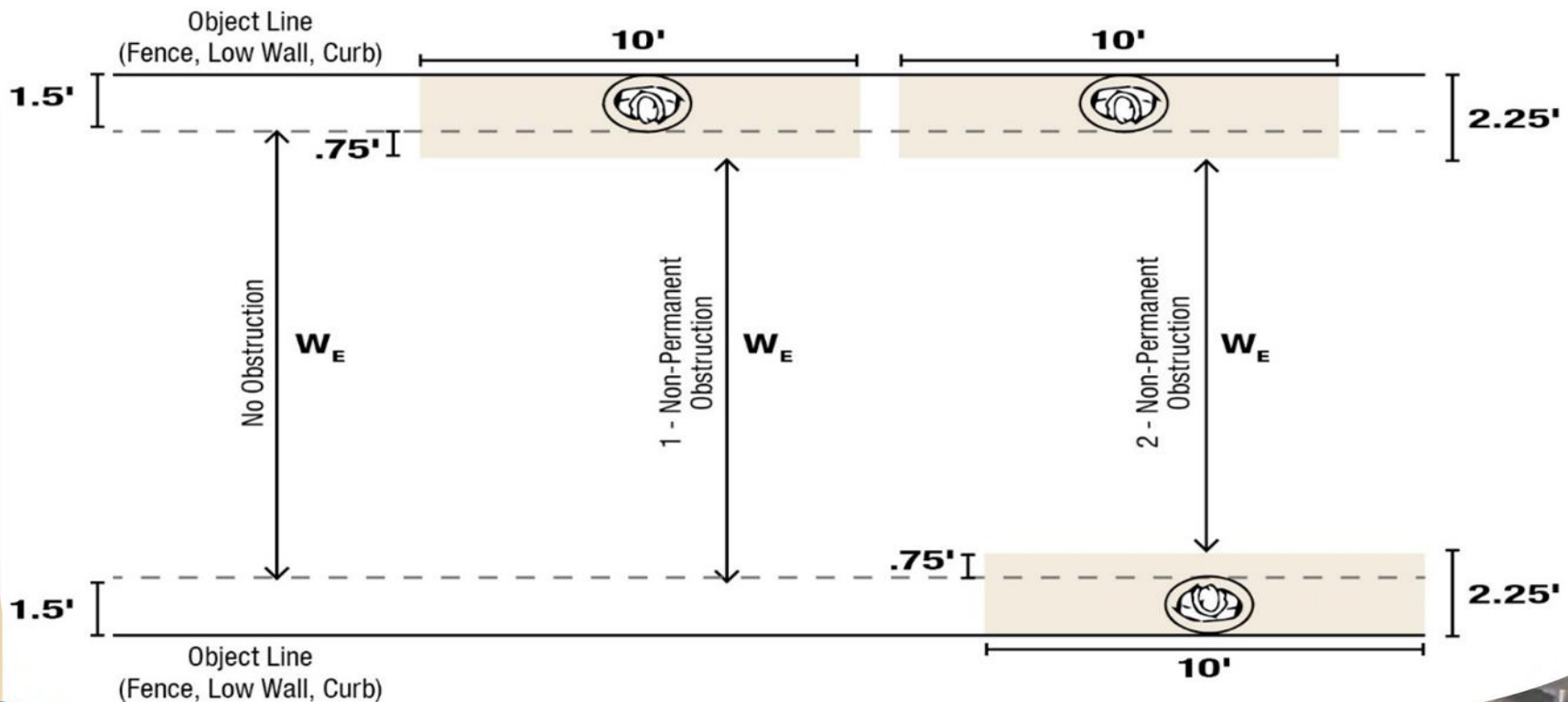
## Legend

- LOS < C
- LOS < C when 2 NPOs are present
- R# Segment Reference Number
- R# Segment No Longer Less than LOS C in 2015



# Non-Permanent Obstruction

- LOS impact of:
  - 1 NPO on the side of the walkway
  - 2 NPO's on opposite sides of the walkway



# Conclusions, Recommendations and Best Practices

- Conclusions
- Recommended Infrastructure Improvements
- Updates to No-Obstructive Use Zones
- Suggested Resort Corridor Best Practices



# General Conclusions

- Restudy continues to support the no-obstruction zone recommendations of the 1994 Lee Engineering Pedestrian Study and 2012 study by KHA as incorporated into Clark County Code Chapter 16.11
- Continue to require pedestrian walks to be designed for a minimum effective walkway width of 15' or a pedestrian walkway LOS of C or better





# General Conclusions Continued

- Developers of Resort Corridor construction projects should incorporate the removal, replacement, and/or installation of no-obstructive use zone signs and markings as appropriate
- Pedestrian bridges should be maintained free of any obstructions, as well as escalator and elevator approach, and departure landing zones. It is appropriate at times to designate pedestrian bridges as no-obstruction zones
- Bus stops should be reserved for bus patrons by restricting non-permanent obstructions



# General Conclusions Continued

- Pedestrian crossings should be constructed to:
  - Accommodate existing and future pedestrian volumes at grade with additional pedestrian bridges
  - Be perpendicular at street crossings
  - At-grade crosswalks should be at least 25' wide with consideration for center median refuge islands



# Recommended Infrastructure Improvements

- Short-Term:
  - Enforce the no-obstructive use ordinance within the Resort Corridor
  - Update the Transportation Element of the Clark County Master Plan to provide additional pedestrian bridge systems within the Resort Corridor
- Intermediate/Long-Term:
  - Development to relocate and/or construct utility infrastructure facilities outside of adjacent pedestrian walkways
  - Construct pedestrian bridge systems to eliminate at-grade pedestrian crossings at locations with high demand





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# Recommended Infrastructure Improvements Continued



Venetian



Paris



MGM/Showcase



North of Circus Circus



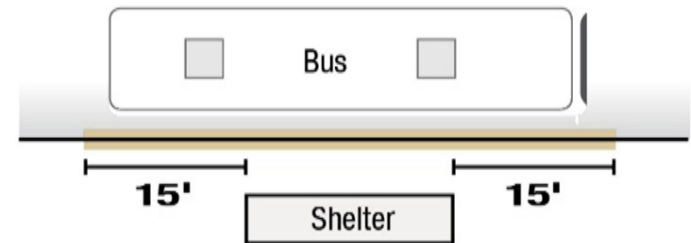
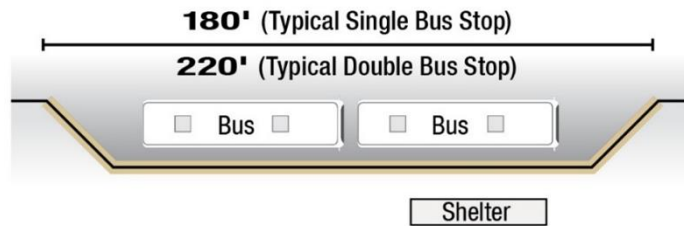
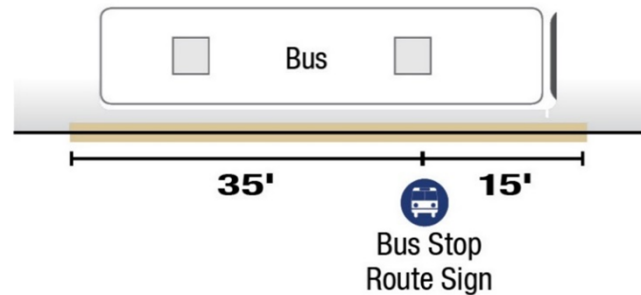


# Recommended Updates to No-Obstructive Use Zones

- No-obstruction zone criteria should be applied to:
  - Construction zones affecting pedestrian walkways
  - Bus stops
  - Elevators, escalators and stairs



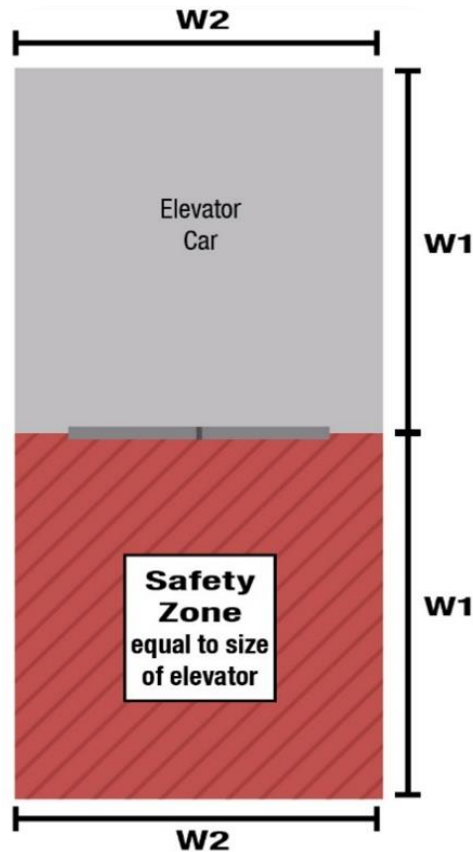
# Recommended Updates to No-Obstructive Use Zones Continued



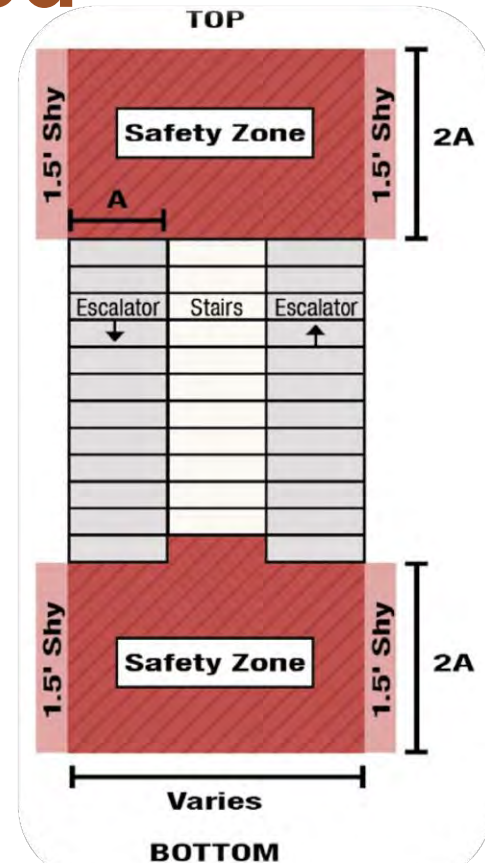
## Bus Stops



# Recommended Updates to No-Obstructive Use Zones Continued



Elevator



Escalator and Stairs



# Resort Corridor Best Practices

- Sidewalks should be kept clear of obstructions
- Signs should be visibly placed out of pedestrian walkways in landscaping areas
- Pedestrian ramps should face toward the direction of travel
- Abandoned driveways should be replaced with curb, gutter, and sidewalk along with the removal of the associated driveway from the no-obstructive use zone



# Resort Corridor Best Practices Continued

- Construction work zones should be planned so as to not negatively impact pedestrian flow on adjacent sidewalk
- Mature tree canopies for walkway shading should be encouraged while maintaining LOS C or better
- Walkways should have paving distinctions between private property and the public walkway



## Complete Report:

### *Clark County Pedestrian Study: Las Vegas Boulevard – Russell Road to Sahara Avenue, 2015 Update*

## Available at:

[http://www.clarkcountynv.gov/Depts/public\\_works/Pages/LasVegasBlvd.aspx](http://www.clarkcountynv.gov/Depts/public_works/Pages/LasVegasBlvd.aspx)





# **EXHIBIT 6**

## **Clark County Pedestrian Study (2015 Update)**



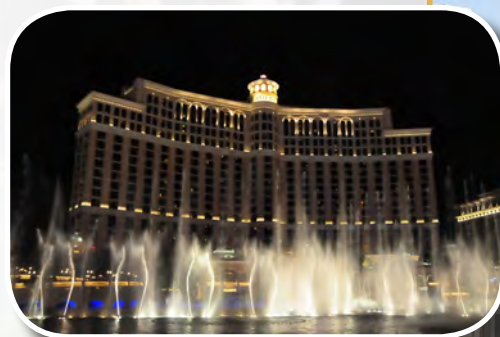
DECEMBER 2015



# CLARK COUNTY PEDESTRIAN STUDY

*Las Vegas Boulevard  
Russell Road to Sahara Avenue*

2015 UPDATE



Kimley»Horn



# PEDESTRIAN STUDY

## LAS VEGAS BOULEVARD

### RUSSELL ROAD TO SAHARA AVENUE

### 2015 UPDATE

Prepared for:



500 S. Grand Central Parkway  
Las Vegas, NV 89115-4000

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December 2015



**Kimley»Horn**

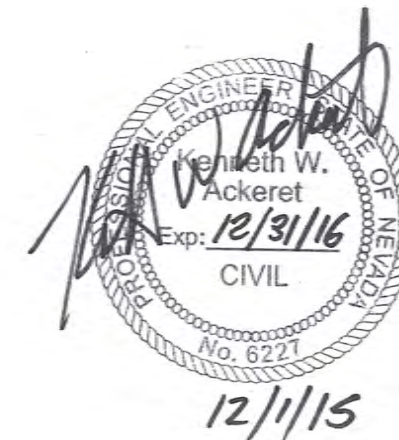


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- Exhibit B – Right-of-Way/Pedestrian Easement Exhibits
- Exhibit C – Newsrack Medallion Locations
- Exhibit D – Clark County Municipal Code Chapter 16.11 – Obstructive Uses of Public Sidewalk
- Exhibit E – Pedestrian Volume Raw Data (Provided on disk in the back of this report)
- Exhibit F – Transportation Element of Clark County Master Plan – Pedestrian Crossing Map





1 INTRODUCTION

In 2012, a comprehensive study of Las Vegas Boulevard was conducted by Kimley-Horn entitled “Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue” for the Clark County (County) Department of Public Works (Picture 1.1). In an effort to improve the pedestrian experience, the 2012 Pedestrian Study expanded upon the findings and recommendations of the 1994 Lee Engineering report *Las Vegas Boulevard South Pedestrian Walkway Study*. One of the key findings of the 2012 report was the identification of 17 segments of pedestrian walkway that were found to exceed level of service (LOS) “C” (segments with LOS D, E, or F). Since the completion of the 2012 study, the County has undertaken measures and completed important projects to improve and enhance the walkway conditions within the Resort Corridor and within the 17 identified walkway segments with poor LOS.

For this restudy, pedestrian volume data was collected on similar days to the 2012 study: over Memorial Day weekend (May 23, 2015), one of the busiest Saturdays on Las Vegas Boulevard, and on a typical summer Saturday (June 20, 2015) to capture and evaluate updated peak and typical pedestrian conditions. Current walkway widths and pedestrian volumes were documented for comparison calculations of walkway capacity. As with the 2012 study, non-permanent obstructions were located, quantified, and classified to identify possible impediments to pedestrian movement in comparison with previous observations.

1.1 Study Purpose

The unobstructed movement of pedestrians along Las Vegas Boulevard is important in maintaining the economic vitality and visitor experience of Las Vegas. The purpose of the restudy is to reevaluate walkway segments and time periods of pedestrian congestion along Las Vegas Boulevard (the “Strip”), particularly within 17 walkway segments previously identified in 2012 with a LOS of less than “C” (seen in Figure 2.1). The updated findings can be used to aid in the enforcement of the County’s Obstructive Use Ordinance.

1.2 Study Goals

The goals of the update are to reevaluate locations of pedestrian walkway congestion by time of day and day of week (including holidays) for use in the enforcement of and/or revisions to County Code 16.11-Obstructive Uses of Public Sidewalks. The restudy is to also provide updated recommendations to further improve the pedestrian experience within the Resort Corridor.

1.3 Study Corridor

The study corridor includes 4.2 miles of Las Vegas Boulevard from Russell Road to Sahara Avenue within the Las Vegas Valley. The corridor is located east of Interstate 15 (I-15), south of US Highway 95, and north of Interstate 215 (I-215) in Clark County, Nevada. Pedestrian volume data collection for this update was focused in the inner portion of the study corridor with emphasis on the 17 segments previously identified as having poor pedestrian LOS. Figure 1.1 and Figure 1.2 illustrate the study corridor and the observed walkway areas identified to experience conditions of less than LOS C in 2012

and 2015. Approximately 7,500 linear feet (LF) of the walkways within the Resort Corridor fell below LOS C in 2012 meaning that about 17% of the walkways within the corridor were below LOS C. With the implementation of the recommended improvements from the 2012 study, the LF of these walkways has been reduced to approximately 12.5% and 5,500 LF in 2015.

The pedestrian activity within the study corridor of Las Vegas Boulevard is primarily driven by the gaming and related tourist industry which is a major source of revenue for Clark County. Since the 2012 Pedestrian Study, the latest reported gaming revenue (2014) has increased by \$270 million to total \$6.37 billion, according to the Las Vegas Convention and Visitors Authority (LVCVA).

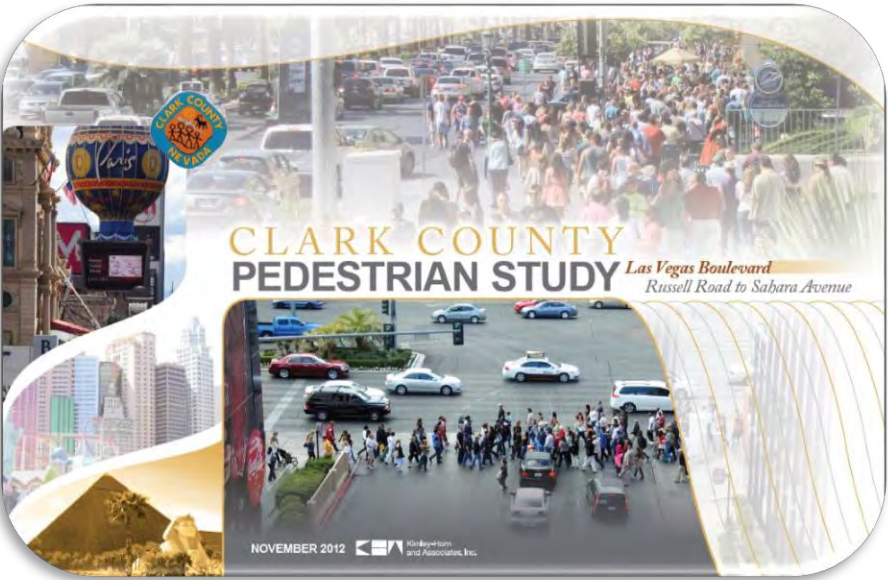
Increases in Las Vegas Boulevard pedestrian activity can also be associated with steady growth in the number of hotel rooms and the number of visitors to Las Vegas. In 2012, the number of hotel rooms in Clark County totaled 150,161 and the annual number of visitors was estimated at 38,928,708 (in 2011).

After three years, by 2015, the number of rooms in Clark County increased by 383 to total 150,544 (the highest inventory of hotel rooms of any city in the United States). The number of annual visitors (in 2014) also increased, by 2,197,804 to 41,126,512. The room inventory and number of visitors are expected to continue to increase with casino/resort expansions, new resort construction, and event center/arena construction.

Conventions, trade shows, and meetings are expected to continue to contribute to pedestrian activity along the Las Vegas Boulevard. These functions draw nearly five million attendees annually to Las Vegas, or about 12.6% of all visitors during 2014. They have contributed billions of dollars in non-gaming revenue to the economy. The LVCVA continues to move forward with the Las Vegas Global Business District and plans a new 1.8 million-square-foot conference facility along Las Vegas Boulevard in conjunction with the May 4, 2015 closure and razing of the Riviera Hotel and Casino shown in Picture 1.2.



Picture 1.2 – Riviera Hotel/Casino – April 2015.



Picture 1.1 – 2012 Pedestrian Study Cover.





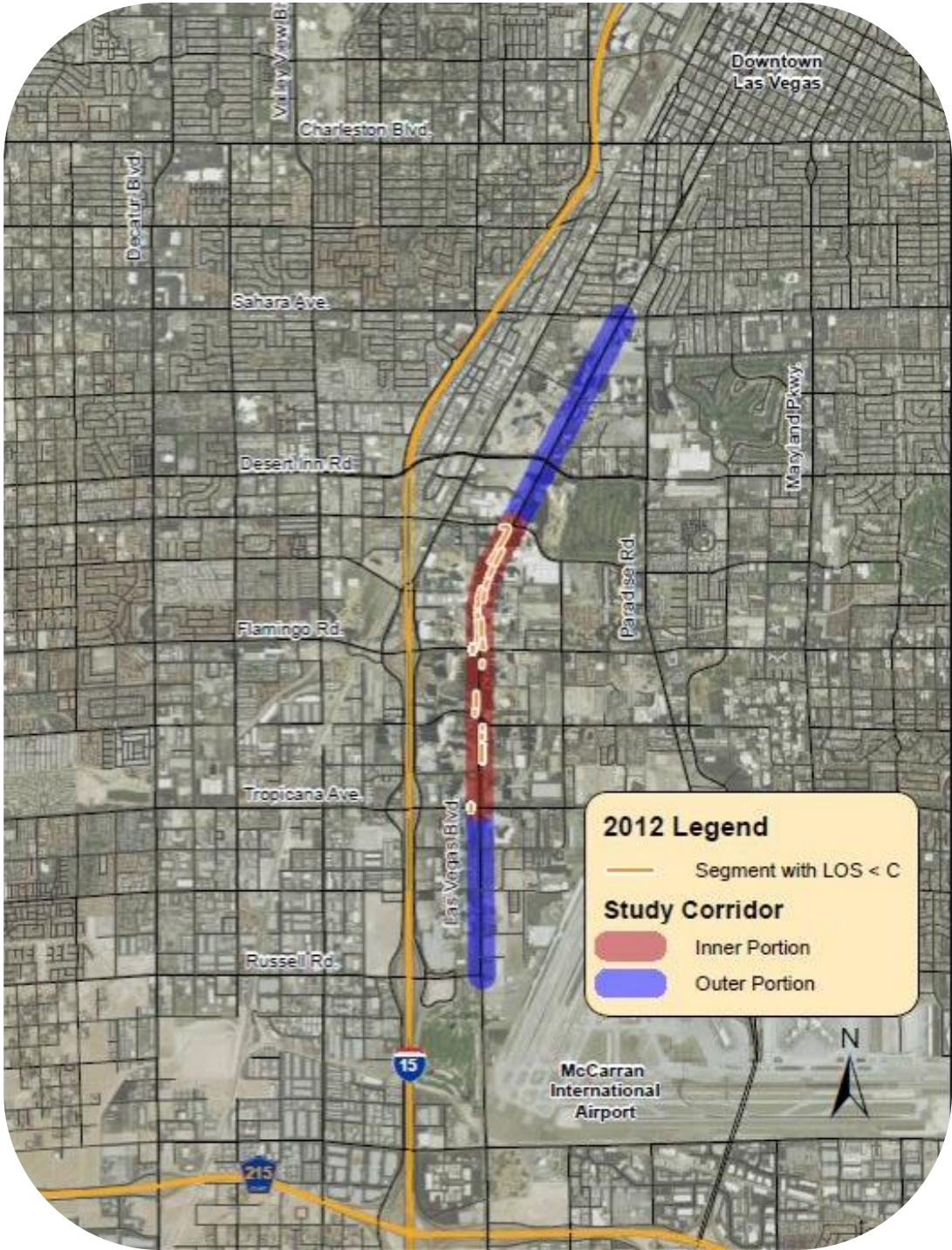


Figure 1.1 – 2012 Study Corridor

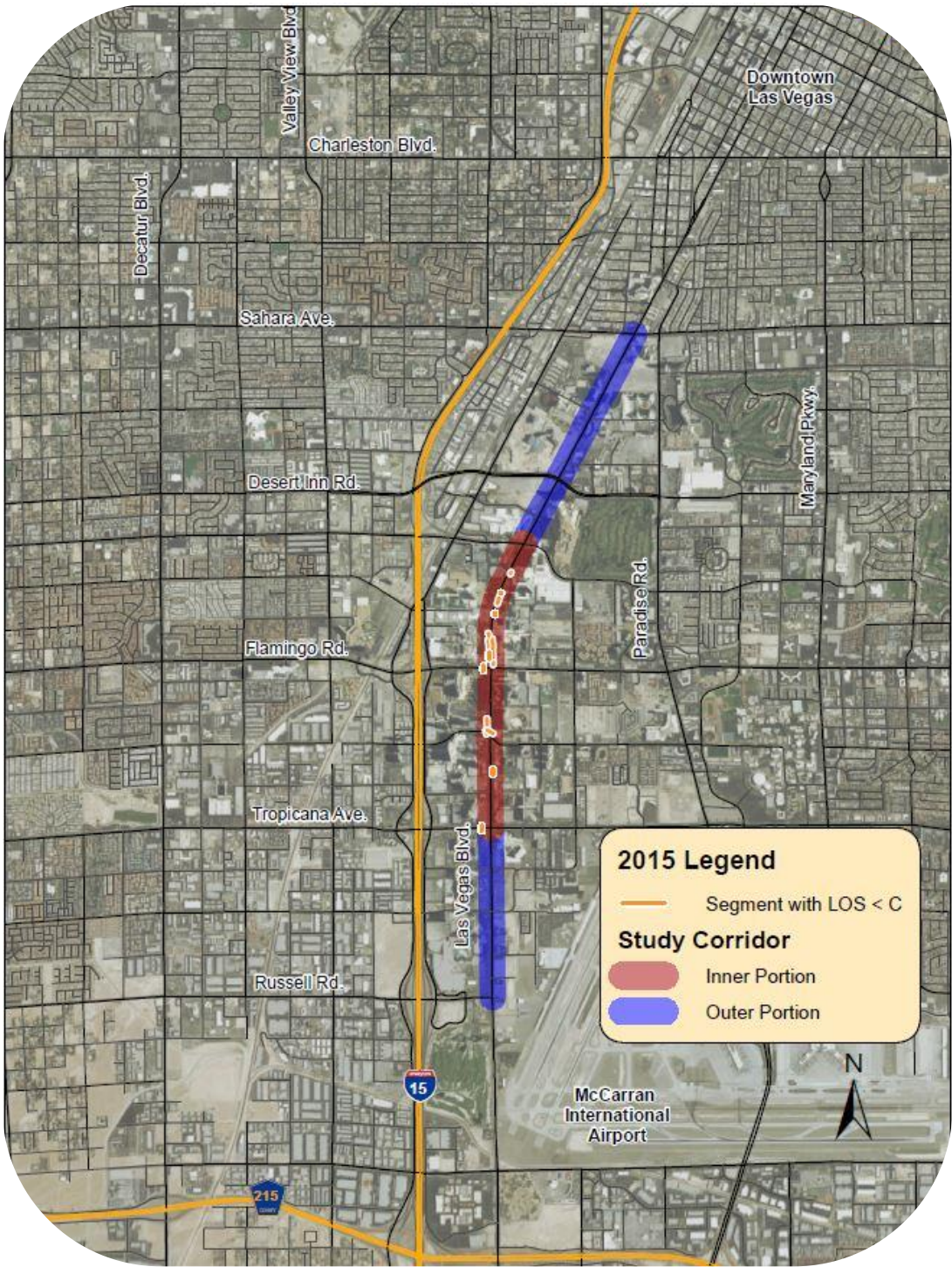


Figure 1.2 – 2015 Study Corridor



2 EXISTING CONDITIONS (2015)

This section of the report describes in detail the 2015 existing conditions of the Las Vegas Resort Corridor from Russell Road to Sahara Avenue as compared to the original 2012 Clark County Pedestrian Study. Development throughout the Resort Corridor has taken place since the completion of the 2012 Pedestrian Study. These construction activities, as they relate to the pedestrian walkways, are documented in this report section. Existing construction zones within the Resort Corridor at the time of the restudy are also discussed.

2.1 Properties in Construction during the 2012 Pedestrian Study

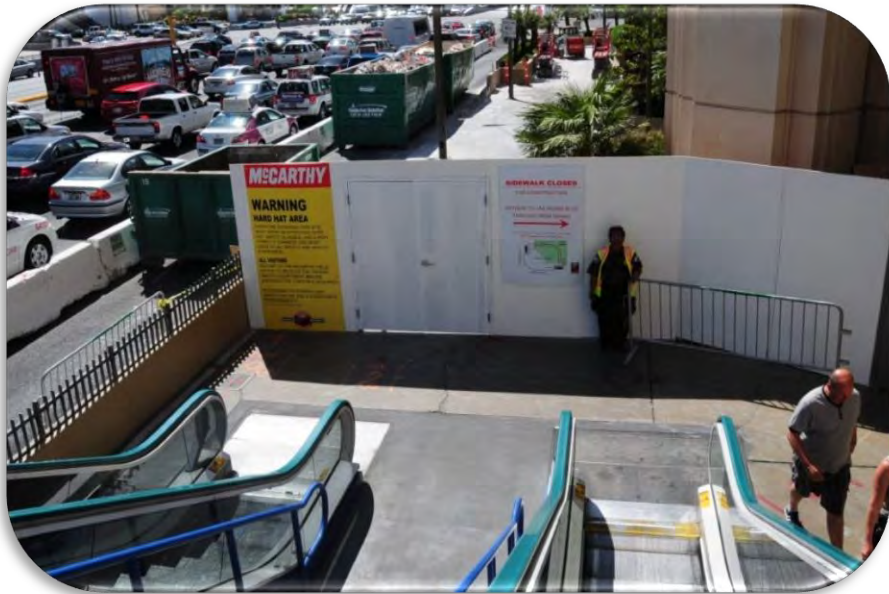
With nearly 100 individual parcels with frontage along Las Vegas Boulevard within the study area, there is almost constant construction activity within the Resort Corridor. When the Pedestrian Study was conducted in 2012, the following properties were experiencing construction activity impacting their Las Vegas Boulevard frontage pedestrian walkways:

- MGM Grand
- Harmon Center
- Flamingo
- LINQ/Imperial Palace
- Harrah’s
- Echelon/Resorts World
- Fontainebleau (inactive)
- SLS (former Sahara Hotel)

Each of the above listed properties have subsequently completed their construction activities except for the economically halted Echelon and Fontainebleau projects. The construction fencing surrounding the Fontainebleau project near Riviera Boulevard has recently been moved back from Las Vegas Boulevard. The Echelon Project from 2012 is now under construction as a newly redesigned resort development named Resorts World Las Vegas.

The Resorts World construction fencing has maintained a walkway width of 12 feet. This walkway width was found to be adequate for the existing walkway conditions of the 2012 study.

Picture 2.1 through Picture 2.4 show examples of construction activity as observed during the 2012 study.



Picture 2.1 – MGM Grand Hotel/Casino Renovation Detour – 2012.



Picture 2.3 – Bus Turnout Construction at Harrah’s - 2012.



Picture 2.2 – Caesars LINQ Construction – 2012.



Picture 2.4 – Signage Modifications at Harmon Center – 2012.



2.2 Properties with Construction since 2012

In 2012, effective walkway widths along the entire length of the study corridor were grouped into segments with similar effective walkway widths. Analysis resulted in 17 walkway segments that were found to exceed LOS C on the holiday and/or typical Saturday (May 26 and/or June 16, 2012) labeled R1 to R17 from south to north (see **Figure 2.1** for segment location).

Since the completion of the 2012 Pedestrian Study, the following properties along Las Vegas Boulevard have had construction projects along Las Vegas Boulevard within the study area:

- New York-New York
- Monte Carlo
- Harley Davidson\*
- Harmon Tower
- Paris
- Bally’s Bazaar
- Flamingo
- Caesars Colosseum Frontage\*
- Casino Royale\*
- TI Bus Stop (at North Mirage)\*
- Treasure Island\*
- McDonald’s
- North MGM Festival Grounds

*\*Construction location within walkway segment of LOS < C in 2012. At the time of the restudy, the construction activities at these properties have been completed.*

2.3 Completed Improvements from 2012  
Pedestrian Study Recommendations

Various recommended improvements to remove permanent walkway obstructions, improve walkways widths, and pedestrian safety along Las Vegas Boulevard as identified with the 2012 Pedestrian Study have been implemented. Under the direction of Clark County Public Works \$5 million has been spent for the design and construction of these recommended improvements:

- Walkways were widened at various locations for a total of approximately **1,700** additional linear footage.
- Approximately **14,000** linear feet of “white line” delineating the No Obstructive Use Zones was refreshed or added (see **Exhibit A**).
- **Twenty-four (24)** crosswalk ramps were reconstructed to improve walkway conditions to be Americans with Disabilities Act (ADA) compliant.

- **Six (6)** fire hydrants have been moved from the pedestrian walkway to the Las Vegas Boulevard median and **eleven (11)** fire hydrants have been removed from the walking path. A total of **seventeen (17)** hydrant obstructions have been removed or relocated out of the pedestrian walkway.
- Trash enclosures were removed from the pedestrian walkways.
- **Eighteen (18)** “NO PARKING” signs were removed from the curb lines along the pedestrian walkway.
- **One hundred and seven (107)** signs were relocated/replaced away from the pedestrian walkway.
- **Fifty-six (56)** time, place, and manner signs were installed along the pedestrian walkway.
- Areas of localized walkway width restrictions were addressed by removing obstructions and widening walkways.

Clark County, in cooperation with Resort Corridor property owners, developed public-private partnerships to address walkway concerns along Las Vegas Boulevard. Twenty-four (24) parcels took part in this property owner coordination leading to the following improvements:

- Harley Davidson Café (increasing walkway from 6 feet to 13 feet of effective walkway width)
- Metro Flag Food Court
- CVS at Bally’s
- Caesars Palace Colosseum frontage (increasing walkway from 4 feet to 15 feet of effective walkway width)
- Mirage (increasing walkway at TI bus stop from 3 feet to 12.8 feet of effective walkway width)

With the acceptance of the 2012 Pedestrian Study, Clark County Planning began requesting new developments to provide a minimum of 15 feet of clear walkway width with appropriate shy distances along Las Vegas Boulevard walkways within the Resort Corridor. The typical shy distances are 1.5 feet on each side of the walkway (or 3 feet of shy distance) for a total clear width (W) of 18 feet. This development condition provides an effective walkway (W<sub>E</sub>) width of 15 feet to accommodate existing and future pedestrian volumes. The Clark County development conditions require developers to maintain proposed and reconstructed walkways clear of obstructions such as existing fire hydrants and other utility obstructions, which are to be located outside of the pedestrian walkway.

**Picture 2.7** through **Picture 2.18** show before-and-after views of examples of pedestrian walkway improvements that have been implemented along Las Vegas Boulevard since 2012.

Clark County has made additional improvements along the Resort Corridor aimed at improving the visitor experience. Lighting upgrades along the Strip installed light-emitting diode (LED) street lights from Russel Road to Sahara Avenue. The new lights are energy saving and produce a stronger light output. A photo of the replaced lighting is shown in **Picture 2.5** with the new LED lighting shown in **Picture 2.6**.



Picture 2.5 – Replaced Pedestrian Lighting - 2012.



Picture 2.6 – New LED Pedestrian Lighting - 2015.







SEE BELOW LEFT



SEE ABOVE RIGHT

**Legend**

- LOS < C
- R# Segment Reference Number

WALKWAY SEGMENTS THAT EXCEED  
LEVEL OF SERVICE (LOS) C IN 2012





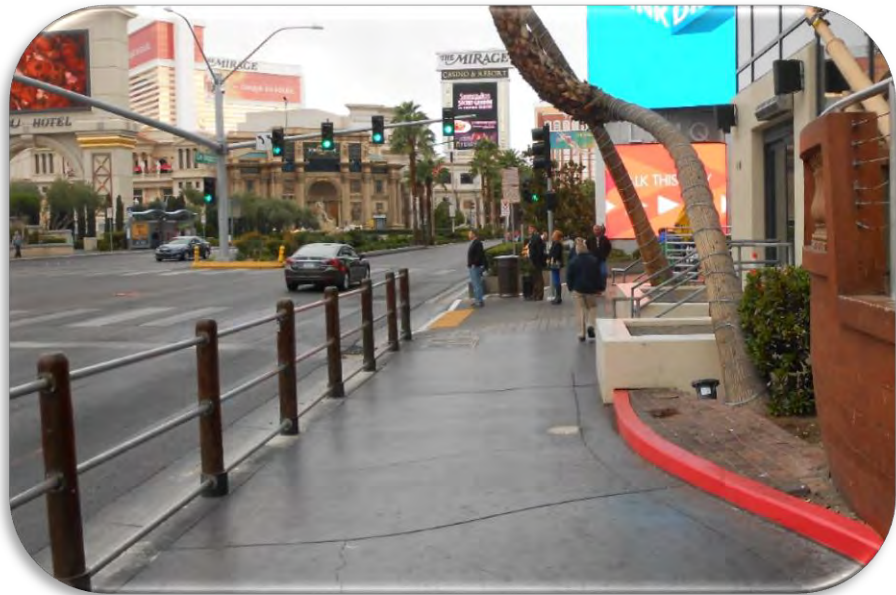
Picture 2.7 – Typical Fire Hydrant at Margaritaville - 2012.



Picture 2.9 –Walkway at Harley Davidson Café - 2012.



Picture 2.11 – Walkway at Caesars Colosseum - 2012.



Picture 2.8 – Typical Fire Hydrant Relocation at Margaritaville - 2015.



Picture 2.10 –Walkway at Harley Davidson Café - 2015.



Picture 2.12 – Walkway at Caesars Colosseum - 2015.

Removal of fire hydrant obstructions, by relocating them to either the street median (if no other non-obstructive location was available) or to adjacent landscape areas, improved walkway capacity by eliminating the permanent obstruction. The relocations increased effective walkway width ( $W_E$ ) by a minimum of three feet as well as eliminating a walkway hazard. An example of a removal is shown by comparing **Picture 2.7** and **Picture 2.8** above.

Harley Davidson Café, in cooperation with Clark County, provided easements to widen the existing walkway by reducing landscaping. The sidewalk has increased in width through this area from 8 feet to 16 feet of total walkway. Newsracks were relocated to the north into a plaza area as shown. The Right Turn Only sign was relocated to the south, away from the constrained walkway area, the Stop Ahead Sign relocated to pedestrian barrier, and a Monorail directional sign was relocated adjacent to the Harley Davidson Café fencing.

The pedestrian walkway was widened by Clark County, increasing width by 7 feet to a total of 18 feet (15 feet  $W_E$ ). The widening improved the walkway pedestrian LOS to LOS C or above.





Picture 2.13 – Walkway at Harrah’s - 2012.



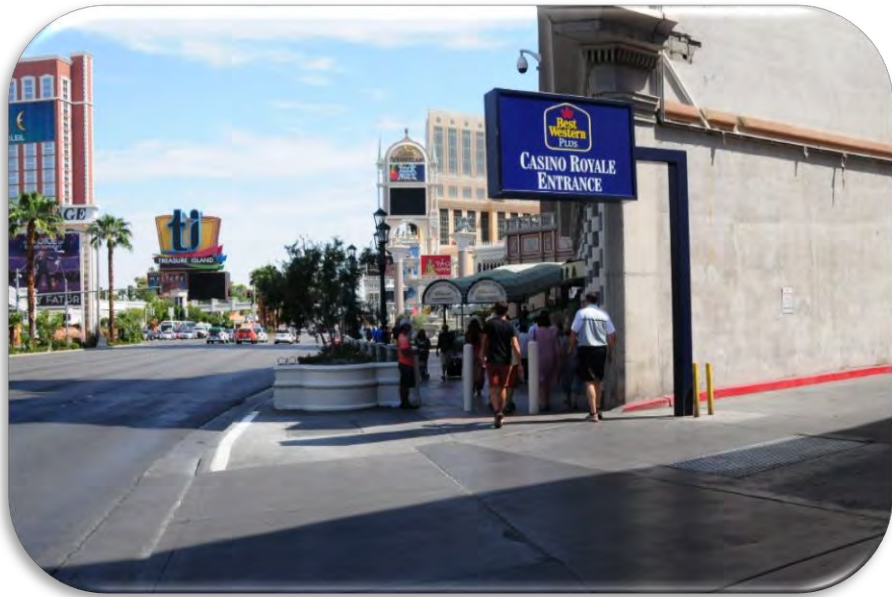
Picture 2.15 – Walkway at Casino Royale/Venetian - 2012.



Picture 2.17 – Walkway at Treasure Island Bus Stop - 2012.



Picture 2.14 – Walkway at Harrah’s - 2015.



Picture 2.16 – Walkway at Casino Royale/Venetian - 2015.



Picture 2.18 – Walkway at Treasure Island Bus Stop - 2015.

Various obstructions were removed including a fire hydrant, trash containers, and landscaping to provide increased walkway capacity for north/south travel as well as improved queuing area to cross Las Vegas Boulevard at Harrah's/Mirage at-grade crosswalk.

The pedestrian directional fence and Casino Royale sign were redesigned and relocated to eliminate permanent obstructions within the pedestrian walkway.

A bypass walkway was constructed behind the existing bus shelter, improving both walkway capacity and queuing space for bus patrons to LOS C and better conditions.



2.4 Properties/Areas Currently under Construction during the 2015 Update

At the time of this study there were various properties or areas that were undergoing construction within the Resort Corridor. The following properties had some level of construction:

- The Park and The Las Vegas Arena
- Resorts World Las Vegas (former Echelon Resort)
- Riviera (to be razed for new LVCVA Convention Center Expansion)
- Fontainebleau (inactive construction)
- All Net Arena (status unknown)
- Mandalay Bay Convention Center (opened 2015)
- Bally’s CVS Store
- MGM Arena
- Metro Flag – Food Court (proposed construction)
- Harmon Tower at City Center (deconstruction)

Each of the above properties are currently under construction with differing completion dates. The Park and The Las Vegas Arena located south of Monte Carlo are anticipated to be completed Spring 2016. Completion dates for the other properties are unknown.

Picture 2.19 through Picture 2.23 show examples of construction activity as observed during the 2015 study.



Picture 2.19 – Resorts World Construction (former Echelon Resort).



Picture 2.20 – Riviera Construction.



Picture 2.22 – Bally’s CVS Store.



Picture 2.21 – Mandalay Bay Convention Center.



Picture 2.23 – Harmon Tower Deconstruction.



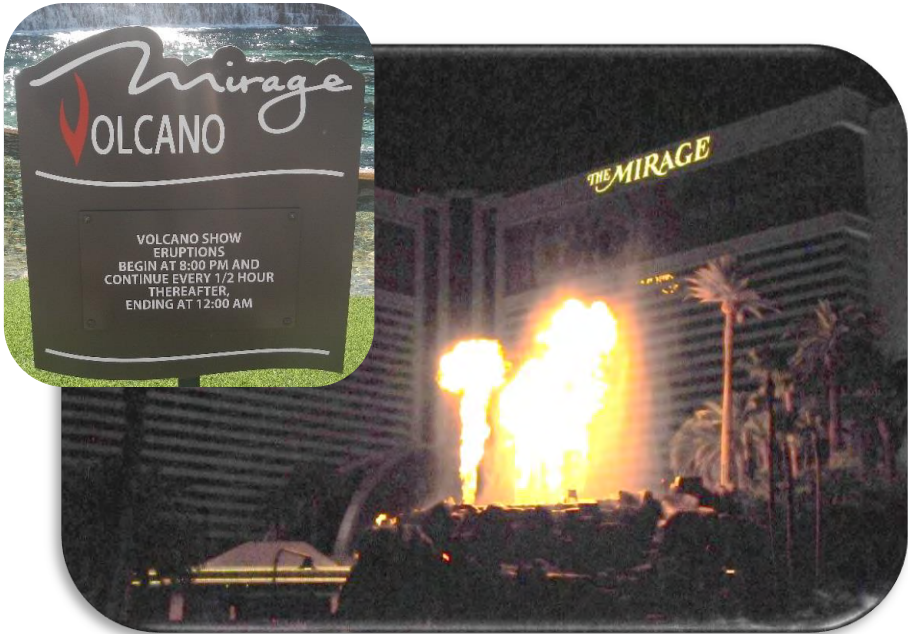
2.5 Attractions

There are two recurring outdoor attractions within the study corridor on the “Strip”. They are located on the west side of Las Vegas Boulevard and are free to the public. These attractions draw the attention of passers-by and are also destinations for pedestrians intending on watching the free shows. The attractions include the Bellagio Fountains and the Mirage Volcano. The Sirens of Treasure Island show previously discussed in the 2012 report has been closed and is no longer a recurring attraction. The removal of this attraction drastically reduced the pedestrian volumes around the attraction location.

The Bellagio Fountain shown in **Picture 2.24** has an approximate five-minute duration playing every 30 minutes from 12:00 PM to 7:00 PM and every 15 minutes from 7:00 PM to 12:00 AM. Due to the number of daily fountain shows and the sidewalk widths along the Bellagio frontage, the fountain show was not found to significantly impact the flow of pedestrians along Las Vegas Boulevard. The Mirage Volcano shown in **Picture 2.25** has an approximate five-minute duration and plays every half hour from 8:00 PM to 12:00 AM. The Mirage Volcano attraction was observed to impact pedestrian traffic. Pedestrians slow their walking speeds during the attractions to move through the crowds and to also catch a glimpse of the show. Walking speeds are also significantly slower immediately following the end of the show, as in many cases there is a significant crowd of pedestrians exiting the show area. **Figure 4.23** (Saturday May 23, 2015 - Memorial Day weekend) shows the impact to pedestrian volumes in front of the Mirage due to the volcano attraction. Pedestrian volume is significantly higher during the hours of the show as illustrated by the peaks in volume around show times.



Picture 2.24 – Bellagio Fountains – Daily Attraction.



Picture 2.25 – Mirage Volcano – Daily Attraction.

2.6 Restudy Daily Conditions

2.6.1 Temperature

Kimley-Horn staff noted high temperatures in the field during the data collection time periods. Consequently, an analysis of temperature was done to determine if temperature potentially affected the number of people on the “Strip”.

Temperature data for May 26<sup>th</sup>, 2012; June 16<sup>th</sup>, 2012; May 23<sup>rd</sup>, 2015; and June 20<sup>th</sup>, 2015 was collected from wunderground.com. The website records temperature readings from the closest airport to the location chosen. In this case, readings were taken at McCarran International Airport. The mean, maximum, and minimum temperature for each of the days as well as the historical average mean, maximum, and minimum temperatures for those days are summarized in degrees Fahrenheit in **Table 2.1**. Both the 2012 and 2015 study dates in May were cooler than the average temperatures. However, June 16, 2012 was marginally warmer than the historical temperatures for the day. Most importantly, June 20, 2015 was significantly warmer than the historical temperatures for the day. The maximum temperature on the day was the same as the record for the date at 113°F.

Table 2.1 – Temperature Data

	Date			
	Holiday Weekend Saturday		Typical Weekend Saturday	
	5/26/12	5/23/15	6/16/12	6/20/15
Mean Temp (Actual)	64	71	89	97
Max Temp (Actual)	75	82	103	113
Min Temp (Actual)	52	59	75	80
Avg. Mean Temp	80	80	87	88
Avg. Max Temp	92	91	99	100
Avg. Min Temp	69	68	75	76
Record Max	109	107	114	113
Record Min	50	48	53	53

2.6.2 Occupancy

Memorial Day weekend provided congested pedestrian conditions for Las Vegas Boulevard. Information compiled by the Las Vegas Convention and Visitors Authority (LVCVA) determined the citywide hotel occupancy for the 2015 Memorial Day weekend as 98.1% (96.0% in 2012). This total includes some hotels stretching from North Las Vegas to Primm and Boulder City. A number of large events were scheduled at numerous venues along the study corridor including concerts, comedians, and an Ultimate Fighting Championship (UFC) event. **Picture 2.26** illustrates the pedestrian activity level observed on Saturday, May 23, 2015.

The Electric Daisy Carnival (EDC) took place the weekend of the June 20, 2015 counts at the Las Vegas Motor Speedway. The event attracted more than 130,000 people each day, according to the **event’s website**. The event opened at 5 PM and ended at 5:30 AM. The LVCVA reported the citywide hotel occupancy for the 2015 weekend of June 20 as 96.7% (94.7% in 2012).



Picture 2.26 – Activity Level on Memorial Day Weekend - 2015.

2.6.3 Escalators

During the restudy data collection periods, escalators within the study corridor were observed for their working conditions. Non-working escalators and elevators were recorded. The total number of instances that escalators were observed out of service can be seen in **Table 2.2** below. However, as Clark County is not responsible for the maintenance of all of these facilities, the latter part of **Table 2.2** provides the data for the number of non-working escalators that are the responsibility of the County. Only one elevator was noted not working throughout the study.

From observations and overheard visitor comments, it is important that escalators are operating whenever possible in the upwards direction when maintenance is being performed. As discussed in the original pedestrian study, the pedestrians on the Strip move at a leisurely pace. It is important therefore to maintain an atmosphere focused on the visitor experience. If one side of an escalator is not functional, it is desirable that the working side is set to move pedestrians upward. This further discourages pedestrians from illegally crossing the street to avoid climbing stairs as well as preventing a queue from forming at the bottom of the stairs. It is important to recognize that for the current escalator equipment, Clark County does not have the option to reverse travel directions without causing damage to the escalator equipment.

Table 2.2 – Out of Order Escalators

Time Period	Observed Out of Order (Up)		Observed Out of Order (Down)	
	5/23/15	6/20/15	5/23/15	6/20/15
1 PM – 4 PM	3	6	7	3
5 PM - 8 PM	3	3	4	5
9 PM - 12 AM	1	4	3	3
Time Period	County Out of Order (Up)		County Out of Order (Down)	
	5/23/15	6/20/15	5/23/15	6/20/15
1 PM – 4 PM	3	3	5	0
5 PM - 8 PM	2	1	1	3
9 PM - 12 AM	0	3	0	2

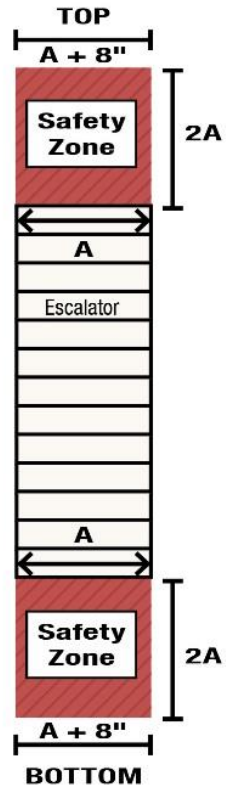




The American Society of Mechanical Engineers Safety Code for Elevators and Escalators specifies a safety zone surrounding the entrances and exits of an escalator. The standard 6.1.3.6.4 reads:

“The entry and exit zone shall be kept clear of all obstacles. The width of the zone shall be not less than the width between the centerlines of the handrails plus 200 mm (8in). The length of the zone, measured from the end of the newel, shall be not less than twice the distance between the centerlines of the handrails. Space shall be provided to accommodate all traffic in the safety zone.” (pg. 180, 2004 ASME A17.1).”

These dimensions are considered absolute minimums. **Figure 2.2** provides a diagram of a safety zone and **Picture 2.27** gives an example. A typical escalator measures 4 feet wide on the “Strip”. Therefore, a typical escalator clearance zone would measure 8 feet by 4 feet.



**Figure 2.2 – Escalator Clear Zone Diagram.**



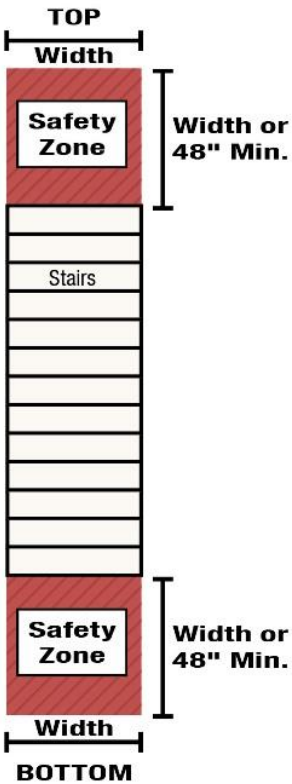
**Picture 2.27 – Non-Permanent Obstruction in Escalator Clearance Zone.**

Similarly, the International Building Code states the following about a clear zone for stairs. The standard 1009.8 reads:

“There shall be a floor or landing at the top and bottom of each stairway. The width of landings shall not be less than the width of stairways they serve. Every landing shall have minimum width measured perpendicular to the direction of travel equal to the width of the stairway. Where the stairway has a straight run the depth need not exceed 48 inches (1219 mm).

The minimum size (width and depth) of all landings in a stairway is determined by the actual width of the stairway. If Section 1009.4 requires a stairway to have a width of at least 44 inches (1118 mm) and the stairway is constructed with that minimum width, then all landings serving that stairway must be at least 44 inches (1118 mm) wide and 44 inches (1118 mm) deep. If a stairway is constructed wider than required, landings must increase accordingly so as to not create a bottleneck situation in the egress travel.”

**Figure 2.3** illustrates an example of a safety zone. A typical stairway width on the “Strip” is 4 feet wide. Therefore, a typical stairway clear zone would measure 4 feet by 4 feet **Picture 2.28** shows a handbiller standing in a stairway clearance zone.



**Figure 2.3 – Stair Clear Zone Diagram.**



**Picture 2.28 – Non-Permanent Obstruction in Stairway Clearance Zone.**



2.7 Public Right-of-Way and Pedestrian Easements

Research conducted in close coordination with Clark County Public Works staff yielded an updated comprehensive exhibit of the existing public walkways and the privately owned and maintained pedestrian walkways that are available to the public for pedestrian access. **Exhibit B** displays the existing public right-of-ways and pedestrian easements along Las Vegas Boulevard from Russell Road to Sahara Avenue. It should be noted that this exhibit is the summation of the best available information for this study. **Picture 2.29** illustrates a location with both public- and privately-maintained walkways with a public pedestrian easement that has been reconstructed since the 2012 Pedestrian Study. Additional locations of pedestrian easement modifications include:

- New York-New York
- Caesars Palace
- Harley Davidson
- Harrah’s
- CVS at Bally’s
- Bazaar at Bally’s
- LINQ
- Miracle Mile Shops at Planet Hollywood
- Casino Royale
- Treasure Island Bus Stop
- CVS at Treasure Island
- Fashion Show Mall
- MGM North Festival Grounds
- SLS (Former Sahara Hotel/Casino)

Examples are shown in **Picture 2.29** through **Picture 2.31**.



Picture 2.29 – Treasure Island Walkway with Public Right-of-way, Pedestrian Easement, and Private Walkway.



Picture 2.31 – Casino Royale Walkway with Public Right-of-way and Pedestrian Easement.



Picture 2.30 – New York-New York Walkway with Public Right-of-way, Pedestrian Easement, and Private Walkway.





2.8 Existing Walkway Widths (W)

To update the 2012 Pedestrian Study for current pedestrian LOS along Las Vegas Boulevard, the total walkway width (W) and effective walkway width (W<sub>E</sub>) were verified and reestablished. Through field measurements and records research, walkway widths were documented within the previously identified 17 walkway segments of less than LOS C as well as where construction activity since 2012 has modified walkway widths. The walkway widths (W and W<sub>E</sub>) were documented at each of the pedestrian volume data count locations within this restudy and at various locations throughout the study corridor that were representative of the defined walkway segments. At these locations, the effective walkway widths were calculated using the 2010 HCM methodology, the same methodology as used in the 2012 study. Shy distances were applied to permanent obstructions (i.e. fences, landscaping, trash enclosures, utility poles, bus shelters, fire hydrants, etc.) to determine the current effective walkway widths.

With the completion of the 2012 Pedestrian Study, the previous long-standing development requirement within the Resort Corridor of providing 10 feet of effective walkway width or a LOS C or better was revised. The 2012 Pedestrian Study recommended:

“Based on the pedestrian volumes observed in this study, some future sidewalks within the central or inner portions of the study corridor will require walkway widths over 15 feet (W). A walkway with 15 feet of effective width (W<sub>E</sub>) can serve up to 2,250 pedestrians in 15 minutes while maintaining a LOS of C.”

The above recommendation has been applied for the entire Resort Corridor for pedestrian walkway planning to accommodate existing and future pedestrian volumes. Current project entitlements within the Resort Corridor now require developments to provide a minimum clear walkway of 15 feet with appropriate shy distances, or a clear sidewalk width of 18 feet considering a typical shy distance of 1.5 feet on each side of the walk (3 feet total). Sidewalk width exceptions are recognized to accommodate existing conditions with engineering judgement.

**Picture 2.32** and **Picture 2.33** show examples of recently constructed 18 foot clear walkways providing 15 feet of effective walkway width. **Picture 2.34** and **Picture 2.35** show examples of recently constructed walkways with greater than 18 feet clear width.



Picture 2.32 – 18 foot Clear Walkway, Caesars Colosseum.



Picture 2.34 – Greater than 18 foot Clear Walkway, North Festival Lot.



Picture 2.33 – 18 foot Clear Walkway, Treasure Island North.



Picture 2.35 – Greater than 18 foot Clear Walkway, Bally's Bazaar.



2.9 Newsracks

In the 2012 Pedestrian Study, newsracks were documented as permitted permanent obstructions within the Resort Corridor. Since that time, some newsracks have been removed or relocated so as not to obstruct the pedestrian walking path. The random-sized, multi-color, and various shaped newsracks seen in **Picture 2.36** have been replaced by the County. The replacement newsracks are owned and maintained by the County and provide a uniform color and appearance within the Resort Corridor. **Picture 2.37** shows the new uniform County newsracks. The peaked roof design discourages the use of the news racks as makeshift tables for trash collection, stacking of handbilling materials, or other activities.

Newsrack medallion locations are shown in **Exhibit C**.



Picture 2.36 – Mismatched Newsracks – 2015.



Picture 2.37 – Replacement Newsrack – 2015.



2.10 Bus Stops

The 2012 Pedestrian Study identified twenty-nine (29) bus stops located along Las Vegas Boulevard between Russell Road and Sahara Avenue. For the existing 2015 conditions, twenty-eight (28) bus stops are provided within the Resort Corridor between Russell Road and Sahara Avenue. Some stops have been removed and/or relocated along the roadway since 2012. **Figure 2.4** displays the bus stops locations labeled by the type of bus stop installation per the 2012 study descriptions. Descriptions and examples of each type have been provided in **Figure 2.5** through **Figure 2.7**.

The following section details the modification and improvements to the Resort Corridor bus stops since 2012, recognizing the need for improved, unobstructed pedestrian walkways within the Resort Corridor. Bus stop identification signs were relocated in coordination with the Regional Transportation Commission (RTC) to better provide a clear pedestrian walkway as well. Changes are shown in **Picture 2.38** through **Picture 2.48**.



Picture 2.39 – Monte Carlo Bus Stop - 2012.



Picture 2.41 – Paris Bus Stop - 2012.



Picture 2.38 – Sky Condominium Bus Stop - 2012 - Removed.

The bus stop at the Sky Condominiums has been removed.



Picture 2.40 – Monte Carlo Bus Stop - 2015.

The Monte Carlo Hotel/Casino bus stop was reconstructed as an isolated bus stop (the bus stop type recommended within the Resort Corridor in the 2012 Pedestrian Study), with the pedestrian walking path behind the shelter.



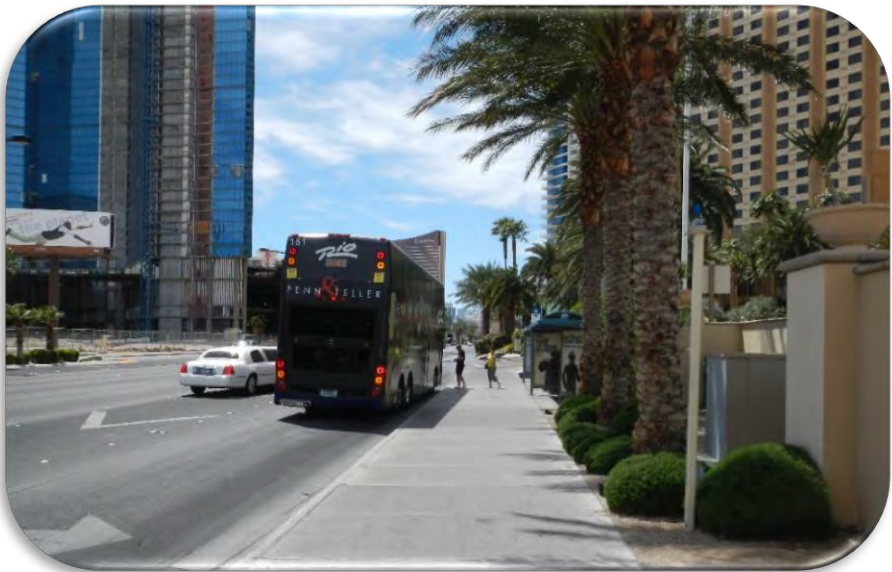
Picture 2.42 – Paris Bus Stop - 2015.

The bus shelter and surrounding trees and planters at the Paris Hotel and Casino have been removed, increasing the clear walkway width. The bus stop and benches have been moved northward along the walkway since the 2012 Pedestrian Study. In addition, the bus ticket vending machines were relocated out of the pedestrian walkway adjacent to planters on Paris property and trash enclosures have been relocated in-between and in-line with the bus stop benches to further reduce obstructions to the pedestrian walkway.





Picture 2.43 – Flamingo Bus Stop – 2012.



Picture 2.45 – Hilton Grand Vacations South Bus Stop - 2012.



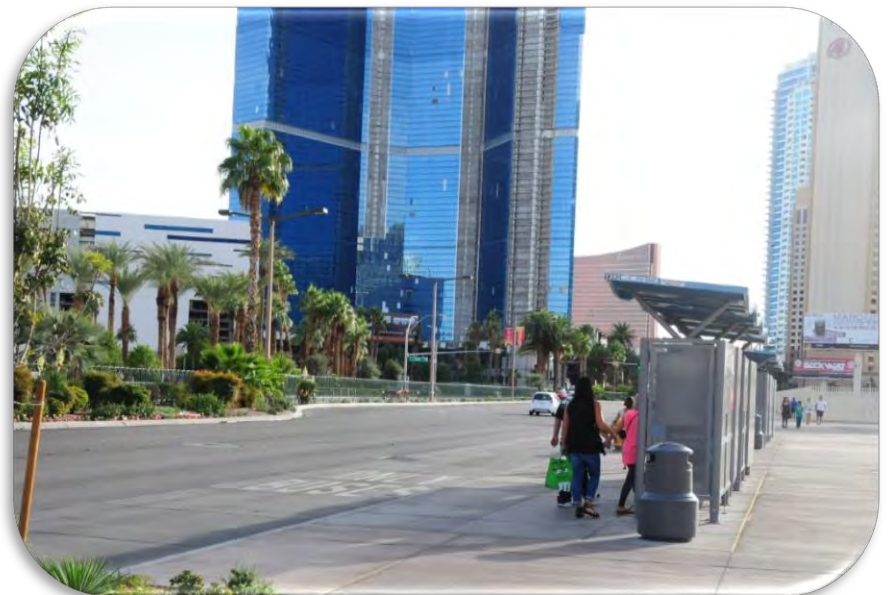
Picture 2.47 – Sahara South Bus Stop - 2012.



Picture 2.44 – Harrah’s (Relocated Flamingo) Bus Stop – 2015.



Picture 2.46 – Hilton Grand Vacations South Bus Stop - 2015.



Picture 2.48 – Sahara South Bus Stop - 2015.

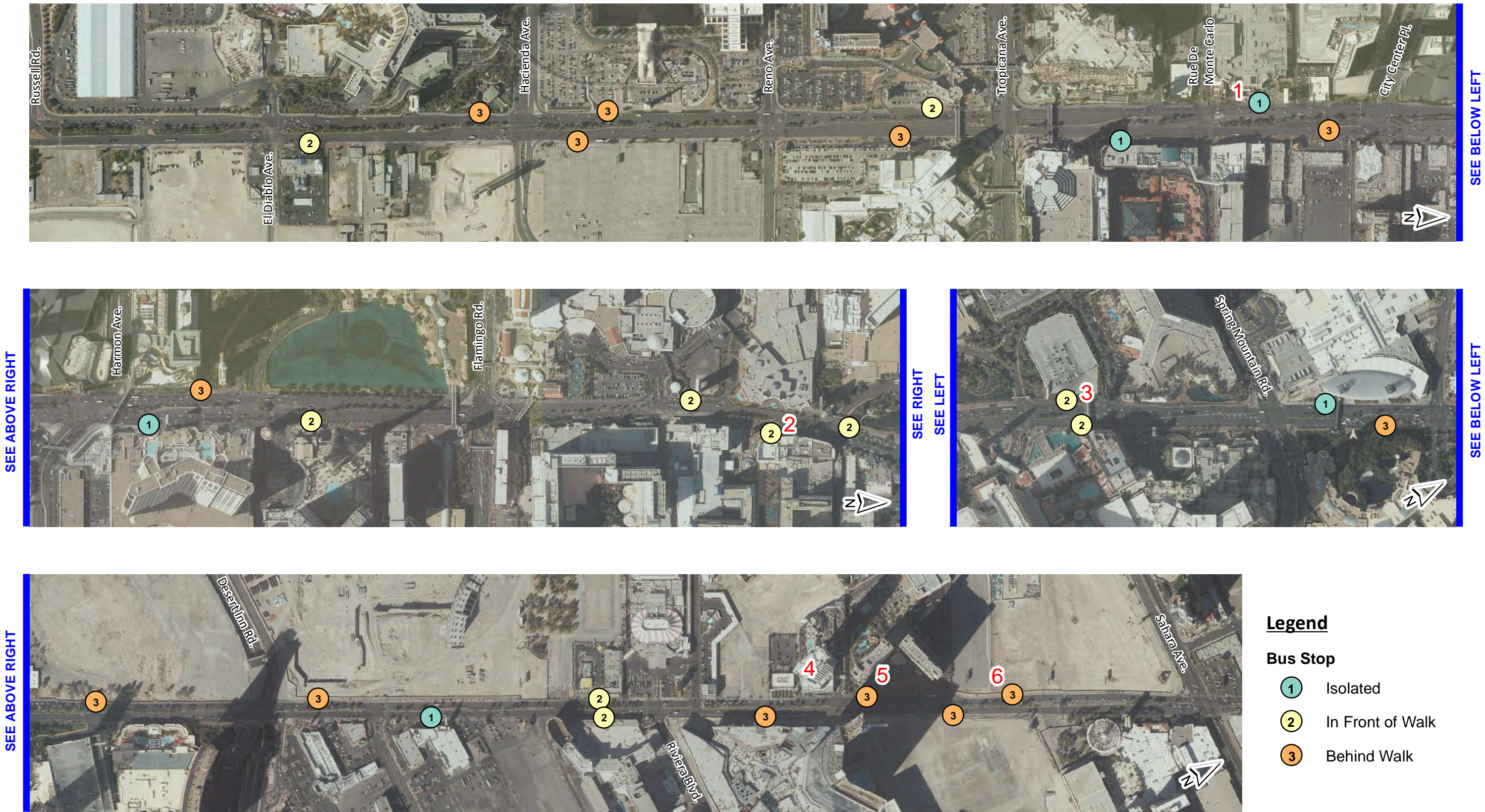
During the 2012 Pedestrian Study, an isolated bus stop (the bus stop type recommended within the Resort Corridor in the 2012 Pedestrian Study), was being constructed at the Harrah’s Hotel/Casino. Today the pedestrian walkway is located behind the bus stop, separated by landscaping. The current bus stop replaced the stop previously located at the front of the pedestrian walkway at the Flamingo Hotel/Casino.

The bus stop at Hilton Grand Vacations South was moved.

With the construction of the North Festival Lot (home to Rock-in-Rio), a new bus turnout was constructed south of the Sahara Avenue/Las Vegas Boulevard intersection. The bus stop is now located at the front of the walkway, providing 40 feet of walkway width behind the shelters.



2015



**BUS STOP TYPE AND LOCATION IN 2015**

**FIGURE 2.4** 17



**Type 1** – (Isolated) – These bus stops are separate from the main pedestrian walkway; typically, a separate walkway is provided from the main walkway to access the bus stop and shelter.

**Figure 2.5** graphically illustrates a Type 1 bus stop. **Picture 2.49** gives an example of a Type 1 bus stop on the Resort Corridor. A total of five (5) Type 1 bus stops were found within the study corridor, with their locations shown on **Figure 2.4**. This type of bus stop minimized conflicts between bus patron queues and passing pedestrians.

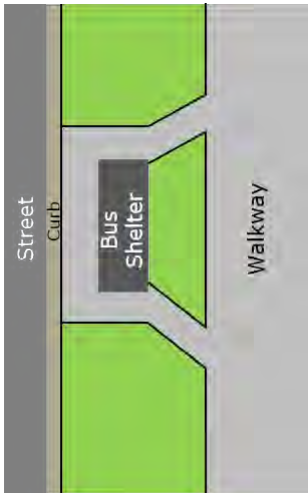


Figure 2.5 – Type 1 (Isolated) Bus Stop Example



Picture 2.49 – Type 1 Bus Stop Example – Monte Carlo North.

**Type 2** – (Front of Walk) – Bus stops were classified as Type 2 if the pedestrian walkway was located behind the bus shelter.

**Figure 2.6** graphically illustrates a Type 2 bus stop. **Picture 2.50** gives an example of a Type 2 bus stop on the Resort Corridor. A total of ten (10) Type 2 bus stops were found within the study corridor, with their locations shown on **Figure 2.4**. The benefits of the Type 2 bus stop are similar to those of the isolated Type 1 except large pedestrian queues can spill back onto the adjacent through walkway.



Figure 2.6 – Type 2 (Front of Walk) Bus Stop Example



Picture 2.50 – Type 2 Bus Stop Example – Treasure Island South.

**Type 3** – (Behind Walk) – This classification was applied to bus shelters and 2 bus benches that are located behind the pedestrian walkway. Type 3 bus stops route pedestrian traffic between the bus shelter or bus benches and the street.

**Figure 2.7** graphically illustrates a Type 3 bus stop. **Picture 2.51** gives an example of a Type 3 bus stop on the Resort Corridor. A total of thirteen (13) Type 3 bus stops were found within the study corridor, with their locations shown on **Figure 2.4**. This is the least desirable type of bus stop for the Resort Corridor. As pedestrian volumes and bus patrons increase, conflicts occur on the walkway between the bus patrons and pedestrians walking by the stop.



Figure 2.7 – Type 3 (Behind Walk) Bus Stop Example



Picture 2.51 – Type 3 Bus Stop Example – Bellagio South.



2.11 Pedestrian Containment

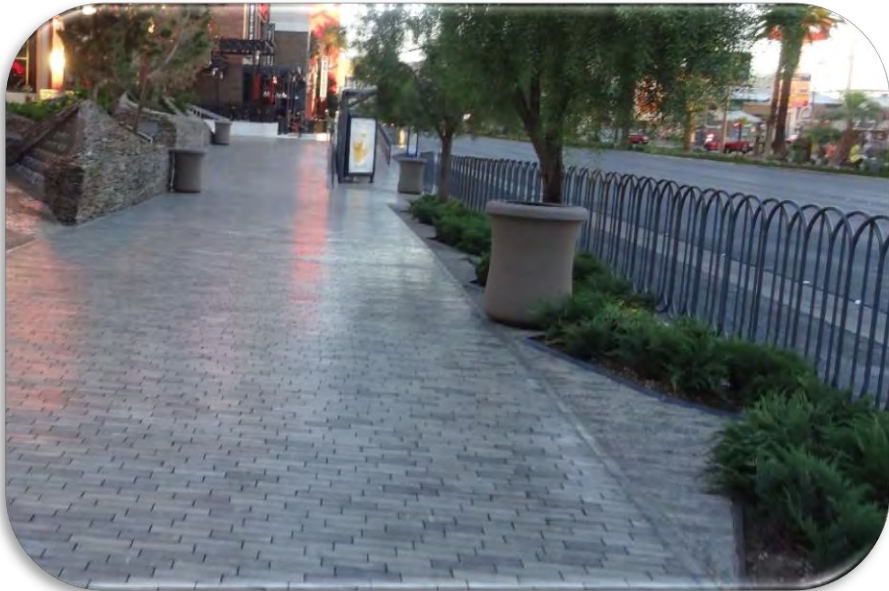
Pedestrian containment barriers have continued to be installed and improved from those reported in the 2012 Pedestrian Study along Las Vegas Boulevard. This section describes the modified and recently constructed pedestrian containment within the Resort Corridor. Public entities and private properties have installed containment within the Resort Corridor as well. Since 2012, Clark County has installed new fencing within the median of Las Vegas Boulevard to serve as a deterrent for pedestrians crossing Las Vegas Boulevard at unmarked locations and where containment is not provided along both sides of the roadway.

Approximately 4,840 LF of new pedestrian walkway containment has been added to Las Vegas Boulevard between Russell Road and Sahara Avenue (3,200 LF within the median and 1,640 LF along the curb). A total of 21,300 LF of containment fencing exists within the Resort Corridor at the time of this study.

New or replacement pedestrian containment fencing since 2012 has been installed at the following locations along Las Vegas Boulevard:

- New York–New York
- Monte Carlo
- LINQ
- Treasure Island
- MGM North Festival Grounds

**Picture 2.52** through **Picture 2.55** examples of the new pedestrian containment since the 2012 Pedestrian Study. **Figure 2.8** through **Figure 2.10** compares a summary of pedestrian containment throughout the Resort Corridor in 2012 to the pedestrian containment that exists at the time this report was prepared in 2015.



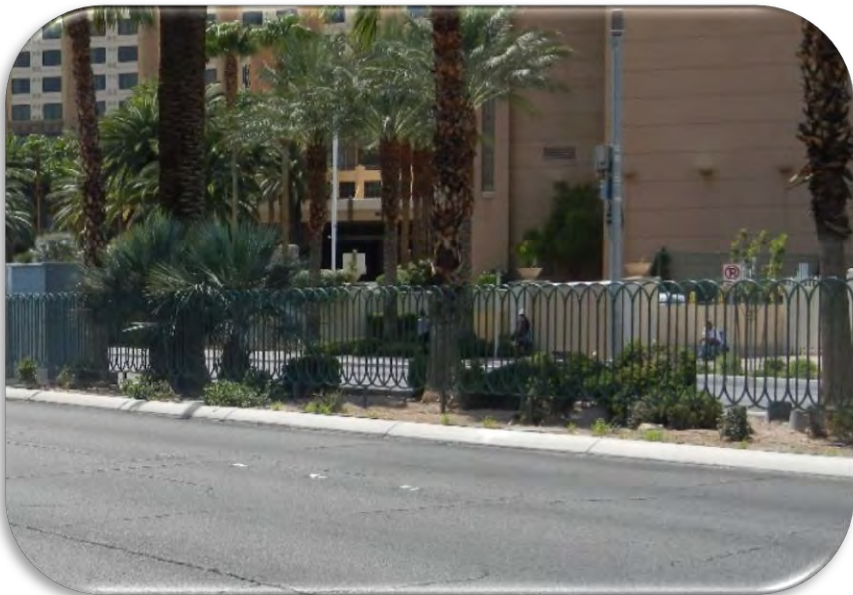
Picture 2.52 – New Pedestrian Containment at Monte Carlo.



Picture 2.54 – New Pedestrian Containment at LINQ.

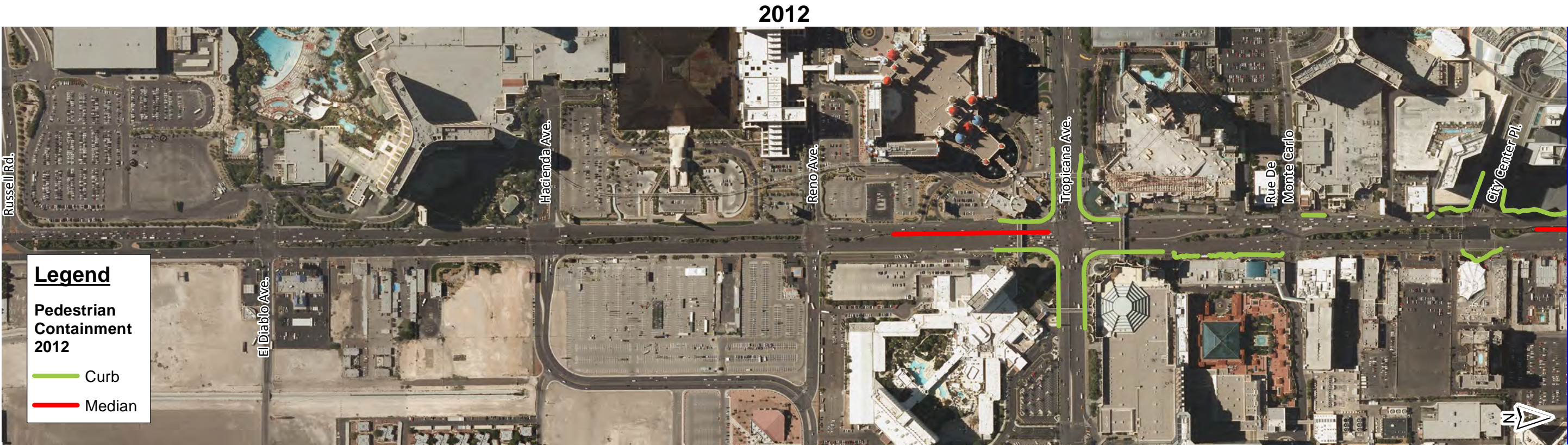


Picture 2.53 – Reconstructed Containment along New CVS Store at Treasure Island.



Picture 2.55 – New Pedestrian Containment at MGM North Festival Grounds.

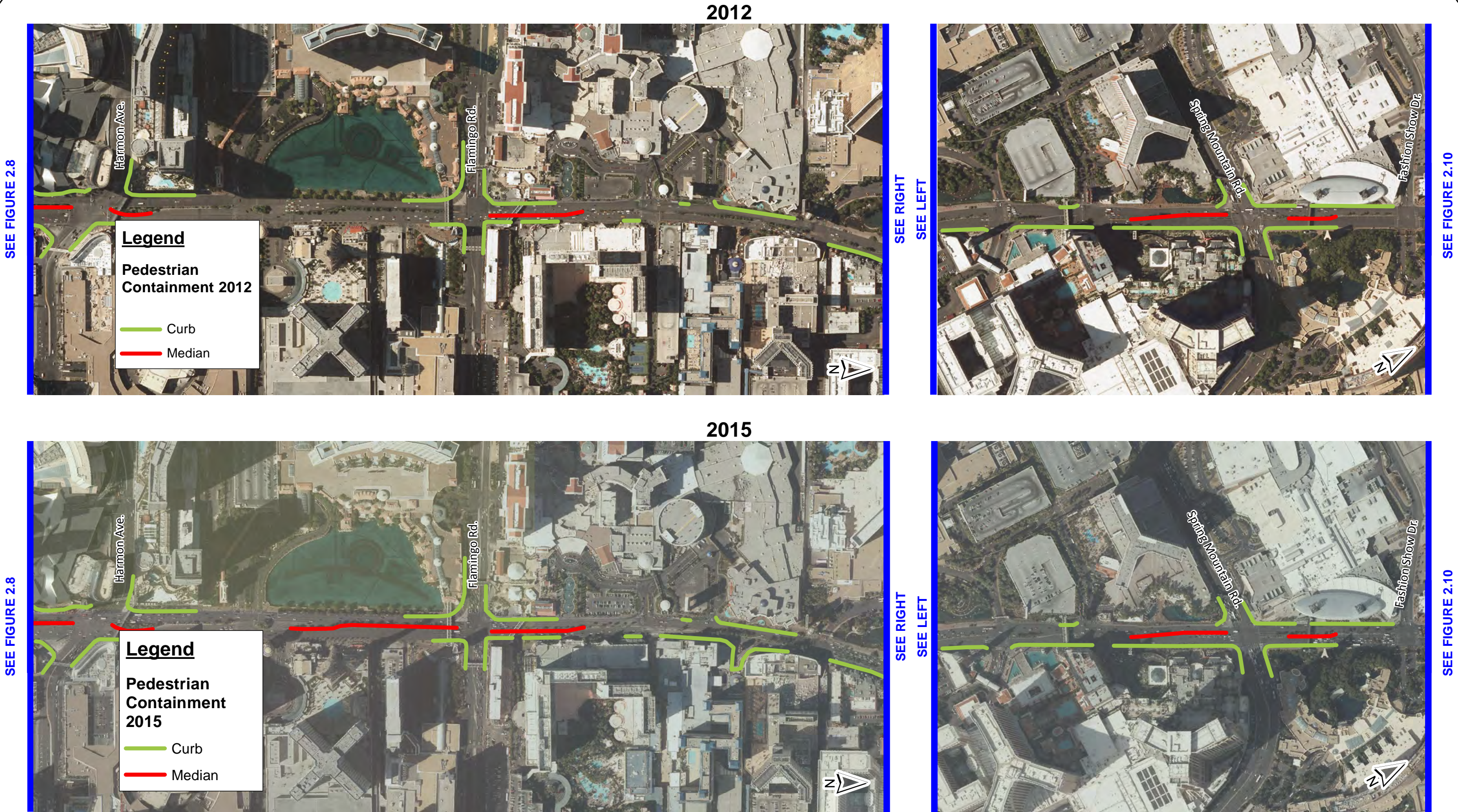




**PEDESTRIAN CONTAINMENT - PUBLIC AND PRIVATE LOCATIONS  
RUSSELL RD. TO CITY CENTER PL.**

**FIGURE 2.8** 20





PEDESTRIAN CONTAINMENT - PUBLIC AND PRIVATE LOCATIONS  
HARMON AVE. TO FASHION SHOW DR.

FIGURE 2.9 21



SEE FIGURE 2.9

2012



**Legend**

**Total Resort  
Corridor  
Containment 2012**

- Curb - 13,360 LF
- Median - 3,100 LF

SEE FIGURE 2.9

2015



**Legend**

**Total Resort  
Corridor  
Containment 2015**

- Curb - 15,000 LF
- Median - 6,300 LF

**PEDESTRIAN CONTAINMENT - PUBLIC AND PRIVATE LOCATIONS  
FASHION SHOW DR. TO SAHARA AVE.**

**FIGURE 2.10** 22



3 DATA COLLECTION

The data collection methodology established for the 2012 study was repeated with minor variations to capture the variations in pedestrian activity and the pedestrian environment along Las Vegas Boulevard from Russell Road to Sahara Avenue, and to compare and update the 2012 Pedestrian Study. During the data collection phase of the study, pedestrian volumes and non-permanent obstructions were observed. Similar to the 2012 study, the term “non-permanent obstruction,” for the purposes of the data collection phase of the study and for this report, is defined as an individual who could obstruct the pedestrian walkway while engaging in any of the following activities within the walkway: handbilling, performing, soliciting, or selling.

With the study focus on the segments of the “Strip” with LOS lower than C, the count locations in the 2015 study were selected within the inner portion of the corridor (Tropicana Avenue to Spring Mountain Road). In order to obtain observations that could directly compare to the findings of the 2012 study, the previous data collection periods were maintained for this update. In consultation with the County and for consistency with the previous pedestrian study, the pedestrian volume data collection times for this restudy were identified to be the Saturday of the Memorial Day holiday weekend and on a typical summer Saturday. Based upon the study schedule, May 23, 2015, the Saturday of Memorial Day weekend, and June 20, 2015 were selected.

Memorial Day Weekend continues to be one of the most active periods within the Resort Corridor. **Picture 3.1** illustrates the activity level observed on Saturday, May 26, 2012 and for comparison, **Picture 3.2** shows the activity level on Saturday, May 23, 2015.



Picture 3.1 – Activity Level on Memorial Day Weekend - 2012.



Picture 3.2 – Activity Level on Memorial Day Weekend - 2015.

Two video cameras were used to observe pedestrian activities for seven consecutive days each with 24-hour recordings from Friday 6 AM to Friday 6 AM before and after the Saturday count days. The video cameras were installed by Clark County for the study and used for the data collection. The seven-day observations were programmed to occur between May 22 to May 29 and June 19 to June 26 (including the two primary study days). Due to technical issues, data from only one 24-hour video location was able to be reduced.

The pedestrian observation sites for the Saturday data collection program were selected based upon the identified 17 segments which experienced less than LOS C in the 2012 Pedestrian Study. Count locations were chosen to be within the identified 17 segments. In addition, seven (7) new count locations were added to the study in 2015 recognizing the changes in land use and shifts in construction areas. The twenty-one (21) count locations are listed in **Table 3.1**.

An effort was made to recount at the same locations as the 2012 study where possible for direct comparison. Eleven locations were identified on the west side of Las Vegas Boulevard, nine were identified on the east side, as well as one east/west pedestrian bridge. Twenty-one (21) locations were used for data collection in 2015. Where video observation coverage was not available for the restudy, manual counts were conducted. The pedestrian count locations identified for the update are summarized in **Figure 3.1**.

**Figure 3.1** shows the location of each of the count locations numbered from south to north. For consistency, count locations that were manual counts in the 2012 study are labeled with “M,” Clark County cameras are labeled with “CC,” and video counts provided by cameras from the Metropolitan Police Department are labeled “Metro.” New count locations are labeled with their

respective count type descriptions and numbered starting from the last count location of that type in 2012.

Table 3.1 – Count Locations

Count Location ID	Location	Segment
2	Tropicana W. Bridge	R1
CC1	New York-New York	-
M11	Food Court*	R2
Metro1	Harley Davidson	R3
7	Harmon W. Bridge	R4
M4	Harmon N. Bridge	-
CC2	Bellagio South	R5
M12	Bally’s South*	R6
9	Bally’s Bazaar	-
11	Flamingo W. Bridge	R7
Metro3	Cromwell*	R8
12	Margaritaville	R8
M6	Caesars Palace S.	R9
M13	Colosseum*	R10
13	Forum Shops	R11
14	Harrah’s	R12
CC3	Venetian South	R14
M14	Venetian North*	R15
Metro4	TI Bus Stop*	R16
CC4	TI South	R17
M15	TI North*	R17

\*New count location in 2015.

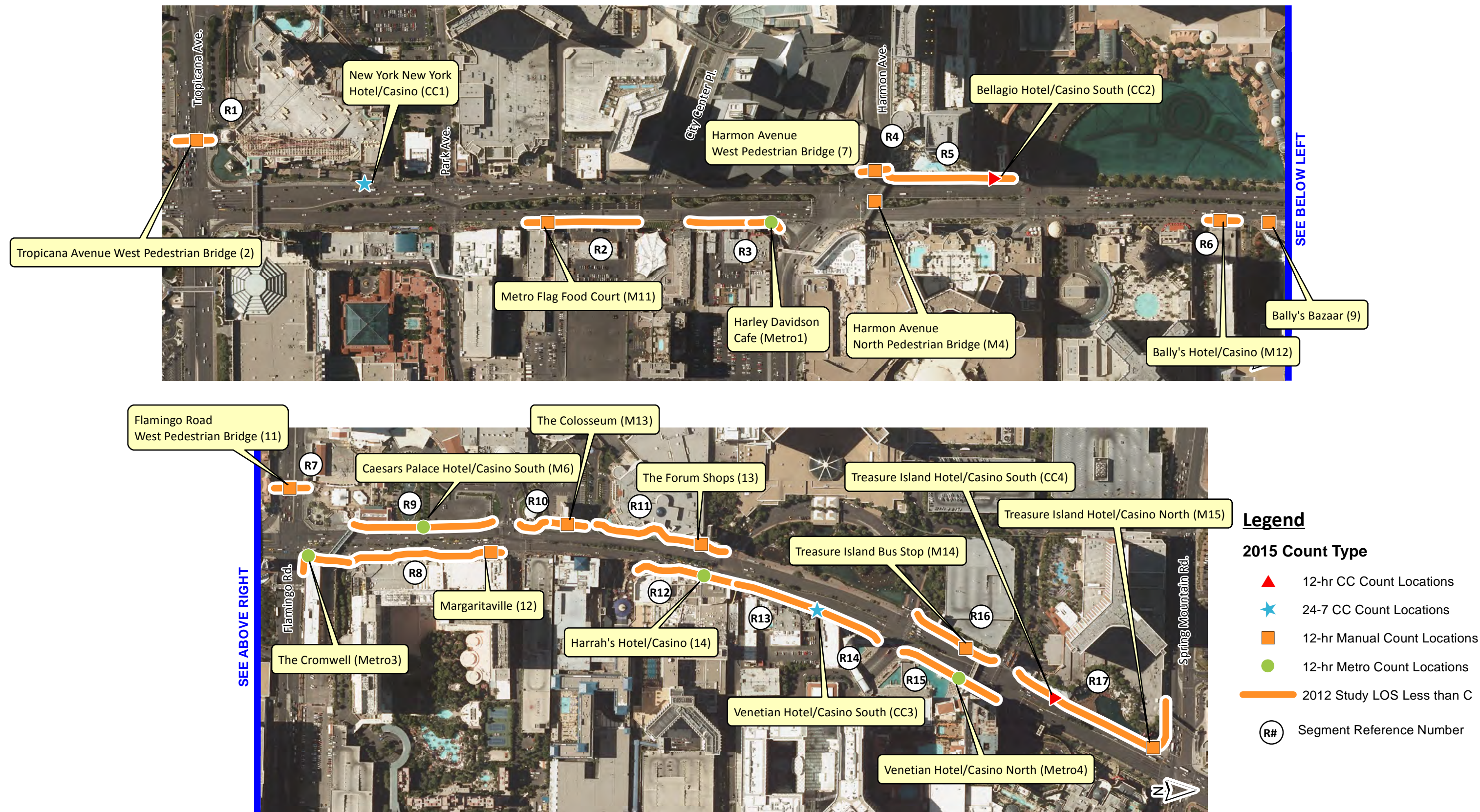
The pedestrian volume data used in this study is the result of a total of 288 hours of manual counts and 840 hours of recorded video at 21 unique locations within the study corridor. These 21 locations included four pedestrian bridges (manual) and 17 walkway locations (nine video and eight manual). This report and its conclusions are based upon approximately 2,650,000 observed pedestrians within the study corridor as counted between May 22 and June 26, 2015.

The following sections provide additional details on the data collection effort. The raw data from the data collection effort is provided on a disk located on the back cover of this study.





2015



PEDESTRIAN VOLUME COUNT LOCATIONS IN 2015

FIGURE 3.1 24



3.1.1 Pedestrian Counts - Video

Through close coordination with Metropolitan Police Department (Metro), and Clark County Public Works, seven (7) surveillance cameras were made available for the study.

Metro provided five (5) surveillance cameras for the study. The Metro cameras were used to observe 12 hours of sidewalk pedestrian activity throughout the study area for each Saturday count. A typical metro camera installation can be seen in **Picture 3.3** as installed along Las Vegas Boulevard. Camera observation views for each location were selected by Kimley-Horn staff to ensure that all video footage would provide suitable data for collecting pedestrian volume counts. It should be noted that as data was analyzed there were segments of time that were not available for pedestrian counting. Clark County deployed two (2) additional cameras for video data collection. Kimley-Horn coordinated with the County to install the cameras in similar locations for video coverage as in the 2012 Pedestrian Study (see **Picture 3.5**). Each camera was manually adjusted to the desired location before each week-long study period. The cameras were removed following each data collection session and the video data was subsequently downloaded from the cameras. A typical County camera installation is shown for the Treasure Island Hotel/Casino north of Siren’s Cove Boulevard and south of Spring Mountain Road in **Picture 3.4**.

Once the video data was collected by Kimley-Horn in cooperation with Clark County and Metro, the videos were viewed and pedestrian volumes were documented in 15-minute increments by trained counting staff.

The video data collection effort for the study is summarized below by date and total hours observed for the study.

▪ 12-hr Camera Locations			
7 locations	5/23/2015	=	84 hours
7 locations	6/20/2015	=	84 hours
▪ 24-hr Camera Locations			
2 locations	5/22-5/29/2015	=	336 hours
2 locations	6/19-6/26/2015	=	<u>336 hours</u>
			840 hours*

\*Due to technical difficulties, some video data was not recovered.



Picture 3.3 – Typical Las Vegas Boulevard Metro Camera.



Picture 3.4 – Clark County Camera - Treasure Island Hotel/Casino.



Picture 3.5 – Camera Installation – Treasure Island.

3.1.2 Pedestrian Counts - Manual

Manual pedestrian counts were collected at various locations on Las Vegas Boulevard from Tropicana Avenue to Spring Mountain Road to supplement the video data. The manual counts were conducted from 12:00 PM to 12:00 AM (noon to midnight) on both Saturday, May 23 and Saturday, June 20, 2015.

The 12-hour count period allowed the capture of pedestrian volume peaks in both the early afternoon and evening when pedestrian volumes have historically been the highest. In addition, during the May 23 count period when a high pedestrian volume location was identified, the counting staff was increased to ensure an accurate count was obtained.

The manual data collection effort for the study is summarized below by date and total hours observed for the study.

▪ 12-hr Manual Pedestrian Volume Counts			
12 locations	5/23/2015	=	144 hours
12 locations	6/20/2015	=	<u>144 hours</u>
			288 hours





3.1.3 Non-Permanent Obstructions

As collected in the 2012 Pedestrian Study, during the peak data collection periods, non-permanent obstructions were observed by three unique data collection agents. Non-permanent obstructions (obstructive uses) are defined as individuals who could obstruct the pedestrian walkway while handbilling, performing, soliciting, or selling. Under County Ordinance 16.11 (**Exhibit D**), an “obstructive use” means “obstructing, delaying, hindering, blocking, hampering or interfering with pedestrian passage, including passage to or from private property” (**Obstructive Uses of Public Sidewalks** - 16.11.020 – General Definitions, Clark County). On May 23 and June 20, the data collection agents were tasked with documenting the quantity, classification, and location of non-permanent obstructions in the pedestrian walkway during each of their three data collection walks. To maintain consistency with the previous 2012 study, non-permanent obstructions were classified into four categories with the following definitions for uniformity in data collection:

- Handbillers – any person within the pedestrian walkway attempting to give away literature of any kind. No financial transaction occurs and the handbiller does not expect anything in return for the literature that is given.
- Performers – any person within the pedestrian walkway attempting to entertain with the expectation of receiving a tip. Performers may include anyone dressed in a costume expecting tips for photographs, or any display of talent for a tip.
- Solicitors – any person within the pedestrian walkway soliciting donations. The solicitor provides nothing to those who donate.
- Vendors – any person within the pedestrian walkway with the intent of selling some item. There is a financial transaction that takes place and some item is exchanged for money.

The non-permanent obstruction field data, as observed by each agent for the study, were compiled in the office and summarized in a spreadsheet format. Non-permanent obstructions were summarized similar to the 2012 study by observation period, side of street, and by location within the corridor into the following categories:

- Within 50 feet of an intersection, driveway, or crosswalk
- On pedestrian bridges
- Within 15 feet of a pedestrian bridge landing
- Within 15 feet of a bus stop
- Other

A significant amount of the research portrayed in the 1985 Highway Capacity Manual (HCM) and its most recent 2010 edition in regards to pedestrians and walkway LOS originated in the work of Dr. Fruin. The concept of the body ellipse defines the average male human body as an 18” depth and a 24” shoulder breadth, necessitating 3.0 square feet when standing still (i.e., in a queue for a bus). The 2010 HCM also defined the pedestrian body ellipse which is shown in **Figure 3.2** as adapted from the 2010 HCM.

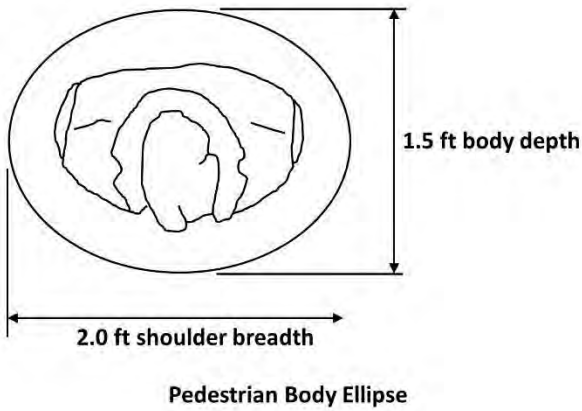


Figure 3.2 – 2010 Highway Capacity Manual Standards for Pedestrian Geometry

Based on information contained in the HCM, obstructions along edges of the walkways were considered to take up an area 2.25 feet by 10 feet (22.5 square feet) and obstructions in the center of walkways were considered to take up 3.5 feet by 7.5 feet (26.25 square feet). **Figure 3.3** illustrates the pedestrian obstruction sizes utilized in the analysis. See **Section 4.1** for methodology behind calculating effective length and width.

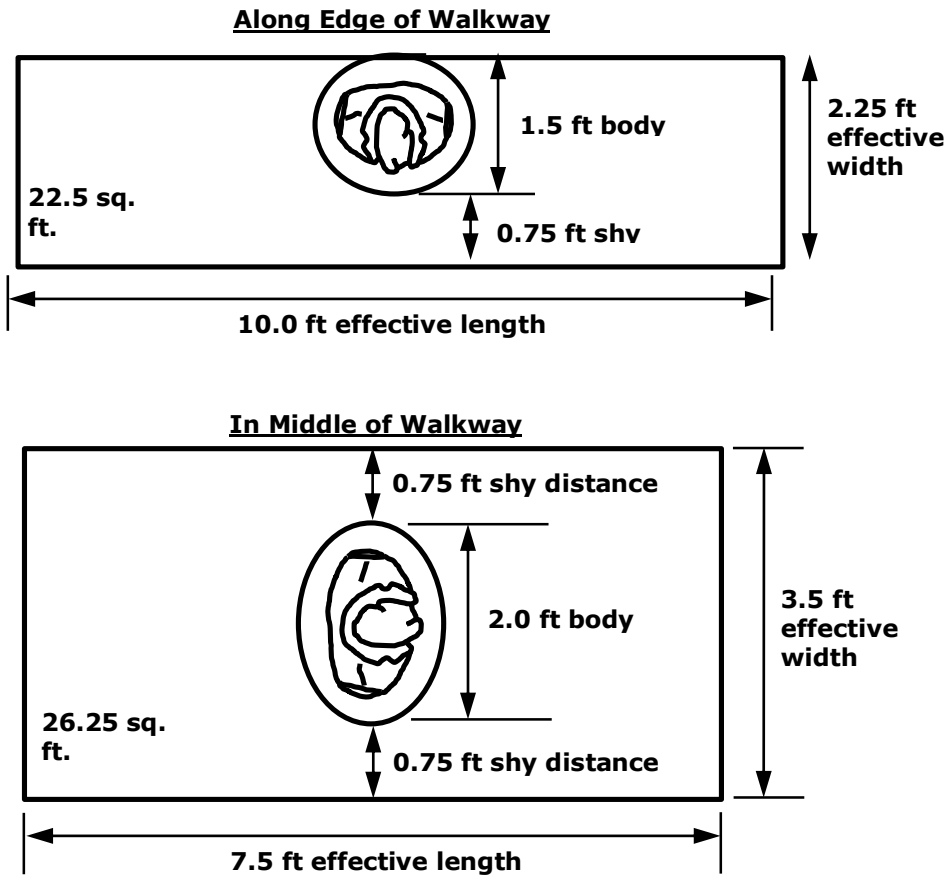


Figure 3.3 – Pedestrian Obstruction Sizes

3.2 RTC FAST Cam Stills

The Regional Transportation Commission (RTC) of Southern Nevada – Freeway and Arterial System of Transportation (FAST) provided additional snapshot views of the pedestrian activity from a FAST cam video camera. The following are the RTC FAST camera locations and views provided to visually capture the general pedestrian activity levels throughout the day:

- View 1:
  - Caesars
  - Fashion
  - Circus
  - Harrah’s
  - Wynn
  - SLS
  - Venetian
  - Treasure Island
  - Welcome
- View 2:
  - MGM
  - Harmon
  - Planet Hollywood
  - Monte Carlo
  - Harmon West
  - Paris
  - City Center East
  - City Center West
  - Bellagio

The RTC provided photos for the Saturday of Memorial Day weekend, May 23, 2015. Snapshots were taken every four seconds from midnight to 2 AM and from noon to midnight. In total, over 23,000 photographs from the cameras with each photograph showing nine (9) locations were provided. See video snapshots in **Figure 3.4** through **Figure 3.11**. These figures illustrate typical conditions at 2 AM, 12 PM (Noon), 6 PM, and 12 AM (midnight). Full photo data is provided in **Exhibit E**.







Figure 3.4 – RTC Photo Exhibit View 1 at 2 AM







Figure 3.5 – RTC Photo Exhibit View 1 at 12 PM (noon)







Figure 3.6 – RTC Photo Exhibit View 1 at 6 PM







Figure 3.7 – RTC Photo Exhibit View 1 at 12 AM (midnight)







Figure 3.8 – RTC Photo Exhibit View 2 at 2 AM







Figure 3.9 – RTC Photo Exhibit View 2 at 12 PM (noon)







Figure 3.10 – RTC Photo Exhibit View 2 at 6 PM







Figure 3.11 – RTC Photo Exhibit View 2 at 12 AM (midnight)





4 DATA EVALUATION

Quantitative and qualitative measures are important when addressing safety concerns and general experience enhancements. This section of the report presents both the numerical results from the data collection effort, as well as the qualitative assessments made by Kimley-Horn staff.

Numerical results are provided for the data collection and analysis with regard to pedestrian volumes from the video and manual counts and resulting LOS values along the inner study corridor from Tropicana Avenue to Spring Mountain Road. The results from the non-permanent obstructions data collection are also presented. In addition, bus stop queuing analysis results are summarized.

The 17 segments of LOS C from the 2012 study, as summarized in **Figure 2.1**, were analyzed based on the current 2015 conditions. Walkways segments that had improved to be at or above LOS C were removed from **Figure 2.1** and in many cases reduced in segment length. The remaining and new segments can be seen in **Figure 4.2** and **Figure 4.3**. The updated analysis found the East/West Harmon Avenue Bridge over Las Vegas Boulevard having short periods of time on Saturday of Memorial Day exceeding LOS C. The LOS less than C segments shown in **Figure 4.2** and **Figure 4.3** represent approximately 5,500 LF of walkway within the Resort Corridor.

4.1 Data Analysis Methodology

This section details the methodology used to analyze the collected pedestrian volume data to determine pedestrian LOS throughout the study corridor. Following the recommendations of the 2012 study, pedestrian LOS based upon walking speed was not used as a factor in the 2015 update.

4.1.1 Pedestrian Volume Analysis – Level of Service Calculations

The 2010 HCM methodology was used for calculating the pedestrian flowrate LOS as used to determine an overall pedestrian LOS along the “Strip”, as well as LOS at specific locations of walkway width restrictions along the study corridor. The analysis requires calculation of the following:

- 1. Determine the effective walkway width ( $W_E$ )
- 2. Calculate the pedestrian flow rate
- 3. Determine LOS

Determining effective length and effective walkway width ( $W_E$ )

The following equation is for the calculation of effective walkway width:

Equation 4.1 – Effective Walkway Width ( $W_E$ )

$W_E = W - W_o$

where:  $W_E$  = effective walkway width (ft),  
 $W$  or  $W_T$  = total walkway width at a given point along walkway (ft), and  
 $W_o$  = sum of fixed-point object effective widths and linear-feature shy distances at a given point along walkway (ft).

The total walkway widths ( $W$  or  $W_T$ ) for **Equation 4.1** and the factors that influence the determination of the effective walkway widths ( $W_E$ ) in **Equation 4.1** were found using a combination of aerial imagery, available topographic surveys, and field measurements. The 2010 HCM defines effective walkway width ( $W_E$ ) as:

“the portion of a walkway that can be used effectively by pedestrians. Various types of obstructions and linear features... reduce the walkway area that can be effectively used by pedestrians... Linear features such as the street curb, [a] low wall, [or a] building face each have associated shy distances. The shy distance is the buffer that pedestrians give themselves to avoid accidentally stepping off the curb, brushing against a building face, or getting too close to other pedestrians standing under awnings or window shopping. Fixed objects, such as [a] tree, have effective widths associated with them. The fixed-object effective width includes the object’s physical width, any functionally unusable space (e.g., the space between a parking meter and the curb of the space in front of a bench occupied by people’s legs and belongings), and the buffer given the object by pedestrians” (pg. 23-9, 2010 HCM).

The 2010 HCM recommends that walkway operational analysis evaluate “the portion of the walkway with the narrowest effective width ( $W_E$ ), since this section forms the constraint on pedestrian flow” (pg. 23-10, 2010 HCM). **Figure 4.1** shows graphically how effective walkway width ( $W_E$ ) is calculated (adapted from the 2010 HCM). **Table 4.1** from the 2010 HCM shows the LOS threshold criteria for pedestrian flowrates per unit width ( $v_p$ ).

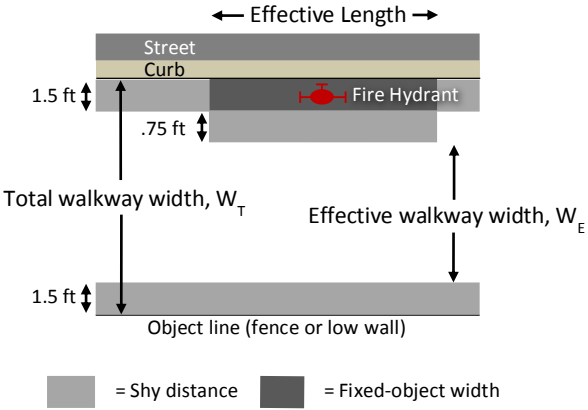


Figure 4.1 – Effective Walkway Width ( $W_E$ ) Diagram

**Figure 4.1** also illustrates the effective length of a fixed object. As described by the 2010 HCM:

“the effective width of a fixed object extends over an effective length that is considerably longer than the object’s physical length. The effective length represents the portion of the walkway that is functionally unusable because pedestrians need to move to one side ahead of time to get around a fixed object. The effective length of a fixed object is assumed to be five times the object’s effective width.

“Typically, a walkway operational analysis evaluates the portion of the walkway with the narrowest effective width, since this section forms the constraint on pedestrian flow. A design analysis identifies the minimum effective walkway width that must be maintained along the length of the walkway to avoid pedestrian queuing or spillover” (pg. 23-10, 2010 HCM).

The effective walkway widths ( $W_E$ ) for the study corridor were calculated at each pedestrian volume count location and for restricted sidewalk locations as identified during the field inventory of the study corridor. Using **Equation 4.2** the walkway characteristics for the observed pedestrian volumes can be used to determine the walkway LOS.





Equation 4.2 – Pedestrian Flow Rate per Unit Width of Walkway

$$v_p = \frac{v_{15}}{15 \times W_E}$$

where:  $v_p$  = pedestrian flow per unit width (p/ft/min),  
 $v_{15}$  = pedestrian flow rate during peak 15 min (p/h),  
and  
 $W_E$  = effective sidewalk width (ft).

Table 4.1 – Pedestrian LOS

LOS	Flow Rate (p/min/ft)	Comments
A	≤5	Ability to move in desired path, no need to alter movements
B	>5 - 7	Occasional need to adjust path to avoid conflicts
C	>7 - 10	Frequent need to adjust path to avoid conflicts
D	>10 - 15	Speed and ability to pass slower pedestrians restricted
E	>15 - 23	Speed restricted, very limited ability to pass slower pedestrians
F	Variable	Speeds severely restricted, frequent contact with other users

4.2 Pedestrian Volumes

The pedestrian volume data from each count location was evaluated and plotted graphically to show peak periods of pedestrian traffic and identify maximum volumes. (The pedestrian volume data in PDF and Excel formats as collected for this study is included as **Exhibit E** on a CD at the back of the report.)

In 2012, effective walkway widths along the entire length of the study corridor were grouped into segments with similar effective walkway widths. Analysis resulted in 17 walkway segments that were found to exceed LOS C on the holiday and/or typical Saturday (May 26 and/or June 16, 2012) labeled R1 to R17 from south to north (see **Figure 2.1** for segment location). For the update, count locations were chosen based off the 17 segments created in 2012 and locations observed to be problematic.

Count locations in the outer study area, (Russell Road to Flamingo Road and Spring Mountain Road to Sahara Avenue) were not considered in this portion of the restudy. **Figure 4.4** through **Figure 4.7** provide a visual summary of the maximum 15-minute pedestrian volume at each count for each count day in 2015 compared to the equivalent count location in 2012 for a holiday and typical Saturday.

The 15-minute pedestrian volume data was paired with the field verified effective walkway widths and a LOS value calculated and assigned for every 15-minute data collection increment. The 2010 HCM LOS values are calculated as a numerical threshold based on effective walkway width ( $W_E$ ); for example, a 10-foot effective walkway width ( $W_E=10'$ ) operating at LOS A can accommodate up to 750 pedestrians in 15 minutes and the same walkway can accommodate up to 1,500 pedestrians with a LOS C. It is important to note that the LOS threshold values change depending on the effective walkway width ( $W_E$ ) provided.

The maximum number of pedestrians observed in a 15-minute period was 2,472 on the northeast corner of Flamingo Road at the Cromwell Hotel/Casino during the time of 11:15 PM and 11:30 PM on Saturday, May 23, 2015 of Memorial Day weekend (**Picture 4.1**). A total of 15 of the 21 count locations were observed with more than 1,500 pedestrians in 15 minutes on May 23, 2015. This is compared to one (1) location observed with more than 1,500 pedestrians in 15 minutes during June 20, 2015. A maximum volume of 1,500 pedestrians in 15 minutes represents a pedestrian LOS C on an effective width walkway of 10 feet. In comparison, one (1) location was observed with more than 2,250 pedestrians in 15 minutes on May 23, 2015. No locations were observed with more than 2,250 pedestrians in 15 minutes during June 20, 2015. A maximum volume of 2,250 pedestrians in 15 minutes represents a pedestrian LOS C on an effective width walkway of 15 feet (the recommended width for new construction).



Picture 4.1 – Memorial Day Weekend Pedestrian Activity – Cromwell - 2015.

4.2.1 Evaluation Results Summary

The following results presented in **Table 4.2** are from an evaluation based solely on the pedestrian volume at each count location and the associated walkway widths at those locations.



Table 4.2 – LOS Summary

Count Location ID	Location	W <sub>E</sub> 2012	W <sub>E</sub> 2015	LOS Holiday 2012	LOS Holiday 2015	LOS Typical 2012	LOS Typical 2015
2	Tropicana West Bridge	11.8	11.8	D	D	C	B
CC1	NYNY	8.3	12.8	C	B	C	A
M11	Food Court	6.5	13	D	C	C	B
Metro1	Harley Davidson	5	13	E	C	E	A
7	Harmon West Bridge	12.5	12.5	D	D	C	C
M4	Harmon North Bridge	12.3	12.3	B	D	A	A
CC2	Bellagio South	21.5	21.5	C	B	A	A
M12	Bally's South	11	16	D	C	C	B
9	Bally's Bazaar	28	14.5	A	C	A	B
11	Flamingo West Bridge	12	12	D	D	C	D
Metro3	Cromwell	11.5	11.5	C	D	A	C
12	Margaritaville	8.5	8.5	D	E	C	D
M6	Caesars South	6.8	6.8	D	E	C	C
M13	Colosseum	4	15	F	C	F	A
13	Forum Shops	12	12	D	C	C	A
14	Harrah's	6.7	12.5	D	C	D	A
CC3	Venetian South	6.3	6.3	D	E	E	D
M14	TI Bus Stop	7	12.8	D	B	C	A
Metro4	Venetian North	3	7	F	D	F	C
CC4	TI South	1.7	1.7	F	A	D	A
M15	TI North	5.5	15	D	A	C	A

Count locations with LOS less than C are shown in red. Data collected on the typical Saturday (June 20, 2015) showed similar characteristics as the data collected on the holiday Saturday (May 23, 2015). The main distinction between the two days was that the total pedestrian volumes on the typical Saturday were generally lower than those of the holiday Saturday. The pedestrian volume peaking hourly trends were generally the same and in many cases the maximum peak 15-minute period at a count location was observed at the same time of day.

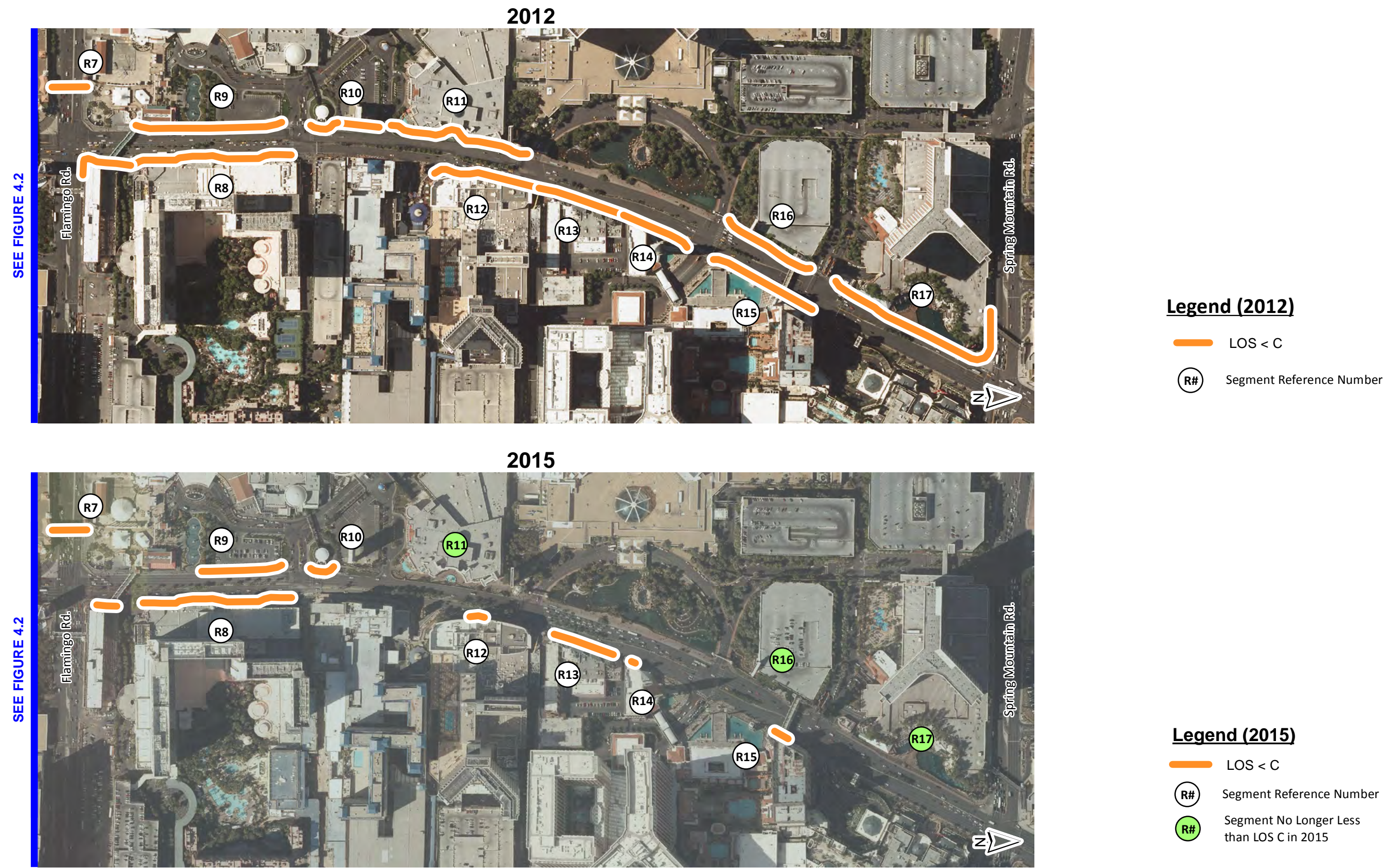




WALKWAY SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C  
TROPICANA AVE. TO FLAMINGO RD.

FIGURE 4.2 37





WALKWAY SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C  
FLAMINGO RD. TO SPRING MOUNTAIN RD.

