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UNITED STATES DISTRICT COURT

DISTRICT OF NEVADA

LISA MCALLISTER, an individual; and BRANDON SUMMERS, an individual; JORDAN POLOVINA, an individual, Plaintiffs, vs. CLARK COUNTY, a political subdivision of the state of Nevada. Defendant(s).	Case No: 2:24-cv-00334 **INDEX OF EXHIBITS TO DEFENDANT CLARK COUNTY'S MOTION FOR SUMMARY JUDGMENT**

INDEX OF EXHIBITS

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Exhibit	Description
A	Las Vegas Historic Tourism Statistics (1970-2024)
B	1994 Las Vegas Boulevard South Pedestrian Walkway Study
C	Clark County's Answers to Plaintiff Polovina's Second (sic) Set of Interrogatories
D	Pedestrian Bridge and Sidewalk Exhibits provided by Clark County GIS
E	November 2012 Clark County Pedestrian Study: Las Vegas Boulevard Russel Road to Sahara Avenue
F	2015 Update Study
G	Pedestrian Study Las Vegas Boulevard Tropicana Avenue to Spring Mountain Road 2016 Update of Non-Permanent Obstructions
H	Clark County Pedestrian Study Las Vegas Boulevard Russel Road to Sahara Avenue December 2022
I	Defendant Clark County's Second Supplemental Answers to Plaintiff's First Set of Interrogatories
J	May 3, 2022, Legislative History for Proposed Amendment to CCC 16.11
K	Video of May 3, 2022, Legislative History for Proposed Amendment to CCC 16.11
L (1 of 2)	Deposition Transcript for Devin Val Moore, 30(b)(6) for Non-Party Kimley-Horn (through transcript page 149)
L (2 of 2)	Deposition Transcript for Devin Val Moore, 30(b)(6) for Non-Party Kimley-Horn (transcript pages 150 – 183 plus index)
M	LVMPD presentation PowerPoint slides
N	Complaint in Woods v. MGM Resorts International, et al., EJDC Case No. A-19-796711-C
O	Daily Inspection Reports from Jan 2021 to Mar 2021

P	"Questions Related to Public Safety on Pedestrian Bridges" by William H. Sousa, Ph.D.
Q	Legislative History for CCC 16.13
R	NRA Correspondence to BCC Commissioners
S	Video of January 2, 2024, Legislative History for Proposed Enactment of CCC 16.13.030
T	Video of Summers with crowd
U	Video of Polovina with crowd 1
V	Video of Polovina
W	Summers with significant equipment video
X	Polovina on the bridge with significant equipment
Y	LVMPD Training Video 1
Z	LVMPD Training Video 2

DATED this 18th day of December, 2025.

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CERTIFICATE OF ELECTRONIC SERVICE

I hereby certify that I am an employee of the Office of the Clark County District Attorney and that on this 18th day of December, 2025, I served a true and correct copy of the foregoing **INDEX OF EXHIBITS TO DEFENDANT CLARK COUNTY'S MOTION FOR SUMMARY JUDGMENT** (United States District Court Pacer System or the Eighth Judicial District Wiznet), by e-mailing the same to the following recipients. Service of the foregoing document by e-mail is in place of service via the United States Postal Service.

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EXHIBIT A

LAS VEGAS HISTORIC TOURISM STATISTICS

(1970-2024)

Year	Visitor Volume	Convention Attendance	Room Inventory	Occupancy Percentage			LVCVA Room Tax Collections *	En/Deplaned Air Passengers	Avg. Daily Auto Traffic (I-15 at NV/CA Border)	Clark County Gaming Revenue
				Midweek	Weekend	Total				
1970	6,787,650	269,129	25,430	N/A	N/A	68.0%	$3,751,265	4,086,973	N/A	$369,286,977
1971	7,361,783	312,347	26,044	N/A	N/A	78.3%	$4,241,630	4,102,285	N/A	$399,410,972
1972	7,954,748	290,794	26,619	N/A	N/A	81.2%	$4,770,716	4,608,764	N/A	$476,126,720
1973	8,474,727	357,248	29,198	N/A	N/A	84.4%	$5,556,312	5,397,017	8,240	$588,221,779
1974	8,664,751	311,908	32,826	N/A	N/A	78.7%	$6,559,315	5,944,433	7,265	$684,714,502
1975	9,151,427	349,787	35,190	N/A	N/A	79.5%	$7,616,661	6,500,806	7,995	$770,336,695
1976	9,769,354	367,322	36,245	N/A	N/A	82.0%	$8,890,463	7,685,817	7,885	$845,975,652
1977	10,137,021	417,090	39,350	N/A	N/A	80.8%	$10,383,259	7,964,687	12,220	$1,015,463,342
1978	11,178,111	607,318	42,620	N/A	N/A	82.0%	$13,113,511	9,110,842	13,000	$1,236,235,456
1979	11,696,073	637,862	45,035	N/A	N/A	80.9%	$15,847,040	10,574,127	13,130	$1,423,620,102
1980	11,941,524	656,024	45,815	N/A	N/A	77.2%	$18,231,548	10,302,106	12,370	$1,617,194,799
1981	11,820,788	719,988	49,614	N/A	N/A	75.7%	$18,179,761	9,469,727	14,055	$1,676,148,606
1982	11,633,728	809,779	50,270	N/A	N/A	70.3%	$19,070,664	9,438,648	14,320	$1,751,421,394
1983	12,348,270	943,611	52,529	67.1%	86.9%	72.6%	$21,731,353	10,312,842	14,610	$1,887,451,717
1984	12,843,433	1,050,916	54,129	66.4%	88.3%	72.5%	$23,921,313	10,141,809	15,425	$2,067,600,000 r
1985	14,194,189	1,072,629	53,067	74.7%	93.0%	79.8%	$26,956,881	10,924,047	16,600	$2,276,327,000 r
1986	15,196,284	1,519,421	56,494	76.8%	93.5%	81.4%	$30,587,141	12,428,748	16,295	$2,431,237,000 r
1987	16,216,102	1,677,716	58,474	79.2%	94.5%	83.4%	$34,443,765	15,582,302	18,056	$2,789,899,000 r
1988	17,199,808	1,702,158	61,394	81.4%	93.5%	85.1%	$38,175,535	16,231,199	19,471	$3,137,882,000 r
1989	18,129,684	1,508,842	67,391	81.6%	94.0%	85.2%	$40,528,245	17,106,948	21,672	$3,428,366,000 r
1990	20,954,420	1,742,194	73,730	80.9%	93.6%	84.7%	$49,493,569	19,089,684	23,739	$4,082,596,000 r
1991	21,315,116	1,794,444	76,879	76.0%	89.8%	80.3%	$49,396,226	20,171,969	24,495	$4,156,138,000 r
1992	21,886,865	1,969,435	76,523	80.4%	92.0%	83.9%	$52,259,477	20,912,585	24,783	$4,382,746,000 r
1993	23,522,593	2,439,734	86,053	84.6%	94.2%	87.6%	$56,125,234	22,492,156	26,397	$4,728,783,000 r
1994	28,214,362	2,684,171	88,560	86.5%	94.4%	89.0%	$76,876,787	26,850,486	28,404	$5,431,817,000 r
1995	29,002,122	2,924,879	90,046	85.6%	93.5%	88.0%	$82,135,745	28,027,239	29,068	$5,720,410,000 r
1996	29,636,361	3,305,507	99,072	88.7%	94.4%	90.4%	$91,565,876	30,459,965	29,485	$5,783,517,000 r
1997	30,464,635	3,519,424	105,347	84.1%	91.6%	86.4%	$98,186,440	30,315,094	31,024	$6,152,812,000 r
1998	30,605,128	3,301,705	109,365	83.0%	92.1%	85.8%	$100,468,931	30,227,287	32,150	$6,348,022,000 r
1999	33,809,134	3,772,726	120,294	85.6%	93.5%	88.0%	$118,299,856	33,715,129	34,040	$7,211,738,000 r
2000	35,849,691	3,853,363	124,270	86.6%	94.5%	89.1%	$130,550,852	36,865,866	34,857	$7,669,263,000 r
2001	35,017,317	5,014,240	126,610	81.6%	91.7%	84.7%	$129,053,244	35,179,960	35,651	$7,635,490,000 r
2002	35,071,504	5,105,450	126,787	80.9%	91.2%	84.0%	$127,102,165	35,009,011	37,868	$7,631,499,000 r
2003	35,540,126	5,657,796	130,482	81.6%	92.8%	85.0%	$138,941,106	36,265,932	38,074	$7,831,800,000 r
2004	37,388,781	5,724,864	131,503	85.8%	95.0%	88.6%	$164,821,755	41,441,531	38,799	$8,712,231,000 r
2005	38,566,717	6,166,194	133,186	86.6%	95.0%	89.2%	$193,136,789	44,267,370	39,649	$9,717,425,000 r
2006	38,914,889	6,307,961	132,605	87.4%	94.6%	89.7%	$207,289,931	46,304,376	40,383	$10,643,889,000 r
2007	39,196,761	6,209,253	132,947	88.7%	94.3%	90.4%	$219,713,911	47,729,527	39,808	$10,868,439,000 r
2008	37,481,552	5,899,725	140,529	84.3%	89.8%	86.0%	$207,117,817	44,074,642	37,686	$9,796,780,000 r
2009	36,351,469	4,492,275	148,941	78.2%	88.8%	81.5%	$153,150,310	40,469,012	39,199	$8,838,263,000 r
2010	37,335,436	4,473,134	148,935	76.8%	88.4%	80.4%	$163,809,985	39,757,359	40,213	$8,909,116,000 r
2011	38,928,708	4,865,272	150,161	80.7%	90.9%	83.8%	$194,329,584	41,481,204	40,344	$9,222,671,000 r
2012	39,727,022	4,944,014	150,481	81.6%	90.8%	84.4%	$200,384,250	41,667,596	41,706	$9,399,862,000 r
2013	39,668,221	5,107,416	150,593	81.4%	91.1%	84.3%	$210,138,974	41,857,059	42,485	$9,676,415,000 r
2014	41,126,512	5,194,580	150,544	83.9%	93.3%	86.8%	$232,443,537	42,885,350	42,318	$9,553,790,000 r
2015	42,312,216	5,891,151	149,213	85.2%	93.7%	87.7%	$254,438,208	45,318,788	44,419	$9,617,606,000 r
2016	42,936,100	6,310,600	149,339	86.5%	95.0%	89.1%	$273,079,478	47,368,219	45,329	$9,713,932,000 r
2017	42,214,200	6,646,200	148,896	86.2%	94.3%	88.7%	$282,497,037	48,430,118	44,913	$9,978,498,000 r
2018	42,116,800	6,501,800	149,158	85.5%	94.5%	88.2%	$282,596,040	49,646,118	45,402	$10,250,570,000 r
2019	42,523,700	6,649,100	150,259	86.3%	94.9%	88.9%	$296,668,894	51,528,524	44,678 r	$10,356,201,000 r
2020	19,031,100	1,727,200	145,308	37.4%	52.8%	42.1%	$117,480,364	22,200,595	37,460	$6,541,258,000 r
2021	32,230,600	2,206,400	150,487	60.5%	81.3%	66.8%	$224,539,457	39,710,493	48,047 e	$11,442,235,000 r
2022	38,829,300	4,991,500	151,771	74.7%	89.3%	79.2%	$329,104,367	52,668,109 r	45,694 e	$12,787,752,000 r
2023	40,829,900	5,986,700	156,100	80.3%	90.7%	83.5%	$366,734,513	57,644,113 r	44,205	$13,486,326,000 r
2024	41,676,300	5,994,800	150,211	80.4%	90.8%	83.6%	$383,953,661	58,447,782	44,072	$13,567,388,000

Shading = Peak Values

e - estimate
r - revised

* LVCVA Room Tax Collections do not include revenues from SB-1 legislation that are dedicated to the Las Vegas Convention Center expansion.

Sources: Las Vegas Convention and Visitors Authority; Harry Reid International Airport; Nevada Department of Transportation (NDOT); Nevada Gaming Control Board

Compiled by the Las Vegas Convention and Visitors Authority (LVCVA) Research Center

EXHIBIT B

LAS VEGAS BOULEVARD SOUTH PEDESTRIAN WALKWAY STUDY

Las Vegas, Nevada

Prepared for:

Lionel Sawyer and Collins
on Behalf of
Nevada Resort Association

Prepared by:

LEE ENGINEERING

February 1994

#52 9/8/94
BE - submitted
by Paul Larson.

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"As it was being created in the '50s, Vegas' Strip was a mutant kind of American main drag, an absurdly overscaled Main Street for cars instead of people. Everywhere else in the country the shopping mall was replacing the traditional downtown. But now the Strip in Las Vegas has come full circle, its vacant stretches filling in with so many new hotels and casinos that what had been the ultimate expression of car culture has masses of tourists WALKING from Bally's to Caesars to Treasure Island, and from the Luxor to the Excalibur to the MGM Grand. The Strip is virtually an old-fashioned Main Street."

"Las Vegas, U.S.A."
by Kurt Andersen
TIME, January 10, 1994

EXECUTIVE SUMMARY

The current pedestrian walkway environment along Las Vegas Boulevard South has a number of problems which can be attributed to various factors, most of which are detailed in this study. Extensive observations, data collection and analysis efforts have been made in order to define the current pedestrian conditions and problems and propose potential solutions. As a result, it is advised that a system-wide pedestrian plan (a vision for the future) be developed and implemented. This plan requires the endorsement and support of both private and governmental leaders to insure that it becomes and continues to be a priority. The fact that the Nevada Resort Association developed and funded the Las Vegas Boulevard South Pedestrian Walkway Study demonstrates that numerous resorts acknowledge the need for change.

Additional recommendations contained in this study include the following:

- Prohibit obstructions (pamphlet racks, parked bicycles, trash cans, solicitors, etc.) at locations where pedestrian safety is compromised. This was found to be primarily at locations where the combination of narrow sidewalks and high pedestrian volume resulted in pedestrian's going off the sidewalk. This is especially hazardous where they go into the street.

- Develop a priority list of locations where sidewalks should be widened to provide adequate pedestrian capacity.

- Develop a minimum sidewalk width (10' suggested) for future construction. The specific width may vary depending on projected sidewalk volume, much like street width varies with projected traffic volume.

INTRODUCTION

Background

The development of Las Vegas Boulevard South (the Strip) into a densely packed worldwide destination presents many transportation as well as social/economic challenges to both the local governments and the commercial interests. One major challenge that has moved to the forefront in recent years (as a result of this transformation) is that walking has become a vital transportation mode along the Strip. Not only are the walkways becoming avenues of commerce but they are an integral part of the broad-based attraction of the Strip and Las Vegas. Traditionally, the major emphasis along the Strip has been on automobile transportation and not pedestrians. Therefore, the existing environment which pedestrians encounter is inadequate as a transportation system and lacking in many safety features. Combining the transportation mode revolution with a demographically diverse tourist population which includes senior citizens, disabled persons and families, the quality of the pedestrian walkway environment on the Strip has become a primary focus.

There have been some studies conducted with regard to the pedestrian environment along Las Vegas Boulevard South. However, the scope of these studies has usually been either too broad or too specific to develop a comprehensive overview of the status of the pedestrian walkway environment or a pedestrian transportation plan. Recognizing this as well as the importance of the pedestrian walkway environment to the economic viability of the Strip, the Nevada Resort Association formed a Pedestrian Traffic Study Committee to investigate potential problems and recommend solutions. Through this Committee and the Nevada Resort Association's agent, Lionel Sawyer & Collins, Lee Engineering Inc., a traffic engineering consulting firm, was selected to perform a comprehensive study of the Las Vegas Boulevard South pedestrian walkways.

Three other reports were reviewed as a part of this study. They are as follows:

1. **Final Report, Early Action Program Resort Corridor Plan, January 1991** - prepared for the Office of the County Manager for Clark County, Nevada by Leigh Fisher (then Peat Marwick), a consulting firm based in San Francisco, California. This report was a broad-based investigation of the Las Vegas Boulevard South resort corridor and did not involve any detailed pedestrian analysis. It provides recommendations regarding establishing access management and pedestrian amenity and circulation standards that would improve the capacity, reduce conflict points and improve safety. It states that "the large volume of tourist pedestrian activity along Las Vegas Boulevard warrants attention to pedestrian safety and amenities." These pedestrian improvements which would enhance the level-of-service (LOS) and the "promenade atmosphere" included wider sidewalks, improved crosswalk designations, pedestrian malls, and improved street furniture (i.e. benches, bus shelters and sign kiosks).

2. **Technical Backup Data for Pedestrian Capacity Management Ordinance, County Code 16.12, September 1, 1993** - prepared by the Clark County Department of Public Works Traffic Management Division (PWTMD). This report's specific focus was on pedestrian capacity at various "choke points" in front of several resorts along Las Vegas Boulevard South and on one location on Flamingo Road. The county defined a "choke point" as the point at which the effective walkway width is the most restricted. Clark County-PWTMD utilized trained volunteers from various resorts on Las Vegas Boulevard South to manually collect pedestrian walkway count data. Both directions of pedestrian flow were included in these counts which were tallied at fifteen minute intervals mainly on Thursdays through Saturdays in the later part of May and June of 1993. Data were collected at nine different resorts at fifteen locations. The County used these data to analyze the walkway's platoon LOS utilizing the methodology contained in Chapter 13 of the 1985 ***Highway Capacity Manual*** for five different scenarios. This report also includes a summary of the four years of pedestrian accident history on Las Vegas Boulevard South from Sahara Avenue to Dewey Drive (located one mile south of Tropicana Avenue). The pedestrian accident history for this area as reported by the County was as follows:

   - 1989 - 4 fatalities and 52 injuries;
   - 1990 - 6 fatalities and 72 injuries;
   - 1991 - 5 fatalities and 45 injuries; and
   - 1992 - 1 fatality and 61 injuries.

3. **Flamingo Road and Las Vegas Boulevard South Traffic Study, January 1993** - prepared for Clark County and the Nevada Department of Transportation (NDOT) by G.C. Wallace, Inc., a Las Vegas consulting engineering firm. This study was conducted in conjunction with the planning efforts to determine capacity and safety improvements for this signalized intersection only. Pedestrian overpasses similar to those under construction at Tropicana Avenue and Las Vegas Boulevard South are being considered. Pedestrian counts, analysis and future projections were done as a part of this study to recommend the minimum walkway widths. The study includes Flamingo Road from its intersection with Las Vegas Boulevard South to its intersection with Koval Lane. Pedestrian counts were taken in April of 1992 and future pedestrian volumes were estimated. This report projected that pedestrian volumes will be 30% higher in the year 2003 and 60% higher in 2013.

Need for Study

The Nevada Resort Association recognizes that the current pedestrian environment along Las Vegas Boulevard South is in need of improvement due to the increasing walking tourist activity. Continuous improvements will be required as the Strip's attractions grow and expand. The necessary enhancements are to be identified and analyzed and a plan for implementation should be devised.

There has never been a comprehensive study of the Las Vegas Boulevard South pedestrian walkway environment. The studies that have been done have been either too broad or too limited in scope to define the overall pedestrian walkway situation on the Strip. Therefore, there has been no effective central source of information or recommendations to address current problems and plan for the future.

Vehicle congestion, long delays and increasing costs have made it increasingly more attractive to walk rather than drive or ride. Additionally, the advent of the resorts with major outdoor Strip-side attractions (e.g. Mirage's volcano and Treasure Island's Buccaneer Bay show) are changing the walkways into a promenade atmosphere that is characterized by high levels of almost constant pedestrian activity. As the attractions along the Strip continue to expand, the characteristics and requirements of this type of pedestrian environment need to be addressed.

The walkways are becoming vital transportation routes for the economic viability of the businesses along the Strip. Thus, the walkways need to be equally accessible to all users including families, disabled persons and senior citizens. All of these categories of users should be accommodated so they can freely maneuver the walkways. Most importantly are the safety issues of the pedestrians. Large numbers of pedestrians are walking in the streets when the sidewalks become congested. Many pedestrians also "jaywalk" or cross against the traffic signal indications.

These pedestrian walkway capacity and safety concerns will increase as Las Vegas Boulevard South continues to develop and grow in popularity as a world-wide tourist destination. The objective of this study was to quantify and observe the current pedestrian operation along the Strip and to make recommendations to improve pedestrian safety and operation.

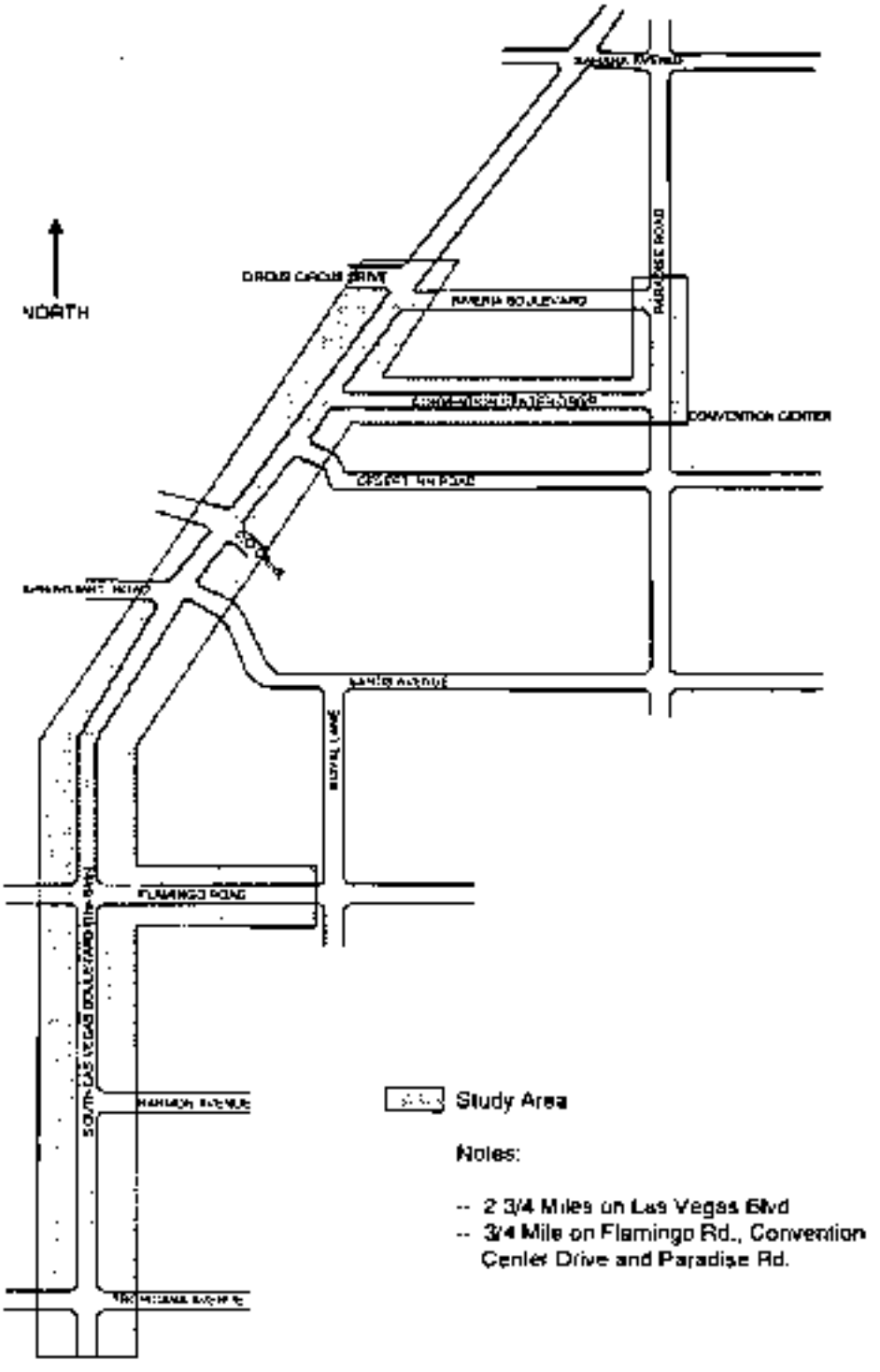
Study Area

The study area (Figure 1) involved both the east and west walkways that run parallel to Las Vegas Boulevard South from Circus Circus Drive / Riviera Boulevard on the north to a quarter mile south of Tropicana Avenue (approximately 2 3/4 miles). Additionally, observation work was done on the parallel walkways (both sides) on the following streets: Convention Center Drive from Las Vegas Boulevard South to Paradise Road, Paradise Road from Convention Center Drive to Riviera Boulevard, and Flamingo Road from Las Vegas Boulevard South to Koval Lane. The study area encompasses a total of 31 resorts, two major retail properties, the Las Vegas Convention Center and numerous smaller retail businesses and motels (Figure 2).

Definition of Terms

The following are important terms used in this study.

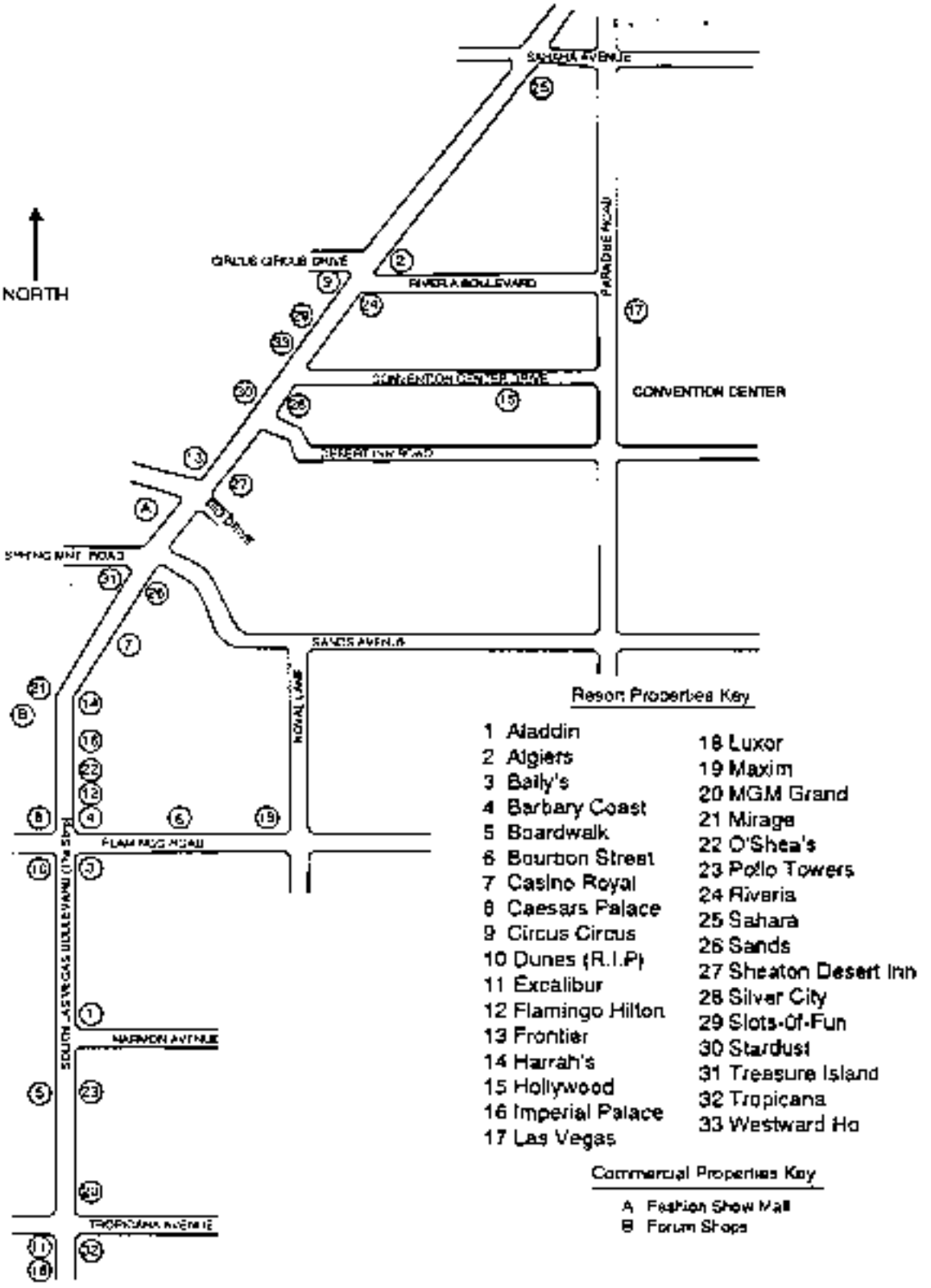
As-Built Drawings - are drawings prepared by the Engineer or Data Collector to depict the



LAS VEGAS BOULEVARD SOUTH PEDESTRIAN WALKWAY STUDY

	STUDY AREA	FIGURE 1

Page 5



LAS VEGAS BOULEVARD SOUTH PEDESTRIAN WALKWAY STUDY

LEE Engineering	RESORT CORRIDOR	FIGURE 2

Page 6

physical walkway and related features at data collection points

Dynamic obstruction - person(s) obstructing the effective walkway width through some type of activity thus having an influence on pedestrian movements.

Effective walkway width - the clear unobstructed walkway width that can be used for pedestrian movements.

Data point - a portion of the Las Vegas Boulevard South walkway that was video taped from a data site on certain days and times to collect pedestrian volumes (counts). There were 31 data points for this study (Figures 3a and 3b).

Data site - a specific location on Las Vegas Boulevard South used as a vantage point to video tape data points. There were seven data sites for this study (Figures 3a and 3b).

Fixed obstruction - a permanent object (pole, bus shelter, fire hydrant) that is obstructing the walkway width therefore influencing pedestrian movement (Table 1).

Level-of-service (LOS) - a series of measures that define the relative degree of convenience for different pedestrian traffic volumes and densities. LOS measures are expressed through five levels "A" through "F", with "A" being the best and "F" being the worst.

Pedestrian density - the average number of pedestrians per unit of area.

Pedestrian flow rate - a number of pedestrians passing a point per unit of time.

Pedestrian interval - a unit of time given to a signalized pedestrian movement at a traffic signal.

Pedestrian space - the average area provided for each pedestrian.

Pedestrian speed - the average pedestrian walking speed.

Platoon - a number of pedestrians walking together in a group.

Sight distance - the unobstructed viewing distance needed by a driver of a vehicle to permit control of the vehicle to avoid collision.

Split withing - the involuntary separation of two or more pedestrians desiring to walk together by an obstruction or other pedestrians.

Temporary fixed obstruction - a movable object (garbage can, construction barricade, box) that is obstructing the walkway and width influencing pedestrian flow (Table 1).

Walkway - that portion of the pedestrian facility that is not a street corner or a crosswalk.

Withing - a human factor measure suggested by John Fruin (a noted pedestrian expert) which is an indication of the ability of pedestrians to walk together or side-by-side.

METHODOLOGY

The research process includes field observations, data site selection criteria, sampling procedures, data collection methods, data compilation methods and the analysis process.

The methodology utilized for this study was based on the *1985 Highway Capacity Manual* (HCM). It generally follows the method contained in Analysis Procedures for Walkways (HCM, pg. 13-14). The data collected for the analysis at each of the 31 data collection points included an "as-built" drawing of the existing walkway features including walkway widths, fixed obstruction locations and dimensions. Video tapes recording the pedestrian activity at various times of the day for varying lengths of time were also made. The walkway as-built drawings were used to estimate the effective walkway width and the video tapes were used to compile bi-directional (north/south) pedestrian volume counts and other information.

Data Collection

Observations and data were collected by Lee Engineering personnel traveling to Las Vegas on three occasions. The following are the dates and a description of what was accomplished on each trip.

- Initial Field Investigation (November 29th to December 1st, 1993) - Two Lee Engineering traffic engineers spent three days touring, video taping, photographing and observing the walkways within the study area. The video inventory (i.e. typical walkway widths and obstructions) and the fixed and temporary effective walkway width obstruction factors were determined during this trip. A meeting occurred on December 1st with Clark County, Lionel Sawyer & Collins and Nevada Resort Association representatives to discuss the study.

- Preliminary Data Collection (December 14th to December 18th, 1993) - Based on the observations and knowledge gained during the first trip, potential data collection sites were selected and inspected for suitability. Various resorts were contacted and discussions were held regarding roof access and other logistical issues related to the data collection endeavors planned for January. Some trial data collection efforts were made along with some walkway experiments and observations on the impact that dynamic obstructions (handbillers and loiterers) have on effective walkway width. On December 16th and 17th two additional traffic engineers from Lee

Engineering toured and observed the Las Vegas Boulevard South pedestrian environment. The initial elevated vantage point observations from the roof of the Treasure Island, 30th floor of the Mirage, the casino roof of the Sands and the roof of Bally's took place. A meeting on December 16th was held with a representative from Lionel Sawyer & Collins and the four Lee Engineering traffic engineers to discuss pedestrian issues and the study.

- Pedestrian Volume Data Collection (January 3rd to January 9th, 1994) - A traffic engineer and a data collector stayed in Las Vegas for approximately one week to collect pedestrian volume data via video cameras. The first two days of this trip were devoted to setting up data collection points, developing as-built drawings of those points and confirming arrangements with the various resorts regarding roof access and AC power sources. Data collection efforts began at 10:00 a.m. on Wednesday January 5th but had to be discontinued later in the day due to high winds. Data was collected successfully at various intervals at the seven data collection sites from 10:30 a.m. to 12 midnight on Thursday, January 6th, 10:00 a.m. to 1:30 a.m. on Friday, January 7th, 11:30 a.m. to 1:30 a.m. on Saturday, January 8th, and 10:00 a.m. to 4:00 p.m. on Sunday, January 9th.

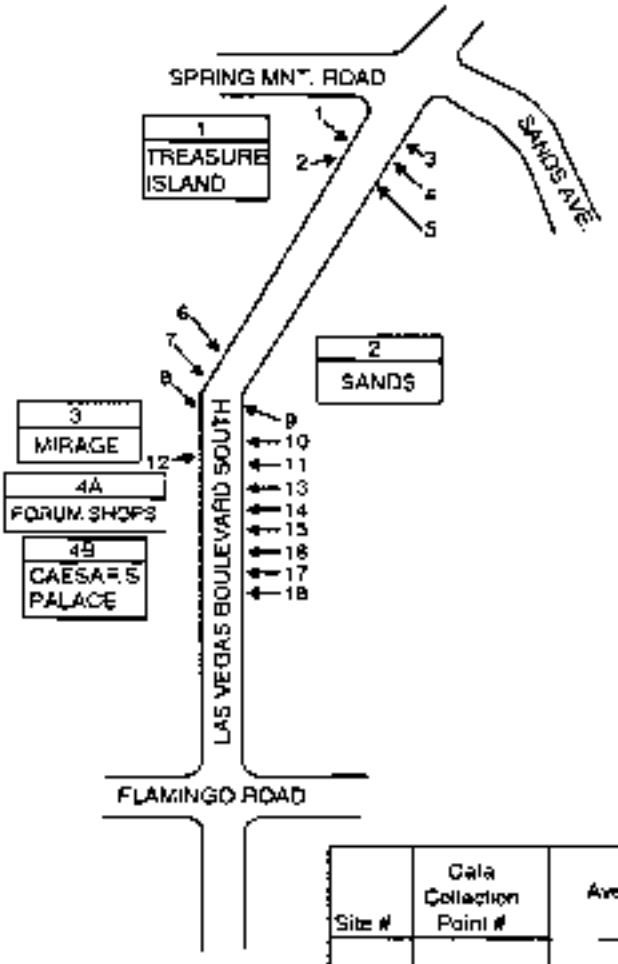
Both the size and the variable pedestrian environmental conditions of the study area (seven miles of walkways) contributed to the many challenges encountered during the collection of data for this study. Therefore, the amount of effort needed to characterize and determine the typical critical areas of the pedestrian environment consumed much of the time and resources of this study. The criteria used to determine the pedestrian volume data collection sites not only had to fit the critical and yet typical Las Vegas Boulevard South pedestrian environmental profile, but also that of the limited resources available for this task.

Two comprehensive field investigations were conducted to determine the most critical and typical walkway areas along the Strip to be used for pedestrian data collection and analysis. A total of 31 data collection points were sampled at various times for five days at seven different data sites (Figures 3a and 3b) along the Strip. The analysis portion of this report is based on these representative samples.

Data were collected using a variety of methods and media:

- Walking Observations - During trips to the study area walking surveys were conducted by traffic engineers along the Las Vegas Boulevard South walkways. Observations were recorded in field notes, video tapes and still photographs.

- Elevated Vantage Point Observations - Much can be learned by viewing traffic activities from high vantage points. Characteristics of flow that cannot be seen

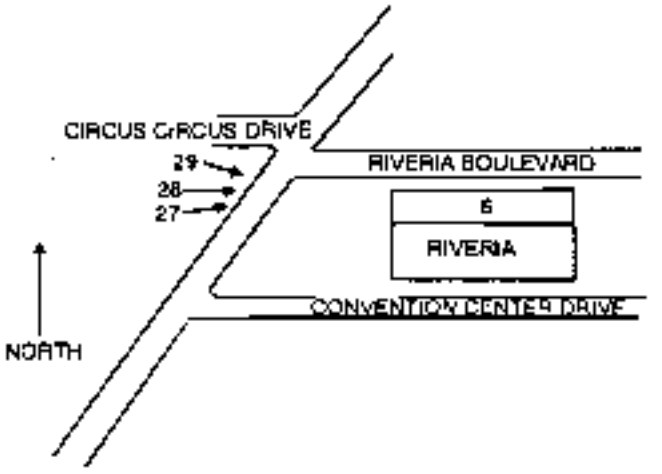


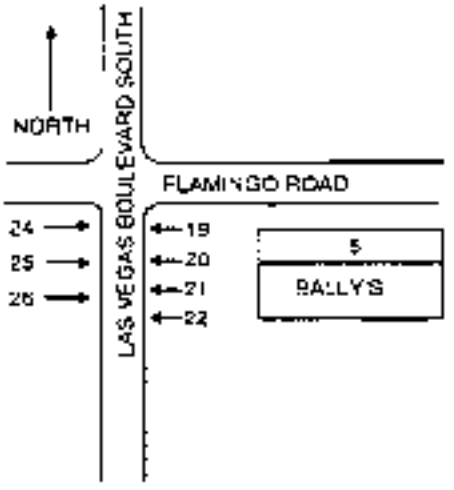
Site #	Data Collection Point #	Ave. Width (Ft.)	Description of Data Point
1	1	12	Buccaneer Bay walkway - north transition area
	2	10	Buccaneer Bay walkway - south transition area
	3	8	S/W - Clear, between driveways
	4	8	S/W - with bus shelter and pamphlet stands
	5	11	S/W - near vending machines
2	6	8	S/W - clear with railing
	7	8	S/W - with railing and pamphlet stands, etc.
	8	28	Wide walkway in front of Volcano (north)
3	8	28	Wide walkway in front of Volcano (north)
	9	8	S/W - bus shelter in front of Sands
	10	6	Walkway through construction area
	11	26	Walkway in front of Casino Royale
	12	28	Wide walkway in front of Volcano (south)
	13	9	S/W - in front of Harrah's with obstructions
4A	13	9	S/W - in front of Harrah's with obstructions
	14	9	Walkway - in front of Harrah's w/o obstructions
	15	11	S/W - in front of Imperial Palace (IP)/Harrah's
4B	16	17	Walkway between O'Shea's and IP
	17	12	Walkway in front of Flamingo
	18	12	S/W - clear in front of Flamingo

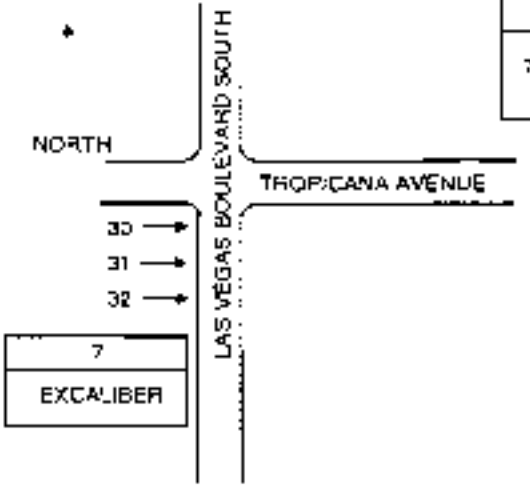
Notes:
S/W - Sidewalk
Ave. Width - is total average width of the walkway or S/W in the data point area

LAS VEGAS BOULEVARD SOUTH PEDESTRIAN WALKWAY STUDY

LSA engineering	**DATA COLLECTION POINTS NUMBERS 1 - 18**	**FIGURE 3A**







Site #	Data Collection Point #	Ave. Width (Ft)	Description of Data Point
5	19	8.5	S/W - clear except for light pole
	20	6.5	S/W - with obstructions, pamphlet stand, etc
	21	8.5	S/W - clear except for light pole
	22	6.5	S/W - with obstructions, pamphlet stand, etc
	23	—	Not Used
	24	8.5	S/W - clear
	25	8.5	S/W - with bus shelter
	26	8.5	S/W - with obstructions
6	27	7.5	Confused walkway (Westward Ho)
	28	12	Walkway with truck on display (Slots-of-Fun)
	29	8.5	S/W - Clear (Circus Circus)
7	30	8.5	Walkway with bus shelter
	31	8	Walkway with side obstruction
	32	8	Clear walkway

Notes
S/W - sidewalk
Ave. Width - is total average width of the walkway or S/W in the data point area.

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LEE engineering	DATA COLLECTION POINTS NUMBERS 19 - 32	FIGURE 3B

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from the ground can be easily distinguished from above. Permission was secured from various resorts along Las Vegas Boulevard South to gain access roofs or the higher floors. These "tours of the roof tops" also allowed for the sighting and verification of the pedestrian volume collection points. Traffic engineers were able to observe the Las Vegas Boulevard South pedestrian walkway activities from a number of elevated vantage points.

- Walkway Inventory - A sampling of the typical walkway widths and pedestrian flow obstructions was recorded via a video camera for the entire study area. This was accomplished by walking and video taping all walkway width changes and observed obstructions to pedestrian flow on the study area's walkways. The video taping was paused once a section of walkway width became "typical" and numerous similar obstructions were already recorded.

- Fixed and Temporary Obstruction Determination - Based on observed pedestrian characteristics, the influence of obstructions on effective width as indicated in Chapter 13 of the *Highway Capacity Manual* was determined to require modification to represent the Strip pedestrian environment. It was determined that the location of the obstruction (i.e. middle or side of the walkway) also factored greatly in its influence on pedestrian flow. For this reason, it was necessary to collect data that would enable estimates to be made of the influence of fixed and temporary obstructions on pedestrian flow. Numerous observations were made of actual obstructions to determine what factor (reduction in effective width) should be applied to them during the pedestrian capacity analysis. For example, the influence of a trash can at various locations across the walkway was determined by moving it and observing it. The obstruction factors were determine by placing marks on the walkway at six-inch, nine-inch and twelve-inch distances away from the vertical plane of the obstruction. Two traffic engineers then observed and noted where pedestrians would place their feet (on the obstruction side of their body) with reference to the walkway marks as they passed the obstruction. The number of observations varied from 20 to 30 depending on pedestrian flow. In addition to field notes all obstruction determinations were video taped from a tripod set up in an inconspicuous position. Table 1 contains a summary of these factors.

- Dynamic Obstruction Experiment - Utilizing a walkway free of fixed and temporary obstructions located between the Mirage and Treasure Island, a traffic engineer assumes the roles of a handbiller and then a passive loiterer in order to estimate what the potential effective width intrusion factor for this type of obstruction. A total of three 15-minute data samples were conducted, two as the handbiller and one as the passive loiterer. This experiment was also video taped.

Table 1. Summary of Observed Obstruction Factors (Fixed & Temporary)

Descriptions of Obstruction	Intrusion Factor on Effective Width (inches)
Rope fence in front of Treasure Island	12
32" high chain fence in front of the Mirage	9
22" round trash can in front of the Mirage (outside of S/W)	6 + width
22" round trash can in front of the Mirage (center of S/W)	6 + width + 6
22" round trash can in front of the Mirage (next to curb)	6 + width
Metal railing in front of Mirage (3 1/2' high) (2" wide)	6 + width
Curbed rope fence in front of Harrahs (5' posts)	12
8" wide by 6" high curb in front of Harrahs	6
Light pole in front of O'Shea's (center of S/W) (18" dia)	6 + width + 6
10" wide 24" high brick planter wall at the Flamingo	6
Standard light pole in middle of walkway (11 1/2 wide)	6 + width + 6
Fire hydrant in front of Flamingo (10" dia)	6 + width
Standard light pole offset from curb (18" offset) (13" base)	6 + offset
Bus stop shelter (walls on both sides)	6 + width
Pamphlet stands north of the Aladdin	9 + width
Bus stop in front of the Stardust (w/o bus)	9 + width
Bus stop in front of the Stardust (with bus)	36 + width

- Pedestrian Volume Data Collection Site Selection - Through the observations of earlier data collection efforts the most typical and critical pedestrian walkways sites were identified. If feasible, these sites were used to collect pedestrian volumes (counts). The criteria used to select the pedestrian count data sites was based on the following: a) variable pedestrian use, b) sufficient variations in volume to portray a variety of flow conditions, c) available suitable vantage points with an AC power supply, d) views to a variety of effective walkway width obstructions, and e) other meaningful pedestrian environmental conditions (e.g. crosswalks and driveway crossings). Seven data

collection sites were selected for sampling from 31 pedestrian data collection points as well as numerous pedestrian observation areas.

The appropriate resorts were contacted and permission secured to set up the viewing positions and the collection points. To increase the likelihood of meaningful pedestrian volumes, the count data collection effort was scheduled for the week of the Consumer Electronics Show.

- Pedestrian Volume Data Collection - The logistics involved in collecting the pedestrian volume data created a challenging endeavor. A total of three video cameras were used and a progressive schedule was determined prior to the collection effort to insure the most representative sampling at each of the sites. The actual data collection occurred during the hours from 10:30 a.m. to 1:30 a.m. over a five-day period at seven different locations. A team consisting of a traffic engineer and a data collector was used to collect data. Video tape was used for the data collection media because it would provide a permanent record.

  Each data collection point on the walkway was marked with white reflective tape for at least three ten-foot intervals which were visible from the data collection vantage site. The marks were placed to provide a reference point for the pedestrian counter (who would later review the video tape to count the pedestrians). As-built drawings were prepared for each of the data collection points. These drawings detailed all of the relevant dimensions, features and obstructions on either side of the various data collection points that would be needed to analyze the pedestrian flow.

Each data collection point was videotaped several times on several different days during different time periods. For example, data was collected from the roof of the Treasure Island for five data points during the following dates and time periods:

Wednesday, 1/5/94 from 12 noon - 1:30 p.m.
Thursday, 1/6/94 from 3:00 p.m. - 4:30 p.m.
Friday, 1/7/94 from 12 midnight - 1:30 a.m.
Saturday, 1/8/94 from 6:30 p.m. - 8:00 p.m.

A total of 33 hours of data collection was successfully completed at the seven data collection sites. This resulted in over 50 hours (three cameras combined) of pedestrian video tape. The use of video tape for the field data gathering media (rather than manual counts) was used to provide a permanent verifiable record.

Data Analysis Methods

Upon completing the physical collection of the data, the next step was to assimilate and

study the results. The pedestrian volumes of the 50-plus hours of data tapes were obtained in the office by a trained data collector utilizing a VCR, TV and PEDCOMP, a specific pedestrian volume counting compilation program written by Lee Engineering for this study. The pedestrian volumes were obtained by the data collector watching the video tape (in real time) and pushing preassigned computer keys while PEDCOMP automatically tallied the counts in 30-second intervals. At the beginning of the data compilation the data collector entered the starting time and the date the data was collected. PEDCOMP automatically converts to the actual data collection times. The pedestrians were counted by direction (north/south) and classified in one of the following:

- pedestrians on walkway;
- pedestrians pushing a stroller;
- wheelchairs;
- bicycles on walkway;
- pedestrians in the street;
- pedestrians off walkway; and
- "other" (e.g. pedestrian on crutches, pedestrian pushing a grocery cart, skateboarder, etc.)

In addition, total "withings" (2 or more people walking together) and "split withings" (a withing caused to separate) were counted. While compiling the data from the tapes, the data collector also made notes of significant pedestrian events or of problems with the data (128 such forms were filled out). The count data was saved in ASCII format and incorporated into a spreadsheet where the pedestrian flow rate and LOS were calculated.

A key operational element for pedestrian walkways is the effective width of the walkway. Effective walkway width is defined as the clear unobstructed width of a walkway that can be used by pedestrians to walk and maneuver. Thus, any object or person that is not part of the bi-directional flow of pedestrians and intrudes into the width of a walkway in some manner results in a decrease in the effective width. The degree to which these obstructions influence pedestrian flow has not been extensively documented in the literature; however, through direct observations, estimates were derived for this study.

The LOS for pedestrian flow is a relative unit of measure that is derived from relationships among speed, density, width and volume. Typically, as the density of pedestrians increases, the space per pedestrian decreases as does the average speed. The average space available for a pedestrian to maneuver is an important measure of the quality of the walkway not only for capacity but for comfort as well. Current recognized LOS standards represent heavy pedestrian traffic flow conditions normally associated with commuter facilities. Therefore, the lower LOS, (D, E and F) are not suitable for the pedestrian-friendly environment desired for the Strip.

The pedestrian LOS was calculated for each 30-second interval by calculating the flow rate

for that period and obtaining the LOS based on the flow rate from Table 13-3 of the Highway Capacity Manual. Although the HCM uses a 15-minute analysis period, using a 30-second based flow rate better served the purposes of this study. Doing so provided a better comparison of short duration LOS with pedestrians leaving the sidewalk. The 30 second interval provided the flow rate LOS that would relate to the minute-by-minute variations in pedestrian flow. Thus, the effect of pedestrian platoons is accounted for by the time interval.

To determine the 30-second pedestrian flow rate the following equation was used:

$$v = \frac{V \times 2}{W_e}$$

where: v is the flow rate in pedestrians/minute/foot.

V (30 sec) is the sum of all pedestrians counted during that 30 second interval.

W_e is the effective walkway width in feet.

The pedestrian LOS is defined in Table 2.

Table 2. Pedestrian Level-of-Service on Walkways

		Expected Flows and Speeds			
		Ave. Speed, S			
Level of Service	Space (Sq Ft/Ped)	(Ft/Min)	(Ft/Sec)	Flow Rate, V (Pedestrian/ minute/foot)	Vol./Cap Ratio, v/c
A	≥ 130	≥ 260	≥ 4.3	≤ 2	≤ 0.08
B	≥ 40	≥ 250	≥ 4.16	≤ 7	≤ 0.28
C	≥ 24	≥ 240	≥ 4	≤ 10	≤ 0.40
D	≥ 15	≥ 225	≥ 3.75	≤ 15	≤ 0.60
E	≥ 6	≥ 150	≥ 2.5	≤ 25	≤ 1.00
F	< 6	< 150	< 2.5		

Source: 1985 Highway Capacity Manual

RESULTS

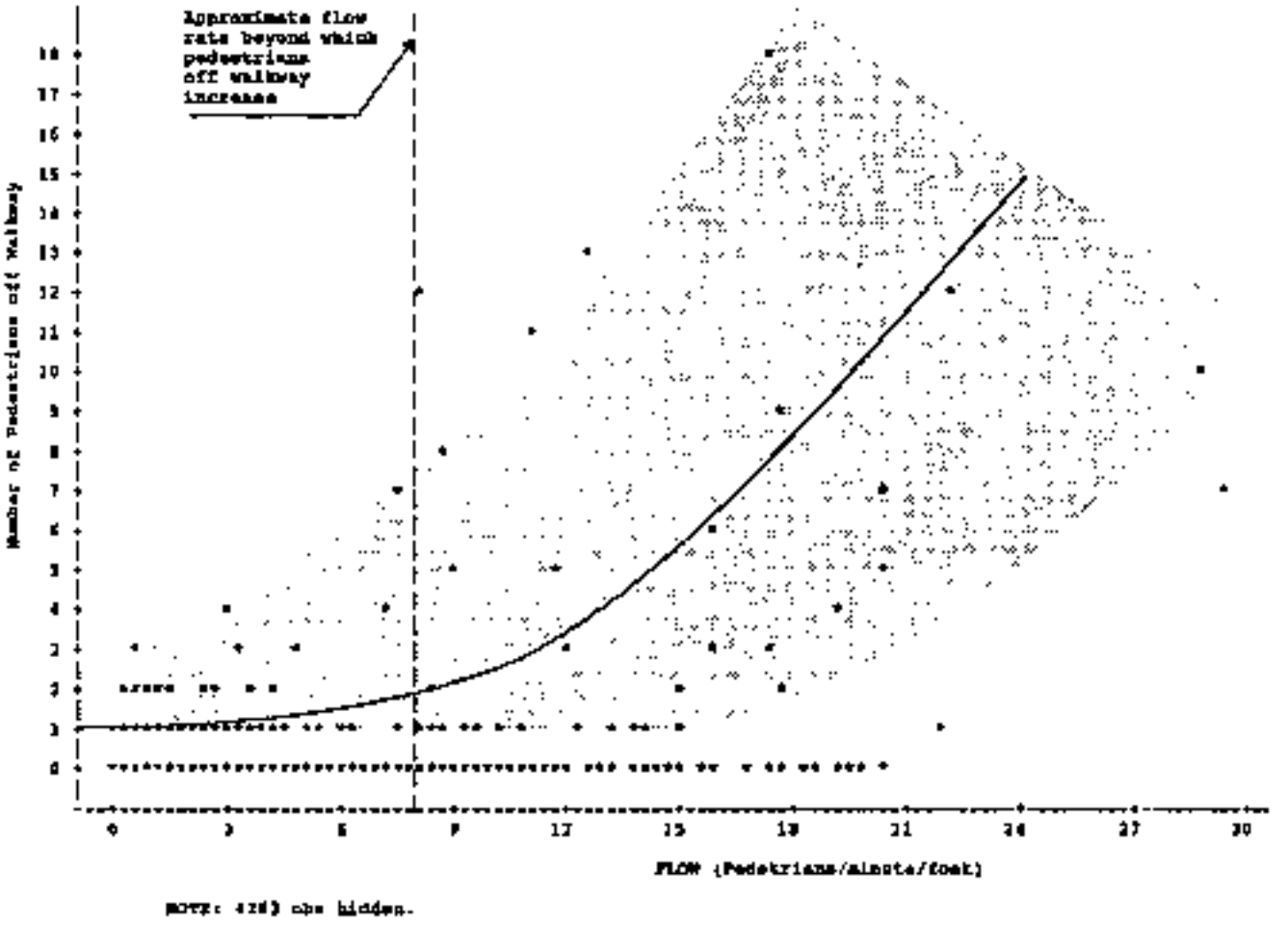
As expected, the pedestrian flow rates were found to vary considerably. Observed flow rates varied from 0 to 29.3 pedestrians/minute/foot. Because of the importance of pedestrian safety, the number of pedestrians leaving the walkway was compared with flow rate. The hypothesis is that pedestrians are more likely to leave the walkway when it becomes congested. If it can be predicted when pedestrians are likely to enter the street due to a congested walkway, those locations should be first priority for improvement.

Figure 4 is a scatter diagram showing the relationship of pedestrians leaving the sidewalk with flow rate. It should be noted that there are many more "hidden" points, which are duplicates of those plotted. Figure 4 was obtained by importing the spreadsheet data (Appendix A) into SAS®, a statistical analysis package. A program was written within SAS which totaled all pedestrians leaving the walkway and plotted it against the flow rate. This figure indicates that pedestrians are likely to leave the walkway at pedestrian flow rates of 8 pedestrians/minute/foot. This equates to a LOS of C.

The current problems with the Las Vegas Boulevard South pedestrian environment appear to stem from a number of contributing factors:

- In general, there is a lack of continuity and uniformity in providing for pedestrian flows due to the diversity of designs and treatments of the pedestrian walkways. The walkways vary from property to property and from street to street. The effective walkway widths range from 2.75' (in front of bus shelters) to more than 25' in front of the Mirage volcano. It is likely that this is the result of the focus of development along Las Vegas Boulevard South centering on automobile transportation without an overall pedestrian plan. There has been a significant increase in demand placed upon the pedestrian facilities due to the trend of building high density attraction resorts along the Strip. The heaviest pedestrian volumes were observed to occur between the Treasure Island and the Mirage following the Buccaneer Bay show. These developments reflect Las Vegas' growing emphasis on activities catering to the entire family. Such attractions will only increase pedestrian traffic along the Strip.

- There are many fixed obstructions along the existing walkways that further reduce capacity. The obstructions include bus shelters, fire hydrants, light poles, and pamphlet stands. Overall, bus shelters are the largest fixed obstruction the Strip, in some cases removing over 50% of the available width. These obstructions seem to be more prevalent along those walkways that appear to be public right of way in contrast to the walkways that appear to be on private property.



LAS VEGAS BOULEVARD SOUTH PEDESTRIAN WALKWAY STUDY

	PLOT OF PEDESTRIANS OFF WALKWAY VERSES FLOW RATE	FIGURE 4

- A number of temporary obstructions also exist. These obstructions include trash receptacles, construction signs, bicycles locked to light poles, pedestrians waiting for buses and construction barricades. Additionally, trucks for maintaining and cleaning signs were observed on the walkway in front of a resort with little regard given to pedestrian traffic or safety. It was observed that a pedestrian was nearly tripped by a worker pulling on a hose.

  Other types of temporary obstruction includes individuals distributing literature (handbillers) or attempting to solicit. This type of obstruction is defined as a dynamic obstruction. This obstruction tended to be located in areas where the pedestrian walkways were constricted or on the high volume intersection corners near the convergence of crosswalks. The handbillers stack supplies of literature in boxes along the curb and then stand in front of the stacks. This had the effect of reducing a sidewalk width by about four feet. The activity of handbillers and solicitors in the area of intersections and driveways is a concern because their activities might restrict driver sight distance and cause drivers to misjudge or overlook pedestrians who may be crossing the street or driveways. More importantly, if these locations are sufficiently congested, pedestrians were observed on many occasions leaving the walkway and entering the street. Frequently this was done without looking for oncoming cars. This creates a serious problem which should be addressed. As shown in Figure 4 this occurrence increases when pedestrian flow rates reach approximately 8 pedestrians/minute/foot and higher, which equates to a LOS C.

- A similar situation was observed at a number of crosswalks where the spillover of pedestrians into noncrosswalk areas was caused by heavy pedestrian volumes or automobiles blocking the crosswalk.

- The overall access design of the resorts and businesses along Las Vegas Boulevard South is oriented to the movement of the automobile. At many of the intersections and driveways, large radii were used for the design of the turning movements. This increases the area of conflict between the automobile and the pedestrians. The large radii allows higher vehicle speeds around the corners in an area where slower speeds would be preferable from a pedestrian standpoint. It appears that the provision for the pedestrian movement was added on, rather than being an integral element in the plan. Driveways themselves are inherently a source of vehicle/pedestrian conflicts. Often the driveways are not well defined with regard to vehicle areas and pedestrian areas. Therefore, pedestrians frequently must weave in and out of vehicles to continue their journey.

- The signal timing at the intersections tends to add to the pedestrian problems. Long cycle lengths are used to accommodate high vehicular volumes and

pedestrians repeatedly ignore the pedestrian signals rather than wait for a WALK indication. The physical size of some of the intersections compounds the signal timing problem due to the actual time required for the pedestrians to cross the intersection. Using a large radius for the right turning vehicles adds to the problem by increasing the intersection widths and pedestrian conflict. These large curb returns often result in awkward and inconvenient sidewalk ramp and crosswalk placement. When faced with such layouts, pedestrians commonly continue their parallel travel path by cutting the corner and skipping the crosswalk entirely.

- While ramps are provided at most locations, the walkway system has many deficiencies in terms of providing adequate design for handicapped individuals. Ramps at intersections are frequently not in desirable locations. The details of some ramps such as slope, breaks in slope, and differences in elevation at the match points should be examined. Locations were observed where the slope of a driveway results in a significant cross slope for the pedestrian walkway. Such cross slopes present problems especially for disabled individuals. There is need for a detailed examination of the walkways for compliance with the Americans with Disabilities Act (ADA). Although wheelchairs and walkers on the walkways make up a very small fraction of the pedestrian volumes, ADA is still an issue and should be addressed.

RECOMMENDATIONS AND OBSERVATIONS

The pedestrian problems along the Strip are complex and have evolved over time. They cannot be solved quickly, but must be resolved with phased implementation and long term planning. There are several different levels at which the current problems can be addressed. These levels reflect the magnitude of each of the problems/challenges that will be considered and range from fairly simple spot improvements that alleviate points of conflict and congestion to more complex changes to the transportation system. For this reason, it is recommended that a three-phase plan be implemented to address the most critical problems with short term measures until longer term solutions can be put in place.

Phase I Improvements

Phase I improvements are those which can be accomplished in the first year. The primary emphasis of short-term improvements must be pedestrian safety. Of particular concern are those locations where there are pedestrian-vehicular conflicts. It is recommended that all possible obstructions be removed at those locations where their presence increases the likelihood of a pedestrian stepping into the street due to pedestrian congestion. This study indicates that pedestrians are more likely to leave the sidewalk and walk in the street at a flow rate of 8 pedestrians/minute/foot or higher. The primary obstructions observed at these locations include pamphlet stands, bicycles chained to light poles and solicitors or handbillers. These obstructions should not be permitted at locations where the combination

of pedestrian volume and walkway width results a flow rate of 8 pedestrians/minute/foot. One way to address this is to prohibit any such obstruction where the effective walkway width is less than eight feet.

Additionally, for safety considerations it is recommended that walkway non-obstruction zones be established for all intersections, mid-block crosswalks and driveway entrances. These zones should to be kept free of all fixed, temporary or dynamic obstructions except those that are too expensive to move or are related to traffic or public safety (Figures 5 and 6). These zones are intended to reduce pedestrian conflicts with vehicles by increasing the visibility of pedestrians by drivers. This will allow drivers a chance to judge walking speeds more accurately and increase eye contact between drivers and pedestrians.

Because it will take time to implement the Phase II and Phase III improvements, a study should begin during Phase I to solidify plans for the future work. This study should be done by a multi-disciplinary team including not only traffic engineers, but also resort planners and managers, landscape architects, maintenance personnel, human factors experts and urban designers.

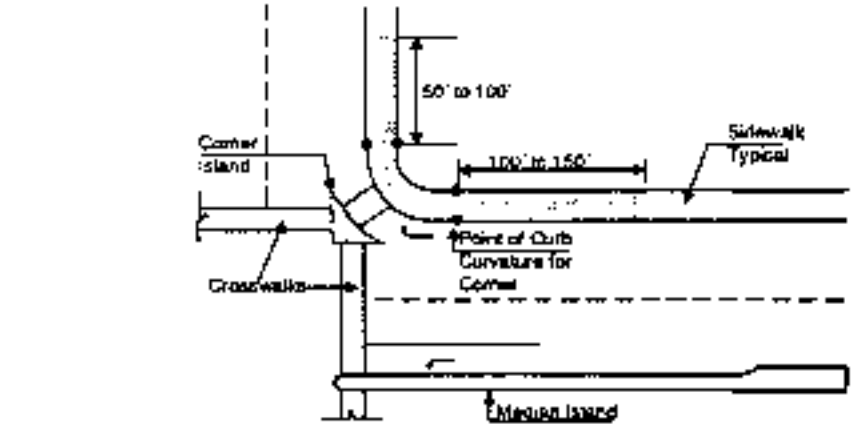
There are many good pedestrian facilities design seminars such as "Advanced Pedestrian Facilities Design." This seminar has been developed by the Florida Department of Transportation (FDOT) in conjunction with the Federal Highway Administration (FHWA) and the National Highway Transportation Safety Administration (NHTSA). FDOT has also produced an excellent guide entitled "Walkable Communities" which features twelve steps toward giving consideration to pedestrians. For further information contact Dan Burden with FDOT at (904) 487-1200 and FAX (904) 922-2935.

Another resource in helping develop a pedestrian improvement program is provided by the FHWA publication "Accessibility for Elderly and Handicapped Pedestrians - a Manual for Cities," report number FHWA-IP-87-8. Even though this manual is oriented towards disabled and elderly pedestrians, the process described could easily be modified and expanded to include all pedestrians. This manual presents a four step planning and implementation process that could be used as a guide to develop a Las Vegas Boulevard South Pedestrian Improvement Plan.

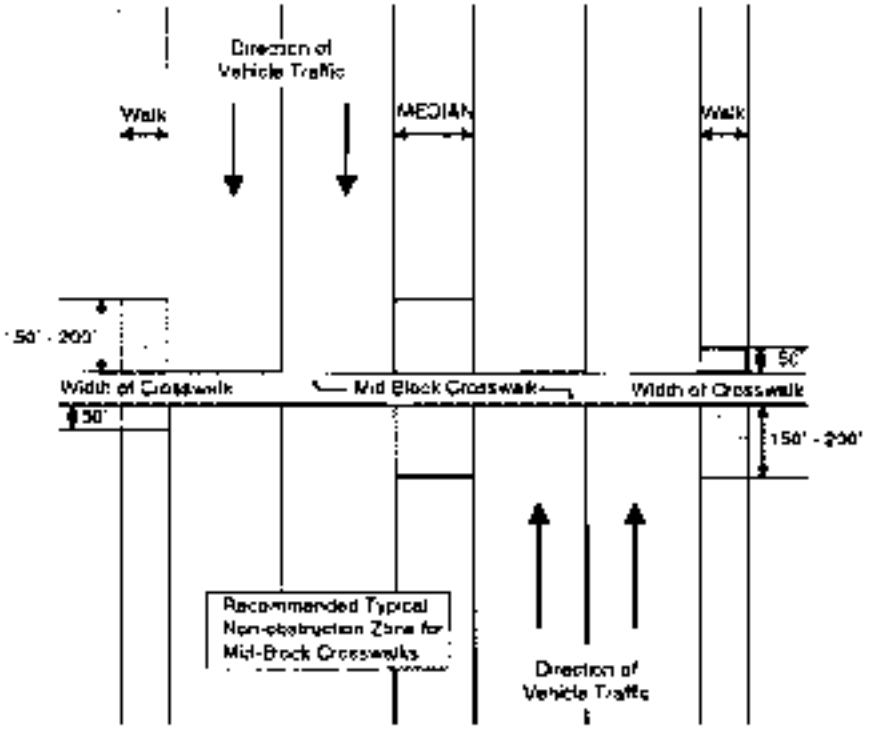
In order to increase visitors' awareness of pedestrian traffic issues, a program could be developed to address the following areas:

- Investigate the use of pedestrian signal meaning signs (one on each pole that has a push button), pedestrian route signs and pedestrian prohibition signing. International (i.e. man/hand) symbol signing should be used as much as possible.

- Investigate the use of audible pedestrian signals to supplement current standard pedestrian traffic signals. Not only would these audible signals prove



Recommended Typical Non-obstruction Zone for a Signalized Intersection

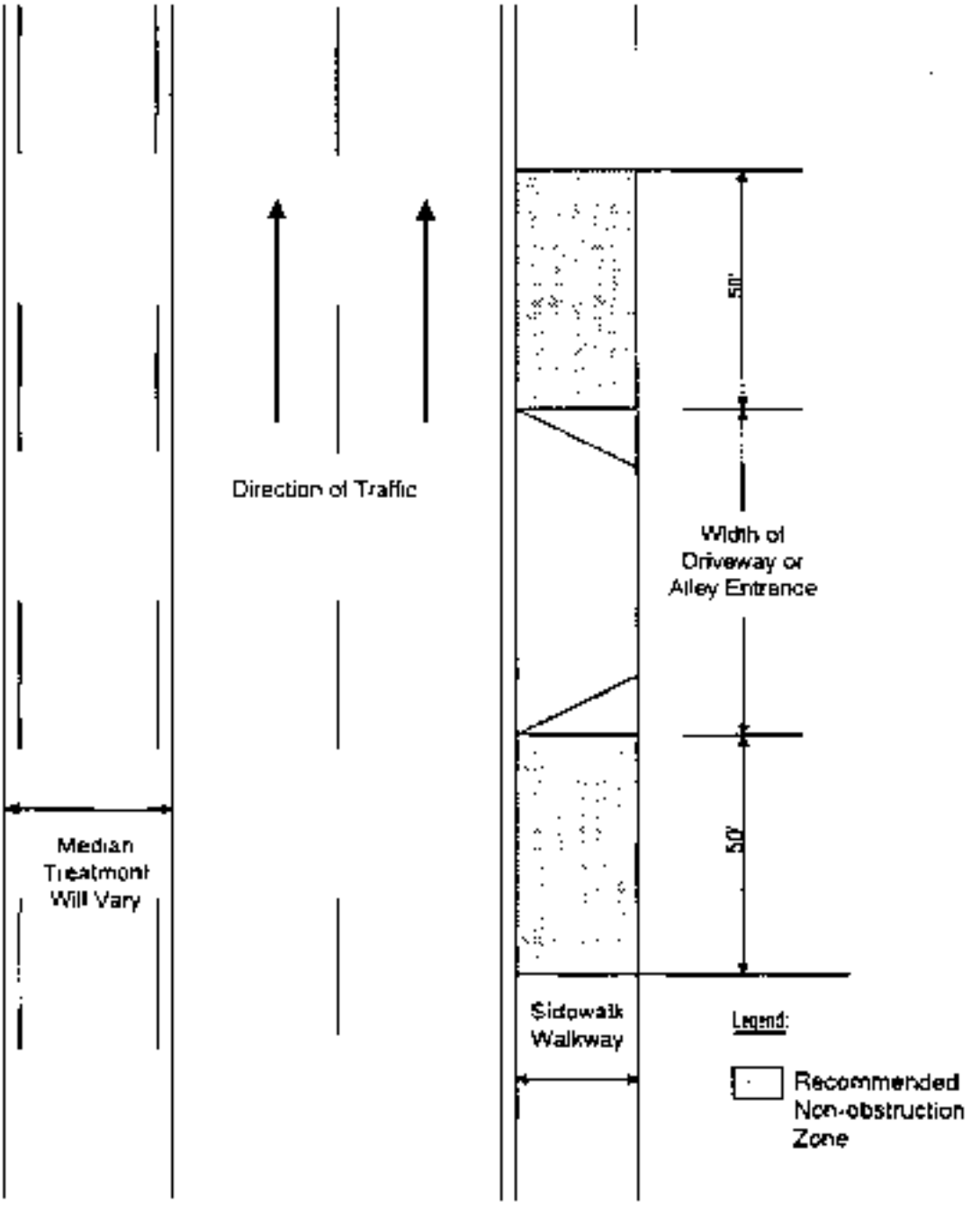


Legend
Recommended non-obstruction zone.

LAS VEGAS BOULEVARD SOUTH PEDESTRIAN WALKWAY STUDY

LEE engineering	NON-OBSTRUCTION ZONES	FIGURE 5

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LAS VEGAS BOULEVARD SOUTH PEDESTRIAN WALKWAY STUDY

LEE ENGINEERING	RECOMMENDED TYPICAL DRIVEWAY/ALLEY NON-OBSTRUCTION ZONE	FIGURE 6

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to be useful to the visually impaired, but they could possibly help all pedestrians determine when they can and cannot cross. Additionally, larger size (customized) pedestrian traffic signals could be considered for those locations where the background is very involved.

- Investigate developing a pedestrian "walk safe" brochure that could be given to visitors when they check into their hotels. The brochure would offer tips on how to successfully walk the Strip by including the meaning of pedestrian traffic signals, the importance of pushing the push buttons (once is enough), and what the pedestrian rights and responsibilities are.

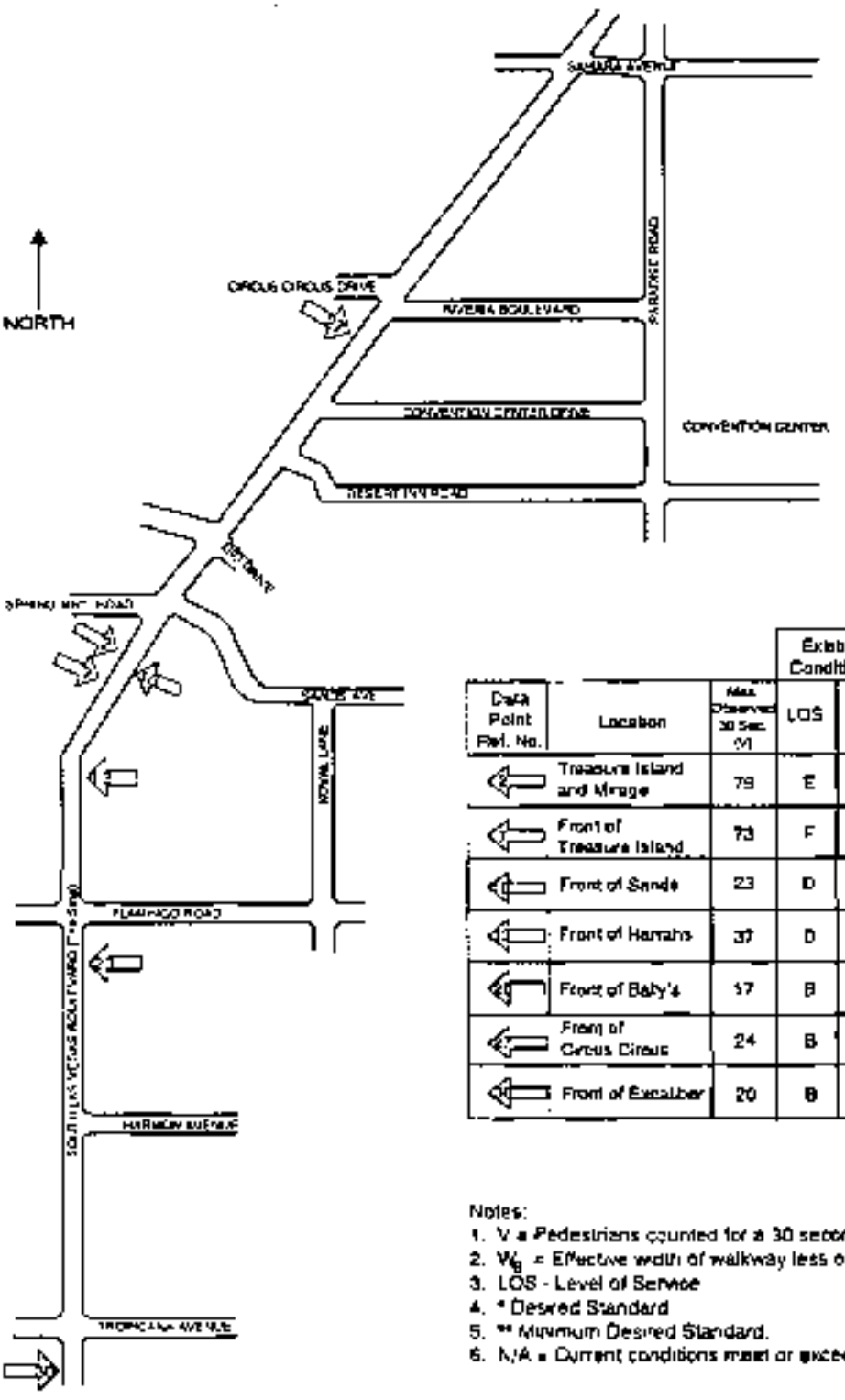
Phase II Improvements

These are improvements which will require additional planning beyond the Phase I improvements, but those which can be implemented in a period of from two to five years. Examples of Phase II improvements include identifying walkway areas which should be widened (including some of the locations identified for nonobstruction zones in Phase I).

At the basic level, this program could focus on identifying points of conflict and congestion with an improvement program designed to provide spot improvements to pedestrian flow. Such a program would identify capacity deficient walkways and develop a plan to widen them considering right of way availability and funding. This provides the alternative of widening the walkway area in order to diminish the impact of the temporary obstructions. Implementation of the restrictions in Phase I will require continuous enforcement while the design modifications of Phase II have the potential of improving the overall walkway system. Based on the preliminary work in this study, effective widths and LOS based on peak pedestrian volumes were calculated and are presented in Figure 7 for various segments of the Strip walkways. This graphic compares the existing LOS and effective widths to what the minimum effective widths would have to be to achieve a LOS of B or C at the observed peak pedestrian volume. Based on data such as this, Phase II projects would be implemented to improve the walkways to the desired LOS and required effective width.

Measures of quality of a walkway has been customarily judged by LOS, however, per this study, the parameter of withing has been added. Withings were observed to be a high percentage of the overall pedestrian volumes. This would indicate that the majority of pedestrians who walk the Strip wish to do it with someone. Therefore, it is recommended at least enough effective walkway width to allow two withings to pass be considered for new designs (10' minimum). This combined with a design target of LOS B, with a design pedestrian volume projected for ten years in the future should provide for good pedestrian movement.

Where there is conflict due to major attractions (such as the Treasure Island's Buccaneer Bay show), it may be necessary to consider separation of pedestrian movements. For example, a separate walkway could be provided for pedestrians passing through the area of



Data Point Ref. No.	Location	Max Observed 30 Sec. Vol.	Existing Conditions LOS	Existing Conditions W_e	Required W_e for LOS B*	Required W_e for LOS D**
	Treasure Island and Mirage	79	E	8'	22.5	16'
	Front of Treasure Island	73	F	4.5'	21'	15'
	Front of Sands	23	D	4.5'	7'	5'
	Front of Harrahs	37	D	5'	11'	7.5'
	Front of Baly's	17	B	7.5'	N/A	N/A
	Front of Circus Circus	24	B	9'	N/A	N/A
	Front of Excalibur	20	B	7'	N/A	N/A

Notes:
1. V = Pedestrians counted for a 30 second interval.
2. W_e = Effective width of walkway less obstructions.
3. LOS - Level of Service
4. * Desired Standard
5. ** Minimum Desired Standard.
6. N/A = Current conditions meet or exceed that Level-of Service

LAS VEGAS BOULEVARD SOUTH PEDESTRIAN WALKWAY STUDY

LEE engineering

LEVEL-OF-SERVICE AND EFFECTIVE WIDTH COMPARISONS

FIGURE 7

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conflict. Additionally, large masses of pedestrians going to or leaving these major attractions not only stress the walkway capacity but the crosswalks at signalized intersections as well. A traffic operational study is needed to investigate possible solutions. (e.g. wider walkways and crosswalks or pedestrian preemption of the traffic signal control for the peak).

Phase III Improvements

These improvements are those which can be implemented generally in a 5 to 10 year planning horizon, although with good long-term planning, they will continue beyond that as the Strip further develops and redevelops. The long term pedestrian solution along Las Vegas Boulevard South will require a paradigm shift from an automobile-based focus to a pedestrian-friendly environment. Traffic engineers are learning that in many high demand areas, it is not possible to provide vehicular capacity to meet demand. If it were done, the consequences would often not be acceptable. For instance, demand in parts of many national parks has led to severe congestion. To provide for that vehicular demand, however, would create an unacceptable intrusion into the environmentally sensitive areas and compromise the very reason people want to go there. The Strip has reached that point of providing the maximum capacity for vehicular traffic possible and found that to be inadequate to meet demand. The wide streets and long traffic signal cycles also make it unfriendly and unsafe for pedestrians.

The long term solution for Las Vegas Boulevard South is a return to the pedestrians. Although this study did not investigate trip origins and destinations, it is doubtful that many of the cars there are on their way somewhere else. Serious consideration should be given to reducing the street width from 6 moving lanes to 4 moving lanes. The extra width could be provided for wide, convenient walkways to facilitate pedestrian travel in safety and comfort. This would ease pedestrian crossing difficulties due to the reduced crossing distance. It would also help by reducing the traffic signal cycle, thereby reducing the time pedestrians have to wait for a WALK indication. Hopefully, this will increase pedestrian compliance with the traffic signals. Shuttle bus and transit service could also be increased. Perhaps a "people-mover" or monorail system is possible in the future. The first step, however, is to declare that pedestrian traffic should become primary and automobile traffic secondary along Las Vegas Boulevard South.

Another possibility is to convert Las Vegas Boulevard South to a one-way operation. This would require considerable construction to provide the northbound street. Further reductions in vehicle flow could be achieved by restricting the Strip to pedestrians, public transport, and possibly taxi operations. Restrictions in the use of private automobiles would require the redesign of many businesses along the Strip to provide alternative vehicle access. Efforts to reduce vehicle flow via a change in the functional use of the street necessitates the development of an overall area plan but would definitely improve the pedestrian environment.

Observations

1. The general repair of the walkways on the Strip needs to be assessed. An aggressive well-funded walkway maintenance program would help ensure the quality of the infrastructure.

2. The use of raised pavement markers should be avoided for crosswalks (on streets or driveways) or stop bar delineation due to pedestrian interference.