FIGURE 4.3 38

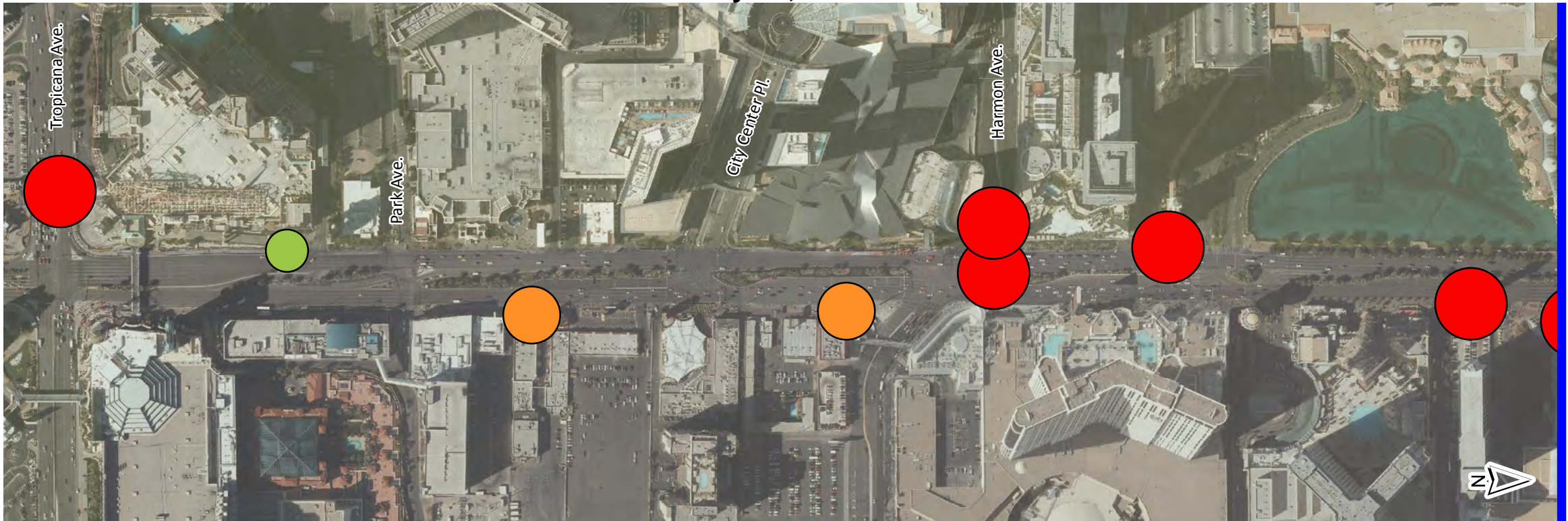


May 26, 2012



SEE FIGURE 4.5

May 23, 2015



SEE FIGURE 4.5

**Legend**

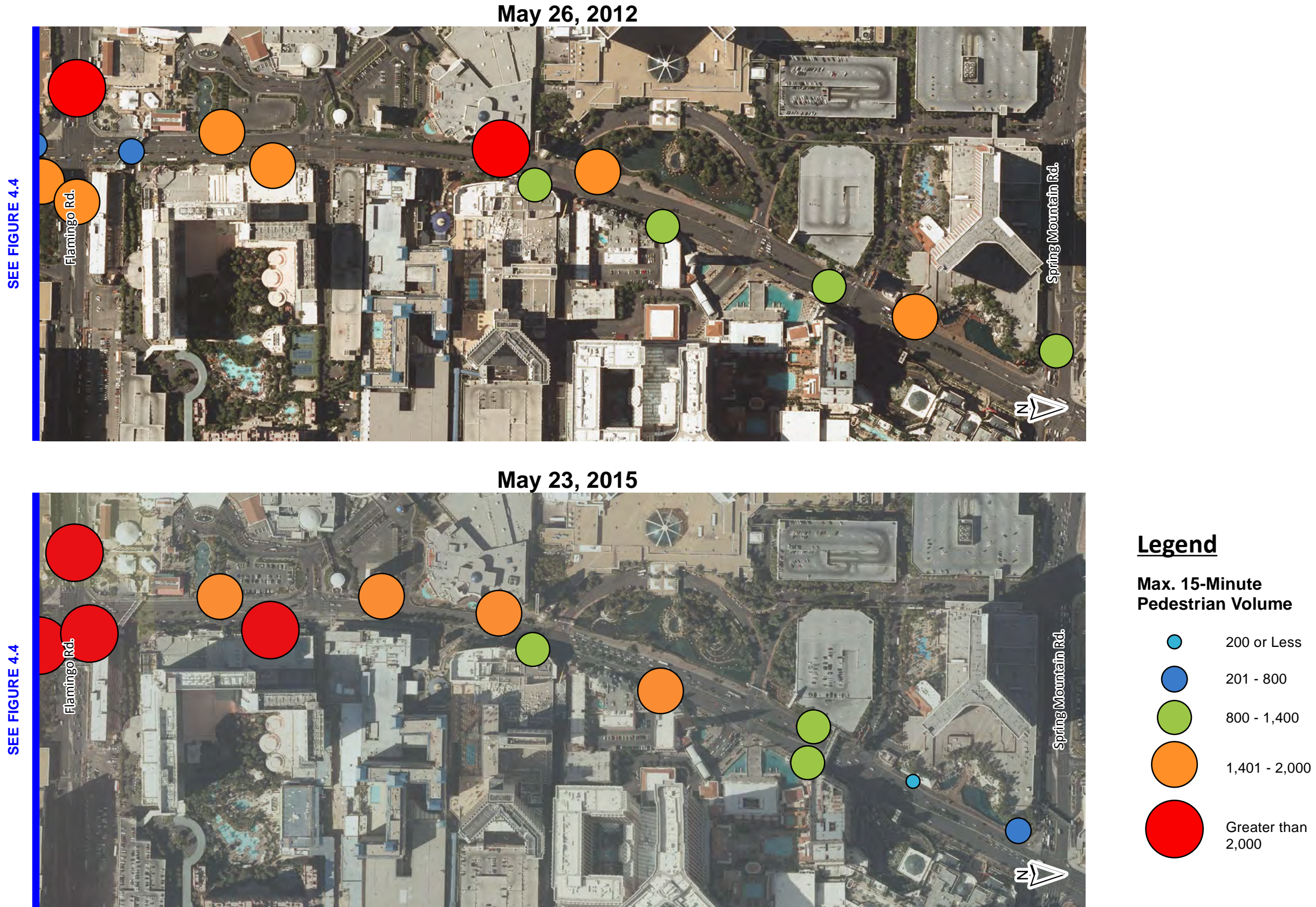
**Max. 15-Minute Pedestrian Volume**

●	200 or Less
●	201 - 800
●	800 - 1,400
●	1,401 - 2,000
●	Greater than 2,000

PEDESTRIAN VOLUME - MAX 15 MINUTES  
TROPICANA AVE. TO FLAMINGO RD. (HOLIDAY SATURDAY)

FIGURE 4.4 39





PEDESTRIAN VOLUME - MAX 15 MINUTES  
FLAMINGO RD. TO SPRING MOUNTAIN RD. (HOLIDAY SATURDAY)

FIGURE 4.5 40

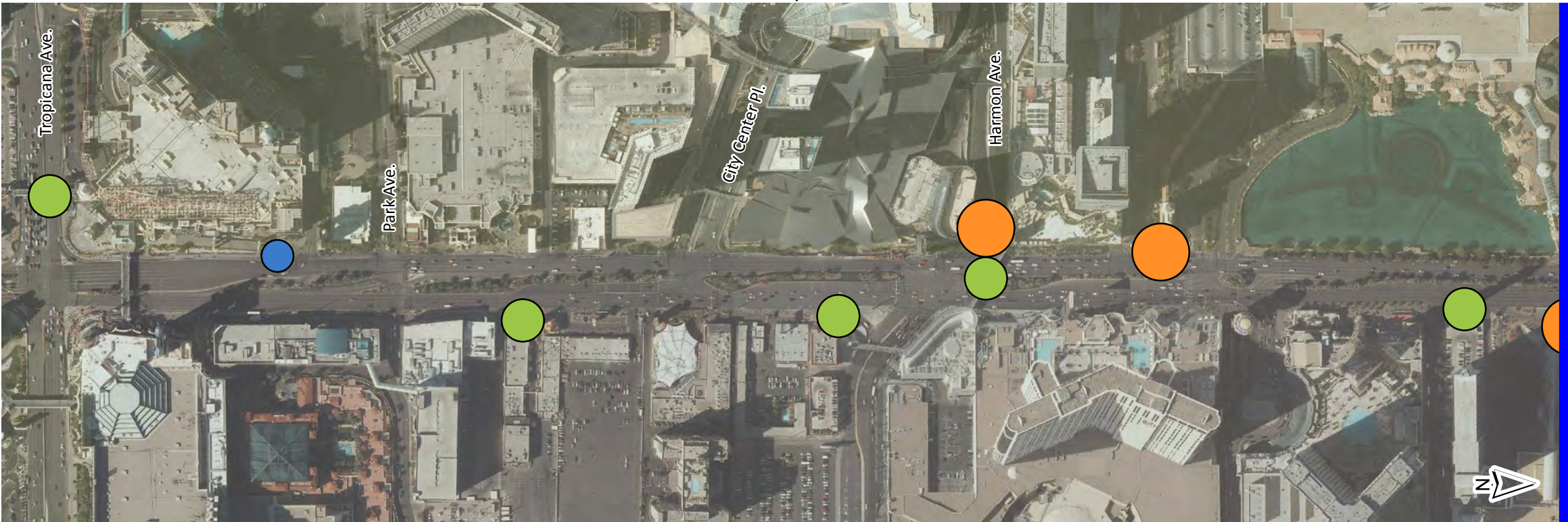


June 16, 2012



SEE FIGURE 4.7





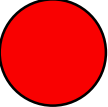
June 20, 2015



SEE FIGURE 4.7

**Legend**

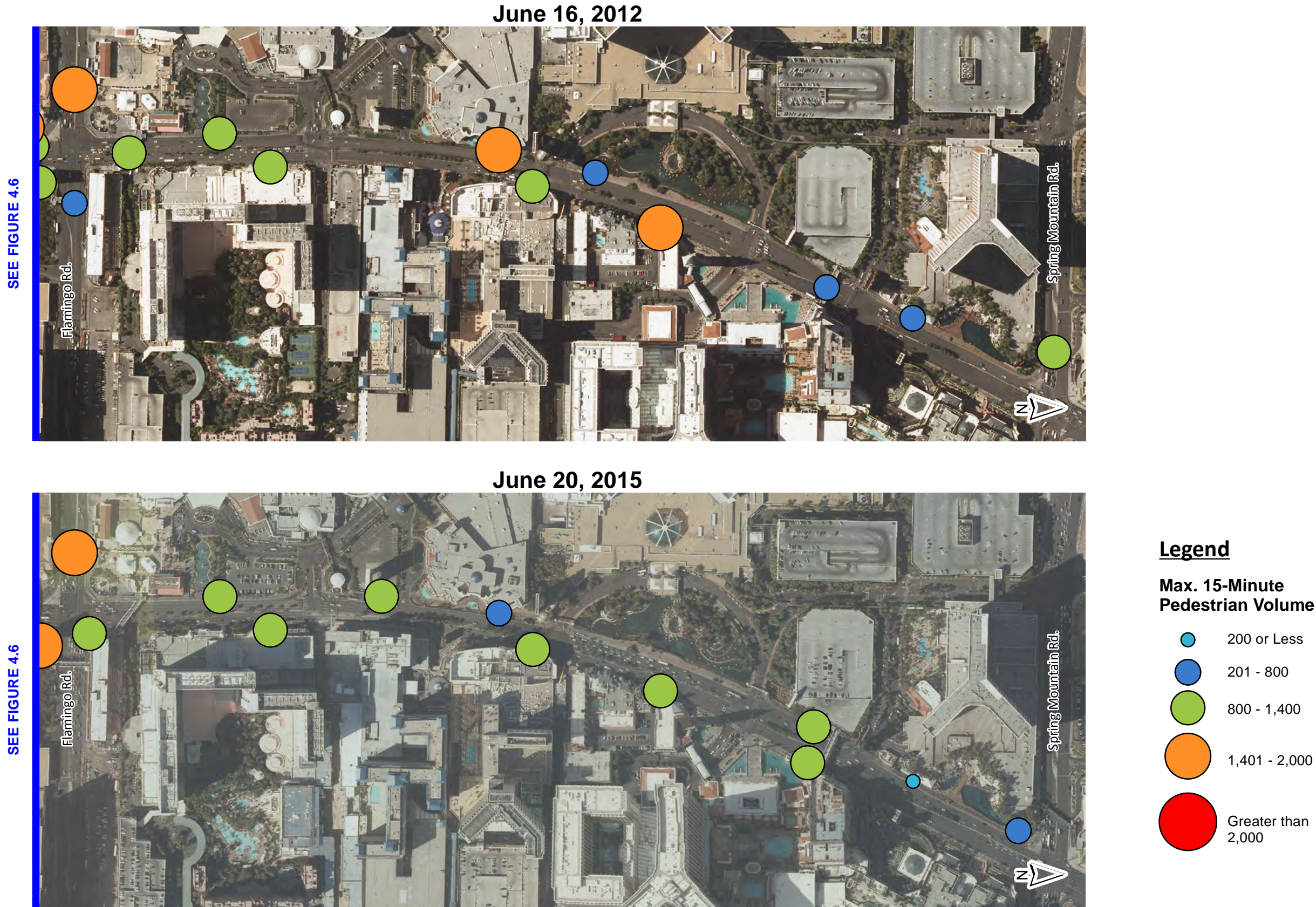
**Max. 15-Min  
Pedestrian Volume**

	200 or Less
	201 - 800
	800 - 1,400
	1,401 - 2,000
	Greater than 2,000

PEDESTRIAN VOLUME - MAX 15 MINUTES  
TROPICANA AVE. TO FLAMINGO RD. (TYPICAL SATURDAY)

FIGURE 4.6 41





PEDESTRIAN VOLUME - MAX 15 MINUTES  
FLAMINGO RD. TO SPRING MOUNTAIN RD. (TYPICAL SATURDAY)

FIGURE 4.7 42



4.2.2 LOS Analysis/Results

Count Data

**Figure 4.9** through **Figure 4.29** indicate the maximum 15-minute volume identified for both count dates (May 23, 2015 – holiday Saturday and June 20, 2015 – typical Saturday) at each count location. Also listed on each figure is the walkway width (W) and effective walkway width (W<sub>E</sub>). The LOS threshold levels were calculated at each location and are shown in the figures. The time periods when LOS C was found to be exceeded are identified by a red rectangle on the volume graph with the time periods identified. A review of the summary figures shows that of the twenty-one (21) count locations, eight (8) count locations were found with pedestrian volumes on the holiday Saturday that exceeded LOS C conditions during peak the peak period of 9 PM -11 PM with four (4) of those locations providing LOS E. The locations shown in **Table 4.3** exceeded LOS C during the holiday Saturday. Pedestrian volumes at three (3) locations were found to exceed LOS C on the typical Saturday.

Table 4.3 – Pedestrian Volume Count Locations that Exceeded LOS C

Holiday Saturday - May 23, 2015			Typical Saturday - June 20, 2015		
Count Location	Figure	LOS	Count Location	Figure	LOS
Tropicana West	Figure 4.9	D	Flamingo West	Figure 4.18	D
Harmon West	Figure 4.13	D	Caesars Palace South	Figure 4.20	D
Harmon North	Figure 4.14	D	Venetian South	Figure 4.25	D
Flamingo West	Figure 4.18	E			
Cromwell	Figure 4.19	D			
Margaritaville	Figure 4.21	E			
Caesars Palace South	Figure 4.20	E			
Venetian South	Figure 4.25	E			

It should be noted that the LOS calculations were prepared assuming the entire effective walkway width (W<sub>E</sub>) was available for pedestrian traffic. In situations where a non-permanent obstruction could be in the walkway, the calculated effective walkway width (W<sub>E</sub>) would be reduced and thus a potentially lower LOS would be provided.

To provide an overall summary of the average effective walkway width along the Resort Corridor, **Figure 4.8** was created as an update from the 2012 study. **Figure 4.8** displays the average effective sidewalk width along the Resort Corridor. This includes public access easements as well as public walkways.

The following list of locations were identified as locations of constricted walkways widths within the study corridor which could result in conditions of LOS less than C:

- East walkway directly north of Flamingo Road underneath east/west pedestrian bridge at Cromwell (Cromwell)
- East walkway in front of Margaritaville directly south of Caesars Palace Boulevard (Margaritaville)
- Staircase on west walkway directly north of Caesars Palace Boulevard at Caesars rotunda (Caesars Rotunda)
- West walkway directly south of Caesars Palace Boulevard in front of the Colosseum (Colosseum)
- East walkway south of Venetian Hotel/Casino and directly north of Casino Royale driveway at bollards (Casino Royale)
- East walkway beneath Siren’s Cove South pedestrian bridge and North of Venetian Hotel/Casino(Siren’s Cove)

These locations are discussed and evaluated in **Section 4.5**. Pedestrian volume data was collected at twenty-one (21) locations between Tropicana Avenue and Spring Mountain Road. The following thirteen (13) locations were found to have a LOS of C or better:

- |  |              |
|--|--------------|
| ▪ CC1 – New York-New York Hotel/Casino     | -Figure 4.10 |
| ▪ M11 – Metro Flag Food Court              | -Figure 4.11 |
| ▪ Metro1 – Harley Davidson Café            | -Figure 4.12 |
| ▪ CC2 – Bellagio Hotel/Casino South        | -Figure 4.15 |
| ▪ M12 – Bally’s Hotel/Casino South         | -Figure 4.16 |
| ▪ 9 – Bally’s Bazaar                       | -Figure 4.17 |
| ▪ M13 – The Colosseum                      | -Figure 4.22 |
| ▪ 13 – Forum Shops                         | -Figure 4.23 |
| ▪ 14 – Harrah’s Hotel and Casino           | -Figure 4.24 |
| ▪ CC3 – Venetian Hotel/Casino South        | -Figure 4.25 |
| ▪ M14 – Treasure Island Bus Stop           | -Figure 4.26 |
| ▪ CC4 – Treasure Island Hotel/Casino South | -Figure 4.28 |
| ▪ M15 – Treasure Island Hotel/Casino North | -Figure 4.29 |

Pedestrian volumes were found to exceed LOS C at the following locations:

- |   |              |
|---|--------------|
| ▪ 2 – Tropicana Avenue West Pedestrian Bridge | –Figure 4.9  |
| ▪ 7 – Harmon Avenue West Pedestrian Bridge    | –Figure 4.13 |
| ▪ M4 – Harmon Avenue North Pedestrian Bridge  | –Figure 4.14 |
| ▪ 11 – Flamingo Road West Pedestrian Bridge   | –Figure 4.18 |
| ▪ Metro3 – Cromwell                           | -Figure 4.19 |
| ▪ M6 – Caesars Palace South                   | -Figure 4.20 |
| ▪ 12 – Margaritaville                         | -Figure 4.21 |
| ▪ Metro4 – Venetian Hotel/Casino North        | -Figure 4.27 |

The time periods when LOS was found to exceed LOS C are identified by a red rectangle on the volume graph with the time periods identified.

**Table 4.4** provides a comparison summary of maximum 15-minute volumes for each count location repeated from the 2012 study. The percentage difference was calculated between the maximum volumes in 2012 and 2015. As can be seen, the peak volumes have increased as well as decreased within the study corridor. Decreases are shown in red.

**Table 4.5** and **Table 4.6** show the summary of data collected within the study corridor. Maximum 15-minute volumes are listed for each count locations along with the time this volume occurred and the resultant LOS at the location. The table lists data for count locations on both the west and east side of the “Strip” for the holiday Saturday and typical Saturday, respectively.

In general, as can be seen in **Table 4.4** the west side volumes have decreased from 2012 to those of 2015. This is most likely attributed to the redistribution of pedestrian flows to the east side of the “Strip” with the opening of new properties such as the LINQ, Cromwell Hotel/Casino, and the Bazaar at Bally’s etc. and the construction near Tropicana Avenue of the MGM Arena. In addition, the peak volumes previously seen in 2012 along the frontage of the Treasure Island Hotel/Casino walkways are substantially less in 2015. This can be associated with the closure of the Siren Show at Treasure Island.





Table 4.4 – Comparison of Max. 15-Min. Volumes

Comparison of Max 15-Min Volumes						
Count Location ID	Location	W <sub>E</sub> (ft) (2012)	W <sub>E</sub> (ft) (2015)	Max 15-Min Volume (2012)	Max 15-Min Volume (2015)	% Change in Vol
2	Tropicana W. Bridge	11.8	11.8	2634	1036	-22
CC1	New York-New York	8.3	12.8	1043	1025	-2
M11	Food Court	6.5	13	1343	1772	32
Metro1	Harley Davidson	5	13	1290	1938	50
7	Harmon W. Bridge	12.5	12.5	2702	2060	-24
M4	Harmon N. Bridge	12.3	12.3	1549	2028	31
CC2	Bellagio South	21.5	21.5	2633	2189	-17
M12	Bally's South	11	16	2124	2007	-6
9	Bally's Bazaar	28	14.5	1783	2137	20
11	Flamingo W. Bridge	12	12	2172	2238	3
Metro3	Cromwell	11.5	11.5	1549	2472	60
12	Margaritaville	8.5	8.5	1459	2044	40
M6	Caesars Palace S.	6.8	6.8	1684	1997	19
M13	Colosseum	4	15	2092	1953	-7
13	Forum Shops	12	12	2092	1749	-16
14	Harrah's	6.7	12.5	1242	1364	10
CC3	Venetian South	6.3	6.3	1737	1767	2
M14	Venetian North	7	7	1737	1385	-20
Metro4	TI Bus Stop	3	12.8	1963	1331	-32
CC4	TI South	1.7	1.7	524	24	-95
M15	TI North	5.5	15	1037	560	-46

Note: See **Figure 3.1** for count locations.

Table 4.5 - Data Summary– Holiday Saturday

Holiday Saturday - May 23, 2015					
Count Location ID	Location	Max 15-min Vol	Time of Max Volume	W <sub>E</sub> (ft)	LOS
2	Tropicana W. Bridge	1036	06: 45PM - 07: 00PM	11.8	D
CC1	New York-New York	1025	10: 00PM - 10: 15PM	12.8	B
M11	Food Court	1772	10: 30PM - 10: 45PM	13	C
Metro1	Harley Davidson	1938	08: 00PM - 08: 15PM	13	C
7	Harmon W. Bridge	2060	07: 45PM - 08: 00PM	12.5	D
M4	Harmon N. Bridge	2028	10: 30PM - 10: 45PM	12.3	D
CC2	Bellagio South	2189	11: 45PM - 12: 45PM	21.5	B
M12	Bally's South	2007	09: 45PM - 10: 00PM	16	C
9	Bally's Bazaar	2137	09: 45PM - 10: 00PM	14.5	C
11	Flamingo W. Bridge	2238	09: 30PM - 09: 45PM	12	E
Metro3	Cromwell	2472	11: 15PM - 11: 30PM	11.5	D
12	Margaritaville	2044	09: 00PM - 09: 15PM	8.5	E
M6	Caesars Palace S.	1977	10: 00PM - 10: 15PM	6.8	D
M13	Colosseum	1953	09: 45PM - 10: 00PM	15	C
13	Forum Shops	1749	08: 45PM - 09: 00PM	12	C
14	Harrah's	1364	05: 45PM - 06: 00PM	12.5	C
CC3	Venetian South	1767	11: 30 PM - 11: 45 PM	6.3	E
M14	Venetian North	1385	10: 30PM - 10: 45PM	7	D
Metro4	TI Bus Stop	1331	10: 00PM - 10: 15PM	12.8	B
CC4	TI South	21	09: 00PM - 09: 15PM	1.7	A
M15	TI North	560	09: 15PM - 09: 30PM	15	A

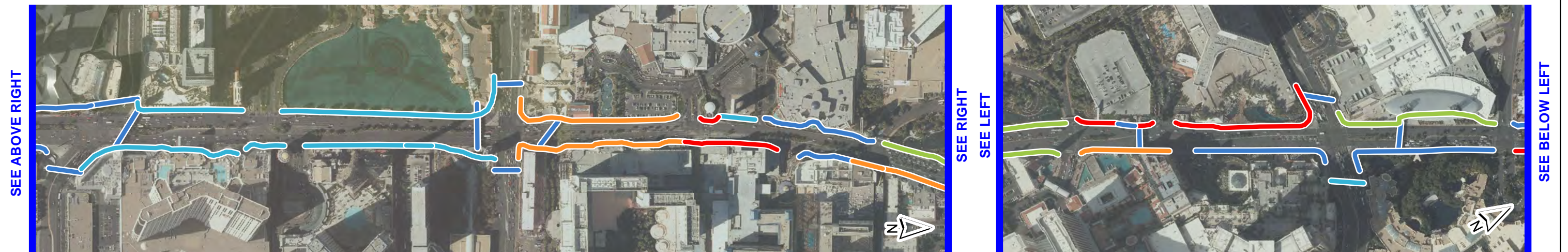
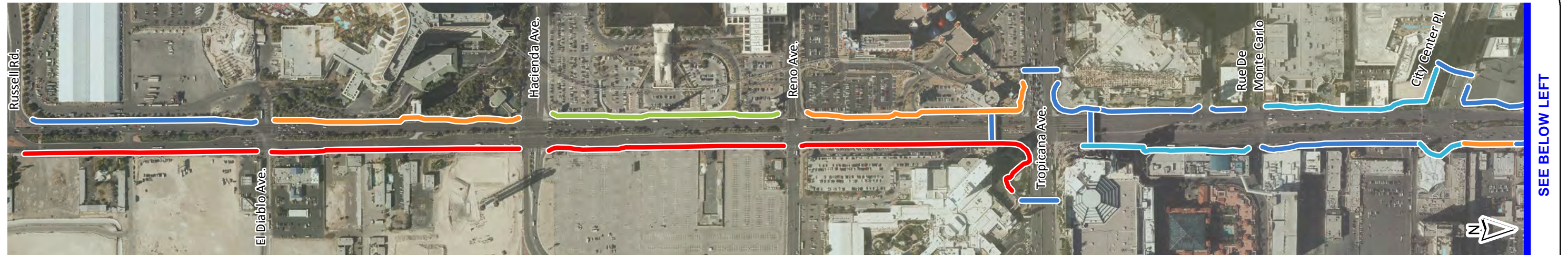
Table 4.6 - Data Summary– Typical Saturday

Typical Saturday - June 20, 2015					
Count Location ID	Location	Max 15-min Vol	Time of Max Volume	W <sub>E</sub> (ft)	LOS
2	Tropicana W. Bridge	918	10: 30PM - 10: 45PM	11.8	B
CC1	New York-New York	421	10: 45PM - 11: 00PM	12.8	A
M11	Food Court	1059	11: 00PM - 11: 15PM	13	B
Metro1	Harley Davidson	859	11: 00PM - 11: 15PM	13	A
7	Harmon W. Bridge	1447	11: 00PM - 11: 15PM	12.5	C
M4	Harmon N. Bridge	893	9: 45PM - 10: 00PM	12.3	A
CC2	Bellagio South	1544	10: 00PM - 10: 15PM	21.5	A
M12	Bally's South	1350	11: 15PM - 11: 30PM	16	B
9	Bally's Bazaar	1414	11: 15PM - 11: 30PM	14.5	B
11	Flamingo W. Bridge	1841	10: 15PM - 10: 30PM	12	D
Metro3	Cromwell	1263	11: 30PM - 11: 45PM	11.5	C
12	Margaritaville	1176	11: 00PM - 11: 15PM	8.5	C
M6	Caesars Palace S.	1094	10: 00PM - 10: 15PM	6.8	C
M13	Colosseum	977	09: 45PM - 10: 00PM	15	A
13	Forum Shops	679	10: 45PM - 11: 00PM	12	C
14	Harrah's	843	10: 00PM - 10: 15PM	12.5	A
CC3	Venetian South	1065	11: 00PM - 11: 15PM	6.3	D
M14	Venetian North	1047	11: 15PM - 11: 30PM	7	C
Metro4	TI Bus Stop	802	10: 00PM - 10: 15PM	12.8	A
CC4	TI South	24	09: 00PM - 09: 15PM	1.7	A
M15	TI North	298	09: 15PM - 09: 30PM	15	A





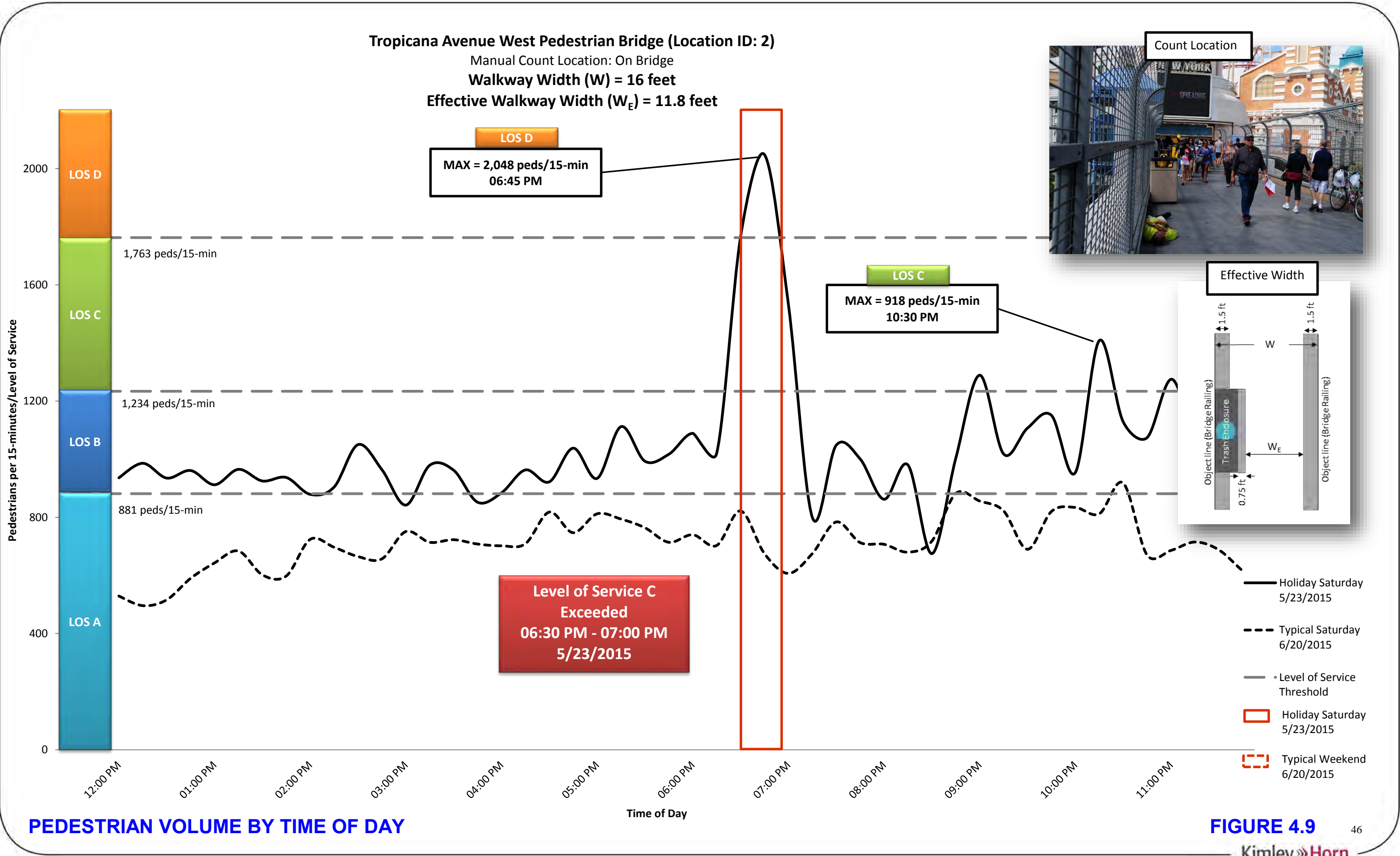
# 2015



### AVERAGE EFFECTIVE WALKWAY WIDTH ( $W_E$ ) ALONG RESORT CORRIDOR

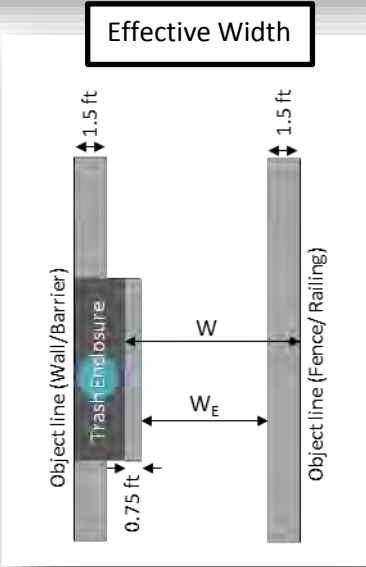
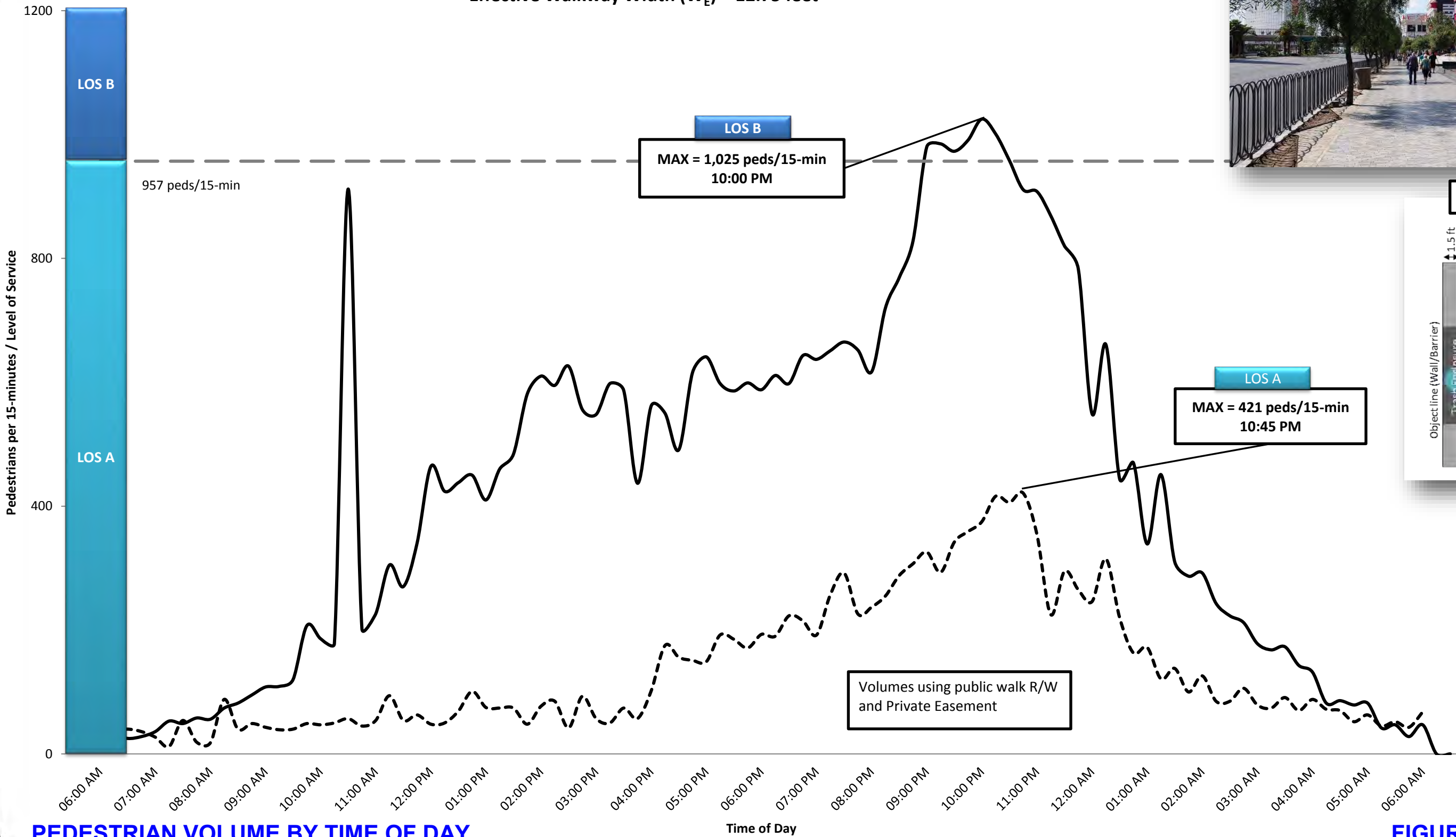
**FIGURE 4.8** 45





**FIGURE 4.9**  
Kimley 

**New York New-York Hotel/Casino (Location ID: CC1)**  
Video Count Location: North of Tropicana Avenue  
**Walkway Width (W) = 15 feet**  
**Effective Walkway Width ( $W_E$ ) = 12.75 feet**



**PEDESTRIAN VOLUME BY TIME OF DAY**

**FIGURE 4.10**



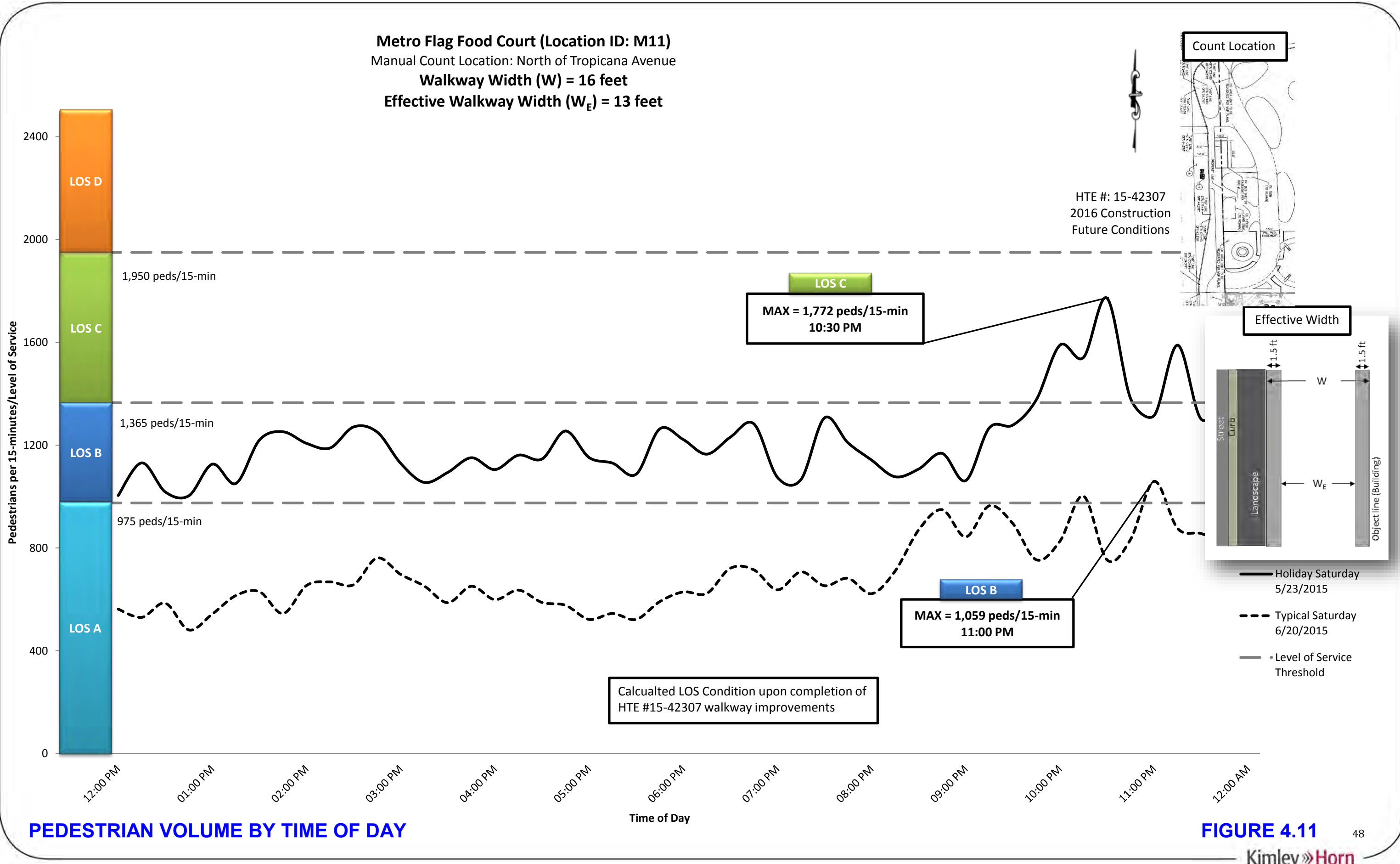
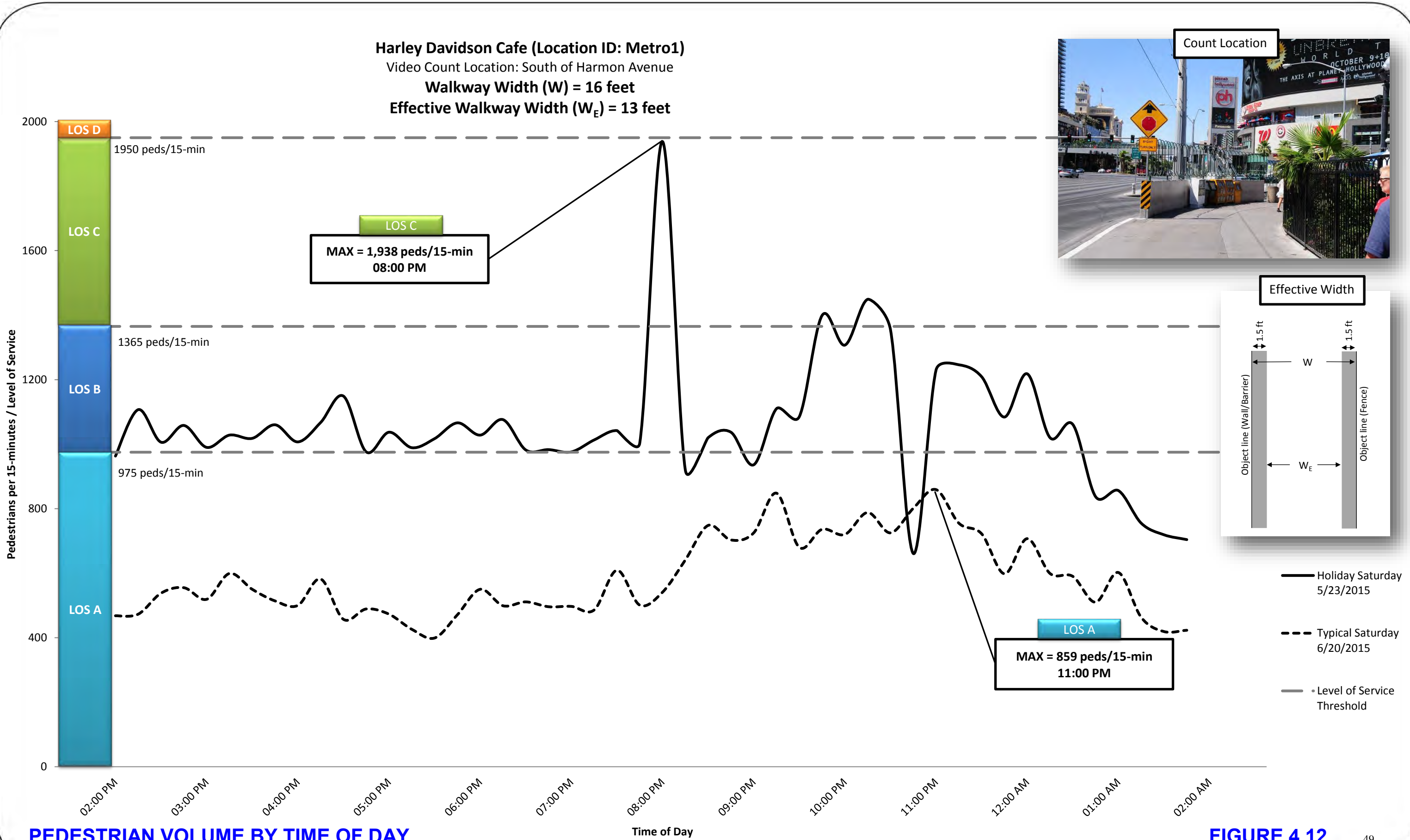
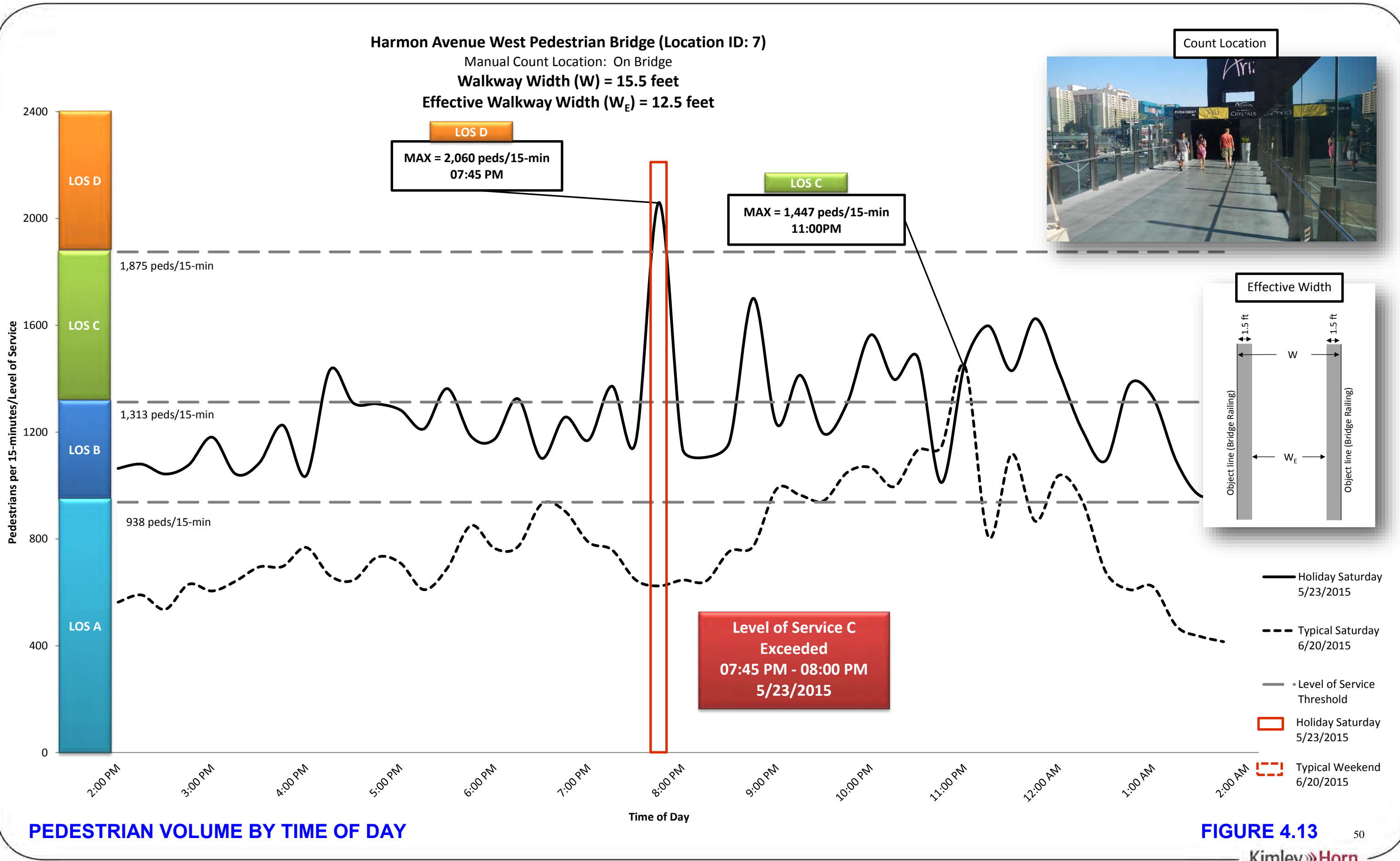


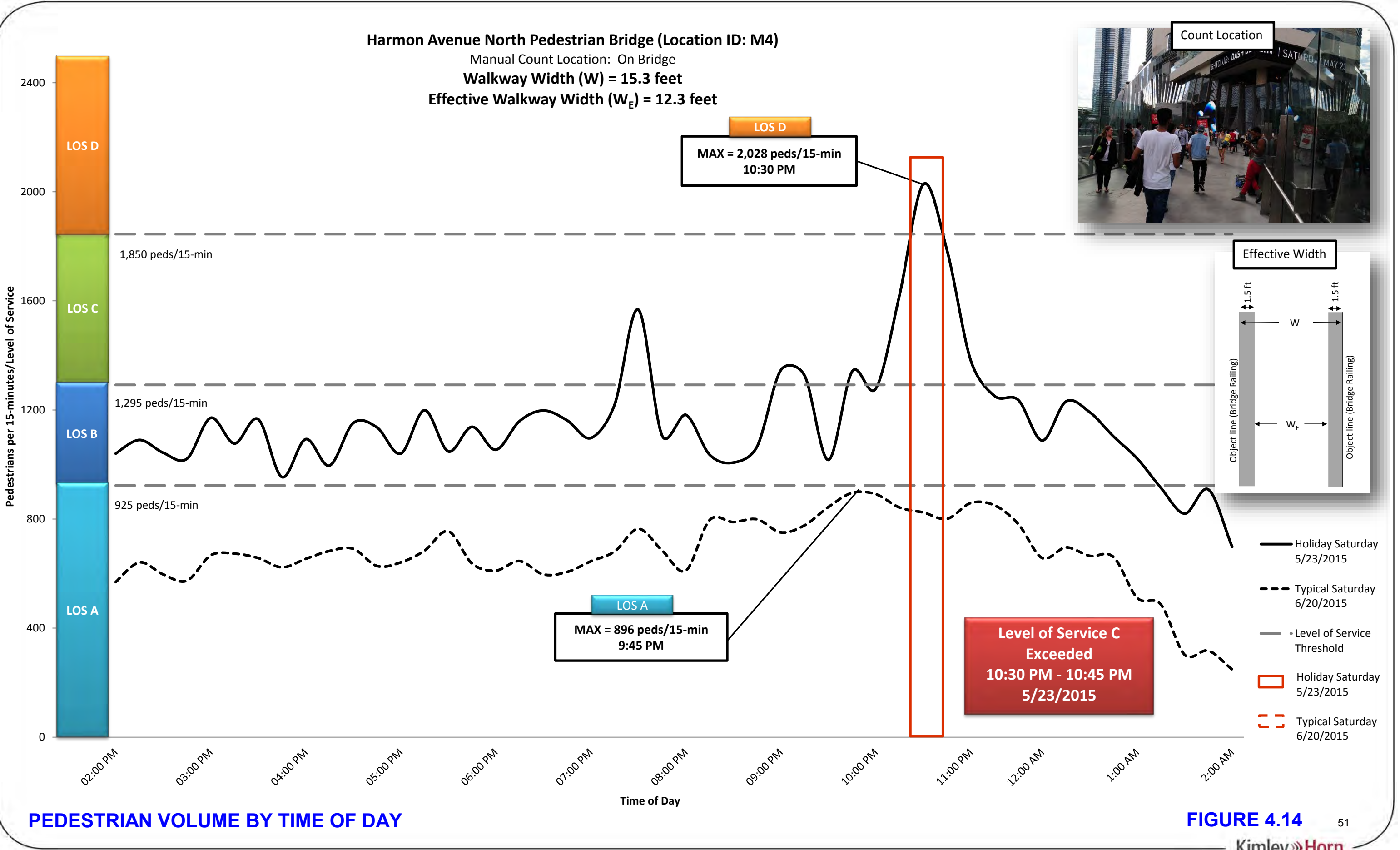
FIGURE 4.11



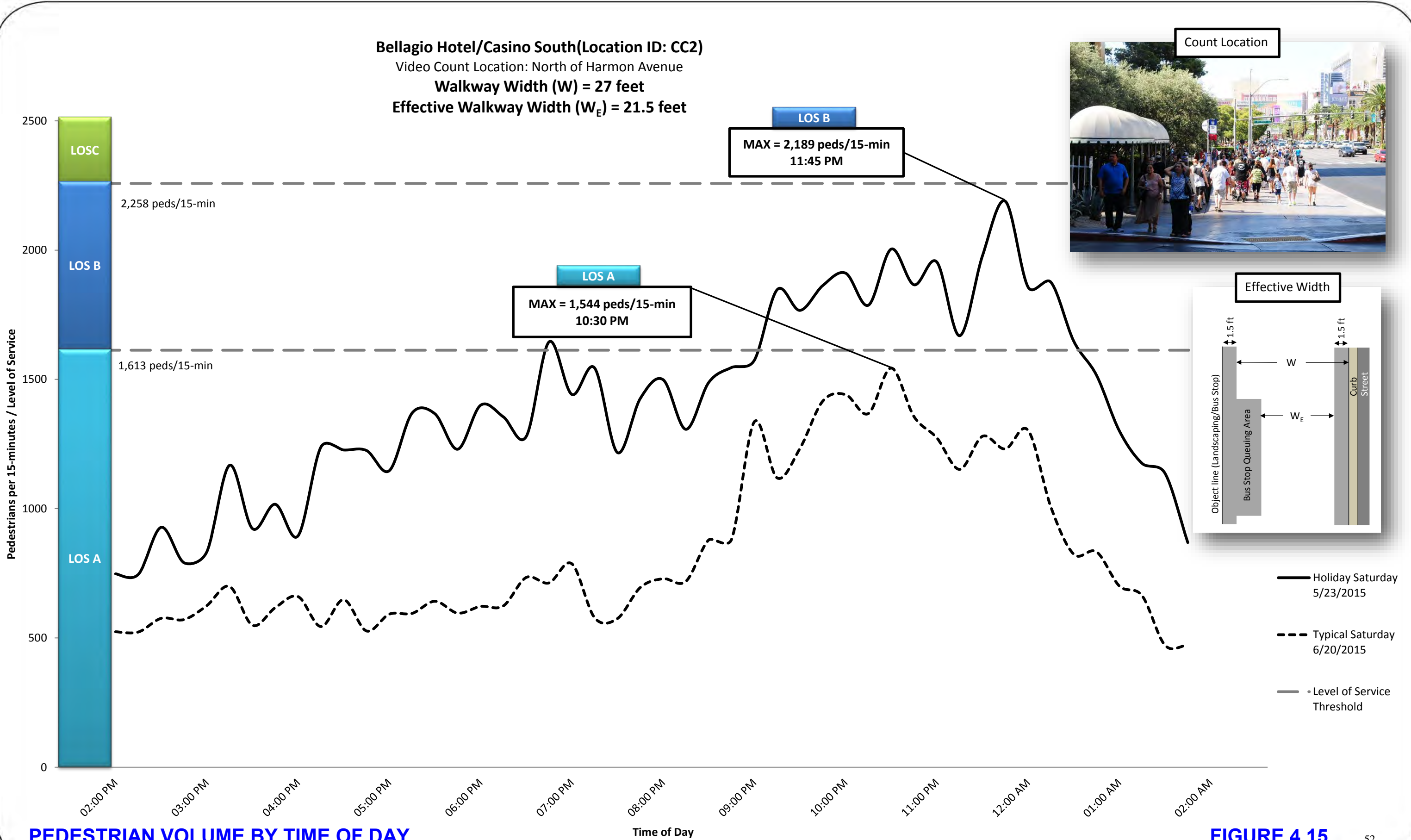




**FIGURE 4.13** 50  
Kimley»Horn

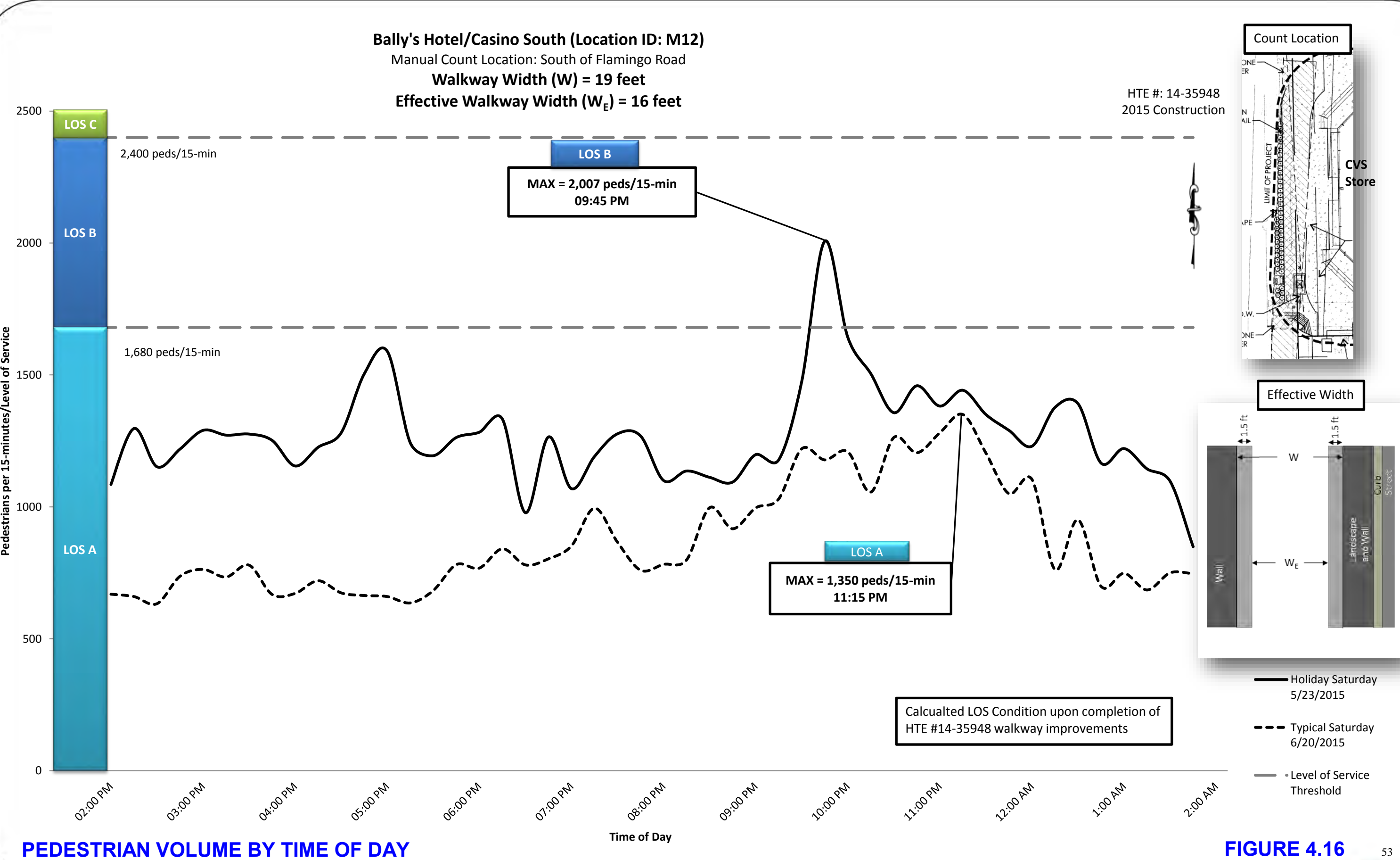






PEDESTRIAN VOLUME BY TIME OF DAY

**FIGURE 4.15**  
Kimley»Horn



**FIGURE 4.16**

Kimley»Horn



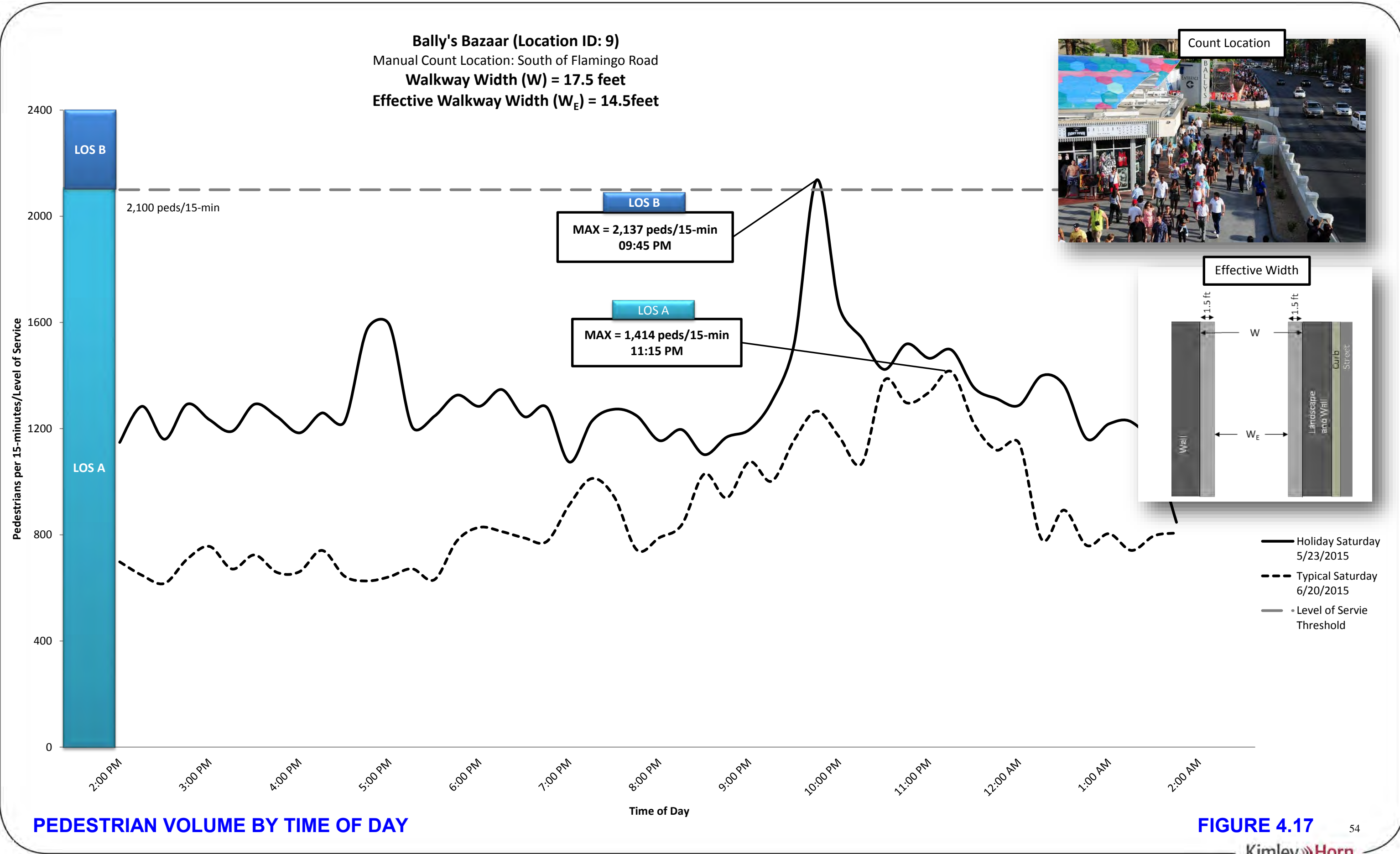
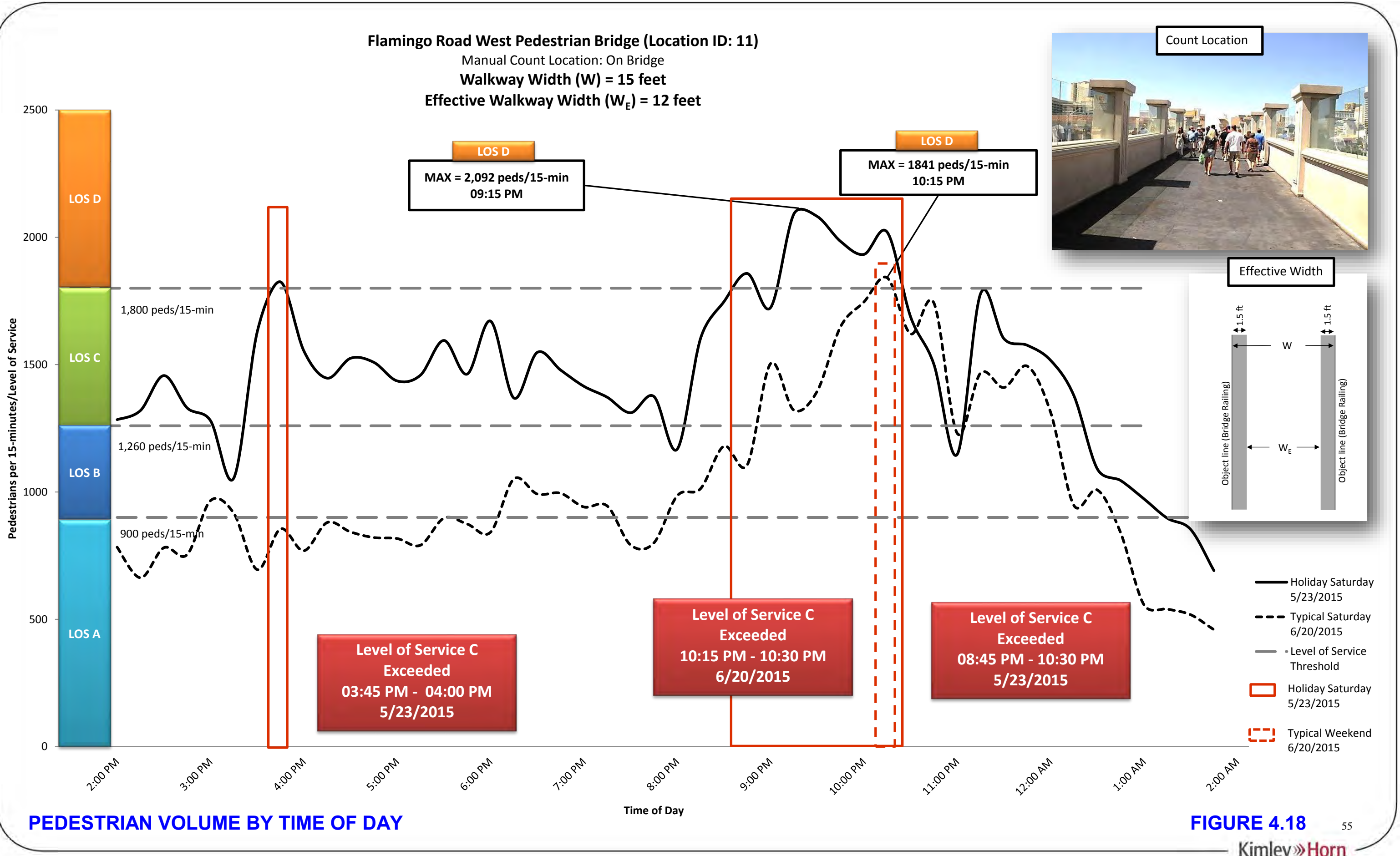
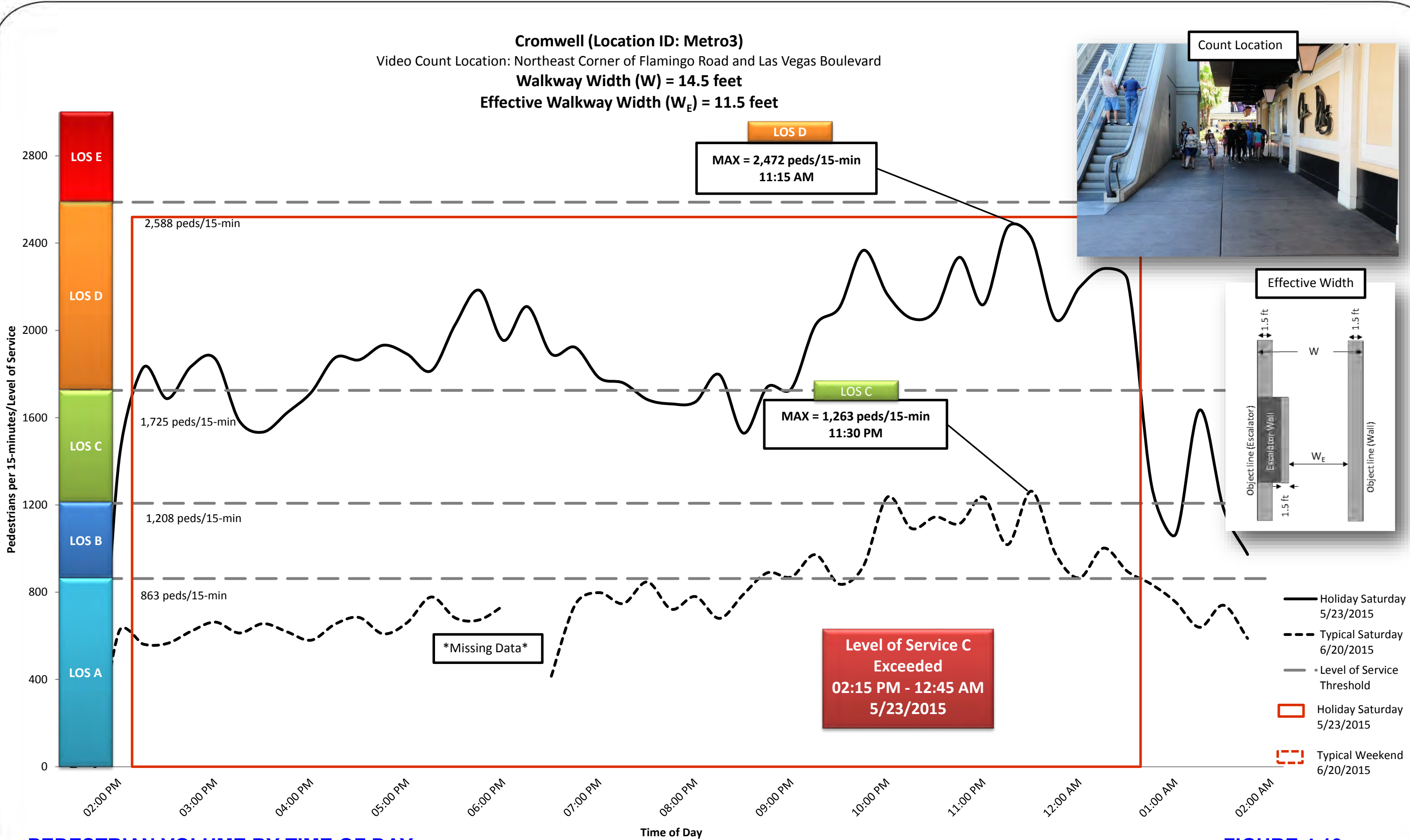


FIGURE 4.17



**FIGURE 4.18** 55  
Kimley»Horn





PEDESTRIAN VOLUME BY TIME OF DAY

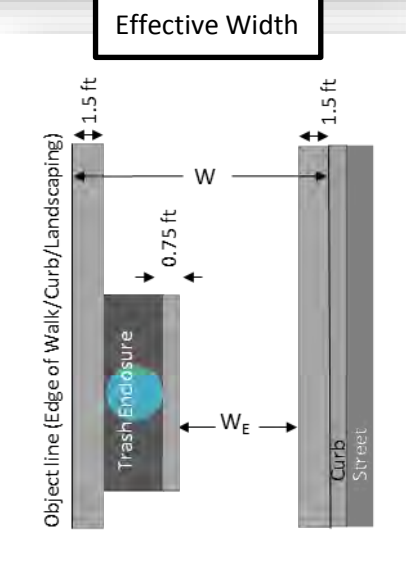
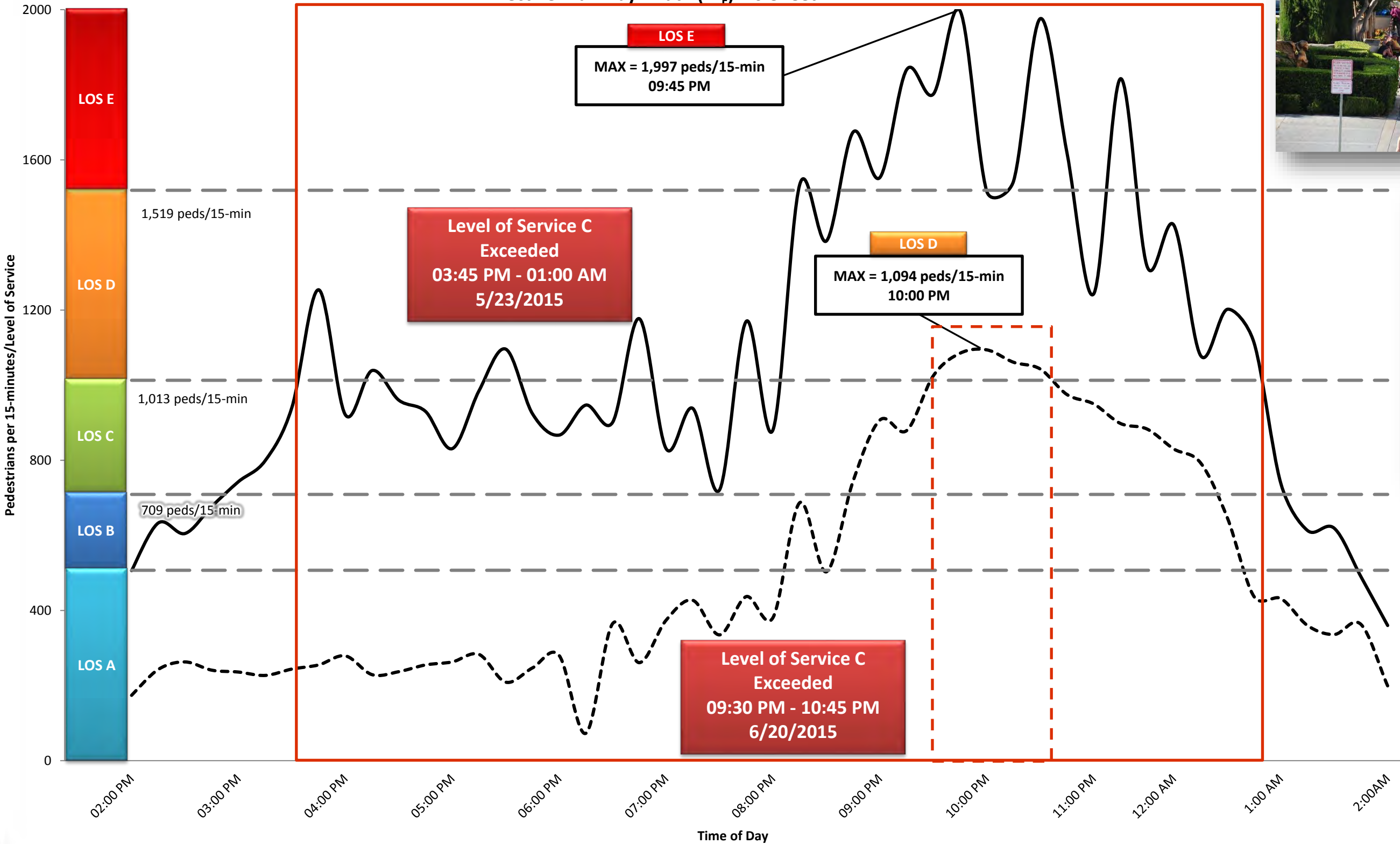
FIGURE 4.19

Caesar's Palace Hotel/Casino South (Location ID: M6)

Video Count Location: North of Flamingo Road

Walkway Width (W) = 9 feet

Effective Walkway Width ( $W_e$ ) = 6.8 feet



- Holiday Saturday 5/23/2015
- - - Typical Saturday 6/20/2015
- Level of Service Threshold
- ▭ Holiday Saturday 5/23/2015
- - - Typical Saturday 6/20/2015

PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.20

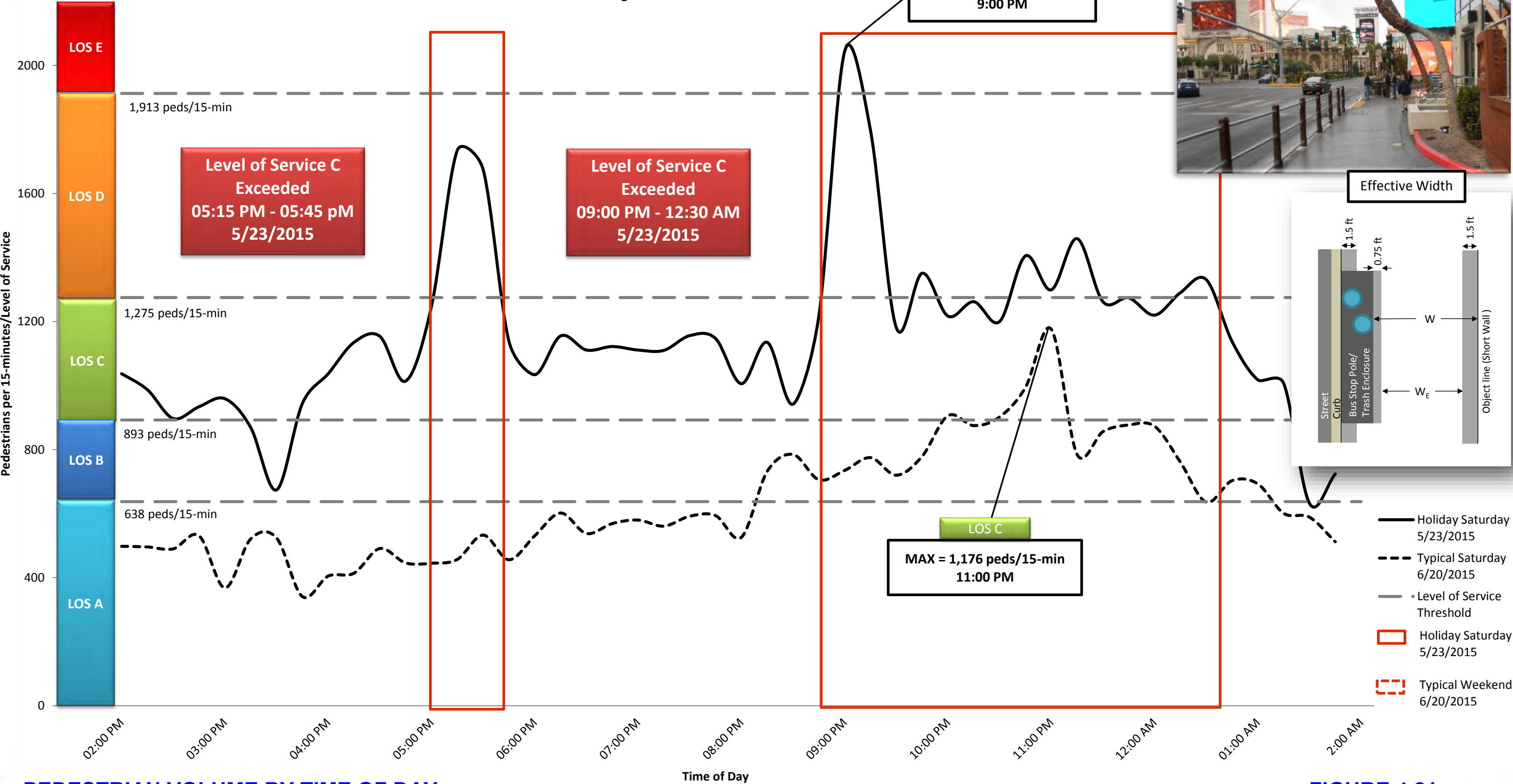


Margaritaville (Location ID: 12)

ManualCount Location: North of Flamingo Road

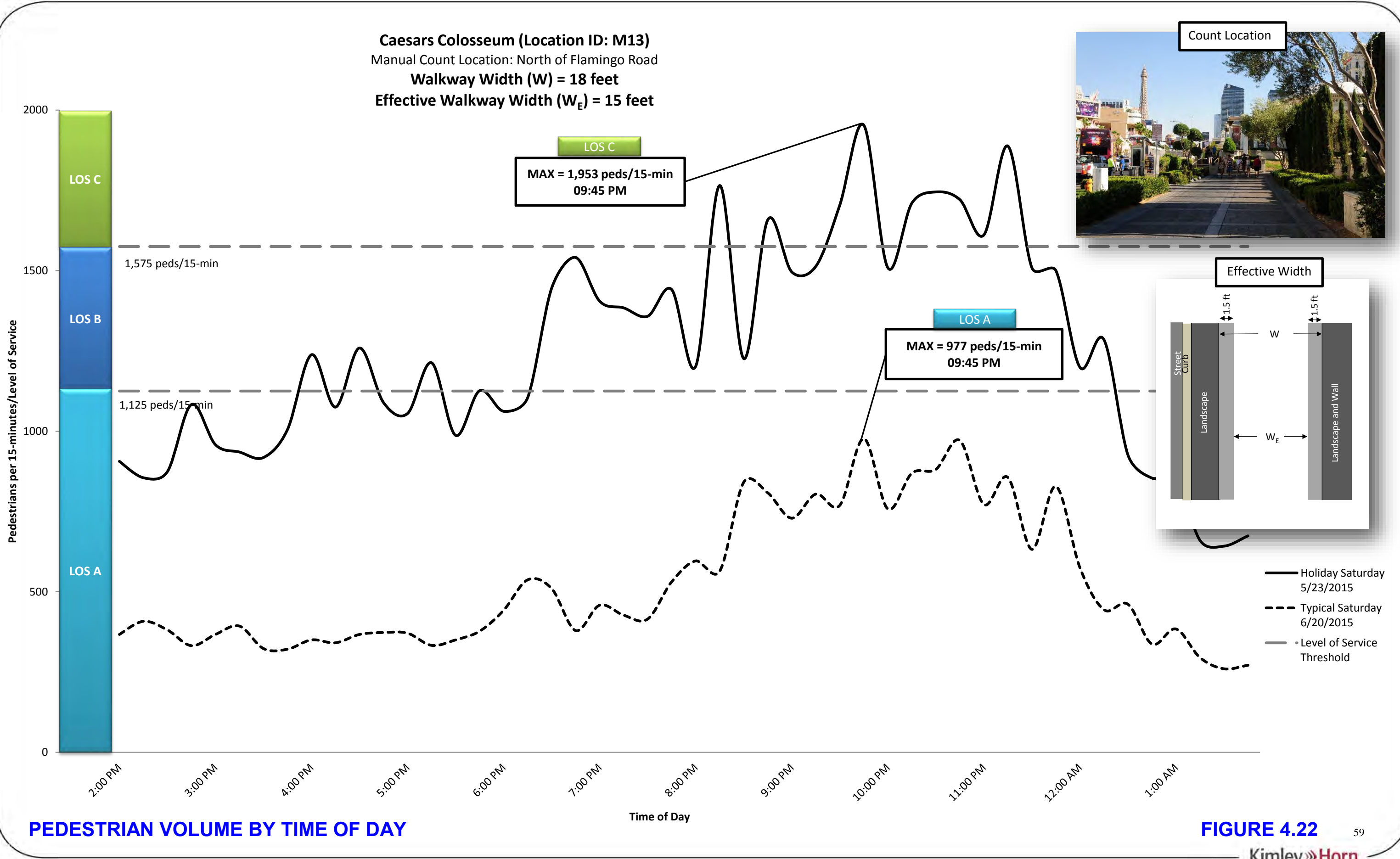
Walkway Width (W) = 10.8 feet

Effective Walkway Width (W<sub>E</sub>) = 8.5 feet



PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.21



**FIGURE 4.22**

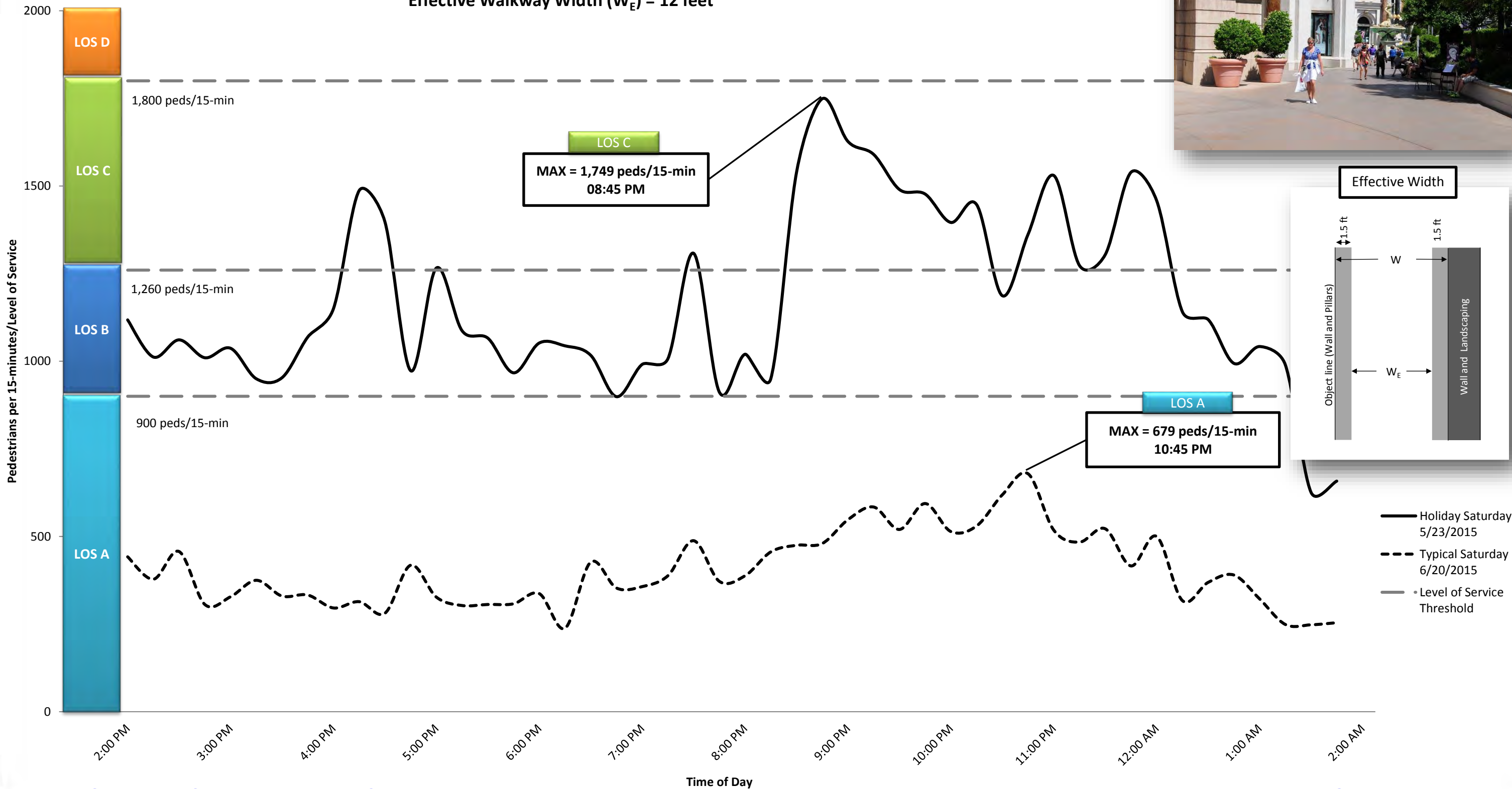


Forum Shops (Location ID: 13)

Manual Count Location: North of Flamingo Road

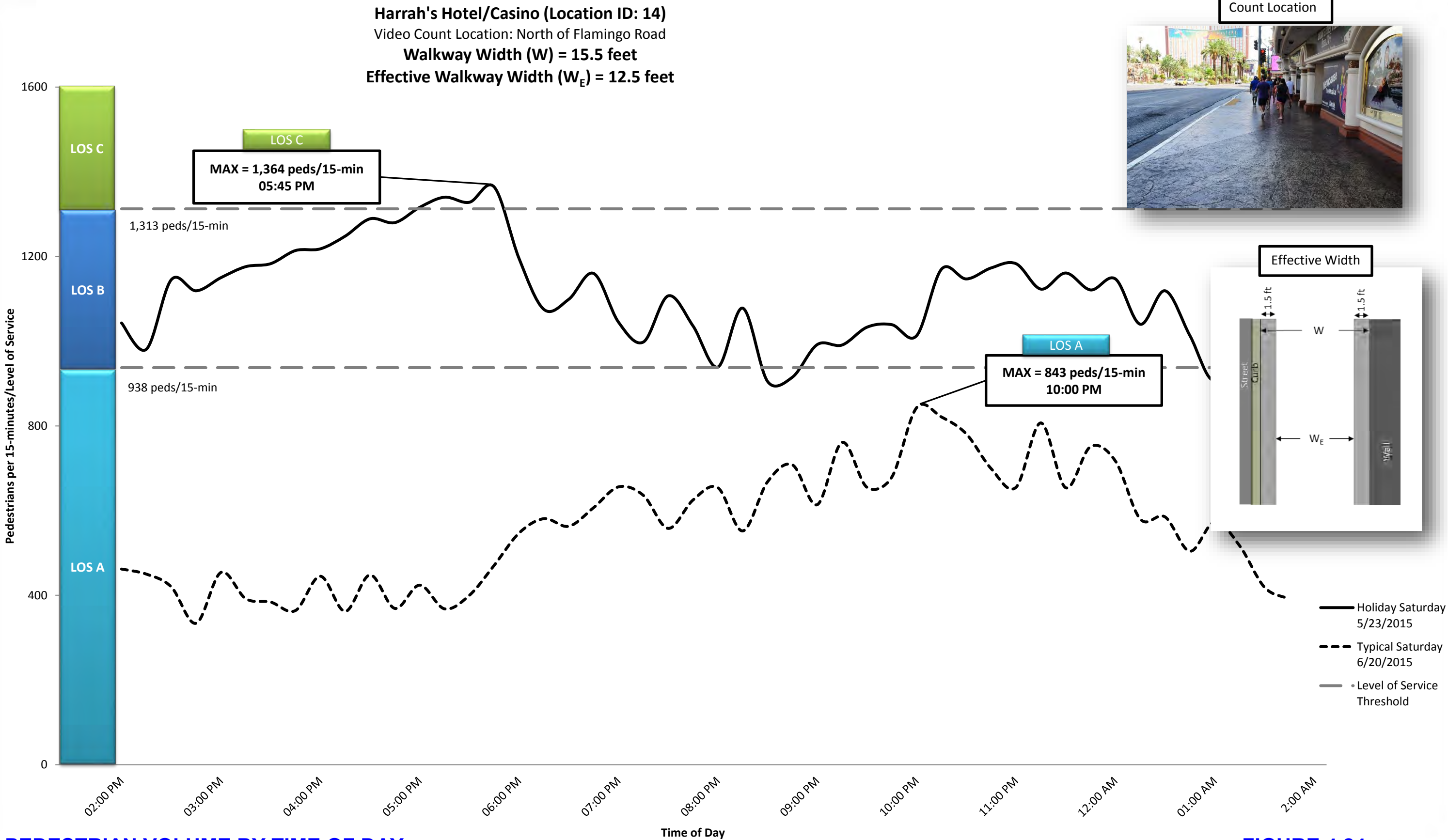
Walkway Width (W) = 15 feet

Effective Walkway Width (W<sub>E</sub>) = 12 feet



PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.23



**FIGURE 4.24**



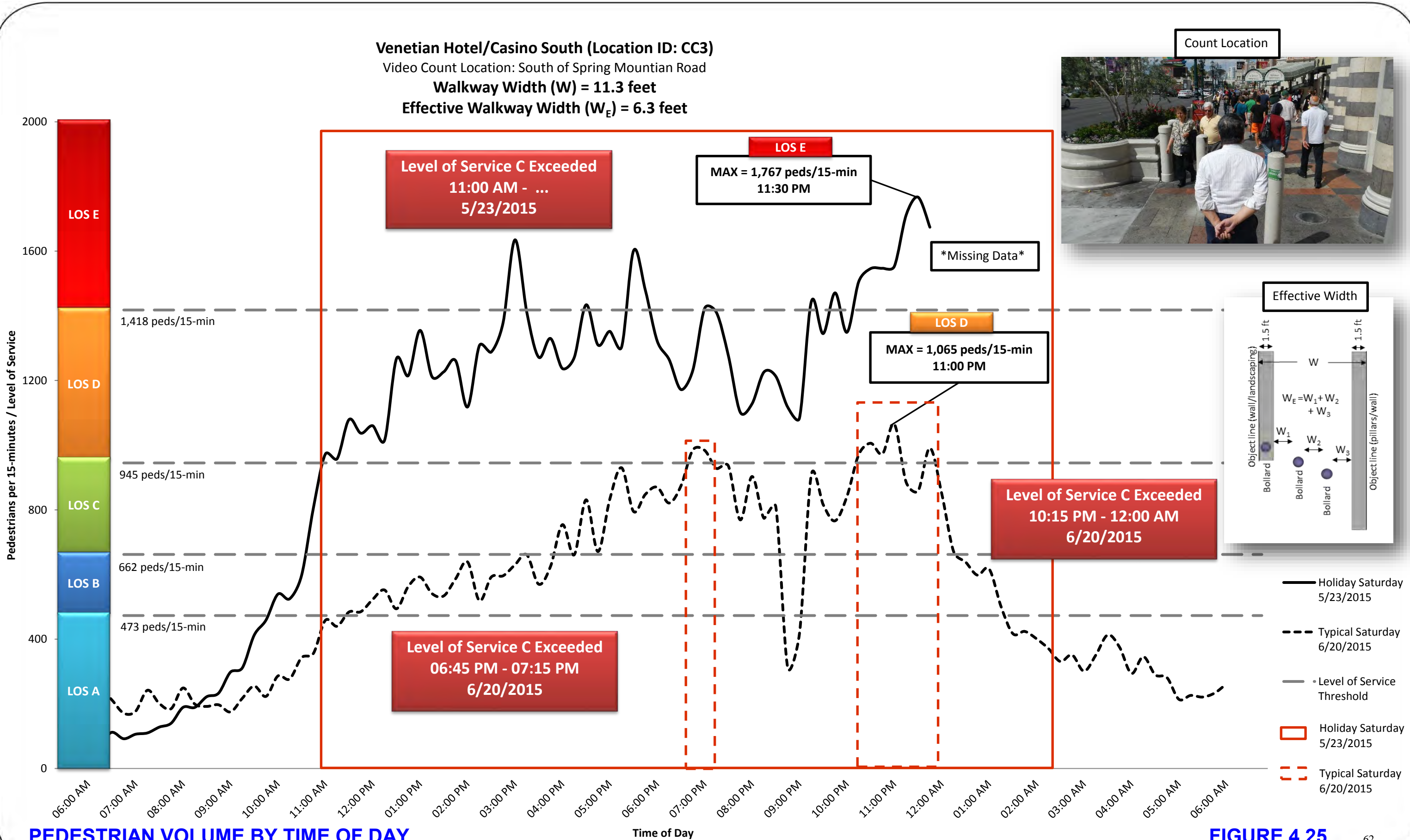
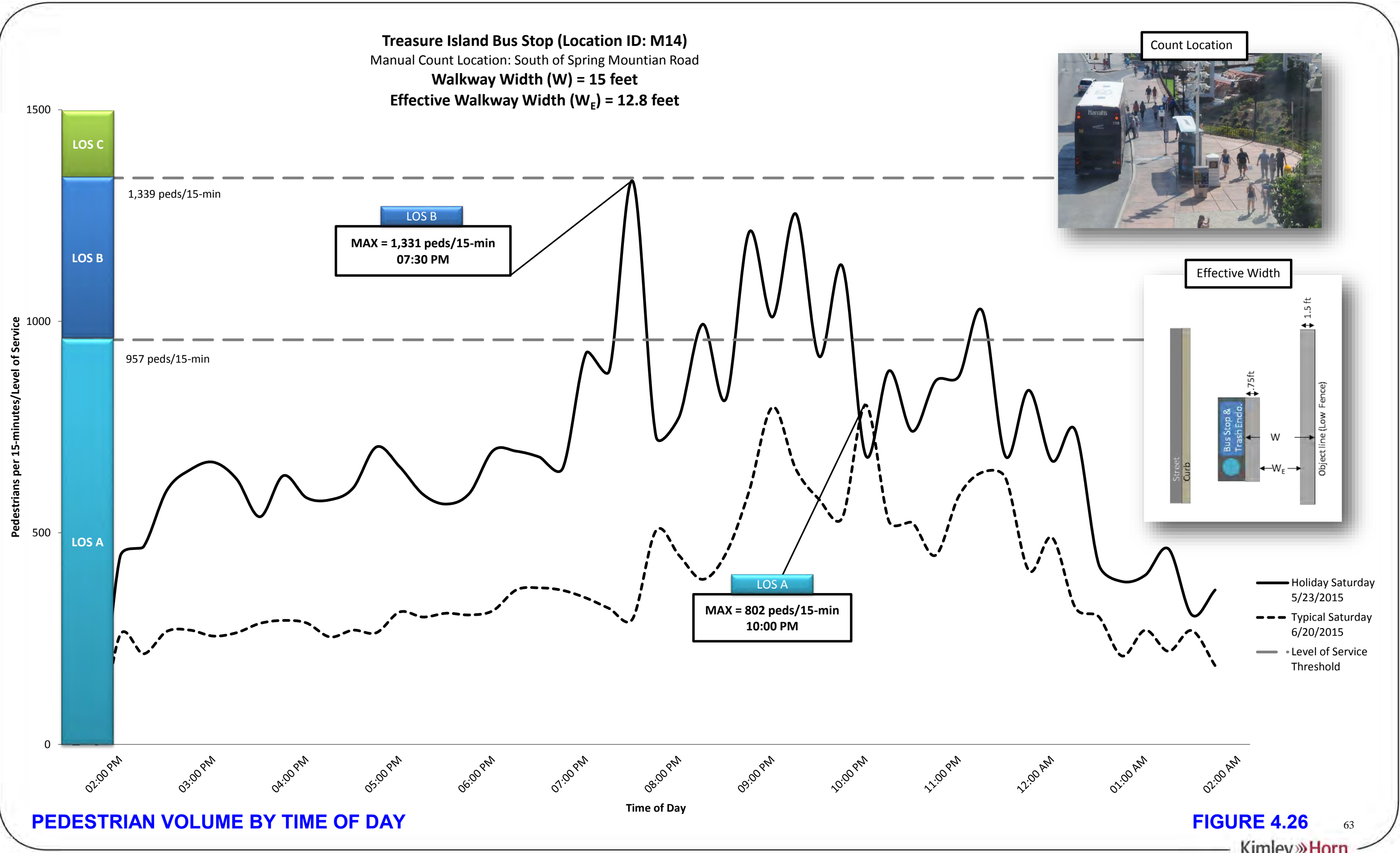
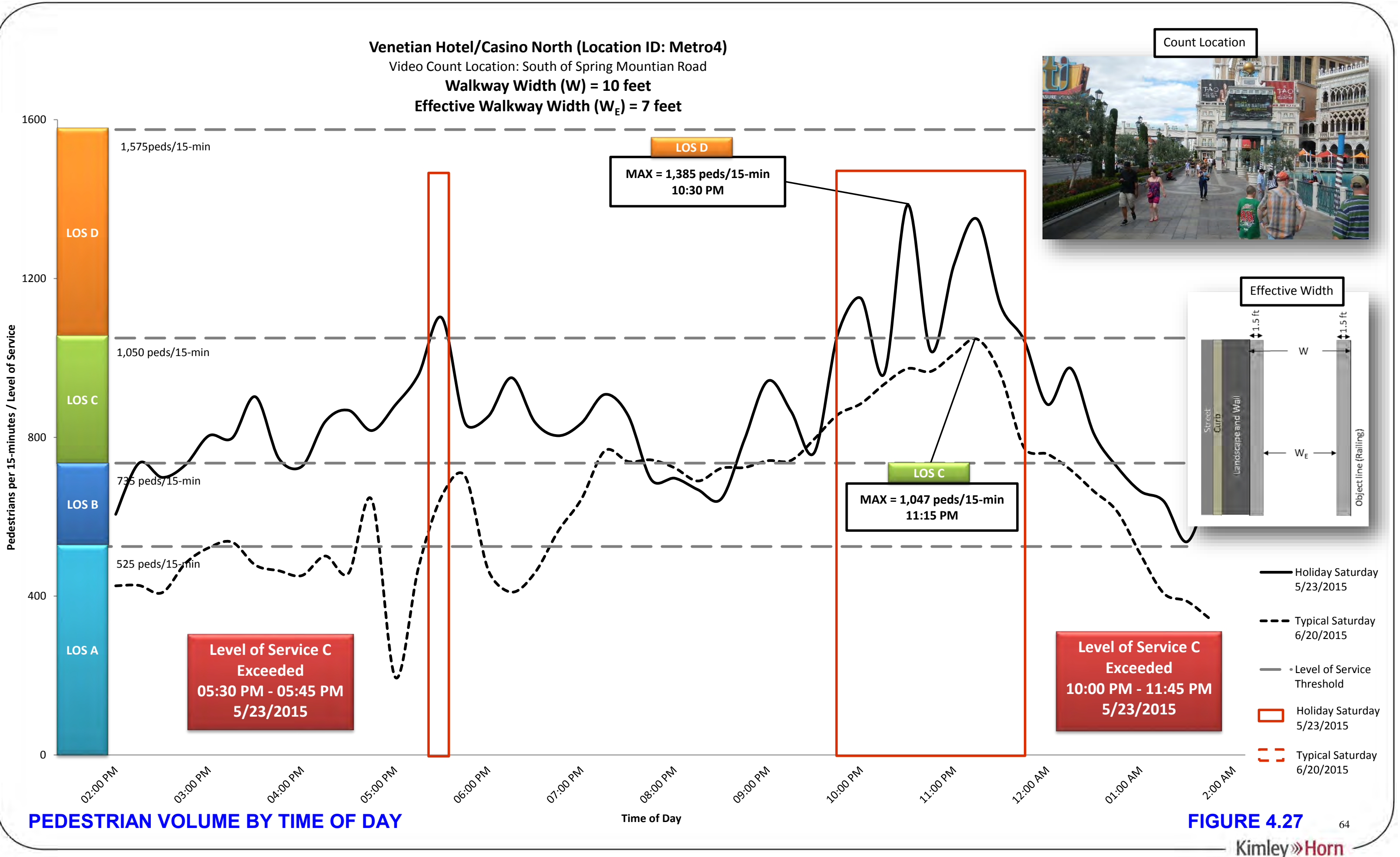


FIGURE 4.25





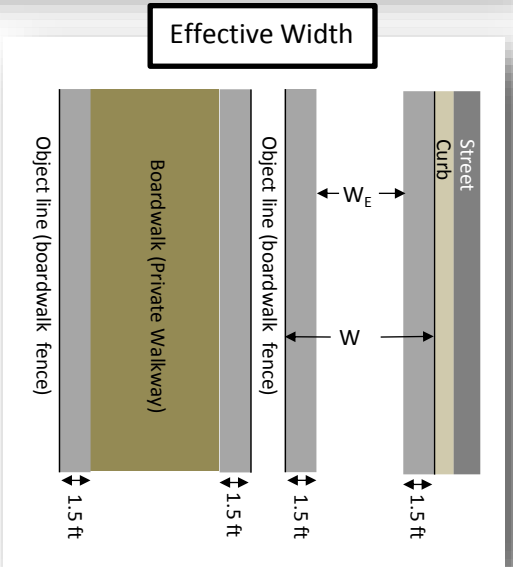
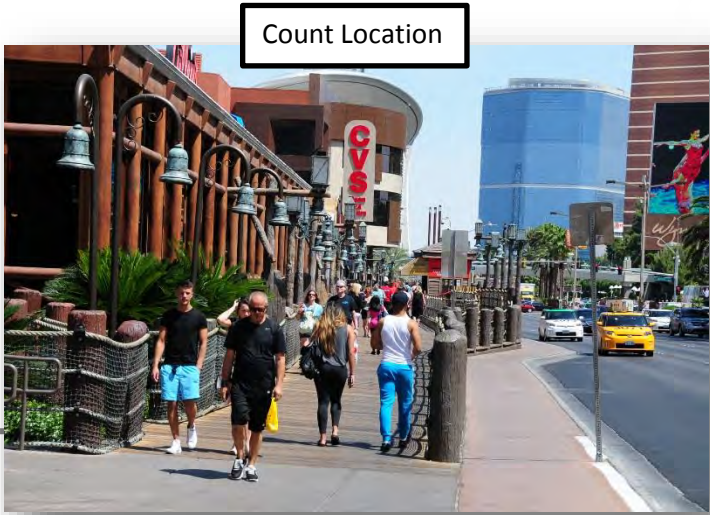
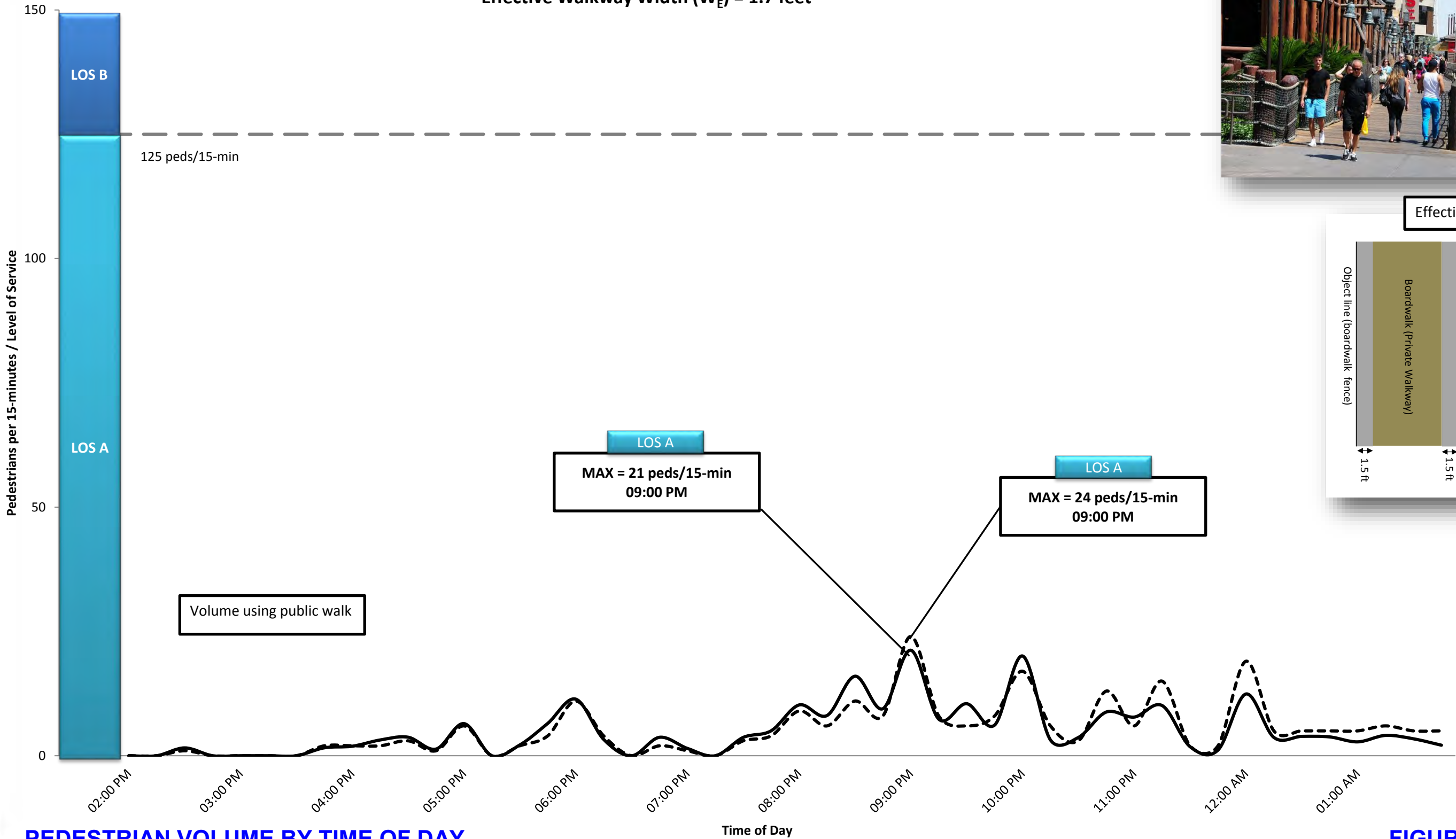


Treasure Island Hotel/Casino South (Location ID: CC4)

Video Count Location: South of Spring Mountain Road

Walkway Width (W) = 4.7 feet

Effective Walkway Width ( $W_E$ ) = 1.7 feet



PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.28



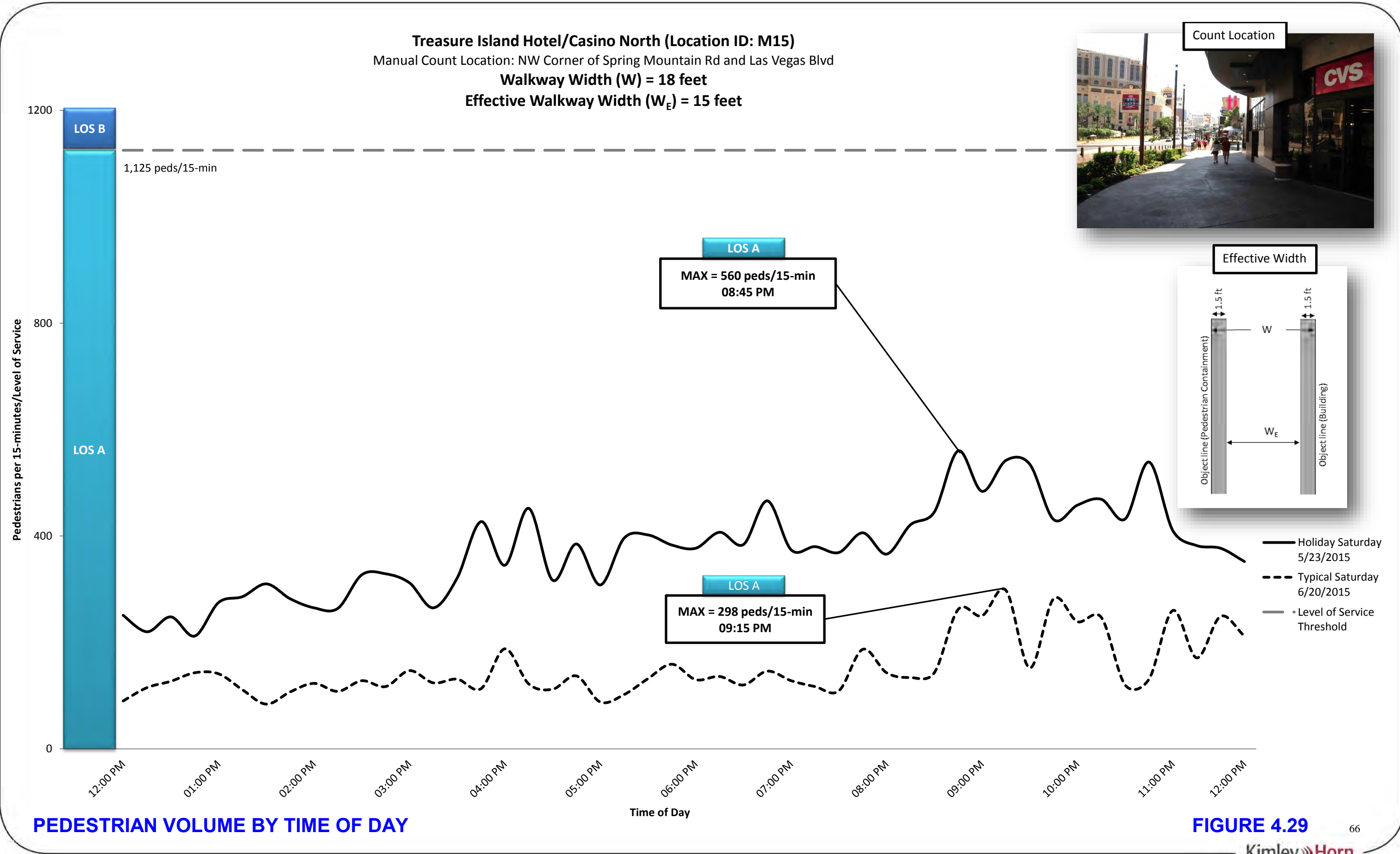


FIGURE 4.29



4.2.3 Adjacent Public Right-of-Way/Pedestrian Easement Theoretical LOS Analysis

Research conducted in close coordination with Clark County Public Works staff yielded an updated comprehensive exhibit of the existing public walkways and the privately owned and maintained pedestrian walkway easements that are available to the public for pedestrian access. **Exhibit B** displays the existing public right-of-ways and pedestrian easements along Las Vegas Boulevard from Russell Road to Sahara Avenue. It should be noted that this exhibit is the summation of the best available information for this study.

Many locations along the Resort Corridor have public right-of-way and pedestrian walkway easements that are parallel to privately owned walkways. Although they both serve pedestrian needs along Las Vegas Boulevard, an analysis was conducted to determine the LOS of walkway segments if a property were to temporarily or permanently take their parallel private walkway out of service.

This analysis was conducted at the count locations below for the 2015 Pedestrian Study Update:

- New York-New York Hotel/Casino (**Picture 4.2** and **Picture 4.3**)
- Planet Hollywood Hotel/Casino (**Picture 4.4** and **Picture 4.5**)

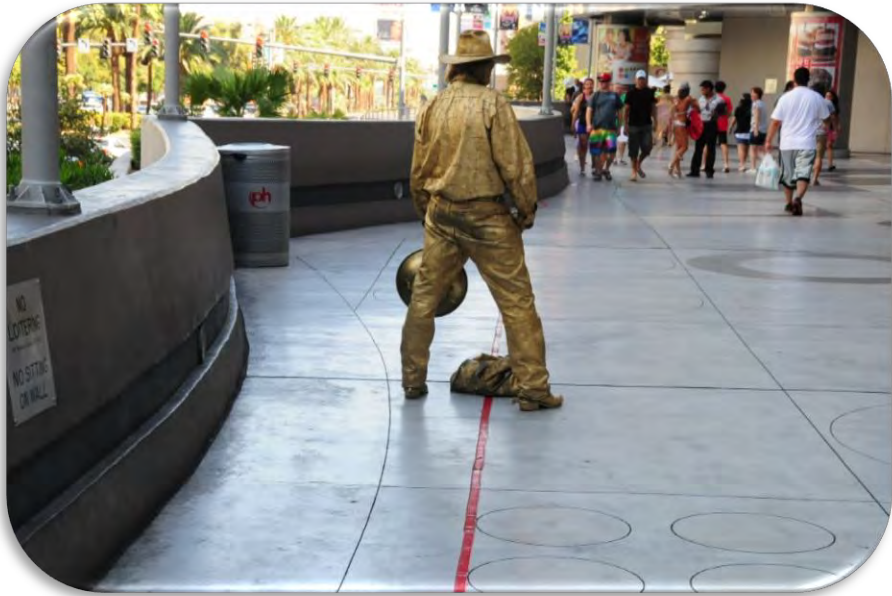
**Figure 4.10** displays the observed pedestrian volume present on the available walkway segments at New York-New York. Comparatively, **Figure 4.30** represents the LOS of the walkway segments at New York-New York and if all the observed pedestrian volume along Las Vegas Boulevard were to be directed to use only the public right-of-way and/or pedestrian easement walkway.

Although under existing conditions LOS C was observed at this location, if all pedestrians were placed on the public walk and/or private easement walkway, LOS E would result. Likewise, under similar conditions at Planet Hollywood, the pedestrian LOS reduces to below C if all pedestrians must use only the public right-of-way and/or private easement walkway.

Walkway segments that provide LOS less than C under these conditions are shown in **Figure 4.31** and **Figure 4.32**. Existing conditions from **Figure 2.1** are shown here for comparison.



Picture 4.2 – New York-New York Plaza.



Picture 4.4 – Performer Spans Easement Line – Planet Hollywood.



Picture 4.3 – New York-New York Bridge.



Picture 4.5 – Easement Line – Planet Hollywood.



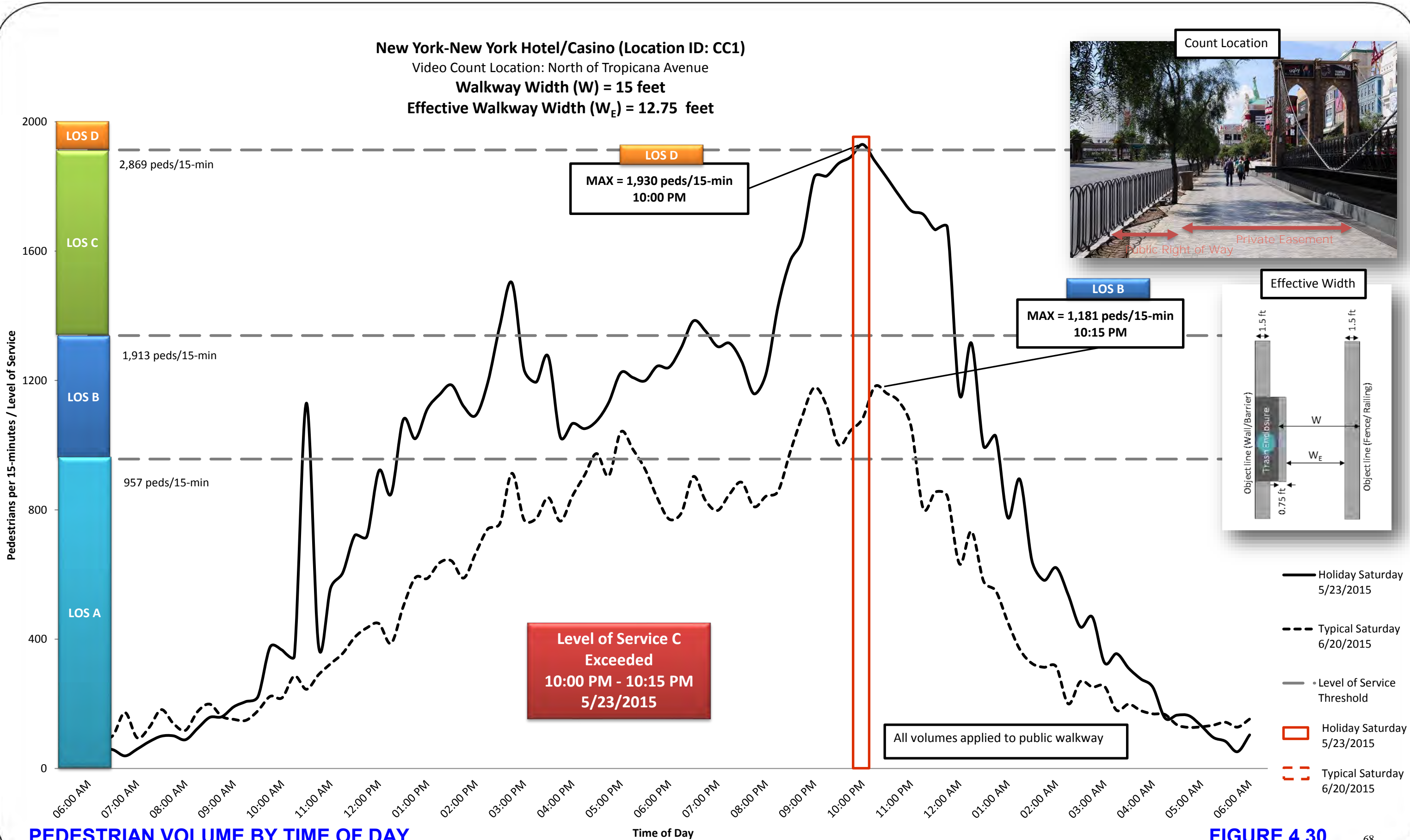
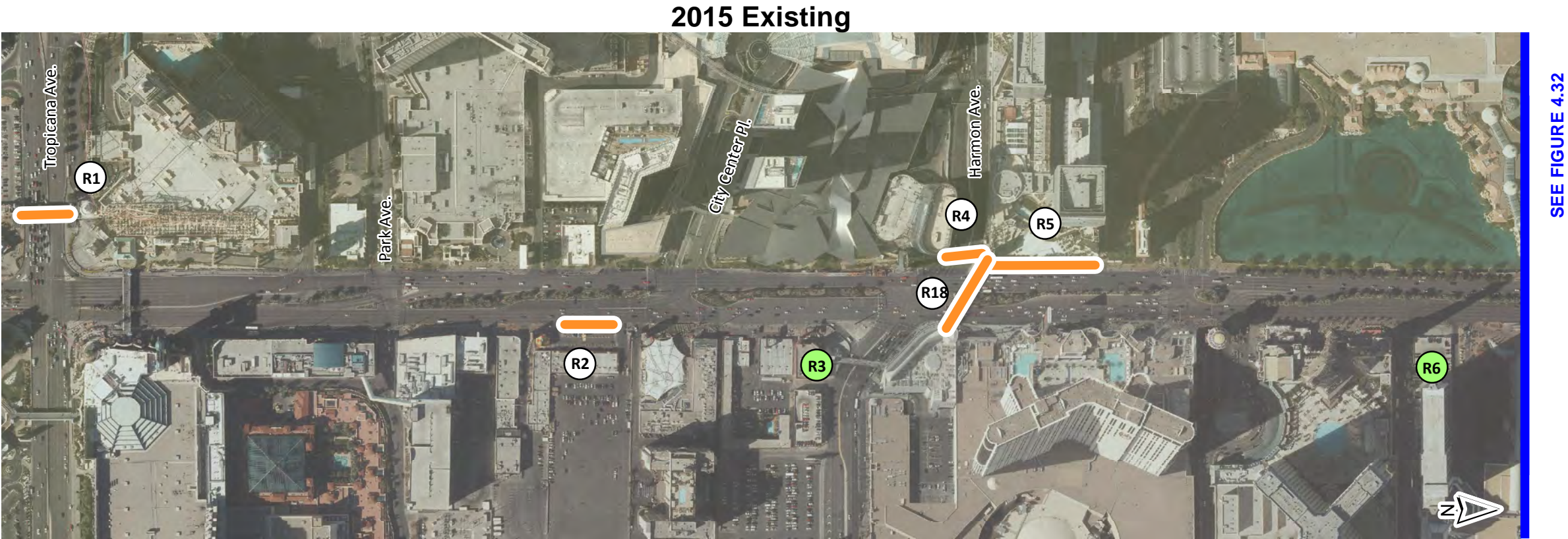
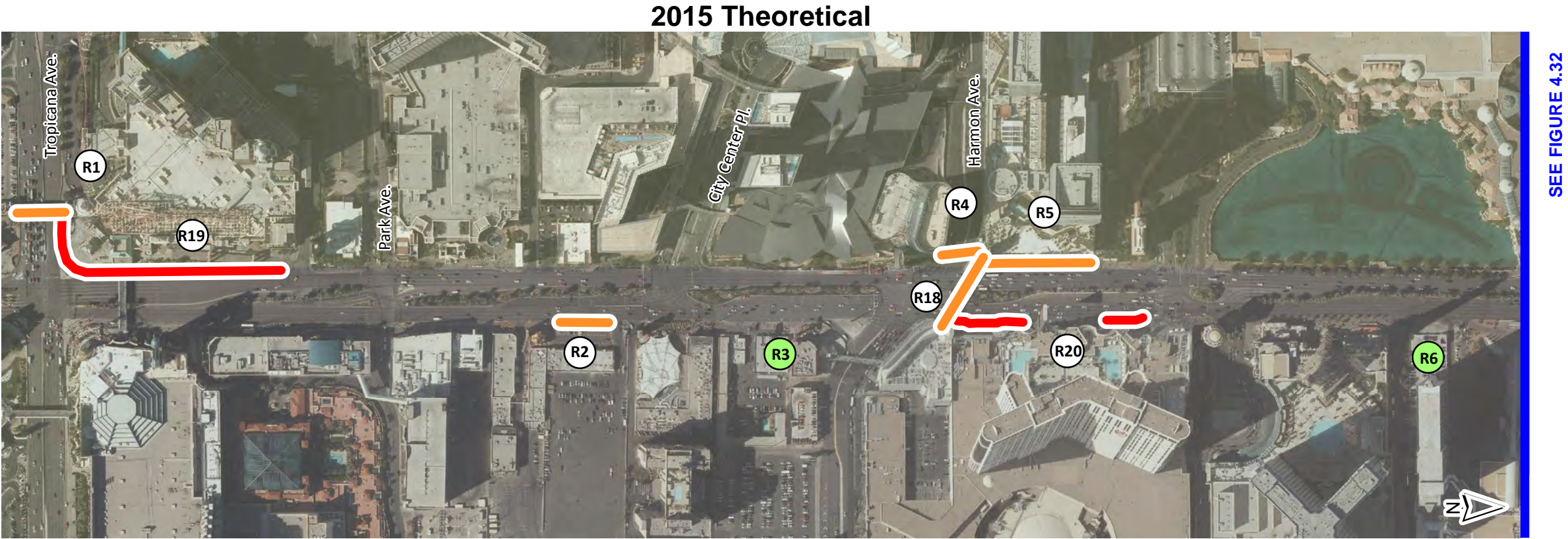


FIGURE 4.30





SEE FIGURE 4.32



SEE FIGURE 4.32

- Legend**
- LOS < C
  - Calculated LOS < C for theoretical volumes on public right of way walkway width
  - R# Segment Reference Number
  - R# Segment No Longer Less than LOS C in 2015

PUBLIC RIGHT OF WAY WALKWAY SEGMENTS THAT THEORETICALLY EXCEED LEVEL OF SERVICE (LOS) C TROPICANA AVE. TO FLAMINGO RD.

FIGURE 4.31 69





PUBLIC RIGHT OF WAYWALKWAY SEGMENTS THAT THEORETICALLY EXCEED LEVEL OF SERVICE (LOS) C  
FLAMINGO RD. TO SPRING MOUNTAIN RD.

FIGURE 4.32 70



4.3 Non-Permanent Obstructions

The quantity, location and classification of non-permanent obstructions as observed during the Saturday of Memorial Day weekend (May 23, 2015) and the typical summer Saturday (June 20, 2015) was summarized and analyzed to evaluate the effect of non-permanent obstructions on pedestrian LOS on walkway segments that were found in the 2012 Pedestrian Study to experience a pedestrian LOS of less than C. Individuals that were identified as non-permanent obstructions were summarized for three time periods (1 PM – 4 PM, 5 PM – 8 PM and 9 PM – 12 AM) to compare with the findings of the 2012 Pedestrian Study.

It is important to note that during the data collection process, the field agents were instructed to not make judgement if the “non-permanent obstruction” as counted was actually an obstruction to pedestrian flow. All non-permanent obstructions documented were considered as possible obstructions. **Picture 4.6** and **Picture 4.7** provide examples of typical activities witnessed during the data collection process. **Picture 4.6** through **Picture 4.12** provide pictorial examples of the classified non-permanent obstructions observed for this study.

In addition to the four types of non-permanent obstructions described previously, “short-term” non-permanent obstructions were also present within the Resort Corridor (see **Picture 4.13**). Short-term non-permanent obstructions can be classified as activities that take place within the public right-of-way and obstruct pedestrian traffic, but are quickly removed and/or relocated. Due to the random nature of these short-term activities, these non-permanent obstructions were not included in the analysis. It should be noted, however, that although the installations of Metro surveillance cameras has helped enforcement, these activities were observed within the corridor.

To provide an overall comparison to the 2012 Pedestrian Study, **Figure 4.33** through **Figure 4.38** were created to represent the observed number of non-permanent obstructions in 2012 and 2015 per walkway segment and pedestrian bridge for each of the observation periods (1 PM – 4 PM, 5 PM – 8 PM and 9 PM – 12 AM) both for the holiday and typical Saturday. The following sections detail the data collected with regard to non-permanent obstructions both on walkways and on the pedestrian bridges along Las Vegas Boulevard.

In addition to the pedestrian bridges along Las Vegas Boulevard, non-permanent obstructions were also quantified on pedestrian bridges crossing Las Vegas Boulevard for this 2015 Update. To provide a more direct comparison to the 2012 data, these pedestrian bridges are discussed separately in **Section 4.3.2**.

**Table 4.7** provides a count summary for the average number of non-permanent obstructions observed for each side of Las Vegas Boulevard from Russell Road to Sahara Avenue during the holiday Saturday data collection effort in 2015 and 2012 for comparison. The highest number of non-permanent obstructions observed for a holiday Saturday was 278 individuals between 5PM and 8PM on Saturday, May 23, 2015.

The highest number of non-permanent obstructions were observed on Saturday, May 23, 2015 between 5:00 PM and 8:00 PM, totaling 278 individuals either handbilling, performing, soliciting or vending. Similarly, **Table 4.8** summarizes the non-permanent obstructions observed on Saturday, June 20, 2015 and the non-permanent obstructions observed on Saturday, June 16, 2012 for comparison. The highest number of non-permanent obstructions observed for a typical Saturday was 252 individuals between 9 PM and 12 AM on Saturday, June 16, 2012.

Table 4.7 – Observed Non-Permanent Obstructions Holiday Saturday

Time Period	West Side		East Side		Total	
	2012	2015	2012	2015	2012	2015
1 PM - 4 PM	65	104	104	164	169	268
5 PM - 8 PM	103	126	156	152	259	278
9 PM - 12 PM	92	117	133	141	224	258

Table 4.8 – Observed Non-Permanent Obstructions Typical Saturday

Time Period	West Side		East Side		Total	
	2012	2015	2012	2015	2012	2015
1 PM - 4 PM	51	61	88	62	139	123
5 PM - 8 PM	80	79	145	80	225	159
9 PM - 12 PM	103	131	149	95	252	226



Picture 4.6 – Non-Permanent Obstructions (Performers) Jump Over Tourists – MGM Grand.



Picture 4.7 – Non-Permanent Obstructions (Vendor and Solicitor) – Bellagio.



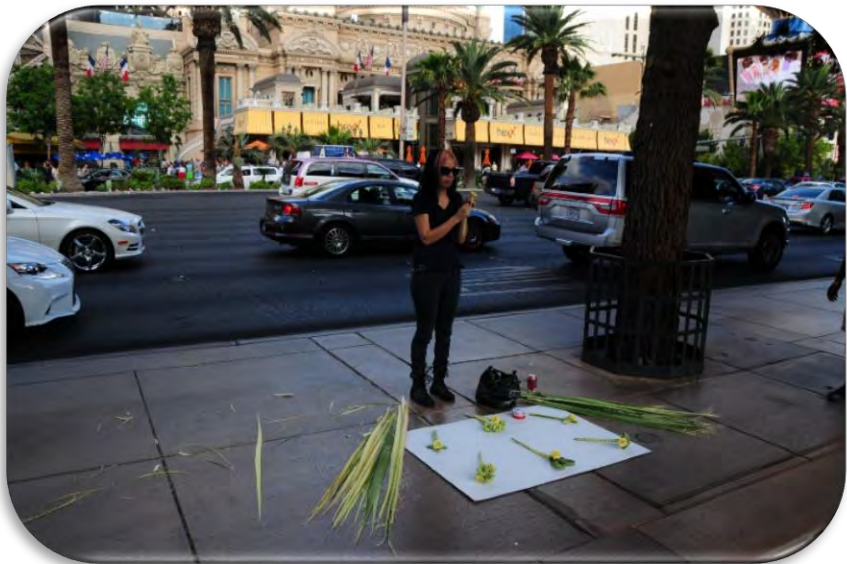




Picture 4.8 – Non-Permanent Obstruction Example – Handbiller.



Picture 4.10 – Non-Permanent Obstruction Example – Performers.



Picture 4.12 – Non-Permanent Obstruction Example – Vendor.



Picture 4.9 – Non-Permanent Obstruction Example – Handbiller (Sign-holders).



Picture 4.11 – Non-Permanent Obstruction Example – Solicitor.



Picture 4.13 – Non-Permanent Obstruction Example – “Short-Term” – Illegal Street Gambling.



The non-holiday Saturday (June 20, 2015) experienced a decrease in the total number of non-permanent obstructions in all time periods except for 9 PM to 12 AM on the west side where there was a slight increase. The highest number of non-permanent obstructions observed on Saturday, June 20 was 226, a decrease from the 278 observed on the holiday weekend, Saturday, May 23. The observed reduction could have been related to the high afternoon temperature of 113°F that day.

The field notes recorded by the data collection agents for the highest observed time periods for each Saturday count were used to quantify the location of the

observed non-permanent obstructions. The non-permanent obstructions were reviewed for walkway locations identified in Clark County Code Chapter 16.11. These locations are where non-permanent obstructions are not permitted to obstruct including: within 50 feet of a signalized intersection, access drive or mid-block crosswalk. Categories were also created grouping non-permanent obstructions that were observed on pedestrian bridges, within 15 feet of pedestrian bridge landings and within 15 feet of a bus shelter.

**Table 4.9** summarizes the distribution of the non-permanent obstruction types within the study corridor on the holiday and typical Saturdays for 2012

and 2015. It can be seen in **Table 4.9** that 98 or 35% on Saturday, May 23, 2015 and 94 or 42% on Saturday, June 20, 2015 of the observed non-permanent obstructions were located within areas where non-permanent obstructions are not permitted to obstruct under County Code 16.11. The majority of these non-permanent obstructions were classified as handbillers. The non-permanent obstructions were quantified within each of the 53 study corridor segments (25 west segments and 28 east segments) and are graphically shown in **Figure 4.39** through **Figure 4.46**.

Table 4.9 – Distribution of Non-Permanent Obstructions

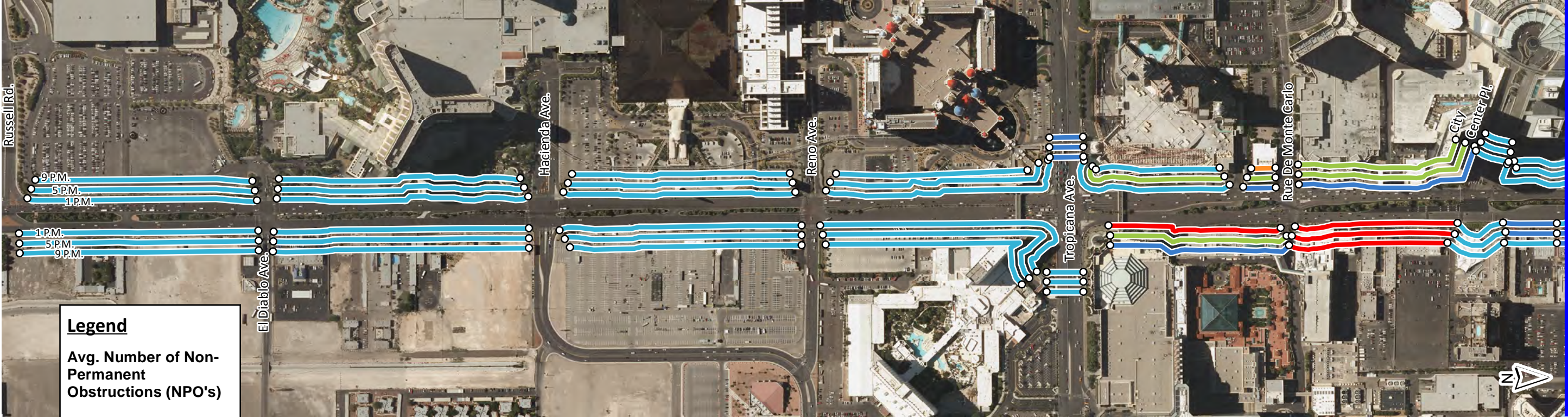
Distribution of Non-Permanent Obstructions - Holiday Saturday												
Non-Permanent Obstruction Category	Within 50' of an intersection, driveway, or crosswalk		On pedestrian bridges parallel to LVB		Within 15' of a pedestrian bridge landing		Within 15' of a bus stop		Other		Total	
	2012	2015	2012	2015	2012	2015	2012	2015	2012	2015	2012	2015
Handbiller	110 (42%)	65 (23%)	4 (2%)	5 (2%)	3 (1%)	1 (0%)	9 (3%)	5 (2%)	27 (10%)	40 (14%)	154 (59%)	116 (42%)
Performer	21 (8%)	18 (6%)	9 (3%)	4 (1%)	1 (1%)	15 (5%)	1 (1%)	7 (3%)	43 (17%)	47 (17%)	75 (29%)	91 (33%)
Solicitor	4 (2%)	14 (5%)	7 (3%)	16 (6%)	1 (1%)	1 (0%)	0 (0%)	0 (0%)	4 (2%)	11 (4%)	16 (6%)	42 (15%)
Vendor	5 (2%)	1 (0%)	4 (2%)	4 (1%)	0 (0%)	1 (0%)	0 (0%)	1 (0%)	6 (2%)	22 (8%)	15 (6%)	29 (10%)
Total	140 (54%)	98 (35%)	24 (9%)	29 (10%)	5 (2%)	18 (6%)	10 (4%)	13 (5%)	80 (31%)	120 (43%)	259 (100%)	278 (100%)

Distribution of Non-Permanent Obstructions - Typical Saturday												
Non-Permanent Obstruction Category	Within 50' of an intersection, driveway, or crosswalk		On pedestrian bridges parallel to LVB		Within 15' of a pedestrian bridge landing		Within 15' of a bus stop		Other		Total	
	2012	2015	2012	2015	2012	2015	2012	2015	2012	2015	2012	2015
Handbiller	113 (45%)	45 (20%)	2 (1%)	45 (20%)	4 (2%)	5 (2%)	2 (2%)	4 (2%)	24 (10%)	19 (8%)	145 (58%)	76 (34%)
Performer	22 (9%)	32 (14%)	5 (2%)	32 (14%)	3 (1%)	1 (1%)	2 (1%)	6 (3%)	38 (15%)	42 (19%)	70 (28%)	81 (36%)
Solicitor	6 (2%)	8 (4%)	7 (3%)	8 (4%)	0 (0%)	1 (0%)	0 (0%)	0 (0%)	4 (2%)	10 (4%)	17 (7%)	30 (13%)
Vendor	5 (2%)	9 (4%)	6 (2%)	9 (4%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	10 (4%)	17 (8%)	21 (8%)	36 (16%)
Total	146 (58%)	94 (42%)	20 (8%)	94 (42%)	7 (3%)	7 (3%)	4 (2%)	10 (4%)	76 (30%)	88 (39%)	252 (100%)	226 (100%)



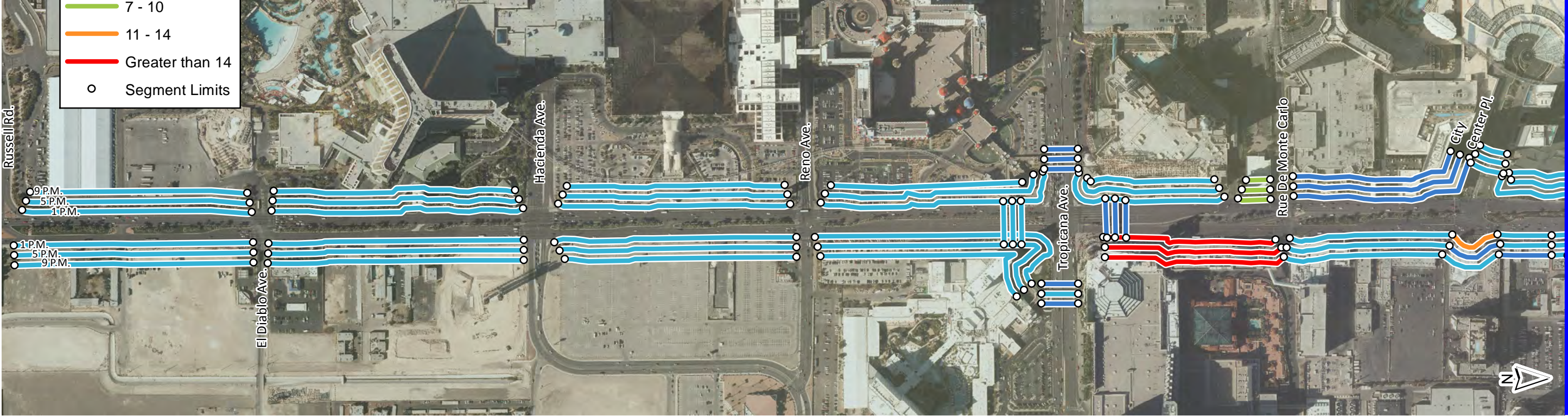


May 26, 2012



SEE FIGURE 4.34

May 23, 2015



SEE FIGURE 4.34

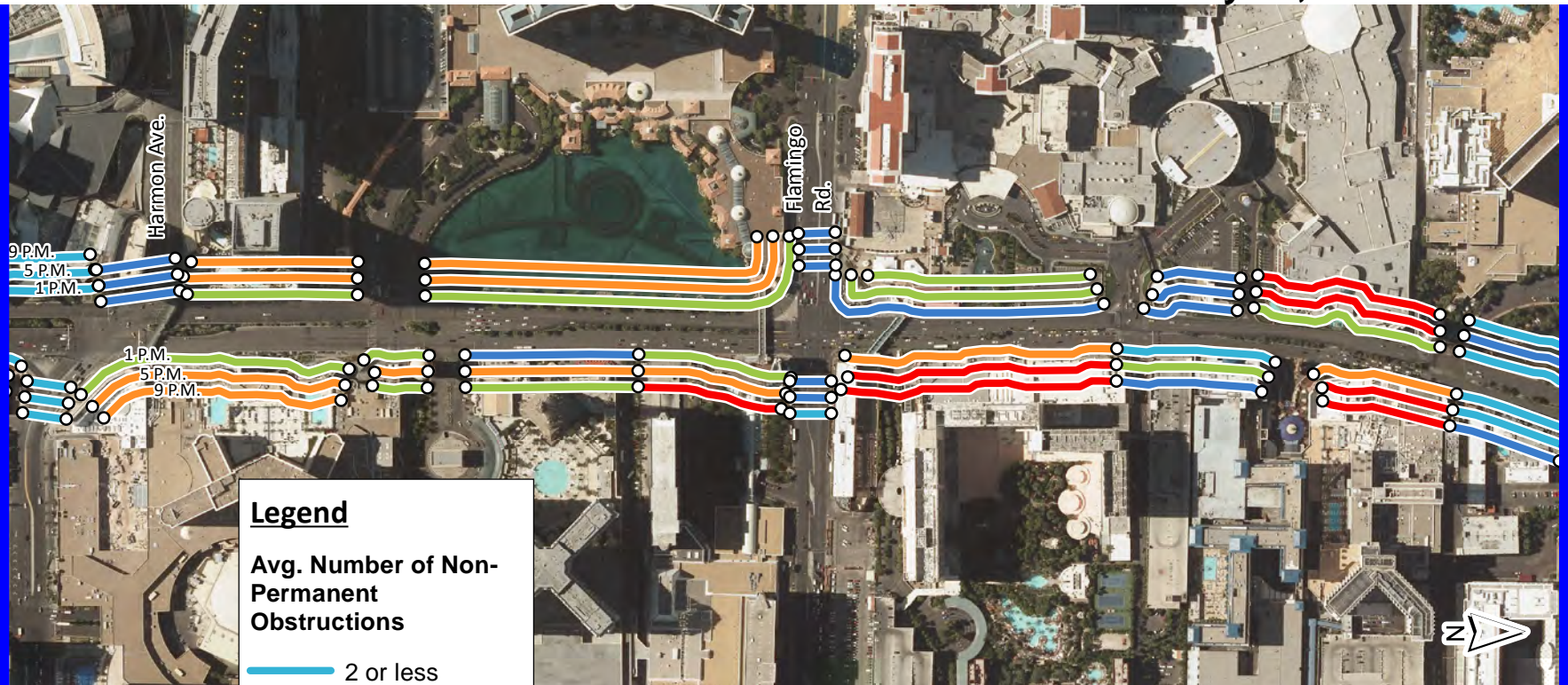
**AVERAGE NON-PERMANENT OBSTRUCTIONS PER SEGMENT  
RUSSELL RD. TO CITY CENTER PL. (HOLIDAY SATURDAY)**

**FIGURE 4.33**



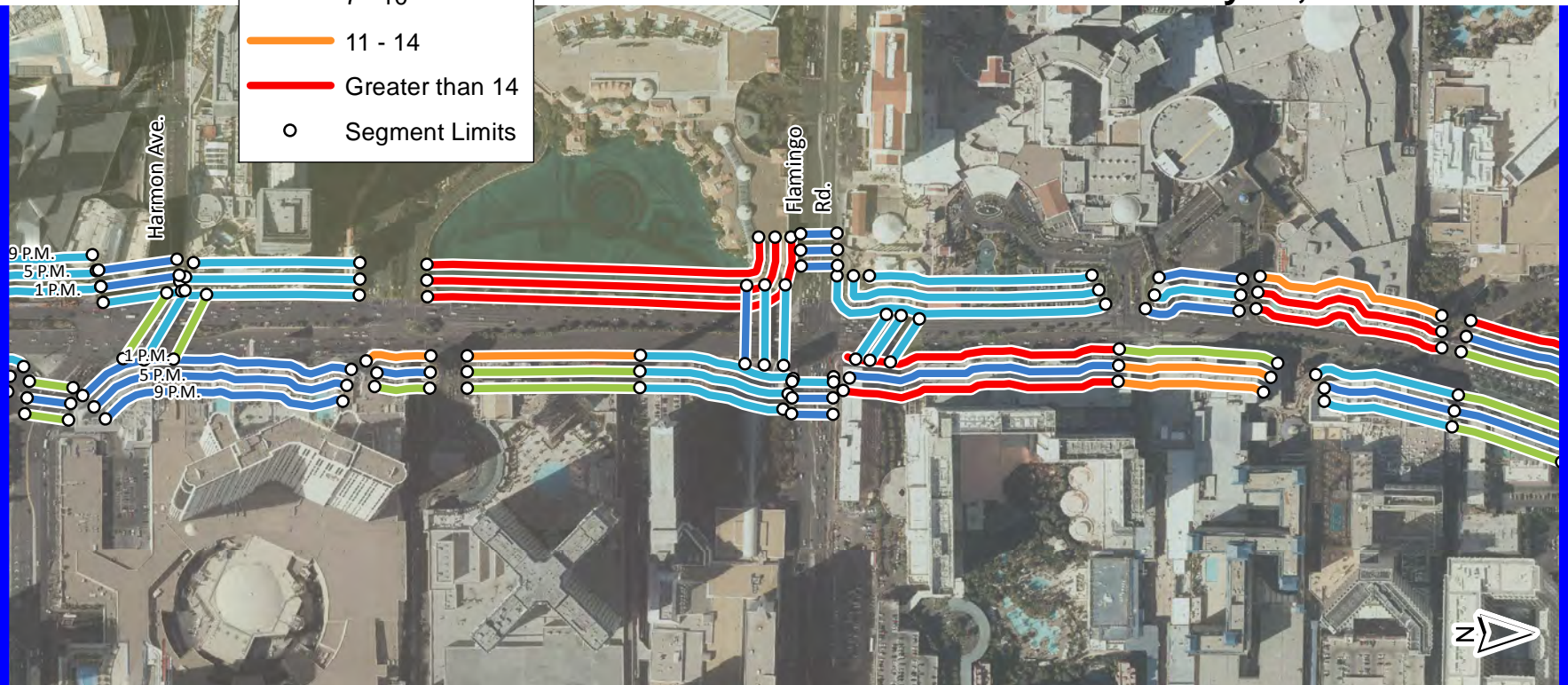
May 26, 2012

SEE FIGURE 4.33

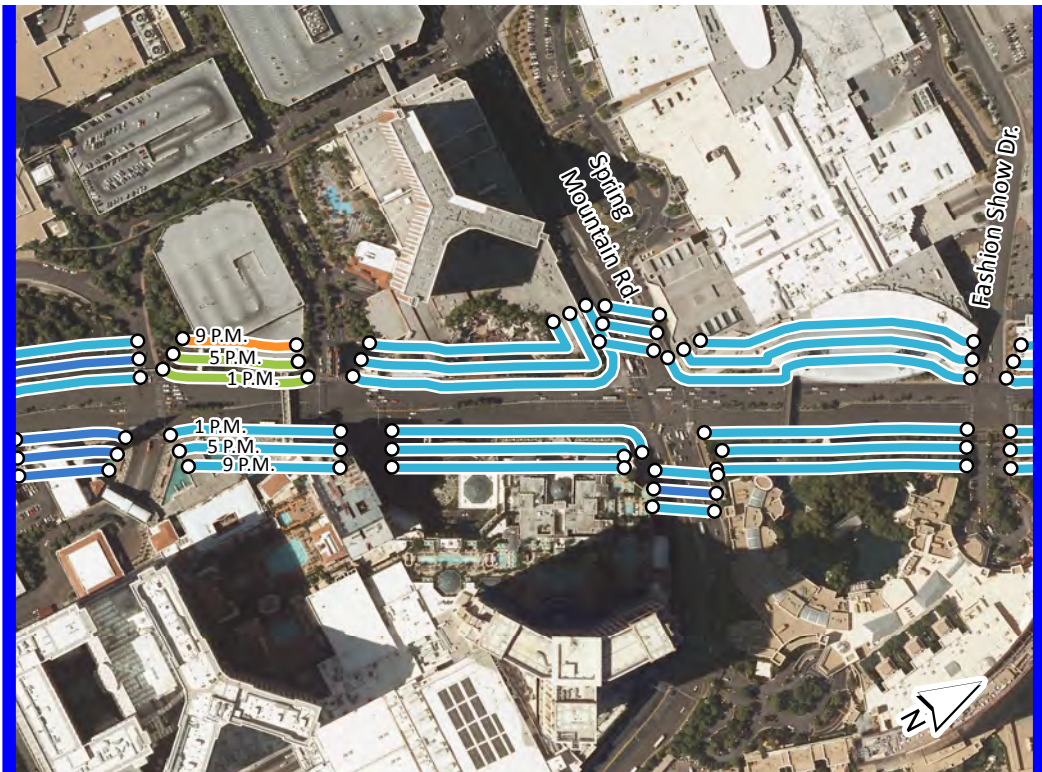


May 23, 2015

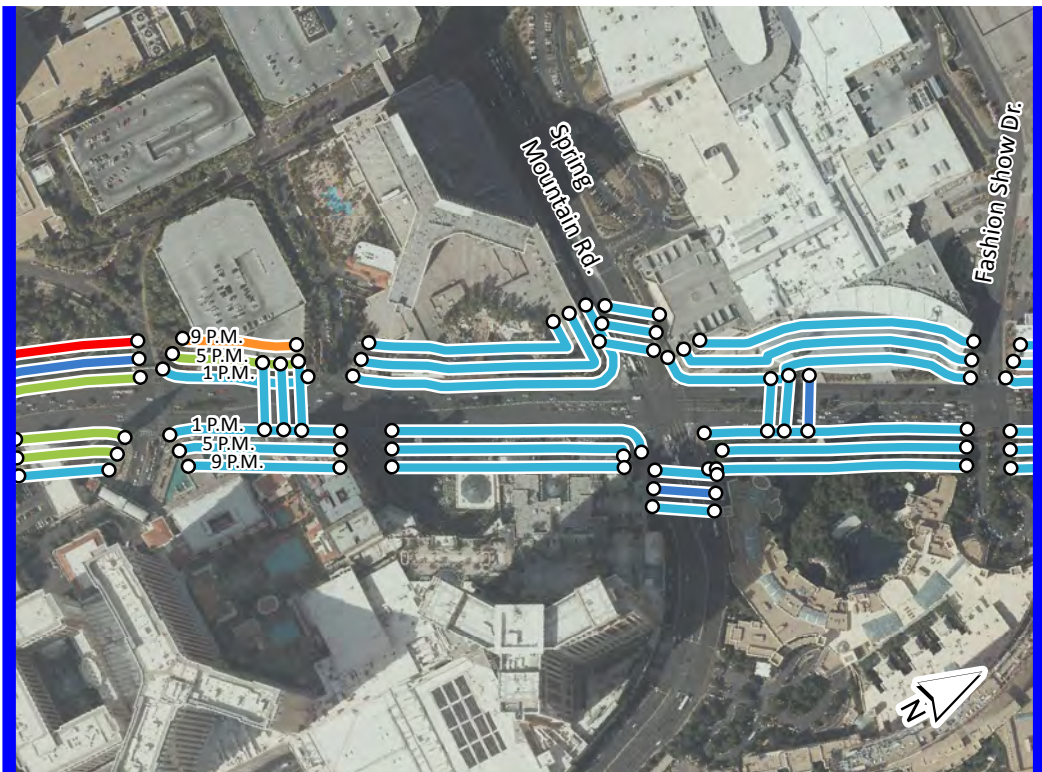
SEE FIGURE 4.33



SEE FIGURE 4.35



SEE FIGURE 4.35



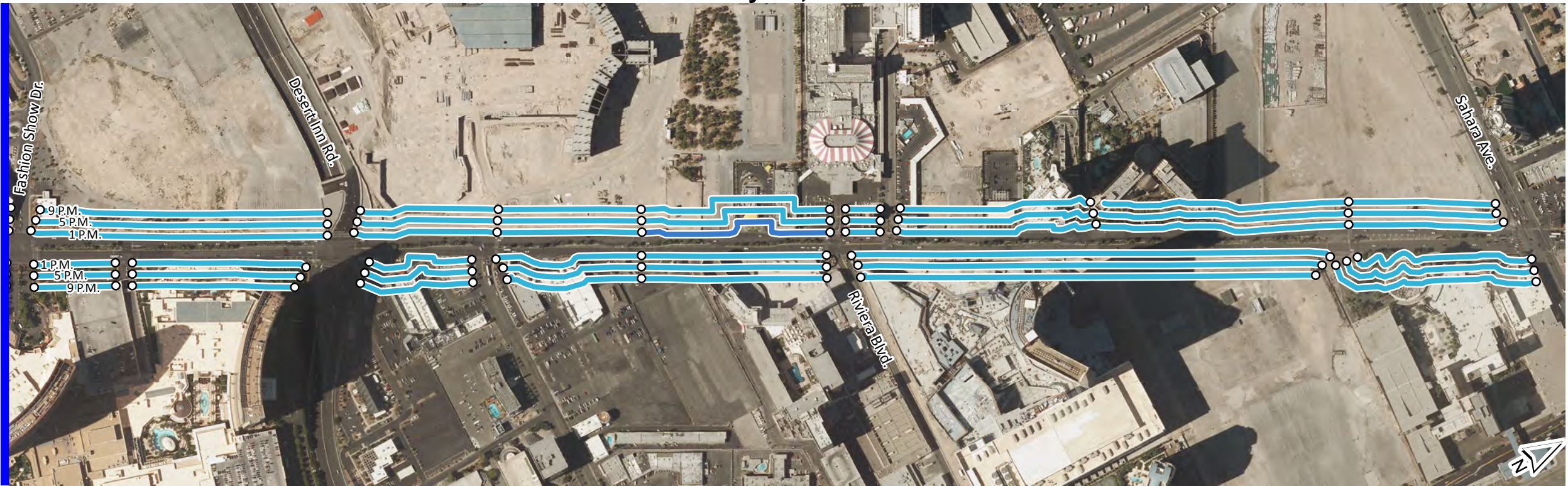
**AVERAGE NON-PERMANENT OBSTRUCTIONS PER SEGMENT  
HARMON AVE. TO FASHION SHOW DR. (HOLIDAY SATURDAY)**

**FIGURE 4.34** 75



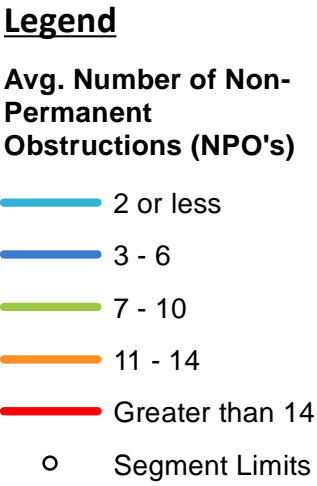
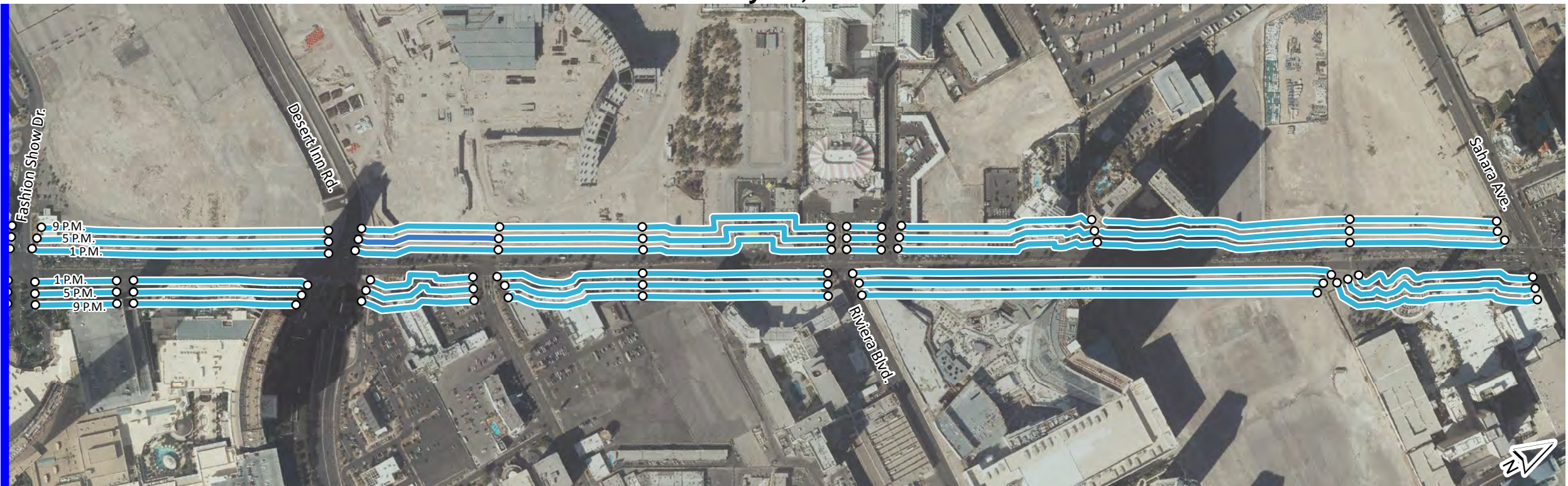
May 26, 2012

SEE FIGURE 4.34



May 23, 2015

SEE FIGURE 4.34

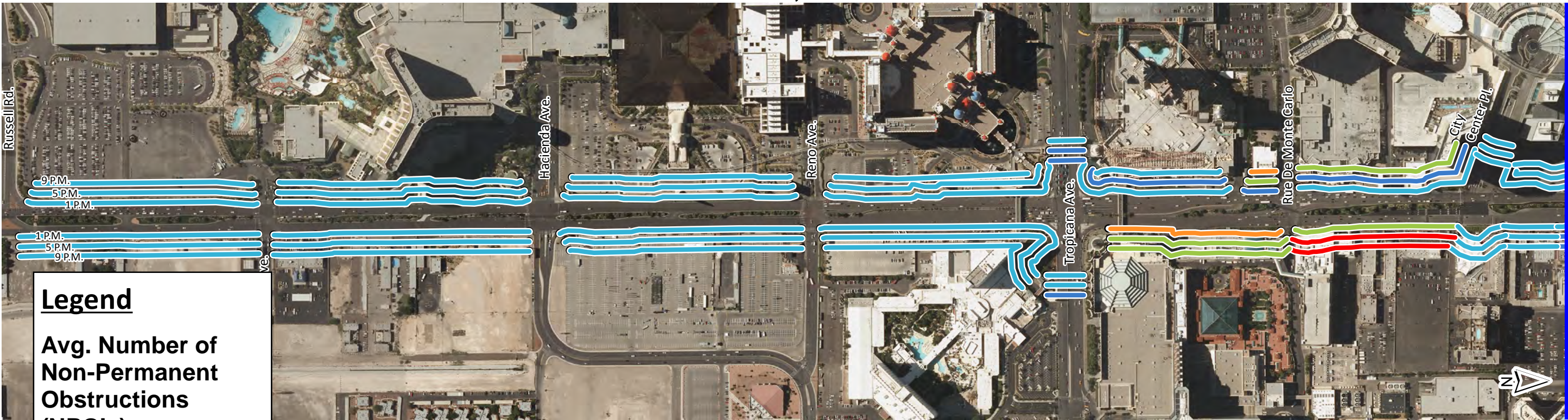


AVERAGE NON-PERMANENT OBSTRUCTIONS PER SEGMENT  
FASHION SHOW DR. TO SAHARA AVE. (HOLIDAY SATURDAY)

FIGURE 4.35 76

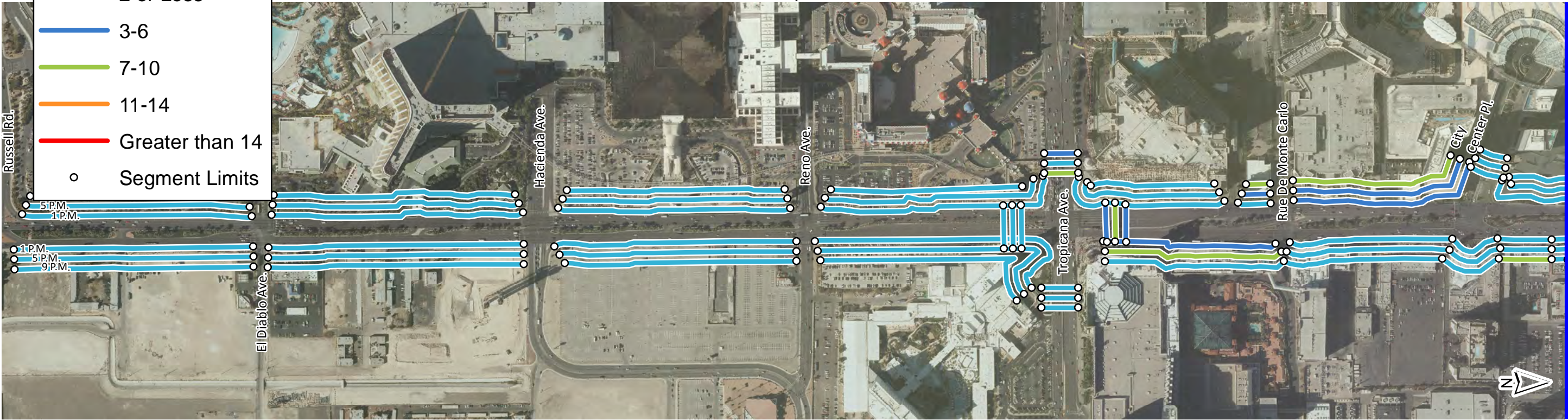


June 16, 2012



SEE FIGURE 4.37

June 20, 2015



SEE FIGURE 4.37

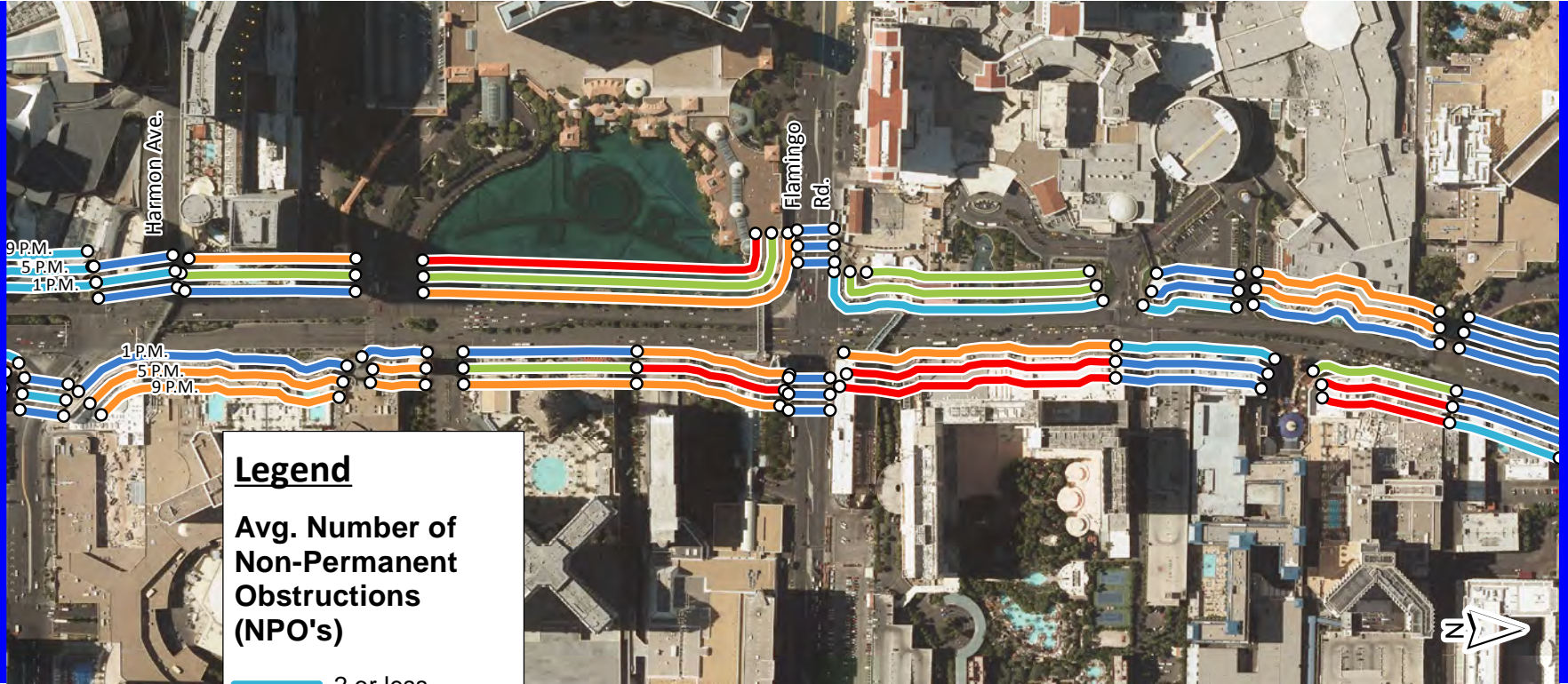
**AVERAGE NON-PERMANENT OBSTRUCTIONS PER SEGMENT  
RUSSELL RD. TO CITY CENTER PL. (TYPICAL SATURDAY)**

**FIGURE 4.36** 77



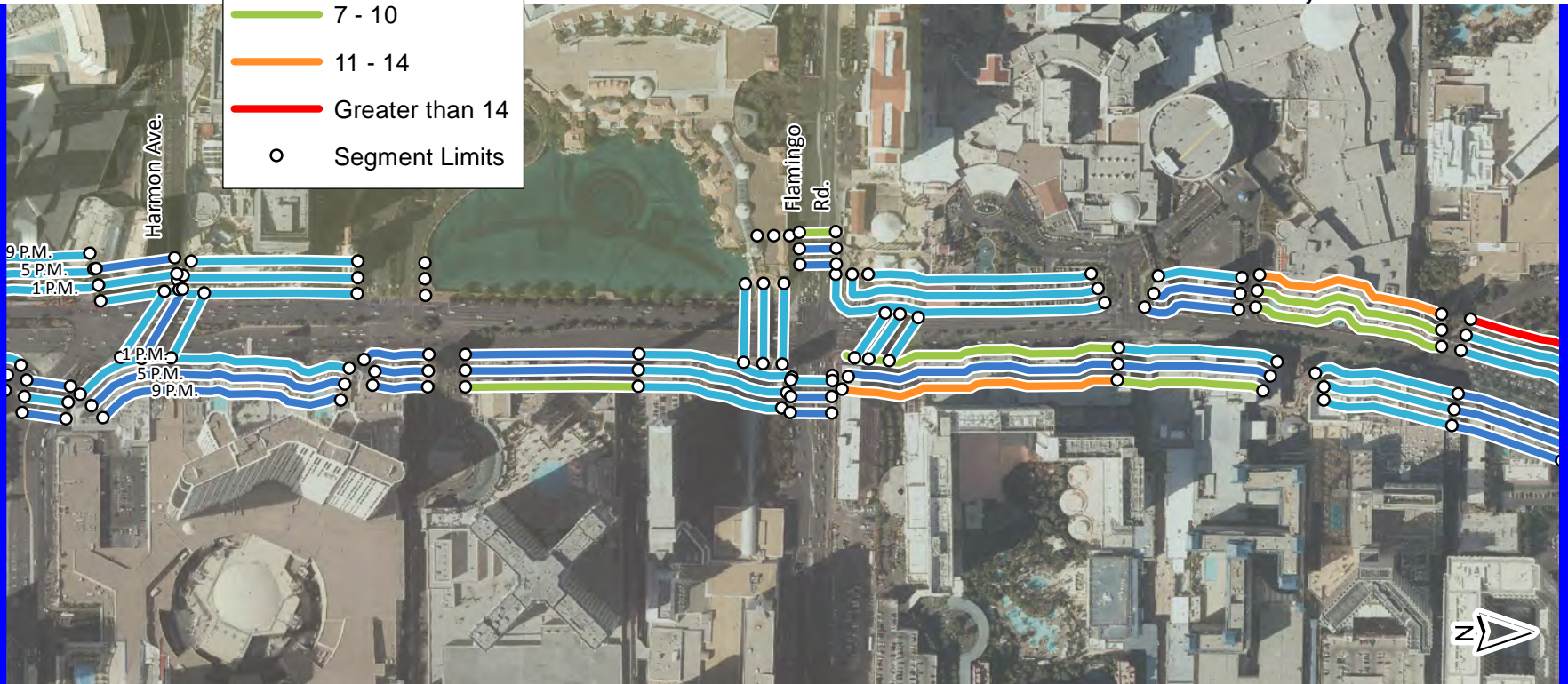
June 16, 2012

SEE FIGURE 4.36

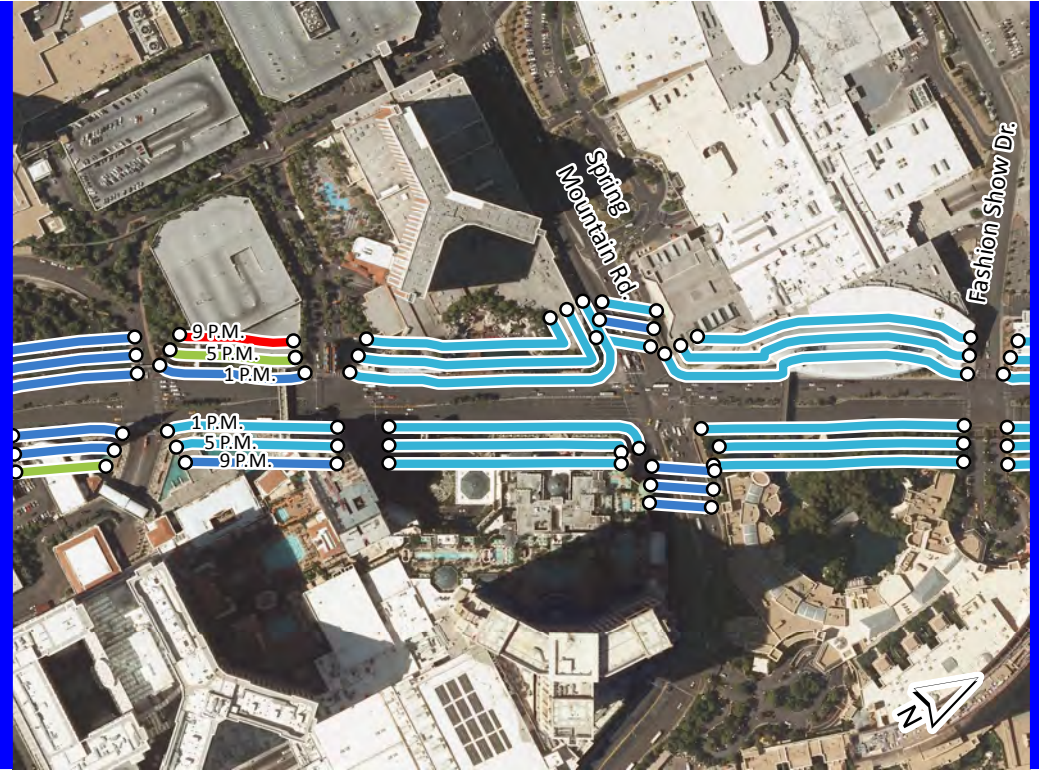


June 20, 2015

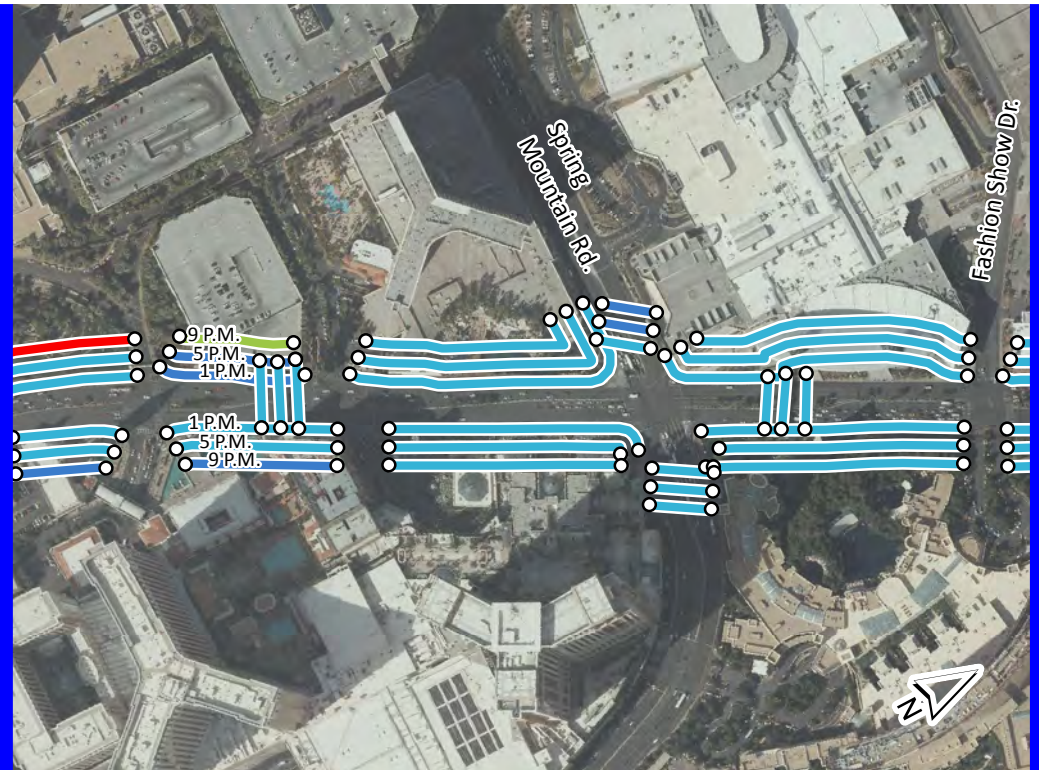
SEE FIGURE 4.36



SEE FIGURE 4.38



SEE FIGURE 4.38



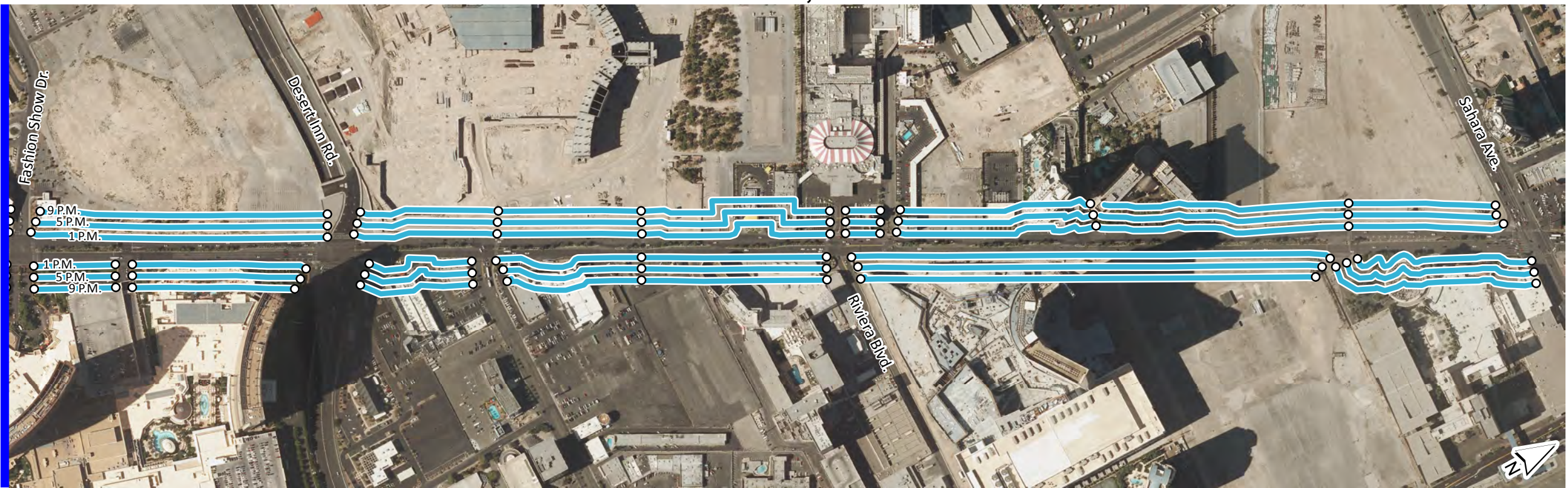
AVERAGE NON-PERMANENT OBSTRUCTIONS PER SEGMENT  
HARMON AVE. TO FASHION SHOW DR. (TYPICAL SATURDAY)

FIGURE 4.37 78



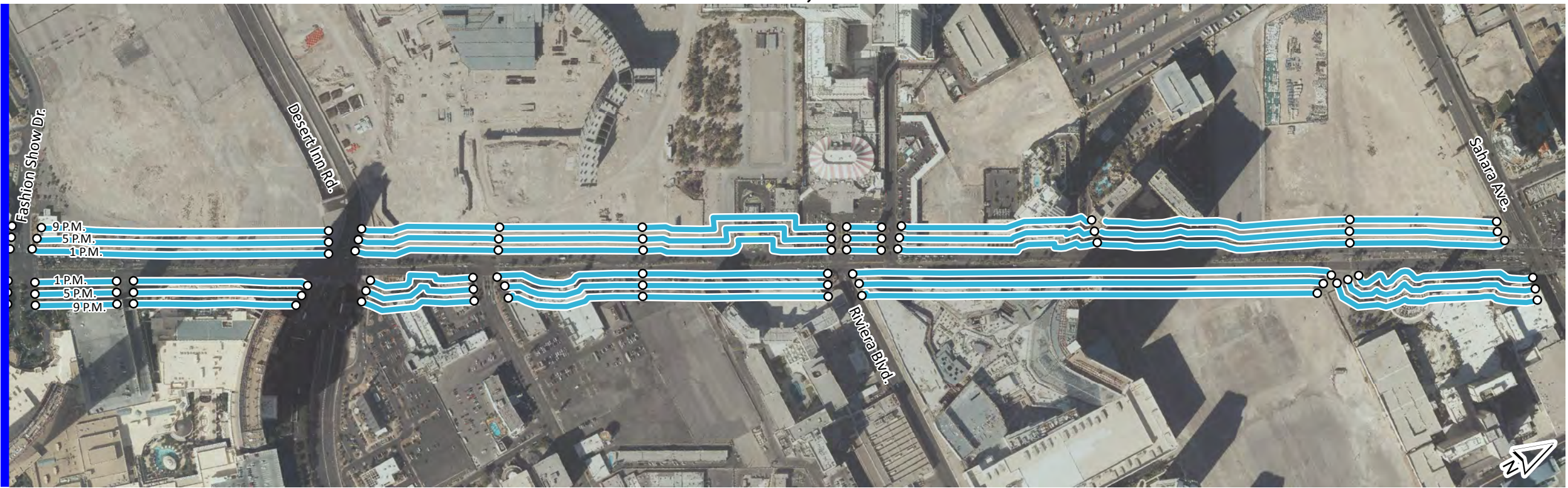
June 16, 2012

SEE FIGURE 4.37



June 20, 2015

SEE FIGURE 4.37



**Legend**

**Avg. Number of Non-Permanent Obstructions (NPO's)**

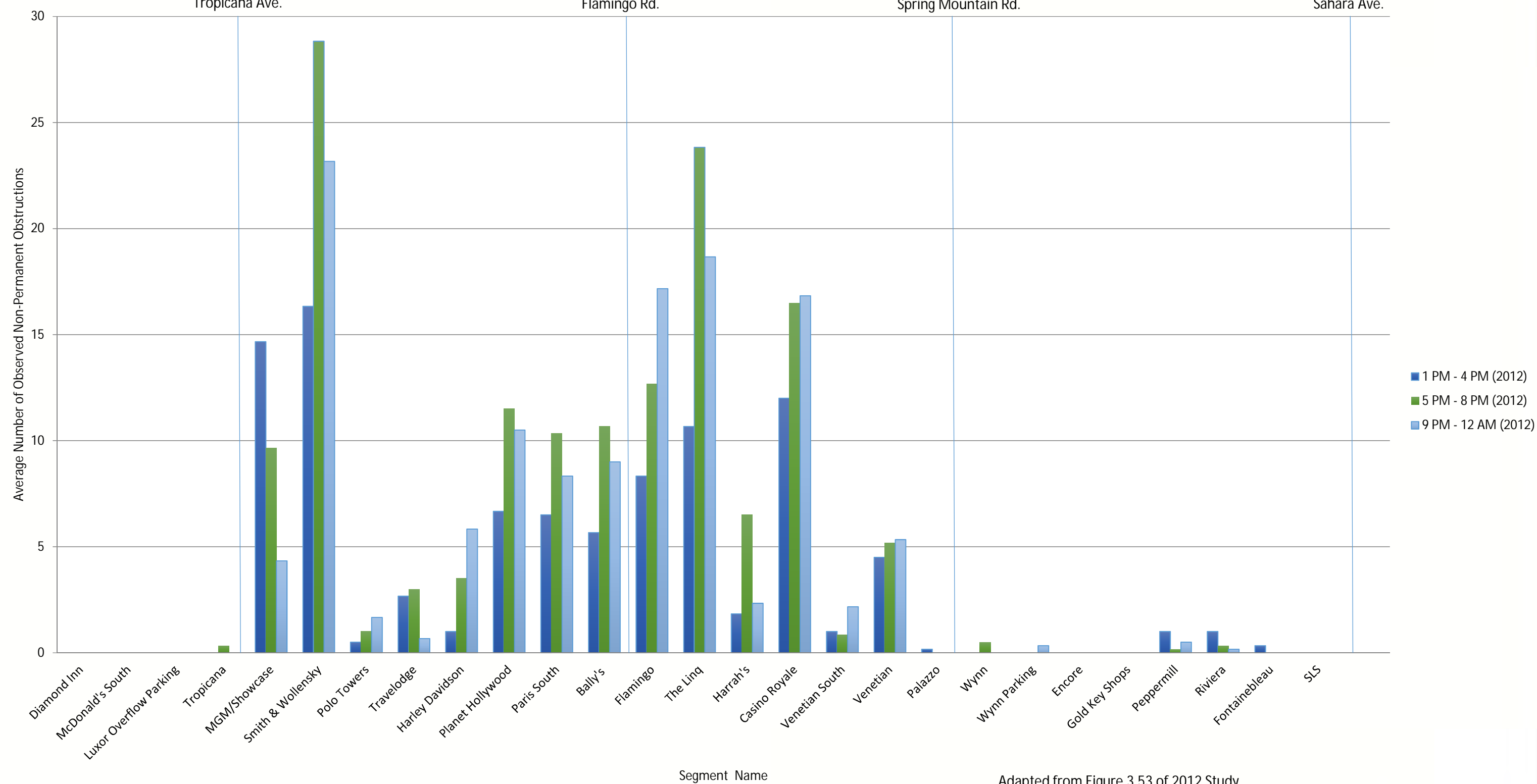
- 2 or less
- 3 - 6
- 7 - 10
- 11 - 14
- Greater than 14
- Segment Limits

**AVERAGE NON-PERMANENT OBSTRUCTIONS PER SEGMENT  
FASHION SHOW DR. TO SAHARA AVE. (TYPICAL SATURDAY)**

**FIGURE 4.38** 79



East Strip Non-Permanent Obstructions by Segment  
Holiday Saturday 5/26/12

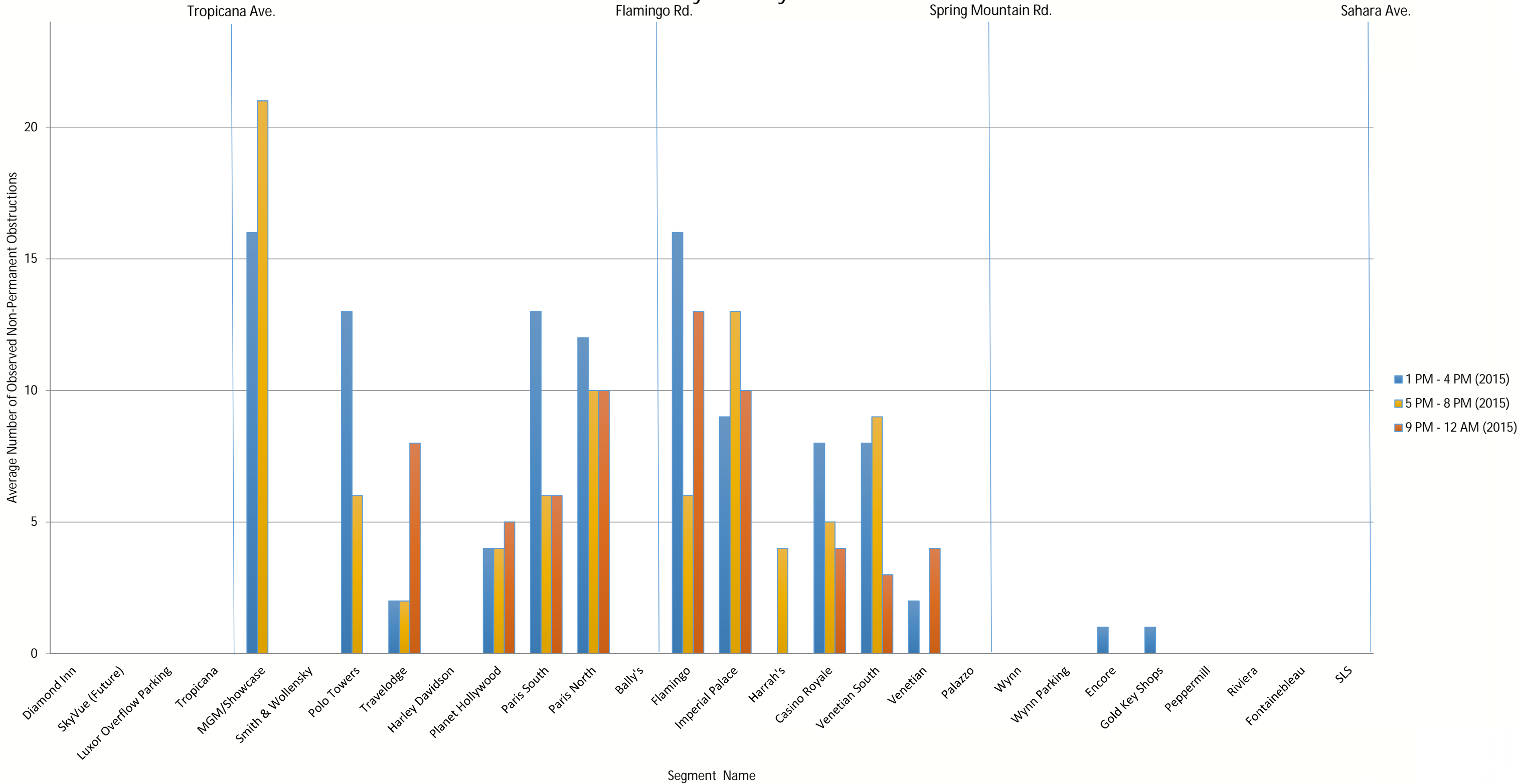


Adapted from Figure 3.53 of 2012 Study

NON-PERMANENT OBSTRUCTIONS

FIGURE 4.39

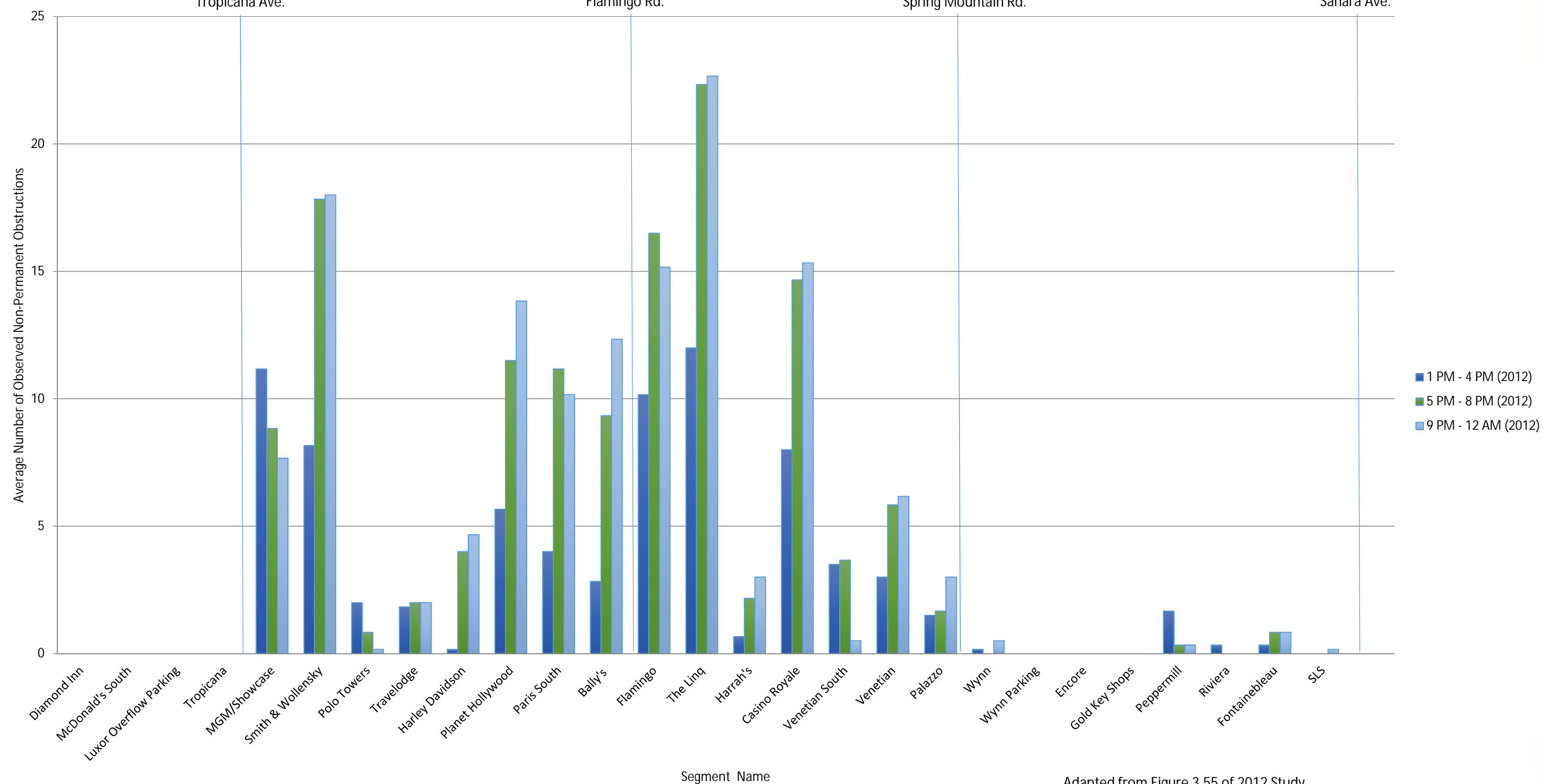
East Strip Non-Permanent Obstructions by Segment  
Holiday Satuday 5/23/15



NON-PERMANENT OBSTRUCTIONS



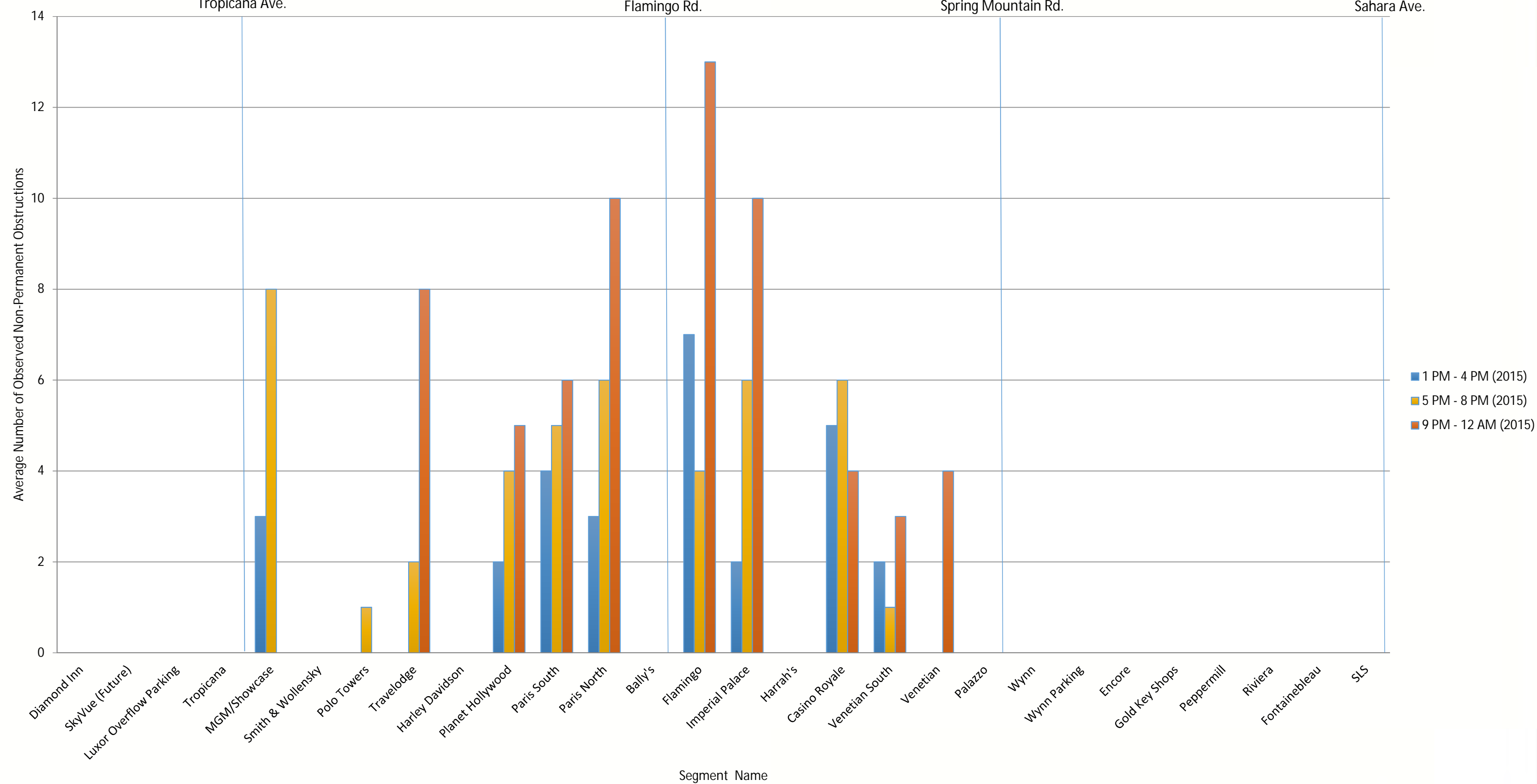
East Strip Non-Permanent Obstructions by Segment  
Typical Saturday 6/16/12



Adapted from Figure 3.55 of 2012 Study

NON-PERMANENT OBSTRUCTIONS

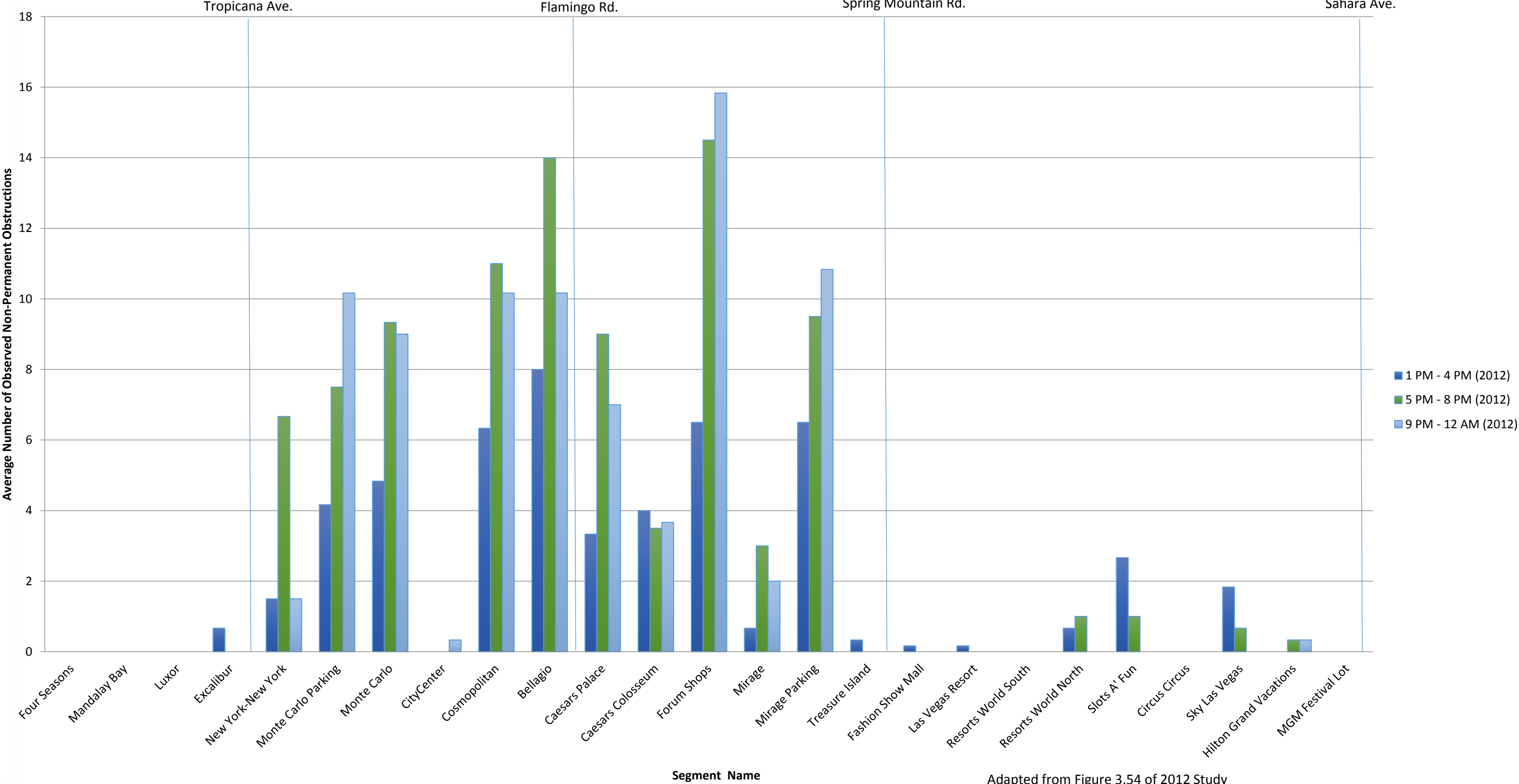
East Strip Non-Permanent Obstructions by Segment  
Typical Saturday 6/20/2015



NON-PERMANENT OBSTRUCTIONS



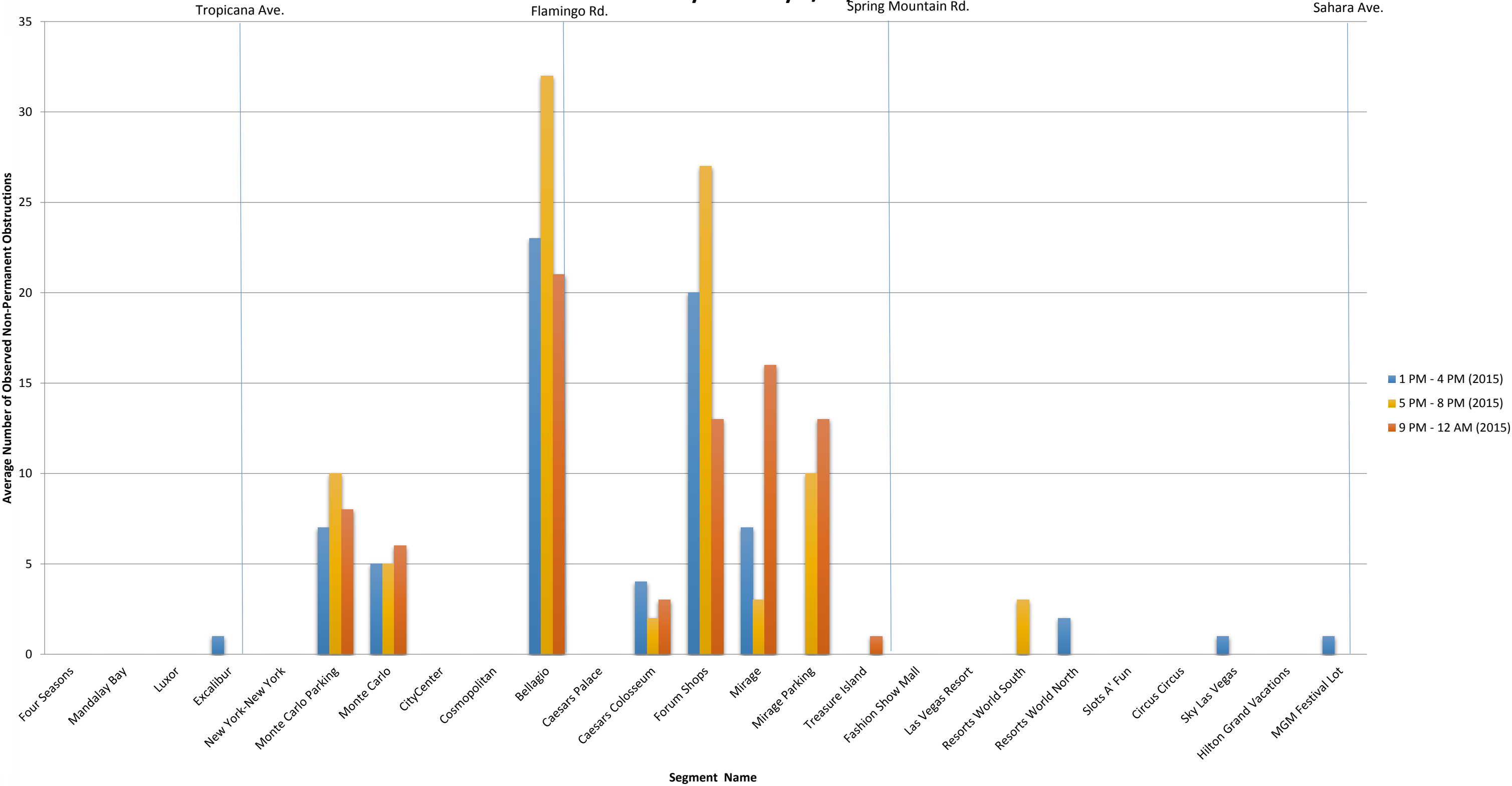
West Strip Non-Permanent Obstructions by Segment  
Holiday Saturday 5/26/12



Adapted from Figure 3.54 of 2012 Study

NON-PERMANENT OBSTRUCTIONS

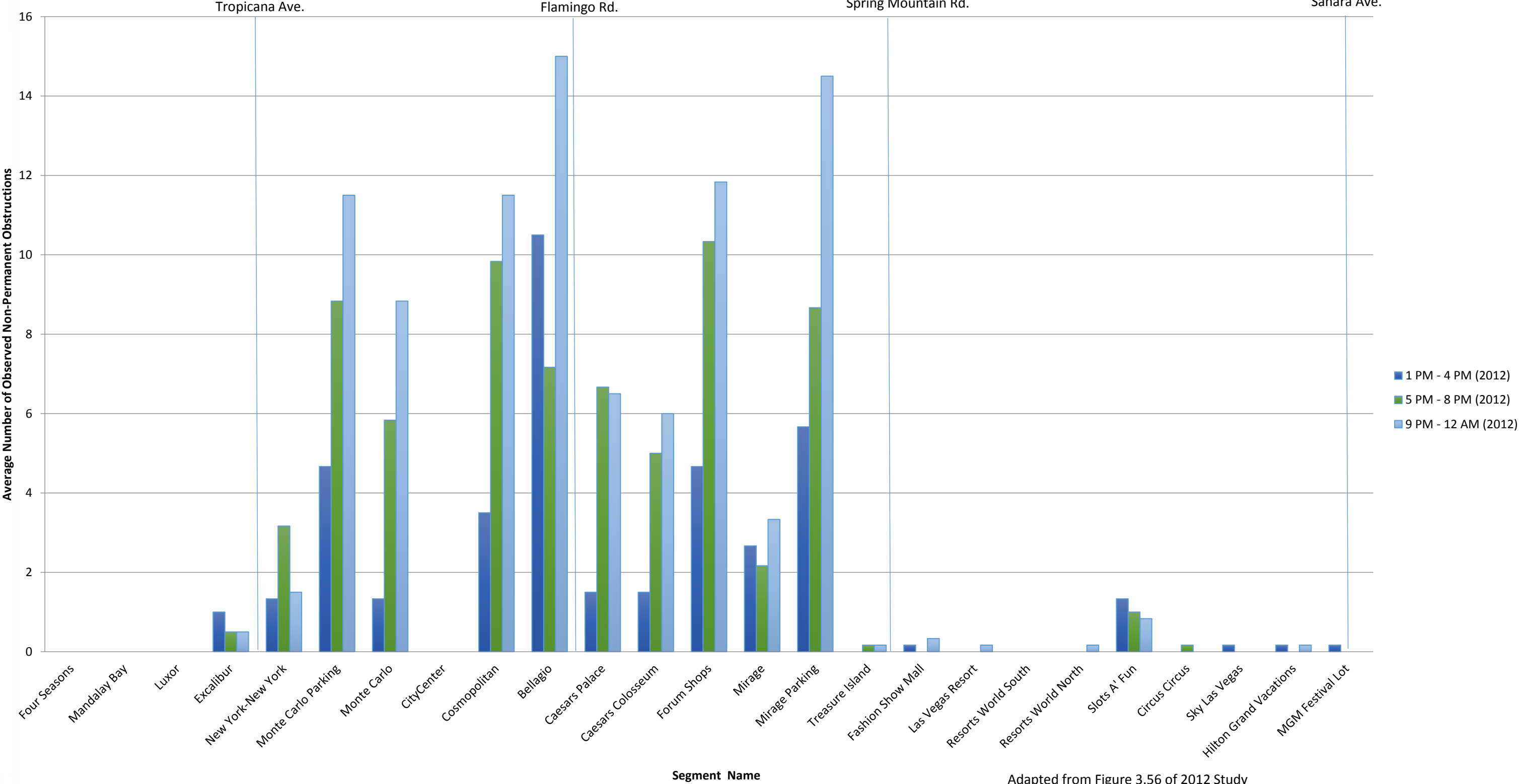
West Strip Non-Permanent Obstructions by Segment  
Holiday Saturday 5/23/15



NON-PERMANENT OBSTRUCTIONS



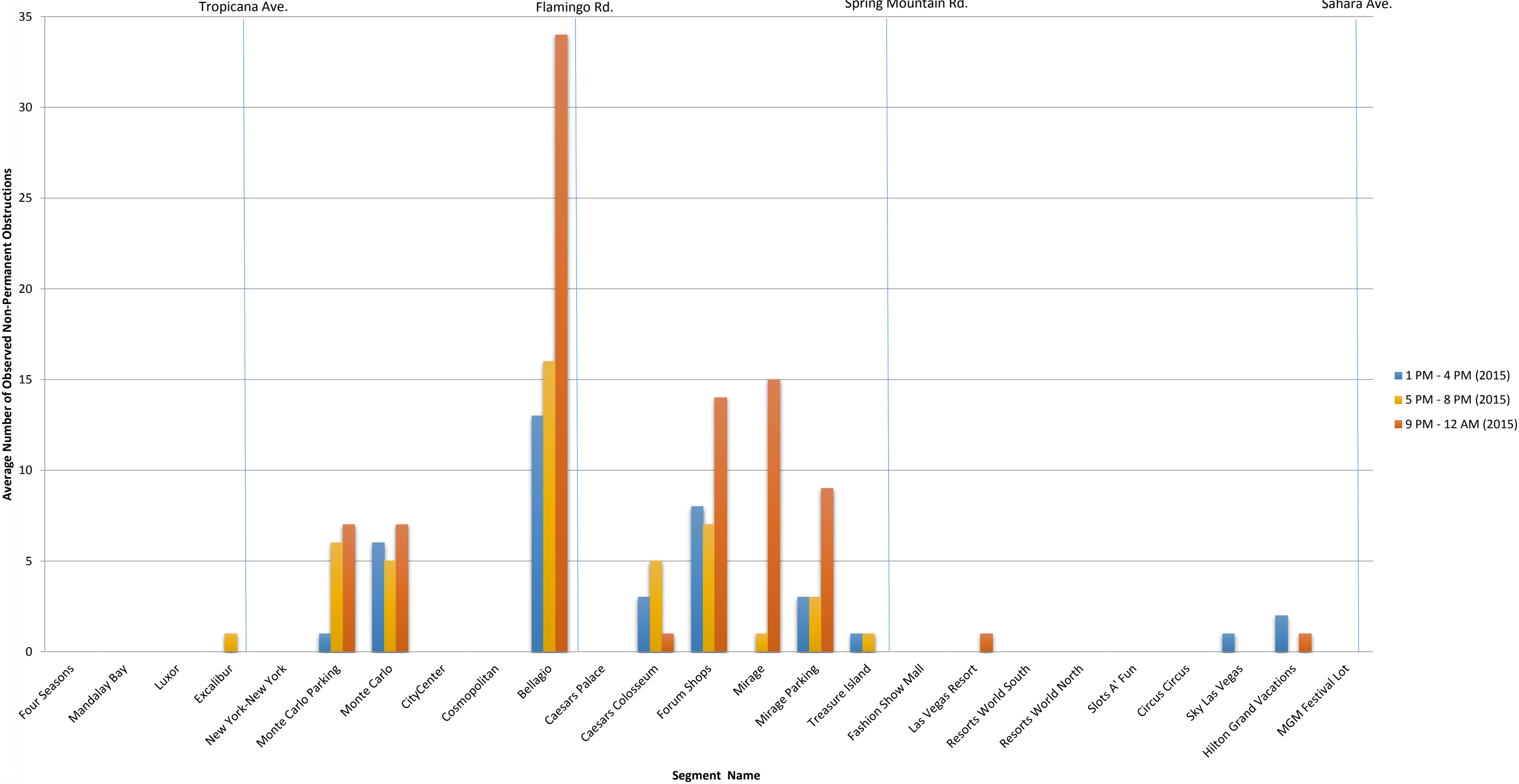
West Strip Non-Permanent Obstructions by Segment  
Typical Saturday 6/16/12



Adapted from Figure 3.56 of 2012 Study

NON-PERMANENT OBSTRUCTIONS

West Strip Non-Permanent Obstructions by Segment  
Typical Saturday 6/20/15



NON-PERMANENT OBSTRUCTIONS



4.3.1 Non-Permanent Obstructions on Pedestrian Bridges along Las Vegas Boulevard

A separate evaluation was conducted for non-permanent obstructions observed on the fifteen (15) pedestrian bridges within the re-study area. The maximum number of individuals identified to be non-permanent obstructions on the pedestrian bridges was observed to be ten (10) on the Harmon Avenue east pedestrian bridge between the Harley Davidson Café and the Miracle Mile Shops at Planet Hollywood Hotel/Casino.

Table 4.10 and Table 4.11 summarize the total observed number of non-permanent obstructions on each pedestrian bridge running parallel to (along) Las Vegas Boulevard within the Resort Corridor. Bridges “parallel to Las Vegas Boulevard” indicate bridges that carry pedestrians in the north/south direction parallel to Las Vegas Boulevard and are on the east and west side of intersections. Table 4.12 and Table 4.13 provide the distribution of the non-permanent obstruction types within the study corridor for 2012 and 2015 on the holiday and typical Saturdays respectively.

Table 4.10 – NPO’s on Pedestrian Bridges Parallel to Las Vegas Boulevard – Holiday Saturday

Pedestrian Bridge	1 PM - 4 PM		5 PM - 8 PM		9 PM - 12 PM	
	2012	2015	2012	2015	2012	2015
Tropicana East	2	3	1	0	1	4
Tropicana West	3	6	4	5	4	4
Harmon East	2	7	1	5	1	10
Harmon West	3	0	3	5	2	5
Flamingo East	5	0	3	3	1	2
Flamingo West	4	3	4	4	3	4
Spring Mountain East	1	2	3	4	2	2
Spring Mountain West	2	2	1	2	1	1

Table 4.11 – NPO’s on Pedestrian Bridges Parallel to Las Vegas Boulevard– Typical Saturday

Pedestrian Bridge	1 PM - 4 PM		5 PM - 8 PM		9 PM - 12 PM	
	2012	2015	2012	2015	2012	2015
Tropicana East	1	1	1	2	3	0
Tropicana West	3	8	2	2	2	5
Harmon East	3	4	2	0	3	3
Harmon West	2	0	2	2	3	4
Flamingo East	5	2	3	3	3	3
Flamingo West	3	3	3	4	3	7
Spring Mountain East	5	2	4	1	5	2
Spring Mountain West	2	2	3	5	2	3

Figure 4.47 through Figure 4.50 display the total number of non-permanent obstructions observed on pedestrian bridges for a holiday Saturday and a typical Saturday respectively for both 2012 and 2015. In comparing the pedestrian volume LOS on the pedestrian bridges in Table 4.5 and Table 4.6 and the average number of non-permanent obstructions on pedestrian bridges in Figure 4.47 through Figure 4.50, it can be seen that the average number of non-permanent obstructions increased from 2012 to 2015, generally. Additionally, the LOS decreased when pedestrian volumes were significant. The decrease in LOS is expected with the increase in non-permanent obstruction as the effective walkway width (W<sub>E</sub>) decreases and pedestrians are not provided the total walkway width (W) for walking. The Flamingo Road West and Harmon North pedestrian bridges were calculated to experience a LOS less than LOS C on the typical Saturday.

It is important to note that during 9 PM to 12 AM, the Flamingo Road west pedestrian bridge had four non-permanent obstructions on the bridge while it experienced a calculated LOS D volume conditions (calculated without any reduction of width due to non-permanent obstructions). This suggests that at least where pedestrian volumes are large, non-permanent obstructions are contributing to walkway congestion. Picture 4.14 and Picture 4.15 show pedestrian bridges with non-permanent obstructions in 2015 at Flamingo Road and Tropicana Avenue, respectively.



Picture 4.14 – Non-Permanent Obstructions (vendor) on Pedestrian Bridge – Flamingo Road West.



Picture 4.15 – Non-Permanent Obstructions on Pedestrian Bridge (handbillers) – Tropicana Avenue West.



Table 4.12 – NPO’s on Pedestrian Bridges Parallel to Las Vegas Boulevard – Holiday Saturday

Non-Permanent Obstruction Category	On Pedestrian Bridges		Within 15' of a pedestrian bridge landing	
	2012	2015	2012	2015
Handbiller	4	5	3	1
Performer	9	4	1	15
Solicitor	7	16	1	1
Vendor	4	4	0	1
Total	24	29	5	18

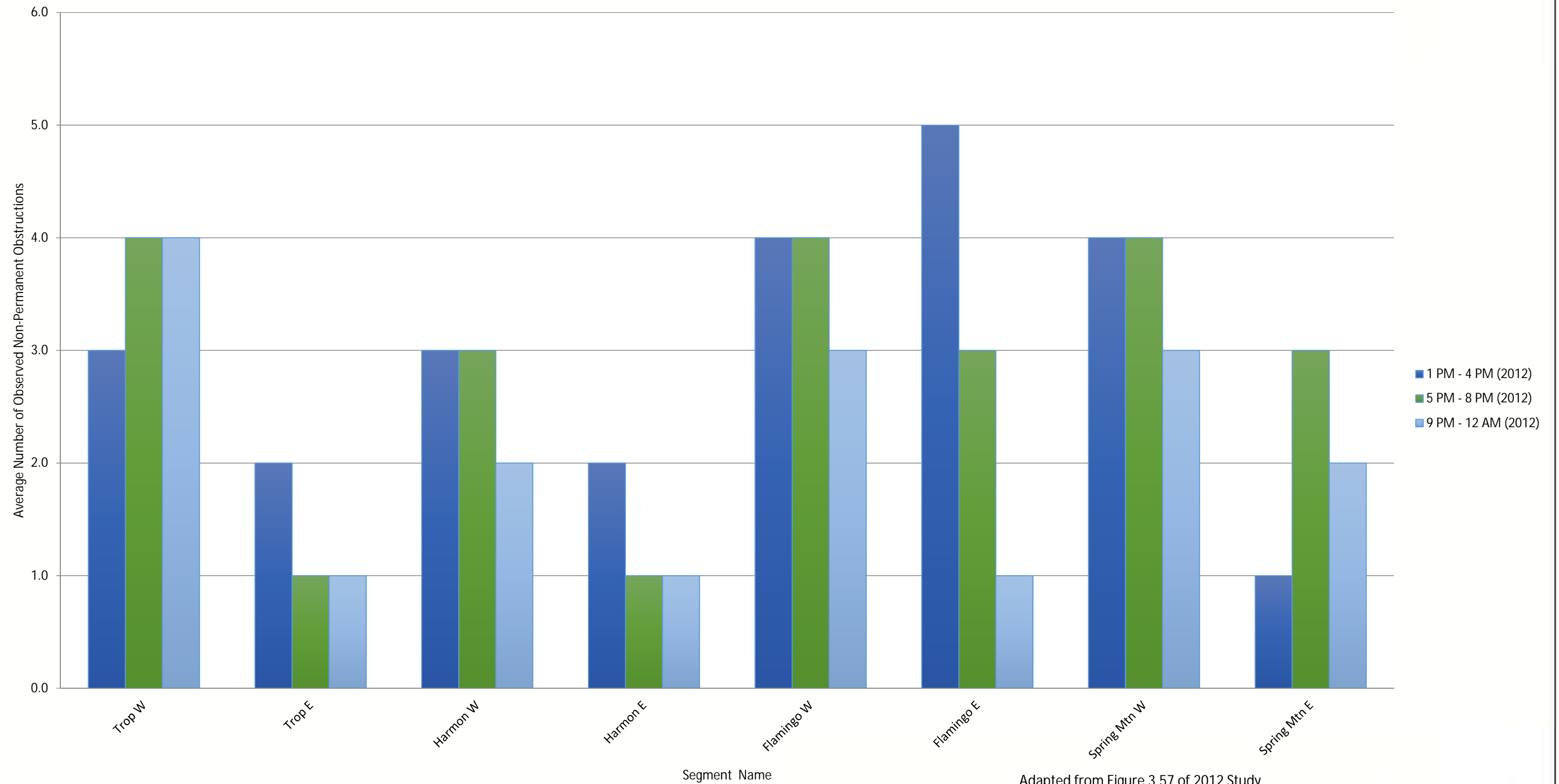
Table 4.13 –NPO’s on Pedestrian Bridges Parallel to Las Vegas Boulevard – Typical Saturday

Non-Permanent Obstruction Category	On Pedestrian Bridges		Within 15' of a pedestrian bridge landing	
	2012	2015	2012	2015
Handbiller	2	3	4	5
Performer	5	3	3	1
Solicitor	7	11	0	1
Vendor	6	10	0	0
Total	20	27	7	7





# Non-Permanent Obstructions by Pedestrian Bridge Holiday Saturday 5/26/12

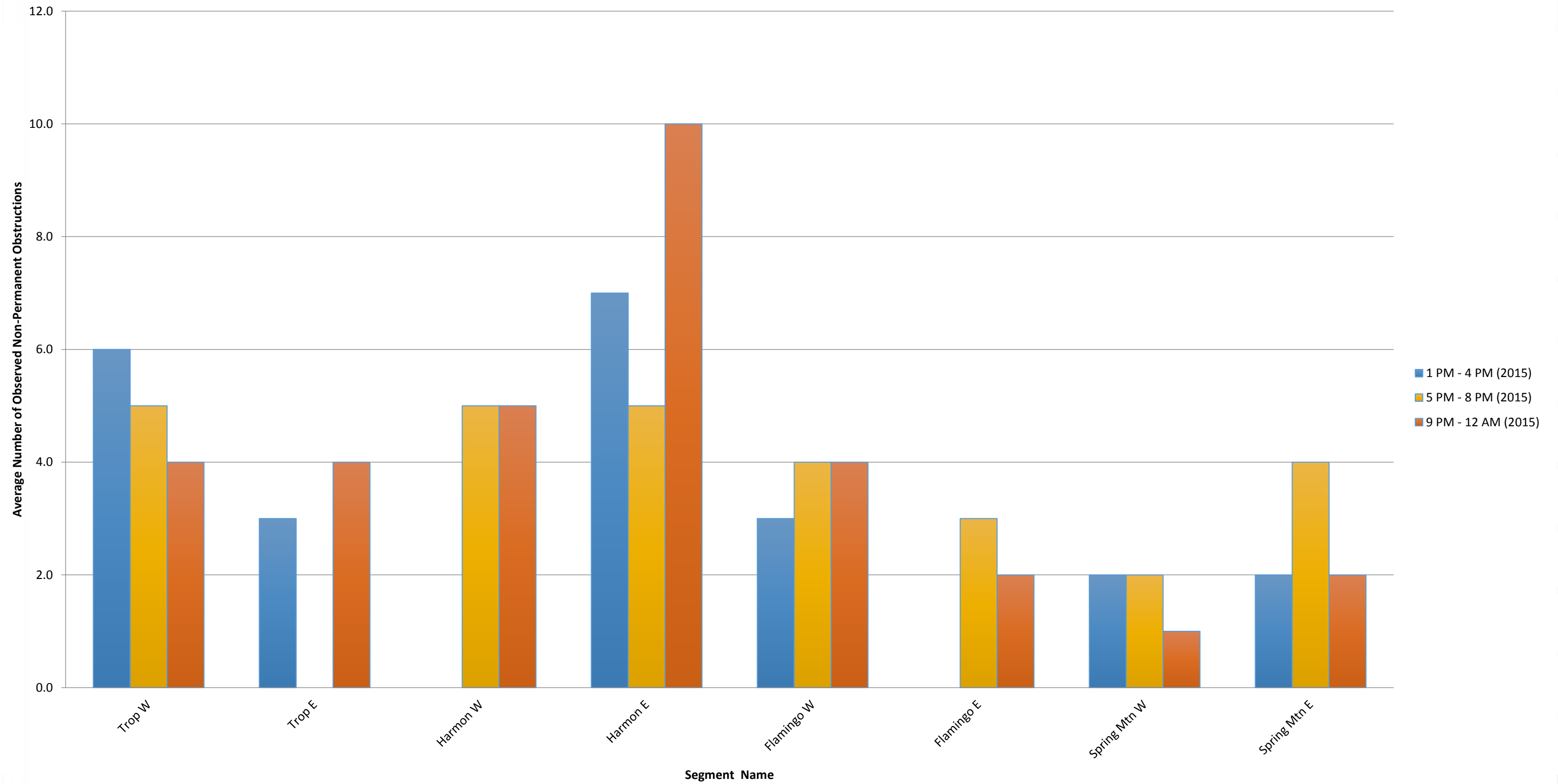


Adapted from Figure 3.57 of 2012 Study

**NON-PERMANENT OBSTRUCTIONS**

**FIGURE 4.47**

### Non-Permanent Obstructions by Pedestrian Bridge Holiday Saturday 5/23/15



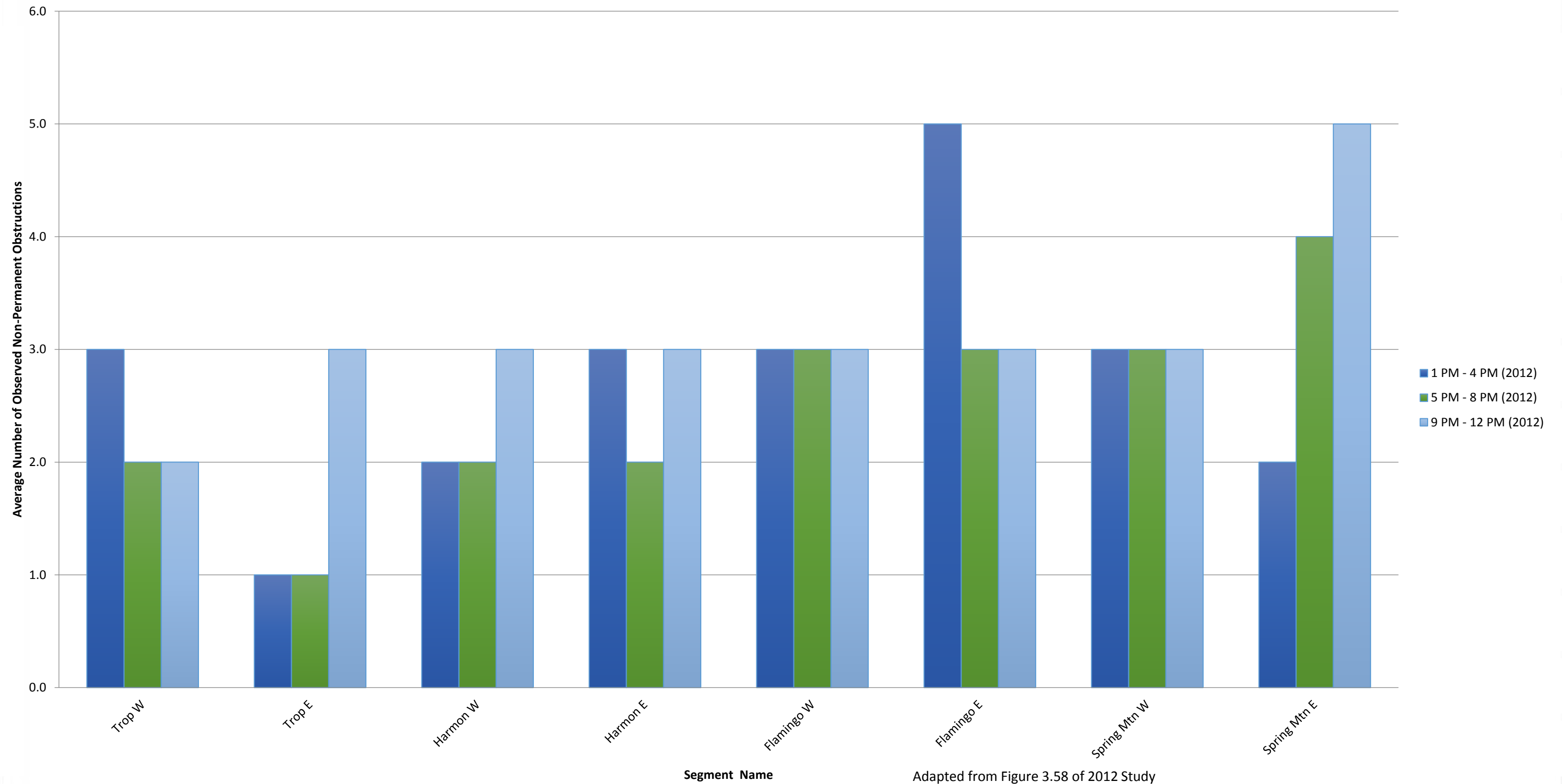
NON-PERMANENT OBSTRUCTIONS

FIGURE 4.48

91



### Non-Permanent Obstructions by Pedestrian Bridge Typical Saturday 6/16/12

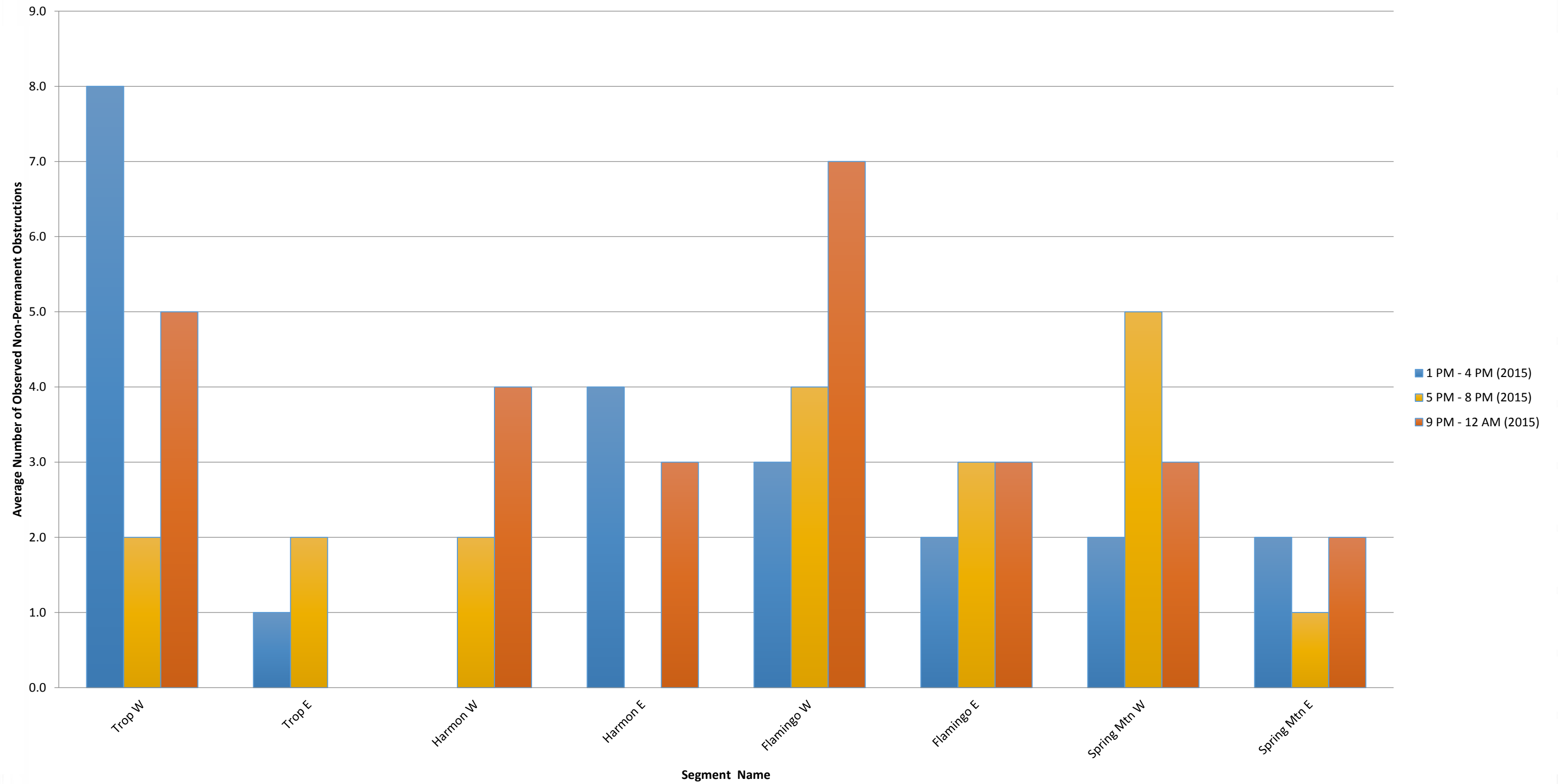


**NON-PERMANENT OBSTRUCTIONS**

**FIGURE 4.49**

92

### Non-Permanent Obstructions by Pedestrian Bridge Typical Saturday 6/20/15



**NON-PERMANENT OBSTRUCTIONS**

**FIGURE 4.50**



4.3.2 Non-Permanent Obstructions on Pedestrian Bridges Crossing Las Vegas Boulevard

In addition to the north/south pedestrian bridges, non-permanent obstructions were also quantified on east/west pedestrian bridges for this 2015 update. In order to provide a more direct comparison to the bridges that were represented in the 2012 data, the pedestrian bridges crossing Las Vegas Boulevard are discussed separately here. Bridges “crossing Las Vegas Boulevard” represent bridges that carry pedestrians in the east/west direction over Las Vegas Boulevard and are on the north and south side of intersections.

Table 4.14 provides a count summary for the average number of non-permanent obstructions observed for pedestrian bridges crossing Las Vegas Boulevard between Russell Road and Sahara Avenue during the holiday Saturday data collection effort in 2015. Table 4.15 provides a count summary for the average number of non-permanent obstructions observed for pedestrian bridges during the typical Saturday in 2015.

Table 4.14 – NPO’s on Pedestrian Bridges Crossing Las Vegas Boulevard – 5/23/2015

Number of Non-Permanent Obstructions – Holiday Saturday			
Pedestrian Bridge	1 PM – 4 PM	5 PM – 8 PM	9 PM – 12 AM
Tropicana South	1	0	2
Tropicana North	3	4	3
Harmon North	7	2	9
Flamingo South	3	1	1
Flamingo North	4	0	0
Sirens Cove South	1	1	1
Spring Mountain North	0	1	3

Table 4.15 –NPO’s on Pedestrian Bridges Crossing Las Vegas Boulevard –6/20/2015

Number of Non-Permanent Obstructions – Typical Saturday			
Pedestrian Bridge	1 PM – 4 PM	5 PM – 8 PM	9 PM – 12 AM
Tropicana South	1	2	1
Tropicana North	4	7	4
Harmon North	2	3	7
Flamingo South	1	0	2
Flamingo North	0	0	0
Sirens Cove South	0	0	1
Spring Mountain North	0	0	3

The distribution of the non-permanent obstruction types on these bridges for 2015 is given in Table 4.16 for both the holiday and typical Saturdays.

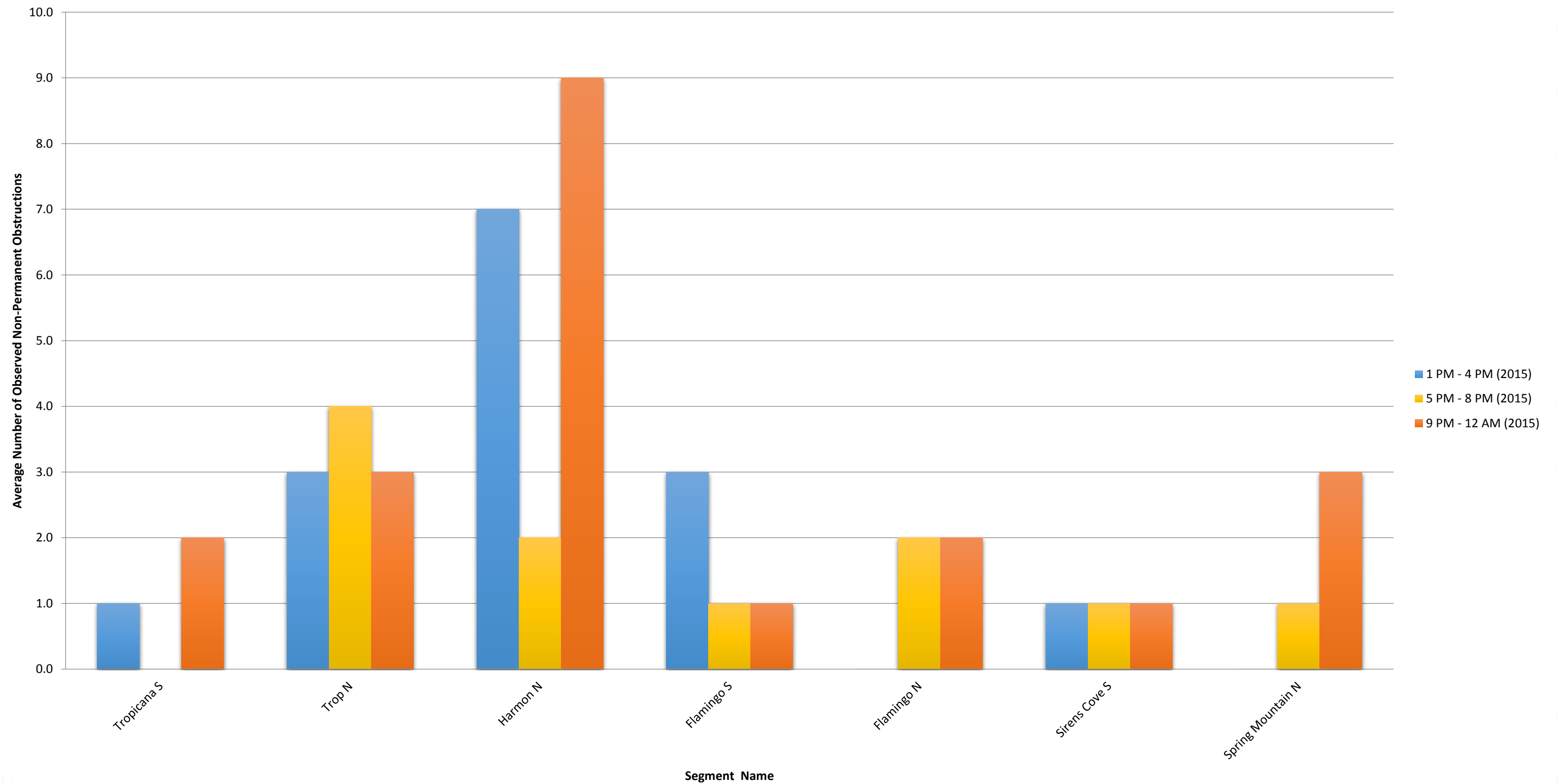
Table 4.16 – Distribution of NPO’s on Pedestrian Bridges Crossing Las Vegas Boulevard

Non-Permanent Obstruction Category	On Pedestrian Bridges (Holiday Sat.)	On Pedestrian Bridges (Typ. Sat.)
Handbiller	12(26%)	10(26%)
Performer	16(34%)	10(26%)
Solicitor	16(34%)	13(35%)
Vendor	3(6%)	5(13%)
Total	47	38

Figure 4.51 and Figure 4.52 display the total number of non-permanent obstructions observed on east/west pedestrian bridges for a holiday Saturday and a typical Saturday respectively.



## Non-Permanent Obstructions by Pedestrian Bridge Holiday Saturday 5/23/15

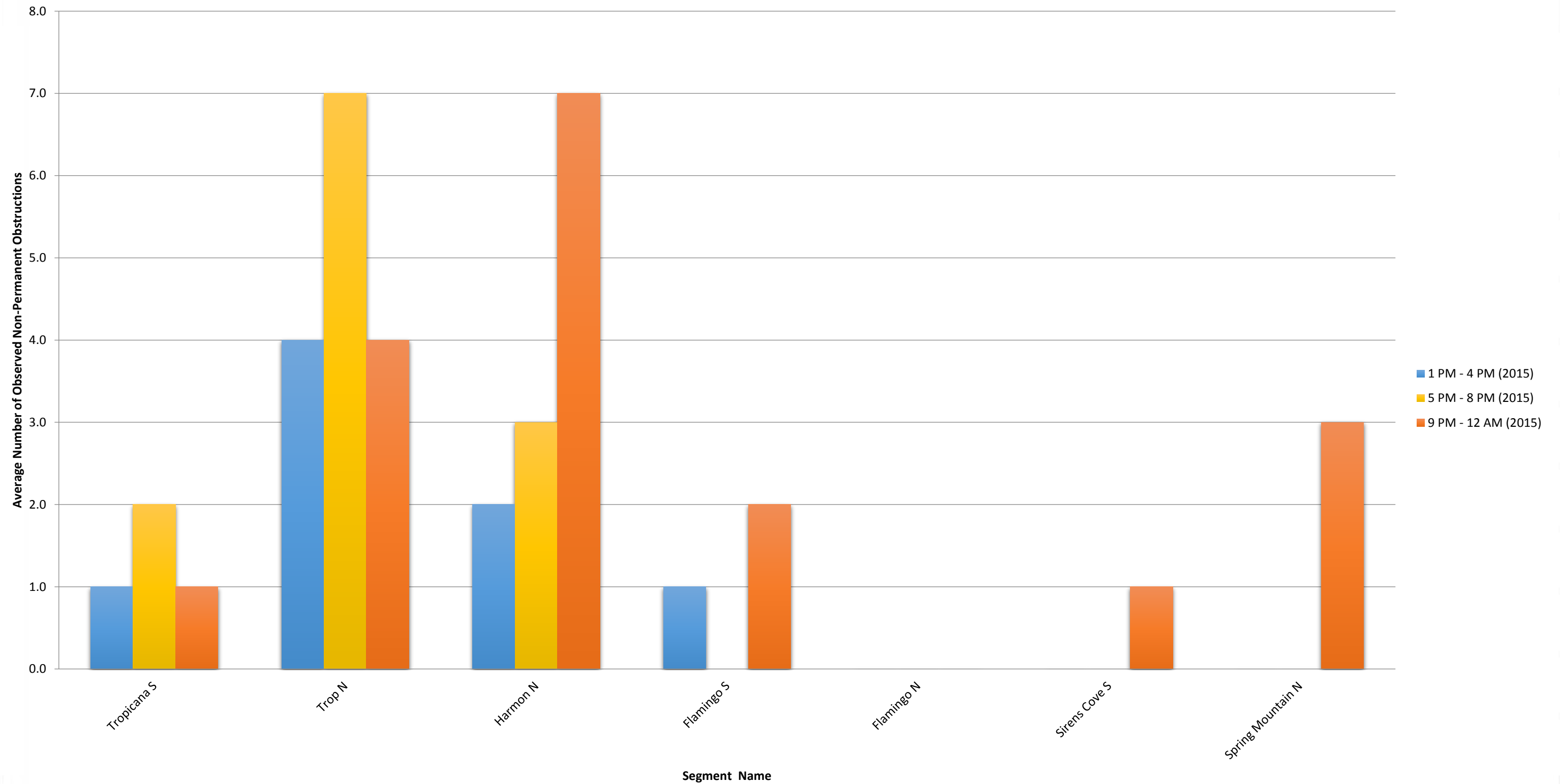


**NON-PERMANENT OBSTRUCTIONS**

**FIGURE 4.51**



## Non-Permanent Obstructions by Pedestrian Bridge Typical Saturday 6/20/15



**NON-PERMANENT OBSTRUCTIONS**

**FIGURE 4.52**

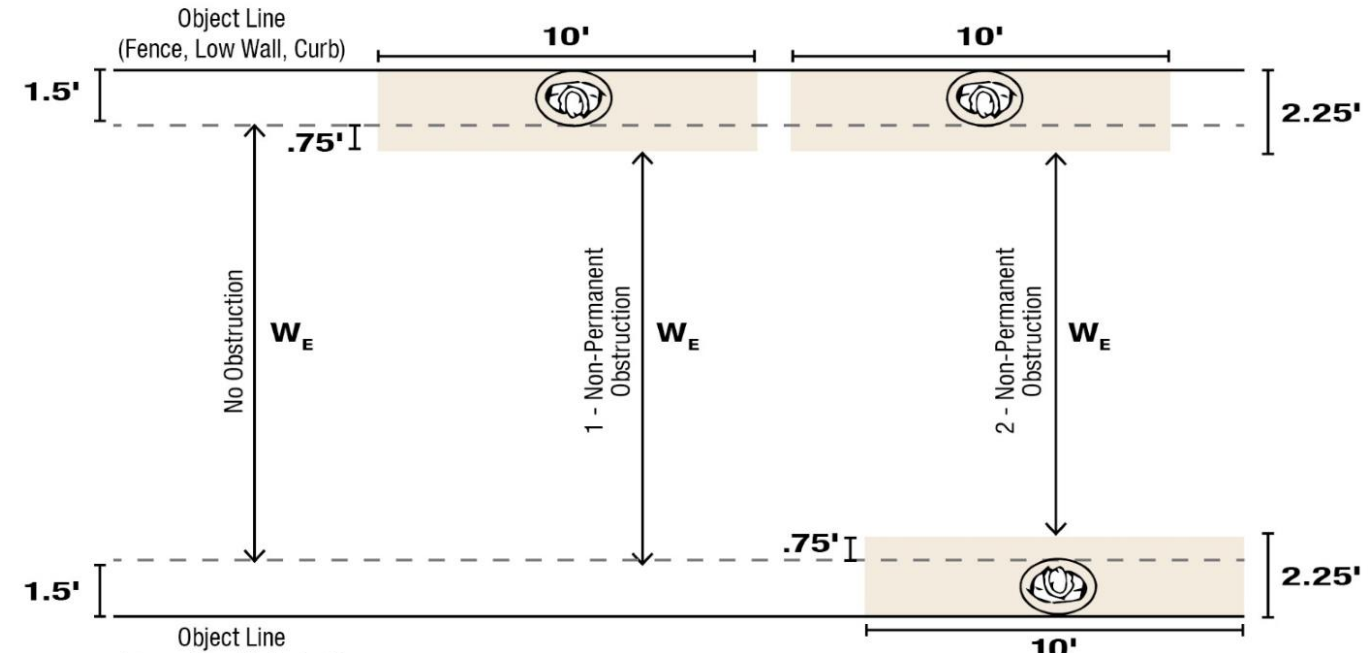
96

### 4.3.3 Theoretical Analysis of Non-Permanent Obstructions' Effect on LOS

The LOS evaluation and the associated **Figure 4.9** through **Figure 4.29** were completed assuming the full effective walkway width ( $W_E$ ) was available for pedestrian traffic. If a non-permanent obstruction is theoretically present along the side of the walkway, the effective walkway width ( $W_E$ ) is reduced and the LOS of the walkway could also be reduced. An additional theoretical analysis was conducted to determine the LOS impact of one (1) non-permanent obstruction (NPO) standing on the side of the walkway which results in a reduction of 2.25 feet from the effective walkway width ( $W_E$ ). The same analysis was then conducted assuming two (2) non-permanent obstructions were standing on opposite sides of the walkway directly across from each other. See **Section 3.1.3** for background information on the effects of a person standing within a walkway. **Figure 4.53** displays graphically the reduction in effective walkway width when zero, one, and two non-permanent obstructions are present while **Figure 4.54** through **Figure 4.57** compare the segments that exceed level of service C with zero, one, and two non-permanent obstructions.

Under these conditions the count locations presented in **Table 4.17** were calculated to degrade to below LOS C. Level of Service conditions presented in **Table 4.17** below are based on maximum 15-minute volumes for the count location.

It is important to note that the benefits of improvements and capital expended by the County to improve the "Strip" walkways can be rapidly reduced when non-permanent obstructions are present.