3. Textured walkways should be suitable for wheelchairs, elderly and disabled pedestrians.

4. Illegal pedestrian crossings (jaywalkers) are quite prevalent along Las Vegas Boulevard South. A total of 65 such crossing incidents were observed via the pedestrian volume data tapes. Many pedestrians were also observed to be crossing against the pedestrian traffic signals. Increased traffic law enforcement could reduce this practice and future walkway designs should discourage jaywalking.

5. Withings were observed to be split involuntarily by solicitors, handbillers, pamphlet racks and heavy pedestrian volumes.

6. Many tour buses were observed to load and unload on Las Vegas Boulevard South. This type of activity should be moved off the Strip as bus loading and unloading activities blocked walkways and were also disruptive to vehicle flows and transit bus operations (they often used transit bus stops).

7. Only essential traffic control signs should be placed on walkways; all others should be removed. If temporary signs are needed for construction activities they should be placed on suitable supports to achieve a minimum mounting height of seven feet (this will allow pedestrians to pass under the signs). The storage of construction barricades on walkways should be prohibited.

8. Examples of possible concept design solutions to the Strip's walkways are those that surround the Barbary Coast.

9. Increased illumination on the walkways and streets should be considered.

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Appendix A
Effective Width and Description of Data Collection Sites
(See Figure 3A & 3B for Locations)

Data Site No.	Data Point Location No.	Calc. Effective Width (Ft.)	Description of Data Collection Site
1	1	10.00	This data site was located on the roof of the Treasure Island. From this 36th story vantage data was collected at five different locations. Two on the Treasure Island side of the Strip on the Buccaneer Bay Walkway (1 and 2). The other three points were on the sidewalk on the east side of the Strip (3, 4 and 5). Point 4 featured a bus shelter.
	2	8.00	
	3	7.00	
	4	3.25	
	5	9.75	
2	6	6.75	This data site was located on the casino roof of the Sands. From this two story vantage data was collected at three locations. All points were on the Mirage side of the Strip. Point 6 was a clear walkway and point 7 featured a variety of obstructions. Point 8 was in the Mirage Volcano area.
	7	4.50	
	8	26.75	
3	9	2.75	This data site was located in the 30th floor lobby of the Mirage. From this thirty story vantage data was collected at six locations (there was an overlap with point 8). Four of the points were on the east side of the Strip (9, 10, 11 and 13). Two points (8 and 12) were in front of the Mirage Volcano. Because windows glare from spotlights data could only be collected from this site during the day.
	10	4.50	
	11	20.75	
	12	35.75	
	13	5.00	
4	14	7.00	The set up for this data collection site was from the two story vantage of the Forum Shops and the parking lot/front area of Caesar's Palace. Data for points 13 and 1, which were in front of Harrah's and point 15 were collected from the Forum Shop's roof. Points 16, 17 and 18 which were on the walkways in front of the Imperial Palace, O'Shea's and the Flamingo. Some overlapping data with site 3 was taken at data point 13.
	15	11.00	
	16	13.00	
	17	6.50	
	18	11.00	
5	19	5.25	This data site was located on the roof of the Bally's Tower closest to the Strip. From this thirty story plus vantage, data was collected at seven points (point 23 was eliminated). Four points were collected on the sidewalk in front of Bally's (19, 20, 21 and 22). Three points were collected on the Dune's (west side) of the Strip (24, 25 and 26). Points 19, 20, 21 and 23 compared various fixed obstructions with open (clear) walkways. Point 25 featured a bus shelter.
	20	7.50	
	21	5.50	
	22	5.25	
	23	N/A	
	24	7.25	
	25	3.25	
	26	4.92	
6	27	9.00	This data site was located on the roof of the Riveria. From this twenty story plus vantage, data was collected at three points (27, 28 and 29). One point was located in front of the Westward Ho (north end), Slots-of-Fun, and Circus Circus. The Slots-of-Fun point 28 featured a car parked in the walkway.
	28	16.50	
	29	7.50	
7	30	7.00	This data site was located on the roof of the Excalibur. From this thirty story plus vantage, data was collected at three points (30, 31, and 32). All points were on the west side of the Strip.
	31	7.00	
	32	7.00	

APPENDIX B

Data Collection Results

Location ID: 01 Operator hc Starting Time: 12:55
Date of data collection: 01/03/94 Date of data reduction: 01-26-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Prerunners/ Overstays NB	Prerunners/ Overstays SB	Other NB	Other SB	Walking	Split Walking	Flow Rate (peds/min)	LOS
12:55:30	7	16	0	0	0	0	0	0	0	0	0	0	0	0	5	0	46	B
12:56:00	11	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	26	B
12:56:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	A
12:57:00	4	31	0	0	0	0	0	0	0	0	0	0	0	0	1	0	70	B
12:57:30	5	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	14	A
12:58:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	A
12:58:30	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	B
12:59:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	10	A
12:59:30	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	B
13:00:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	A
13:00:30	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	B
13:01:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08	A
13:01:30	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	B
13:02:00	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	B
13:02:30	11	9	0	0	0	0	0	0	0	0	0	0	0	0	4	0	40	B
13:03:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	12	B
13:03:30	1	16	0	0	0	0	0	0	0	0	0	0	0	0	5	0	34	B
13:04:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	A
13:04:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	06	A
13:05:00	5	20	0	0	0	0	0	0	0	0	0	0	0	0	6	0	50	B
13:05:30	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	B
13:06:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	08	A
13:06:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	04	A
13:07:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18	A
13:07:30	9	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	B
13:08:00	6	17	0	0	0	0	0	0	0	0	0	0	0	0	2	0	46	B
13:08:30	5	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	22	B
13:09:00	7	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	28	B
13:09:30	8	9	0	0	0	0	0	0	0	0	0	0	0	0	2	0	26	B
13:10:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	A
13:10:30	7	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	B
13:11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	06	A
13:11:30	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18	A
13:12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	A
13:12:30	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	A
13:13:00	7	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	44	B
13:13:30	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	B
13:14:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	A
13:14:30	11	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	26	B
13:15:00	13	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	34	B
13:15:30	9	10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	38	B
13:16:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	16	A
13:16:30	6	4	1	0	0	0	0	0	0	0	0	0	0	0	2	0	22	B
13:17:00	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	20	A
13:17:30	12	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	22	B
13:18:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	06	A
Totals	341	375	1	2	0	0	0	0	0	0	0	0	0	0	97	1		

Location ID: 1 from to Operator: Inc Starting Time: 15:11
Date of data collection: 01/06/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Spin Within	Flow Rate (ped/min/ft)	LOS
15:13:30	1	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.6	A
15:14:00	4	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.8	A
15:14:30	5	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.2	B
15:15:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
15:15:30	5	23	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5.6	B
15:16:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
15:16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:17:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.2	A
15:17:30	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
15:18:00	3	10	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2.6	B
15:18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:19:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0.4	A
15:19:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
15:20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
15:20:30	1	11	0	0	0	0	0	0	0	0	0	0	0	0	4	1	3.0	B
15:21:00	0	11	0	1	0	0	0	0	0	0	0	0	0	0	2	1	2.4	B
15:21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.8	A
15:22:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
15:22:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
15:23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
15:23:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
15:24:00	10	7	0	0	0	0	0	0	0	0	0	0	0	0	4	1	2.4	B
15:24:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
15:25:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
15:25:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
15:26:00	5	10	0	0	0	0	0	0	0	0	0	0	0	0	5	1	3.0	B
15:26:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2.0	A
15:27:00	3	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.4	A
15:27:30	11	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2.6	B
15:28:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.8	A
15:28:30	3	11	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3.8	B
15:29:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.8	B
15:29:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
15:30:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:30:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1.2	A
15:31:00	0	16	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3.2	B
15:31:30	14	3	0	0	0	0	0	0	0	0	0	0	0	0	5	1	4.4	B
15:32:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
15:32:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
15:33:00	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1.4	A
15:33:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
Totals	158	191	1	2	0	0	2	0	0	0	0	0	0	0	87	13		

Location ID: 01 Operator: der Starting Time: 00:40
Date of data collection: 01/08/94 Date of data reduction: 02-03-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Waiting	Split Waiting	Flow Rate (ped/min/ft)	LOS
00:40:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.08	A
00:41:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.16	A
00:41:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.12	A
00:42:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.06	A
00:42:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	A
00:43:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.04	A
00:43:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.08	A
00:44:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0.20	A
00:44:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.08	A
00:45:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02	A
00:45:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.08	A
00:46:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.04	A
00:46:30	3	18	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0.42	B
00:47:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	A
00:47:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.04	A
00:48:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02	A
00:48:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.06	A
00:49:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.04	A
00:49:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.08	A
00:50:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02	A
00:50:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	A
00:51:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	A
00:51:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02	A
00:52:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.08	A
00:52:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.04	A
00:53:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.06	A
00:53:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.08	A
00:54:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02	A
00:54:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.14	A
00:55:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.04	A
00:55:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.10	A
00:56:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.14	A
00:56:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.04	A
00:57:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.12	A
00:57:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.04	A
00:58:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	A
00:58:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	A
00:59:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.04	A
00:59:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	A
01:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	A
01:00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	A
Totals	109	75	0	0	0	0	0	0	0	0	0	0	0	0	68	0		

Location ID: 01 Operator: dcr Starting Time: 18:13
Date of data collection: 01/08/94 Date of data reduction: 02-03-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicyclist on Sidewalk NB	Bicyclist on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (peds/min/ft)	LOS
18:13:30	5	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
18:14:00	8	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.4	B
18:14:30	14	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.4	B
18:15:00	8	20	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6.4	E
18:15:30	4	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.2	B
18:16:00	2	11	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.6	B
18:16:30	10	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.8	B
18:17:00	7	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.6	B
18:17:30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.6	B
18:18:00	1	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
18:18:30	15	7	0	0	0	0	0	0	0	0	0	0	0	0	8	0	4.4	B
18:19:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	A
18:19:30	9	7	1	0	0	0	1	0	0	0	0	0	0	0	2	0	3.0	B
18:20:00	6	10	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3.0	B
18:20:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4	A
18:21:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
18:21:30	10	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.4	B
18:22:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4	A
18:22:30	3	12	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.0	B
18:23:00	7	21	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5.6	B
18:23:30	10	18	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5.0	B
18:24:00	6	8	0	1	0	0	0	0	0	0	0	0	0	0	5	0	3.0	B
18:24:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
18:25:00	5	15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.0	B
18:25:30	1	14	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.0	B
18:26:00	6	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.2	B
18:26:30	6	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.8	B
18:27:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	A
18:27:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
18:28:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
18:28:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	A
18:29:00	1	17	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.6	B
18:29:30	1	23	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.8	B
18:30:00	1	13	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.2	B
18:30:30	0	22	0	0	0	1	0	0	0	0	0	0	0	0	2	0	4.6	B
18:31:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.0	B
18:31:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	A
18:32:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
18:32:30	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0.8	A
18:33:00	1	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0.8	A
18:33:30	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	B
18:34:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
18:34:30	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2.2	B
18:35:00	20	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5.4	B
18:35:30	6	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.4	B
18:36:00	16	18	0	0	0	0	0	0	4	0	0	0	0	0	0	0	7.2	C
18:36:30	13	24	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7.4	C
18:37:00	8	22	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6.0	B
18:37:30	22	15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7.4	C
18:38:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
18:38:30	16	2	0	0	0	0	3	0	2	0	0	0	0	0	1	0	4.2	B
18:39:00	17	27	0	0	0	0	0	0	0	0	0	0	0	0	1	0	8.8	C
18:39:30	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.6	B
18:40:00	9	11	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4.2	B
18:40:30	41	4	0	0	0	0	0	0	5	0	0	0	0	0	0	0	9.0	C
18:41:00	53	6	0	0	0	0	0	0	5	0	0	0	0	0	0	0	11.8	D
18:41:30	39	4	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8.6	C
18:42:00	58	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.0	D
18:42:30	34	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.0	C
18:43:00	45	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	D
18:43:30	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.8	B
18:44:00	11	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.8	B
18:44:30	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4	A
18:45:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
18:45:30	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	B
18:46:00	10	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
Totals	883	811	3	3	0	2	5	2	32	5	0	0	0	0	93	0		

Location ID: 02 Operator: dcr Starting Time: 12:58
Date of data collection: 01/09/94 Date of data reduction: 02-02-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Walking	Split Walking	Flow Rate (peds/min/ft)	LOS
12:58:30	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.0	A
12:59:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	A
12:59:30	1	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
13:00:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
13:00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	B
13:01:00	3	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.0	B
13:01:30	2	10	0	1	0	0	0	0	0	0	0	0	0	0	4	0	3.0	B
13:02:00	2	11	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.3	B
13:02:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
13:03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
13:03:30	11	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.3	B
13:04:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
13:04:30	5	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.3	B
13:05:00	6	9	0	1	0	0	0	0	0	0	0	0	0	0	3	0	4.0	B
13:05:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
13:06:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	A
13:06:30	3	15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	5.0	B
13:07:00	7	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.5	B
13:07:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
13:08:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.5	A
13:08:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
13:09:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
13:09:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.3	A
13:10:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
13:10:30	6	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.3	B
13:11:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.3	B
13:11:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
13:12:00	5	9	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.5	B
13:12:30	0	12	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.0	B
13:13:00	12	14	0	0	0	0	0	0	0	0	0	0	0	0	8	0	6.5	B
13:13:30	14	7	0	0	0	0	0	0	0	0	0	0	0	0	6	0	5.3	B
13:14:00	10	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.0	B
13:14:30	13	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4.5	B
13:15:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.3	B
13:15:30	0	14	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.5	B
13:16:00	4	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.5	B
13:16:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
13:17:00	15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.8	B
13:17:30	13	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4.0	B
13:18:00	11	6	0	0	0	0	0	0	0	0	0	0	0	0	7	0	4.5	B
13:18:30	6	10	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3.5	B
13:19:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3	A
Totals	211	336	0	2	0	0	0	0	0	0	0	0	0	0	196	0		

Location ID: 02 Operator: dcr Starting Time: 15:11
Date of data collection: 01/06/94 Date of data reduction: 01-31-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles or Skateboards NB	Bicycles or Skateboards SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
15:11:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
15:12:00	3	9	1	0	0	0	0	0	0	0	0	0	0	0	3	0	3.1	B
15:12:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
15:13:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
15:13:30	4	7	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2.8	B
15:14:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1.0	A
15:14:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
15:15:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.3	B
15:15:30	3	7	1	0	0	0	0	0	0	0	0	0	0	0	3	0	2.8	B
15:16:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	A
15:16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:17:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
15:17:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
15:18:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.3	B
15:18:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	A
15:19:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.5	B
15:19:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
15:20:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
15:20:30	2	11	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.4	B
15:21:00	2	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.3	B
15:21:30	4	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
15:22:00	2	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.8	B
15:22:30	5	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
15:23:00	5	14	0	0	0	0	0	0	0	0	0	0	0	0	7	0	4.8	B
15:23:30	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3	A
15:24:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
15:24:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
15:25:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
15:25:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
15:26:00	8	7	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.0	B
15:26:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
15:27:00	8	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	B
15:27:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
15:28:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
15:28:30	2	13	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.8	B
15:29:00	11	4	0	1	0	0	0	0	0	0	0	0	0	0	5	0	4.0	B
15:29:30	5	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3.0	B
15:30:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
15:30:30	3	10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.3	B
15:31:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	B
15:31:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
15:32:00	6	6	0	0	0	0	0	0	0	0	0	0	0	0	7	0	3.0	B
15:32:30	5	14	0	0	0	0	0	0	0	0	0	0	0	0	6	0	4.8	B
15:33:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
15:33:30	4	9	0	1	0	0	0	0	0	0	0	0	0	0	3	0	3.5	B
15:34:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
Totals	145	226	2	2	0	0	7	0	0	0	0	0	0	0	104	1		

Location ID: 02 Operator: dcr Starting Time: 00:32
Date of data collection: 01/08/94 Date of data reduction: 01-26-1994

	Pedestrians		Strollers		Wheelchairs		Bicycles or Sidewalk		Pedestrians in Street		Pedestrians off Sidewalk		Other			Split	Flow Rate	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	Within	Within	(peds/min)	LOS
00:32:30	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	10	A
00:33:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	15	A
00:33:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	A
00:34:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	08	A
00:34:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	05	A
00:35:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	05	A
00:35:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	13	A
00:36:00	2	10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	30	B
00:36:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03	A
00:37:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	25	B
00:37:30	8	7	0	0	0	0	0	0	0	0	0	0	0	0	5	0	35	B
00:38:00	2	9	0	0	0	0	0	0	0	0	0	0	0	0	2	0	28	B
00:38:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
00:39:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	10	A
00:39:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	A
00:40:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	15	A
00:40:30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	13	A
00:41:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03	A
00:41:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	10	A
00:42:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	5	0	35	B
00:42:30	6	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1	20	A
00:43:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15	A
00:43:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	13	A
00:44:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08	A
00:44:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	18	A
00:45:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	20	A
00:45:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	18	A
00:46:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	25	B
00:46:30	4	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	35	B
00:47:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	A
00:47:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15	A
00:48:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15	A
00:48:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03	A
00:49:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	23	B
00:49:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03	A
Totals	68	144	0	0	0	0	0	0	0	0	0	0	0	0	83	1		

Location ID: 02 Operator: dcr Starting Time: 19:15
Date of data collection: 01/08/94 Date of data reduction: 02-04-1994

Time	Pedestrians NB	Pedestrians SB	Bicyclists NB	Bicyclists SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Total Within	Total Without	Flow Rate (peds/min/ft)	LOS
19:15:00	21	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5.0	B
19:16:00	17	9	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6.5	B
19:16:30	17	11	0	0	0	0	0	0	0	0	0	0	0	0	4	0	7.0	B
19:17:00	16	6	0	0	0	0	0	0	0	0	0	0	0	0	7	0	5.5	B
19:17:30	20	17	0	0	0	0	0	0	0	0	0	0	0	0	12	0	9.3	C
19:18:00	27	7	0	0	0	0	0	0	0	0	0	0	0	0	8	0	6.0	B
19:18:30	7	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.3	A
19:19:00	12	17	0	0	0	0	0	0	0	0	0	0	0	0	11	0	7.3	C
19:19:30	9	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.8	B
19:20:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
19:20:30	11	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	4.3	B
19:21:00	7	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.0	B
19:21:30	11	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.8	B
19:22:00	25	13	0	0	0	0	0	0	0	0	0	0	0	0	11	0	9.5	C
19:22:30	16	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.5	B
19:23:00	18	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5.8	D
19:23:30	28	4	0	0	0	0	0	0	0	0	0	0	0	0	9	0	8.0	C
19:24:00	16	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5.0	B
19:24:30	23	1	1	0	0	0	2	0	0	0	0	0	0	0	2	0	6.8	B
19:25:00	25	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	7.0	B
19:25:30	20	3	0	0	0	0	0	0	0	0	0	0	0	0	6	0	5.5	B
19:26:00	20	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5.5	B
19:26:30	17	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	5.3	B
19:27:00	26	7	0	0	0	0	0	0	0	0	0	0	0	0	5	2	8.3	C
19:27:30	13	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	3.8	B
19:28:00	13	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.5	B
19:28:30	38	12	0	0	0	0	0	0	0	0	0	0	0	0	15	0	12.5	D
19:29:00	21	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6.3	B
19:29:30	22	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5.5	B
19:30:00	23	11	0	0	0	0	3	0	0	0	0	0	0	0	4	0	8.3	C
19:30:30	9	14	1	0	0	0	0	0	0	0	0	0	0	0	3	0	8.0	D
19:31:00	27	6	0	0	0	0	0	0	0	0	0	0	0	0	9	0	8.3	C
19:31:30	13	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.3	B
19:32:00	9	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.5	B
19:32:30	13	1	0	0	0	0	0	0	0	0	0	0	0	2	3	0	3.3	B
19:33:00	27	4	0	0	0	0	0	0	0	0	0	0	0	0	8	0	7.8	C
19:33:30	33	3	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9.0	D
19:34:00	29	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7.3	C
19:34:30	8	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.3	B
19:35:00	29	7	2	0	0	0	0	0	0	0	0	0	0	0	6	0	9.5	C
19:35:30	30	3	0	0	0	0	0	0	0	0	0	0	0	0	6	0	7.5	C
19:36:00	19	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.8	B
19:36:30	13	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.3	B
19:37:00	32	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	8.0	C
19:37:30	25	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	7.5	C
19:38:00	16	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.3	B
19:38:30	16	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.0	B
19:39:00	63	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	14.0	E
19:39:30	35	3	1	0	0	0	0	0	0	0	0	0	0	0	4	0	9.8	C
19:40:00	14	10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	6.0	B
19:40:30	21	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5.5	B
19:41:00	47	13	0	0	0	0	0	0	0	0	0	0	1	0	7	0	7.5	C
19:41:30	79	28	0	0	0	0	0	0	0	0	0	0	0	0	9	0	11.8	D
19:42:00	5	62	0	0	0	0	0	0	0	0	0	0	0	0	2	0	13.8	E
19:42:30	3	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	E
19:43:00	15	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	E
19:43:30	2	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.0	D
19:44:00	0	45	0	0	0	0	0	0	0	0	0	0	0	0	7	0	11.3	D
19:44:30	6	57	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15.0	E
19:45:00	0	67	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.5	E
19:45:30	2	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.0	E
19:46:00	20	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	E
19:46:30	2	62	0	0	0	0	0	0	1	0	0	0	0	0	0	0	15.0	E
Totals	1130	856	6	1	1	1	5	0	1	13	0	0	1	2	286	0		

Location ID: 03 Operator: lhc Starting Time: 00:14
Date of data collection: 01/06/94 Date of data reduction: 01-31-1994

	Pedestrians		Strollers		Wheelchairs		Bicycles or Skateboards		Pedestrians in Street		Pedestrians off Sidewalk		Other			Split	Flow Rate	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	Within	Within	(ped/min/ft)	LOS
00:14:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:15:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
00:15:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:16:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	A
00:17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:18:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
00:18:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
00:19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
00:19:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:20:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:22:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
00:23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:23:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
00:24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
00:24:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
00:25:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
00:25:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:26:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
00:26:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
00:27:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
00:27:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
00:28:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:28:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
00:29:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
00:29:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
00:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:30:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.7	A
00:31:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:31:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.7	A
00:32:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
00:32:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
00:33:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:33:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:34:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	43	15	0	0	0	0	0	0	0	0	0	0	0	0	14	0		

Location ID: 311 Operator: hc Starting Time: 15:38
Date of data collection: 01/06/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Waiting	Split Waiting	Flow Rate (ped/min/ft)	LOS
15:38:30	3	·	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1 ·	A
15:39:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	B
15:39:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:40:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:40:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:41:00	4	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.9	B
15:41:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:42:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	A
15:42:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
15:43:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:43:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:44:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
15:44:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
15:45:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
15:45:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:46:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
15:46:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
15:47:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
15:47:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:48:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:48:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:49:00	·	·	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
15:49:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:50:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:50:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
15:51:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
15:51:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
15:52:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:52:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
15:53:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
15:53:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:54:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
15:54:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.4	A
15:55:00	·	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
15:55:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:56:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:56:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
15:57:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
15:57:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
15:58:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
15:58:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:59:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
Totals	51	33	0	0	0	0	0	0	0	0	0	0	0	0	21	0		

Location ID: 03 Operator: hc Starting Time: 18:30
Date of data collection: 01/04/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
18:15:30	2	5	0	0	0	0	0	0	0	0	0	0	0	1	3	5	2.5	A
18:16:30	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	5	5.0	A
18:16:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9.3	A
18:17:30	2	5	0	0	0	0	0	0	0	5	0	0	1	0	0	3	9.5	A
18:17:30	3	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0.9	A
18:18:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.4	A
18:18:30	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0.6	A
18:19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.3	A
18:19:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
18:20:00	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.6	A
18:20:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	A
18:21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4	A
18:21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.4	A
18:22:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
18:22:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
18:23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
18:23:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
18:24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
18:24:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
18:25:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
18:25:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
18:26:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	2	5	3.6	B
18:26:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
18:27:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
18:27:30	2	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1.4	A
18:28:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.3	B
18:28:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
18:29:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
18:29:30	4	2	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1.7	A
18:30:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.6	B
18:30:30	7	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.6	B
18:31:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
18:31:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
18:32:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
18:32:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
18:33:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
18:33:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
18:34:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
18:34:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
18:35:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
18:35:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
18:36:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.3	A
18:36:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
18:37:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	102	49	0	0	0	0	0	0	0	0	0	0	12	14	42	0		

Location ID: 0# Operator. hc Starting Time: 12:25
Date of data collection. 01/05/94 Date of data reduction: 01-28-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Perambulators on Sidewalk NB	Perambulators on Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (peds/min)	LOS
12:25:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.7	B
12:26:00	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0.6	A
12:26:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	A
12:27:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.5	B
12:27:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
12:28:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
12:28:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.1	B
12:29:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
12:29:30	1	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1.8	A
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:30:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:31:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:31:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
12:32:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:32:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:33:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:33:30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.1	B
12:34:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:34:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:35:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:35:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1.8	A
12:36:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:36:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
12:37:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4.3	B
12:37:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
12:38:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:38:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.5	B
12:39:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:39:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1.8	A
12:40:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.7	B
12:40:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
12:41:00	8	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.9	B
12:41:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.5	B
12:42:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:42:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:43:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
12:43:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:44:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	A
12:44:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.7	B
12:45:00	2	4	0	0	0	0	1	0	0	0	0	0	0	0	1	0	4.9	B
12:45:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
Totals	68	41	1	0	0	0	1	1	0	0	0	0	0	0	17	1		

Location ID: 04 Operator: dcr Starting Time: 15:38
Date of data collection: 01/05/94 Date of data reduction: 02-02-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (peds/min/ft)	LOS
15:38:30	8	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6.8	B
15:39:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	A
15:39:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
15:40:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:40:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.5	B
15:41:00	0	6	0	0	3	0	0	0	0	0	0	0	1	0	1	0	3.7	B
15:41:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.2	A
15:42:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1.3	A
15:42:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
15:43:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
15:43:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
15:44:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1.8	A
15:44:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
15:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:45:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:46:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.1	B
15:46:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.1	B
15:47:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
15:47:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:48:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
15:48:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
15:49:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
15:49:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
15:50:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.1	B
15:50:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
15:51:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
15:51:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	A
15:52:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:52:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
15:53:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
15:53:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.6	A
15:54:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
15:54:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4.3	B
15:55:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:55:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:56:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
15:56:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:57:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.3	B
15:57:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.5	B
15:58:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	56	37	0	0	0	0	0	0	0	0	0	0	7	2	25	0		

Location ID: 04 Operator: ecr Starting Time: 00:17
Date of data collection: 03/09/94 Date of data reduction: 03-03-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
00:17:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:18:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
00:19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:19:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
00:20:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
00:20:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
00:21:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
00:21:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.5	B
00:22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:22:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:23:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.0	A
00:23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.5	B
00:24:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.5	B
00:24:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:25:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:25:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:26:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:26:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.5	B
00:27:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:27:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:28:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
00:28:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:29:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:29:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.1	B
00:30:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
00:30:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	A
00:31:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:31:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:32:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:32:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	A
00:33:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:33:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.5	B
00:34:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:34:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	A
00:35:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:35:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:36:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
00:36:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:37:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.5	B
00:37:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
Totals	54	22	0	0	0	0	0	0	0	0	0	0	1	0	14	0		

Location ID: 04 Operator: dcr Starting Time: 18:49
Date of data collection: 01/06/94 Date of data reduction: 02-03-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians w/ Sidewalk NB	Pedestrians w/ Sidewalk SB	Dogs NB	Dogs SB	Whining	Spin Whirling	Flow Rate (peds/min/ft)	LOS
18:49:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	A
18:50:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.7	B
18:50:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
18:51:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
18:51:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
18:52:00	3	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1.8	A
18:52:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
18:53:00	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3.1	B
18:53:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
18:54:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
18:54:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
18:55:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.5	B
18:55:30	3	2	0	0	5	0	0	0	0	1	0	0	0	0	2	0	3.1	B
18:56:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
18:56:30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.5	B
18:57:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1.2	A
18:57:30	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
18:58:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
18:58:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
18:59:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
18:59:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
19:00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
19:00:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	A
19:01:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.3	B
19:01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
19:02:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4.3	B
19:02:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
19:03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
19:03:30	5	5	0	0	5	0	0	0	0	0	0	0	0	0	2	0	3.1	B
19:04:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.7	B
19:04:30	15	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	11.7	D
19:05:00	2	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	4.3	B
19:05:30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.1	B
19:06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
19:06:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
19:07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
19:07:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
19:08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
19:08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
19:09:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.1	B
19:09:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.7	B
19:10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
Totals	95	43	1	0	0	0	0	0	0	2	0	0	0	0	33	0		

Location ID: 03 Operator: dcr Starting Time: 12:30
Date of data collection: 01/06/94 Date of data reduction: 02-02-1994

Time	Passenger Cars NB	Passenger Cars SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Ped Within	Ped Without	Flow Rate (ped/min/ft)	LOS
12:30:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0.0	A
12:31:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.6	A
12:31:30	4	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.6	B
12:32:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.6	A
12:32:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:33:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	-	0	0.3	A
12:33:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:34:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	A
12:34:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-	0	1.1	A
12:35:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.6	A
12:35:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:36:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:36:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
12:37:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.9	A
12:37:30	6	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	1.7	A
12:38:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:38:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.6	A
12:39:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:39:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.3	A
12:40:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	1.1	A
12:40:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:41:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
12:41:30	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0.6	A
12:42:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.5	A
12:42:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
12:43:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.6	A
12:43:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:44:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:44:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.5	A
12:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:45:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.3	A
12:46:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.5	A
12:46:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.7	A
12:47:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.6	A
12:47:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0.0	A
12:48:00	6	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1.7	A
12:48:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:49:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:49:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:50:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:50:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:51:00	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3.1	B
12:51:30	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3.1	B
*totals	82	30	0	0	0	0	0	2	0	0	0	0	1	2	31	3		

Location ID: 05 Operator: dcr Starting Time: 12:28
Date of data collection: 01/05/94 Date of data reduction: 02-02-1994

Time	Pedestrians NB	Pedestrians SB	Bicycles NB	Bicycles SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians on Sidewalk NB	Pedestrians on Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (peds/min/ft)	LOS
12:28:30	5	7	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0.6	A
12:30:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.4	A
12:30:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:31:00	3	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.2	A
12:31:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:32:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:32:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.2	A
12:33:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
12:33:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
12:34:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:34:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:35:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0.6	A
12:35:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
12:36:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.2	A
12:36:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
12:37:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:37:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0.0	A
12:38:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
12:38:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.2	A
12:39:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
12:39:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:40:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:40:30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
12:41:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:41:30	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0.2	A
12:42:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
12:42:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
12:43:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:43:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.2	A
12:44:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:44:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:45:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
12:45:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:46:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
12:46:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
12:47:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:47:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
12:48:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:48:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:49:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:49:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
12:50:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:50:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
12:51:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
Totals	83	53	1	0	0	0	1	2	0	0	0	0	1	0	45	0		

Location ID: 05 Operator: dcr Starting Time: 15:35
Date of data collection: 01/06/94 Date of data reduction: 01-31-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
15:35:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
15:36:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
15:36:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
15:37:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
15:37:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
15:38:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:38:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
15:39:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
15:39:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	A
15:40:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
15:40:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
15:41:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
15:41:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:42:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:42:30	3	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.1	B
15:43:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
15:43:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
15:44:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
15:44:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:45:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
15:45:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
15:46:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
15:46:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:47:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
15:47:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:48:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
15:48:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
15:49:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
15:49:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
15:50:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
15:50:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
Totals	45	46	0	0	0	0	0	0	0	0	0	0	0	0	21	0		

Location ID: 05 Operator: acr Starting Time: 00:00
Date of data collection: 01/08/94 Date of data reduction: 01-28-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles or Sidewalk NB	Bicycles or Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Waiting	Skid Waiting	Flow Rate (ped/m-min)	LOS
00 09 30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
00 10 00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
00 10 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00 11 00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
00 11 30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
00 12 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00 12 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00 13 00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
00 13 30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
00 14 00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
00 14 30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
00 15 00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
00 15 30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
00 16 00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
00 16 30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
00 17 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00 17 30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
00 18 00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
00 18 30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
00 19 00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
00 19 30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.2	A
00 20 00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
00 20 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00 21 00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
00 21 30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
00 22 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00 22 30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.2	A
00 23 00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
00 23 30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
00 24 00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
00 24 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00 25 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00 25 30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
00 26 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00 26 30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
00 27 00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
00 27 30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
00 28 00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
00 28 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00 29 00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00 29 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00 30 00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
Totals	76	29	0	0	0	0	0	0	0	0	0	0	0	0	26	0		

Location ID: 3 Operator: dcr Starting Time: 18:51
Date of data collection: 01/06/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
18:51:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
18:52:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
18:52:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
18:53:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
18:53:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
18:54:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
18:54:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
18:55:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
18:55:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
18:56:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
18:56:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	B
18:57:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
18:57:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
18:58:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	B
18:58:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
18:59:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
18:59:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
19:00:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
19:00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
19:01:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.6	B
19:01:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.6	A
19:02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
19:02:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
19:03:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
19:03:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
19:04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
19:04:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
19:05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
19:05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
19:06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
19:06:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
19:07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
19:07:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
19:08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
19:08:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
Totals	80	46	1	0	0	0	0	0	0	0	0	0	0	0	33	0		

Location ID: 06 Operator: dcr Starting Time: 10:39
Date of data collection: 02/03/94 Date of data reduction: 02-03-1994

Time	Pedestrians NB	Pedestrians SB	Bicyclists NB	Bicyclists SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Peripatetics in Street NB	Peripatetics in Street SB	Pedestrians on Sidewalk NB	Pedestrians on Sidewalk SB	Other NB	Other SB	Within	SBI Within	Flow Rate (ped/min/ft)	LOS
10:39:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
10:40:00	3	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
10:40:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	B
10:41:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.1	B
10:41:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
10:42:00	7	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	B
10:42:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.2	A
10:43:00	6	8	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2.4	B
10:43:30	2	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.3	B
10:44:00	8	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.0	B
10:44:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
10:45:00	4	15	0	1	0	0	0	0	0	0	0	0	0	0	3	0	4.7	B
10:45:30	1	9	0	1	0	0	0	0	0	0	0	0	0	0	5	0	3.3	B
10:46:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
10:46:30	6	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.3	B
10:47:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
10:47:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	A
10:48:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.7	B
10:48:30	2	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.4	B
10:49:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.4	B
10:49:30	7	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.0	B
10:50:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	3	0	3.0	B
10:50:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
10:51:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.0	A
10:51:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
10:52:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
10:52:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
10:53:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
10:53:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
10:54:00	5	9	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4.1	B
10:54:30	12	5	0	0	0	0	0	0	0	0	0	0	0	0	6	0	4.4	B
10:55:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
10:55:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
10:56:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
10:56:30	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.1	B
10:57:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
10:57:30	3	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
10:58:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
10:58:30	7	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.7	B
10:59:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.1	B
10:59:30	10	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.6	B
11:00:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
Totals	140	159	1	2	0	0	0	0	0	0	0	0	1	0	95	0		

Location ID: 96 Operator: dcr Starting Time: 22:52
Date of data collection: 04/07/84 Date of data reduction: 02-03-1984

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Waiting	Split (Y/N)	Flow Rate (ped/min/ft)	LOS
22 52 30	9	6	0	0	0	0	0	0	0	0	0	0	0	0	5	N	4.4	B
22.53 00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4.4	B
22 53 30	2	25	0	0	0	0	0	0	0	0	0	0	0	0	11	0	8.0	C
22 54 00	4	16	0	0	0	0	0	0	1	0	0	0	0	0	6	0	5.8	B
22:54 30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
22.55.00	8	22	0	0	0	0	0	0	0	0	0	0	0	0	9	0	6.9	C
22:55 30	6	11	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5.0	B
22.56 00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.6	B
22:56 30	2	11	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4.1	B
22:57 00	6	14	0	0	0	0	0	0	0	0	0	0	0	0	8	0	5.8	B
22:57 30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22.58 00	5	9	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.7	B
22.58 30	6	13	0	0	0	0	1	0	0	0	0	0	0	0	7	0	3.8	B
22.59 00	18	18	0	0	0	0	0	0	0	1	0	0	0	0	10	0	10.7	D
22.59 30	9	15	0	0	0	0	0	0	0	0	0	0	0	0	8	0	7.1	C
23 00 00	14	2	0	0	0	0	0	0	0	0	0	0	0	0	11	0	7.7	C
23 00 30	22	5	0	0	0	0	0	0	1	0	0	0	0	0	9	0	8.0	C
23 01 00	37	7	0	0	0	0	5	0	0	0	0	0	0	0	17	0	13.0	D
23:01 30	13	22	0	0	0	0	0	0	1	0	0	0	0	0	15	0	13.1	D
23.02 00	14	11	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9.4	C
23 02 30	6	5	1	0	0	0	0	0	0	0	0	0	0	0	5	0	3.8	B
23 03 00	6	17	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5.0	B
23 03 30	15	7	0	0	0	0	0	0	0	0	0	0	0	0	9	0	6.5	B
23 04 00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.1	B
23 04 30	12	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4.7	B
23 05 00	21	8	0	0	0	0	0	0	0	0	0	0	0	0	13	0	8.0	C
23 05 30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
23 06 00	6	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.9	B
23 06 30	4	12	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.7	B
23 07 00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
23 07 30	2	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.0	B
23 08 00	7	21	0	0	0	0	0	0	0	0	0	0	0	0	9	0	8.3	C
23 08 30	1	9	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5.0	B
23 09 00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
23 09 30	2	19	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6.2	B
23 10 00	12	24	0	0	0	0	0	0	0	0	0	0	0	0	12	0	10.7	D
23 10 30	9	9	0	0	0	0	0	0	1	0	0	0	0	0	8	0	5.1	B
23 11 00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4.1	B
23 11 30	0	8	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1.8	A
23 12 00	5	15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	4.4	B
23.12 30	5	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.1	B
Totals	308	410	1	0	0	0	1	0	4	1	0	0	0	2	253	0		

Location ID: 6 Operator: dct Starting Time: 16:44
Date of data collection: 01/08/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Split Within	Split Within	Flow Rate (ped/min/ft)	LOS
16:44:30	0	21	0	0	0	0	0	0	0	0	0	4	0	0	0	0	8.0	C
16:45:00	0	21	0	0	0	0	0	0	1	0	0	0	0	0	0	0	8.2	B
16:45:30	5	38	0	0	0	0	0	0	0	1	0	0	0	0	0	0	14.2	D
16:46:00	3	40	0	0	0	0	0	0	1	2	0	0	0	0	0	0	12.7	D
16:46:30	4	30	2	1	0	0	0	0	1	0	0	0	0	0	0	0	11.0	D
16:47:00	2	29	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9.5	C
16:47:30	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8.5	C
16:48:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.2	B
16:48:30	5	26	0	0	0	0	0	0	0	1	0	0	0	0	0	0	8.2	C
16:49:00	25	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.3	D
16:49:30	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.4	B
16:50:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.7	B
16:50:30	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.1	B
16:51:00	5	20	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7.4	C
16:51:30	11	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.7	C
16:52:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	B
16:52:30	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.4	C
16:53:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.1	C
16:53:30	5	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.0	C
16:54:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.7	B
16:54:30	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.9	B
16:55:00	10	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	D
16:55:30	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.4	B
16:56:00	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	C
16:56:30	14	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	D
16:57:00	16	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8.5	B
16:57:30	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.6	B
16:58:00	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2.7	B
16:58:30	3	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.2	B
16:59:00	3	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.7	C
16:59:30	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.1	B
17:00:00	16	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	C
17:00:30	2	22	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7.4	C
17:01:00	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.6	B
17:01:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
17:02:00	5	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4.1	B
17:02:30	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	D
17:03:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.7	B
17:03:30	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.9	B
17:04:00	12	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7.4	C
17:04:30	5	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.1	C
17:05:00	17	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	C
17:05:30	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.6	B
17:06:00	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.1	B
17:06:30	8	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	C
17:07:00	17	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	C
17:07:30	9	10	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5.9	B
17:08:00	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.7	B
17:08:30	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.4	B
17:09:00	7	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.2	B
17:09:30	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.1	B
17:10:00	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.7	B
17:10:30	5	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.9	B
17:11:00	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.7	B
17:11:30	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.4	B
17:12:00	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.6	B
17:12:30	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	B
17:13:00	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5.0	B
17:13:30	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.4	B
17:14:00	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.4	B
17:14:30	6	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6.2	B
17:15:00	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.5	B
17:15:30	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	B
17:16:00	17	8	0	1	0	0	0	1	0	0	0	0	0	0	0	0	8.0	C
17:16:30	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.4	B
17:17:00	15	8	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6.8	B
17:17:30	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.3	C
17:18:00	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7.1	C
17:18:30	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	B
17:19:00	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.3	B
17:19:30	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.3	B
17:20:00	0	11	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3.3	B
17:20:30	8	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.3	C
17:21:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.6	B
17:21:30	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.1	B
17:22:00	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.9	B
17:22:30	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.4	B
Totals	603	983	2	10	0	2	1	2	23	8	6	6	0	1	0	0		

Location ID: 08 Operator: dcr Starting Time: 12:17
Date of data collection: 01/05/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Peoplerings on Sidewalk NB	Peoplerings on Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (peds/min)	LOS
12:17:30	4	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	15	B
12:18:00	5	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	16	B
12:18:30	8	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	41	B
12:19:00	9	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	41	B
12:19:30	4	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	33	B
12:20:00	4	5	1	0	0	0	0	0	0	0	0	0	0	0	4	0	30	B
12:20:30	2	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	21	A
12:21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	15	A
12:21:30	4	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	26	B
12:22:00	7	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	27	B
12:22:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15	A
12:23:00	11	6	0	0	0	0	0	0	0	0	0	0	0	0	7	0	50	B
12:23:30	6	10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	39	A
12:24:00	16	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	47	B
12:24:30	8	11	0	0	0	0	0	0	0	0	0	0	0	0	3	0	41	B
12:25:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	21	B
12:25:30	3	13	0	0	0	0	0	0	0	0	0	0	0	0	6	0	47	B
12:26:00	3	9	0	0	0	0	0	0	0	0	0	0	1	0	4	0	36	B
12:26:30	6	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	38	B
12:27:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	3	0	30	B
12:27:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	12	A
12:28:00	4	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	30	B
Totals	167	197	3	0	0	0	0	0	0	0	0	0	1	0	82	0		

Location ID: 07 Operator: hc Starting Time: 10:38
Date of data collection: 01/05/94 Date of data reduction: 01-26-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate /pedestrian/hr	LOS
10:38:30	0	3	C	0	0	0	0	0	0	0	0	0	0	0	0	C	1.3	A
10:40:00	0	6	C	0	0	0	0	1	0	2	0	0	0	0	2	C	2.7	B
10:40:30	2	3	C	0	0	0	0	0	0	0	0	0	0	0	1	C	2.3	B
10:41:00	1	10	C	0	0	0	0	0	0	C	0	0	0	0	2	C	4.8	H
10:41:30	1	1	C	0	0	0	0	0	0	C	0	0	0	0	2	C	3.8	D
10:42:00	2	3	C	0	0	0	0	0	0	C	0	0	0	0	4	C	4.4	E
10:42:30	3	2	C	0	0	0	C	0	0	C	0	0	0	0	4	C	4.4	D
Totals	14	38	C	0	0	0	C	1	0	2	0	0	0	0	15	C		

Location ID: 07 Operator: dcr Starting Time: 22:52
Date of data collection: 01/07/84 Date of data reduction: 01-28-1984

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Walking	Split Warning	Flow Rate (ped/hr/ft)	LOS
22 52 30	9	9	0	0	0	0	0	0	0	0	0	0	0	0	4	0	8.0	C
22 53 00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
22 53 30	5	21	0	0	0	0	0	0	0	0	0	0	0	0	6	0	11.6	D
22 54 00	9	30	0	0	0	0	0	0	0	0	0	0	0	0	13	0	17.3	E
22 54 30	5	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.0	B
22 55 00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.3	B
22 55 30	1	28	0	0	0	0	0	0	0	0	0	0	0	0	10	0	12.9	D
22 56 00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	5	0	6.2	B
22 56 30	5	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.9	B
22 57 00	6	11	0	0	0	0	0	0	0	0	0	0	0	0	5	0	7.6	C
22 57 30	1	17	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5.8	B
22 58 00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.5	B
22 58 30	13	7	0	0	0	0	1	0	0	0	0	0	0	0	3	0	9.3	C
22 59 00	13	16	0	0	0	0	0	0	0	0	0	0	0	0	8	0	13.8	D
22 59 30	14	17	0	0	0	0	0	0	0	1	0	0	0	0	2	0	13.8	D
23 00 00	15	10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	11.1	D
23 00 30	41	8	0	0	0	0	0	0	1	0	0	0	0	0	5	0	21.8	E
23 01 00	20	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	11.6	D
23 01 30	18	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10.2	D
23 02 00	5	18	0	0	0	0	0	0	0	0	0	0	0	0	5	0	10.2	D
23 02 30	7	13	1	0	0	0	0	0	0	0	0	0	0	0	6	0	9.3	C
23 03 00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6.2	B
23 03 30	10	15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	12.4	D
23 04 00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.1	B
23 04 30	17	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	7.5	C
23 05 00	13	6	0	0	0	0	0	0	1	0	0	0	0	0	5	0	8.4	C
23 05 30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.7	B
23 06 00	9	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	7.1	C
23 06 30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4.4	B
23 07 00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.4	B
23 07 30	4	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.4	B
23 08 00	8	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.4	B
23 08 30	6	24	0	0	0	0	0	0	0	0	0	0	0	0	8	0	15.3	D
23 09 00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.2	B
23 09 30	8	11	0	0	0	0	0	0	0	0	0	0	0	0	3	0	8.9	C
23 10 00	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	D
23 10 30	0	25	0	0	0	0	0	0	0	0	0	0	0	0	5	0	11.1	D
23 11 00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.6	B
23 11 30	0	9	0	0	0	0	0	0	0	1	0	0	0	0	3	0	4.0	B
23 12 00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.6	B
Totals	367	418	1	0	0	0	1	0	1	2	0	0	0	0	182	0		

Location ID: 07 Operator: dcr Starting Time 16:41
Date of data collection: 01/06/94 Date of data reduction: 02/03/1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians on Sidewalk NB	Pedestrians on Sidewalk SB	Other NB	Other SB	Within	Spot Within	Flow Rate (ped/min/ft)	LOS
16 41 30	3	28	0	0	0	0	0	5	0	0	0	0	0	0	9	0	12.4	D
16 42 00	4	37	0	0	0	0	0	0	0	0	0	0	0	0	14	0	13.8	D
16 42 30	12	23	0	0	0	0	0	0	0	0	0	0	0	0	11	0	15.6	E
16 43 00	9	31	0	0	0	0	0	0	2	0	0	0	0	0	9	0	17.8	E
16 43 30	0	40	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17.6	E
16 44 00	7	49	0	0	0	0	0	0	4	1	0	0	0	0	13	0	23.9	F
16 44 30	0	65	0	0	0	0	0	0	0	9	0	1	0	0	0	0	28.9	F
16 45 00	1	42	0	1	0	0	0	0	2	10	0	0	0	0	0	0	22.2	E
16 45 30	3	40	0	0	0	0	0	0	2	2	0	0	0	0	0	0	19.1	E
16 46 00	8	31	0	0	0	0	0	0	16	2	0	0	0	0	0	0	17.3	E
16 46 30	5	41	0	0	0	0	0	0	3	4	0	0	0	0	0	0	20.4	E
16 47 00	8	37	1	0	0	0	0	0	3	2	0	0	0	0	0	0	20.4	E
16 47 30	2	31	0	0	0	1	0	0	0	0	0	0	0	0	0	0	16.1	E
16 48 00	5	34	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.6	E
16 48 30	13	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	D
16 49 00	25	21	0	0	0	0	0	0	6	0	0	0	0	0	0	0	20.4	E
16 49 30	1	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8.0	C
16 50 00	4	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.4	B
16 50 30	2	12	0	0	0	0	0	0	0	0	0	0	0	0	3	0	6.4	C
16 51 00	0	19	0	0	0	0	0	0	-	-	0	0	0	0	2	0	6.4	C
16 51 30	18	16	0	0	0	0	0	0	-	0	0	0	0	0	0	0	15.1	E
16 52 00	9	5	0	0	0	0	0	0	-	0	0	0	0	0	2	0	8.2	B
16 52 30	9	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5.8	B
16 53 00	6	13	0	0	0	0	0	0	0	0	0	0	0	0	6	0	8.4	C
16 53 30	5	26	0	0	0	0	0	0	0	0	0	0	0	0	10	0	13.8	D
16 54 00	11	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	7.1	C
16 54 30	2	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.6	B
16 55 00	11	12	0	0	0	0	0	0	0	0	0	0	0	0	5	0	10.2	D
16 55 30	4	23	0	0	0	0	0	0	3	0	0	0	0	0	10	0	12.0	D
16 56 00	10	8	0	0	0	0	0	0	1	0	0	0	0	0	3	0	8.0	C
16 56 30	18	26	0	0	0	0	0	0	0	0	0	0	0	0	10	0	19.8	E
16 57 00	14	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	D
16 57 30	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3.1	B
16 58 00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.9	B
16 58 30	3	8	0	1	0	0	0	0	0	0	0	0	0	0	3	0	5.2	B
16 59 00	6	35	0	0	0	0	0	0	0	0	0	0	0	0	7	0	18.2	F
16 59 30	15	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9.3	C
17 00 00	6	11	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7.6	C
17 00 30	8	10	0	0	0	0	0	0	0	0	0	0	0	0	7	0	8.0	C
17 01 00	3	22	0	0	0	0	0	0	0	0	0	0	0	0	8	0	11.1	C
17 01 30	3	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3.1	B
17 02 00	27	7	0	0	0	0	0	0	0	1	0	0	0	0	10	0	13.3	D
17 02 30	10	8	0	0	0	0	0	0	2	0	0	0	0	0	2	0	8.0	C
17 03 00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5.3	B
17 03 30	8	11	0	0	0	0	0	0	0	0	0	0	0	0	4	0	8.9	C
17 04 00	6	14	0	0	0	0	0	0	0	0	0	0	0	0	3	0	8.9	C
17 04 30	12	9	0	1	0	0	0	0	0	0	0	0	0	0	2	0	9.8	C
17 05 00	17	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	E
17 05 30	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5.3	B
17 06 00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.4	B
17 06 30	14	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	8.4	C
17 07 00	14	22	0	0	0	0	0	0	4	2	0	0	0	0	0	0	16.0	E
17 07 30	6	12	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8.4	C
17 08 00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	B
17 08 30	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.4	B
17 09 00	6	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.0	C
17 09 30	4	9	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5.8	B
17 10 00	3	17	0	0	0	0	0	0	0	0	0	0	0	0	4	0	8.0	C
17 10 30	10	9	1	0	0	0	0	0	0	0	0	0	0	0	4	0	8.9	C
17 11 00	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.0	C
Totals	456	1084	4	4	0	1	1	0	54	35	0	1	0	0	252	1		

Location ID: 07 Operator: der Starting Time: 12:17
Date of data collection: 01/09/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Walking	Split Within	Flow Rate (peds/min/ft)	LOS
12:17:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.0	B
12:18:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.0	B
12:18:30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7	0	6.7	B
12:19:00	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15.0	D
12:19:30	3	8	0	0	0	0	0	0	0	0	0	0	0	0	11	0	5.3	B
12:20:00	4	7	1	0	0	0	0	0	0	0	0	0	0	0	11	0	6.0	B
12:20:30	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12	0	8.1	B
12:21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.2	B
12:21:30	4	5	1	0	0	0	0	0	0	0	0	0	0	0	10	0	6.2	B
12:22:00	4	8	1	0	0	0	0	0	0	0	0	0	0	0	13	0	5.8	B
12:22:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
12:23:00	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14	0	6.2	B
12:23:30	12	8	0	0	0	0	0	0	0	0	0	0	0	0	20	0	8.0	C
12:24:00	17	10	0	0	0	0	0	0	0	0	0	0	0	0	27	0	12.0	D
12:24:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:25:00	6	9	0	0	0	0	0	0	0	0	0	0	0	0	15	0	6.7	B
12:25:30	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9	0	4.0	B
12:26:00	2	11	0	0	0	0	0	0	0	0	0	0	0	0	13	0	5.8	B
12:26:30	6	9	0	0	0	0	0	0	0	0	0	0	0	0	15	0	4.9	B
12:27:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13	0	9.4	D
12:27:30	3	6	0	0	0	0	0	0	0	0	0	0	0	0	9	0	3.6	B
12:28:00	11	7	0	0	0	0	0	0	0	0	0	0	0	0	18	0	8.0	C
12:28:30	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11	0	4.9	B
12:29:00	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20	0	8.9	C
12:29:30	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15	0	6.7	B
Totals	140	158	3	0	0	0	0	0	0	0	0	0	0	0	85	0		

Location ID: 08 Operator: dcr Starting Time: 10:27
Date of data collection: 01/05/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Split Within	Split Within	Flow Rate (ped/hour/ft)	LOS
10:27:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.4	A
10:28:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
10:28:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.2	A
10:29:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
10:29:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
10:30:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
10:30:30	3	2	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
10:31:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
10:31:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:32:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
10:32:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
10:33:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
10:33:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
10:34:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:34:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
10:35:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
10:35:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
10:36:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:36:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
10:37:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
10:37:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
10:38:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:38:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:39:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
10:39:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:40:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
10:40:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
10:41:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
10:41:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:42:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:42:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
10:43:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
10:43:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
10:44:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
10:44:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
10:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:45:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
10:46:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
10:46:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
10:47:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	77	101	0	2	0	0	0	1	0	0	0	0	1	0	70	0		

Location ID: 08 Operator: dcr Starting Time: 14:38
Date of data collection: 01/08/04 Date of data reduction: 02-02-1004

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Waiting	Split Waiting	Flow Rate (pedestrians)	LOS
14:38:30	6	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	10	A
14:40:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	06	A
14:40:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	04	A
14:41:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	04	A
14:41:30	4	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	05	A
14:42:00	2	3	0	1	0	0	0	0	0	0	0	0	0	0	2	0	04	A
14:42:30	5	2	3	0	0	0	0	0	0	0	0	0	0	0	3	0	05	A
14:43:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	04	A
14:43:30	4	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	10	A
14:44:00	2	10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	08	A
14:44:30	3	11	0	0	0	0	0	0	0	0	0	0	0	0	8	0	17	A
14:45:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	04	A
14:45:30	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	08	A
14:46:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	07	A
14:46:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	04	A
14:47:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	04	A
14:47:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	04	A
14:48:00	5	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	10	A
14:48:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	05	A
14:49:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	07	A
14:49:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01	A
14:50:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	09	A
14:50:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	06	A
Totals	80	117	3	1	0	0	0	0	0	0	0	0	1	2	73	0		

Location ID: 06 Operator: dcr Starting Time: 11:35
Date of data collection: 01/06/84 Date of data reduction: 02-01-1984

Time	Pedestrians AB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
11.36.30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
11.37.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.37.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.38.00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.38.30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
11.39.00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
11.39.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.40.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.40.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.41.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.41.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.42.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.42.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.43.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.43.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.44.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.44.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.45.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.45.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.46.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.46.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.47.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11.47.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	46	56	0	0	0	0	1	1	0	0	0	0	0	0	30	0		

Location ID: 68 Operator: dlr Starting Time: 16:20
Date of data collection: 01/07/94 Date of data reduction: 01-11-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Sph Within	Flow Rate (ped/min/ft)	LOS
16 20 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
16 21 00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.1	A
16 21 30	0	5	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0.1	A
16 22 00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.1	A
16 22 30	1	9	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0.1	A
16 23 00	6	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0.0	A
16 23 30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0.1	A
16 24 00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.1	A
16 24 30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.0	A
16 25 00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.0	A
16 25 30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
16 26 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.0	A
16 26 30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
16 27 00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
16 27 30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
16 28 00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.0	A
16 28 30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.0	A
16 29 00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.0	A
16 29 30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	45	53	0	1	0	0	2	0	0	0	0	0	0	0	33	0		

Location ID: 08 Operator: hc Starting Time: 22:28
Date of data collection: 01/07/84 Date of data reduction: 01-31-1984

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
22.28.30	20	2	0	0	0	0	0	0	0	0	6	0	0	0	7	0	16	A
22.29.00	21	1	0	0	0	0	0	0	5	0	5	0	6	0	7	0	16	A
22.29.30	18	2	0	0	0	0	0	0	0	0	0	0	0	0	9	0	18	A
22.30.00	16	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	08	A
22.30.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	02	A
22.31.00	10	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	07	A
22.31.30	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	05	A
22.32.00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	02	A
22.32.30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	05	A
22.33.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
22.33.30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	05	A
22.34.00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	04	A
22.34.30	12	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	08	A
22.35.00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	03	A
22.35.30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	04	A
22.36.00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	04	A
22.36.30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	03	A
22.37.00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	07	A
22.37.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	04	A
22.38.00	8	10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	13	A
22.38.30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	01	A
22.39.00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	03	A
22.39.30	1	11	0	0	0	0	0	0	0	0	0	0	0	0	4	0	09	A
22.40.00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	01	A
22.40.30	6	10	0	0	0	0	0	0	0	0	0	0	0	0	6	0	14	A
22.41.00	2	15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	13	A
22.41.30	0	32	0	0	0	0	0	0	0	0	0	0	0	0	10	0	24	B
22.42.00	0	22	0	0	0	0	0	0	0	0	0	0	0	0	7	0	16	A
22.42.30	9	10	0	0	0	0	0	0	0	0	0	0	0	0	7	0	14	A
22.43.00	0	21	0	0	0	0	0	0	0	0	0	0	0	0	8	0	16	A
22.43.30	25	15	0	0	0	0	0	0	0	0	0	0	0	0	13	0	30	B
22.44.00	22	34	0	0	0	0	0	0	0	0	0	0	0	0	7	0	42	B
22.44.30	13	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	A
22.45.00	18	15	0	0	0	0	0	0	0	0	0	0	0	0	13	0	25	B
22.45.30	13	27	0	0	0	0	0	0	0	0	0	0	0	0	15	0	34	B
22.46.00	4	12	0	0	0	0	0	0	0	0	0	0	0	0	3	0	12	A
22.46.30	21	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	21	B
22.47.00	20	7	0	1	0	0	0	0	0	0	0	0	0	0	2	0	21	B
22.47.30	0	43	0	0	0	0	0	0	0	0	0	0	0	0	4	0	32	B
22.48.00	0	38	0	0	0	0	0	0	0	0	0	0	0	0	1	0	28	B
22.48.30	3	33	0	0	0	0	0	0	0	0	0	0	0	0	10	0	27	B
22.49.00	1	21	0	0	0	0	0	0	0	0	0	0	0	0	5	0	18	A
Totals	381	453	0	1	0	0	0	0	0	0	0	0	0	0	201	0		

Location ID: 08 Operator: hc Starting Time: 16:47
Date of data collection: 01/08/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Recycling on Sidewalk NB	Recycling on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
16:47:30	1	16	0	1	0	0	0	0	0	0	0	0	0	0	5	0	1.3	A
16:48:00	2	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0.7	A
16:48:30	2	16	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1.3	A
16:49:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.5	A
16:49:30	2	15	0	1	0	0	0	0	0	0	0	0	0	0	9	0	1.4	A
16:50:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
16:50:30	4	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0.9	A
16:51:00	5	14	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1.1	A
16:51:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
16:52:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.5	A
16:52:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
16:53:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.5	A
16:53:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
16:54:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.0	A
16:54:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.5	A
16:55:00	4	8	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0.9	A
16:55:30	2	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.7	A
16:56:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
16:56:30	2	20	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1.9	A
16:57:00	4	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0.7	A
16:57:30	8	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0.9	A
16:58:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
16:58:30	1	7	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.1	A
16:59:00	0	20	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1.5	A
16:59:30	10	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1.0	A
17:00:00	6	8	1	0	0	0	0	0	0	0	0	0	0	0	3	0	1.1	A
17:00:30	5	12	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.3	A
17:01:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
17:01:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
17:02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
17:02:30	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.0	A
17:03:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
17:03:30	6	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.9	A
17:04:00	9	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0.8	A
17:04:30	8	10	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1.1	A
17:05:00	12	14	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1.9	A
17:05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
17:06:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
17:06:30	4	10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.0	A
17:07:00	7	7	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.0	A
17:07:30	4	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.7	A
17:08:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
Totals	169	299	1	2	0	0	1	0	0	0	0	0	0	0	15	0		

Location ID: 8 Operator: dcr Starting Time: 12:33
Date of data collection: 01/09/84 Date of data reduction: 01-27-1984

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Walking	Spot Walking	Flow Rate (ped/min/ft)	LOS
12:33:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0.1	A
12:34:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0.1	A
12:34:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
12:35:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.1	A
12:35:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.1	A
12:36:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.1	A
12:36:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0.1	A
12:37:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
12:37:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
12:38:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.1	A
12:38:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.1	A
12:39:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.1	A
12:39:30	7	12	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1.0	A
12:40:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
12:40:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.1	A
12:41:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
12:41:30	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
12:42:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.2	A
12:42:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.5	A
12:43:00	4	11	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.1	A
12:43:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
12:44:00	1	8	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0.7	A
12:44:30	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0.9	A
Totals	64	106	0	0	0	0	0	1	0	0	0	0	0	0	56	2		

Location ID: 09 Operator: dcr Starting Time: 14:52
Date of data collection: 01/05/94 Date of data reduction: 02-02-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street Adj.	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Vehicles	Split Walking	Flow Rate (ped/min/ft)	LOS
14:52:30	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	A
14:53:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.4	B
14:53:30	5	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.7	C
14:54:00	10	3	0	0	0	0	0	0	0	1	0	0	0	0	5	0	3.5	C
14:54:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	B
14:55:00	2	3	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0.6	B
14:55:30	11	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3.7	C
14:56:00	2	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1.1	A
14:56:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.6	B
14:57:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.4	B
14:57:30	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.1	B
14:58:00	8	1	0	0	1	0	0	0	0	0	0	0	0	0	4	0	2.3	C
14:58:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
14:59:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0.6	A
14:59:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
15:00:00	10	5	0	0	0	0	1	0	0	0	0	0	0	0	6	0	2.5	D
15:00:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	B
15:01:00	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0.5	A
15:01:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	B
15:02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	B
15:02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
15:03:30	6	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.1	B
15:04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	B
15:04:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
15:05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
15:05:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	B
15:06:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	B
15:06:30	4	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.3	C
15:07:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.6	B
15:07:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.9	B
15:08:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.8	B
15:08:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	A
15:09:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.6	B
15:09:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	A
15:10:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	B
15:10:30	12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.7	C
15:11:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	B
15:11:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.9	B
15:12:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
15:12:30	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.1	B
Totals	181	44	1	0	1	0	1	1	4	4	0	0	0	0	73	0		

Location ID: 69 Operator: dcr Starting Time: 11:01
Date of data collection: 01/06/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Passengers in Street NB	Passengers in Street SB	Performers off Sidewalk NB	Performers off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
11:01:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	A
11:02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.2	B
11:02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.2	B
11:03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	A
11:04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	7.3	C
11:04:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
11:05:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.6	B
11:05:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.6	B
11:06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:07:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	A
11:07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
11:08:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.4	B
11:08:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	A
11:09:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5.8	B
11:09:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.9	B
11:10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.9	B
11:10:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	A
11:11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:11:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
11:12:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.9	B
11:12:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.2	B
11:13:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5.8	B
11:13:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	B
11:14:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.2	B
11:14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:15:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.2	B
11:15:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.9	B
11:16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:16:30	4	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	3.6	B
11:17:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.2	B
11:17:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
11:18:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
11:18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
11:19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:19:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.9	B
11:20:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.2	B
11:20:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
11:21:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.6	B
11:21:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	A
Totals	78	42	0	0	0	0	1	0	0	0	0	0	1	0	33	1		

Location ID: 09 Operator: dcr Starting Time: 16:31
Date of data collection: 01/07/94 Date of data reduction: 01-31-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Walking	Split Walking	Flow Rate (ped/min/ft)	LOS
16:31:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.6	B
16:32:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	B
16:32:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7	0	5.1	B
16:33:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
16:33:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
16:34:00	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10	0	7.3	C
16:34:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
16:35:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
16:35:30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.6	B
16:36:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
16:36:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	B
16:37:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
16:37:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	B
16:38:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	B
16:38:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	4.4	B
Data Missing - Tape Ended																		
16:39:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
16:40:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
16:40:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	B
16:41:00	1	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3.6	B
16:41:30	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8	0	5.8	B
16:42:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0.0	A
16:42:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
16:43:00	14	0	0	1	0	0	0	0	0	0	0	0	0	0	14	0	10.2	D
16:43:30	1	3	0	1	0	0	0	0	0	0	0	0	0	0	5	0	3.6	B
16:44:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.6	B
16:44:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
16:45:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	B
16:45:30	7	6	0	0	0	0	0	0	0	0	0	0	0	0	13	0	9.5	C
16:46:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7	0	5.1	B
16:46:30	5	10	0	0	0	0	0	0	0	0	0	0	0	0	15	0	10.9	D
16:47:00	11	13	0	0	0	0	0	0	0	0	0	0	0	0	24	0	9.5	C
16:47:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	4.4	B
16:48:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.6	B
16:48:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	B
16:49:00	4	6	0	0	0	0	0	0	0	0	0	0	0	0	10	0	7.3	C
16:49:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
16:50:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	8	0	5.8	B
Totals	53	64	0	2	0	0	0	0	0	0	0	0	1	1	34	0		

Location ID: 10 Operator: dcr Starting Time: 15:13
Date of data collection: 01/05/94 Date of data reduction: 02-02-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
15:13:30	5	3	0	0	0	0	0	0	0	0	0	0	0	0	-	0	3.8	B
15:14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	B
15:15:00	2	15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	8.0	C
15:15:30	12	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	6.8	C
15:16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	0	1.8	A
15:16:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.0	B
15:17:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	B
15:17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	0	1.0	A
15:18:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	-	0	4.0	B
15:18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.4	B
15:19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	B
15:19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.8	B
15:20:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.7	B
15:20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.8	B
15:21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2	E
15:21:30	7	16	0	0	0	0	0	0	0	0	0	0	0	0	4	0	10.2	D
15:22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	B
15:22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.6	B
15:23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	0	1.8	A
15:23:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.0	C
15:24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.2	B
15:24:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.7	B
15:25:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5.8	B
15:25:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	4.4	B
15:26:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	3.1	B
15:26:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	1.8	A
15:27:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.6	B
15:27:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	B
15:28:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.8	B
15:28:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	2.7	B
15:29:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.6	B
Totals	124	180	0	0	0	0	0	0	0	0	0	0	0	0	66	0		

Location ID: 10 Operator: dcr Starting Time: 11:02
Date of data collection: 01/08/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Spl: Within	Flow Rate (ped/min/ft)	LOS
11:02:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- .0	A
11:03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
11:03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
11:04:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.7	B
11:05:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.1	D
11:05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:06:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.1	H
11:06:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0.0	A
11:07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
11:07:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.2	B
11:08:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
11:08:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.2	B
11:09:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	A
11:09:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
11:10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:10:30	3	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5.0	D
11:11:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.7	B
11:11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:12:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
11:13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
11:13:30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.1	B
11:14:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.6	B
11:14:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
11:15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
11:15:30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.1	B
11:16:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.4	A
11:16:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
11:17:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1.8	A
11:17:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.2	B
11:18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
11:18:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.3	A
11:19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:19:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
11:20:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
11:20:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
11:21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
11:21:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
11:22:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.7	B
11:22:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.2	B
11:23:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.3	A
11:23:30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.1	B
11:24:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.2	B
Totals	95	59	0	0	0	0	1	0	0	1	0	0	0	0	30	0		

Location ID: 10 Operator: dcr Starting Time: 16:30
Date of data collection: 01/07/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles or Sidewalk NB	Bicycles or Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Spill Within	Flow Rate (ped/min/ft)	LOS
16:30:30	1	6	0	0	0	0	0	0	5	0	5	6	0	0	2	0	3.1	B
16:31:00	1	4	0	0	0	0	0	0	3	0	3	0	0	0	2	0	2.2	B
16:31:30	2	1	0	0	0	0	0	0	5	0	0	0	0	0	1	0	1.3	A
16:32:00	1	5	0	0	0	0	0	0	3	0	0	0	0	0	2	0	2.7	B
16:32:30	0	5	0	0	0	0	0	0	3	0	0	0	0	0	1	0	2.2	B
16:33:00	2	5	0	0	0	0	0	0	3	0	0	0	0	0	2	0	3.1	B
16:33:30	1	3	0	0	0	0	0	0	5	0	5	6	0	0	2	0	4.4	B
16:34:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
16:34:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
16:35:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
16:35:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
16:36:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
16:36:30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
16:37:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.2	B
16:37:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	A
16:38:00	10	2	0	0	0	0	0	0	3	0	0	0	0	0	2	0	5.0	B
16:38:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
16:39:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
16:39:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
16:40:00	1	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0.4	A
16:40:30	3	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	1.3	A
16:41:00	4	4	0	0	0	0	0	0	5	0	5	6	0	0	2	0	3.6	B
16:41:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	A
16:42:00	5	1	0	0	0	0	0	0	5	0	5	6	0	0	2	0	2.7	B
16:42:30	12	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5.4	B
16:43:00	0	3	0	0	0	0	0	0	5	0	0	0	0	0	1	0	1.3	A
16:43:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3	A
16:44:00	3	3	0	0	0	0	0	0	0	0	5	6	0	0	1	0	2.7	B
16:44:30	0	1	0	0	0	0	0	0	3	0	3	0	0	0	1	0	1.4	A
16:45:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.2	B
16:45:30	8	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.3	B
Totals	82	68	0	0	0	0	0	0	0	0	0	0	0	0	42	0		

Location ID: 11 Operator: dcr Starting Time: 14:51
Date of data collection: 01/05/94 Date of data reduction: 02-02-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Waiting	Skid Waiting	Flow Rate (ped/min/ft)	LOS
14:51:35	4	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
14:52:00	5	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0.7	A
14:52:30	10	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.0	A
14:53:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.0	A
14:53:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
14:54:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.0	A
14:54:30	7	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.1	A
14:55:00	7	11	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1.7	A
14:55:30	8	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.0	A
14:56:00	12	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.3	A
14:56:30	4	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0.8	A
14:57:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:57:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
14:58:00	11	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.1	A
14:58:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.6	A
14:59:00	3	2	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0.5	A
14:59:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
15:00:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.8	A
15:00:30	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.8	A
15:01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
15:01:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
15:02:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
15:02:30	3	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
15:03:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.8	A
15:03:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
15:04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.5	A
15:04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:05:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
15:05:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.5	A
15:06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
15:06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
15:07:00	8	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.1	A
15:07:30	7	7	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.3	A
15:08:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.7	A
15:08:30	5	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.1	A
15:09:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
15:09:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
15:10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:10:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0.9	A
15:11:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:11:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
15:12:00	10	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.1	A
15:12:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
15:13:00	7	4	0	0	0	0	1	0	0	0	0	0	0	0	6	0	1.0	A
Totals	214	78	1	0	1	0	1	1	0	0	0	0	0	0	96	0		

Location ID. 11 Operator: hc Starting Time: 11:00
Date of date collection: 01/06/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within Xg	Split Within Xg	Flow Rate (ped/min/ft)	LOS
11:03:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:04:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
11:04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
11:05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
11:06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
11:06:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.6	A
11:07:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
11:07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
11:08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:08:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
11:09:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
11:09:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
11:10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:10:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
11:11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.4	A
11:11:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:12:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
11:12:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.6	A
11:13:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
11:13:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:14:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0.6	A
11:14:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
11:15:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.6	A
11:15:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
11:16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:16:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
11:17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:17:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
11:18:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
11:18:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
11:19:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
11:19:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
11:20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:20:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.5	A
11:21:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
11:21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
11:22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
11:22:30	4	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.0	A
11:23:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
Totals	82	46	2	0	0	0	0	0	0	0	0	0	0	0	15	0		

Location ID: 11 Operator: hc Starting Time: 16:31
Date of data collection: 01/07/94 Date of data reduction: 01-31-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Writing	Skin Writing	Flow Rate (pmm/min)	LOS
16:31:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.7	A
16:32:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
16:32:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.5	A
16:33:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
16:33:30	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.6	A
16:34:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.5	A
16:34:30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.5	A
16:35:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
16:35:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Data Missing																			
Data Missing																			
Data Missing																			
16:37:30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
16:38:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.5	A
16:38:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.6	A
16:39:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
16:39:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
16:40:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
16:40:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
16:41:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
16:41:30	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	A
16:42:00	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.4	A
16:42:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
16:43:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
16:43:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
16:44:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
16:44:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
16:45:00	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.1	A
16:45:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.5	A
16:46:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
16:46:30	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.7	A
16:47:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.7	A
16:47:30	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
16:48:00	4	14	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1.7	A
16:48:30	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.9	A
16:49:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
16:49:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
16:50:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
16:50:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.7	A
16:51:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
16:51:30	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
16:52:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	A
Totals	111	119	0	1	1	0	0	0	0	0	0	0	0	0	0	67	0		

Location ID: 12 Operator: nc Starting Time: 14:37
Date of data collection: 01/05/94 Date of data reduction: 01-28-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs WB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk WB	Pedestrians off Sidewalk SB	Other NB	Other SB	With ng	Split With ng	Flow Rate (peds/min/ft)	LOS
14:37:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	01	A
14:38:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	03	A
14:38:30	7	9	0	0	0	0	0	0	0	0	0	0	0	0	2	0	09	A
14:39:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	04	A
14:39:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	04	A
14:40:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	01	A
14:40:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	02	A
14:41:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	01	A
14:41:30	12	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	06	A
14:42:00	9	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	05	A
14:42:30	3	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	03	A
14:43:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	04	A
14:43:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	06	A
14:44:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	03	A
14:44:30	20	3	0	0	0	0	0	0	0	0	0	0	0	0	11	0	15	A
14:45:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	04	A
14:45:30	4	4	0	0	0	1	0	0	0	0	0	0	0	0	1	0	05	A
14:46:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	04	A
14:46:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01	A
14:47:00	6	4	0	1	0	0	0	0	0	0	0	0	0	0	5	0	05	A
14:47:30	12	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	08	A
14:48:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	04	A
14:48:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	06	A
14:49:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	01	A
14:49:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01	A
14:50:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	10	A
14:50:30	5	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	07	A
14:51:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	01	A
14:51:30	11	6	0	0	0	0	0	0	0	0	0	0	0	0	8	0	10	A
14:52:00	10	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	07	A
14:52:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	03	A
14:53:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	01	A
14:53:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	01	A
14:54:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	04	A
14:54:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	02	A
14:55:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	03	A
14:55:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	02	A
14:56:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	01	A
14:56:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	03	A
14:57:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	03	A
14:57:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01	A
14:58:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	03	A
14:58:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	03	A
14:59:00	13	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	07	A
14:59:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01	A
15:00:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	04	A
15:00:30	2	11	1	0	0	0	0	0	0	0	0	0	0	0	6	0	08	A
15:01:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	06	A
15:01:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	05	A
15:02:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	04	A
15:02:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	03	A
15:03:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	07	A
15:03:30	0	10	0	1	0	0	0	0	0	0	0	0	0	0	6	0	10	A
15:04:00	5	4	0	0	0	1	0	0	0	0	0	0	0	0	4	0	05	A
15:04:30	1	13	0	0	0	0	0	0	0	0	0	0	0	0	2	0	08	A
15:05:00	0	23	1	0	0	0	0	0	0	0	0	0	0	0	4	0	13	A
15:05:30	3	18	0	0	0	0	0	0	0	0	0	0	0	0	6	0	12	A
15:06:00	0	32	0	0	0	0	0	0	0	0	0	0	0	0	8	0	18	A
15:06:30	2	13	0	0	0	0	0	0	0	0	0	0	0	0	3	0	08	A
15:07:00	0	18	0	0	0	0	0	0	0	0	0	0	0	0	4	0	11	A
15:07:30	5	11	0	0	0	0	0	0	0	0	0	0	0	0	3	0	09	A
15:08:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	5	0	08	A
15:08:30	2	11	0	0	0	0	0	0	0	0	0	0	0	0	6	0	07	A
15:09:00	3	24	0	0	0	0	0	0	0	0	0	0	0	0	2	0	15	A
15:09:30	11	11	0	0	0	0	0	0	0	0	0	0	0	0	6	0	12	A
15:10:00	1	18	0	0	0	0	0	0	0	0	0	0	0	0	6	0	11	A
Totals	284	360	1	3	0	2	0	0	0	0	0	0	0	0	216	1		

Location ID: 12 Operator: dcr Starting Time: 11:25
Date of data collection: 01/06/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Scooters NB	Scooters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on S-dewalk NB	Bicycles on S-dewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within Xing	Split Within Xing	Flow Rate (peds/min/ft)	LOS
11:25:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:26:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:26:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:27:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
11:27:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:28:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
11:28:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:29:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
11:29:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
11:30:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
11:30:30	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
11:31:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:31:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:32:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
11:32:30	3	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
11:33:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
11:33:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.2	A
11:34:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
11:34:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:35:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:35:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
11:36:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
11:36:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:37:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
11:37:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
11:38:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
11:38:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:39:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:39:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
11:40:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:40:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:41:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
11:41:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:42:00	3	3	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0.4	A
11:42:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
11:43:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
11:43:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
11:44:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
11:44:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
11:45:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
Totals	82	76	0	1	0	0	0	1	0	0	0	0	0	0	47	0		

Location ID: 12 Operator: hc Starting Time: 16:21
Date of data collection: 01/07/94 Date of data reduction: 01-31-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
16:21:30	8	5	3	0	0	0	0	0	0	0	0	0	0	0	6	0	0.7	A
16:22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
16:22:30	6	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
16:23:00	3	2	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0.2	A
16:23:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.2	A
16:24:00	2	12	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0.8	A
16:24:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
16:25:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
16:25:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
16:26:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
16:26:30	7	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0.6	A
16:27:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
16:27:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
16:28:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
16:28:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.2	A
16:29:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
16:29:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.2	A
16:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
16:30:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
16:31:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
Totals	52	57	1	0	0	0	0	2	0	0	0	0	0	0	34	0		

Location ID: 13 Operator: dcr Starting Time: 14:37
Date of data collection: 01/05/94 Date of data reduction: 02-02-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (peds/min/ft)	LOS
14:37:30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.5	B
14:38:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	A
14:38:30	3	2	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2.0	A
14:39:00	7	7	0	0	0	0	0	0	0	5	0	0	0	0	4	0	4.6	B
14:39:30	6	7	0	0	0	0	0	0	0	2	0	0	0	0	2	0	5.2	B
14:40:00	7	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.2	B
14:40:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
14:41:00	8	5	0	0	0	0	0	0	0	0	0	0	5	0	4	0	3.6	B
14:41:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.6	A
14:42:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.8	B
14:42:30	2	4	0	1	0	0	0	0	0	0	0	0	0	0	2	0	2.0	B
14:43:00	13	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8.0	B
14:43:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2.4	B
14:44:00	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4.0	B
14:44:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
14:45:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.0	B
14:45:30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
14:46:00	12	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.8	B
14:46:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
14:47:00	6	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4.8	B
14:47:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
14:48:00	5	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3.0	B
14:48:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
14:49:00	12	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5.6	B
14:49:30	10	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.0	B
Totals	140	59	0	1	0	0	0	0	0	0	0	0	0	0	56	1		

Location ID: 13 Operator: dcr Starting Time: 16:50
Date of data collection: 01/05/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedaligrams in Street NB	Pedaligrams in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
16:50:30	8	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.6	B
16:51:00	3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0.2	D
16:51:30	4	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.2	B
16:52:00	10	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5.2	B
16:52:30	16	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	7.6	C
16:53:00	15	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	5.4	B
16:53:30	0	16	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7.6	C
16:54:00	11	9	0	0	0	0	0	0	0	0	0	0	0	0	4	0	8.0	C
16:54:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	5.2	B
16:55:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	A
16:55:30	12	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	6.4	B
16:56:00	7	6	0	0	0	0	0	0	0	1	0	0	0	0	2	0	8.2	C
16:56:30	4	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.6	B
16:57:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.2	B
16:57:30	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.8	B
16:58:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
16:58:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	A
16:59:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	A
16:59:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
17:00:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.8	B
17:00:30	6	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.2	B
17:01:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.6	A
17:01:30	7	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5.6	B
17:02:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
17:02:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.4	B
17:03:00	11	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5.2	B
17:03:30	13	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4.8	B
17:04:00	4	6	0	0	0	0	0	0	0	1	0	0	0	0	3	0	4.0	B
Totals	185	112	0	0	0	0	1	0	0	4	0	0	0	0	80	0		