**Figure 4.53 – Effective Walkway Width ( $W_E$ ) Diagram with Zero, One, and Two Obstructions**

**Table 4.17 – NPO's Effect on LOS with Maximum Observed Volumes (Holiday or Typical Saturday)**

	Count Location	WE Existing	LOS Existing	Time of Day Exceed LOS C	WE w/ 1 NPO	LOS w/ 1 NPO	Time of Day Exceed LOS C	WE w/ 2 NPOs	LOS w/ 2 NPOs	Time of Day Exceed LOS C
2	Tropicana West Bridge	11.8	D	6:30PM-7:00PM	11	D	6:30PM-7:00PM	10.3	D	6:30PM-7:00PM
M11	Food Court	13	C	-	12.3	C	-	11.5	D	10:30PM-10:45PM
Metro1	Harley Davidson	13	C	-	12.3	D	8:00PM-8:15PM	11.5	D	8:00PM-8:15PM
7	Harmon West Bridge	12.5	D	7:45PM-8:00PM	11.8	D	7:45PM-8:00PM	11	E	7:45PM-9:00PM
M4	Harmon North Bridge	12.3	D	10:30PM-10:45PM	11.6	D	10:30PM-11:00PM	10.8	D	10:30PM-11:00PM
9	Bally's Bazaar	14.5	C	-	13.8	D	9:45PM-10:00PM	13	D	9:45PM-10:00PM
11	Flamingo West Bridge	12	D	8:45PM-12:15AM	11.3	D	8:45PM-12:15AM	10.5	D	3:30PM-12:15AM
Metro3	Cromwell	11.5	D	2:15PM-12:45AM	10.8	E	2:15PM-1:30AM	10	D	2:15PM-1:30AM
12	Margaritaville	8.5	E	5:15PM-12:45AM	7	E	4:15PM-1:00AM	6.3	E	2:00PM-1:30AM
M6	Caesars South	6.8	E	3:45PM-12:45AM	6.1	E	3:30PM-12:45AM	5.3	F	3:15PM-12:45AM
13	Forum Shops	12	C	-	11.3	D	8:45PM-9:00PM	10.5	D	8:45PM-9:00PM
CC3	Venetian South	6.3	E	12:00PM-12:00AM	5.6	E	12:00PM-12:00AM	4.8	F	12:00PM-12:00AM
Metro4	Venetian North	7	D	9:45PM-11:45PM	6.3	D	5:15PM-12:30AM	5.5	D	3:30PM-12:30AM



**2015  
Non-Permanent Obstruction Absent**



SEE FIGURE 4.55

**2015  
One Non-Permanent Obstruction**



SEE FIGURE 4.55

**Legend (2015)**

- LOS < C when NPO Absent
- LOS < C when 1 NPO is present
- R# Segment Reference Number
- R# Segment No Longer Less than LOS C in 2015 with No Non-Permanent Obstructions

**COMPARISON OF SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C WITH ONE NON-PERMANENT OBSTRUCTION TROPICANA AVE. TO FLAMINGO RD.**

**FIGURE 4.54**





**COMPARISON OF SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C WITH ONE NON-PERMANENT OBSTRUCTION FLAMINGO RD. TO SPRING MOUNTAIN RD.**

**FIGURE 4.55**



**2015  
Non-Permanent Obstruction Absent**



SEE FIGURE 4.57

**2015  
Two Non-Permanent Obstructions**



SEE FIGURE 4.57

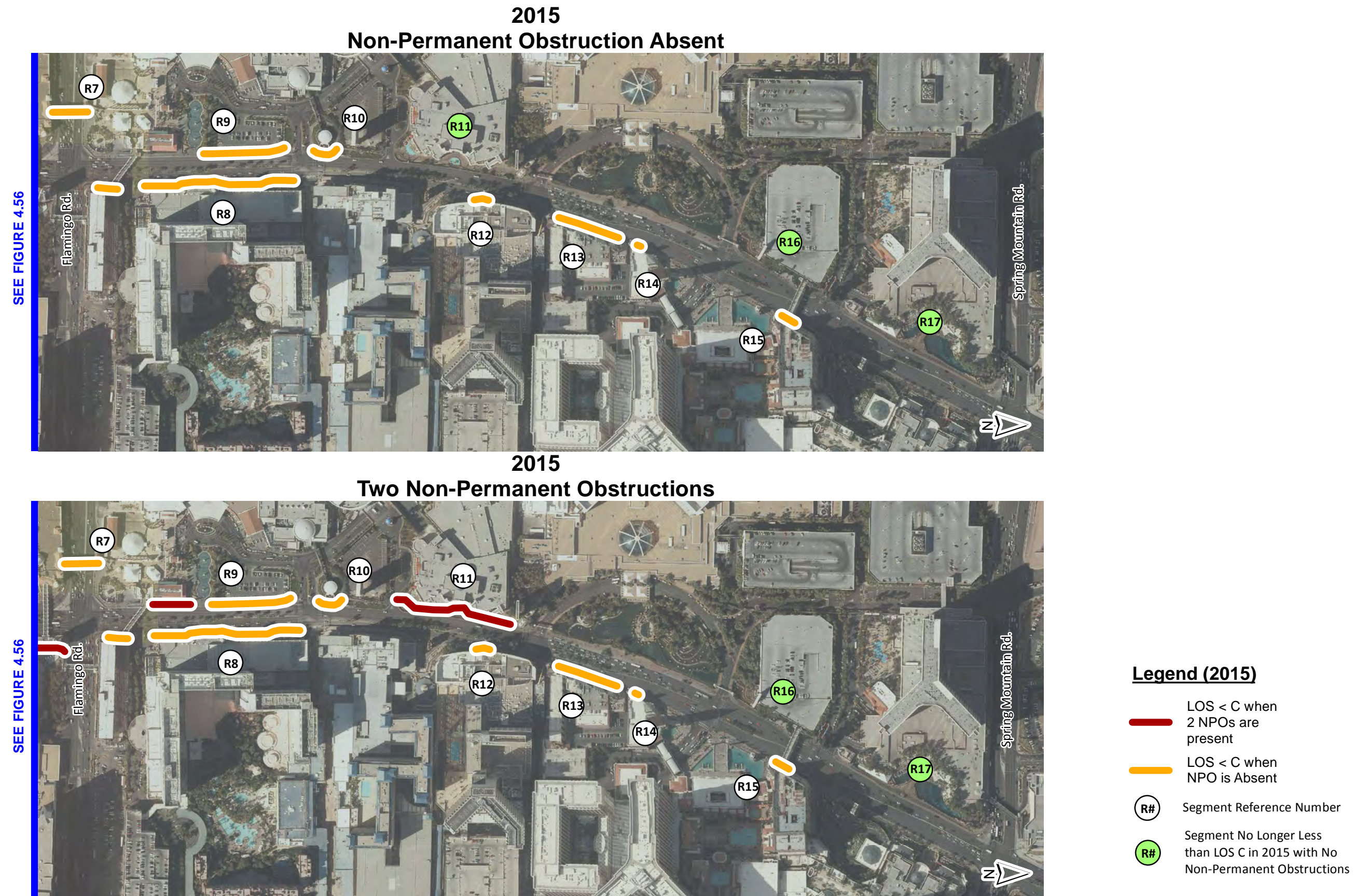
**Legend (2015)**

- LOS < C when  
2 NPOs are  
present
- LOS < C when  
NPO is Absent
- Segment Reference Number
- R# Segment No Longer Less  
than LOS C in 2015 with No  
Non-Permanent Obstructions

**COMPARISON OF SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C WITH TWO NON-PERMANENT OBSTRUCTIONS  
TROPICANA AVE. TO FLAMINGO RD.**

**FIGURE 4.56** 100





**COMPARISON OF SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C WITH TWO NON-PERMANENT OBSTRUCTIONS FLAMINGO RD. TO SPRING MOUNTAIN RD.**

**FIGURE 4.57**



4.4 Bus Stop Queuing

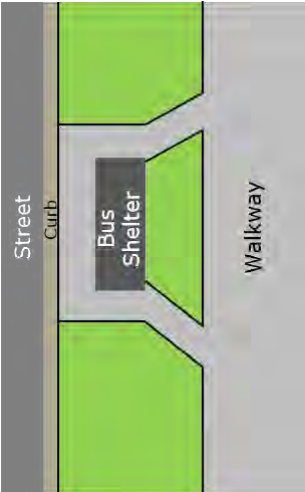
The twenty-eight (28) bus stops within the corridor are classified into three types as defined in the 2012 Pedestrian Study:

- Type 1 bus stops have separate queuing areas that are isolated from the pedestrian walkway and bus queuing does not affect the pedestrian flow in these locations (see **Figure 2.5**).
- Type 2 bus stops have queue areas in front of the pedestrian walkway, affording queue space for transit riders outside the stream of pedestrian traffic (see **Figure 2.6**).
- Type 3 bus stops have queue areas behind the pedestrian walkway and can experience congestion when transit passengers are boarding, alighting the bus, and potentially while waiting for the bus to arrive (see **Figure 2.7**).

Only Type 2 and Type 3 bus stops were analyzed in the 2015 study of the “Strip”. As noted in **Section 2.10**, the bus stops at Harrah’s and Monte Carlo were converted to Type 1 bus stops since the 2012 Pedestrian Study. For comparison, these two Type 1 bus stops were analyzed as well as the Type 2 and Type 3 bus stops within the study area.

Following the methodology used in the 2012 Pedestrian Study, the maximum 15-minute boarding number was evaluated at each Type 2 and Type 3 bus stop. In some cases, where bus queuing is significant, queues overcrowd the queuing area and spill into the adjacent pedestrian walkway. Bus stops were not further analyzed if 375 or less pedestrians per 15 minutes were observed passing by the bus stop during the Memorial Day holiday weekend (May 23, 2015). A volume of 375 pedestrians in 15 minutes requires an effective walkway width of 2.5 feet to maintain a LOS C. The 375 pedestrian volume is based on the pedestrian volume capacity of a four-foot walkway with LOS C. Bus stops were also excluded from further evaluation if the maximum 15-minute boarding was less than 15 people. For 15 people, the queue space is calculated to be 105 square feet at 7.0 square feet per person for a queuing LOS of C.

Of the nine (9) stops identified for analysis, five (5) were documented to have a maximum 15-minute boarding during the holiday Saturday of May 23, 2015, while the remaining four (4) were found to have maximum boardings on the typical Saturday, June 20, 2015. The maximum boarding volumes as provided by the RTC of Southern Nevada were used in the evaluation of the bus stop queuing areas. **Figure 4.58** through **Figure 4.63** show bus stop locations, types, as well as the maximum 15-minute boarding for both data collection dates in 2012 and 2015 (see also **Figure 2.4** for stop location and type). To maintain a queue space of LOS C or better, each person in a bus stop queue area requires a minimum of seven square feet. This area allows for an 18-inch no-touch zone for each queued person. **Table 4.19** shows the maximum queues at each of the identified bus stops and the queue area required for LOS C to serve that maximum queue.



Type 1 (Isolated) Bus Stop Example (Figure 2.5)



Type 2 (Front of Walk) Bus Stop Example (Figure 2.6)



Type 3 (Behind Walk) Bus Stop Example (Figure 2.7)

To provide a comparison to the bus stop analysis conducted in the 2012 Pedestrian Study, the bus stops listed below in **Table 4.18** were further evaluated in the 2015 update:

Table 4.18 – Bus Stops Included in Queuing Analysis

Bus Stop	Type
Monte Carlo South	1
Polo Towers North	3
Bellagio South	3
Paris North	2
Harrah’s North	1
Caesars Palace South	2
Mirage South	2
Treasure Island South	3
Venetian North	2

Table 4.19 – Bus Stop Max Boardings and Queue Area

Bus Stop	Day	Maximum 15-minute volume	Maximum 15-minute boardings	Demand Queue Area (sq. ft.)	Existing Queue Area (sq. ft.)	Existing Queue Area (2012) (sq. ft.)
Monte Carlo S	5/23	1025	22	154	440	400
Polo Towers N	5/23	1,772	47	329**	265	265
Bellagio S	6/20	2,189	64	448	900	900
Paris N	5/23	2,007	74	518	520	260
Harrah’s N*	5/22	1,364	78	546**	440	375
Caesars S	5/22	1,997	39	273	321	321
Mirage S	6/20	1,749	37	245	279	279
Treasure Island S	6/20	1,331	35	245	360	148
Venetian N	6/20	1,385	47	329**	312	312

\*Previously named/located Flamingo N

\*\*Demand Queue Exceeds Existing Area



Further evaluation of the individual bus stops showed that the bus stops in **Table 4.20** have adequate queue area within and in front of the shelter. For Type 3 bus stops (with bus shelter behind the pedestrian walkway), a minimum four-foot walk was calculated to be provided.

**Table 4.20 – Analyzed Bus Stops with Adequate Queue Area**

Bus Stop	Type
Monte Carlo S	1
Bellagio S	2
Paris N	2
Caesars S	2
Mirage S	2
Treasure Island S	3

The remaining bus stops were determined to lack the amount of queue space that is desired for the maximum boardings while maintaining a LOS C queue area. These bus stops are included in **Table 4.21**.

**Table 4.21 – Analyzed Bus Stops with Inadequate Queue Area**

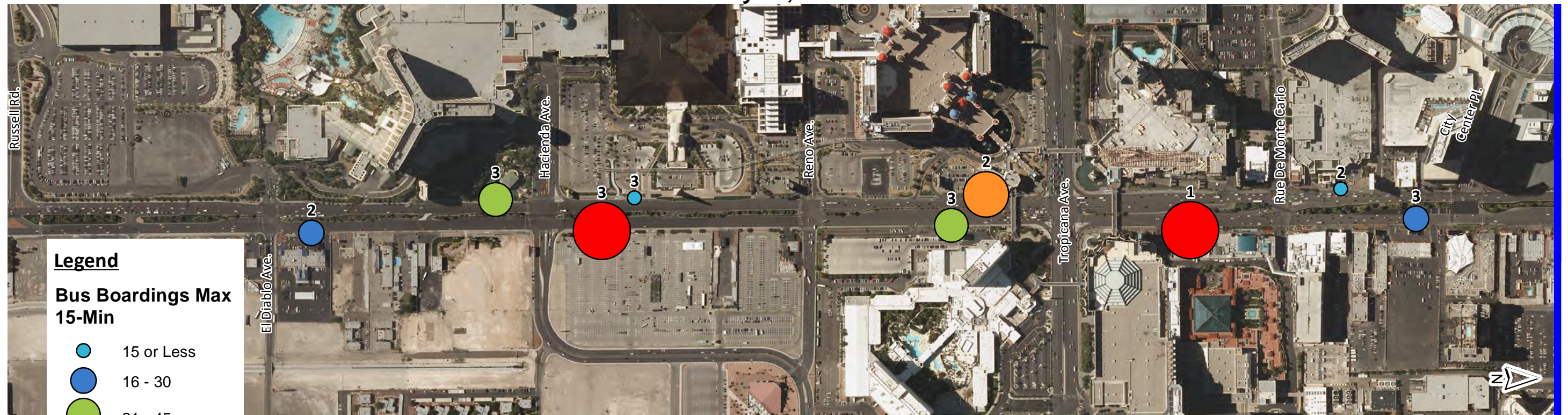
Bus Stop	Type
Polo Towers N	3
Harrah’s N	1
Venetian N	2

The bus stop evaluation of LOS for passenger queuing suggests that where insufficient queue area is identified, 15 feet on either side and in front of the bus shelter should be reserved for bus patrons by restricting non-permanent obstructions. The LOS evaluation also concluded that all Type 2 and Type 3 bus stops should allow the area between the queue area and the curb to be available for only queued and walking pedestrians with a recommended delineated no-obstructive use zone. In addition, from field observations, all Type 1 bus stops should also be considered for no-obstructive use zones to encourage transit use by maintaining queue areas of LOS C or better and aiding transit rider flow in front of Type 1 bus stops.



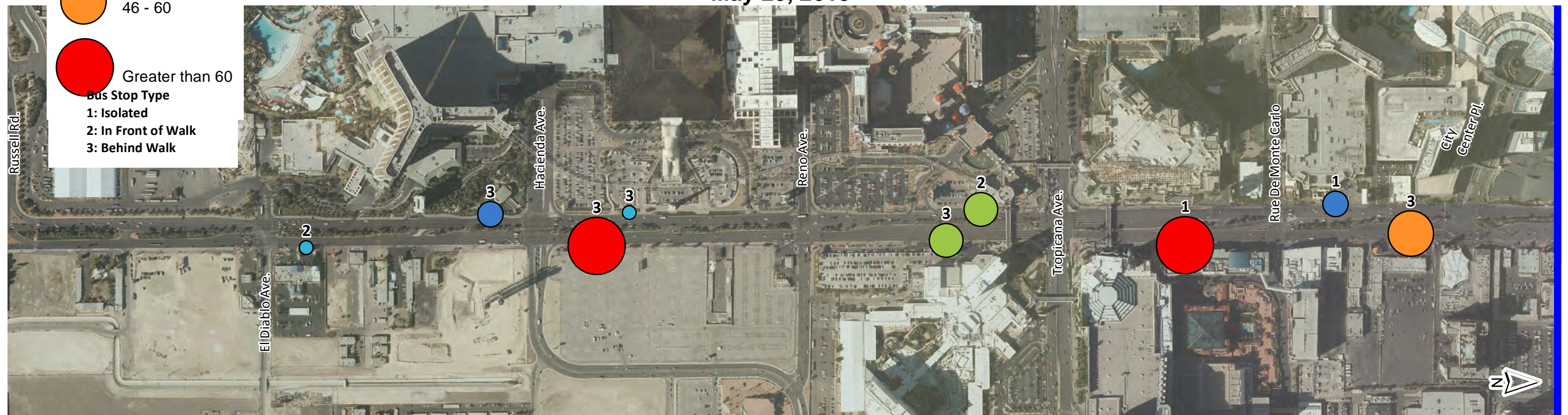


May 26, 2012



SEE FIGURE 4.59

May 23, 2015



SEE FIGURE 4.59

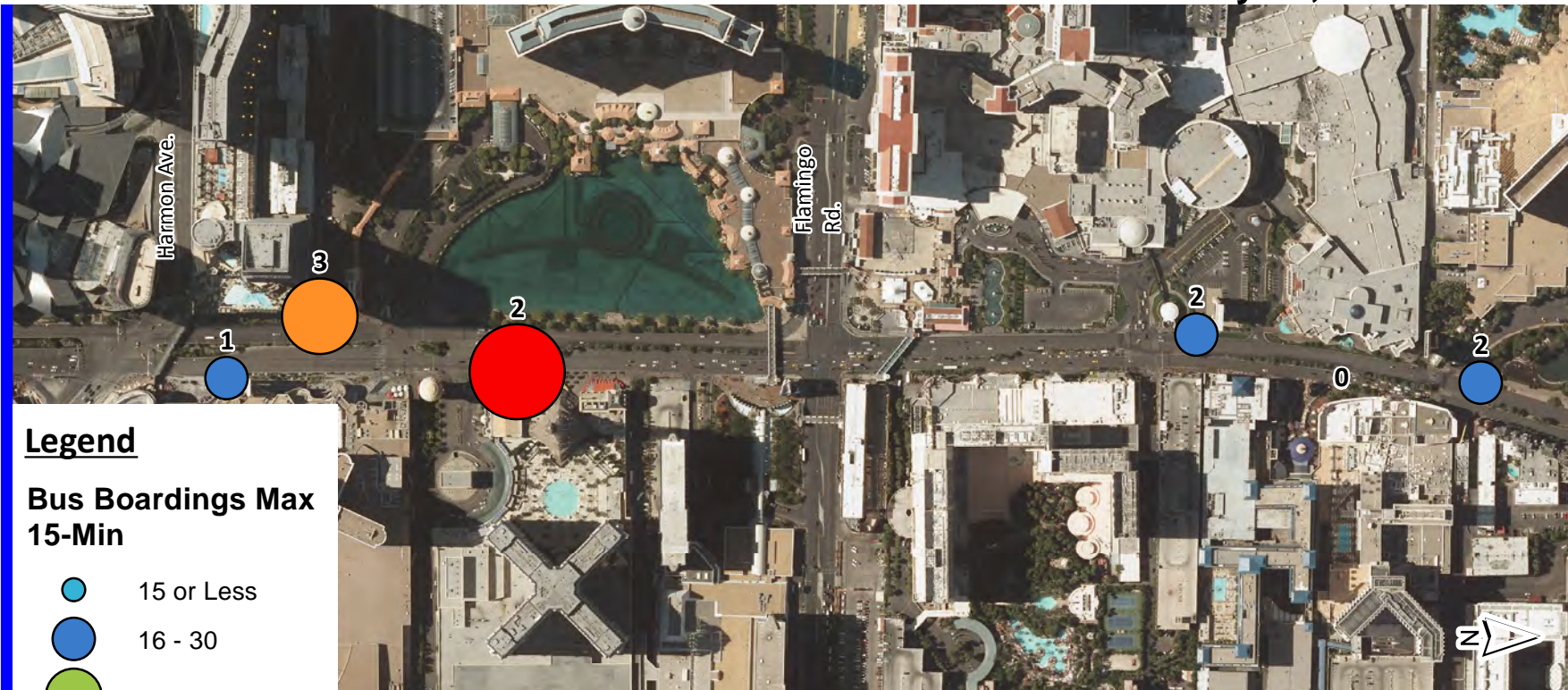
\* Type "0" Bus Stops represent bus stops that have moved or been removed.

**MAX PEAK 15-MINUTE BUS BOARDING  
RUSSELL RD. TO CITY CENTER PL. (HOLIDAY SATURDAY)**

**FIGURE 4.58**

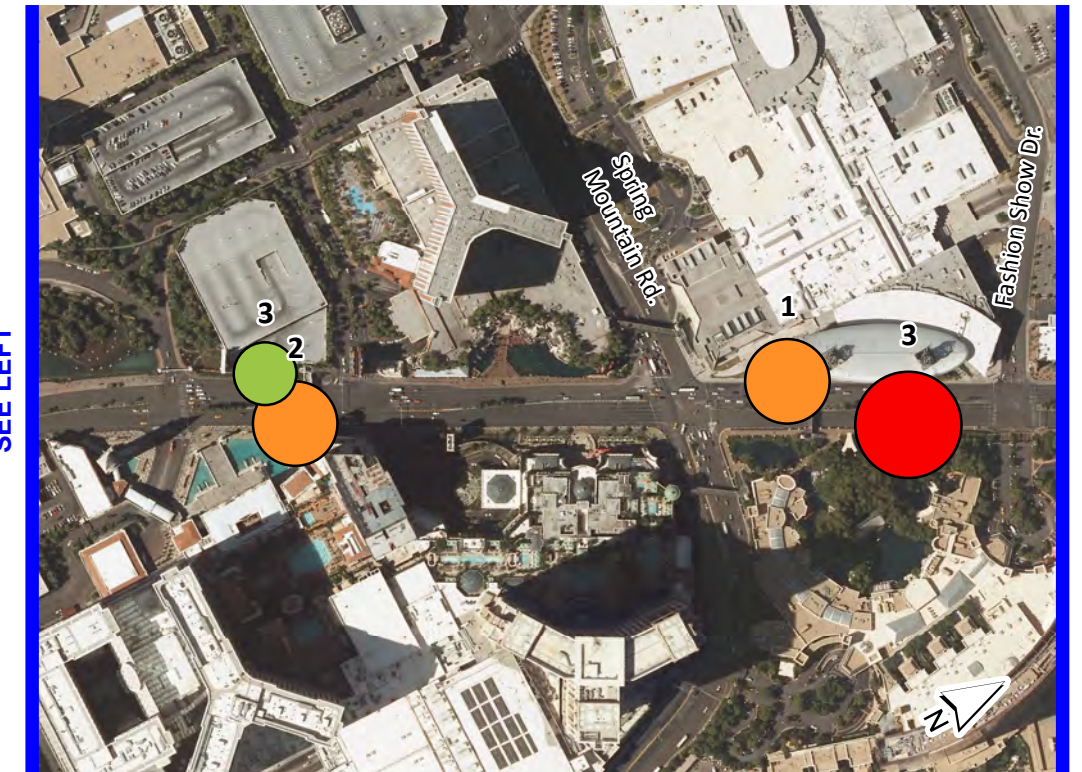


May 26, 2012



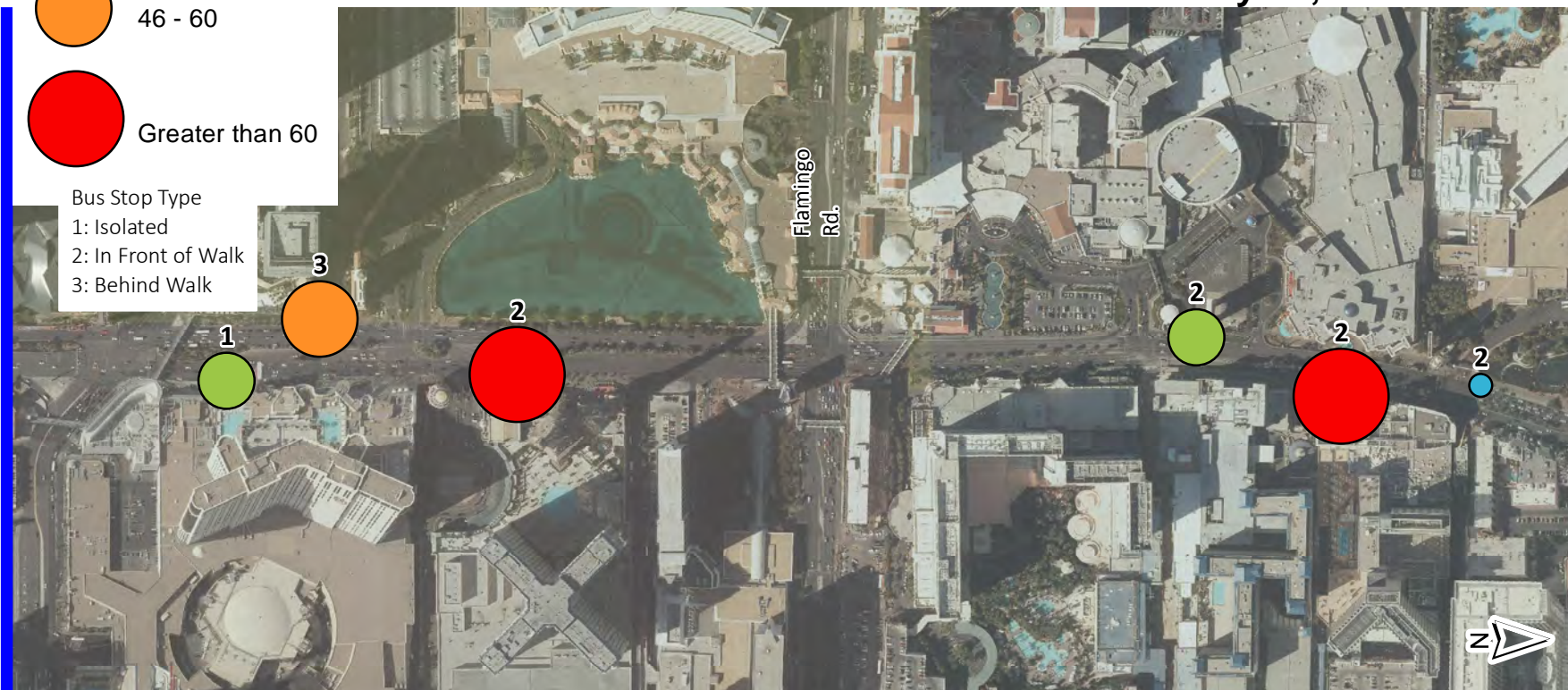
SEE FIGURE 4.58

SEE RIGHT  
SEE LEFT



SEE FIGURE 4.60

May 23, 2015



SEE FIGURE 4.58

SEE RIGHT  
SEE LEFT



SEE FIGURE 4.60

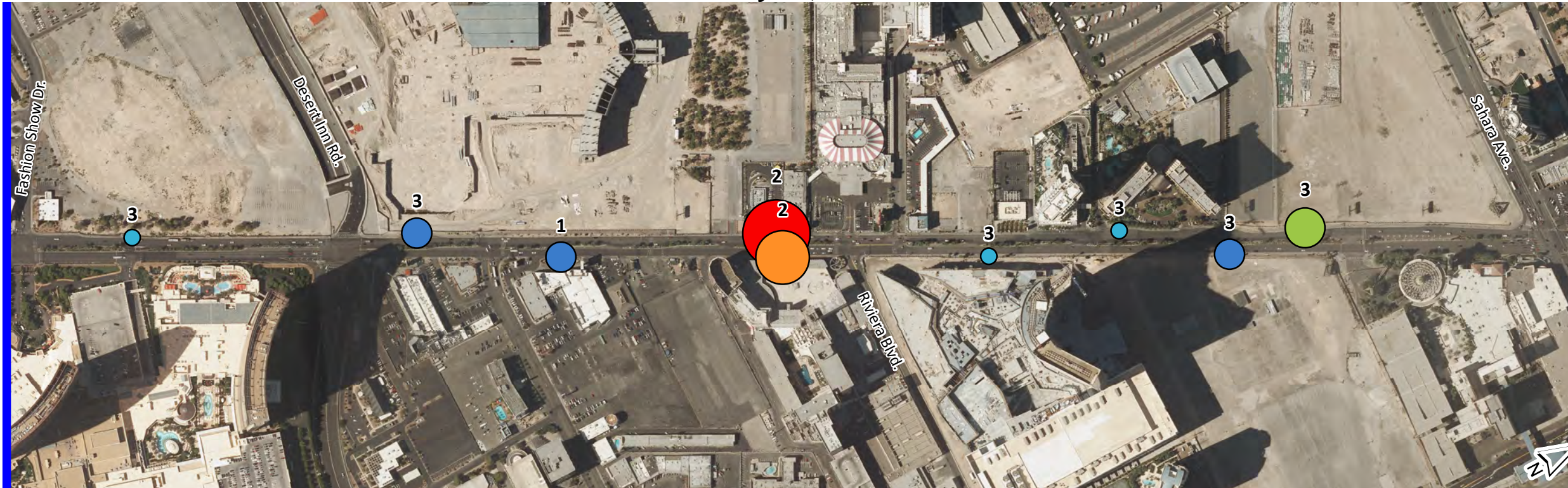
\*Type "0" Bus Stops represent bus stops that have moved or been removed.

**MAX PEAK 15-MINUTE BUS BOARDING  
HARMON AVE. TO FASHION SHOW DR. (HOLIDAY SATURDAY)**

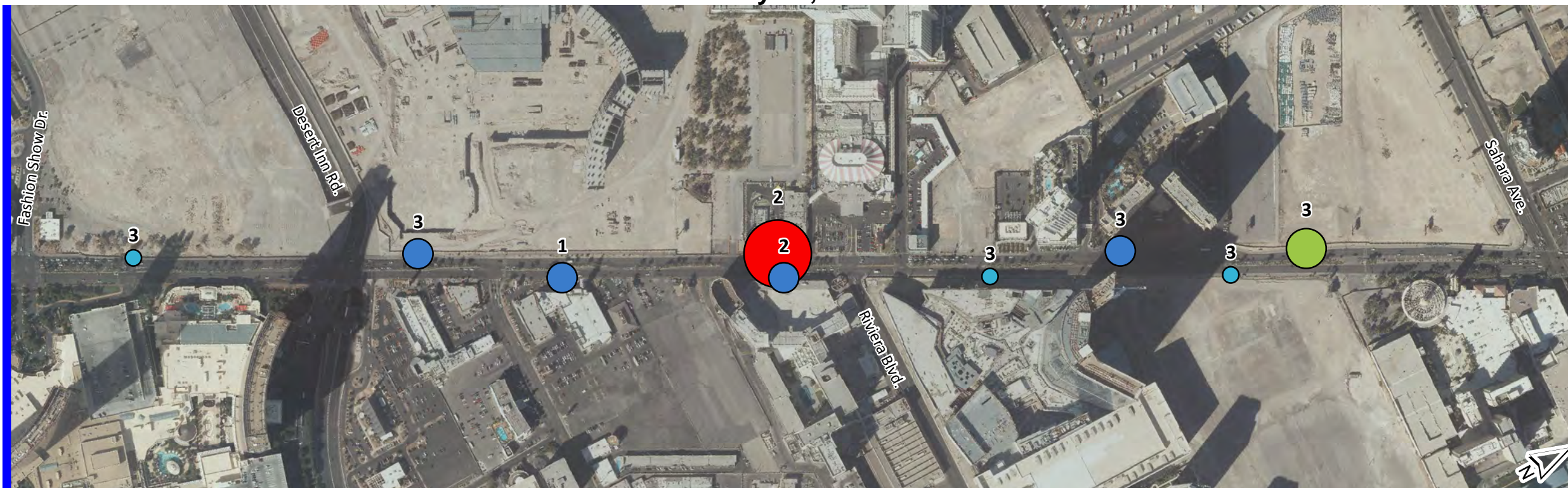
**FIGURE 4.59** 105



May 26, 2012



May 23, 2015



\*Type "0" Bus Stops represent bus stops that have moved or been removed.

### Legend

#### Bus Boardings Max 15-Min

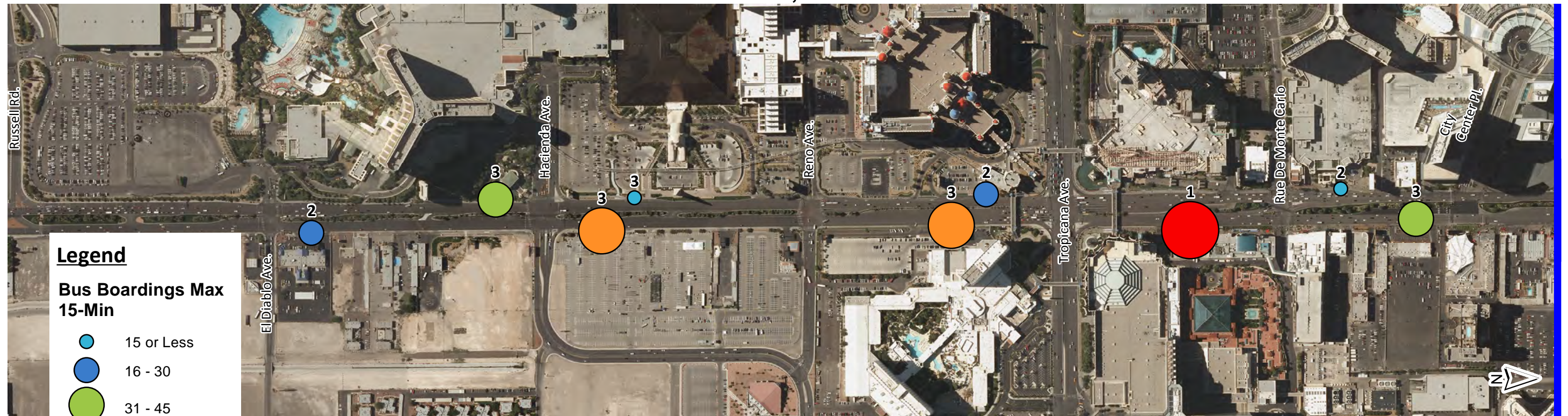
- 15 or Less
  - 16 - 30
  - 31 - 45
  - 46 - 60
  - Greater than 60
- Bus Stop Type**
- 1: Isolated
  - 2: In Front of Walk
  - 3: Behind Walk

**MAX PEAK 15-MINUTE BUS BOARDINGS  
FASHION SHOW DR. TO SAHARA AVE. (HOLIDAY SATURDAY)**

**FIGURE 4.60** 106

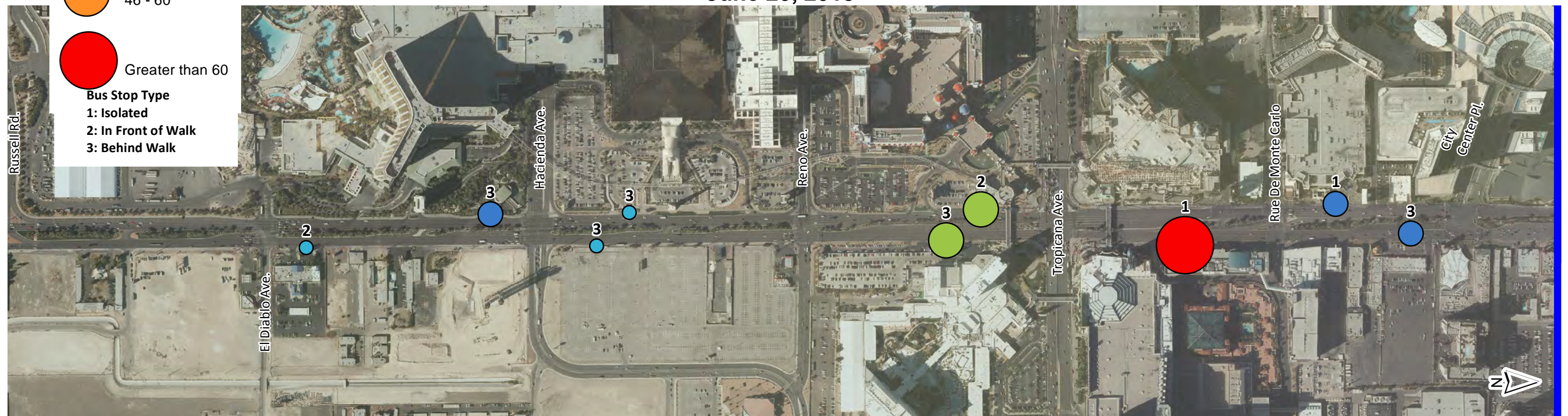


June 16, 2012



SEE FIGURE 4.62

June 20, 2015



SEE FIGURE 4.62

\*Type "0" Bus Stop represents bus stops that have moved or been removed.

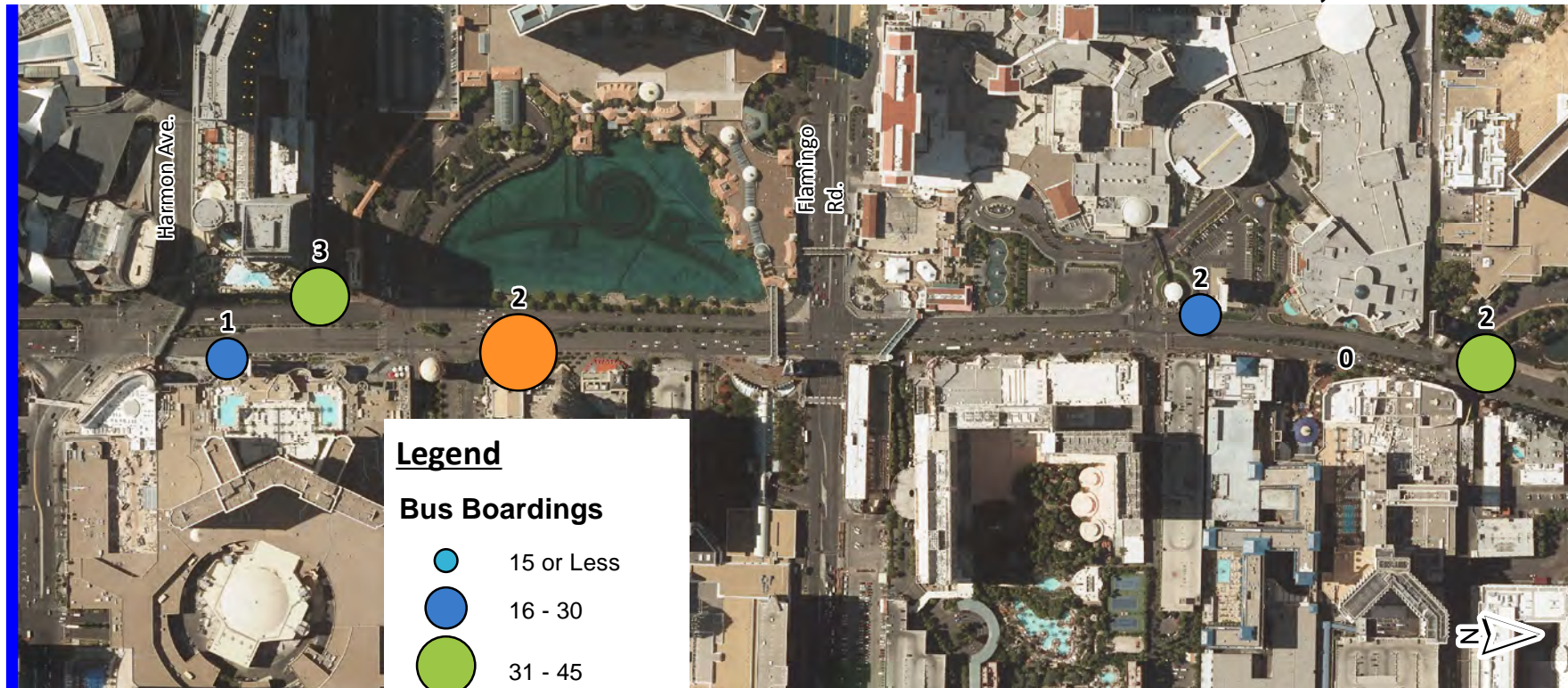
**MAX PEAK 15-MINUTE BUS BOARDING  
RUSSELL RD. TO CITY CENTER PL. (TYPICAL SATURDAY)**

**FIGURE 4.61** 107

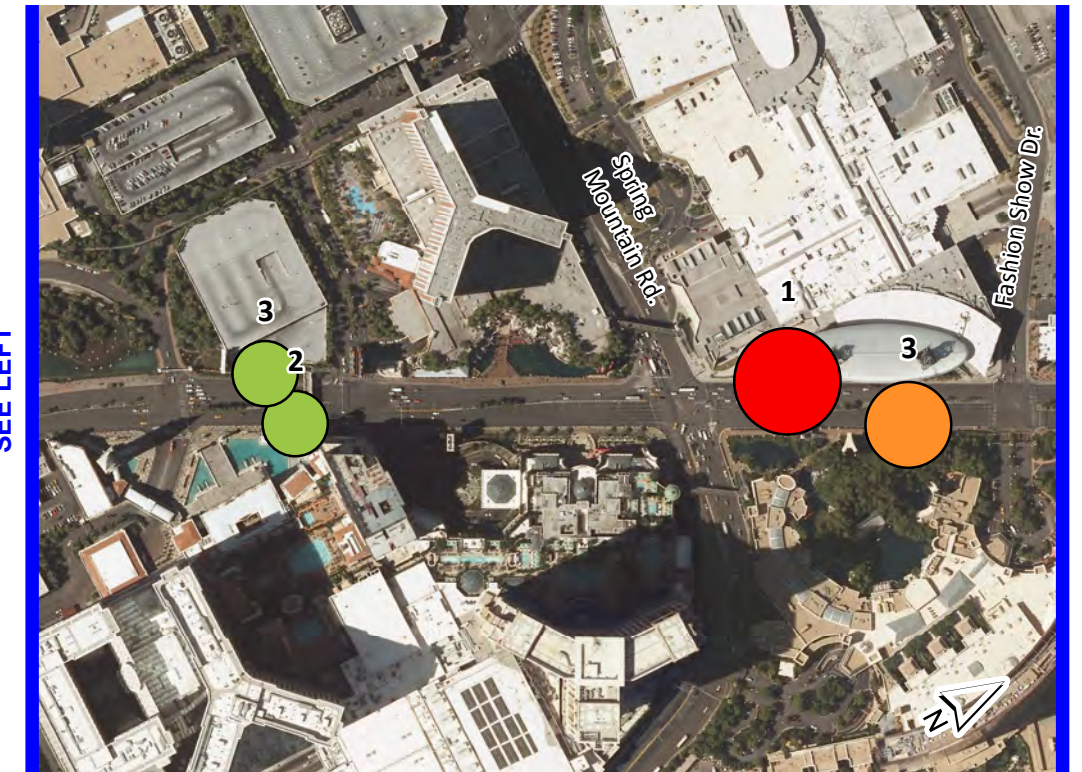


June 16, 2012

SEE FIGURE 4.61



SEE RIGHT  
SEE LEFT



SEE FIGURE 4.63

June 20, 2015

SEE FIGURE 4.61



SEE RIGHT  
SEE LEFT



SEE FIGURE 4.63

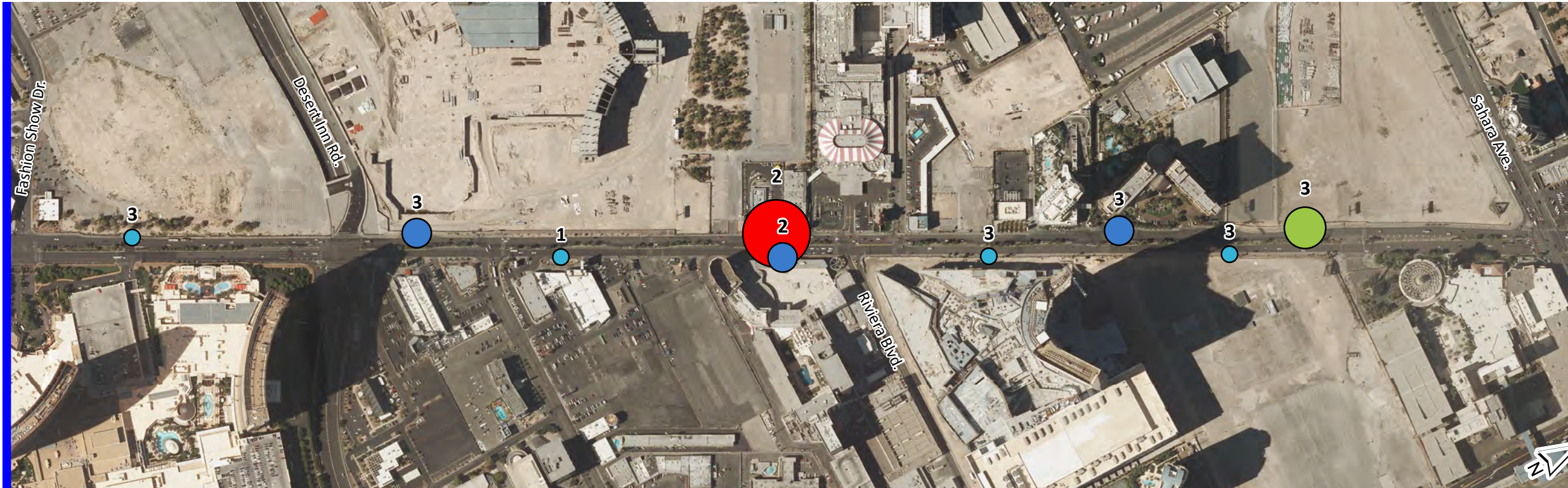
\*Type "0" Bus Stop represents bus stops that have moved or been removed.

**MAX PEAK 15-MINUTE BUS BOARDING  
HARMON AVE. TO FASHION SHOW DR. (TYPICAL SATURDAY)**

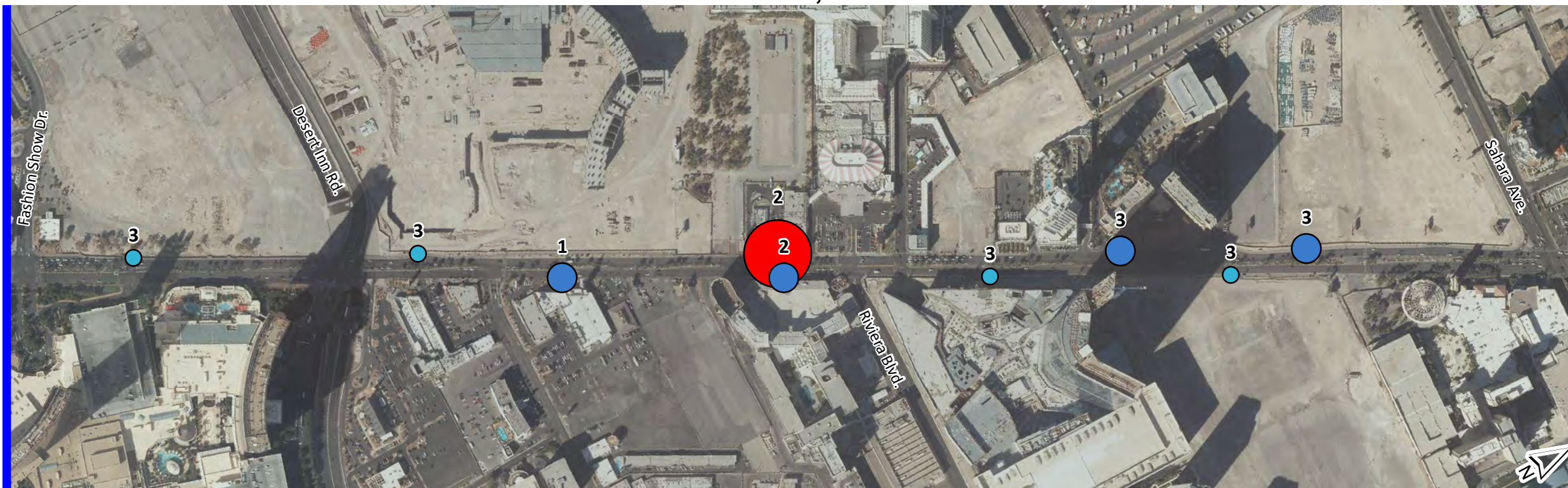
**FIGURE 4.62** 108



**June 16, 2012**



**June 20, 2015**

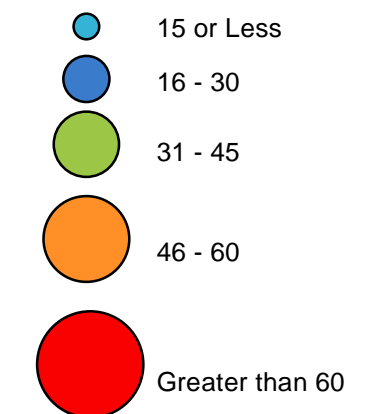


\*Type "0" Bus Stop represents bus stops that have moved or been removed.

**MAX PEAK 15-MINUTE BUS BOARDINGS  
FASHION SHOW DR. TO SAHARA AVE. (TYPICAL SATURDAY)**

### Legend

## Bus Boardings Max 15-Min



**Bus Stop Type**  
**1: Isolated**  
**2: In Front of Walk**  
**3: Behind Walk**

FIGURE 4.63 109



## 4.5 Walkway Segment Time of Day Restriction Analysis

Based on observed pedestrian volumes, LOS, walkway conditions and pedestrian safety concerns, the locations shown in **Figure 4.64** through **Figure 4.68** within the study corridor, have been identified as walkway segments in which non-permanent obstruction restrictions should be considered during specific days of the week and times of the day. Example of existing signage is shown in **Picture 4.16** and **Picture 4.17**.

To identify the time of day, day of week, and month of year that certain walkway segments within the study corridor should be considered for restriction of non-permanent obstructions, the following steps were taken:

- Segments created in 2012 were re-evaluated to determine which segments were still found to exceed LOS C.
- Pedestrian volumes from all count locations were evaluated on a common daily peak pedestrian time found to occur between 9:00 PM and 11:00 PM.
- Walkway segments that were found to continue to exceed LOS C on the holiday and/or typical Saturday (May 23 and/or June 20, 2015) are labeled R1 to R19 (see **Figure 4.2** and **Figure 4.3**).
- Walkway segments that resulted in a LOS C were considered further and analyzed to determine if the addition of one (1) non-permanent obstruction would result in the LOS deteriorating to D or less. A reduction of the effective walkway width ( $W_E$ ) of 2.25 feet associated with the obstruction of one person standing on the side of the walkway was applied for the analysis.
- The walkway segments were separated into three categories including: walkways with no pedestrian containment, walkways with pedestrian containment, and pedestrian bridges.
- The Saturday count data was adjusted using the week-long data and the year-long data, provided by Caesars International and used in the 2012 Pedestrian Study, to determine day of week and month of year adjustment factors. The adjustment factors were used to determine time periods when walkway segments were estimated to exceed LOS C for days other than those counted on Saturday May 23 and June 20, 2015.

**Table 4.23** summarizes the results of the analysis for possible time of day, day of week, and month of year no obstructive use restrictions based solely on pedestrian volumes and walkway widths.

**Table 4.24** provides a summary of the analysis for possible no obstructive use restrictions including an effective walkway width ( $W_E$ ) reduction of 2.25 feet for non-permanent obstructions (note that the length of time for many areas increase and additional days of week are included).

**Table 4.25** provides a summary of the analysis for possible no obstructive use restrictions including an effective walkway width ( $W_E$ ) reduction of 4.5 feet for two non-permanent obstructions.



**Picture 4.16 – No Obstructive Use Signs**



**Picture 4.17 – Time of Day Restriction Sign**

### 4.5.1 Localized Walkway Width Restrictions

The following list of locations were identified as constricted walkways within the study corridor which could result in localized conditions of LOS less than C:

- East walkway directly north of Flamingo Road underneath east/west pedestrian bridge at Cromwell (Cromwell)
- East walkway in front of Margaritaville directly south of Caesars Palace Boulevard (Margaritaville)
- Staircase on west walkway directly north of Caesars Palace Boulevard at Caesars rotunda (Caesars Rotunda)
- West walkway directly north of Caesars Palace Boulevard in front of the Colosseum (Colosseum)
- East walkway south of Venetian Hotel/Casino and directly north of Casino Royale driveway at bollards (Casino Royale)
- East walkway beneath Siren's Cove South pedestrian bridge and North of Venetian Hotel/Casino (Siren's Cove)

The effective walkway width, pedestrian volumes, and projected LOS at each localized width restriction location is shown in **Table 4.22** below.

**Table 4.22 – Localized Walkway Width Restriction Summary**

Width Restriction Summary			
Location	$W_E$ (ft)	Max 15-min Volume	LOS
Cromwell	10	2472	E
Margaritaville	8.5	2044	E
Caesars Rotunda	5.5	1953	F
Colosseum	6.8	1953	E
Casino Royale	6.3	1767	E
Siren's Cove	6	1331	D

Table 4.23 – Count Locations Exceeding LOS C - Time of Day, Day of Week, and Month of Year

Holiday Weekend – Existing Walkway

Segment #	Count Location	Friday LOS	Hours of Friday LOS	Saturday LOS	Hours of Saturday LOS	Sunday LOS	Hours of Sunday LOS	Monday LOS	Hours of Monday LOS	Jan	Feb - Nov	Dec	Shortest Period of Time Common to All Days (Minimum of 4 hours)
R1	Trop West Bridge	-	-	D	6:30PM-7:00PM	D	6:30PM-7:00PM	-	-	-	X	-	-
R3	Harley Davidson	-	-	-	-	D	8:00PM-8:15PM	-	-	-	X	-	-
R4	Harmon West Bridge	-	-	D	7:45PM-8:00PM	D	7:45PM-8:00PM	-	-	-	X	-	-
R18*	Harmon North Bridge	-	-	D	10:30PM-10:45PM	D	10:30PM-11:00PM	-	-	-	X	-	-
-	Bally's Bazaar**	-	-	-	-	D	9:45PM-10:00PM	-	-	-	X	-	-
R7	Flamingo West Bridge	-	-	D	8:45PM-12:15AM	D	8:45PM-12:15AM	-	-	-	X	-	-
R8	Cromwell	D	9:30PM-12:45AM	D	2:15PM-12:45AM	D	2:15PM-12:45AM	-	-	X	X	-	2:15PM-12:45AM (Saturday and Sunday)
R9	Caesars South	D/E	8:15PM-12:00AM	D/E	3:45PM-12:45AM	D/E	3:45PM-12:45AM	D	9:45PM-11:30PM	X	X	X	3:45PM-12:45AM (Saturday and Sunday)
R8	Margaritaville	D	9:00PM-9:30PM	D/E	5:15PM-12:45AM	D/E	5:15PM-12:45AM	-	-	X	X	-	5:15PM-12:45AM (Saturday and Sunday)
R10	Colosseum	D/E	6:30PM-12:30AM	D/E	2:45PM-12:30AM	D/E	2:45PM-12:30AM	D	9:45PM-11:30PM	X	X	X	6:30PM-12:30AM (Friday, Saturday and Sunday)
R11	Forum Shops	-	-	-	-	D	8:45PM-9:00PM	-	-	-	X	-	-
R12	Harrah's	-	-	D	3:45PM-6:00PM	D	3:15PM-11:45PM	-	-	-	X	-	3:15PM-11:45PM (Sunday)
R13***	-	D/E	12:30PM-12:00AM	D/E	12:00PM-12:00AM	D/E	12:00PM-12:00AM	-	-	X	X	-	12:30PM-12:00AM (Friday, Saturday, and Sunday)
R14	Venetian South	D/E	12:00PM-12:00AM	D/E	12:00PM-12:00AM	D/E	12:00PM-12:00AM	D	11:15PM-12:00AM	X	X	X	12:00PM-12:00AM (Friday, Saturday and Sunday)
R15	Venetian North	D	10:30PM-11:30PM	D	9:45PM-11:45PM	D	9:45PM-11:45PM	-	-	-	X	-	-

Typical Weekend – Existing Walkway

Segment #	Count Location	Friday LOS	Hours of Friday LOS	Saturday LOS	Hours of Saturday LOS	Sunday LOS	Hours of Sunday LOS	Monday LOS	Hours of Monday LOS	Jan	Feb - Nov	Dec	Shortest Period of Time Common to All Days (Minimum of 4 hours)
R7	Flamingo West Bridge	-	-	D	10:15PM-10:30PM	-	-	-	-	-	X	-	-
R9	Caesars South	-	-	D	9:30PM-10:45PM	-	-	-	-	-	X	-	-
R13***	-	-	-	D	10:00PM-11:15PM	-	-	-	-	-	X	-	-
R14	Venetian South	-	-	D	10:15PM-12:00AM	-	-	-	-	-	X	-	-

\*New segment created in 2015  
\*\*Count location not located within one of original 17 segments of 2012 study  
\*\*\*No count location located within segment.





Table 4.24 – Count Locations Exceeding LOS C - Time of Day, Day of Week, and Month of Year (with 1 NPO)

*Holiday Weekend – with a Non-Permanent Obstruction Effective Walk Width Reduction*

Segment #	Count Location	Friday LOS	Hours of Friday LOS	Saturday LOS	Hours of Saturday LOS	Sunday LOS	Hours of Sunday LOS	Monday LOS	Hours of Monday LOS	Jan	Feb - Nov	Dec	Shortest Period of Time Common to All Days (Minimum of 4 hours)
R1	Trop West Bridge	D	6:45PM-7:00PM	D	6:30PM-7:00PM	D	6:30PM-7:00PM	-	-	-	X	-	-
R3	Harley Davidson	-	-	D	8:00PM-8:15PM	D	8:00PM-8:15PM	-	-	-	X	-	-
R4	Harmon West Bridge	-	-	D	7:45PM-8:00PM	D	7:45PM-9:00PM	-	-	-	X	-	-
R18*	Harmon North Bridge	-	-	D	10:30PM-11:00PM	D	10:30PM-11:00PM	-	-	-	X	-	-
-	Bally's Bazaar**	-	-	D	9:45PM-10:00PM	D	2:15PM-12:30AM	-	-	-	X	-	-
R7	Flamingo West Bridge	D	9:30PM-10:30PM	D	8:45PM-12:15AM	D	8:45PM-12:15AM	-	-	-	X	-	-
R8	Cromwell	D	5:30PM-12:45AM	D/E	2:15PM-1:30AM	D/E	2:15PM-1:30AM	-	-	X	X	-	2:15PM-1:30AM (Saturday and Sunday)
R9	Caesars South	D/E	3:45PM-12:45AM	D/E	3:30PM-12:45AM	D/E/F	3:30PM-12:45AM	D	8:45PM-11:30PM	X	X	X	3:45PM-12:45AM (Friday, Saturday, and Sunday)
R8	Margaritaville	D	5:15PM-12:45AM	D/E	4:15PM-1:00AM	D/E	2:00PM-1:15AM	D	9:00PM-9:15PM	X	X	X	5:15PM-12:45AM (Friday, Saturday, and Sunday)
R10	Colosseum	D/E	4:00PM-12:30AM	D/E	2:45PM-12:30AM	D/E	2:00PM-12:45AM	D	8:15PM-11:30PM	X	X	X	6:30PM-12:30AM (Friday, Saturday and Sunday)
R11	Forum Shops	-	-	D	8:45PM-9:00PM	D	8:45PM-9:00PM	-	-	-	X	-	-
R12	Harrah's	D	5:00PM-6:00PM	D	2:30PM-12:45AM	D	2:30PM-1:30AM	-	-	-	X	-	2:30PM-12:45AM (Saturday and Sunday)
R13***	-	D/E	12:30PM-12:00AM	D/E	12:00PM-12:00AM	D/E	12:00PM-12:00AM	-	-	X	X	X	12:30PM-12:00AM (Friday, Saturday, and Sunday)
R14	Venetian South	D/E	12:00PM-12:00AM	D/E	12:00PM-12:00AM	D/E	12:00PM-12:00AM	D	9:45PM-12:00AM	X	X	X	12:00PM-12:00AM (Friday, Saturday, and Sunday)
R15	Venetian North	D	10:00PM-11:45PM	D	5:15PM-12:30AM	D/E	3:30PM-12:30AM	-	-	X	X	-	3:30PM-12:30AM (Friday, Saturday, and Sunday)

*Typical Weekend – with a Non-Permanent Obstruction Effective Walk Width Reduction*

Segment #	Count Location	Friday LOS	Hours of Friday LOS	Saturday LOS	Hours of Saturday LOS	Sunday LOS	Hours of Sunday LOS	Monday LOS	Hours of Monday LOS	Jan	Feb-Nov	Dec	Shortest Period of Time Common to All Days (Minimum of 4 hours)
R7	Flamingo West Bridge	D	10:15PM-10:30PM	D	10:00PM-11:00PM	-	-	-	-	-	X	-	-
R9	Caesars South	D	9:30PM-10:45PM	D/E	9:00PM-11:15PM	-	-	-	-	-	X	-	-
R8	Margaritaville	D	11:00PM-11:15PM	D	11:00PM-11:15PM	-	-	-	-	-	X	-	-
R10	Colosseum	-	-	D	9:45PM-11:00PM	-	-	-	-	-	X	-	-
R11	Forum Shops	-	-	-	-	-	-	-	-	-	-	-	-
R12	Harrah's	-	-	-	-	-	-	-	-	-	-	-	-
R13***	-	D	11:00PM-11:15PM	D	6:45PM-12:00AM	-	-	-	-	-	X	-	6:45PM-12:00AM (Saturday)
R14	Venetian South	D	5:15PM-12:00AM	D	5:15PM-12:15AM	D	11:00PM-11:15PM	-	-	-	X	-	5:15PM-12:00AM (Friday and Saturday)
R16	TI Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-
R15	Venetian North	D	11:15PM-11:30PM	D	10:30PM-11:45PM	-	-	-	-	-	X	-	-

\*New segment created in 2015

\*\*Count location not located within one of original 17 segments of 2012 study

\*\*\*No count location located within segment.



Table 4.25 – Count Locations Exceeding LOS C - Time of Day, Day of Week, and Month of Year (with 2 NPO’s)

Holiday Weekend – with Two Non-Permanent Obstruction Effective Walk Width Reductions

Segment #	Count Location	Friday LOS	Hours of Friday LOS	Saturday LOS	Hours of Saturday LOS	Sunday LOS	Hours of Sunday LOS	Monday LOS	Hours of Monday LOS	Jan	Feb-Nov	Dec	Shortest Period of Time Common to All Days (Minimum of 4 hours)
R1	Trop West Bridge	D	6:45PM-7:00PM	D	6:30PM-7:00PM	D	6:30PM-7:15PM	-	-	-	X	-	-
R2	Food Court	-	-	D	10:30PM-10:45PM	D	10:30PM-10:45PM	-	-	-	X	-	-
R3	Harley Davidson	-	-	D	8:00PM-8:15PM	D	8:00PM-8:15PM	-	-	-	X	-	-
R4	Harmon West Bridge	D	7:45PM-8:00PM	D	7:45PM-9:00PM	D	7:45PM-9:00PM	-	-	-	X	-	-
R18*	Harmon North Bridge	D	10:30PM-10:45PM	D	10:15PM-11:00PM	D	7:30PM-11:00PM	-	-	-	X	-	-
-	Bally's Bazaar**	-	-	D	9:45PM-10:00PM	D	9:45PM-10:00PM	-	-	-	X	-	-
R7	Flamingo West Bridge	D	8:45PM-11:00PM	D	3:30PM-12:15AM	D	3:30PM-12:30AM	-	-	X	X	-	3:30PM-12:15AM (Saturday and Sunday)
R8	Cromwell	D	2:15PM-12:45AM	D/E	2:15PM-1:30AM	D/E	2:15PM-1:30AM	-	-	X	X	-	2:15PM-1:30AM (Friday, Saturday and Sunday)
R9	Caesars South	D/E	3:45PM-12:45AM	D/E/F	3:15PM-12:45AM	D/E/F	3:15PM-12:45AM	D	8:15PM-12:00AM	X	X	X	3:45PM-12:45AM (Friday, Saturday, and Sunday)
R8	Margaritaville	D	4:15PM-1:00AM	D/E	4:15PM-1:00AM	D/E	2:00PM-1:30AM	D	5:15PM-9:30PM	X	X	X	4:15PM-1:00AM (Friday, Saturday, and Sunday)
R10	Colosseum	D/E	2:45PM-12:30AM	D/E/F	2:00PM-1:15AM	D/E/F	2:00PM-1:15AM	D	6:45PM-12:00AM	X	X	X	6:45PM-12:30AM (Friday, Saturday, Sunday, and Monday)
R11	Forum Shops	-	-	D	8:45PM-9:00PM	D	8:30PM-12:00AM	-	-	-	X	-	-
R12	Harrah's	D	3:15PM-6:15PM	D	2:00PM-1:30AM	D	2:00PM-1:30AM	-	-	X	X	-	2:00PM-1:30AM (Saturday and Sunday)
R13***	-	D/E	12:00PM-12:00AM	D/E	12:00PM-12:00AM	D/E	12:00PM-12:00AM	D	3:00PM-12:00AM	X	X	-	3:00PM-12:00AM (Friday, Saturday, Sunday and Monday)
R14	Venetian South	D/E	12:00PM-12:00AM	D/E	12:00PM-12:00AM	D/E	12:00PM-12:00AM	D	12:30PM-12:00AM	X	X	X	12:30PM-12:00AM (Friday, Saturday, Sunday, and Monday)
R15	Venetian North	D	5:30PM-12:00AM	D	3:30PM-12:30AM	D/E	3:00PM-12:45AM	-	-	X	X	-	5:30PM-12:00AM (Friday, Saturday, and Sunday)

Typical Weekend – with Two Non-Permanent Obstruction Effective Walk Width Reductions

Segment #	Count Location	Friday LOS	Hours of Friday LOS	Saturday LOS	Hours of Saturday LOS	Sunday LOS	Hours of Sunday LOS	Monday LOS	Hours of Monday LOS	Jan	Feb-Nov	Dec	Shortest Period of Time Common to All Days (Minimum of 4 hours)
R7	Flamingo West Bridge	D	10:00PM-11:00PM	D	9:45PM-11:00PM	-	-	-	-	-	X	-	-
R9	Caesars South	D	9:00PM-11:45PM	D	9:00PM-12:15AM	D	9:30PM-11:00PM	D	9:30PM-10:45PM	-	X	-	-
R8	Margaritaville	D	11:00PM-11:15PM	D	11:00PM-11:15PM	D	11:00PM-11:15PM	-	-	-	X	-	-
R10	Colosseum	D	9:45PM-11:00PM	D	8:30PM-12:00AM	-	-	-	-	-	X	-	-
R13***	-	D	5:15PM-12:00AM	D	4:30PM-12:15AM	D	11:00PM-11:15PM	-	-	-	X	-	5:15PM-12:00AM (Friday and Saturday)
R14	Venetian South	D	4:30PM-12:00AM	D	4:00PM-12:15AM	D	5:15PM-12:00AM	D	6:45PM-12:00AM	X	X	-	6:45PM-12:00AM (Friday, Saturday, Sunday and Monday)
R15	Venetian North	D	10:15PM-11:45PM	D	9:45PM-11:45PM	D	11:15PM-11:30PM	-	-	-	X	-	-

\*New segment created in 2015  
\*\*Count location not located within one of original 17 segments of 2012 study  
\*\*\*No count location located within segment.

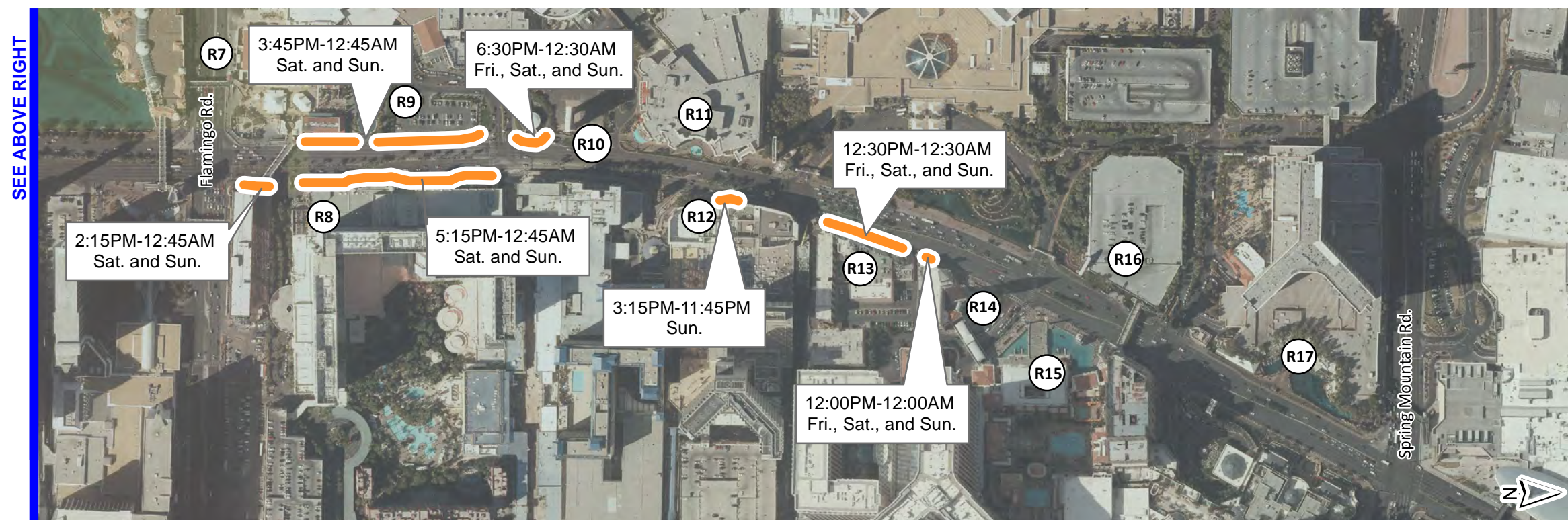




2015



SEE BELOW LEFT



**Legend (2015)**

Segment where  
LOS < C for  
more than four  
hours

R# Segment Reference Number

**WALKWAY SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C FOR MORE THAN FOUR HOURS WITH NON-PERMANENT OBSTRUCTION ABSENT**

**FIGURE 4.64** 114



## NON-PERMANENT OBSTRUCTION ABSENT



SEE FIGURE 4.66

### Legend (2015)

- Segment where LOS < C for more than four hours
- R# Segment Reference Number

## ONE NON-PERMANENT OBSTRUCTION PRESENT



SEE FIGURE 4.66

### Legend (2015)

- Segment where LOS < C for more than four hours when 1 NPO is present
- R# Segment Reference Number

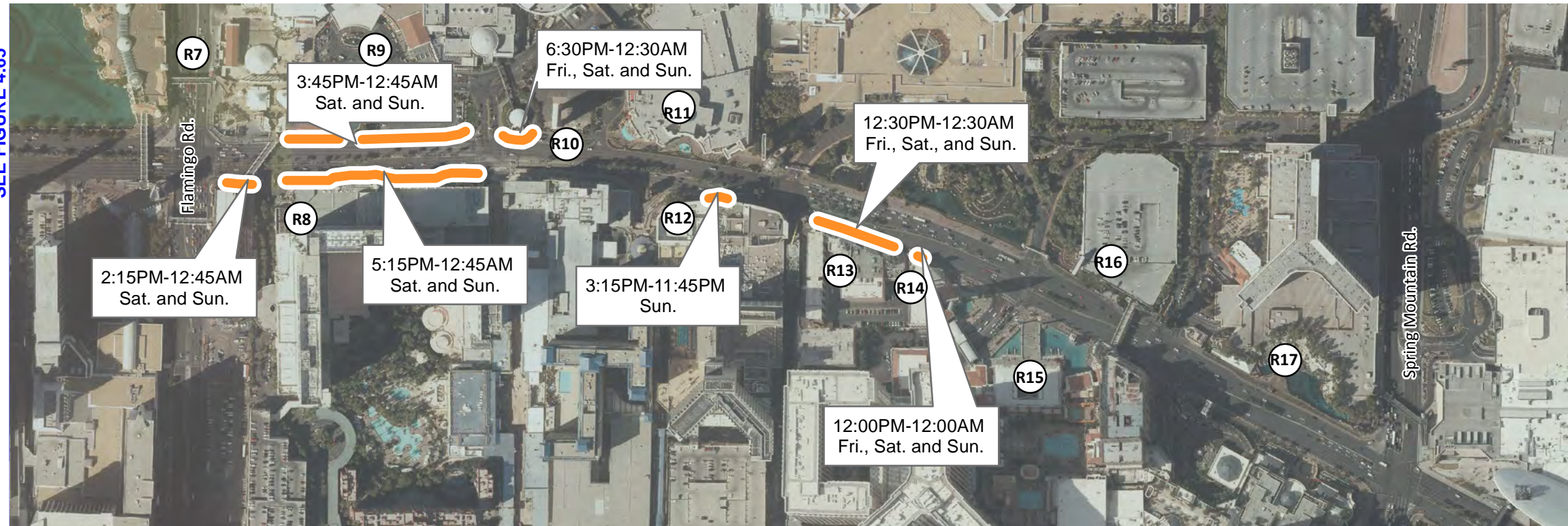
**WALKWAY SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C FOR MORE THAN FOUR HOURS WITH ONE NON-PERMANENT OBSTRUCTION PRESENT  
TROPICANA AVE. TO FLAMINGO RD.**

**FIGURE 4.65** 115



SEE FIGURE 4.65

### NON-PERMANENT OBSTRUCTION ABSENT

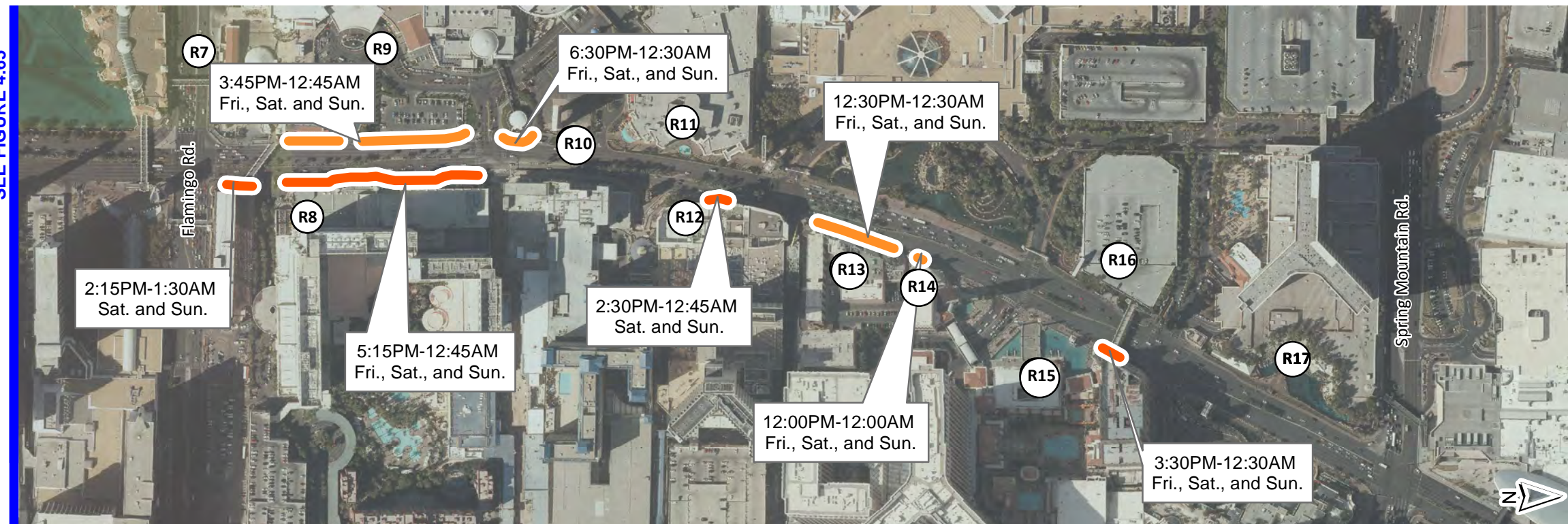


#### Legend

- Segment where LOS < C for more than four hours
- R# Segment Reference Number

SEE FIGURE 4.65

### ONE NON-PERMANENT OBSTRUCTION PRESENT



#### Legend

- Segment where LOS < C for more than four hours with 1 NPO present
- Segment where LOS < C for more than four hours
- R# Segment Reference Number

**WALKWAY SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C FOR MORE THAN FOUR HOURS WITH ONE NON-PERMANENT OBSTRUCTIONS PRESENT FLAMINGO RD. TO SPRING MOUNTAIN RD.**

FIGURE 4.66 116



## NON-PERMANENT OBSTRUCTIONS ABSENT



SEE FIGURE 4.68

### Legend (2015)

- Segment where LOS < C for more than four hours
- R# Segment Reference Number

## TWO NON-PERMANENT OBSTRUCTIONS PRESENT



SEE FIGURE 4.68

### Legend (2015)

- Segment where LOS < C for more than four hours when 2 NPO's are present
- R# Segment Reference Number

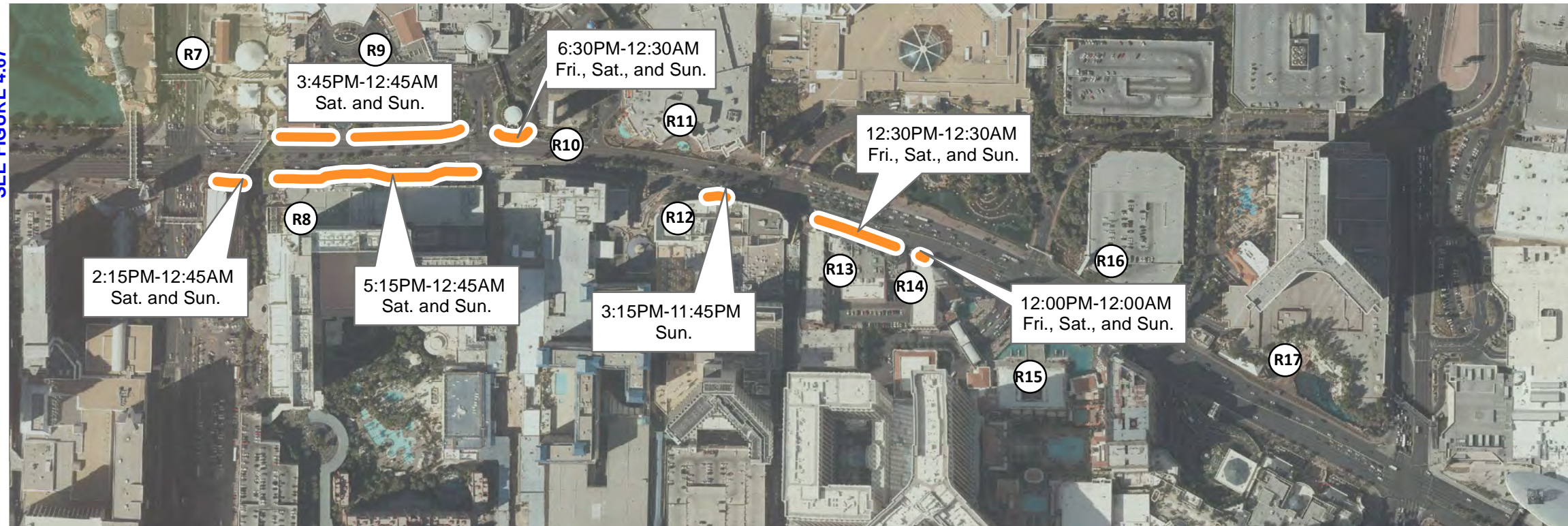
**WALKWAY SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C FOR MORE THAN FOUR HOURS WITH TWO NON-PERMANENT OBSTRUCTIONS PRESENT  
TROPICANA AVE. TO FLAMINGO RD.**

FIGURE 4.67 117



SEE FIGURE 4.67

### NON-PERMANENT OBSTRUCTIONS ABSENT

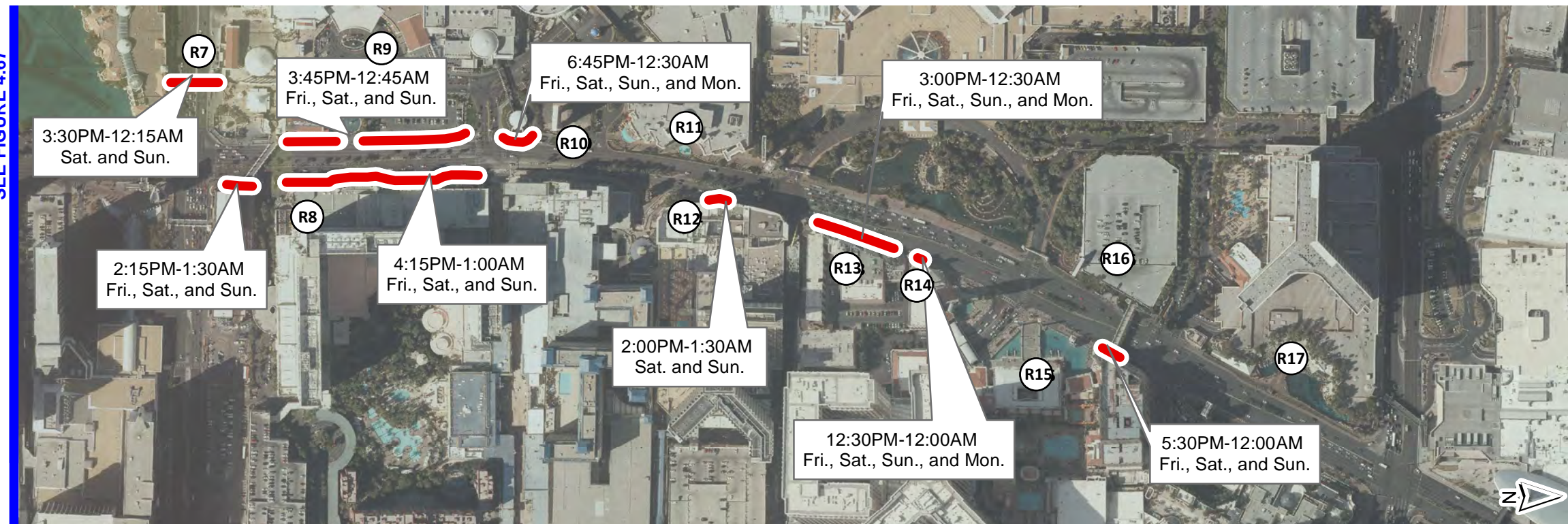


#### Legend

- Segment where LOS < C for more than four hours
- Segment Reference Number

SEE FIGURE 4.67

### TWO NON-PERMANENT OBSTRUCTIONS PRESENT



#### Legend

- Segment where LOS < C for more than four hours
- Segment where LOS < C for more than four hours when 2 NPO's are present
- Segment Reference Number

**WALKWAY SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C FOR MORE THAN FOUR HOURS WITH TWO NON-PERMANENT OBSTRUCTIONS PRESENT  
FLAMINGO RD. TO SPRING MOUNTAIN RD.**

FIGURE 4.68 118



## 5 CONCLUSIONS AND RECOMMENDATIONS

General conclusions, specific recommendations, and best practices are discussed in this section based on the observation of 2,650,000 pedestrians, 288 hours of in-field observations and the detailed data analysis and evaluation conducted during this update. General conclusions and specific recommendations are provided in relation to pedestrian safety and infrastructure improvement throughout the study corridor of Las Vegas Boulevard. Specific mitigation recommendations for constrained walkways are detailed on **Figure 5.1** and in **Section 5.2**. Recommendations are also provided for consideration in updating the current no-obstructive use ordinance (see **Section 3.3**). **Section 5.4** provides measures of Best Practices for the continued improvement to the pedestrian experience along Las Vegas Boulevard.

### 5.1 General Conclusions

The following general conclusions are provided recognizing the importance of maintaining the economic vitality of Las Vegas Boulevard (the Strip) through the improvement and maintenance of a safe pedestrian walkway system.

- The results of this restudy continue to support the no-obstruction zone recommendations of the 1994 Lee Engineering Pedestrian Study as incorporated into Clark County Code Chapter 16.11 where obstructive uses are not permitted near a signalized intersection, access drive, or mid-block cross walk.
- Clark County entitlement requirements on new construction within the Resort Corridor should continue to require pedestrian walks to be designed for a minimum effective walkway width ( $W_E$ ) of fifteen feet (15') or a pedestrian walkway LOS of C or better. Considering a typical 1.5-foot shy distance on each side of the walk (3 feet of shy distance), a total of 18 feet of walkway width should be provided. A walkway with 15 feet of effective width ( $W_E$ ) can serve up to 2,250 pedestrians in 15 minutes while maintaining a LOS of C.
- Clark County entitlement requirements on new construction projects within the Resort Corridor should incorporate the removal, replacement, and/or installation of no-obstructive use zone signs and white painted sidewalk markings as appropriate, into the **projects' civil improvement drawings**. Depending on the scope of these improvements, the development should work with the **Department of Public Works to update the "No Obstruction Zones"** map for adoption by the Board of County Commissions.
- The study observed a significant number of individuals creating undue obstruction in the current no-obstructive use zones at intersections and driveways. This study provides additional support and justification to maintain these areas free from obstructions during peak walkway usage. Maintaining no-obstructive use zones at intersections, midblock crosswalks and access drive entrances reduces congestion which allows for increased visibility and enhanced walkway safety.

- The pedestrian bridges are an integral part of the pedestrian walkway system, but have constrained widths. Based upon the observed pedestrian volumes and walkway LOS, it is appropriate at times to designate pedestrian bridges as no-obstruction zones. Pedestrian bridges should be maintained free of any obstructions, whether permanent or non-permanent in nature. In addition, the areas on and around stair landings, elevator waiting areas, as well as escalator approach, and departure landing zones should also be maintained free of any obstructions (permanent or non-permanent).
- LOS evaluations at bus stops suggest that where insufficient bus patron queue area is identified, bus stops should be reserved for bus patrons by restricting non-permanent obstructions. The LOS evaluations concluded that all Type 2 (In Front of Walk) and Type 3 (Behind Walk) bus stops should allow the area between the bus patron queue area and the curb to be available for only queued bus patrons and walking pedestrians with a delineated no-obstructive use zone. In addition, from field observations, all Type 1 (Isolated) bus stops should also be considered for no-obstructive use zones to encourage transit use by maintaining queue areas of LOS C or better and aiding transit rider flow in front of Type 1 bus stops.
- With development or redevelopment within the Resort Corridor, the developer should work with the Las Vegas Valley Water District to relocate any water district facilities out of the pedestrian walkway by providing appropriate utility easements.
- Pedestrian containment measures should be standardized along the Resort Corridor including placement and design. Containment encourages the use of pedestrian bridges and signalized crosswalks. Containment installations should be installed recognizing the need to maintain intersection site visibility zones, especially at driveway crossings.
- Pedestrian crosswalks within the resort corridor along Las Vegas Boulevard should be constructed to:
  - Accommodate the observed pedestrian volumes at the desired crossing location. This is especially important at signalized crossings in order to improve visibility of the crossing.
  - Be perpendicular to the sidewalk when possible in order to provide pedestrians the shortest path in crossing the street.
  - Consider median refuge islands for marked at-grade crosswalks with approved markings.
  - Discourage the use of "porkchop" right-turn islands for exclusive right-turn lanes to shorten pedestrian street crossing widths whenever applicable.

#### 5.1.1 Safety Enhancements

During the study collection periods, general observations of the pedestrian activities and walkway conditions within the study corridor were conducted. The following measures are given as general safety enhancements based on study observation evaluations:

- Pedestrian containment should continue to be deployed in the median of Las Vegas Boulevard throughout the study corridor where no adjacent sidewalk containment exists to encourage the use of pedestrian bridges and signalized crosswalks.
- At the present time, the RTC maintains a text and email update service providing information on bus stop arrival times. For the Strip, the RTC should consider implementing an additional system to display real-time arrival time for transit vehicles at each of the bus stops within the study corridor. Not only will this continue to enhance the transit system and the visitor experience, it will also help mitigate the motivation to step out into the street to see if the bus is coming. This is especially useful in the Resort Corridor due to the number of visitors and tourists who are unfamiliar with the local transit system and texting service. A tourist being aware of the bus arrival time may elect to not wait for the next bus and continue to walk.
- Supplemental pedestrian walkway lighting should be installed to eliminate dark alcoves and other dark areas within the Resort Corridor. Pedestrian bridge lighting should continue to be installed and lighting levels adjusted as appropriate to provide nighttime security and safety for the Las Vegas visitor experience.
- Pedestrian bridge stairwells should be designed and constructed to allow the users to be visible to surrounding public areas and walkways.



## 5.2 Infrastructure Improvement Recommendations

Following the acceptance of the 2012 Pedestrian Study, many of the previously identified short-term infrastructure areas of concern have been addressed or are in the process of being acted upon as detailed in **Section 2.3**. With the 2015 Update, the following specific areas of concern have been identified by field observations and updated data evaluations.

Each measure is classified as short, intermediate, or long-term. Short-term measures are relatively low construction cost measures with estimated implementation times of less than one year. Intermediate measures may be more costly and require multi-agency and property coordination to implement. Intermediate measures can require one to three years to implement. Long-term measures require additional study and significant planning and design for implementation which would require more than three years to implement. Specific location improvements may not result in improving LOS to C or better. The following areas of concern for specific mitigation measures are shown in **Figure 5.1** in relationship to the Resort Corridor.

### General

#### Recommendation (Short-Term):

- Enforce the no-obstructive use ordinance within the Resort Corridor.
- Review and update the Transportation Element of the Clark County Master Plan (see Appendix F) to reflect the recommendations of this report section to provide additional pedestrian bridge systems within the Resort Corridor.

#### Recommendations (Intermediate/Long-Term):

- With development fire hydrants and other utility infrastructure facilities are to be relocated and/or constructed outside of adjacent pedestrian walkways.
- Construct pedestrian bridge systems to eliminate at-grade pedestrian crossings in compliance with the adopted Transportation Element of the Clark County Master Plan.

### 5.2.1 Areas with LOS Less than C

#### Location A: Tropicana Avenue Pedestrian Bridges



**Picture 5.1 – Location A: Tropicana Avenue Pedestrian Bridges.**

#### Recommendations (Short-Term):

- Coordinate with the Nevada Department of Transportation (NDOT) to remove trash enclosures located on existing pedestrian bridges.

#### Location B: Sidewalk adjacent to Caesars Palace Hotel/Casino



**Picture 5.2 – Location B: Caesars Palace Sidewalk.**

#### Recommendations (Intermediate-Term):

- In coordination with Caesars Palace, landscaping should be modified to allow for sidewalk widening to obtain a minimum effective walkway width of 15 feet. During this update, peak 15-minute pedestrian demands of 1,997 pedestrians were observed along this walkway segment.



Location C: Sidewalk Adjacent to Caesars Palace Rotunda



Picture 5.3 – Location C: Caesars Palace Rotunda.

Recommendations (Short-Term):

- Study, in coordination with Caesars Palace, the feasibility to modify existing rotunda structure to widen adjacent sidewalk widths.

Recommendations (Intermediate-Term):

- Implement study recommendations to widen walkway on the northwest corner of the Caesars Palace Drive/Las Vegas Boulevard intersection.

Location D: Venetian North Bus Stop at Las Vegas Boulevard Pedestrian Bridge



Picture 5.4 – Location D: Venetian N. Bus Stop.

Recommendations (Intermediate-Term):

- In coordination with the Venetian Hotel/Casino, widen the existing ( $W_E = 6$  feet) walkway width beneath the Las Vegas Boulevard pedestrian bridge. This may require bus stop relocation, traffic signal cabinet relocation, and/or landscape modifications.

Location E: Sidewalk north of Circus Circus Drive



Picture 5.5 – Location E: Sidewalk at Mini Mart.

Recommendations (Short-Term):

- Coordinate with NV Energy to relocate utility pole outside of existing sidewalk on the west side of Las Vegas Boulevard north of Circus Circus Drive.
- Evaluate and implement options to widen existing walkway.



## 5.2.2 Street Crossings

Location F: Las Vegas Boulevard and Park Avenue intersection



**Picture 5.6 – Location F: MGM - Park Avenue/Las Vegas Boulevard Intersection.**



**Picture 5.7 – Location F: MGM - Park Avenue/Las Vegas Boulevard Intersection.**

Recommendations (Short-Term):

- Study the feasibility of advancing the time schedule for the construction of a pedestrian bridge system at this intersection.

Location G: Las Vegas Boulevard and Bellagio/Paris intersection



**Picture 5.8 – Location G: Pedestrian Volumes at Bellagio-Paris Intersection.**

Recommendation (Intermediate-Term):

- Study the safety and feasibility in coordination with Bellagio Hotel/Casino to remove the right-turn "porkchop" island on the south west corner of the Bellagio/Paris - Las Vegas Boulevard intersection.
- Widen existing crosswalk widths both north/south and east/west for identified pedestrian volume demands.
- Study the safety and feasibility of providing a Las Vegas Boulevard median refuge for pedestrians crossing Las Vegas Boulevard.

Recommendations (Long-Term):

- Study the feasibility of a pedestrian bridge system at this major intersection to eliminate the at-grade pedestrian crossing of Las Vegas Boulevard.

Location H: Caesars Palace Drive and Las Vegas Boulevard intersection pedestrian crossings



**Picture 5.9 – Location H: LINQ - Caesars Palace Drive/Las Vegas Boulevard Intersection.**

Recommendations (Intermediate-Term):

- Study the safety and feasibility in coordination with Caesars Palace to remove the right-turn "porkchop" island on the southwest corner of the intersection.

Recommendations (Long-Term):

- Study the feasibility of a pedestrian bridge system at this intersection location to eliminate the at grade pedestrian crossings between Caesars Palace and the LINQ.



*Location I Las Vegas Boulevard and Mirage South Entrance*

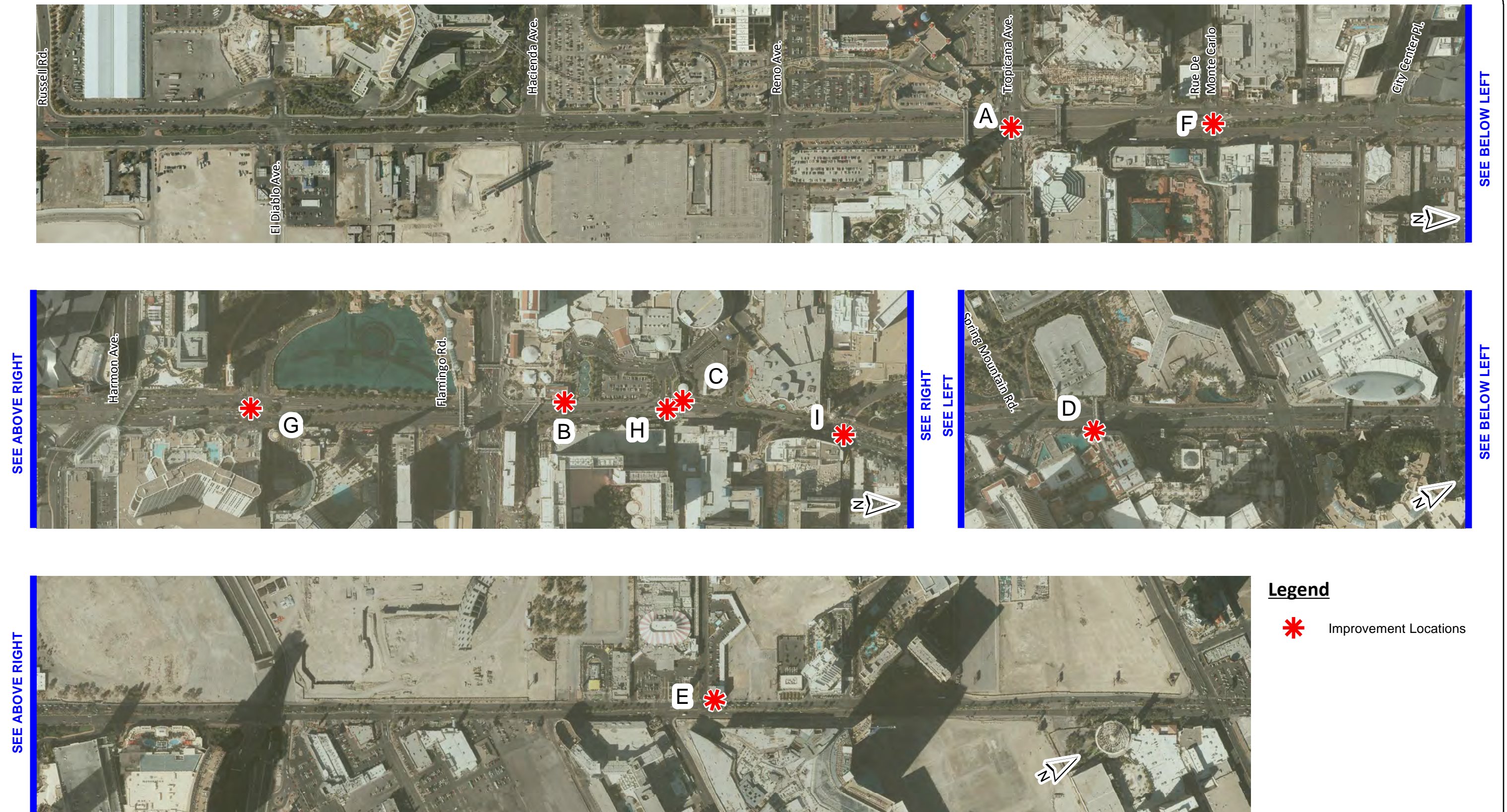


**Picture 5.10 – Location I: Mirage/Harrah’s – Intersection of Las Vegas Boulevard and Mirage South Entrance.**

*Recommendations (Short-Term):*

- Study the feasibility of a pedestrian bridge system at this location to eliminate the at-grade pedestrian crossings of Las Vegas Boulevard.





LOCATIONS OF PEDESTRIAN  
MOVEMENT CONCERN IN 2015

**Legend**

\* Improvement Locations

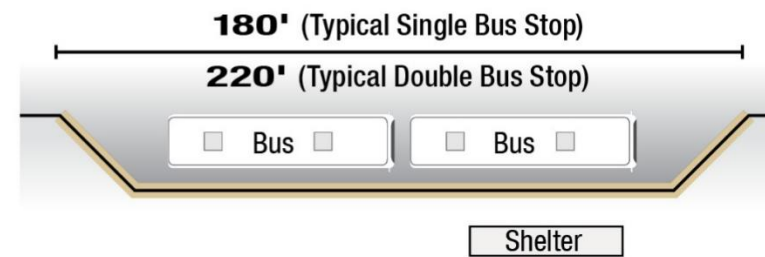
**FIGURE 5.1**



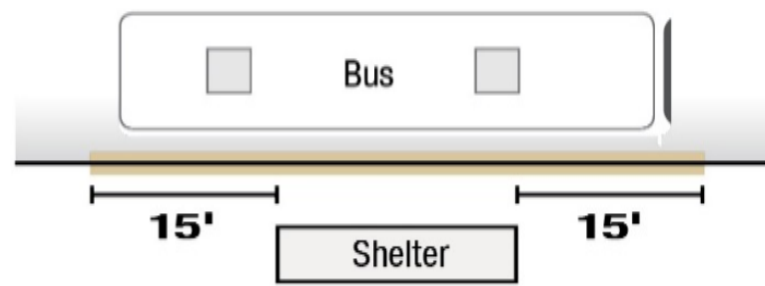
### 5.3 Recommended Updates to No-Obstructive Use Zones

The following recommendations are provided based on the technical findings of this study update and are presented for legal review and consideration by the Clark County Board of Commissioners for amendments to the existing no-obstructive use ordinance (Clark County Code of Ordinances Title 16 – Roads and Highways Chapter 16.11 – Obstructive Uses of Public Sidewalks) shown in **Exhibit D**:

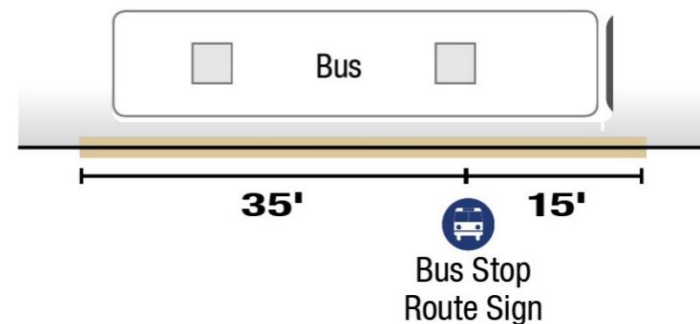
- No-obstruction zones should be applied to all construction zones affecting pedestrian walkways.
- To date, engineering judgement has been used to implement the no-obstruction zone to the unique sidewalk conditions along the Resort Corridor. The no-obstruction zones should be clarified so that dimensions for midblock crosswalks, intersections, and driveways are measured following the adjacent pedestrian walkway that does not always follow the back of curb. Exceptions to back of curb measurements should be addressed:
  - When the defined prohibition distance is greater than the distance to a nearby pedestrian containment object, the prohibition marking should end at these physical containment measures.
  - The no-obstructive zone delineation should follow the front of sidewalk if it veers away from or is separated by landscaping from the curb line.
  - Allow for engineering judgment to be used for unique and unusual walkway conditions.
- No-obstruction zones (shown in yellow in **Figure 5.2** through **Figure 5.4**) are recommended at bus stops:
  - For a bus turnout, the no-obstructive use zone should be for the entire bus turnout from the beginning to the end of the curb line deflections for the bus turnout (see **Figure 5.2**).
  - For curbside bus stops with bus shelters, the no-obstructive use zone should begin and end a minimum of 15 feet from each side of the shelter as installed (see **Figure 5.3**).
  - At curbside bus stops without a shelter, the no-obstructive use zone should begin 35 feet in the approaching direction and end 15 feet past the bus stop sign post (see **Figure 5.4**).
  - Ticket vending machines, bus stop signs and trash cans are allowable obstructions as long as placed within shelter influence zone.
- No-obstruction zones are recommended in front of elevators and at the landing area safety zones of escalators and stairs. Based upon research conducted during this restudy, the safety zone as shown in red in **Figure 5.5** through **Figure 5.6** is recommended to be defined within the ordinance including the identified shy distances.
- Pedestrian Bridge Systems and their associated walkways should be clarified as non-obstructive use zones as they are an integral part of the public street crossings replacing at-grade crosswalks. Pedestrian bridges should be maintained free of any obstructions including permanent and non-permanent obstructions.



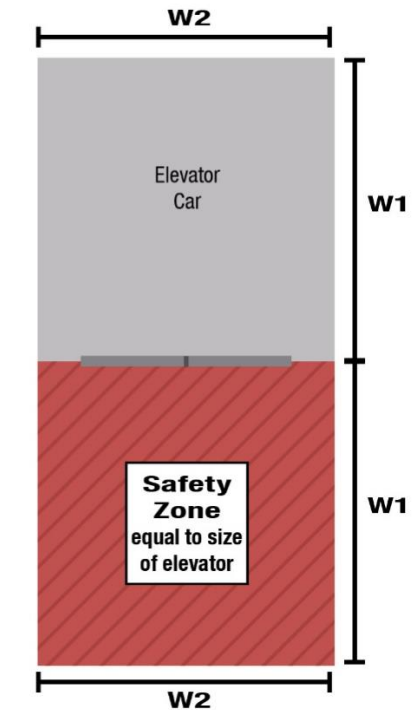
**Figure 5.2 – Bus Turnout No-obstruction Zone**



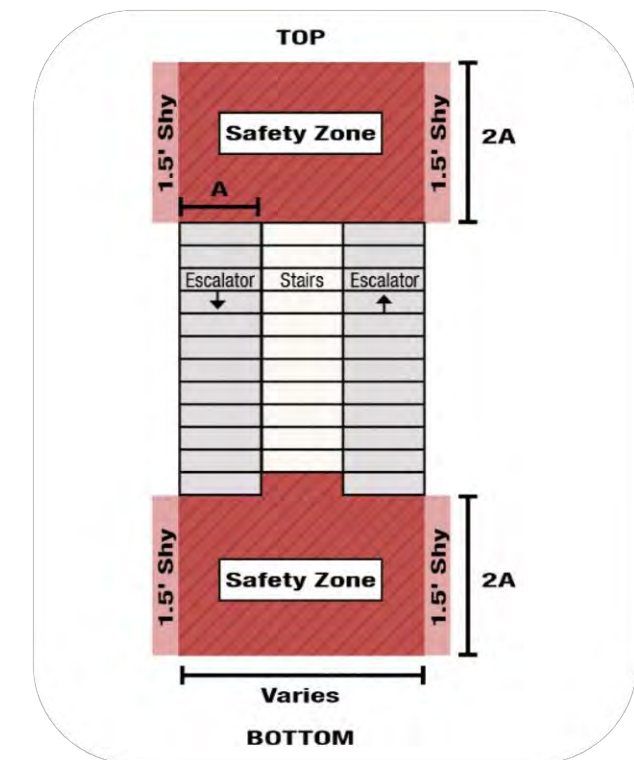
**Figure 5.3 – Bus Shelter No-obstruction Zone**



**Figure 5.4 – Bus Stop Sign Without Shelter, No-obstruction Zone**



**Figure 5.5 – Elevator Safety Zone**



**Figure 5.6 – Escalator and Stair Safety Zone**



### 5.3.1 Identified Time, Place, and Manner Restrictions for Non-Obstructive Use Zones

Based on the updated pedestrian volume observations, LOS, walkway conditions, and pedestrian safety concerns, the locations shown in **Figure 4.64** through **Figure 4.68** within the study corridor, have been identified as walkway segments in which non-permanent obstruction restrictions should be considered during specific days of the week and times of the day.

To identify the time of day, day of week, and month of year that certain walkway segments within the study corridor should be considered for restriction of non-permanent obstructions, the following steps were taken:

- The previously identified 17 segments that exceeded a LOS C from the 2012 Pedestrian Study were reevaluated for LOS.
- The common daily peak pedestrian volume time period (between 9 PM and 11 PM) identified in 2012 was used in this 2015 Pedestrian Study.
- The LOS analysis of the previous 17 walkway segments that exceeded LOS C in 2012 on the holiday and/or typical Saturday were re-evaluated for 2015 pedestrian volume data to determine locations that exceeded LOS C.
- Similar to the 2012 evaluation, walkway segments that resulted in a LOS C were considered further and analyzed to determine if the addition of an obstruction would result in the LOS deteriorating to D or greater. A reduction of the effective walkway width ( $W_E$ ) of 2.25 feet associated with the obstruction of one person standing on the side of the walkway and 4.5 feet associated with the obstruction of two individuals standing on each side of the walkway was applied for the analysis.
- The Saturday count data was adjusted using week-long data from 2012 and year-long data, provided by Caesars International, to determine day of week and month of year adjustment factors. The 2012 adjustment factors were determined to be appropriate for use in this study and were used to determine time periods when walkway segments were estimated to exceed LOS C for days other than those counted on Saturday May 23 and June 20, 2015.

**Table 4.23** summarizes the results of the analysis for possible time of day, day of week, and month of year restrictions based solely on current 2015 pedestrian volumes and walkway widths (without non-permanent obstructions). **Table 4.24** provides a summary of the analysis for the conditions of one non-permanent obstruction and **Table 4.25** for two non-permanent obstructions (one on each side of the walkway) reducing the effective walk way width ( $W_E$ ). It is important to recognize that the time duration of impact in many areas increased as well as additional days of the week.

### 5.4 Resort Corridor Best Practices

The following best practices are provided recognizing the positive measures taken by the County and Strip property owners recognizing the importance of maintaining the economic vitality of the Resort Corridor and a positive visitor experience.

- With development and/or redevelopment within the Resort Corridor, sidewalks should be kept clear of permanent obstructions. This includes tripping hazards within the pedestrian walkway, fire hydrants, traffic signal and other equipment, and any other permanent obstructions that could impede pedestrian flow. In addition service counters near the sidewalk should form their customer queue to the side away from the pedestrian walkway (see **Picture 5.11**).



**Picture 5.11 – Pedestrian Queue Away from Street Walkway.**

- Whenever possible designs should avoid the need for installation of bollards within the walkway area. If the placement of bollards is deemed necessary, additional walkway width should be provided to recognize the loss of effective walkway ( $W_E$ ) width due to the placement of bollards within the walkway.
- Signs should be placed 18" from the back of curb in landscaping areas where possible in accordance with Manual on Uniform Traffic Control Devices (MUTCD) standards.

- Pedestrian crosswalks along Las Vegas Boulevard should have ramps facing toward the direction of travel. The finish curb should be provided with tactile domes. An example of a preferred directional ramp is shown below in **Picture 5.12**. Curb ramps should be individually custom designed to accommodate the desire to have perpendicular crosswalks to minimize street crossing widths.



**Picture 5.12 – Directional Ramps.**

- When a driveway has been abandoned or is no longer in active use, the driveway should be replaced with curb, gutter, and sidewalk along with the removal of the associated driveway from the non-obstructive use zone.
- With new escalator installations, escalators should be routinely reversed to ensure even equipment wear. With even wear, if an escalator is down for repair, the adjacent escalator can be switched to a preferred upward direction. The desire is to have escalators always working in the upward direction even if the adjacent escalator is closed for maintenance (see **Picture 5.13**). Pedestrian bridge escalators and elevators should continue to be maintained on a regular schedule that ensures a high reliability of service. It is important to have these facilities fully operational during holiday weekends. The capacity of the accompanying pedestrian bridges are severely impacted when the escalators are not functioning.





**Picture 5.13 – Downward Escalator under Repair.**

- As development occurs within the Resort Corridor, bus stops should be modified to a Type 2 (see **Figure 5.7**) design placing the shelter and queueing area in front of the through pedestrian walkway. Ticket vending machines and signs should also be placed adjacent to the stop to reduce losses in effective walkway widths.



**Figure 5.7 – Type 2 Bus Stop**

- Installation of pavement marking should follow the below criteria:
  - Markings within valley gutters should be avoided.
  - Medians should be painted and maintained according to MUTCD standards (see **Picture 5.14**).



**Picture 5.14 – Paint Colors Not in Compliance with MUTCD.**

- Mature tree canopies for walkway shading should be encouraged while maintaining a minimum clearance height of 14 feet (see **Picture 5.15**).



**Picture 5.15 – Desirable Tree Canopy.**

- Low landscaping heights should be used within site visibility zones at intersection corners, especially at access drives.
- With new development, walkways should have paving distinctions between private property and the public walkway (such as different textures and/or colors, see **Picture 5.16**).



**Picture 5.16 – Public Walkway/Private Property Distinction by Pavement Textures.**

- Landscaping and pedestrian walkway planning and design should recognize adjacent properties and walkway transition areas should be provided between properties so as not to negatively impact walkway widths. Alcoves should be avoided to reduce hidden areas and landscaping corners of 90 degrees at property boundaries should be avoided.
- Construction work zones should be planned so as to not negatively impact pedestrian flow on adjacent sidewalks (see **Picture 5.17**).



**Picture 5.17 – Work Zone Walkway on Memorial Day Weekend 2015.**



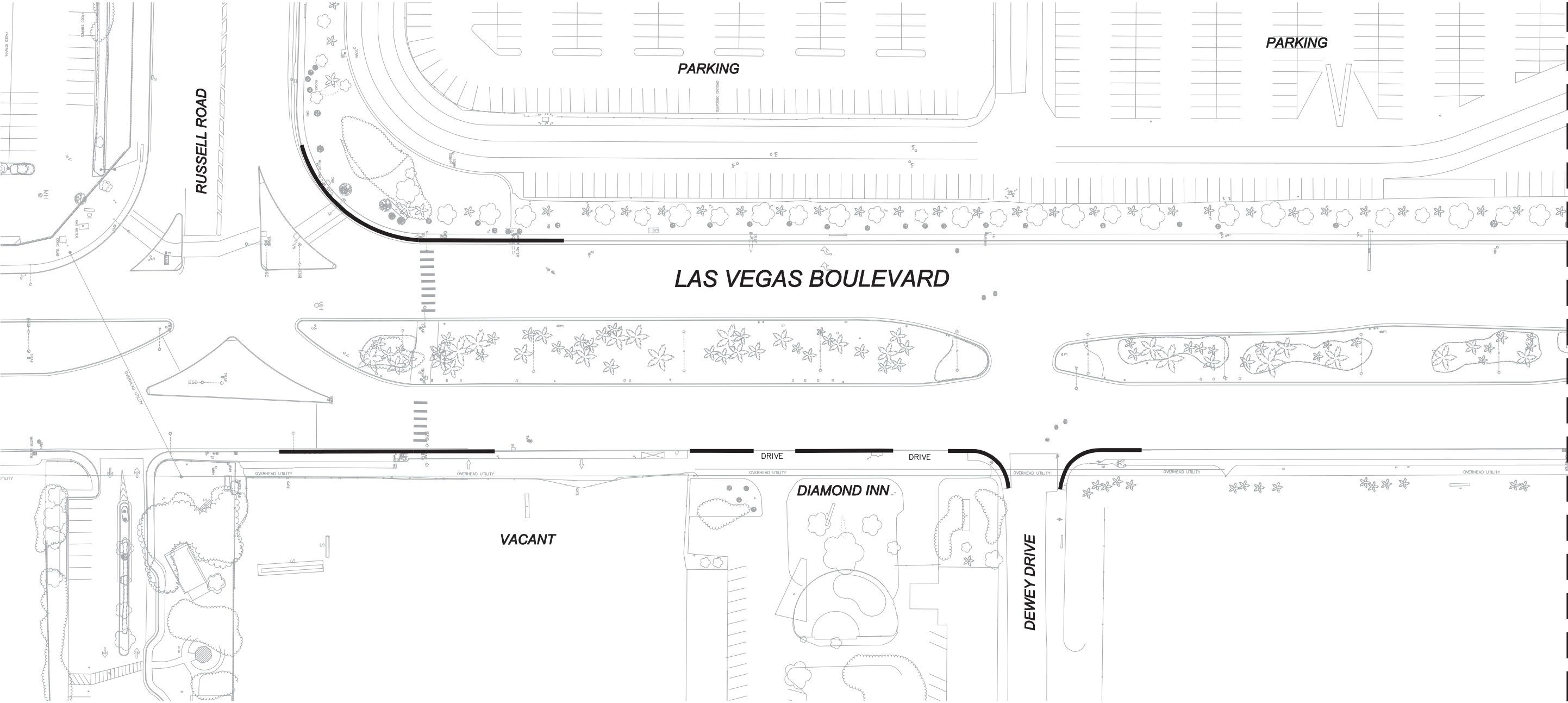
# EXHIBIT A

## NO OBSTRUCTION ZONES (ADOPTED OCTOBER 7, 2014)





CLARK COUNTY  
NO OBSTRUCTION ZONES  
CC CODE 16.11  
LAS VEGAS BOULEVARD





**LEGEND**

-  PAINTED WHITE LINE
-  TIME PERIODS LESS THAN LEVEL OF SERVICE C

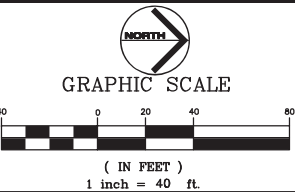
NOTE:  
TOPOGRAPHIC INFORMATION SHOWN ON THESE PLANS WAS DEVELOPED BASED ON A SEARCH OF BEST AVAILABLE RECORDS AND INFORMATION. LOCATIONS AND CONDITION OF IMPROVEMENTS SHOWN ARE SUBJECT TO CHANGE AND SHALL BE VERIFIED IN THE FIELD.



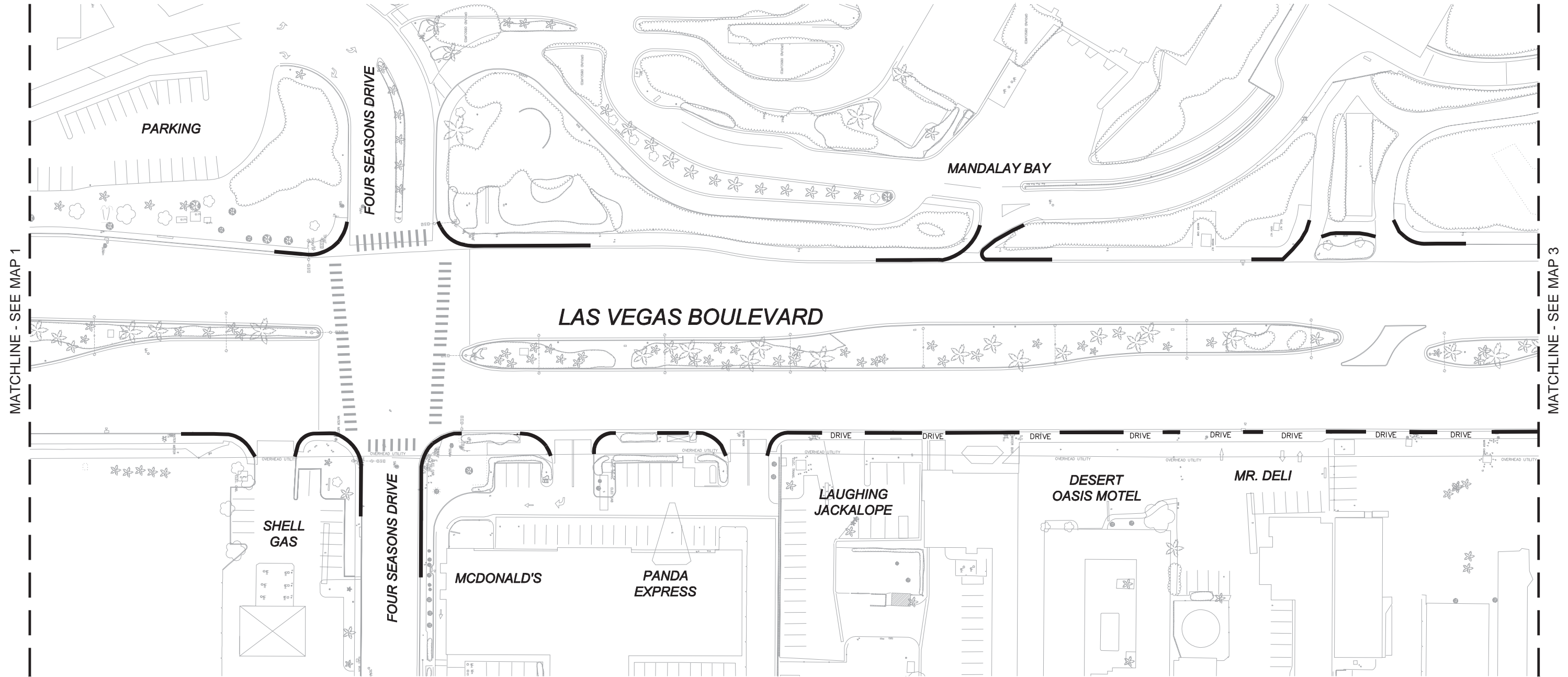
**NO OBSTRUCTION ZONES - LAS VEGAS BLVD  
RUSSELL ROAD TO SAHARA AVENUE**

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

SHEET:	<b>MAP 1</b>
SCALE:	AS SHOWN
DATE:	SEPTEMBER 26, 2014







LEGEND	
	PAINTED WHITE LINE
	TIME PERIODS LESS THAN LEVEL OF SERVICE C

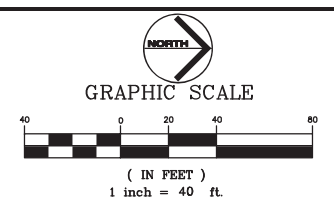
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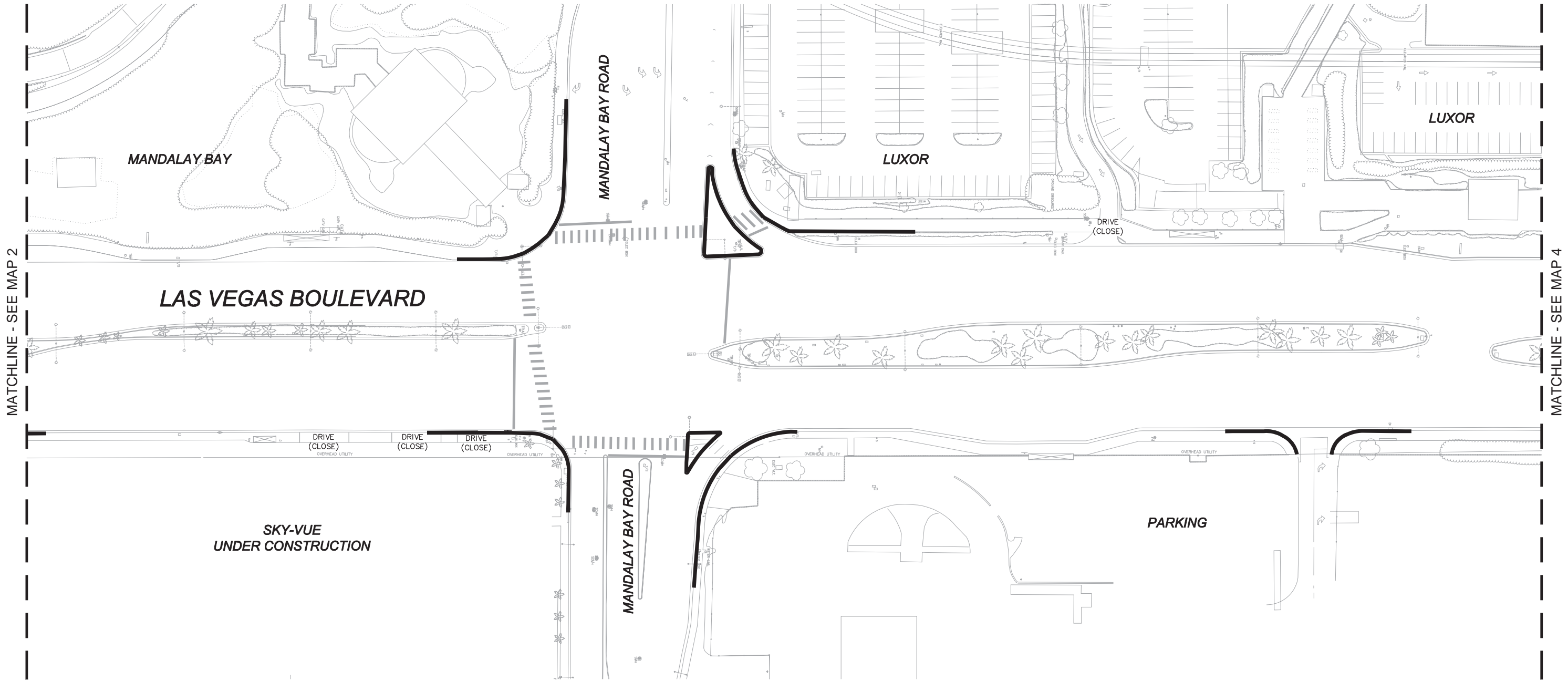
# NO OBSTRUCTION ZONES - LAS VEGAS BLVD RUSSELL ROAD TO SAHARA AVENUE

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

SHEET:	<b>MAP 2</b>
SCALE:	AS SHOWN
DATE:	SEPTEMBER 26, 2014







**LEGEND**

- PAINTED WHITE LINE
- TIME PERIODS LESS THAN LEVEL OF SERVICE C

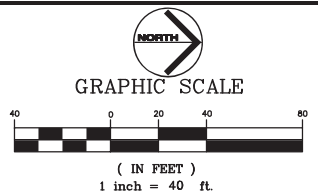
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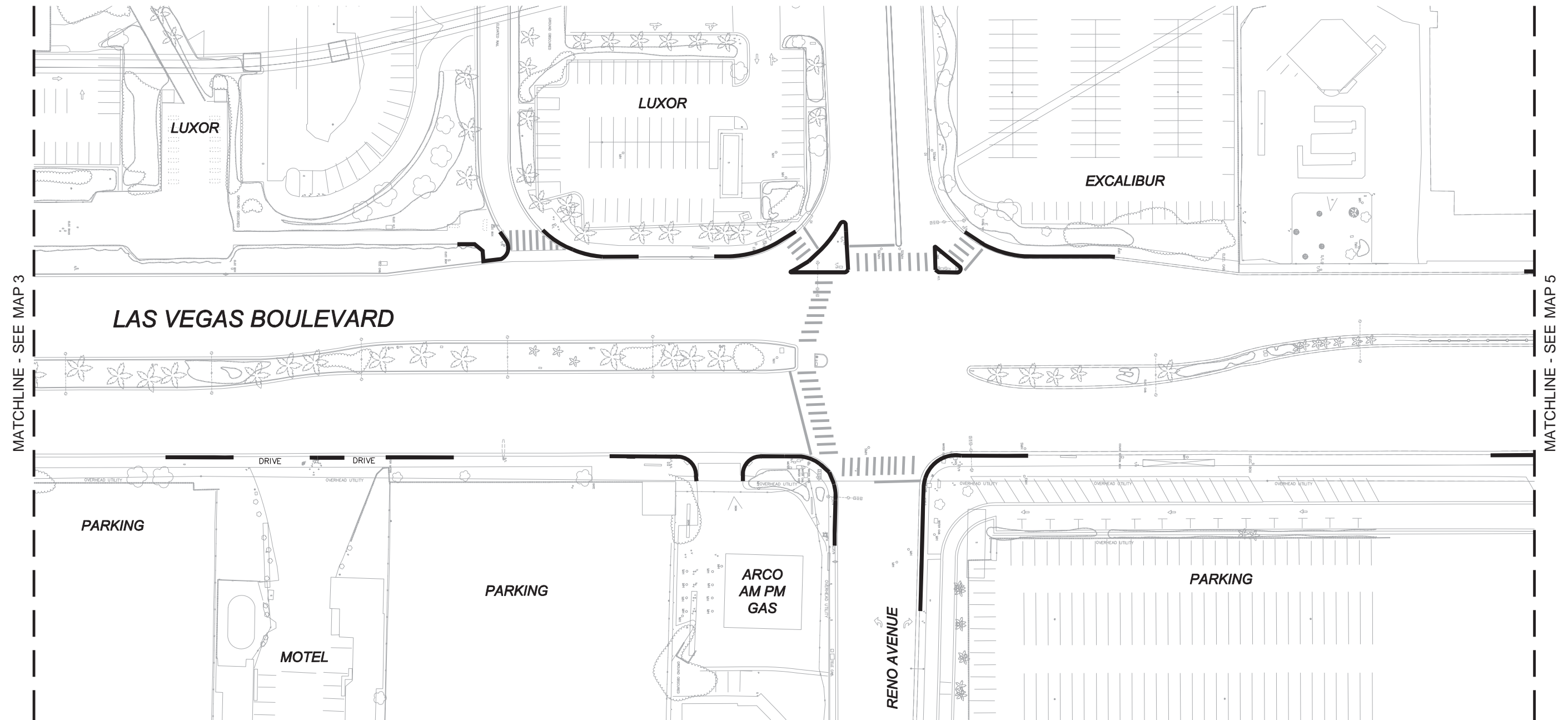
**NO OBSTRUCTION ZONES - LAS VEGAS BLVD  
RUSSELL ROAD TO SAHARA AVENUE**

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

SHEET:	<b>MAP 3</b>
SCALE:	AS SHOWN
DATE:	SEPTEMBER 26, 2014







LEGEND

PAINTED WHITE LINE

TIME PERIODS LESS THAN  
LEVEL OF SERVICE C

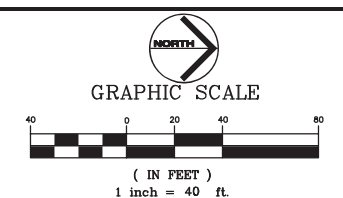
NOTE:  
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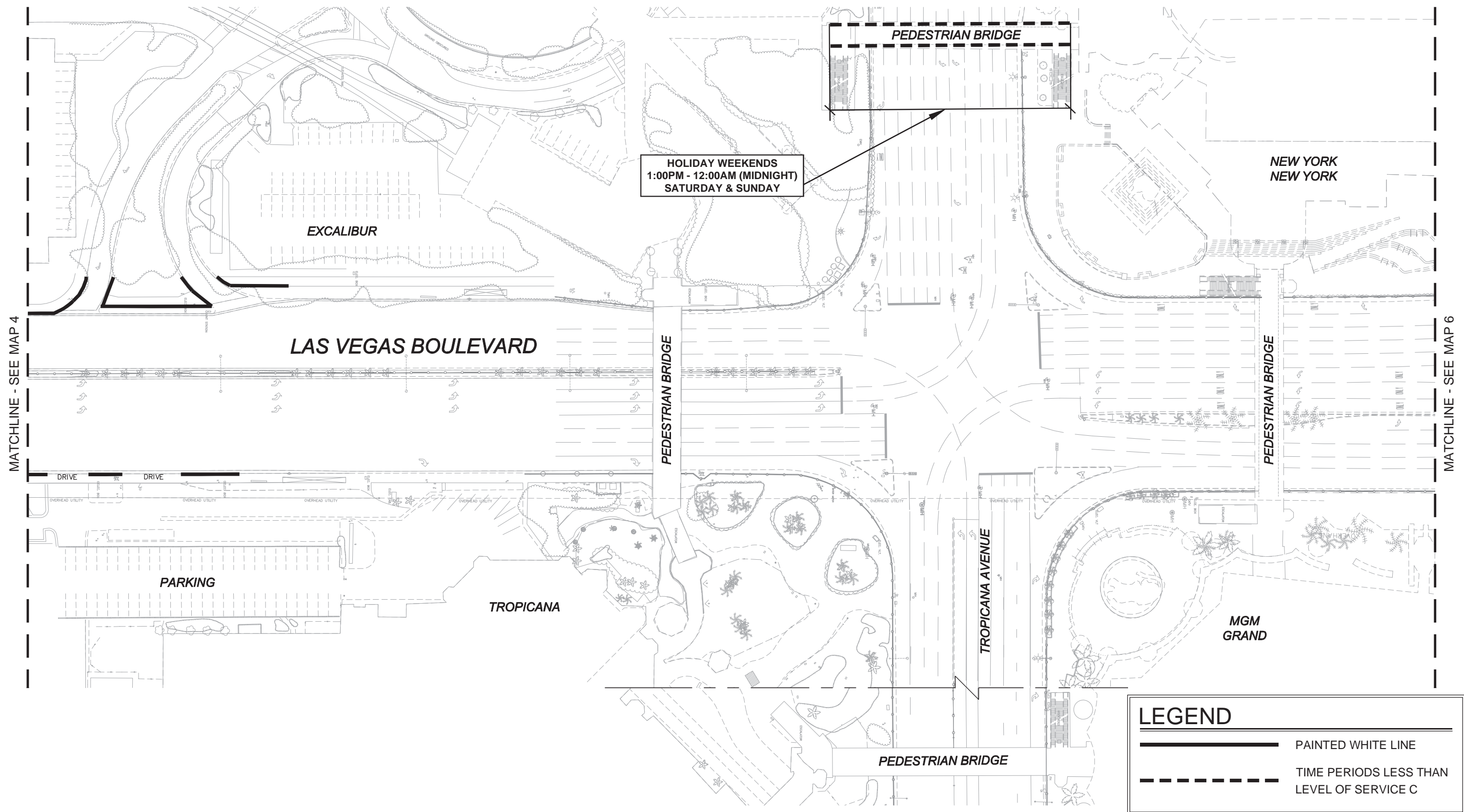
# NO OBSTRUCTION ZONES - LAS VEGAS BLVD RUSSELL ROAD TO SAHARA AVENUE

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

SHEET:	<b>MAP 4</b>
SCALE:	AS SHOWN
DATE:	SEPTEMBER 26, 2014







NOTE:  
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OF IMPROVEMENTS SHOWN ARE SUBJECT TO CHANGE AND  
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# NO OBSTRUCTION ZONES - LAS VEGAS BLVD RUSSELL ROAD TO SAHARA AVENUE

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

SHEET:

**MAP 5**

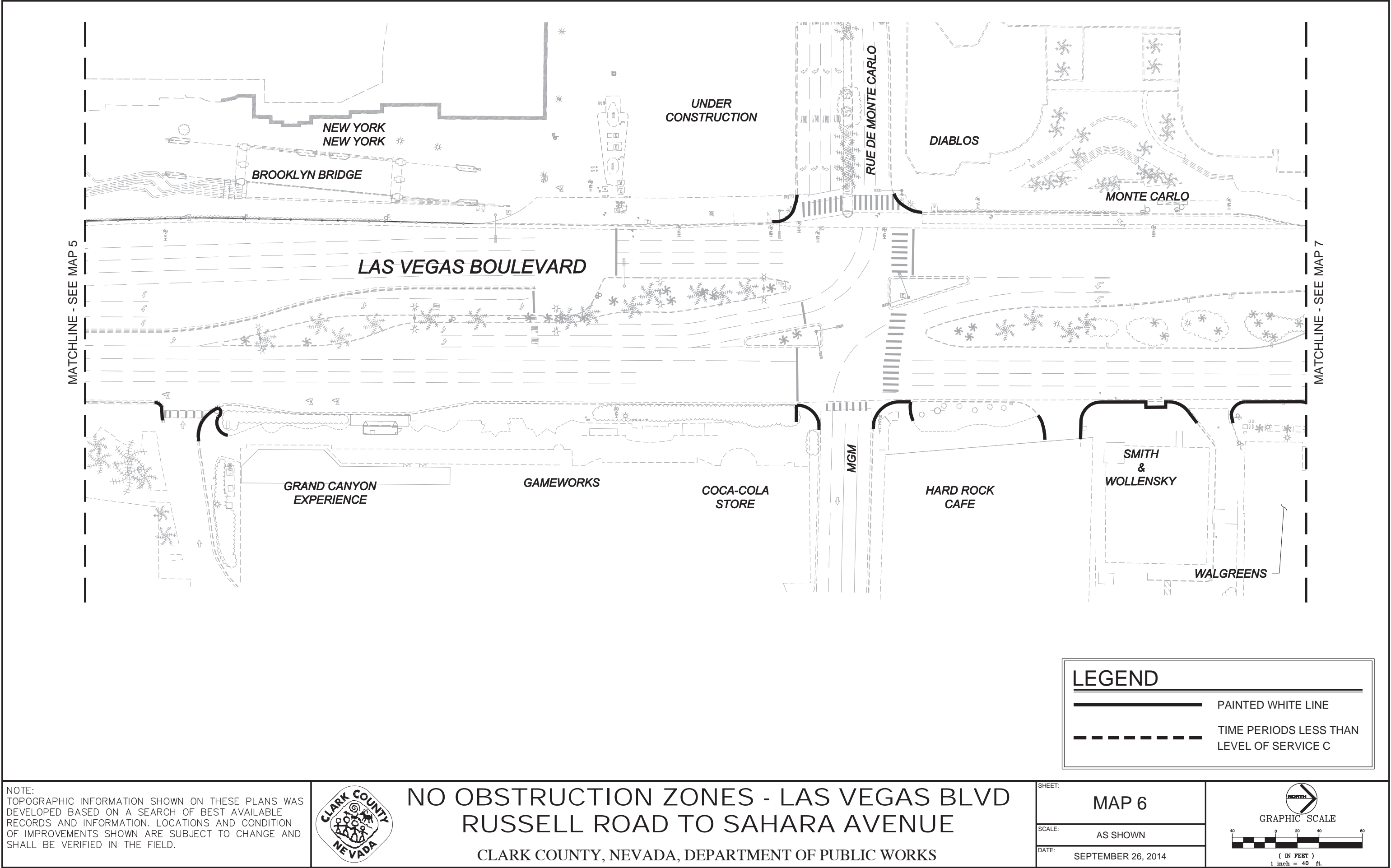
SCALE:

AS SHOWN

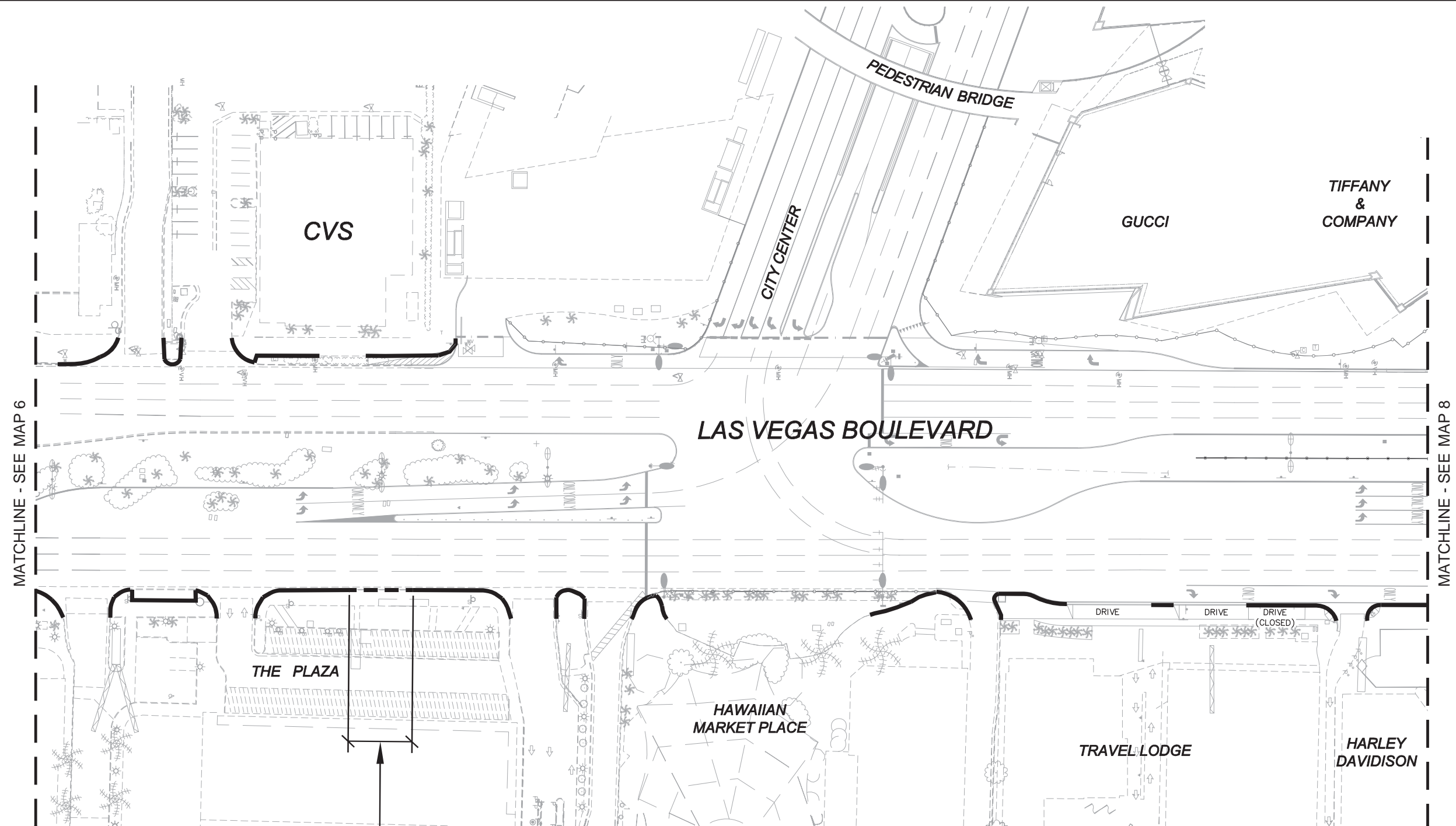
DATE:

SEPTEMBER 26, 2014









<p><b>DAILY</b> 8:00PM - 1:00AM</p>
<p><b>HOLIDAY WEEKENDS</b> 1:00PM - 1:00AM FRIDAY, SATURDAY, &amp; SUNDAY</p>

LEGEND	
	PAINTED WHITE LINE
	TIME PERIODS LESS THAN LEVEL OF SERVICE C

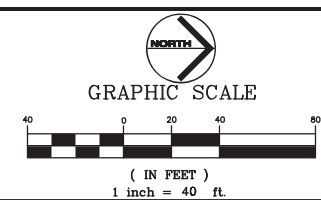
NOTE:  
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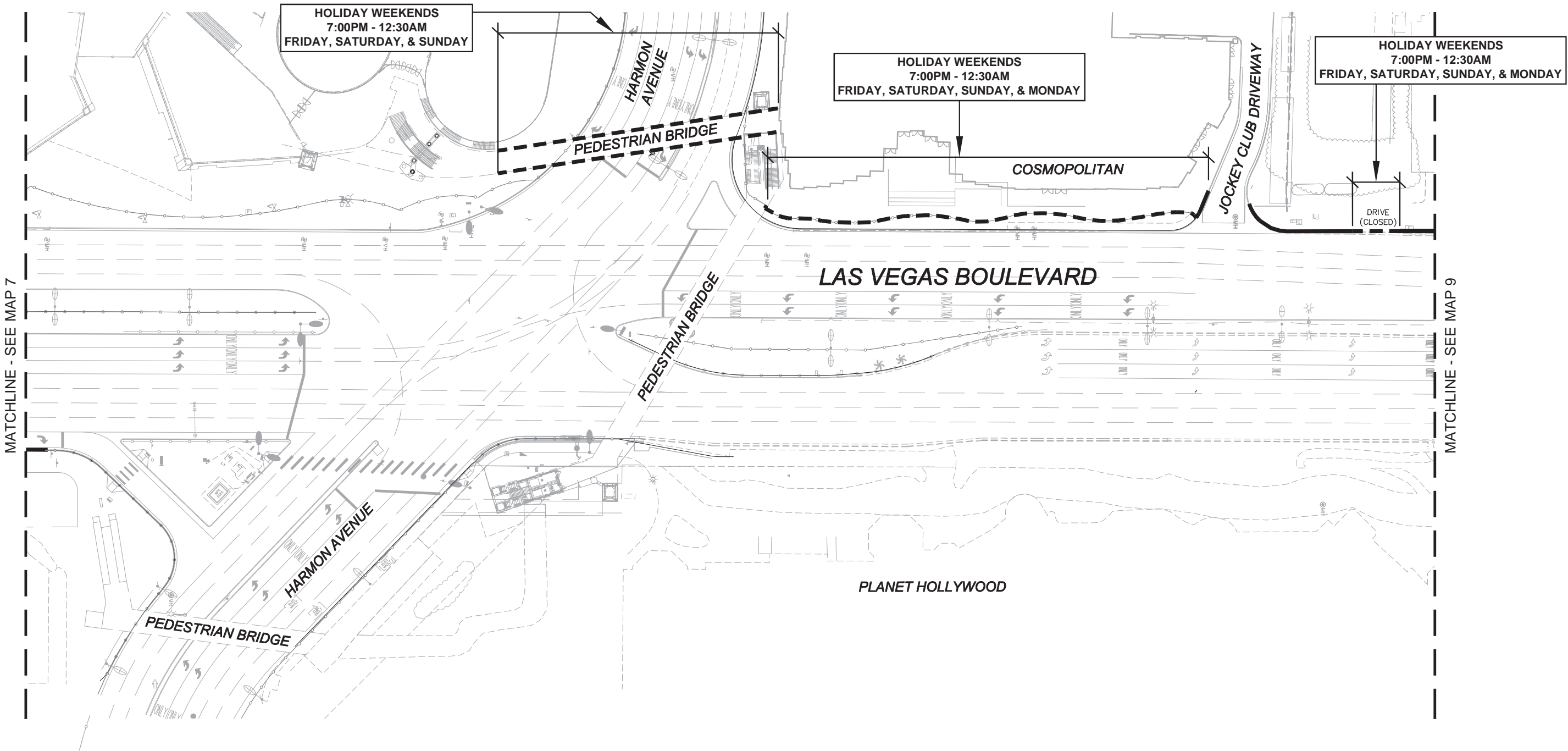
# NO OBSTRUCTION ZONES - LAS VEGAS BLVD RUSSELL ROAD TO SAHARA AVENUE

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS



SHEET:	MAP 7
SCALE:	AS SHOWN
DATE:	SEPTEMBER 26, 2014







**LEGEND**

-  PAINTED WHITE LINE
-  TIME PERIODS LESS THAN LEVEL OF SERVICE C

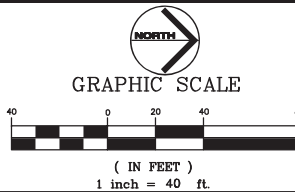
NOTE:  
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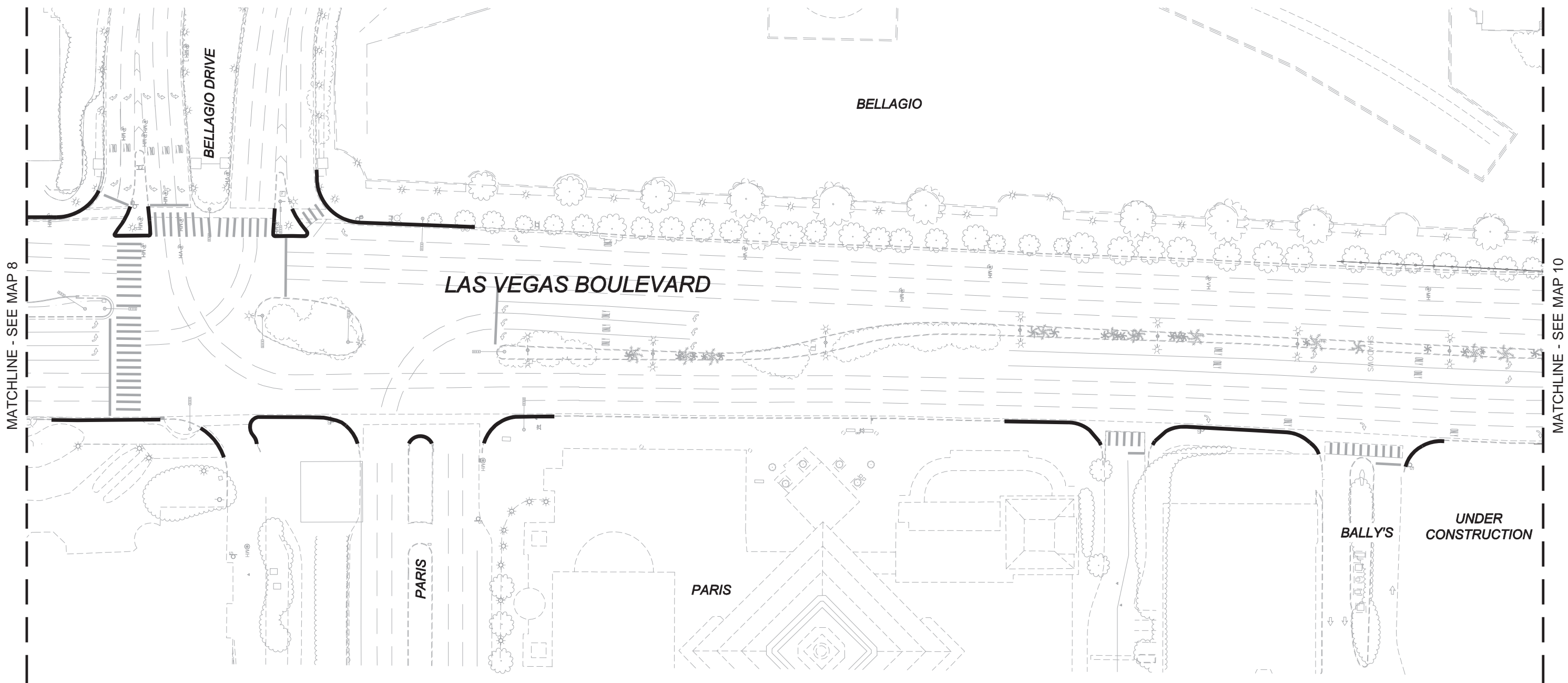
**NO OBSTRUCTION ZONES - LAS VEGAS BLVD  
RUSSELL ROAD TO SAHARA AVENUE**

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS



SHEET: **MAP 8**  
SCALE: AS SHOWN  
DATE: SEPTEMBER 26, 2014







**LEGEND**

-  PAINTED WHITE LINE
-  TIME PERIODS LESS THAN LEVEL OF SERVICE C

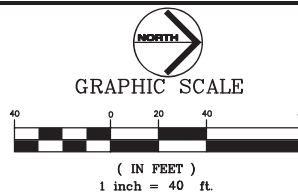
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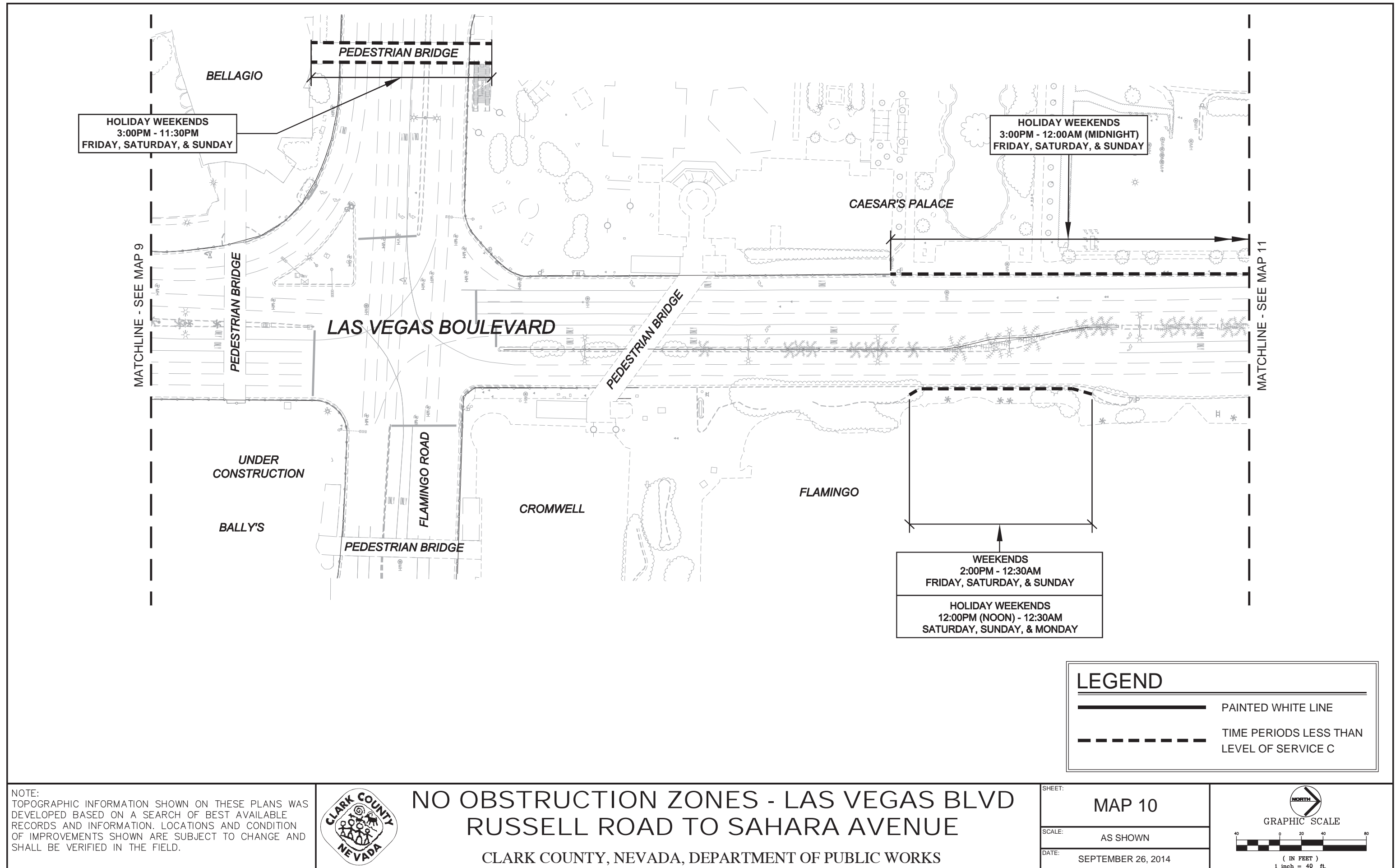
**NO OBSTRUCTION ZONES - LAS VEGAS BLVD  
RUSSELL ROAD TO SAHARA AVENUE**

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

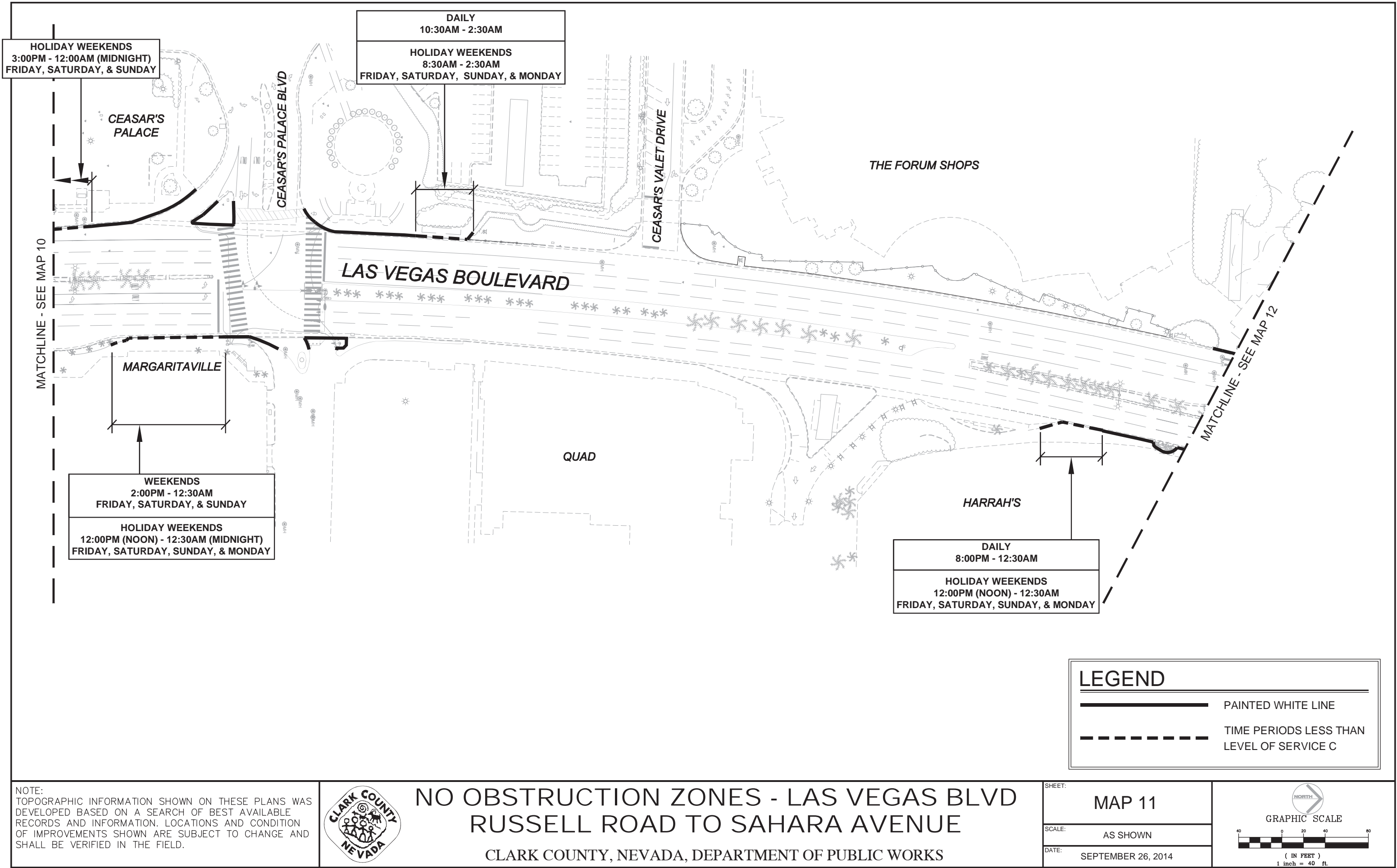
SHEET:	<b>MAP 9</b>
SCALE:	AS SHOWN
DATE:	SEPTEMBER 26, 2014

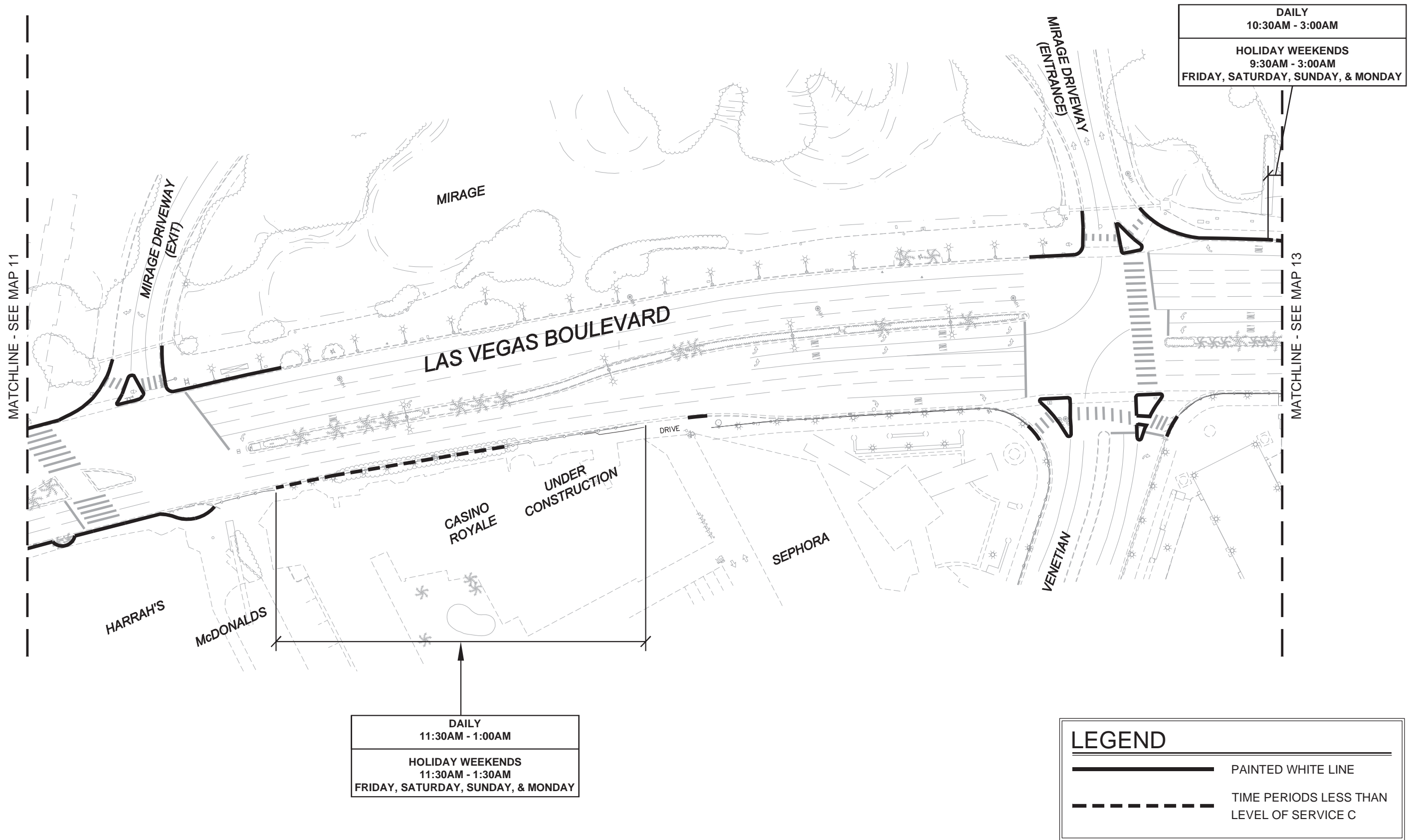












NOTE:  
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# NO OBSTRUCTION ZONES - LAS VEGAS BLVD RUSSELL ROAD TO SAHARA AVENUE

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

SHEET:

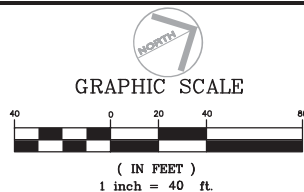
MAP 12

SCALE:

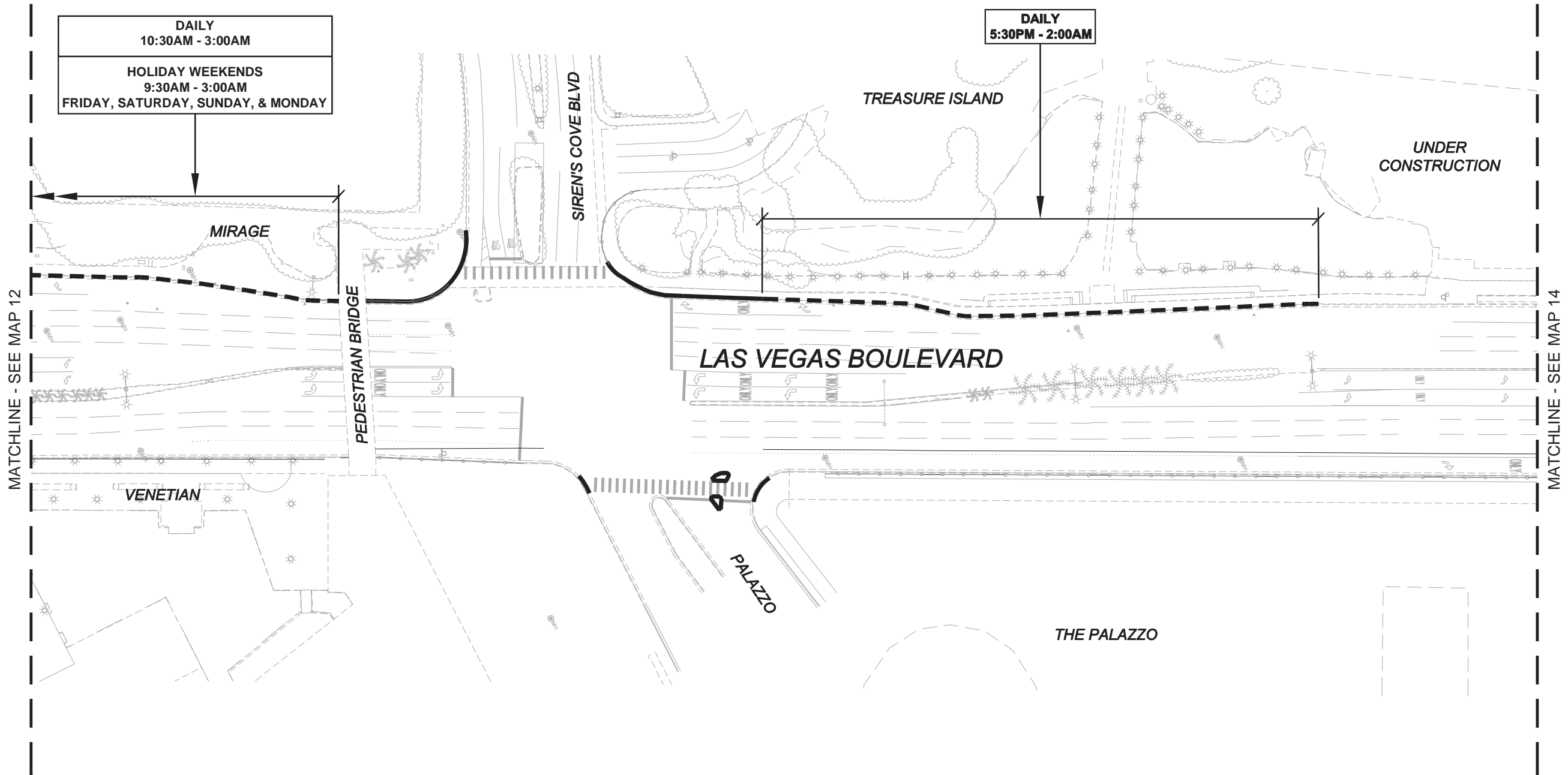
AS SHOWN

DATE:



SEPTEMBER 26, 2014







## LEGEND

-  PAINTED WHITE LINE
-  TIME PERIODS LESS THAN LEVEL OF SERVICE C

NOTE:  
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# NO OBSTRUCTION ZONES - LAS VEGAS BLVD RUSSELL ROAD TO SAHARA AVENUE

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

SHEET:

MAP 13

SCALE:

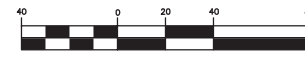
AS SHOWN

DATE:

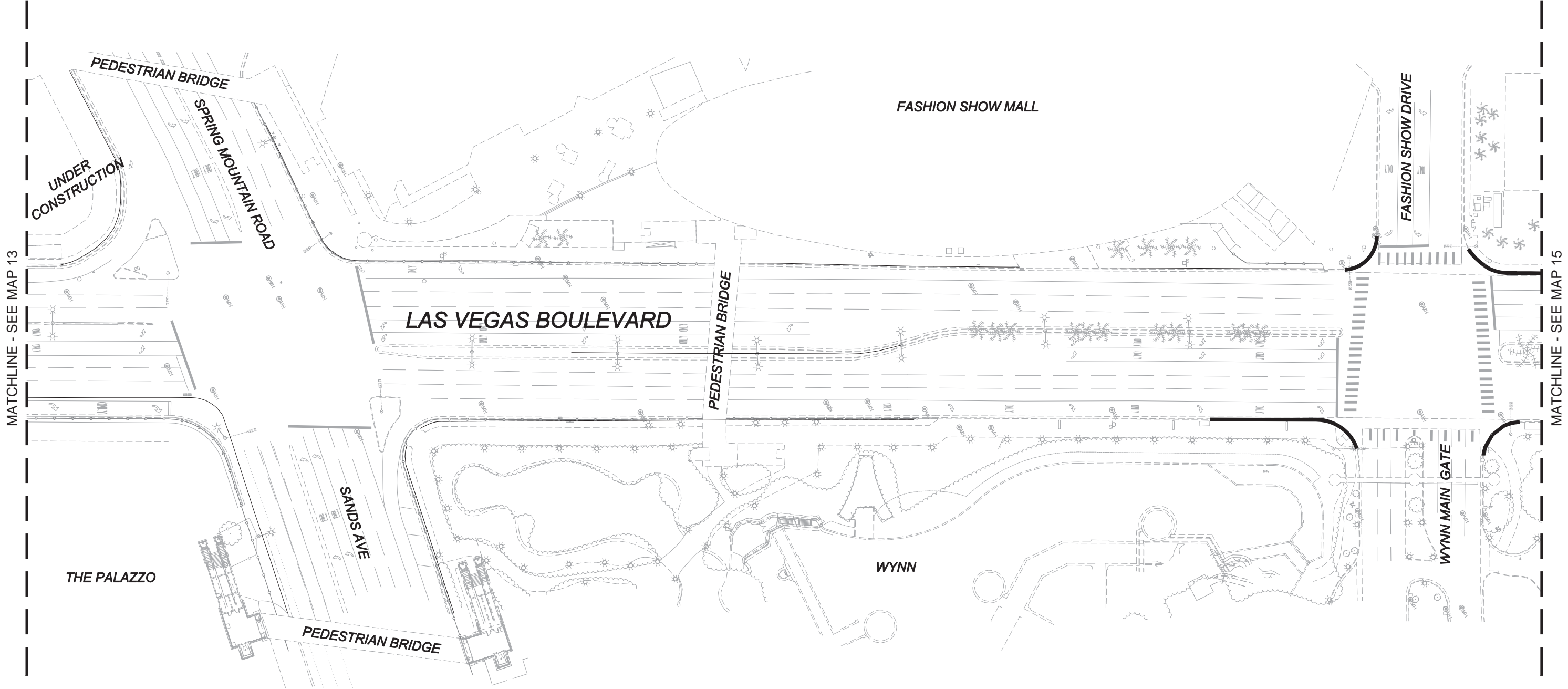
SEPTEMBER 26, 2014



GRAPHIC SCALE



( IN FEET )  
1 inch = 40 ft.



**LEGEND**

PAINTED WHITE LINE

TIME PERIODS LESS THAN  
LEVEL OF SERVICE C

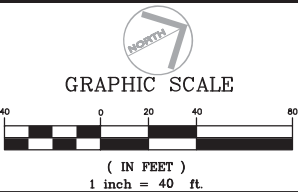
NOTE:  
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NO OBSTRUCTION ZONES - LAS VEGAS BLVD  
RUSSELL ROAD TO SAHARA AVENUE

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

SHEET:	MAP 14
SCALE:	AS SHOWN
DATE:	SEPTEMBER 26, 2014





UNDER CONSTRUCTION

LAS VEGAS BOULEVARD

WYNN

WYNN

WYNN LAS VEGAS

WYNN BLVD

MATCHLINE - SEE MAP 14

MATCHLINE - SEE MAP 16

LEGEND

- PAINTED WHITE LINE
- TIME PERIODS LESS THAN LEVEL OF SERVICE C

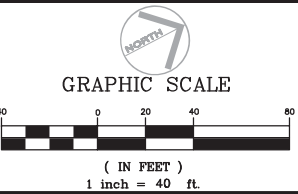
NOTE:  
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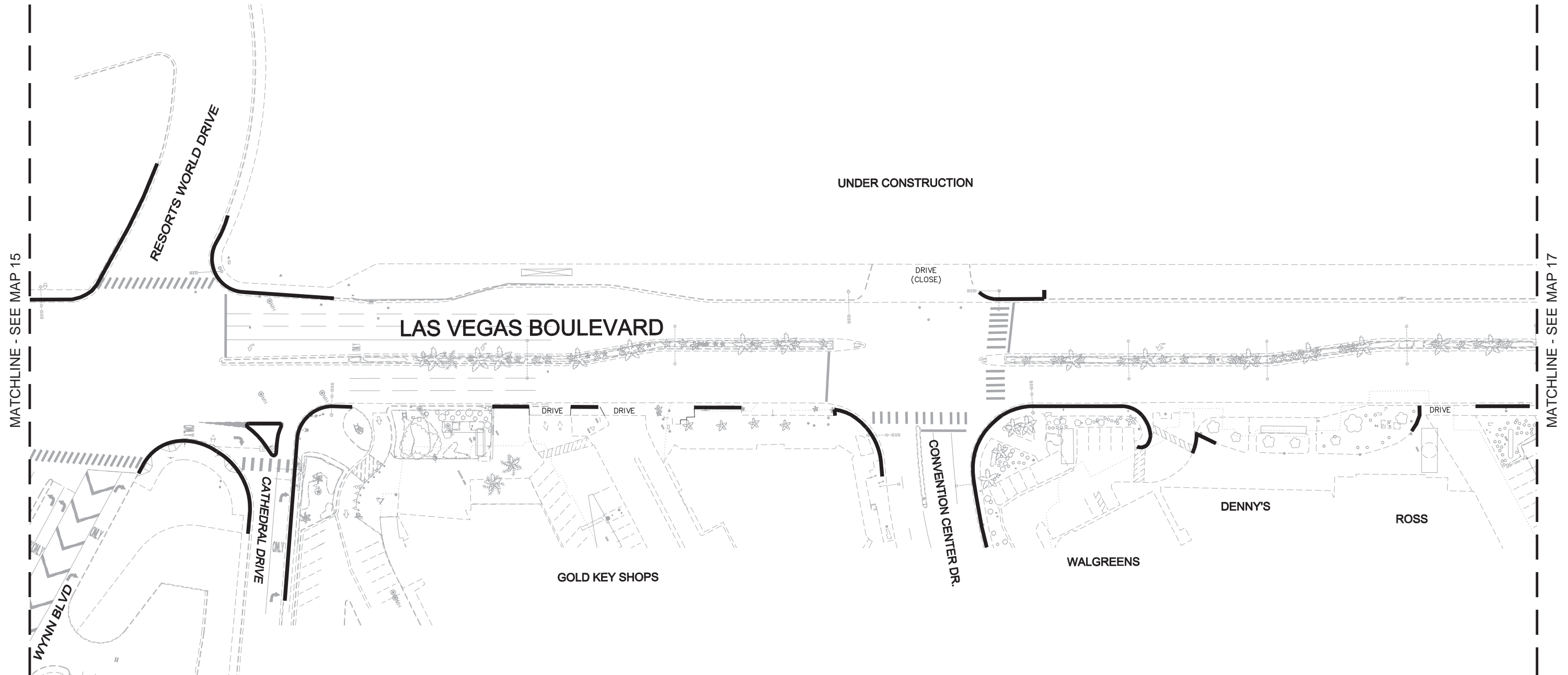


NO OBSTRUCTION ZONES - LAS VEGAS BLVD  
RUSSELL ROAD TO SAHARA AVENUE

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

SHEET:	MAP 15
SCALE:	AS SHOWN
DATE:	SEPTEMBER 26, 2014





LEGEND	
	PAINTED WHITE LINE
	TIME PERIODS LESS THAN LEVEL OF SERVICE C

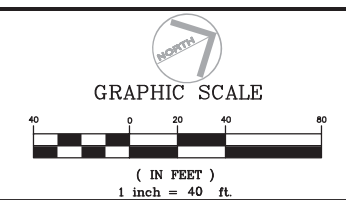
NOTE:  
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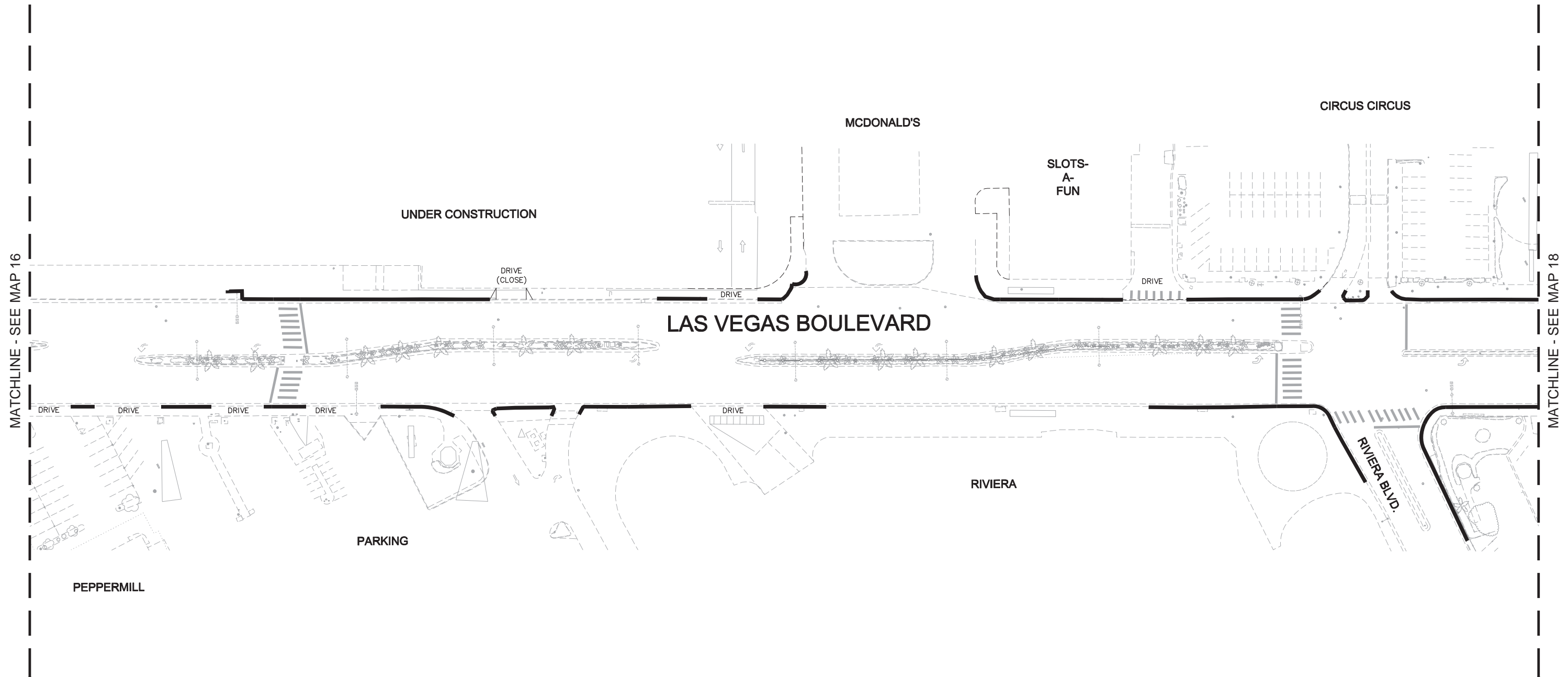
# NO OBSTRUCTION ZONES - LAS VEGAS BLVD RUSSELL ROAD TO SAHARA AVENUE

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS


SHEET:	MAP 16
SCALE:	AS SHOWN
DATE:	SEPTEMBER 26, 2014







**LEGEND**

-  PAINTED WHITE LINE
-  TIME PERIODS LESS THAN LEVEL OF SERVICE C

NOTE:  
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**NO OBSTRUCTION ZONES - LAS VEGAS BLVD  
RUSSELL ROAD TO SAHARA AVENUE**

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

SHEET:

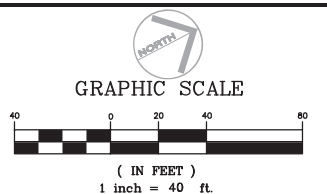
**MAP 17**

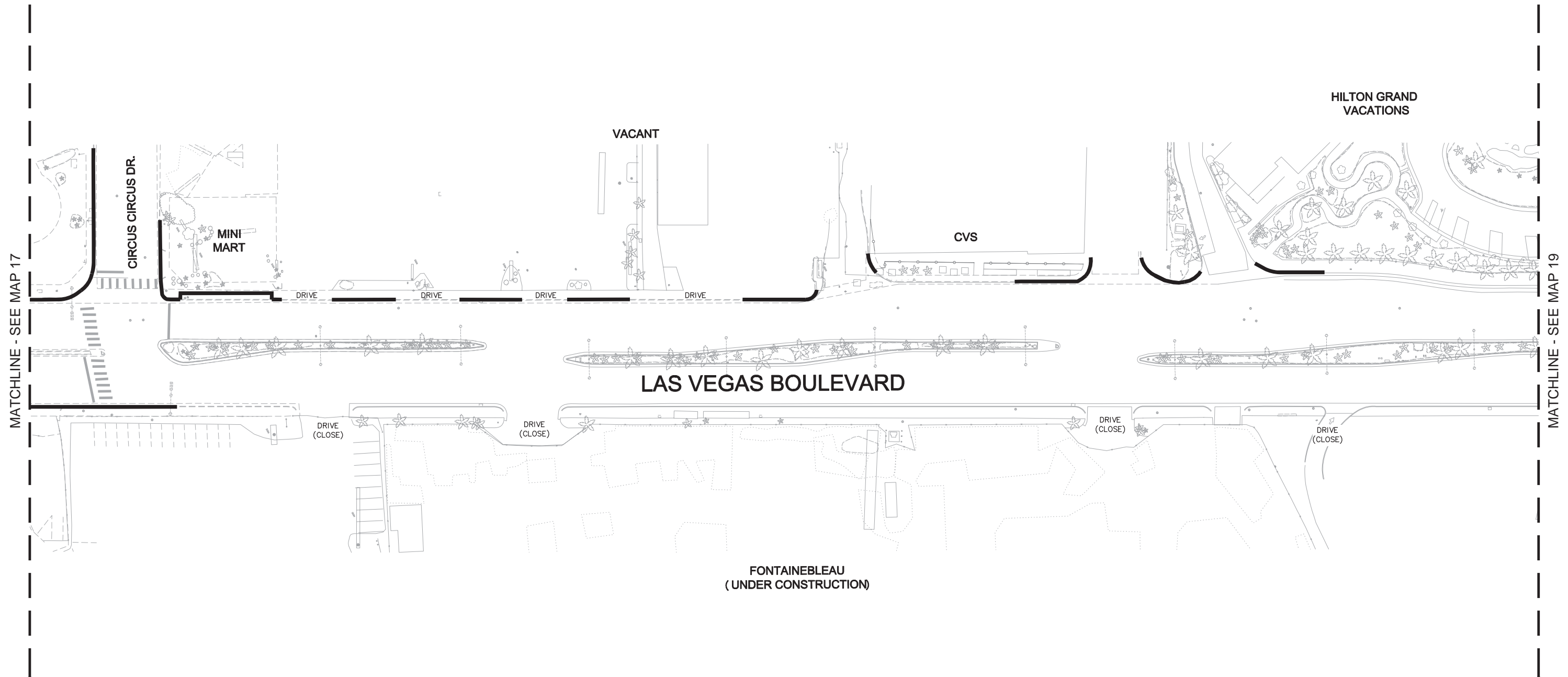
SCALE:

AS SHOWN

DATE:

SEPTEMBER 26, 2014





**LEGEND**

-  PAINTED WHITE LINE
-  TIME PERIODS LESS THAN LEVEL OF SERVICE C

NOTE:  
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**NO OBSTRUCTION ZONES - LAS VEGAS BLVD  
RUSSELL ROAD TO SAHARA AVENUE**

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

SHEET:

**MAP 18**

SCALE:

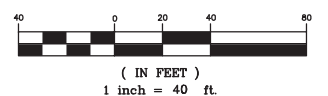
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DATE:

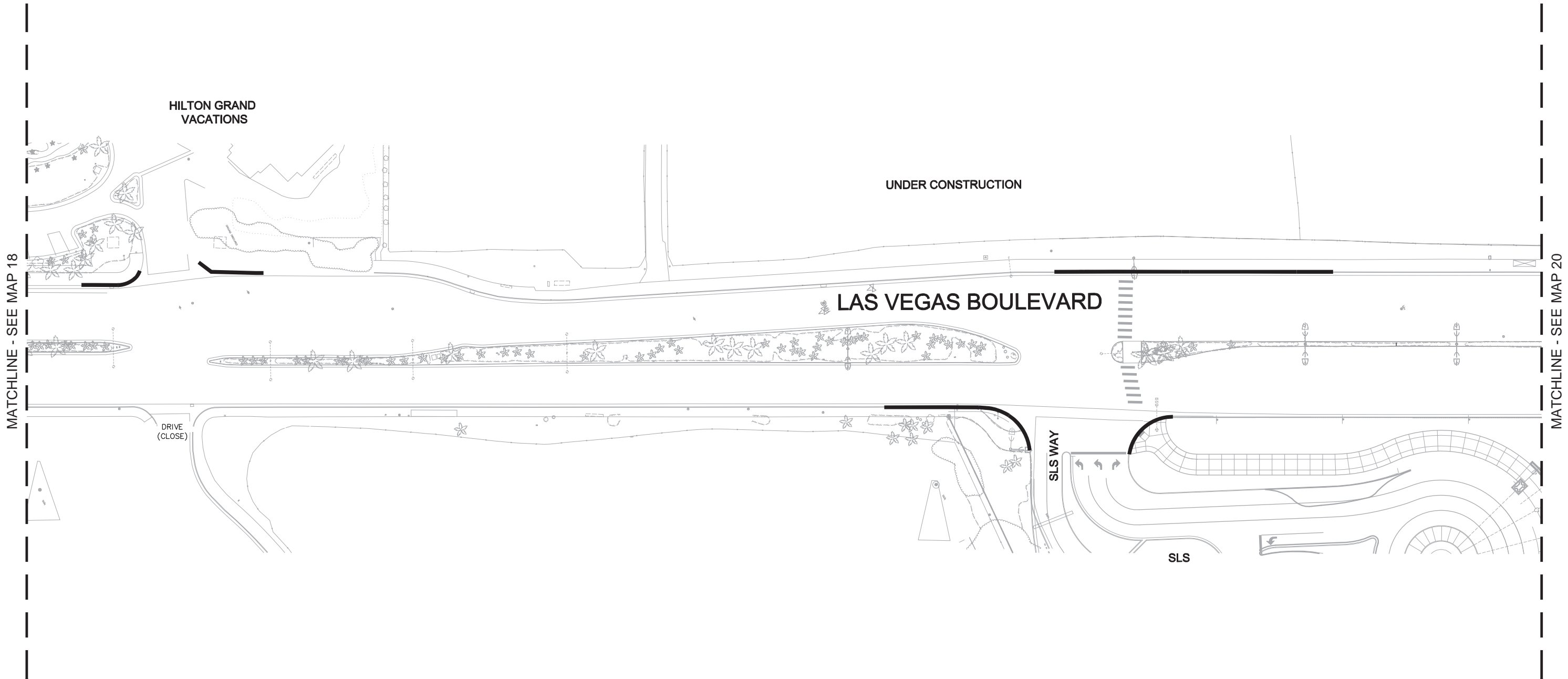
SEPTEMBER 26, 2014



GRAPHIC SCALE







**LEGEND**

-  PAINTED WHITE LINE
-  TIME PERIODS LESS THAN LEVEL OF SERVICE C

NOTE:  
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**NO OBSTRUCTION ZONES - LAS VEGAS BLVD  
RUSSELL ROAD TO SAHARA AVENUE**

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

SHEET:

**MAP 19**

SCALE:

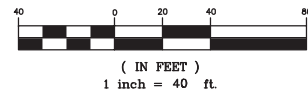
AS SHOWN

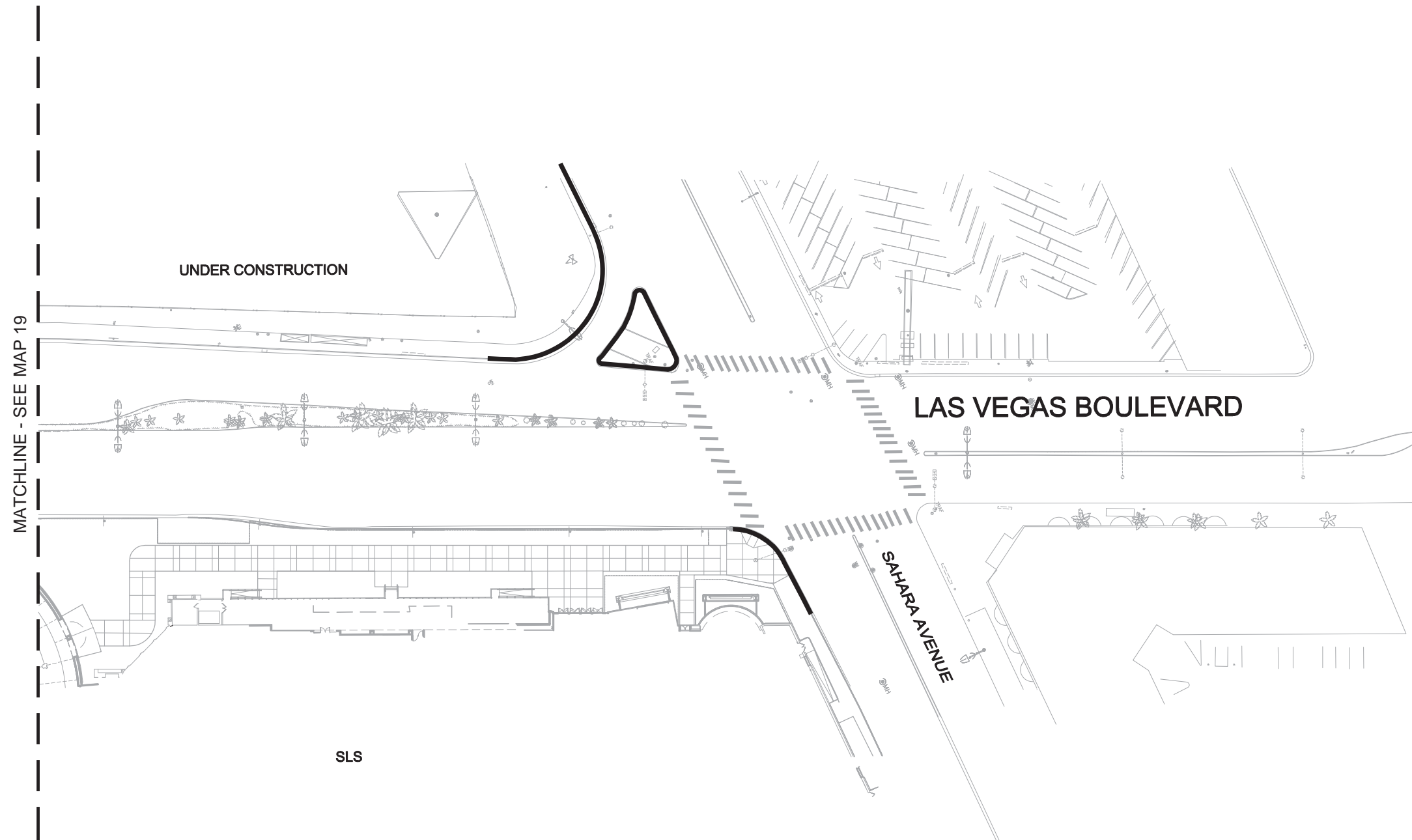
DATE:

SEPTEMBER 26, 2014



GRAPHIC SCALE





LEGEND	
	PAINTED WHITE LINE
	TIME PERIODS LESS THAN LEVEL OF SERVICE C

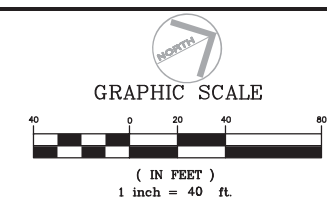
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# NO OBSTRUCTION ZONES - LAS VEGAS BLVD RUSSELL ROAD TO SAHARA AVENUE

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

SHEET:	MAP 20
SCALE:	AS SHOWN
DATE:	SEPTEMBER 26, 2014

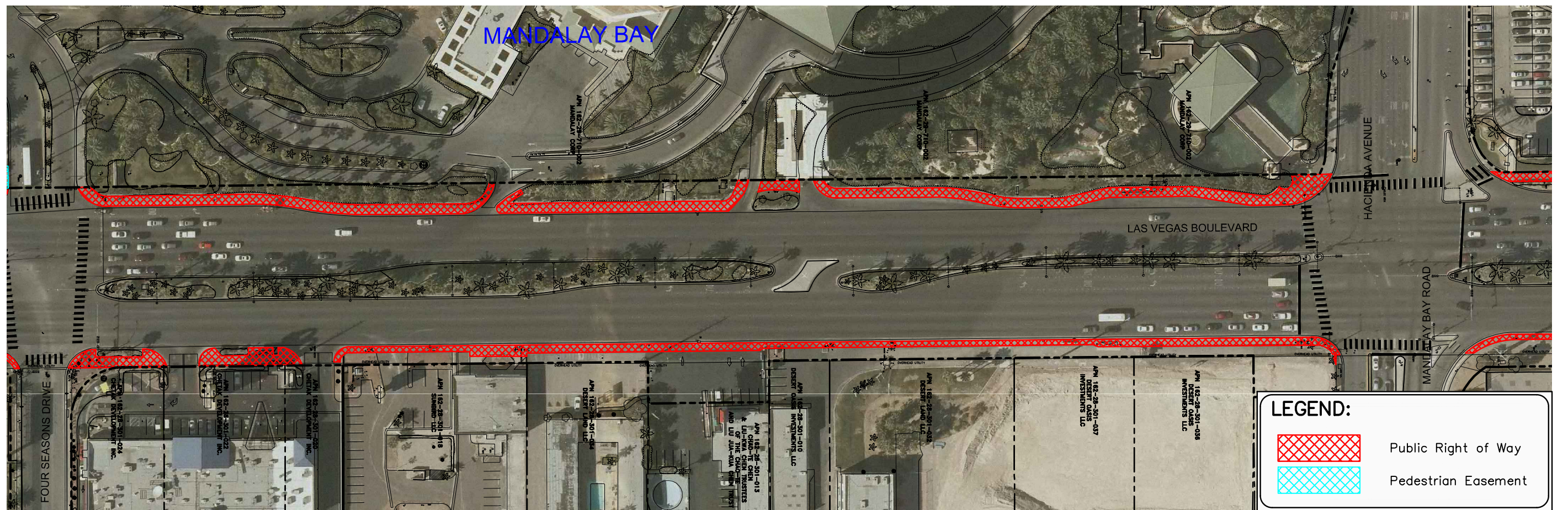




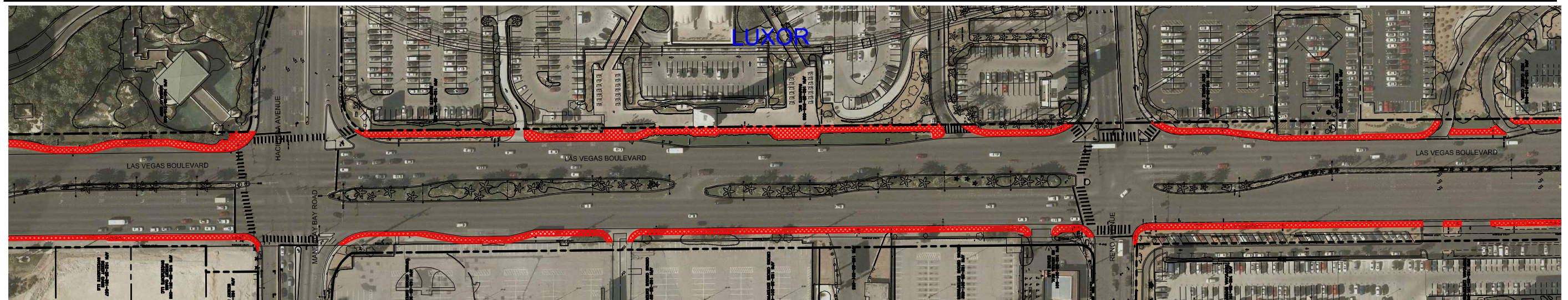
# EXHIBIT B

## RIGHT-OF-WAY/PEDESTRIAN EASEMENT EXHIBITS

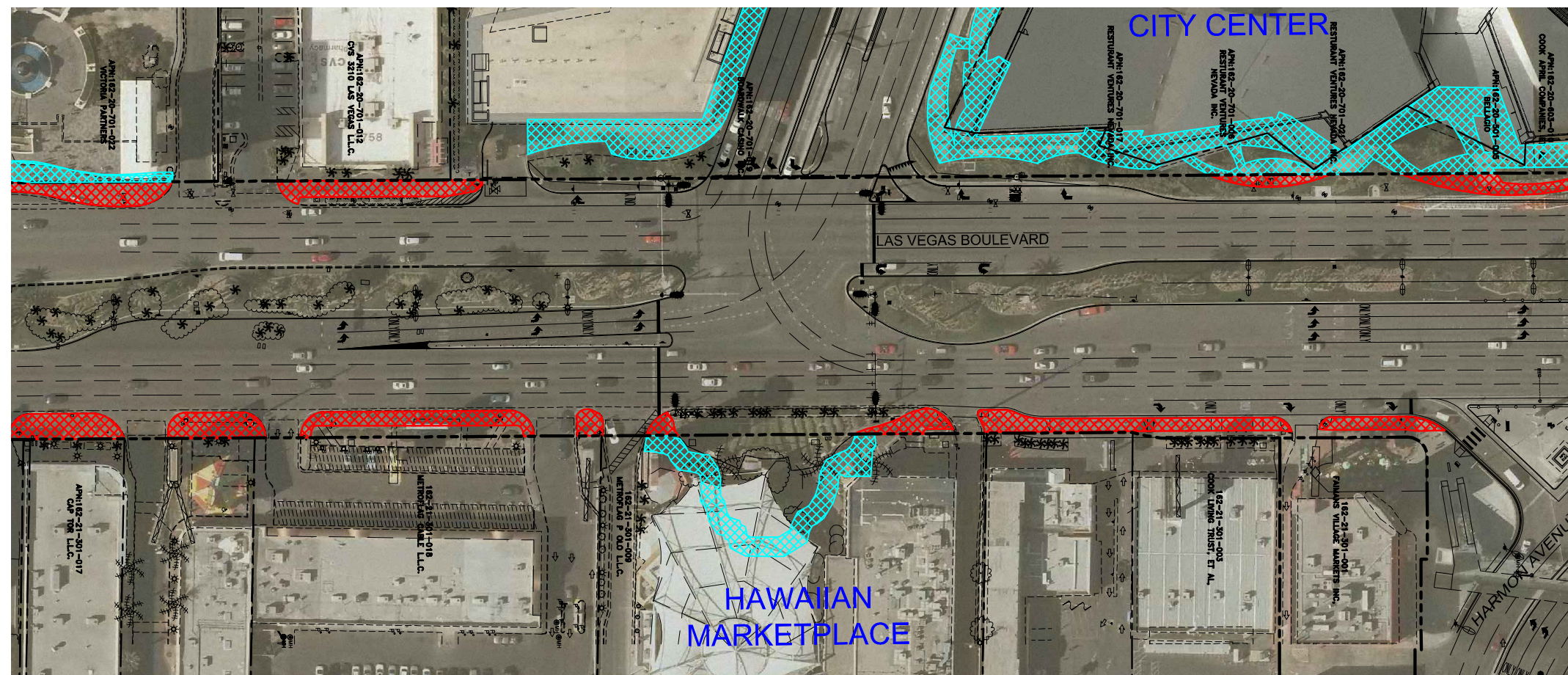
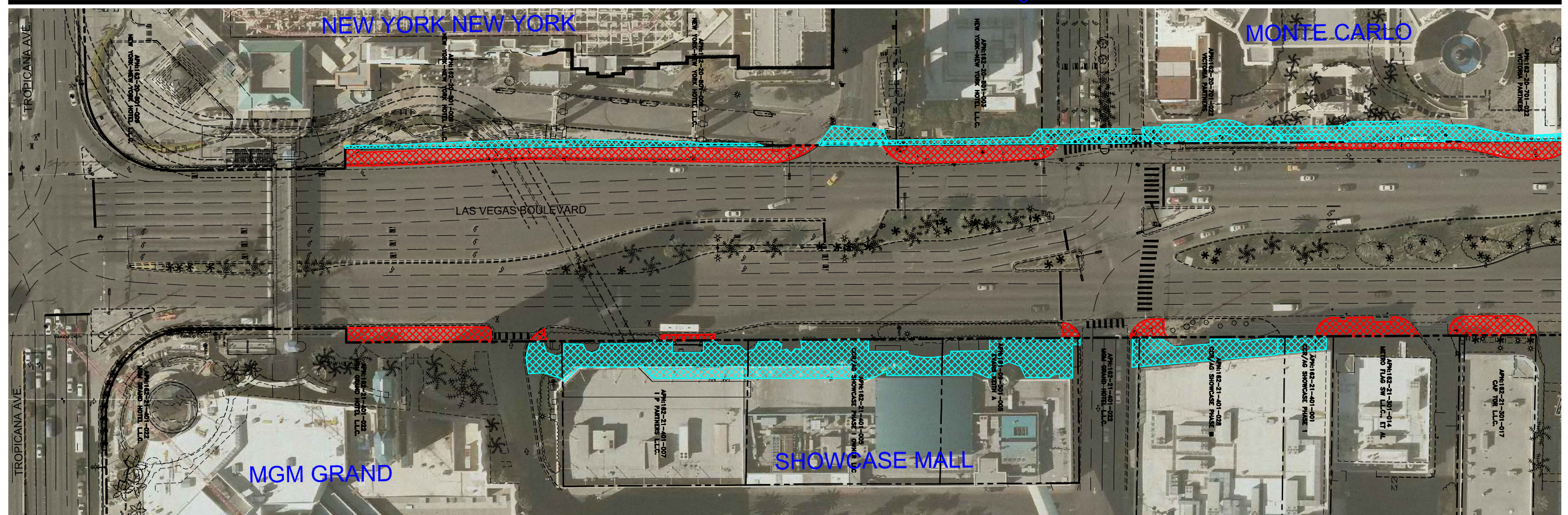












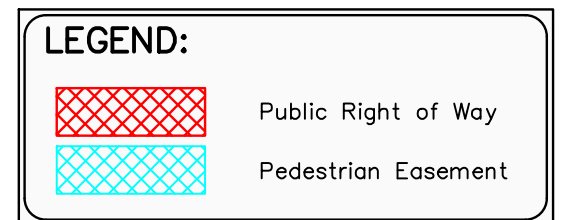
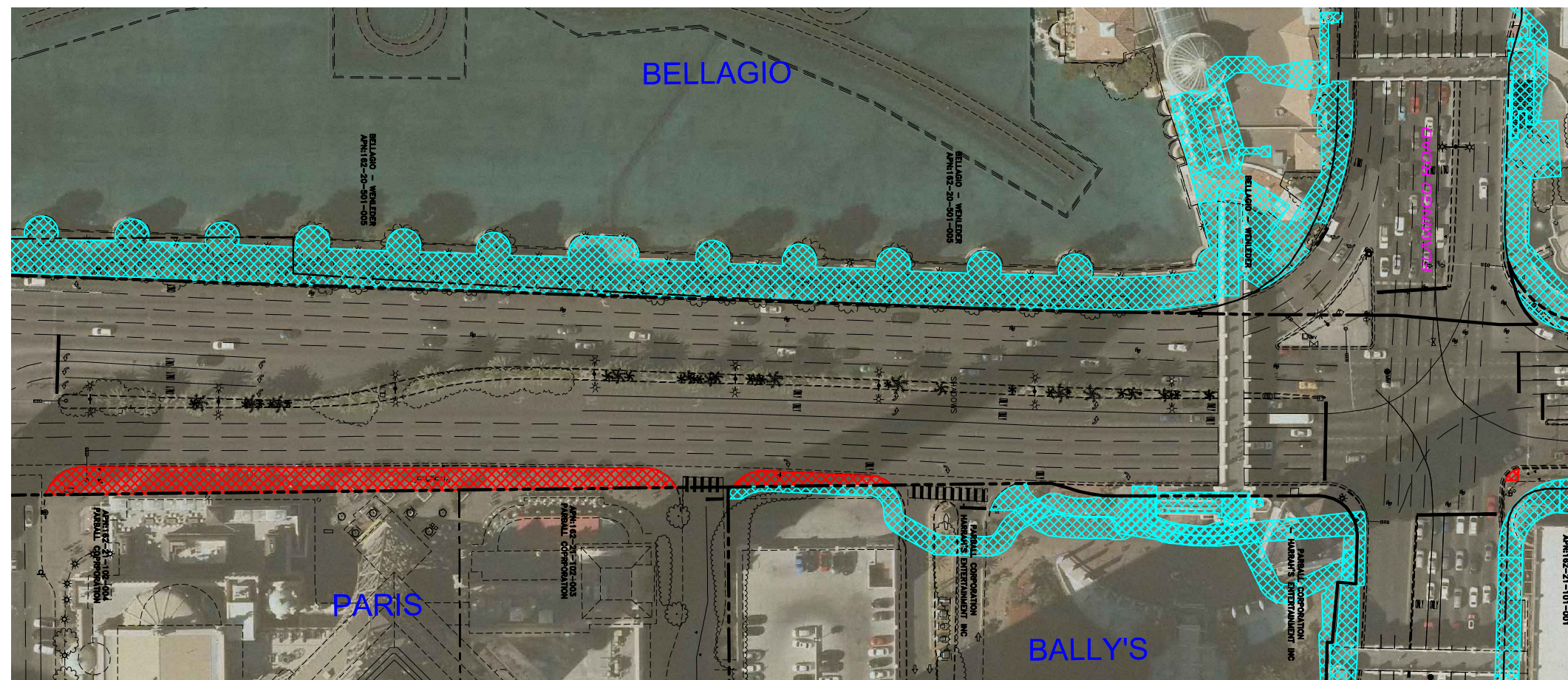
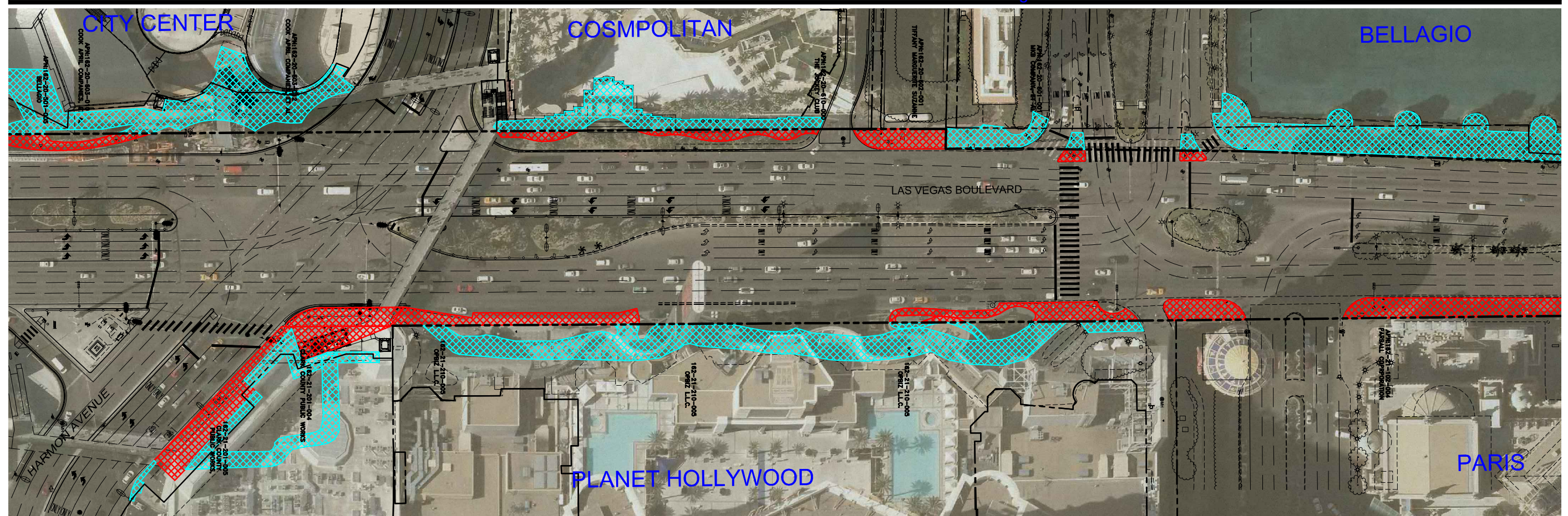


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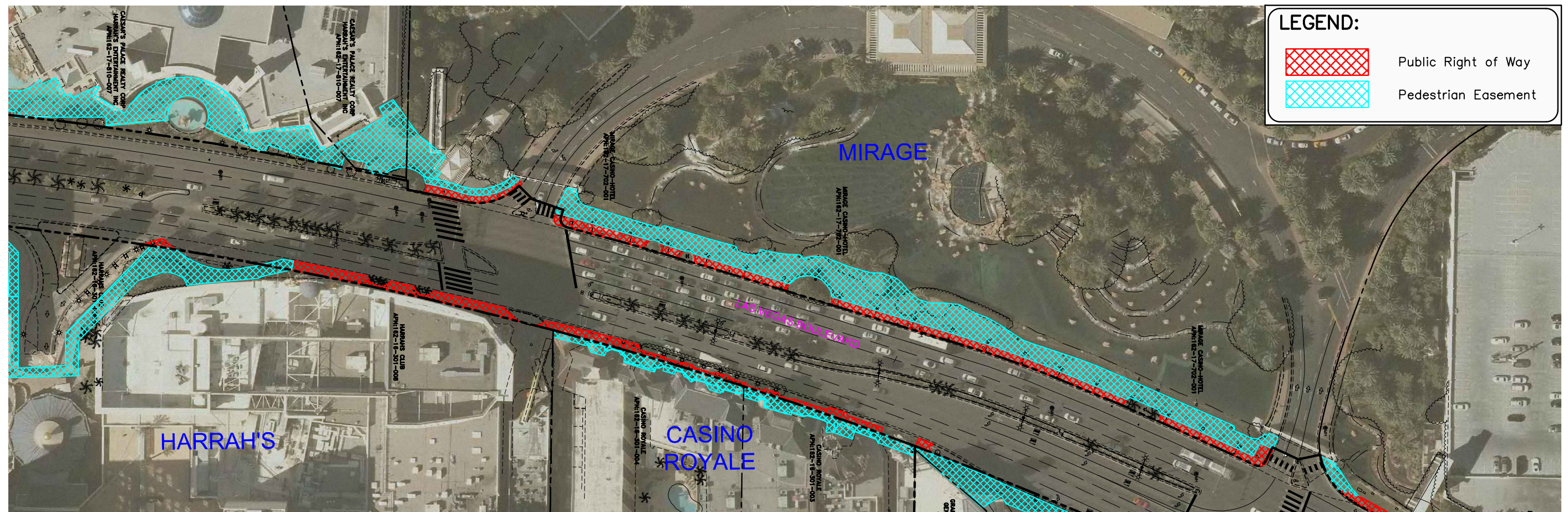
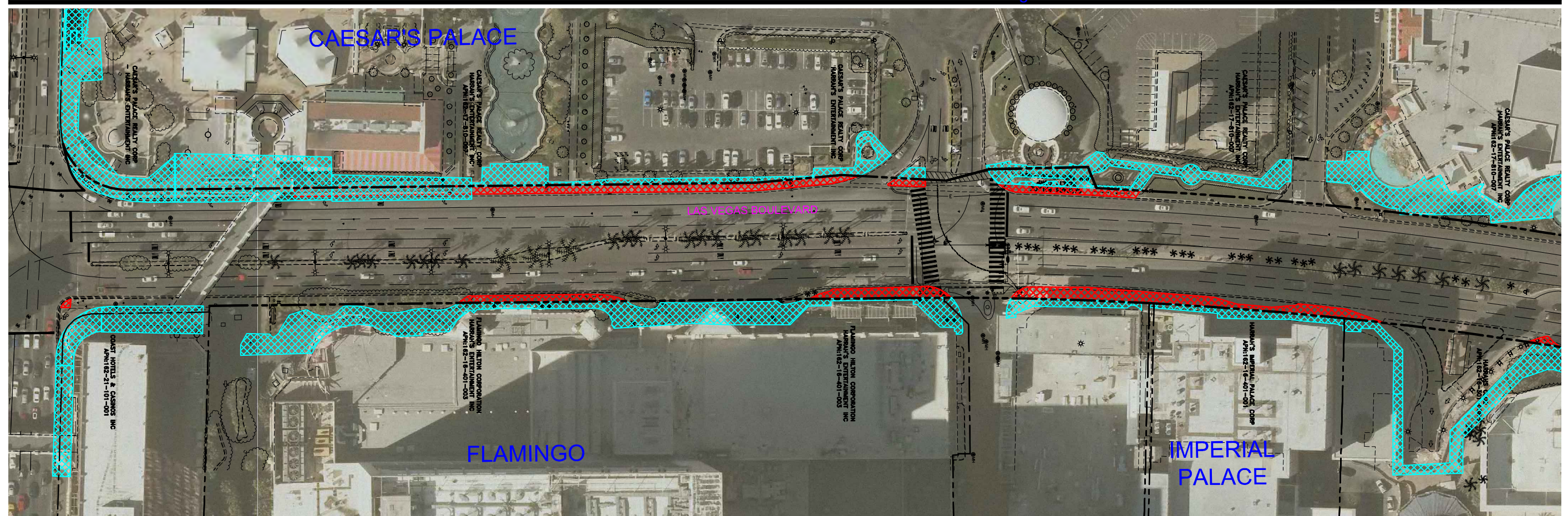
 Public Right of Way

 Pedestrian Easement







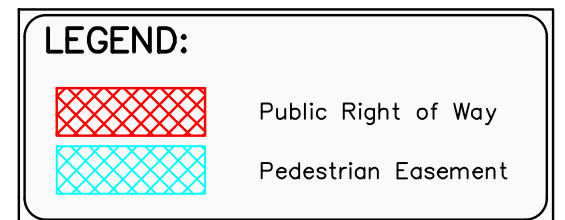
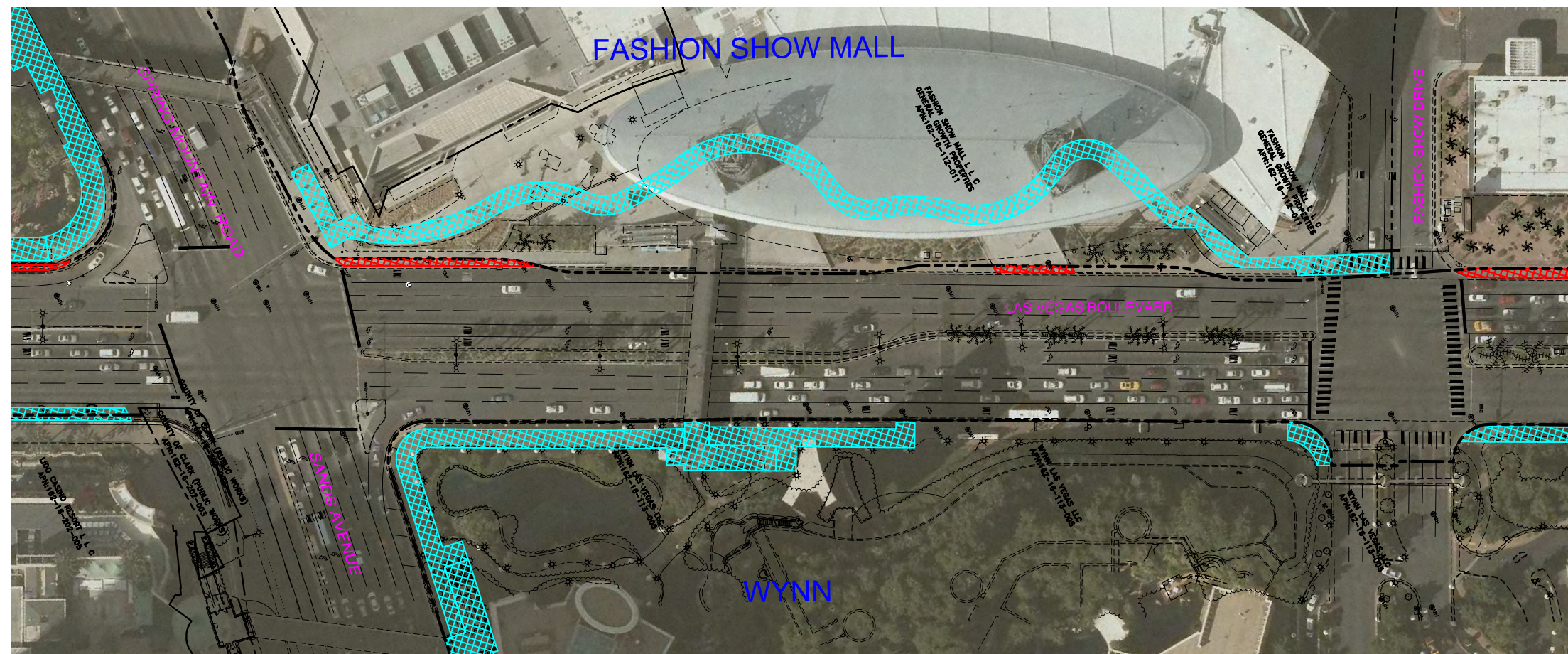
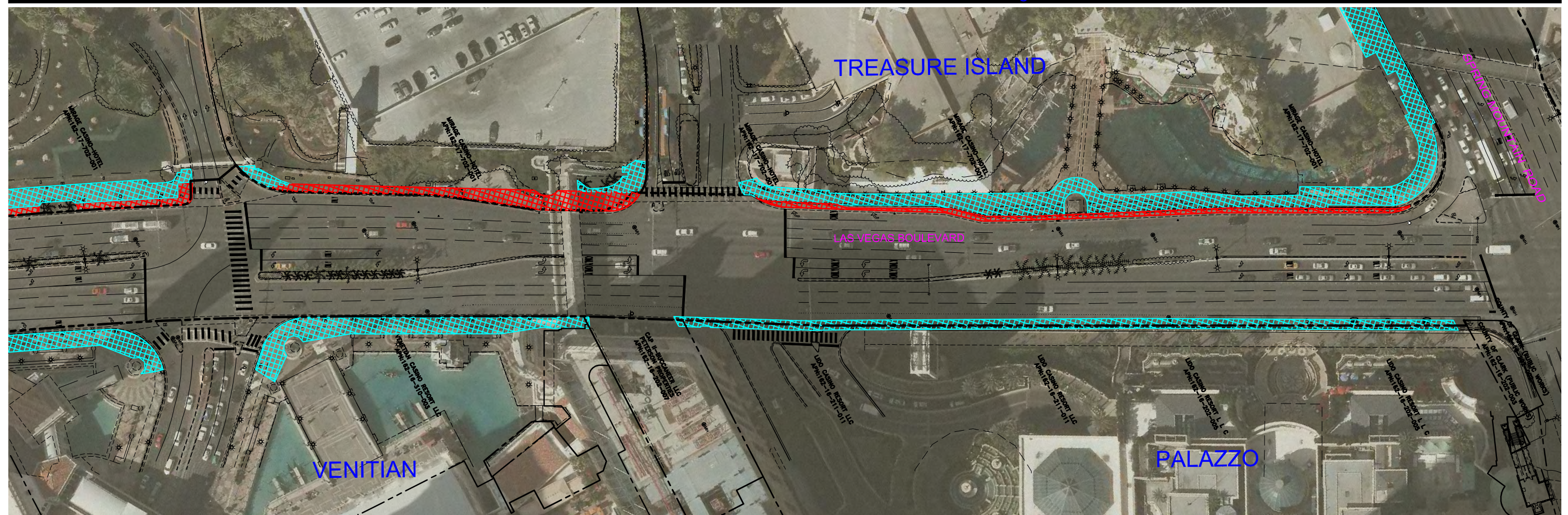




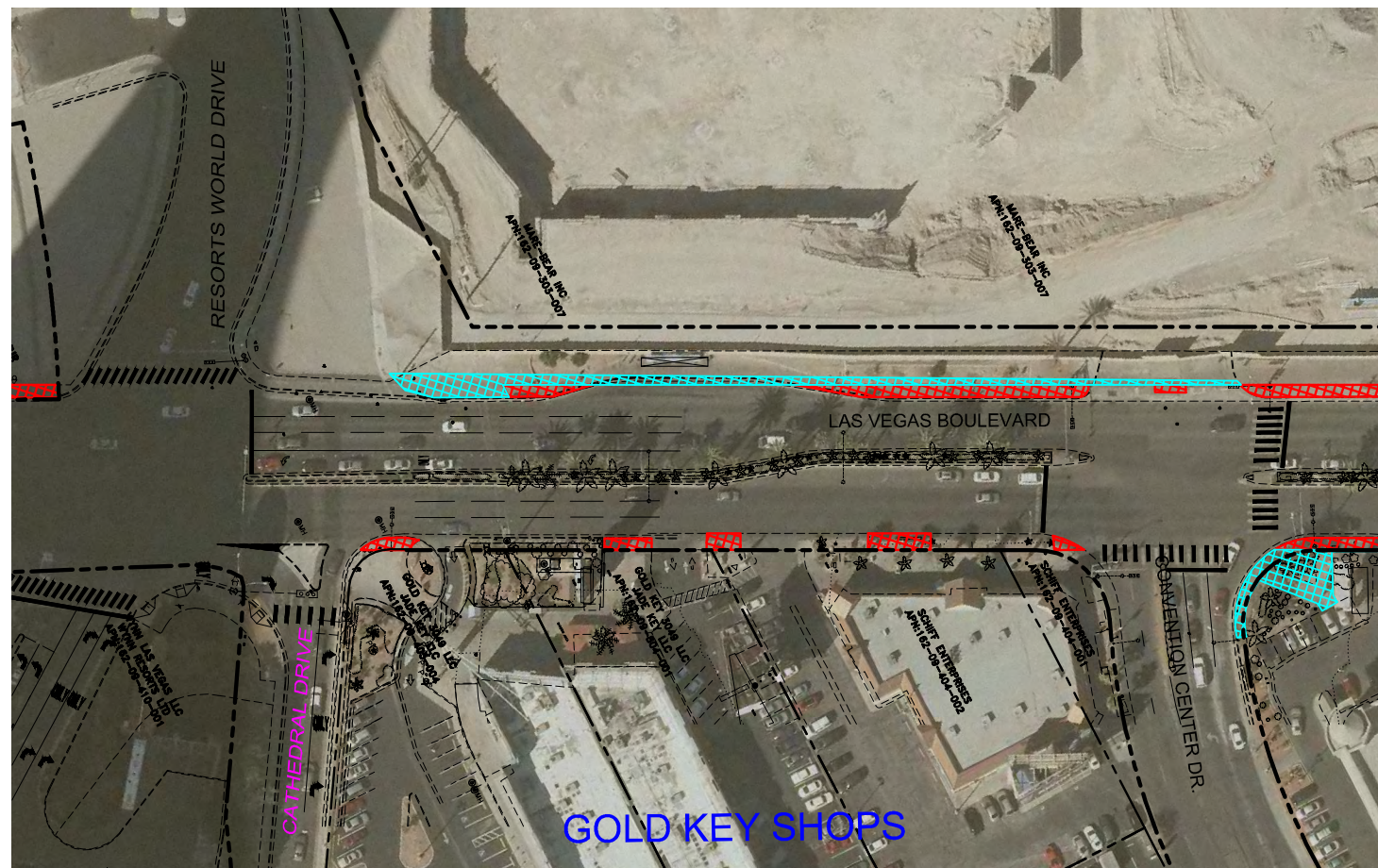
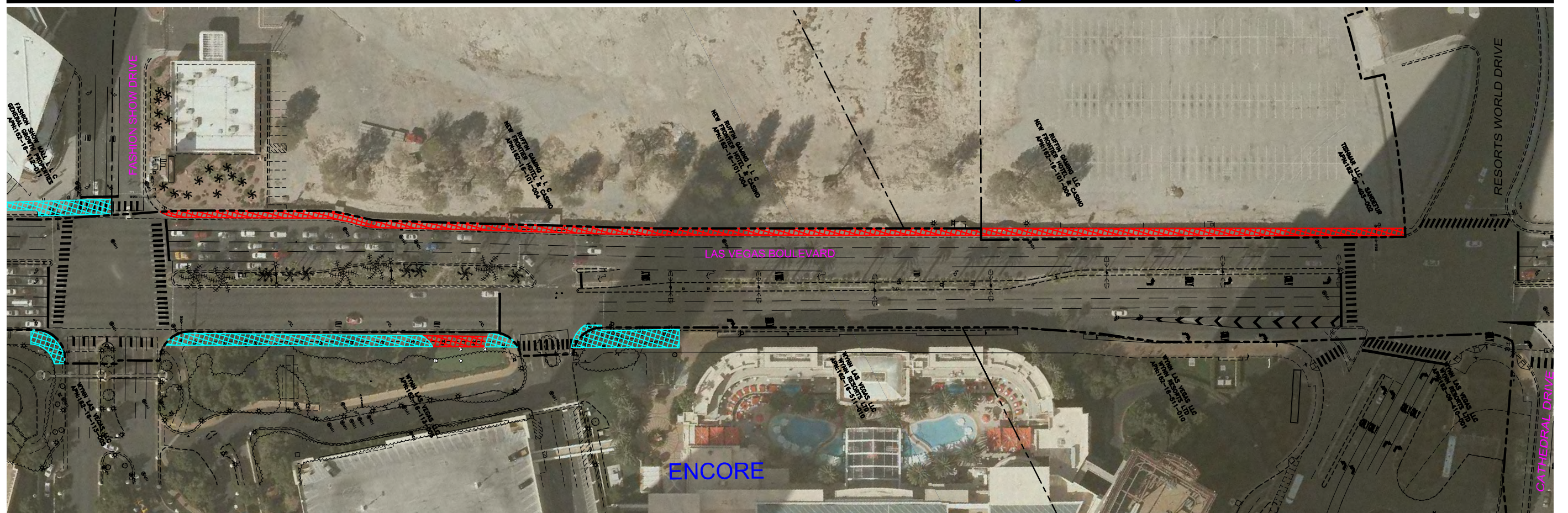
**LEGEND:**

	Public Right of Way
	Pedestrian Easement

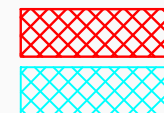








**LEGEND:**





Public Right of Way

Pedestrian Easement

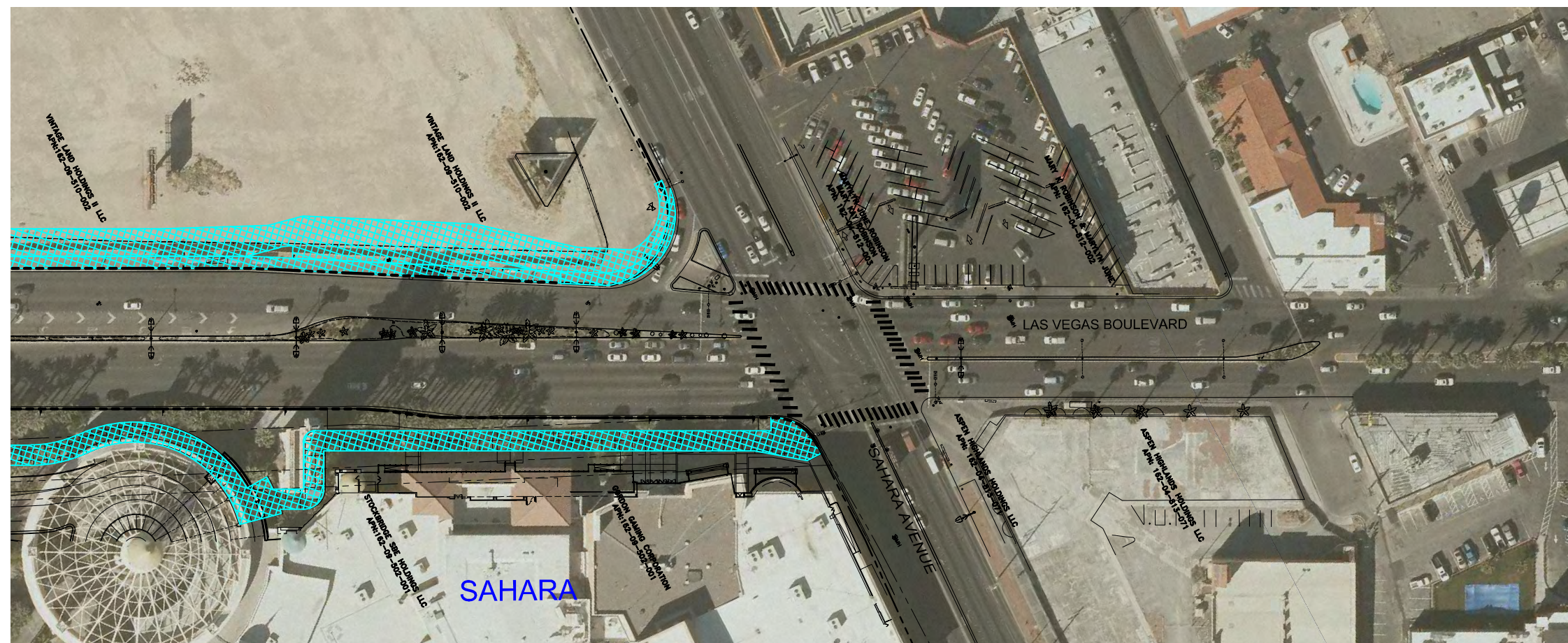
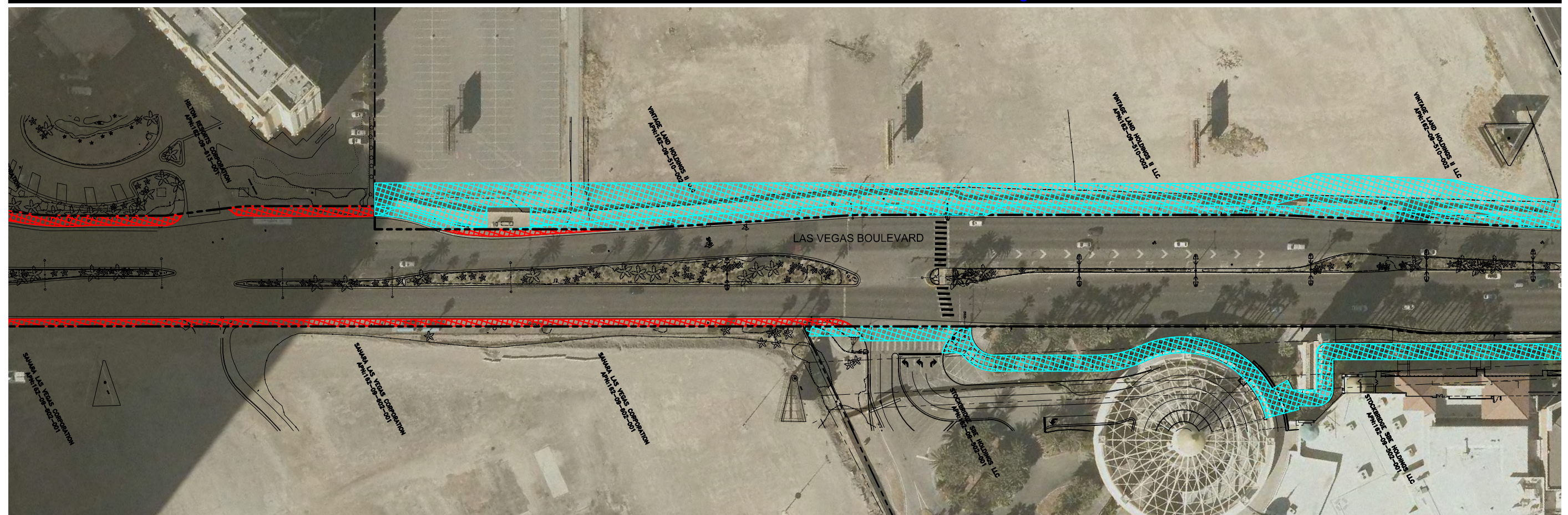






**LEGEND:**

	Public Right of Way
	Pedestrian Easement





**LEGEND:**

	Public Right of Way
	Pedestrian Easement



# EXHIBIT C

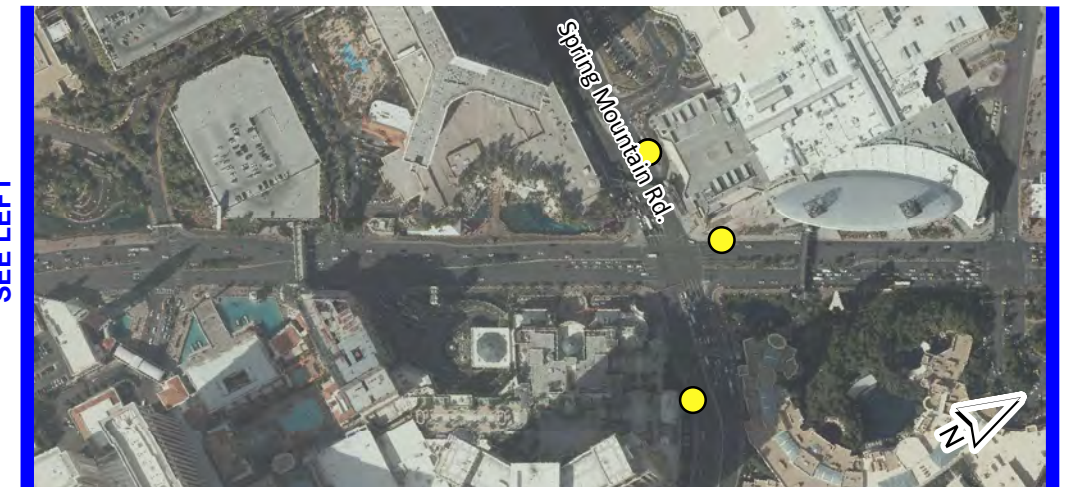
## NEWSRACK MEDALLION LOCATIONS



SEE ABOVE RIGHT



SEE RIGHT  
SEE LEFT



SEE BELOW LEFT

SEE ABOVE RIGHT



**Legend**

● Medallion Locations

**2015 NEWSRACK MEDALLION LOCATIONS**

**Exhibit C**



EXHIBIT D

CLARK COUNTY MUNICIPAL CODE CHAPTER 16.11 – OBSTRUCTIVE  
USES OF PUBLIC SIDEWALK



Clark County, Nevada, Code of Ordinances  
**Title 16 - ROADS AND HIGHWAYS - Chapter 16.11 - OBSTRUCTIVE USES OF PUBLIC SIDEWALKS**

**Chapter 16.11 - OBSTRUCTIVE USES OF PUBLIC SIDEWALKS**

**Sections:**

- 16.11.010 - Purpose.
- 16.11.020 - General definitions.
- 16.11.030 - Establishment of the resort district.
- 16.11.035 - County policy against obstructive uses of public sidewalks.
- 16.11.038 - Notice in the resort district.
- 16.11.040 - Prohibition of obstructive uses.
- 16.11.050 - Designation of "No Obstruction Zones."
- 16.11.060 - Structures.
- 16.11.070 - Storing and unloading materials on public sidewalks.
- 16.11.080 - Removal of "No Obstruction Zone" designations.
- 16.11.090 - Penalty for violation.
- 16.11.100 - Private enforcement.
- 16.11.110 - Severability.

**16.11.010 - Purpose.**

The board finds that due to vehicle congestion, long delays and increasing costs, it has become increasingly more attractive for residents and visitors to use the public sidewalks on Las Vegas Boulevard South (the Strip) rather than to drive or to ride. Since, traditionally, the major emphasis along the Strip has been on automobile transportation and not on pedestrians, the existing pedestrian environment is inadequate as a transportation system and lacking in many safety features. Moreover, a great number of persons are engaged in uses of the public sidewalks which create undue obstruction, hindrance, blockage, hampering, and interference with pedestrian travel. Large numbers of pedestrians are walking in the streets when the public sidewalks become congested and many pedestrians are crossing against the traffic signal indications. In recognition of the need for improvement of the pedestrian environment and the need for accessible public sidewalks, it is necessary to enact the following regulations.

*(Ord. 1617 § 1 (part), 1994)*

**16.11.020 - General definitions.**

- (a) "Pedestrian travel" includes nonvehicular travel by persons on foot, as well as vehicular travel by persons with disabilities in wheelchairs or similar devices.
- (b) "Level of service" or "LOS" means a series of measures that define the relative degree of convenience for different pedestrian traffic volumes and densities, as determined by
- (c) "Crosswalk" means any above or below grade structure or surface portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs, lines or other markings on the surface.
- (d) "Public sidewalk" means that portion of a highway between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for use of pedestrians, and shall also include crosswalks, medians and traffic islands. For the purposes of this chapter, "public sidewalk" shall include private property upon which a limited easement of public access has been granted. However, no provision of this chapter shall be construed to limit any right of the private property owner to restrict or limit the use of that private property.
- (e) "Obstructive use" means:
  - (1) Placing, erecting or maintaining an unpermitted table, chair, booth or other structure upon the public sidewalk, if the placing, erecting, or maintaining of the table, chair, or booth is not protected by the First Amendment or if the placing, erecting, or maintaining of the table, chair, or booth is protected by the First Amendment but is actually obstructive;
  - (2) Forming a cordon or line of persons across the public sidewalk;

- (3) Carrying banners or signs, upon the public sidewalk which actually causes an obstruction on the sidewalk;
- (4) Placing or storing equipment, materials, parcels, containers, packages, bundles or other property upon the public sidewalk which actually causes an obstruction on the sidewalk;
- (5) Placing, erecting or maintaining an unpermitted fixed sign upon the public sidewalk;
- (6) Sleeping upon the public sidewalk;
- (7) Obstructing, delaying, hindering, blocking, hampering or interfering with pedestrian passage, including passage to or from private property; or
- (8) Any use of the public sidewalk that causes the LOS for the public sidewalk to decline below LOS C, as determined by the methodology used in Chapter 13 of the Highway Capacity Manual and Las Vegas Boulevard South Pedestrian Walkway Study.
- (f) "LOS C" means a pedestrian flow on a sidewalk of less than or equal to ten pedestrians per minute per foot as specified and defined in the Highway Capacity Manual, Special Report 209, a copy of which is filed with the office of the county clerk.
- (g) "Permitted obstructive use" means:
  - (1) Any obstructive use of the public sidewalk by public safety equipment, including but not limited to, street signs, traffic signals, fire hydrants, utility poles and street and sidewalk lighting; and
  - (2) Any obstructive use of the public sidewalk for purposes of construction, maintenance or repair of the public safety equipment, right-of-way (or equipment therein) or adjoining private property, conducted by or pursuant to a valid construction permit issued by the Clark County department of public works, Clark County building department or Nevada Department of Transportation;
  - (3) Any obstructive use of the public sidewalk resulting from:
    - (A) An encroachment or structure constructed pursuant to the ordinances, rules, regulations or laws of the United States, the state of Nevada or Clark County, or
    - (B) The construction, modification, addition or attraction upon abutting private property occurring or in place before May 1, 1994;
  - (4) Any newsrack licensed pursuant to Clark County Code **Chapter 16.08** unless such newsrack causes a degradation of the LOS to LOS C or less as provided in Section **16.11.040(e)**;
  - (5) Any conduct "arguably protected" by the National Labor Relations Act until or unless such conduct is determined to be unprotected pursuant to a decision of the National Labor Relations Board;
- (h) "Arguably protected" as used in subsection (g)(5) of this section has the same meaning as in San Diego Building Trades Council v. Garmon, 359 U.S. 236, 79 S. Ct. 773 (1959).
- (i) "Street performer" is a member of the general public who engages in any performing act or the playing of any musical instrument, singing or vocalizing, with or without musical accompaniment, and whose performance is not an official part of a sponsored event.

*(Ord. 3626 § 1, 2008; Ord. 1617 § 1 (part), 1994)*

*(Ord. No. 3916, § 1, 11-16-2010; Ord. No. 3986, § 9, 10-4-2011)*

**16.11.030 - Establishment of the resort district.**

For purposes of this chapter a resort district is established as Sections 9, 10, 15, 16, 17, 18, 20, 21, 22, 27, 28, and 29 of Township 21 South, Range 61 East, Mount Diablo Meridian, Clark County, Nevada.

*(Ord. 3626 § 1, 2008; Ord. 1617 § 1 (part), 1994)*

**16.11.035 - County policy against obstructive uses of public sidewalks.**

It is the policy of Clark County that no obstructive use, other than a permitted obstructive use, shall be permitted upon any public sidewalk of the resort district of the Las Vegas Valley if the obstructive use, if allowed to occur, would:

- (a) Cause the LOS for the sidewalk to decline below LOS C; or
- (b) Result in a significant threat to or degradation of the safety of pedestrians.

*(Ord. 1617 § 1 (part), 1994)*



**16.11.038 - Notice in the resort district.**

Signs shall be posted at least every quarter of a mile in the resort district and the statement  
**"RESORT DISTRICT: NO OBSTRUCTIVE USES PERMITTED ON PUBLIC SIDEWALKS AT LOCATIONS DESIGNATED BY A WHITE STRIPE, PURSUANT TO CLARK COUNTY CODE CHAPTER 16.11."**

*(Ord. 1617 § 1 (part), 1994)*

**16.11.040 - Prohibition of obstructive uses.**

No obstructive use shall be permitted on public sidewalks in the following areas, which areas shall be designated by the placement of pavement markings on the public sidewalks or signs designating the limits of the no obstruction zones, or plaques, monuments or medallions placed in the public sidewalks:

- (a) On or within any crosswalk, including but not limited to all portions of a public sidewalk located in or on a median, traffic island or other structure within, across or over or under a public street or roadway;
- (b) (1) In or within one hundred fifty feet of any mid-block crosswalk, as measured from the crosswalk parallel to the sidewalk curb toward the direction of approaching vehicular traffic, and  
 (2) In or within fifty feet of any mid-block crosswalk as measured from the crosswalk parallel to the sidewalk curb away from the direction of approaching vehicular traffic;
- (c) (1) In or within one hundred feet of any crosswalk located at an intersection of streets or highways, as measured parallel to the sidewalk curb in the direction of approaching vehicular traffic from the point of curvature of the curb or the marked edge of the crosswalk, whichever is less, and  
 (2) In or within fifty feet of a crosswalk located at an intersection of streets or highways, as measured parallel to the sidewalk curb away from the direction of approaching vehicular traffic from the point of curvature of the curb or the marked edge of the crosswalk, whichever is less;
- (d) In or within fifty feet of any driveway providing ingress into or egress from any private or non-public property, as measured parallel to the sidewalk curb outward from the point of the curb cut;
- (e) On or within any section of the public sidewalk which has been determined to have an average LOS of C or below, during the hours at which LOS declines below LOS C, as determined by a traffic study conducted by a registered professional engineer or the Clark County department of public works according to the methodology set forth in the Las Vegas Boulevard South Pedestrian Walkway Study.

*(Ord. 1617 § 1 (part), 1994)*

**16.11.050 - Designation of "No Obstruction Zones.**

" The board of county commissioners shall adopt a map, to be prepared by the Clark County department of public works, of the H-I zoning district which clearly sets forth those portions of the public sidewalks where obstructive uses, other than permitted obstructive uses, shall be prohibited based upon the factors set forth in Section 16.11.040, above.

- (a) These areas shall be designated "NO OBSTRUCTION ZONES" and shall be clearly marked by the county by the placement of pavement markings on the public sidewalks or signs designating the limits of the no obstruction zones, or plaques, monuments or medallions placed in the public sidewalks, by declaring same.
- (b) Pavement markings on the public sidewalk or signs designating the limits of the "No Obstruction" zone, or plaques, monuments or medallions placed in the public sidewalk marking areas deemed to be no obstruction zones on the basis of LOS, as set forth in Section 16.11.020, shall also specify the hours during which the area is a no obstruction zone.
- (c) No person shall be in violation of this chapter for obstructive use of a no obstruction zone if the no obstruction zone is not designated.

*(Ord. 1617 § 1 (part), 1994)*

**16.11.060 - Structures.**

No person shall erect, place or maintain any building, booth, structure, table, chair or other object in whole or in part, upon any public sidewalk unless such use is a permitted obstructive use as set forth in this chapter.

*(Ord. 1617 § 1 (part), 1994)*

**16.11.070 - Storing and unloading materials on public sidewalks.**

(a) No equipment, materials, parcels, containers, packages, bundles or other property may be stored, placed or abandoned in or on the public sidewalk. This provision shall not apply to materials or property held or stored in a carry bag or pack which is actually carried by a pedestrian or items such as a musical instrument case or a backpack which is temporarily placed next to a street performer for that street performer's use unless said musical instrument case or backpack actually obstructs the sidewalk in violation of this chapter;

(b) Except in designated loading zones, vehicles may not stop in traffic lanes to load or unload equipment, materials, parcels, containers, packages, bundles or other property unto the public sidewalk.