Location ID: 13 Operator: dcr Starting Time: 11:23
Date of data collection: 01/06/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (peds/min/ft)	LOS
11:23:30	5	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.2	B
11:24:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
11:24:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
11:25:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
11:25:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
11:26:00	2	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	2.8	B
11:26:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.6	A
11:27:00	10	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4.8	B
11:27:30	10	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.4	B
11:28:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
11:28:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.6	A
11:29:00	10	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4.8	B
11:29:30	5	5	0	0	0	0	0	1	0	0	0	0	0	0	4	0	4.0	B
11:30:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	A
11:30:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
11:31:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
11:31:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.4	B
11:32:00	6	1	0	0	0	0	0	1	0	0	0	0	0	0	2	0	2.8	B
11:32:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
11:33:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	B
11:33:30	14	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	5.6	B
11:34:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.6	B
11:34:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.4	B
11:35:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.6	A
Totals	121	28	0	0	0	0	0	2	1	0	0	0	0	0	51	0		

Location ID: 13 Operator: hc Starting Time: 12:41
Date of data collection: 06/01/94 Date of data reduction: 01-27-1994

Type	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within Xing	Split Within Xing	Flow Rate (peds/min)	LOS
12:41:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	08	A
12:42:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	04	A
12:42:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	08	A
12:43:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	24	B
12:43:30	8	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	48	B
12:44:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	28	B
12:44:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	08	A
12:45:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	16	A
12:45:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	A
12:46:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	08	A
12:46:30	4	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	36	B
12:47:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
12:47:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	08	A
12:48:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	28	B
12:48:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	04	A
12:49:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	12	A
12:49:30	11	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	44	B
12:50:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	08	A
12:50:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	28	B
12:51:00	1	2	1	0	0	0	0	0	1	0	0	0	0	0	1	0	16	A
12:51:30	14	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	60	B
12:52:00	2	1	0	0	0	0	0	0	2	0	0	0	0	0	2	0	12	A
Totals	79	25	1	0	0	0	0	0	4	0	0	0	0	0	31	0		

Location ID: 13 Operator: dcr Starting Time: 16:15
Date of data collection: 01/07/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Waiting	Split Waiting	Flow Rate (ped/min/ft)	LOS
16:16:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.4	B
16:19:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.2	B
16:19:30	15	9	0	0	0	0	0	0	0	0	0	0	0	0	4	0	6.0	B
16:20:00	5	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.8	B
16:20:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
16:21:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
16:21:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.4	B
16:22:00	10	1	0	0	0	0	0	1	0	0	0	0	0	0	6	0	5.2	B
16:22:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.0	B
16:23:00	5	12	0	0	0	0	0	0	0	0	0	0	0	0	4	0	6.8	B
16:23:30	5	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4.0	B
16:24:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.6	A
16:24:30	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.8	B
16:25:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.8	B
16:25:30	1	20	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8.4	D
16:26:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.0	B
16:26:30	9	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4.4	B
16:27:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	A
16:27:30	2	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.6	B
16:28:00	7	1	0	0	0	0	0	1	0	0	0	0	0	0	2	0	3.2	B
16:28:30	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
16:29:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
Totals	110	93	0	0	0	0	0	2	0	0	0	0	0	0	56	0		

Location ID: 13 Operator: dcr Starting Time: 18:44
Date of data collection: 01/07/94 Date of data reduction: 02-03-1994

Time	Pedestrians NB	Pedestrians SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Street NB	Bicycles on Street SB	Pedestrians on Sidewalk NB	Pedestrians on Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (pedestrians/hr)	LOS
18:44:30	11	0	0	0	0	0	0	0	0	0	0	0	4	5	5.2	B
18:45:00	6	14	0	0	0	0	0	0	0	0	0	0	6	0	8.0	C
18:45:30	8	9	0	0	0	0	0	0	0	0	0	0	5	0	6.8	B
18:46:00	7	0	0	0	0	0	0	0	0	0	0	0	3	0	2.8	B
18:46:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
18:47:00	3	3	0	0	0	0	0	0	0	0	0	0	2	0	4.4	B
18:47:30	14	0	0	0	0	0	0	0	0	0	0	0	4	1	5.6	B
18:48:00	10	2	0	0	0	0	0	0	0	0	0	0	4	0	4.0	B
18:48:30	2	6	0	0	0	0	0	0	0	0	0	0	1	0	1.6	B
18:49:00	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0.8	A
18:49:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
18:50:00	7	3	0	0	0	0	0	0	0	0	0	0	3	0	4.0	B
18:50:30	8	29	0	0	0	0	0	0	0	0	0	0	2	0	14.8	D
18:51:00	9	5	0	0	0	0	0	0	0	0	0	0	2	0	5.6	B
18:51:30	11	0	0	0	0	0	0	0	1	0	0	0	4	0	4.4	B
18:52:00	8	0	0	0	0	0	0	0	0	0	0	0	2	0	3.2	B
18:52:30	2	3	0	0	0	0	0	0	0	0	0	0	1	0	2.0	A
18:53:00	7	7	0	0	0	0	0	0	0	0	0	0	0	0	5.6	B
18:53:30	3	8	0	0	0	0	0	0	0	0	0	0	0	0	4.4	B
18:54:00	7	0	0	0	0	0	0	0	0	0	0	0	3	0	2.8	B
18:54:30	3	1	0	0	0	0	0	0	0	0	0	0	1	0	1.6	A
18:55:00	11	2	0	0	0	0	0	0	0	0	0	0	3	0	4.4	B
18:55:30	8	1	0	0	0	0	0	0	0	0	0	0	1	0	3.6	B
18:56:00	2	21	0	0	0	0	0	0	0	0	0	0	2	0	9.2	C
18:56:30	6	3	0	0	0	0	0	0	0	0	0	0	1	0	3.6	B
18:57:00	12	1	0	0	0	0	0	0	0	0	0	0	3	0	5.1	B
18:57:30	11	6	0	0	0	0	0	0	0	0	0	0	4	0	6.8	B
18:58:00	4	5	0	0	0	0	0	0	0	0	0	0	2	0	3.6	B
18:58:30	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3.2	B
18:59:00	9	1	0	0	0	0	0	0	0	0	0	0	4	0	4.4	B
18:59:30	13	0	0	0	0	0	0	0	0	0	0	0	4	0	5.2	B
19:00:00	7	3	0	0	0	0	0	0	0	0	0	0	2	0	4.0	B
19:00:30	4	3	0	0	0	0	0	0	0	0	0	0	2	0	2.8	B
19:01:00	9	9	1	0	0	0	0	0	0	0	0	0	5	0	7.6	C
19:01:30	6	7	0	0	0	0	0	0	0	0	0	0	2	0	5.2	B
19:02:00	8	5	0	0	0	0	0	0	0	0	0	0	4	0	5.2	B
19:02:30	9	7	0	0	0	0	0	0	0	0	0	0	3	0	6.4	B
19:03:00	8	5	0	0	0	0	0	0	0	0	0	0	1	0	5.2	B
19:03:30	1	3	0	0	0	0	0	0	0	0	0	0	1	0	1.6	A
19:04:00	9	13	0	0	0	0	0	0	0	1	0	0	4	0	6.4	B
19:04:30	7	3	0	0	0	0	0	0	0	0	0	0	1	0	4.0	B
19:05:00	5	3	0	0	0	0	0	0	0	0	0	0	2	0	2.8	B
19:05:30	2	8	0	0	0	0	0	0	1	0	0	0	4	0	4.0	B
19:06:00	15	6	0	0	0	0	0	3	0	0	0	0	2	0	9.2	C
19:06:30	26	4	0	0	0	0	0	0	0	0	0	0	1	0	12.0	D
Totals	330	215	1	0	0	0	0	0	1	1	0	0	10	0	106	0

Location ID: 13 Operator: hc Starting Time: 08:31
Date of data collection: 01/09/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Split Walking	Split Waiting	Flow Rate (ped/min/ft)	LOS
08:31:30	6	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4.0	B
08:32:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.2	B
08:32:30	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.2	B
08:33:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.0	B
08:33:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.7	A
08:34:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.8	B
08:34:30	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.8	B
08:35:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	A
08:35:30	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
08:36:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
08:36:30	10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.0	B
08:37:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.6	B
08:37:30	6	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.8	B
08:38:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	B
08:38:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
08:39:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.2	B
08:39:30	6	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.8	B
08:40:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
08:40:30	3	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.4	B
08:41:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
08:41:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
08:42:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
Totals	85	48	0	0	0	0	0	0	0	0	0	0	0	0	31	0		

Location ID: 14 Operator: dcr Starting Time: 16:56
Date of data collection: 01/05/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Smokers NB	Smokers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
16:56:30	1	23	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5.6	B
16:57:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
16:57:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4	A
16:58:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
16:58:30	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.3	B
16:59:00	8	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.3	B
16:59:30	8	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.7	B
17:00:00	2	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0.8	A
17:00:30	4	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	B
17:01:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.3	B
17:01:30	7	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.4	B
17:02:00	7	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.1	B
17:02:30	8	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.1	B
17:03:00	6	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.3	B
17:03:30	6	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2.6	B
17:04:00	5	3	1	0	0	0	0	0	0	1	0	0	0	0	4	0	2.8	B
17:04:30	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.6	B
17:05:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	B
17:05:30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	A
17:06:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	A
17:06:30	3	5	0	1	0	0	0	0	0	0	0	0	0	0	2	0	2.9	B
17:07:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.4	B
17:07:30	7	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.6	B
17:08:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
17:08:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
17:09:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	B
17:09:30	5	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.7	B
17:10:00	6	11	0	0	0	0	0	0	0	0	0	0	0	0	6	0	4.9	B
17:10:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.7	A
17:11:00	7	14	0	0	0	0	0	0	0	0	0	0	0	0	7	0	6.3	B
17:11:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
17:12:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
17:12:30	7	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.6	B
17:13:00	11	2	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3.7	B
17:13:30	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	A
17:14:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
17:14:30	8	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.1	B
17:15:00	3	6	0	0	0	0	0	0	1	0	0	0	0	0	1	0	4.5	B
17:15:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.2	B
17:16:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	A
17:16:30	12	0	0	0	0	0	1	0	0	0	0	0	0	0	6	0	3.7	B
Totals	205	179	1	1	0	0	1	0	1	3	0	0	0	1	120	0		

Location ID: 14 Operator: dcr Starting Time: 12:40
Date of data collection: 01/06/94 Date of data reduction: 01-31-1994

Time	Pedestrians NB	Pedestrians SB	Cyclists NB	Cyclists SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Walking	Still Waiting	Flow Rate (peds/min/ft)	LOS
12:40:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
12:41:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.1	A
12:41:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:42:00	10	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.4	B
12:42:30	6	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	B
12:43:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:43:30	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
12:44:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:44:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:45:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.3	B
12:45:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:46:00	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.3	B
12:46:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:47:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:47:30	12	4	0	0	0	0	0	0	0	0	0	0	0	0	7	0	5.1	B
12:48:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.6	A
12:48:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
12:49:00	0	3	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0.9	A
12:49:30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
12:50:00	7	5	0	0	0	0	0	0	1	0	0	0	0	0	5	0	2.8	B
12:50:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
12:51:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.6	B
12:51:30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.7	A
12:52:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:52:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
12:53:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.8	A
12:53:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
12:54:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:54:30	2	3	0	0	0	0	0	0	1	0	0	0	0	0	2	0	1.4	A
12:55:00	9	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.8	B
12:55:30	4	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	B
12:56:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	A
12:56:30	9	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.9	B
12:57:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
12:57:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:58:00	7	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.4	B
12:58:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
12:59:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.3	B
12:59:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
13:00:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.7	A
13:00:30	7	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.1	B
13:01:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
13:01:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.1	A
Totals	150	81	0	0	0	0	0	0	2	0	2	0	0	0	71	0		

Location ID: 14 Operator: der Starting Time: 18:44
Date of time collection: 01/07/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within Xing	Split Xing	Flow Rate (ped/min)	LOS
18:44:30	3	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	14	A
18:45:00	7	18	0	0	0	0	0	0	0	0	0	0	0	0	7	0	71	C
18:45:30	9	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	23	B
18:46:00	17	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	51	B
18:46:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	14	A
18:47:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	17	A
18:47:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03	A
18:48:00	4	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	11	A
18:48:30	6	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	40	B
18:49:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	28	B
18:49:30	9	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	31	B
18:50:00	6	12	0	0	0	0	0	0	0	0	0	0	0	0	9	0	57	B
18:50:30	11	27	0	0	0	0	0	0	0	0	0	0	0	0	13	0	108	D
18:51:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	09	A
18:51:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	20	A
18:52:00	7	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	26	B
18:52:30	9	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	28	B
18:53:00	10	11	0	0	0	0	0	0	0	0	0	0	0	0	3	0	37	B
18:53:30	5	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	31	B
18:54:00	16	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	49	B
18:54:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	11	A
18:55:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	06	A
18:55:30	14	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	43	B
18:56:00	7	14	0	0	0	0	0	0	0	0	0	0	0	0	7	0	60	B
18:56:30	3	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	26	B
18:57:00	4	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	34	B
18:57:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	06	A
18:58:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	20	A
18:58:30	13	4	0	0	0	0	0	0	0	0	0	0	0	0	8	0	60	B
18:59:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	23	B
18:59:30	8	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	37	B
19:00:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	20	A
19:00:30	5	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	34	B
19:01:00	3	5	0	0	0	0	0	0	0	2	0	0	0	0	2	0	23	B
19:01:30	4	6	0	0	0	0	0	0	4	0	0	0	0	0	3	0	29	B
19:02:00	7	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	37	B
19:02:30	3	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	29	B
19:03:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	A
19:03:30	4	9	0	0	0	0	0	0	0	0	0	0	0	0	4	0	31	B
19:04:00	5	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	34	B
19:04:30	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	A
19:05:00	24	3	0	0	0	0	0	0	0	0	0	0	0	0	9	0	77	C
Totals	355	214	0	0	0	0	0	0	6	3	0	0	0	0	140	0		

Location ID: 14 Operator: dcr Starting Time: 00:31
Date of data collection: 01/08/94 Date of data reduction: 01-26-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
00:31:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.7	A
00:32:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.3	B
00:32:30	2	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.3	B
00:33:00	3	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.9	B
00:33:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
00:34:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
00:34:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
00:35:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	A
00:35:30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
00:36:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.6	B
00:36:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
00:37:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:37:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
00:38:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:38:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
00:39:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.7	A
00:39:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:40:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
00:40:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
00:41:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
00:41:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
00:42:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
00:42:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
00:43:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.7	A
00:43:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
00:44:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.3	B
00:44:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
00:45:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.4	A
Data Missing																		
Data Missing																		
00:46:30	3	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.3	B
00:47:00	7	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.6	B
00:47:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:48:00	5	15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5.1	B
00:48:30	4	20	0	0	0	0	0	0	0	0	0	0	0	0	3	0	6.9	B
00:49:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.7	A
00:49:30	10	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5.1	B
00:50:00	5	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1.7	A
00:50:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0.3	A
00:51:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.4	A
00:51:30	2	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.3	B
00:52:00	3	24	0	0	0	0	0	0	0	0	0	0	0	0	3	0	7.4	C
00:52:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.4	A
00:53:00	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.0	B
00:53:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	B
00:54:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.4	A
00:54:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.9	B
00:55:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
00:55:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.7	A
00:56:00	1	12	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.7	B
Totals	140	183	0	0	0	0	1	0	2	1	0	0	0	0	105	0		

Location ID: 15 Operator: hc Starting Time: 16:50
Date of data collection: 01/03/94 Date of data reduction: 01-28-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Walking	Still Waiting	Flow Rate (ped/min-ft)	LOS
16:50:30	4	14	0	0	0	0	0	0	0	0	0	0	0	0	6	0	33	B
16:51:00	12	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	25	B
16:51:30	3	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	18	A
16:52:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	15	A
16:52:30	8	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	25	B
16:53:00	12	15	0	0	0	0	0	0	0	0	0	0	0	0	9	0	49	B
16:53:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	18	A
16:54:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	16	A
16:54:30	5	11	0	0	0	0	0	0	0	0	0	0	0	0	5	0	28	B
16:55:00	7	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	34	B
16:55:30	12	9	0	0	0	0	0	0	0	0	0	0	0	0	7	0	38	B
16:56:00	11	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	25	B
16:56:30	11	8	0	0	0	0	0	0	0	0	0	0	0	0	6	0	35	B
16:57:00	4	10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	25	B
16:57:30	7	10	1	0	0	0	0	0	0	0	0	0	0	0	4	0	33	B
16:58:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18	A
16:58:30	5	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	18	A
16:59:00	11	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	31	B
16:59:30	6	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1	25	B
17:00:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	11	A
17:00:30	10	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	33	B
17:01:00	7	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	15	A
17:01:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	20	A
17:02:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	09	A
17:02:30	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	09	A
17:03:00	5	11	0	1	0	0	0	0	0	0	0	0	0	0	1	0	35	B
17:03:30	6	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15	A
17:04:00	3	9	0	0	0	0	0	0	0	0	0	0	0	0	3	0	22	B
17:04:30	6	9	0	0	0	0	0	0	0	0	0	0	0	0	3	0	27	B
17:05:00	4	13	0	0	0	0	0	0	0	0	0	0	0	0	5	0	31	B
17:05:30	5	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	24	B
17:06:00	18	6	0	0	0	0	0	0	0	0	0	0	0	0	8	0	44	B
17:06:30	5	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	18	A
17:07:00	9	12	0	0	0	0	0	0	0	0	0	0	0	0	8	0	38	B
17:07:30	2	11	0	0	0	0	0	0	0	0	0	0	0	0	5	0	24	B
17:08:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15	A
17:08:30	6	3	0	0	1	0	0	0	0	0	0	0	0	0	5	0	24	B
17:09:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	13	A
17:09:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	22	B
17:10:00	10	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	25	B
Totals	274	256	1	2	1	0	1	0	0	0	0	0	0	0	153	1		

Location ID: 15 Operator: dcr Starting Time: 12:41
Date of data collection: 01/08/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Bicycles NB	Bicycles SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians on Sidewalk NB	Pedestrians on Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
12:41:30	3	3	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	A
12:42:00	0	7	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1.5	A
12:42:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
12:43:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
12:43:30	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
12:44:00	9	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
12:44:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:45:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
12:45:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
12:46:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
12:46:30	5	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.4	B
12:47:00	10	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.7	B
12:47:30	6	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
12:48:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.9	A
12:48:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:49:00	14	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3.1	B
12:49:30	3	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
12:50:00	13	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.4	B
12:50:30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
12:51:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:51:30	2	10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.2	B
12:52:00	7	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.6	A
12:52:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
12:53:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
12:53:30	10	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.9	B
12:54:00	10	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.0	A
12:54:30	17	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0	3.3	B
12:55:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
12:55:30	13	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.4	B
12:56:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:56:30	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.8	A
12:57:00	7	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
12:57:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
12:58:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
12:58:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
12:59:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
12:59:30	12	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.0	B
13:00:00	8	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
13:00:30	4	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.8	A
13:01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
13:01:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
Totals	359	149	0	1	0	1	0	0	0	1	0	0	0	0	120	0		

Location ID: 15 Operator: hc Starting Time: 18:43
Date of data collection: 01/07/94 Date of data reduction: 01-31-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	15 Min Vol	Split Vol/hr	Flow Rate (pax/min/ft)	LOS
18:41:30	6	8	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2.5	B
18:44:00	8	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.1	B
18:44:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
18:45:00	12	9	0	0	0	0	0	0	1	0	0	0	0	0	2	0	1.8	B
18:45:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.7	B
18:46:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.4	A
18:46:30	11	5	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2.9	B
18:47:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.1	A
18:47:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.6	A
18:48:00	19	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4.6	B
18:48:30	7	14	0	0	0	0	0	0	0	0	0	0	0	0	9	0	3.4	B
18:49:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
18:49:30	9	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
18:50:00	7	19	0	0	0	0	0	0	0	0	0	0	0	0	6	0	4.7	B
18:50:30	9	23	0	0	0	0	0	0	0	0	0	0	0	0	8	0	6.1	B
18:51:00	15	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3.5	B
18:51:30	11	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.7	B
18:52:00	12	7	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.6	B
18:52:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
18:53:00	14	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.5	B
18:53:30	16	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.5	B
18:54:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
18:54:30	10	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
18:55:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
18:55:30	8	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
18:56:00	8	11	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3.5	B
18:56:30	6	15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	3.8	B
18:57:00	17	5	0	0	0	0	0	0	0	0	0	0	0	0	9	0	4.5	B
18:57:30	1	10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	A
18:58:00	15	7	0	0	0	0	0	0	0	0	0	0	0	0	8	0	4.0	B
18:58:30	3	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
18:59:00	5	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.4	B
18:59:30	10	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	B
19:00:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
19:00:30	6	16	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4.0	B
19:01:00	7	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.4	B
19:01:30	6	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.6	A
19:02:00	10	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.4	B
19:02:30	26	12	0	0	0	0	0	0	0	0	0	0	0	0	9	0	7.3	C
19:03:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.8	A
19:03:30	5	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
19:04:00	15	16	0	0	0	0	0	0	0	0	0	0	0	0	10	0	5.5	B
Totals	364	312	0	0	0	0	0	0	1	0	0	0	0	0	777	0		

Location ID: 16 Operator: dcr Starting Time: 00:31
Date of data collection: 01/09/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
00:31:30	5	6	0	0	0	0	0	0	0	0	0	0	2	0	4	0	2.0	A
00:32:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
00:32:30	11	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.7	B
00:33:00	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0.4	A
00:33:30	4	10	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.5	B
00:34:00	7	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.2	B
00:34:30	5	13	0	0	0	0	0	0	0	0	0	0	2	0	3	0	3.0	B
00:35:00	11	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.4	B
00:35:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.6	A
00:36:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
00:36:30	3	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	1.5	A
00:37:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
00:37:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0.7	A
00:38:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
00:38:30	7	4	0	0	0	0	0	0	0	0	0	0	1	0	4	0	2.0	A
00:39:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
00:39:30	2	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0.5	A
00:40:00	9	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.9	B
00:40:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.7	A
00:41:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
00:41:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.1	A
00:42:00	6	8	0	0	0	0	0	0	0	0	0	0	1	0	3	0	2.2	B
00:42:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
00:43:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.8	A
00:43:30	3	7	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0.0	A
00:44:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
00:44:30	5	1	0	0	0	0	0	0	0	0	0	0	2	2	3	0	1.6	A
00:45:00	1	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0.5	A
Totals	115	105	0	0	0	0	0	0	0	0	0	0	13	3	68	0		

Location ID: 16 Operator: der Starting Time: 13:49
Date of data collection: 01/06/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians on Street NB	Pedestrians on Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Spill Within	Flow Rate (peds/min/ft)	LOS
13:49:30	7	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.7	A
13:50:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
13:50:30	10	3	1	0	0	0	0	0	0	0	0	0	0	0	4	0	2.2	B
13:51:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
13:51:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
13:52:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
13:52:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.9	A
13:53:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
13:53:30	5	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.4	A
13:54:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.9	A
13:54:30	8	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2.6	B
13:55:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
13:55:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0.0	A
13:56:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.1	A
13:56:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
Totals	50	42	1	0	0	0	0	1	0	0	0	0	0	0	33	0		

Location ID: 18 Operator: dcr Starting Time: 14:05
Date of data collection: 01/06/94 Date of data reduction: 02-02-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Waiting	Split Within	Flow Rate (peds/min)	LOS
14:26:30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
14:27:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.7	A
14:27:30	4	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.4	A
14:28:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
14:28:30	8	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.2	A
14:29:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
14:29:30	6	8	0	0	0	0	0	0	0	0	0	0	1	0	3	0	2.2	B
14:30:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
14:30:30	7	10	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.5	B
14:31:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
14:31:30	2	11	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.0	A
14:32:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
14:32:30	3	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
14:33:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
14:33:30	3	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.7	A
14:34:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
14:34:30	6	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.2	A
14:35:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
14:35:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
14:36:00	3	9	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
14:36:30	8	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.7	A
14:37:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:37:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
14:38:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
14:38:30	5	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
14:39:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
14:39:30	5	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.2	A
14:40:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.5	A
14:40:30	5	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.7	A
14:41:00	10	4	0	0	0	0	0	0	0	0	0	0	0	1	5	0	2.2	B
14:41:30	10	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.8	A
14:42:00	9	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.5	B
14:42:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.9	A
14:43:00	9	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.8	A
14:43:30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
14:44:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.3	A
14:44:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
14:45:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
14:45:30	5	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.0	A
Totals	175	158	0	0	0	0	0	0	0	0	0	0	1	1	96	0		

Location ID: 16 Operator: dcr Starting Time: 19:57
Date of data collection: 01/07/94 Date of data reduction: 02-03-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Personnel on Sidewalk NB	Personnel on Sidewalk SB	Other NB	Other SB	Waiting	Split Waiting	Flow Rate (peds/min/ft)	LOS
19:57:30	14	8	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3.4	B
19:58:00	19	14	0	0	0	0	0	0	0	0	0	0	0	0	11	0	5.1	B
19:58:30	9	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.7	A
19:59:00	6	13	0	0	0	0	0	0	0	0	0	0	0	0	7	0	3.5	B
19:59:30	2	12	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.2	B
20:00:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.9	A
20:00:30	15	11	0	0	0	0	0	0	0	0	0	0	0	0	8	0	4.0	B
20:01:00	11	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.3	B
20:01:30	9	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.8	A
20:02:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.6	A
20:02:30	11	15	0	0	0	0	0	0	0	0	0	0	0	0	11	0	4.5	B
20:03:00	12	6	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2.8	B
20:03:30	8	11	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2.9	B
20:04:00	8	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.3	B
20:04:30	5	10	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.3	B
20:05:00	9	10	0	0	0	0	0	0	0	0	0	0	0	0	9	0	3.1	B
20:05:30	4	10	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2.2	B
20:06:00	8	14	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.4	B
20:06:30	10	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.3	B
20:07:00	2	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
20:07:30	15	5	0	0	0	0	0	0	0	0	0	0	0	0	8	0	3.1	B
20:08:00	7	6	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1.3	B
20:08:30	5	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
20:09:00	8	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.3	B
20:09:30	7	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.5	A
20:10:00	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.5	A
20:10:30	3	21	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3.7	B
20:11:00	7	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.5	A
20:11:30	15	5	0	0	0	0	0	0	0	0	0	0	0	0	8	0	3.5	B
20:12:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.2	A
20:12:30	6	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
20:13:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.4	A
Totals	257	352	1	0	0	0	0	0	0	0	0	0	0	2	154	0		

Location ID: 16 Operator: dcr Starting Time: 01:30
Date of data collection: 01/09/84 Date of data reduction: 02-02-1984

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Total Walking	Total Waiting	Flow Rate (ped/min/ft)	LOS
01:30:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
01:31:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1.7	A
01:31:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1.1	A
01:32:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.1	A
01:32:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
01:33:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.4	A
01:33:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.9	A
01:34:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.0	A
01:34:30	3	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.2	A
01:35:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
01:35:30	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.3	A
01:36:00	10	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.7	B
01:36:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
01:37:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1.7	A
01:37:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.6	A
Totals	58	46	0	0	0	0	0	0	0	0	0	0	0	1	27	0		

Location ID: 17 Operator: dcr Starting Time: 17:52
Date of data collection: 01/09/04 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Waiting	Split Waiting	Flow Rate (ped/min/ft)	LOS
17:52:30	6	1	0	0	0	0	0	0	0	0	0	0	0	0	-	0	1.8	E
17:53:00	9	2	1	0	0	0	0	0	0	0	0	0	0	1	3	0	3.7	B
17:53:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
17:54:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.0	B
17:54:30	4	4	0	0	0	0	1	0	0	0	0	0	0	0	3	0	2.8	B
17:55:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
17:55:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
17:56:00	5	7	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.7	B
17:56:30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
17:57:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
17:57:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
17:58:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.8	B
17:58:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
17:59:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
17:59:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
18:00:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	A
18:00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
18:01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
18:01:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.9	B
18:02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.8	B
18:02:30	1	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2.5	B
18:03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
18:03:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	A
18:04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
18:04:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.5	B
18:05:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.8	B
18:05:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
18:06:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.2	A
18:06:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
18:07:00	4	13	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5.2	B
18:07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	A
18:08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
18:08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	B
18:09:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.2	B
18:09:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0.6	A
18:10:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
18:10:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
18:11:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.2	B
18:11:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.2	A
18:12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.2	B
18:12:30	10	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.7	B
Totals	170	108	2	0	0	1	1	1	1	2	0	0	0	1	86	0		

Location ID: 17 Operator: dlcr Starting Time: 13:51
Date of data collection: 01/05/94 Date of data reduction: 01-31-1994

	Pedestrians		Strollers		Wheelchairs		Bicycles on Sidewalk		Pedestrians in Street		Pedestrians off Sidewalk		Other			Split	Flow Rate	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	Within	Within	/ped/min/hr	LOS
13:51:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
13:52:00	3	10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4.0	B
13:52:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
13:53:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0.6	A
13:53:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
13:54:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	A
13:54:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
13:55:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
13:55:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
13:56:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
13:56:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
13:57:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.2	B
13:57:30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
13:58:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
13:58:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
13:59:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
13:59:30	4	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.7	B
14:00:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
14:00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:01:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
14:02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
14:02:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
14:03:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.2	A
14:03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	A
14:04:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	A
14:05:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
14:05:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
14:06:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	A
14:06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:07:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
Totals	76	53	1	0	0	0	0	1	0	0	0	0	0	2	33	0		

Location ID: 17 Operator: dcr Starting Time: 19:58
Date of data collection: 01/07/94 Date of data reduction: 01-28-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Exit Within	Flow Rate (ped/min/ft)	LOS
19:58:30	5	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1.6	A
19:59:00	7	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.4	B
19:59:30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.6	B
20:00:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.7	B
20:00:30	5	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.4	B
20:01:00	12	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4.6	B
20:01:30	4	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.7	B
20:02:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
20:02:30	8	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	4.5	B
20:03:00	9	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.1	B
20:03:30	6	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.7	B
20:04:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.3	A
20:04:30	5	3	0	0	0	0	0	0	0	0	0	0	0	1	3	0	2.5	B
20:05:00	6	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.3	B
20:05:30	7	4	0	0	0	0	0	0	1	0	0	0	0	0	4	0	3.4	B
20:06:00	7	9	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4.9	B
20:06:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
20:07:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.1	B
20:07:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	A
20:08:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.4	B
20:08:30	8	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.0	B
20:09:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.1	B
20:09:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
20:10:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.5	B
20:10:30	4	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.1	B
20:11:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.8	B
20:11:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
20:12:00	12	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.0	B
20:12:30	1	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1.5	A
20:13:00	5	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1.8	A
20:13:30	9	8	0	0	0	0	0	0	0	0	0	0	0	0	7	0	4.5	B
20:14:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
20:14:30	6	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.2	B
20:15:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.8	B
20:15:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.5	A
20:16:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
20:16:30	6	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
20:17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
20:17:30	12	4	0	0	0	0	0	0	0	0	0	0	0	0	7	0	4.9	B
20:18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
Totals	211	130	0	0	0	0	0	0	1	0	0	0	1	4	110	0		

Location ID: 17 Operator: dcr Starting Time: 01:43
Date of data collection: 01/09/24 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk EB	Other NB	Other SB	Width	Split Widths	Flow Rate (ped/min/ft)	LOS
01:41:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03	A
01:42:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.09	A
01:42:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03	A
01:43:00	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0.06	A
01:43:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.06	A
01:44:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.03	A
01:44:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	A
01:45:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.06	A
Totals	12	3	0	0	0	0	0	0	0	0	0	0	1	0	3	0		

Location ID: 18 Operator: dcr Starting Time: 13:15
Date of data collection: 01/05/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (peds/min/ft)	LOS
13:15:30	3	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.3	A
13:19:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
13:19:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
13:20:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
13:20:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
13:21:00	3	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0.8	A
13:21:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
13:22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
13:22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Data Missing - Tape Stopped																		
13:37:30	8	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.8	B
13:38:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
13:38:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
13:39:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
13:39:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
13:40:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
13:40:30	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.5	A
13:41:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
13:41:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.9	A
13:42:00	1	3	0	0	0	0	0	0	1	0	0	0	0	0	2	0	1.1	A
13:42:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
13:43:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
13:43:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
13:44:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
13:44:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
13:45:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
13:45:30	2	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
13:46:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
13:46:30	11	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.0	A
13:47:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.4	A
13:47:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
13:48:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.3	A
13:48:30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.5	A
13:49:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
13:49:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
13:50:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
13:50:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
13:51:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
13:51:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
13:52:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
13:52:30	5	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
13:53:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
Totals	111	98	0	0	0	0	0	0	3	0	0	0	0	0	60	0		

Location ID: 18 Operator: dcs Starting Time: 14:13
Date of data collection: 01/30/94 Date of data reduction: 01-31-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Still Within	Flow Rate (ped/min/ft)	LOS
14:13:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
14:14:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
14:14:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
14:15:00	3	2	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0.9	A
14:15:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
14:16:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	A
14:16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
14:17:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.9	A
14:17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
14:18:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
14:18:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
14:19:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
14:19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
14:20:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
14:20:30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
14:21:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
14:21:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
14:22:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
14:22:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
14:23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
14:23:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
14:24:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
14:24:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.9	A
14:25:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
14:25:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
14:26:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.9	A
14:26:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.8	A
14:27:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
14:27:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
14:28:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
Totals	81	63	0	0	0	0	0	0	0	0	0	0	2	0	34	0		

Location ID: 18 Operator: dcr Starting Time: 20:27
Date of data collection: 01/07/94 Date of data reduction: 01-20-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians n* Sidewalk NB	Pedestrians n* Sidewalk SB	Other NB	Other SB	Walking	Split Walking	Flow Rate (ped/min/ft)	LOS
20:27:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
20:28:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
20:28:30	20	3	0	0	0	0	0	0	0	0	0	0	0	0	7	0	4.1	B
20:29:00	17	6	0	0	0	0	0	0	1	0	0	0	0	0	5	0	3.3	B
20:29:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
20:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
20:30:30	4	3	0	0	0	0	0	1	0	0	0	0	0	0	3	0	1.3	A
20:31:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.5	B
20:31:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	A
20:32:00	7	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
20:32:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
20:33:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
20:33:30	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	A
20:34:00	11	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.4	B
20:34:30	3	14	0	0	0	0	0	0	0	0	0	0	0	0	8	0	3.1	B
20:35:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
20:35:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
20:36:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
20:36:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
20:37:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
20:37:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
20:38:00	9	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.4	B
20:38:30	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
20:39:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.5	A
20:39:30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
20:40:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
20:40:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
20:41:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
20:41:30	5	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.2	B
20:42:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.3	A
20:42:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
20:43:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
20:43:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
20:44:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
20:44:30	14	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.3	B
20:45:00	12	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
20:45:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
20:46:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
20:46:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
20:47:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
Totals	186	117	0	0	0	0	0	1	1	0	0	0	0	0	91	0		

Location ID: 18 Operator: dcr Starting Time: 01:45
Date of data collection: 01/09/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (per/min/ft)	LOS
01:45:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
01:46:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
01:46:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
01:47:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
01:47:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
01:48:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
01:48:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.1	A
01:49:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
01:49:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
Totals	7	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0		

Location ID: 19 Operator: dcr Starting Time: 12:01
Date of data collection: 01/07/94 Date of data reduction: 01-26-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Split Walking	Flow Rate (ped/min/ft)	LOS
12:01:30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
12:02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:02:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
12:03:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	B
12:03:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
12:04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:04:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
12:06:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.6	B
12:06:30	13	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.3	B
12:07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
12:07:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	B
12:08:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
12:08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	B
12:09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:09:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
12:10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
12:10:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:11:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	B
12:11:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
12:12:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
12:12:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
12:13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:13:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	B
12:14:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	B
12:14:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
12:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
12:15:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
12:16:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
12:16:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
12:17:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	B
12:17:30	11	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.4	B
12:18:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
12:18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:19:00	9	15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0.7	B
12:19:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	B
12:20:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.3	A
12:20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	113	63	0	0	0	0	0	0	0	0	0	0	0	0	58	0		

Location ID: 19 Operator: dcr Starting Time: 22:27
Date of data collection: 01/06/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Students NB	Students SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Waiting	Split Waiting	Flow Rate (ped/min/ft)	LOS
22:27:30	2	15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.5	B
22:28:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
22:28:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:29:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:29:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:30:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
22:30:30	2	4	1	0	0	0	0	0	0	0	0	0	0	0	4	0	4.2	B
22:31:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
22:31:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
22:32:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.4	A
22:32:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.1	B
22:33:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.4	B
22:33:30	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
22:34:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
22:34:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:35:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
22:35:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.3	B
22:36:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
22:36:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:37:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
22:37:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
22:38:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.9	B
22:38:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:39:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:39:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
22:40:00	13	6	2	0	0	0	0	0	0	0	0	0	0	0	5	0	4.6	B
22:40:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.9	A
22:41:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:41:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
22:42:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
22:42:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:43:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
22:43:30	4	10	2	0	0	0	0	0	0	0	0	0	0	0	5	0	5.3	B
22:44:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:44:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
22:45:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.6	A
22:45:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
22:46:00	4	10	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5.3	B
22:46:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:47:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
22:47:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:48:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
22:48:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
22:49:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.9	A
22:49:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.3	B
22:50:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:50:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:51:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	B
22:51:30	4	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	5.3	B
22:52:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:52:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
22:53:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
22:53:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
22:54:00	3	10	0	0	0	0	0	0	0	0	1	0	0	0	3	0	5.0	B
22:54:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.3	B
22:55:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
22:55:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.0	B
22:56:00	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0.8	A
22:56:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.3	B
22:57:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.0	B
Totals	134	131	1	0	0	0	0	0	0	0	2	0	0	0	83	0		

Location ID: 19 Operator: ecr Starting Time: 14:42
Date of data collection: 07/09/94 Date of data reduction: 01/27/1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
14:42:30	7	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.4	B
14:43:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.8	B
14:43:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
14:44:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
14:44:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:45:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.0	B
14:46:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.9	A
14:46:30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.9	A
14:47:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
14:47:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:48:00	5	10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5.7	B
14:48:30	4	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.8	B
14:49:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
14:49:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.3	A
14:50:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.7	B
14:50:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:51:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
14:51:30	5	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4.6	B
14:52:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
14:52:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
14:53:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	1.1	A
14:53:30	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3.0	B
14:54:00	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1.5	A
Totals	70	51	0	1	0	0	0	0	0	0	0	0	0	0	34	5		

Location ID: 20 Operator: dcr Starting Time: 12:01
Date of data collection: 01/07/04 Date of data reduction: 01/26/04

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Passengers at Stops NB	Passengers at Stops SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Width	Split Within	Flow Rate (ped/min/ft)	LOS
12:01:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1.3	A
12:02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:02:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.7	B
12:03:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
12:04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
12:04:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
12:05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
12:05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:06:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
12:06:30	11	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.5	B
12:07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
12:07:30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
12:08:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
12:08:30	10	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.5	B
12:09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:09:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
12:10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:10:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.3	A
12:11:00	1	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.1	B
12:11:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.3	A
12:12:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
12:12:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
12:13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:13:30	7	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.1	B
12:14:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.6	A
12:14:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
12:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:15:30	5	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
12:16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
12:16:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
12:17:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
12:17:30	11	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.9	B
12:18:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
12:18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:19:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4.0	B
12:19:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
12:20:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
12:20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	113	63	0	0	0	0	0	0	0	0	0	0	0	0	58	0		

Location ID: 20 Operator: dcr Starting Time: 22:27
Date of data collection: 01/08/84 Date of data reduction: 02-03-1984

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Waiting	Split Walking	Flow Rate (ped/min/ft)	LOS
22:27:30	1	15	0	0	0	0	0	0	0	0	0	0	0	0	8	0	4.5	B
22:28:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
22:28:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:29:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:29:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:30:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:30:30	2	8	1	0	0	0	0	0	0	0	0	0	0	0	4	0	2.2	B
22:31:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
22:31:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
22:32:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:32:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
22:33:00	2	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.4	B
22:33:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
22:34:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.3	A
22:34:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:35:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
22:35:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
22:36:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
22:36:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:37:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
22:37:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
22:38:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.1	D
22:38:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:39:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:39:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:40:00	12	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.2	B
22:40:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.3	A
22:41:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
22:41:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
22:42:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:42:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:43:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
22:43:30	4	10	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.7	B
22:44:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
22:44:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
22:45:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:45:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
22:46:00	4	10	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.7	B
22:46:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
22:47:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
22:47:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:48:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
22:48:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
22:49:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.3	A
22:49:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
22:50:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
22:50:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:51:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.7	B
22:51:30	6	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.7	B
22:52:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
22:52:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
22:53:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
22:53:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
22:54:00	3	10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.5	B
22:54:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.6	A
22:55:00	1	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:55:30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.1	B
22:56:00	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0.5	A
22:56:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
22:57:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.1	B
Totals	134	131	1	0	0	0	0	0	0	0	2	0	0	0	83	0		

Location ID: 20 Operator: dcr Starting Time: 14:42
Date of data collection: 01/06/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Writing	Skid Writing	Flow Rate (ped/min/ft)	LOS
14:42:30	7	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	14	B
14:43:00	2	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	27	B
14:43:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	08	A
14:44:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	05	A
14:44:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	08	A
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
14:45:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01	A
14:46:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	13	A
14:46:30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	13	A
14:47:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	05	A
14:47:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
14:48:00	5	10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	40	B
14:48:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	27	B
14:49:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	05	A
14:49:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	16	A
14:50:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	19	A
14:50:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
14:51:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	11	A
14:51:30	6	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	32	B
14:52:00	3	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	08	A
14:52:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03	A
14:53:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	08	A
14:53:30	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21	B
14:54:00	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11	A
Totals	78	51	0	1	0	0	0	0	0	0	0	2	0	0	34	5		

Location ID: 21 Operator: dcr Starting Time: 12:01
Date of data collection: 01/07/94 Date of data reduction: 01-31-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Exit Within	Flow Rate (peds/min/ft)	LOS
12:01:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	07	A
12:02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07	A
12:02:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15	A
12:03:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	15	A
12:03:30	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	B
12:04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	07	A
12:04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	07	A
12:05:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	25	B
12:05:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18	A
12:06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
12:06:30	13	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	47	B
12:07:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07	A
12:07:30	8	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	33	B
12:08:00	8	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	47	B
12:08:30	7	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	35	B
12:09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
12:09:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15	A
12:10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15	A
12:10:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18	A
12:11:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	47	B
12:11:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07	A
12:12:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	44	B
12:12:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15	A
12:13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15	A
12:13:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	07	A
12:14:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	29	B
12:14:30	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	07	A
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
12:15:30	5	10	0	0	0	0	0	0	0	0	0	0	0	0	6	0	55	B
12:16:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	07	A
12:16:30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	25	B
12:17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	25	B
12:17:30	10	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	55	B
12:18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	11	A
12:18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
12:19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
12:19:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	04	A
12:20:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	15	A
12:20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18	A
12:21:00	1	13	0	0	0	0	0	0	0	0	0	0	0	0	3	0	51	B
Totals	133	79	0	0	0	0	0	0	0	0	0	0	0	0	63	0		

Location ID: 21 Operator: hc Starting Time: 22:25
Date of data collection: 01/08/94 Date of data reduction: 02-01-1994

Time	Peds/Inline NB	Peds/Inline SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off-Sidewalk NB	Pedestrians off-Sidewalk SB	Other NB	Other SB	Wkhrg	Spin Wkhrg	Flow Rate (ped/min/ft)	LOS
22:25:30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.5	B
22:26:30	3	12	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5.9	B
22:27:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
22:27:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.5	B
22:27:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:28:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:28:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.9	B
22:29:00	2	10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4.4	B
22:29:30	1	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.3	B
22:30:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
22:30:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	A
22:31:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
22:31:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
22:32:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.9	B
22:32:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
22:33:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.4	B
22:33:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
22:34:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.2	B
22:34:30	2	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	B
22:35:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.5	B
22:35:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	B
22:36:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:36:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
22:37:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.2	B
22:37:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:38:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:38:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
22:39:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.0	B
22:39:30	11	4	0	0	0	0	0	0	0	0	0	0	0	0	7	0	5.5	B
22:40:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:40:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:41:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
22:41:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
22:42:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	B
22:42:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
22:43:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
22:43:30	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1.2	B
22:44:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.3	B
22:44:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
22:45:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
22:45:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.5	B
22:46:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:46:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:47:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
22:47:30	6	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.9	B
22:48:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:48:30	12	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.4	B
22:48:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:49:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:50:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	A
22:50:30	9	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.6	B
22:51:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
22:51:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:52:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:52:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	B
22:53:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.5	B
22:53:30	6	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.5	B
22:54:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.5	B
22:54:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
22:55:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.0	B
22:55:30	4	10	0	0	0	0	0	0	0	0	0	0	0	0	7	0	5.1	B
22:56:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
22:56:30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2.2	B
22:57:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
Totals	172	172	0	0	0	0	0	0	0	0	0	0	0	1	109	0		

Location ID: 21 Operator: dcr Starting Time: 14:59
Date of data collection: 01/09/94 Date of data reduction: 01-26-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Walking	Sprt Walking	Flow Rate (peds/min/ft)	LOS
14:59:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.3	A
15:00:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.5	B
15:00:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.3	d
15:01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:01:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.2	B
15:02:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.5	B
15:02:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
15:03:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.5	B
15:03:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.9	A
15:04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
15:04:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
15:05:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
15:05:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
15:06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
15:06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
15:07:30	12	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.4	B
15:08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2.5	B
15:08:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
15:09:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	4.4	B
15:09:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
15:10:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
15:10:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
Totals	72	37	0	0	0	0	0	0	0	0	0	0	0	0	46	0		

Location ID: 22 Operator: dcr Starting Time: 13:07
Date of data collection: 01/07/94 Date of data reduction: 01-31-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Spill Within	Flow Rate (per/min/ft)	LOS
13:07:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
13:08:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.9	A
13:08:30	10	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.8	B
13:09:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.3	B
13:09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
13:10:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.3	B
13:10:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
13:11:00	3	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1.1	A
13:11:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.3	B
13:12:00	4	3	0	1	0	0	0	0	0	0	1	0	0	0	2	0	3.0	B
13:12:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
13:13:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.9	A
13:13:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
13:14:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.3	B
13:14:30	3	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.8	B
13:15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
13:15:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
13:16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
13:16:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
13:17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
13:17:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
13:18:00	4	9	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5.0	B
13:18:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.9	A
13:19:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
13:19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
13:20:00	5	2	0	1	0	0	0	0	0	0	0	0	0	0	3	0	2.5	B
13:20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
13:21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
13:21:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
13:22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
13:22:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.9	A
13:23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.0	B
13:23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
13:24:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
Totals	93	68	0	2	0	0	0	0	0	0	4	0	0	2	56	0		

Location ID: 22 Operator: dot Starting Time: 10:41
Date of data collection: 01/06/94 Date of data reduction: 01-26-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Walking	Split Walking	Flow Rate (ped/min/ft)	LOS
10:41:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
10:42:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.9	A
10:42:30	7	7	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5.3	B
10:43:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
10:43:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
10:44:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
10:44:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
10:45:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
10:45:30	9	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.1	B
10:46:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
10:46:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
10:47:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
10:47:30	9	9	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.4	B
10:48:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
10:48:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
10:49:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
10:49:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
10:50:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
10:50:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
10:51:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
10:51:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
10:52:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
10:52:30	7	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.4	B
10:53:00	8	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4.2	E
10:53:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.9	A
10:54:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
10:54:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
10:55:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	A
10:55:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.7	E
10:56:00	2	7	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.4	B
10:56:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
10:57:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
10:57:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
10:58:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
10:58:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
10:59:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
10:59:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
11:00:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
11:00:30	8	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.8	B
11:01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
11:01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
11:02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:02:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
11:03:00	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	A
11:03:30	8	9	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.5	B
11:04:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.0	B
11:04:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
11:05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	196	93	0	0	0	0	0	0	0	0	0	0	0	0	98	0		

Location ID: 22 Operator: dcs Starting Time: 14:57
Date of data collection: 01/06/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Bicycles NB	Bicycles SB	Vehicles/hours NB	Vehicles/hours SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Waiting	Split Waiting	Flow Rate (peds/min)	LOS
14:57:30	5	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
14:58:00	6	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4.0	B
14:58:30	0	4	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1.5	A
14:59:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
14:59:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:00:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
15:00:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
15:01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
15:01:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
15:02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
15:02:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:03:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	B
15:03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
15:04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:05:30	4	5	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3.4	B
15:06:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3.8	B
15:06:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
15:07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:07:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.5	A
15:08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:08:30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.1	B
Totals	55	28	0	0	0	0	0	0	0	0	0	2	0	1	28	1		

Location ID: 24 Operator: dcr Starting Time: 12:57
Date of data collection: 01/07/94 Date of data reduction: 01-31-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off S'walk NB	Pedestrians off S'walk SB	Other NB	Other SB	Within	Split Within	Flow Rate (pedestrians/hr)	LOS
12:57:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	3	14	A
12:58:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	00	A
12:58:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03	A
12:59:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
12:59:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:00:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	22	B
13:00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	06	A
13:01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	05	A
13:01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	05	A
13:03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	05	A
13:03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	03	A
13:05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	14	A
13:09:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03	A
13:09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:10:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03	A
13:11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	11	A
13:11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:12:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	06	A
13:12:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	08	A
13:13:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	17	A
13:13:30	1	14	0	1	0	0	0	0	0	0	0	0	0	0	6	0	47	B
13:14:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	11	A
13:14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
13:15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	05	A
13:15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03	A
13:16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03	A
13:16:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	05	A
13:17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	06	A
Totals	30	59	0	1	0	0	0	0	0	0	0	0	0	1	37	0		

Location ID: 24 Operator: dcr Starting Time: 22:13
Date of data collection: 04/06/94 Date of data reduction: 04-26-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
22 13.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22 14-00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.7	A
22:14 30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.7	A
22:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22.15.30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
22 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22.16.30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
22:17:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.0	B
22.17.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:18:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
22:19.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:19 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22.20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22 20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22.21.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22.21.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22.22.00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
22:22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22.23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22.23.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22.24.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:24:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
22.25:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.9	A
22 25 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22.26.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22 26 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22.27.00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
22:27:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
22.28.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22 28 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22.29.00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
22 29.30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
22:30 00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
22:30.30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
22 31:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
22:31.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:32 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:32.30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
22 33:00	0	17	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4.7	B
22.33.30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
22.34 00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
22.34 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	16	63	0	0	0	0	0	0	0	0	0	0	0	0	25	0		

Location ID: 24 Operator: dcr Starting Time: 14:45
Date of data collection: 01/08/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Bicycles NB	Bicycles SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians on Sidewalk NB	Pedestrians on Sidewalk SB	Other NB	Other SB	Activity	Split Within	Flow Rate (peds/min/ft)	LOS
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:46:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.7	A
14:46:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
14:47:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
14:47:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.2	B
14:48:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:48:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:49:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:49:30	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.9	A
14:50:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
14:50:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:51:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:51:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:52:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:52:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:53:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
14:53:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
14:54:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:54:30	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4	0	2.3	B
14:55:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
Data Missing - Tape Stopped																		
Data Missing - Tape Stopped																		
14:56:30	2	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.2	B
14:57:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:57:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
14:58:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.9	A
14:58:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:59:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:59:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
Totals	19	49	0	4	0	0	0	0	0	0	0	0	0	0	28	0	19.862589	

Location ID: 25 Operator: der Starting Time: 12:30
Date of data collection: 01/07/94 Date of data reduction: 01/26/1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians on Sidewalk NB	Pedestrians on Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (peds/hr/ft)	LOS
12:30:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
12:31:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
12:31:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:32:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:32:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:33:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:33:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:34:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:34:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:35:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:35:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:36:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:36:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:37:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1.2	A
12:37:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:38:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:38:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:39:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:39:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:40:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:40:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:41:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	4	0	7.4	C
12:41:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.5	B
12:42:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:42:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.5	B
12:43:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.9	B
12:43:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:44:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
12:44:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.5	B
12:45:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.5	B
12:45:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:46:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:46:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
12:47:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4.3	B
12:47:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
12:48:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:48:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:49:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.7	B
12:49:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:50:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:50:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:51:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:51:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.5	B
12:52:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.9	B
12:52:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:53:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:53:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
Totals	16	60	0	0	0	0	0	0	0	0	0	0	0	0	25	0		

Location ID: 25 Operator: der Starting Time: 21:59
Date of data collection: 01/04/94 Date of data reduction: 07-01-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
21:59:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
22:02:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.7	B
22:02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:04:00	1	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4.9	B
22:04:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.7	B
22:05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:07:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	9.9	C
22:07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.0	A
22:08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:09:30	1	4	0	0	0	0	1	0	0	0	0	0	0	0	2	0	2.5	B
22:10:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.5	B
22:10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
22:11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:12:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
22:12:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.7	B
22:13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:13:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
22:14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:15:00	0	6	0	0	0	0	0	0	0	0	0	0	2	0	4	0	7.7	B
22:15:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
22:16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:17:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.1	B
22:18:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5.5	B
22:18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0.6	A
22:19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
22:19:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
22:20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:24:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
22:24:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
22:25:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:25:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4.3	B
22:26:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	17	79	0	0	0	0	0	0	1	0	0	0	2	0	31	0		

Location ID: 25 Operator: dcr Starting Time: 14:31
Data of data collection: 01/08/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Vehicles	Split Within	Flow Rate (pedestrians/h)	LOS
14:33:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:34:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0.0	A
14:34:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	A
14:35:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
14:35:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.7	B
14:36:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:36:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
14:37:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
14:37:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.5	B
14:38:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:38:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.5	B
14:39:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
14:39:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
14:40:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4.9	B
14:40:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
14:41:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
14:41:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:42:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:42:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
14:43:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
14:43:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.6	A
14:44:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:44:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
14:45:30	4	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3.1	C
Totals	19	34	0	0	0	0	0	0	0	0	0	0	0	4	19	0		

Location ID: 26 Operator: der Starting Time: 12:31
Date of data collection: 01/07/84 Date of data reduction: 01-31-1984

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Spec Within	Flow Rate (pedsmin/ft)	LOS
12:31:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
12:32:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:32:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:33:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:33:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:34:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:34:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:35:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:35:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:36:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:36:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:37:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
12:37:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
12:38:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:38:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:39:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:39:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
12:40:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:40:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:41:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:41:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:42:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	B
12:42:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	B
12:43:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
12:43:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
12:44:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	B
12:44:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
12:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
12:45:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
12:46:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
12:46:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:47:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:47:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
12:48:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:48:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	B
12:49:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:49:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:50:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
12:50:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:51:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:51:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	15	38	0	0	0	0	0	0	0	0	0	0	0	0	22	0		

Location ID: 25 Operator: hc Starting Time: 21:59
Date of data collection: 01/06/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (peds/min/ft)	LOS
21:59:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
22:00:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.1	B
22:00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
22:02:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
22:03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:04:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	B
22:05:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.4	B
22:05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
22:06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
22:06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
22:08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
22:08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
22:10:30	3	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.1	B
22:11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
22:13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:14:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
22:14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:15:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	B
22:16:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.2	A
22:16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
22:18:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.4	B
22:19:00	0	3	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1.2	A
22:19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
22:20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
22:20:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
22:21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	12	76	0	0	0	0	0	0	0	1	0	0	0	0	35	0		

Location ID: 25 Operator: dcr Starting Time: 14:28
Date of data collection: 01/09/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	SIM Within	Flow Rate (peds/min/ft)	LOS
14:28:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.1	B
14:29:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
14:29:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:30:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:31:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	B
14:31:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
14:32:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:32:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0	A
14:33:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:33:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
14:34:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.4	B
14:34:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:35:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
14:35:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
14:36:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:36:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.6	A
14:37:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
14:37:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.2	A
14:38:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:38:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
14:39:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.3	B
14:39:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
14:40:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:40:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:41:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:41:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Location ID: 27 Operator: dcr Starting Time: 17:39
Date of data collection: 01/06/94 Date of data reduction: 02-02-1994

Time	Bicycles NB	Bicycles SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians on Sidewalk NB	Pedestrians on Sidewalk SB	Other NB	Other SB	Within	Spill Within	Flow Rate (peds/min/ft)	LOS
17:39:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
17:40:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
17:40:30	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1.8	A
17:41:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
17:41:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
17:42:00	3	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
17:42:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
17:43:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	A
17:43:30	3	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	A
17:44:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
17:44:30	6	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.7	B
17:45:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
17:45:30	4	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.7	B
17:46:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
17:46:30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.3	A
17:47:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
17:47:30	3	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.2	B
17:48:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.3	A
17:48:30	4	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	A
17:49:00	5	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
17:49:30	10	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.2	B
17:50:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
17:50:30	5	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
17:51:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
17:51:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
17:52:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
17:52:30	9	6	1	0	0	0	0	0	0	0	0	0	0	0	4	0	3.6	D
17:53:00	9	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.1	B
17:53:30	4	9	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.9	D
17:54:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.6	A
17:54:30	4	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.7	B
17:55:00	8	6	1	0	0	0	0	0	0	0	0	0	0	0	4	0	3.3	B
17:55:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
17:56:00	2	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0.7	A
Totals	126	144	2	0	0	0	0	0	0	0	0	0	1	0	74	0		

Location ID: 27 Operator: dcr Starting Time: 23:04
Date of data collection: 01/04/94 Date of data reduction: 02-02-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians on Street NB	Pedestrians on Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Writing	Still Writing	Flow Rate (ped/min/ft)	LOS
23:04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
23:05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
23:05:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
23:06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
23:06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
23:07:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
23:07:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
23:08:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
23:08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
23:09:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
23:09:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
23:10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
23:10:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
23:11:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.6	A
23:11:30	1	6	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1.6	A
23:12:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
23:12:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
23:13:00	1	5	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1.6	A
23:13:30	2	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
23:14:00	3	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.2	B
23:14:30	12	2	0	0	0	0	0	0	0	0	0	0	0	0	7	0	3.1	B
23:15:00	7	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.5	B
23:15:30	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.5	A
23:16:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
23:16:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
23:17:00	3	2	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1.1	A
23:17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.2	A
23:18:00	7	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.4	B
23:18:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
23:19:00	5	9	0	0	0	0	0	0	0	0	0	0	0	1	3	0	2.0	A
23:19:30	3	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.6	A
23:20:00	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0.7	A
23:20:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
23:21:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.0	A
23:21:30	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
23:22:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.7	B
23:22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
23:23:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.1	A
23:23:30	7	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.7	B
23:24:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
23:24:30	3	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1.1	A
23:25:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.8	A
23:25:30	4	7	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.4	B
23:26:00	2	2	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0.8	A
23:26:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
Totals	118	131	0	0	0	0	1	1	0	0	0	0	1	3	87	0		

Location ID: 2T Operator: dcr Starting Time: 14:51
Date of data collection: 01/07/04 Date of data reduction: 01-31-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Wtd Avg	Split Wt'd Avg	Flow Rate (peds/min/ft)	LOS
14:51:30	6	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	16	A
14:52:00	3	5	0	0	0	0	0	0	0	0	0	0	0	1	3	0	18	A
14:52:30	1	2	0	0	0	0	0	0	0	0	0	0	0	1	2	0	11	A
14:53:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	11	A
14:53:30	1	15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	24	B
14:54:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	11	A
14:54:30	10	10	0	1	0	0	0	0	0	0	0	0	0	0	5	0	47	B
14:55:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	A
14:55:30	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	A
14:56:00	6	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	24	B
14:56:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	04	A
14:57:00	3	10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	29	B
14:57:30	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	B
14:58:00	8	12	0	0	0	0	0	0	0	0	0	0	0	0	7	0	44	B
14:58:30	9	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	24	B
14:59:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	A
14:59:30	8	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	31	B
15:00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	07	A
15:00:30	4	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	20	A
15:01:00	8	8	1	0	0	0	0	0	0	0	0	0	0	0	4	0	38	B
15:01:30	3	5	0	1	0	0	0	0	0	0	0	0	0	0	1	0	20	A
15:02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	A
15:02:30	7	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	22	B
15:03:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	13	A
15:03:30	8	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	27	B
15:04:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	24	B
15:04:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	07	A
15:05:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	13	A
15:05:30	4	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	22	B
15:06:00	8	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	32	B
15:06:30	7	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	18	A
15:07:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	A
15:07:30	2	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	20	A
15:08:00	3	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	24	B
15:08:30	3	11	0	1	0	0	0	0	0	0	0	0	0	0	5	0	33	B
15:09:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	20	A
15:09:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	09	A
15:10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	B
15:10:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	20	A
15:11:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	16	A
15:11:30	7	9	0	0	0	0	0	0	0	0	0	0	0	0	4	0	36	B
15:12:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	20	A
15:12:30	1	12	0	0	0	0	0	0	0	0	0	0	0	0	5	0	29	B
1 peds	185	214	1	3	0	0	0	0	0	0	0	0	0	2	98	0		

Location ID: 27 Operator: dcr Starting Time: 11:58
Date of data collection: 01/03/94 Date of data reduction: 02-03-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Working	Split Working	Flow Rate (ped/min/ft)	LOS
11:56:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.9	A
11:57:00	4	3	0	0	0	0	1	0	0	0	0	0	0	0	3	0	1.6	A
11:57:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.9	A
11:58:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
11:58:30	3	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
11:59:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
11:59:30	9	10	0	1	0	0	0	0	0	0	0	0	0	0	5	0	4.4	B
12:00:00	8	3	0	0	0	0	0	0	0	0	0	0	1	0	4	0	2.4	B
12:00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
12:01:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.3	A
12:01:30	3	2	0	0	0	0	0	0	0	2	0	0	0	0	1	0	1.1	A
12:02:00	1	16	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.4	B
12:02:30	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.9	B
12:03:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.4	B
12:03:30	7	13	0	0	0	1	0	0	0	0	0	0	0	0	7	0	4.4	B
12:04:00	1	13	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3.1	B
12:04:30	10	4	0	0	0	0	0	0	1	0	0	0	0	0	3	0	2.6	B
12:05:00	14	2	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3.8	B
12:05:30	4	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.8	A
12:06:00	5	9	0	0	0	0	0	1	0	0	0	0	0	0	3	0	3.1	B
12:06:30	3	10	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2.8	B
12:07:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
12:07:30	3	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.6	A
12:08:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
12:08:30	2	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	A
12:09:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
12:09:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
12:10:00	14	9	0	1	0	0	0	0	0	0	0	0	0	0	7	0	5.3	B
12:10:30	11	5	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3.6	B
12:11:00	3	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.2	B
12:11:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
12:12:00	3	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.2	B
12:12:30	4	6	0	0	0	0	0	0	0	0	0	0	0	2	5	0	2.2	B
12:13:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.4	B
12:13:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.3	A
12:14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:14:30	11	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.7	B
12:15:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.7	B
12:15:30	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1.6	A
12:16:00	2	10	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2.7	B
12:16:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1.3	A
12:17:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
12:17:30	13	9	0	0	0	0	0	0	0	0	0	0	0	0	6	0	4.9	B
12:18:00	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.6	B
12:18:30	10	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.8	B
12:19:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3	A
Totals	214	235	0	2	0	1	2	1	1	2	0	0	1	1	135	1		

Location ID: 28 Operator: lhc Starting Time: 17:17
Date of data collection: 01/08/94 Date of data reduction: 01-28-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Wkhd	Split Wkhd	Flow Rate (ped/min/ft)	LOS
17:37:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
17:38:00	2	5	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0.8	A
17:38:30	2	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0.2	A
17:39:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
17:39:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.4	A
17:40:00	3	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0.4	A
17:40:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
17:41:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
17:41:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
17:42:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
17:42:30	8	12	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2.4	B
17:43:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
17:43:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.7	A
17:44:00	10	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.4	A
17:44:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.6	A
17:45:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.0	A
17:45:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
17:46:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
17:46:30	4	10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.7	A
17:47:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
17:47:30	12	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.6	A
17:48:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
17:48:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.7	A
17:49:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
17:49:30	2	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.0	A
17:50:00	7	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.2	A
17:50:30	3	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.5	A
17:51:00	2	7	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
17:51:30	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
17:52:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
17:52:30	3	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.2	A
17:53:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0.7	A
17:53:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
17:54:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
Totals	83	174	2	0	0	0	0	0	2	3	0	0	0	0	58	0		

Location ID: 28 Operator: hc Starting Time: 23:04
Date of data collection: 01/06/94 Date of data reduction: 01-28-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Waiting	Split Waiting	Flow Rate (pedestrians)	LOS
23:06:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 5	A
23:06:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 4	A
23:06:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 1	A
23:07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 4	A
23:07:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0,0	A
23:08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0,2	A
23:08:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0,2	A
23:09:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1,1	A
23:09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 0	A
23:10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 1	A
23:10:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 1	A
23:11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,0	A
23:11:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0 1	A
23:12:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1 1	A
23:12:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 0	A
23:13:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0 0	A
23:13:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	A
23:14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	A
23:14:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 1	A
23:15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1 3	A
23:15:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 5	A
23:16:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 2	A
23:16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	A
23:17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 2	A
23:17:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0 0	A
23:18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0 0	A
23:18:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 0	A
23:19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 0	A
23:19:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0 0	A
23:20:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 0	A
23:20:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 0	A
23:21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 1	A
23:21:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0 0	A
23:22:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0 0	A
23:22:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0 0	A
23:23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 0	A
23:23:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 0	A
23:24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 0	A
23:24:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 2	A
23:25:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 4	A
23:25:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1 0	A
23:26:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	A
23:26:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 1	A
Totals	55	58	2	0	0	0	0	0	0	0	0	0	0	0	58	1		

Location ID: 28 Operator: hc Starting Time: 14:51
Date of data collection: 01/07/94 Date of data reduction: 01-31-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Passengers off Sidewalk NB	Passengers off Sidewalk SB	Other NB	Other SB	Walking	Split Walking	Flow Rate (ped/min-nft)	LOS
14:51:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
14:52:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
14:52:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
14:53:00	1	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
14:53:30	0	6	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0.8	A
14:54:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
14:54:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
14:55:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3	A
14:55:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:56:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
14:56:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
14:57:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
14:57:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
14:58:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
14:58:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:59:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
14:59:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
15:00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
15:00:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
15:01:00	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.7	A
15:01:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
15:03:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
15:03:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
15:04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:04:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
15:05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
15:05:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
15:06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
15:06:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
15:07:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.7	A
15:07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
15:08:00	2	2	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0.6	A
15:08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:09:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
15:09:30	7	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.8	A
15:10:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
15:10:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
15:11:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
15:11:30	3	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.1	A
Totals	68	77	0	3	0	0	0	0	0	0	0	0	0	0	35	0		

Location ID: 28 Operator: dcr Starting Time: 11:37
Date of data collection: 01/03/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
11:57:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0.2	A
11:58:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0.0	A
11:58:30	4	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0.5	A
11:59:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
11:59:30	0	6	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
12:00:00	8	3	0	0	0	0	0	0	0	0	0	0	1	2	1	0	1.3	A
12:00:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.1	A
12:01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
12:01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0.2	A
12:02:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
12:02:30	0	2	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0.7	A
12:03:00	6	1	0	1	0	0	0	0	0	0	0	0	0	2	1	0	1.2	A
12:03:30	3	10	0	0	0	0	0	0	0	0	0	0	2	0	5	0	1.6	A
12:04:00	7	16	0	0	0	0	1	0	0	0	0	0	0	0	7	0	2.9	B
12:04:30	9	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.7	A
12:05:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
12:05:30	1	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0.4	A
12:06:00	2	5	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1.3	A
12:06:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:07:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
12:07:30	0	6	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1.0	A
12:08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
12:08:30	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0.8	A
12:09:00	2	2	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0.5	A
12:09:30	5	1	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0.7	A
12:10:00	10	3	0	1	0	0	0	0	0	0	0	0	0	0	5	0	1.7	A
12:10:30	9	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.8	A
12:11:00	5	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0.7	A
12:11:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.7	A
12:12:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:12:30	5	4	0	0	0	0	0	0	0	0	0	0	2	1	1	0	1.1	A
12:13:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
12:13:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
12:14:00	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0.2	A
12:14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.1	A
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
12:15:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	A
12:16:00	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0.4	A
12:16:30	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0.1	A
12:17:00	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.5	A
12:17:30	2	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0.5	A
12:18:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
12:18:30	5	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0.6	A
12:19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0.1	A
12:19:30	5	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0.7	A
Totals	139	145	0	3	0	0	3	0	0	0	0	0	44	57	78	0		

Date of data collection: 01/06/94 Date of data reduction: 01-25-1994
Location ID: 29 Starting Time: 17:30

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Spill Within	Flow Rate (pedestrians/h)	LOS
17:30:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	A
17:40:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	A
17:40:30	4	12	0	0	0	0	0	0	0	0	0	0	0	0	2	0	48	B
17:41:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
17:41:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
17:42:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	12	A
17:42:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	A
17:43:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	A
17:43:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
17:44:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	24	A
17:44:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	A
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	24	A
17:45:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	24	A
17:46:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	48	A
17:46:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
17:47:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	A
17:47:30	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	96	B
17:48:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
17:48:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
17:49:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
17:49:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	24	A
17:50:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	24	A
17:50:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
17:51:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	24	A
17:51:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
17:52:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	A
17:52:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
17:53:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	A
17:53:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	12	A
17:54:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	24	A
17:54:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	A
17:55:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	A
17:55:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	A
Totals	21	58	1	0	0	0	0	0	0	0	0	0	0	0	22	0		

Location ID: 29 Operator: adp Starting Time: 23:04
Date of data collection: 01/06/94 Date of data reduction: 01-26-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles or Skateboards NB	Bicycles or Skateboards SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Walking	Spin Walking	Flow Rate (peds/min/ft)	LOS
23:04:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
23:05:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
23:05:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
23:06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:06:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
23:07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
23:07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
23:08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
23:09:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
23:10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
23:10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:14:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
23:14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
23:16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
23:17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
23:17:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
23:18:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
23:18:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
23:19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
23:19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
23:20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
23:20:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
23:21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
23:22:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
23:23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
23:23:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
23:24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:24:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.7	A
23:25:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
23:25:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:26:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
23:26:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
23:27:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	35	31	0	0	0	0	1	0	0	0	0	0	0	0	18	0		

Location ID: 29 Operator: dcr Starting Time: 14:51
Date of data collection: 01/07/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
14:51:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:52:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
14:52:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.8	A
14:53:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
14:53:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
14:54:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
14:54:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.9	B
14:55:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
14:55:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
14:56:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
14:56:30	1	3	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1.3	A
14:57:00	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.5	A
14:57:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
14:58:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
14:58:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
14:59:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
14:59:30	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.8	A
15:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
15:00:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
15:01:00	5	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1.9	A
15:01:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
15:02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	A
15:02:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
15:03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
15:03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
15:04:00	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0.8	A
15:04:30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1.6	A
15:05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
15:05:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
15:06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
15:06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
15:07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
15:08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:09:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.6	A
15:09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:10:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
15:10:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
15:11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0.0	A
15:11:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
15:12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
Totals	58	62	0	0	1	0	0	0	0	0	2	1	0	0	32	1		

Location ID: 29 Operator: lhc Starting Time: 11:56
Date of data collection: 01/08/96 Date of data reduction: 02-01-1996

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (peds/min/ft)	LOS
11:55:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:57:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	4	5	2.1	B
11:57:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:58:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:58:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
11:59:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
11:59:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:00:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
12:01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.9	A
12:01:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
12:02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.0	A
12:02:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1.1	A
12:03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
12:03:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.9	A
12:04:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
12:04:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0.3	A
12:05:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.6	A
12:05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
12:06:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0.0	A
12:06:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
12:07:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	A
12:07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	A
12:08:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
12:09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
12:10:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
12:11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
12:11:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.6	A
12:12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
12:12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:13:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.6	A
12:13:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:14:30	4	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.4	B
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
12:16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
12:16:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
12:17:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0.3	A
Totals	83	62	0	0	0	1	2	1	0	0	0	0	0	0	44	0		

Location ID: 30 Operator: adp Starting Time: 21:04
Date of data collection: 01/06/94 Date of data reduction: 01-25-1994

Time	Pedestrians NB	Pedestrians SB	Skaters NB	Skaters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Split Within	Split Within	Time Req (seconds)	LOS
21:04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.0	A
21:05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.0	A
21:05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.0	A
21:06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:06:30	4	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.5	B
21:07:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.0	A
21:07:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	B
21:08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
21:08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:09:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0	A
21:11:00	3	4	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1.0	A
21:11:30	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0.5	A
21:12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:12:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
21:13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
21:13:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
21:14:00	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0	A
21:14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
21:15:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0	A
21:16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:16:30	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0.5	A
21:17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.7	A
21:17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0	A
21:18:30	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0.5	A
21:19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	34	37	0	0	0	0	0	0	0	0	0	0	1	4	21	0		

Location ID: 30 Operator: dcr Starting Time: 14:55
Date of data collection: 01/08/04 Date of data reduction: 02-03-1904

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
14:58:30	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
14:59:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
14:59:30	2	0	0	1	0	0	0	0	0	0	0	0	0	3	0	1.7	A
15:00:00	4	2	0	0	0	0	0	0	0	0	0	0	0	3	0	1.7	A
15:00:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
15:01:00	10	9	0	0	0	0	0	0	0	0	0	0	0	5	0	5.4	B
15:01:30	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
15:02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:03:00	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.7	A
15:03:30	7	2	0	0	0	0	0	0	0	0	0	0	0	4	0	2.6	B
15:04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:04:30	3	2	1	0	0	0	0	0	0	0	0	0	0	2	0	1.6	B
15:05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.6	D
15:05:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
15:06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.3	B
15:06:30	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
15:07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1.0	A
15:07:30	5	1	0	0	0	0	0	0	0	0	0	0	0	3	0	1.7	B
15:08:00	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	1.9	B
15:08:30	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:09:00	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
15:09:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
15:10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1.1	B
15:10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
15:11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
15:11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
15:12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:12:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	A
15:13:00	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
15:13:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
15:14:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
15:14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.5	A
15:15:30	0	11	0	0	0	0	0	0	0	0	0	0	0	4	0	3.1	B
15:16:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
15:16:30	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1.6	A
15:17:00	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1.7	A
15:17:30	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
15:18:00	3	2	0	0	0	0	0	0	0	0	0	0	0	3	0	2.9	B
15:18:30	1	2	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
15:19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:19:30	3	12	0	0	0	0	0	0	0	0	0	0	0	5	0	4.0	B
15:20:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.0	A
15:20:30	14	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5.1	B
15:21:00	4	4	0	0	0	0	0	0	0	0	0	0	0	3	0	2.3	B
15:21:30	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
Totals	133	131	11	1	0	0	0	0	0	0	0	1	2	87	0		

Location ID: 30 Operator: dcr Starting Time: 10:37
Date of data collection: 01/05/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles or Sidewalk NB	Bicycles or Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Whleng	Split Whleng	Flow Rate (ped/min/ft)	LOS
10:37:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
10:38:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:38:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
10:39:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.7	A
10:39:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
10:40:00	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.3	A
10:40:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:41:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:41:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:42:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0.9	A
10:42:30	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0.6	A
10:43:00	5	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2.3	B
10:43:30	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0.6	A
10:44:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
10:44:30	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0.6	A
10:45:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
10:45:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
10:46:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
10:46:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.8	B
10:47:00	0	3	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2.0	B
10:47:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:48:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.7	A
10:48:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:49:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:49:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:50:00	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0.6	A
10:50:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
10:51:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
10:51:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
10:52:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:52:30	0	3	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1.1	A
10:53:00	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0.9	A
10:53:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0	A
10:54:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.0	A
10:54:30	2	2	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1.1	A
10:55:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
10:55:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
10:56:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
10:56:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
10:57:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
10:57:30	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2.9	B
10:58:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1.1	A
10:58:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:59:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
10:59:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	67	44	0	0	0	1	0	0	0	0	1	0	22	7	57	0		

Location ID: 31 Operator: der Starting Time: 21:04
Date of data collection: 01/06/94 Date of data reduction: 02-02-1994

Time	Pedestrians NB	Pedestrians SB	Scooters NB	Scooters SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
21 04 30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
21 05 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21 05 30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
21 06 00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
21 06 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21 07 00	2	6	0	0	0	0	0	0	0	0	0	0	1	0	2	0	2.0	B
21 07 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21 08 00	0	5	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1.4	A
21 08 30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
21 09 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21 09 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21 10 00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	A
21 10 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21 11 00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
21 11 30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
21 12 00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
21 12 30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
21 13 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21 13 30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
21 14 00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
21 14 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21 15 00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
21 15 30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
21 16 00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.4	A
21 16 30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
21 17 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21 17 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21 18 00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
Totals	16	41	0	0	0	0	0	0	0	0	0	0	0	0	19	0		

Location ID: 31 Operator: nc Starting Time: 14:58
Date of data collection: 01/08/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (ped/min/ft)	LOS
14:58:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
14:59:00	4	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0.3	B
14:59:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:00:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	B
15:00:30	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.0	A
15:01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
15:02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:02:30	10	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.4	B
15:03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.6	A
15:03:30	5	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	1.0	A
15:04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	B
15:04:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
15:05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
15:05:30	7	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.5	B
15:06:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.6	A
15:06:30	7	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.0	B
15:07:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.7	A
15:07:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.7	A
15:08:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
15:08:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
15:09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:09:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.0	B
15:10:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
15:10:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.1	A
15:11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:12:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
15:12:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
15:13:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.0	A
15:13:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	A
15:14:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.3	B
15:14:30	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
15:15:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.9	B
15:15:30	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.0	A
15:16:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
15:16:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.7	A
15:17:00	3	7	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2.8	B
15:17:30	5	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.7	B
15:18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:18:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
15:19:00	8	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	4.5	B
15:19:30	7	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.4	B
15:20:00	4	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	B
15:20:30	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.3	B
Totals	123	138	1	1	0	0	0	0	0	0	0	0	0	0	97	0		

Location ID: 31 Operator: dcr Starting Time: 10:37
Date of data collection: 01/06/94 Date of data reduction: 01/26/1994

Time	Peds/Parts NB	Peds/Parts SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Within	Split Within	Flow Rate (peds/min/ft)	LOS
10:37:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:38:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
10:38:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
10:39:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
10:39:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0.0	A
10:40:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:40:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:41:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:41:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
10:42:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.3	A
10:42:30	7	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2.0	A
10:43:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0.3	A
10:43:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:44:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
10:44:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
10:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:45:30	5	1	0	0	0	0	0	0	0	0	0	0	5	0	1	0	1.7	A
10:46:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
10:46:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0	A
10:47:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
10:47:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
10:48:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A

Data Missing - Tape Stopped

10:53:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
10:54:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
10:54:30	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0.3	A
10:55:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.3	A
10:55:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:56:00	0	2	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0.6	A
10:56:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:57:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:57:30	0	6	0	0	0	0	0	0	0	0	0	0	0	3	2	0	1.7	A
10:58:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
10:58:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:59:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:59:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
11:00:00	0	4	0	0	0	0	0	0	0	0	0	0	7	0	4	0	1.1	A
11:00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
11:01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A

Totals	29	36	0	0	0	0	0	0	0	0	0	0	21	9	26	0		

Location ID: 32 Operator: hc Starting Time: 21:00
Date of data collection: 01/06/94 Date of data reduction: 01.26.1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles or Skateboards NB	Bicycles or Skateboards SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians on Sidewalk NB	Pedestrians on Sidewalk SB	Other NB	Other SB	Within	Spot Within	Flow Rate (peds/min/ft)	LOS
21:00:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1.7	A
21:01:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
21:01:30	6	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2.0	A
21:02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.0	A
21:02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
21:04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:05:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	A
21:05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
21:06:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
21:06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:07:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
21:07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:08:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
21:08:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.6	A
21:09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:15:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
21:16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
21:17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.7	A
21:17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
21:19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:19:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
21:20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
21:20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
21:21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
21:21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
21:22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
21:22:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
21:23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
Totals	43	46	0	0	0	0	0	0	0	0	0	0	0	0	30	2		

Location ID: 32 Operator: dcr Starting Time: 14:59
Date of data collection: 01/08/94 Date of data reduction: 01-27-1994

Time	Pedestrians NB	Pedestrians SB	Strollers NB	Strollers SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SB	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SB	Other NB	Other SB	Width	Split Width	Flow Rate (peds/min/ft)	LOS
14:59:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
15:00:00	0	3	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
15:00:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
15:01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	A
15:01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
15:02:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
15:03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
15:03:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:04:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1.7	A
15:04:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
15:05:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.4	B
15:06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
15:06:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.0	A
15:07:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3.4	B
15:07:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.4	A
15:08:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
15:08:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:09:00	1	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1.1	A
15:09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:10:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
15:10:30	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.7	A
15:11:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.6	B
15:11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:12:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
15:13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:13:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	A
15:14:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.7	A
15:14:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.7	A
15:15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
15:15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
15:16:00	4	11	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4.0	B
15:16:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.4	A
15:17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	A
15:17:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
15:18:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1.7	A
15:18:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.1	A
15:19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
15:19:30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.7	A
15:20:00	7	11	0	0	0	0	0	0	0	0	0	0	0	0	8	0	4.1	B
15:20:30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1.4	A
15:21:00	1	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2.3	B
15:21:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
Totals	88	133	1	1	0	0	0	0	0	0	0	0	0	1	78	0		

Location ID: 32 Operator: hc Starting Time: 10:40
Date of data collection: 01/08/94 Date of data reduction: 02-01-1994

Time	Pedestrians NB	Pedestrians SB	Bicycles NB	Bicycles SB	Wheelchairs NB	Wheelchairs SB	Bicycles on Sidewalk NB	Bicycles on Sidewalk SB	Pedestrians in Street NB	Pedestrians in Street SO	Pedestrians off Sidewalk NB	Pedestrians off Sidewalk SO	Other NB	Other SB	Writing	Split Writing	Flow Rate (ped/min/ft)	LOS
10:40:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:41:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:41:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
10:42:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:42:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
10:43:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	A
10:43:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:44:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
10:44:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
10:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:45:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
10:46:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
10:46:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:47:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.4	A
10:47:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:48:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:48:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1.1	A
10:49:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:49:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:50:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
10:50:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.2	A
10:51:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
10:51:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
10:52:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
10:52:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.6	A
10:53:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.4	A
10:53:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0.8	A
10:54:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
10:54:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
10:55:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
10:55:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:56:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	A
10:56:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.4	A
10:57:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:57:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
10:58:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.0	A
10:58:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.8	A
10:59:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	A
10:59:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	A
Totals	36	39	0	1	0	0	0	0	0	0	0	0	0	0	27	0		

ORDINANCE 1617 PUBLIC HEARING
9/8/94
OBSTRUCTIVE USES OF PUBLIC
SIDEWALKS

EXHIBIT C

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UNITED STATES DISTRICT COURT

DISTRICT OF NEVADA

LISA MCALLISTER, an individual; and BRANDON SUMMERS, an individual; JORDAN POLOVINA, an individual, Plaintiffs, vs. CLARK COUNTY, a political subdivision of the state of Nevada. Defendant(s).	Case No: 2:24-cv-00334 **DEFENDANT CLARK COUNTY'S ANSWERS TO PLAINTIFF JORDAN POLOVINA'S SECOND (FIRST?) SET OF INTERROGATORIES**

TO: Plaintiff LISA MCALLISTER; and

TO: Plaintiff BRANDON SUMMERS; and

TO: CHRISTOPHER M. PETERSON, Nevada Bar No. 13932
TATIANA R. SMITH, Nevada Bar No. 16627
AMERICAN CIVIL LIBERTIES UNION OF NEVADA; and

MARGARET A. MCLETCHIE, Nevada Bar No. 10931
LEO S. WOLPERT, Nevada Bar No. 12658
MCLETCHIE LAW,
Plaintiff's counsel of record.

COMES NOW, Defendant CLARK COUNTY (hereinafter "Defendant"), through its attorney STEVEN B. WOLFSON, District Attorney, and by JOEL K. BROWNING, Senior Deputy District Attorney, and TIMOTHY ALLEN, Deputy District Attorney, and hereby answers PLAINTIFF JORDAN POLOVINA'S SECOND (FIRST?) SET OF INTERROGATORIES, pursuant to the requirements of Rule 33, as follows:

INTERROGATORY NO. 1:

DESCRIBE each PEDESTRIAN BRIDGE, including but not limited to where each PEDESTRIAN BRIDGE was constructed, the dates the PEDESTRIAN BRIDGES were constructed, the entity or entities responsible for constructing the PEDESTRIAN BRIDGES, and when YOU assumed control of the PEDESTRIAN BRIDGES.

ANSWER TO INTERROGATORY NO. 1:

Objection. The instant Interrogatory is overly broad and unduly burdensome, irrelevant, and not proportional to the needs of the case. Defendant further objects that the instant Interrogatory is vague and ambiguous as it pertains to the terms "constructed," "responsible," and "assumed control." Without waiving the foregoing objections and subject to the same, Clark County Answers as follows:

<table>
<tr><th>Intersection</th><th>Bridge Location</th><th>Date Constructed</th><th>Entities Responsible for Construction</th><th>Date County Assumed Control of Bridges from State or Contractor</th></tr>
<tr><td rowspan="3">Harmon Ave. and Las Vegas Blvd</td><td>Harmon Ave. East N-S (Tower 2)</td><td rowspan="2">2010</td><td>Lochsha Engineering</td><td rowspan="2">2008 AAI Architect Permit Issued</td></tr>
<tr><td>Las Vegas Blvd North E-W (Tower 1)</td><td rowspan="2">Perini Building Company, Inc.

Permit No. 07-28633</td></tr>
<tr><td>Harmon Ave. West N-S (No Tower)</td><td>2011</td><td>Unable to find documentary confirmation</td></tr>
<tr><td></td><td>Spring Mountain East N-S (Tower 1 and 2)</td><td></td><td></td><td>2003 Louis Berger As-Built,</td></tr>
</table>

Spring Mt. Road and Las Vegas Blvd	Las Vegas Blvd North E-W (Tower 3 and 4) Spring Mountain East N-S (Tower 5 and 6)	Between 2004 and 2005	The Louis Berger Group, Inc. Studio West Inc. Architecture and Design L-1737	L1737 (As-Built date appears incorrect)
Flamingo Road and Las Vegas Blvd	Las Vegas Blvd South E-W (Tower 1)	1998	Marnell Corrao Associates / Bellagio	1998 (Marnell Corrao Ass. Architect As Built Project No. S003506
	Flamingo Blvd West N-S (Tower 2) Las Vegas Blvd E-W North (Tower 3 and 4) Flamingo Blvd East N-S (Tower 5 and 6)	1999	Studio West Inc. Architecture and Design / Parsons Transportation Group Project No. PTG-641549	1999 Parsons Transportation Group As-Built Project No. S003506
Tropicana Ave and Las Vegas Blvd	Las Vegas Blvd South E-W (Tower 1 and 2) Tropicana Ave East N-S (Tower 4 and 5) Las Vegas Blvd North E-W (Tower 5 and 6) Tropicana Ave N-S (Tower 7 and 8)	Between 1990 and 1993	Whiting-Turner Contracting Company Project No. 73824 / NDOT	1993 Carter Burgess As-Built Project No. CM593/Contract No. 2570
Park MGM and Las Vegas Blvd	Las Vegas Blvd E-W (Tower 1 and 2)	2020	Atkins Project No. S16089A	2020 based on Atkins As-Built L-2175

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 2:

IDENTIFY ANY and ALL incidents in which a fatality resulted from a pedestrian entering into the street either intentionally or by accident from a grade-level sidewalk within the RESORT CORRIDOR.

/ / /

ANSWER TO INTERROGATORY NO. 2:

Objection. Defendant objects that the instant Interrogatory seeks data for which Clark County is not the custodian of records. Defendant further objects that the instant Interrogatory is vague and ambiguous as to scope and time. Without waiving the foregoing objections and subject to the same, Clark County Answers as follows:

Clark County is not in possession of any current data on traffic fatalities in the Resort Corridor as such records would be in the possession of LVMPD and/or NDOT. Historically, traffic fatality data was one of the primary drivers behind the construction of pedestrian bridges along the Las Vegas Strip and for Clark County's decision to commission pedestrian traffic studies and make sidewalk improvements like pedestrian bridges.

A study performed in 1993 identified the following pedestrian accident data for the Las Vegas Strip:

- 1989 – 4 fatalities and 52 injuries;
- 1990 – 6 fatalities and 72 injuries;
- 1991 – 5 fatalities and 45 injuries; and
- 1992 – 1 fatality and 61 injuries.

See Las Vegas Boulevard South Pedestrian Walkway Study at CC 829.

In its 2012 Pedestrian Study, Kimley-Horn reviewed NDOT pedestrian accident data between October 2008 to September 2011 and found that, following significant improvements to Las Vegas Blvd sidewalks and the construction of several pedestrian bridges, pedestrian-automobile accidents in the study corridor comprised only approximately 1% of all 124 fatal pedestrian/vehicular crashes in Clark County during that period. *See* 2012 Kimley-Horn Study at CC 995, CC 997.

It's upon information and belief that fatality data was not reviewed in the 2015 Kimley-Horn study, but it was analyzed again in the 2022 study following the installation of safety bollards along the Las Vegas Strip. NDOT data between January 1, 2016, and January 1, 2021, reviewed in the study revealed that 1.4% of pedestrian-vehicle crashes in Clark County occurred on the wider Las Vegas Strip with three fatal accidents, or 1.1% of all fatal accidents,

occurring thereon during that period. *See* 2022 Kimley-Horn Pedestrian Study at CC 4075, 4077.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 3:

IDENTIFY ANY and ALL incidents in which a fatality resulted from a pedestrian entering into the street either intentionally or by accident from a PEDESTRIAN BRIDGE within the RESORT CORRIDOR.

ANSWER TO INTERROGATORY NO. 3:

Objection. Defendant objects that the instant Interrogatory seeks data for which Clark County is not the custodian of records. Defendant further objects that the instant Interrogatory is vague and ambiguous as to scope and time. Without waiving the foregoing objections and subject to the same, Clark County Answers as follows:

Clark County is unaware of any pedestrians fatally jumping from a pedestrian bridge within the Resort Corridor and entering into the public right-of-way.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 4:

IDENTIFY ANY and ALL data YOU collected or analyzed related to crowding within and around the "pedestrian flow zone." CCC 16.13.030.

ANSWER TO INTERROGATORY NO. 4:

Objection. The instant Interrogatory is overly broad and unduly burdensome as it seeks to compel Clark County to "IDENTIFY ANY and ALL data." Defendant further objects that the instant interrogatory is vague and ambiguous as it pertains to the terms "data," "collected," and "analyzed." Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

In 1994 the Nevada Resorts Association commissioned a pedestrian walkway study along the Las Vegas Strip which included data regarding pedestrian traffic flows and crowding

including on or around areas where pedestrian bridges were either under construction or under consideration and which are now defined as "Pedestrian Flow Zones."

Subsequently Clark County commissioned its own pedestrian studies through Kimley-Horn and Associates in 2012, 2015, and 2022 which included observations and measurements of areas now included within the "Pedestrian Flow Zones" defined in CCC 16.13.020. A separate study commissioned by LVMPD was also conducted by Kimley-Horn in 2016 which included observations and measurements of the same area included within the "Pedestrian Flow Zones" with particular emphasis on "Non-Permanent Obstructions."

In addition, Clark County has received feedback, presentations, and testimony from law enforcement and local businesses about issues with crowding they have witnessed along the Las Vegas Strip and receives periodic anecdotal feedback from observations of Clark County Public Works employees who observe conditions in the Resort Corridor and the areas covered by the "Pedestrian Flow Zones" incident to their duties therein.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 5:

DESCRIBE how, where and when ANY signs YOU have posted, painted, or otherwise implemented on the PEDESTRIAN BRIDGES located within the RESORT CORRIDOR to address crowding, public safety, or other stated government interest, including but not limited to signs that were posted within the "pedestrian flow zone" to provide notice to the public about the existence and boundaries of the "pedestrian flow zone." CCC 16.13.030.

ANSWER TO INTERROGATORY NO. 5:

Objection. The instant Interrogatory is overly broad and unduly burdensome as it seeks a description of "ANY signs [Clark County] [has] posted, painted, or otherwise implemented." Defendant further objects that the instant Interrogatory is not proportional to the needs of the case. The instant Interrogatory is vague and ambiguous as to time, location, and the type of signage sought. It is also vague and ambiguous as to the terms "posted," "implemented,"

"crowding," "public safety," and "government interest." Without waiving the foregoing objections and subject to the same, Clark County answers as possible:

Clark County is unable to provide a comprehensive answer regarding which signs were in place and at what times historically in the Resort Corridor because the asset database is updated on a rolling basis. At the time the instant Interrogatories were served, the records disclosed as CC 385863-CC 385867 in Clark County's Twentieth Supplemental Disclosures, constituted the asset database for such signage. However, in response to the instant Interrogatory Clark County ordered a new asset survey of signage in the Resort Corridor, the results of which are expected sometime this week and will be disclosed upon receipt.

To the extent it provides a contemporaneous view of signage along the Las Vegas Strip, the Pedestrian Studies by Kimley-Horn provide updates regarding signage which indicate the presence of obstructive use and time restriction signage, the recommendation to update signage, and the recommendation to remove signage at various locations in 2012, 2015, and 2022, respectively, in the Resort Corridor. *See* 2012 Pedestrian Study at CC 1139-CC 1159; 2015 Pedestrian Study Update at CC 1325, CC 1345-CC 1364; 2022 Pedestrian Study at CC 4160, CC 4171-CC 4184.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 6:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that CCC 16.13.030 "does not overburden any specific type of speech." [ECF No. 52] at 22: 14-15.

ANSWER TO INTERROGATORY NO. 6:

The instant Interrogatory is overly broad and unduly burdensome as it requires the County to "IDENTIFY ALL FACTS and evidence." Defendant further objects that the instant Interrogatory calls for a legal conclusion. The Interrogatory is further objectionable as it is vague and ambiguous as it pertains to the terms "evidence" and "support." Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

CCC 16.13.030 makes it 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." CCC 16.13.030. The language of the ordinance is both facially neutral and content neutral. *Id*. Furthermore, neither stopping nor standing are integral nor commonly associated with expression. *See, e.g., Roulette v. City of Seattle*, 97 F.3d 300, 304 (9th Cir. 1996), *as amended on denial of reh'g and reh'g en banc* (Sept. 17, 1996). All people may continue to engage in speech in the Pedestrian Flow Zones so long as they continue moving while doing so and ample area exists for people to stop or stand or cause others to stop or stand on the remaining sidewalk network once they have exited the Pedestrian Flow Zone.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 7:

IDENTIFY ALL constitutional applications of CCC 16.13.030.

ANSWER TO INTERROGATORY NO. 7:

Objection. The instant Interrogatory is overly broad and unduly burdensome as it requires the County to somehow speculate and "IDENTIFY ALL" applications from an innumerable number of activities from a non-exhaustive list of possibilities. Defendant further objects that the instant Interrogatory calls for a legal conclusion and attempts to shift the burden for demonstrating constitutionality to the Defendant when ordinances are presumed constitutional under law. Defendant further objects that the instant Interrogatory is vague and ambiguous as it pertains to the expression "constitutional applications." Defendant further objects to the extent that the instant Interrogatory requires Defendant to speculate about potential hypothetical applications rather than seeking facts of which Defendant has knowledge. Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

/ / /

/ / /

It is Defendant Clark County's position that CCC 16.13.030 is constitutional on its face and, accordingly, all reasonable applications based the language of the ordinance would be constitutional.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 8:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that CCC 16.13.030 "does not prohibit any conduct which is integral to or commonly associated with speech." [ECF No. 52] at 22:20-21.

ANSWER TO INTERROGATORY NO. 8:

Objection. The instant Interrogatory is overly broad and unduly burdensome as it seeks to have Defendant "IDENTIFY ALL FACTS and evidence." Defendant further objects that the instant Interrogatory calls for a pure legal question. Defendant further objects that the instant Interrogatory is vague and ambiguous as it pertains to the terms "evidence" and "support." Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

CCC 16.13.030 makes it 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." Stopping and standing are neither integral nor commonly associated with expression. *Roulette v. City of Seattle*, 97 F.3d 300, 304 (9th Cir. 1996), *as amended on denial of reh'g and reh'g en banc* (Sept. 17, 1996). All people may continue to engage in speech in the Pedestrian Flow Zones so long as they continue moving while doing so and ample area exists for people to stop or stand or cause others to stop or stand on the remaining sidewalk network once they have exited the Pedestrian Flow Zone.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

/ / /

INTERROGATORY NO. 9:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that CCC 16.13.030 "is both content and viewpoint neutral." [ECF No. 52] at 22:14.

ANSWER TO INTERROGATORY NO. 9:

Objection. The instant Interrogatory calls for a pure legal question. Defendant further objects that the instant Interrogatory is overly broad and unduly burdensome as it seeks to have Defendant "IDENTIFY ALL FACTS and evidence." Defendant further objects that the instant Interrogatory is vague and ambiguous as it pertains to the terms "evidence" and "support." Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

See the language of CCC 16.13.030 which is both content and viewpoint neutral and provides:

> 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.

CCC 16.13.030.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 10:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that CCC 16.13.030 "is rationally related to a legitimate government interest." [ECF No. 52] at 22:23.

ANSWER TO INTERROGATORY NO. 10:

Objection. The instant Interrogatory calls for a legal question. Defendant further objects that the instant Interrogatory is overly broad and unduly burdensome as it seeks to have Defendant "IDENTIFY ALL FACTS and evidence." Defendant further objects that the instant

Interrogatory is vague and ambiguous as it pertains to the terms "evidence" and "support." Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

CCC 16.13.030 applies to "Pedestrian Flow Zones" which includes "the pedestrian bridges and up to twenty feet surrounding a touchdown structure located within the resort corridor." CCC 16.13.020. These "Pedestrian Flow Zones" were the areas identified in the legislative history on the unsuccessful proposed amendment to Chapter 16.11 and the enactment of Chapter 16.13 on or around May 3, 2022, and January 2, 2024, respectively, where conduct on and around pedestrian bridges gave rise to concerns of public safety, crime, and an economic impact on local businesses.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 11:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that CCC 16.13.030 "furthers an important government interest by means that are substantially related to that interest." [ECF No. 52] at 22:8-9.

ANSWER TO INTERROGATORY NO. 11:

Objection. The instant Interrogatory is overly broad and unduly burdensome as it seeks to compel Defendant to "IDENTIFY ALL FACTS and evidence." Defendant further objects that the instant Interrogatory calls for a legal conclusion. Defendant further objects that the instant Interrogatory is vague and ambiguous as to the terms "evidence" and "support." Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

CCC 16.13.030 applies to "Pedestrian Flow Zones" which includes "the pedestrian bridges and up to twenty feet surrounding a touchdown structure located within the resort corridor." CCC 16.13.020. These "Pedestrian Flow Zones" were the areas identified in the legislative history on the unsuccessful proposed amendment to Chapter 16.11 and the enactment of Chapter 16.13 on or around May 3, 2022, and January 2, 2024, respectively,

where conduct on and around pedestrian bridges gave rise to concerns of public safety, crime, and an economic impact on local businesses.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 12:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that "[t]he harms underlying the enactment of the subject ordinance are real and not merely conjectural and the subject ordinance will alleviate concerns associated with said harm." [ECF No. 52] at 22:17-18.

ANSWER TO INTERROGATORY NO. 12:

Objection. The instant Interrogatory is overly broad and unduly burdensome as it seeks to compel Defendant to "IDENTIFY ALL FACTS and evidence." Defendant further objects that the instant Interrogatory calls for a legal conclusion. Defendant further objects that the instant Interrogatory is vague and ambiguous as to the terms "evidence" and "support." Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

CCC 16.13.030 applies to "Pedestrian Flow Zones" which includes "the pedestrian bridges and up to twenty feet surrounding a touchdown structure located within the resort corridor." CCC 16.13.020. These "Pedestrian Flow Zones" were the areas identified in the legislative history on the unsuccessful proposed amendment to Chapter 16.11 and the enactment of Chapter 16.13 on or around May 3, 2022, and January 2, 2024, respectively, where conduct on and around pedestrian bridges gave rise to concerns of public safety, crime, and an economic impact on local businesses. The legislative history is rife with testimony, presentations, photographs, and video from law enforcement, Clark County Commissioners, and local businesses supporting that the harms to be addressed by CCC 16.13.030 are real and not conjectural.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 13:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that CCC 16.13.030 "is narrowly tailored to serve a substantial government interest." [ECF No. 52] at 22:11.

ANSWER TO INTERROGATORY NO. 13:

Objection. The instant Interrogatory is overly broad and unduly burdensome as it seeks to compel Defendant to "IDENTIFY ALL FACTS and evidence." Defendant further objects that the instant Interrogatory calls for a legal conclusion. Defendant further objects that the instant Interrogatory is vague and ambiguous as to the terms "evidence" and "support." Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

CCC 16.13.030 applies to "Pedestrian Flow Zones" which includes "the pedestrian bridges and up to twenty feet surrounding a touchdown structure located within the resort corridor." CCC 16.13.020. These "Pedestrian Flow Zones" were the areas identified in the legislative history on the unsuccessful proposed amendment to Chapter 16.11 and the enactment of Chapter 16.13 on or around May 3, 2022, and January 2, 2024, respectively, where conduct on and around pedestrian bridges gave rise to concerns of public safety, crime, and an economic impact on local businesses.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 14:

IDENTIFY ALL FACTS and evidence to support the contention that how YOU considered alternatives to CCC 16.13.030 that would have had a lesser impact on speech than banning all stopping and standing on the PEDESTRJAN BRIDGES while addressing any of the government interests described in CCC 16.13.010.

ANSWER TO INTERROGATORY NO. 14:

Objection. The instant Interrogatory is overly broad and unduly burdensome as it requires Defendant to "IDENTIFY ALL FACTS and evidence." Defendant further objects that

the instant Interrogatory is vague and ambiguous as to time and scope and as it pertains to the terms "evidence," "support," "considered," "lesser impact," and "alternatives." Defendant further objects to the extent the instant Interrogatory calls for a legal conclusion. Without waiving the foregoing objections and subject to the same, Clark County answers as follows:

In the 2012 Pedestrian Study conducted by Kimley-Horn, it was recommended that Clark County "designate the pedestrian bridges as no-obstruction zones" due to their "constrained widths" and because they constituted an "integral part of the pedestrian walkway system." CC 1118.

Despite this recommendation that all bridges be designated as no-obstruction zones as early as 2012, Clark County attempted to institute less-restrictive measures through Chapter 16.11 which focused on time, place, manner restrictions in critical chokepoints like certain bridges and stretches of sidewalk and which left open the opportunity for stationary street performers to remain in no-obstructive use zones and place a bag or instrument case on the ground next to them so long as their presence in a given area did not constitute an actual obstruction.

Feedback received from LVMPD and local businesses indicated that the less-restrictive time-based restrictions were not effective in addressing the issues they were seeing on the pedestrian bridges given their unique nature and, accordingly, legislation was proposed in 2022 to amend Chapter 16.11 to declare all pedestrian bridges as no obstruction zones. Ultimately this legislation did not pass as Clark County Commissioners wanted to investigate the issues further and had concerns about the language of the proposed amendment to Chapter 16.11.

After the proposed amendment to Chapter 16.11 failed to be enacted, Clark County worked with the ACLU in 2022 to enhance surveillance on the pedestrian bridges and to put up signage encouraging people to move along in lieu of moving to place the proposed amendment to Chapter 16.11 back on the agenda at a Board of County Commissioners meeting for a vote. However, after several months, feedback from local businesses and LVMPD indicated that these measures were insufficient to address public safety concerns on the

pedestrian bridges based on their observations and feedback from employees and tourists. Accordingly, alternative legislation was drafted as Chapter 16.13 to the Clark County Code. This newly drafted legislation took into consideration Commissioners' concerns regarding the language of the previously proposed amendment to Chapter 16.11, the government interests identified by the Clark County Commissioners, LVMPD, and local businesses, and the County's constitutional obligations.

Ultimately, and after 12 years of attempting less-restrictive measures on pedestrian bridges, the Clark County Commissioners unanimously enacted Chapter 16.13 which declared pedestrian bridges and the area near their touchdown structures as "Pedestrian Flow Zones" to address ongoing concerns affecting the community.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 15:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that CCC 16.13.030 "leaves open ample alternative channels of communication." [ECF no. 52] at 22:12.

ANSWER TO INTERROGATORY NO. 15:

Objection. The instant Interrogatory is overly broad and unduly burdensome as it requires Clark County to "IDENTIFY ALL FACTS and evidence." Clark County further objects that the instant Interrogatory calls for a legal conclusion and is vague and ambiguous as it pertains to the terms "evidence" and "support." Without waiving the foregoing objections and subject to the same, Clark County answers as follows:

CCC 16.13.030 affects only 6% of the linear footage of the sidewalk network along Las Vegas Boulevard, 1.4% of the linear footage of the sidewalk network in the Resorts Corridor, and less than 0.001% of Clark County's total sidewalk network. Stopping and standing are permitted on the remaining 94%, 98.6%, and more than 99.999% of those sidewalk networks, respectively.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 16:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that CCC 16.13.030 "is necessary to achieve a compelling state interest." [ECF No. 52] at 23:2.

ANSWER TO INTERROGATORY NO. 16:

Objection. The instant Interrogatory is overly broad and unduly burdensome as it seeks to compel Defendant to "IDENTIFY ALL FACTS and evidence." Defendant further objects that the instant Interrogatory calls for a legal conclusion. Defendant further objects that the instant Interrogatory is vague and ambiguous as to the terms "evidence" and "support." Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

CCC 16.13.030 applies to "Pedestrian Flow Zones" which includes "the pedestrian bridges and up to twenty feet surrounding a touchdown structure located within the resort corridor." CCC 16.13.020. These "Pedestrian Flow Zones" were the areas identified in the legislative history on the unsuccessful proposed amendment to Chapter 16.11 and the enactment of Chapter 16.13 on or around May 3, 2022, and January 2, 2024, respectively, where conduct on and around pedestrian bridges gave rise to concerns of pedestrian traffic flows, public safety, crime, and economic impact on local businesses. CCC 16.13.030 targets congregating and crowding in the "Pedestrian Flow Zones" in order to address the aforementioned concerns.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 17:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that CCC 16.13.030 "is narrowly tailored to achieve that compelling purpose." [ECF No. 52] at 23:2-3.

ANSWER TO INTERROGATORY NO. 17:

Objection. The instant Interrogatory is overly broad and unduly burdensome as it seeks to compel Defendant to "IDENTIFY ALL FACTS and evidence." Defendant further objects that the instant Interrogatory calls for a legal conclusion. Defendant further objects that the

instant Interrogatory is vague and ambiguous as to the terms "evidence" and "support." Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

CCC 16.13.030 applies to "Pedestrian Flow Zones" which includes "the pedestrian bridges and up to twenty feet surrounding a touchdown structure located within the resort corridor." CCC 16.13.020. These "Pedestrian Flow Zones" were the areas identified in the legislative history on the unsuccessful proposed amendment to Chapter 16.11 and the enactment of Chapter 16.13 on or around May 3, 2022, and January 2, 2024, respectively, where conduct on and around pedestrian bridges gave rise to concerns of pedestrian traffic flows, public safety, crime, and economic impact on local businesses. CCC 16.13.030 targets congregating and crowding in the "Pedestrian Flow Zones" in order to address the aforementioned concerns.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 18:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that CCC 16.13.030 "uses the least restrictive means to achieve that purpose." [ECF No. 52] at 23:3-4.

ANSWER TO INTERROGATORY NO. 18:

Objection. The instant Interrogatory is overly broad and unduly burdensome as it seeks to compel Defendant to "IDENTIFY ALL FACTS and evidence." Defendant further objects that the instant Interrogatory calls for a legal conclusion. Defendant further objects that the instant Interrogatory is vague and ambiguous as to the terms "evidence" and "support." Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

CCC 16.13.030 applies to "Pedestrian Flow Zones" which includes "the pedestrian bridges and up to twenty feet surrounding a touchdown structure located within the resort corridor." CCC 16.13.020. These "Pedestrian Flow Zones" were the areas identified in the legislative history on the unsuccessful proposed amendment to Chapter 16.11 and the

enactment of Chapter 16.13 on or around May 3, 2022, and January 2, 2024, respectively, where conduct on and around pedestrian bridges gave rise to concerns of pedestrian traffic flows, public safety, crime, and economic impact on local businesses. CCC 16.13.030 targets congregating and crowding in the "Pedestrian Flow Zones" in order to address the aforementioned concerns.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 19:

IDENTIFY ALL FACTS and evidence to support the contention that CCC 16.13.030 provides a person of ordinary intelligence fair notice of what is prohibited.

ANSWER TO INTERROGATORY NO. 19:

Objection. The instant Interrogatory calls for a legal conclusion. Defendant further objects that the instant Interrogatory is vague and ambiguous as to the terms "FACTS." Without waiving the foregoing objections and subject to the same, Clark County answers as follows:

See the language of the ordinance CCC 16.13.030 which is clearly written, uses common terminology which is attributed its plain meaning as a matter of law and is capable of being understood by a person of ordinary intelligence, and which applies equally to all people stopping or standing or intending to cause others to stop or stand within the Pedestrian Flow Zones. *See* CCC 16.13.030.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 20:

IDENTIFY the specific measures in place to ensure that CCC 16.13.030 does not authorize or encourage discriminatory enforcement.

ANSWER TO INTERROGATORY NO. 20:

Objection. The instant Interrogatory calls for a legal conclusion. Defendant further objects that it is not the entity responsible for the training or policy of law enforcement,

including in regard to safeguards against the discriminatory enforcement of laws. Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

CCC 16.13.030, like all ordinances, is subject to the political process and may be reviewed and reassessed by the Clark County Board of Commissioners at any time based on feedback from the community or to ascertain whether it is achieving the desired aims and is not being applied discriminatorily.

The Clark County Commissioners expressed their hopes in enacting Chapter 16.13 that the application of the law would be performed equally and not in an inequitable manner. CC 110-111. The legislative history provides that the Commissioners indicated they trusted LVMPD and its officers to be fair and equitable in the way they exercised their discretion in enforcement and, to the extent they weren't, they'd be answerable to the Commissioners pursuant to the political and legislative processes. *Id*.

Discovery is ongoing and Clark County reserves the right to supplement the instant Answer as additional information comes to light in the course of discovery.

INTERROGATORY NO. 21:

IDENTIFY ALL FACTS and evidence to support the contention that CCC 16.13.030 applies evenhandedly to all.

ANSWER TO INTERROGATORY NO. 21:

Objection. The instant Interrogatory calls for a legal conclusion. Without waiving the foregoing objections and subject to the same, Clark County answers as follows:

See the language of the ordinance CCC 16.13.030 which applies equally to all people stopping or standing or intending to cause others to stop or stand within the Pedestrian Flow Zones. *See* CCC 16.13.030.

INTERROGATORY NO. 22:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that YOU "did not have prior actual notice of an allegedly unsafe condition." [ECF No. 52] at 19:13-14.

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ANSWER TO INTERROGATORY NO. 22:

Objection. The instant Interrogatory calls for a legal conclusion. Without waiving the foregoing objection and subject to the same, Defendant answers as follows:

The instant affirmative defense is one asserted pursuant to NRS 41.033 for premises liability actions and, upon review of the allegations in the complaint, is inapplicable to the instant case. Clark County withdraws the associated affirmative defense.

Discovery is ongoing and Clark County reserves the right to supplement the instant response as additional information becomes available in the course of discovery.

INTERROGATORY NO. 23:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that "[t]he incident referred to in the Complaint and resulting damage, if any, was proximately caused or contributed to by the negligence of others who are not under the direction and control of Defendant, and such comparative negligence was greater than the negligence, if any, of this Defendant." [ECF No. 52] at 19:23-26.

ANSWER TO INTERROGATORY NO. 23:

Objection. The instant Interrogatory calls for a legal conclusion. Without waiving the foregoing objection and subject to the same, Defendant answers as follows:

The instant affirmative defense is one asserted for contributory/comparative negligence in negligence actions and, upon review of the allegations in the complaint, is inapplicable to the instant case. Clark County withdraws the associated affirmative defense.

Discovery is ongoing and Clark County reserves the right to supplement the instant response as additional information becomes available in the course of discovery.

INTERROGATORY NO. 24:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that "[t]he incident referred to in the Complaint and resulting damage, if any, to Plaintiffs, was proximately caused by the Plaintiffs' own negligence and Plaintiff's comparative negligence was greater than the negligence, if any, of the Defendant." [ECF No. 52] at 20:2-4.

/ / /

ANSWER TO INTERROGATORY NO. 24:

Objection. The instant Interrogatory calls for a legal conclusion. Without waiving the foregoing objection and subject to the same, Defendant answers as follows:

The instant affirmative defense is one asserted for contributory/comparative negligence in negligence actions and, upon review of the allegations in the complaint, is inapplicable to the instant case. Clark County withdraws the associated affirmative defense.

Discovery is ongoing and Clark County reserves the right to supplement the instant response as additional information becomes available in the course of discovery.

INTERROGATORY NO. 25:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that "Plaintiffs' damages, if any, were caused by pre-existing conditions or conditions that were beyond the control of this Defendant." [ECF No. 52] at 20:6-7.

ANSWER TO INTERROGATORY NO. 25:

Objection. The instant Interrogatory calls for a legal conclusion. Without waiving the foregoing objection and subject to the same, Defendant answers as follows:

The instant affirmative defense is one asserted for personal injury and negligence actions and, upon review of the allegations in the complaint, is inapplicable to the instant case. Clark County withdraws the associated affirmative defense.

Discovery is ongoing and Clark County reserves the right to supplement the instant response as additional information becomes available in the course of discovery.

INTERROGATORY NO. 26:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that "[t]he damages and/or injuries, if any, claimed by the Plaintiffs were caused by or otherwise contributed to by an unavoidable accident." [ECF No. 52] at 20:9-10.

ANSWER TO INTERROGATORY NO. 26:

Objection. The instant Interrogatory calls for a legal conclusion. Without waiving the foregoing objection and subject to the same, Defendant answers as follows:

The instant affirmative defense is one asserted for personal injury and negligence actions and, upon review of the allegations in the complaint, is inapplicable to the instant case. Clark County withdraws the associated affirmative defense.

Discovery is ongoing and Clark County reserves the right to supplement the instant response as additional information becomes available in the course of discovery.

INTERROGATORY NO. 27:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that "Plaintiffs have failed to mitigate their damages, if any." [ECF No. 52] at 20: 15.

ANSWER TO INTERROGATORY NO. 27:

Objection. The instant Interrogatory calls for a legal conclusion. Without waiving the foregoing objection and subject to the same, Defendant answers as follows:

The instant affirmative defense is one asserted for personal injury and negligence actions and, upon review of the allegations in the complaint, is inapplicable to the instant case. Clark County withdraws the associated affirmative defense.

Discovery is ongoing and Clark County reserves the right to supplement the instant response as additional information becomes available in the course of discovery.

INTERROGATORY NO. 28:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that “[t]he conditions described in the Complaint was an open and obvious condition.” [ECF No. 52] at 20:21.

ANSWER TO INTERROGATORY NO. 28:

Objection. The instant Interrogatory calls for a legal conclusion. Without waiving the foregoing objection and subject to the same, Defendant answers as follows:

The instant affirmative defense is one asserted for premises liability actions and, upon review of the allegations in the complaint, is inapplicable to the instant case. Clark County withdraws the associated affirmative defense.

Discovery is ongoing and Clark County reserves the right to supplement the instant response as additional information becomes available in the course of discovery.

INTERROGATORY NO. 29:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that "Plaintiffs were not damaged in the sum or sums or ways alleged, or to be alleged." [ECF No. 52] at 21:9-10.

ANSWER TO INTERROGATORY NO. 29:

Objection. The instant Interrogatory calls for a legal conclusion. Without waiving the foregoing objections and subject to the same, Clark County answers as follows:

CCC 16.13.030 is a facially neutral ordinance that is not directed at free speech activities. All speech that does not require stopping and standing in a Pedestrian Flow Zone is unaffected by the ordinance and ample opportunities and locations for speech which requires stopping and standing are available on the adjacent sidewalks to the same pedestrians who pass through Pedestrian Flow Zones.

Discovery is ongoing and Clark County reserves the right to supplement the instant response as additional information becomes available in the course of discovery.

INTERROGATORY NO. 30:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that "Plaintiff has failed to join all necessary and/or indispensable parties to this lawsuit." [ECF No. 52] at 21:13.

ANSWER TO INTERROGATORY NO. 30:

Objection. The instant Interrogatory calls for a legal conclusion. Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

Plaintiffs' First Amended Complaint asserted "as applied" legal challenges. "A successful as-applied challenge bars a law's enforcement against a particular plaintiff[.]" *Bruni v. City of Pittsburgh*, 824 F.3d 353, 362 (3d Cir. 2016). Plaintiffs have failed to name a law enforcement agency in this action and the time to do so has passed.

Discovery is ongoing and Clark County reserves the right to supplement the instant response as additional information becomes available in the course of discovery.

/ / /

INTERROGATORY NO. 31:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that "Plaintiff's injuries, if any, as alleged herein, pre-existed the subject incident." [ECF No. 52] at 21:19-20.

ANSWER TO INTERROGATORY NO. 31:

Objection. The instant Interrogatory calls for a legal conclusion. Without waiving the foregoing objection and subject to the same, Defendant answers as follows:

The instant affirmative defense is one asserted for personal injury and negligence actions and, upon review of the allegations in the complaint, is inapplicable to the instant case. Clark County withdraws the associated affirmative defense.

Discovery is ongoing and Clark County reserves the right to supplement the instant response as additional information becomes available in the course of discovery.

INTERROGATORY NO. 32:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that YOU "had no actual or constructive notice of the alleged condition which the Plaintiff alleges caused her condition." [ECF No. 52] at 21:26-28.

ANSWER TO INTERROGATORY NO. 32:

Objection. The instant Interrogatory calls for a legal conclusion. Without waiving the foregoing objection and subject to the same, Defendant answers as follows:

The instant affirmative defense is one asserted pursuant to NRS 41.033 for premises liability actions and, upon review of the allegations in the complaint, is inapplicable to the instant case. Clark County withdraws the affirmative defense.

Discovery is ongoing and Clark County reserves the right to supplement the instant response as additional information becomes available in the course of discovery.

INTERROGATORY NO. 33:

IDENTIFY ALL FACTS and evidence that support your affirmative defense that YOU "did not have prior actual notice of an allegedly unsafe condition [ECF No. 52] at 19:13-14.

/ / /

ANSWER TO INTERROGATORY NO. 33:

Objection. The instant Interrogatory calls for a legal conclusion. Without waiving the foregoing objection and subject to the same, Defendant answers as follows:

The instant affirmative defense is one asserted pursuant to NRS 41.033 for premises liability actions and, upon review of the allegations in the complaint, is inapplicable to the instant case. Clark County withdraws the affirmative defense.

Discovery is ongoing and Clark County reserves the right to supplement the instant response as additional information becomes available in the course of discovery.

VERIFICATIONS OF ANSWERS TO INTERROGATORIES 1 TO 5, 6 TO 21, AND 29 AND 30 WILL BE PROVIDED UNDER SEPARATE COVER.

DATED this 4th day of September, 2025.

STEVEN B. WOLFSON
DISTRICT ATTORNEY

By: */s/ Joel K. Browning*
JOEL K. BROWNING
Deputy District Attorney
Bar No. 14489
TIMOTHY ALLEN
Deputy District Attorney
Bar No. 14818
500 South Grand Central Pkwy., Suite 5075
Las Vegas, Nevada 89155-2215
Attorneys for Defendant

CERTIFICATE OF ELECTRONIC SERVICE

I hereby certify that I am an employee of the Office of the Clark County District Attorney and that on this 4th day of September 2025, I served a true and correct copy of the foregoing **DEFENDANT CLARK COUNTY'S ANSWERS TO PLAINTIFF JORDAN POLOVINA'S SECOND (FIRST?) SET OF INTERROGATORIES** (United States District Court Pacer System or the Eighth Judicial District Wiznet), by e-mailing the same to the following recipients. Service of the foregoing document by e-mail is in place of service via the United States Postal Service.

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Tatiana R. Smith
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/s/Renee S. Albert
An Employee of the Clark County District Attorney's Office – Civil Division

EXHIBIT D

Sidewalks & Pedestrian Bridges

Russell Road to Sahara Avenue

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS



Measurement Summary

Feature	Square Ft	Linear Feet
Pedestrian Bridges	63,041	2,478
Sidewalks	939,134	43,230

Pedestrian Bridge
Sidewalk
Street

Scale

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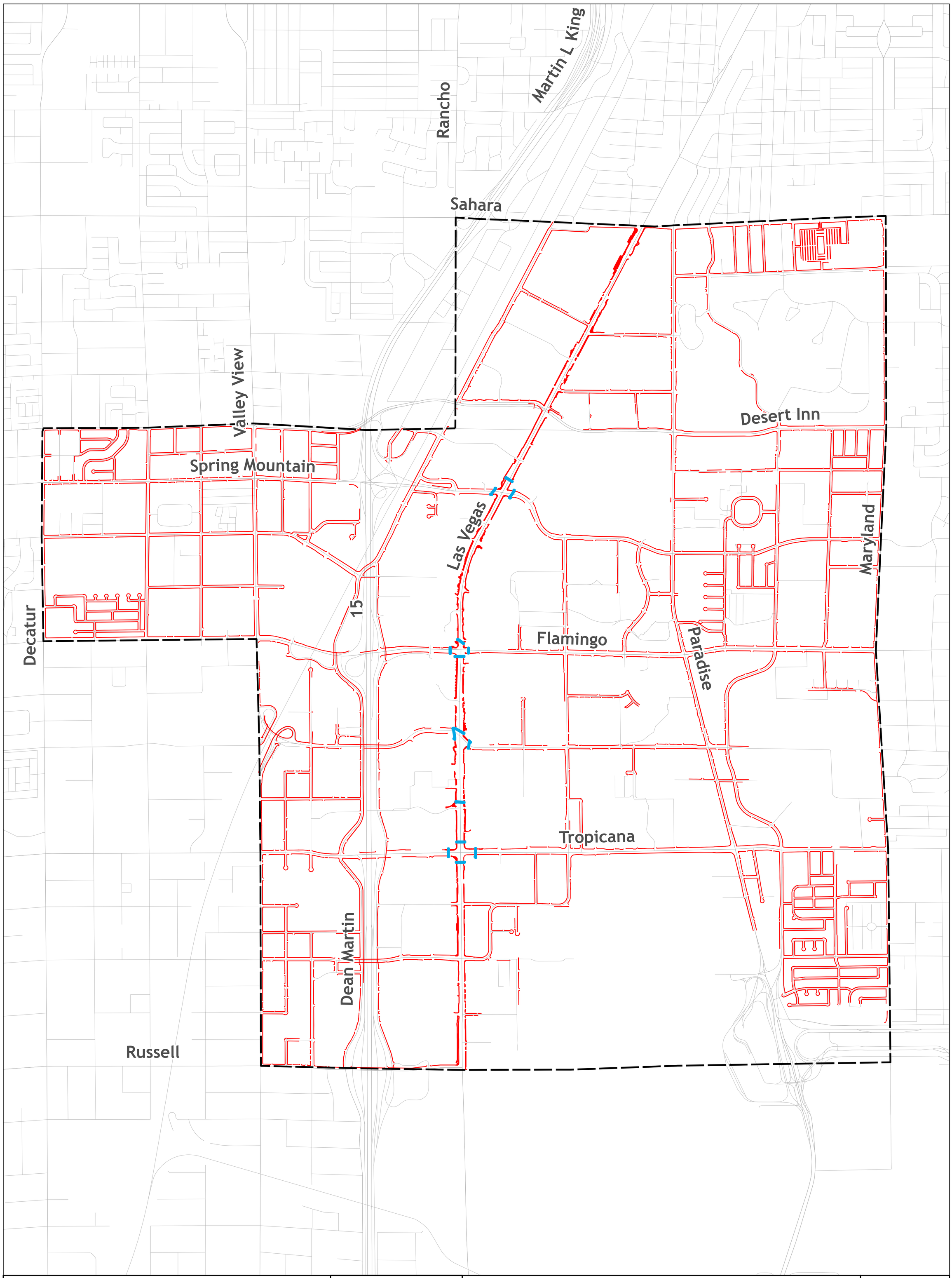
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Sidewalks & Pedestrian Bridges

Resort Corridor

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS



Measurement Summary

Feature	Square Ft	Linear Feet
Pedestrian Bridges	63,041	2,478
Sidewalks	4,317,896	705,954

Pedestrian Bridge
Sidewalk
Resort Corridor
Street

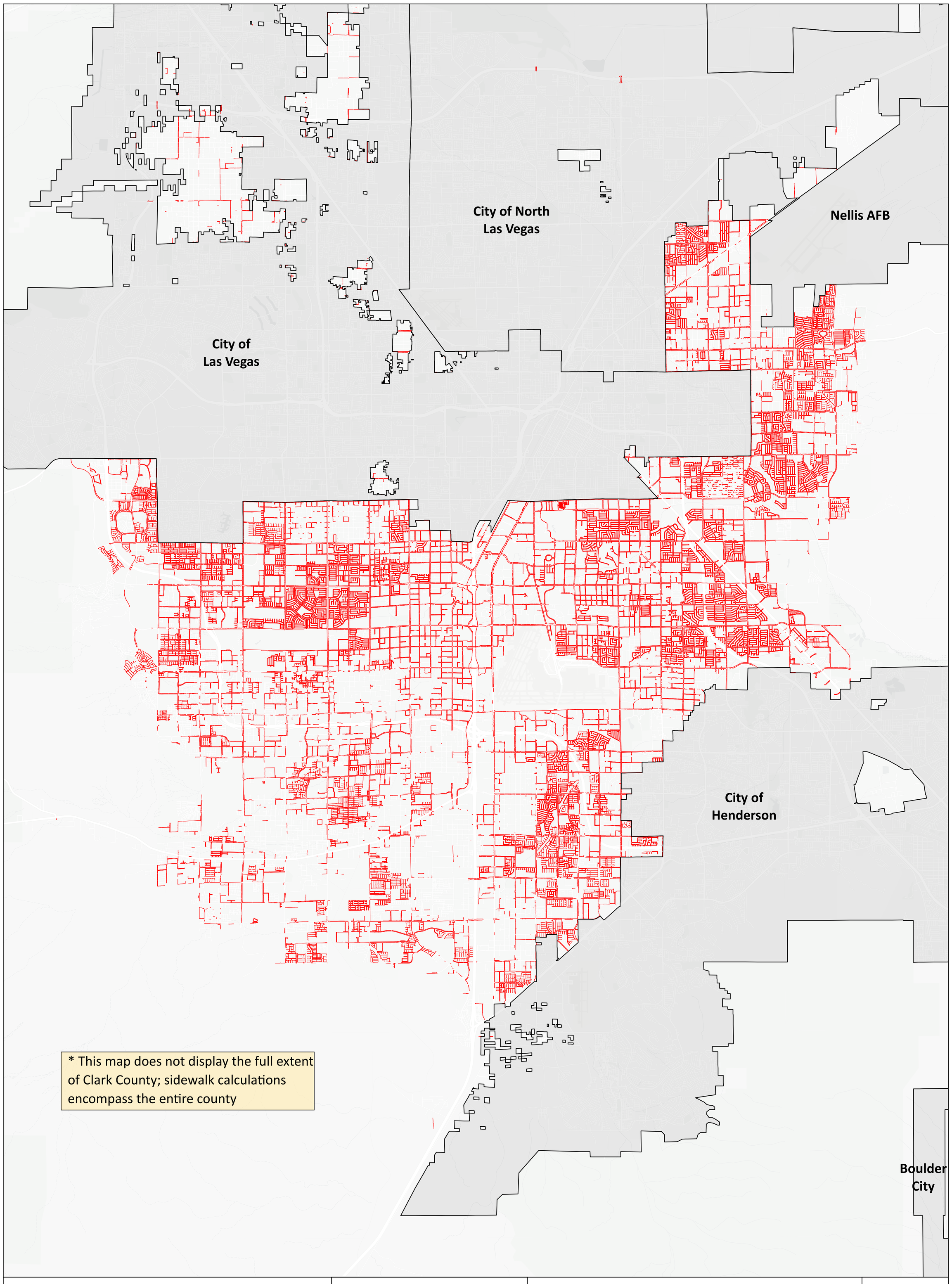
Scale

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County Maintained Sidewalks

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS



Measurement Summary

Feature	Square Ft
Sidewalks	64,691,314
Pedestrian Bridges	63,041

Sidewalk

City Boundaries

Scale

0 2 4 Miles

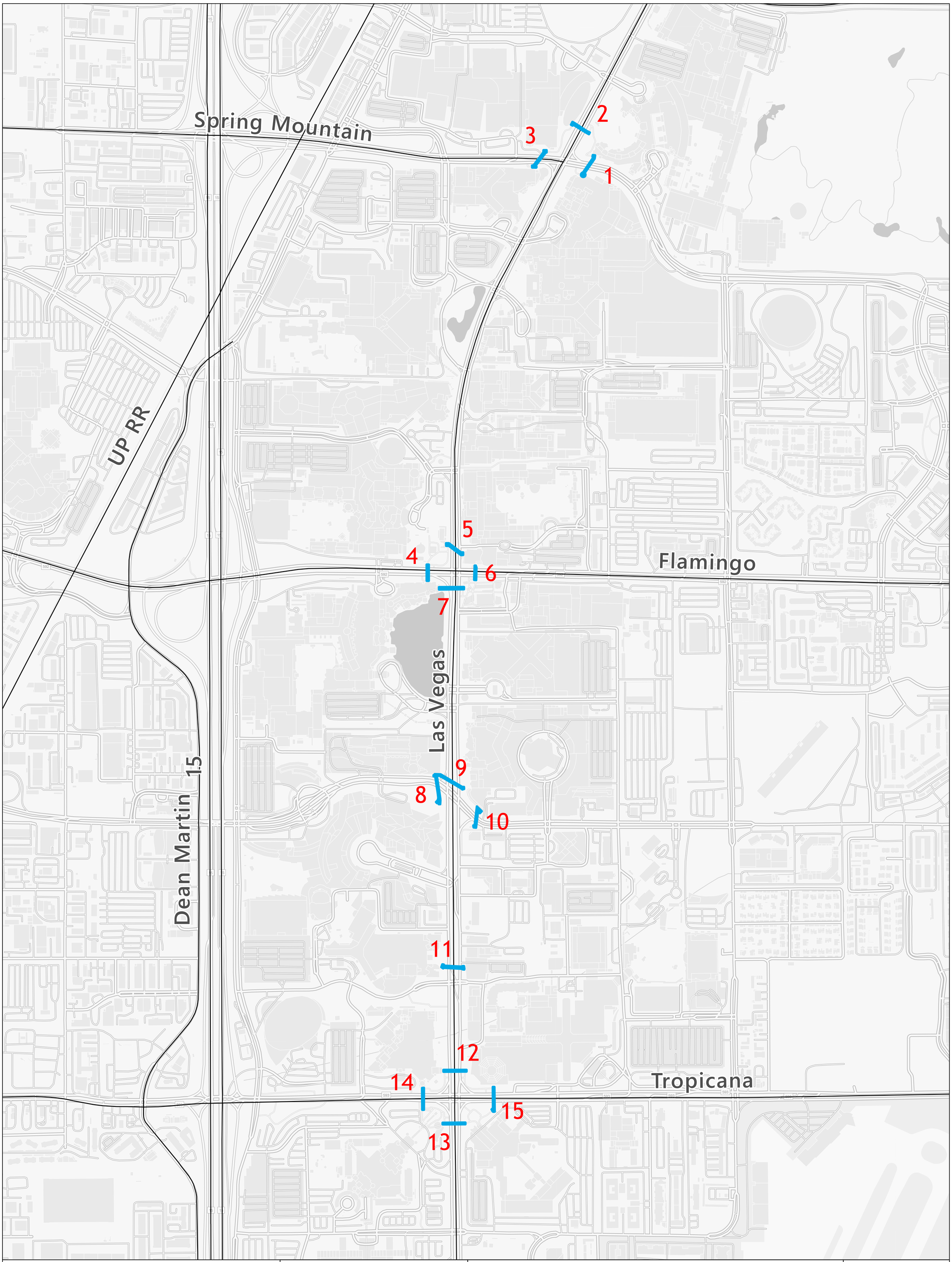
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CC 2499

Pedestrian Bridges

Resort Corridor

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS



Measurement Summary

Feature	Square Ft	Linear Feet
Bridge	63,041	2,478

Pedestrian Bridge

Scale

0 0.25 0.5 Miles

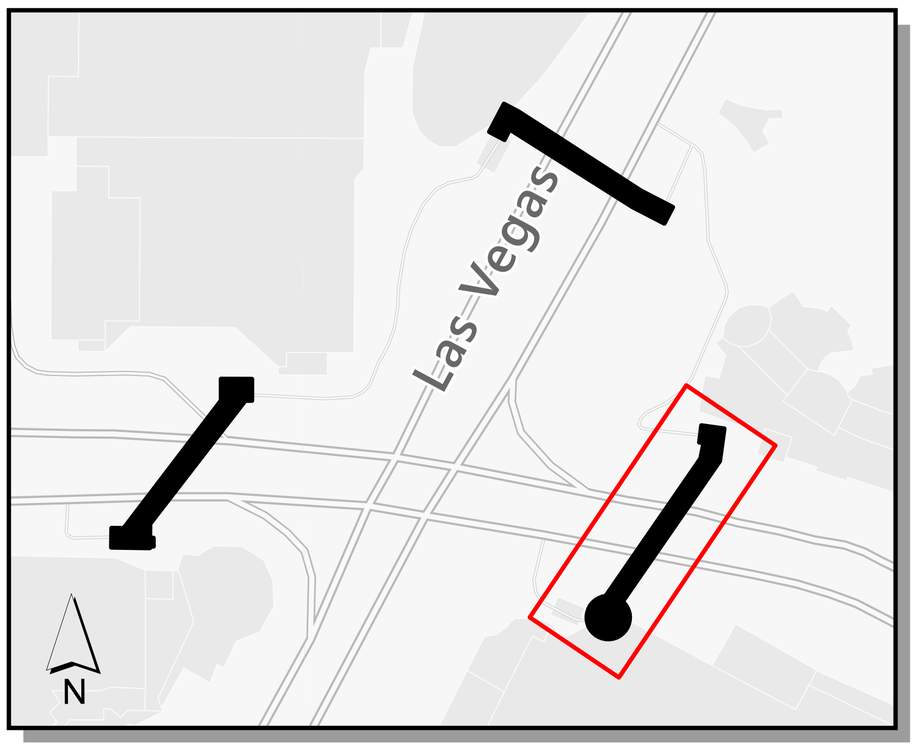
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CC 2500

SPRING MOUNTAIN & LAS VEGAS BLVD

EAST PEDESTRIAN BRIDGE

Exhibit 1 of 15





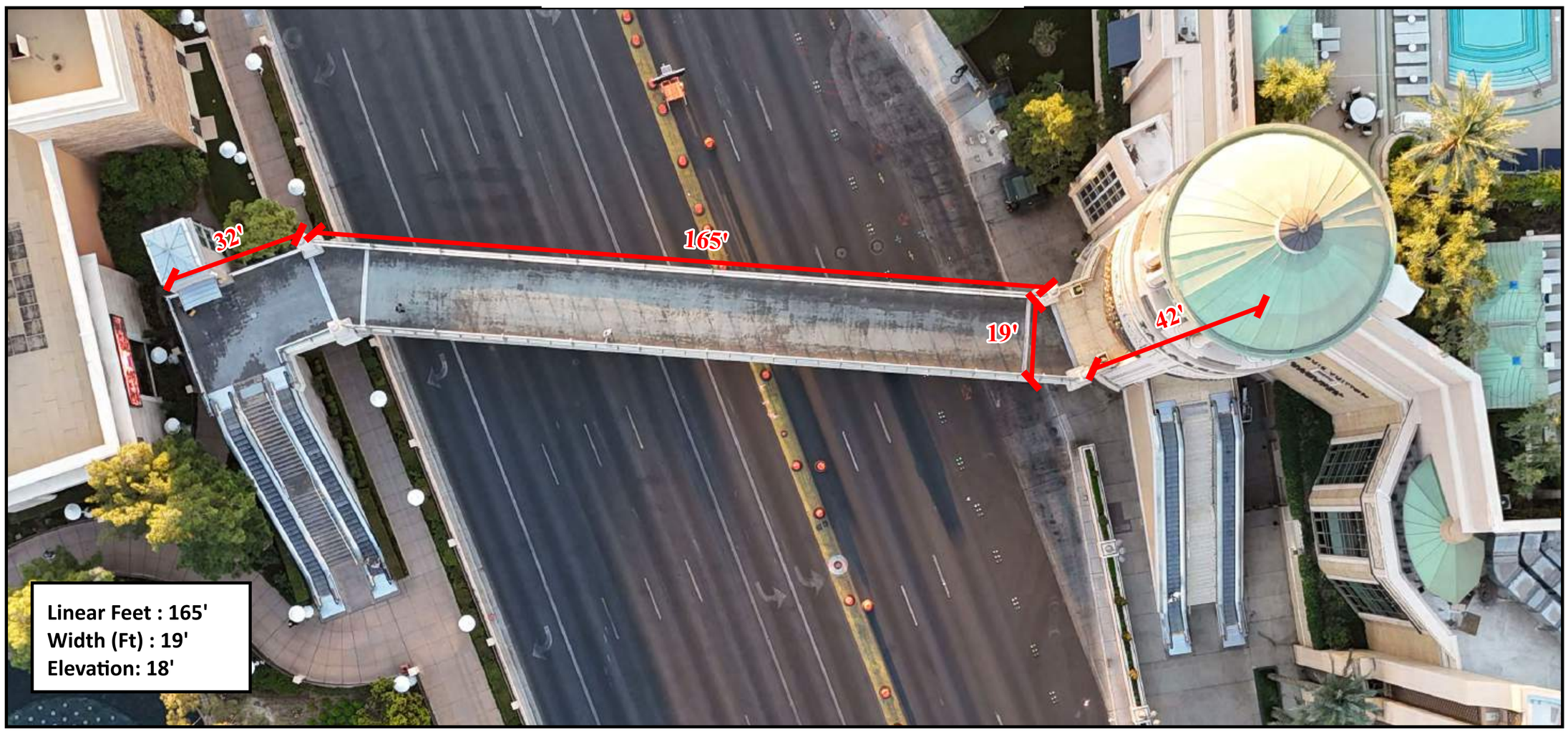
Bridge Measurements

Total Linear Feet: 165'

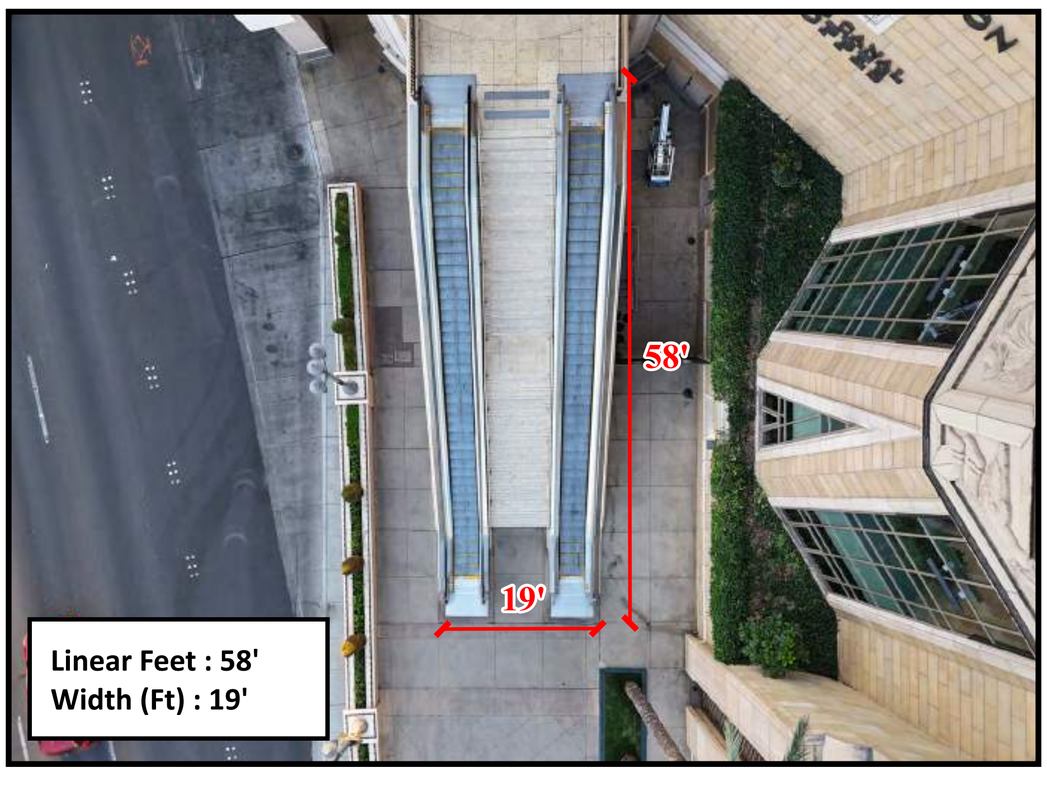
Average Width (Ft.): 19'

Elevation (Ft.): 18'

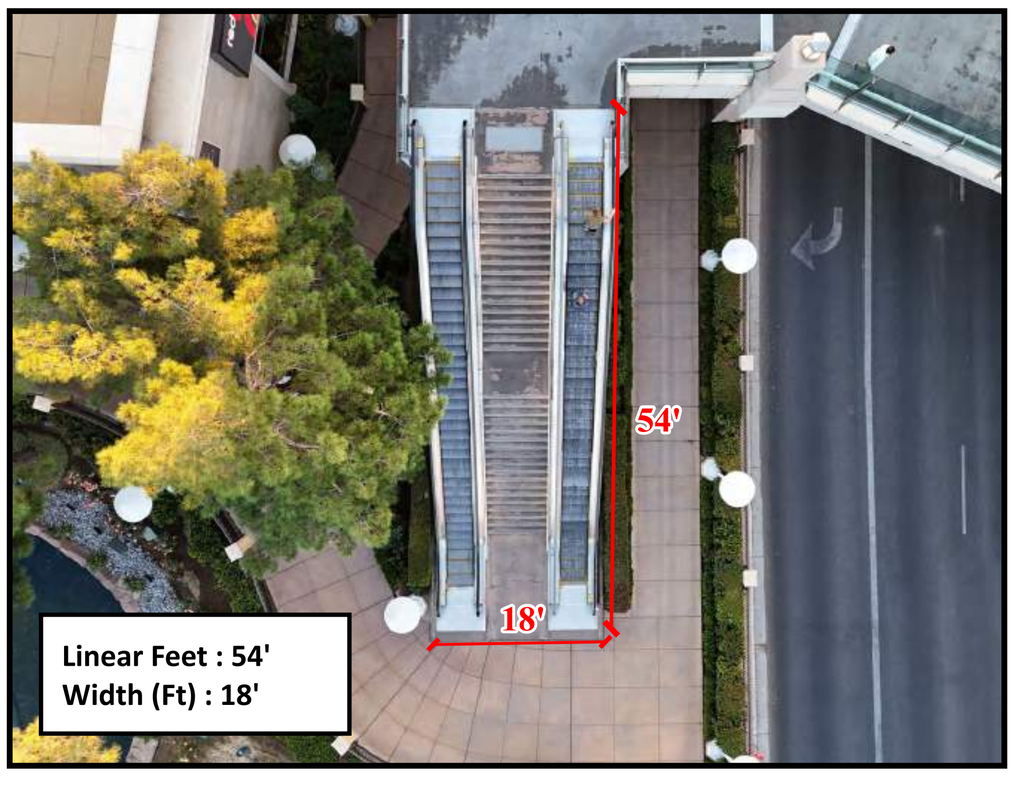
Pedestrian Walkway



South Escalator

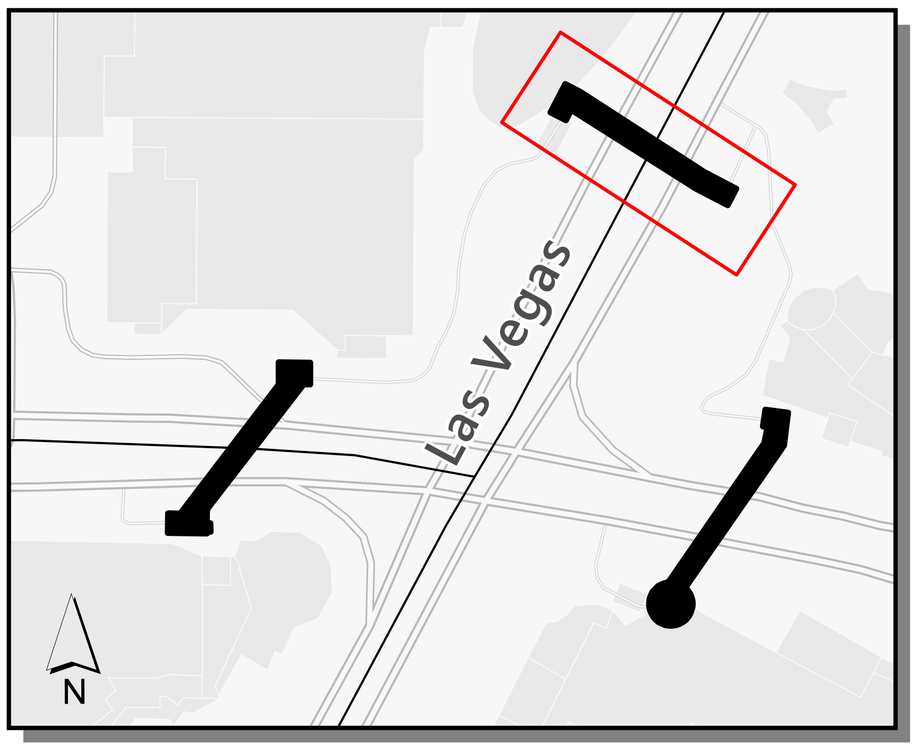


North Escalator



SPRING MOUNTAIN & LAS VEGAS BLVD
NORTH PEDESTRIAN BRIDGE

Exhibit 2 of 15





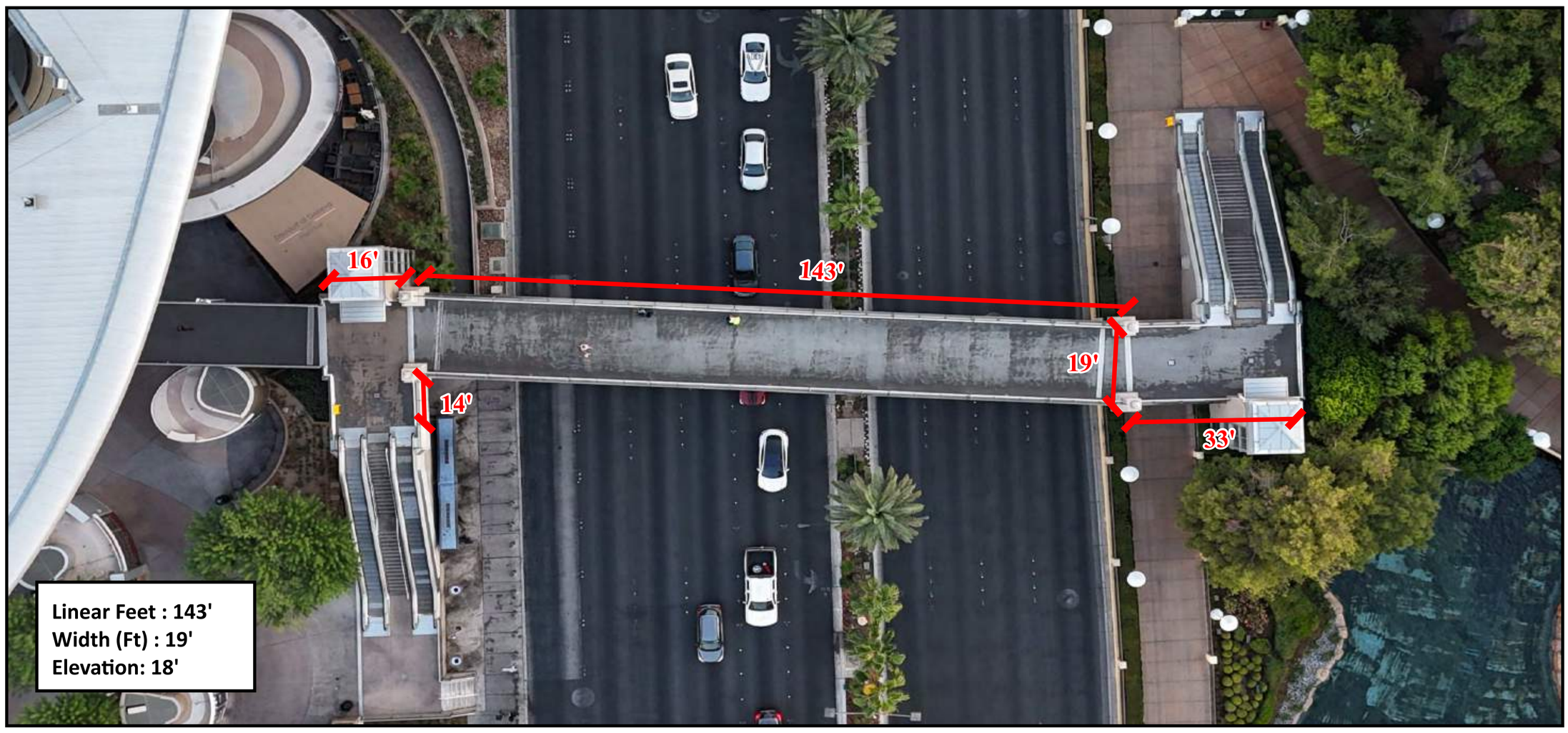
Bridge Measurements

Total Linear Feet: 143'

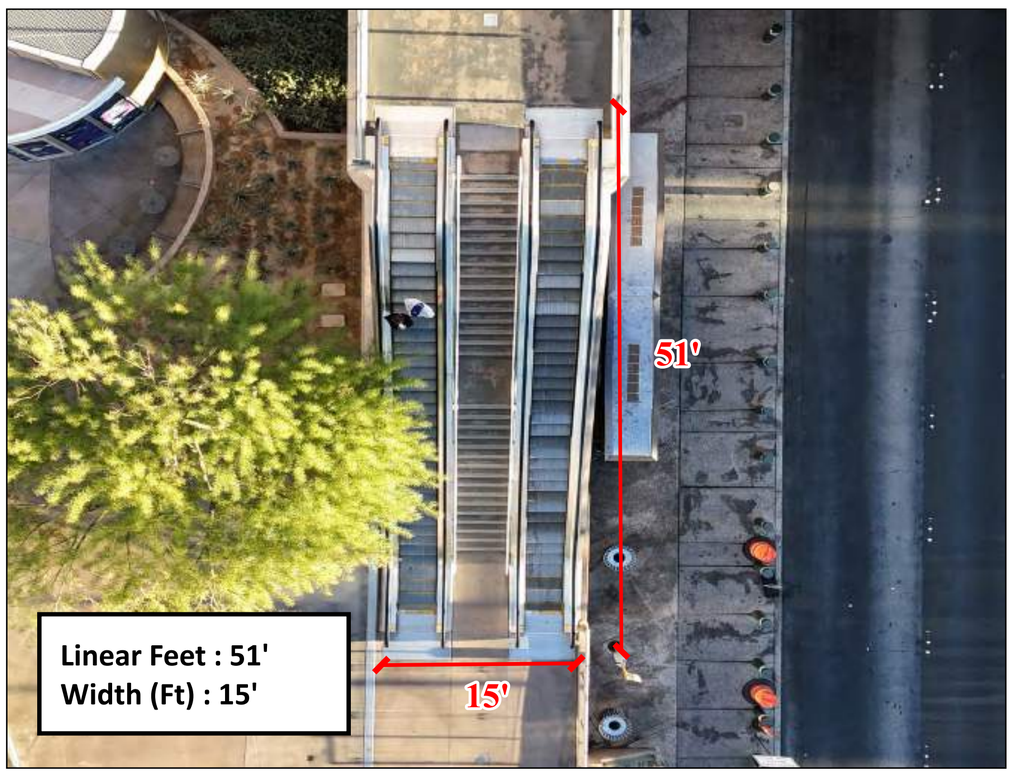
Average Width (Ft.): 19'

Elevation (Ft.): 18'

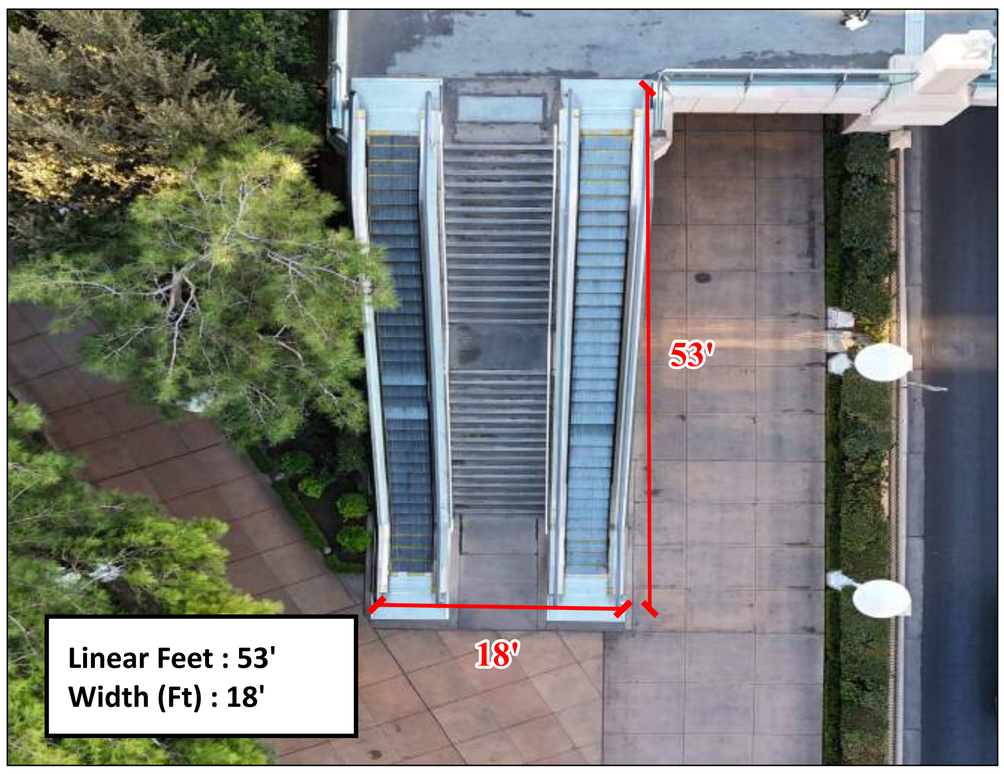
Pedestrian Walkway



West Escalator

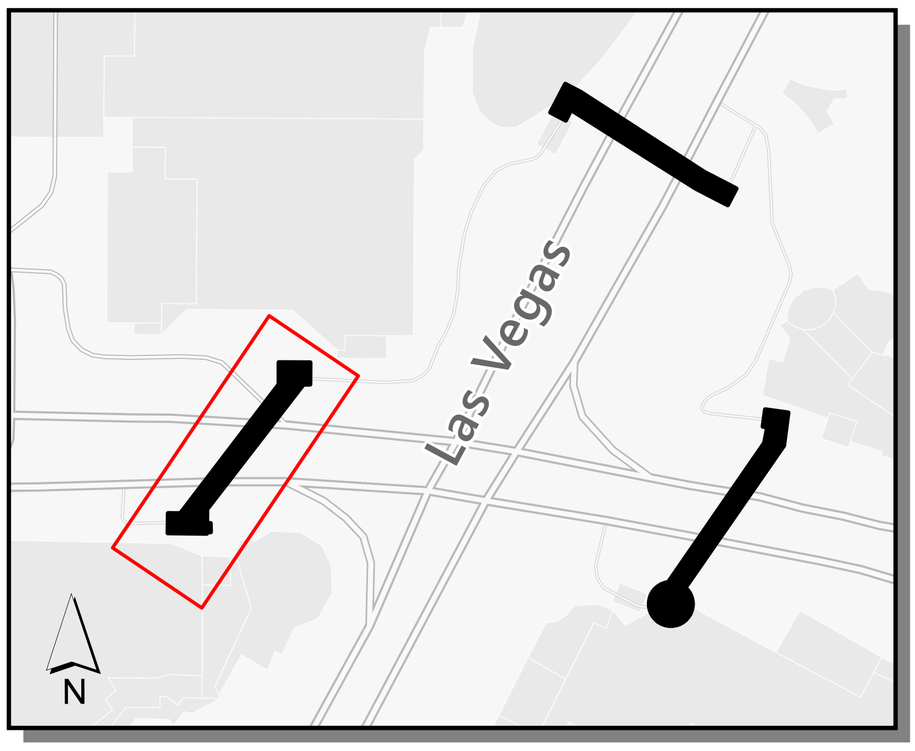


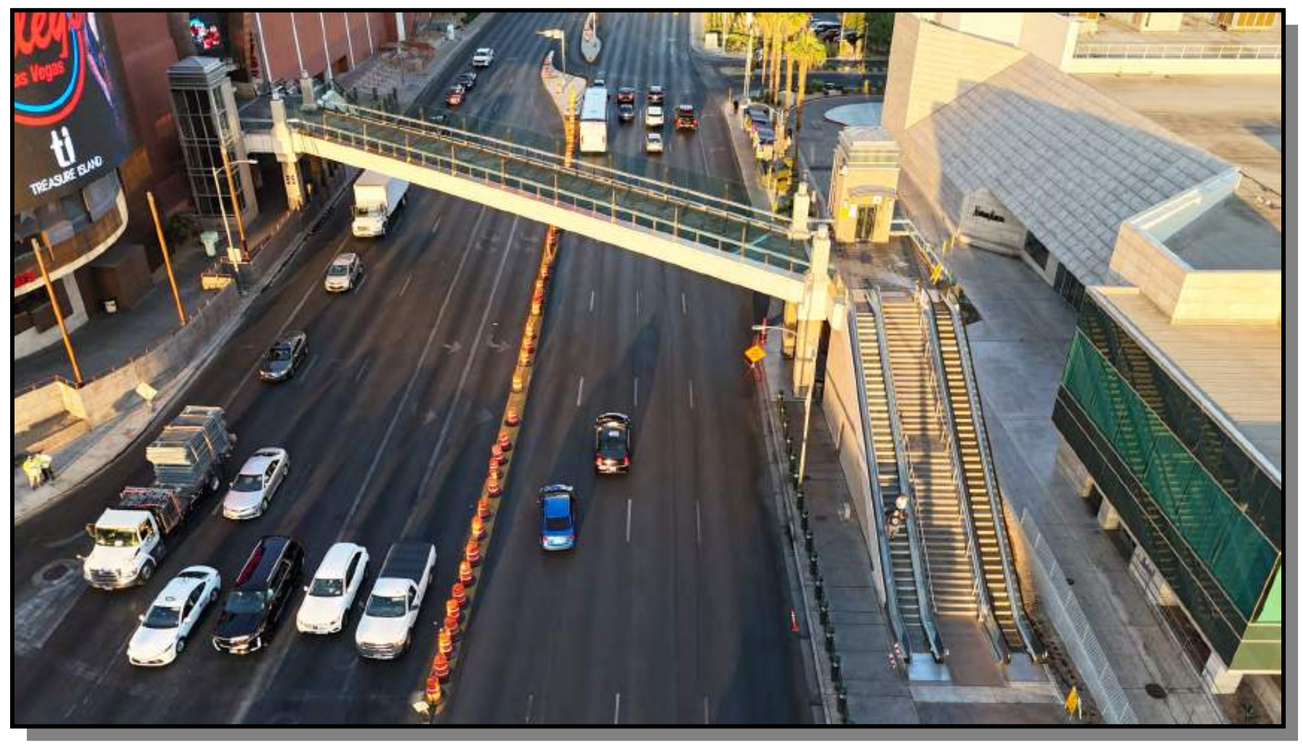
East Escalator



SPRING MOUNTAIN & LAS VEGAS BLVD
WEST PEDESTRIAN BRIDGE

Exhibit 3 of 15





Bridge Measurements

Total Linear Feet: 157'
Average Width: 19'
Elevation: 25'