*(Ord. 1617 § 1 (part), 1994)*

*(Ord. No. 3916, § 1, 11-16-2010)*

**16.11.080 - Removal of "No Obstruction Zone" designations.**

No unauthorized person shall willfully remove, alter, cover or otherwise harm a pavement marking, sign, plaque, monument or medallion marking a no obstruction zone.

*(Ord. 1617 § 1 (part), 1994)*

**16.11.090 - Penalty for violation.**

Any person who violates any of the provisions of this chapter is guilty of a misdemeanor and upon conviction shall be punished by imprisonment in the county jail for a term not to exceed six months or by a fine not to exceed one thousand dollars, or by both such fine and imprisonment.

*(Ord. 1617 § 1 (part), 1994)*

**16.11.100 - Private enforcement.**

The owner of private property abutting the public sidewalk may use any remedy available at law or equity to enforce the provisions of this chapter.

*(Ord. 1617 § 1 (part), 1994)*

**16.11.110 - Severability.**

If any section of this chapter or portion thereof is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such holding shall not invalidate the remaining parts of this chapter.

*(Ord. 1617 § 1 (part), 1994)*

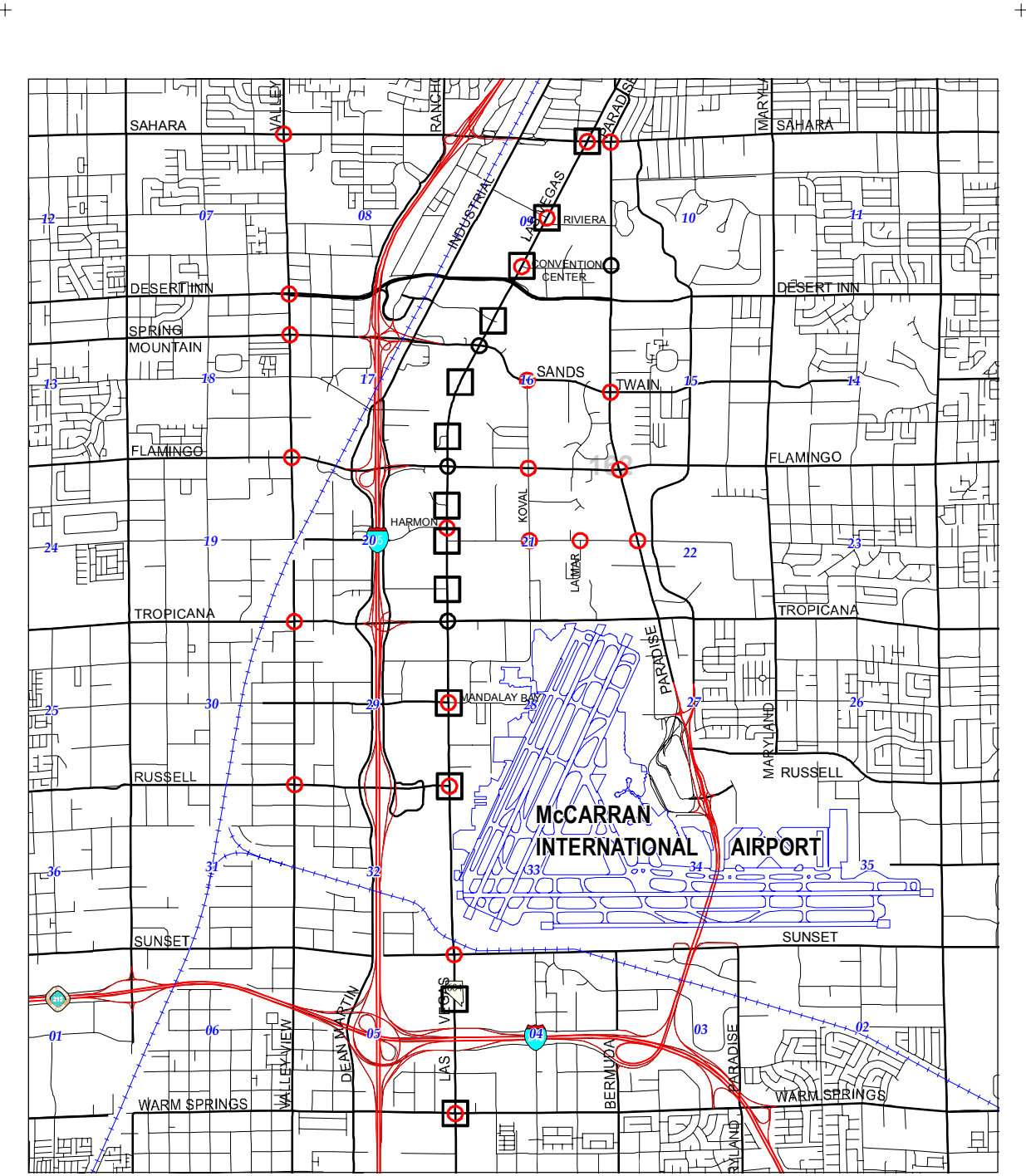


EXHIBIT E  
PEDESTRIAN VOLUME RAW DATA  
SEE CD AT BACK OF REPORT



EXHIBIT F  
TRANSPORTATION ELEMENT OF CLARK COUNTY  
MASTER PLAN – PEDESTRIAN CROSSING MAP



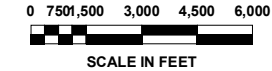


Transportation Element

Map 13

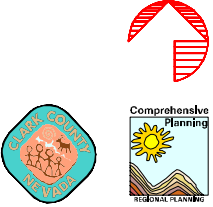
Public Pedestrian  
Grade Separations  
and Transit Stations

- Existing Public Pedestrian Grade Separations
- Planned Public Pedestrian Grade Separations
- Future Transit Stations - General Locations



Map Created On: February 23, 2009

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No liability is assumed as to the accuracy  
of the data delineated hereon.







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# **EXHIBIT 7**

**Jonathan M. Birds, M.A. and William H. Sousa, Ph.D, Perceptions of Disorder: Results from Two Las Vegas Tourist Locations, UNLV Center for Crime and Justice Policy (Mar. 2015)**



## RESEARCH IN BRIEF

# Perceptions of Disorder: Results from Two Las Vegas Tourist Locations

By Jonathan M. Birds, M.A. and William H. Sousa, Ph.D.

Over the past 30 years, much has been written about the negative consequences that minor disorders and quality of life offenses can have on public places. The literature documents cases where disorder contributed to the deterioration of locations such as the New York City subways, the downtown Civic Center in San Francisco, and MacArthur Park in Los Angeles (Kelling & Coles 1996; Sousa & Kelling 2010). The literature also describes the process by which disorder leads to the decline of public places. According to the ‘broken windows’ hypothesis (Wilson & Kelling 1982), disorder can generate fear among citizens, causing them to avoid locations where disorder is a problem. These locations, which lack informal social control mechanisms, are potentially vulnerable to more serious forms of crime.

Although research provides evidence of a link between disorder and fear, how one perceives disorder is largely “in the eye of the beholder.” The literature suggests that an observer’s perceptions of disorder depend on the context in which it occurs (Kelling & Coles 1996). Factors such as the amount of disorder, the vulnerability of the observer, and the observer’s prior knowledge of the disorderly person or place, for instance, play a role in whether one fears disorder or considers it to be problematic.

Given the potential for quality of life offenses to generate fear and cause other community problems, it is important to understand perceptions of disorder in public places. The purpose of this Research in Brief is to examine citizen opinions of personal safety, disorderly activity, and police presence at two locations in Clark County: The Fremont Street Experience and the Las Vegas Strip. These are two public locations that are known for tourism and are therefore important to the region’s economy. This study also considers the demographic factors that may be relevant to individual perceptions of disorder,

## HIGHLIGHTS

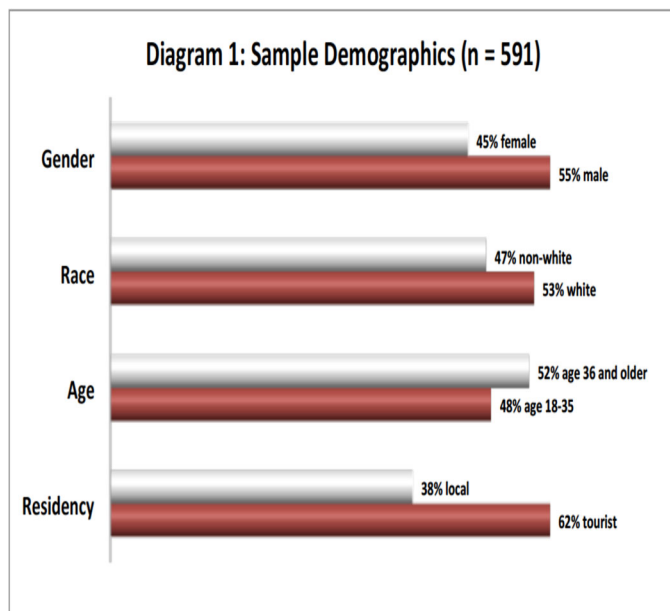
- Most survey respondents at the Fremont Street Experience and on the Las Vegas Strip reported that they generally felt safe at these locations. Over 90% believed that they were safe and over 75% reported that they would be comfortable visiting the locations at any time of the day.
- Most respondents reported favorable opinions of police at these locations: approximately two-thirds reported seeing at least some Las Vegas police officers during their visit; over three-quarters agreed that police add to a sense of safety; and only about 10% indicated that officers seem to harass citizens. Over 65%, however, agreed that more foot or bike patrols should be added to the locations.
- When asked about different types of social disorders at the locations, most respondents did not perceive them to be significant problems. Some disorders, however, were considered more problematic than others: approximately 25% rated aggressive street performers as a problem; over 33% considered aggressive street peddlers as a problem; over 40% indicated that aggressive panhandlers were a problem; and approximately 50% believed that vagrants laying in public areas were a problem.
- The survey results suggest some variability among respondents in terms of feelings of safety and perceptions of disorder. Younger respondents and male respondents were more likely to report that they would be comfortable at the locations during any time of the day or night. Tourists and younger respondents were less likely to report disorders as problematic.



such as age, gender, race, and residency status (i.e., Las Vegas Valley local vs. tourist).

## THE PLACES

Las Vegas welcomed over 39 million visitors in 2013 and over 375,000 jobs in Southern Nevada were supported by tourism (LVCVA, 2014). Many tourists visited the Fremont Street Experience – an entertainment district located in Downtown Las Vegas. The Fremont Street Experience is home to the world’s largest video screen, which spans 90 feet in width and 1,500 feet in length. The screen is located above a pedestrian mall that includes casinos, restaurants, bars, and other attractions. The Las Vegas Strip is a roughly four-mile long section of Las Vegas Boulevard where many of the major resort-casinos in Clark County are located. Much of the gaming revenue in Clark County (over 6.5 billion in 2014 according to LVCVA) is generated on the Las Vegas Strip.



## DATA AND METHODS

The survey instrument used in this study included items related to perceptions of safety, perceptions of disorder, and perceptions of police. The research team, which included UNLV undergraduate and graduate students, administered surveys along the Fremont Street Experience and the Las Vegas Strip during the Summer and Fall of 2014.<sup>1</sup> The interviewers used availability sampling techniques at both locations to identify potential respondents. The interviewers administered 256 surveys on Fremont Street and 335 surveys on the Las Vegas Strip, for

a total sample of 591 (Diagram 1). Surveys were administered on all days of the week during daytime and nighttime hours. All respondents were 18 years of age or older.

For analysis purposes, we rely primarily on cross tabulations and chi-square tests of significance to examine respondents’ perceptions of safety, disorder, and the police.<sup>2</sup>

## RESULTS

### Overall Perceptions of Safety

Several questions on the survey asked respondents about their overall feelings of safety and comfort levels at the time of their visit to either Fremont Street or the Strip (Diagram 2). While there were some differences among types of respondents (discussed in a later section), people mostly felt safe and were comfortable with their surroundings. At both locations, over 90% of respondents indicated that they believed they were safe or very safe and over 85% reported that they would recommend the locations to friends. Although slightly less reported that they would be comfortable visiting any time of the day or night, overall perceptions of safety were generally very high. Respondents were, however, less comfortable bringing children under 18 to Fremont Street or the Strip. Similarly, survey respondents – especially those on the Strip – were less comfortable allowing those under 21 to visit the location without adult supervision.

### Perceptions of Disorder

Respondents were presented with a list of social disorders. They were then asked to rate each disorder as either “no problem,” “some problem,” or “a big problem” while on their current visit to either Fremont Street or the Strip (Diagram 3).

The majority of respondents at both locations did not perceive the disorders as a problem. One-third of respondents, however, rated aggressive street peddlers as a problem and over 40% rated aggressive panhandling as a problem. At both Fremont Street and the Strip, respondents identified street people or vagrants laying in public areas as problematic (approximately 50% of respondents).<sup>3</sup> For the most part, people at both locations were consistent in their perceptions of disorder—while there were some percent differences in perceptions between Fremont and Strip respondents, these differences did not reach statistical significance.



Diagram 2: Overall Perceptions of Safety

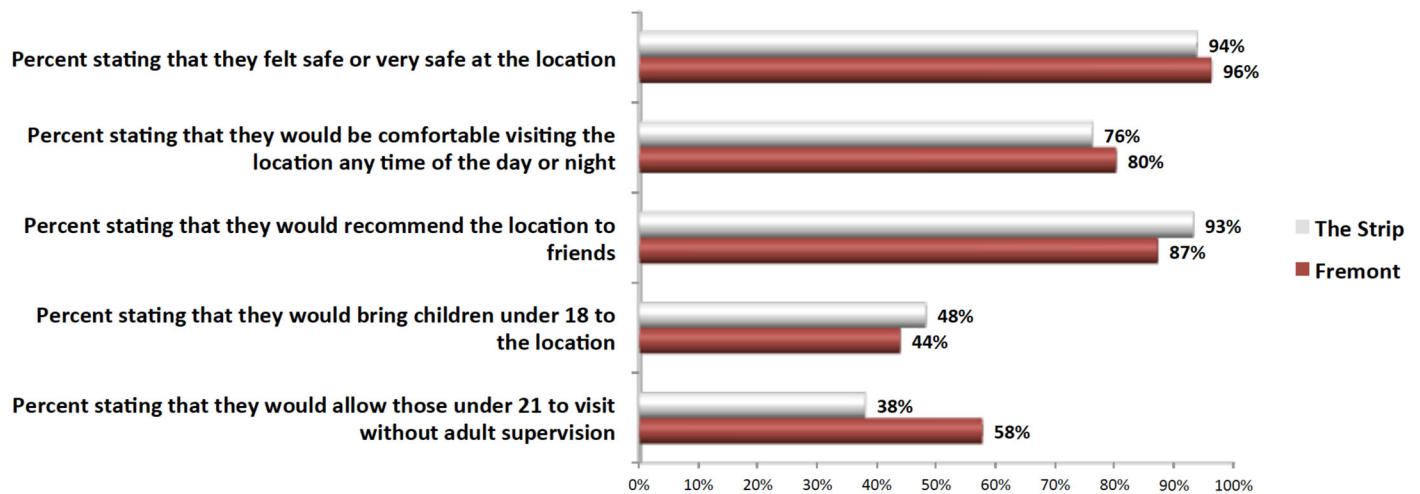


Diagram 3: Percent of Respondents Indicating Disorder as "Some" or "Big" Problem

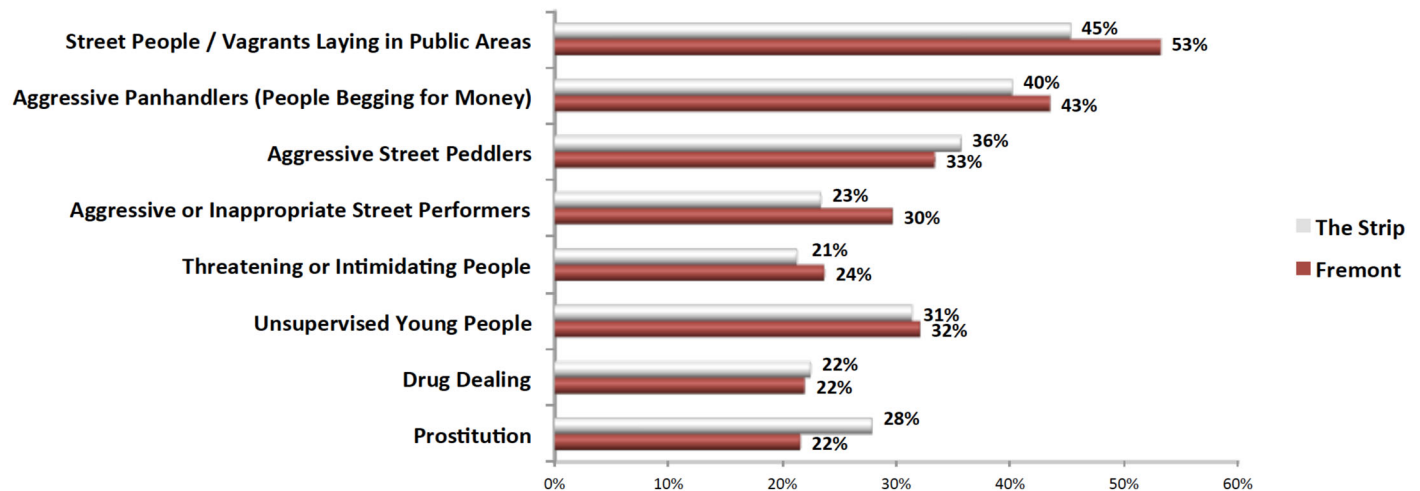


Diagram 4: Perceptions of Police

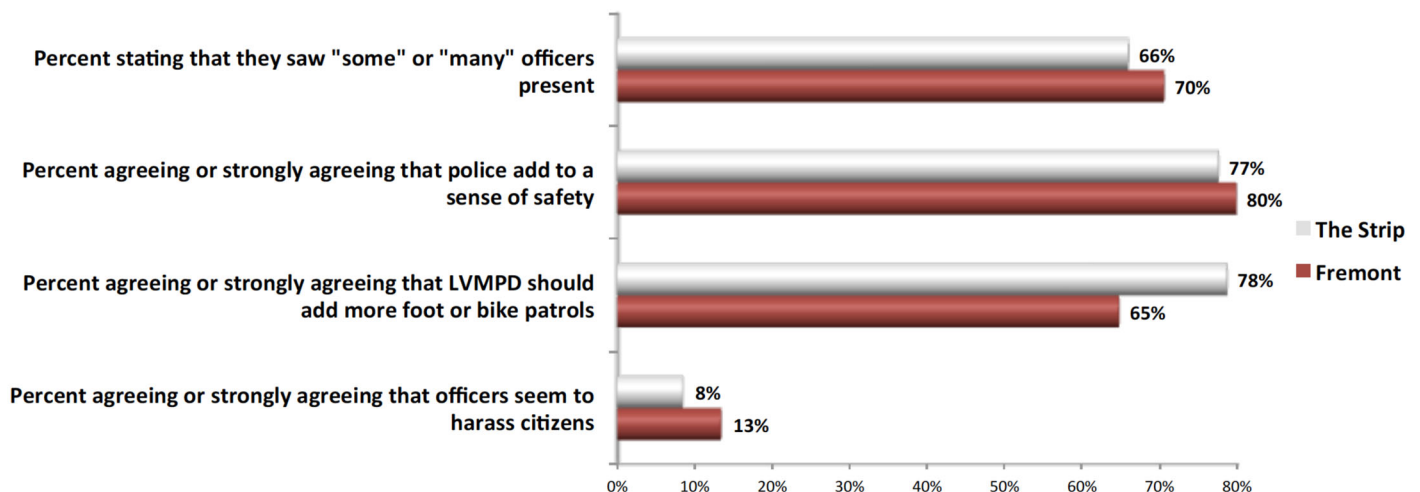




Diagram 5: Demographic Differences

		Age		Race		Gender		Residency	
		18-35	over 35	white	nonwhite	male	female	local	tourist
Percent Stating "Yes"	<b>SAFETY</b>								
	Overall safety	95.0%	94.5%	95.8%	93.4%	96.3%	92.7%	92.8%	95.9%
	Visit day or night	<b>83.3%</b>	<b>73.1%</b>	79.0%	77.0%	<b>85.5%</b>	<b>69.1%</b>	76.1%	79.2%
	Recommend to friends	92.2%	89.0%	91.7%	89.4%	90.7%	90.8%	88.3%	91.8%
	Bring children under 18	48.4%	44.0%	44.9%	47.4%	<b>51.2%</b>	<b>39.7%</b>	<b>51.4%</b>	<b>42.6%</b>
	Allow under 21 unsupervised	<b>53.2%</b>	<b>40.1%</b>	47.5%	45.1%	<b>53.9%</b>	<b>37.0%</b>	<b>57.9%</b>	<b>39.6%</b>
Percent Stating "Some" or "Big" Problem	<b>DISORDER</b>								
	Street people/Vagrants in public	<b>40.7%</b>	<b>56.0%</b>	49.7%	48.0%	<b>45.1%</b>	<b>53.3%</b>	52.7%	46.3%
	Aggressive panhandlers	<b>34.6%</b>	<b>47.9%</b>	44.6%	38.1%	41.8%	41.2%	<b>47.3%</b>	<b>38.1%</b>
	Aggressive street peddlers	<b>27.8%</b>	<b>40.7%</b>	36.2%	32.8%	32.7%	36.9%	39.2%	31.6%
	Inappropriate street performers	25.6%	26.1%	27.9%	23.8%	<b>22.3%</b>	<b>30.0%</b>	<b>36.0%</b>	<b>19.8%</b>
	Intimidating people	<b>18.1%</b>	<b>25.7%</b>	20.8%	23.4%	19.1%	25.4%	<b>29.4%</b>	<b>17.5%</b>
	Unsupervised young people	<b>27.4%</b>	<b>35.3%</b>	28.7%	35.0%	32.4%	30.9%	<b>40.1%</b>	<b>26.2%</b>
	Drug dealing	22.1%	22.3%	<b>18.2%</b>	<b>27.0%</b>	24.4%	19.8%	<b>32.4%</b>	<b>15.8%</b>
	Prostitution	24.2%	25.6%	24.8%	25.2%	25.6%	24.4%	<b>30.6%</b>	<b>21.3%</b>
Percent Stating "Agree"	<b>POLICE</b>								
	Saw "some" or "many" officers	71.5%	64.6%	70.1%	65.2%	<b>72.4%</b>	<b>62.2%</b>	<b>78.7%</b>	<b>61.7%</b>
	Police add to a sense of safety	77.9%	78.9%	80.8%	76.3%	78.9%	77.9%	<b>83.8%</b>	<b>75.6%</b>
	Want more foot or bike patrols	73.3%	71.4%	74.8%	70.0%	<b>67.0%</b>	<b>79.3%</b>	68.3%	75.1%
	Officers seem to harass citizens	11.4%	9.8%	<b>7.3%</b>	<b>13.6%</b>	<b>13.0%</b>	<b>6.9%</b>	<b>17.6%</b>	<b>6.0%</b>

\* Percentages in **bold** represent a statistically significant difference

## Perceptions of Police

Respondents were also asked several questions about Las Vegas police, including whether they noticed any officers during their visit, whether officers add to a sense of safety, and whether Las Vegas Police should consider adding more patrols to tourist areas. Respondents were also asked whether Las Vegas Police in tourist areas seem to harass citizens. Diagram 4 displays the results of this series of questions.

Approximately two-thirds of respondents reported seeing at least some Las Vegas police officers while on their visit to Fremont Street or the Strip. Most also agreed that police add to a sense of safety – and very few believed that officers seem to harass citizens. Interestingly, while most respondents at both locations felt that LVMPD should consider adding more foot and bike patrols, those on the Strip were significantly more likely than those on Fremont Street to agree that more patrols should be added.

## Demographic Differences

Finally, we analyzed differences in respondents' age (18- 35; over 35), race (white; non-white), gender (male; female), and residency (local; tourist) on the three main survey categories of overall perceptions

of safety, perceptions of disorder, and perceptions of police (Diagram 5).

In terms of age, there were few statistically significant differences between younger and older respondents on perceptions of safety and perceptions of the police. Notably however, younger respondents were more likely to report that they feel comfortable visiting the locations any time day or night – and perhaps predictably, younger respondents were also more likely to indicate that those under 21 should be allowed at the locations unsupervised. There were several age differences, however, on perceptions of disorder. For five of the eight disorders listed on the survey, older respondents were statistically more likely to report that the disorder was a problem at their location.

The survey results suggest very few statistical differences between whites and non-whites. Non whites were more likely to report that drug dealing was a problem and were more likely to believe that officers seem to harass citizens. Overall, however, whites and non-whites were generally consistent and positive on their views toward safety, disorder, and the police.

There were several differences between male and female respondents. Women were less likely than



men to indicate that they would be comfortable visiting the location any time day or night. They were also less likely than men to be comfortable bringing children to the location or allowing those under 21 to visit the location unsupervised. Women differed from men on nearly all questions related to perceptions of police, and were more likely than men to perceive several of the disorders as a greater problem.

The greatest differences on the survey were between those respondents who identified themselves as “locals” and those who identified themselves as “tourists.” Although there were only a few differences in overall feelings of safety, locals perceived nearly all of the disorders to be a greater problem than tourists. In terms of perceptions of police, locals reported seeing more officers and were more likely to report that police add to a sense of safety. Locals were also more likely to believe that officers seem to harass citizens.

## DISCUSSION AND IMPLICATIONS FOR POLICY

Most visitors to the Fremont Street Experience and the Las Vegas Strip feel generally safe at these locations and report favorable opinions of the Las Vegas police. This study does not test causal relationships between variables. However, respondents’ feelings of safety and favorable opinions of police may be related to the finding that most minor offenses are not considered to be major issues at these locations. For most of the disorders listed on the survey, less than one-third of respondents indicated that they were a problem. These results are consistent with past research that suggests a connection between perceived disorder and fear.

Although the general result was that minor offenses were not a major problem, there was some variability reported by respondents. Aggressive street peddlers and panhandlers, for example, were considered more problematic than other types of disorder. The results also suggest variability among respondents in terms of feelings of safety and perceptions of disorder. Younger respondents and male respondents were more likely to indicate that they would be comfortable visiting the locations any time of the day or night. Older respondents and locals were more likely to report disorders as problematic. These results are also consistent with academic literature suggesting that perceptions of minor offenses depend on individual characteristics and the context in which the disorders occur.

The data from the surveys have implications for policy. If it is indeed the case that disorder – and perceptions of disorder – are related to citizen feelings of safety and opinions of police, then it is essential to manage disorder in such a way that individuals do not perceive it as a significant problem. It is therefore important to monitor the level of perceived disorder in public places. In addition, since feelings of safety, perceptions of disorder, and attitudes toward police depend on individual characteristics to some degree, it is also important to consider the variety of people who visit or frequent public places.

## LIMITATIONS

The main limitation of this research relates to the sampling design. Researchers used a convenience sample at both the Fremont Street location and the Las Vegas Strip location. Because respondents were selected based on their availability and willingness to take the survey, the sample may not be representative of all individuals who visit or frequent the survey locations. As a result of this limitation, we advise some caution when interpreting the survey results. Nevertheless, the results reported here are generally consistent with theoretical developments and past research on disorder and fear of crime.



## END NOTES

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- i. The Fremont Street Experience location included the Fremont Street Experience itself and the area just east along Fremont Street to 9th Street (i.e., Downtown Container Park). The Las Vegas Strip location included the area of Las Vegas Boulevard between Tropicana Avenue and Spring Mountain Road.
- ii. Unless otherwise noted, test statistics use the conventional  $p < .05$  level.
- iii. An additional disorder question that asked respondents to consider “people aggressively handing out advertising materials” was asked at the Las Vegas Strip location but not originally asked at the Fremont Street location. This was by far the largest perceived problem on the Strip – 66% of respondents rated this disorder as a problem. By comparison, the next highest perceived problem on the Strip was “vagrants laying in public areas” – 45% of Strip respondents rated this as a problem.

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## CENTER FOR CRIME AND JUSTICE POLICY

### STATE DATA BRIEF SERIES

This report is part of the "Research in Brief" series produced by the Center for Crime and Justice Policy at the University of Nevada, Las Vegas. The Center is housed in the Department of Criminal Justice, which is located in the Greenspun College of Urban Affairs. Research in Briefs are modeled after the Bureau of Justice Statistics' Special Reports and Bulletins.

The Briefs provide summaries of various criminal justice system practices in Nevada over time, and highlight differences between Nevada and other states. These reports cover all aspects of the criminal justice system, including trends in crime and arrests, police practices, prosecution, pretrial activities, adjudication, sentencing, and corrections. Although Research in Briefs typically focus on criminal justice issues within Nevada, these reports may focus on national issues as well.

Research in Briefs are designed to provide members of the general public, local officials, community organizations, and media outlets a concise and objective profile of current crime and criminal trends in Nevada and elsewhere. These briefs may serve as a foundation for informed discussions of future crime control policies and practices.

### CONTACT INFORMATION

Questions or comments about the information contained in this report, data used to generate this report, or about other resources available related to this topic should be addressed to:

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**Center for the Analysis of Crime Statistics**

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# **EXHIBIT 8**

**Southern Nevada Tourism Infrastructure  
Committee Meeting Minutes, dated  
December 3, 2015**



**SOUTHERN NEVADA TOURISM INFRASTRUCTURE  
COMMITTEE MEETING  
December 3, 2015**

**The meeting of the Southern Nevada Tourism Infrastructure Committee was called to order by Chairman Hill at 9:00 a.m. in the Blasco Event Wing located in the Foundations Building at the University of Nevada, Las Vegas.**

**1. ROLL CALL/CALL TO ORDER/ESTABLISH QUOROM**

**BOARD MEMBERS PRESENT**

Mr. Steve Hill, Committee Chairman  
Mr. Steve Sisolak, Chairman of the Clark County Commission  
Ms. Kristin McMillan, President and CEO of the Las Vegas Metro Chamber of Commerce  
Mr. Bill Noonan, Senior Vice President of Boyd Gaming  
Mr. William Hornbuckle, President of MGM Resorts International  
Ms. Kim Sinatra, Executive Vice President of Wynn Resorts  
Mr. George Markantonis, President and COO of The Venetian and The Palazzo  
Mr. Mike Sloan, Senior Vice President of Station Casinos

**BOARD MEMBERS ABSENT**

Mr. Len Jessup, Committee Vice Chairman  
Ms. Carolyn Goodman, Mayor of City of Las Vegas  
Mr. Tom Jenkin, Global President of Caesars Entertainment

**ADVISORY COMMITTEE MEMBERS PRESENT**

Ms. Elizabeth Fretwell, City Manager of the City of Las Vegas  
Mr. Don Burnette, County Manager of Clark County  
Ms. Tina Quigley, General Manager of Regional Transportation Commission of Southern Nevada  
Ms. Rosemary Vassiliadis, Director of Clark County Department of Aviation  
Mr. Rossi Ralenkotter, President and CEO of Las Vegas Convention and Visitors Authority  
Mr. Guy Hobbs, Managing Director of Hobbs Ong & Associates

**2. PUBLIC COMMENT: 9:05 A.M.**

Mr. Craig Galati with the Lucchesi, Galati Architects, Inc. states that for a city to have effective transit, there needs to be an emphasis on the walkability of the city. Mr. Galati offers that to make transit thrive on Las Vegas Boulevard, there needs to be the same vibrant, Las Vegas experience that is offered inside resort properties on the sidewalks.

There are no more public comments. Chairman Hill closes Agenda Item 2.



**3. ACCEPTANCE OF MINUTES FROM OCTOBER 22, 2015: 9:07 A.M.**

Chairman Hill opens Agenda Item 3 for any motion to accept or amend the meeting minutes from October. A motion is made by Mr. Hornbuckle for the acceptance of the minutes. Mr. Sloan seconds the motion. The October meeting minutes pass unanimously.

Chairman Hill closes Agenda Item 3.

**4. CHAIRMAN/COMMITTEE COMMENTS: 9:08 A.M.**

Chairman Hill offers that for several years both Clark County and the City of Las Vegas have done an exceptional amount of work on pedestrian movement.

There are no more comments. Chairman Hill closes Agenda Item 4.

**5. RESEARCH STAFF REPORT: 9:10 A.M.**

Mr. Jeremy Aguero, Principal at Applied Analysis, notes that he has a few items to go through with the committee. The first is the Las Vegas Visitor Profile Matrix, which highlights all the key indicators for tourism in Las Vegas. This matrix is to be used by the committee as a quick-reference document. Next, Mr. Aguero references the report on the connections between southern Nevada and California. This report addresses how dependent southern Nevada's economy is on California and the importance of those linkages.

Chairman Hill asks how Mr. Aguero takes into consideration publically traded ownership of real property. Mr. Aguero states that if the publically traded entity has a California address and owns that asset, it would be counted as such.

Mr. Aguero then turns the committee's attention to the report chapter drafts on McCarran International Airport and Stadiums, Arenas and Event Centers. Mr. Aguero asks the committee to review the chapters and provide any direction relative on how the structure of the report can be improved to include anything the committee may need.

Mr. Hornbuckle asks how questions should be addressed to Mr. Aguero regarding these reports. Mr. Aguero states that the work sessions in February and March may be the best time to work through these questions. Comments on the reports can be submitted to Mr. Aguero directly via email, as long as the number of committee members does not reach a quorum.

Ms. Rosemary Vassiliadis then states McCarran International Airport is currently engaged in a capacity study. Thus, the 55 million passenger capacity may have been a conservative number. Once the results of the study are found, Ms. Vassiliadis will share those with the committee.

Chairman Hill closes Agenda Item 5.



**6. PRESENTATIONS: 9:31 A.M.****a. Pedestrian Movement within the Resort Corridor: 9:31 a.m.**

- **Mr. Don Burnette, County Manager of Clark County**
- **Mr. Denis Cederburg, Director of Public Works for Clark County**
- **Mr. Joseph Lombardo, Sheriff of the Las Vegas Metropolitan Police Department**

Mr. Don Burnette, County Manager of Clark County, introduces himself and Mr. Denis Cederburg, Director of Public Works for Clark County. The county's conversation regarding pedestrian movement began in 2011, when county officials walked along the resort corridor with property representatives. After that walk, a working group was formed and met 13 times over the course of six months to understand legal issues related to pedestrian movement. Over that period, the group developed 32 recommendations, most of which have been implemented.

Mr. Burnette lists some of the recommendations that have been implemented, such as the replacement of permittee-installed news racks with uniform, county-owned and maintained news rack. The county purchased 360 news racks in total and expects to have all news racks replaced by early 2016. Additionally, the county has required hand billers to periodically clean discarded handbills within a 25-foot radius. The county has also contracted with a private firm to provide two around-the-clock workers who are responsible for keeping the sidewalks clean.

With regards to public safety, Mr. Burnette highlights the system of security cameras that have been installed along Las Vegas Boulevard that are monitored by the Las Vegas Metropolitan Police Department. To date, the county has spent \$750,000 to install 65 cameras.

In 2012, the county commissioned a pedestrian study to determine primarily where the congestion issues were. Mr. Burnette notes that this study was conducted during a peak tourist timeframe. The result was that 17 percent of Las Vegas Boulevard exceeded the Level-of-Service (LOS) C, a federal measure that defines the relative degree of convenience of different pedestrian traffic volumes and densities as determined by the Highway Capacity Manual. Recommendations that were implemented as a result were widening sidewalks in some areas to a minimum of 15 feet, removing permanent obstructions such as fire hydrants, bollards and trash cans, and installing as well as updating "No Obstruction Zones." Since 2012, the county, with the assistance of some resort properties, has widened roughly 1,700 linear-feet of sidewalk. The updated 2015 pedestrian study found that areas exceeding LOS C were reduced to 12 percent. However, there has been a 25 percent increase in non-permanent obstructions, such as hand billers.

Mr. Burnette explains that one recommendation from 2012 that has not been implemented is the commitment of additional law enforcement resources in the Las Vegas resort corridor. Mr. Burnette then turns the presentation over to Sheriff Joseph Lombardo with the Las Vegas Metropolitan Police Department (Metro). Sheriff Lombardo states that



Metro receives about 3.3 million calls annually in the communications dispatch center, 600,000 of which are calls for service. Of those calls for service, about 22 percent are sourced to Las Vegas Boulevard.

Sheriff Lombardo states there are currently 123 officers assigned to the Convention Center Area Command, which includes Las Vegas Boulevard and nearby residential and commercial areas. On average, there is a maximum of 30 officers assigned to Las Vegas Boulevard during a shift. Therefore, if there is an average of 300,000 tourists on the Strip per day, then the officer ratio is less than one officer per 1,000 tourists. However, Sheriff Lombardo states there is a program titled "Safe Strip" that is funded by the major resort properties to support overtime officers during Friday and Saturday evenings. These officers are assigned to the front of each property during the peak months of April through November. Total annual funding for "Safe Strip" is about \$1.5 million.

Sheriff Lombardo then compares Las Vegas Boulevard's 4.5 mile-long tourist attraction to New Orleans and New York's Times Square. New Orleans's popular attraction, Bourbon Street, experiences about 9.5 million visitors per year and has about 100 officers assigned to the 1.2 mile-long area. Additionally, Times Square, which is approximately five city blocks, has about 100 officers assigned who patrol continually throughout the day.

Sheriff Lombardo states that given the existing police department's budget, the increase in police staffing will not match the predicted population and tourist growth. Sheriff Lombardo then suggests that in order to properly serve Las Vegas Boulevard, there needs to be additional officers that would come as a result of increasing Metro's budget through an added revenue stream.

Chairman Hill asks Sheriff Lombardo if he feels there is an additional percentage needed for police presence on the Strip in comparison to the rest of the community or would the additional revenue be applied to the Strip corridor proportionally as it would to the rest of the community. Sheriff Lombardo anticipates that any additional revenue to hire new officers would be adjusted accordingly to address the call volume associated with Las Vegas Boulevard, but he does not feel that there needs to be a specific revenue stream just for officers on Las Vegas Boulevard.

Ms. McMillan asks Sheriff Lombardo to describe the level of enforcement activity for the obstructionist activity on Las Vegas Boulevard. Sheriff Lombardo states that about 48 percent of total officer time is spent on these activities. However, there are constraints to limiting these activities due to the First Amendment. Sheriff Lombardo then states that due to other constraints on the Clark County Detention Center budget, it is difficult to incarcerate an individual associated with an obstruction violation. Sheriff Lombardo states that prevention is more successful than reacting and arresting.

Mr. Markantonis asks if there are any projects that can be implemented to enhance pedestrian movement along Las Vegas Boulevard. Mr. Cederburg states that the county currently has a program to remove obstructions along Las Vegas Boulevard that is funded through the room tax.



Mr. Sisolak asks Sheriff Lombardo how effective it would be to buy additional security cameras for Las Vegas Boulevard. Sheriff Lombardo states those cameras cost about \$50,000 each, so the money associate with them would require a significant investment. Mr. Sisolak believes that this is something that needs to be looked into further.

Chairman Hill thanks Mr. Burnette, Mr. Cederburg and Sheriff Lombardo for their presentation and welcomes the City of Las Vegas.

- **Ms. Elizabeth Fretwell, City Manager of the City of Las Vegas**
- **Mr. David Bowers, Director of Public Works for the City of Las Vegas**

Mr. David Bowers, Director of Public Works for the City of Las Vegas, references the latest visitor transportation survey to highlight some of the key findings, such as concerns over the walkability of sidewalks and lighting away from the Fremont Street Experience. The City of Las Vegas's programmed improvements include widening the sidewalks to 10 to 15 feet, shading the sidewalks, increasing lighting levels, adding police presence and increasing taxicab zoning locations.

Mr. Bowers suggests that the addition of a downtown circulator would resolve the concern that tourists have with moving around the downtown area, such as from Fremont Street to the Las Vegas Premium Outlets. Mr. Bowers states the circulator would be a free service with a fixed route, similar to transportation options in other large cities.

Similar to Las Vegas Boulevard, Fremont Street Experience has increased its police presence by implementing a pilot program consisting of four City Marshals, bringing in additional Metro patrol during events and installing 22 police-operated security cameras.

Over the past seven years, Ms. Fretwell said there has been a total of \$47 million invested in pedestrian enhancements. The City of Las Vegas anticipates there will need to be an additional \$177 million in transportation funding needs, including new interchange access into downtown.

Ms. McMillan asks if the City of Las Vegas anticipates any impacts on pedestrian traffic as a result of Project Neon. Mr. Bowers states they do expect to see more movement, but they have been increasing the sidewalk widths in preparation for this increase in traffic.

Mr. Noonan asks the City of Las Vegas to provide more detail on the funding for the downtown circulator. Mr. Bowers states they have reached out to other cities to see what they were doing, which is when they heard of the electric vehicle. The funding for this is not finalized, but the vehicle may be part of a pilot program that would be privately funded. Ms. Fretwell states that this pilot program will give downtown the opportunity to test this mode of transportation to see how it will work and decide if it would be worth making a significant investment.

Chairman Hill thanks Ms. Fretwell and Mr. Bowers and closes Agenda Item 6a.



**b. The Las Vegas Convention Center Master Plan: 11:11 a.m.**

- **Mr. Rossi Ralenkotter, President and CEO for the Las Vegas Convention and Visitors Authority**
- **Ms. Rana Lacer, Senior Vice President of Finance for the Las Vegas Convention and Visitors Authority**
- **Mr. Terry Miller, Principal and Co-owner of Cordell Corporation**

Mr. Rossi Ralenkotter, President and CEO of Las Vegas Convention and Visitors Authority (LVCVA), gives a review of how the LVCVA arrived at the Las Vegas Convention Center District's Master Plan. Mr. Ralenkotter states that in knowing the Las Vegas Convention Center needs to be updated and that exhibitors require additional space, the strategy needs to be based around protecting the \$28 billion of business that the convention center currently has on its books over the next 10 years.

Mr. Terry Miller, Principal and co-owner of Cordell Corporation describes the four phases of the Las Vegas Convention Center District's Master Plan. To explain how the LVCVA arrived at how much space needs to be added in Phase Two, Mr. Miller explains the exhibition space of a convention center is typically 35 to 50 percent of the entire footprint of the building, meeting room space is typically 25 percent of the exhibit space and pre-function space is typically 35 percent of the exhibit space. Then, the support and services space should each be about 25 percent of the total exhibit, meeting room and pre-function space. This brings the total gross square footage to 1.4 million square feet of new space for the convention center. Once Phases Two and Three are complete, there will be 2.5 million square feet of exhibition space. This is still about 100,000 square feet less than Chicago's convention center, but 400,000 square feet more than Orlando; however, both of these facilities are expanding.

Mr. Miller then talks about how the budget for the Master Plan was formed. The budget was created based on Cordell's experience and conversations with construction personnel. Additionally, the budget was reviewed by Richardson Construction, a third party that has experience in Las Vegas. Mr. Miller then breaks down the costs that will bring the total budget of Phase Two to \$600 per square foot. For Phase Three, the additional space will cost \$695 per square foot due to the structural and system elements, while the renovation of the current facility will cost \$44 per square foot. This brings the total cost for Phases Two and Three to \$1.4 billion.

Mr. Miller then details the time scheduling of the Master Plan. Mr. Miller notes that since the LVCVA is a public agency, it cannot move forward without funding in place. If the budget is approved, Phases Two and Three are expected to be complete by 2022.

Ms. Rana Lacer, Senior Vice President of Finance for the Las Vegas Convention and Visitors Authority, provides a brief review of the finances for the LVCVA. In the SNTIC work session in early 2016, Ms. Lacer will provide a comprehensive review of the funding analysis that the LVCVA has completed, as well as the estimated resources essential to fund the Las Vegas Convention Center District's Master Plan. Ms. Lacer points out that



the LVCVA receives about 82 percent of the revenue from room tax and 16 percent from facility use fees. Ms. Lacer notes that since the LVCVA is a government agency, its debt is considered municipal debt that is limited to financing available under Nevada state law, generally achieved through long-term bonds.

Ms. Lacer states that in 2012 she engaged specialized public financing advisors to conduct an analysis of the LVCVA's debt capacity. It was estimated that over the next 10 years, the LVCVA could afford \$400 million for the Master Plan project. There were three additional capacity studies done, and each arrived at similar results.

Chairman Hill asks Ms. Lacer if the \$400 million is the unused capacity. Ms. Lacer states the \$400 million that was estimated in 2012 was in fact the unused capacity. However, by the time the Riviera Hotel demolition and site improvements are complete, the majority of the \$400 million capacity would be exhausted. Ms. Lacer states that over the next five to six years, the remaining capacity would be less than \$100 million.

Mr. Ralenkotter details the LVCVA's return on investment. The overall return on operation investment is \$19 to \$1, which includes direct, indirect and induced impacts. When looking at the Convention Center District over a 10-year timeframe, among the trade shows that indicated they would come to Las Vegas if the LVCVA completes this project, there will be around 70 new events bringing in about \$4 billion in economic impacts. This equates to \$3 for every \$1 investment relative to this project.

Chairman Hill suggests that the LVCVA submit its documentation as if it were going to present in January so that the committee has the opportunity to review the material before the work session in February.

Mr. Hornbuckle comments that Mr. Miller's cost figures are reasonable compared to those that MGM Resorts International paid for their convention center expansion.

Chairman Hill thanks Mr. Ralenkotter, Ms. Lacer and Mr. Miller for their presentation and closes Agenda Item 6b.

**c. An Additional Perspective: 12:38 p.m.**

**- Mr. Jonas Peterson, CEO of the Las Vegas Global Economic Alliance**

Mr. Jonas Peterson, CEO of the Las Vegas Global Economic Alliance, briefly explains what the Las Vegas Global Economic Alliance does for Clark County and emphasizes that the target industry is the tourism industry. Mr. Peterson shows that Clark County's economy is growing.

Mr. Peterson states that one of the most important regional projects is the Interstate 11 and Intermountain West Corridor. He suggests this project is an opportunity to connect southern Nevada to neighboring markets, such as Phoenix and Los Angeles. Additionally, this project would connect Las Vegas to the CANAMEX trade corridor, giving southern Nevada access to manufacturing and ports in Mexico. Mr. Peterson states the return on

investment for this project outweighs the initial cost, so the Las Vegas community should be looking to advance this project.

Mr. Peterson highlights that according to the Brookings Mountain West report, the southern Nevada economy is missing a university medical school, an interstate highway connecting to neighboring metropolitan areas, a rail transit system and a large capacity stadium. Mr. Peterson states Clark County needs to continue positioning itself as the intellectual capital of global gaming by putting emphasis on gaming manufacturing. Mr. Peterson then mentions some other industries that would benefit Las Vegas's economy, including film and media development, indoor agriculture and video game production.

Mr. Peterson then references a recent survey done by the Las Vegas Global Economic Alliance that asked participants how much they would be willing to pay to improve mass transit in the community. About 43 percent of participants stated they would be willing to pay \$100 per year. Therefore, there is support for funding infrastructure projects in southern Nevada.

There are no comments from the committee. Chairman Hill closes Agenda Item 6.

**7. JANUARY MEETING PREVIEW: 12:50 P.M.**

Mr. Jeremy Agüero states the January meeting will focus on roads, highways and mass transit. In the briefing Mr. Agüero provided, he points to the key statistics that relate to transportation activity in terms of supply and demand in southern Nevada. He argues that southern Nevada is seeing increased demand in transportation activity, but due to the lack of supply, there is congestion on the roadways that is costing southern Nevada's economy roughly \$1.4 billion a year in lost fuel and time.

Chairman Hill closes Agenda Item 7.

**8. COMMITTEE MEMBER COMMENTS: 12:53 P.M.**

There are no comments at this time. Chairman Hill closes Agenda Item 8.

**9. PUBLIC COMMENT: 12:54 P.M.**

Mr. Ed Uehling refers to the Las Vegas Convention and Visitors Authority, stating that it proposed a billion dollar contract without looking at additional options. Mr. Uehling offers that Las Vegas's competition is international, thus the attention should be directed to bringing international tourists to Las Vegas.

Chairman Hill closes Agenda Item 9.

**10. ADJOURNMENT: 12:58 P.M.**



**CHAIRMAN HILL OPENS AGENDA ITEM 10 FOR POSSIBLE ACTION. MR. MARKANTONIS MAKES THE MOTION TO ADJOURN THE COMMITTEE MEETING. MR. HORNBuckle SECONDS THE MOTION. THE MOTION PASSES UNANIMOUSLY.**

# **EXHIBIT 9**

**Pedestrian Issues on Las Vegas BLVD  
Presentation, dated December 3, 2015**



# PEDESTRIAN ISSUES ON LAS VEGAS BLVD

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Presentation to the Southern Nevada Tourism Infrastructure Committee

December 3, 2015

# RESORT CORRIDOR WORK GROUP

- Mark Russell, Vice-President General Counsel MGM,
- Rick Mazer, Regional President, Caesar's Entertainment,
- Karlos R. LaSane, II, Regional Vice President, Government Relations, Caesar's Entertainment
- Stacie Michaels, Vice President and General Counsel, Wynn Las Vegas,
- John Caparella, President and COO, Venetian & Palazzo,
- Steve Thompson, Senior Vice-President, Operations, Boyd Gaming,
- Tony Taeubel, Senior Vice President and General Manager, The Orleans and Gold Coast
- Terry Jicinsky, Senior Vice-President of Operations, LVCVA,
- Virginia Valentine, President, Nevada Resort Authority,
- Terry Murphy, President, Strategic Solutions, and
- Assistant Sheriff Todd Fasulo, LVMPD.



# RECOMMENDATION CATEGORIES

- Newsracks
- Litter and Cleanliness
- Graffiti/Unauthorized Advertising
- Pedestrian Safety
- Commercial Activities
- First Amendment Activities
- Public Safety Issues
- Obstructions of Public Sidewalks and Pedestrian Bridges

# NEWSRACKS

- Replace permittee-installed news racks with uniform, county-owned and maintained news racks





# LITTER AND CLEANLINESS

- Increase sidewalk cleaning and maintenance schedules
  - Prior to 2012, litter removal and emptying trash receptacles was done once nightly by Public Works road crew
  - In November 2012, the county contracted with a private firm to provide 2 workers 24/7 to keep sidewalks clean



# LITTER AND CLEANLINESS

- Require hand billers to periodically clean up discarded handbills





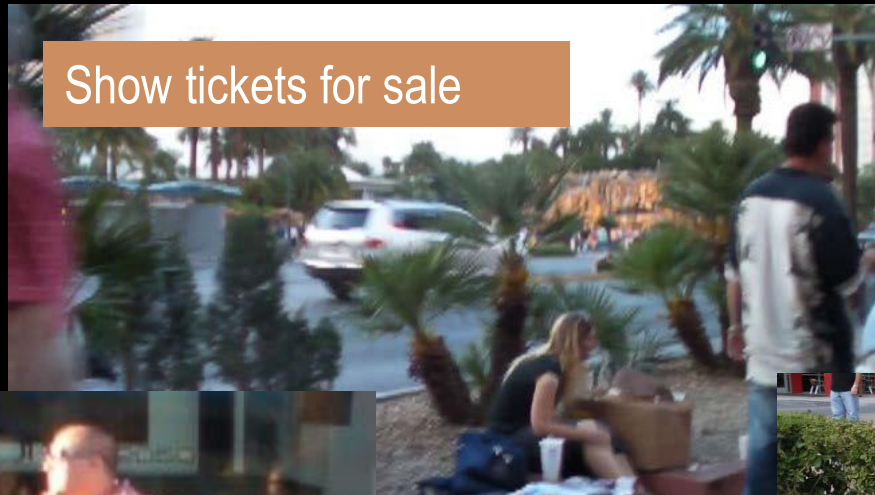
# PEDESTRIAN SAFETY

Restrict certain items across or along public sidewalks or public pedestrian easements, including electrical cords, chains, wires, electrical generators, explosives, incendiary devices, knives, swords, and crossbows.

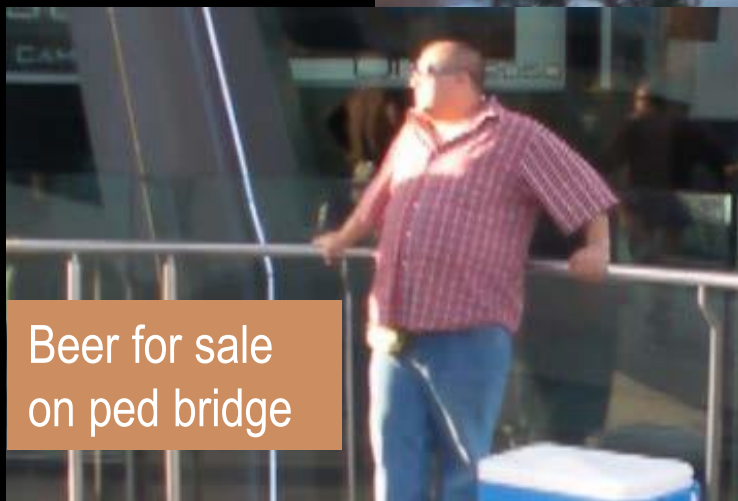


# COMMERCIAL ACTIVITIES

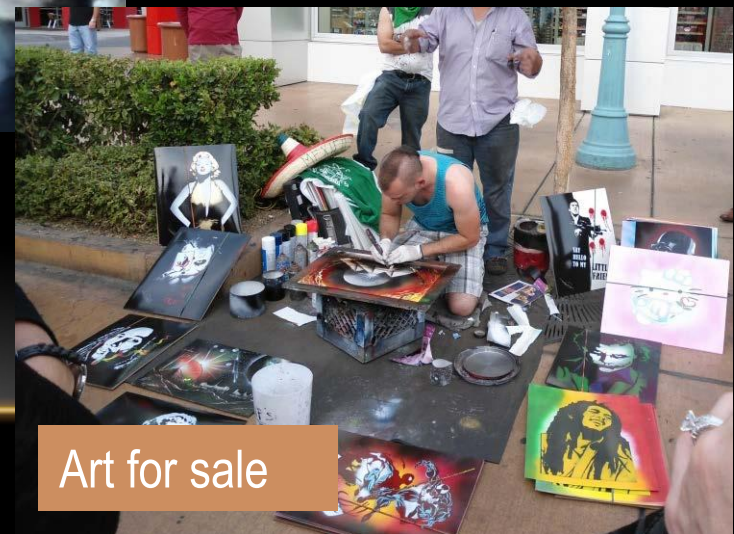
Prohibit commercial activities on the public right-of-way



Show tickets for sale



Beer for sale  
on ped bridge



Art for sale

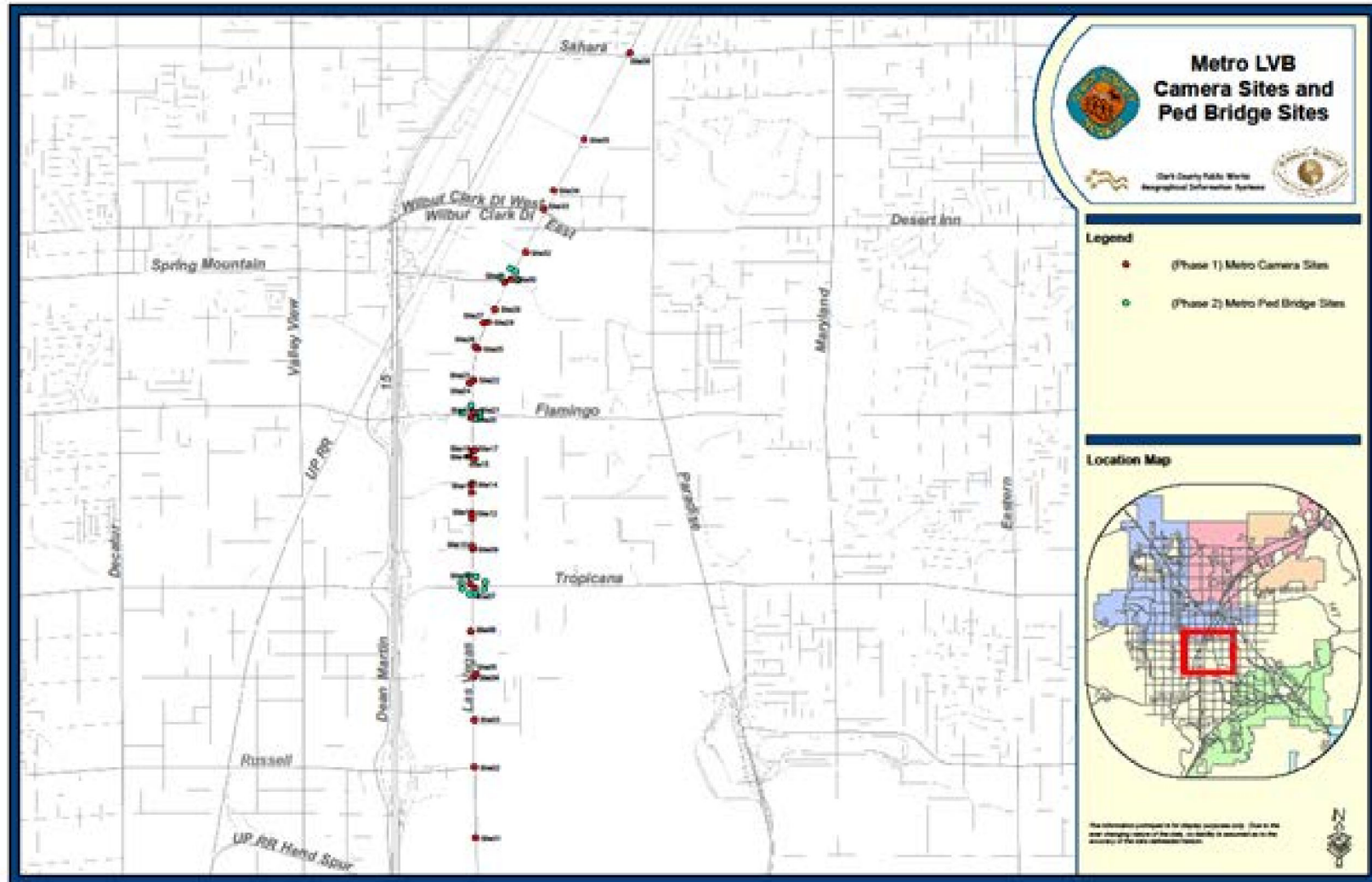


# PUBLIC SAFETY ISSUES

Establish a system of security cameras along LV Blvd monitored by LVMPD



# PUBLIC SAFETY ISSUES – CAMERA LOCATIONS





# OBSTRUCTION OF PUBLIC SIDEWALKS AND PEDESTRIAN BRIDGES

Conduct a new pedestrian study to provide updated information on pedestrian traffic

- Found that 17% of LV Blvd exceeded the LOS C
- Recommendations included:
  - Provide sidewalks that are a minimum of 15' wide
  - Remove permanent obstructions like fire hydrants, signs, bollards and trash cans to improve sidewalk capacity
  - Update No Obstruction Zones (white lines)
  - Install No Obstruction Zone Time and Place signs

# IMPROVEMENTS TO SIDEWALKS AND PEDESTRIAN BRIDGES

The pedestrian study identified 256 permanent obstructions, most of which have been removed or relocated. Some of these improvements include:

- Removing or relocating 17 fire hydrants
- Removing approximately 150 Signs
- Relocated 1 traffic signal cabinet
- Relocated the Casino Royale sign



# RELOCATION OF PERMANENT OBSTRUCTIONS



# EXPAND PEDESTRIAN CORRIDOR WITH ASSISTANCE OF ADJOINING PROPERTIES

The Mirage Las Vegas



6 ft



15 ft



# EXPAND PEDESTRIAN CORRIDOR WITH ASSISTANCE OF ADJOINING PROPERTIES



Caesars Palace

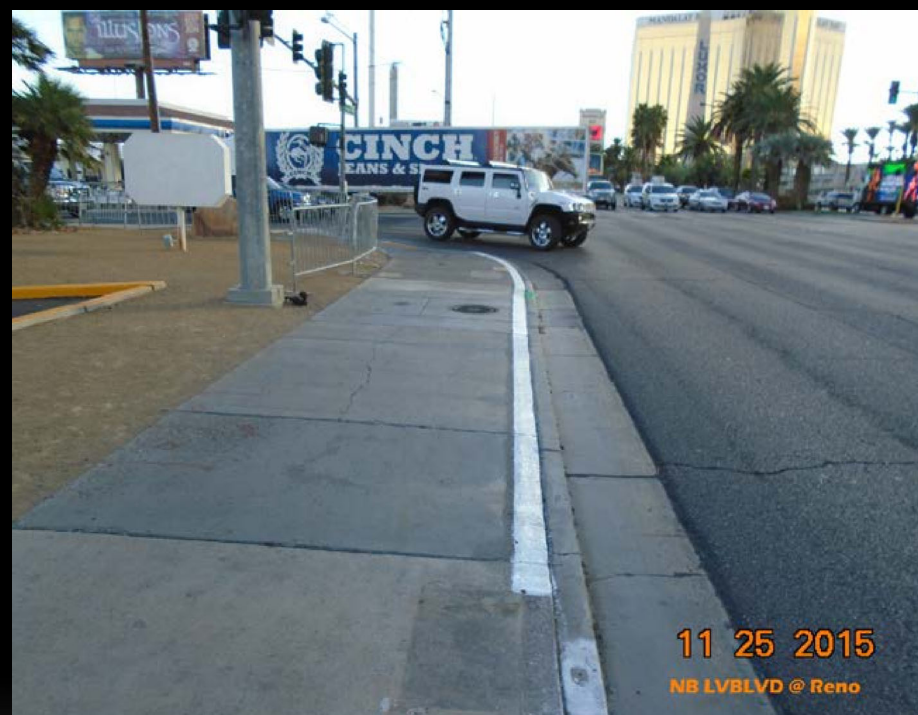
8 ft



18 ft

# UPDATE TO “NO OBSTRUCTION ZONES”

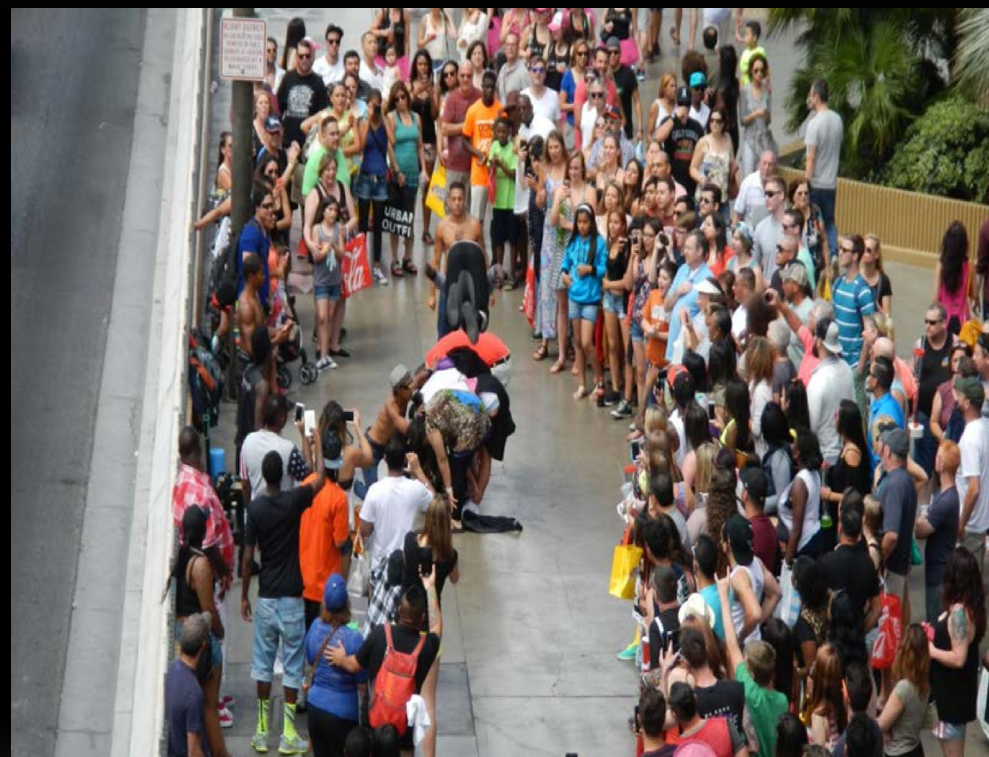
- CCC prohibits obstructive uses on public sidewalks designated as “No Obstruction Zones”
- Phase 1: Adopted March 5, 2013, to address impacts to sight visibility to drivers at intersections and driveways





# UPDATE TO “NO OBSTRUCTION ZONES”

Phase 2: Adopted October 7, 2014, revised and adopted “No Obstruction Zones” map to include areas that exceed LOS C





# PEDESTRIAN STUDY UPDATE (2015)

- Areas exceeding LOS C reduced from 17% to 12%
- Reduced areas exceeding LOS C by 2,000 LF between 2012 and 2015



WALKWAY SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C  
TROPICANA AVE. TO FLAMINGO RD.

FIGURE 4.2

36



# WHERE DO WE GO FROM HERE?

- We've made significant progress & we have great tools and guiding principles to improve pedestrian movement
- One important recommendation from 2012 that remains: additional law enforcement resources

# **LAS VEGAS METROPOLITAN POLICE DEPARTMENT**

JOSEPH LOMBARDO, SHERIFF



# **The Strip Today**





# Current Calls for Police Services

- ❑ Total CFS 2015 (Projected) - 144,170
- ❑ Total Disorder CFS 2015 - 14,118
- ❑ Total CFS 2014 - 135,236 (6.6% increase)
  - 22% of LVMPD Total Calls for Service
- ❑ As of September 2015, 76 total guns have been recovered/impounded from LVBLVD

# **LAS VEGAS METROPOLITAN POLICE DEPARTMENT**

JOSEPH LOMBARDO, SHERIFF



## **Current Strip Staffing**

- ❑ Total Officers Assigned - 123
  - ❑ Dayshift - 35
  - ❑ Swing - 42
  - ❑ Grave - 46
- ❑ Total Detectives Assigned - 31
- ❑ Average Officers on Fri/Sat Nights – 30
- ❑ Officer Ratio less than 1 officer per 1000 Tourists. (300,000 per day)





# Safe Strip

- ❑ 40 Total Officers on Overtime
- ❑ 63 Days Per Year Between April and November
- ❑ Friday/Saturday - 6hrs per night
- ❑ Funded by Major Strip Properties
  - Bridge Enforcement is Funded by LVCVA
- ❑ \$1.5M per year



# Comparable Cities

- ❑ New Orleans
  - 9.5m Visitors per year to Bourbon St.
  - 100 Officers assigned.
  - 1.2 miles
- ❑ NYPD Time Square
  - 100 Officers assigned to Special Unit. Patrol 24hrs per day.
  - Approx. 5 City Blocks Surrounding One Intersection.
- ❑ LVBLVD – 4.5 Miles Long



# **EXHIBIT 10**

**Bill to Amend Title 16, Chapter 16.11,  
Sections 16.11.020 and 16.11.040 of the  
Clark County Code, dated April 11, 2022**

[Bracketed] material is that portion being deleted  
Underlined material is that portion being added

BILL NO. \_\_\_\_\_

SUMMARY – An Ordinance to amend Title 16, Chapter 16.11, Sections 16.11.020 and 16.11.040 of the Clark County Code, to clarify the definition of crosswalk to include pedestrian overpasses and underpasses and to prohibit obstructive uses in, on or within 20 feet of a touchdown structure.

ORDINANCE NO. \_\_\_\_\_  
(of Clark County, Nevada)

AN ORDINANCE TO AMEND TITLE 16, CHAPTER 16.11, SECTIONS 16.11.020 AND 16.11.040 OF THE CLARK COUNTY CODE, TO CLARIFY THE DEFINITION OF “CROSSWALK” TO INCLUDE PEDESTRIAN OVERPASSES AND UNDERPASSES AND TO PROHIBIT OBSTRUCTIVE USES IN, ON OR WITHIN 20 FEET OF A TOUCHDOWN STRUCTURE; AND PROVIDING FOR OTHER MATTERS PROPERLY RELATING THERETO.

THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF CLARK, STATE OF NEVADA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Title 16, Chapter 16.11 of the Clark County Code, is amended as follows:

**16.11.020** - General definitions. (a) "Pedestrian travel" includes nonvehicular travel by persons on foot, as well as vehicular travel by persons with disabilities in wheelchairs or similar devices.

(b) "Level of service" or "LOS" means a series of measures that define the relative degree of convenience for different pedestrian traffic volumes and densities, as determined by methodology set forth in [Chapter 13](#) of the Highway Capacity Manual



and the Las Vegas Boulevard South Pedestrian Walkway Study. Both documents are on file in the office of the clerk of Clark County, Nevada.

(c) "Crosswalk" means 1) an~~y~~ above or below grade structure at an intersection or elsewhere for the purpose of pedestrian crossing, including a pedestrian overpass and a pedestrian underpass, or 2) the surface portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs, lines or other markings on the surface.

(d) "Public sidewalk" means that portion of a highway between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for use of pedestrians, and shall also include crosswalks, medians and traffic islands. For the purposes of this chapter, "public sidewalk" shall include private property upon which a limited easement of public access has been granted. However, no provision of this chapter shall be construed to limit any right of the private property owner to restrict or limit the use of that private property.

(e) "Obstructive use" means:

(1) Placing, erecting or maintaining an unpermitted table, chair, booth or other structure upon the public sidewalk, if the placing, erecting, or maintaining of the table, chair, or booth is not protected by the First Amendment or if the placing, erecting, or maintaining of the table, chair, or booth is protected by the First Amendment but is actually obstructive;

(2) Forming a cordon or line of persons across the public sidewalk;

(3) Carrying banners or signs, upon the public sidewalk which actually causes an obstruction on the sidewalk;

(4) Placing or storing equipment, materials, parcels, containers, packages, bundles or other property upon the public sidewalk which actually causes an obstruction on the sidewalk;

(5) Placing, erecting or maintaining an unpermitted fixed sign upon the public sidewalk;

(6) Sleeping upon the public sidewalk;

(7) Obstructing, delaying, hindering, blocking, hampering or interfering with pedestrian passage, including passage to or from private property; or

(8) Any use of the public sidewalk that causes the LOS for the public sidewalk to decline below LOS C, as determined by the methodology used in [Chapter 13](#) of the Highway Capacity Manual and Las Vegas Boulevard South Pedestrian Walkway Study.

(f) "LOS C" means a pedestrian flow on a sidewalk of less than or equal to ten pedestrians per minute per foot as specified and defined in the Highway Capacity Manual, Special Report 209, a copy of which is filed with the office of the county clerk.

(g) "Permitted obstructive use" means:

(1) Any obstructive use of the public sidewalk by public safety equipment, including but not limited to, street signs, traffic signals, fire hydrants, utility poles and street and sidewalk lighting; and

(2) Any obstructive use of the public sidewalk for purposes of construction, maintenance or repair of the public safety equipment, right-of-way (or equipment therein) or adjoining private property, conducted by or pursuant to a valid



construction permit issued by the Clark County department of public works, Clark County building department or Nevada Department of Transportation;

(3) Any obstructive use of the public sidewalk resulting from:

(A) An encroachment or structure constructed pursuant to the ordinances, rules, regulations or laws of the United States, the state of Nevada or Clark County, or

(B) The construction, modification, addition or attraction upon abutting private property occurring or in place before May 1, 1994;

(4) Any newsrack licensed pursuant to Clark County Code [Chapter 16.08](#) unless such newsrack causes a degradation of the LOS to LOS C or less as provided in [Section 16.11.040\(e\)](#);

(5) Any conduct "arguably protected" by the National Labor Relations Act until or unless such conduct is determined to be unprotected pursuant to a decision of the National Labor Relations Board;

(h) "Arguably protected" as used in subsection (g)(5) of this section has the same meaning as in *San Diego Building Trades Council v. Garmon*, 359 U.S. 236, 79 S. Ct. 773 (1959).

(i) "Street performer" is a member of the general public who engages in any performing act or the playing of any musical instrument, singing or vocalizing, with or without musical accompaniment, and whose performance is not an official part of a sponsored event.

(j) "Touchdown Structure" means the elevators, escalators and stairways located on public right-of-way associated with a pedestrian overpass.

**16.11.040** - Prohibition of obstructive uses. No obstructive use shall be permitted on public sidewalks, and in, on or around Touchdown Structures, in the following areas, which areas shall be designated by the placement of pavement markings on the public sidewalks or signs designating the limits of the no obstruction zones, or plaques, monuments or medallions placed in the public sidewalks:

(a) On or within any crosswalk, including, but not limited to, all portions of a public sidewalk located in or on a median, traffic island or other structure within, across or over or under a public street or roadway;

(b) (1) In or within one hundred fifty feet of any mid-block crosswalk, as measured from the crosswalk parallel to the sidewalk curb toward the direction of approaching vehicular traffic, and

(2) In or within fifty feet of any mid-block crosswalk as measured from the crosswalk parallel to the sidewalk curb away from the direction of approaching vehicular traffic;

(c) (1) In or within one hundred feet of any crosswalk located at an intersection of streets or highways, as measured parallel to the sidewalk curb in the direction of approaching vehicular traffic from the point of curvature of the curb or the marked edge of the crosswalk, whichever is less, and

(2) In or within fifty feet of a crosswalk located at an intersection of streets or highways, as measured parallel to the sidewalk curb away from the direction of approaching vehicular traffic from the point of curvature of the curb or the marked edge of the crosswalk, whichever is less;



(d) In or within fifty feet of any driveway providing ingress into or egress from any private or non-public property, as measured parallel to the sidewalk curb outward from the point of the curb cut;

(e) On or within any section of the public sidewalk which has been determined to have an average LOS of C or below, during the hours at which LOS declines below LOS C, as determined by a traffic study conducted by a registered professional engineer or the Clark County department of public works according to the methodology set forth in the Las Vegas Boulevard South Pedestrian Walkway Study;

(f) In or on the escalator, elevator or stairway of a touchdown structure, or area defined by signs, markings, medallions, plaques or monuments on the sidewalk which are not located further than 20 feet of any landing area of an escalator, elevator or stairway of a touchdown structure.

SECTION 2. If any section of this ordinance or portion thereof is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such holding shall not invalidate the remaining parts of this ordinance.

SECTION 3. All ordinances, parts of ordinances, chapters, sections, subsections, clauses, phrases or sentences contained in the Clark County Code in conflict herewith are hereby repealed.

SECTION 4. This ordinance shall take effect and be in force from and after its passage and the publication thereof by title only, together with the names of the County Commissioners voting for or against its passage, in a newspaper published in and having a general circulation in Clark County, Nevada, at least once a week for a period of two (2) weeks.

PROPOSED on the \_\_\_\_\_ day of \_\_\_\_\_, 2022.

PROPOSED BY: \_\_\_\_\_

PASSED on the \_\_\_\_\_ day of \_\_\_\_\_ 2022.

AYES: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

NAYS: \_\_\_\_\_

\_\_\_\_\_

ABSTAINING: \_\_\_\_\_

ABSENT: \_\_\_\_\_

\_\_\_\_\_

BOARD OF COUNTY COMMISSIONERS  
CLARK COUNTY, NEVADA

By: \_\_\_\_\_  
JAMES B. GIBSON, Chair

ATTEST:

\_\_\_\_\_  
LYNN MARIE GOYA, County Clerk

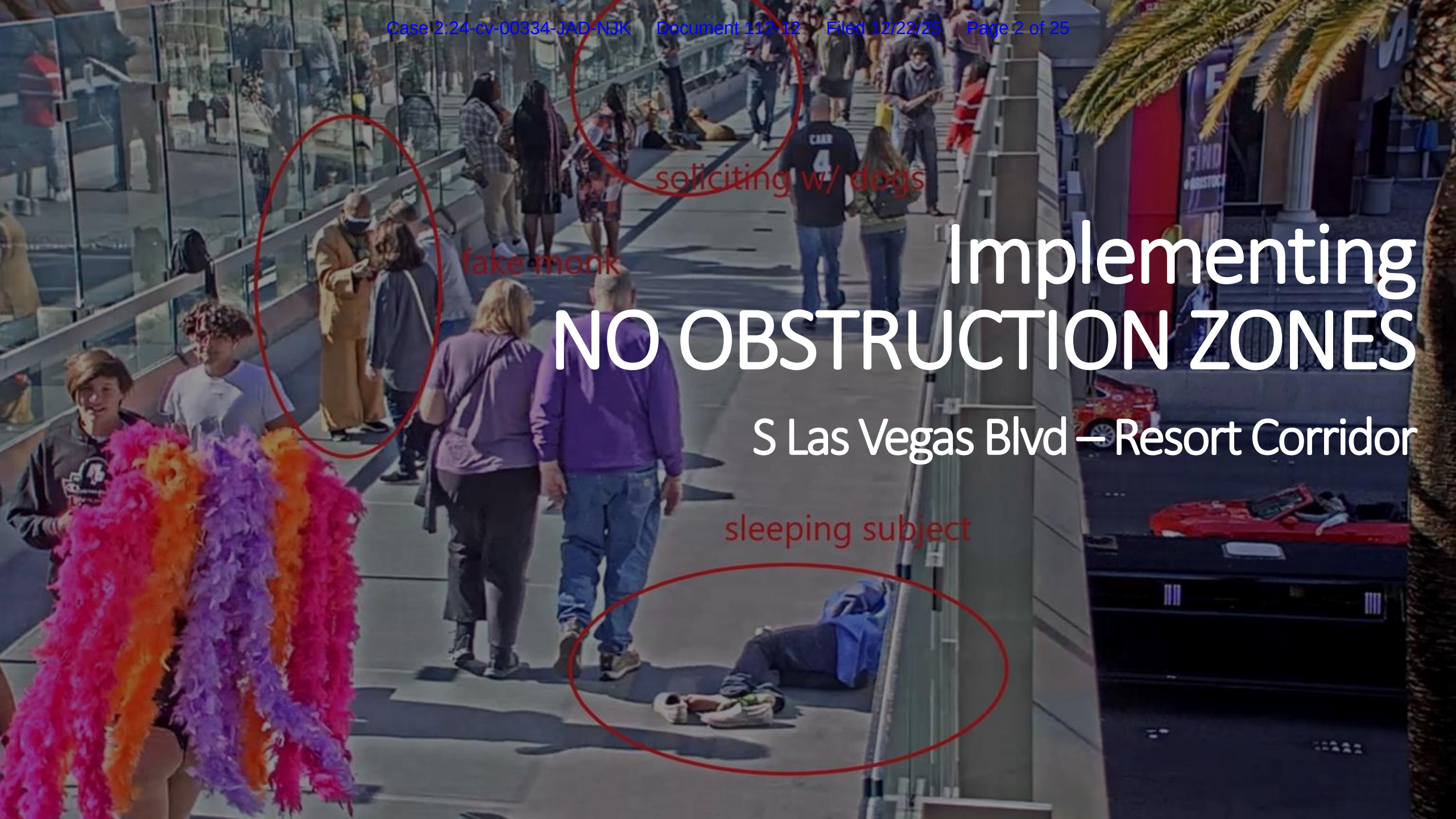


This ordinance shall be in force and effect from and after the \_\_\_\_\_ day of \_\_\_\_\_ 2022.

# **EXHIBIT 11**

**Meeting Handout for Agenda Item 65,  
dated May 3, 2022**





# implementing NO OBSTRUCTION ZONES

S Las Vegas Blvd — Resort Corridor

soliciting w/ dogs

fake monk

sleeping subject



# The Goal

Designate ALL Pedestrian Bridges, Elevators, Escalators, Stairs and Touchdown Structures as NO OBSTRUCTION ZONES

Install Updated Signage to reflect the NO OBSTRUCTION ZONES

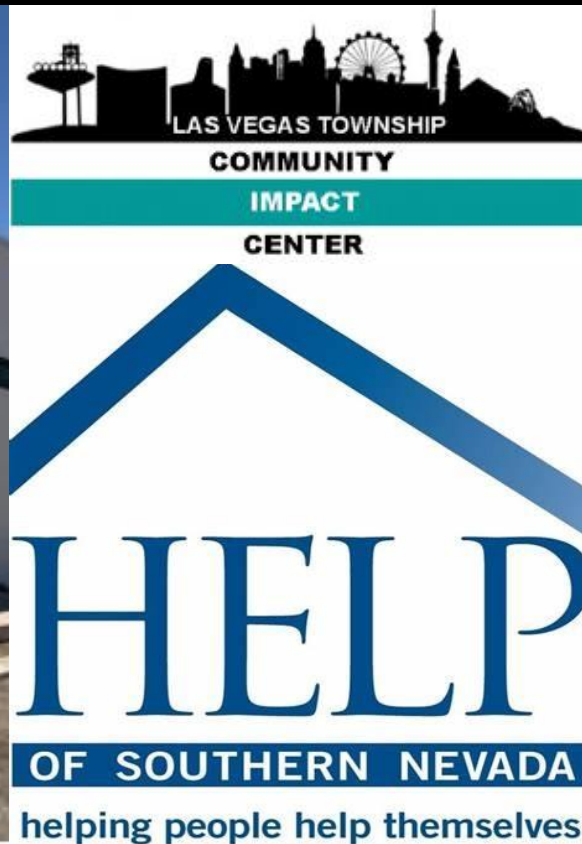
Eliminate PUBLIC SAFETY ISSUES





# Providing Services and Enforcement

- 1) Provide Warnings and Resources (Help of Southern NV, CRT etc.)
- 2) Issue Citations (Utilize Community Impact Center)
- 3) Arrest as a Last Resort (Connecting the Individual with On-Site Social Workers and Resources at Jail)





# Pedestrian Bridges

## A Daily Look





# Pedestrian Bridges

## Animals and Multiple Subjects





# Pedestrian Bridges

## Soliciting and Selling Items





# Pedestrian Bridges

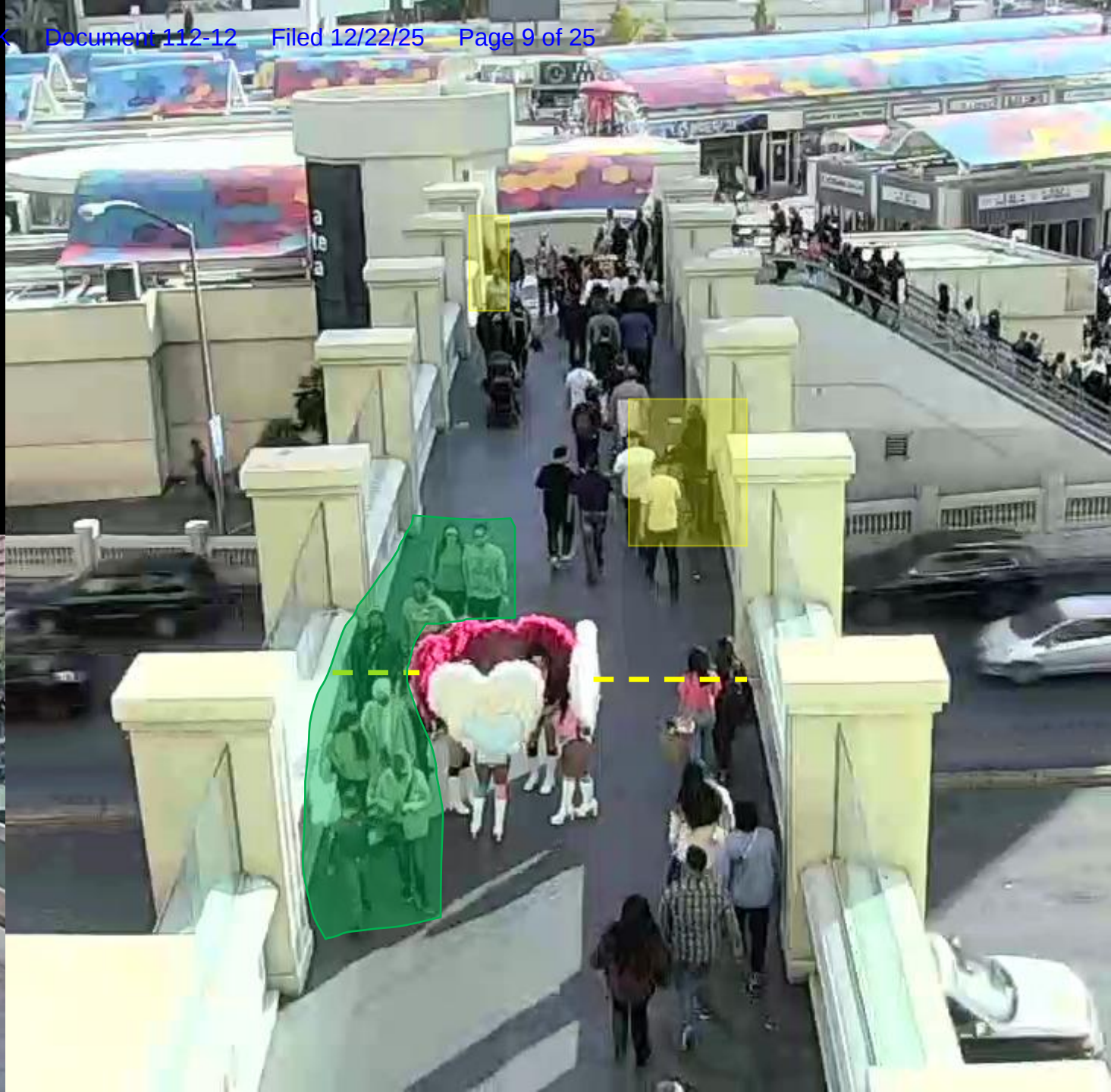
Selling Items Causing Obstruction





# Pedestrian Bridges

Showgirls  
and  
Sign Holders





# WARNING

THIS PRESENTATION INCLUDES IMAGES AND VIDEOS  
DISPLAYING NUDITY, ILLICIT SEXUAL ACTS, LEWD ACTS,  
AND EXTREME VIOLENCE

# Pedestrian Bridges

## Urinating in Public







# Pedestrian Bridges

## Narcotics Activities

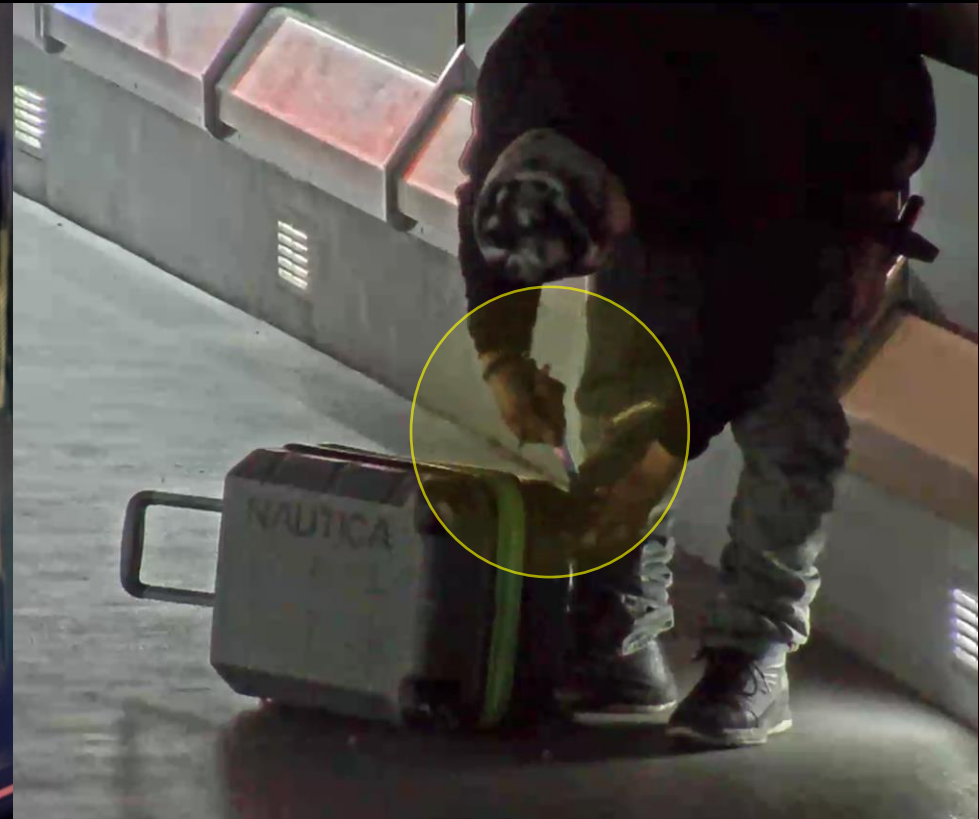
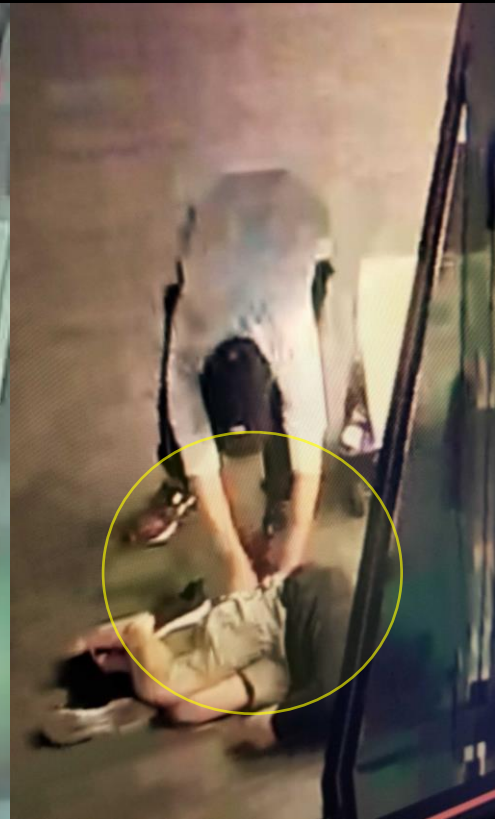




# Pedestrian Bridges

## Hot Spots for Crime

## Person in Possession of a Knife



Pick Pocketing



# Pedestrian Bridges

## Lewd Acts and Indecent Exposure



# Pedestrian Bridges

## Lewd Acts and Indecent Exposure



!!!WARNING!!!  
GRAPHIC CONTENT AND NUDITY



# Pedestrian Bridges

Lewd Acts and Indecent Exposure

ARREST MADE



!!!WARNING!!!

GRAPHIC CONTENT AND NUDITY



# Pedestrian Bridges

## 3 Card Monty – Table Games





# Pedestrian Bridges

Illegal Table Games – Fight Ending in Severe Injuries to Pedestrians– Jan 2021



!!!WARNING!!!  
GRAPHIC CONTENT AND VIOLENCE

# Pedestrian Bridges

Fight Involving Pedestrians— May 2021



!!!WARNING!!!  
GRAPHIC CONTENT AND VIOLENCE



# Pedestrian Bridges

Stabbing - October 2021



!!!WARNING!!!  
GRAPHIC CONTENT AND VIOLENCE

# Pedestrian Bridges

Unprovoked Fight —  
Resulting in Death







# Activities in Elevators







# Elevators

Lewd Acts, Indecent  
Exposure, Narcotics Use

!!!WARNING!!!  
GRAPHIC LEWD and SEXUAL CONTENT





# Elevators

## Lighting Fires





Thank You



# **EXHIBIT 12**

**Clark County Board of Commissioners,  
Agenda Item No. 68, dated November 21,  
2023**

## CLARK COUNTY BOARD OF COMMISSIONERS AGENDA ITEM

---

**Petitioner:** Kevin Schiller, County Manager  
Abigial Frierson, Deputy County Manager

---

**Recommendation:**

**Introduce an Ordinance to amend Title 16 of the Clark County Code to add a new Chapter 16.13 to establish pedestrian flow zones on pedestrian bridges and up to 20 feet surrounding a touchdown structure; and providing for other matters properly relating thereto; and set a public hearing. (For possible action)**

---

**FISCAL IMPACT:**

Fund #:	N/A	Fund Name:	N/A
Fund Center:	N/A	Funded PGM/Grant:	N/A
Amount:	N/A		
Description:	N/A		
Additional Comments:	N/A		

**BACKGROUND:**

The proposed ordinance would create Pedestrian Flow Zones within the resort corridor on pedestrian bridges and up to 20 feet surrounding a touchdown structure, which includes elevators, escalators and stairways located on public right of way associated with a pedestrian bridge. The ordinance would prohibit any person from stopping, standing, or engaging in activity that causes another person to stop or stand within a Pedestrian Flow Zone to ensure the continuous movement of pedestrian traffic on pedestrian bridges and surrounding touchdown structures. The public safety concerns regarding pedestrian bridges on the Las Vegas Strip are discussed in a report prepared by William Sousa, Ph.D. The ordinance addresses public safety on the pedestrian bridges on the Las Vegas Strip and is narrowly tailored to accomplish this goal by requiring every person utilizing the pedestrian bridge to keep moving across the bridge to ensure pedestrians gets to their desired location in the safest matter possible.

Staff recommends a public hearing be set for December 5, 2023, at 10:00 a.m.

Cleared for Agenda

**11/21/2023**

File ID#

**23-1617**



# **EXHIBIT 13**

**CCC 16.13.010–.050**

[Bracketed] material is that portion being deleted  
Underlined material is that portion being added

BILL NO. \_\_\_\_\_

SUMMARY – Establishes Pedestrian Flow Zones  
on Pedestrian Bridges and up to 20 feet surrounding  
a touchdown structure.

ORDINANCE NO. \_\_\_\_\_  
(of Clark County, Nevada)

AN ORDINANCE TO AMEND TITLE 16 OF THE CLARK COUNTY  
CODE TO ADD A NEW CHAPTER 16.13 TO ESTABLISH  
PEDESTRIAN FLOW ZONES ON PEDESTRIAN BRIDGES AND UP  
TO 20 FEET SURROUNDING A TOUCHDOWN STRUCTURE; AND  
PROVIDING FOR OTHER MATTERS PROPERLY RELATING  
THERE TO.

THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF  
CLARK, STATE OF NEVADA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Title 16 of the Clark County Code is amended as follows:

**CHAPTER 16.13 – PEDESTRIAN FLOW ZONES**

**16.13.010 – Purpose.**

The pedestrian bridges located within the world-famous Las Vegas Strip provide  
above grade access for the visitors, employees, and residents of Clark County to safely  
cross the roadways located within the Las Vegas Strip. The pedestrian bridges are part of  
the sidewalk system of the Las Vegas Strip and were created for the purpose of  
separating pedestrian traffic from vehicular traffic to facilitate pedestrians crossing in  
those locations. Pedestrians are prohibited from crossing at grade level where pedestrian  
bridges are located. The pedestrian bridges were designed for the specific purpose of



facilitating such crossings at all foreseeable levels of demand which can vary significantly and unpredictably regardless of day or time of day. The parameters for the pedestrian bridge design did not include uses beyond pedestrian traffic crossing from one side to the other side. The parameters included that pedestrians would not stop, stand or congregate other than for incidental and fleeting viewing of the Las Vegas Strip from the pedestrian bridge. For pedestrians to be able to stop, stand or congregate for any other reason, the pedestrian bridges would have been designed differently to account for such uses.

Stopping on the pedestrian bridges creates conditions that can foment disorder which, in turn, can lead to crime and serious safety issues. Because pedestrian traffic demand on the bridges varies significantly and unpredictably regardless of day or time of day, it is impossible to know in advance when stopping will result in criminal or otherwise dangerous conditions (whether involving the particular pedestrian who has stopped or others) and because of the physical nature of the pedestrian bridges, by the time such conditions exist, it would often be too late for law enforcement or other first responders to intervene, mitigate, render aid, rescue, or take other actions necessary as a result of crime and other serious safety issues. In recent years, numerous incidents have occurred that underscore these concerns. There is an ever-increasing demand as visitation numbers have reached near historical levels. Clark County continues to attract major sporting events and has become the home to major sports teams. Clark County has a substantial government interest in providing safe pedestrian access on the Las Vegas Strip. The increased number and frequency of high-profile attacks in places of public gatherings throughout the country have contributed to the occurrence of threats and

perceived threats that result in public panic and immediate and unexpected demand on pedestrian bridges as in an event of flight by large groups of people.

From 2018 to 2022, calls for law enforcement services on the Las Vegas Strip have increased twenty-nine percent (29%) from 37,598 in 2018 to 48,358 in 2022. The service calls for disorderly offenses increased twenty-three percent (23%) from 6,981 in 2018 to 8,750 in 2022. While the pedestrian bridges constitute only approximately six percent (6%) of the total linear feet of public sidewalks available to pedestrians, the service calls for disorderly conduct on the pedestrian bridge are almost twice as high. In addition to the disproportionate call volume on pedestrian bridges, the pedestrian bridges create a unique opportunity for criminal disorder as the bridges create a captive audience. Generally, in order for a pedestrian to cross Las Vegas Boulevard the pedestrian must use the bridge, therefore, unlike on a sidewalk where a pedestrian has a greater ability to avoid disorder, on the pedestrian bridge, the pedestrian is confined to the restricted space of the pedestrian bridge.

The Board has a substantial government interest in ensuring public safety on the pedestrian bridges. The Board finds that adoption of Pedestrian Flow Zones is a narrowly tailored means to accomplish the County's important objective of reducing the incidence and risk of crime and serious safety issues on pedestrian bridges and allows pedestrians to freely and safely get to their desired location. The pedestrian bridges represent only six percent (6%) of the total linear feet of the public sidewalk available to pedestrians within the Las Vegas Strip, to the extent the Pedestrian Flow Zones have some incidental impact on the manner of First Amendment activity, (people must continue to move, whether engaged in First Amendment activity or not), there is ample alternative means of



communication on the other approximately ninety-four percent (94%) of the sidewalks located within the Las Vegas Strip. Therefore, for the reasons described herein, the Board hereby adopts the following ordinance.

**16.13.020 - General definitions.**

“Pedestrian Bridges” are bridges located in the Resort Corridor that allow pedestrians to cross streets in the Resort Corridor above grade level. For the purposes of this chapter, “pedestrian bridges” shall include bridges for pedestrians in the Resort Corridor that are private property upon which a limited easement of public access has been granted. However, no provision of this chapter shall be construed to limit any right of the private property owner to restrict or limit the use of that private property.

“Pedestrian Flow Zones” include the Pedestrian Bridges and up to 20 feet surrounding a Touchdown Structure located within the Resort Corridor.

“Resort Corridor” includes the boundaries established by Sections 9, 10, 15, 16, 17, 18, 20, 21, 22, 27, 28 and 29 of Township 21 South Range 61 East, Mount Diablo Meridian, Clark County, Nevada.

“Touchdown Structure” means the elevators, escalators and stairways located on the public right of way associated with Pedestrian Bridges.

**16.13.030 – Pedestrian Flow Zones.** To maintain the safe and continuous movement of pedestrian traffic, it is unlawful for any person to (1) stop or stand within any Pedestrian Flow Zone, or (2) engage in any activity while within a Pedestrian Flow Zone with the intent of causing another person who is within a Pedestrian Flow Zone to stop or stand. A person is not in violation of this Section if they stop or stand while

waiting for access to an elevator or escalator for purposes of entering or exiting a Pedestrian Flow Zone.

16.13.040 – Designation of Pedestrian Flow Zones. The County shall place signs in Pedestrian Flow Zones providing notice to the public they are in a Pedestrian Flow Zone and that stopping, standing, or engaging in an activity that causes another person to stop within the Pedestrian Flow Zone is not permitted.

16.13.050 – Penalty for Violation. Any person who violates any of the provisions of this chapter is guilty of a misdemeanor and upon conviction shall be punished by imprisonment in the county jail for a term not to exceed six months or by a fine not to exceed one thousand dollars, or by both such fine and imprisonment.

SECTION 2. If any section of this ordinance or portion thereof is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such holding shall not invalidate the remaining parts of this ordinance.

SECTION 3. All ordinances, parts of ordinances, chapters, sections, subsections, clauses, phrases or sentences contained in the Clark County Code in conflict herewith are hereby repealed.

SECTION 4. This ordinance shall take effect and be in force from and after its passage and the publication thereof by title only, together with the names of the County Commissioners voting for or against its passage, in a newspaper published in and having a general circulation in Clark County, Nevada, at least once a week for a period of two (2) weeks.

PROPOSED on the \_\_\_\_ day of \_\_\_\_\_, 2023.

PROPOSED BY: \_\_\_\_\_



PASSED on the \_\_\_\_\_ day of \_\_\_\_\_ 2024.

AYES: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

NAYS: \_\_\_\_\_

\_\_\_\_\_

ABSTAINING: \_\_\_\_\_

ABSENT: \_\_\_\_\_

\_\_\_\_\_

BOARD OF COUNTY COMMISSIONERS  
CLARK COUNTY, NEVADA

By: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
LYNN GOYA, County Clerk

This ordinance shall be in force and effect from and after the \_\_\_\_\_ day of \_\_\_\_\_ 2024.

# **EXHIBIT 14**

***2023 The Facts, Nevada Resorts  
Association***





2023

# THE FACTS

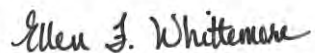
PREPARED BY:



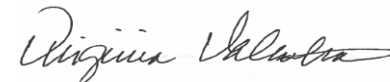
The Nevada Resort Association is pleased to present the 2023 edition of *The Facts*, which delivers facts about the resort industry in the state of Nevada. The following are highlights of key economic, fiscal and social impacts of the resort industry in Nevada.

1. The economic contributions to Nevada are second to none. The tourism industry was responsible for over \$90 billion in total economic output during 2022. Although employment in the industry is still recovering from the COVID-19 pandemic, the industry was responsible for supporting over 385,000 jobs and more than \$21 billion in wages and salaries. Overall, the tourism industry's impact is roughly 43 percent of the state's total gross domestic product, 23 percent of the state's total wages and salaries and 27 percent of the state's employment.
2. Leisure and hospitality is the single largest employer in Nevada. The leisure and hospitality sector directly employs 330,000 people. While the overall count of employees is still down from pre-pandemic levels, recovery is expected to continue.
3. Beyond employment directly within the industry, the ripple effect is impressive. The tourism industry's reach extends into other sectors of the economy, ranging from professional and business service employees to transportation providers.
4. Resorts spend the most money for health insurance premiums in Nevada among any industry. The tourism industry is responsible for not only the largest number of employees in the state, but it also insures the largest number of employees in Nevada. Overall, the leisure and hospitality sector spends more than \$4,000 per employee annually on health insurance.
5. The industry funds more public services than any other industry in Nevada. The tourism industry is responsible for roughly \$2.1 billion in industry-specific taxes and fees that support state and local governments.
6. The **industry's** contributions ensure a low-cost operating environment for all. Nevada residents benefit from the tourism industry and its fiscal contributions by reducing each household's tax burden by approximately \$2,700.
7. Gaming revenues are at an all-time high in Nevada; continuing this pace appears unsustainable as stimulus funding subsidies and economic concerns loom on the horizon. Nevada experienced the largest increase in gaming revenue in history, reaching a historical peak of \$14.6 billion in 2022.
8. Despite impressive activity, resorts are less dependent on gaming than a decade ago. Although gaming revenues trended north in 2022, the industry itself continues to diversify, offering a wider range of amenities and experiences for consumers.
9. **Tourism's** rebound is accelerating the broader economic recovery. Despite overall visitation lagging pre-pandemic levels, Nevada is experiencing all-time highs in terms of LAS airport passenger volumes, average daily room rates and visitor spending.
10. Visitors account for nearly one-in-six people in the community on any given day. Although visitors contribute substantially to Nevada's overall public funding, they do not require the same resources as full-time residents.
11. The resort industry is responsible for nearly \$23 billion of capital investment on the horizon. Southern Nevada has \$20 billion of tourism-related investments either planned or under construction, and Northern Nevada plans to invest an additional \$3 billion. New investments help to stabilize the economy and create jobs.
12. Beyond the economic and fiscal contributions, the industry steps up for the community every time. While impracticable to quantify all of the positive community engagement efforts of the tourism industry as a whole, the Nevada Resort Association's members play a key role in enhancing Nevada's communities and environment, overall. Although this report highlights just a few of the social investments, more information can be found on our website.

We hope this publication provides you with information that helps you better understand the resort industry, its overall performance and its contributions to the place we call home.

A handwritten signature in black ink, reading "Ellen J. Whittemore".

Ellen Whittemore, *Chair of the Board of Directors*

A handwritten signature in black ink, reading "Virginia Valentine".

Virginia Valentine, *President*





# THE FACTS

1

THE ECONOMIC  
CONTRIBUTIONS TO NEVADA  
ARE SECOND TO NONE

# Defining the Impacts

## *Economic Impact Analysis and Types of Impacts*



### Employment

Impact on the number of jobs within the local economy



### Wages and Salaries

Impact on personal incomes for local residents



### Economic Output

Impact on total spending within the local economy

### Direct Impacts

Impacts generated by the industry's employment and visitor spending

### Indirect Impacts

Secondary impacts generated by supplier purchases

### Induced Impacts

Sourced to businesses that are supported by the spending of direct employees

### Total Impacts

The sum of direct, indirect and induced impacts



# Total Economic Impact

ECONOMIC IMPACT	\$90.7 B	43% SHARE OF THE STATE'S TOTAL GROSS DOMESTIC PRODUCT
WAGE IMPACT	\$21.4 B	23% SHARE OF THE STATE'S TOTAL WAGES AND SALARIES
JOB IMPACT	386.2 K	27% SHARE OF THE STATE'S TOTAL EMPLOYEES

*Note: Includes direct, indirect and induced impacts.*



# THE FACTS

## 2

LEISURE AND HOSPITALITY  
IS THE SINGLE LARGEST  
EMPLOYER IN NEVADA

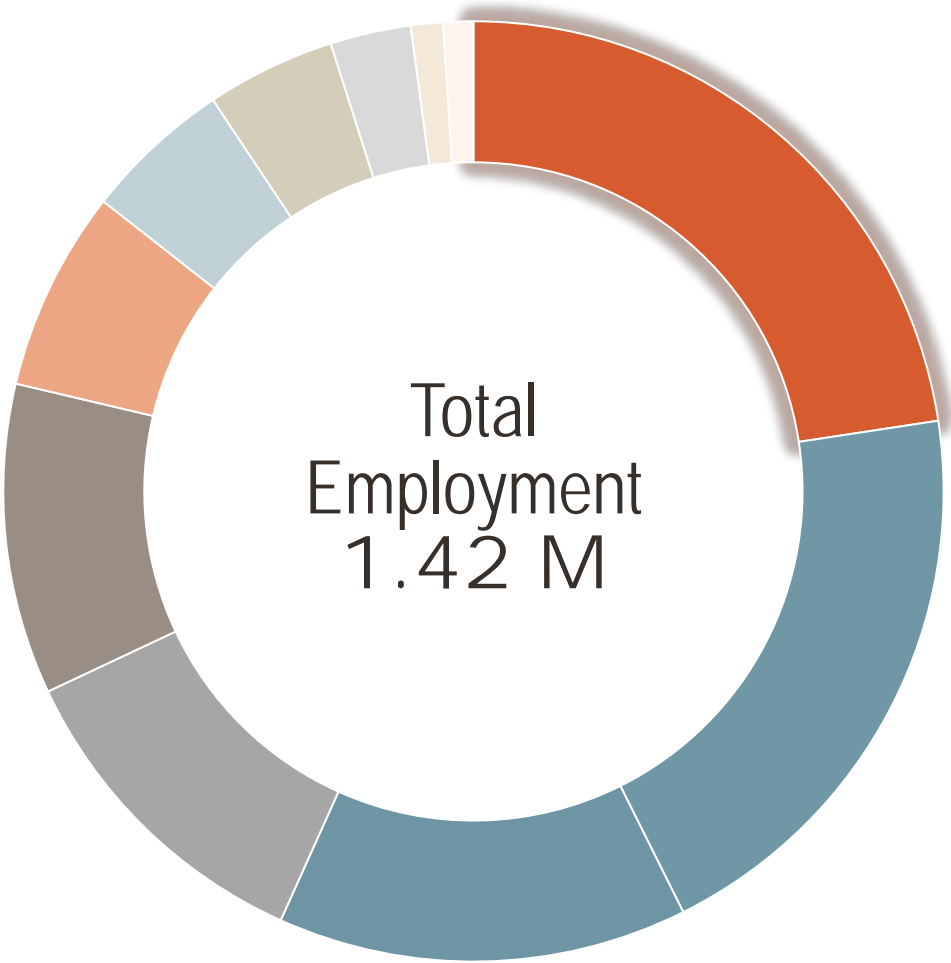




# Nevada's Employment Distribution

*Fiscal Year 2022*

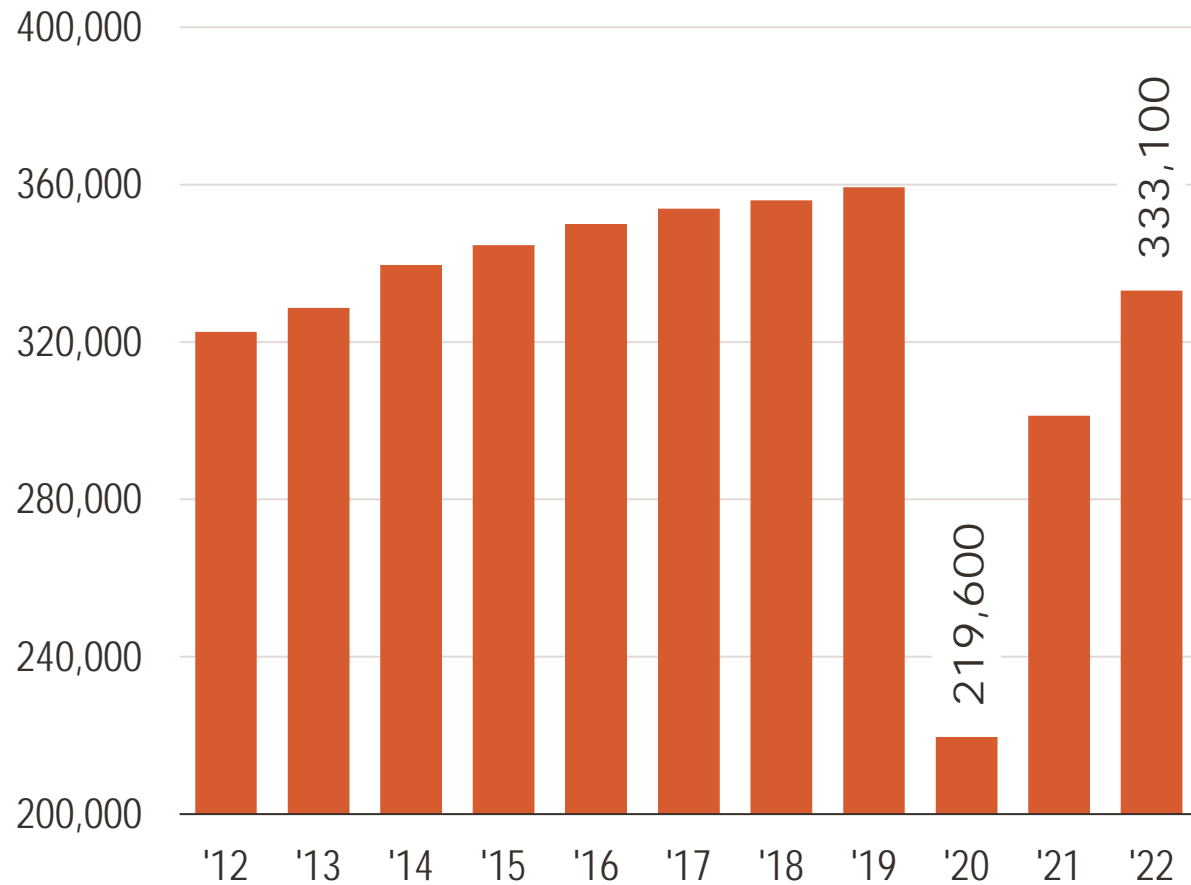
SECTOR	SHARE
Leisure and Hospitality	22.6%
Trade, Transportation and Utilities	20.0%
Professional and Business Services	14.1%
Government	11.3%
Education and Health Services	10.7%
Construction	6.9%
Financial Activities	5.1%
Manufacturing	4.4%
Other Services	2.8%
Information	1.1%
Mining	1.0%



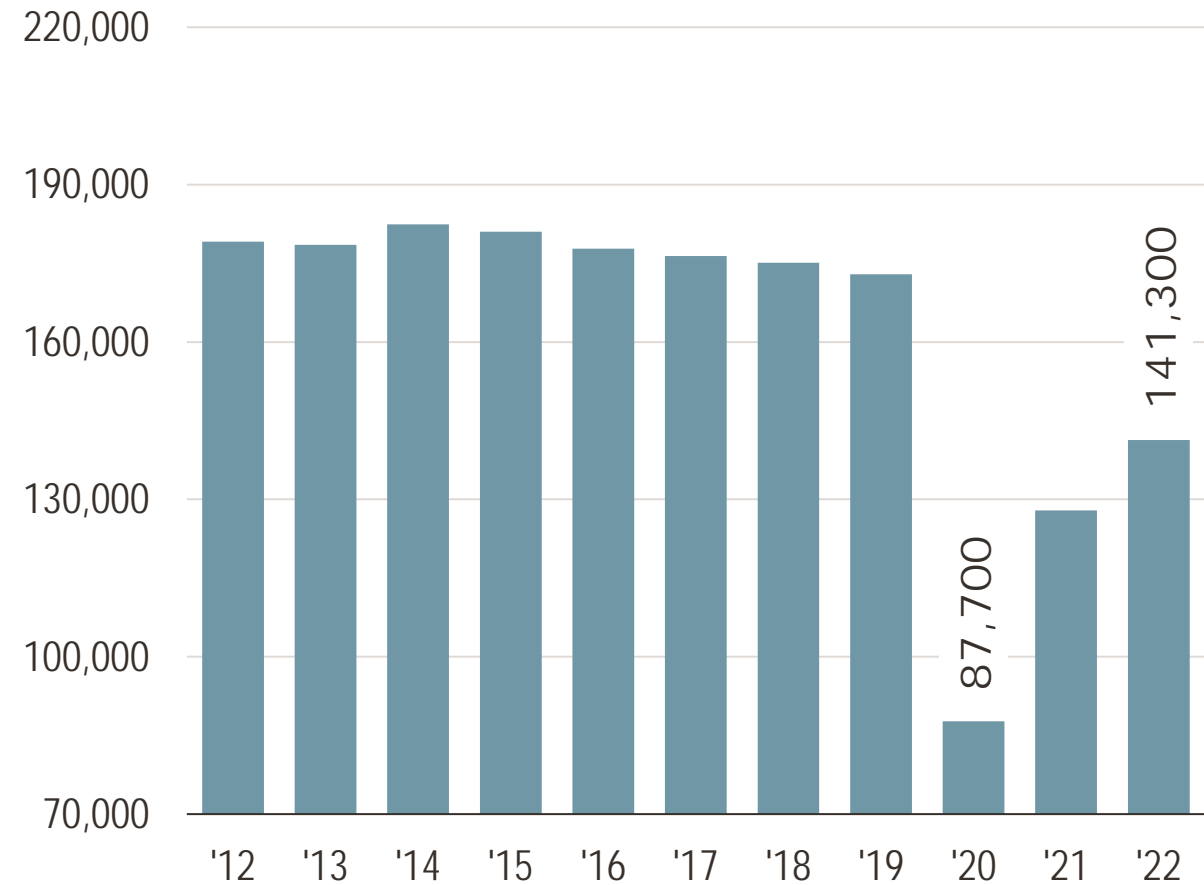
Source: U.S. Bureau of Labor Statistics. Note: Totals may not sum due to rounding.

# Nevada's Tourism Industry Employment

## Leisure and Hospitality Employment



## Hotel-Casino Employment



Source: U.S. Bureau of Labor Statistics; Not Seasonally Adjusted. Notes: Fiscal year represented. Hotel-casino employment is a subset of the leisure and hospitality employment industry.





# THE FACTS

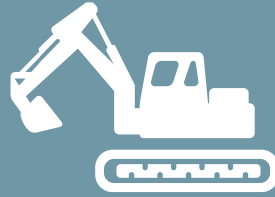
## 3

BEYOND EMPLOYMENT  
DIRECTLY WITHIN THE  
INDUSTRY, THE RIPPLE  
EFFECT IS IMPRESSIVE

# Types of Industries Supported by Tourism



TRANSPORTATION



CONSTRUCTION



RETAIL



HEALTHCARE



EDUCATION



GOVERNMENT



PUBLIC SERVICES



REAL ESTATE AND  
DEVELOPMENT

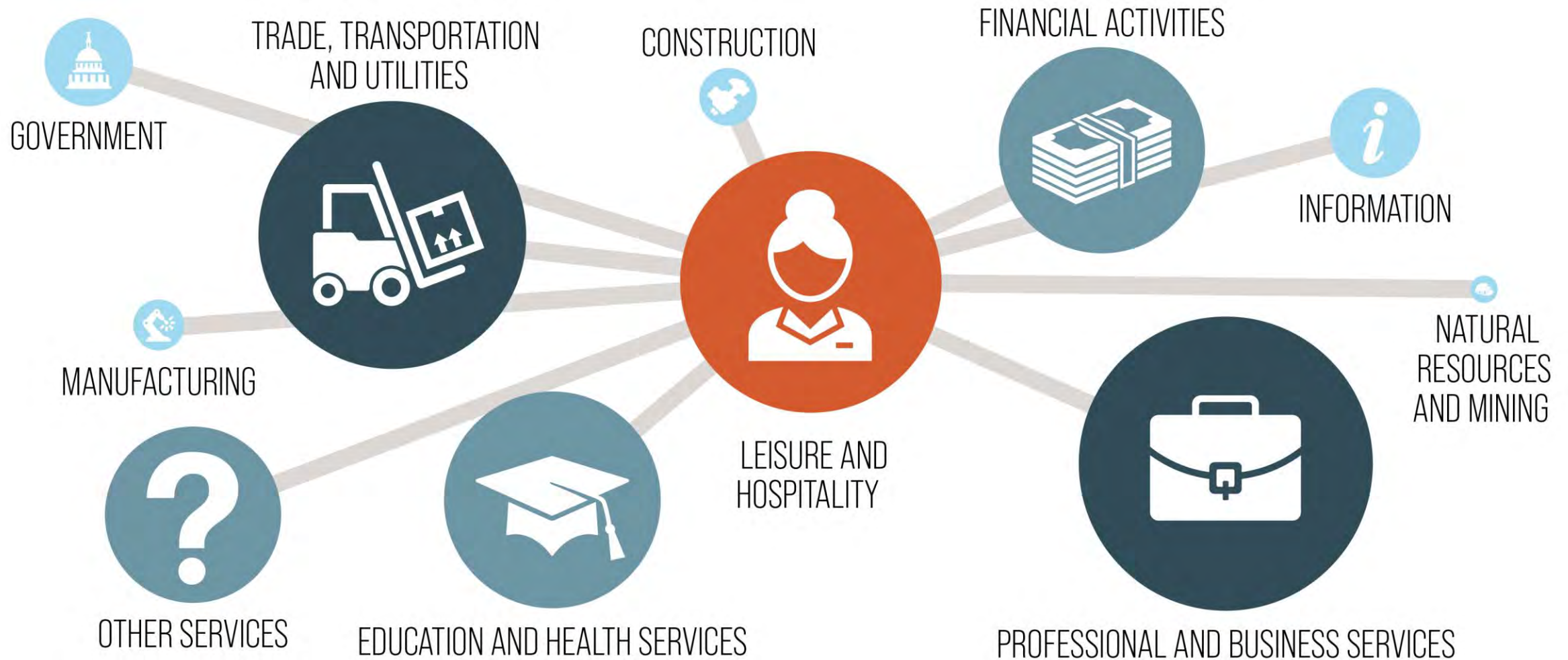


PROFESSIONAL  
SERVICES



# Nevada's Tourism Industry Impacts

*2022 Indirect and Induced Employment Impacts by Sector*



Sources: Applied Analysis and IMPLAN.

# Nevada's Tourism Industry Impacts

## 2022 Indirect and Induced Employment Impacts by Sector

	INDIRECT	INDUCED	COMBINED	DISTRIBUTION
Professional and Business Services	23,236	9,417	32,653	23.4%
Trade, Transportation and Utilities	7,286	19,748	27,034	19.4%
Leisure and Hospitality	15,227	10,576	25,803	18.5%
Education and Health Services	42	17,709	17,751	12.7%
Financial Activities	6,045	9,960	16,005	11.5%
Other Services	3,518	8,168	11,686	8.4%
Information	1,898	1,151	3,049	2.2%
Government	2,249	670	2,919	2.1%
Construction	732	493	1,225	0.9%
Manufacturing	605	303	908	0.7%
Natural Resources and Mining	162	104	266	0.2%
<b>TOTAL</b>	<b>61,000</b>	<b>78,300</b>	<b>139,300</b>	<b>100%</b>

Sources: Applied Analysis and IMPLAN. Note: Figures may not sum due to rounding.