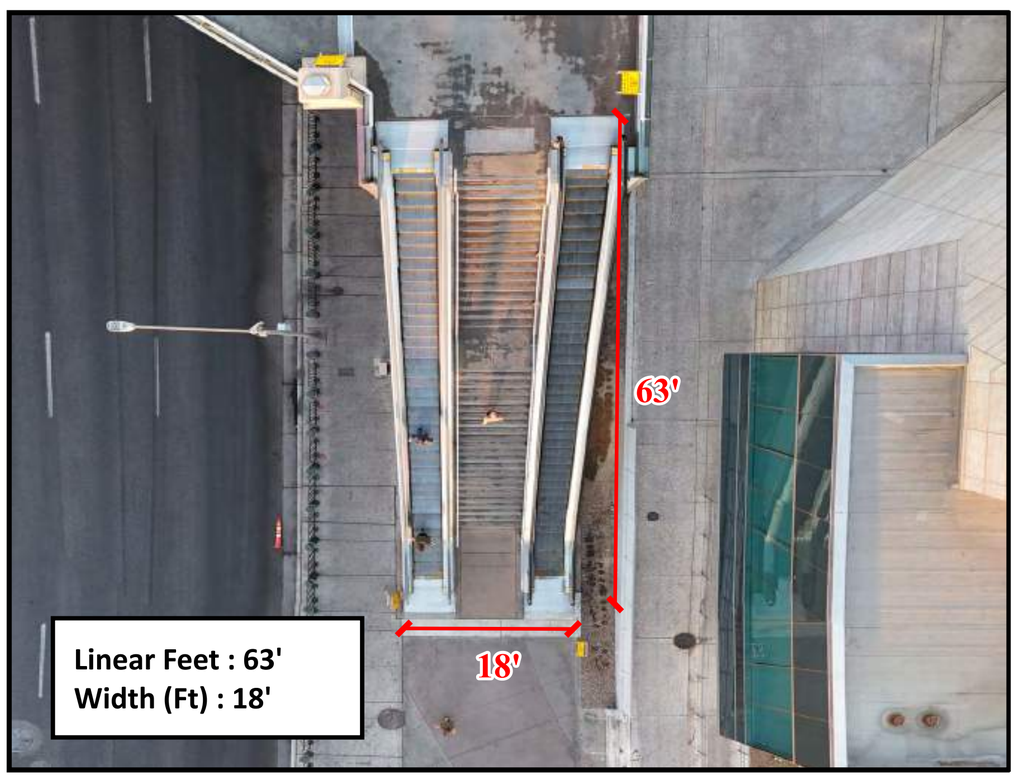
Pedestrian Walkway



South Escalator



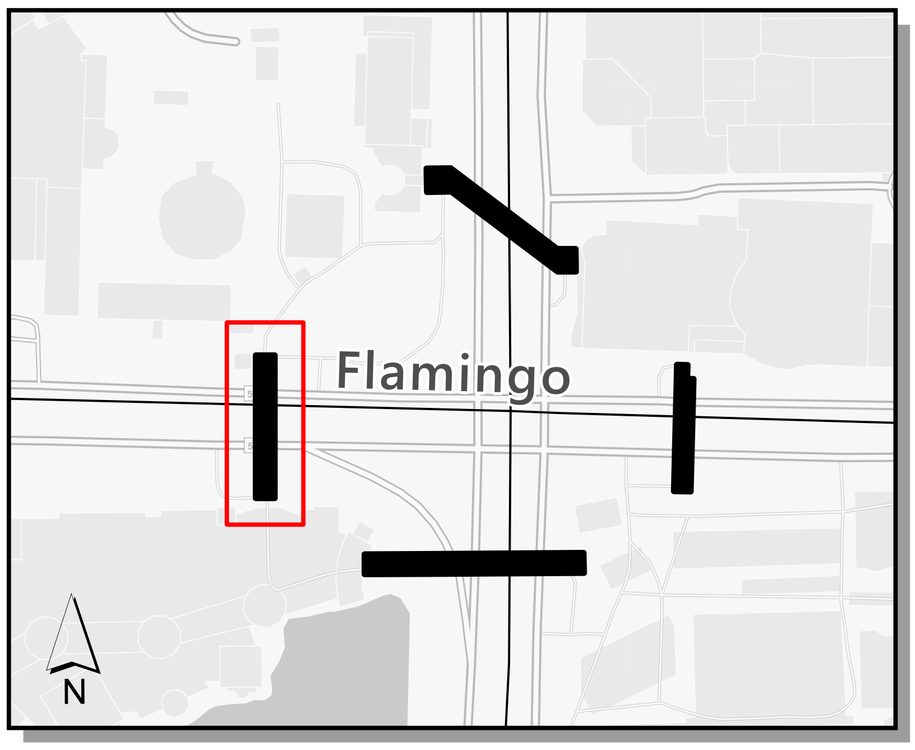
North Escalator

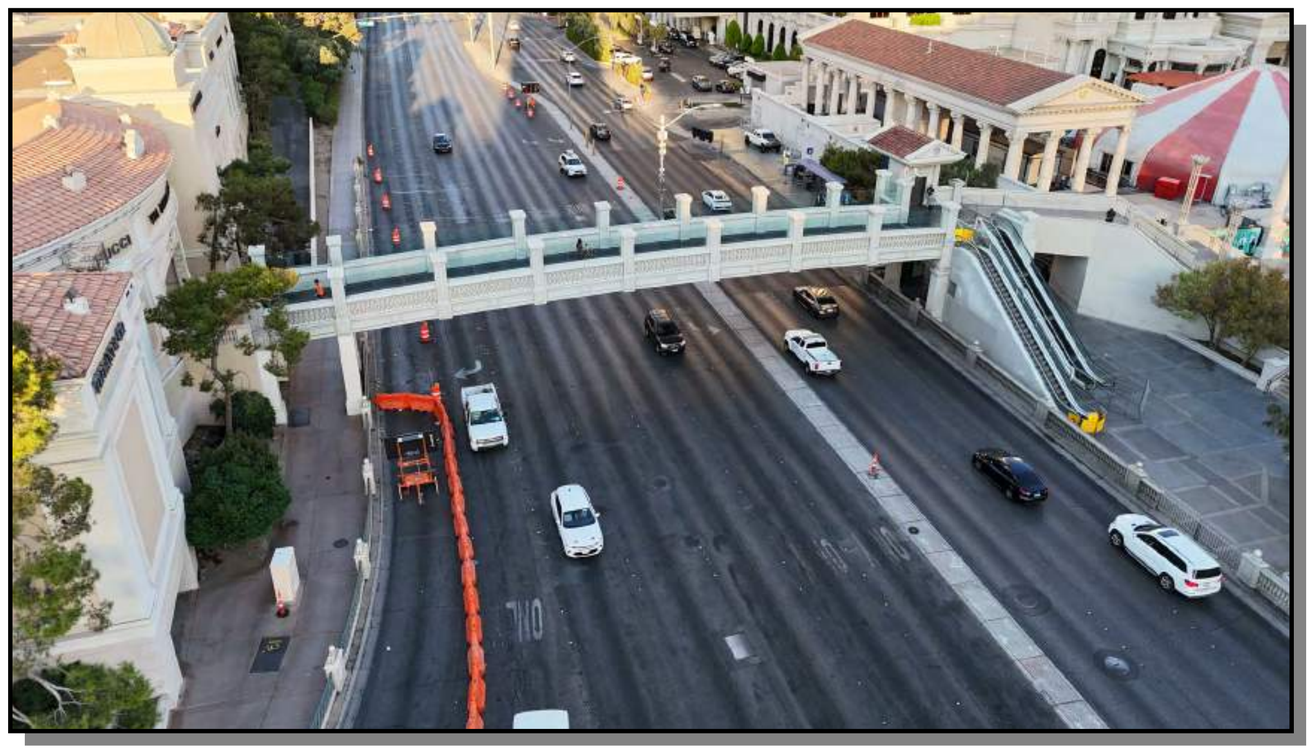


FLAMINGO & LAS VEGAS BLVD

WEST PEDESTRIAN BRIDGE

Exhibit 4 of 15





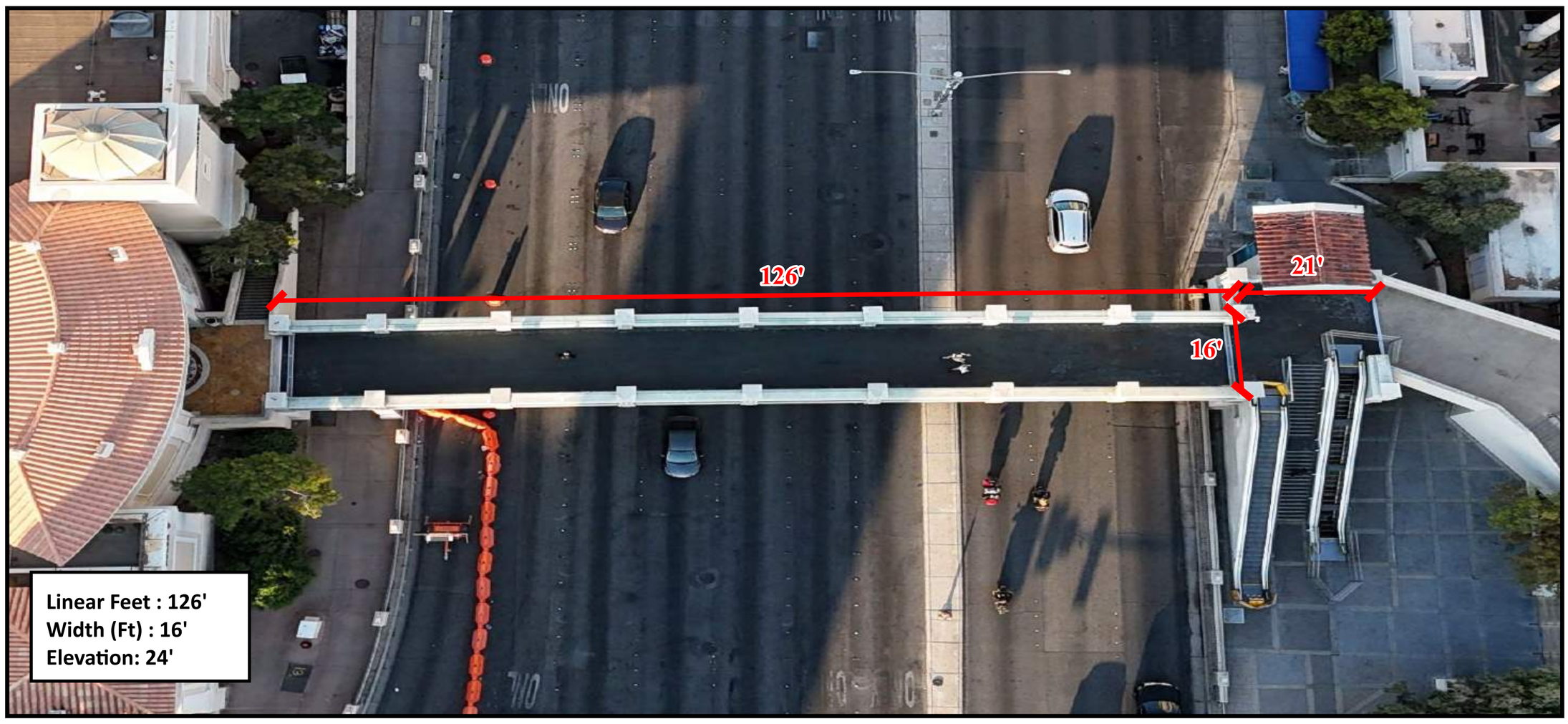
Bridge Measurements

Total Linear Feet: 126'

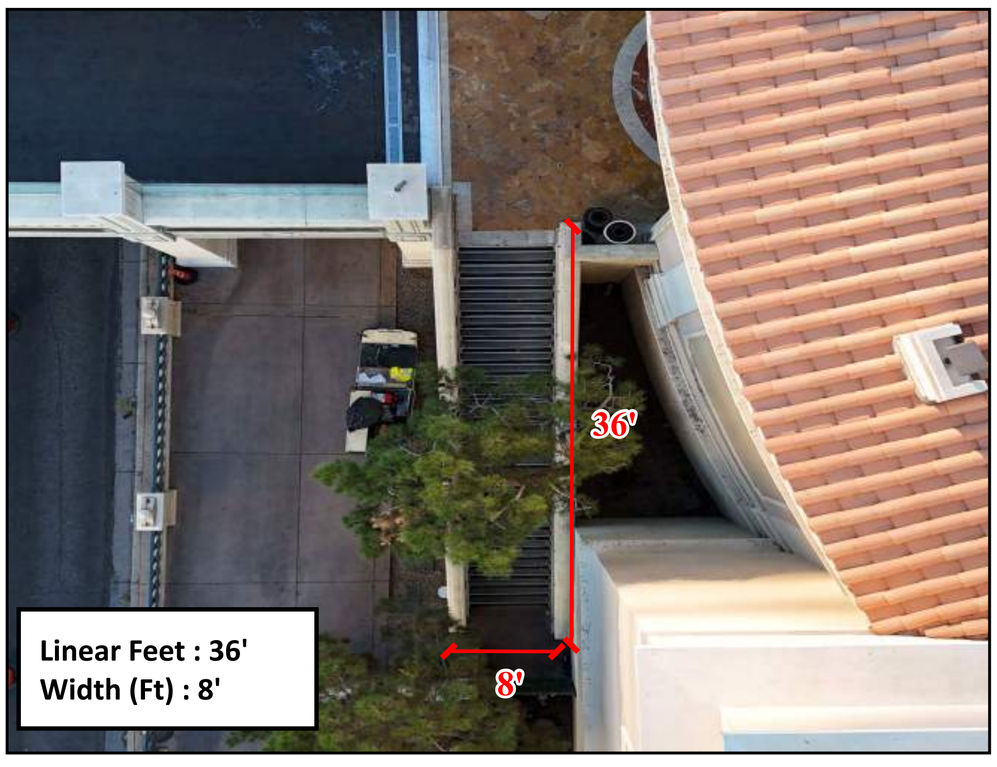
Average Width (Ft.): 16'

Elevation (Ft.): 24'

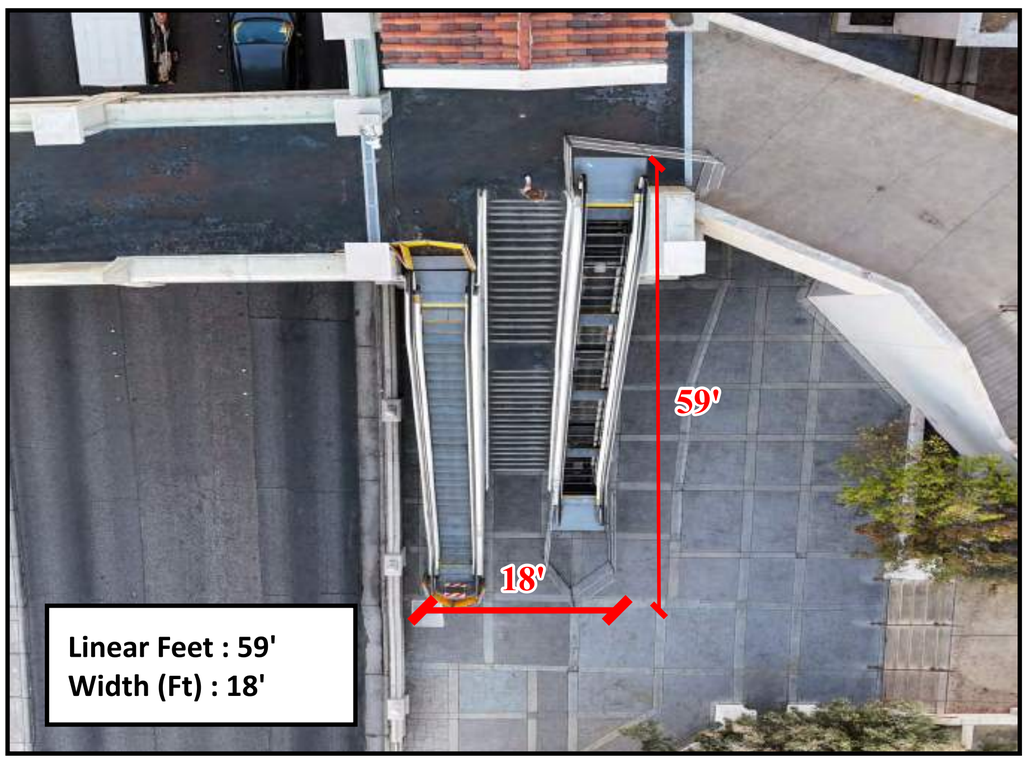
Pedestrian Walkway



South Stairs



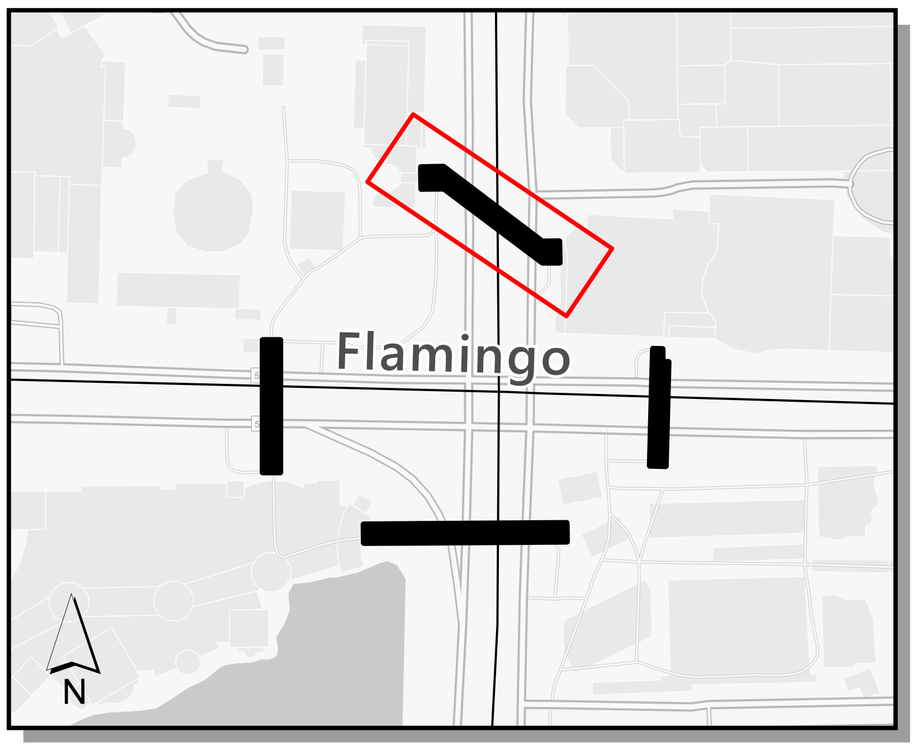
North Escalator

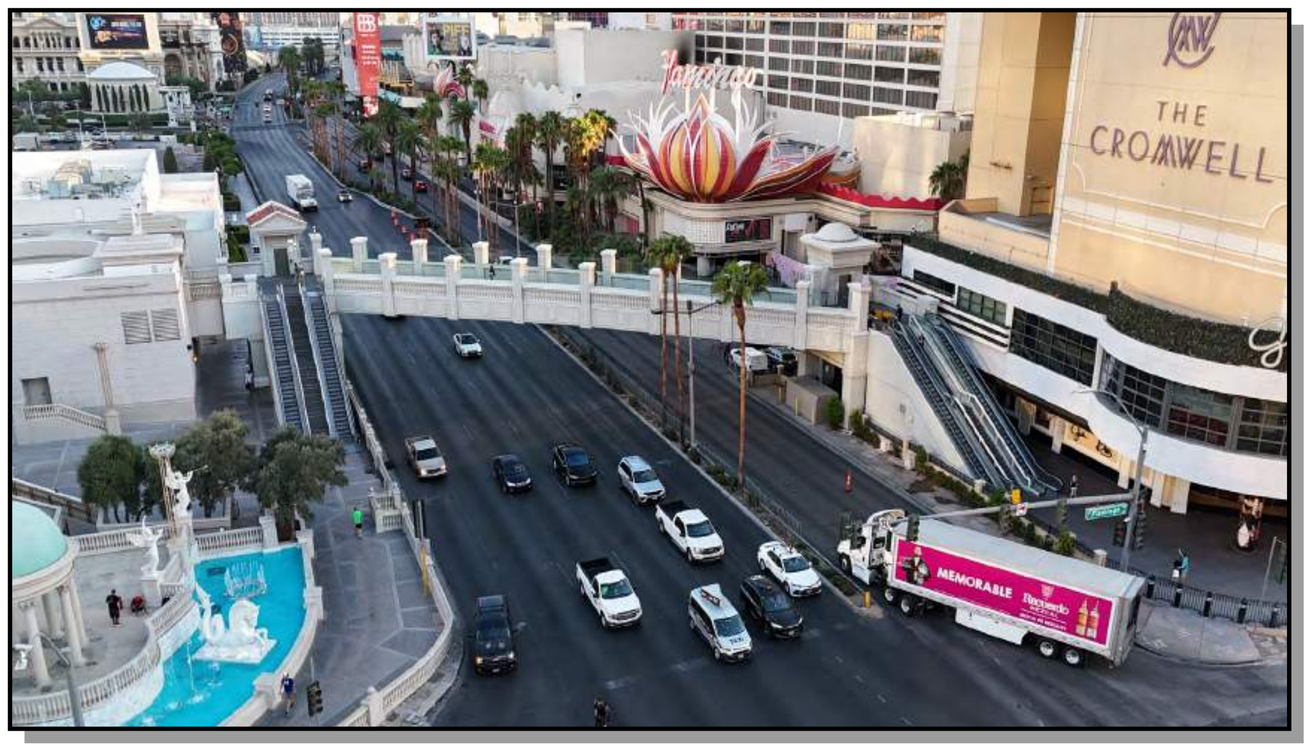


FLAMINGO & LAS VEGAS BLVD

NORTH PEDESTRIAN BRIDGE

Exhibit 5 of 15



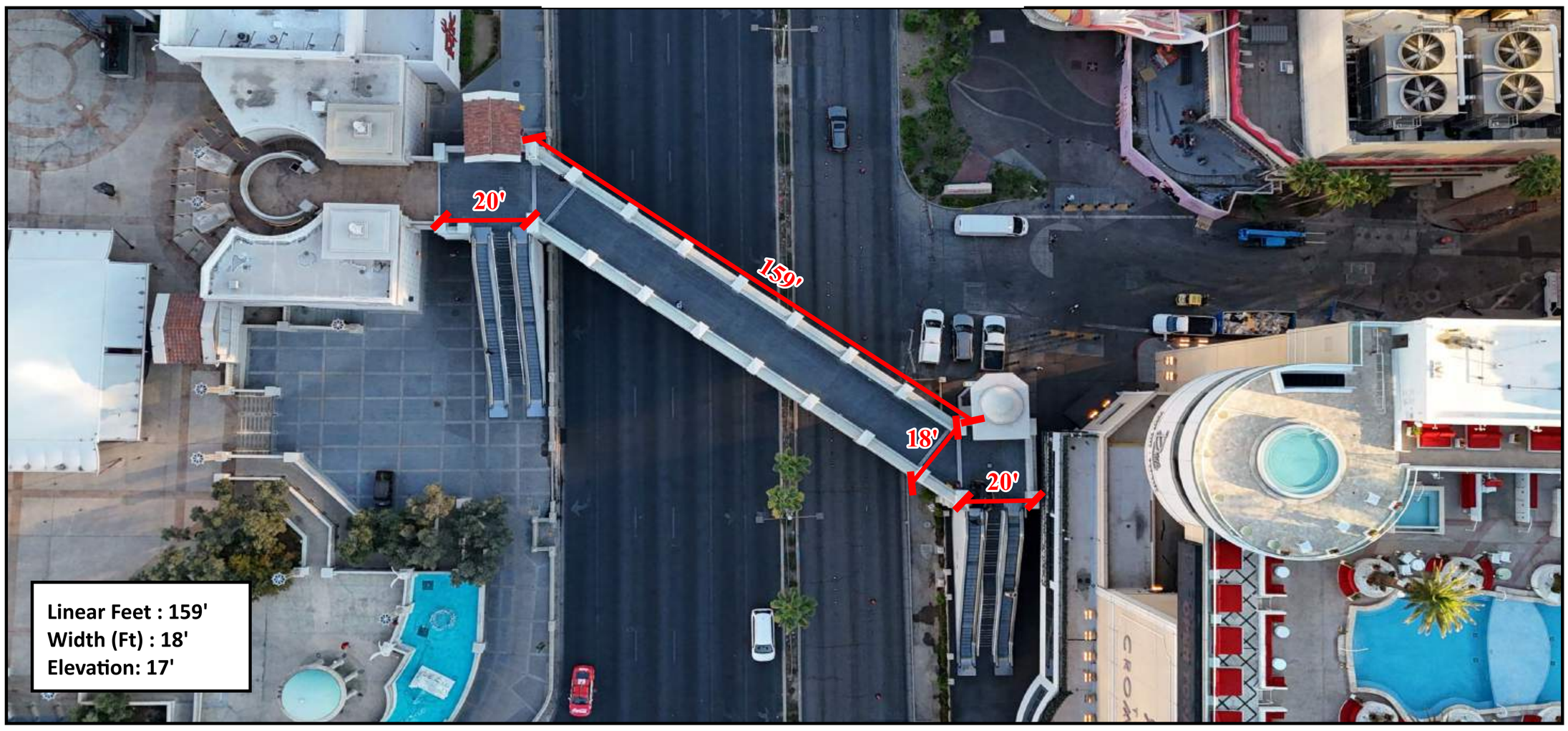


Bridge Measurements

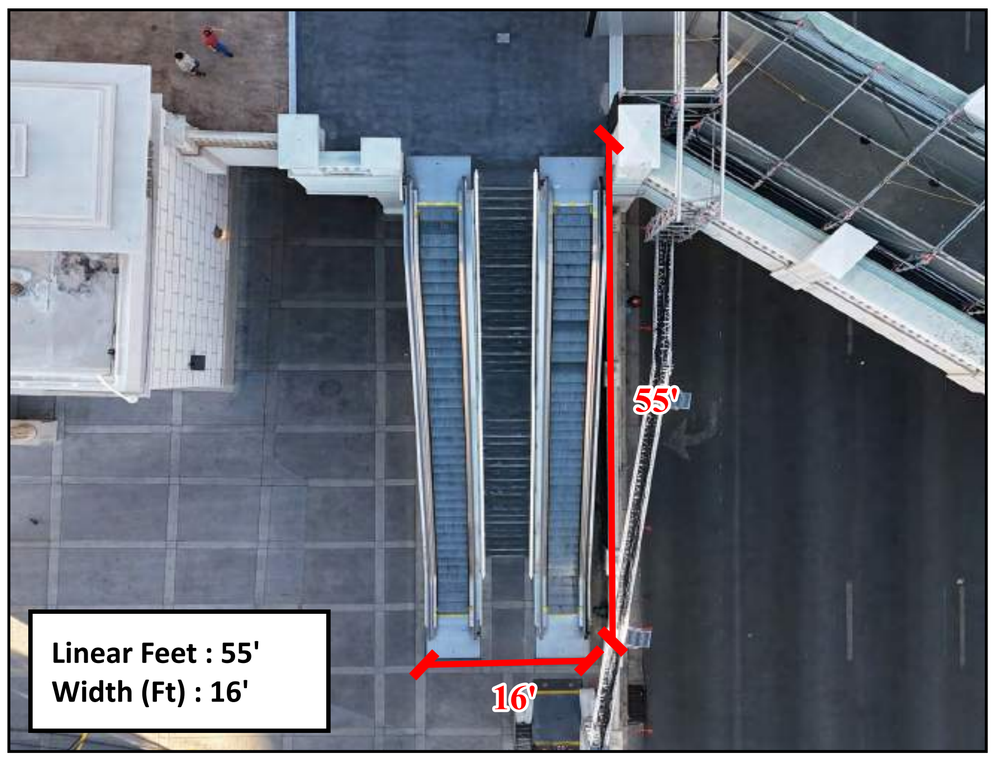
Total Linear Feet: 159'

Average Width (Ft.): 18'

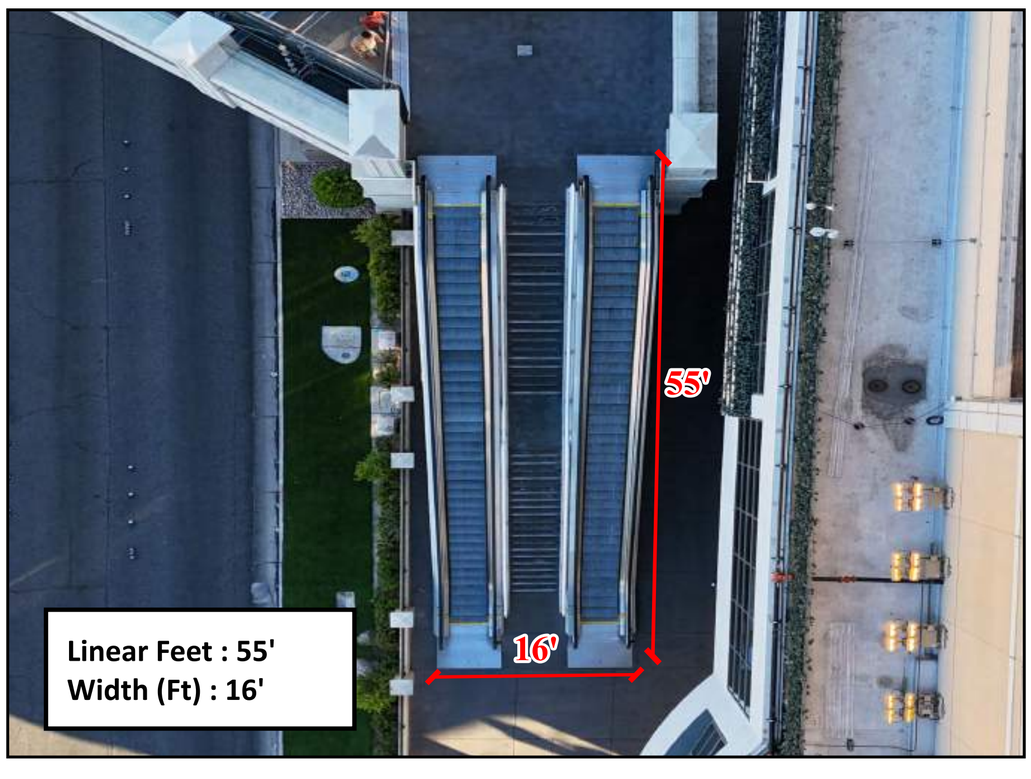
Elevation (Ft.): 17'



West Escalator



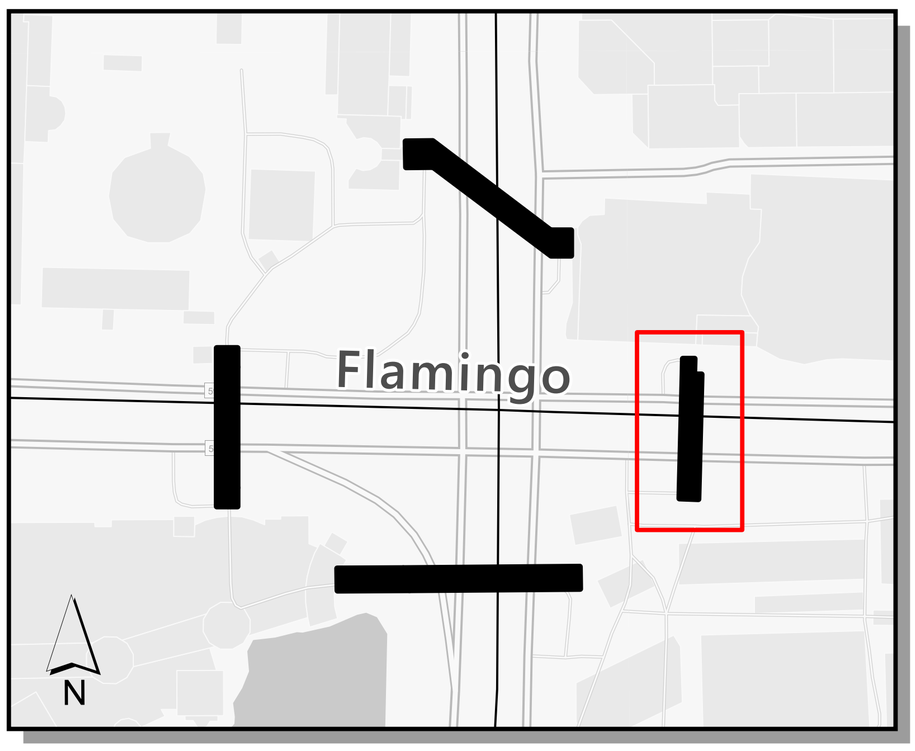
East Escalator

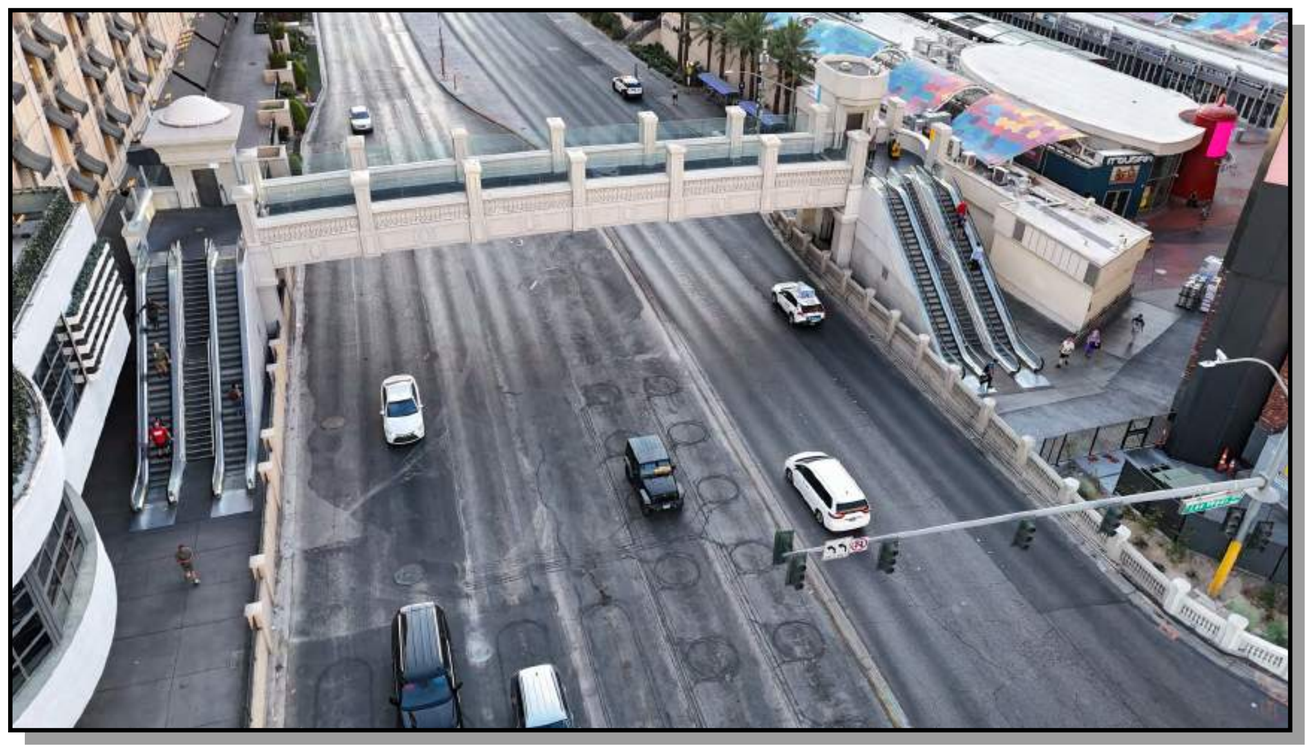


FLAMINGO & LAS VEGAS BLVD

EAST PEDESTRIAN BRIDGE

Exhibit 6 of 15





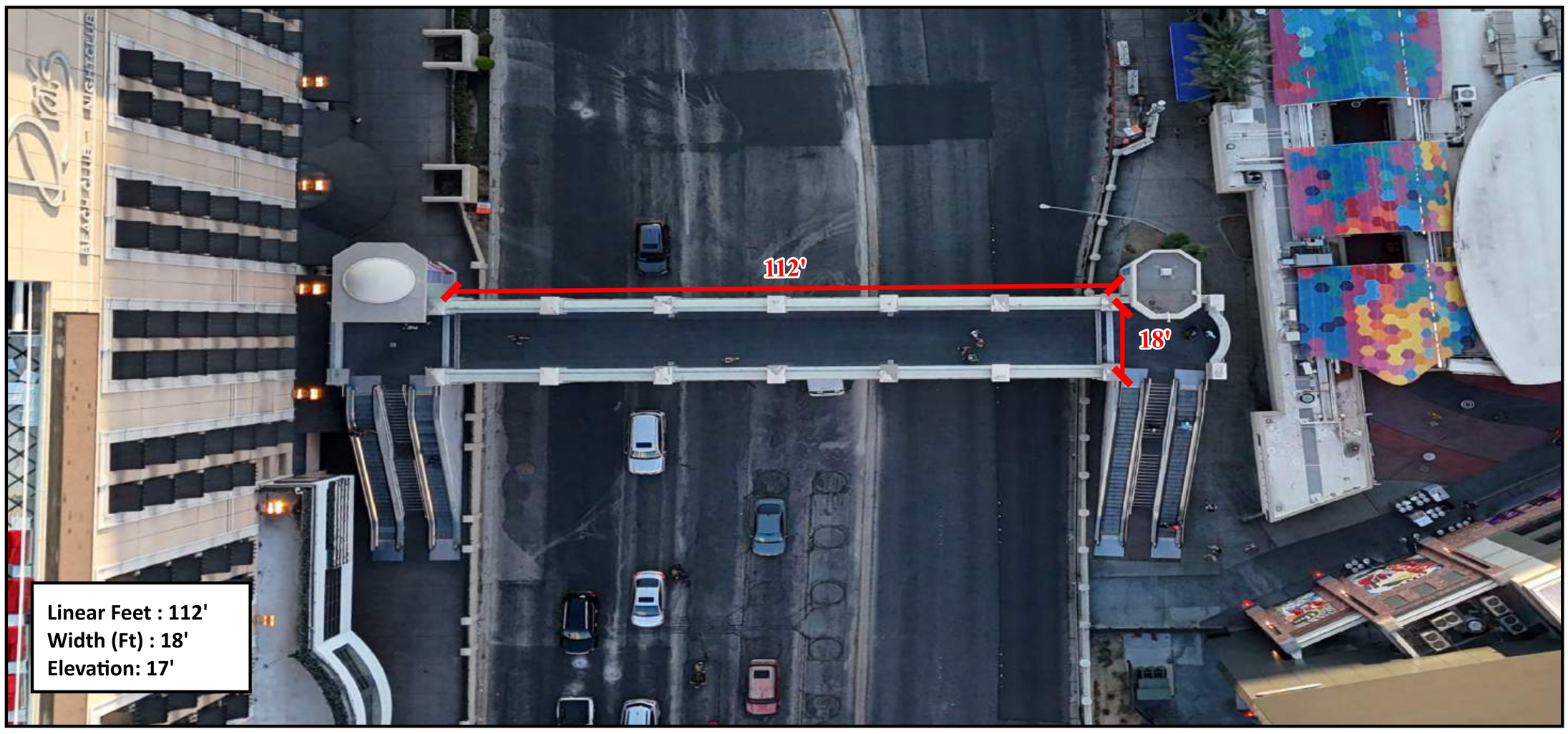
Bridge Measurements

Total Linear Feet: 112'

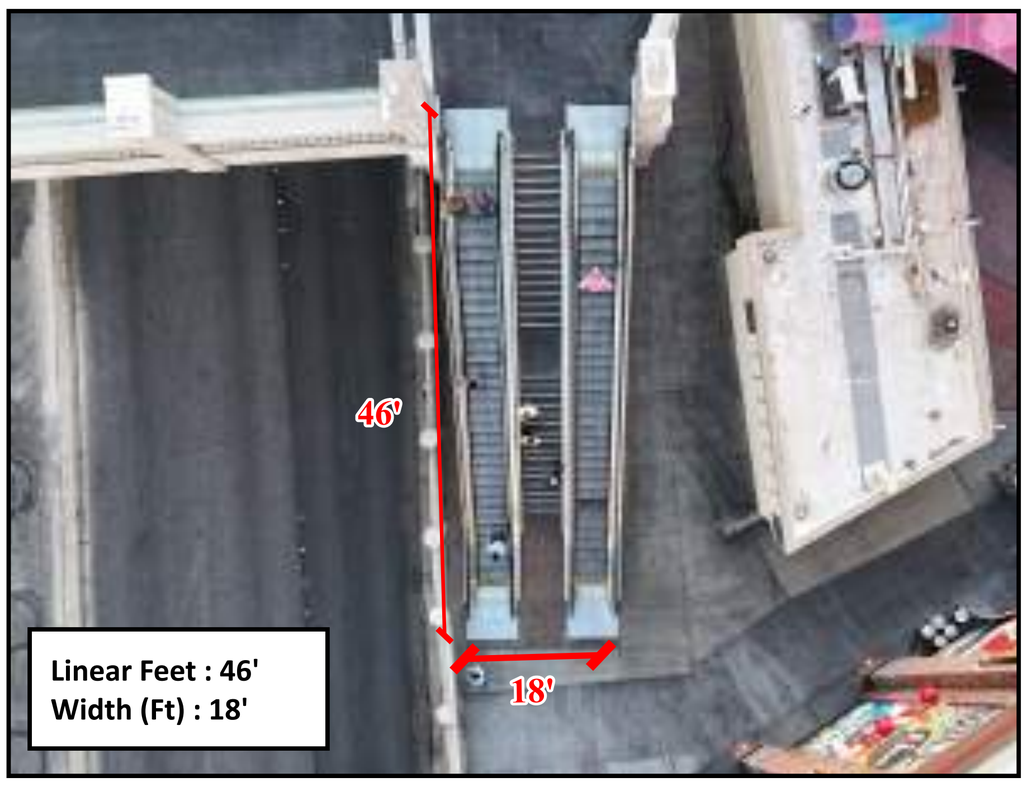
Average Width (Ft.): 18'

Elevation (Ft.): 17'

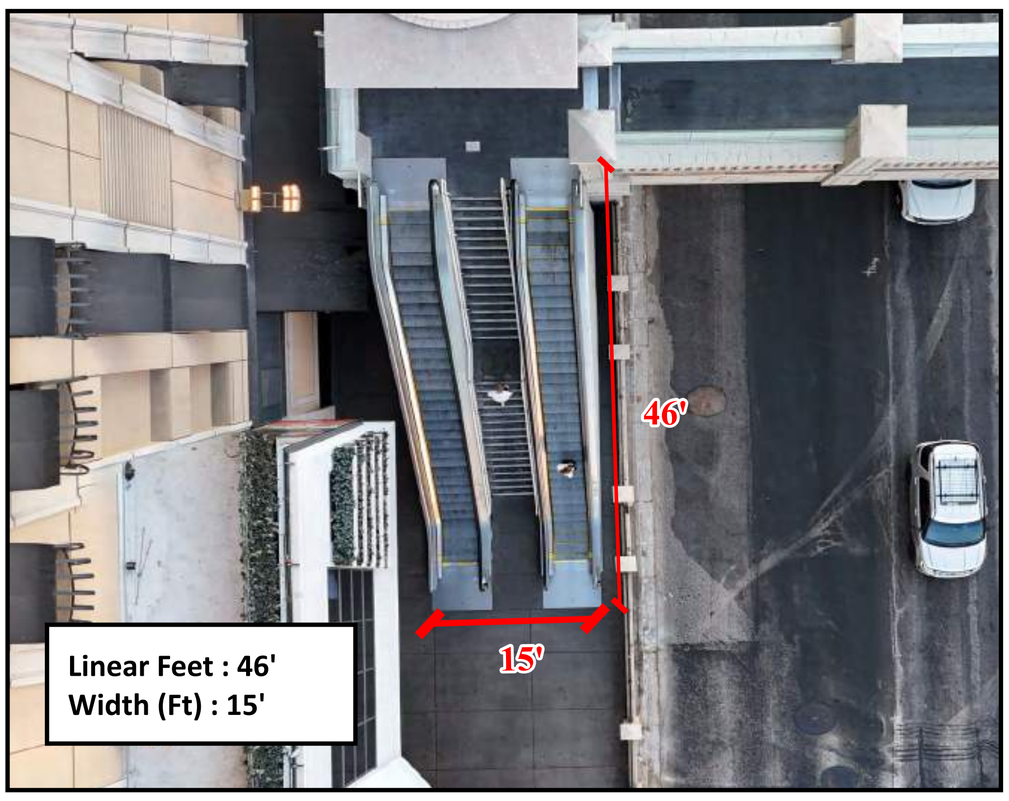
Pedestrian Walkway



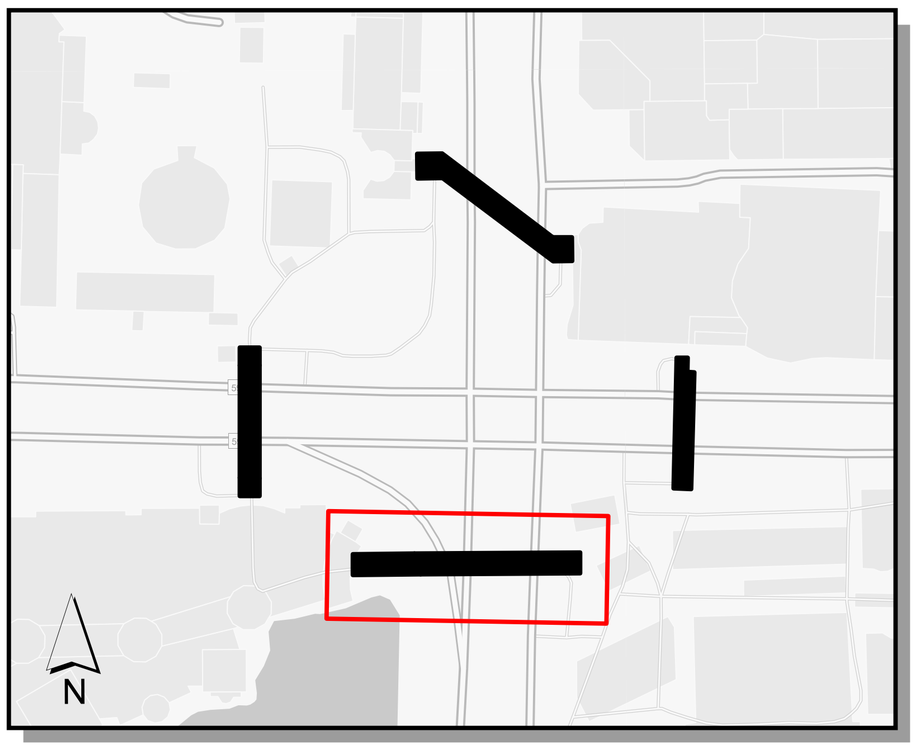
South Escalator



North Escalator



FLAMINGO & LAS VEGAS BLVD
SOUTH PEDESTRIAN BRIDGE
Exhibit 7 of 15





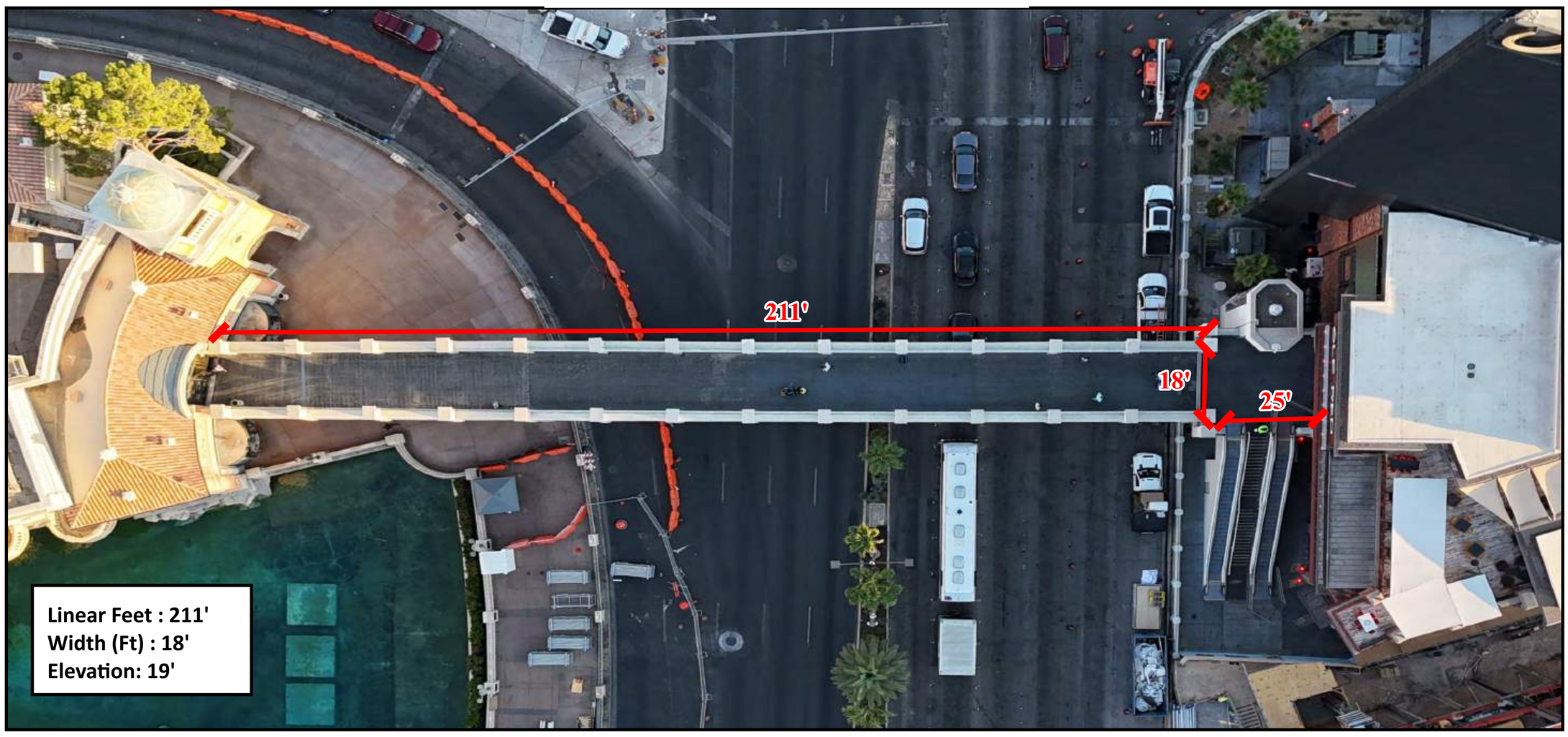
Bridge Measurements

Total Linear Feet: 211'

Average Width (Ft.): 18'

Elevation (Ft.): 19'

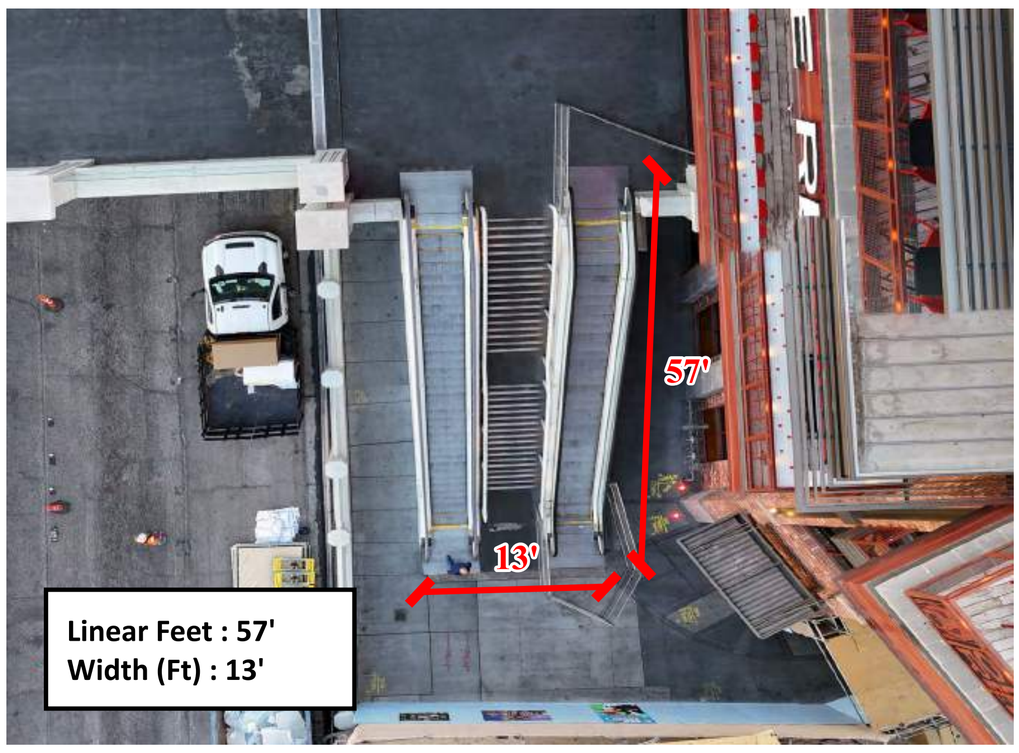
Pedestrian Walkway



West Escalator



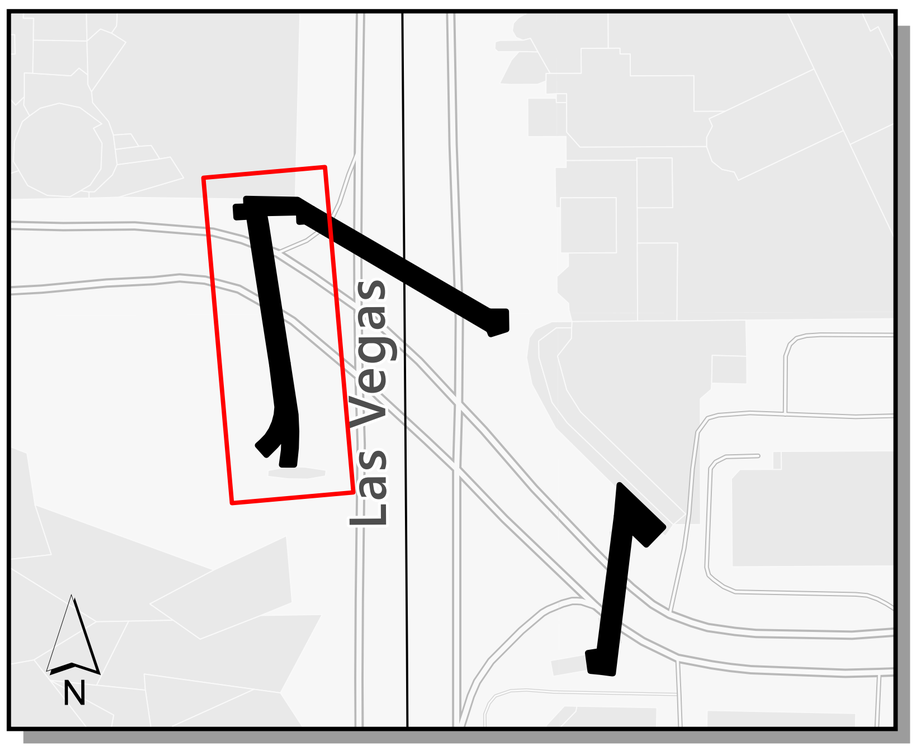
East Escalator

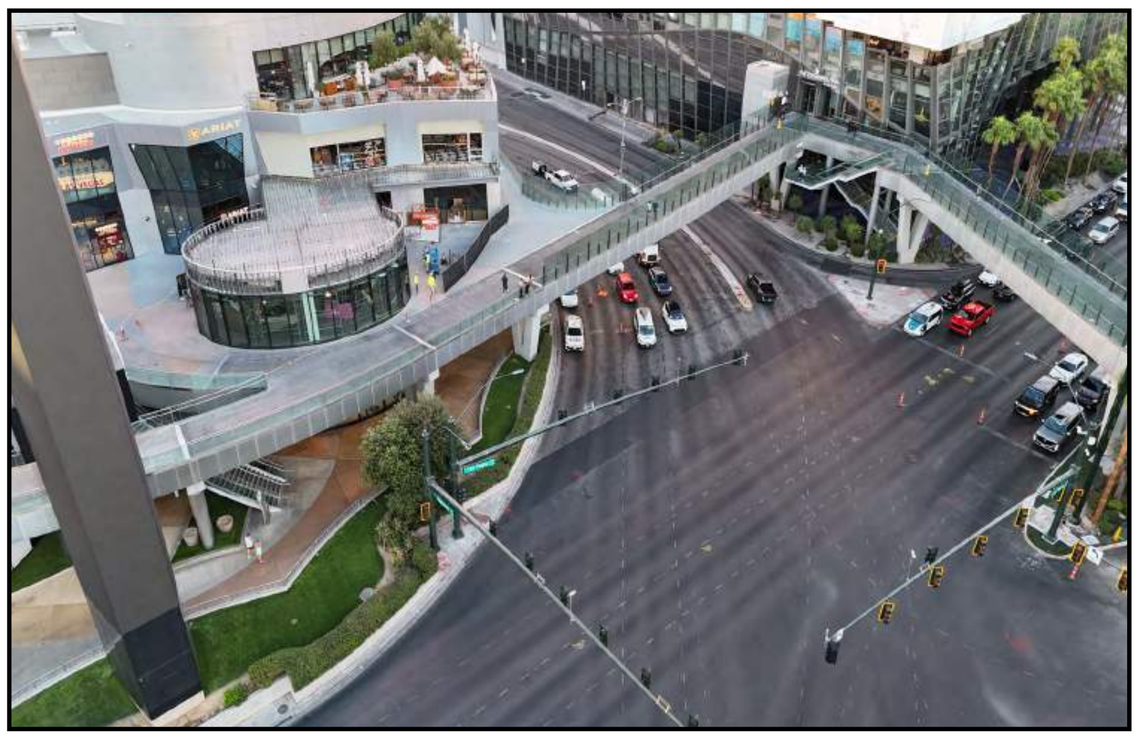


HARMON & LAS VEGAS BLVD

WEST PEDESTRIAN BRIDGE

Exhibit 8 of 15





Bridge Measurements

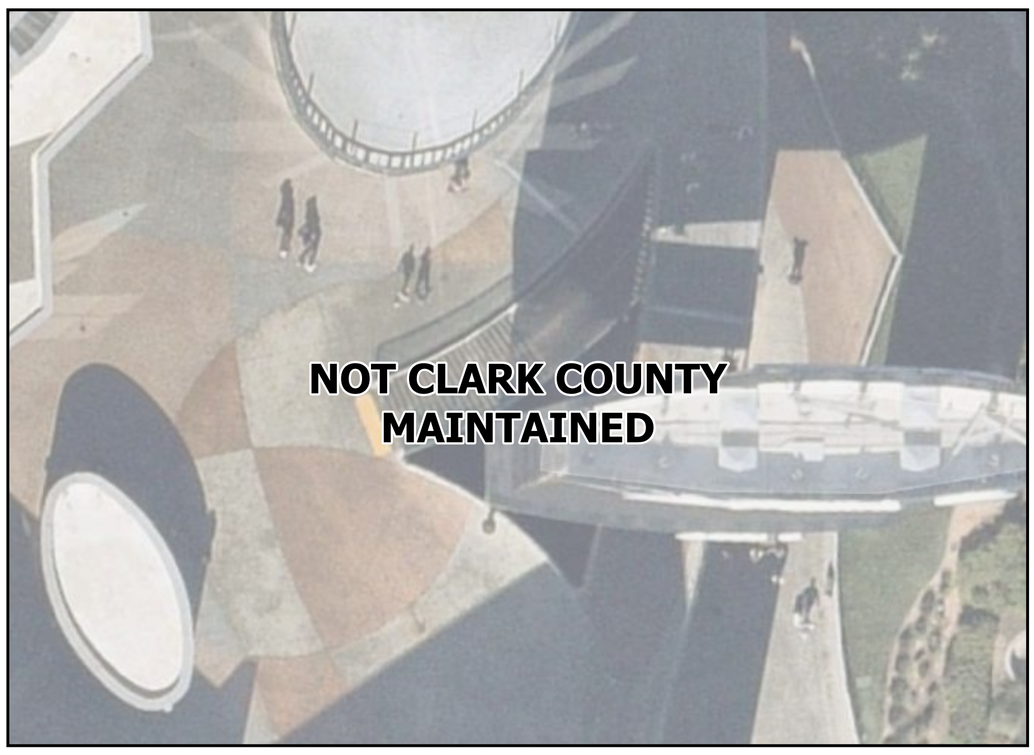
Total Linear Feet: 200'

Average Width (Ft.): 18'

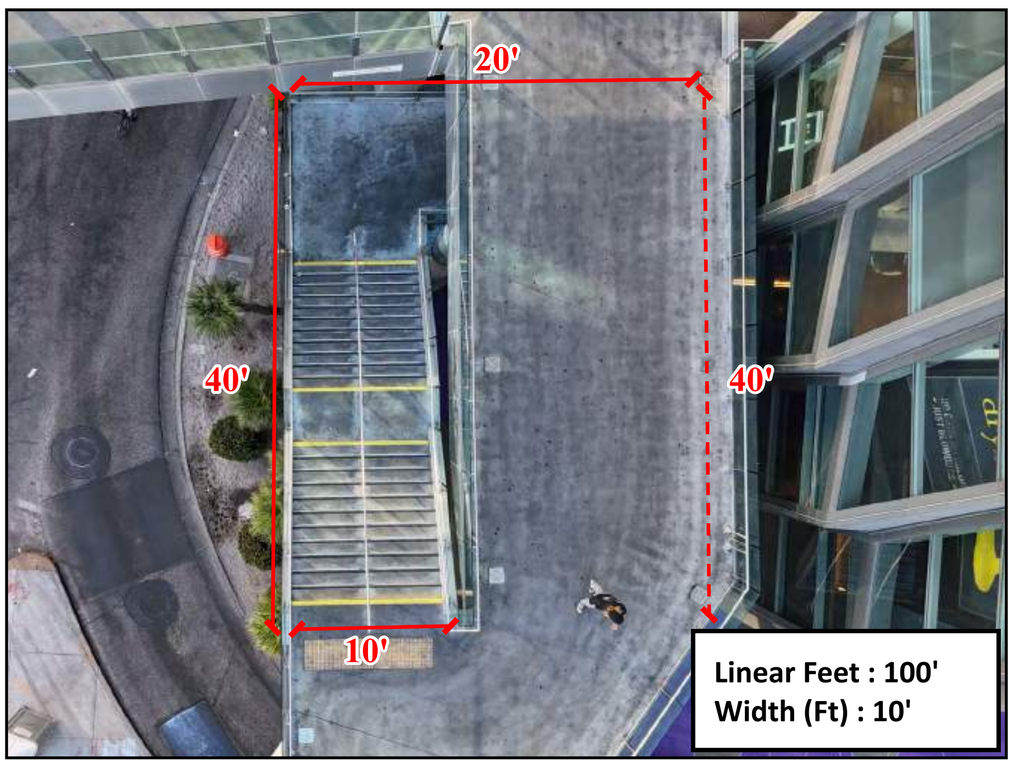
Elevation (Ft.): 24'



South Stairs



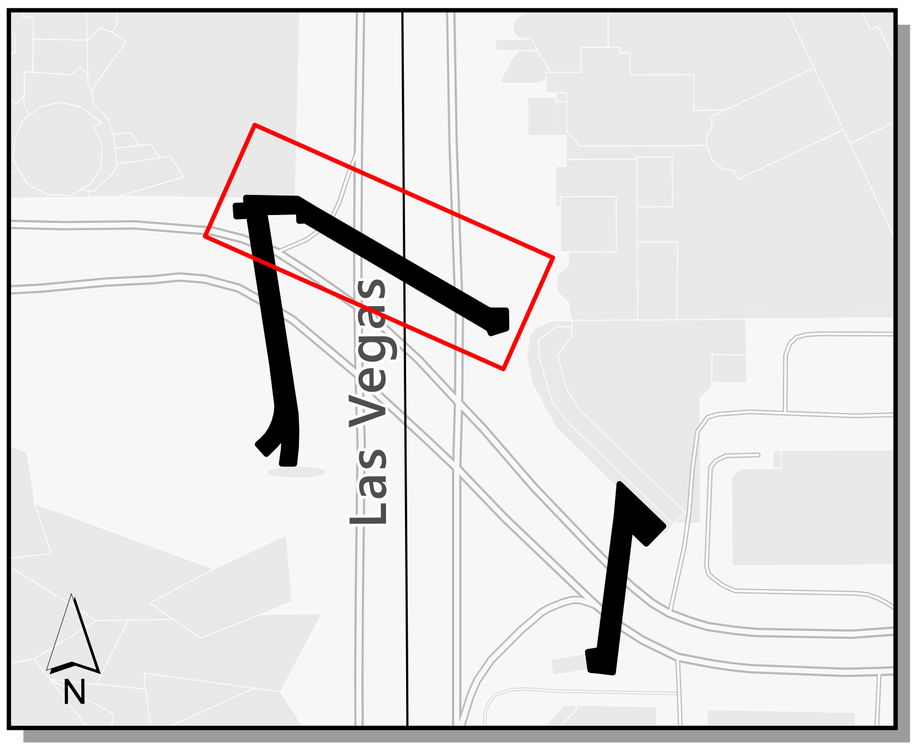
North Stairs



HARMON & LAS VEGAS BLVD

NORTH PEDESTRIAN BRIDGE

Exhibit 9 of 15





Bridge Measurements

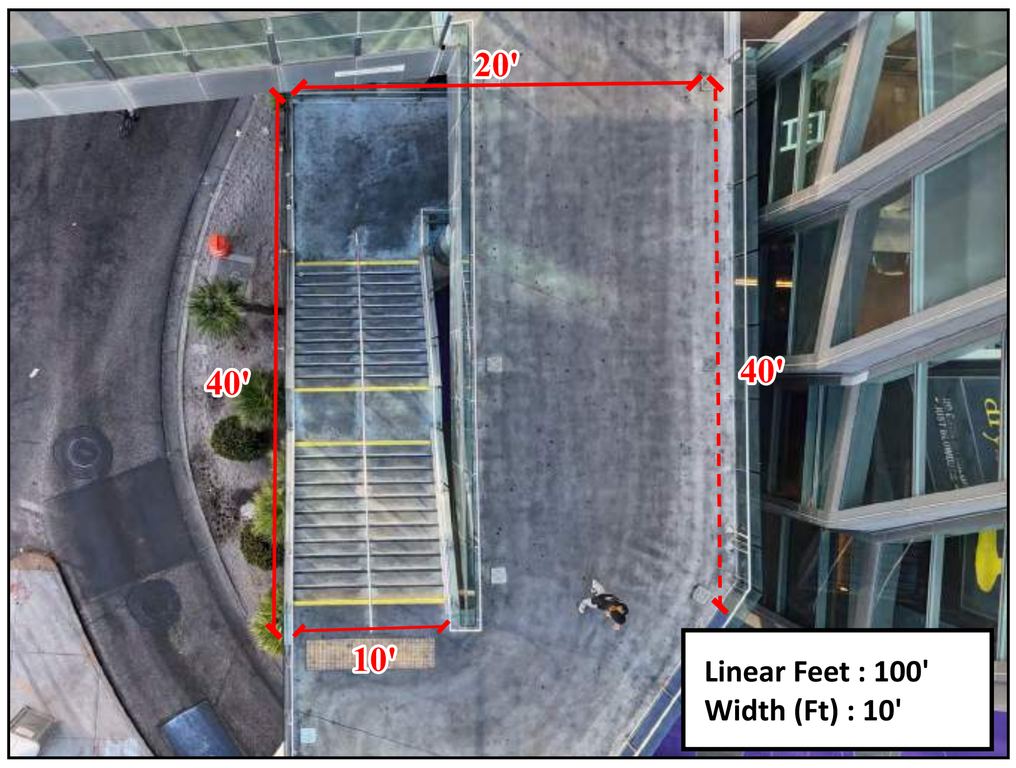
Total Linear Feet: 210'

Average Width (Ft.): 17'

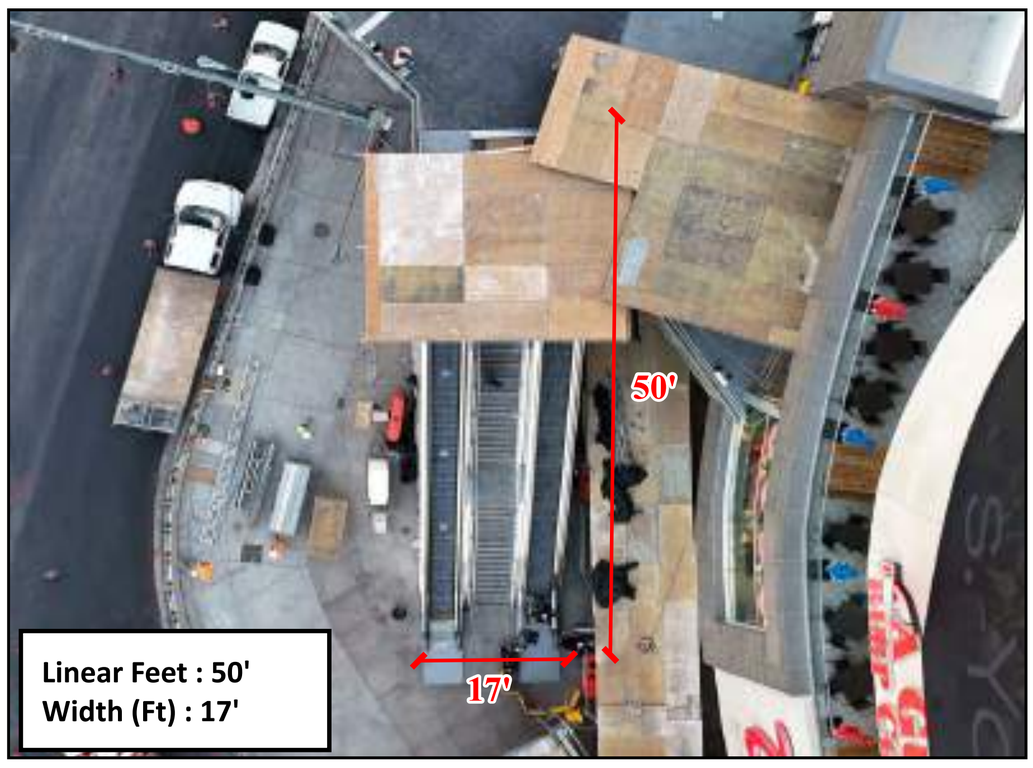
Elevation (Ft.): 23'



West Stairs



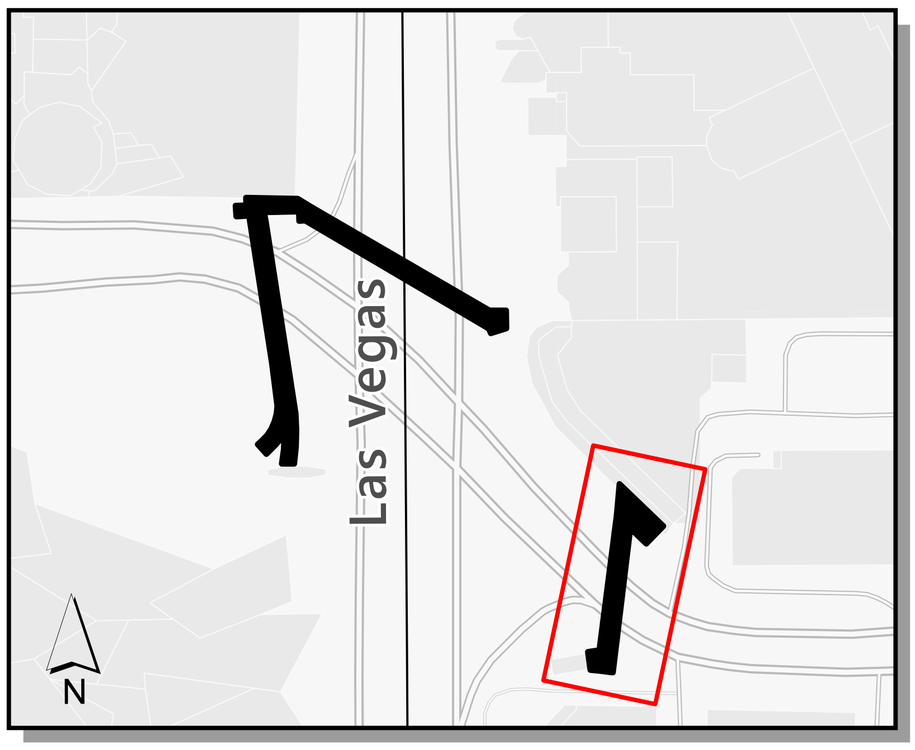
East Escalator

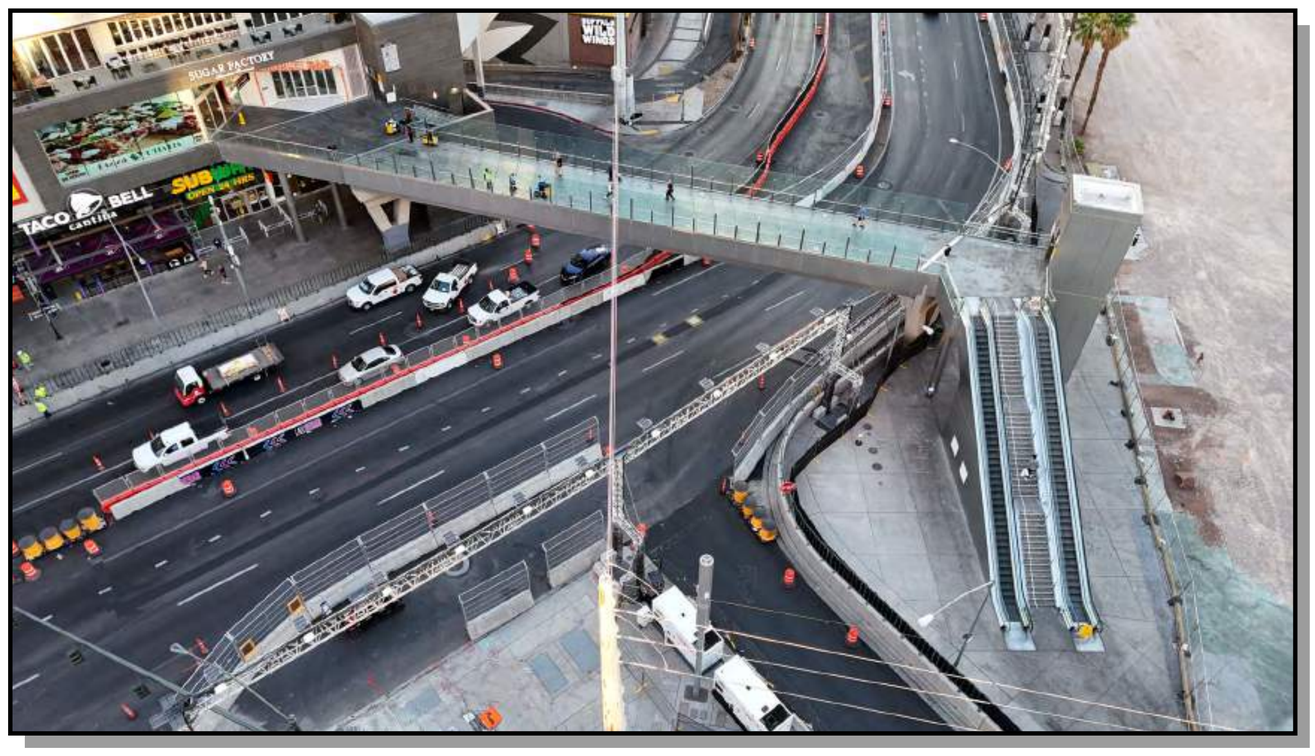


HARMON & LAS VEGAS BLVD

EAST PEDESTRIAN BRIDGE

Exhibit 10 of 15



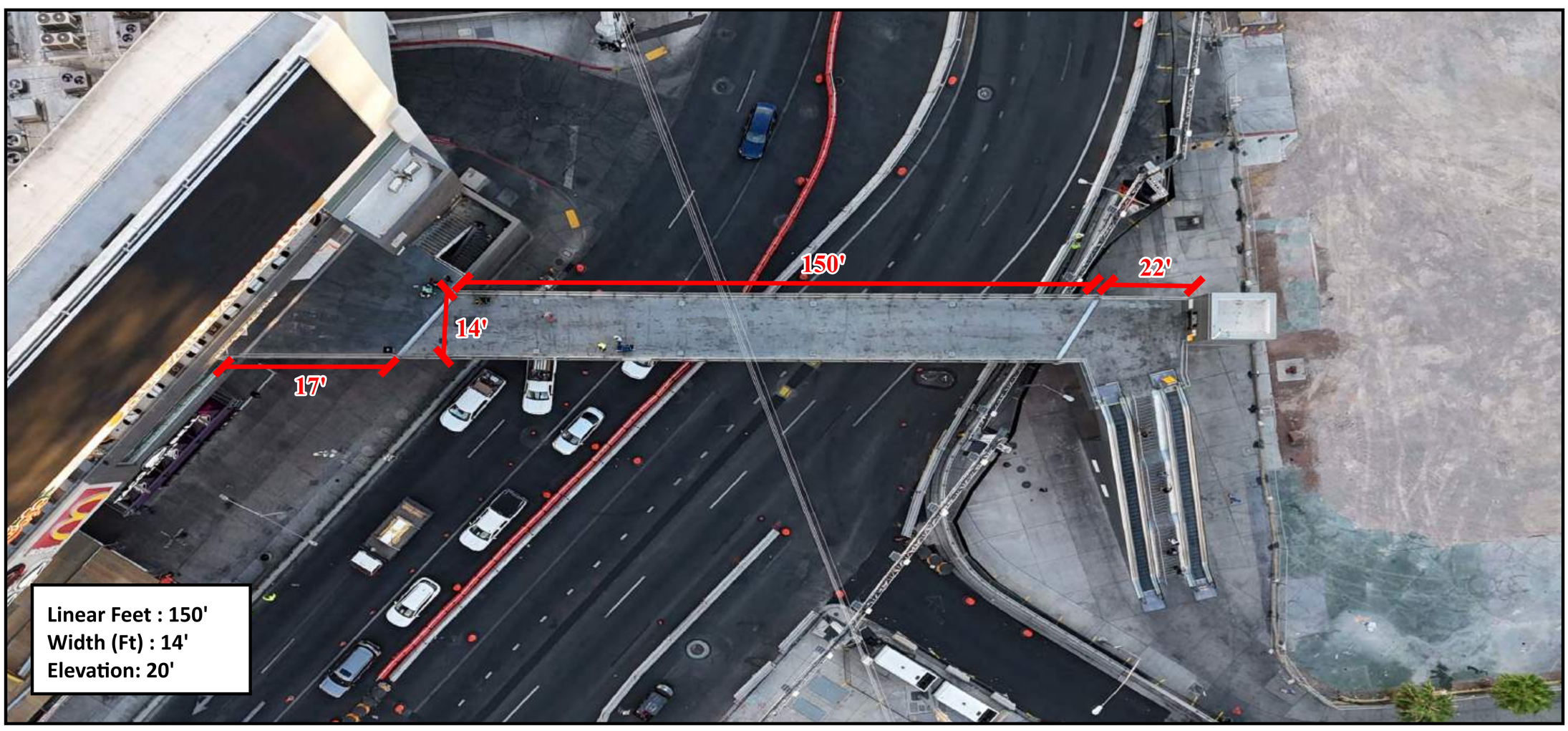


Bridge Measurements

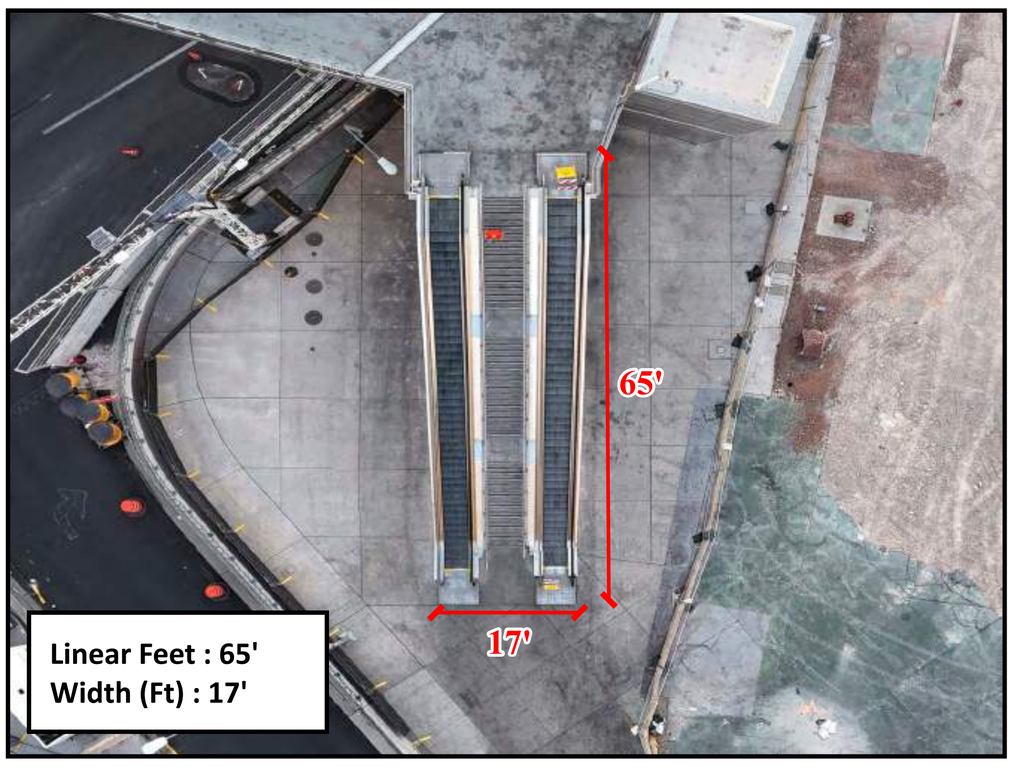
Total Linear Feet: 150'