# THE FACTS

4

RESORTS SPEND THE  
MOST MONEY FOR HEALTH  
INSURANCE PREMIUMS IN  
NEVADA AMONG ANY  
INDUSTRY

# Tourism Industry Wages and Benefits

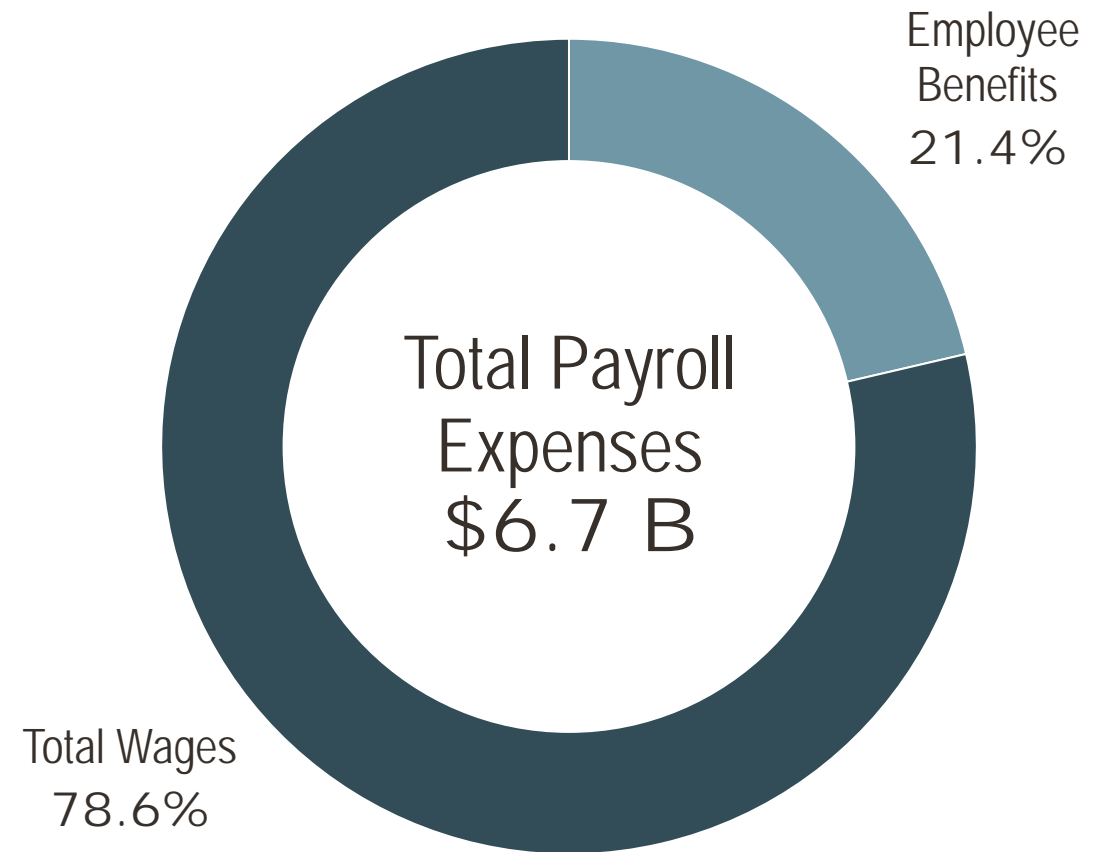
*Nevada Hotel-Casino Total Payroll Expenses Exclusively | Fiscal Year 2022*



Total Payroll  
Wages and Salaries  
**\$5.3 B**



Total Payroll  
Employee Benefits  
**\$1.4 B**



Source: Nevada Gaming Control Board, Gaming Abstract; Non-restricted gaming licensees with \$1 million or more in gaming revenue. Note: Fiscal year represented.





$\pm \$4,000$

HEALTH INSURANCE  
SPENDING PER LEISURE  
AND HOSPITALITY  
EMPLOYEE ANNUALLY



# THE FACTS

5

GAMING REVENUES ARE AT  
AN ALL-TIME HIGH IN  
NEVADA; CONTINUING THIS  
PACE APPEARS  
UNSUSTAINABLE





# THE FACTS

329

GAMING LOCATIONS

459

GAMING LICENSEES

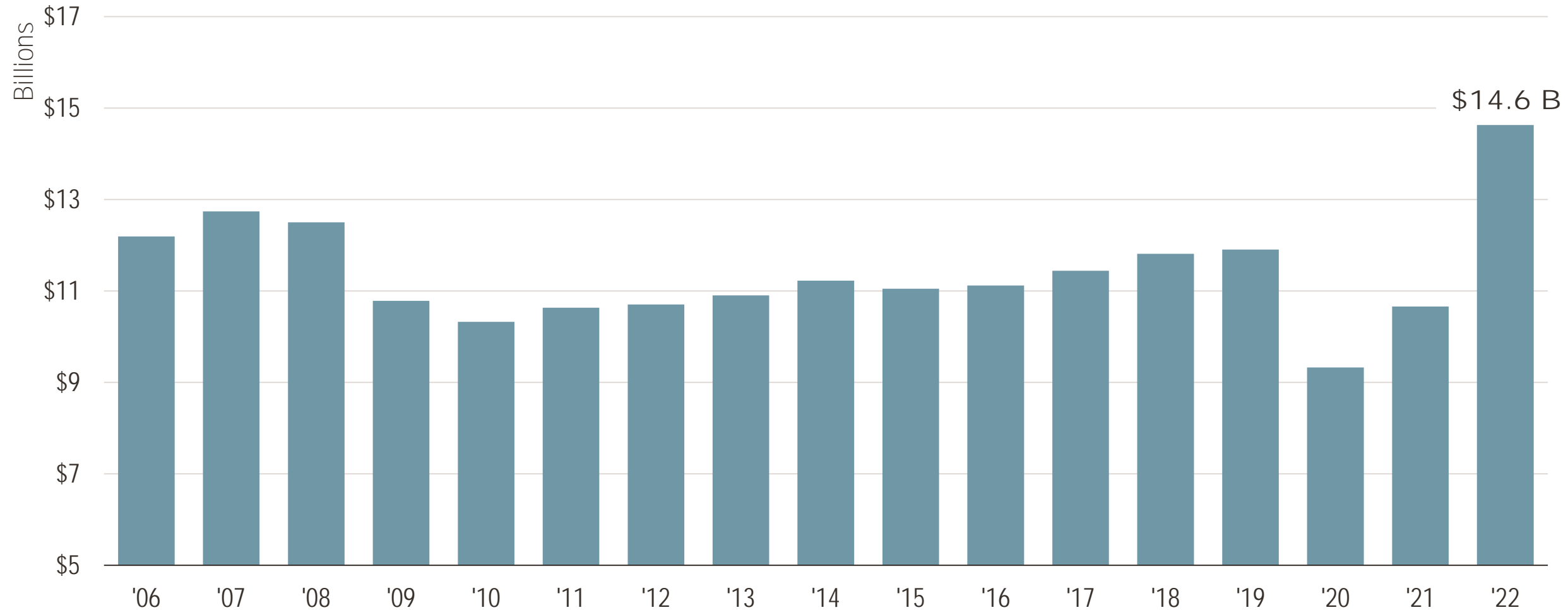
\$15 B

GAMING REVENUE

*Note: Non-restricted. Twelve Months Ending October 2022.*

# Nevada's Gaming Revenue

## Commercial Casino Gaming



Source: Nevada Gaming Control Board. Notes: Fiscal year represented.





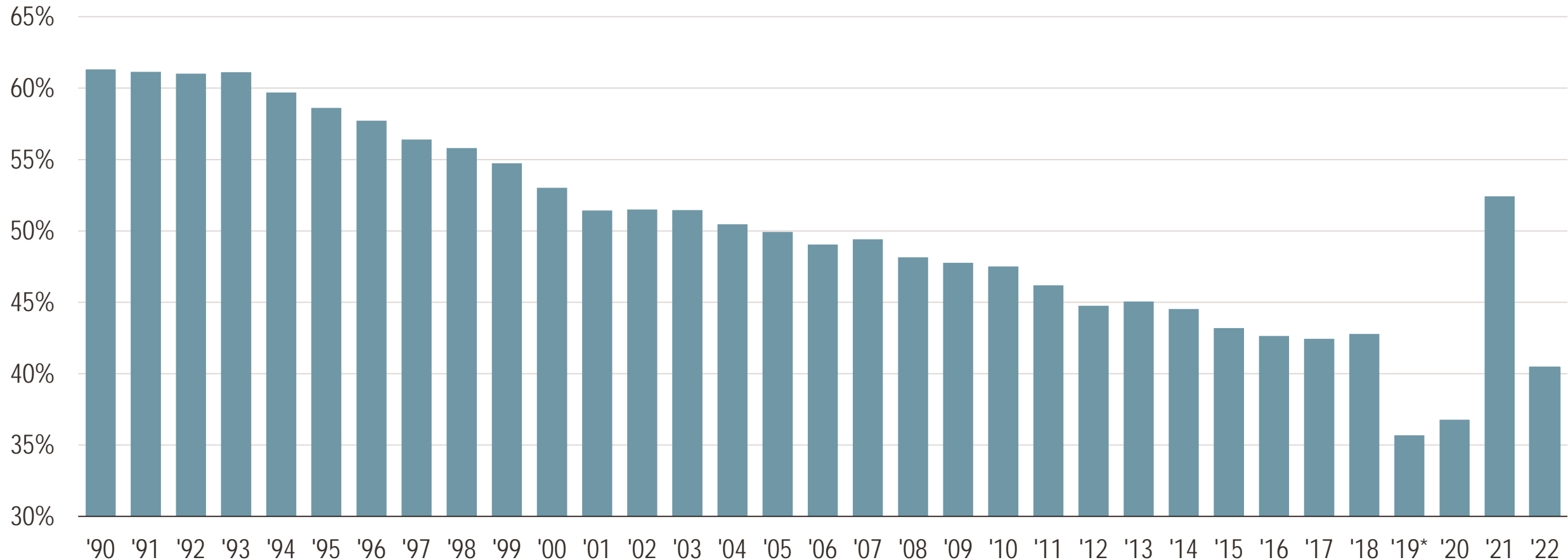
# THE FACTS

6

DESPITE IMPRESSIVE  
ACTIVITY, RESORTS ARE  
LESS DEPENDENT ON  
GAMING THAN A DECADE AGO

# Nevada's Gaming Revenue

*Gaming Revenue as a Share of Total Revenue*



Source: Nevada Gaming Control Board, Gaming Abstract, Non-restricted gaming licensees with \$1 million or more in gaming revenue. Notes: Fiscal year represented. Starting in fiscal year 2019, with regards to Financial Accounting Standards Board ("FASB") Accounting Standards Codification 606 – Revenue from contracts with customers, all nonrestricted licensees (public and nonpublic organizations as defined by FASB) were required to follow the new accounting standard when preparing standard financial statements.





# THE FACTS

# 7

TOURISM'S REBOUND IS  
**ACCELERATING THE STATE'S**  
BROADER ECONOMIC  
RECOVERY

# All-Time Highs During the Recovery

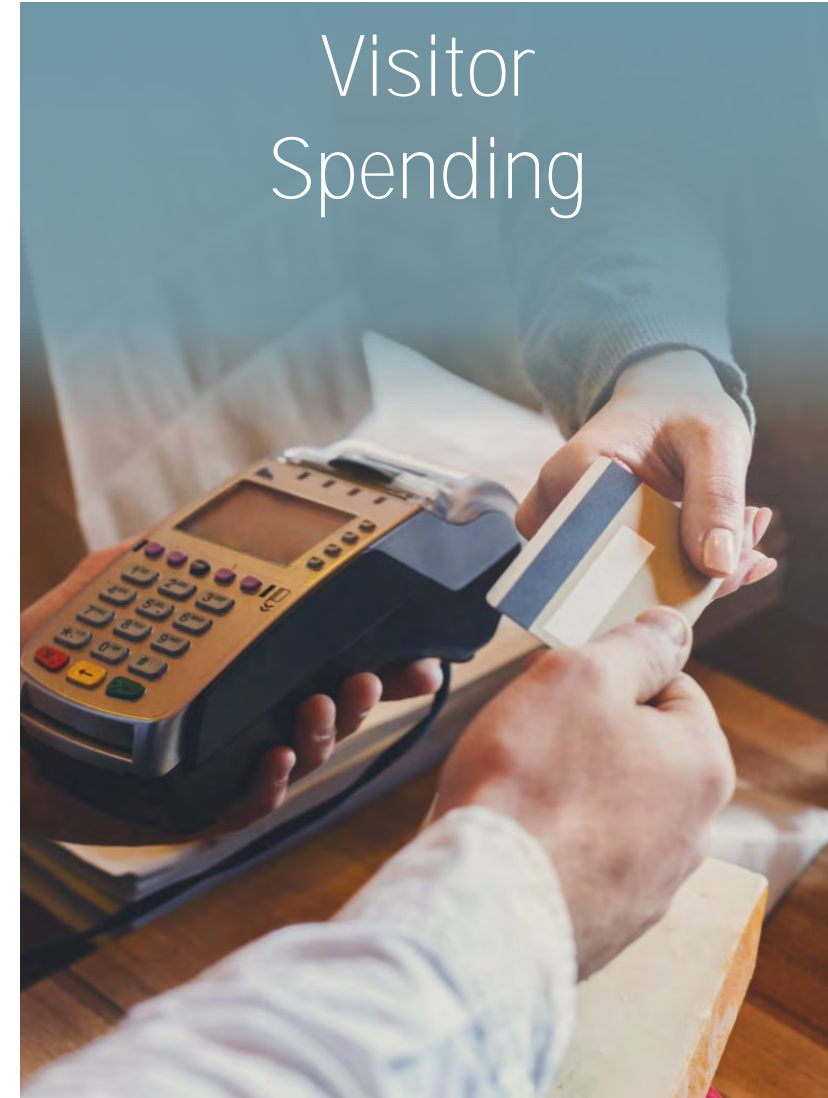
LAS Airport  
Passenger Volume



Average Daily  
Room Rates



Visitor  
Spending





# Nevada's Tourism Industry

## *Selected Nevada Tourism Indicators Show Recovery*

INDUSTRY INDICATOR	FY 2021	FY 2022	YEAR-OVER-YEAR GROWTH		HISTORICAL PEAK VALUE	HISTORICAL PEAK YEAR	VARIANCE FROM PEAK	
Visitor Volume	33.2 M	48.9 M	▲	47.2%	56.5 M	'17	▼	-13.5%
Airport Volume	29.1 M	52.4 M	▲	80.2%	55.1 M	'19	▼	-5.0%
Vehicle Traffic Volume (Entering Nevada) <sup>[1]</sup>	34.6 M	33.3 M	▼	-3.9%	34.6 M	'21	▼	-3.9%
Convention Attendance	549,771	4.5 M	▲	713.2%	7.4 M	'07	▼	-39.3%
Hotel/Motel Occupancy Rate	49.7%	72.0%	▲	22.3%	85.2%	'07	▼	-13.2%
Hotel/Motel Room Nights Occupied	33.0 M	50.5 M	▲	53.1%	58.8 M	'17	▼	-14.0%
Hotel/Motel Room Inventory	190,266	193,539	▲	1.7%	194,798	'12	▼	-0.6%
Average Daily Room Rate <sup>[2]</sup>	\$109.47	\$158.14	▲	44.5%	\$158.14	'22	▶	At Peak
Gross Gaming Revenue <sup>[3]</sup>	\$10.7 B	\$14.6 B	▲	37.3%	\$14.6 B	'22	▶	At Peak

Sources: Nevada Commission on Tourism, Discover the Facts; Nevada Gaming Control Board; Las Vegas Convention and Visitors Authority; Reno-Sparks Convention and Visitors Authority; and Applied Analysis. Notes: [1] Due to road construction and equipment failures, traffic volumes may be underestimated in some years. Traffic counts include interstate, U.S. and state highways. Counts may or may not include local traffic. [2] Weighted average. [3] Non-restricted gaming licensees with \$1 million or more in gaming revenue.



# THE FACTS

8

THE INDUSTRY FUNDS MORE  
PUBLIC SERVICES THAN ANY  
OTHER INDUSTRY IN NEVADA



±\$2.1 Billion

INDUSTRY-SPECIFIC  
TAXES AND FEES  
COLLECTED

Sources: Nevada Gaming Control Board, Quarterly Statistical Report and Applied Analysis.

# Industry-Specific Taxes

## *Gaming and Other Industry-Specific Fees and Tax Collections | Fiscal Year 2022*

TYPE OF FEE/COLLECTION	TAX COLLECTIONS	SHARE OF TOTAL
Percentage Fees Collections	\$970,726,929	45.8%
Transient Lodging (Room) Tax <sup>[1]</sup>	\$949,876,024	44.9%
Live Entertainment Tax Collections	\$99,350,089	4.7%
Quarterly Nonrestricted Slot Collections	\$10,149,080	0.5%
Quarterly Game Fee Collections	\$5,466,294	0.3%
Quarterly Restricted Slot Collections	\$8,461,653	0.4%
Annual Slot Tax Collections	\$37,315,025	1.8%
Annual Game Fee Collections	\$2,142,533	0.1%
Other Fee Collections	\$34,056,289	1.6%
<b>TOTAL FEES/COLLECTIONS</b>	<b>\$2,117,543,916</b>	<b>100.0%</b>

Sources: Nevada Gaming Control Board, Quarterly Statistical Report; and Applied Analysis. Notes: The gaming industry pays all of the taxes paid by businesses generally, as well as these levies. Figures may not sum due to rounding. Tax collections reflect data sourced to the Quarterly Statistical Report and may differ slightly from the State General Fund reporting. [1] Estimated due to varying tax rates by jurisdiction.



# Industry Impact on State's General Fund

*Fiscal Year 2022*

\$5.4 B

TOTAL GENERAL FUND TAX REVENUES

\$1.9 B

HOTEL-CASINO INDUSTRY CONTRIBUTIONS

35%

HOTEL-CASINO INDUSTRY SHARE OF TOTAL

Sources: Economic Forum; Las Vegas Convention and Visitors Authority; Nevada Gaming Control Board, Quarterly Statistical Report; Department of Taxation; Nevada Department of Employment, Training and Rehabilitation; and Applied Analysis.



# THE FACTS

# 9

THE INDUSTRY'S  
CONTRIBUTIONS ENSURE A  
LOW-COST OPERATING  
ENVIRONMENT FOR ALL



# Reducing Residents' Overall Tax Burden

*Tourism-Industry Taxes Reduce the Overall Tax Burden for All Residents of Nevada*

\$1,018

PER PERSON

\$1,295

PER ADULT

\$2,658

PER HOUSEHOLD

Source: Nevada Gaming Control Board; Nevada Department of Taxation; Las Vegas Convention and Visitors Authority; and Applied Analysis.

Note: Taxes include those attributable to visitors (transient lodging taxes, sales and use taxes, gaming taxes and fees, and Live Entertainment Taxes).



# THE FACTS

10

VISITORS ACCOUNT FOR  
NEARLY ONE-IN-SIX PEOPLE  
IN THE COMMUNITY ON ANY  
GIVEN DAY





Visitors contribute to the economy and public funding, but they don't demand the same level of service as full-time residents



# THE FACTS

11

THE RESORT INDUSTRY IS  
RESPONSIBLE FOR NEARLY  
\$23 BILLION OF CAPITAL  
INVESTMENT ON THE  
HORIZON



# PLANNED OR UNDER CONSTRUCTION TOURISM INVESTMENT EXPENDITURES

±\$20 B

SOUTHERN NEVADA

±\$3 B

NORTHERN NEVADA



# THE FACTS

# 12

BEYOND THE ECONOMIC  
AND FISCAL CONTRIBUTIONS,  
THE INDUSTRY STEPS UP  
EVERY TIME



# Social Impact Highlights

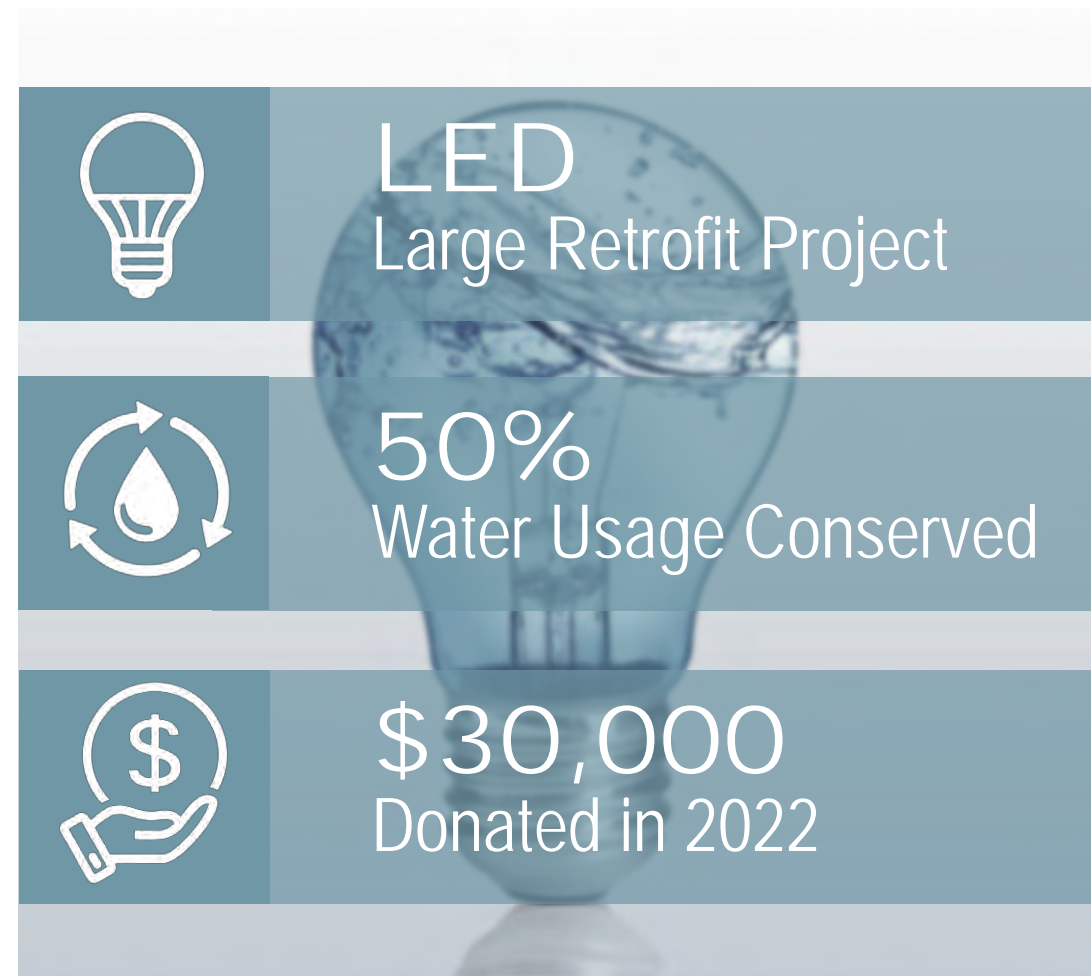
## *Affinity Interactive*

With leadership from its ESG Committee, Affinity Interactive is committed to being a good corporate citizen and responsible steward of environmental resources.

Affinity Interactive has undertaken several environmentally friendly projects in recent years, such as a largescale LED retrofit project, and the installation of low-flow fixtures in hotel properties and in employee housing, all aimed at lessening the company's ecological footprint. In addition, 50 percent of the water usage at Primm Valley Resorts is returned to ground water or repurposed.

In 2022, the company contributed in excess of \$30,000 to various local and national charitable organizations, including the American Heart Association, the Alzheimer's Association and Noah's Animal House. Affinity Interactive also encourages volunteer participation among the company's workforce, and in 2022 organized volunteer events with Habitat for Humanity, Shade Tree, Santa's Toy Box, Help of Southern Nevada and the Eddy House.

Source: Affinity Interactive



# Social Impact Highlights

## *Atlantis Casino Resort Spa*

Atlantis Casino Resort Spa proudly continues its mission to provide support and valuable resources to the incredible community it serves in Northern Nevada. As Vitalant's largest partner in the region, Atlantis hosted several blood drives, helping the nonprofit collect 728 units of blood which will help to save as many as 2,184 lives.

The Atlantis also continued its partnership with the Veterans Guest House in Reno, hosting a Radiothon that raised \$45,701 for veteran support services. With its Holly Jolly Days Food Drive, the Atlantis was able to collect 2,370 pounds of food for the Food Bank of Northern Nevada, which will provide 1,975 meals for individuals.

Atlantis donates thousands of dollars to multiple charities and organizations annually. Recent charitable endeavors include:

- \$50,000 to MD Anderson Cancer Center
- \$10,000 to the American Heart Association
- \$25,000 to Honor Flight Nevada
- \$5,000 to the Saint Francis of Assisi Food Pantry
- \$25,000 to the Nevada Donor Network
- \$5,000 to the American Red Cross (Hurricane Ian relief efforts)

With the help of Everi Cares Giving Kiosks, Atlantis has given its guests the opportunity to donate change to select charities. Since the program's inception in 2018, \$247,051 has been collected and distributed to the American Cancer Society Great West Division, the Food Bank of Northern Nevada, Honor Flight Nevada and the Make-A-Wish Foundation of Northeastern California and Northern Nevada.

Source: Atlantis Casino Resort Spa.



# Social Impact Highlights

## Boyd Gaming | Linen & Uniform Services Facility

*“One of the most prominent examples of our environmental commitment is the Boyd Gaming Linen & Uniform Services facility in Henderson, Nevada – the first LEED Silver-certified industrial laundry in the United States. Through a variety of innovative technologies, this 15-year-old facility consumes 75% less water and 40% less energy than a typical laundry of its size and scope. We supplement these efforts with an advanced recycling and waste diversion program. Unusable sheets, uniforms and other textiles are recycled for other purposes, while unusable towels are repurposed into cleaning rags for our staff. While we are proud of our track record, that doesn’t mean we can’t do better, as we make additional investments to further improve the laundry’s efficiency. We project our new investments at the laundry will reduce the laundry’s water consumption by nearly 10 million gallons each year – yet another example of how we are looking to continually improve on our environmental performance.”*

Source: Boyd Gaming, 2021 Environmental, Social & Governance Report.



First LEED Certified  
Industrial Laundry in the Nation



75% Less Water  
Consumption Than Standard



10 Million Gallons of  
Water Reduced Annually

# Social Impact Highlights

## *Caesars Entertainment*

Caesars Entertainment operates 16 destinations with more than 30,000 Team Members in Nevada. The company functions under a **PEOPLE PLANET PLAY** framework, meaning it is committed to supporting its Team Members, communities and guests.

- **PEOPLE** - In 2022, Caesars launched its All-In on Education program offering Team Members tuition assistance, student loan debt repayment and dependent scholarships. Caesars also donated more than \$3.3 million to non-profit organizations, supporting 38 Nevada-based non-profits, and spent more than \$500 million dollars with Nevada based businesses. Additionally, the company aims to uphold human rights throughout its value chain, focusing on human trafficking and supply chain partnerships.
- **PLANET** - Caesars is committed to reducing its carbon footprint by scaling back its waste, water and greenhouse gas as well as expanding renewable energy sources in Nevada. The company has goals to reduce Scope 1 and 2 emissions by 35 percent by 2025 and by 100 percent by 2050 from a 2011 base-year.
- **PLAY** – Caesars is committed to Responsible Gaming, and recently launched the first universal exclusion policy which applies across the company's **Caesars Rewards connected properties** and jurisdictions where its mobile gaming platforms are live. The capability extends a **player's self-exclusion** commitment across all Caesars platforms – both in-person and online.

Source: Caesars Entertainment.



# Social Impact Highlights

## *Grand Sierra Resort and Casino*

Grand Sierra Resort and Casino (GSR) is involved in the community in a variety of ways, primarily through our GSR Cares initiative. GSR Cares supports local charitable endeavors through cash and in-kind donations and team member volunteer programs.

GSR recently introduced the “Grand Hero” initiative where community members are asked to nominate deserving healthcare workers, first responders, teachers and other everyday heroes to receive a relaxing resort vacation as an expression of thanks for their efforts in supporting the local community. Additionally, the company [donated more than \\$140,000 in 2022 to local organizations](#), most of which benefit children and advance education in the region.



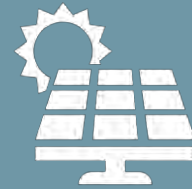
Source: Grand Sierra Resort and Casino.

# Social Impact Highlights

## MGM Resorts International | Mega Solar Array

***“In June 2021 we launched the 100MW MGM Resorts Mega Solar Array. With over 336,000 panels arranged across 640 acres, this is the hospitality industry’s largest directly sourced renewable electricity project worldwide. In 2021, clean energy from the project helped provide up to 90% of MGM Resorts’ Las Vegas daytime power needs on specific days. Overall, in 2021 this project as well as clean electricity from the Nevada grid helped us source 24% renewable electricity in our primary market of Las Vegas. To provide a sense of scale, MGM manages over 65 million square feet of buildings across 13 properties and more than 36,000 rooms in Las Vegas alone, so this regions power demand is very substantial. Going forward, based on this array and other local efforts, we expect our overall renewable electricity percentage in Las Vegas will grow to nearly 30% by the end of 2022, and increase significantly in subsequent years in support of our new climate goals.”***

Source: MGM Resorts International, 2021 Social Impact & Sustainability Report.



336,00 Solar Panels



90% MGM’s Daytime Power



24% Renewable Electricity



# Social Impact Highlights

## *Palms Casino Resort*

Palms Casino Resort is the first casino resort in Las Vegas to be fully owned and operated by a Native American tribe under the leadership of San Manuel Gaming and Hospitality Authority (SMGHA). SMGHA and Palms are committed to creating change in the Las Vegas community through charitable giving and recognize the importance of answering the call of Yawa' – **to act upon one's beliefs** – in its commitment to support organizations helping to create a better tomorrow. Palms Cares aims to make a positive impact in the lives of those in need and facing economic challenges in Nevada.

Reinforcing this ongoing commitment, in 2022, Palms and SMGHA presented their inaugural annual grants awarding \$1.2 million to 30 local charities in Southern Nevada. The inaugural grants extend the philanthropic values of the San Manuel Band of Mission Indians (SMBMI), which began in Las Vegas prior to the purchase of Palms. Since January 2020, the Tribe has awarded \$12.2 million to educational institutions and charities in Las Vegas, including \$9 million to UNLV for the Boyd School of Law and the William F. Harrah College of Hospitality to fund education programs in Tribal law and Tribal gaming operations.

Source: Palms Casino Resort.



# Social Impact Highlights

## *PENN Entertainment*

PENN Entertainment is deeply committed to caring for our people, our planet and our communities. The Penn Entertainment Foundation focuses its efforts on supporting charities within our corporate regions and supplementing the significant contributions our properties make in their communities.

PENN's Henderson property, The M Resort, supported the greater Las Vegas area with various monetary and in-kind donations to local organizations in 2022. Notably, M Resort made contributions to groups, including the Vegas Veterans Hockey Foundation, NV Partnership for Homeless Youth and the Sun City Anthem Women's Club. Additionally, M Resort undertakes sustainability practices, including smart thermostats in its hotel rooms, EV charging stations in the parking lot, recycling of electronic devices and cooking oil, and outsourcing of laundry services to an environmentally-friendly vendor to reduce water consumption.

PENN, through its corporate Las Vegas Service Center, is also engaged with the Nevada Resorts Association's CSR Coalition and, through the PENN Entertainment Foundation, maintains relationships with a number of local non-profits, including Tech Impact, Project 150 and The LGBTQIA+ Community Center of Southern Nevada.

Source: PENN Entertainment.



# Social Impact Highlights

## *Peppermill Resort Spa Casino*

Peppermill Resort Spa Casino is committed to providing excellent hospitality services while also engaging in meaningful initiatives to give back to the community and promote sustainability. One ongoing initiative is the [monthly Mobile Harvest event](#), in partnership with the Food Bank of Northern Nevada. Peppermill employees volunteer to ensure that fresh produce, meat, and essential food items reach individuals and families facing food insecurity.

In 2022, the casino partnered with The Empowerment Center, a local nonprofit that supports women who suffer from substance abuse. [Over \\$9,000 in cash was donated](#) from Peppermill's Pie it Forward giveback event, and custom artwork was also donated to help furnish the Center's new affordable housing complex. Peppermill also [donated over \\$4,000 in cash](#) to Anderson Elementary, a local Title I school, and organized Halloween and holiday caroling events for the children to enjoy.

Peppermill has also made furniture donations to organizations like the Boys and Girls Club of Northern Nevada, Reno-Sparks Gospel Mission, and Catholic Charities. Additionally, the casino distributed [over \\$60,000 in in-kind donations](#) to local and regional non-profits.

The resort's investment in geothermal technology has significantly reduced its carbon footprint by allowing the use of [renewable energy to heat 100 percent of the domestic water](#) and provide all the mechanical heat throughout the facility. This has led to a [reduction of 12,000 metric tons of CO2 emissions per year](#).

Source: Peppermill Resort Spa Casino.

# Social Impact Highlights

## *Red Rock Resorts & Station Casinos*

Red Rock Resorts and Station Casinos have a longstanding commitment to social responsibility, and pride themselves on their established track record of outstanding corporate citizenship. The company believes that their programs, team members' participation in those programs and the community causes they support have had a significant positive impact on the communities in which they operate. The company's decades-long commitment has been reflected in recent years through:

- Station Casinos' donation of \$1 million to the COVID-19 Emergency Response Fund to purchase personal protective equipment and critical medical supplies for use by first responders and healthcare professionals throughout Nevada
- Pandemic-related food donations through Three Square Food Bank
- Donations to the Public Education Fund to support distance learning initiatives
- The longstanding support of the **"Smart Start" school program** supporting in-need schools in Clark County
- Support of **Three Square Food Bank's "Backpack for Kids"** program supporting children experiencing food insecurity

The company considers environmental stewardship to be part of our social responsibility and have obtained Green Globes certification for all six resort properties and our corporate building. They have taken an early and leading role in seeking to add charging stations for electric vehicles at our properties. They have installed water saving fixtures and have removed natural grass features at our resorts to reduce water consumption. The Durango project is being designed with sustainability goals in mind, including incorporation of Green Globes certification into the construction process, the addition of bike access with dedicated bike lanes and water conservation design features.

Source: Red Rock Resorts & Station Casinos.



# Social Impact Highlights

## *Resorts World Las Vegas*

Resorts World Las Vegas is committed to supporting and serving the Las Vegas community through its [World of Difference initiative](#). Launched in 2022, the program [works with 55 local charitable partners](#), focusing on areas such as animal welfare, education, equality and safety, health and wellness, homelessness and underprivileged, military and youth. Additionally, the property utilizes its [state-of-the-art digital resources](#) to not only promote awareness for various causes, but to also implement practices that are environmentally friendly and promote sustainability across the complex.

In 2022, Resorts World Las Vegas [contributed \\$745,000 in financial and in-kind donations](#) and its [4,500 team members dedicated over 5,000 hours](#) in the community through hands-on events and activities, [benefiting over 33,000 people](#). Additionally, the resort sponsors the Las Vegas Metropolitan Police Department Foundation Good Ticket Program and hosts events for partners such as the Wounded Warrior Trials, Make-A-Wish, and UNLV's Young Executive Scholars in Tourism and Hospitality Program, among others.

Since opening in 2021, Resorts World Las Vegas has created an active presence in the Las Vegas community and beyond, and believes through collective efforts, they can make a positive difference in the lives of others, one initiative at a time.

Source: Resorts World Las Vegas.

# Social Impact Highlights

## *The Venetian Resort Las Vegas*

The Venetian Resort was built from love which inspires its work to make meaningful impact through volunteerism, charitable giving and industry-leading initiatives in sustainability.

The Resort's sustainability program began in 2010 and on the foundation of four pillars: Green Buildings, Environmentally Responsible Operations, Green Meetings and Events, and Stakeholder Engagement. In 2022, The Venetian Tower and the Venetian Convention Center and Expo both received LEED recertifications. The Resort launched its food donation program in 2014 to make meaningful impact on food waste and food insecurity in Las Vegas and has donated over 750,000 meals since its inception. An on-site nano-water filtration system allows the Resort to save millions of gallons of water annually, and a variety of additional sustainability initiatives, including material donations and zero-waste events, are offered to meeting clients through the Resort's Green Meeting Concierge Team.

With over 8,000 extraordinary Team Members, The Venetian Resort provides volunteers for over 100 charitable events annually. Core focuses in the community include homelessness and hunger, education and development, veteran's support and sustainability. The company provides funding for project, program and operational needs for 14 local non-profits, as well as providing event and fundraising support for dozens more. The Venetian Resort is dedicated to causes that directly affect Las Vegas and continually strives to support, develop and celebrate the organizations that are making an incredible impact every day in the local community.

Source: The Venetian Resort Las Vegas.



# Social Impact Highlights

## *Wynn Resorts*

As champions of the destinations they serve, Wynn Resorts invests heavily in enhancing the quality of life in their home communities. These transformative investments focus on leveraging Wynn Resorts' core expertise in hospitality and development to create community engagement and social impact programs that truly take care of others and deliver tourism revenue, jobs and opportunities to local businesses. Their mission is twofold: to build stronger and more resilient communities that their employees can proudly call home, and to foster their reputation as world-class centers of tourism guests will travel the world to experience.

In 2022, the company significantly engaged in volunteerism and offered a wide range of programs curated for the nonprofit sector, including:

- Over 15,000 volunteer hours
- 134 company sponsored volunteer events
- \$172,758 provided in scholarship to Wynn Employee Foundation Scholarship recipients
- 12 nonprofit chief executives completed the Inaugural Wynn Resorts Nonprofit Leadership Fellows Program
- Wynn Resorts designed a tailored Nonprofit Leadership Retreat to create synergy and more than 250 people attended

Wynn Resorts continues to support nonprofits serving the food insecure. In 2022, the company donated \$100,000 to Three Square, which provided 300,000 meals. Employee volunteers, friends and community partners packed more than 513,000 meals during Feed the Funnel events which supported Three Square, Just One Project and Catholic Charities of Southern Nevada. Wynn Resorts' Giving Week 2022 served several nonprofits, including Petersen Elementary School. Wynn Las Vegas employees volunteered to distribute pajamas to students and more than 3,500 new books, Wynn Resorts also provided \$50,000 in support.

Source: Wynn Resorts.



# ABOUT US

1965

YEAR ESTABLISHED

31

BOARD MEMBERS

70+

PARTNER RESORTS



# Nevada Resort Association Overview

## *About Us*

The Nevada Resort Association was established in 1965 and has been providing industry insight ever since. The Association works with members from across the state to gather information on the tourism industry to provide the best available data for future industry decisions and state policies that will allow Nevada to remain as one of the top gaming and travel destinations in the world. Members include a diverse group of gaming and resort establishments.



### **APPLIED ANALYSIS**



Applied Analysis, a Nevada-based economic research and analysis consultancy, was retained by the Nevada Resort Association to review and analyze the tourism industry in Nevada. The study includes highlights of the state of the industry, economic and fiscal contributions in Nevada and other qualitative contributions of resort properties. It is also worth noting this report would not be possible without the support and research of others in the community, including the Las Vegas Convention and Visitors Authority, Reno-Sparks Convention and Visitors Authority, Nevada Commission on Tourism, Nevada Gaming Control Board and the Nevada Resort Association.



# Nevada Resort Association Partners





# SUPPORTING APPENDICES

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STATE OF THE INDUSTRY

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NEVADA'S GAMING INDUSTRY

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EMPLOYMENT IMPACTS

80

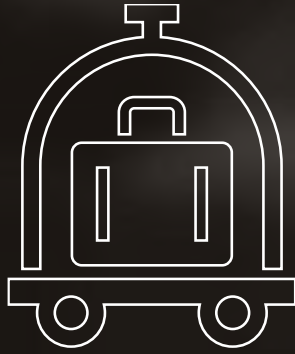
WAGE AND SALARY IMPACTS

84

ECONOMIC OUTPUT IMPACTS  
AND TOTAL IMPACTS

88

PUBLIC REVENUE (TAX) IMPACTS



# STATE OF THE INDUSTRY

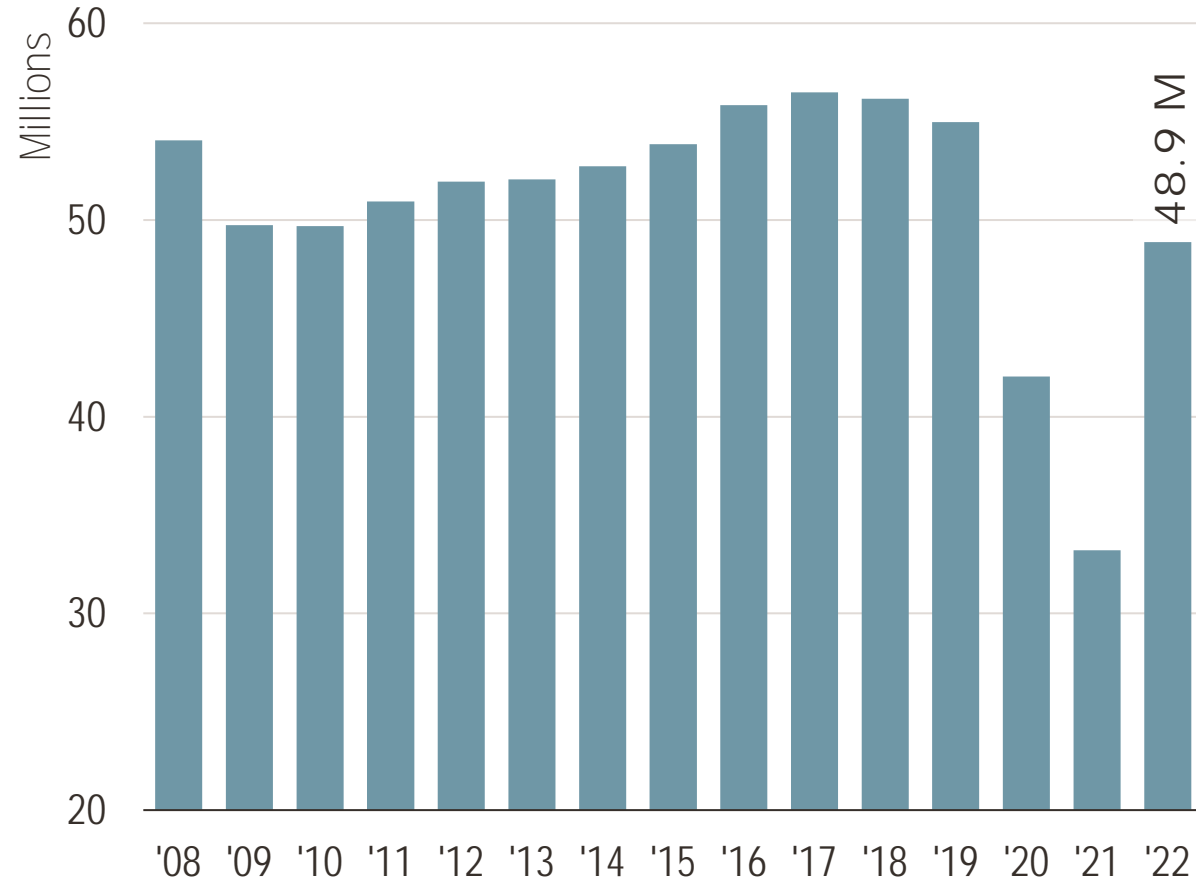
THE FOLLOWING TAKES A DEEPER  
DIVE INTO THE STATE'S VISITATION  
AND SPENDING TRENDS.  
DISCOVER WHERE THE STATE'S  
MAJOR TOURISM INVESTMENTS  
ARE TAKING PLACE.



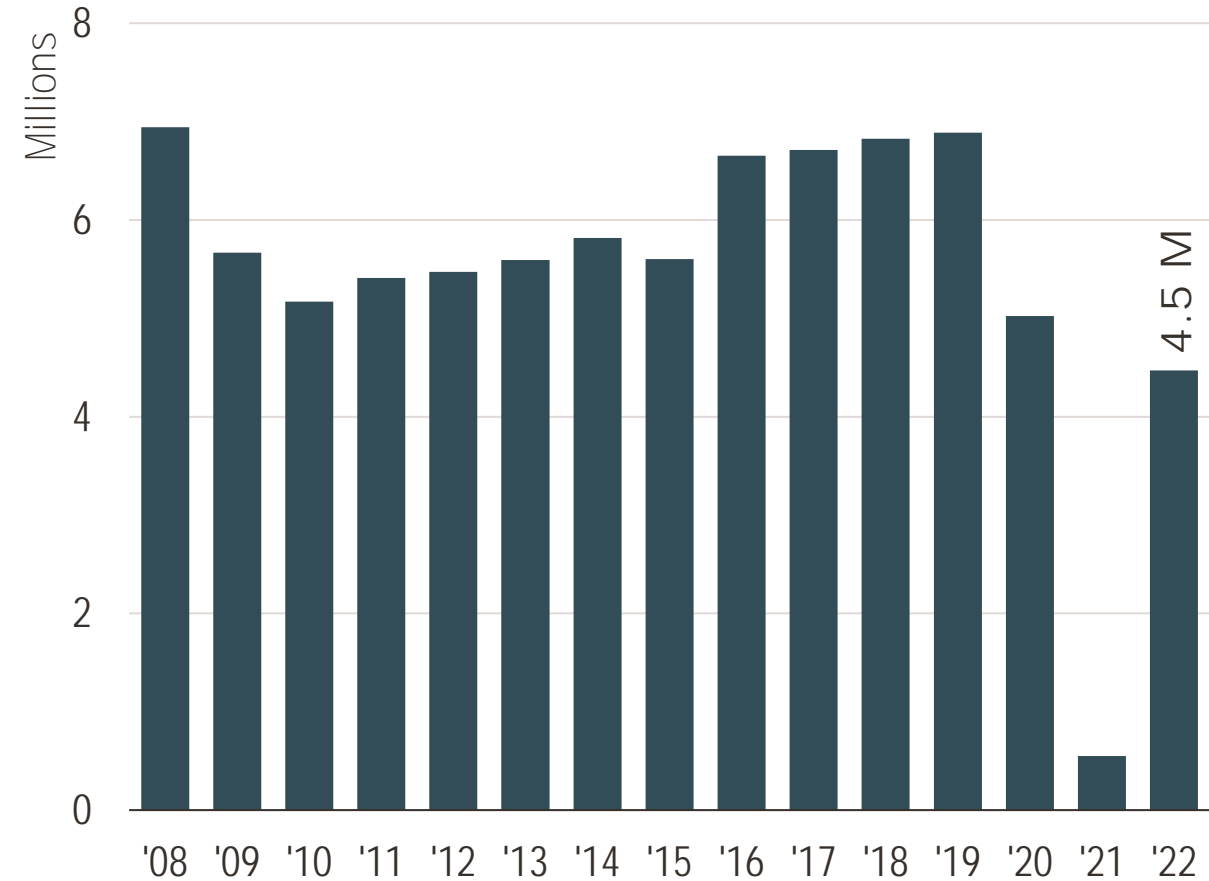
# Nevada's Tourism Industry

## *Selected Nevada Tourism Indicators / Annual*

Visitor Volume



Convention Attendance

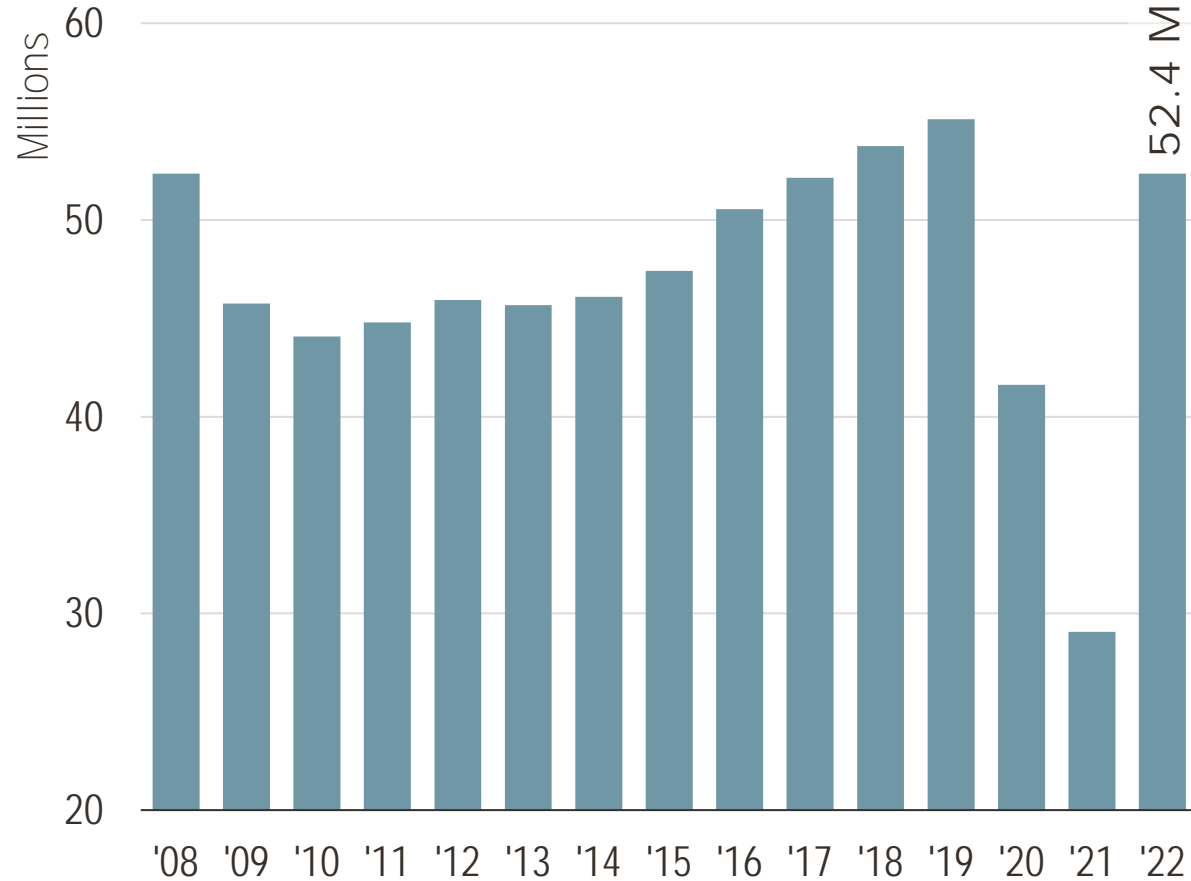


Source: Nevada Commission on Tourism, Discover the Facts. Note: Fiscal year represented.

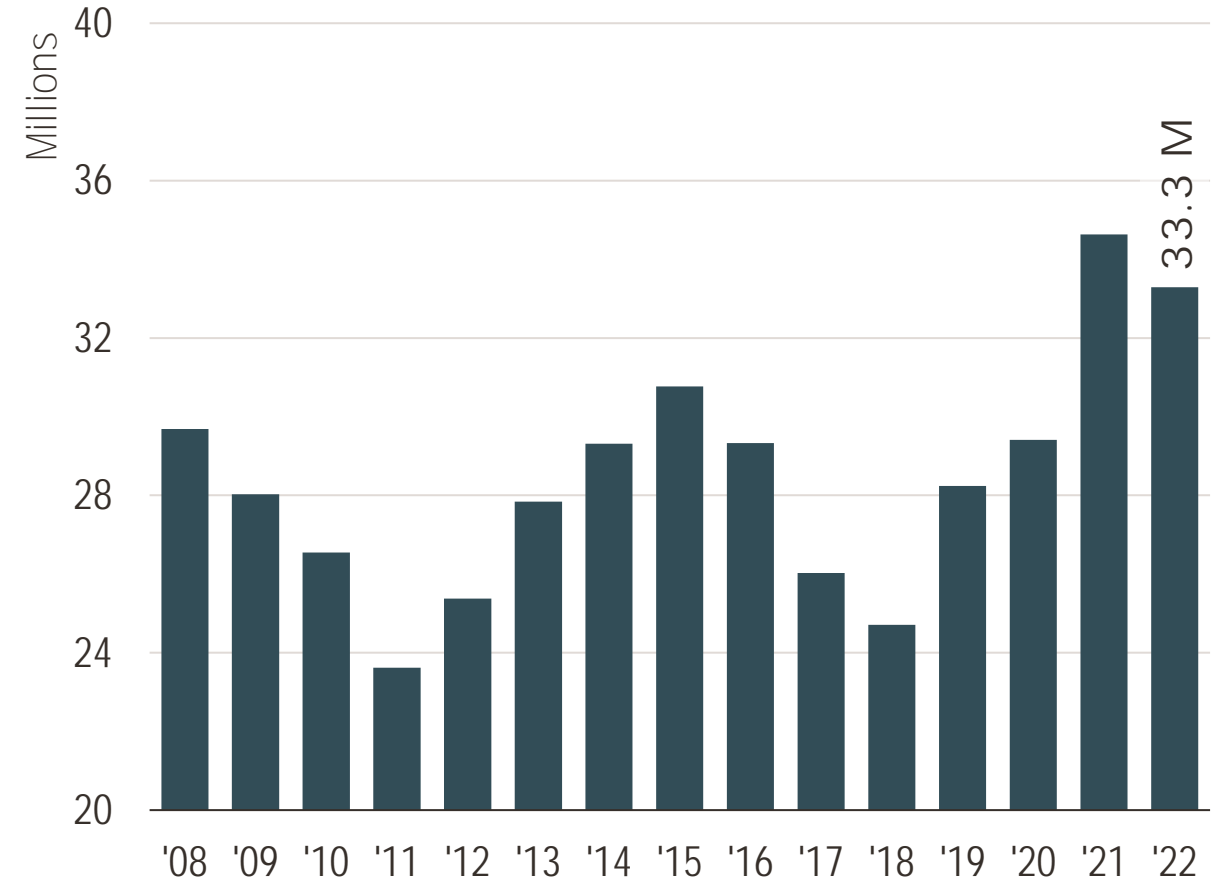
# Nevada's Tourism Industry

## *Selected Nevada Tourism Indicators / Annual*

Airport Volume



Vehicle Traffic Volume (Entering Nevada)



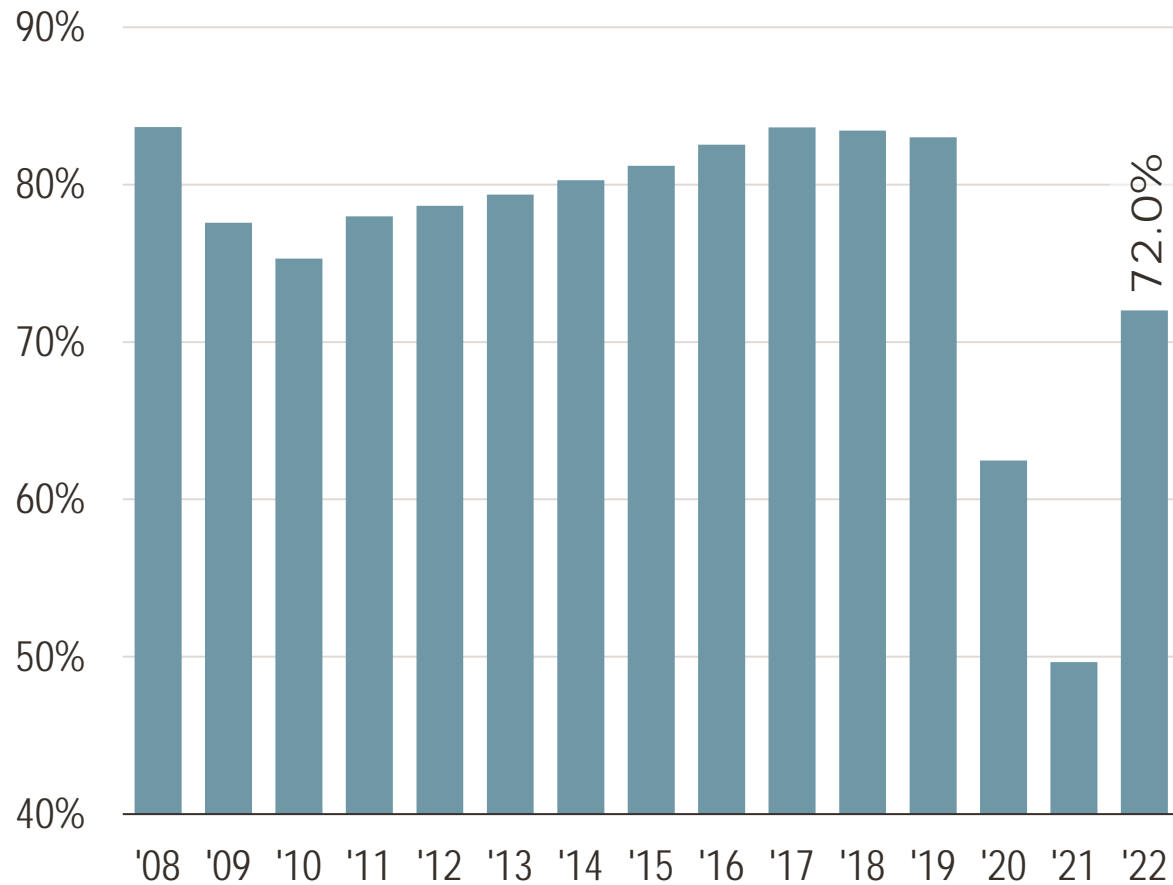
Source: Nevada Commission on Tourism, Discover the Facts. Note: Fiscal year represented.



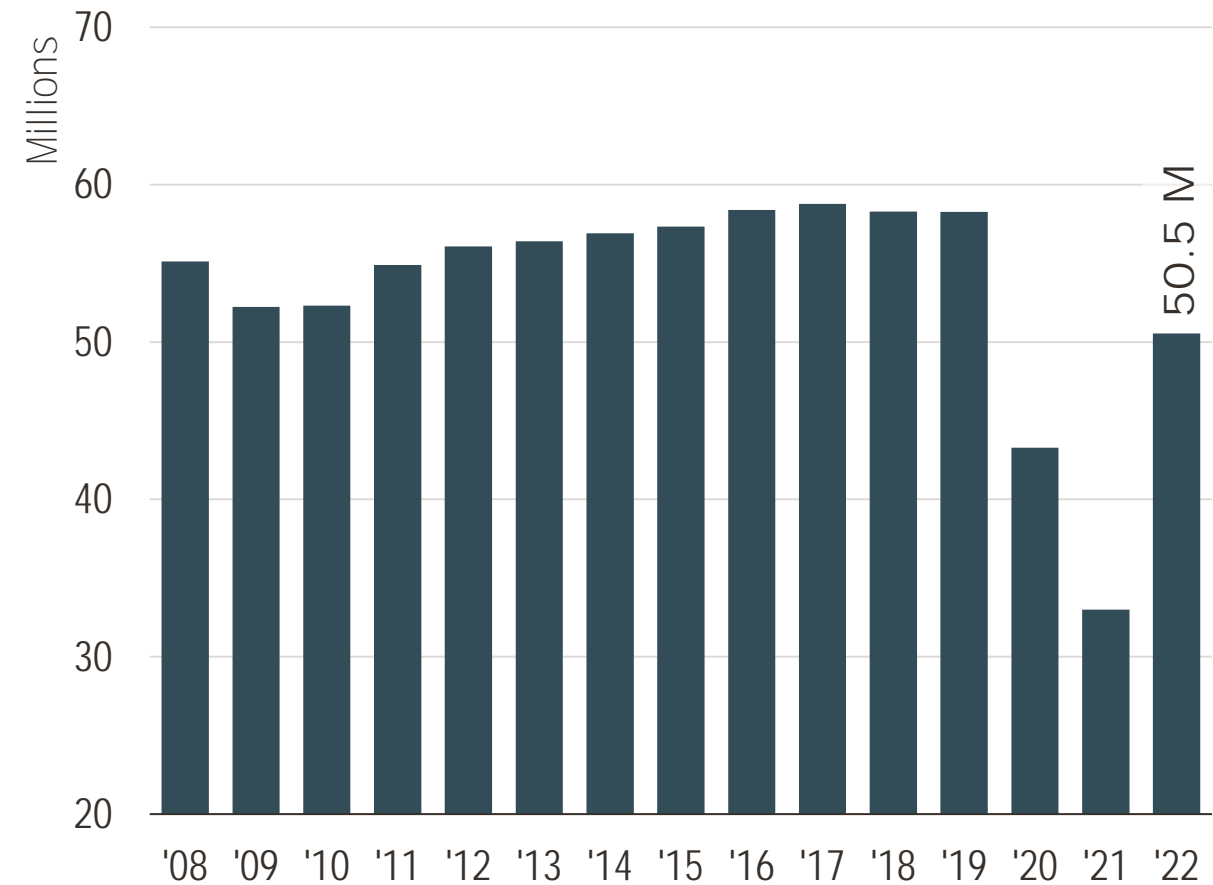
# Nevada's Tourism Industry

## *Selected Nevada Tourism Indicators / Annual*

Hotel/Motel Occupancy Rate



Hotel/Motel Room Nights Occupied

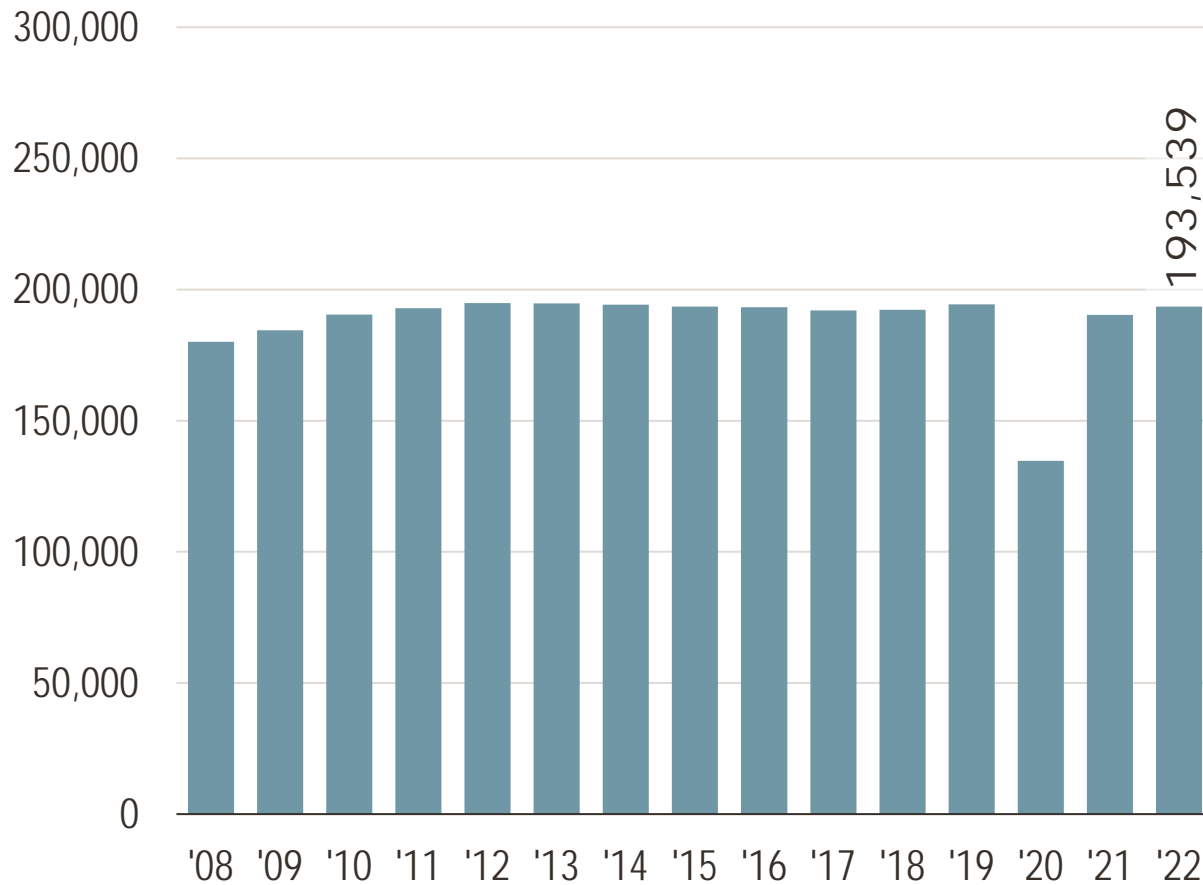


Source: Nevada Commission on Tourism, Discover the Facts. Note: Fiscal year represented.

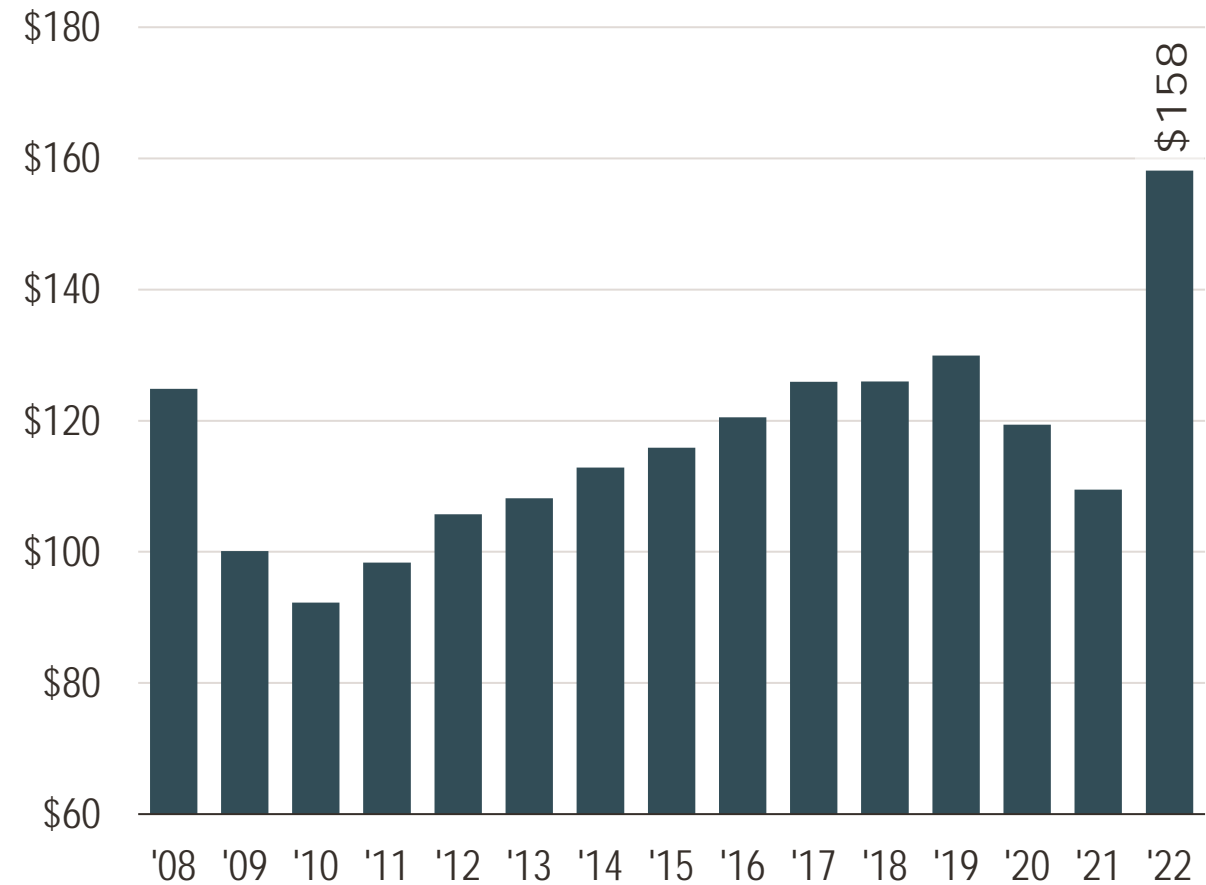
# Nevada's Tourism Industry

## Selected Nevada Tourism Indicators / Annual

Hotel/Motel Room Inventory



Average Daily Room Rate



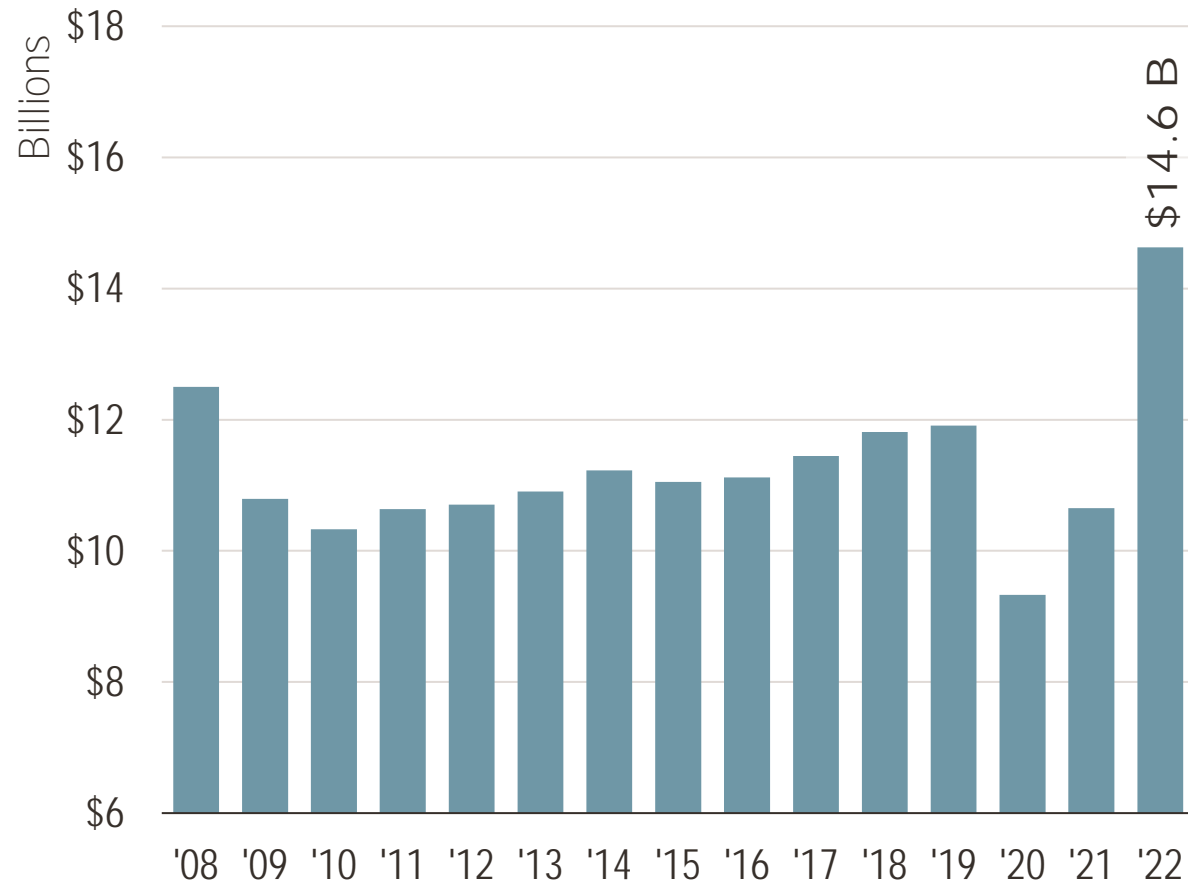
Sources: Nevada Commission on Tourism, Discover the Facts; Las Vegas Convention and Visitors Authority; Reno-Sparks Convention and Visitors Authority; and Applied Analysis. Notes: Fiscal year represented. Average Daily Room Rate is a weighted average.



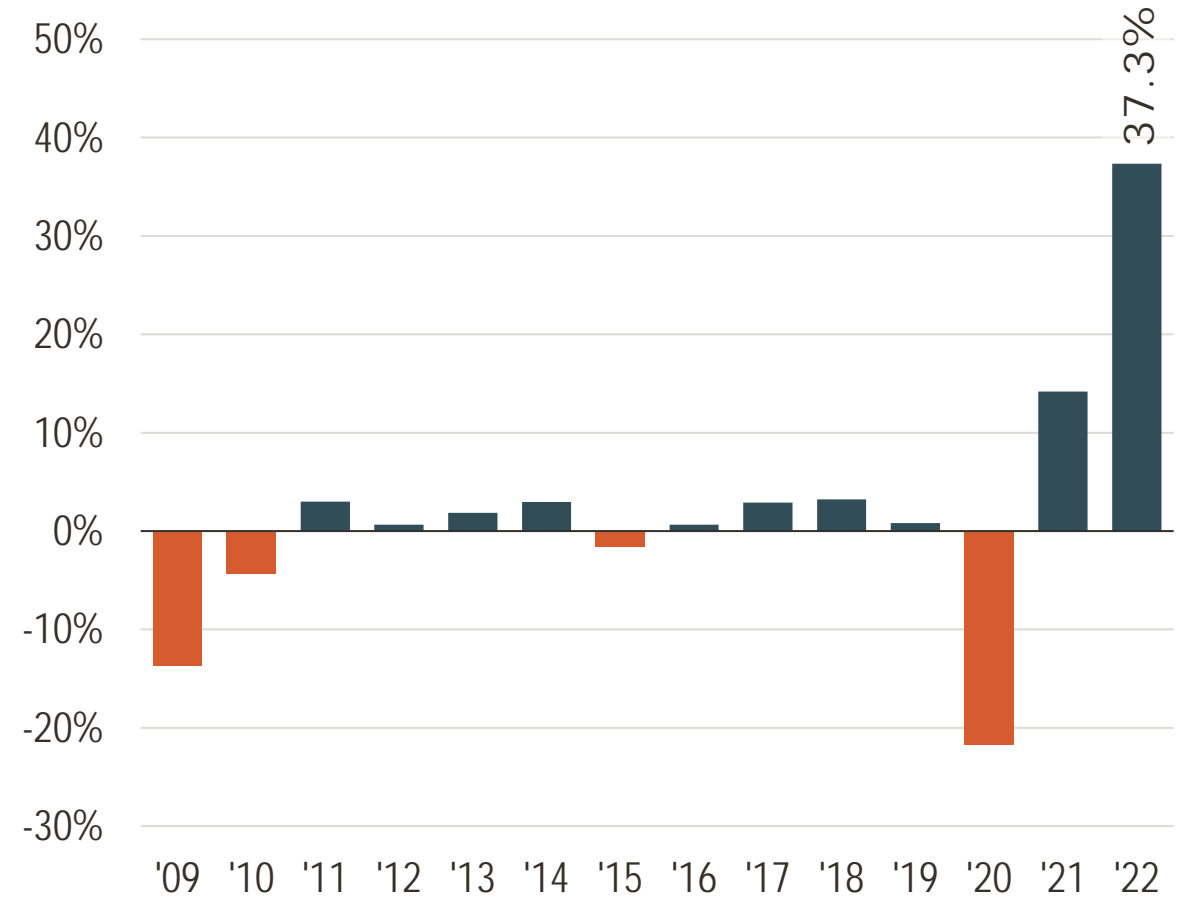
# Nevada's Tourism Industry

## *Selected Nevada Tourism Indicators / Annual*

Gross Gaming Revenue



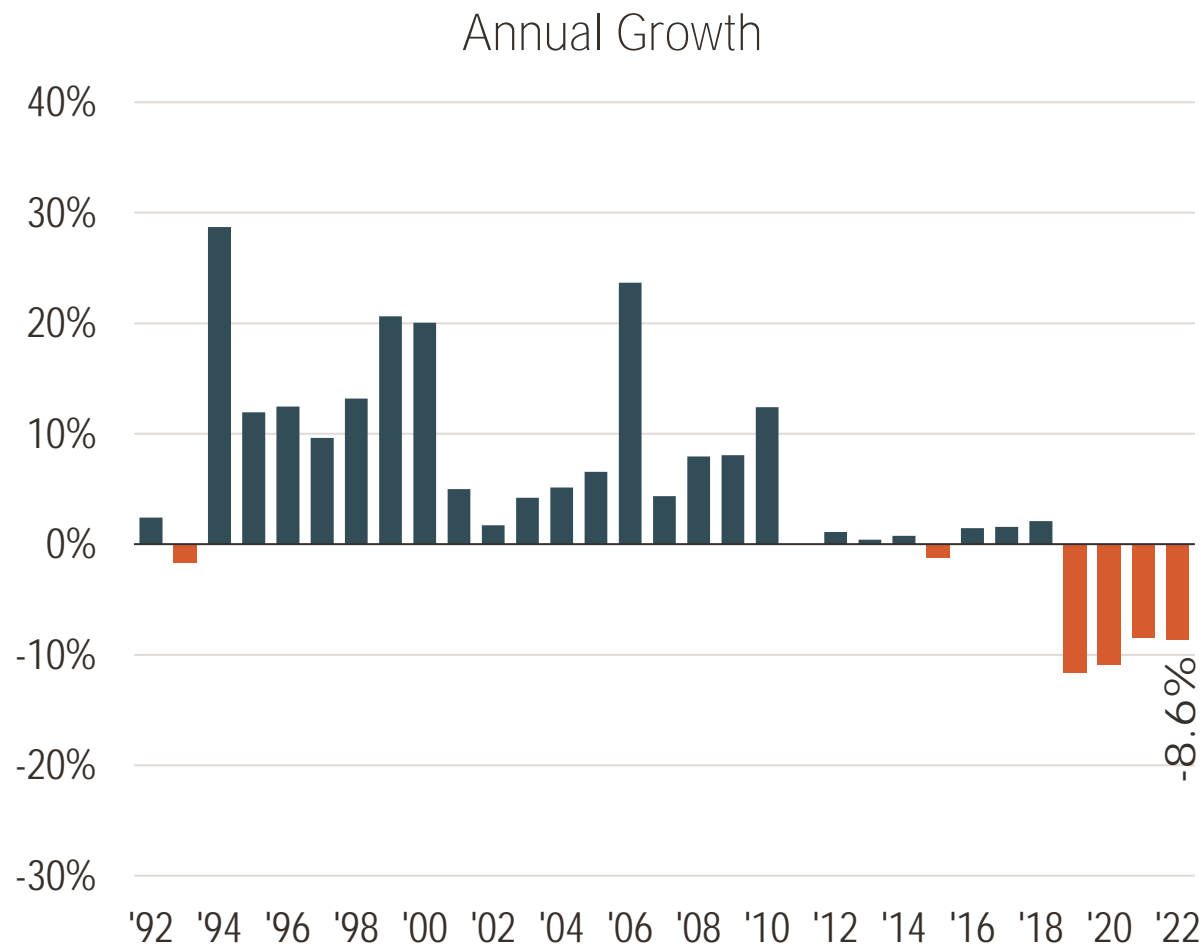
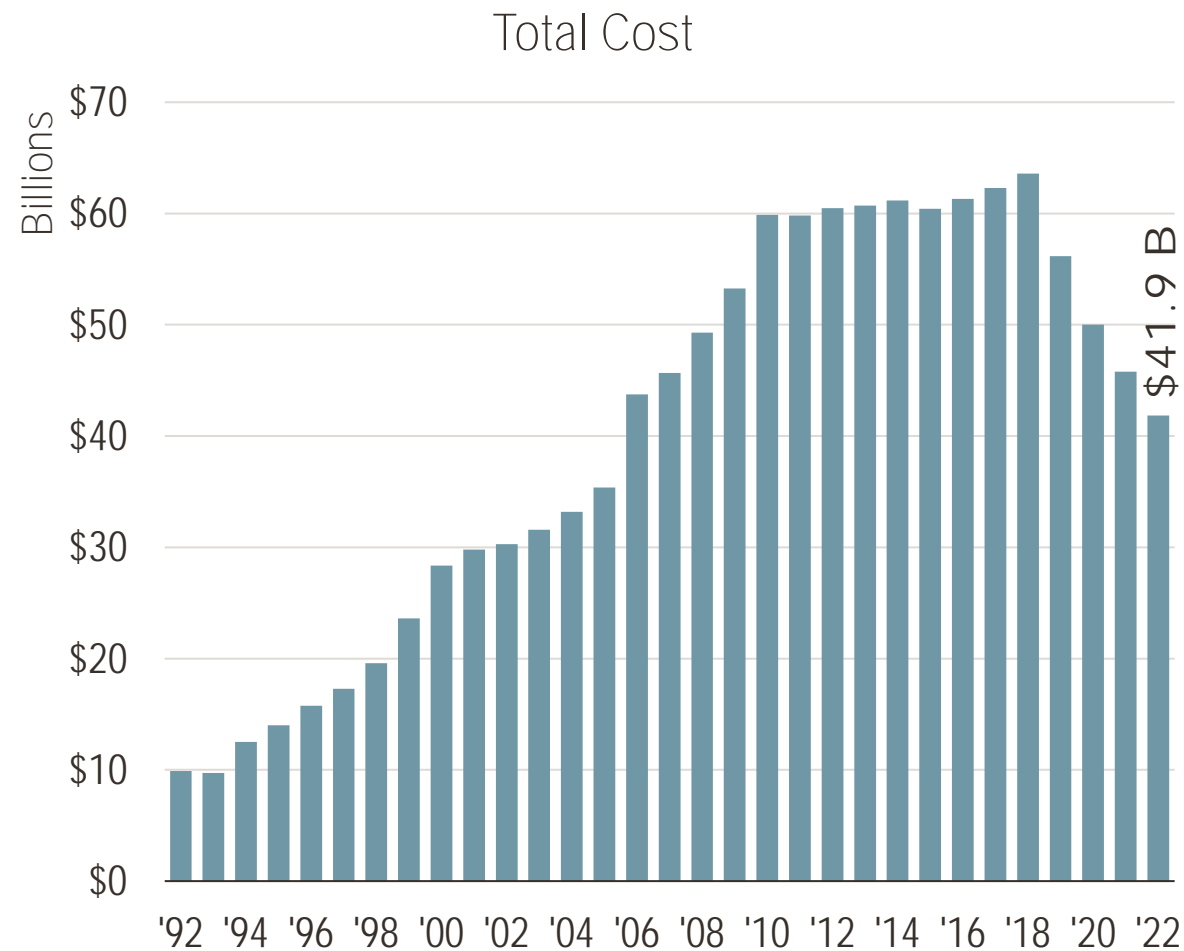
Gross Gaming Revenue Growth



Source: Nevada Gaming Control Board. Note: Fiscal year represented.

# Nevada's Tourism Investments

## Cost Basis of Fixed Assets



Source: Nevada Gaming Control Board, Gaming Abstract, Non-restricted gaming licensees with \$1 million or more in gaming revenue.  
Notes: Fiscal years represented (stated at historical cost basis no inflation-adjusted). Beginning in fiscal years 2019, accounting and reporting adjustments for real estate transactions impacted reported totals downward.

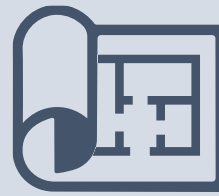


# Nevada's Tourism Development Pipeline



Planned and Under  
Construction Tourism  
Investment Expenditures

**\$22.6 B**



Planned and Under  
Construction Tourism  
Investment Projects

**57**

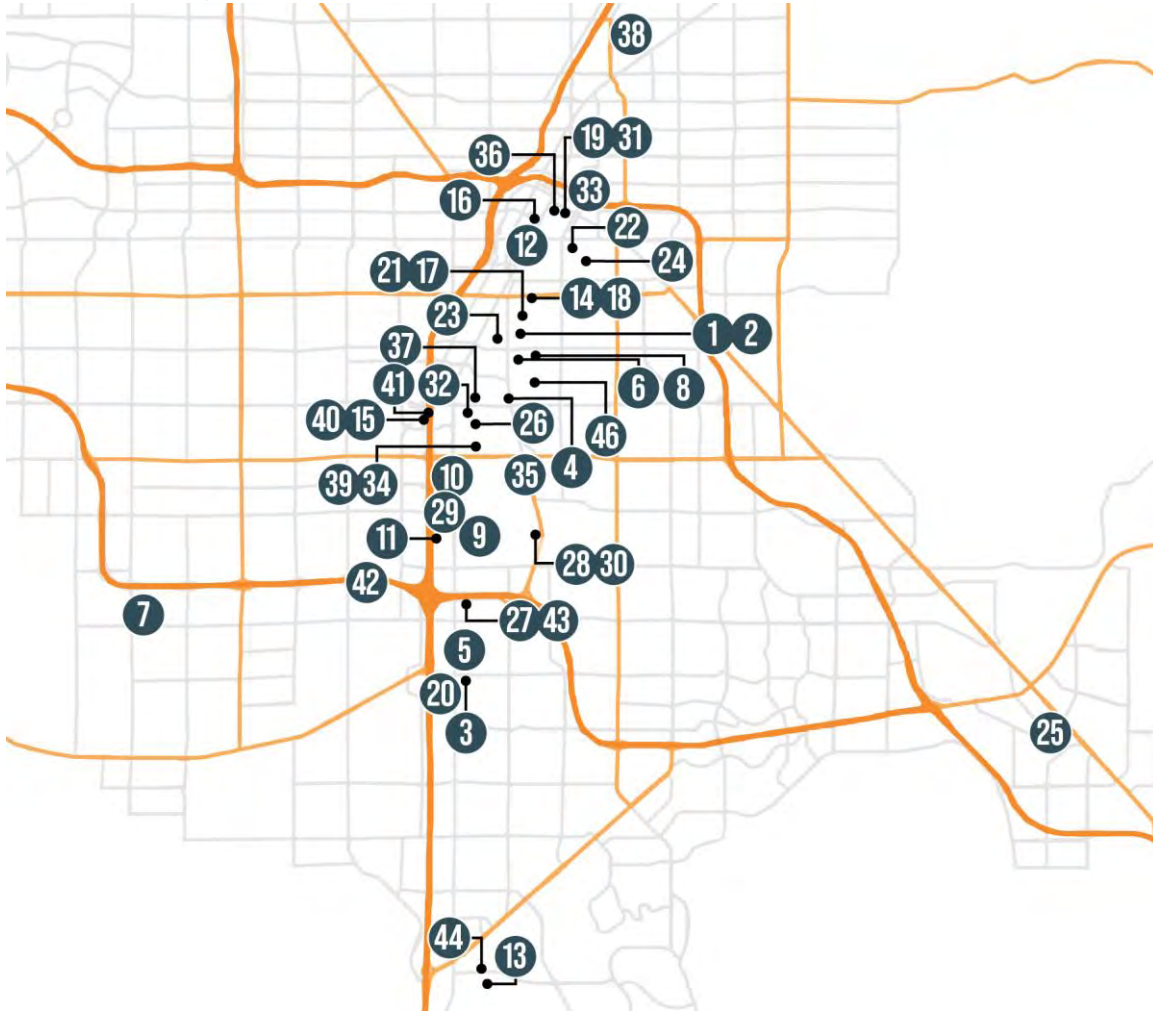


Share of Nevada's Future  
Tourism Projects Located  
within the Las Vegas Valley

**80.7%**

# Nevada's Tourism Investments

## Las Vegas Valley



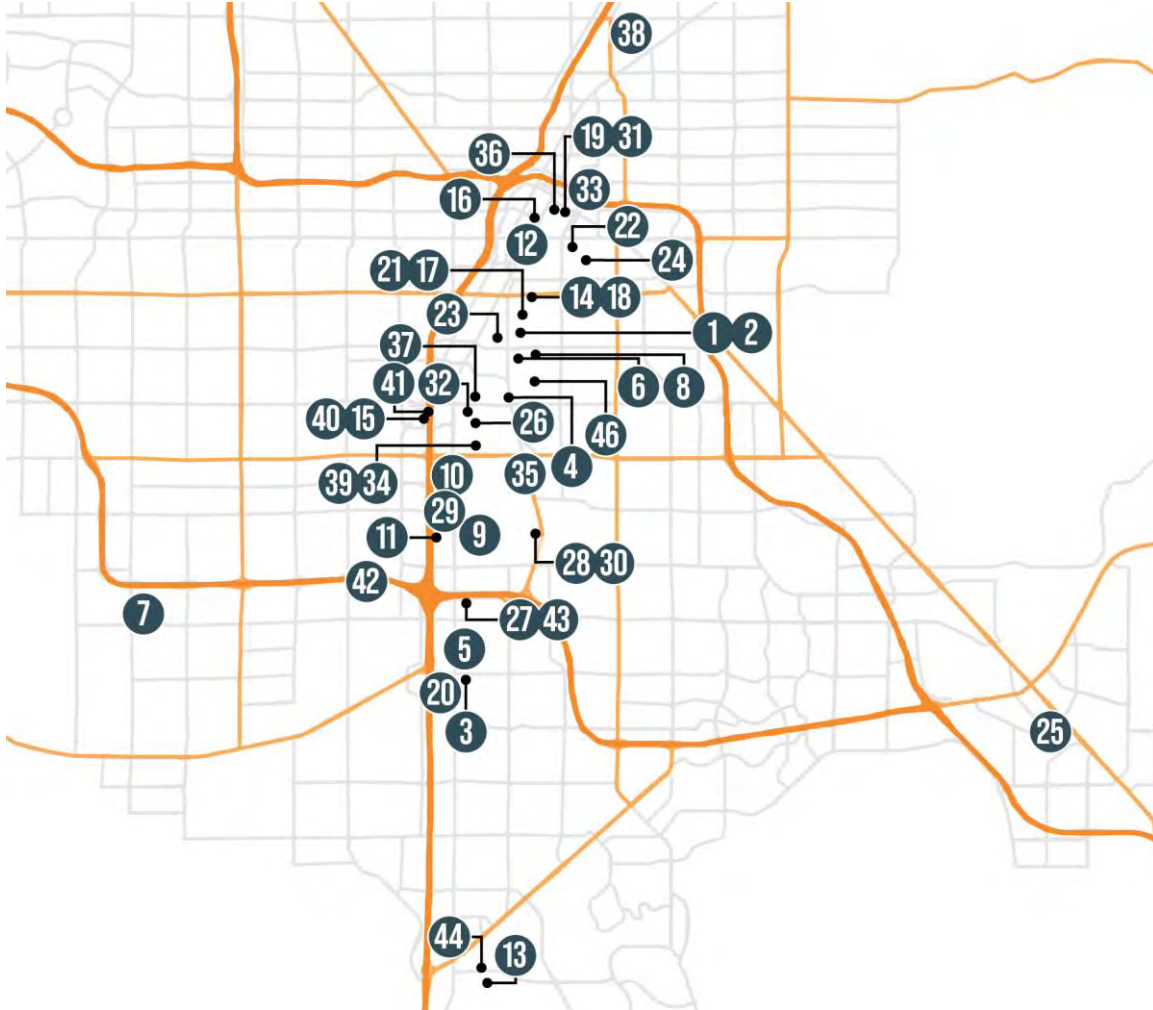
	PROJECT NAME	COST	STATUS
1	All Net Resort & Arena	\$4.9 B	Planned
2	Fontainebleau	\$3.1 B	Under Construction
3	Oak View Group Arena and Hotel-Casino	\$3.0 B	Planned
4	MSG Sphere at The Venetian	\$2.2 B	Under Construction
5	Brightline High-Speed Rail	\$2.0 B	Planned
6	Majestic Las Vegas	\$850.0 M	Planned
7	Durango Casino & Resort	\$750.0 M	Under Construction
8	LVCC North, Central & South Exhibition Halls Renovation	\$620.0 M	Planned
9	Dream Las Vegas	\$550.0 M	Under Construction
10	I-15 Tropicana Project	\$305.0 M	Under Construction
11	Nuance Las Vegas Hotel & Spa at Allegiant Stadium	\$275.0 M	Planned
12	Nevada Museum of Art, Las Vegas	\$217.0 M	Planned
13	M Resort Expansion	\$206.0 M	Planned
14	Downtown Las Vegas Roadwork	\$125.0 M	Under Construction
15	Delta by Marriott	\$100.0 M	Under Construction

Sources: Las Vegas Convention and Visitors Authority and third party media sources. Notes: "DND" stands for Did Not Disclose. Contains investments as of December 2022.



# Nevada's Tourism Investments

## Las Vegas Valley (Continued)

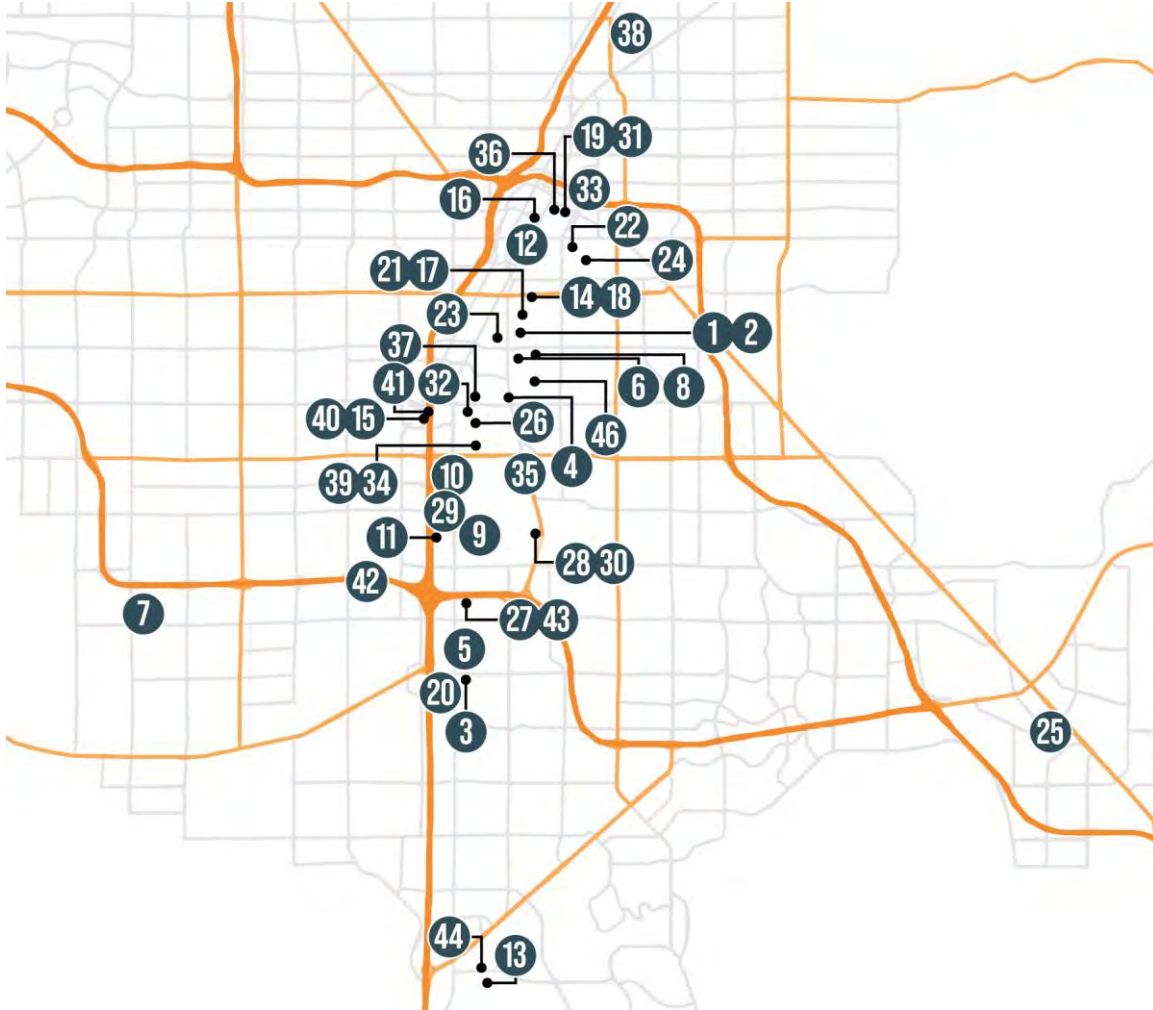


	PROJECT NAME	COST	STATUS
16	AC Hotel by Marriott	\$95.0 M	Planned
17	Las Vegas Boulevard Repaving	\$73.0 M	Under Construction
18	Atomic Range	\$70.0 M	Under Construction
19	Fremont Hotel and Casino Expansion	\$50.0 M	Under Construction
20	Silverton Casino Hotel Room Renovations	\$45.0 M	Under Construction
21	Sahara and Las Vegas Blvd Pedestrian Bridge	\$40.0 M	Planned
22	The Beverly Theater	\$30.0 M	Under Construction
23	Circus Circus Hotel, Casino and Theme Park Renovations	\$30.0 M	Under Construction
24	Huntridge Theater Renovation	\$22.0 M	Planned
25	Atwell Suites at The Pass Casino	\$20.0 M	Planned
26	Bellagio and Las Vegas Boulevard Pedestrian Bridge	\$18.0 M	Planned
27	Aloft Hotel	\$17.0 M	Under Construction
28	Harry Reid International Airport Renovations	\$16.4 M	Under Construction
29	Boring Company Tunnels (Allegiant Stadium)	\$9.2 M	Planned
30	Bollard Installation at Harry Reid International Airport	\$4.9 M	Under Construction

Sources: Las Vegas Convention and Visitors Authority and third party media sources. Notes: "DND" stands for Did Not Disclose. Contains investments as of December 2022.

# Nevada's Tourism Investments

## Las Vegas Valley (Continued)



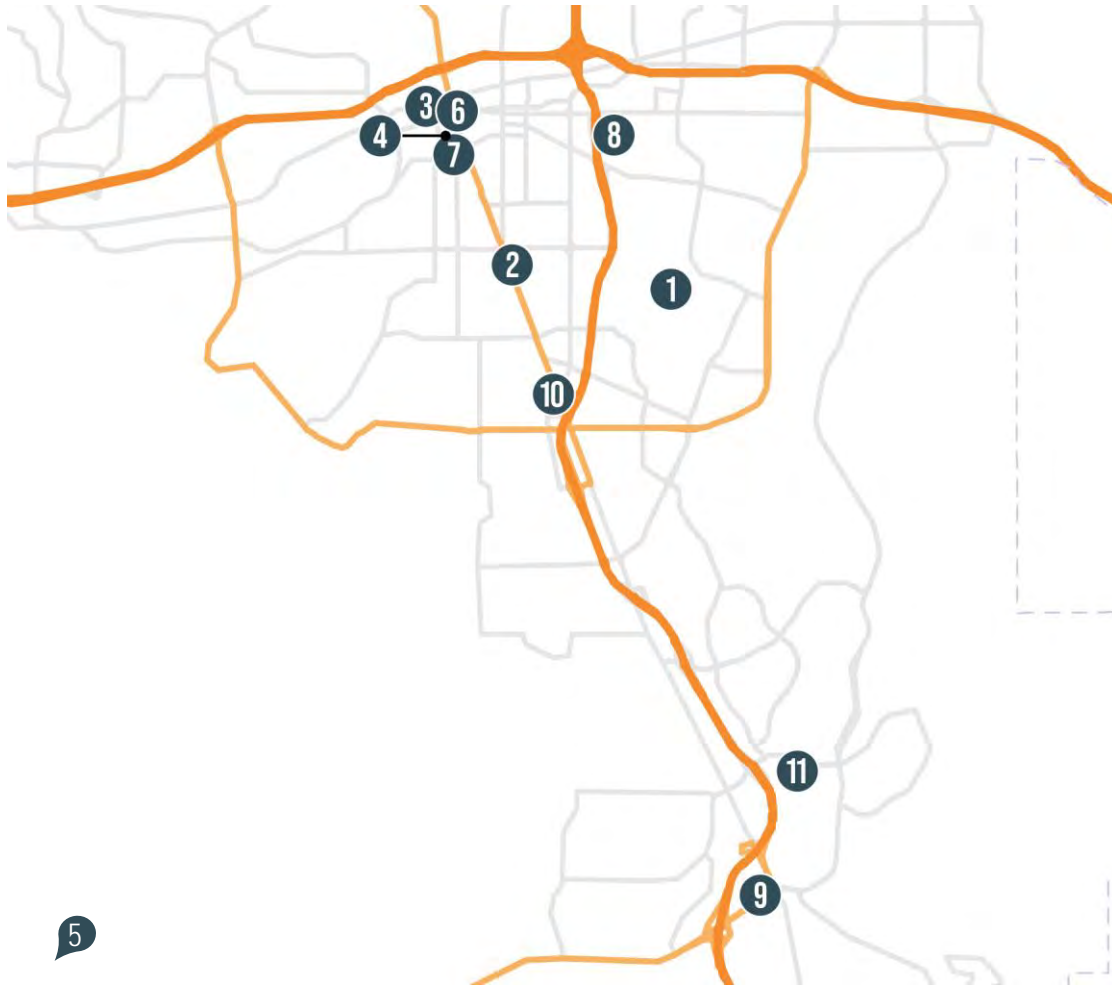
	PROJECT NAME	COST	STATUS
31	Downtown Las Vegas Pedestrian Mall	\$4.5 M	Under Construction
32	Boring Company Tunnels (Caesars Palace)	\$3.4 M	Planned
33	Neon Museum Expansion	\$3.0 M	Planned
34	Miracle Mile Shops Renovation	DND	Under Construction
35	SpringHill Suites by Marriott Airport	DND	Under Construction
36	Plaza Hotel & Casino Renovations	DND	Under Construction
37	Hard Rock Rebrand of the Mirage	DND	Under Construction
38	Ojos Locos Sports Cantina and Fifth Street Gaming Hotel	DND	Under Construction
39	Project63	DND	Under Construction
40	Flamingo Mixed-Use Development	DND	Under Construction
41	Rio All-Suite Hotel & Casino/Hyatt Regency Renovations	DND	Under Construction
42	SpringHill Suites Marriott	DND	Planned
43	The Element Hotel by Westin	DND	Planned
44	Marnell West Henderson Casino	DND	Planned
45	Station Casino's North Las Vegas Resort	DND	Planned
46	Mardi Gras Hotel and Casino Redevelopment	DND	Planned

Sources: Las Vegas Convention and Visitors Authority and third party media sources. Notes: "DND" stands for Did Not Disclose. Contains investments as of December 2022.



# Nevada's Tourism Investments

## Reno-Sparks Area



	PROJECT NAME	COST	STATUS
1	Reno-Tahoe International Airport Expansion	\$1.6 B	Under Construction
2	Reno Experience District (Plumb Ln. Mall)	\$600.0 M	Under Construction
3	Sands Remodel (Neon Line District)	\$300.0 M	Under Construction
4	Kimpton Hotel	\$100.0 M	Under Construction
5	Tahoe South Events Center	\$100.0 M	Under Construction
6	Reno City Center	\$100.0 M	Under Construction
7	Nevada Museum of Art Expansion	\$60.0 M	Under Construction
8	Grand Sierra Resort Restaurant Improvements	\$55.0 M	Under Construction
9	Hyatt Place Hotel Project (The Summit)	DND	Under Construction
10	Firecreek Crossing Resort-Casino	DND	Planned
11	Downtown Damonte	DND	Planned

Sources: Reno-Sparks Convention Authority and third party media sources. Notes: "DND" stands for Did Not Disclose. Contains investments as of December 2022.



# NEVADA'S GAMING INDUSTRY

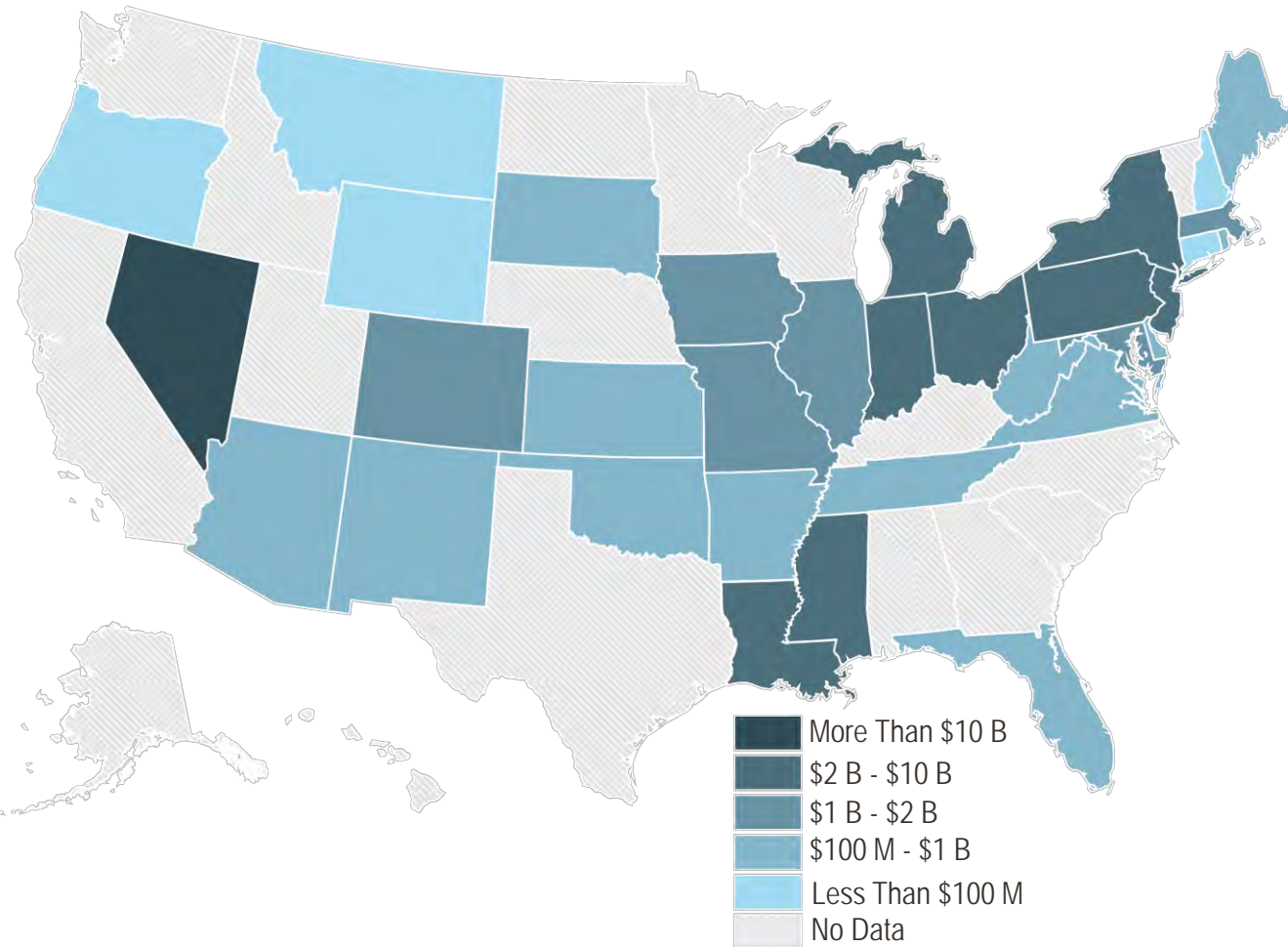
COMMERCIAL CASINO GAMING IS  
GROWING NATIONALLY. THE  
FOLLOWING HIGHLIGHTS  
NEVADA'S POSITIONING AND  
GAMING REVENUES TRENDS.





# Commercial Casino Gaming

*U.S. Gross Gaming Revenue | Consumer Spend by State for 2021*

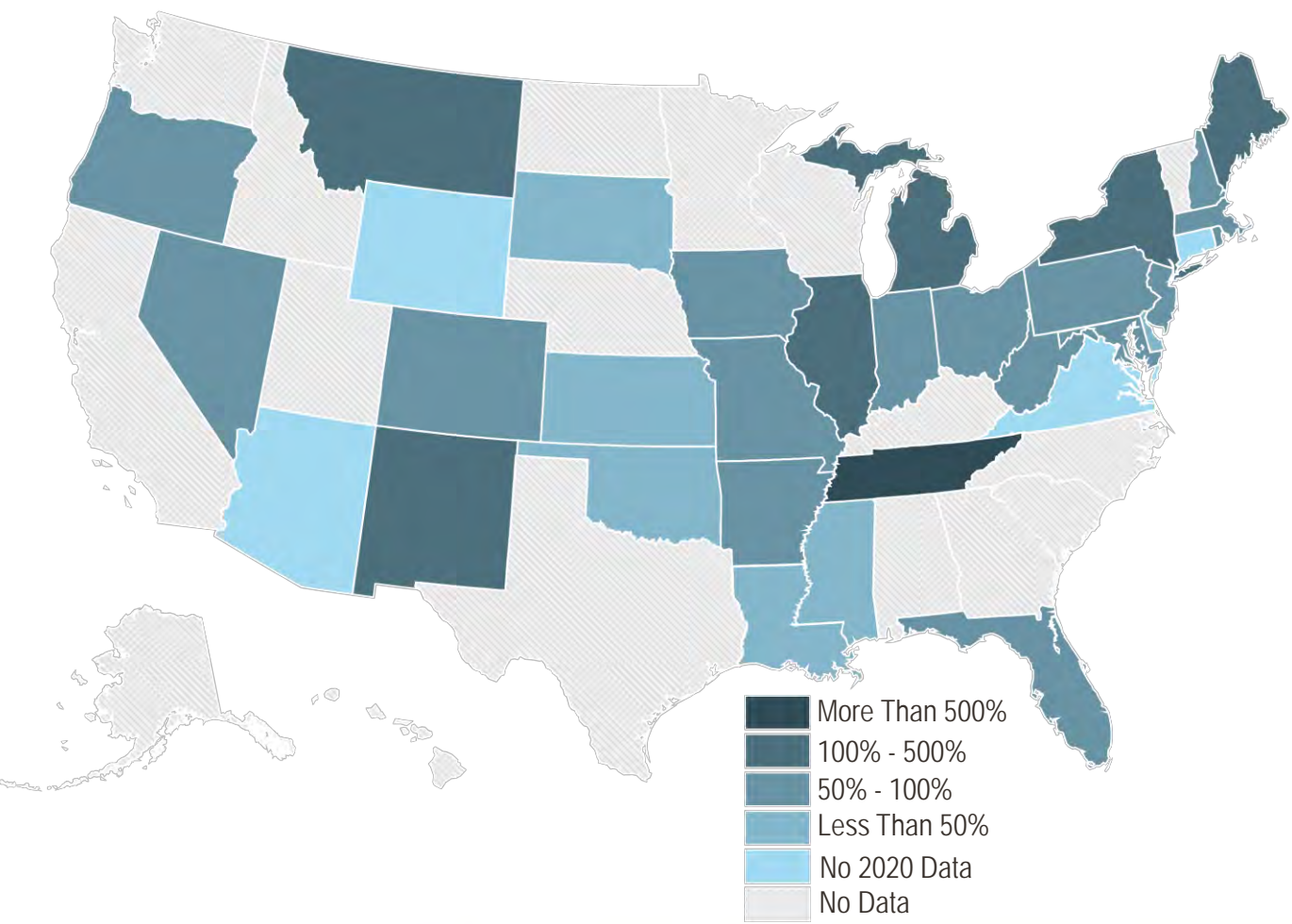


TOP 10 STATES		2021
1	Nevada	\$13,429,949,000
2	Pennsylvania	\$4,830,812,116
3	New Jersey	\$4,737,144,856
4	Indiana	\$2,724,987,164
5	New York	\$2,712,733,924
6	Michigan	\$2,700,284,120
7	Mississippi	\$2,669,186,595
8	Louisiana	\$2,380,088,371
9	Ohio	\$2,310,305,409
10	Maryland	\$1,925,556,392
UNITED STATES TOTAL		\$53,033,152,440

Source: American Gaming Association State of the States 2021 (latest available).

# Commercial Casino Gaming

## U.S. Gross Gaming Revenue | Consumer Spend by State Growth 2020 to 2021



TOP 10 STATES		ANNUAL GROWTH
1	Tennessee	784.1%
2	Michigan	322.8%
3	New Mexico	317.1%
4	Montana	171.1%
5	Illinois	130.3%
6	New York	129.0%
7	Maine	105.9%
8	D.C.	97.8%
9	Colorado	92.8%
10	Florida	90.3%
15	Nevada	70.6%
UNITED STATES TOTAL		76.9%

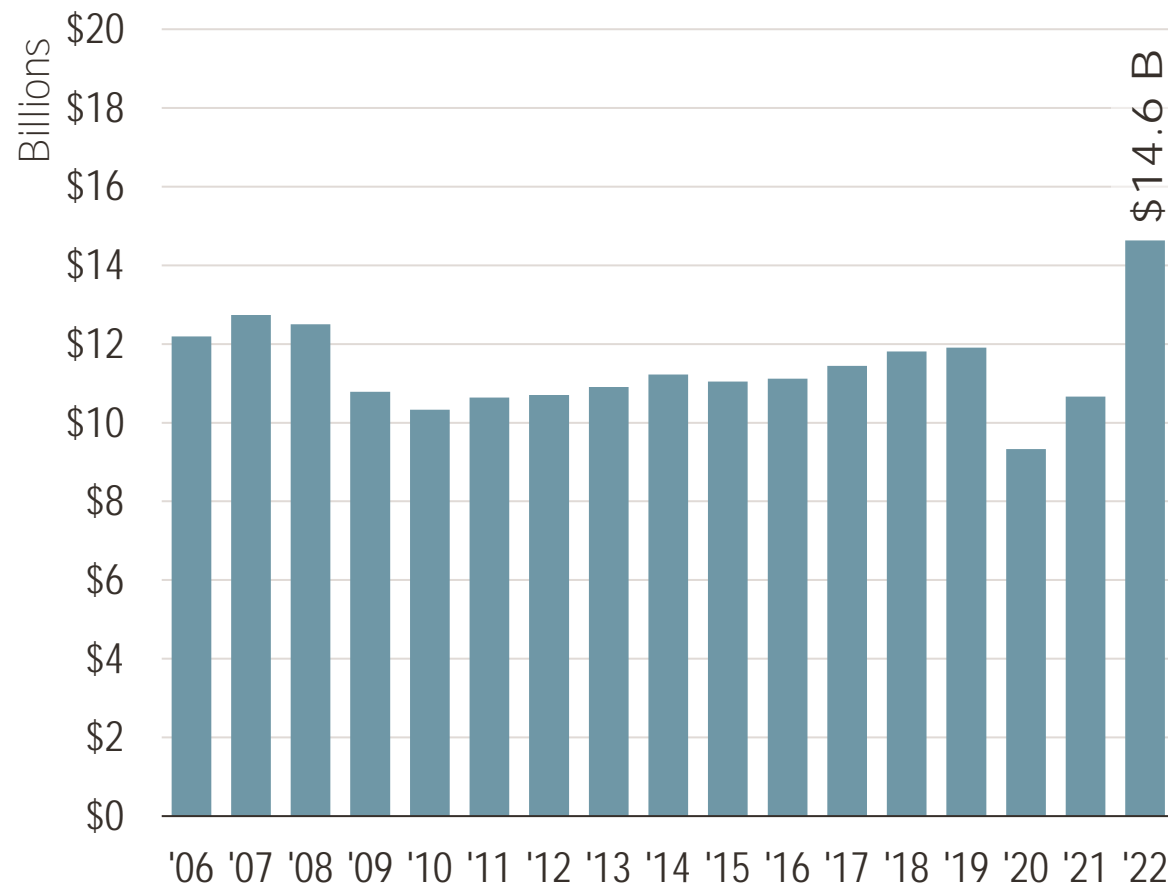
Source: American Gaming Association State of the States 2022 (latest available).



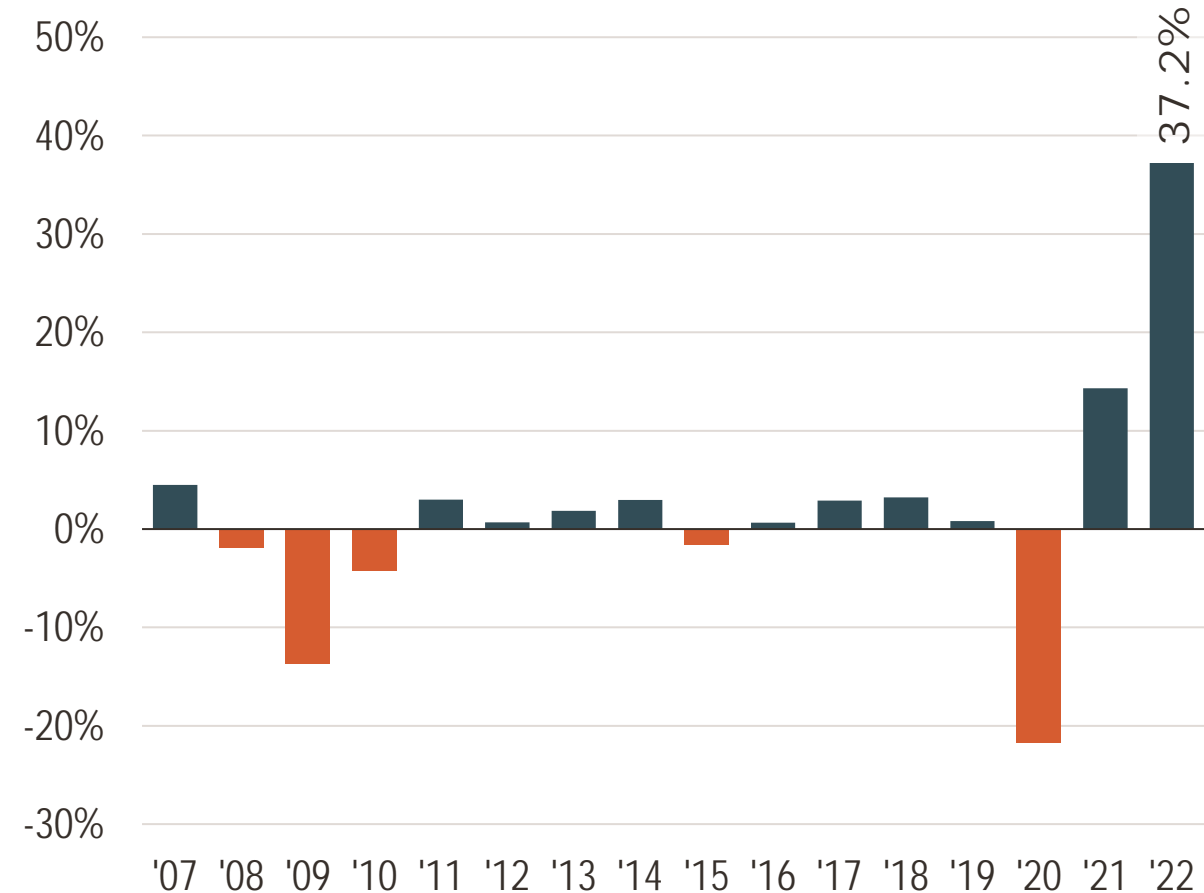
# Commercial Casino Gaming

*Commercial Casino Gaming Revenue in Nevada (All Casinos Regardless of Size)*

Total Revenue



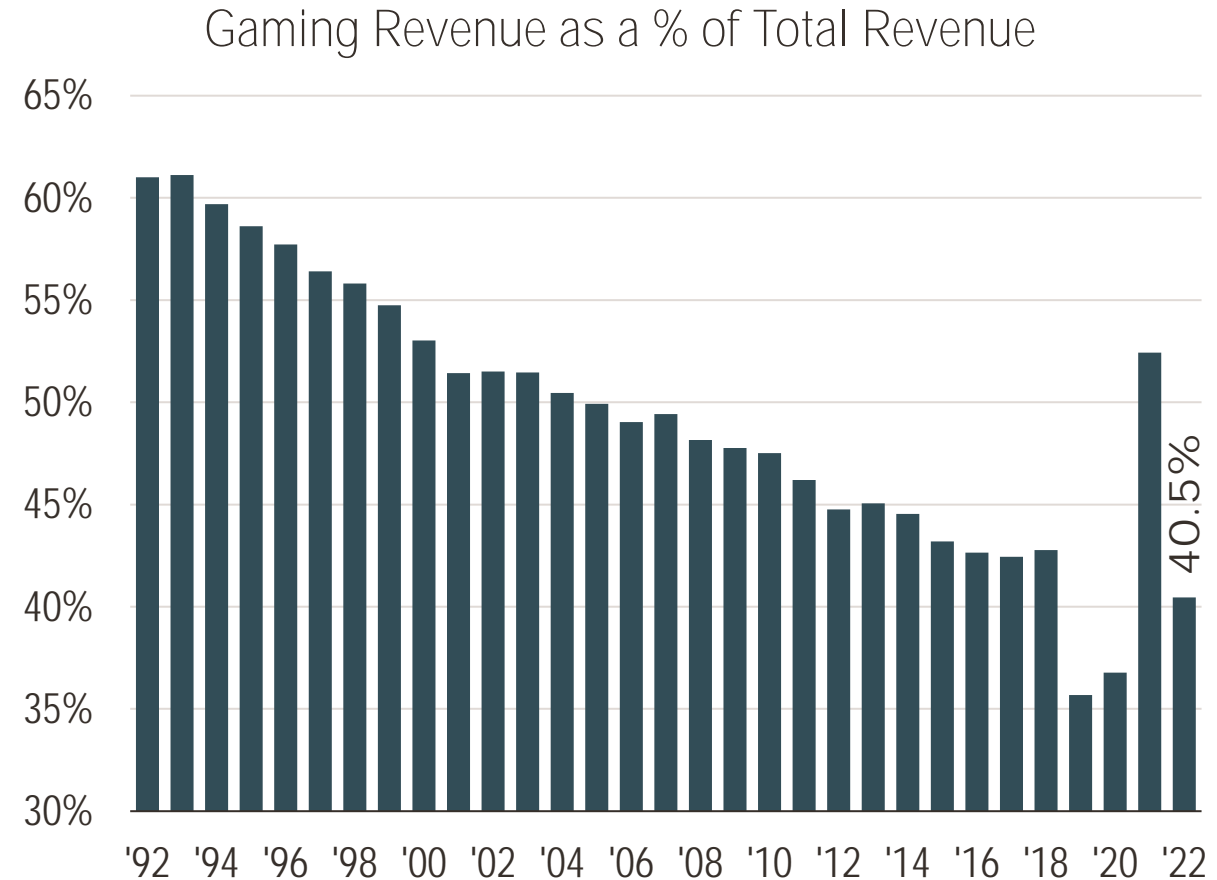
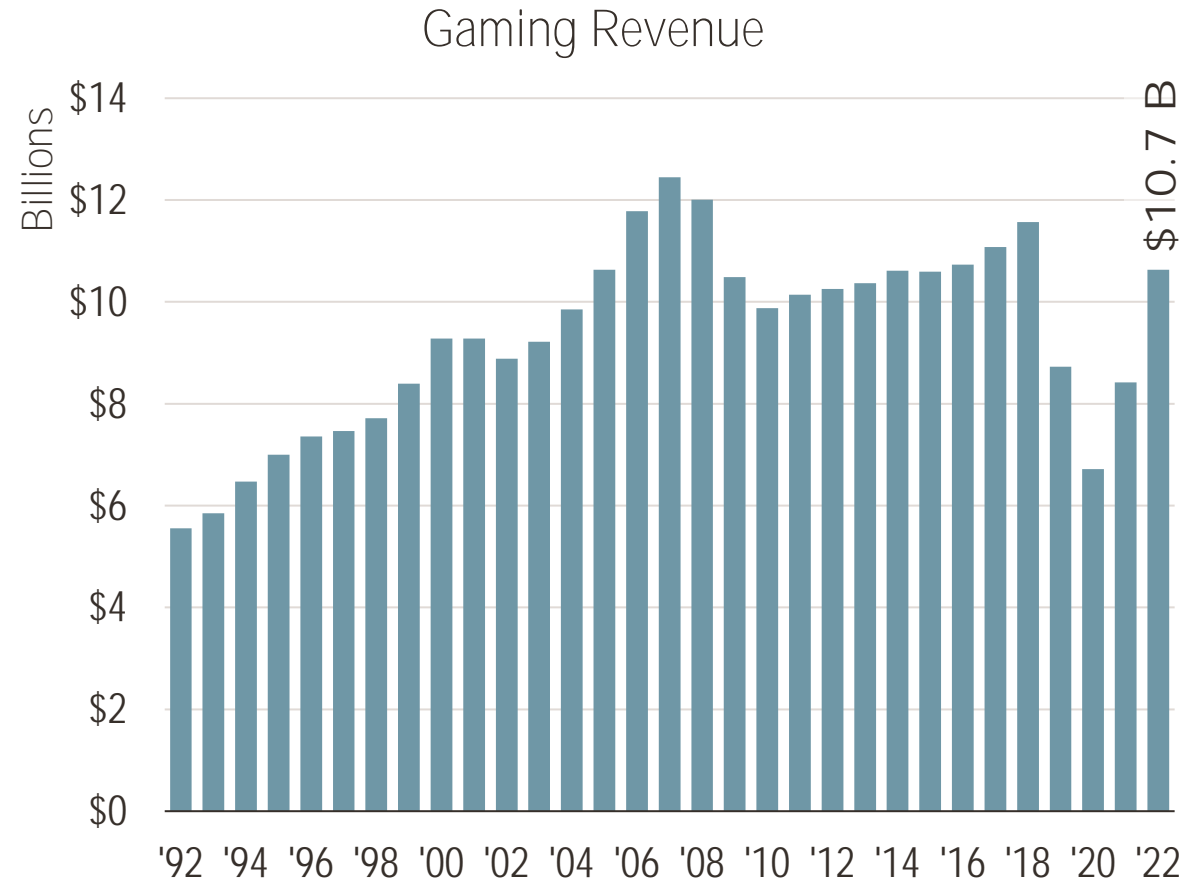
Annual Growth



Source: Nevada Gaming Control Board. Note: Fiscal year represented.