Average Width (Ft.): 14'

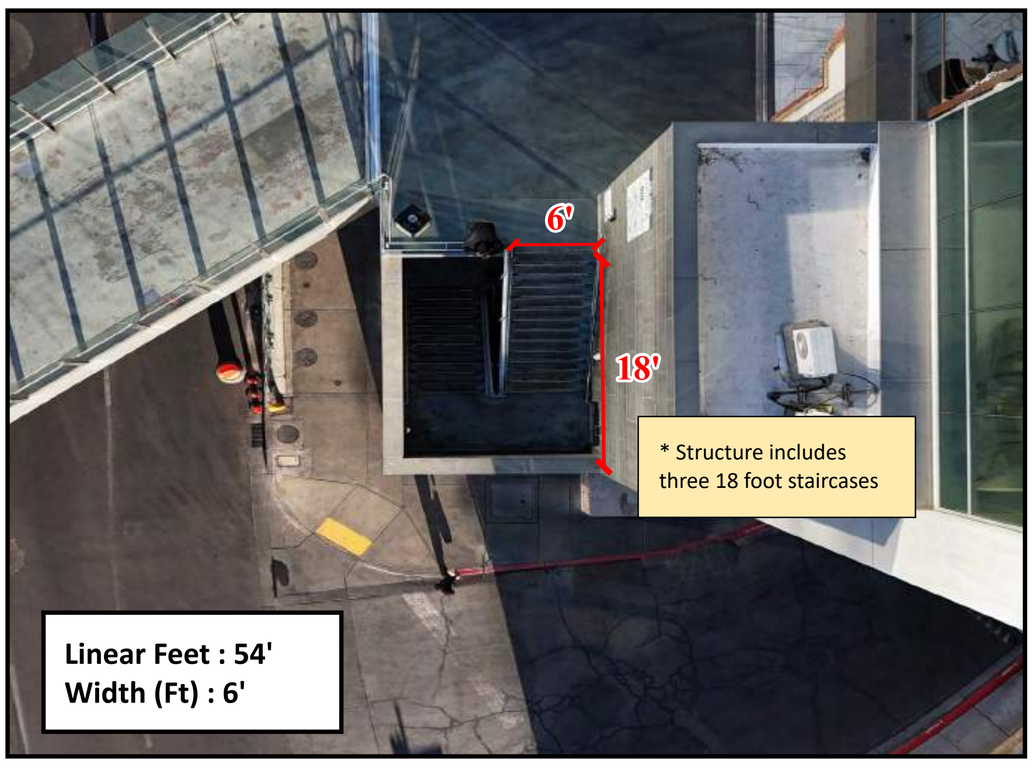
Elevation (Ft.): 20'



South Escalator



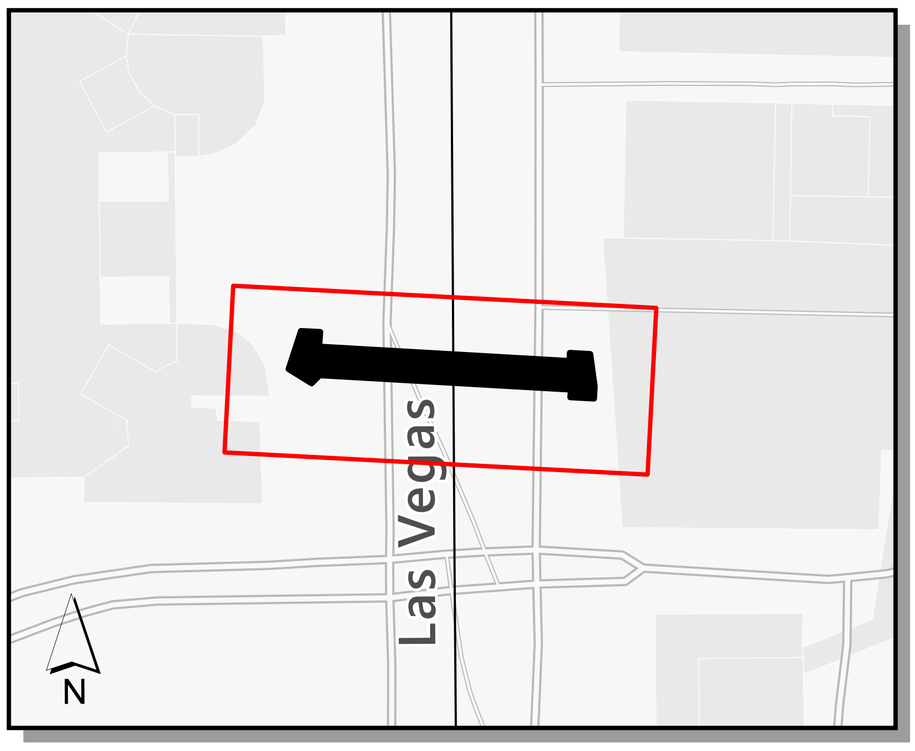
North Stairs



PARK AVE & LAS VEGAS BLVD

NORTH PEDESTRIAN BRIDGE

Exhibit 11 of 15





Bridge Measurements

Total Linear Feet: 179'

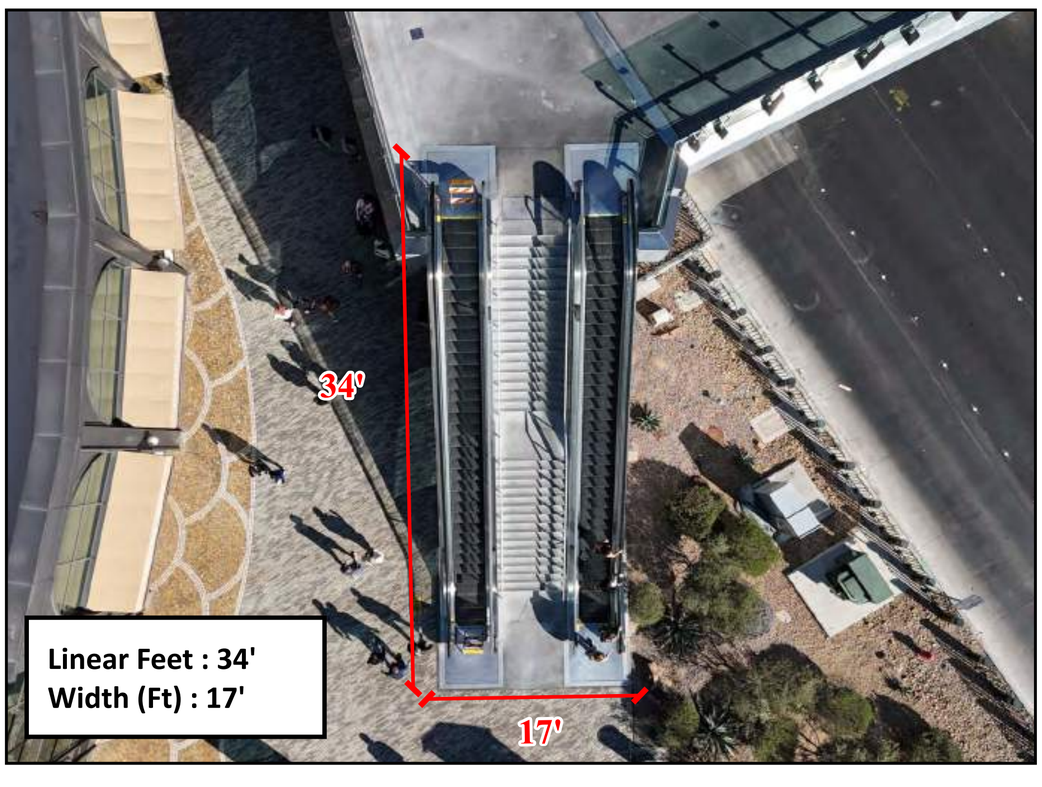
Average Width (Ft.): 22'

Elevation (Ft.): 23'

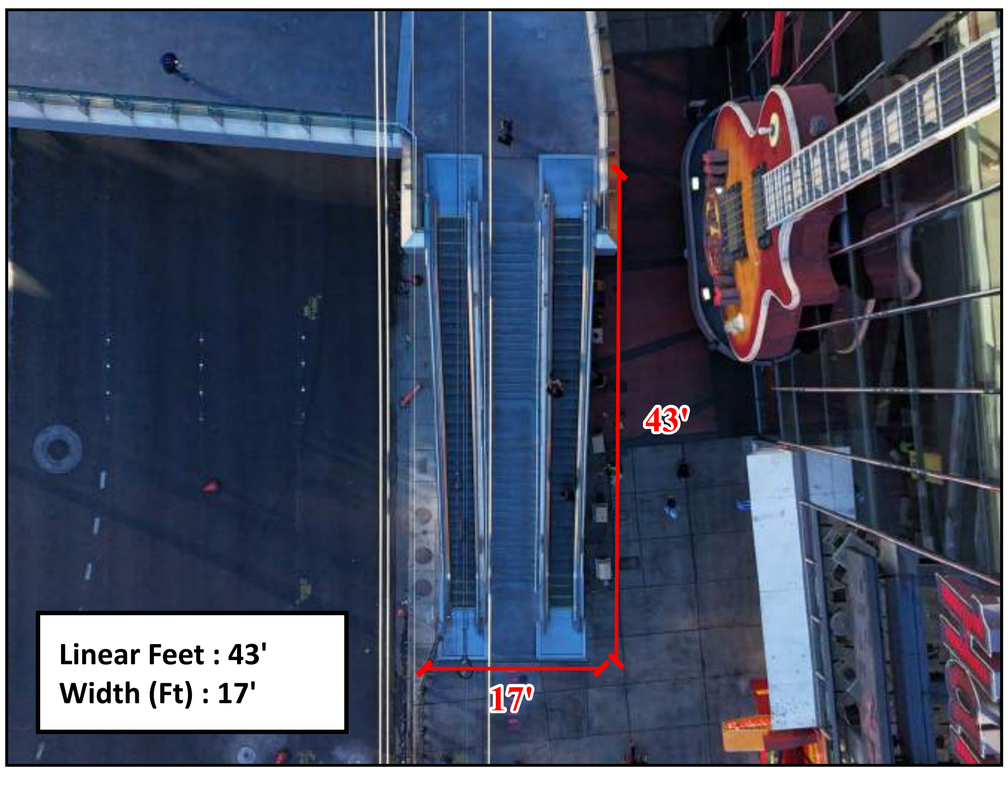
Pedestrian Walkway



West Escalator



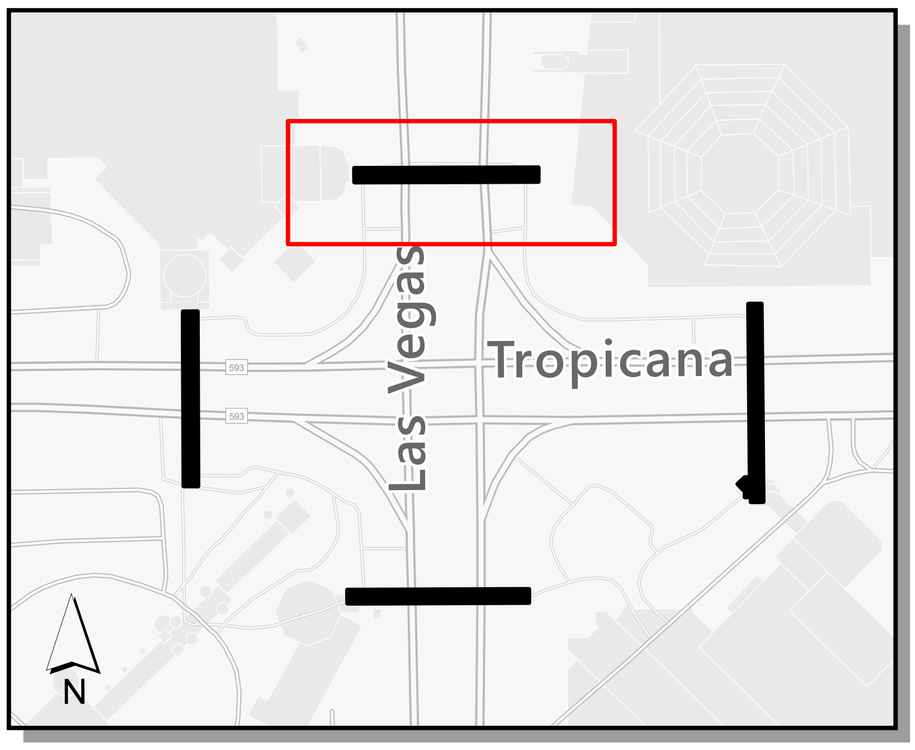
East Escalator

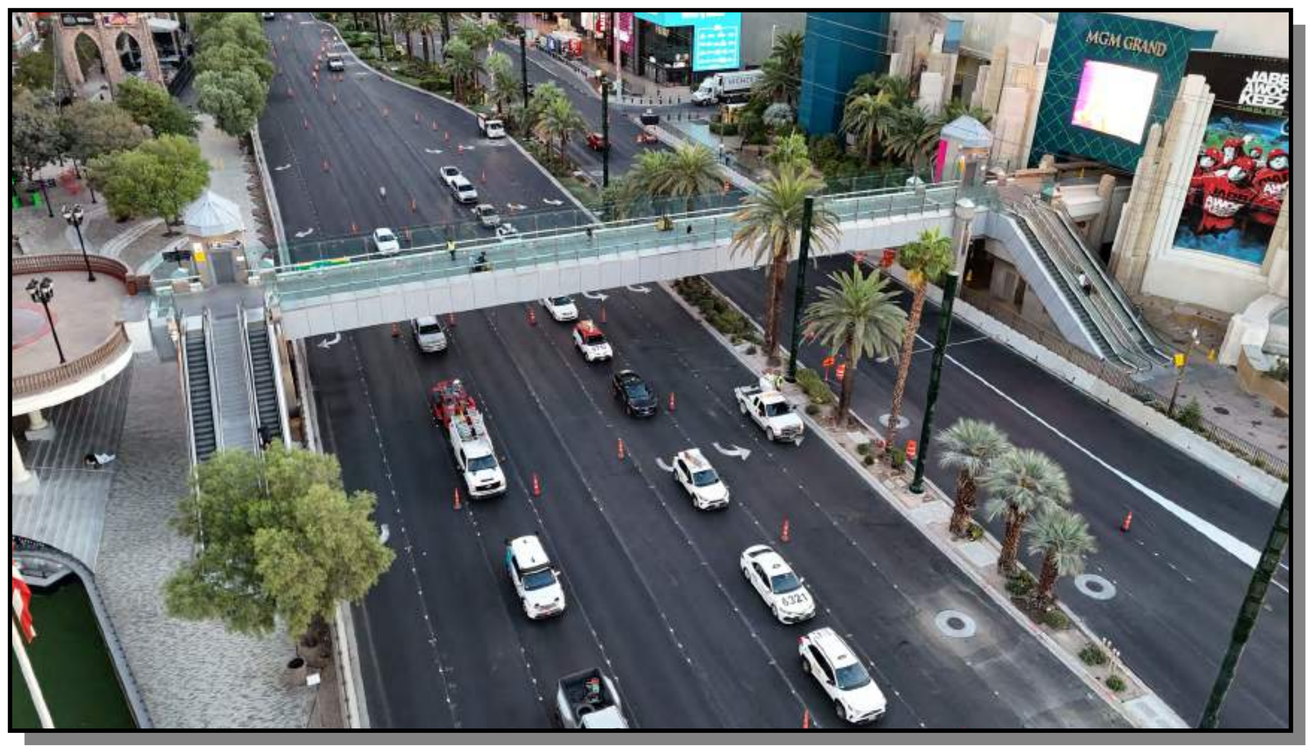


TROPICANA AVE & LAS VEGAS BLVD

NORTH PEDESTRIAN BRIDGE

Exhibit 12 of 15





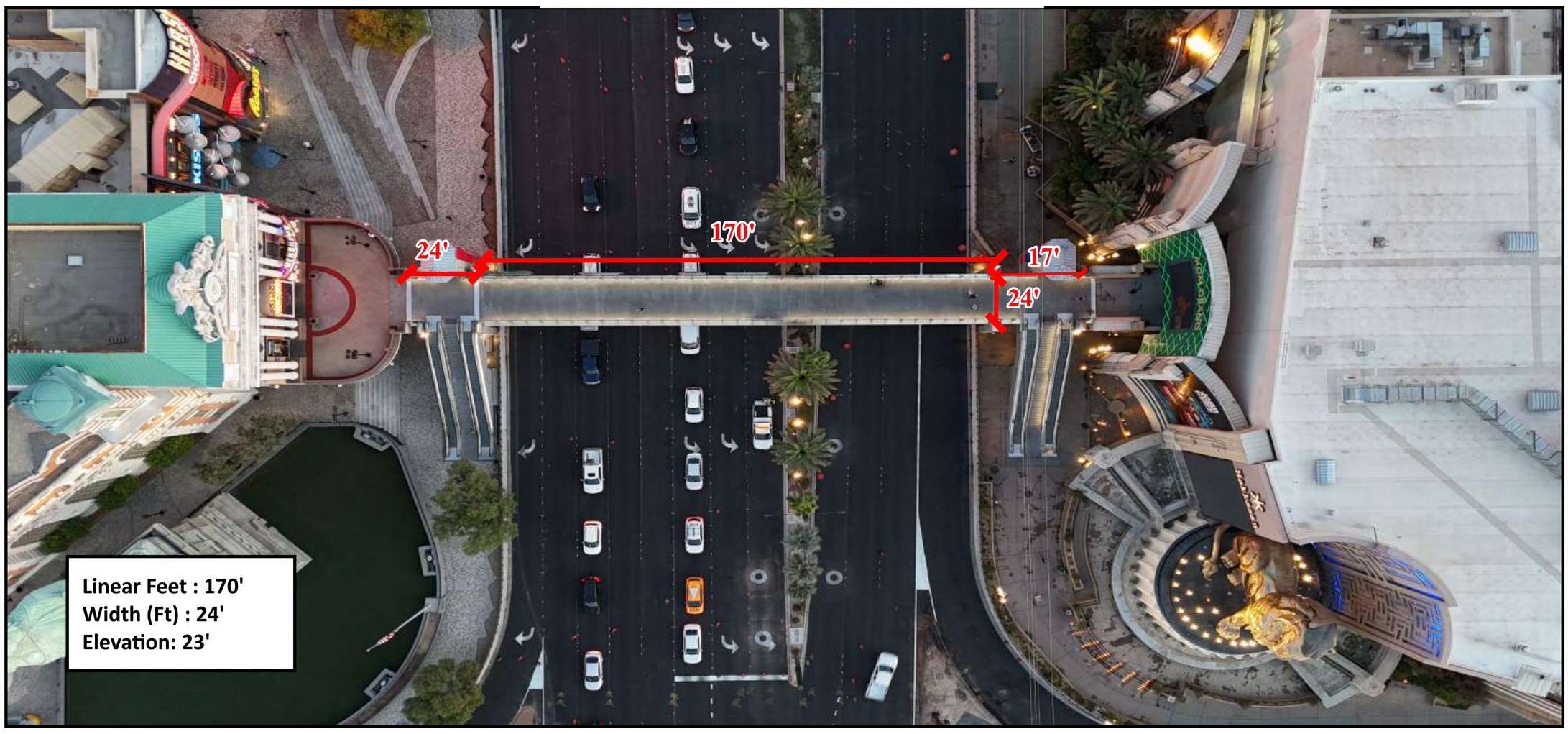
Bridge Measurements

Total Linear Feet: 170'

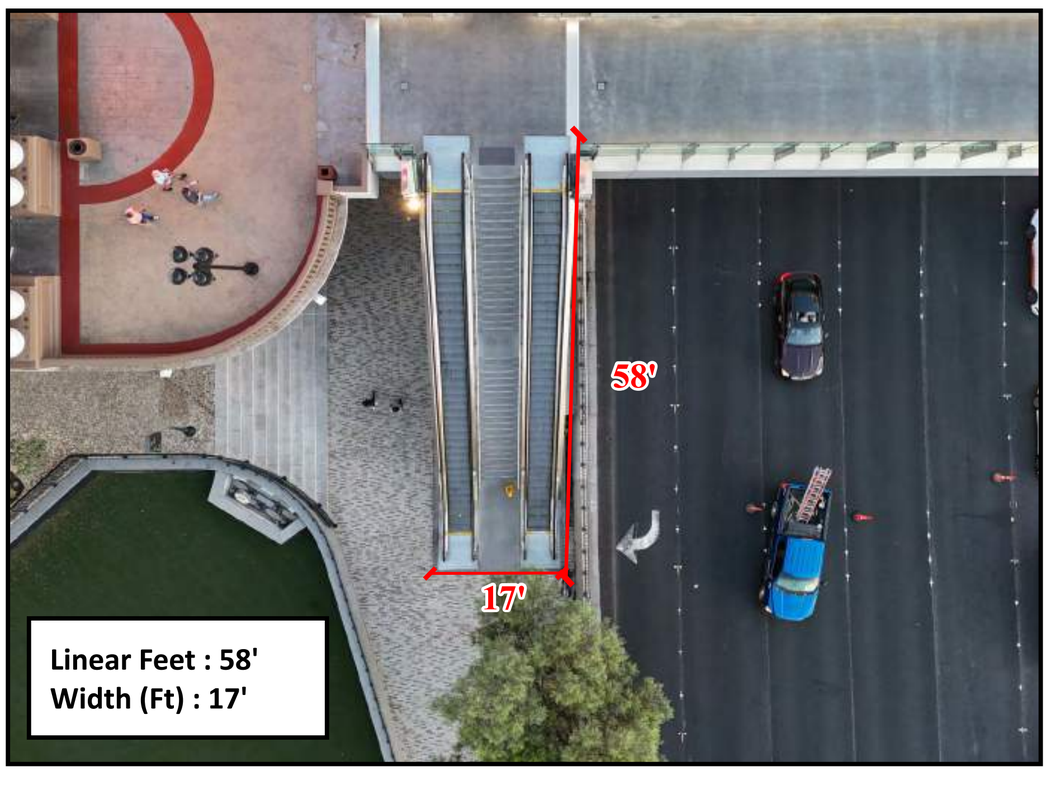
Average Width (Ft.): 24'

Elevation (Ft.): 23'

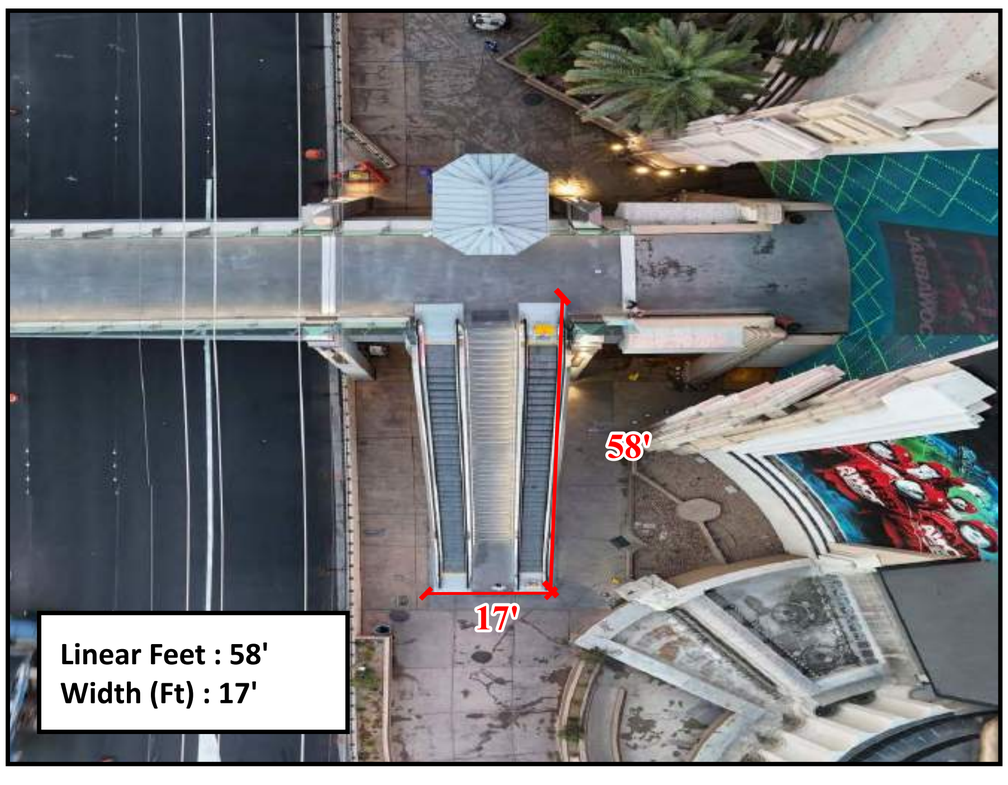
Pedestrian Walkway



West Escalator



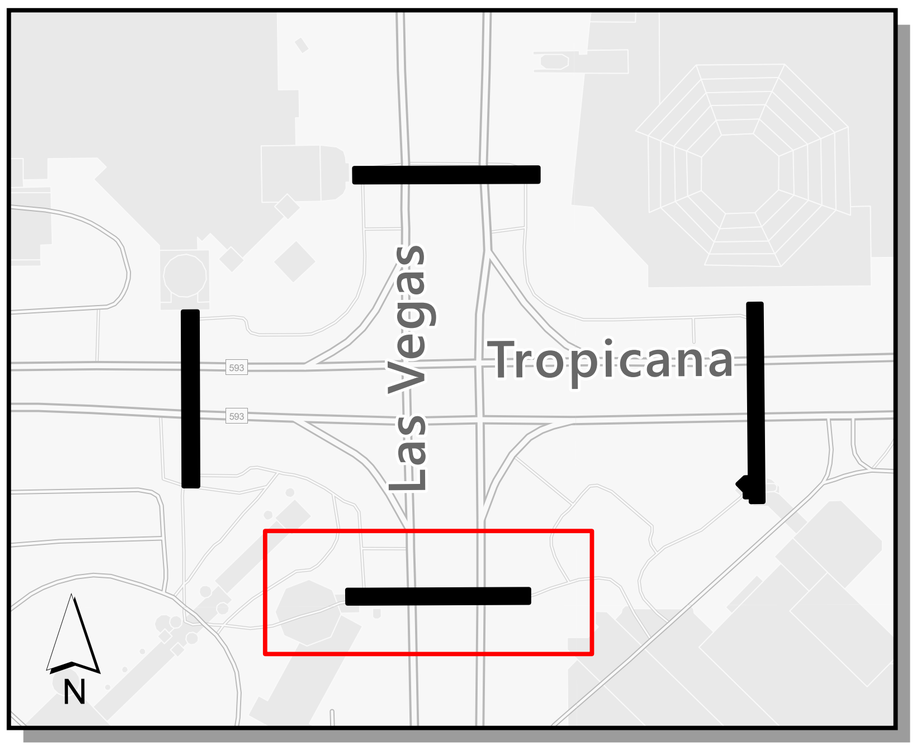
East Escalator

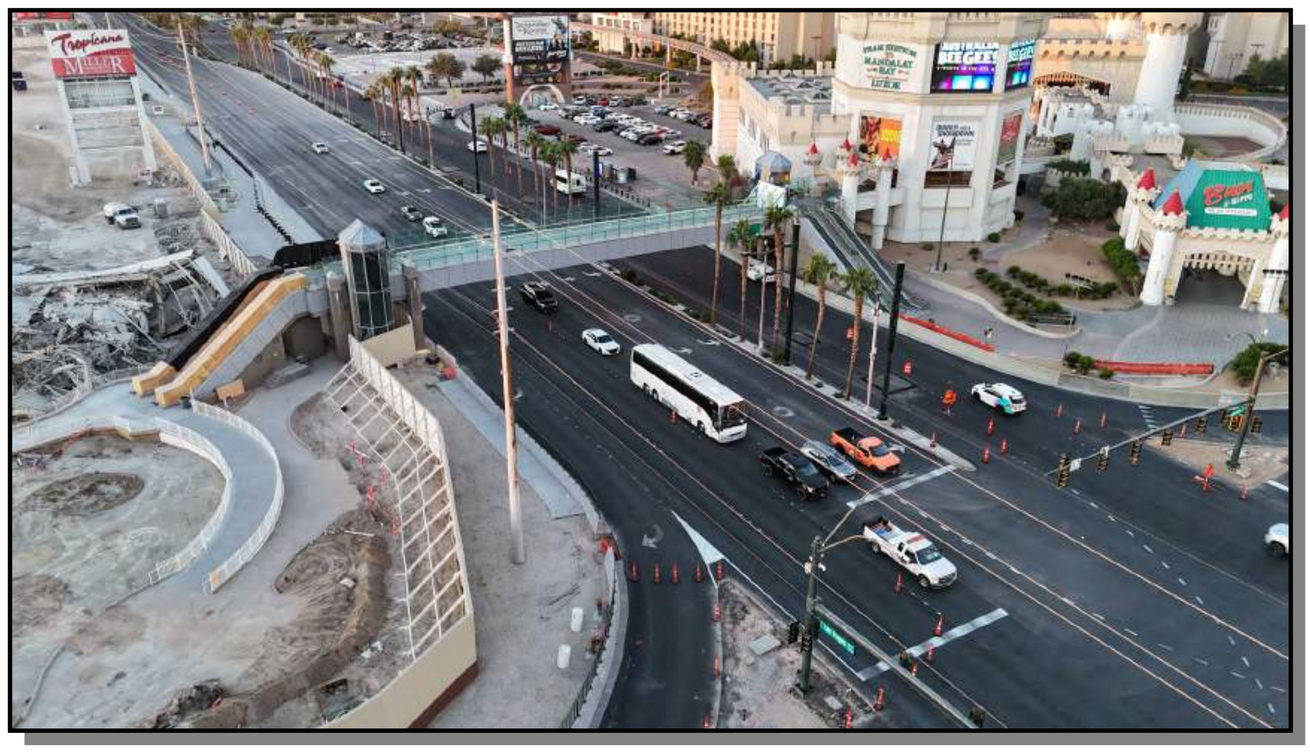


TROPICANA AVE & LAS VEGAS BLVD

SOUTH PEDESTRIAN BRIDGE

Exhibit 13 of 15





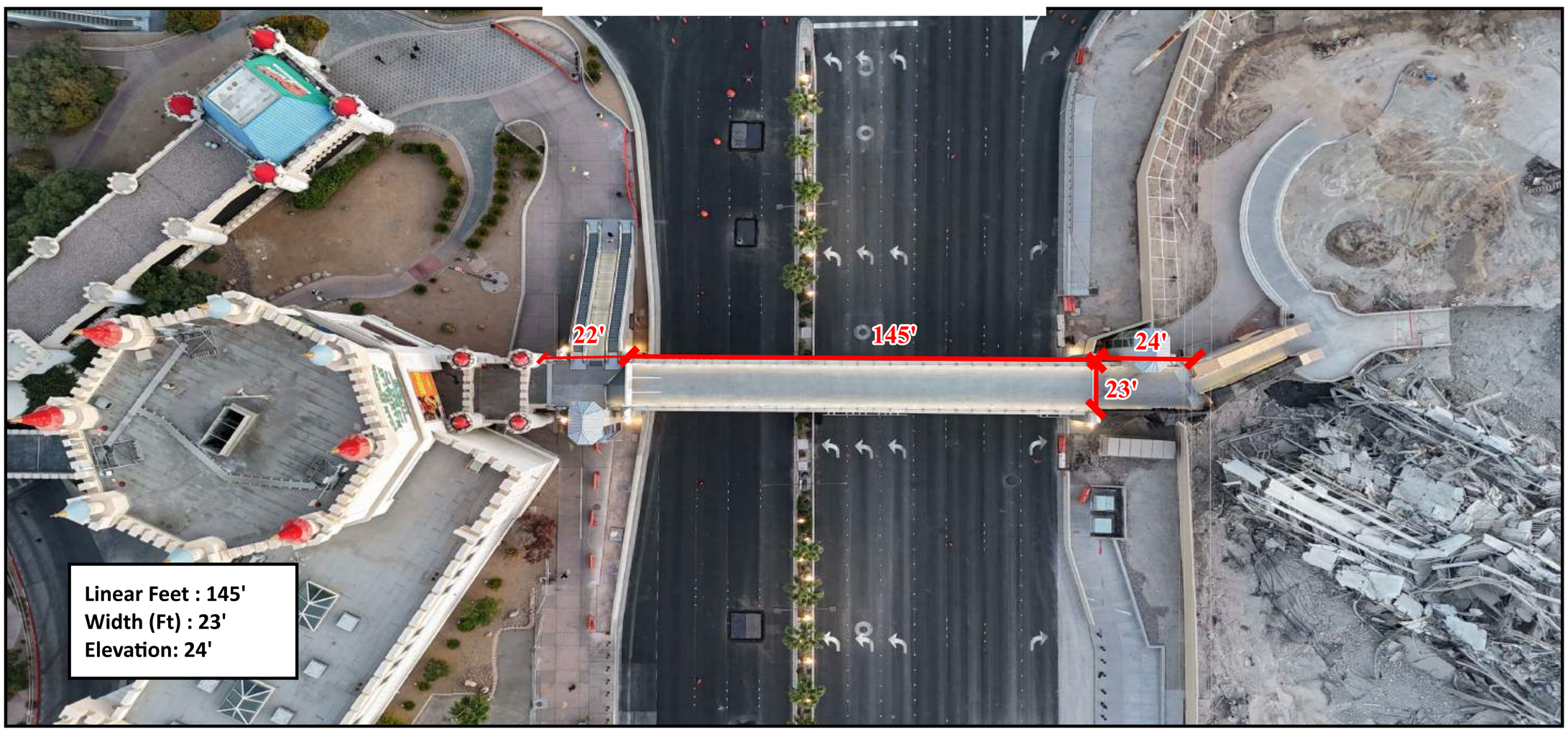
Bridge Measurements

Total Linear Feet: 145'

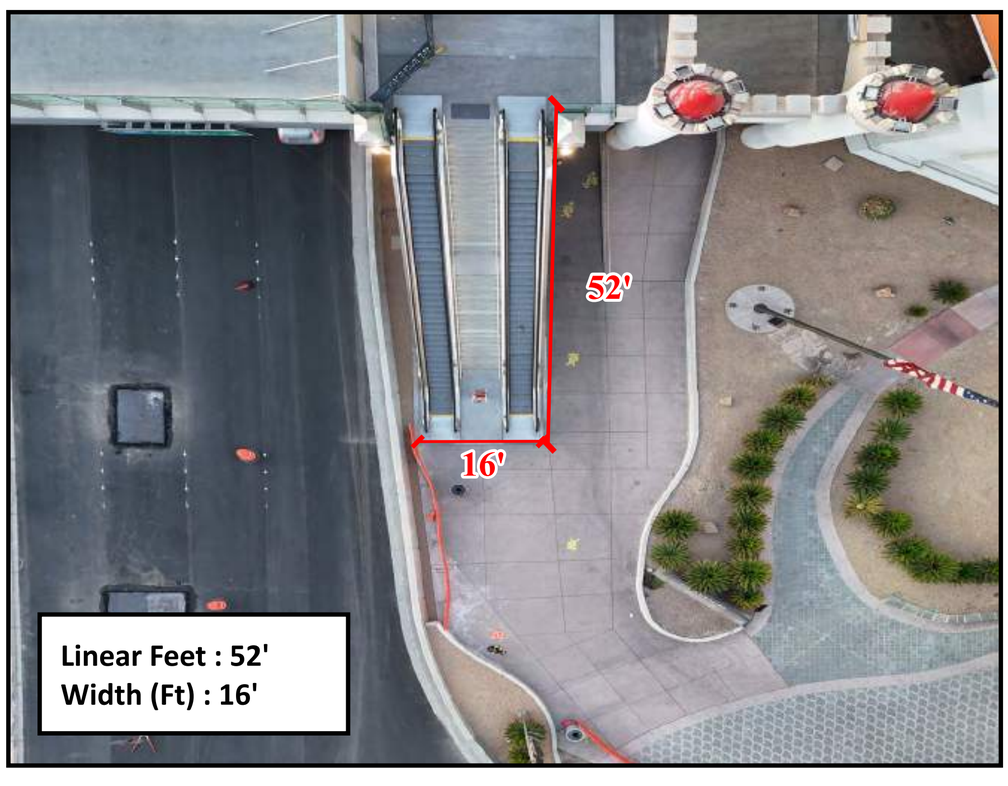
Average Width (Ft.): 23'

Elevation (Ft.): 24'

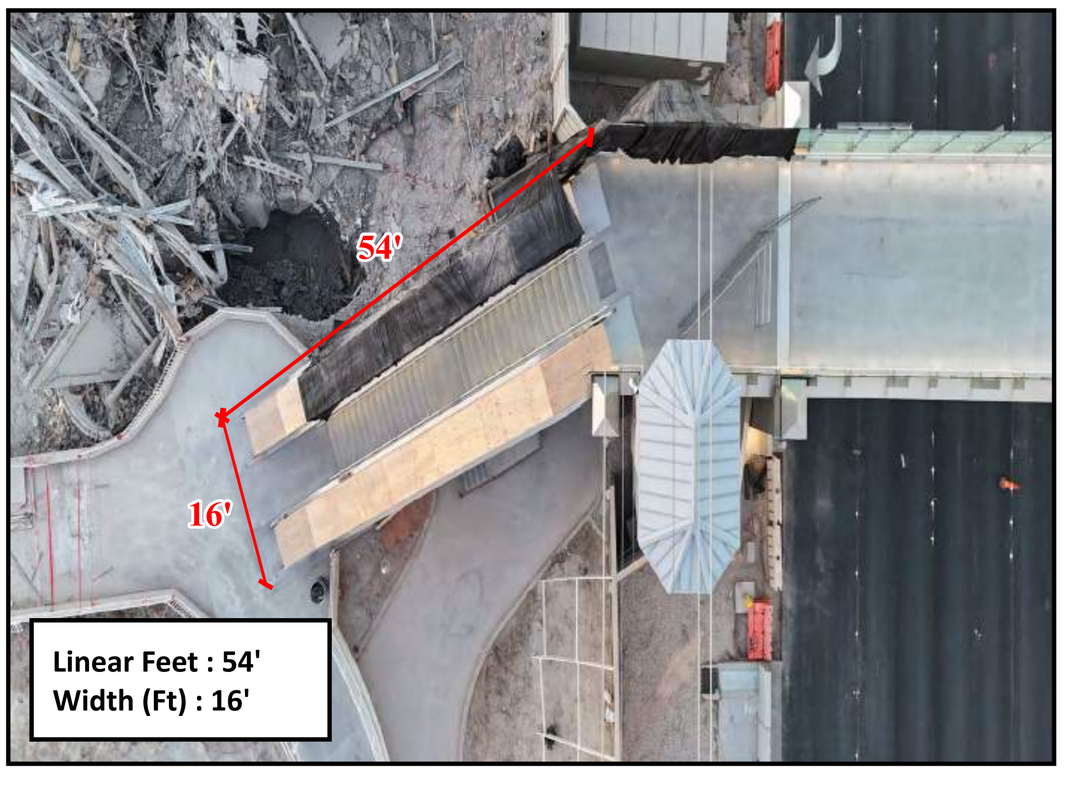
Pedestrian Walkway



West Escalator



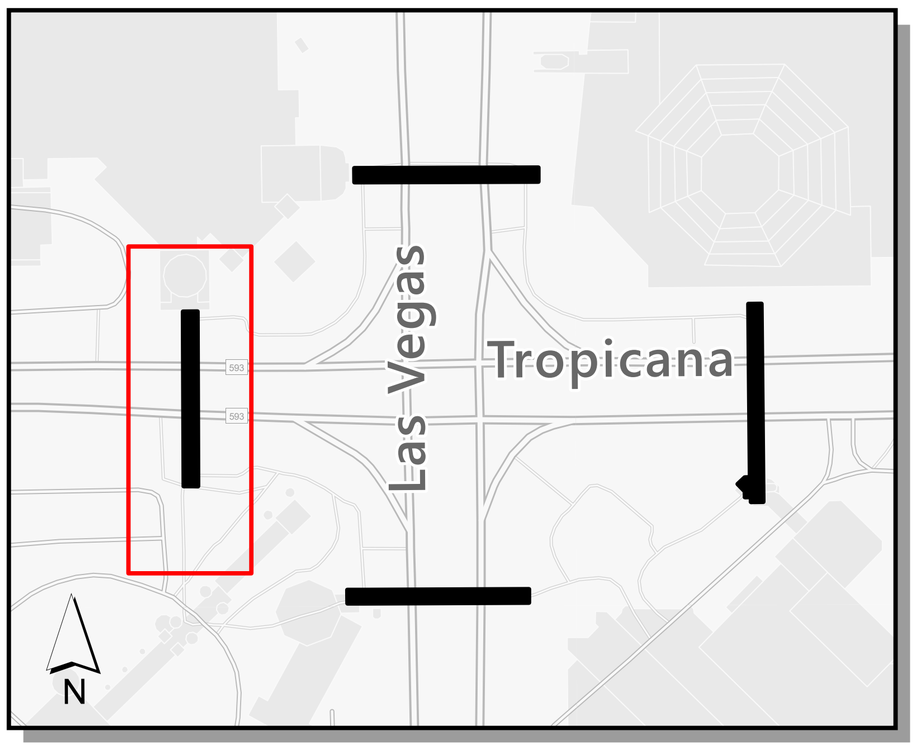
East Escalator



TROPICANA AVE & LAS VEGAS BLVD

WEST PEDESTRIAN BRIDGE

Exhibit 14 of 15





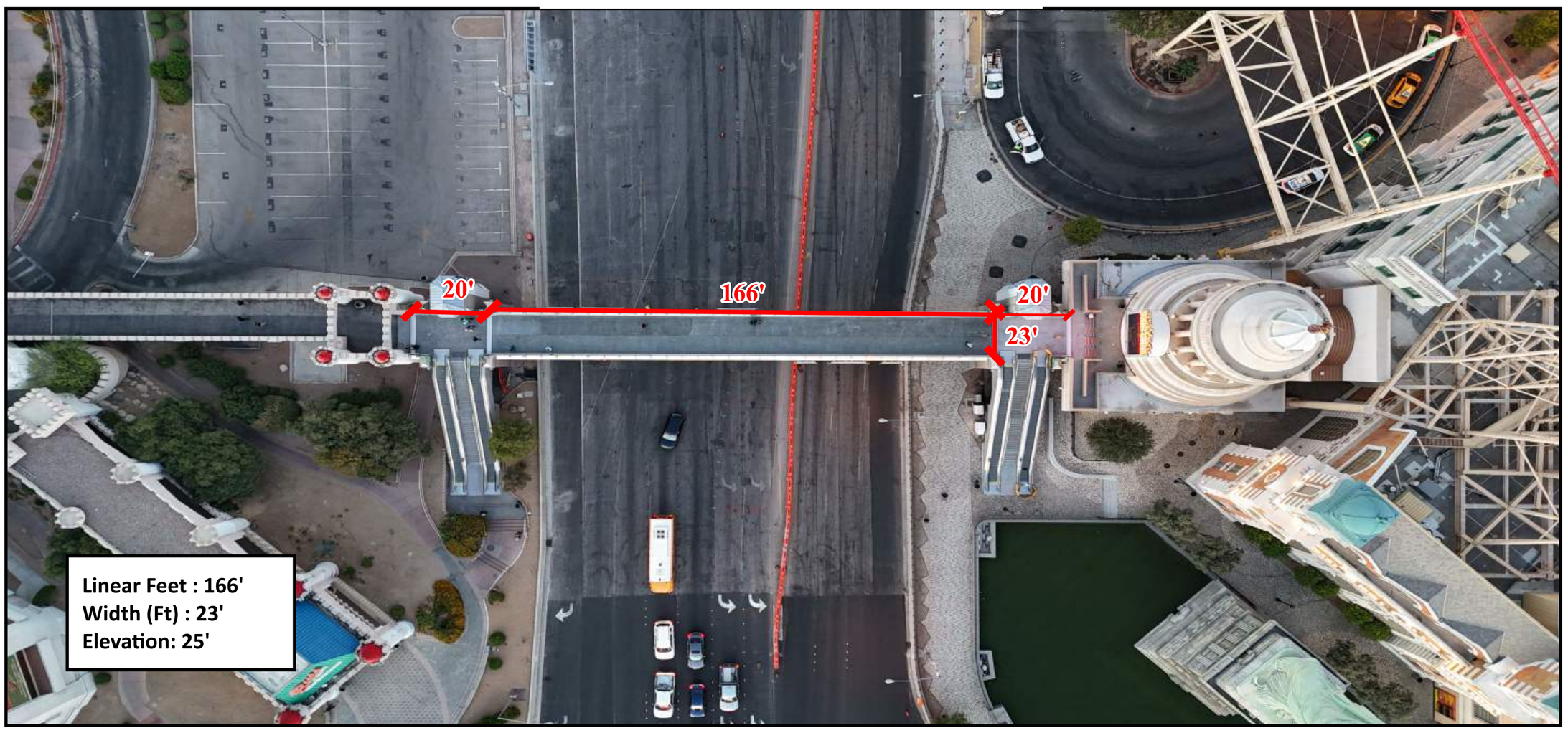
Bridge Measurements

Total Linear Feet: 166'

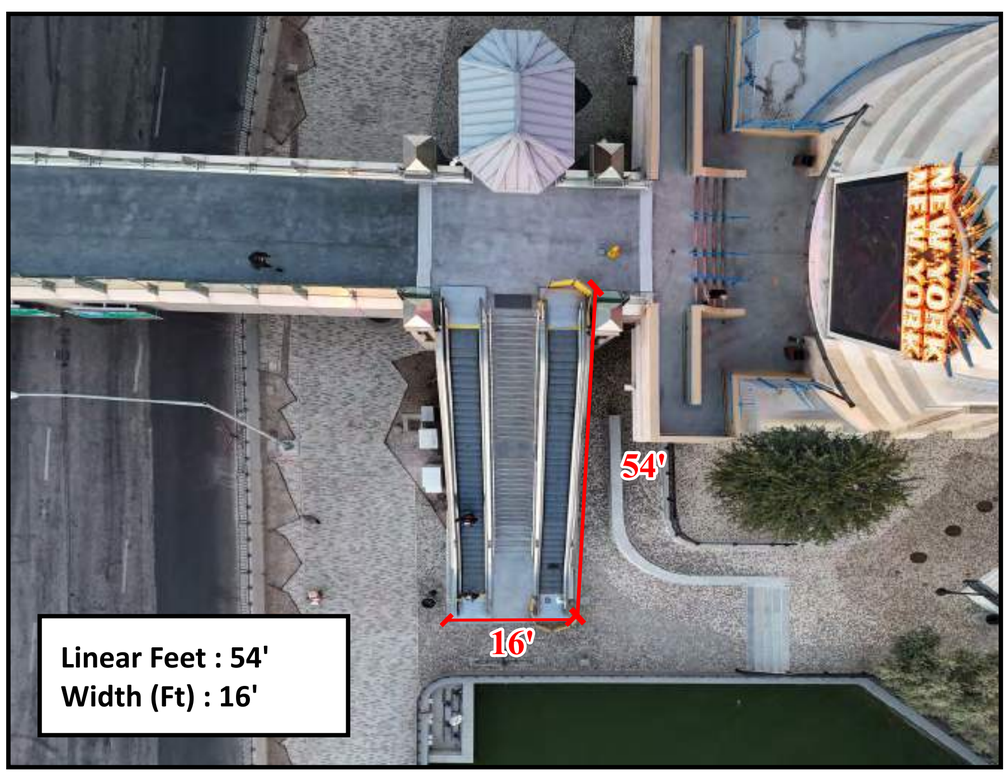
Average Width (Ft.): 23'

Elevation (Ft.): 25'

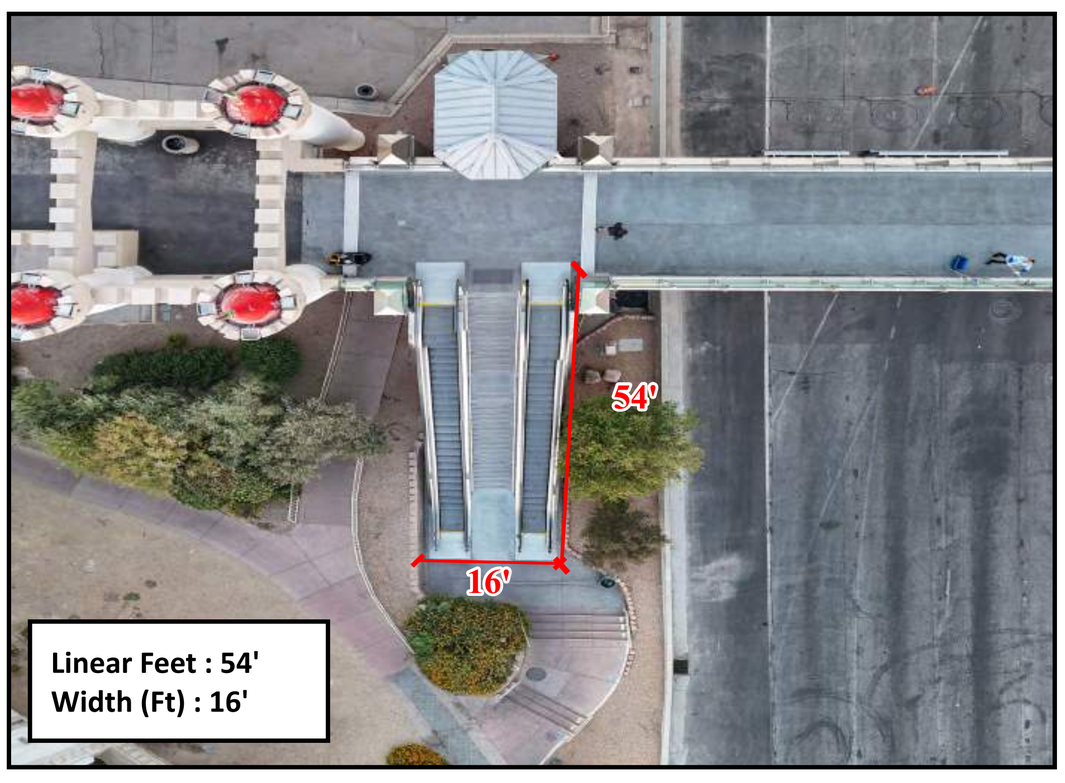
Pedestrian Walkway



North Escalator



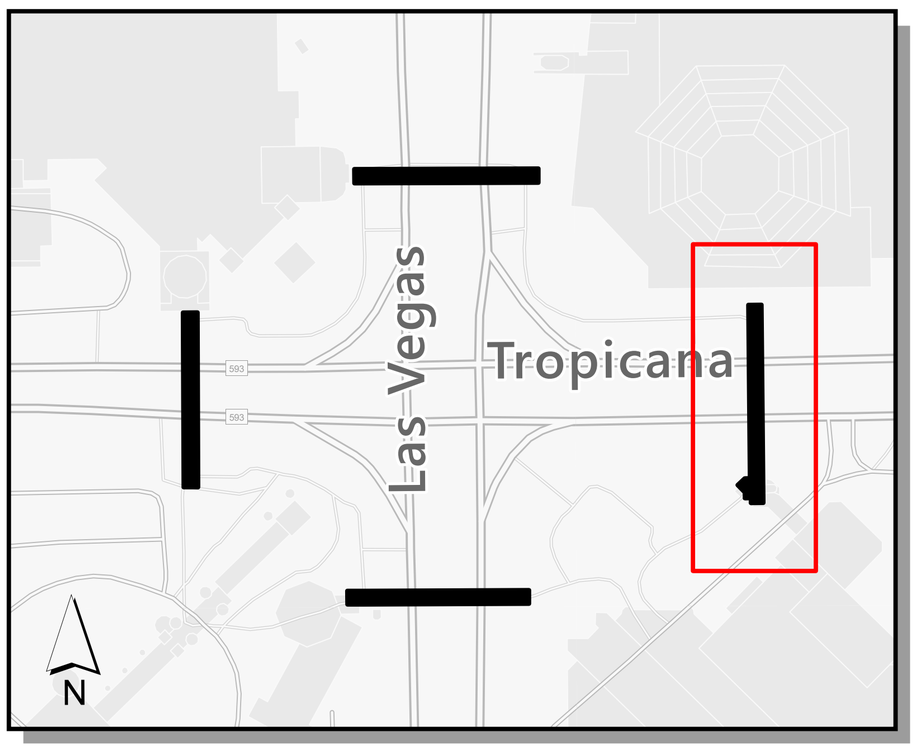
South Escalator

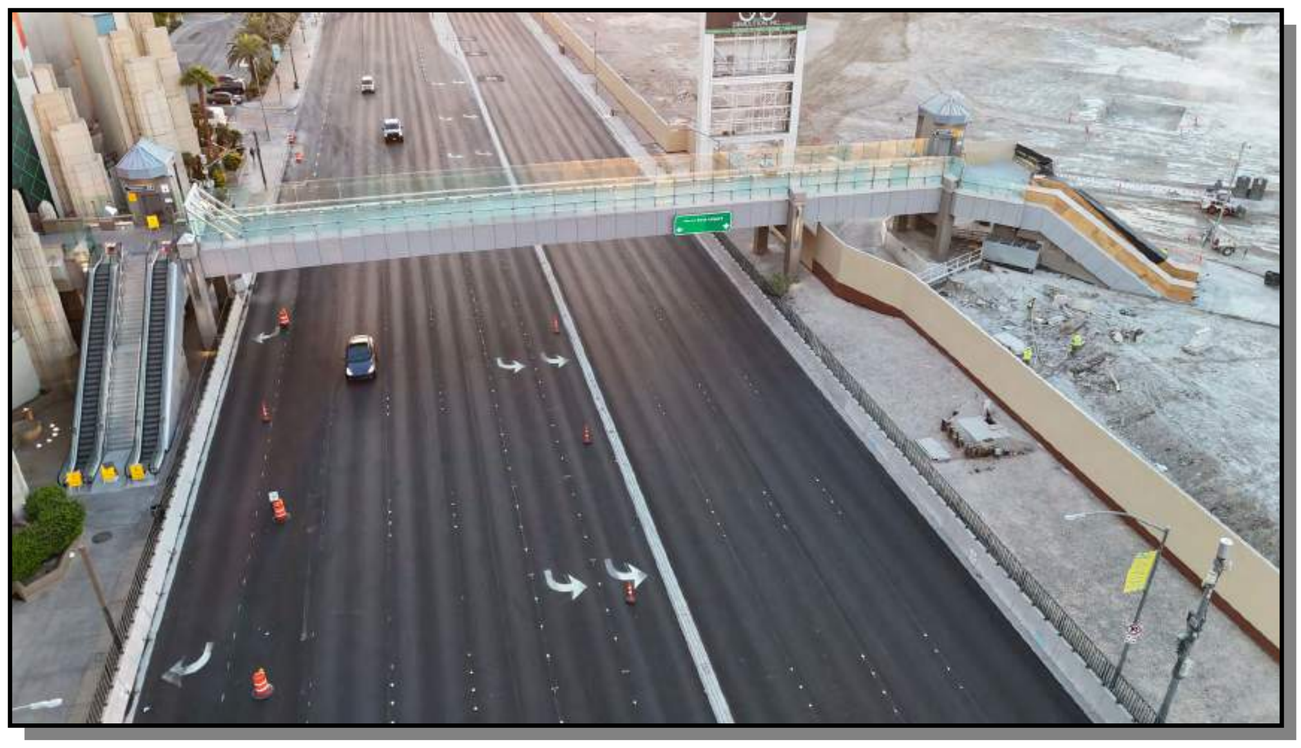


TROPICANA AVE & LAS VEGAS BLVD

EAST PEDESTRIAN BRIDGE

Exhibit 15 of 15





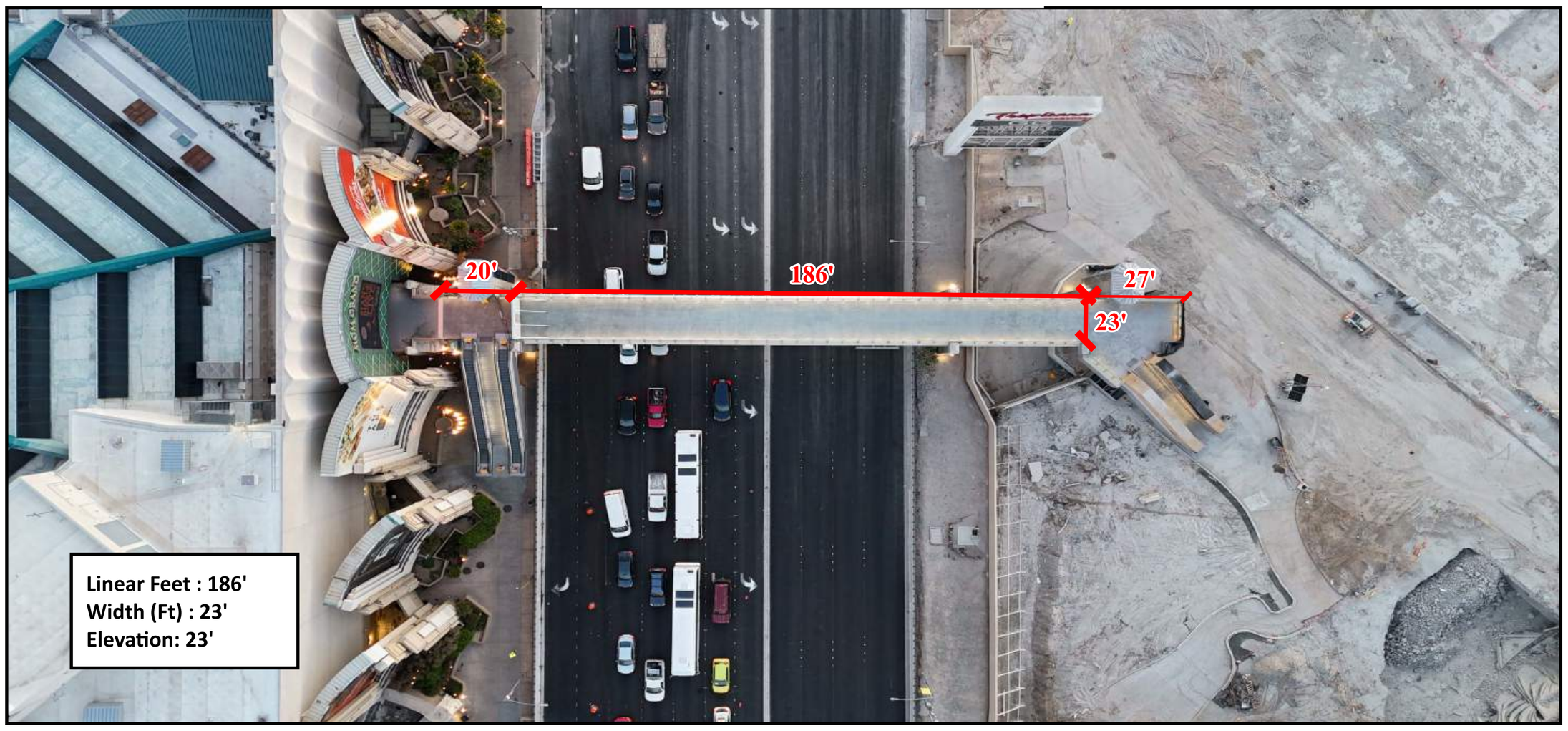
Bridge Measurements

Total Linear Feet: 186'

Average Width (Ft.): 23'

Elevation (Ft.): 23'

Pedestrian Walkway



North Escalator



South Escalator

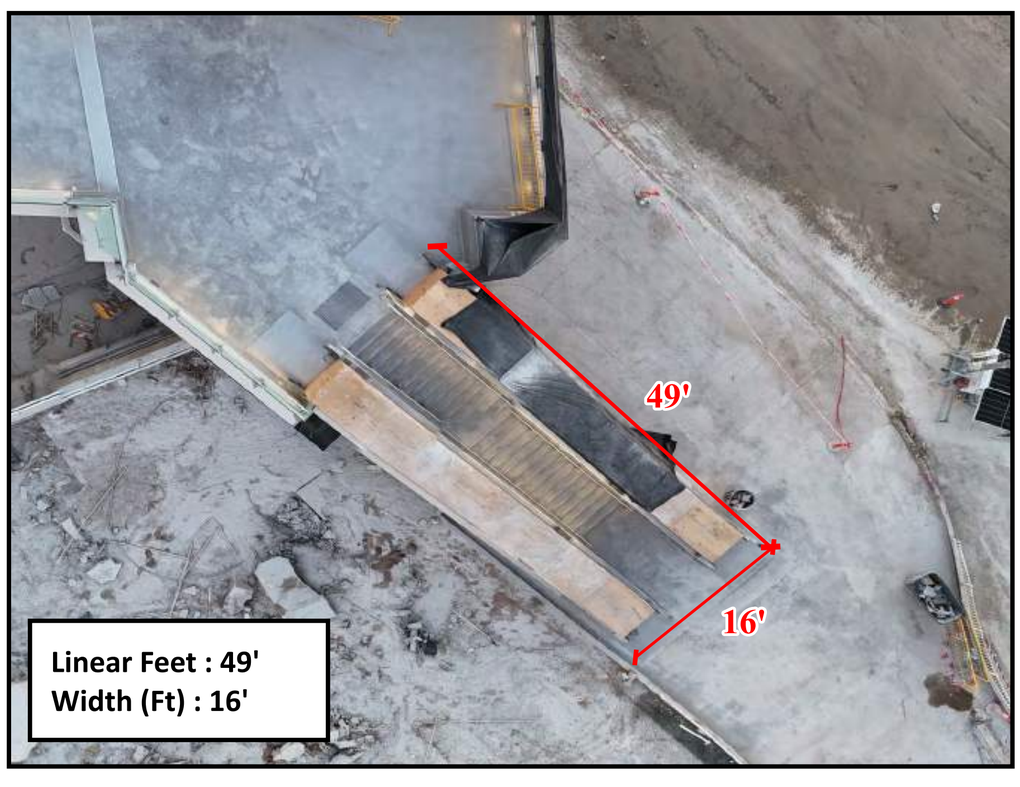
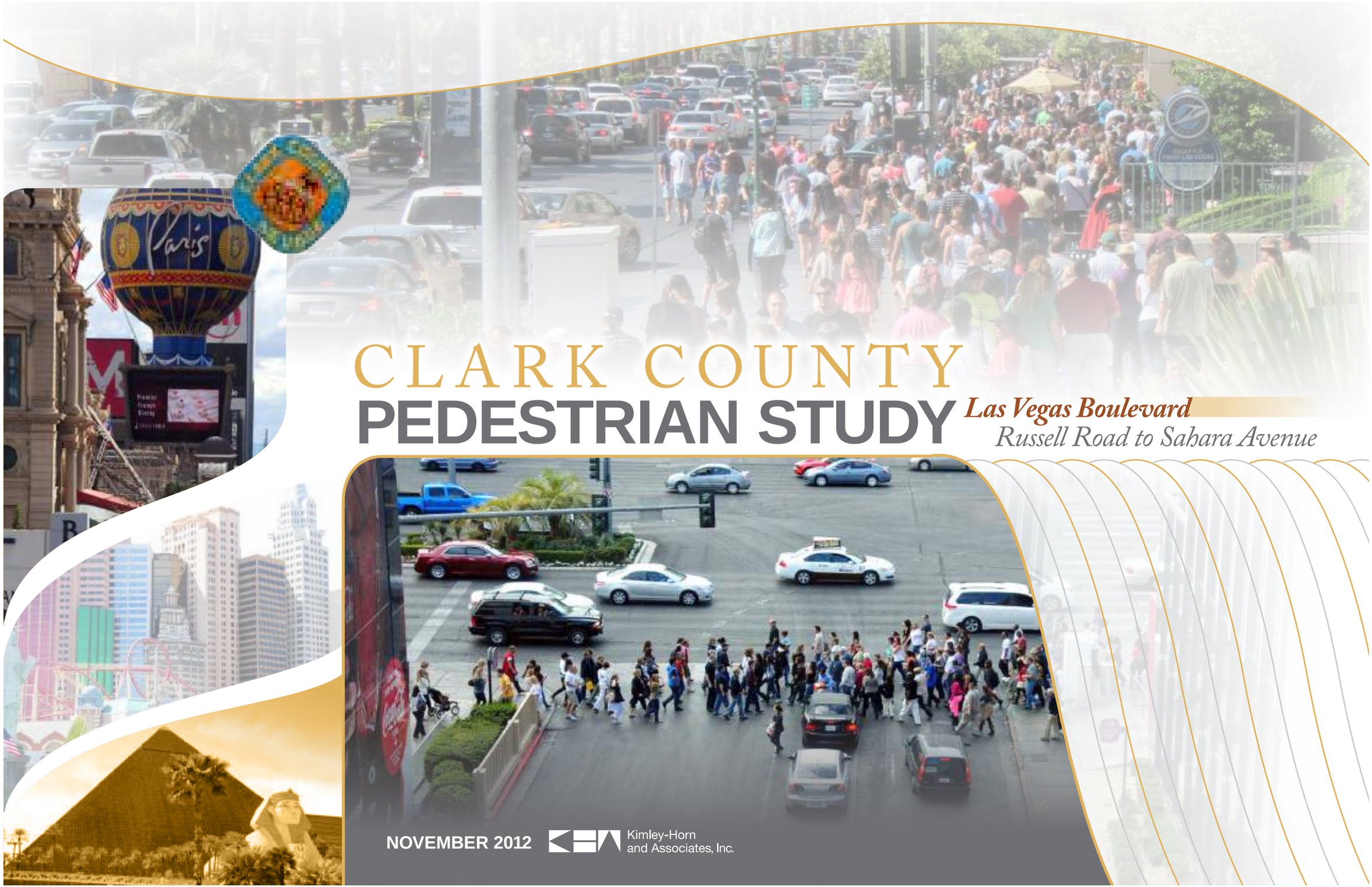


EXHIBIT E



CLARK COUNTY
PEDESTRIAN STUDY

Las Vegas Boulevard
Russell Road to Sahara Avenue

NOVEMBER 2012

Kimley-Horn and Associates, Inc.

PEDESTRIAN STUDY

LAS VEGAS BOULEVARD

RUSSELL ROAD TO SAHARA AVENUE

Prepared for:

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

Prepared By:

Kimley-Horn and Associates, Inc.

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November 2012



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Exhibit B – Updated No Obstructive Use Drawings

Exhibit C – Clark County Municipal Code Chapter 16.11 – Obstructive Uses of Public Sidewalks

1 INTRODUCTION

As one of the recommendations of the Resort Corridor Workgroup, this study was prepared for Clark County Department of Public Works to document pedestrian activity on Las Vegas Boulevard (the "Strip") between Russell Road and Sahara Avenue. In an effort to improve the pedestrian experience, this study expands upon the findings and recommendations of the 1994 Lee Engineering report *Las Vegas Boulevard South Pedestrian Walkway Study* which helped enhance the walking environment of the "Strip" for the past 18 years. For this study, pedestrian volume data was collected over Memorial Day Weekend (May 26, 2012), one of the busiest Saturdays on Las Vegas Boulevard, and on a typical summer Saturday (June 16, 2012) to capture and evaluate peak and typical pedestrian conditions. Pedestrian volumes and walking speeds were documented for comparison with calculated walkway capacity. Non-permanent obstructions were also located, quantified and classified to identify possible impediments to pedestrian movement.

1.1 Study Purpose

The unobstructed movement of pedestrians along Las Vegas Boulevard is important in maintaining the economic vitality of Las Vegas. The purpose of the study is to identify locations and time periods of pedestrian congestion along Las Vegas Boulevard (the "Strip") to aid in the enforcement of the County's Obstructive Use Ordinance.

1.2 Study Goals

The goals of the study are to identify 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 study also updates the existing No Obstruction Zones based on the current conditions on Las Vegas Boulevard, congestion locations, mid-block crosswalks, intersections and driveways.

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 (Figure 1.1) is located east of Interstate 15, south of US Highway 95 and north of Interstate 215 in Clark County, Nevada. The study corridor provides pedestrian access to some 30 major casino/resorts and 3 major retail centers.

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. In 2011 gaming revenue totaled $6.1 Billion according to the Las Vegas Convention and Visitors Authority (LVCVA).

Increases in Las Vegas Boulevard pedestrian activity can be associated with the growth in the number of hotel rooms and the number of visitors to Las Vegas. In 2001, the number of rooms in Clark County totaled 126,610 and the number of visitors was estimated at 35,017,317.

By 2011, the number of rooms in Clark County totaled 150,161 and the number of visitors was estimated at 38,928,708. The room inventory and number of visitors is expected to continue to increase with casino/resort expansions, new resort construction, and timeshare construction.

As of 2011, Las Vegas had the highest inventory of hotel rooms (150,161) out of any other city in the United States. In addition, the seventeen largest hotels in the United States are located within the study corridor. There were 41 casinos located on Las Vegas Boulevard with gross gaming revenue of at least $1 Million in 2011.

Conventions, trade shows, and meetings also contribute to pedestrian activity along the Las Vegas Boulevard. These functions draw nearly 5 million attendees annually to Las Vegas, or about 12% of all visitors during 2011. They have contributed billions of dollars in non-gaming revenue to the economy.

On any given day, approximately 106,500 people visit the Las Vegas Valley. Many of these are pedestrians on the "Strip" during their visit. According to the December 31, 2011 Las Vegas Visitor Profile Summary, these visitors and potential Las Vegas Boulevard pedestrians have the following characteristics: 84% are repeat visitors; there is an average of 2.1 adults in each party; 10% of the visitors brought children; and, visiting parties stayed an average of 3.7 nights. In addition, according to the Las Vegas Convention and Visitors Authority *4th Quarter 2011 Summary Marketing Bulletin,* 57% of all visitors came for vacation, pleasure or gambling, 16% for business/convention, and 27% for other reasons. The average expenditures per visitor for food and drink, shopping, shows, and sightseeing were approximately $526. Seventy-seven percent of all visitors gambled with an average gambling budget of approximately $447.

1.4 Literature Review

Las Vegas Boulevard (the "Strip") is a unique worldwide tourist destination. Research from other locations cannot be directly applied to this pedestrian environment. This section presents a review of relevant technical literature as it applies to this one-of-a-kind pedestrian environment and applicable background pedestrian literature for Las Vegas Boulevard.



Figure 1.1 – Study Corridor

1.4.1 Technical Literature

Technical engineering literature was reviewed and relevant literature was identified and summarized from the 1985 and 2010 editions of the Highway Capacity Manual (HCM) as well as other respected research on pedestrian movement.

Pedestrian Planning and Design – Fruin 1971

Pedestrian Planning and Design by Dr. John J. Fruin is one of the first publications to describe and quantify the space people need to walk and queue (stand in line). In this publication, Fruin introduced the concept of the body ellipse to define personal comfort zones of the individual.

His work also defined pedestrian flow volume for a walkway as the number of pedestrians per foot of walkway width per minute. The pedestrian flow volume was then used by Fruin to define walkway level of service by letter grade representing the freedom of walkway mobility. Another key factor in determining walkway conditions was to recognize that the "effective walkway" width is reduced from the total walkway width by the constricting effects of street impediments such as light standards, fire hydrants and refuse enclosures. The pedestrian walkway and queuing concepts identified by Fruin are the fundamental evaluation concepts used in this study.

To illustrate the concepts of LOS in relation to pedestrian volume and walkway width (W), Figure 1.3 was created pairing figures from *Pedestrian Planning and Design* by Fruin and pictures from the "Strip" during the data collection period. This visualization demonstrates the perception of level of service accompanied by the required square footage per person for each level. According to Fruin, at LOS D "the majority of persons would have their normal walking speeds restricted and reduced" and for LOS A thru C only minor conflicts exist. LOS E and F cause adjustment to walking gait, suggesting that the majority of the pedestrians would have to shuffle their feet to progress forward. At these levels of service contact with others is frequent and forward progress is solely determined by those upstream of the pedestrian traffic flow.

Highway Capacity Manual (HCM)

A significant amount of the research portrayed in the 1985 HCM and its most recent 2010 edition in regards to pedestrians and walkway level of service 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 standing still (i.e., in a queue for a bus). The 2010 HCM also defined the pedestrian body ellipse which is shown in Figure 1.2 as adapted from the 2010 HCM.

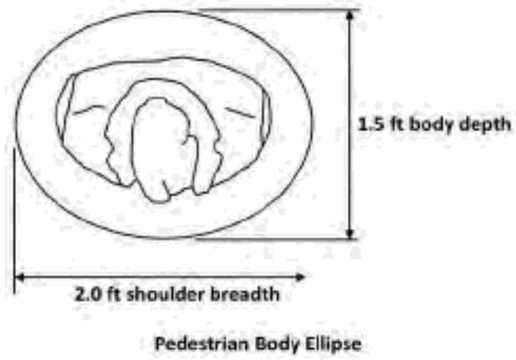


Figure 1.2 – 2010 Highway Capacity Manual Standards for Pedestrian Geometry



Picture 1.1 – Pedestrian Activity Level (Memorial Day Weekend 2012).



Source: Adapted from Fruin 1971.

Figure 1.3 – Level of Service Visual Comparison – Literature and Las Vegas Boulevard

Accounting for the body ellipse, the HCM defines pedestrians queuing LOS at seven square feet per person to provide a LOS C. Reducing the queue space down to three square feet per person provides a LOS D.

Level of service (LOS) is calculated differently for queued pedestrians versus walking pedestrians (where a walking space requirement is needed). The 2010 HCM has adopted two walking LOS scales, one determined by walking speed and the other by pedestrian flow rate.

Walking Speed LOS

Walking speeds in the 2010 HCM are developed from two studies that Fruin conducted identifying the average free-flow walking speed to be typically exceeding 145 feet per minute (or 2.4 ft/sec); speeds below that level should be considered restricted, causing "irregular human locomotion." Fruin's research found that the average walking speed varied between 3.5 and 4.5 ft/sec depending on the age of the pedestrian.

The 1985 HCM included, for the first time, in the manual a methodology for analyzing pedestrian level of service for walkways recognizing that "speed is an important level-of-service criterion because it can be easily observed and measured, and because it is a descriptor of the service pedestrians perceive." The 1985 HCM included the following statement regarding pedestrian walking speed and perceived service:

> "The analysis of pedestrian flow is generally based on *mean* or average, walking speeds of groups of pedestrians. Within any group, or among groups, there can be considerable differences in flow characteristics due to trip purpose, land use, type of group, age and other factors. Pedestrians going to and from work, using the same facilities day after day, exhibit higher walking speeds than shoppers [based on research conducted by Pushkarev and Zupan in 1975]. Older or very young persons will tend to walk at a slower gait than other groups. Shoppers not only tend to walk slower than commuters, but may decrease the effective walkway width by stopping to window shop. Thus in applying the techniques and numerical data the analyst should adjust pedestrian behavior which deviates from the regular pattern represented in the basic speed, volume and density curves" (HCM, 1985 pg. 13-6) (also included in HCM, 2010 pg. 4-29).

The above paragraph suggests that direct application of the LOS chart provided in the manual may not yield representative results and that a LOS C may not be the same for commuters as compared to tourists.

In describing the current pedestrian mode of travel, the current 2010 HCM makes a similar acknowledgement to walking speed as its proceeding editions:

> "Pedestrian walking speed is highly dependent on the characteristics of the walking population. The proportion of elderly pedestrians, and children in the population, as well as trip purpose, affect walking speed" (HCM, 2010 pg. 4-24).

The 2010 HCM also suggests that a default free-flow speed (i.e. an average pedestrian's speed on an otherwise empty sidewalk) of 5.0 ft/sec is appropriate based on average walking speeds. It should be noted that the 2009 Edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways" (MUTCD) has a recommended 3.5 ft/sec pedestrian walking speed to cross a street or highway, which is a decrease in walking speed of 4.0 ft/sec in previous editions. This slower walking speed is based on research conducted by the Transit Cooperative Research Program (TCRP), the National Cooperative Highway Research Program (NCHRP) and the Texas Transportation Institute (TTI). The LOS criteria included in the 2010 HCM equates a LOS rating of "C" to a minimum average walking speed of 4.0 ft/sec. If the MUTCD value of 3.5 ft/sec were used the corresponding LOS would be "E". This difference identifies the need for a more comprehensive study of existing walking speeds of Las Vegas Boulevard to document the average walking speed of a Las Vegas tourist. While flow rate, average space and volume/capacity ratios are used as LOS criterion in the 2010 HCM, average pedestrian speed is a reasonable measure of the service that pedestrians are receiving from a particular walkway.

The 2010 HCM suggests that generally a pedestrian speed of 4.0 ft/s or faster is considered desirable and a speed of 2.0 ft/s or less is considered undesirable. Again it should be noted that this "desirability" is generalized from national studies. These studies may or may not be representative of the pedestrians on Las Vegas Boulevard.

Table 1.1 displays the LOS criteria based on walking speed from the 2010 HCM.

Table 1.1 – Walking Speed LOS from 2010 HCM

LOS	Average Speed (ft/s)	Comments
A	>4.25	Ability to move in desired path, no need to alter movements
B	>4.17 - 4.25	Occasional need to adjust path to avoid conflicts
C	>4.00 - 4.17	Frequent need to adjust path to avoid conflicts
D	>3.75 - 4.00	Speed and ability to pass slower pedestrians restricted
E	>2.50 - 3.75	Speed restricted, very limited ability to pass slower pedestrians
F	≤2.50	Speeds severely restricted, frequent contact with other users

Pedestrian Volume/Flow Rate LOS

The 1985 HCM recommended an equation for finding pedestrian flow rate as:

$$v = \frac{V_{p15}}{15W_E}$$

where: v = pedestrian flow rate in ped/min/ft,

V_{p15} = peak 15-minute pedestrian count in ped/15-minute, and

W_E = effective walkway width in feet.

The 2010 HCM defines effective walkway width (W_E) as follows:

> "Effective walkway width is 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 pedestrian. The effective walkway width at a given point along the walkway is computed as follows:
>
> $$W_E = W - W_O$$
>
> where:
>
> W_E = effective walkway width (ft),
>
> W or W_T= total walkway width at a given point along the walkway (ft), and
>
> W_O = sum of fixed-point effective widths and linear-feature shy distances at a given point along walkway (ft)" (pg. 23-9, 2010 HCM).

As a reference, Figure 1.4 illustrates a portion of a sidewalk or walkway and the effective walkway width (W_E) created by fixed objects. According to the 2012 HCM:

> "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).

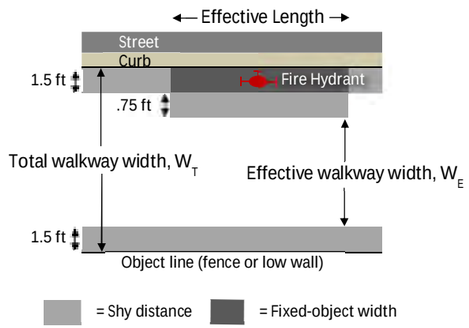


Figure 1.4 – Effective Walkway Width with Fixed Obstacles

Figure 1.4 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).

Table 1.2 summarizes the effective widths of a variety of typical fixed objects found along pedestrian facilities. The values in Table 1.2 can be used to estimate the impacts of walkway objects when specific walkway configurations are not available.

Once effective walkway widths (W_E) are established and hourly pedestrian demands are known, flow rates can be calculated and LOS determined.

The 2010 HCM recognizes that its pedestrian LOS methodology is limited in that it does not address LOS for pedestrians with disabilities, including vision or mobility impairments. Another limitation of the HCM methodology is the capacity of pedestrian facilities. Pedestrian facility capacity is based on research conducted on contained facilities where pedestrians cannot walk outside the designated walkway. Las Vegas Boulevard has many unconstrained walkway segments which allow pedestrians to step off the walkway into the street, resulting in a safety concern. The 2010 HCM states: "to avoid pedestrian spillover, it is desirable to design a walkway to achieve LOS C or better (i.e., a maximum of 10 ped/min/ft)".

Table 1.2 – Typical Fixed-Object Effective Widths from 2010 HCM

Fixed Object	Effective Width (ft)
Street Furniture	
Light pole	2.5-3.5
Traffic signal poles and boxes	3.0-4.0
Fire hydrants	2.5-3.0
Traffic signs	2.0-2.5
Parking meters	2.0
Trash cans (1.8 ft diameter)	3.0
Bus shelters (on sidewalk)	6.0-7.0
Landscaping	
Trees	3.0-4.0
Planter boxes	5.0

Table 1.3 defines pedestrian level of service (LOS) based on flow rate (ped/min/ft).

Table 1.3 – Flow Rate LOS from 2010 HCM

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

The 2010 HCM suggests that LOS A through LOS C be typically applied to off-street pedestrian facilities based on pedestrian space, rather than for capacity conditions. Although Las Vegas Boulevard sidewalks parallel a relatively high vehicle volume street, various segments have constructed pedestrian buffers creating the atmosphere of an off-street pedestrian facility.

1.4.2 Background Literature

The pedestrian activity along Las Vegas Boulevard from Russell Road to Sahara Avenue has steadily increased over the years. Clark County conducted a study of the Resort Corridor in 1993 which was followed by an in depth pedestrian analysis of the "Strip" by Lee Engineering in 1994. The Lee study recommended specific measures be implemented by Clark County to improve the pedestrian walkway system and pedestrian safety of Las Vegas Boulevard. Many of the study recommendations were implemented by Clark County and were included in the 1994 ordinance of Title 16 Roads and Highways Chapter 16.11 Obstructive Uses of Public Sidewalks.

Since the implementation of "No Obstruction Zones" in the 1994 ordinance, many issues relating to pedestrian movements have been voiced by resort operators, the public, and the Board of County Commissioners. In efforts to address these issues, the Resort Corridor Workgroup was formed by the Clark County Board of Commissioners to identify action items to improve pedestrian safety and the experience of Las Vegas Boulevard (the "Strip"). The following is a summary of existing literature on the "Strip".

An Analysis of Existing Walkway Pedestrian Capacities along Las Vegas Boulevard South: Methodology. Discussion and Future Data Collection Requirements – Clark County Department of Public Works Traffic Management Division – 1993

In an attempt to quantify Las Vegas Boulevard's ability to carry pedestrians and its peak pedestrian characteristics, Clark County conducted a pedestrian analysis from Sahara Avenue to south of what was then the Hacienda Hotel/Casino. The Hacienda Hotel/Casino has since been razed and replaced by the Mandalay Bay Resort. The study corridor was approximately four miles in length. Four locations were selected to provide a representative sample of pedestrian activity along the "Strip":

- O'Shea's Casino – directly south of the Imperial Palace Hotel/Casino
- Harrah's Hotel/Casino
- Casino Royale Hotel/Casino
- El Morocco – directly south of the Riviera Hotel/Casino

Each of the pedestrian counting sites was located on the east side of Las Vegas Boulevard (the "Strip"). The distance from the southernmost data collection point to the northernmost data collection point was approximately 1.5 miles.

The study documented walkway widths along Las Vegas Boulevard to be generally 6, 7.5, 10 or 12 feet wide although many sections contained physical objects which reduced their effective width (W_E).

A total of seven observed hours of pedestrian data was collected during the first two weeks of April 1993. Three of the locations were counted on a weekday from 10:15 AM to 11:15 AM and from 3:00 PM to 4:00 PM while the fourth (O'Shea's) was only counted from 3:00 PM to 4:00 PM. The County relied on previous pedestrian counts that were collected at the MGM Grand Hotel/Casino in April 1991 to conclude that peak pedestrian volumes occur early Saturday afternoons around 2:00 PM and late Saturday evenings, around 10:00 PM. The data from the 1991 MGM Grand Hotel/Casino study was also used to calculate conversion factors from weekday to weekend volumes. Clark County then used the adjustment factors from the 1993 weekday counts to estimate weekend peak volumes.

Clark County found that three of the four locations were "operating at unacceptable LOS's for peak pedestrian volumes." These three sites were all located within 0.5 miles of each other suggesting that this congestion might not be representative along the entire four miles of the "Strip". The study recommended that unnecessary obstructions be prohibited and that the elimination of "hawkers" (hand billers) and news racks was desired. A minimum effective walkway width (W_E) of 5.0 feet was also recommended in all "high volume pedestrian areas."

Las Vegas Boulevard South Pedestrian Walkway Study - Lee Engineering – 1994

In 1994, a pedestrian study was commissioned by the Nevada Resort Association. This study is considered to be the first comprehensive study of the Las Vegas Boulevard pedestrian walkway environment. Previous studies had been conducted, but with either a very narrow scope or a scope that was too broad. The study area extended a total of 2 ¾, miles from Circus Circus Drive/Riviera Boulevard to one quarter mile south of Tropicana Avenue. The study area included 31 resorts, two major retail properties, the Las Vegas Convention Center and other small retail businesses and motels.

The study followed the methodology described in the 1985 Highway Capacity Manual (HCM) for calculation of pedestrian level of service and included:

- Initial field investigation
- Preliminary data collection
- Pedestrian volume collection
  - Pedestrian volume data collection site selection
  - Walking observations
  - Elevated vantage point observations
- Walkway inventory
- Fixed and temporary obstruction determination
- Dynamic obstruction experiment
- Preparation of as-built drawings
- LOS calculations

Pedestrian volume data was recorded at seven data collection sites (including a total of 31 data collection points) between the hours of 10:00 AM to 1:30 AM January 6 through January 9 (Thursday – Sunday). The data collection was scheduled to coincide with the Consumer Electronics Show in an attempt to analyze the peak pedestrian conditions. Three video cameras were used for the data collection and progressively moved from location to location to obtain representative samples of each data collection site. A total of 33 hours of video data was collected which resulted in over 50 hours of individual pedestrian sidewalk cross section observations.

To reduce and summarize the video data, a computer program was written and used to count and classify the number of pedestrians in 30-second intervals using the following categories:

- Pedestrians on walkway;
- Pedestrians pushing a stroller;
- Wheelchairs;
- Bicycles on walkway;
- Pedestrians in the street;
- Pedestrians off walkway; and
- Other (pedestrians on crutches, pedestrian pushing a grocery cart, skateboarder, etc.)

Although the 1985 HCM uses a 15-minute analysis period, this 1994 study analyzed LOS using a 30-second interval. The 1985 HCM equation for pedestrian flow is:

$$v = \frac{V_{p15}}{15W_E}$$

where: v = pedestrian flow rate in ped/min/ft,

V_{p15} = peak 15-minute pedestrian count in ped/15-minute, and

W_E = effective walkway width in feet.

The 1994 study used the following modified flow rate calculation:

$$v = \frac{2 * V}{W_E}$$

where : v = pedestrian flow rate in ped/min/ft,

V = sum of all pedestrians counted during that 30-second interval, and

W_E = effective walkway width in feet.

The 1985 HCM summarizes level of service (LOS) assignments based on flow rate (ped/min/ft) and other variables in Table 1.4.

Table 1.4 – Pedestrian Level of Service from 1985 Highway Capacity Manual

		Expected Flows and Speeds		
Level of Service	Space (sq ft/ped)	Ave Speed, *S* (ft/min)	Flow Rate, *v* (ped/min/ft)	Vol/Cap Ratio, *v/c*
A	≥ 130	≥ 260	≤ 2	≤ 0.08
B	≥ 40	≥ 250	≤ 7	≤ 0.28
C	≥ 24	≥ 240	≤ 10	≤ 0.40
D	≥ 15	≥ 225	≤ 15	≤ 0.60
E	≥ 6	≥ 150	≤ 25	≤ 1.00
F	< 6	< 150	----Variable----	

The study showed considerable variation in pedestrian flow rates between 0.0 and 29.3 ped/min/ft. A major finding of the study was that pedestrians are likely to leave the defined walkway where flow rates reach 8 ped/min/ft, which equates to a LOS C. This is less than the 2010 HCM pedestrian flow rate maximum of 10 ped/min/ft to avoid spillover (the LOS D threshold).

The Lee Engineering study also noted that the heaviest observed pedestrian volumes were seen between the Treasure Island Hotel/Casino and the Mirage Hotel/Casino following the Buccaneer Bay show, which has since been converted to the Siren show.

The study recommended no-obstruction zones for the pedestrian walkways along Las Vegas Boulevard as written into Chapter 16.11 of the Clark County Code, including the use of no-obstruction zones at intersection, mid-block crosswalks and driveway entrances. Lee Engineering made the recommendation that maintaining these areas free from obstructions increases the ability of drivers to see pedestrians and properly judge walking speeds. With increased visibility of pedestrians by drivers, public safety on the sidewalks is enhanced.

Lee Engineering also recommended an effective walkway width (W_E) of ten feet minimum for new construction along Las Vegas Boulevard to allow for sufficient walkway width (W) to accommodate future pedestrian loads. This recommendation has been adopted by Clark County and has become a condition of development for all new casino and resort development along Las Vegas Boulevard.

Obstructive Uses of Public Sidewalks – Chapter 16.11 – Clark County, Nevada, Code of Ordinances

Clark County adopted an ordinance in 1994 within their municipal code that stated that "the existing pedestrian environment is inadequate as a transportation system and lacking in many safety features." The ordinance goes on to say that "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." The ordinance recognizes that when public sidewalks become congested, large numbers of pedestrians are walking in the streets (Ord. 1617 § 1 (part), 1994). It also noted that traffic signal indications were at times being ignored by pedestrians during periods of heavy pedestrian congestion, increasing pedestrian and vehicle conflicts. The ordinance identified specific uses that were permitted to obstruct the public sidewalk such as street signs, traffic signals, fire hydrants, construction equipment with permit, and any "construction, modification, addition or attraction abutting private property occurring or in place before May 1, 1994." Obstructive uses are not permitted if the use either "causes the LOS for the sidewalk to decline below LOS C; or result in a significant threat to or degradation of the safety of pedestrians."

Warning signs are required under the ordinance to be posted at least every quarter mile along Las Vegas Boulevard stating "RESORT DISTRICT: NO OBSTRUCTIVE USES PERMITTED ON PUBLIC SIDEWALKS AT LOCATIONS DESIGNATED BY A WHITE STRIPE, PURSUANT TO CLARK COUNTY CODE CHAPTER 16.11" (see Picture 1.2).



Picture 1.2 – Existing Ordinance Sign on Las Vegas Boulevard.

Following the recommendations of the Lee Engineering Pedestrian Study, obstructive use zones are also clearly defined within the ordinance in order to enhance safety at the following locations:

- In or within 150 feet of any mid-block crosswalk, as measured from the crosswalk parallel to the sidewalk curb toward the direction of approaching vehicular traffic;
- In or within 50 feet of any mid-block crosswalk as measured from the crosswalk parallel to the sidewalk curb away from the direction of approaching vehicular traffic;
- In or within 100 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;
- In or within 50 feet of any 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;
- In or within 50 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; and
- 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 of the Clark County department of public works according to the methodology set forth in the Las Vegas Boulevard South Pedestrian Walkway Study.

The designation of the "No Obstruction Zones" is delineated with a white painted line on the public sidewalk. The painted line locations are identified on a map adopted by the Board of County Commissioners. Section 16.11.050 of the ordinance clearly states that "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 level of service (LOS), as set forth in Section 16.11.020 shall also specify the hours during which the area is a no obstruction zone." The affixed penalty for violation according to the ordinance was a term not to exceed six months in county jail or a fine not to exceed $1,000, or both. A full text copy of the ordinance is provided in Exhibit C.

Resort Corridor Workgroup

Under the direction of the Clark County Board of Commissioners, the Resort Corridor Workgroup was established in August 2011 to discuss and address issues along Las Vegas Boulevard from Sahara Avenue to Russell Road. This workgroup consists of executives from the gaming community, representatives from the Las Vegas Metropolitan Police Department, the Nevada Resort Authority, and Clark County. Recommendations to enhance the pedestrian experience and safety were developed by the workgroup and presented to the Clark County Board of Commissioners for their consideration in April 2012. In relation to this study the workgroup recommended:

- 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).
- 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.
- With respect to the provisions of Clark County Code Chapter 16.11 on obstructive uses of public sidewalks, the County should:
  - 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.
  - Review the provisions of Chapter 16.11 including contracting for a new pedestrian study.
  - Following the completion of a new pedestrian study, update the zones and amend provisions of Chapter 16.11 as necessary.
  - 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.
  - After 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 to the County.

Previous Las Vegas Boulevard Pedestrian Studies

With the planning of pedestrian bridges and County requirements for site development traffic impact studies to evaluate existing and future sidewalks with new construction, numerous pedestrian counts have been conducted along Las Vegas Boulevard. Table 1.5 is a partial summary of past pedestrian volume counts conducted along Las Vegas Boulevard.

Table 1.5 – Pedestrian Counts along Las Vegas Boulevard

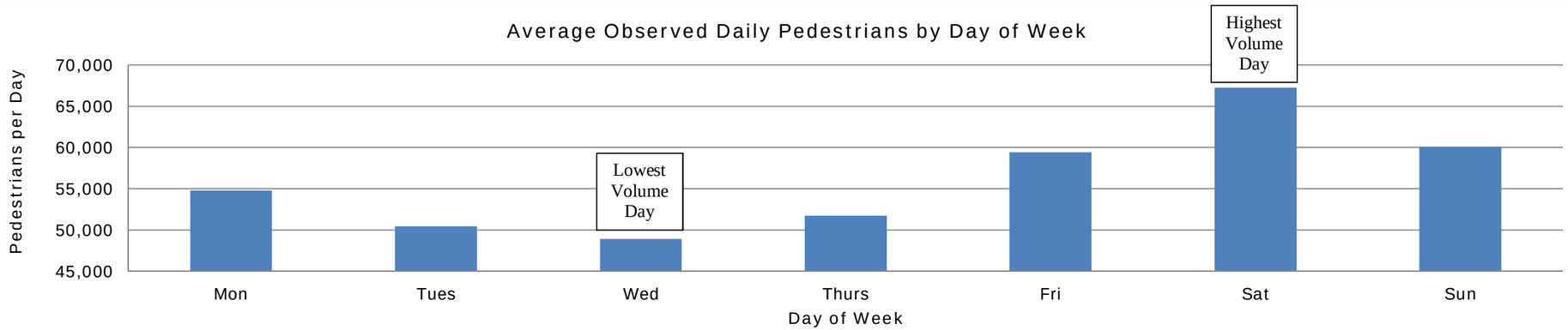
Date	Location	15-minute Peak Volume
May 1997	New York-New York	605
July 2003	Tropicana	78
August 2007	Hilton Grand	119
March 2006	Paris	1,088
May 2007	Sahara	162
September 2007	CityCenter	866
April 2009	Showcase Mall	984
September 2011	Imperial Palace	1,027

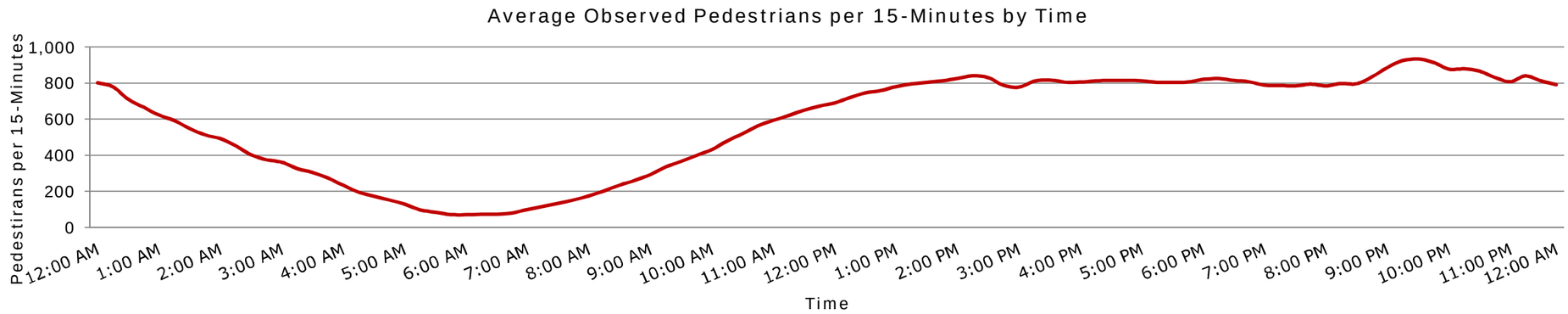
2010 Caesars International Pedestrian Study

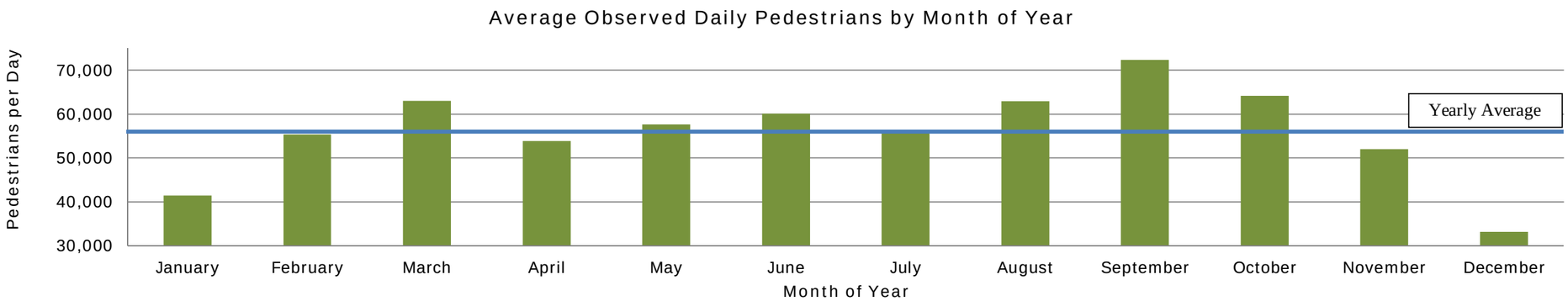
One of the most comprehensive efforts to observe pedestrians along Las Vegas Boulevard was conducted by Caesars International. The data from this private counting program was released to the County for use in this study. Pedestrian activity was counted from a video camera in front of the Imperial Palace Hotel/Casino from December 2009 through November 2010. Nearly 5,000,000 pedestrians were observed during a sampling of 90 count days. The pedestrian count summary contained the following relevant conclusions:

- Saturdays and Sundays experienced the highest pedestrian volumes, averaging 67,246 and 60,112 pedestrians per day respectively.
- Wednesdays experienced the lowest pedestrian volumes averaging 48,966 pedestrians per day.
- Pedestrian flow rates are the lowest in the morning around 6:30 AM.
- Pedestrian activity increases throughout the morning hours and into early afternoon until about 2:00 PM
- The pedestrian flow rates remain consistently high from 2:00 PM throughout the day until they begin to drop off after midnight.
- The highest pedestrian volumes were experienced during the month of September.
- December experienced the lowest monthly volumes.

Summary graphs from the year-long pedestrian counting program for hourly, daily and monthly observations are provided in Figure 1.5.







PEDESTRIAN VOLUME TRENDS OBSERVED AT IMPERIAL PALACE

FIGURE 1.5

Kimley-Horn and Associates, Inc.

2 Study Approach and Methodology

The study approach was developed to achieve the goal of identifying locations of pedestrian walkway congestion by time of day and day of week along Las Vegas Boulevard from Russell Road to Sahara Avenue. To achieve this goal and to provide additional information on the Las Vegas Boulevard pedestrian environment, the following key study tasks were identified:

- Documentation of Existing Walkway Conditions
- Observation of Pedestrian Volumes
- Documentation of Pedestrian Walking Speeds
- Locations of Non-Permanent Obstructions
- Analysis and Evaluation of Collected Data
- Summarization of Conclusions and Recommendations

The study methodology for data collection was based on previous pedestrian observations that had determined Saturday to be the day of highest pedestrian activity on the "Strip". The data collection effort was also structured to identify variations in pedestrian activity by time of day and day of week including a Monday holiday weekend. The approach and method of pedestrian walkway volume and walking speed analysis was based upon the pedestrian level of service (LOS) procedures of the 2010 Highway Capacity Manual. Even though through the literature review there are recognized limitations to the manual's evaluation procedures, the use of the nationally recognized Highway Capacity Manual to evaluate and categorize pedestrian activity by its level of service metric is considered appropriate for this study. Upon reviewing the collected data and its associated LOS calculations, study recommendation and conclusions were developed.

2.1 Existing Conditions

Kimley-Horn and Associates conducted an inventory of existing conditions along the study corridor of Las Vegas Boulevard between Russell Road and Sahara Avenue. These efforts included the collection of existing pedestrian volume and walking speed data, historical vehicle volume data, walkway widths, location of news racks, bus stops, transit ridership, pedestrian containment, pedestrian/vehicle crash data and coordination with Clark County to document sidewalks in the public right-of-way and those within private easements.

The field inventory was performed in April and May 2012 by Kimley-Horn and Associates staff. The staff members walked the length of the study corridor a total of eight times to gather a comprehensive inventory of the pedestrian realm along Las Vegas Boulevard from Russell Road to Sahara Avenue. The field review included:

- Identification of permanent obstructions
- Non-functional driveways
- Existing no-obstructive use zones and accompanying white stripe
- Existing County ordinance 16.11 signs
- Existing sidewalk widths
- News rack locations
- Bus stop locations (and classification)
- Pedestrian containment (both on the walkway and in the median)
- General safety observations

The following sections detail the inventory of existing conditions along Las Vegas Boulevard from Russell Road to Sahara Avenue. The conducted research of public right-of-way and pedestrian easements, pedestrian/ vehicle accident data, and vehicle volume data are also discussed.

2.1.1 Public Right-of-Way and Pedestrian Easements

Research conducted in close coordination with Clark County Public Works staff yielded a comprehensive exhibit that was prepared of the existing public walkways and the privately owned and maintained pedestrian walkways that are available to the public for pedestrian access. Exhibit A 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 2.1 illustrates a location with both public and privately maintained walkways with a public pedestrian easement.

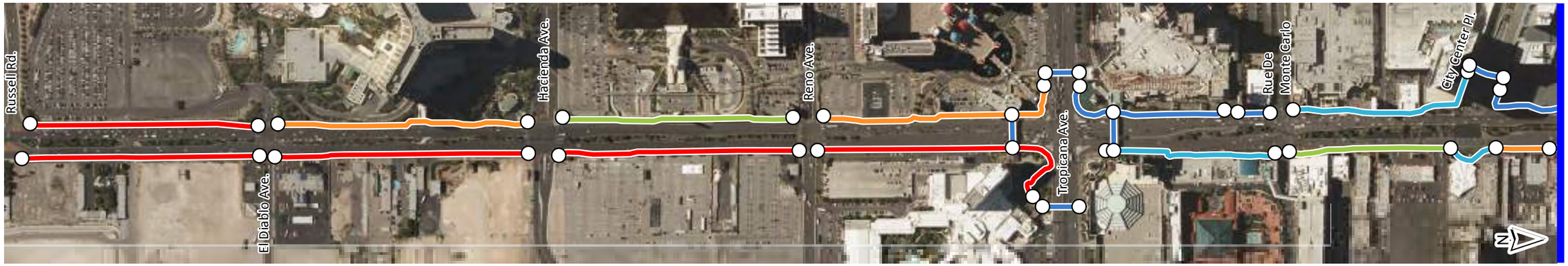


Picture 2.1 – Example of walkway with public ROW, pedestrian easement and private walkway.

2.1.2 Existing Walkway Widths (W)

To determine a pedestrian level of service along Las Vegas Boulevard, the total walkway width (W) and effective walkway width (W_E) need to be established. Through field measurements and survey records research, the walkway widths along study corridor were documented. Specifically, the walkway widths (W and W_E) were documented at each of the pedestrian volume data count locations and at various locations throughout the study corridor that were representative of the conditions along defined walkway segments. At these locations, the effective walkway widths (W_E) were calculated using the 2010 HCM methodology as described in Section 1.4.1. Shy distances were applied to permanent obstructions (i.e. fences, landscaping, trash enclosures, utility poles, bus shelters, fire hydrants, etc.) with the resulting width being the effective walkway widths (W_E).

Figure 2.1 shows the typical effective walkway widths (W_E) on the east and west sides of Las Vegas Boulevard. As a reference, the current design requirement for new construction within the Resort Corridor is to provide a minimum of ten feet of effective walk width (W_E) for all pedestrian facilities.



Legend

Effective Walkway Width (W_E) (ft)

- 5.0 of less
- 5.1 - 8.0
- 8.1 - 10.0
- 10.1 - 14.0
- Greater than 14.0
- Segment Limits

TYPICAL EFFECTIVE WALKWAY WIDTH (W_E) PER SEGMENT

FIGURE 2.1

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2.1.3 Newsracks

The study corridor of Las Vegas Boulevard has many permitted obstructive uses per Clark County Code 16.11 on its walkways. One example of a permitted obstruction is the newsrack. Newsracks allow pedestrians to obtain various forms of literature, either free or for a nominal fee. Newsracks are only permitted in locations licensed by Clark County. These permitted locations are referred to as "medallion" locations. The location of each newsrack in the study corridor was field verified on April 18, 2012. A total of 237 individual newsracks at 40 locations were observed during the field visit, with 138 newsracks at 23 locations on the east side and 99 newsracks at 17 locations on the west. At all locations except one, the individual newsracks are clustered together in a group of six. At the time of the field study, one location (southernmost location on the west side of Las Vegas Boulevard within the study corridor) was found to have a cluster of only three newsracks. The locations of medallion and non-medallion newsracks are shown in Figure 2.2.

Newsracks are installed in various locations in relation to the walkway. Newsracks were typically placed at the front of the walkway (between the street and the walkway), at the back of the walkway or against a pedestrian containment barrier. Picture 2.2 through Picture 2.4 illustrate examples of these typical installations.



Picture 2.2 – Newsracks at Front of Walkway.



Picture 2.3 – Newsracks at Back of Walkway.



Picture 2.4 – Newsracks against Pedestrian Containment.









Legend

News Racks

- Medallion Locations
- Non-Medallion Locations

NEWSRACK LOCATIONS

FIGURE 2.2

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2.1.4 Bus Stops

The study corridor of Las Vegas Boulevard is serviced by two bus routes, the DEUCE and the SDX. Picture 2.15 shows both the typical double decker DEUCE bus and the SDX bus at the Wynn bus stop.



Picture 2.5 – SDX and DEUCE Buses at Wynn Bus Stop.

Twenty-Nine (29) bus stops are located along Las Vegas Boulevard between Russell Road and Sahara Avenue, two of which do not have a shelter structure. These 29 bus stops were all field-verified and classified into the following three types:

- 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 2.3 illustrates both graphically and pictorially a Type 1 bus stop. A total of five (5) Type 1 bus stops were found within the study corridor, with their locations shown on Figure 2.6.

- Type 2 – (Front of Walk) – Bus stops were classified as Type 2 if the pedestrian walkway was located behind the bus shelter. Figure 2.4 illustrates both graphically and pictorially a Type 2 bus stop. A total of ten (10) Type 2 bus stops were found within the study corridor, with their locations shown on Figure 2.6.



Figure 2.3 – Type 1 (Isolated) Bus Stop Example



Figure 2.4 – Type 2 (Front of Walk) Bus Stop Example

- 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 2.5 illustrates both graphically and pictorially a Type 3 bus stop. A total of fourteen (14) Type 3 bus stops were found within the study corridor, with their locations shown on Figure 2.6.



Figure 2.5 – Type 3 (Behind Walk) Bus Stop Example

Table 2.1 summarizes the 29 bus stops by type, location and transit direction of travel.

Table 2.1 – Bus Stop Summary

BUS STOP NAME	Type 1 (Isolated)	Type 2 (In Front of Walk)	Type 3 (Behind Walk)
	Sky Condominiums (S)	Riviera (N)	Sahara (S)
	Convention Center (N)	Circus Circus (S)	Hilton Grand Vac. (N)
	Fashion Show (S)	Venetian (N)	Hilton Grand Vac. (S)
	Planet Hollywood (N)	Mirage (S)	Turnberry Place (N)
	MGM-Showcase (N)	Caesars Palace (S)	Convention Center (S)
		Flamingo (N)	Encore (S)
		Paris (N)	Wynn (N)
		Monte Carlo (S)	Treasure Island (S)
		Excalibur (S)	Bellagio (S)
		Four Seasons (N)	Polo Towers (N)
			Tropicana (N)
			Luxor (S)
			Luxor (N)
			Mandalay Bay (S)

(N) – Northbound Transit Stop, Eastside of Las Vegas Boulevard
(S) – Southbound Transit Stop, Westside of Las Vegas Boulevard

To supplement the field inventory data, ridership at each stop within the study corridor was obtained from the Regional Transportation Commission of Southern Nevada (RTC). Boarding and alighting data was provided by the RTC for Saturday, May 26 and Saturday, June 16, 2012.









Legend

Bus Stop

- 1 Type 1 (Isolated)
- 2 Type 2 (In Front of Walk)
- 3 Type 3 (Behind Walk)

BUS STOP TYPE AND LOCATION

FIGURE 2.6

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2.1.5 Pedestrian/Vehicle Crash Data

With large numbers of pedestrian and vehicle traffic along Las Vegas Boulevard, pedestrian safety is an important issue. Figure 2.7 displays the 2010 Average Annual Daily Traffic (AADT) for Las Vegas Boulevard and the connecting street network. With vehicle demands of over 50,000 vehicles each day, pedestrian safety is inherently a concern.

A summary of the most recent crash data from the Nevada Department of Transportation (NDOT) showed that from October 2008 to September 2011, 2,433 crashes between vehicles and pedestrians occurred within Clark County. Of those 2,433 crashes, 63 or 2.6% occurred on Las Vegas Boulevard in the four-mile segment between Russell Road and Sahara Avenue. There were a total of 124 pedestrian/vehicular crashes in Clark County that resulted in fatalities for the three year period. Of those 124 crashes, 1 or 0.8% occurred within the study corridor. Picture 2.6 shows emergency vehicles on Las Vegas Boulevard.



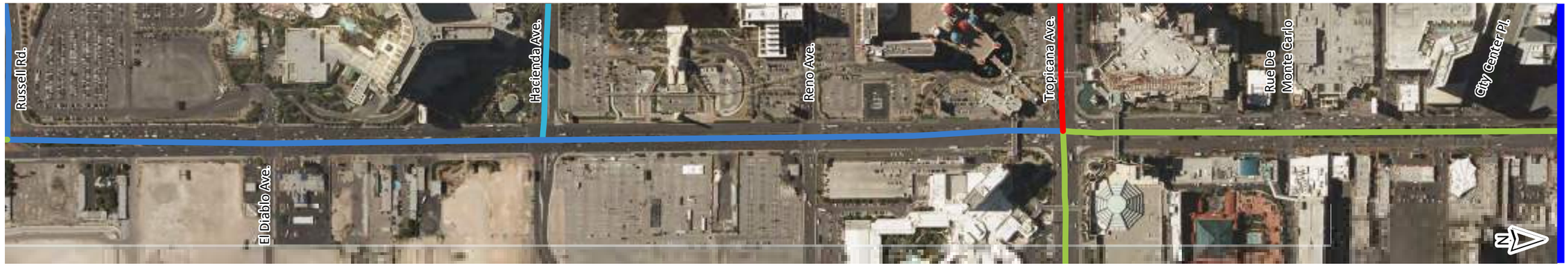
Picture 2.6 – Emergency Vehicles on Las Vegas Boulevard.

Figure 2.8 shows the locations and severity of the pedestrian/vehicle crashes within the study corridor.

Upon reviewing Figure 2.8, one can see that the pedestrian/vehicle crashes occur throughout the full length of the “Strip” from Russell Road to Sahara Avenue. It can also be seen that 11 crashes occurred within intersections served by pedestrian bridges constructed with pedestrian containment measures. Picture 2.7 shows the typical evening traffic on the “Strip”.



Picture 2.7 – Vehicle Activity on Holiday Saturday of Memorial Day Weekend 2012.









Legend

2010 AADT

- 25,000 or Less
- 25,001 - 50,000
- 50,001 - 75,000
- 75,001 - 100,000
- Greater than 100,000

2010 AVERAGE ANNUAL DAILY TRAFFIC (AADT) - VEHICLES

FIGURE 2.7

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Legend

Pedestrian/Vehicle Crash Severity

- Pedestrian Fatality
- Pedestrian Injury
- Property Damage Only

Source: NDOT Safety Engineering
Locations are approximate based on NDOT georeferencing

PEDESTRIAN CRASH LOCATION AND SEVERITY - OCTOBER 2008 TO SEPTEMBER 2011

FIGURE 2.8

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2.1.6 Pedestrian Containment

Pedestrian containment is a physical barrier or a system of barriers that act to restrict and direct pedestrian movements. They can also be used to separate pedestrians from adjacent hazards such as an adjacent roadway and its vehicle traffic. Pedestrian containment continues to evolve along Las Vegas Boulevard as new walkway and roadway projects are constructed. Pedestrian containment measures along Las Vegas Boulevard (the "Strip") have been developed over the years in many forms. Within the study corridor, pedestrian containment is located within the roadway median and on the curbside adjacent to the travel lanes of Las Vegas Boulevard. Pictures Picture 2.8 through Picture 2.12 show the types of containment barriers that have been constructed that include:

- Decorative concrete or brick walls
- Decorative metal fencing
- Concrete median barriers
- Rope and Cable barriers
- Elevated walkways
- Landscape treatments

The location and length of existing pedestrian containment was field verified as part of this study and is illustrated in Figure 2.9. A total of 13,360 linear feet of curbside containment was identified, along with 3,100 linear feet of median containment.



Picture 2.8 – Back of Curb Concrete Wall and Landscape Treatment.



Picture 2.9 – Metal Fence Median Barrier.



Picture 2.10 – Concrete Median Barrier.



Picture 2.11 – Back of Curb Cable Barrier.



Picture 2.12 – Back of Curb Elevated Landscaping Barrier.









Legend

Pedestrian Containment

Curb - 13,360 LF

Median - 3,100 LF

PEDESTRIAN CONTAINMENT LOCATIONS

FIGURE 2.9

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2.1.7 Construction Activities

Another key element documented during the course of the study, was the location of construction and maintenance activities within the study corridor that could influence walking speeds and pedestrian volumes during the observation periods. Some of the noted activities included:

- Renovations at the MGM Grand Hotel/Casino
- The Caesars Linq project along the frontage of the former O'Shea's Casino and Imperial Palace Hotel/Casino
- Sidewalk reconstruction at the Venetian Hotel/Casino
- Building / signage modifications at Harmon Center

Picture 2.13 through Picture 2.21 illustrate some of the construction and maintenance activities encountered during the data collection phase of the study.



Picture 2.13 – South Entrance to Pedestrian Walkway through Linq Construction.



Picture 2.14 – Pedestrian Walkway through Linq Construction.



Picture 2.15 – Pedestrian Bridge Detour at Harmon Center from Cosmopolitan Hotel/Casino.



Picture 2.16 – Caesars Linq Construction.



Picture 2.18 – Venetian Hotel/Casino Walkway Construction.



Picture 2.20 – MGM Grand Hotel/Casino Renovation Detour.



Picture 2.17 – Bus Turnout Construction at Harrah's Hotel/Casino.



Picture 2.19 – Building/Signage Modifications at Harmon Center.



Picture 2.21 – Landscaping/Utility Construction at the Flamingo Hotel/Casino.

2.2 Data Collection

To capture the variations in pedestrian activity and the pedestrian environment along Las Vegas Boulevard from Russell Road to Sahara Avenue, a data collection program was established for the study. The data collection program primarily focused on the collection of pedestrian volume data and walking speeds for the purpose of documenting the location of pedestrian congestion by time of day and day of week within the study corridor. The data collection effort was also intended to build upon and update the findings of the 1994 Lee Engineering *Las Vegas Boulevard South Pedestrian Study*. During the data collection phase of the study, non-permanent obstructions were observed. It is important to note that 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: hand billing, performing, soliciting or selling.

Several factors influenced the development of the data collection program:

- Determination of observation times (Day of week – Time of day)
- Location of pedestrian observation sites
- Method of pedestrian counting
- Method of walking speed determination
- Observation of non-permanent obstructions

From the conducted literature review, Saturday was first identified in the 1993 Clark County Public Works study as the day of peak pedestrian volume. The peak time periods of the day were reported to occur around 2:00 PM and in the late evening around 10:00 PM. These findings were reconfirmed by the year-long 2010 Caesars International Pedestrian Study (see Figure 1.5). The Caesars study also confirmed the peak pedestrian times could be expected to occur between 2:00 PM and midnight. In consultation with the County, the primary pedestrian volume data collection times for this study were identified for a Saturday of a holiday weekend and on a typical Saturday. Based upon the study schedule, May 26, 2012, the Saturday of Memorial Day Weekend, and June 16, 2012 were selected.

Memorial Day Weekend provided congested pedestrian conditions for Las Vegas Boulevard (the "Strip"). According to Priceline.com and Orbitz.com, the number one travel destination for Memorial Day Weekend 2012 was Las Vegas. Information complied by the Las Vegas Convention and Visitors Authority determined the Resort Corridor hotel occupancy for the 2012 Memorial Day weekend as 96.0% (this total includes some hotels not located on Las Vegas Boulevard and within the study corridor). 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 2.22 illustrates the activity level observed on Saturday, May 26, 2012.

The Las Vegas Convention and Visitors Authority verified June 16 as a typical summer Saturday with no significant events occurring and reported the Resort Corridor hotel occupancy for the 2012 weekend of June 16 as 94.7% (this total also includes some hotels not located on Las Vegas Boulevard and within the study corridor).



Picture 2.22 – Activity Level on Memorial Day Weekend.

To verify the daily and weekday pedestrian characteristics reported in the 2010 Caesars International Study for the sidewalk in front of Imperial Palace Hotel/Casino were applicable for other sections of the study corridor; additional seven-day pedestrian counts were included in the data collection program. Six video cameras were used to observe pedestrian activities for 14 days each. Four video cameras were installed by Clark County for the study and two Metropolitan Police Department observation cameras were used for the data collection. The seven-day observations were programmed to occur between May 25 – May 30 and June 15 – June 21 (including the two primary study days). The six observation sites selected to represent the study corridor include:

- Westside sidewalk at New York-New York Hotel/Casino
- Eastside sidewalk at Harley Davidson Cafe
- Westside sidewalk at Bellagio Hotel/Casino
- Pedestrian Bridge between Caesars Palace Hotel/Casino and Bill's Gamblin' Hall & Saloon
- Eastside sidewalk at Venetian Hotel/Casino
- Westside sidewalk at Treasure Island Hotel/Casino

The pedestrian observation sites for the data collection program were selected based upon the goal of documenting variations in pedestrian volumes along Las Vegas Boulevard between Russell Road and Sahara Avenue. The preferred method of pedestrian observation for the study was to use video recordings. Coordination with the gaming industry proved extremely helpful in identifying locations where existing surveillance cameras could be made available for the data collection program. Where video observation coverage was not available, manual count locations were identified. The pedestrian count locations identified for the study are summarized in Figure 2.10. The locations are on the east and west sides of Las Vegas Boulevard as well as the pedestrian bridges for the entire 4.2 miles of the study corridor. The observed pedestrians during the video and manual counts were classified as assisted or unassisted. The assisted pedestrians were defined as pedestrians who use canes, wheelchairs or scooters. By classifying the pedestrian flow, the collected data can determine the percentage of individuals who may be traveling at a slower walking speed.

The pedestrian volume data used in this study is the result of a total of 192 hours of manual counts and 2,568 hours of recorded video at 38 unique locations within the study corridor. These 38 locations included 12 pedestrian bridges (9 video and 3 manual) and 24 walkway locations (14 video and 10 manual). This report and its conclusions are based upon approximately 4,835,000 observed pedestrians within the study corridor as counted between May 25 and June 22, 2012.

A walking speed study was developed to document variations in pedestrian walking speeds as a part of the data collection program. During the peak pedestrian periods (1:00 PM to 12:00 AM) of the primary pedestrian volume observation days, pedestrian walking speeds were observed. To be able to compare peak period walking speeds with non-congested conditions, a free-flow walking study was also conducted. The free-flow walking speed study was programed to occur at the time of low (non-congested) pedestrian volumes within the study corridor. Using the year-long 2010 Caesars International Pedestrian Study (see Figure 1.5), 9:00 AM Wednesday morning was selected to observe free-flow walking speeds. For the study, Wednesday, April 25 was selected to conduct the free-flow study.

The collected pedestrian walking speed data for this study is the result of 160 man-hours of data collection by agents (walking individuals) walking a total of 355 miles. These efforts include completing 80 walking trips between Russell Road and Sahara Avenue. During these trips, a total of 4,329 time points were recorded. These time points represented 56 unique locations on the eastside and 55 locations on the west side of Las Vegas Boulevard. The time points and the distance between them determined the walking speeds for various segments of walkway (including all nine north/south pedestrian bridges) within the study corridor for the free-flow and peak period walking studies.

The following sections provide additional detail on the data collection program and its implementation during the study.



Legend

	Total
Data Collection Sites '94 Lee Study (For Reference)	
24-7 Count Camera Locations	6
24-Hour Camera Count Locations	12
24-Hour Ped. Bridge Camera Counts	10
12-Hour Manual Count Locations	10

Count Location Name (Reference #)

PEDESTRIAN VOLUME COUNT LOCATIONS

FIGURE 2.10 22

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2.2.1 Pedestrian Counts - Video

According to the "Manual of Transportation Engineering Studies" (1994) by the Institute of Transportation Engineers (ITE), the use of video data collection allows for greater accuracy than other volume data counting methods. Video recordings create a permanent record that can be viewed repeatedly in slow motion for counting accuracy. Video data collection can also be less labor intensive requiring fewer observers in the field. Through close coordination with the gaming industry, property owners, Metropolitan Police Department, and Clark County Public Works, 29 surveillance cameras were made available for the study. The following properties contributed video recordings:

- MGM Resorts International (including the MGM Grand, Mandalay Bay, Luxor, Excalibur, New York-New York, City Center, the Bellagio, Mirage and Circus Circus),
- Caesars Entertainment (including Bally's, the Flamingo and Harrah's),
- InterContinental Alliance Resorts (including the Venetian and the Palazzo),
- Riviera Hotel/Casino, and
- The Forum Shops.

In addition, the Metropolitan Police Department (Metro) provided two surveillance cameras for the study. The Metro cameras were used to observe 14-days of pedestrian activity on the pedestrian bridge between Ceasars Palace Hotel/Casino and Bill's Gamblin' Hall & Saloon at Flamingo Road and at a known geometrically constrained walkway location near the Harley Davidson Cafe at Harmon Avenue (see camera locations on Figure 2.10). Camera observation views for each location were selected by Kimley-Horn staff to assure 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. Occasionally, the participating property owners required their cameras for surveillance functions. Once the security issue was resolved, the camera was returned to the study observation position and the data collection resumed. Clark County deployed four additional cameras for video data collection. Kimley–Horn coordinated with the County to install the cameras in strategic locations for video coverage at locations that were not covered by other cameras or manual counting. 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 camera installation is shown for the Treasure Island Hotel/Casino north of Siren's Cove Boulevard and south of Spring Mountain Road in Picture 2.23.



Picture 2.23 – Clark County Camera at Treasure Island Hotel/Casino.

Once the video data was collected by Kimley-Horn in cooperation with the individual property owners and their surveillance/security departments, the videos were viewed and pedestrian volumes were documented in 15-minute increments by trained counting staff. Assisted walkers (pedestrians using canes, walkers, wheelchairs or scooters) were also identified in the videos and separately counted as part of the existing pedestrian conditions.

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

- Private Camera Locations

18 locations	5/26/2012	=	400 hours
20 locations	6/16/2012	=	427 hours

- Metro Camera Locations

2 locations	5 /25-6/1/2012	=	336 hours
2 locations	6/15-6/22/2012	=	336 hours

- County Camera Locations

4 locations	5/26-6/1/2012	=	491 hours
4 locations	5/26-6/1/2012	=	578 hours
			2,568 hours

2.2.2 Pedestrian Counts - Manual

Manual pedestrian counts were collected at various locations on Las Vegas Boulevard from Russell Road to Sahara Avenue 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 26 and Saturday, June 16, 2012. Picture 2.24 shows a manual counter documenting pedestrian traffic on the pedestrian bridge between the Harmon Center and the Cosmopolitan Hotel/Casino.



Picture 2.24 – Manual Counter on Pedestrian Bridge.

The manual counts were conducted by trained counting staff. JAMAR count boards (see Picture 2.25) were used to accurately record the volume of pedestrians passing a single point on the walkway at each count location. Manual counters were strategically placed on walkways and pedestrian bridges where video observation was not available. As a part of the manual counting, assisted walkers (pedestrians using canes, walkers, wheelchairs or scooters) were also identified and documented.

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 26 count period when a high pedestrian volume location was identified, the counting staff was increased to assure an accurate count was obtained.

Figure 2.10 shows the location of each of the manual count locations numbered from south to north starting with M1. The Clark County cameras are labeled beginning with “CC1” and the Metro cameras are labeled “Metro1” and “Metro2”. 38 locations were used for data collection throughout the study corridor.



Picture 2.25 – JAMAR Count Board for Manual Pedestrian Volume Counts.

Following the Saturday, May 26 Memorial Day weekend count, the manual count data was reviewed. The purpose of the review was to maximize the efficiency of the manual counting effort for the June 16 data collection. Recognizing that the highest pedestrian volumes were most likely observed on May 26, the data was evaluated to identify count locations that maintained a level of service (LOS) of C. From the Memorial Day Weekend count data, all manual count locations that recorded 200 pedestrians or less during a 15-minute count period and also maintained an acceptable sidewalk LOS of C or better were removed from the counting program for Saturday, June 16. Four manual count locations and one video location were removed from further observation. The locations are identified on Figure 2.10, and included:

- 1 - Luxor Hotel/Casino - Video
- M1 - Tropicana Hotel/Casino
- M2 - Excalibur Hotel/Casino
- M9 - Fontainebleau Hotel/Casino
- M10 - Hilton Grand Vacations

As seen in Figure 2.10, these counting locations are either on the far north or south ends of the study corridor (see Picture 2.26 and Picture 2.27).

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

- Manual Pedestrian Volume Counts

10 locations	5/26/2012	=	120 hours
6 locations	6/16/2012	=	72 hours
			192 hours



Picture 2.26 – Typical Pedestrian Conditions at North end of Study Corridor.



Picture 2.27 – Typical Pedestrian Conditions at South end of Study Corridor.

2.2.3 Pedestrian Walking Speeds

To supplement 2010 HCM methodology for calculating LOS based upon walkway volume, an in-field walking speed study was conducted along the entire length of the study corridor. From the literature review conducted for this study, no research was found that documented the average walking speed of a tourist, or specifically a pedestrian on Las Vegas Boulevard (the "Strip"). To document this walking speed and compare the "perceived level of service" that is provided by the existing walkway conditions, "agents" (walking individuals – see Picture 2.28 and Picture 2.29) were used to collect average walking speeds. The use of the word "agent" in this report refers to a trained engineer who travels in the pedestrian stream and walks with the surrounding pedestrians along the study corridor to collect average walking speed data.

The methodology followed for the pedestrian walking speed field study was adapted from the "Floating-car technique" as described in the Institute of Transportation Engineers "Manual of Transportation Engineering Studies". Using this technique requires that the agent "float" with the pedestrian traffic by safely passing as many pedestrians as pass the agent. The agent is to adjust their personal walking pace to match the individuals around them. This technique best reflects the pedestrian traffic stream under investigation and provides an "average" walking speed.



Picture 2.28 – Pedestrian Agent during Walking Data Collection (west "Strip" northbound).

Walking speed study work sheets were prepared for the study corridor. A set of four worksheets were prepared for the study. The four worksheet sets were organized for walking on either the east or west sides of Las Vegas Boulevard and from starting the walk from either the north or south ends of the study corridor. The clipboard size sheets provided a graphical representation of the walking route, data recording boxes at time points along the walk, and instructions for recording the location of non-permanent obstructions. A sample walking speed data collection worksheet is shown in Figure 2.11.

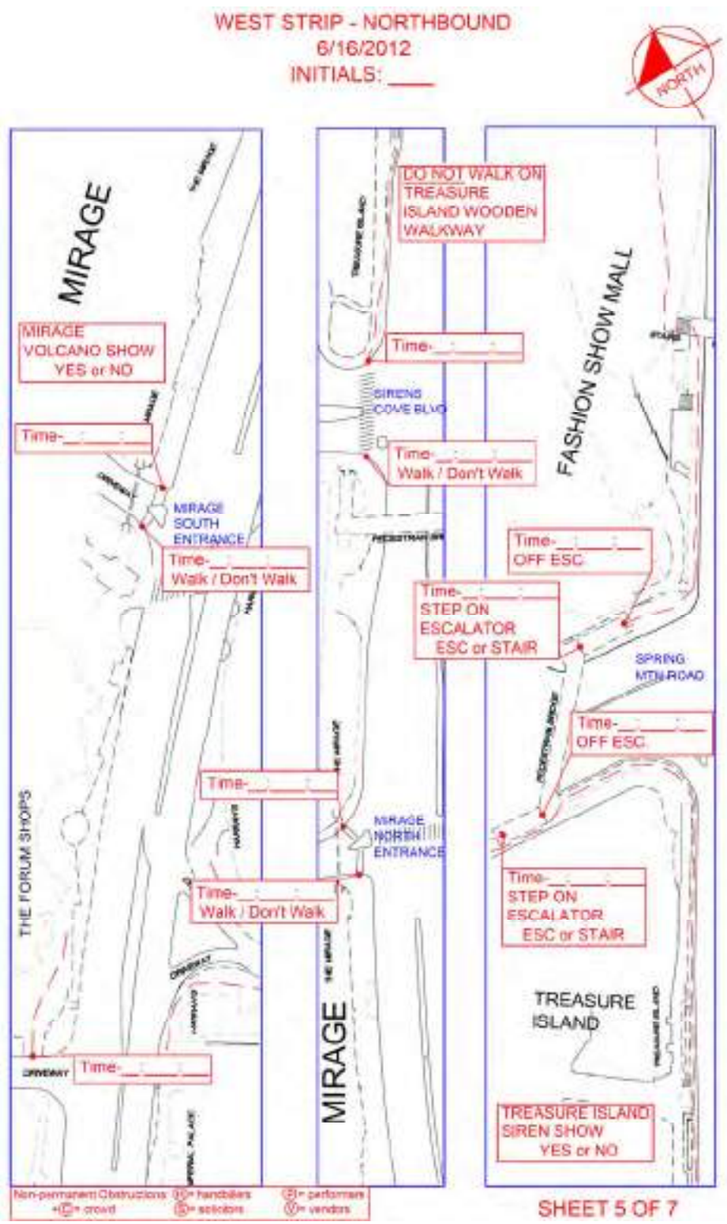


Figure 2.11 – Walking Speed Data Collection Worksheet

At the beginning of each walk, the agent would start a stop watch and record the continuous running clock time at each time point on the data collection form. These time points represented 56 unique locations on the eastside and 55 locations on the west side of Las Vegas Boulevard. The recorded time points and the distance between them determined the walk speeds for various segments of walkway. If needed, for a break, the agent could time themselves out and in to the walking speed study. The east and west sides of the study corridor were separated into segments by the time points. Twenty-five west segments and twenty-eight east segments were identified for the walk study, generally between signalized intersections and across pedestrian bridges (see Figure 2.12).

To conduct the free-flow walking speed study, four agents were used for the Wednesday, April 25 study. At the 9:00 AM start time, two agents began walking north from Russell Road, on each side of Las Vegas Boulevard, and two agents began walking south from Sahara Avenue on each side of Las Vegas Boulevard. The agents recorded their travel time at specified time point locations along the walk. Specific instructions and briefings were provided to each of the agents.



Picture 2.29 – Pedestrian Agent during Walking Data Collection (east "Strip" southbound).









Legend

- Segment Limits
- West Segments - 25
- East Segments - 28

WALKING SPEED SEGMENTS

FIGURE 2.12

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To ensure consistency in the pedestrian walking speed data collection effort, briefing sessions were held with each group of data collection agents prior to commencing the field studies. The following guidance was given to the agents and questions were clarified to ensure a unified approach to the data collection process:

- On the provided data collection worksheet – fill out all corresponding information for the before and after sections prior to beginning and after completing each walk.
- Walk the entire length of the study corridor, between Russell Road and Sahara Avenue.
- Record the time from the stopwatch at each signalized intersection, both upstream and downstream and at other locations specified on the data collection worksheets.
- Do not stop your progress unless continuing would put yourself in danger.
- Safety first. Obey all "DO NOT WALK" signals, even if other pedestrians are not doing so.
- Do not walk up escalators, let them carry you.
- Do not cross Las Vegas Boulevard, remain on your assigned side of the street.
- This is not a race; walk at the same pace as those around you, the data is not about you; it is about the pedestrians/tourists walking along Las Vegas Boulevard.
- If you encounter a stopped crowd (viewing an attraction, etc.), do your best to continue traveling through the crowd (i.e. do not stop to watch the fountains at the Bellagio), but remember to stay on the sidewalk, do not step into the street to pass people, safety first.
- Stay on the public sidewalk – follow the walking paths provided
  - Do not cross the Brooklyn Bridge at the New York-New York
  - Do not enter the roped-off area at Treasure Island
- Follow the floating-agent methodology for walking speed.
- The purpose of the field study is to document the average walking speed of a pedestrian on the Las Vegas Boulevard "Strip" at every location along the "Strip". Do not walk as fast or as slow as you can, remember the floating-agent technique, if someone passes you, pass someone else and try to be representative of the average pedestrian walking speed.

Following the above methodology and procedure, 12 agents were used to document travel times along the study corridor during peak periods (1:00 PM to 12:00 AM) on Saturday, May 26 (the Saturday of the Memorial Day Holiday weekend) and again on Saturday, June 16 (a non-holiday weekend). To capture walking characteristics during peak pedestrian activity, agents were deployed in each direction (northbound and southbound) on both sides of Las Vegas Boulevard starting at 1:00 PM, 5:00 PM and 9:00 PM. The agents were divided into three four-person teams starting 20 minutes apart from each other. This methodology allowed data to be collected over the span of 60 minutes on both sides of the street in both the northbound and southbound directions. The resulting walking speeds for each segment were calculated and summarized.

2.2.4 Non-Permanent Obstructions

During the peak period walking speed study, non-permanent obstructions were also observed by the 12 walking speed agents. For the study, non-permanent obstructions (obstructive uses) are defined as individuals who could obstruct the pedestrian walkway while hand billing, performing, soliciting or selling. Under County Ordinance 16.11, 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 26 and June 16, 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 data collection walks. For the study, non-permanent obstructions were classified into four categories with the following definitions for uniformity in data collection:

- Hand billers – any person within the pedestrian walkway attempting to give away literature of any kind. No financial transaction occurs and the hand biller 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.

Picture 2.30 through Picture 2.33 illustrate various activities and their classification. Not all activity was considered to be a non-permanent obstruction as shown in Picture 2.34. Individuals who were stopped in the walkway were not documented as non-permanent obstructions unless they were involved in hand billing, performing, soliciting, or selling. These pictures were used to brief the agents prior to their data collection walks.

Recognizing the twelve walking speed agents collected data only along the north/south walkways and pedestrian bridges of the study corridor, an additional data collector/observer was included in the study to capture information on the east/west pedestrian bridges. The senior engineer assigned to these observations also conducted general observations of the pedestrian activities within the study corridor between Tropicana Avenue and Spring Mountain Road.

The walking speed study work sheets and associated non-permanent obstruction field data as completed by each agent for the study were compiled in the office and summarized in a spreadsheet format. Non-permanent obstructions were summarized 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



Picture 2.30 – Examples of Hand billers observed on Las Vegas Boulevard.



Picture 2.31 – Examples of Performers observed on Las Vegas Boulevard.



Picture 2.32 – Examples of Solicitors observed on Las Vegas Boulevard.



Picture 2.33 – Examples of Vendors observed on Las Vegas Boulevard.



Picture 2.34 – Example of Individuals not considered for this Study as Non-Permanent Obstructions.

2.3 Data Analysis Methodology

This section details the methodology used to analyze the collected pedestrian volume, walking speed, and bus stop queuing data to determine pedestrian Level of Service (LOS) throughout the study corridor.

2.3.1 Pedestrian Volume Analysis – Level of Service Calculations

The 2010 Highway Capacity Manual (HCM) methodology was used for calculating the pedestrian flowrate LOS as used to determine an overall pedestrian level of service along the "Strip", as well as LOS at specific locations of walkway restrictions ("pinch-points" or "bottlenecks") 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

Determine the effective walkway width (W_E)

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

Equation 2.1 – 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 2.1 and the factors that influence the determination of the effective walkway widths (W_E) in Equation 2.1 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 2.13 shows graphically how effective walkway width (W_E) is calculated (adapted from the 2010 HCM).

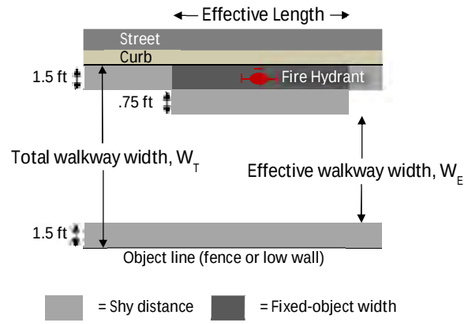


Figure 2.13 – Effective Walkway Width (W_E) Diagram

Table 1.2 as presented in Section 1.4.1 of the study, summarizes the HCM recommended effective width of various objects. The summation of the shy distances from each object within a cross section of walkway is subtracted from the total walkway width (W) to determine the effective walkway width (W_E) for that section of walkway.

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. The typical effective walkway widths (W_E) on the east and west sides of Las Vegas Boulevard as summarized in Figure 2.1 were geocoded in a Graphical Information System (GIS) database.

Using Equation 2.2, the walkway characteristics for the observed pedestrian volumes can be used to determine the walkway level of service.

Equation 2.2 – 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 2.2 from the 2010 HCM shows the level of service threshold criteria for pedestrian flowrates.

Table 2.2 – Pedestrian Level of Service

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

To estimate the level of service for the sidewalks along Las Vegas Boulevard for the entire study corridor, the observed pedestrian flow rates were interpolated between data collection sites. Using computational spreadsheets to support a GIS database, the resulting sidewalk levels of service (LOS) were calculated for the two Saturdays of observation and for various times of day. Effective walkway width (W_E) calculations summarized in Figure 2.1 did not consider or include and potential reduction in walkway width due to non-permanent obstructions or bus stop queues. The LOS calculations are based on the existing walkway width less permanent obstructions. This approach allows for the calculation of the study corridor walkway level of service (LOS) without the variable impacts from non-permanent obstructions.

2.3.2 Walking Speed Analysis Methodology

Each walking speed data point collected by the agents was imported into Excel spreadsheets and analyzed to find the average walking speed for each segment of the study corridor. The free-flow walking speed, established during uncongested conditions, allowed for a comparison of each walkway segment through a range of pedestrian activity levels. Average walking speeds were also identified for each of the pedestrian bridges. The walking speed data on both the east and west sides of Las Vegas Boulevard were analyzed to identify variations in walking speeds. Overall walking speeds were evaluated to determine which segments of the study corridor may experience LOS less than C. With the determination of walking speeds by segment, the walking LOS can be categorized using the 2010 HCM. The HCM defines a walking speed LOS based upon the values in Table 2.3.

Table 2.3 – LOS and Average Speed Values

LOS	Average Speed (ft/s)	Comments
A	> 4.25	Ability to move in desired path, no need to alter movements
B	> 4.17 - 4.25	Occasional need to adjust path to avoid conflicts
C	> 4.0 - 4.17	Frequent need to adjust path to avoid conflicts
D	> 3.75 - 4.0	Speed and ability to pass slower pedestrians restricted
E	> 2.5 - 3.75	Speed restricted, very limited ability to pass slower pedestrians
F	≤ 2.5	Speeds severely restricted, frequent contact with other pedestrians

The walking speeds on the east and west sides of the “Strip” for the 1:00 PM period, 5:00 PM period, and 9:00 PM period were imported into GIS. Within GIS, the data was analyzed to create visual representations of the data at different times of day along the Resort Corridor. The use of GIS allowed the analysis to be performed continuously from Russell Road to Sahara Avenue on both sides of Las Vegas Boulevard displaying average pedestrian walking speeds for each walkway segment.

The following section details the statistical analysis of the walking speed data for use in determining a walking speed LOS.

Statistical Analysis

A t-test statistical analysis with a 95% confidence level was conducted and found that northbound travel and southbound travel were not statistically different. The same analysis of the east “Strip” and west “Strip” showed a statistical difference in walking speeds. These conclusions allowed the analysis of the walking data to be aggregated into east “Strip” walking speeds and west “Strip” walking speeds as no difference in northbound and southbound travel was found for either side of the “Strip”.

Data Aggregation

The statistically supported aggregation of northbound and southbound walking speed data allowed each segment walking speed to be averaged between six agents’ observed speeds on each side of the “Strip” in each data collection time. To illustrate, while 12 agents collected walking speed data between 1:00 PM and 4:00 PM, the aggregated data provides two representative samples, one for each side of the “Strip” (east and west). Aggregating the data is beneficial in representing the average walking speed as outliers and individual interpretation of the agents is combined. Along with average walking speeds at each point along the Resort Corridor, an overall “tourist” walking speed on the “Strip” was calculated using the data from 12 agents at three times throughout the day on two data collection Saturdays (May 26 and June 16, 2012).

2.3.3 Bus Stop Queuing Analysis Methodology

As of June 16, 2012, there were 29 bus stops on Las Vegas Boulevard in the Resort Corridor between Russell Road and Sahara Avenue (15 southbound and 14 northbound). Figure 2.6 shows the locations of the 29 bus stops. An analysis was conducted for bus stop queuing using the following methodology.

Ridership data was provided by the Regional Transportation Commission of Southern Nevada (RTC) for both Saturday, May 26, 2012 and Saturday, June 16, 2012. This ridership data was an aggregation of the two transit lines that serve the Resort Corridor (“DEUCE on The Strip” and “Strip & Downtown Express - SDX”). The express bus utilzes only four stops in the southbound direction and four stops in the northbound direction while the DEUCE stops at each of the 15 southbound stops and 14 northbound stops. Table 2.4 lists the stops shared between the two transit lines:

Table 2.4 – Shared Bus Stops within Resort Corridor

Southbound	Northbound
Fashion Show Mall	Wynn
Bellagio	Paris
Excalibur	Showcase Mall/MGM Grand
Mandalay Bay	Mandalay Bay

The DEUCE operates on headways between 12 and 15 minutes from 7:00 AM to 11:30 PM and the SDX runs on 12-15 minute headways between 9:00 AM and 10:30 PM. The aggregated data from the RTC was collected in 15 minute time increments and was separated into bus boardings and alightings. This data was used to determine the maximum number of bus riders queued at each of the 29 bus stops by using the maximum boardings in a 15 minute time period.

The maximum boardings were then used to determine the space required to provide a LOS C or better queuing area based on the 2010 HCM queuing space requirements.

2.4 Pedestrian Simulation Model

To more fully understand the impact of obstructions to the LOS provided by Las Vegas Boulevard, pedestrian simulation modeling was used. An analysis of the collected data revealed certain areas of concern and interest for inclusion in the simulation models. Simulation models at four locations were created to simulate the effects of an obstruction on the pedestrian flows.

2.4.1 Model Background

In order to analyze various walkway segments with and without obstructions, the Advanced Land-Transportation Performance Simulation™ (ALPS™) software was utilized. ALPS™ is a suite of modeling and analysis programs that have been under development by Kimley-Horn and Associates, Inc., for over 30 years and allows the modeler to create simulations that encompass the various pedestrian and vehicular movements within a multi-modal transportation environment. ALPS embodies a unique demand modeling and operational analysis system that has been developed for studies of airport environments, multimodal travel corridors, transportation systems, urban districts/major activity centers, and intermodal facilities.

ALPS is an integrated suite of computer programs that have been created and applied with a “systems engineering” perspective, meaning that the multimodal systems that are modeled are viewed as interrelated subsystems. The ALPS model is demand driven, with activity generated based on pedestrian data. ALPS™ simulates pedestrian activity based on pedestrian volumes, speeds, and group size, among other variables. The assembly of roadways, curbfronts, parking facilities, transit systems, pedestrian walkways, elevators, ticket processing counters, security screening points, concession areas, and other such subsystems can all be simulated to study how changes to one subsystem affect the performance and operation of all other subsystems.

ALPS has been used for numerous types of projects throughout the United States (i.e., baseball stadiums, casinos, airports, downtown environments, etc.) for detailed modeling of transportation operations (including roadways, terminal curbfronts, ground transportation centers, rental car facilities, and parking facilities), terminal operations and planning, and transit system evaluation and operational analysis. The latest ALPS models include animations which provide great benefit in communicating alternatives to clients and other stakeholders.

2.4.2 Model Methodology

The pedestrian volumes were used along with the geometric constraints of each location to provide a visual and mathematical model of pedestrian movement within the study corridor at walkway segments of interest. For each of the four models differing scenarios were contemplated, with no obstructions and with obstructions. Conservative analysis assigned a 2.25-foot reduction to the effective walkway width at each location for an obstruction.

3 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 and Associates staff.

Numerical results are provided for the data collection and analysis with regard to pedestrian volumes from the video and manual counts and resulting level of service values along the entire study corridor from Russell Road to Sahara Avenue. The results from the pedestrian walking speed study and non-permanent obstructions data collection are also presented. In addition, bus stop queuing analysis results are summarized, along with a discussion on the results of the pedestrian simulation models and their implications.

3.1 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 collected for this study is included on a CD at the back of the report.)

Figure 3.1 and Figure 3.2 show a summary of the maximum 15-minute pedestrian volumes at each count location from the Luxor Hotel/Casino near the south end of the study area and continuing to the Hilton Grand Vacations near the north end of the study area on the Memorial Day weekend holiday Saturday and a typical Saturday respectively.

The individual count location data was separated into three sections for ease of data comparison as follows:

- Outer Study Area (Russell Road – Flamingo Road and Spring Mountain Road – Sahara Avenue)
  (see Figure 3.4 through Figure 3.12)
- Inner Study Area (Flamingo Road – Spring Mountain Road)
  (see Figure 3.13 through Figure 3.27)
- Pedestrian Bridges
  (see Figure 3.28 through Figure 3.41)

Figure 3.4 and Figure 3.41 provide a visual summary of the maximum 15-minute pedestrian volume at each count location for each count day (May 26 and June 16, 2012).

In determining the pedestrian volumes, individuals using wheel chairs, scooters or walkers were categorized as “assisted walkers”. This was done to document the number of assisted walkers in the pedestrian stream. Evaluation of the data showed that a limited number of pedestrians were assisted walkers. For example, the 24-hour count conducted at the Bally’s Plaza recorded 99,346 pedestrians of which 46 were assisted walkers or 0.05% of the daily volume (and only 0.17% of the peak hour volume). The maximum number of assisted walkers (see Picture 3.1) observed within the collected data set for a 15-minute period was a total of three. Although the percentage of assisted walkers was found to be minimal, their presence demonstrates the importance of providing accessible walkways. The walking speed analysis was not adjusted to reflect assisted walkers as they are not expected to cause significant walking speed level of service reductions. Assisted walkers are included in the reported total pedestrian volumes.

The maximum number of pedestrians observed in a 15-minute period was 2,633 between Bellagio South and the Cosmopolitan Hotel/Casino during the time of 9:30 PM and 9:45 PM on Saturday, May 26, 2012 of Memorial Day weekend. The east side of Las Vegas Boulevard was found to have a maximum 15 minute pedestrian volume of 2,124 in front of the Paris Hotel/Casino between 4:00 PM and 4:15 PM also on Saturday, May 26, 2012. A total of 11 (of 38) locations were observed with more than 1,500 pedestrians in 15-minutes on May 26, 2012. This is compared to a total of 5 (of 32) locations observed with more than 1,500 pedestrians in 15-minutes during June 16, 2012. A maximum volume of 1,500 pedestrians in 15 minutes represents a pedestrian LOS C on an effective width walkway of 10 feet.



Picture 3.1 – Assisted Walker.

3.1.1 Evaluation Summary

Generally, on the holiday Saturday of May 26, 2012, a LOS of B or better was provided in the outer areas of the study corridor from Russell Road to Tropicana Avenue and from Spring Mountain Road to Sahara Avenue. The following evaluation is based solely on the volume at each count location and the associated walkway widths at those locations. Within the inner portion of the study corridor, from Tropicana Avenue to Spring Mountain Road the LOS calculations generally showed that the walkways provided a pedestrian volume LOS C or better except for the following count locations:

- Metro1 – Harley Davidson Cafe – LOS E
- 11 – Flamingo Road West Pedestrian Bridge – LOS D
- 12 – Flamingo Hotel/Casino – LOS D
- M6 – Caesars Palace Hotel/Casino – LOS D
- 13 – Forum Shops – LOS D
- 14 – Harrah’s Hotel/Casino – LOS D
- 15 – Mirage Hotel/Casino – LOS E
- CC3 – Venetian Hotel/Casino – LOS E

It is important to note that the LOS evaluation and the associated figures (Figure 3.4 through Figure 3.41) were completed assuming the full effective walkway width (W_E) was available for pedestrian traffic. When a non-permanent obstruction is present, the effective walkway width (W_E) is reduced and the LOS of the walkway can also be reduced. In some cases, the LOS F threshold can be exceeded for the observed pedestrian volumes. With the presence of one non-permanent obstruction standing on the side of the walkway within the pedestrian flow, a reduction of 2.25 feet from the effective walkway width (W_E) was applied. Under these conditions the following count locations were calculated to degrade to LOS F:

- Metro 1 – Harley Davidson Cafe
- CC3 – Venetian Hotel/Casino
- CC4 – Treasure Island Hotel/Casino

Weeklong Data

Figure 3.3 summarizes the weekly and hourly count data collected within the study corridor. As illustrated in the figure, the day of week and average hourly variations are generally consistent with the findings from the Caesars International year-long study in front of the Imperial Palace Hotel/Casino. The exception is that Monday was found to have less pedestrian volume and was found to be similar to Tuesday, Wednesday, or Thursday daily pedestrian volumes for the average data collected at six locations from Tropicana Avenue to Spring Mountain Road. The additional daily count data at multiple locations within the study corridor confirms the Caesars International data to be reasonably representative of the study corridor.

Typical Saturday

Data collected on the typical Saturday (June 16, 2012) showed similar characteristics as the data collected on the holiday Saturday (May 26, 2012). 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.









Legend

Max. 15-Minute Pedestrian Volume at Count Locations

- 200 or Less
- 201 - 800
- 801 - 1,400
- 1,401 - 2,000
- Greater than 2,000

PEDESTRIAN VOLUME - MAX 15 MINUTES
MAY 26, 2012

FIGURE 3.1 32

Kimley-Horn and Associates, Inc.



Legend

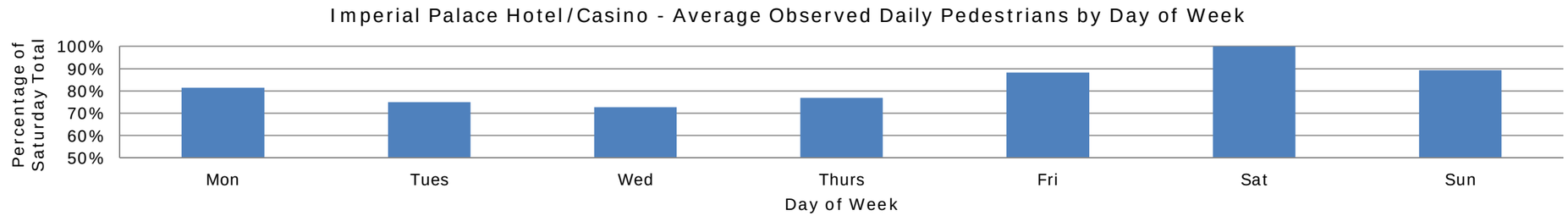
Max. 15-Minute Pedestrian Volume at Count Locations

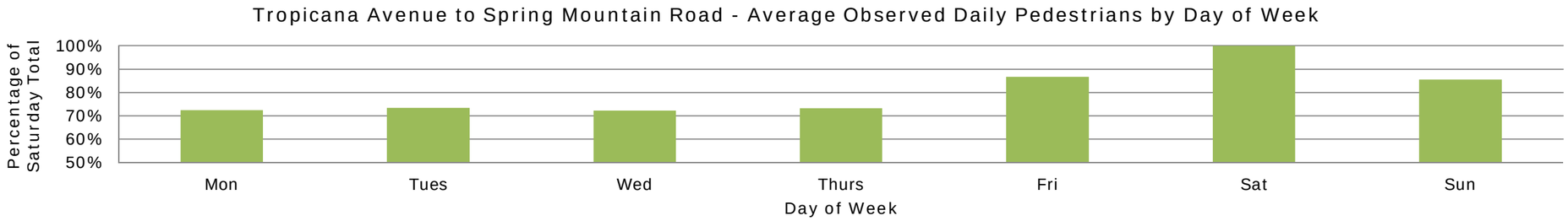
- 200 or Less
- 201 - 800
- 801 - 1,400
- 1,401 - 2,000
- Greater than 2,000

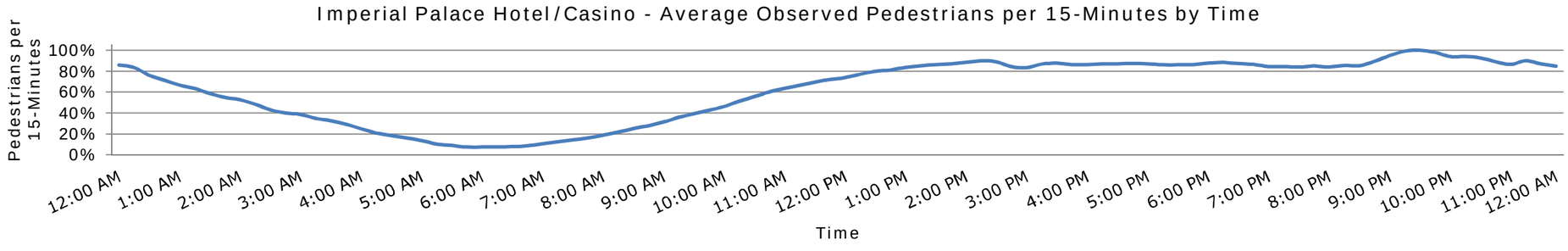
PEDESTRIAN VOLUME - MAX 15 MINUTES
JUNE 16, 2012

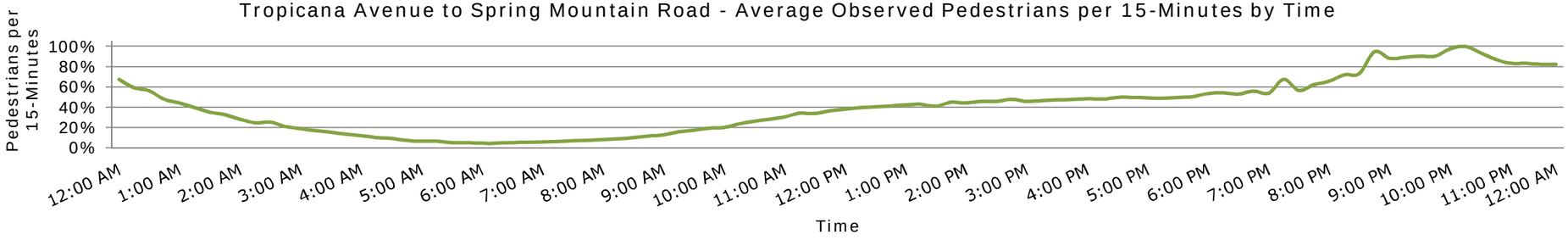
FIGURE 3.2 33

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PEDESTRIAN VOLUME TREND COMPARISON

FIGURE 3.3

Kimley-Horn and Associates, Inc.

3.1.2 Outer Portion of the Study Corridor

The pedestrian volumes within the outer portion of the study corridor (Russell Road to Tropicana Avenue and Spring Mountain Road to Sahara Avenue) were generally lower than the inner portion. The maximum 15-minute pedestrian volume observed south of Tropicana Avenue was 200 at the Excalibur Hotel/Casino and the maximum north of Spring Mountain Road was 341 at the Riviera Hotel/Casino. The existing walkway widths adequately serve the observed pedestrian volumes in these areas. An acceptable LOS of B or better was observed throughout the outer portion of the study corridor throughout all of the study observations. Picture 3.2 and Picture 3.3 show the typical conditions of the outer portion of the study corridor.

Data was collected at a total of nine locations in the outer portion of the study area, which were:

- 1 – Luxor Hotel/Casino - Figure 3.4
- M1 – Tropicana Hotel/Casino - Figure 3.5
- M2 – Excalibur Hotel/Casino - Figure 3.6
- 18 – Wynn Hotel/Casino - Figure 3.7
- M8 – North of Fashion Show Drive - Figure 3.8
- 20 – Riviera Hotel/Casino - Figure 3.9
- 21 – Circus Circus Hotel/Casino - Figure 3.10
- M9 – Fontainebleau Hotel/Casino - Figure 3.11
- M10 – Hilton Grand Vacations - Figure 3.12

Table 3.1 summarizes the maximum 15-minute pedestrian volumes and the LOS for each count location on both the Holiday and Typical Saturday. As discussed in Section 2.2.2, count locations with a maximum 15-minute pedestrian volume less than 200 were not counted on the typical Saturday. Pedestrian volumes data was collected on both May 26 and June 16, 2012 at the following locations:

- 18 – Wynn Hotel/Casino
- M8 – North of Fashion Show Drive
- 20 – Riviera Hotel/Casino
- 21 – Circus Circus Hotel/Casino



Picture 3.2 – Typical Pedestrian Activity on South end of Study Corridor.



Picture 3.3 – Typical Pedestrian Activity on North end of Study Corridor.