# Nevada's Revenue

*Gaming Revenue as a Share of Total Revenue (Casinos with \$1 M+ in Gaming)*



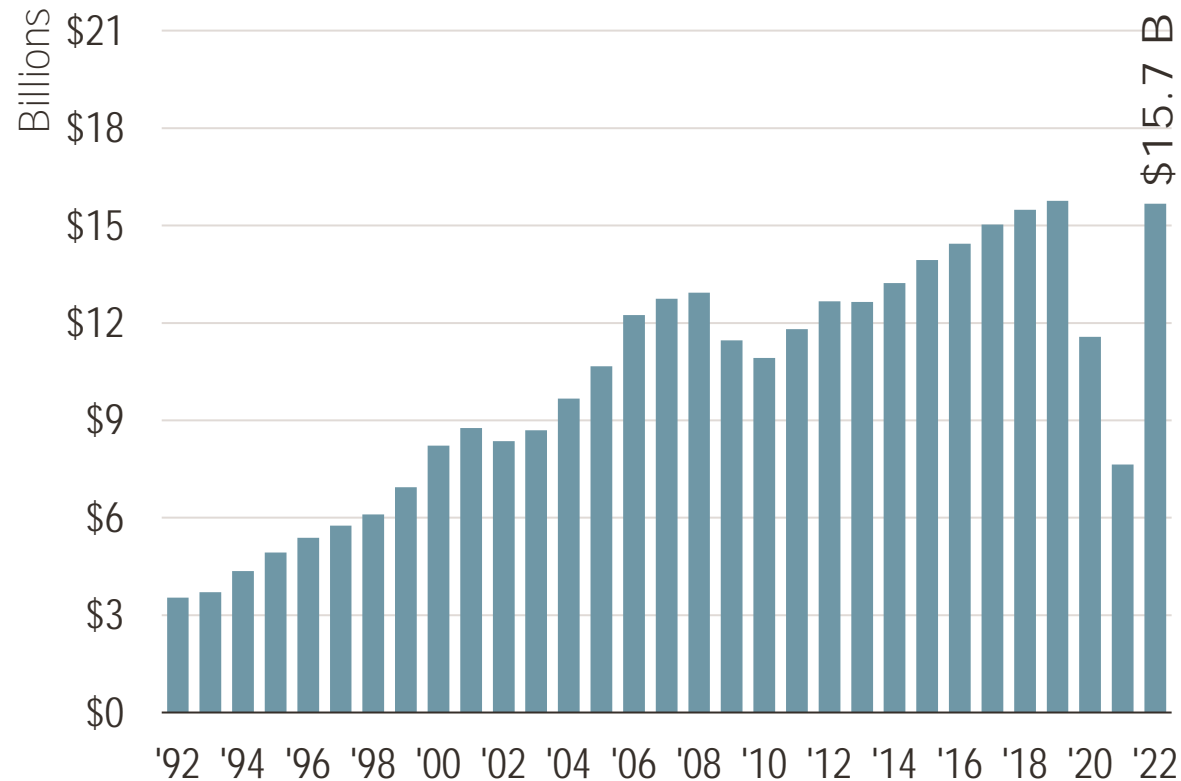
Source: Nevada Gaming Control Board, Gaming Abstract, Non-restricted gaming licensees with \$1 million or more in gaming revenue. Notes: Fiscal year represented. Starting in fiscal year 2019, with regards to Financial Accounting Standards Board ("FASB") Accounting Standards Codification 606 – Revenue from contracts with customers, all nonrestricted licensees (public and nonpublic organizations as defined by FASB) were required to follow the new accounting standard when preparing standard financial statements.



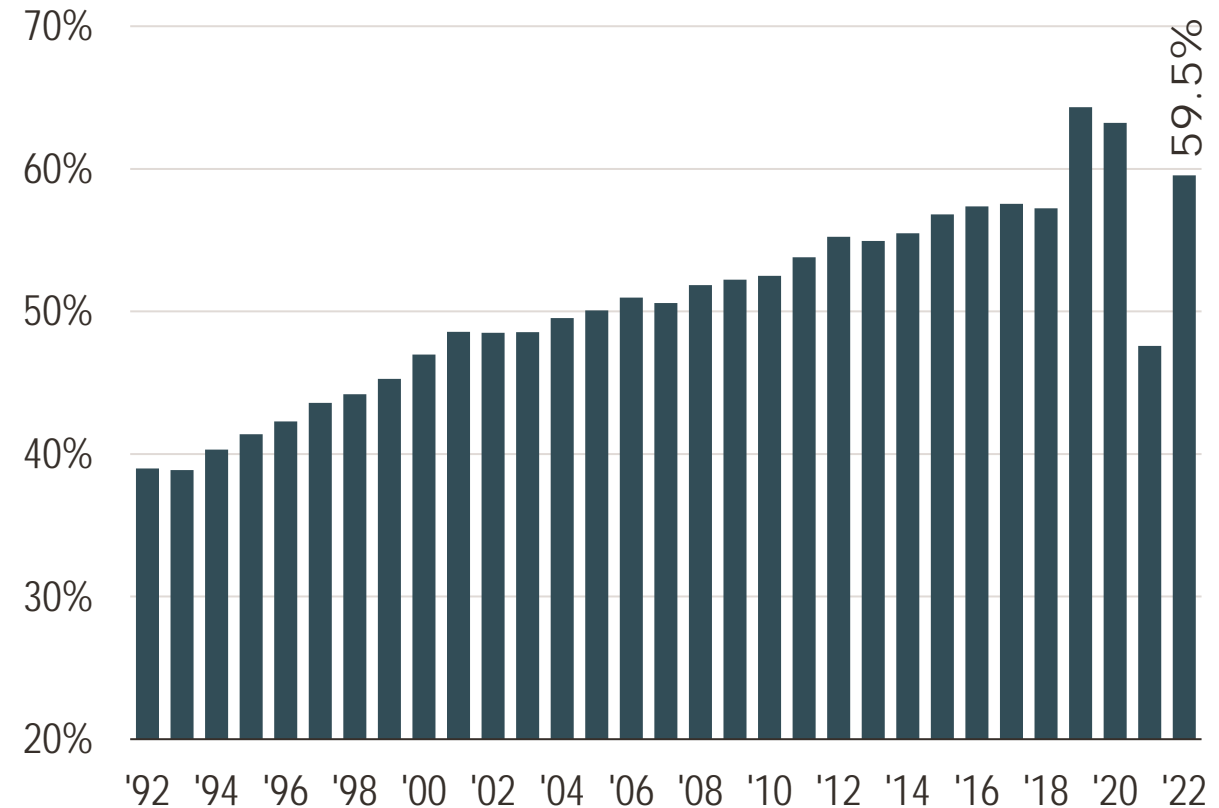
# Nevada's Revenue

*Non-Gaming Revenue as a Share of Total Revenue (Casinos with \$1 M+ in Gaming)*

Non-Gaming Revenue



Non-Gaming Revenue as a % of Total Revenue

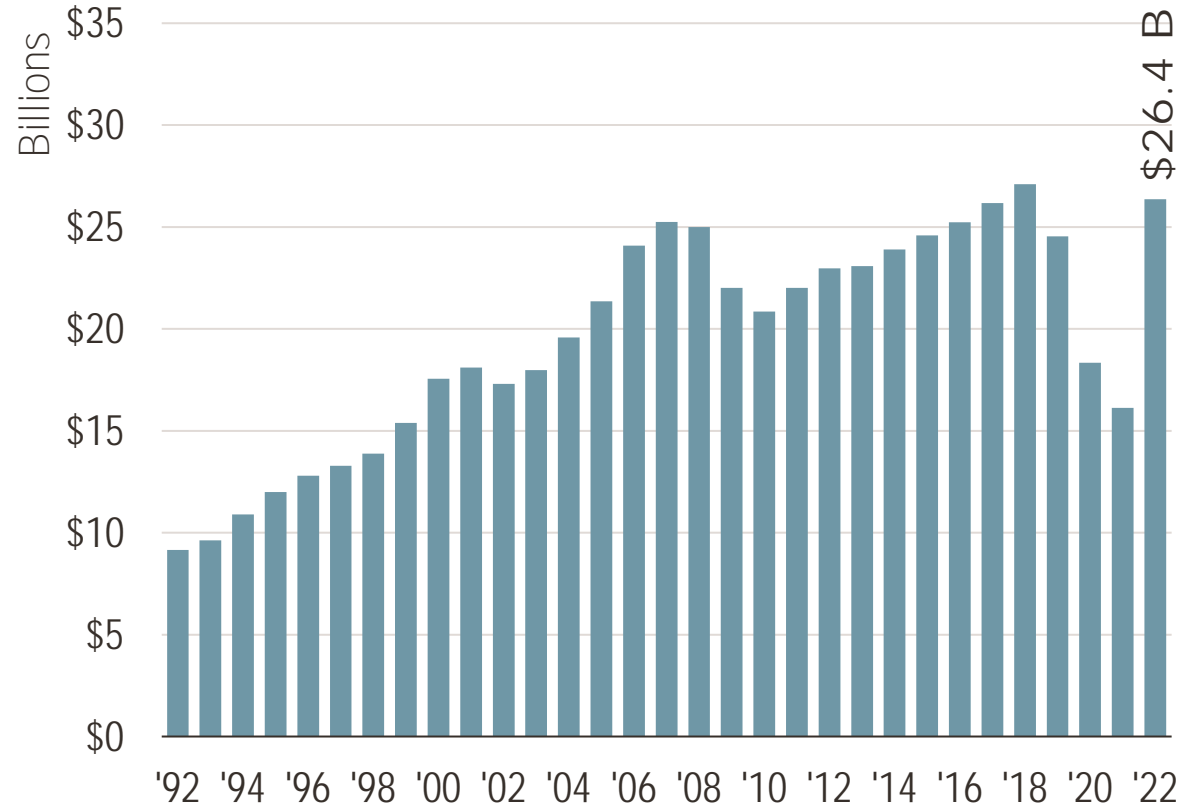


Source: Nevada Gaming Control Board, Gaming Abstract, Non-restricted gaming licensees with \$1 million or more in gaming revenue. Notes: Fiscal year represented. Starting in fiscal year 2019, with regards to Financial Accounting Standards Board ("FASB") Accounting Standards Codification 606 – Revenue from contracts with customers, all nonrestricted licensees (public and nonpublic organizations as defined by FASB) were required to follow the new accounting standard when preparing standard financial statements.

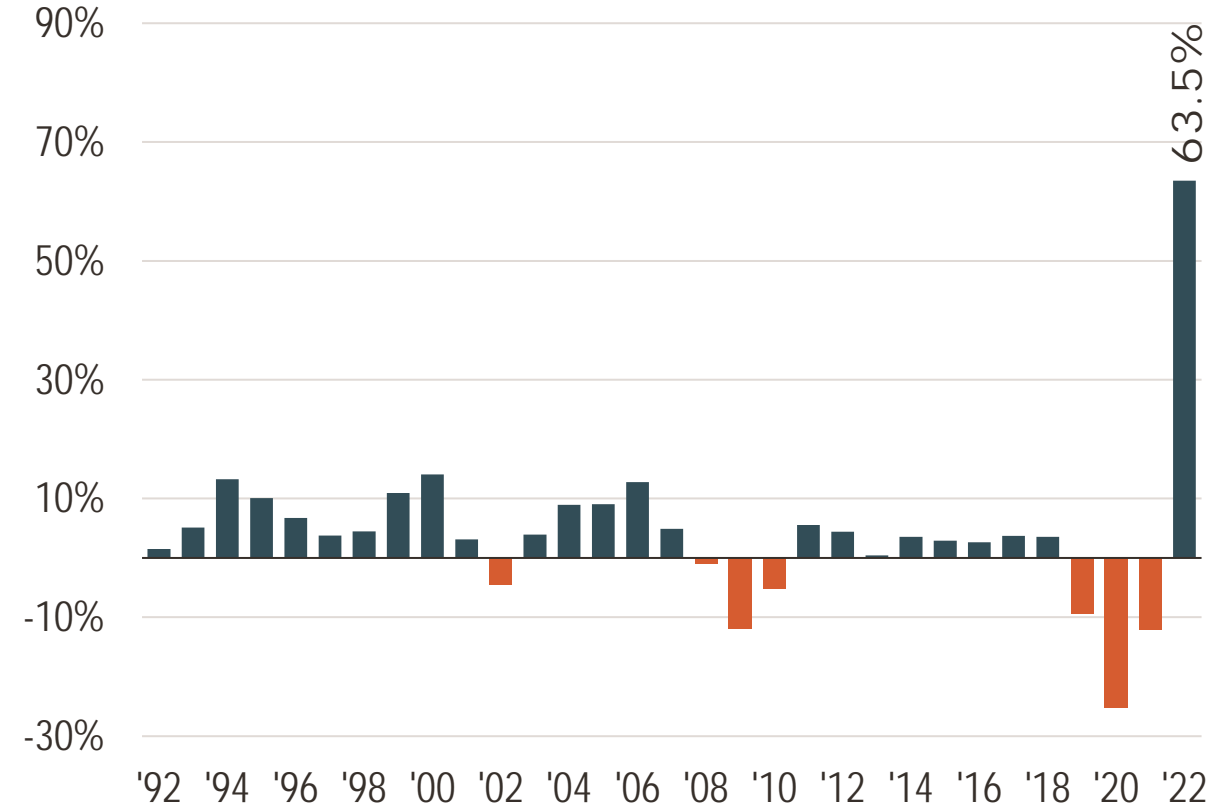
# Nevada's Revenue

*Gaming and Non-Gaming Revenue Combined (Casinos with \$1 M+ in Gaming)*

Total Combined Revenue



Annual Growth



Source: Nevada Gaming Control Board, Gaming Abstract, Non-restricted gaming licensees with \$1 million or more in gaming revenue. Notes: Fiscal year represented. Starting in fiscal year 2019, with regards to Financial Accounting Standards Board ("FASB") Accounting Standards Codification 606 – Revenue from contracts with customers, all nonrestricted licensees (public and nonpublic organizations as defined by FASB) were required to follow the new accounting standard when preparing standard financial statements.



# Nevada's Gaming Revenue

*10-Year Compound Annual Growth Rates by Category | Fiscal Year 2012 to 2022*



Gaming Revenue  
+0.4%



Rooms  
+3.3%



Food  
+1.0%



Beverage  
+2.7%

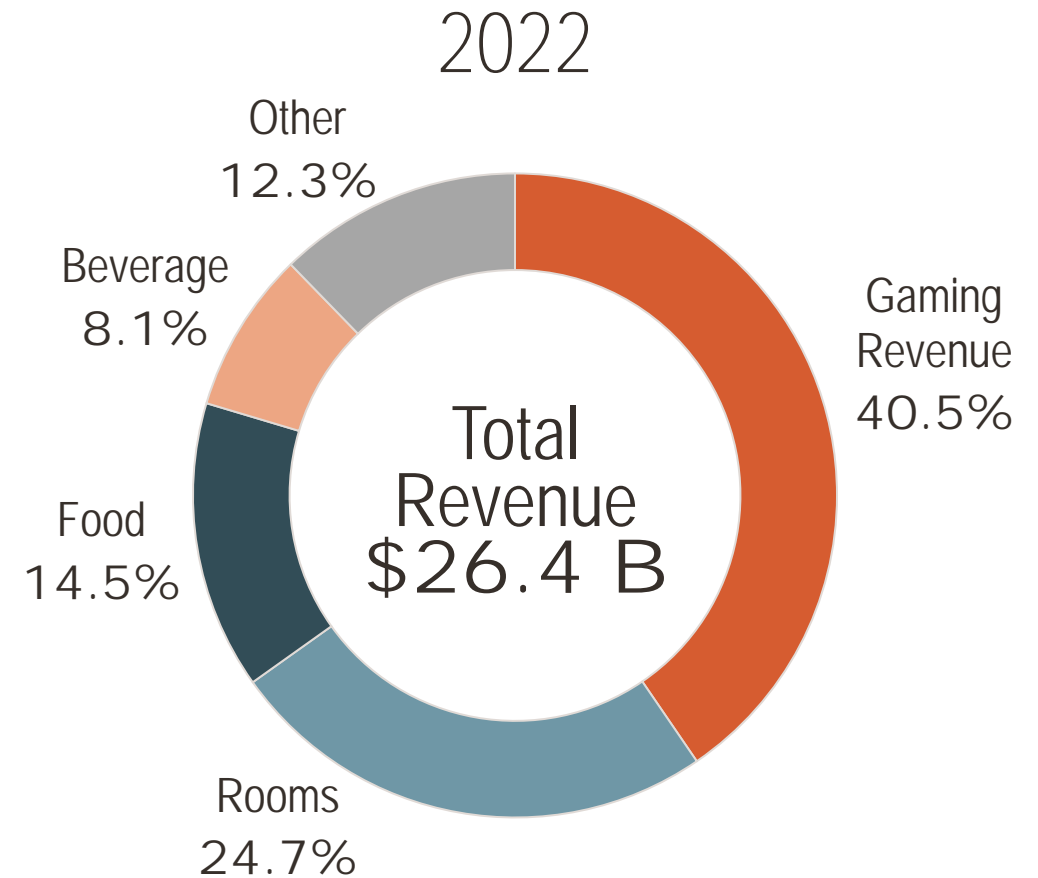
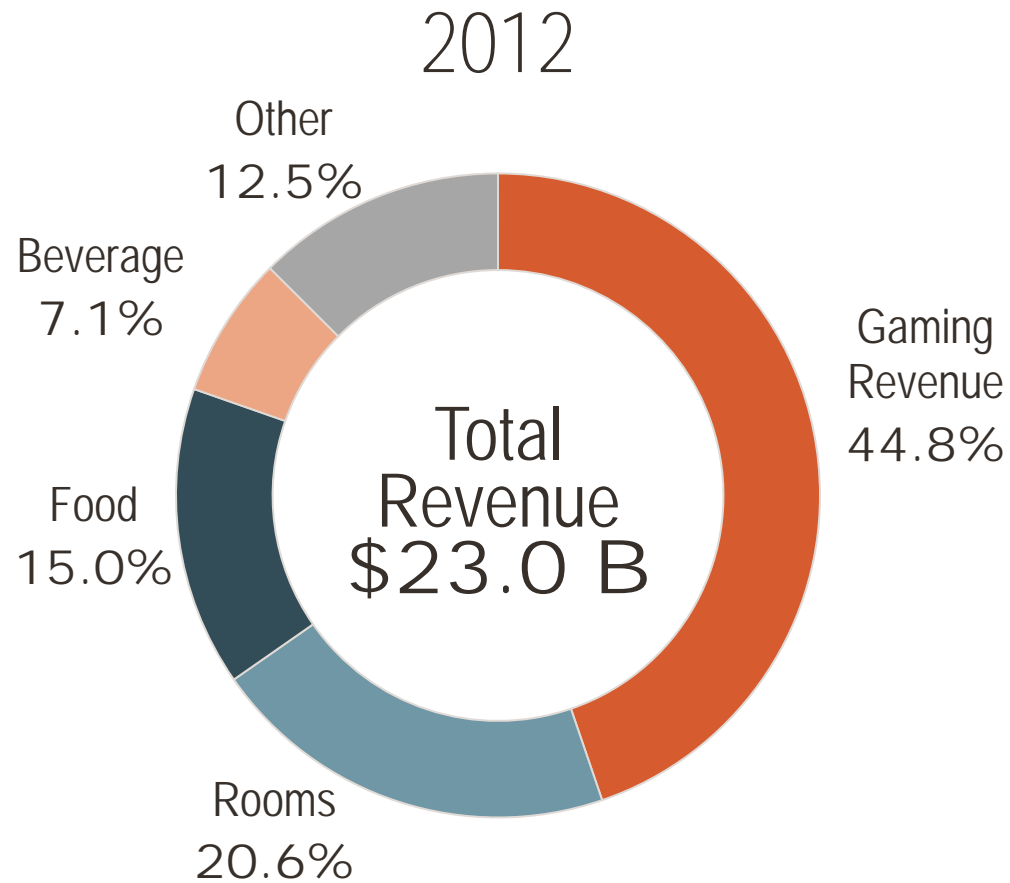


Other  
+1.2%

Source: Nevada Gaming Control Board, Gaming Abstract, Non-restricted gaming licensees with \$1 million or more in gaming. Notes: Fiscal year compound annual growth rate represented. Starting in fiscal year 2019, with regards to Financial Accounting Standards Board ("FASB") Accounting Standards Codification 606 – Revenue from contracts with customers, all nonrestricted licensees (public and nonpublic organizations as defined by FASB) were required to follow the new accounting standard when preparing standard financial statements.

# Nevada's Gaming Revenue

*Nevada Gaming and Non-Gaming Revenue Distribution*

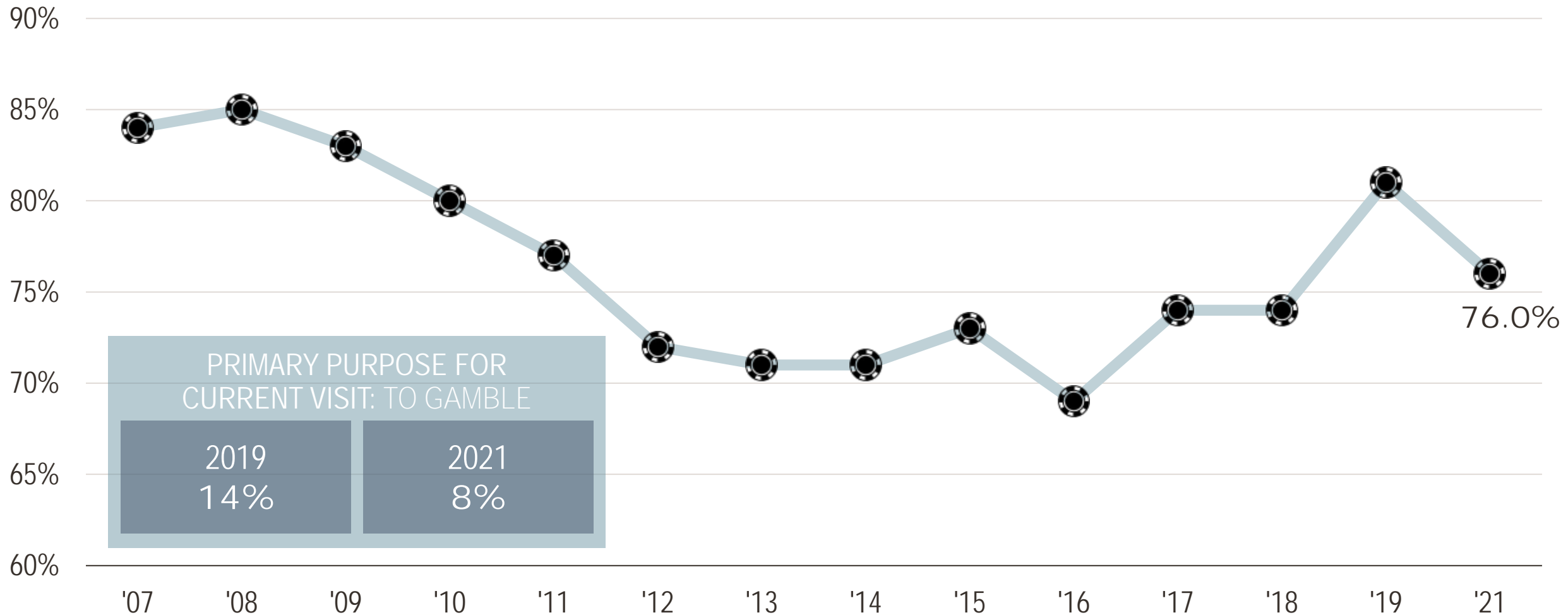


Source: Nevada Gaming Control Board, Gaming Abstract, Non-restricted gaming licensees with \$1 million or more in gaming revenue. Notes: Fiscal year represented. Starting in fiscal year 2019, with regards to Financial Accounting Standards Board ("FASB") Accounting Standards Codification 606 – Revenue from contracts with customers, all nonrestricted licensees (public and nonpublic organizations as defined by FASB) were required to follow the new accounting standard when preparing standard financial statements. Totals may not sum due to rounding.



# Southern Nevada Gaming Visitor Trends

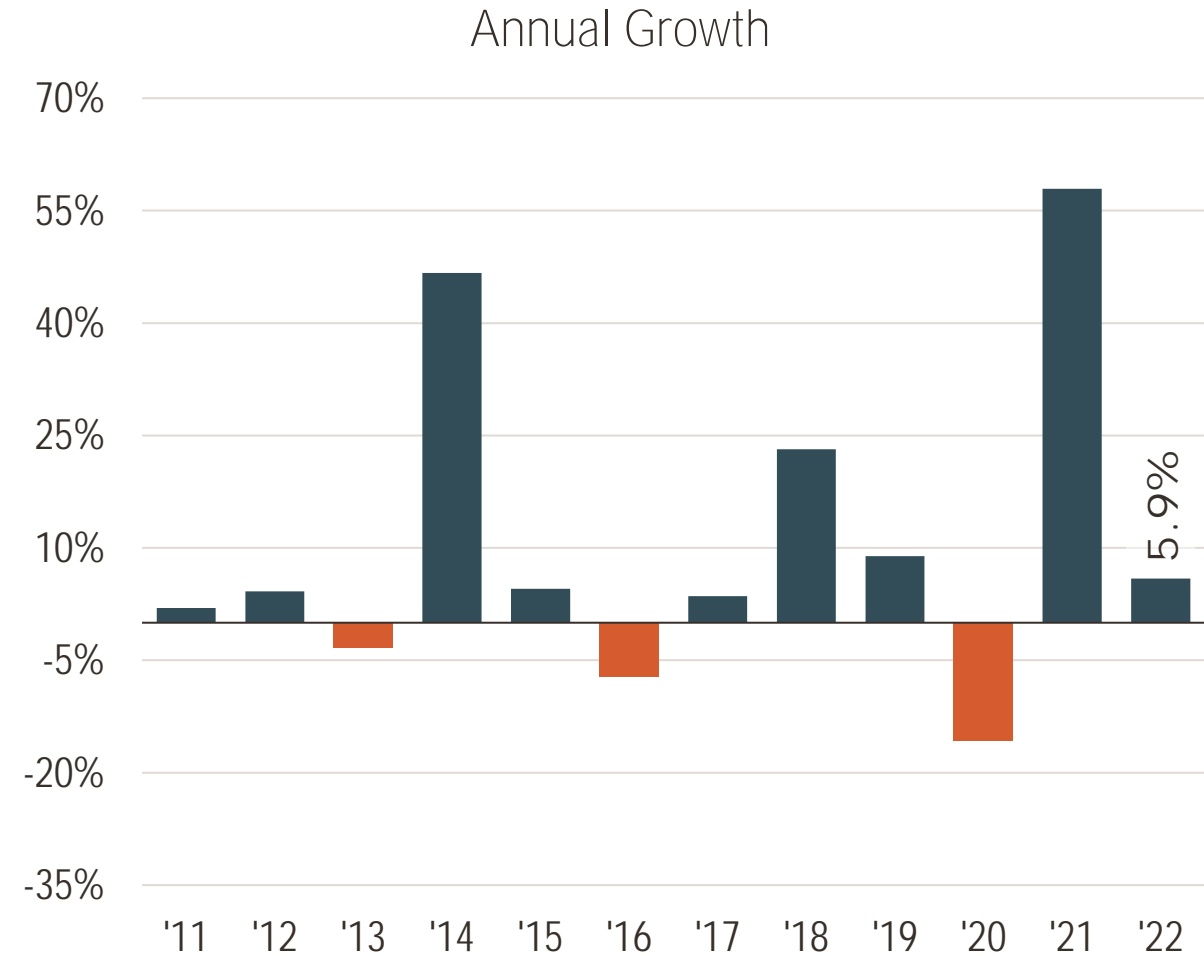
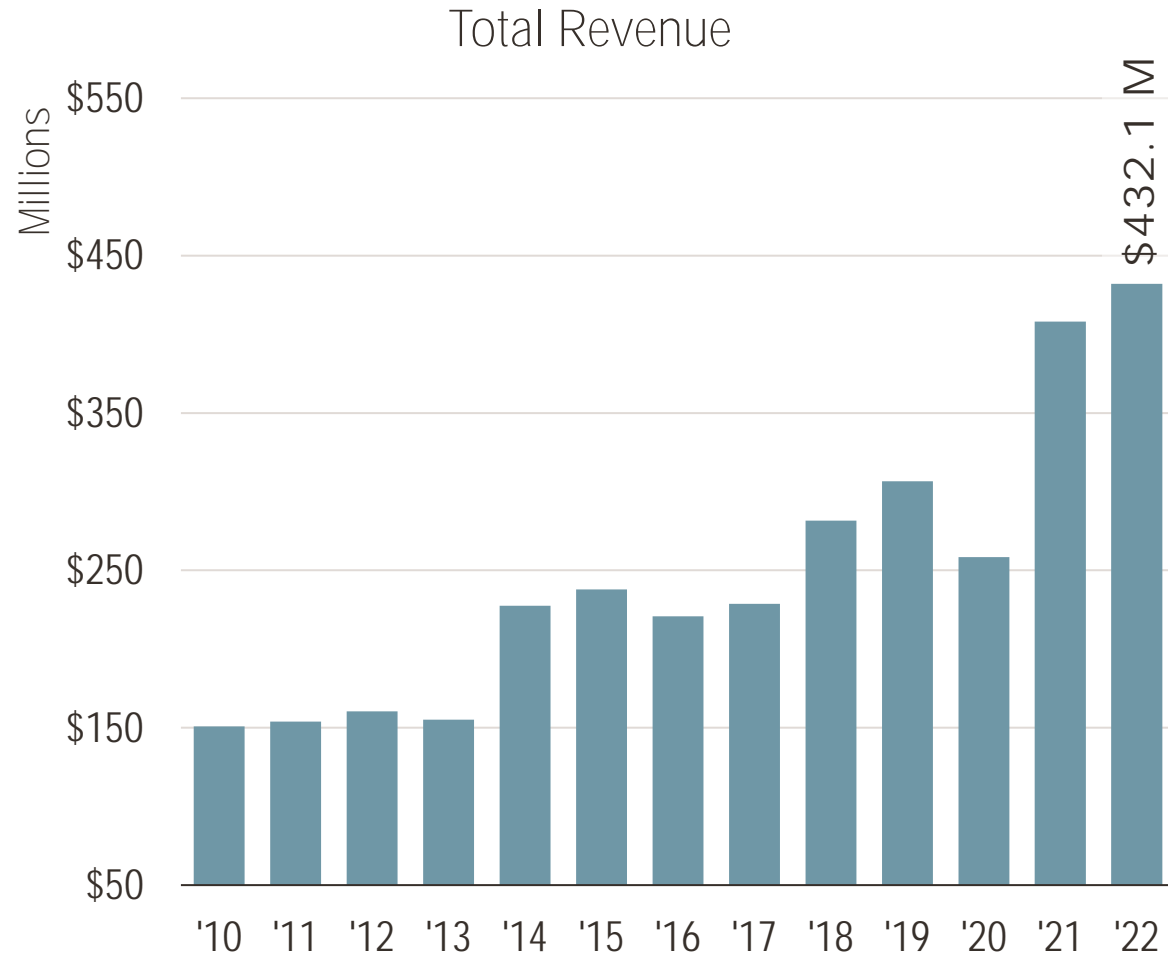
*Share of Visitors to Las Vegas Who Gambled*



Source: Las Vegas Convention and Visitors Authority, Visitor Profile Study. Note: There was no survey conducted during 2020.

# Sports Betting in Nevada

## *Sports Betting Revenue in Nevada*



Source: Nevada Gaming Control Board. Notes: Fiscal year represented. In March 2020, the COVID-19 health crisis resulted in the cessation of large-scale sporting events.





# EMPLOYMENT IMPACTS

NEVADA'S TOURISM INDUSTRY  
CONTINUES TO RECOVER, AND  
THE RIPPLE EFFECT IT HAS ON  
THE STATE'S EMPLOYMENT  
OVERALL IS CRITICAL.

# Nevada's Tourism Industry Impacts

## 2022 Employment Impacts

Direct Employment  
246,900

Indirect Employment  
61,000

Induced Employment  
78,300

Total Jobs Supported 386,200

Sources: Applied Analysis and IMPLAN. Notes: The estimated economic impact figures (including direct, indirect and induced impacts) presented in this section and following sections are generally reflective of the impacts of the Nevada resort tourism industry. Figures may not sum due to rounding.



# Leisure and Hospitality Employment

## *Nevada Employment and Unemployment Rate*



Leisure and Hospitality  
Share of Employment

22.9%

NEVADA

10.7%

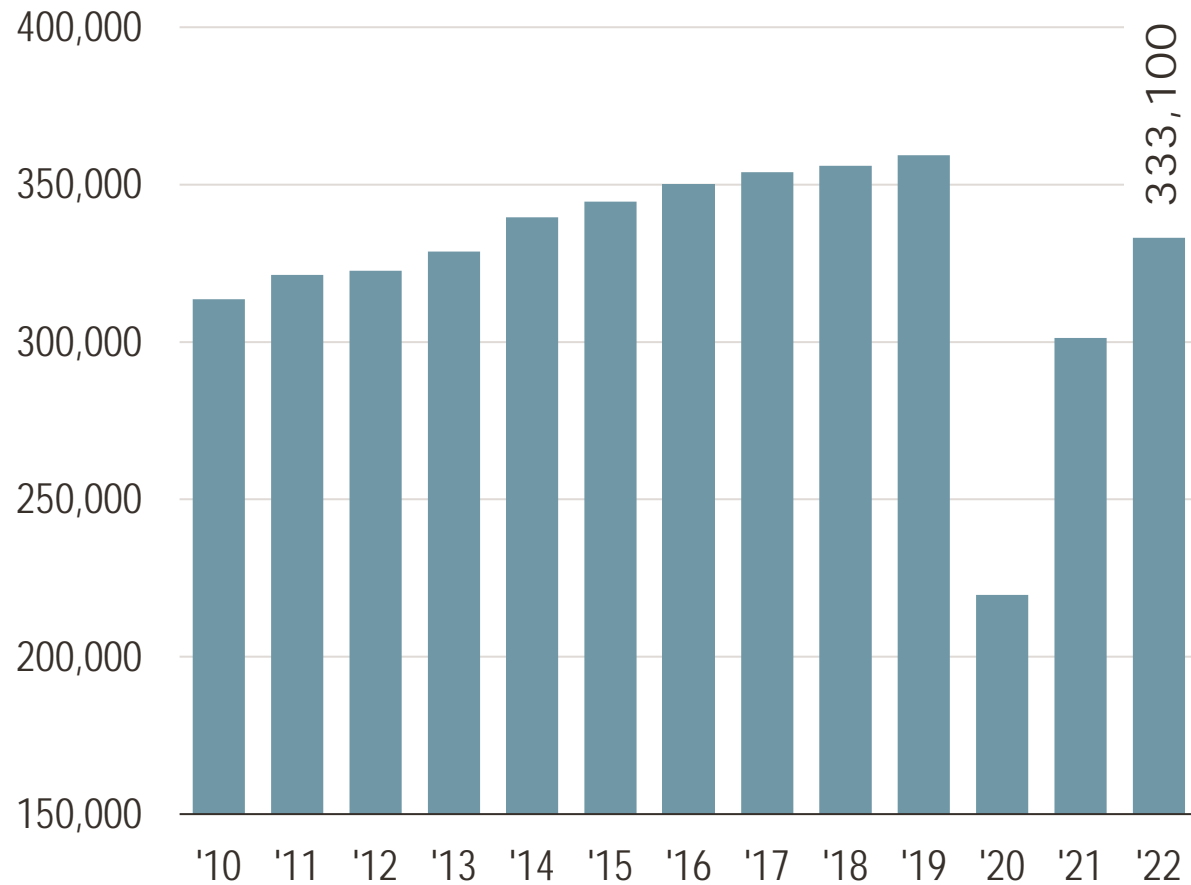
UNITED  
STATES

NEVADA EMPLOYMENT INDICATOR	FY '12	FY '22	10-YEAR GROWTH	FY '21	FY '22	ANNUAL GROWTH
Total Employment	1.2 M	1.5 M	▲ 26.5%	1.4 M	1.5 M	▲ 6.8%
Leisure & Hospitality Employment	322.6 K	333.1 K	▲ 3.3%	301.3 K	333.1 K	▲ 10.6%
Leisure & Hospitality Employment Share	28.1%	22.9%	▼ -21.1%	22.1%	22.9%	▲ 10.5%
Unemployment Rate	12.0%	5.1%	▼ -6.9%	7.9%	5.1%	▼ -13.0%

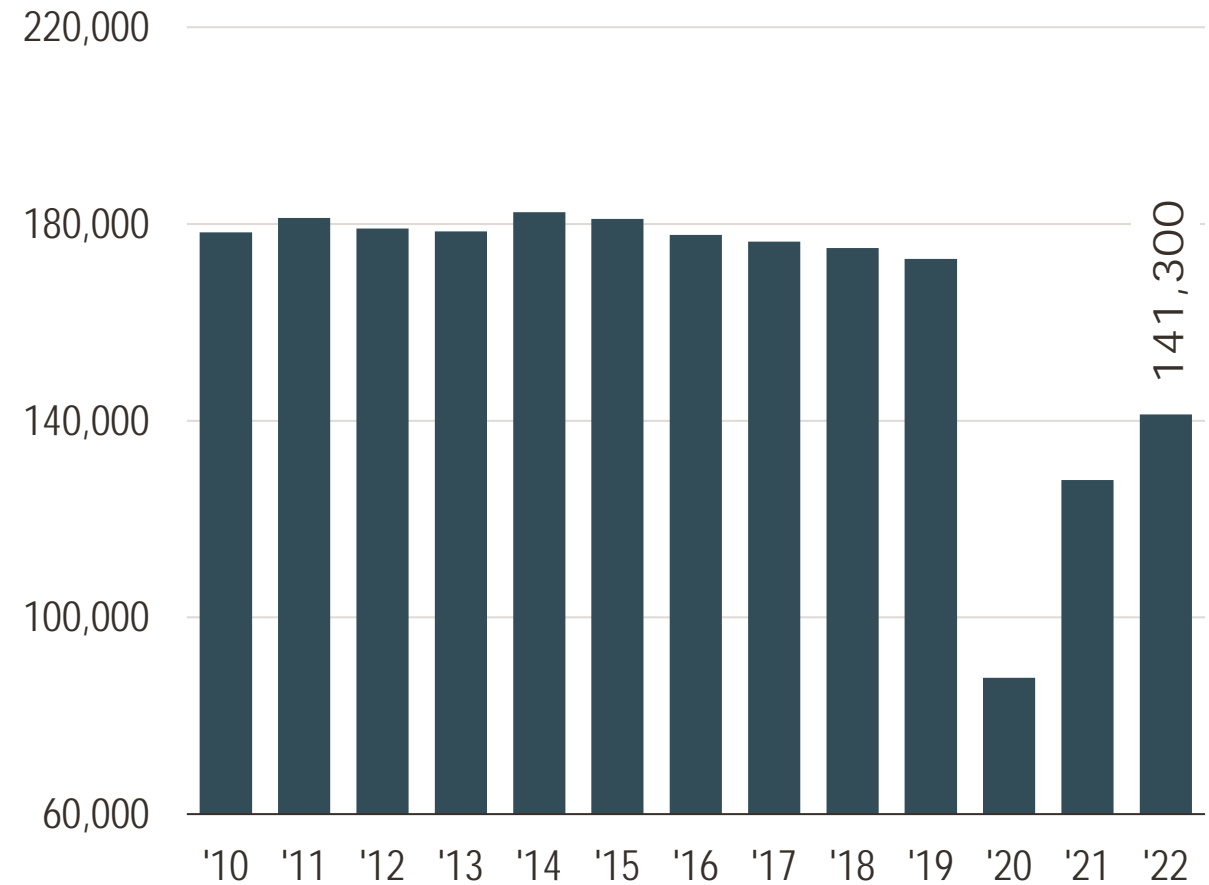
Source: U.S. Bureau of Labor Statistics; Not Seasonally Adjusted. Note: Fiscal years represented.

# Nevada's Tourism Industry Employment

## Leisure and Hospitality Employment



## Hotel-Casino Employment

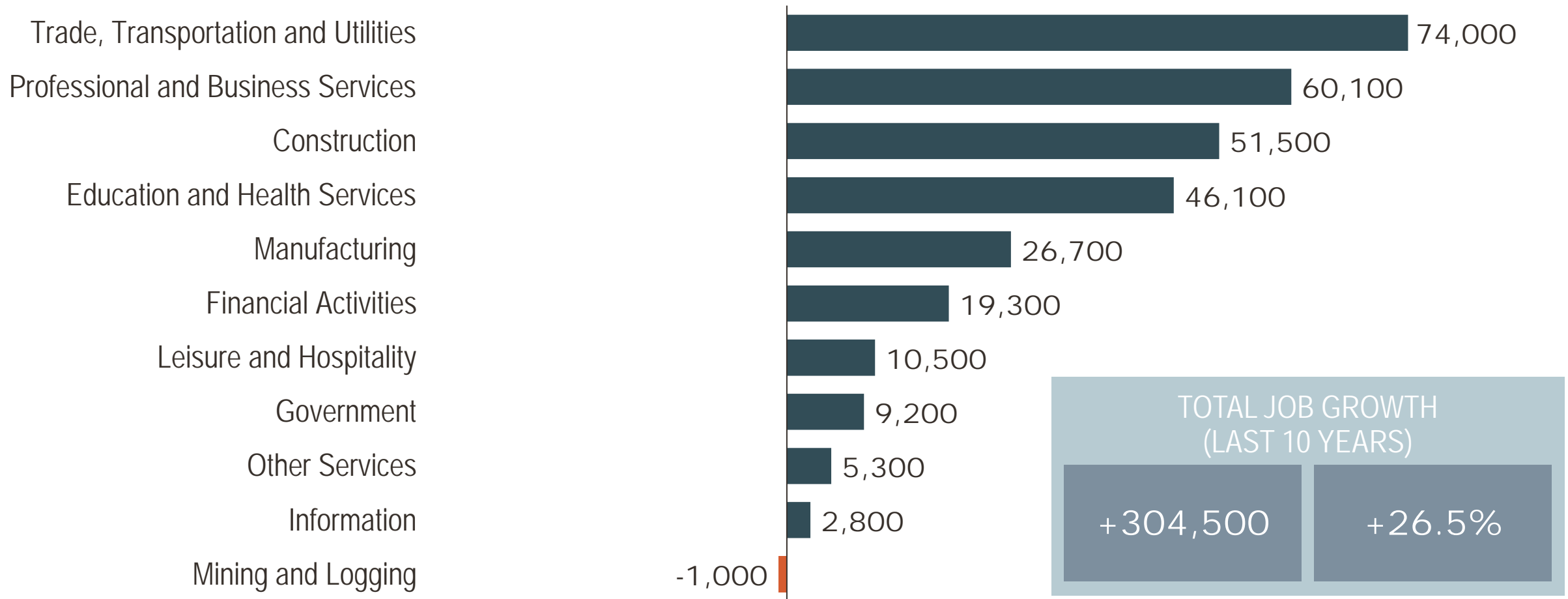


Source: U.S. Bureau of Labor Statistics; Not Seasonally Adjusted. Notes: Fiscal year represented. Hotel-casino employment is a subset of the leisure and hospitality employment industry.



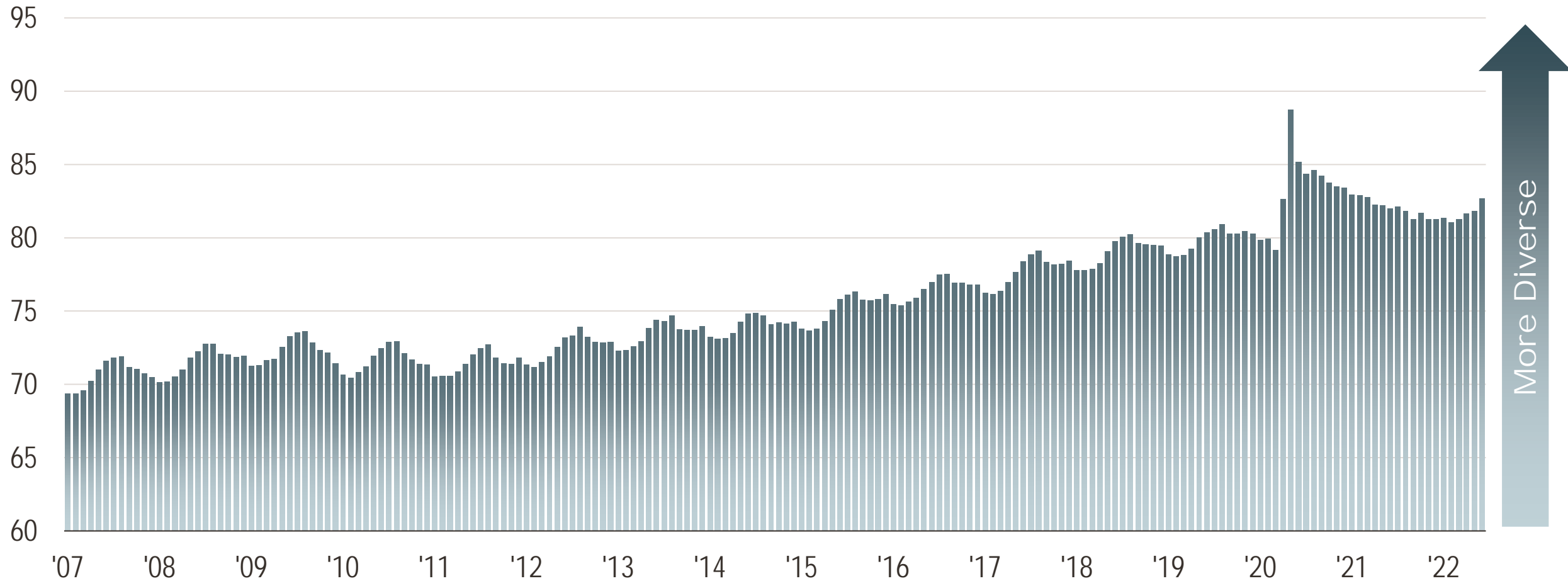
# Nevada's Diversifying Employment

*Nevada Employment Growth (Net) by Sector | Fiscal Year 2012 vs. 2022*



Source: U.S. Bureau of Labor Statistics.

# Nevada's Hachman Diversity Index



Source: U.S. Bureau of Labor Statistics and Applied Analysis. Note: To determine economic diversity, the Hachman Index compares the relative shares of the local economy to those of the national economy to identify the variances in each employment sector, also known as the location quotient. Impacts are then aggregated to create the diversity index. A score of 100 reflects a diversified economy, while a score of 0 reflects a narrow economy. The Hachman Index assumes the national economy reflects broad diversity.





# WAGE AND SALARY IMPACTS

NEVADA'S TOURISM PAYROLL  
SUPPORTS NEVADA'S FAMILIES;  
THE RIPPLE EFFECT ONLY ADDS  
TO THE STATE'S WAGES AND  
SALARIES OVERALL.

# Nevada's Tourism Industry Impacts

## 2022 Wage and Salary Impacts

Direct Wages  
and Salaries  
\$13.4 B

Indirect Wages  
and Salaries  
\$3.9 B

Induced Wages  
and Salaries  
\$4.1 B

Total Wages and Salaries Supported \$21.4 Billion

Sources: Applied Analysis and IMPLAN. Notes: The estimated economic impact figures (including direct, indirect and induced impacts) presented in this section and following sections are generally reflective of the impacts of the Nevada resort tourism industry. Figures may not sum due to rounding.



# Tourism Industry Wages and Benefits

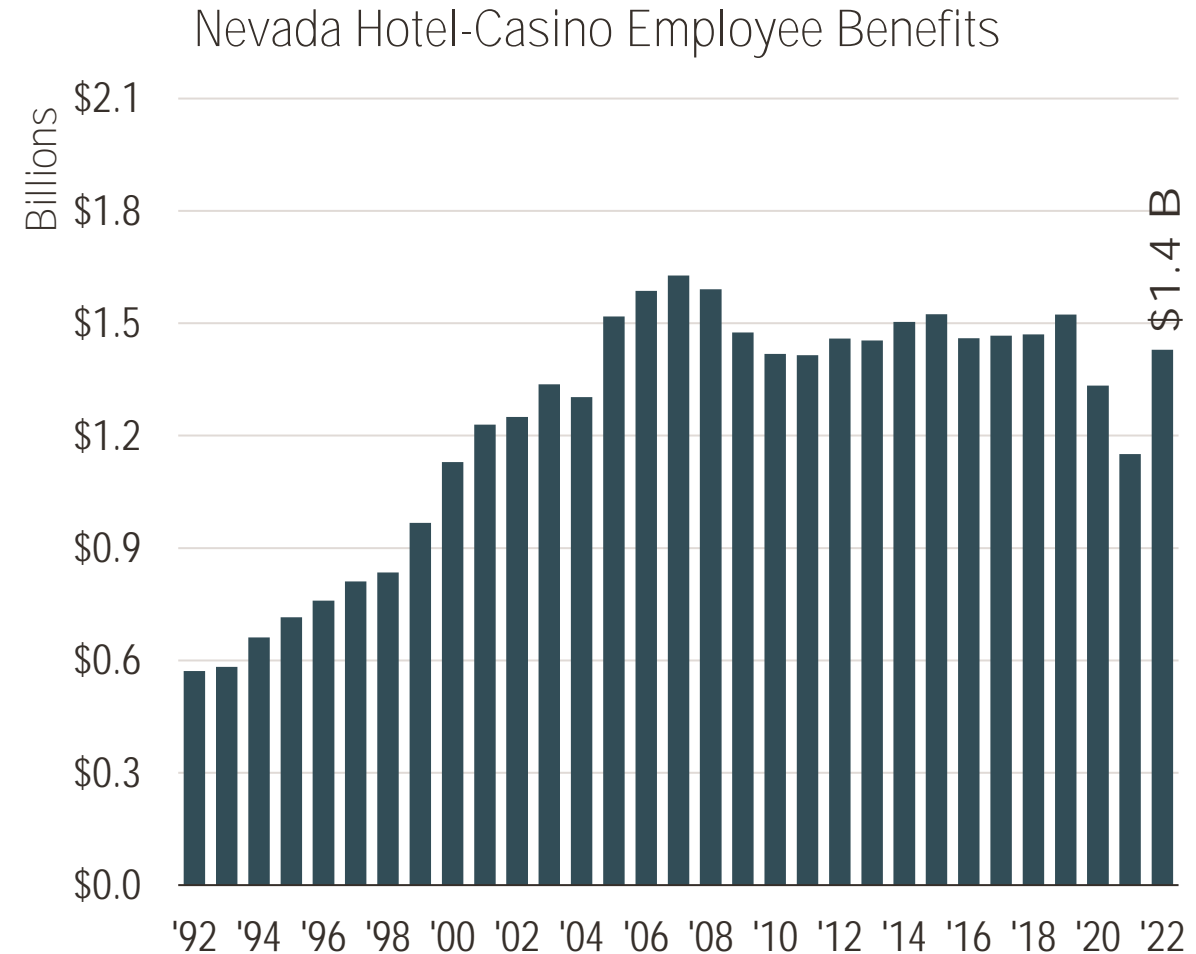
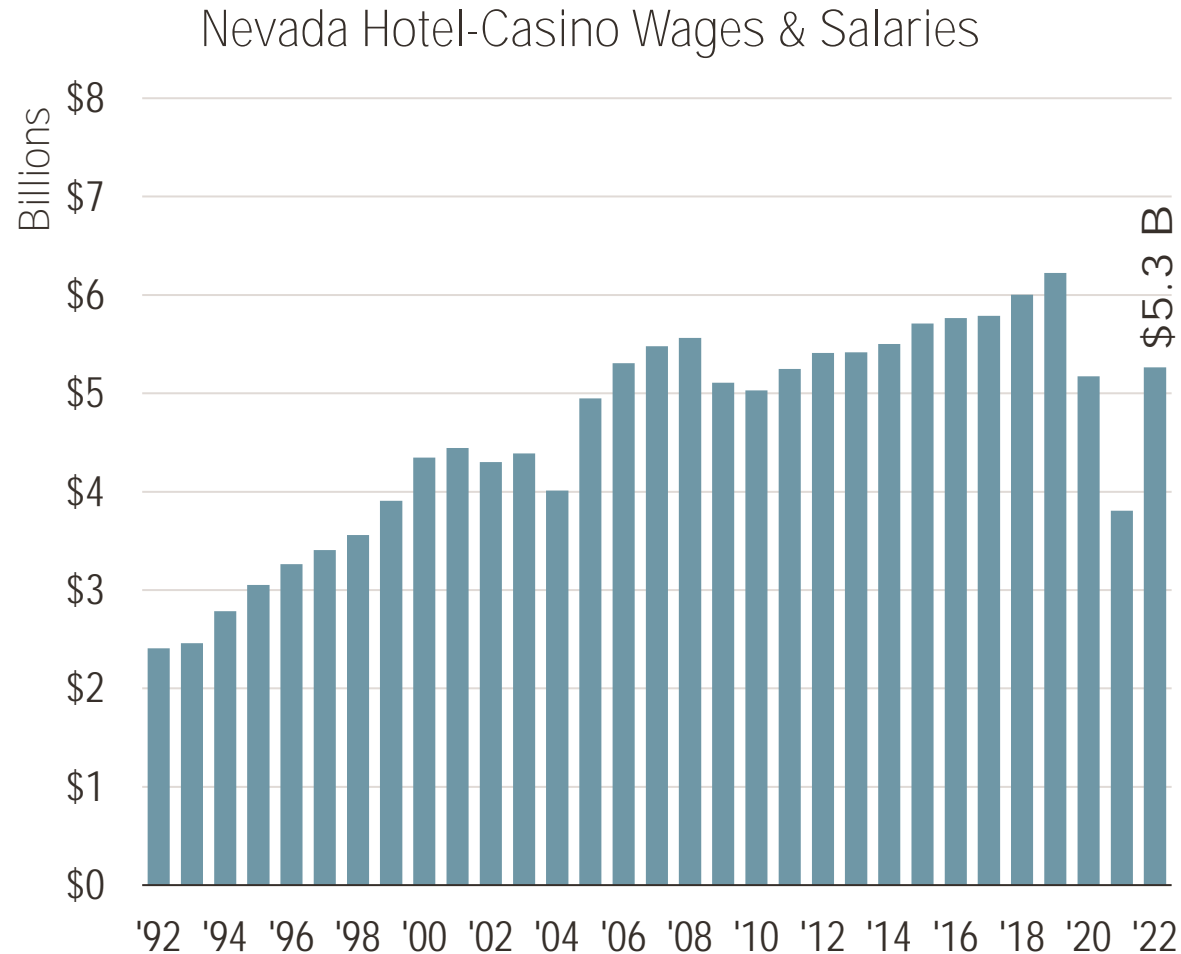
## *Nevada Gross Wages and Health Benefits Paid | Fiscal Year 2022*

	GROSS WAGES	HEALTH BENEFITS	HEALTH BENEFITS RANK
Leisure and Hospitality	\$12.20 B	\$0.98 B	1
Professional and Business Services	\$13.09 B	\$0.57 B	2
Retail Trade	\$7.09 B	\$0.41 B	3
Education and Health Services	\$7.08 B	\$0.41 B	4
Construction	\$6.45 B	\$0.37 B	5
Financial Activities	\$5.59 B	\$0.26 B	6
Manufacturing	\$3.60 B	\$0.25 B	7
Mining, Quarrying, and Oil and Gas Extraction	\$1.55 B	\$0.22 B	8
Wholesale Trade	\$3.32 B	\$0.21 B	9
Transportation and Warehousing	\$3.00 B	\$0.19 B	10
Information	\$2.14 B	\$0.13 B	11
Other Services	\$1.15 B	\$0.04 B	12
Utilities	\$0.46 B	\$0.04 B	13
Agriculture, Forestry, Fishing and Hunting	\$0.15 B	\$0.01 B	14
<b>TOTAL</b>	<b>\$66.88 B</b>	<b>\$4.08 B</b>	

Source: Nevada Department of Taxation, Modified Business Tax Statistics, Quarterly Report June 2022. Notes: Table does not include government and unclassified wages and health benefits. Reported wages and benefits in the leisure and hospitality sector totaled \$12.2 billion during fiscal year 2022; this concept differs slightly from the overall impact of the tourism industry that also accounts for visitor spending within other segments of the economy (e.g. retail). Figures may not sum due to rounding.

# Tourism Industry Wages and Benefits

*Nevada Hotel-Casino Total Payroll Expenses Exclusively*



Source: Nevada Gaming Control Board, Gaming Abstract; Non-restricted gaming licensees with \$1 million or more in gaming revenue. Note: Fiscal year represented.





# ECONOMIC OUTPUT IMPACTS AND TOTAL IMPACTS

THE TOURISM INDUSTRY'S TOTAL ECONOMIC IMPACT ON THE STATE RANKS NUMBER ONE WHILE THE INDUSTRY SUPPORTS A WIDE RANGE OF OTHER INDUSTRIES.

# Nevada's Tourism Industry Impacts

## 2022 Economic Output Impacts

Direct Economic Output  
\$51.4 B

Indirect Economic Output  
\$17.8 B

Induced Economic Output  
\$21.6 B

Total Economic Output \$90.7 Billion

Sources: Applied Analysis and IMPLAN. Notes: The estimated economic impact figures (including direct, indirect and induced impacts) presented in this section and following sections are generally reflective of the impacts of the Nevada resort tourism industry. Figures may not sum due to rounding.



# Nevada's Tourism Industry Impacts

*2022 Indirect and Induced Employment Impacts by Sector*

	INDIRECT	INDUCED	COMBINED	DISTRIBUTION
Professional and Business Services	23,236	9,417	32,653	23.4%
Trade, Transportation and Utilities	7,286	19,748	27,034	19.4%
Leisure and Hospitality	15,227	10,576	25,803	18.5%
Education and Health Services	42	17,709	17,751	12.7%
Financial Activities	6,045	9,960	16,005	11.5%
Other Services	3,518	8,168	11,686	8.4%
Information	1,898	1,151	3,049	2.2%
Government	2,249	670	2,919	2.1%
Construction	732	493	1,225	0.9%
Manufacturing	605	303	908	0.7%
Natural Resources and Mining	162	104	266	0.2%
<b>TOTAL</b>	<b>61,000</b>	<b>78,300</b>	<b>139,300</b>	<b>100%</b>

Sources: Applied Analysis and IMPLAN. Note: Figures may not sum due to rounding.

# Nevada's Tourism Industry Impacts

## 2022 Summary of Tourism Industry Impacts

	DIRECT IMPACTS	INDIRECT IMPACTS	INDUCED IMPACTS	TOTAL IMPACTS
Total Employees	246,900	61,000	78,300	386,200
Total Wage and Salary Payments	\$13.4 B	\$3.9 B	\$4.1 B	\$21.4 B
Wages Per Employee	\$54,100	\$63,600	\$52,600	\$55,300
Total Economic Output	\$51.4 B	\$17.8 B	\$21.6 B	\$90.7 B
Output Per Employee	\$208,000	\$291,500	\$276,000	\$235,000

386,200

Employees

\$55,300

Wages Per Employee

\$235,000

Output Per Employee

Sources: Applied Analysis and IMPLAN. Note: Figures may not sum due to rounding.



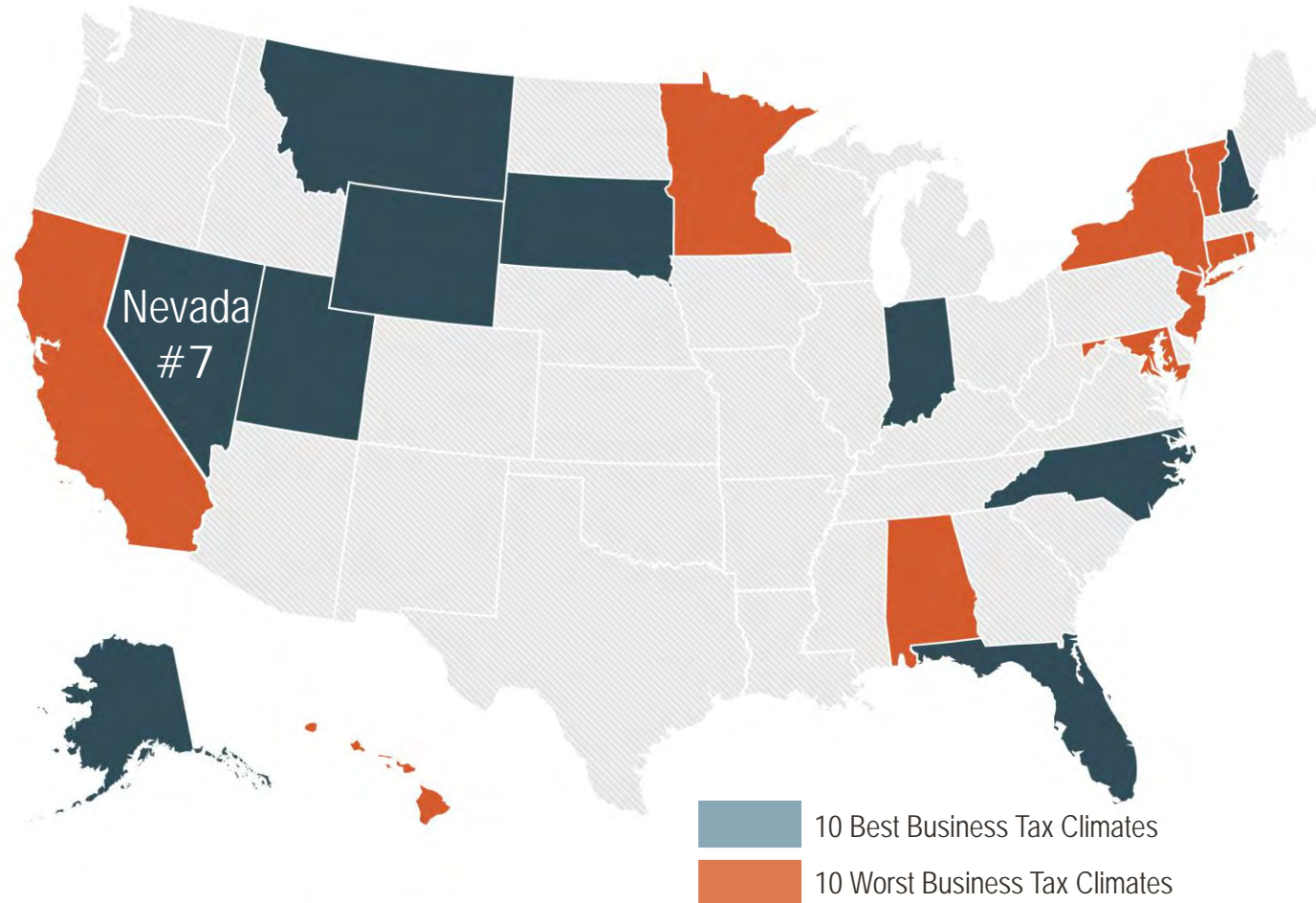


# PUBLIC REVENUE (TAX) IMPACTS

THE TOURISM INDUSTRY'S  
CONTRIBUTIONS TO THE STATE'S  
GENERAL FUND ARE SIGNIFICANT,  
AND THEY HAVE BEEN A KEY  
CONTRIBUTOR HISTORICALLY.

# Nevada's Business Environment

## 2023 State Business Tax Climate Index



10 BEST STATES	
1	Wyoming
2	South Dakota
3	Alaska
4	Florida
5	Montana
6	New Hampshire
7	Nevada
8	Utah
9	Indiana
10	North Carolina

10 WORST STATES	
41	Alabama
42	Rhode Island
43	Hawaii
44	Vermont
45	Minnesota
46	Maryland
47	Connecticut
48	California
49	New York
50	New Jersey

Source: Tax Foundation.



# General Business Taxes

## General Fund Revenue Breakdown / Fiscal Year 2022

GENERAL FUND REVENUE SOURCE*	TOTAL COLLECTIONS	HOTEL-CASINO INDUSTRY CONTRIBUTIONS	HOTEL-CASINO INDUSTRY AS A SHARE OF TOTAL
Branch Bank Excise Tax	\$2,336,987	\$0	0.0%
Business License Fee	\$119,544,202	\$10,553,135	8.8%
Cigarette Tax	\$144,068,816	\$20,085,692	13.9%
Commerce Tax	\$281,881,659	\$51,792,352	18.4%
Gaming Taxes	\$1,005,266,246	\$1,005,266,246	100.0%
Governmental Services Tax	\$26,430,864	\$12,528,229	47.4%
HECC Transfer (Higher Education Capital Fund)	\$5,000,000	\$5,000,000	100.0%
Insurance Taxes	\$518,019,351	\$45,729,763	8.8%
Liquor Tax	\$50,392,542	\$12,916,204	25.6%
Live Entertainment Tax	\$139,155,695	\$99,350,089	71.4%
Mining Taxes and Fees	\$108,188,852	\$0	0.0%
Modified Business Tax (MBT) – Financial	\$46,057,764	\$0	0.0%
Modified Business Tax (MBT) - Mining	\$20,811,778	\$0	0.0%
Modified Business Tax (MBT) – Nonfinancial [1]	\$688,802,229	\$108,053,502	15.7%
Other Tobacco Tax	\$35,755,018	\$4,984,870	13.9%
Transportation Connection Excise Tax	\$28,464,128	\$9,962,445	35.0%
Real Property Transfer Tax [2]	\$177,690,923	\$0	0.0%
Sales and Use Tax	\$1,679,871,809	\$458,333,353	27.3%
Total Tax Revenue	\$5,077,738,862	\$1,844,555,879	36.3%
Other Revenue	\$361,596,243	\$65,087,148	18.0%
<b>TOTAL</b>	<b>\$5,439,335,105</b>	<b>\$1,909,643,027</b>	<b>35.1%</b>

Sources: Economic Forum; Las Vegas Convention and Visitors Authority; Nevada Gaming Control Board, Quarterly Statistical Report; Department of Taxation; Nevada Department of Employment, Training and Rehabilitation; and Applied Analysis. Notes: \*Reflects collections within the Nevada General Fund and excludes taxes, fees and other charges that inure to the benefit of other state and local municipalities; [1] The modified business tax is a tax on gross payroll, less a deduction for employer-provided health care coverage. Because the hotel-casino industry provides such a significant share of these benefits to its employees, the industry's share of modified business tax collections is lower than its share of employees; [2] Assumed to be zero due to a lack of available data.

# Largest Ad Valorem (Property) Taxpayers

## Clark County

RANK	TAXPAYER	ASSESSED [1]	APPRAISED [2]
1	Vici Properties Inc.	\$4.00 B	\$11.42 B
2	The Blackstone Group	\$1.99 B	\$5.68 B
3	Caesars Entertainment Corp.	\$1.17 B	\$3.34 B
4	Wynn Resorts Limited	\$0.93 B	\$2.65 B
5	Station Casinos LLC	\$0.88 B	\$2.50 B
6	Genting Group	\$0.73 B	\$2.10 B
7	MGM Resorts International	\$0.58 B	\$1.65 B
8	Howard Hughes Corp.	\$0.55 B	\$1.56 B
9	Boyd Gaming Corporation	\$0.49 B	\$1.40 B
10	Ruffin Companies	\$0.46 B	\$1.31 B

RANK	TAXPAYER	ASSESSED [1]	APPRAISED [2]
11	Universal Health Services Inc.	\$0.36 B	\$1.02 B
12	Las Vegas Sands Corp.	\$0.39 B	\$1.11 B
13	Hilton Grand Vacations	\$0.32 B	\$0.92 B
14	Prologis	\$0.31 B	\$0.88 B
15	Brookfield Property Partners	\$0.29 B	\$0.82 B
16	Picerne Real Estate Group	\$0.28 B	\$0.81 B
17	Invitation Homes	\$0.28 B	\$0.80 B
18	Harsch Investment Properties	\$0.28 B	\$0.80 B
19	Ovation Development Corp.	\$0.27 B	\$0.77 B
20	World Market Center Las Vegas	\$0.25 B	\$0.72 B

Sources: Clark County's Assessor's Office, Secured and Unsecured Tax Rolls. Notes: [1] Assessed value reflects 35 percent of appraised value. [2] Appraised value reflects the cash value of land and replacement cost of improvements. Taxpayers, such as NV Energy, who are centrally assessed are not included in the list above.



# Largest Ad Valorem (Property) Taxpayers

## Washoe County

RANK	TAXPAYER	ASSESSED [1]	APPRAISED [2]
1	Apple Inc.	\$121.52 M	\$347.19 M
2	Peppermill Casinos Inc.	\$117.86 M	\$336.74 M
3	Dodge Flat Solar LLC	\$76.42 M	\$218.35 M
4	Gage Village Commercial Dev.	\$65.02 M	\$185.76 M
5	Toll NV Limited Partnership	\$58.18 M	\$166.23 M
6	Fish Springs Ranch LLC	\$54.69 M	\$156.27 M
7	Golden Road Motor Inn Inc.	\$51.88 M	\$148.24 M
8	Icon Reno Prop. Owner Pool 3NE	\$49.16 M	\$140.46 M
9	MPT of Reno LLC	\$48.18 M	\$137.66 M
10	Circus & Eldorado Joint Venture	\$40.41 M	\$115.46 M

RANK	TAXPAYER	ASSESSED [1]	APPRAISED [2]
11	Lennar Reno LLC	\$35.83 M	\$102.38 M
12	Incline Hotel LLC	\$34.46 M	\$98.46 M
13	Red Sparks SPE LLC	\$33.46 M	\$95.60 M
14	AGNL Slots LLC	\$31.57 M	\$90.21 M
15	Sparks Family Hospital	\$31.17 M	\$89.07 M
16	Turquoise Solar LLC	\$31.17 M	\$89.07 M
17	Icon Reno Prop. Owner Pool 6W	\$26.51 M	\$75.74 M
18	Charles River Laboratories Inc.	\$25.66 M	\$73.31 M
19	CP Logistics NVCC IV LLC	\$25.30 M	\$72.29 M
20	Smooth Bourbon LLC	\$24.34 M	\$69.55 M

Sources: *Washoe County Assessor's Office, Real Property Assessment Roll*. Notes: [1] Assessed value reflects 35 percent of appraised value. [2] Appraised value reflects the cash value of land and replacement cost of improvements. Taxpayers, such as NV Energy, who are centrally assessed are not included in the list above.

# Industry-Specific Taxes

## *Gaming and Other Industry-Specific Fees and Tax Collections | Fiscal Year 2022*

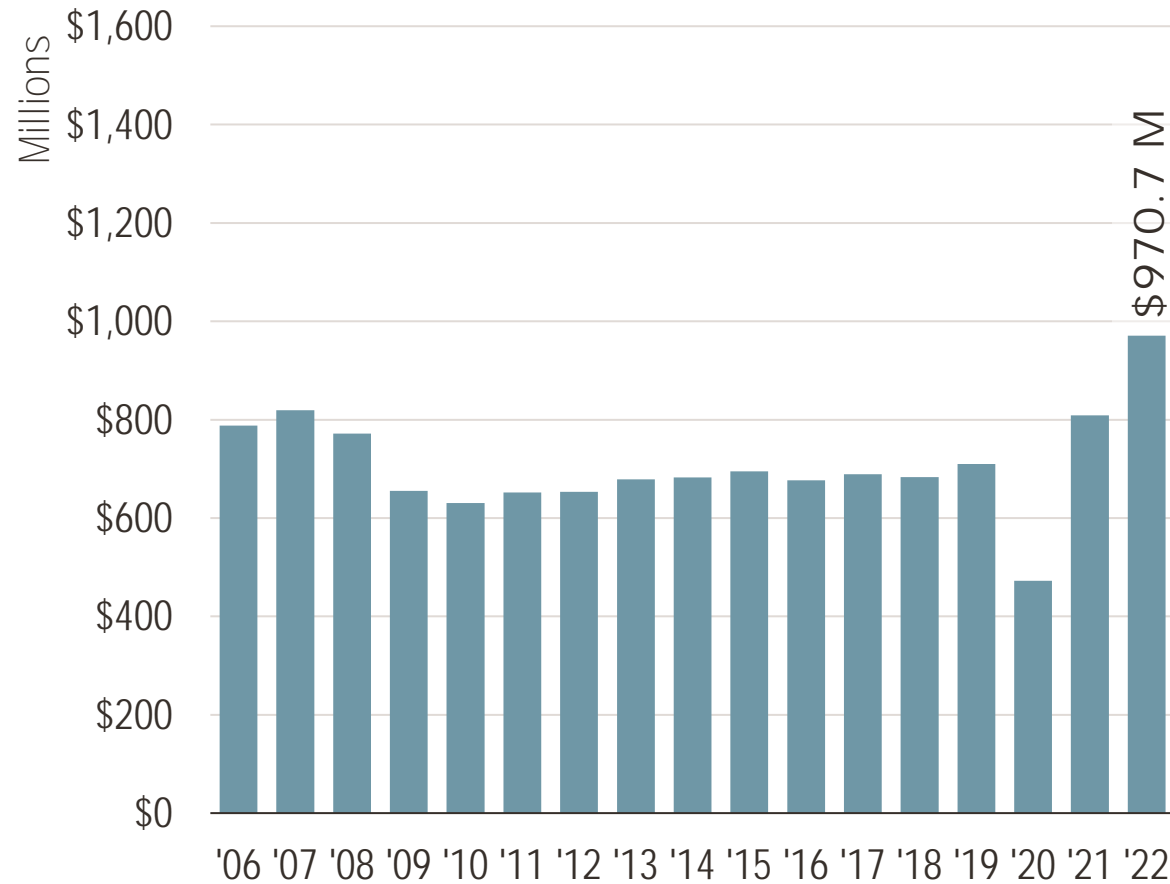
TYPE OF FEE/COLLECTION	TAX COLLECTIONS	SHARE OF TOTAL
Percentage Fees Collections	\$970,726,929	45.8%
Transient Lodging (Room) Tax <sup>[1]</sup>	\$949,876,024	44.9%
Live Entertainment Tax Collections	\$99,350,089	4.7%
Quarterly Nonrestricted Slot Collections	\$10,149,080	0.5%
Quarterly Game Fee Collections	\$5,466,294	0.3%
Quarterly Restricted Slot Collections	\$8,461,653	0.4%
Annual Slot Tax Collections	\$37,315,025	1.8%
Annual Game Fee Collections	\$2,142,533	0.1%
Other Fee Collections	\$34,056,289	1.6%
<b>TOTAL FEES/COLLECTIONS</b>	<b>\$2,117,543,916</b>	<b>100.0%</b>

Sources: Nevada Gaming Control Board, Quarterly Statistical Report; and Applied Analysis. Notes: The gaming industry pays all of the taxes paid by businesses generally, as well as these levies. Figures may not sum due to rounding. Tax collections reflect data sourced to the Quarterly Statistical Report and may differ slightly from the State General Fund reporting. [1] Estimated due to varying tax rates by jurisdiction.

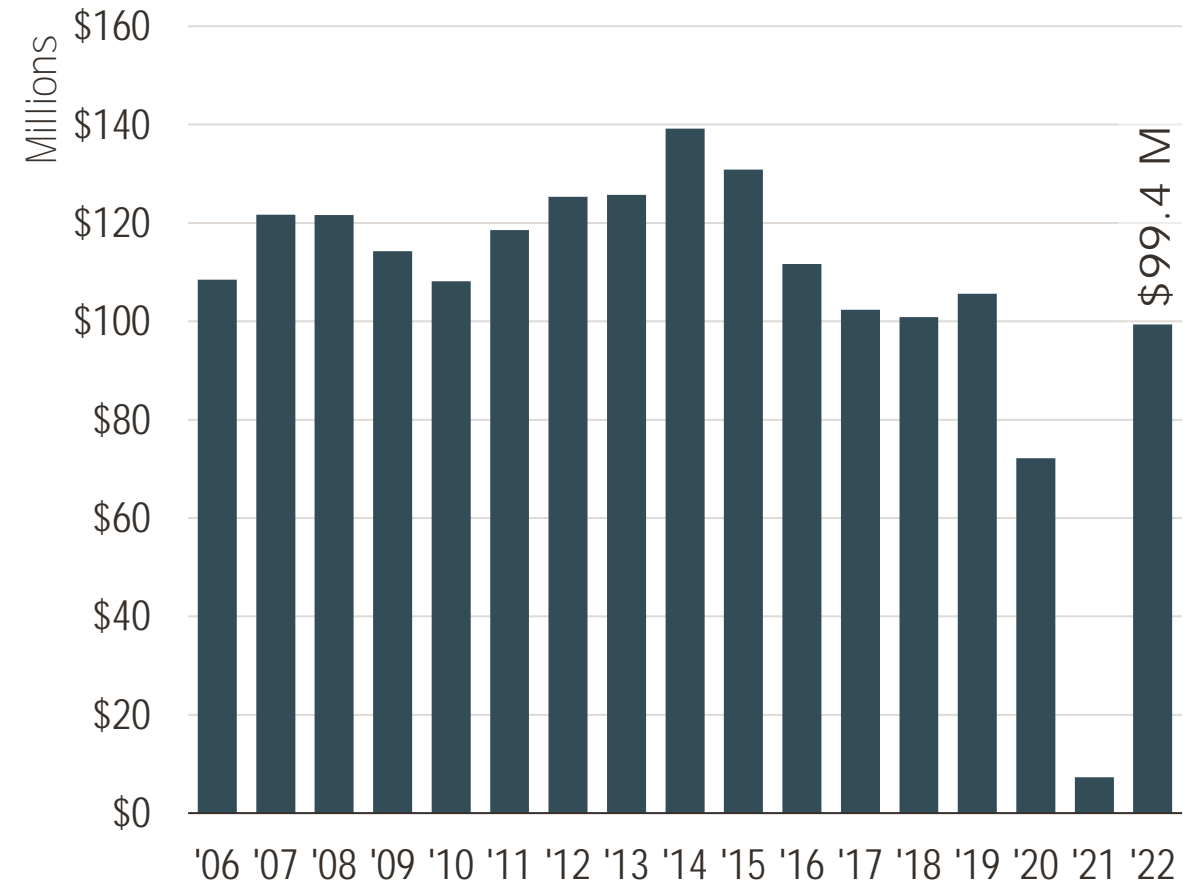


# Industry-Specific Taxes

Percentage Fees (Gaming Tax) Collections



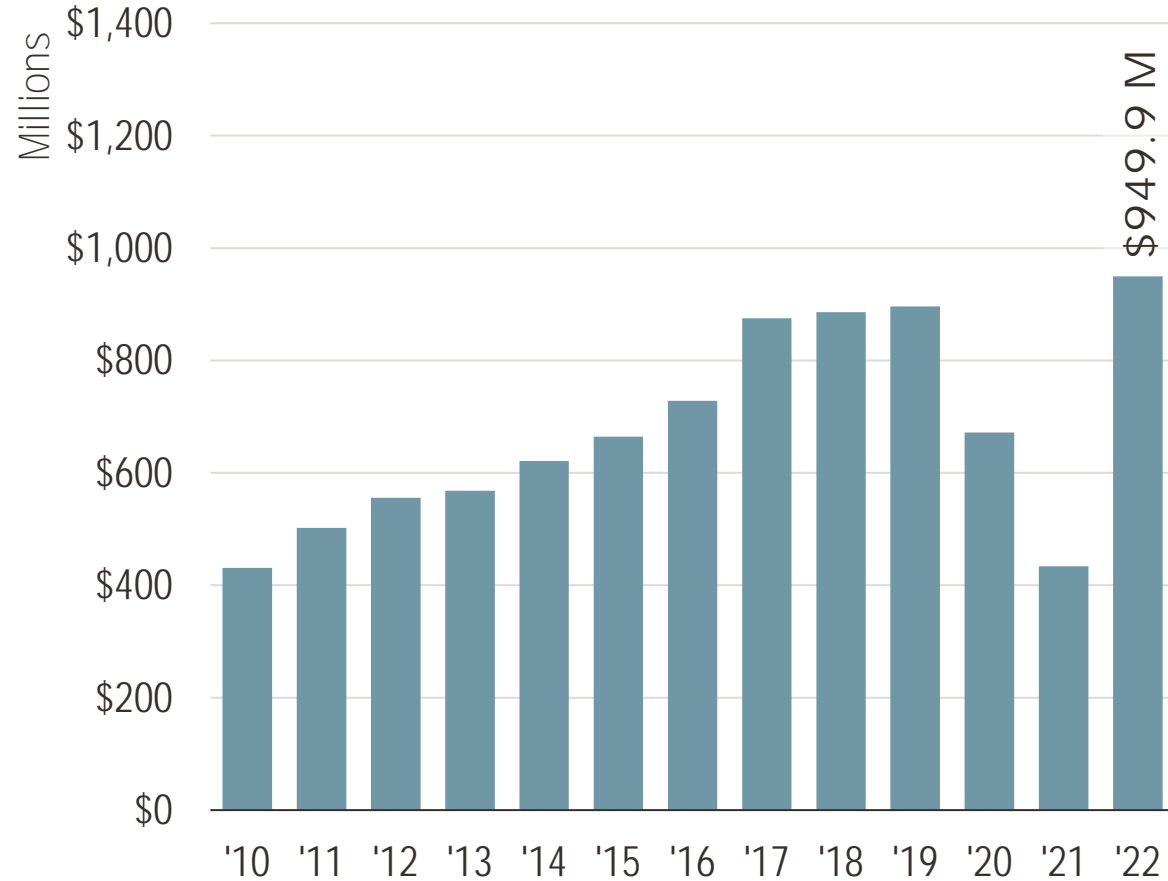
Live Entertainment Tax Collections



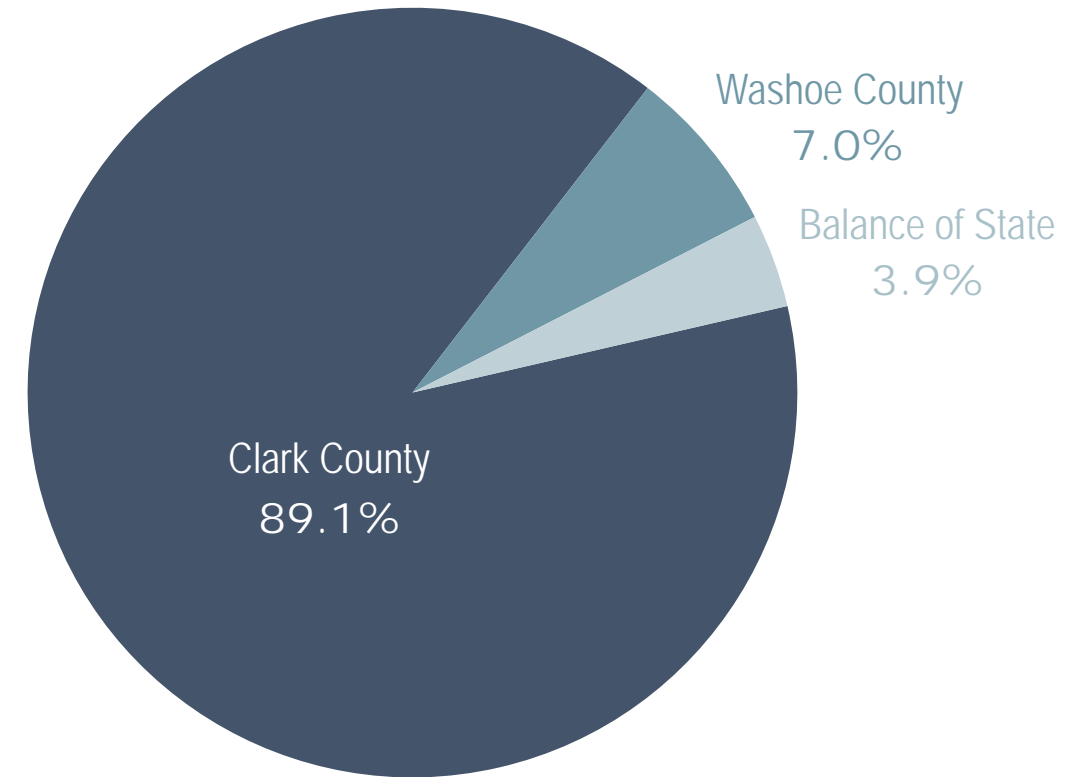
Source: Nevada Gaming Control Board, Quarterly Statistical Report. Note: Fiscal year represented.

# Industry-Specific Taxes

## Room Tax Collections



## Origin of Room Tax Collections



Sources: Nevada Department of Taxation.



# Southern Nevada Room Tax Revenue

## *Fiscal Year 2022*

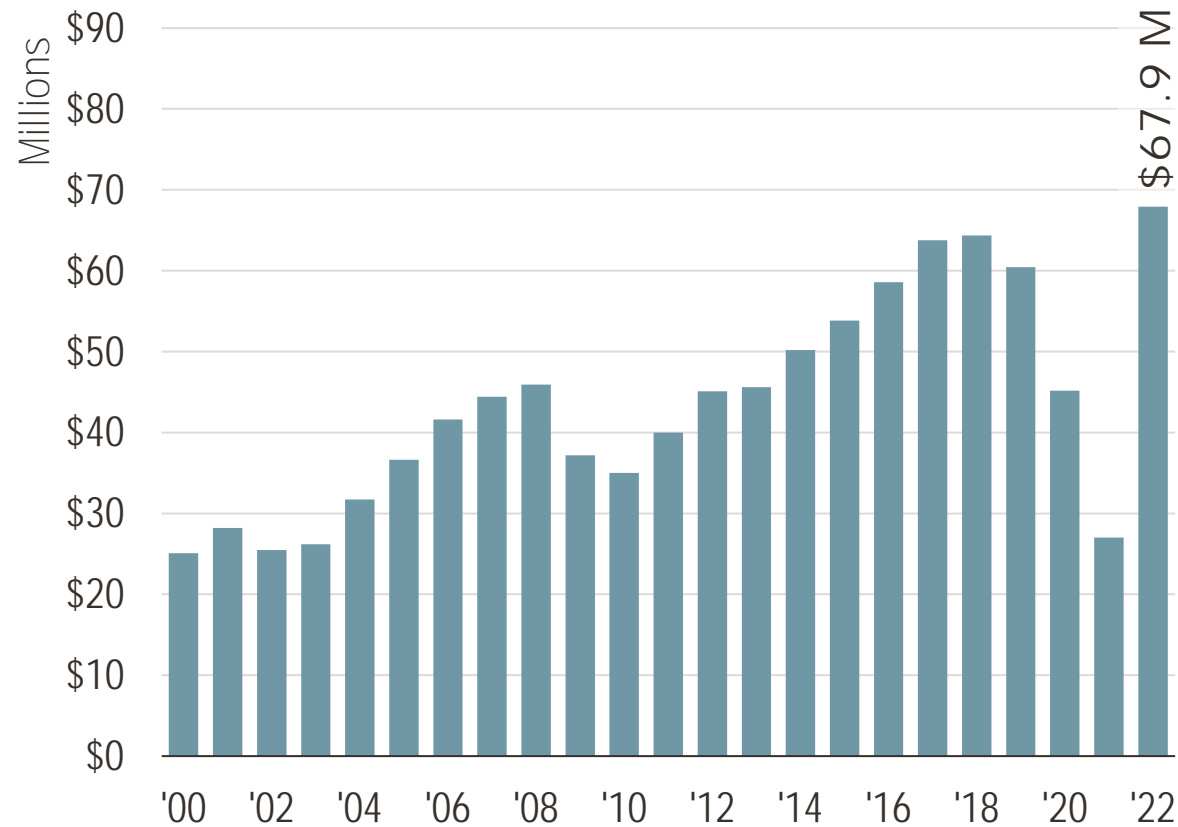
	TAX RATE	SHARE OF TAX	AMOUNT
Las Vegas Convention and Visitors Authority - General Fund and LVCCD Capital Fund	4% - 5%	39.4%	\$333.6 M
State of Nevada - Education	2% - 3%	22.4%	\$189.3 M
Clark County School District - Capital Projects	1.625%	12.5%	\$106.2 M
Local Jurisdictions - General Fund	0.0% - 2%	8.7%	\$73.3 M
Clark County Transportation	1.0%	8.0%	\$67.9 M
Las Vegas Stadium Authority	0.0% - 0.88%	6.2%	\$52.3 M
State General Fund - Tourism	0.375%	2.8%	\$23.7 M
<b>TOTAL ROOM TAX</b>	<b>12% - 13.88%</b>	<b>100.0%</b>	<b>\$846.3 M</b>

Sources: Nevada Department of Taxation; Las Vegas Convention and Visitors Authority; and Applied Analysis.

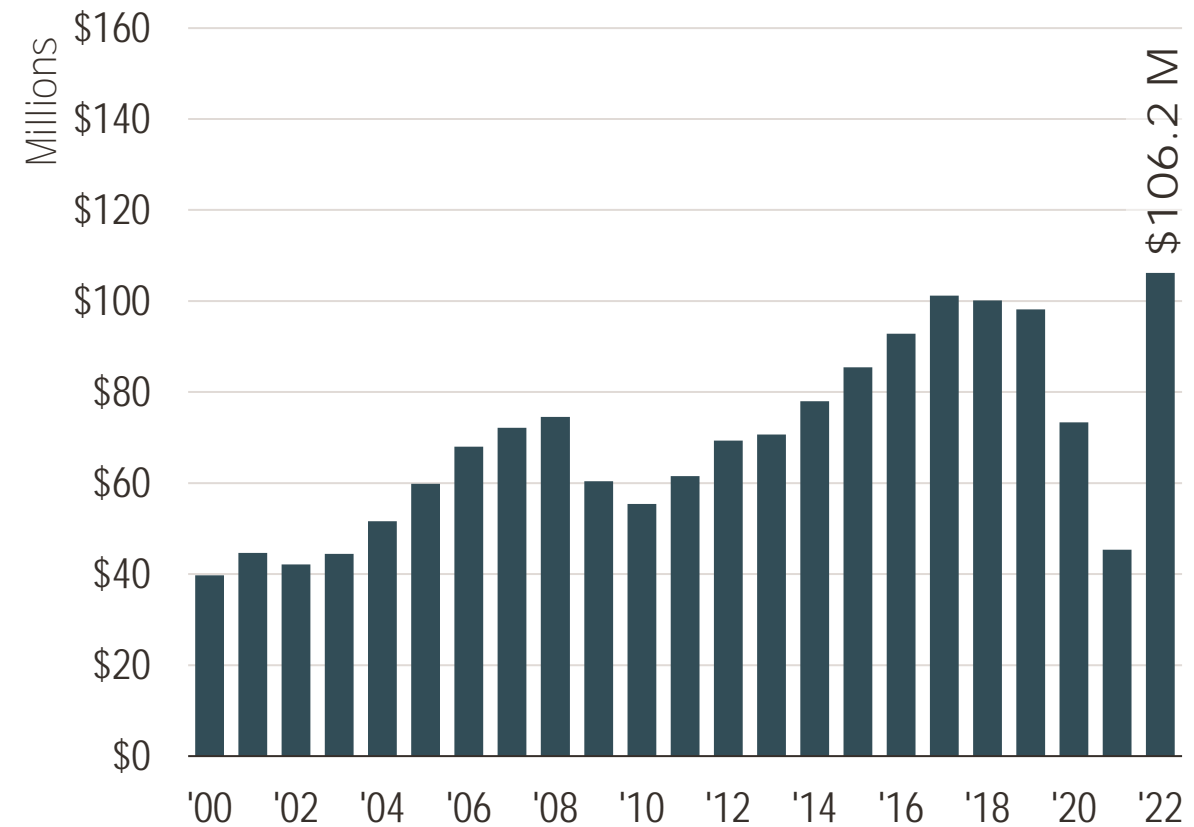
Notes: Room tax amounts and allocations are preliminary and subject to change given the timing of this publication. Figures may not sum due to rounding.

# Southern Nevada Room Tax Revenue

Revenues Generated  
for Transportation



Revenues Generated for  
Clark County School District Capital Projects



Sources: Nevada Department of Taxation; Las Vegas Convention and Visitors Authority; and Applied Analysis.

Notes: Revenues reflect the Clark County transportation component only and do not include Nevada Department of Taxation bonds. Fiscal year represented.



# Northern Nevada Room Tax Revenue

## *Fiscal Year 2022*

	TAX RATE	SHARE OF TAX	AMOUNT
Reno-Sparks Convention and Visitors Authority - General Fund, Conv. Center Debt, City/Civic Center	8.625%	73.3%	\$48.6 M
City of Reno	2% - 4.5%	14.8%	\$9.8 M
State of Nevada	0.375% - 1.375%	8.4%	\$5.6 M
City of Sparks	0% - 2.5%	2.6%	\$1.7 M
Washoe County	0% - 1%	1.0%	\$0.7 M
<b>TOTAL ROOM TAX</b>	<b>13.0% - 13.5%</b>	<b>100.0%</b>	<b>\$66.4 M</b>

Source: Reno-Sparks Convention and Visitors Authority, Popular Annual Financial Report.

Notes: Room tax amounts and allocations are preliminary and subject to change given the timing of this publication. Figures may not sum due to rounding.



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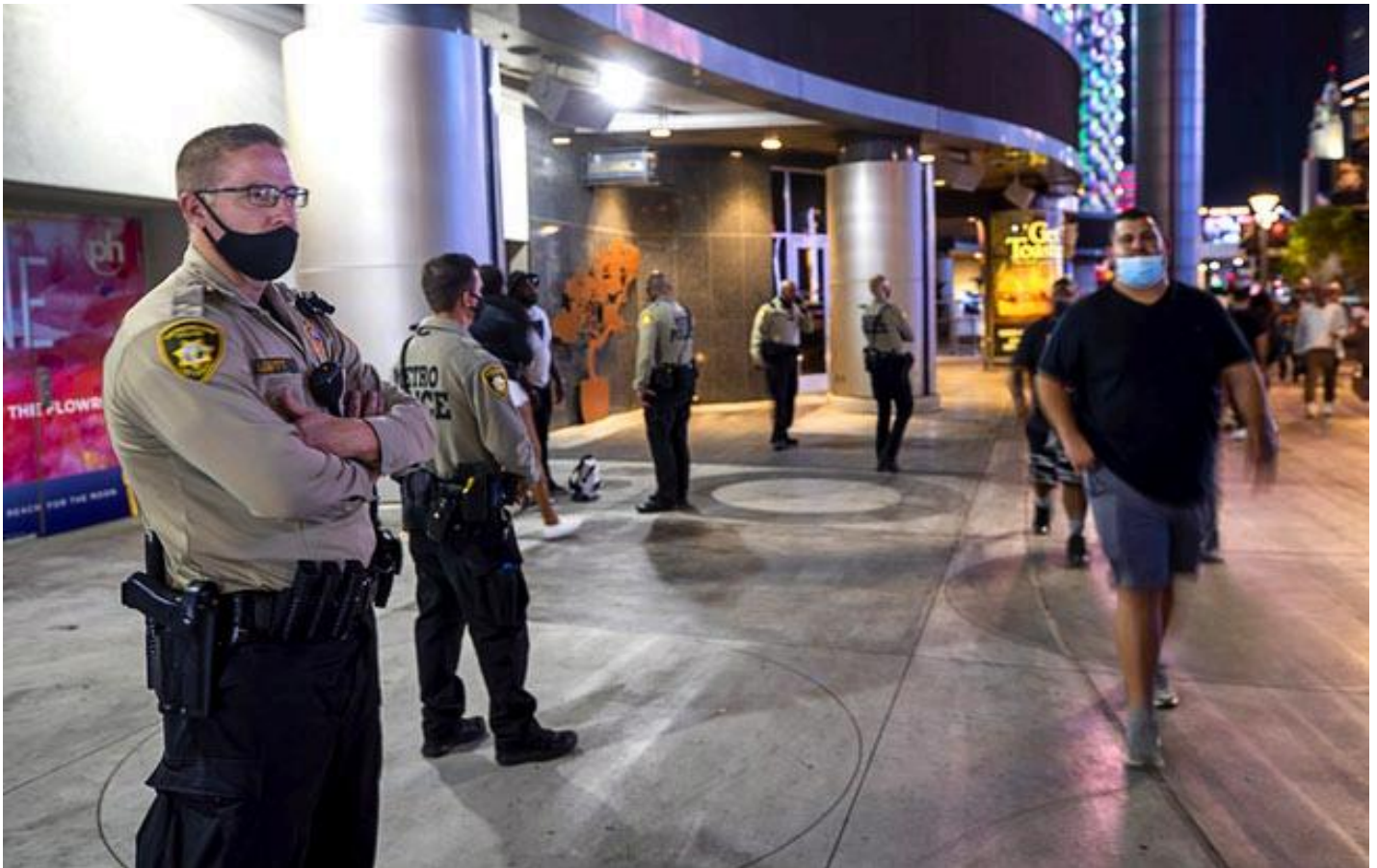


# **EXHIBIT 15**

**Ricardo Torres-Cortez, *With Metro*  
*gaining upper hand on Strip violence,*  
*visitors feel safe again, Las Vegas Sun,*  
**dated Oct. 31, 2020****



# With Metro gaining upper hand on Strip violence, visitors feel safe again



Metro Police officers take up a position outside Planet Hollywood as an officer talks with a man Saturday, Oct. 24, 2020. Photo by: [Steve Marcus](#)

By [Ricardo Torres-Cortez](#)

Saturday, Oct. 31, 2020 | 2 a.m.



[VIEW GALLERY](#)



## Increased Police Presence on Strip

Law enforcement officers in tan, yellow, seaweed green and navy blue uniforms are patrolling the walkways on the Las Vegas Strip during this late evening.

The multiagency effort has situated police at every corner, up and down Las Vegas Boulevard. Additionally, Metro Police cruisers with their red and blue patrol lights flashing are parked sporadically along the Strip in a show of force.

The heavy presence is part of a concentrated strategy to nip an unusual spike in violent crime in the tourist corridor and, more important, reassure visitors that Las Vegas is safe.

More than 10 brawls and shootings have occurred since the middle of September on the Strip, and footage of the mayhem has gone viral online, prompting concern from law enforcement and resort leaders who are working to attract business back to the Strip following COVID-19 closures.

It's simple: If tourists don't feel safe, they'll stop coming.

Locals and visitors want a sense of safety, and Metro is doing everything to make that happen, said Capt. Dori Koren, who oversees Metro's Convention Center Area Command, which envelops the Strip and its surrounding areas. Last weekend, that included calling in support from other area law enforcement agencies.

"Whether a criminal is used to being in another city where they can commit a shooting or a stabbing and get away with it for a long period of time, that doesn't happen in Las Vegas," he said.

On what appeared to be a mostly peaceful Saturday night, the diverse, mostly masked crowd of families and revelers coexisted with the increased police presence. Some greeted the officers; others took pictures with them.

Most important, after four consecutive weekends with episodes of violence on the Strip, no shootings or fights broke out.

A couple of men approached to chat with Metro Lt. Jose Hernandez, who then waved at a little girl, asking if she was having fun.

"We want to make sure they are all safe," Hernandez said.

Standing on a pedestrian bridge, Relly Watson of East Chicago, Ind., said he was in Las Vegas for a couple days with his family to celebrate his 29th birthday. Although he heard about the violent incidents on the Strip before his trip, it didn't deter him from coming here to celebrate.

“They went from three police to 20, look!” he said, pointing out the heavy police presence below the bridge. “Yeah, they’re doing a hell of a job right now. Keep it up.”

Wes Campbell, visiting with his wife, Jess, from a small town in Missouri, had a similar assessment. “I feel like the police are doing a good job,” he said. “They’ve done good, I feel safe with them out.”

The pandemic hasn’t stopped the couple’s travel, visiting 12 states in 10 days recently. “It’s probably better here than it was in most places,” Wes Campbell said, noting that Las Vegas and the not-so-stringent restrictions make it feel normal. “You have to be able to do something or your town is going to dry up.”

As portions of the Strip were reopening in June, Koren said Clark County Sheriff Joe Lombardo made it a priority to assure that it was done in the safest way possible.

But as more resorts reopened, and more visitors made their way to Las Vegas, Metro began to notice violence increase, and locals began to complain that they didn’t feel safe going to the Strip.

Koren said most violent crime offenses have been committed by out-of-staters.

But he noted that social media videos don’t fully grasp what’s happening on the Strip. Some are older and recirculated, making it appear as if the situation is worse than the reality.

Still, he stressed, a single violent incident is too many.

“It was critically important that we did the best we could to (help) strengthen the economic engine in our state, which is the tourist corridor,” Koren said.

“Operation Top Gun,” a 30-day effort that went on until Sept. 15, netted 63 illegal gun confiscations on the Strip and its surrounding area, said Koren, calling the operation a success.

Then came a series of seven shootings with eight gunshot victims beginning Sept. 19. That brought on Metro's “Operation Persistent Pressure,” and no gunfire has been reported on the Strip since Oct. 11.

The new approach aims to deter crime through omnipresence, Koren said. His substation has increased its collaboration with the department, thousands of resort security officers, the Clark County School District police and the Nevada Highway Patrol, which have deployed officers and troopers to the Strip.

Compared to this time in 2019, overall violent crime is up 7% in the areas Koren oversees, Metro statistics ending on Oct. 24 show.



But six weeks into the latest strategy, “We’re trending in the right direction,” Koren said Wednesday.

The direction is a 11% decrease in overall violent crime compared to the previous month on and near the Strip, including a 12% drop in aggravated assaults, and a 9% decline in robberies; rapes have plummeted 38%, he said.

“As long as we continue to do what we’ve been doing and these partnerships continue,” Koren said. “I think that the problem A: is starting to get resolved; and B: as long as we continue to do it, it will ultimately be resolved in a short time. That’s our hope, that’s our plan.”

“We still have a lot of work to do,” Koren added. “And we will.”

Officers have been more proactive with Strip visitors, whether it’s stopping people suspected of crimes and violations, Koren said, or friendly interactions with the tourists.

“Sometimes that leads to being able to prevent crime as well,” Koren said.

On this Saturday, several Clark County School District police K9 officers stood near the pedestrian bridge on Flamingo Road, Sgt. Bryan Zink said. The dogs were on hand to sniff abandoned items, such as backpacks, he said.

Although the K9 unit hadn’t recovered any guns, it was another sign of the officers' presence on the Strip.

“If they ask, we assist,” Zink said about Metro. “Because they do the same thing for us. ... We have a great partnership with our law enforcement community in Southern Nevada, and we just want to keep that going. Because ultimately it’s for everybody’s safety.”

Resorts have also increased security measures, including some requiring patrons to go through a metal detector and checking bags before allowing them onto the property.

The Cosmopolitan partnered with Metro earlier in the month to station officers at every entrance and assist with security.

On Fridays and Saturdays, the Cosmo only grants entry to hotel guests, people with a food or beverage reservation or gamblers with a players card. The resort is also using metal detectors and checking hand-held bags.

“These enhanced procedures are a continuation of our dedicated effort to protect the health and safety of all those who enter the resort,” resort officials said in a statement.

The goal, after all, is for visitors to safely enjoy their experience — and continue to have fun.

“This is the best vibe ever. I ain’t scared of this at all,” Watson said.



# EXHIBIT 16

**Jay Jones, *Las Vegas' new safety features?*  
*The city wants to stay fun -- and secure,*  
LA Times, dated July 12, 2019**



## TRAVEL &amp; EXPERIENCES

# Las Vegas' new safety features? The city wants to stay fun -- and secure

By Jay Jones

July 12, 2019 9:32 AM PT

[Las Vegas](#) is on a self-improvement kick. The city wants to keep the vibe fun but also make sure the 42 million visitors who come each year feel safe. Vegas is adding thousands of metal traffic barriers to protect the Strip's sidewalks from careening cars, and new pedestrian bridges to keep crowds moving on crowded streets.

“Obviously, we’re an economy that’s based on tourism, so we want that whole visitor experience ... to be very positive,” said deputy chief Andy Walsh of the Las Vegas Metropolitan Police Department.

The most visible safety upgrade is the addition of bollards -- 5-foot-high metal posts anchored by rebar and sunk into 12 inches of concrete -- being installed this month on sidewalks along the Strip. When completed, 4,600 posts will guard a six-mile stretch of Las Vegas Boulevard between Sahara Avenue and the [Las Vegas welcome sign](#).

“They’re made [to stop] a flatbed truck,” said Jimmy Floyd, a construction manager with the Clark County Department of Public Works. “You know, a typical truck hauling material, traveling at 55 miles an hour.”

Some posts were first installed in 2017 and already have averted at least one incident.

On June 7, a car driven by an alleged drunk driver slammed into the barriers in front of [Paris Las Vegas](#), heavily damaging the vehicle but only scraping the posts in front of a busy bus stop. “He was literally 4 feet from the bench. [The bollards] undoubtedly saved




lives,” said Clark County Commissioner Michael Naft, whose district includes part of the Strip. “Had those bollards not been there, that would have been front page news likely all across the country.”

Construction also is expected to be finished this month on the Strip’s 17th pedestrian bridge, which will connect the Park MGM with a strip mall across the street. It’s expected to help ease the flow of people along the Strip’s 15-foot-wide sidewalks. “That bridge is going to help 10,000 pedestrians who cross every day,” Naft said. An additional bridge that will link Bellagio with Planet Hollywood is expected in 2021.

In addition to the physical safety buffers, officials say, above all, they want to keep things upbeat so tourists will have a “positive perception” and keep coming to Vegas. Tourism declined right after the shooting rampage at an outdoor country music festival that left 58 people dead in 2017. “If you have the expectation that it won’t happen again, then you’re naive,” Walsh said. “We’re aware of how vulnerable we are.”

Since that event, the city added 40 police officers to patrol the Strip, bringing the current number of officers to about 220. Also, heavily used tourist corridors along the Strip and on downtown’s Fremont Street are monitored by a number of closed-circuit television cameras whose images are continuously viewed at the [Southern Nevada Counter Terrorism Center](#).

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Hotels and casinos have their own security measures, so visitors shouldn't be surprised to see bomb-sniffing dogs in the lobby or elsewhere. In 2016, the Stratosphere's casino was evacuated after a dog detected something suspicious in a suitcase. It turned out the bag contained medicine, not explosives.

But it's often smaller safety issues -- personal thefts or illegal three-card monte games -- that sour people on Vegas. "It's usually those low-level offenses that will prevent people from coming back," Walsh said.

And there are misunderstandings about the city's recreational marijuana law. The deputy chief warned people not to smoke marijuana on city streets; it cannot be consumed in public or at hotel-casinos. "People come here to experience legal marijuana, thinking they can smoke in public," he said. "Officers are constantly engaging folks that think that that's legal. Their initial reaction is shock when the officer tells them they can't do it."

Citations are issued and arrests made only when people refuse to cooperate, he said.



Visitors also often are surprised that prostitution isn't legal in Las Vegas. (Clark County is one of three Nevada counties in which it is banned.) "The two girls you just met at the bar who want \$500 are not in love with you," Walsh said. "Don't take them up to your room. Chances are you're going to wind up missing some property when you wake up."

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# EXHIBIT 17

**Joe Vigil, *Security measures on the Las Vegas Strip that could help prevent attacks toward pedestrians*, Fox 5 News, dated January 2, 2025**



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## Security measures on the Las Vegas Strip that could help prevent attacks toward pedestrians



Thousands of metal bollards protect thousands of visitors on the Las Vegas Strip and other parts of Las Vegas Valley every day.

By [Joe Vigil](#)

Published: Jan. 2, 2025 at 7:51 PM PST



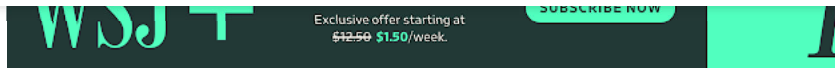
LAS VEGAS, Nev. (FOX5) -Thousands of metal bollards protect thousands of visitors on the Las Vegas Strip and other parts of Las Vegas Valley every day.

The metal posts are between streets and sidewalks and would keep a car from accidentally or intentionally hitting pedestrians.

"Pedestrian safety on the Las Vegas Strip has been an ongoing priority for Clark County. Over the years we have added many improvements including pedestrian bridges, fences, and landscaping. In 2018, Clark County launched an initiative to start installing bollards on public-rights-of-way on the Strip to enhance public safety. To date, our Public Works Department has installed approximately 6,000 bollards, costing about \$40 million," said Stacey Welling with Clark County Communications.

FOX5 talked with several people on the Strip Thursday who say they feel very safe with the bollards in place.

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"This is most definitely the way to go. You feel protected from the traffic and it's not coming in on you. And if something should come in on you that's going to stop it, so I feel very protected," said Florida resident Angela Mitchell.

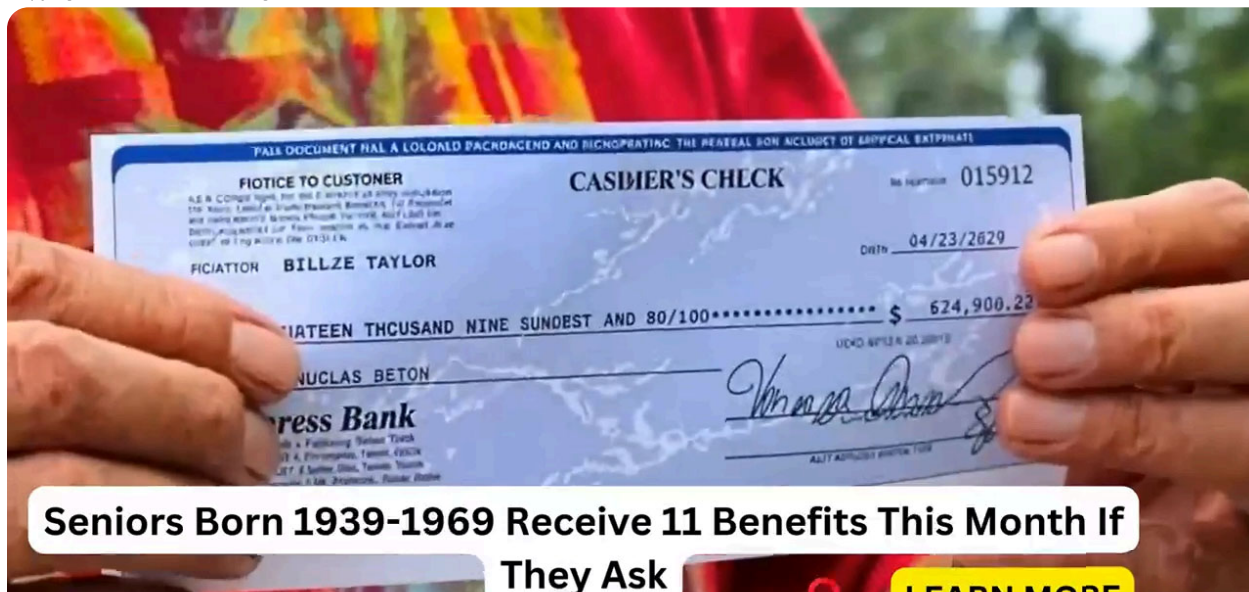
FOX5 has reached out to county commissioners to find out if anyone is trying to add bollards or look at any possibly weaknesses after the [New Orleans attack](#). A driver drove around barriers and into a crowd of people, killing 14 people and injuring many more. Some bollards were being replaced at the time of the attack.

The County told FOX5 bollard projects are substantially complete, and that pedestrian protection has been installed along Las Vegas Boulevard from the Welcome to Las Vegas sign to Sahara. That includes a mix of bollards, landscaping features and concrete barriers.

"As new development comes to the resort corridor, any plans that alter the current pedestrian protection will be required to include pedestrian protection measures in their design," Welling said.

There have been a few instances of cars hitting people on the Strip, including a 2015 crash where authorities say a woman intentionally drove into people, killing one person and injuring more than 30.

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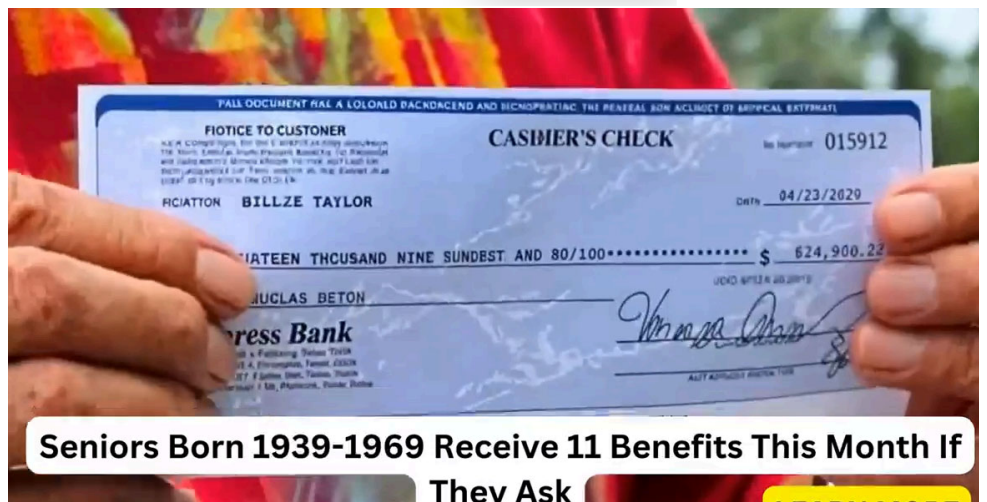


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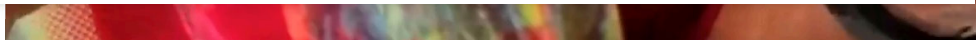
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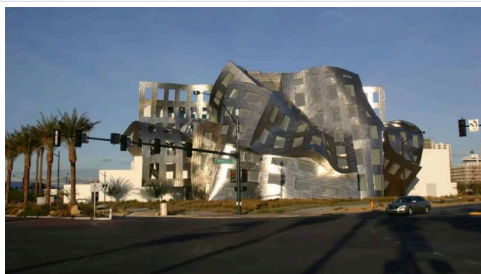
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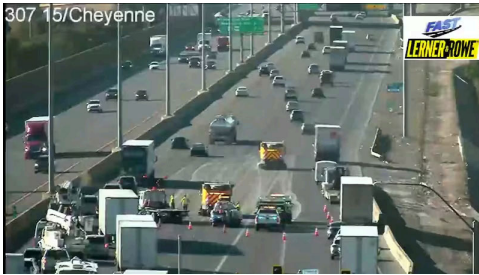
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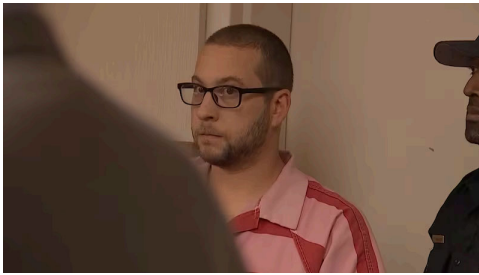
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# EXHIBIT 18

**Denise Rosch, *Las Vegas Boulevard*  
*pedestrian bridge crime is the new focus of*  
*Metro Police recruits*, News 3, dated  
November 10, 2016**



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## Las Vegas Boulevard pedestrian bridge crime is the new focus of Metro Police recruits

by Denise Rosch

Thu, November 10, 2016 at 5:23 PM

Updated Thu, November 10, 2016 at 6:47 PM



We're talking to musician Jerry Walker about Strip ped bridge safety. What he sees daily. 11/10/16 (Denise Rosch | KSNV)



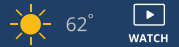
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LAS VEGAS (KSNV News3LV) — From shootings, to stabbings, to drug deals. Metro police see all of it on pedestrian bridges along the Las Vegas Strip.

But police tell News 3 that help is on the way.



brings on a new set of issues for law enforcement to tackle.

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The bridges are full of local talent. News 3 ran into 65-year-old Jerry Walker who told us he just wants to sing. He's been doing so for about ten years on the bridges that are now the site of late night crime.

"I'm on social security so it ain't really that important. Pay for my bills and cigarette money," he said.

But when the sun goes down, Jerry said he goes home. He told News 3 when a certain elemtn comes out the play the bridges become a dangerous place to set up shop.

"People grab your bucket and all that, at night. I don't play at night no more. I used to. It's dangerous at night," he said.

Larry Hadfield with Metro Police said the bridges serve an important purpose, keeping tens of thousands of pedestrians away from traffic. Unfortunately, with crowds there are problems.

"For police, this is a choke point," said Hadfield. "Some of the crimes we see are like pickpockets and theft crimes. And we do see narcotics related. People think they're not visible on these bridges and we have real time crime cameras that are posted throughout the Strip that do monitor that."

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Just this week, it was the cameras that lead police to 26-year-old Rashad Jackson. He is accused of shooting two men on a bridge near Harmon Avenue. Police think that crime was drug-related.

"An officer, one by being a uniformed officer, deters crime just by being present. And walking up and down this bridge allows us to have that perspective," said Hadfield.

Just in the past week officers have made contact with 158 people. Hadfield said in the coming weeks and months, more help is coming. 80 police recruits are preparing to graduate.

"When we get those additional persons you're going to find more cops on these bridges than you've ever seen before," said Hadfield.

It's not just police. Security departments at all of the resort properties also work with officers to keep the bridges safer.

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