Table 3.1 – Data Summary for Outer Portion of the Study Corridor

Holiday Saturday - May 26, 2012

West Side						East Side					
ID	Name	W_E	Max 15-min Volume	Time of Max Volume	LOS	ID	Name	W_E	Max 15-min Volume	Time of Max Volume	LOS
1	Luxor	7.0	121	12:15PM - 12:30PM	A	M1	Tropicana	3.5	68	11:00PM - 11:15PM	A
M2	Excalibur	9.8	200	10:45PM - 11:00PM	A	18	Wynn	11.8	264	12:30AM - 12:45AM	A
M8	N of Fashion Show	3.2	312	10:15PM - 10:30PM	B	20	Riviera	13.8	341	8:45PM - 9:00PM	A
21	Circus Circus	8.7	216	9:45PM - 10:00PM	A	M9	Fontainebleau	5.3	129	5:30PM - 5:45PM	A
M10	Hilton Grand	6.7	75	4:30PM - 4:45PM	A						

Typical Saturday - June 16, 2012

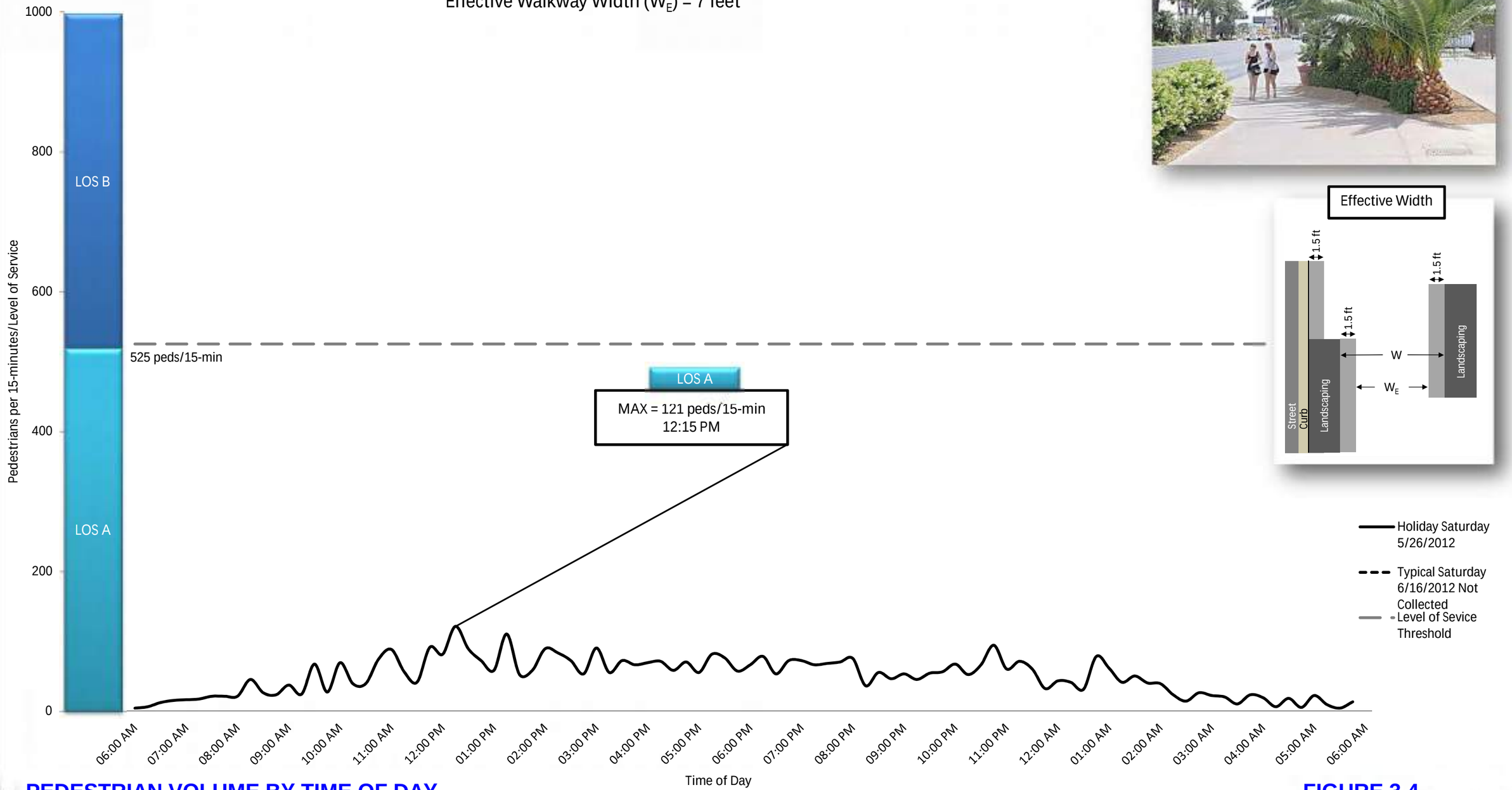
West Side						East Side					
ID	Name	W_E	Max 15-min Volume	Time of Max Volume	LOS	ID	Name	W_E	Max 15-min Volume	Time of Max Volume	LOS
M8	N of Fashion Show	3.0	262	10:15PM - 10:30PM	B	18	Wynn	11.8	324	12:00AM - 12:15AM	A
21	Circus Circus	8.7	201	10:00PM - 10:15PM	A	20	Riviera	13.8	187	9:15PM - 9:30PM	A

Luxor Hotel/Casino (Location ID: 1)

Video Count Location: 2,040 ft. South of Tropicana Avenue

Walkway Width (W) = 10 feet

Effective Walkway Width (W_E) = 7 feet



Count Location



Effective Width

PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.4

Kimley-Horn and Associates, Inc.

CC 1017

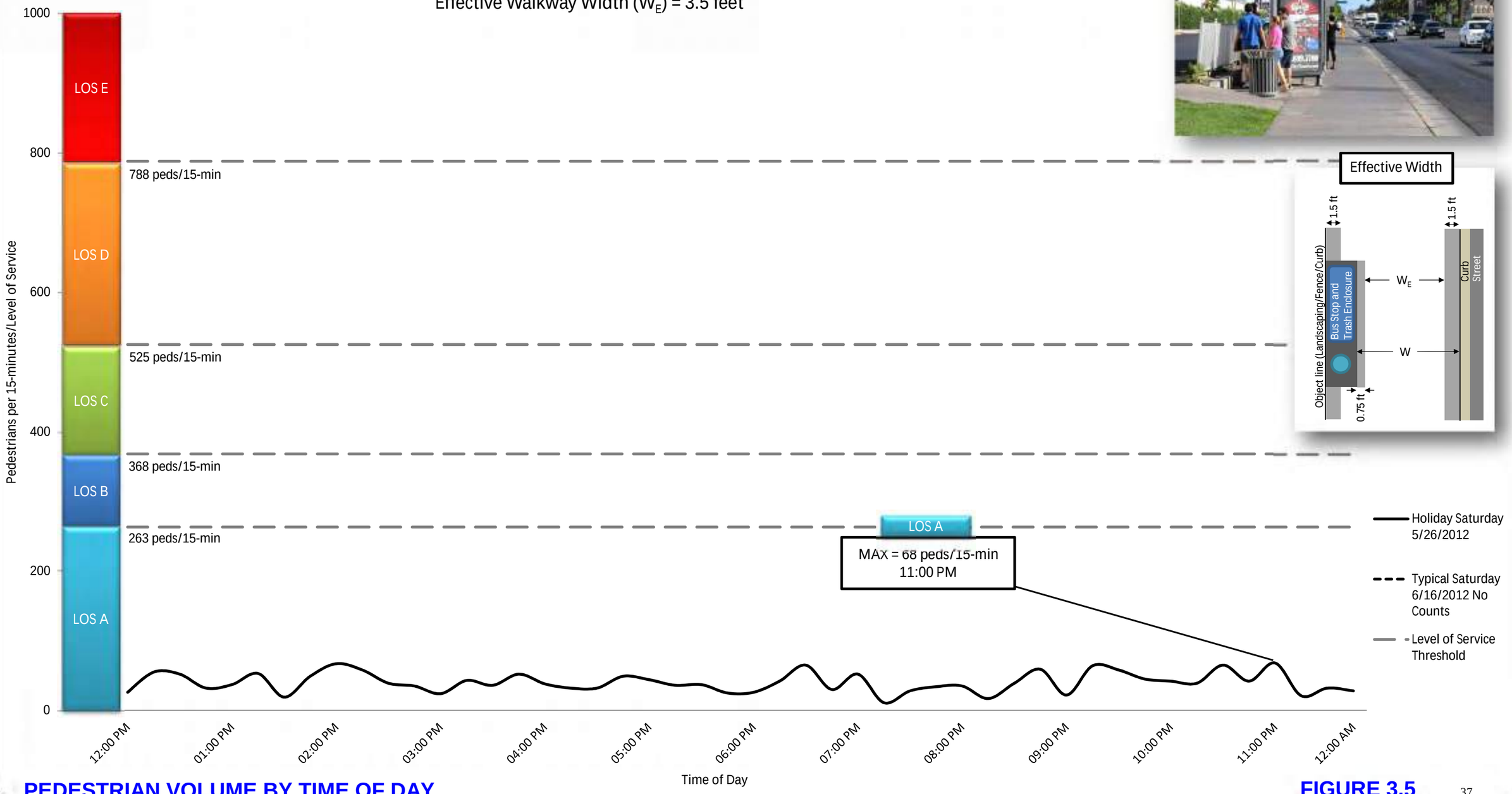
Tropicana Hotel/Casino (Location ID: M1)

Manual Count Location: 530 ft. South of Tropicana Avenue

Walkway Width (W) = 5.8 feet

Effective Walkway Width (W_E) = 3.5 feet





PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.5

Kimley-Horn and Associates, Inc.

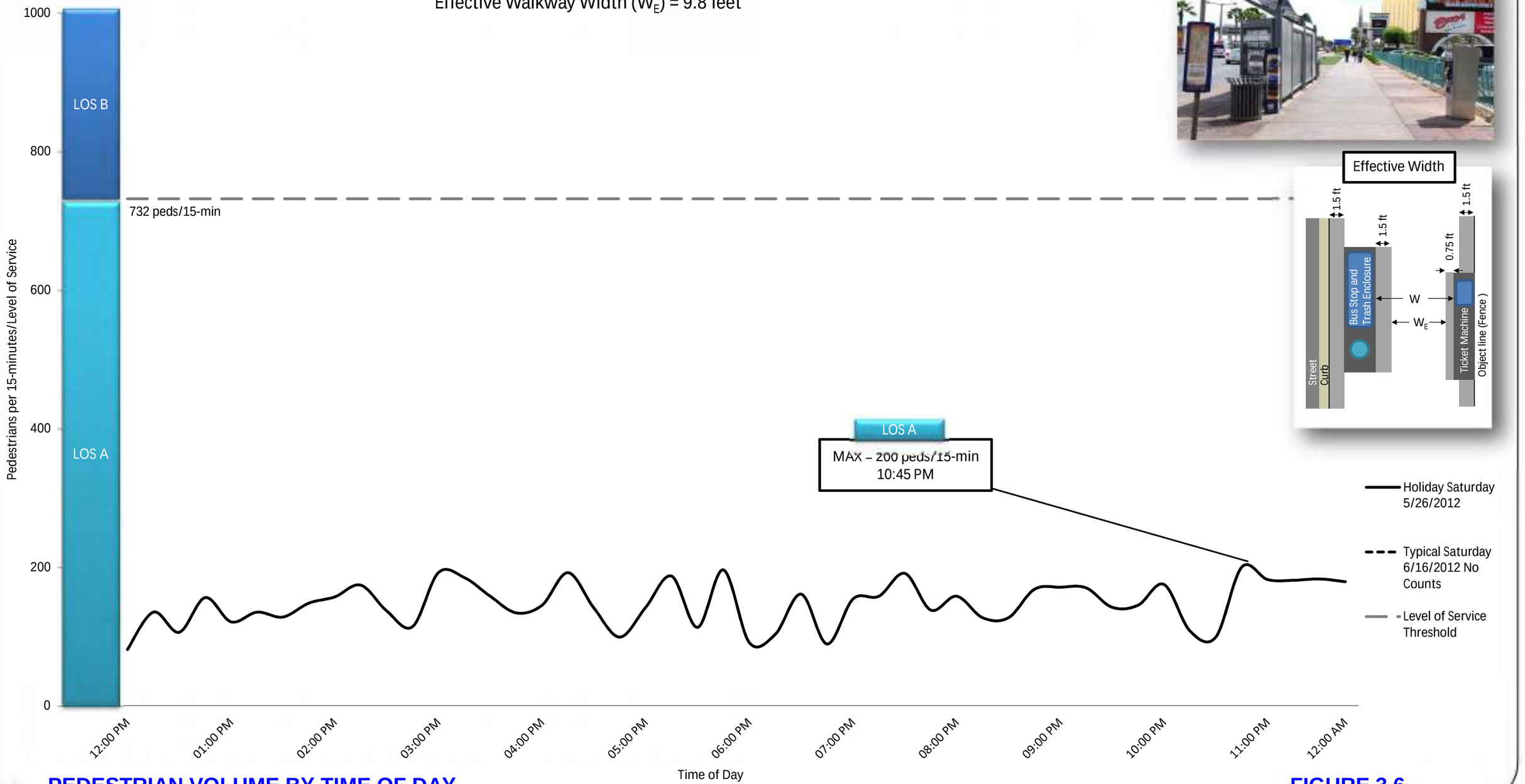
Excalibur Hotel/Casino (Location ID: M2)

Manual Count Location: 370 ft. South of Tropicana Avenue

Walkway Width (W) = 12 feet

Effective Walkway Width (W_E) = 9.8 feet





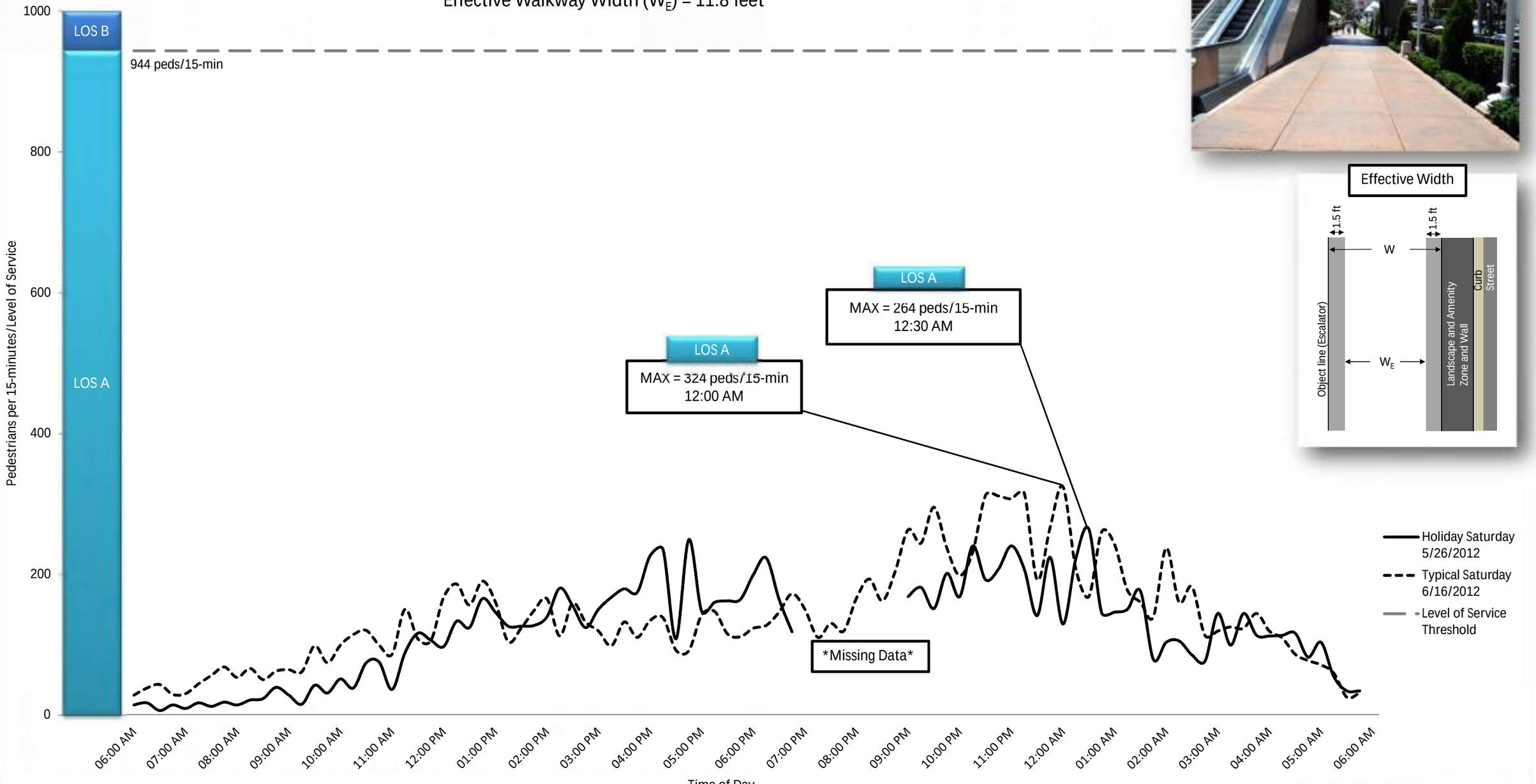
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.6

Kimley-Horn and Associates, Inc.

Wynn Hotel/Casino (Location ID: 18)
Video Count Location: 390 ft. North of Spring Mountian Road
Walkway Width (W) = 14.8 feet
Effective Walkway Width (W_E) = 11.8 feet





PEDESTRIAN VOLUME BY TIME OF DAY

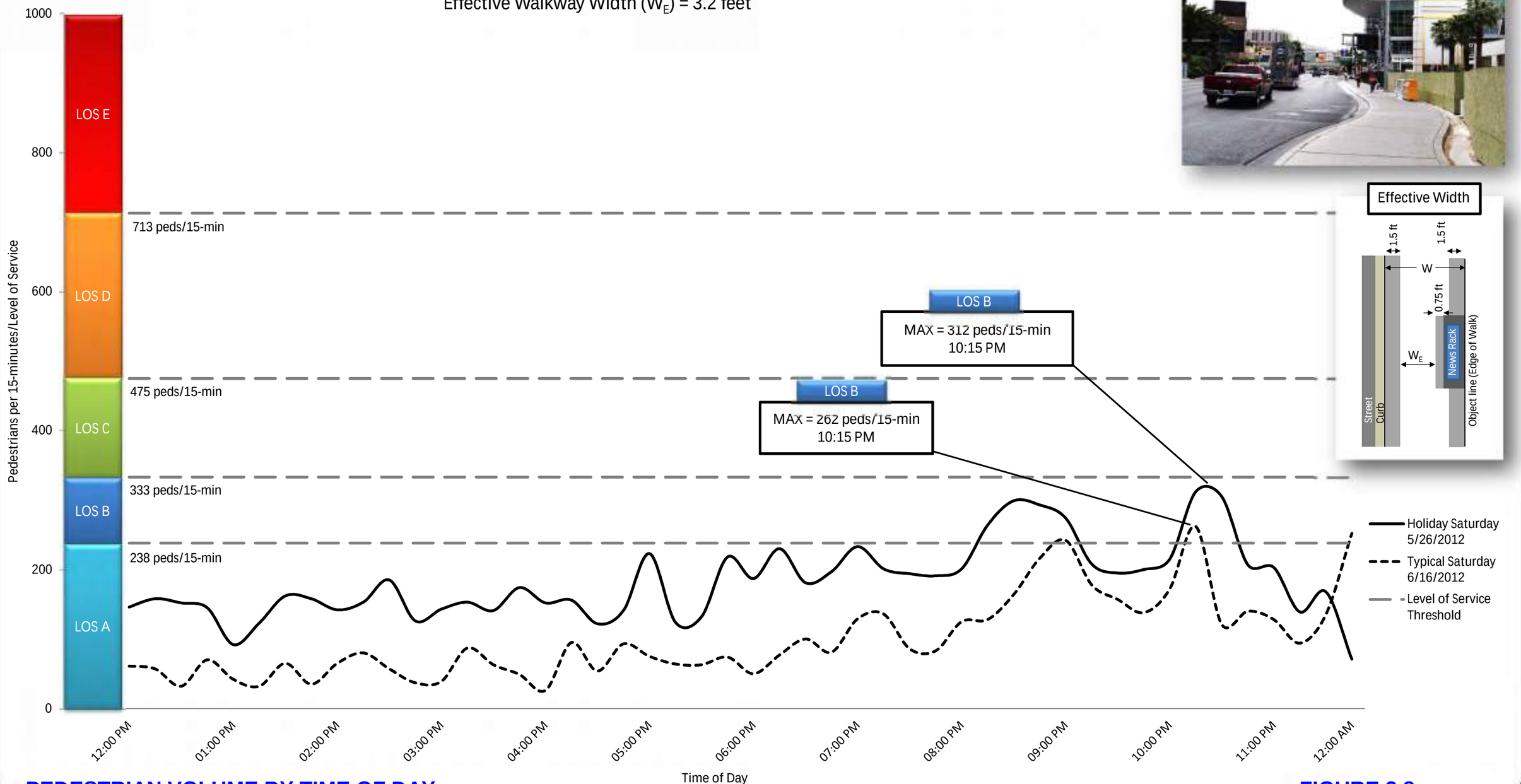
FIGURE 3.7

Kimley-Horn and Associates, Inc.

CC 1020

North of Fashion Show Drive (Location ID: M8)
Manual Count Location: 250 ft. North of Fashion Show Drive
Walkway Width (W) = 6.2 feet
Effective Walkway Width (W_E) = 3.2 feet





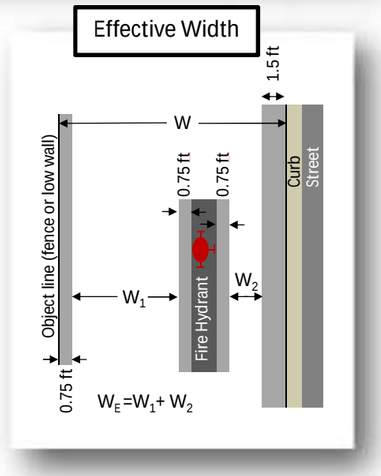
PEDESTRIAN VOLUME BY TIME OF DAY

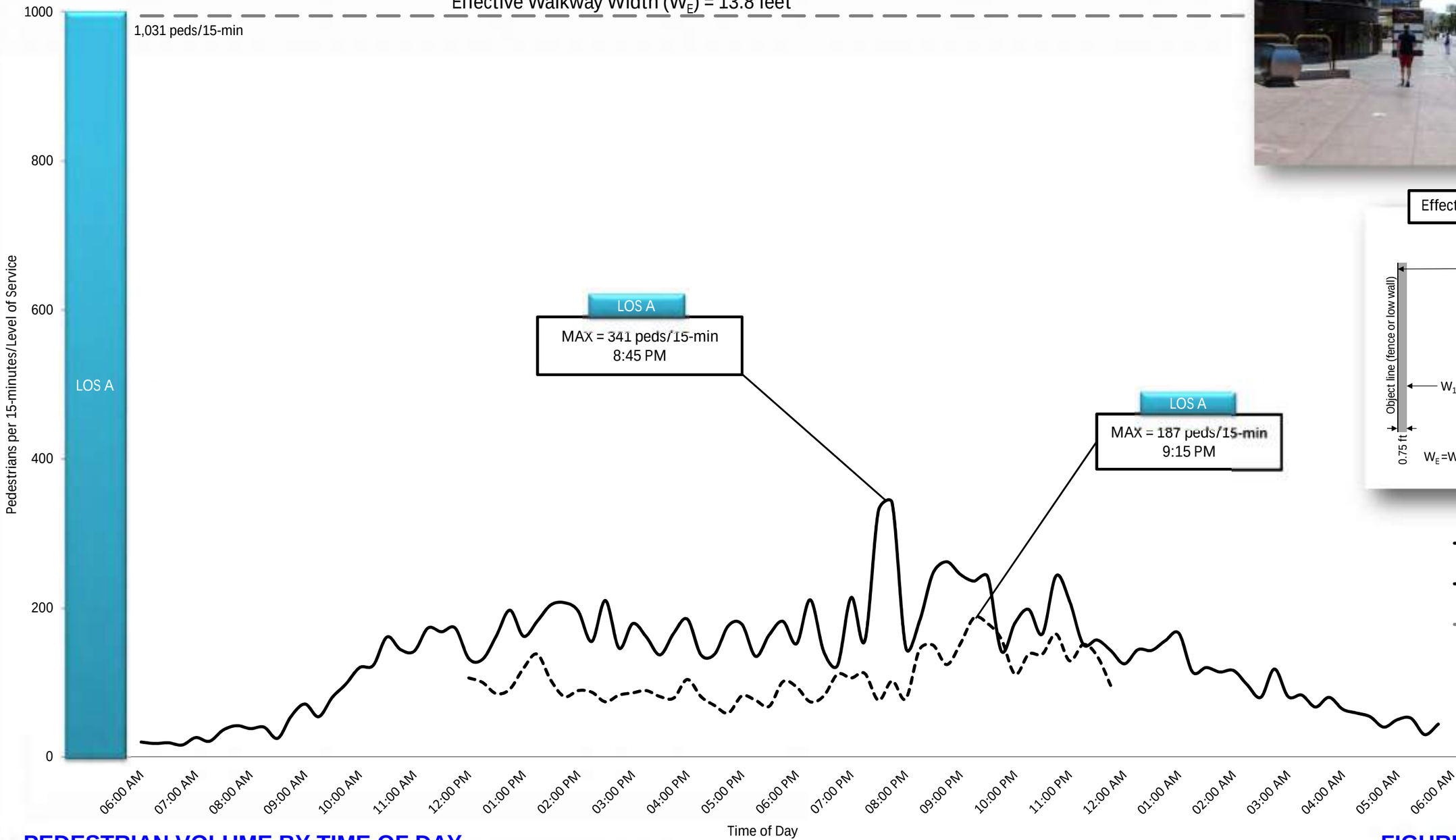
FIGURE 3.8

Kimley-Horn and Associates, Inc.

Riviera Hotel/Casino (Location ID: 20)
Video Count Location: 1,700 ft. North of Desert Inn Road
Walkway Width (W) = 19 feet
Effective Walkway Width (W_E) = 13.8 feet







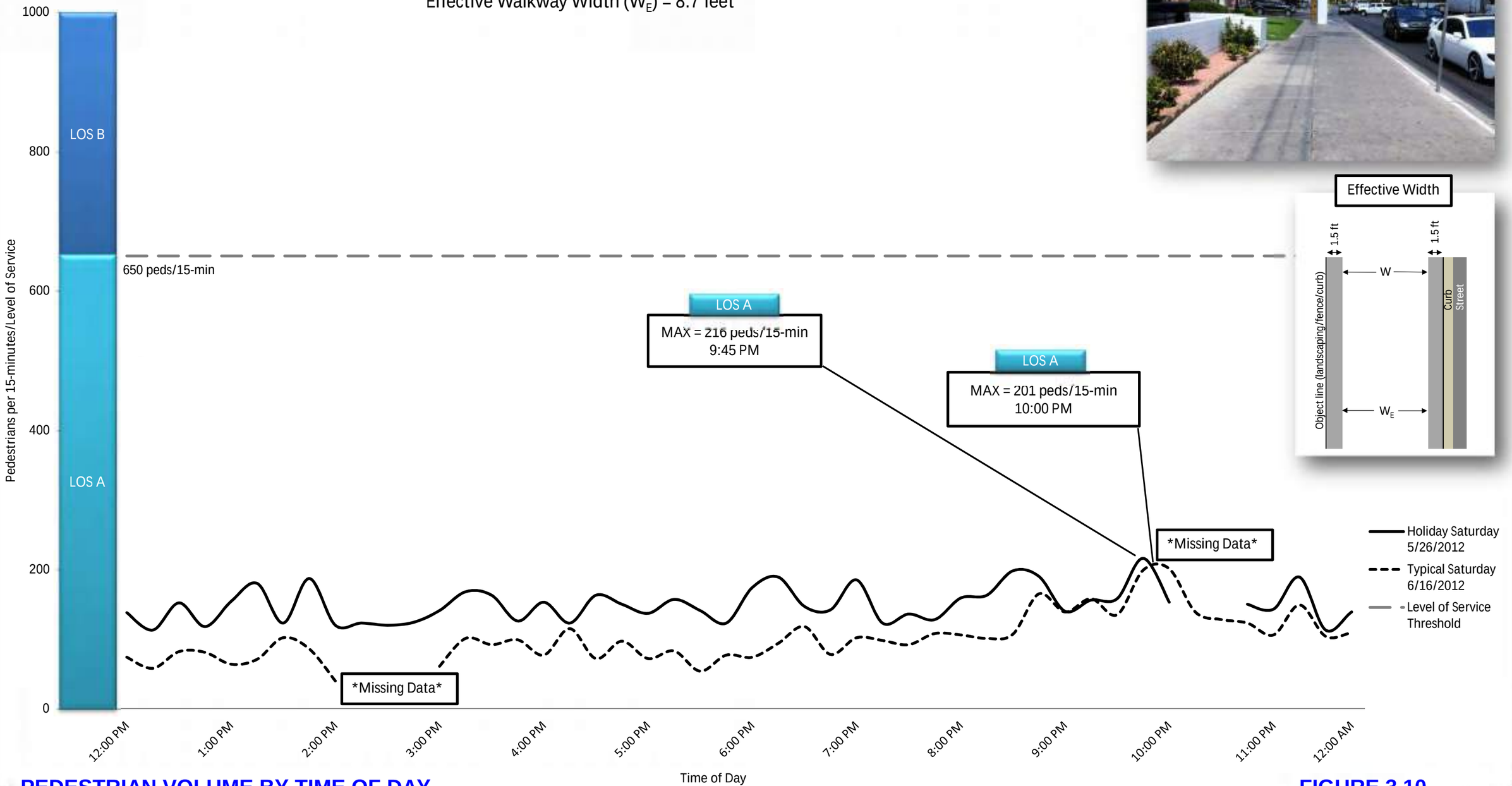
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.9

Kimley-Horn and Associates, Inc.

Circus Circus Hotel/Casino (Location ID: 21)
Video Count Location: 2,100 ft. North of Desert Inn Road
Walkway Width (W) = 11.7 feet
Effective Walkway Width (W_E) = 8.7 feet





PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.10

Kimley-Horn and Associates, Inc.

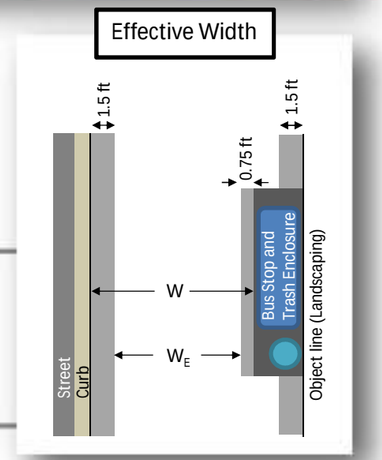
Fontainebleau Hotel/Casino(Location ID: M9)

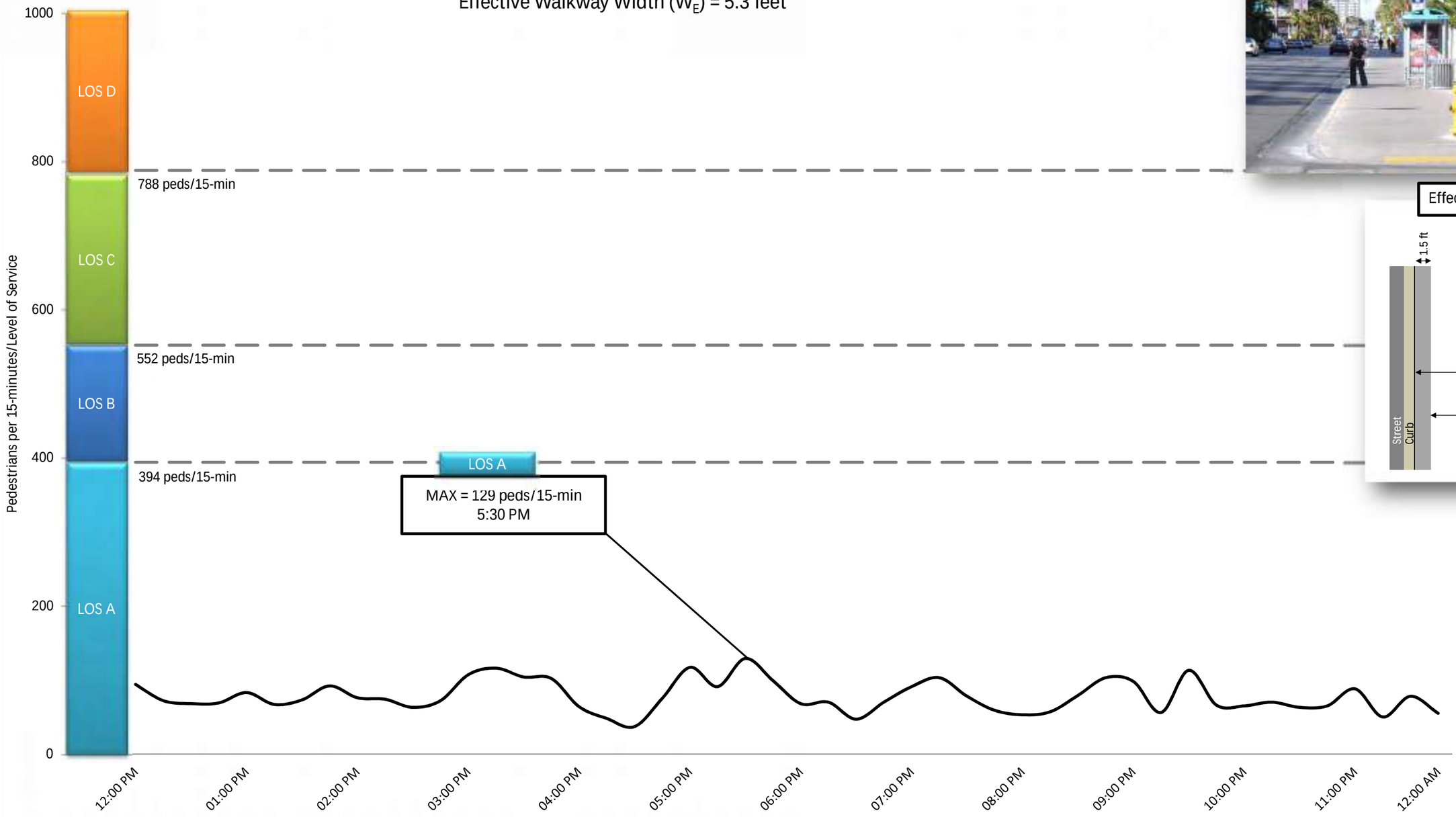
Manual Count Location: 1,330 ft. South of Sahara Avenue

Walkway Width (W) = 7.5 feet

Effective Walkway Width (W_E) = 5.3 feet







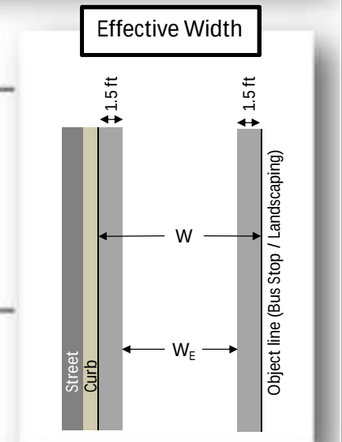
PEDESTRIAN VOLUME BY TIME OF DAY

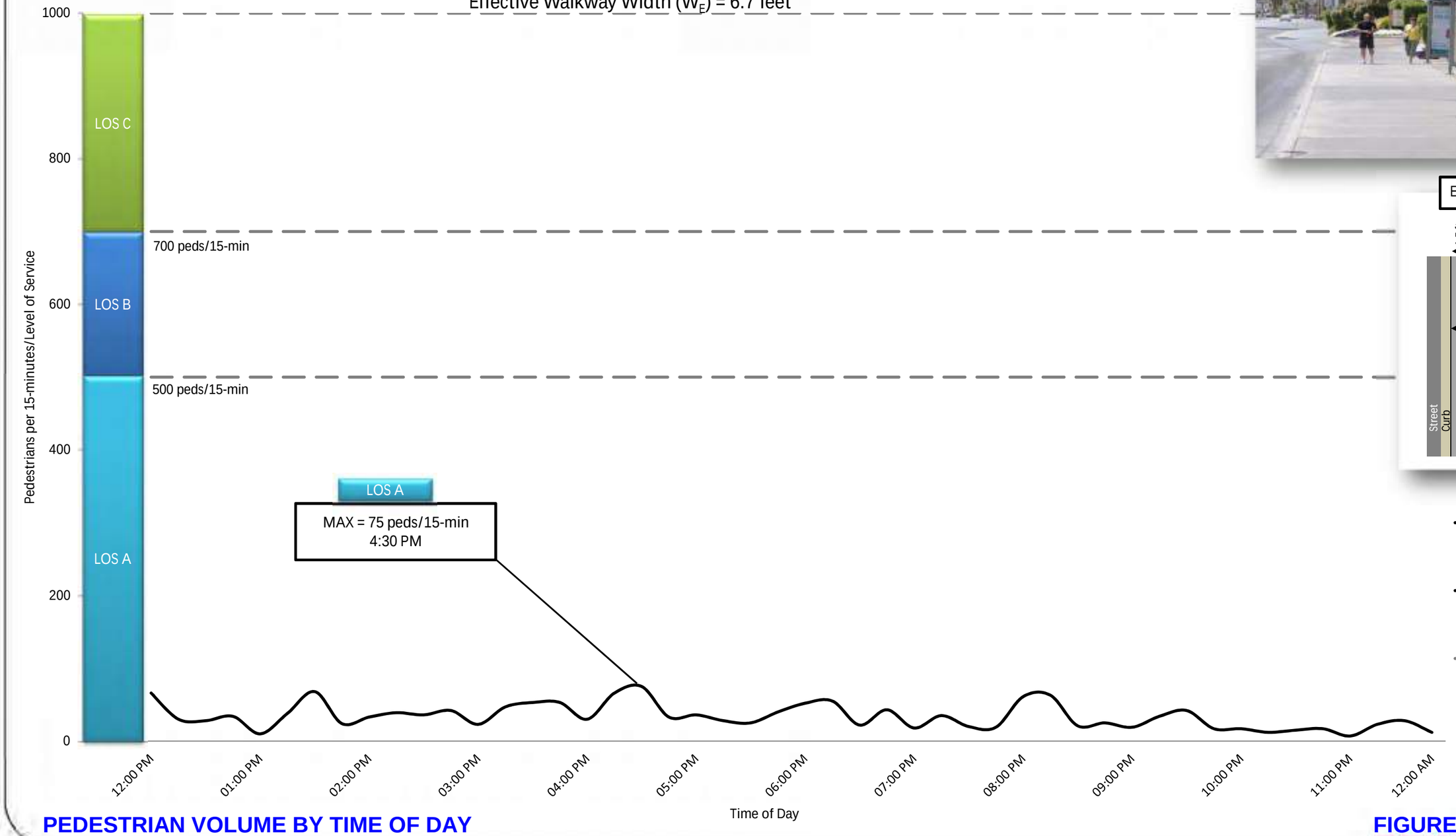
FIGURE 3.11

Kimley-Horn and Associates, Inc.

Hilton Grand Vacations (Location ID: M10)
Manual Count Location: 1,460 ft. South of Sahara Avenue
Walkway Width (W) = 9.7 feet
Effective Walkway Width (W_E) = 6.7 feet







PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.12

Kimley-Horn and Associates, Inc.

3.1.3 Inner Portion of the Study Corridor

The inner portion of the study corridor between Tropicana Avenue and Spring Mountain Road generally experienced higher pedestrian volumes than the outer portion of the study corridor.

Within the inner portion of the study corridor significant short term pedestrian volume peaking was observed near Tropicana Avenue and the MGM Grand Hotel/Casino around 9:15 PM on May 26, 2012. These peaks were attributed to the UFC event that was held at the MGM Grand Garden Arena during the data collection period. The event concluded around 9:00 PM and resulted in recognizable pedestrian peaks on the Tropicana Avenue south pedestrian bridge (see Figure 3.28) as well as other surrounding walkways and pedestrian bridges.

There are three recurring outdoor attractions within the inner portion of 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 are listed below as well as their duration and show schedule during the data collection period.

- The Bellagio Fountain - Picture 3.4
  - Approximate 5 minute duration
  - Every 30 minutes from 12:00 PM to 7:00 PM
  - Every 15 minutes from 7:00 PM to 12:00 AM



Picture 3.4 – Bellagio Fountains – Daily Attraction.

- The Mirage Volcano - Picture 3.5
  - approximate 5 minute duration
  - Hourly from 8:00 PM to 12:00 AM



Picture 3.5 – Mirage Volcano – Daily Attraction.

- The Sirens of Treasure Island - Picture 3.6
  - Approximate 18 minute duration
  - Every 90 minutes from 7:00 PM to 11:30 PM



Picture 3.6 – Sirens of Treasure Island – Daily Attraction.

The Mirage Volcano and the Sirens of Treasure Island attractions were observed to impact pedestrian traffic. Pedestrians slow their walking speed 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 3.25 (Saturday May 26, 2012 - Memorial Day weekend) shows the impact to pedestrian volumes in front of the Mirage due to the volcano attraction. The graph illustrates three peaks in pedestrian volume. The 8:00 PM and 9:00 PM shows combined into a single peak with walkway volumes dropping off after the 9:00 PM show. Two additional peaks were observed after the, 10:00 PM and 11:00 PM Mirage Volcano shows. The LOS E threshold is exceeded after the 8:00 PM show at the Mirage Hotel/Casino which corresponds with the maximum 15-minute peak pedestrian volume of 1,963 pedestrians for Saturday, May 26, 2012 of Memorial Day weekend.

Pedestrian volume data was collected at the following 15 locations between Tropicana Avenue and Spring Mountain Road:

- CC1 – New York-New York Hotel/Casino - Figure 3.13
- 5 - MGM Grand Hotel/Casino - Figure 3.14
- 6 – City Center – Crystals - Figure 3.15
- Metro1 – Harley Davidson Café - Figure 3.16
- CC2 - Bellagio Hotel/Casino South - Figure 3.17
- M5 - Paris Hotel/Casino - Figure 3.18
- 9 – Bally's Hotel/Casino - Figure 3.19
- 11A – Bellagio Hotel/Casino - Figure 3.20
- 12 - Flamingo Hotel/Casino - Figure 3.21
- M6 – Caesars Palace Hotel/Casino - Figure 3.22
- 13 – Forum Shops - Figure 3.23
- 14 – Harrah's Hotel/Casino - Figure 3.24
- 15 – Mirage Hotel/Casino - Figure 3.25
- CC3 – Venetian Hotel/Casino - Figure 3.26
- CC4 – Treasure Island Hotel/Casino - Figure 3.27

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

- Metro1 – Harley Davidson Cafe
- 12 - Flamingo Hotel/Casino
- M6 – Caesars Palace Hotel/Casino
- 13 – Forum Shops
- 14 – Harrah's Hotel/Casino
- 15 – Mirage Hotel/Casino
- CC3 – Venetian Hotel/Casino

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.

Table 3.2 shows the summary of data collected within the inner portion of the study corridor. Note that private video data was not provided for every location on both the holiday and typical Saturday. Picture 3.7 through Picture 3.9 show typical walkway activity for the inner portion of the study corridor.

Table 3.2 - Data Summary for Inner Portion of the Study Corridor

Holiday Saturday - May 26, 2012

West Side						East Side					
ID	Name	W_E	Max 15-min Volume	Time of Max Volume	LOS	ID	Name	W_E	Max 15-min Volume	Time of Max Volume	LOS
CC1	New York-New York	8.3	1043	11:00PM - 11:15PM	C	5	MGM Grand	18.4	1343	9:30PM - 9:45PM	A
CC2	Bellagio South	21.5	2633	9:30PM - 9:45PM	C	Metro1	Harley Davidson	5.0	1140	4:00PM - 4:15PM	E
M6	Caesars Palace	6.8	1684	9:15PM - 9:30PM	D	M5	Paris	10.3	2124	4:15PM - 4:30PM	C
13	Forum Shops	12.0	2092	11:30PM - 11:45PM	D	9	Bally's	28.0	1780	4:15PM - 4:30PM	A
15	Mirage	8.7	1963	8:45PM - 9:00PM	E	12	Flamingo	8.5	1459	9:45PM - 10:00PM	D
						14	Harrah's	6.7	1242	2:30PM - 2:45PM	D
						CC3	Venetian	6.3	1323	8:45PM - 9:00PM	D

Typical Saturday - June 16, 2012

West Side						East Side					
ID	Name	W_E	Max 15-min Volume	Time of Max Volume	LOS	ID	Name	W_E	Max 15-min Volume	Time of Max Volume	LOS
CC1	New York-New York	8.3	358	11:30PM - 11:45PM	C	5	MGM Grand	18.4	739	10:00PM - 10:15PM	A
6	Crystals	17.7	619	10:00PM - 10:15PM	A	Metro1	Harley Davidson	5.0	1290	10:00PM - 10:15PM	E
CC2	Bellagio South	21.5	1595	10:00PM - 10:15PM	A	M5	Paris	10.3	1417	10:00PM - 10:15PM	B
11A	Bellagio	15.0	1573	10:30PM - 10:45PM	B	9	Bally's	28.0	880	12:30PM - 12:45PM	A
M6	Caesars Palace	6.8	1338	9:15PM - 9:30PM	C	14	Harrah's	6.7	1152	9:00PM - 9:15PM	D
13	Forum Shops	12.0	1787	10:15PM - 10:30PM	C	CC3	Venetian	6.3	1737	11:15PM - 11:30PM	E
15	Mirage	8.7	754	8:00PM - 8:15PM	B						
CC4	Treasure Island	1.7	287	10:15PM - 10:30PM	D						



Picture 3.7 – Pedestrian Activity at New York-New York Holiday Saturday.



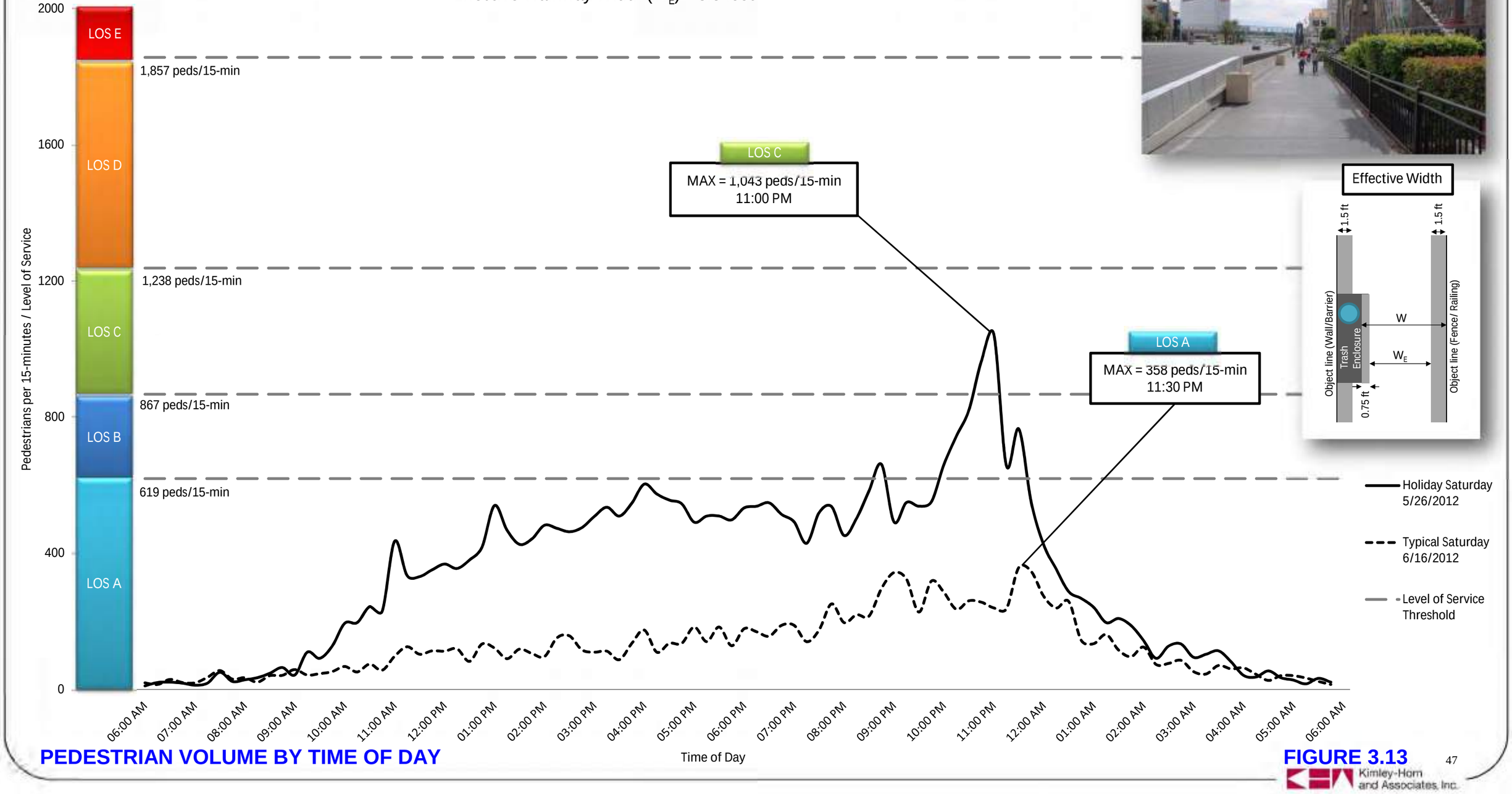
Picture 3.8 – Pedestrian Activity at Venetian Hotel/Casino Holiday Saturday.



Picture 3.9 – Pedestrian Activity at Bellagio Hotel/Casino South Typical Saturday.

New York New York Hotel/Casino (Location ID: CC1)
Video Count Location: 780 ft. North of Tropicana Avenue
Walkway Width (W) = 10.5 feet
Effective Walkway Width (W_E) = 8.3 feet





PEDESTRIAN VOLUME BY TIME OF DAY

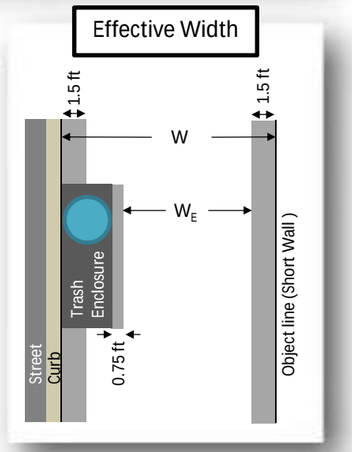
FIGURE 3.13

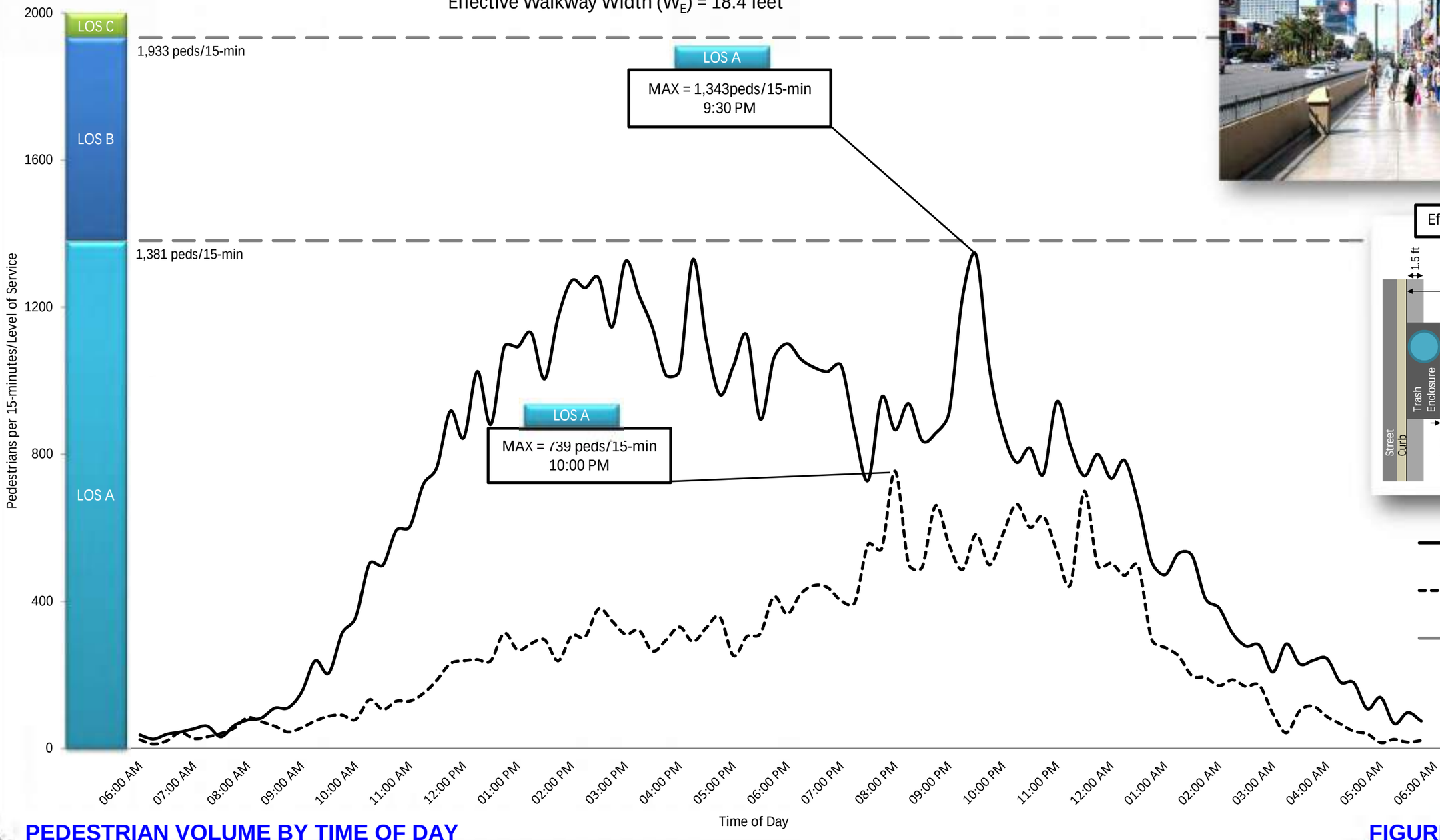
Kimley-Horn and Associates, Inc.

CC 1028

MGM Grand Hotel/Casino (Location ID: 5)
Video Count Location: 310 ft. North of Tropicana Avenue
Walkway Width (W) = 20.7 feet
Effective Walkway Width (W_E) = 18.4 feet







PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.14

Kimley-Horn and Associates, Inc.

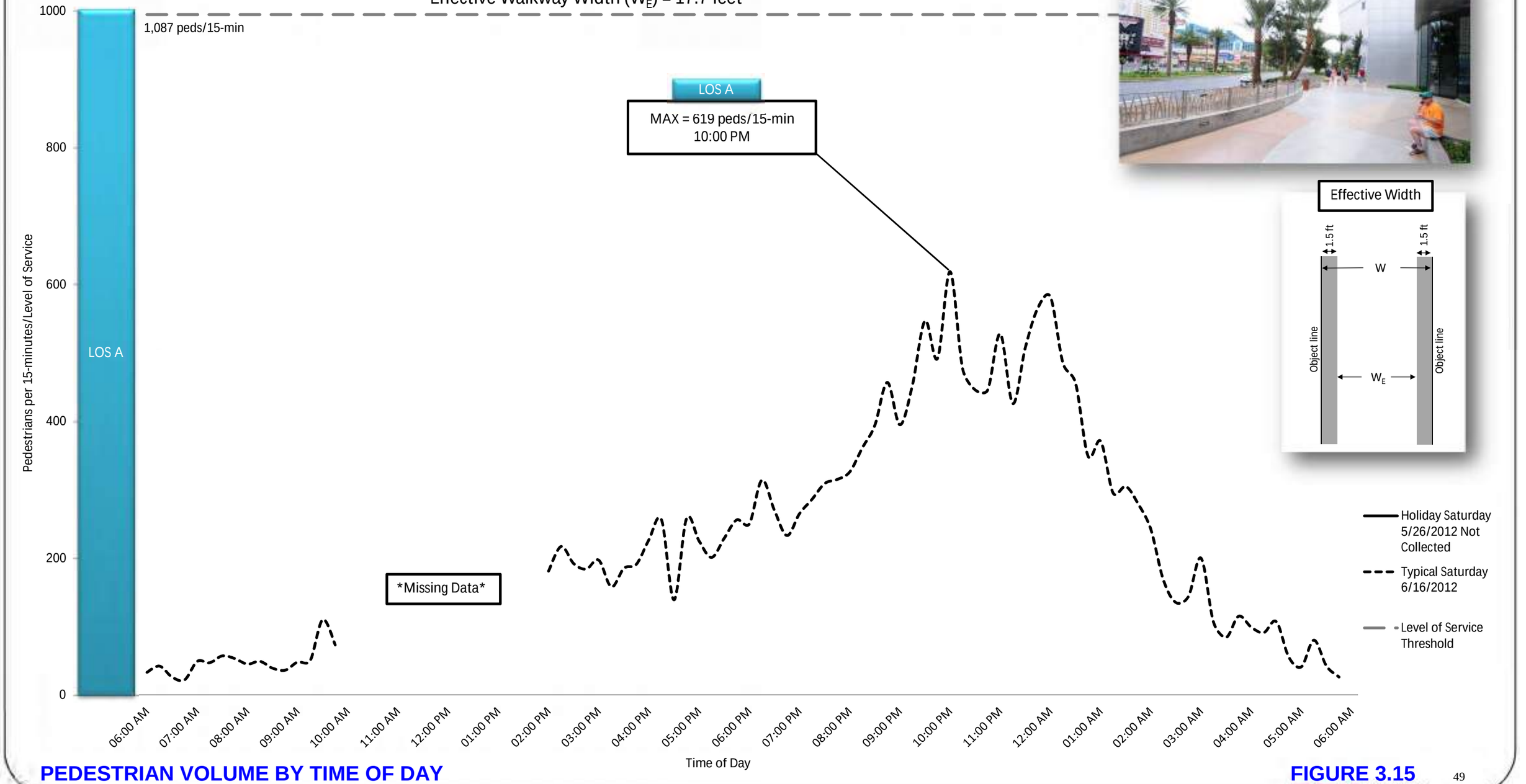
City Center - Crystals (Location ID: 6)

Video Count Location: 460 ft. South of Harmon Avenue

Walkway Width (W) = 20.7 feet

Effective Walkway Width (W_E) = 17.7 feet





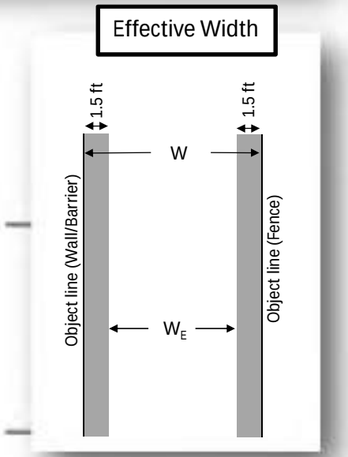
PEDESTRIAN VOLUME BY TIME OF DAY

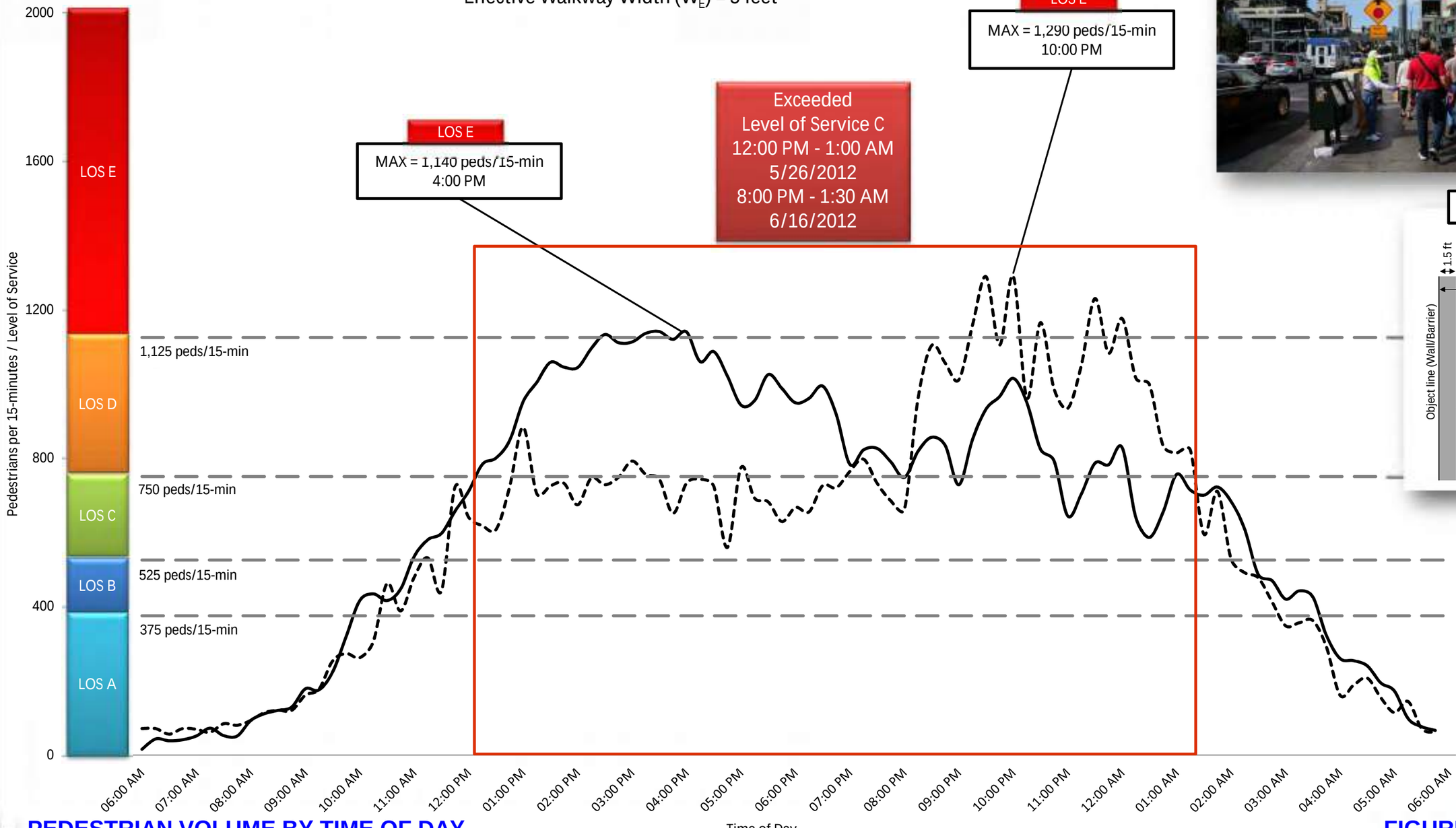
FIGURE 3.15

Kimley-Horn and Associates, Inc.

Harley Davidson Cafe (Location ID: Metro1)
Video Count Location: 270 ft. South of Harmon Avenue
Walkway Width (W) = 8 feet
Effective Walkway Width (W_E) = 5 feet







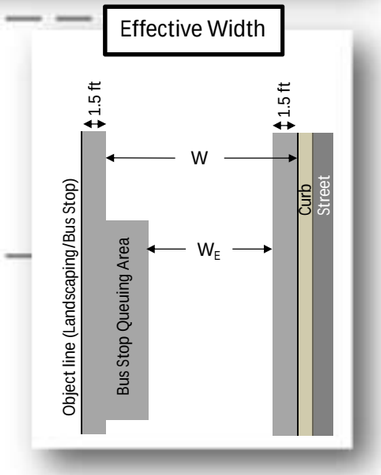
PEDESTRIAN VOLUME BY TIME OF DAY

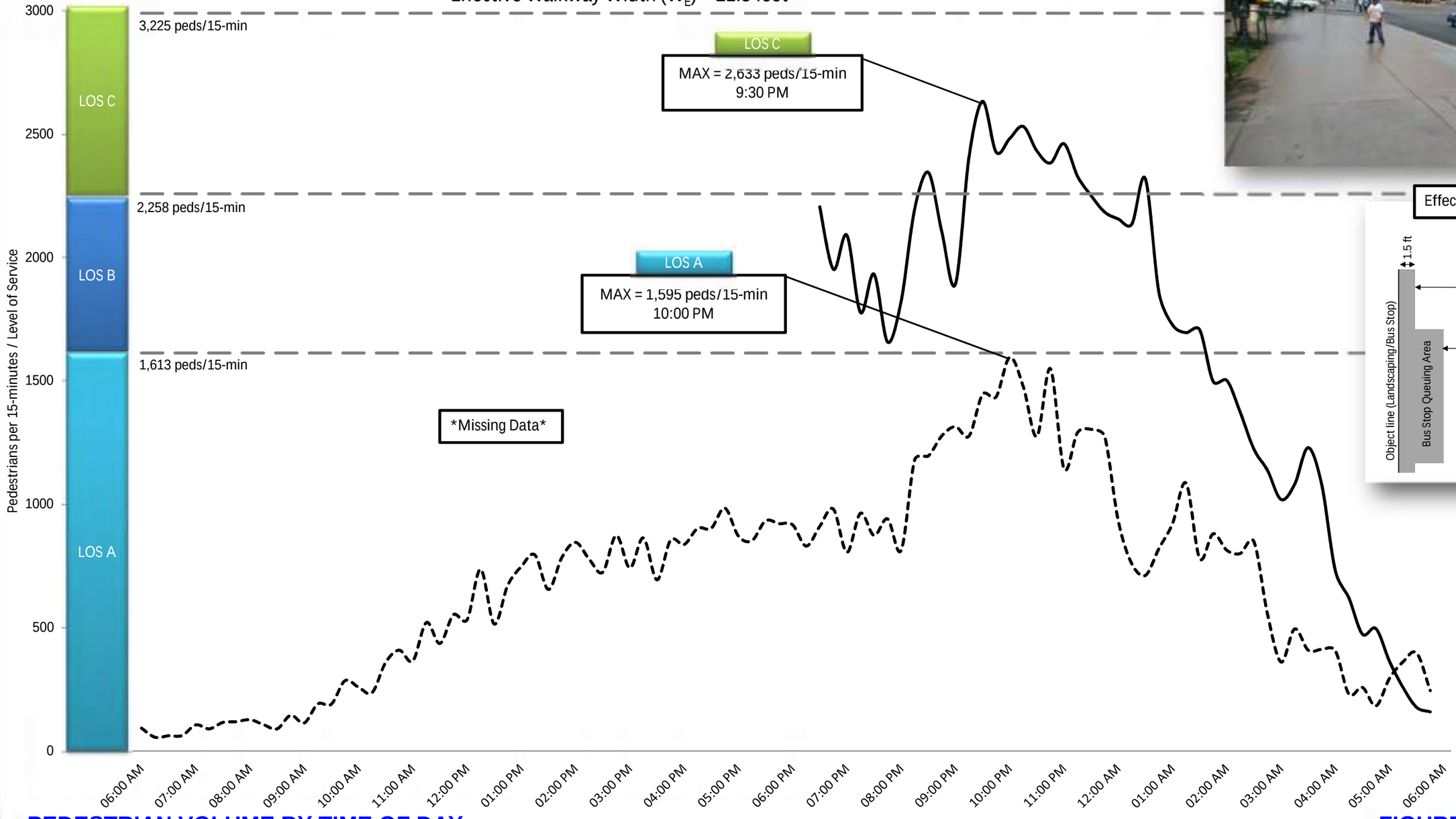
FIGURE 3.16

Kimley-Horn and Associates, Inc.

Bellagio Hotel/Casino South (Location ID: CC2)
Video Count Location: 580 ft. North of Harmon Avenue
Walkway Width (W) = 27 feet
Effective Walkway Width (W_E) = 21.5 feet





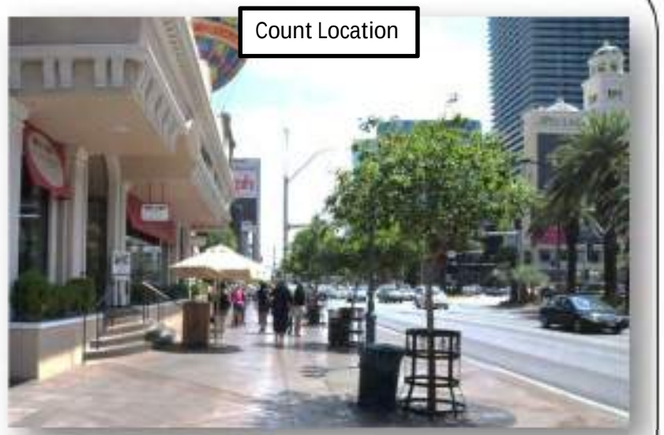


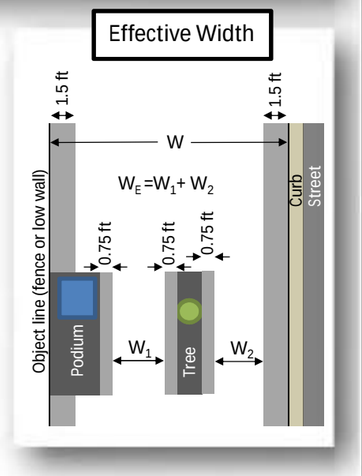
PEDESTRIAN VOLUME BY TIME OF DAY

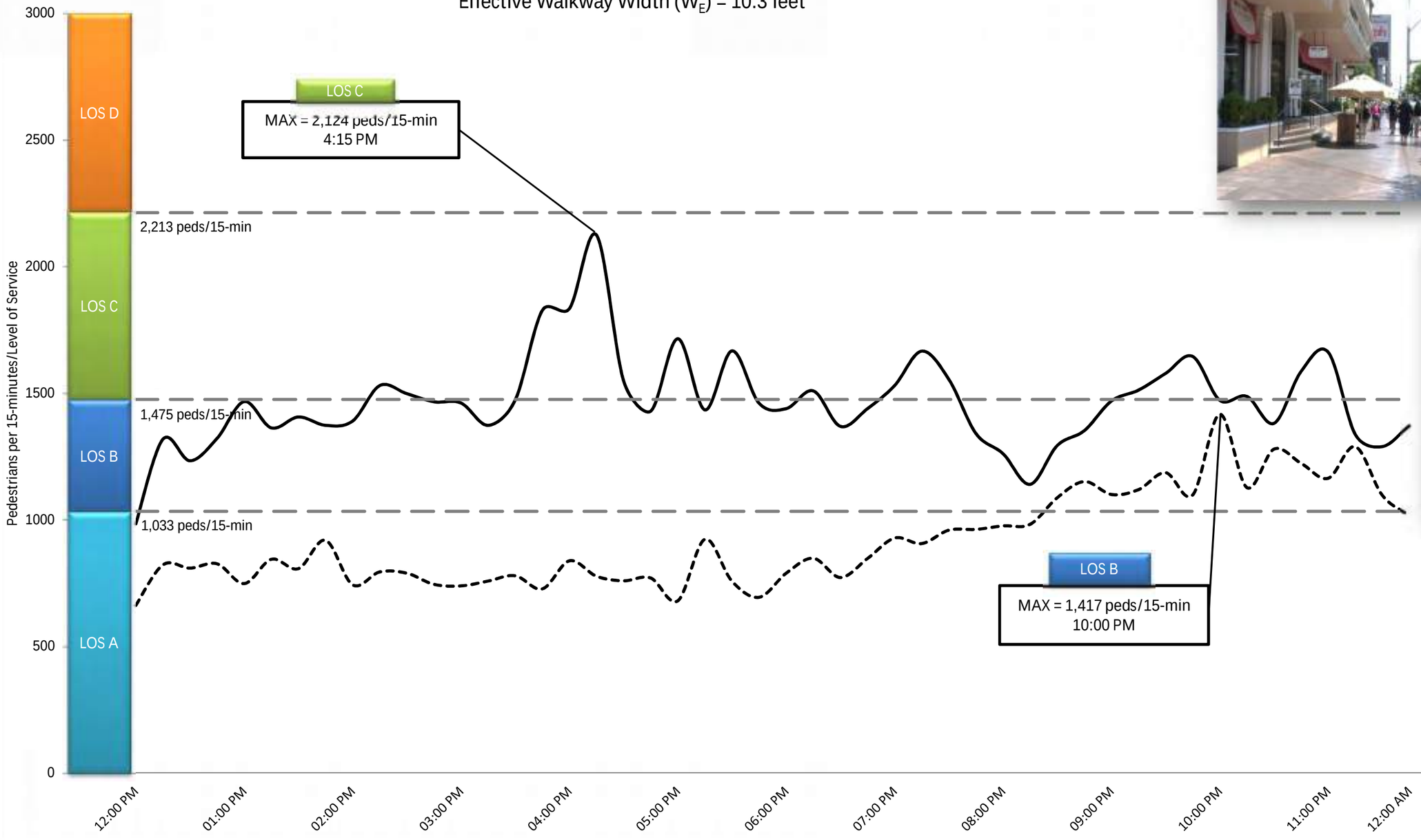
FIGURE 3.17

Kimley-Horn and Associates, Inc.

Paris Hotel/Casino (Location ID: M5)
Manual Count Location: 970 ft. South of Flamingo Road
Walkway Width (W) = 16.8 feet
Effective Walkway Width (W_E) = 10.3 feet







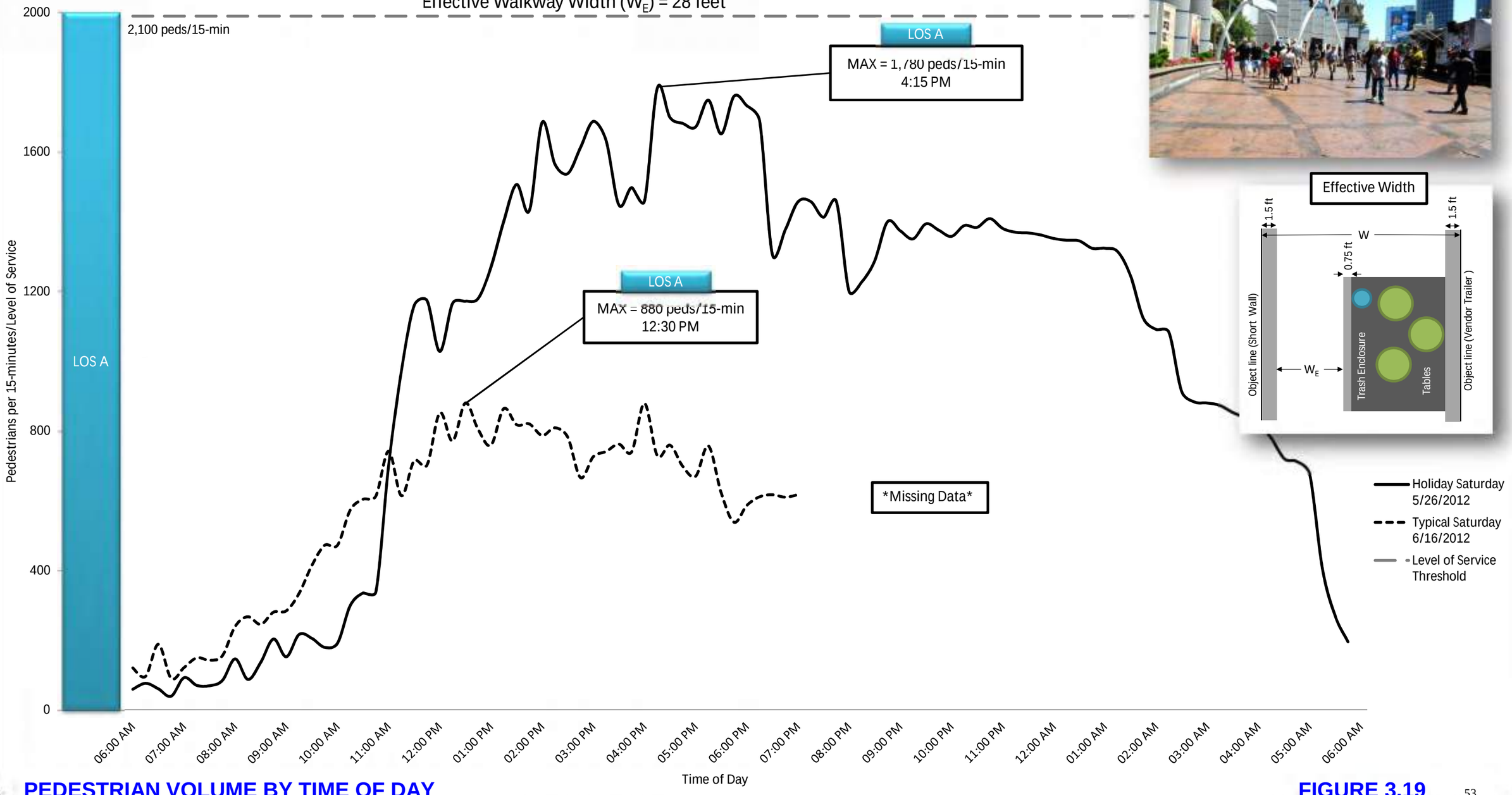
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.18

Kimley-Horn and Associates, Inc.

Bally's Hotel/Casino (Location ID: 9)
Video Count Location: 170 ft. South of Flamingo Road
Walkway Width (W) = 43.5 feet
Effective Walkway Width (W_E) = 28 feet





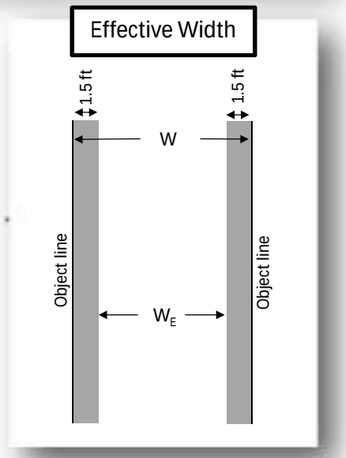
PEDESTRIAN VOLUME BY TIME OF DAY

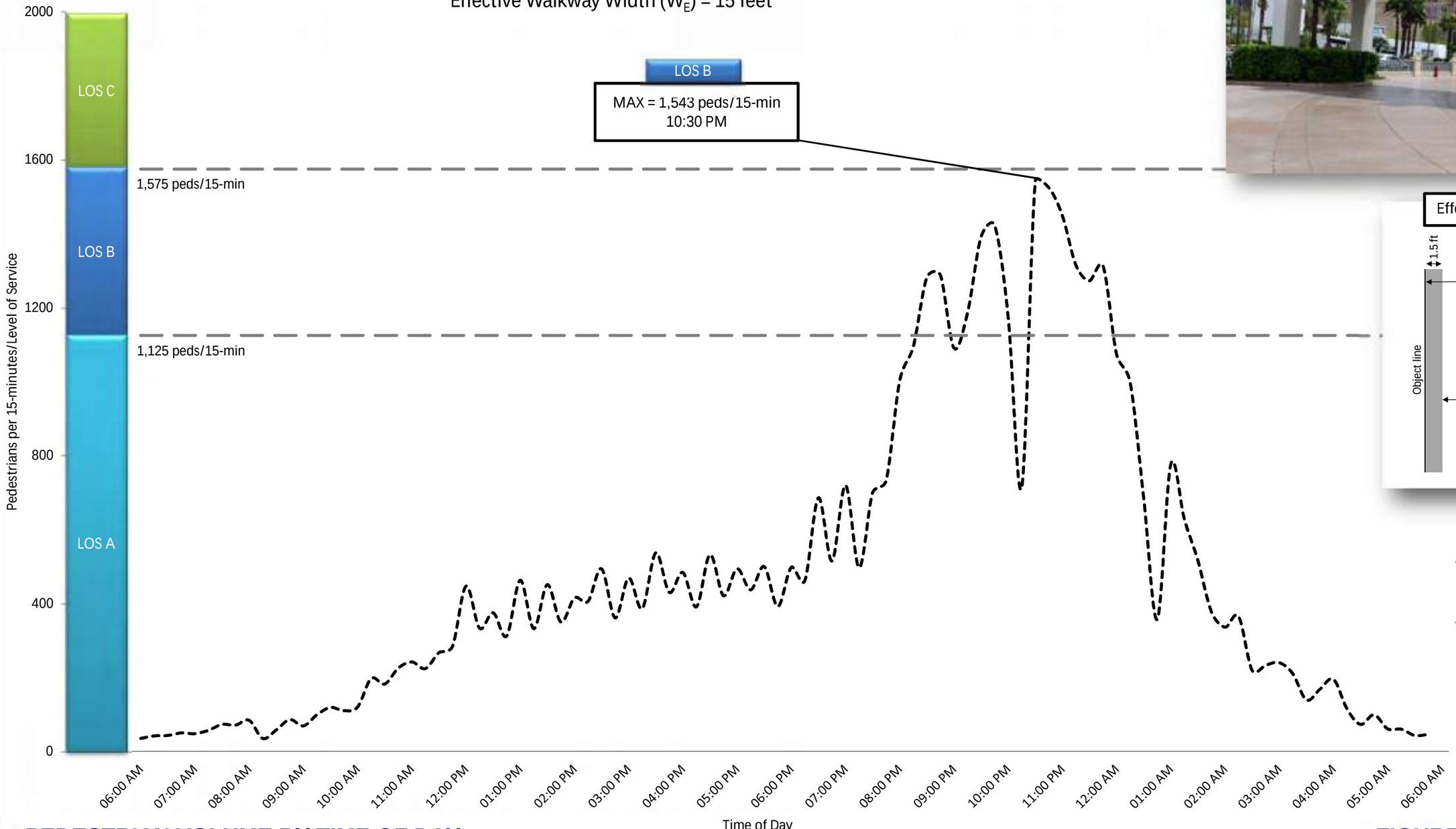
FIGURE 3.19

Kimley-Horn and Associates, Inc.

Bellagio Hotel/Casino (Location ID: 11A)
Video Count Location: 190 ft. South of Flamingo Road
Walkway Width (W) = 18 feet
Effective Walkway Width (W_E) = 15 feet







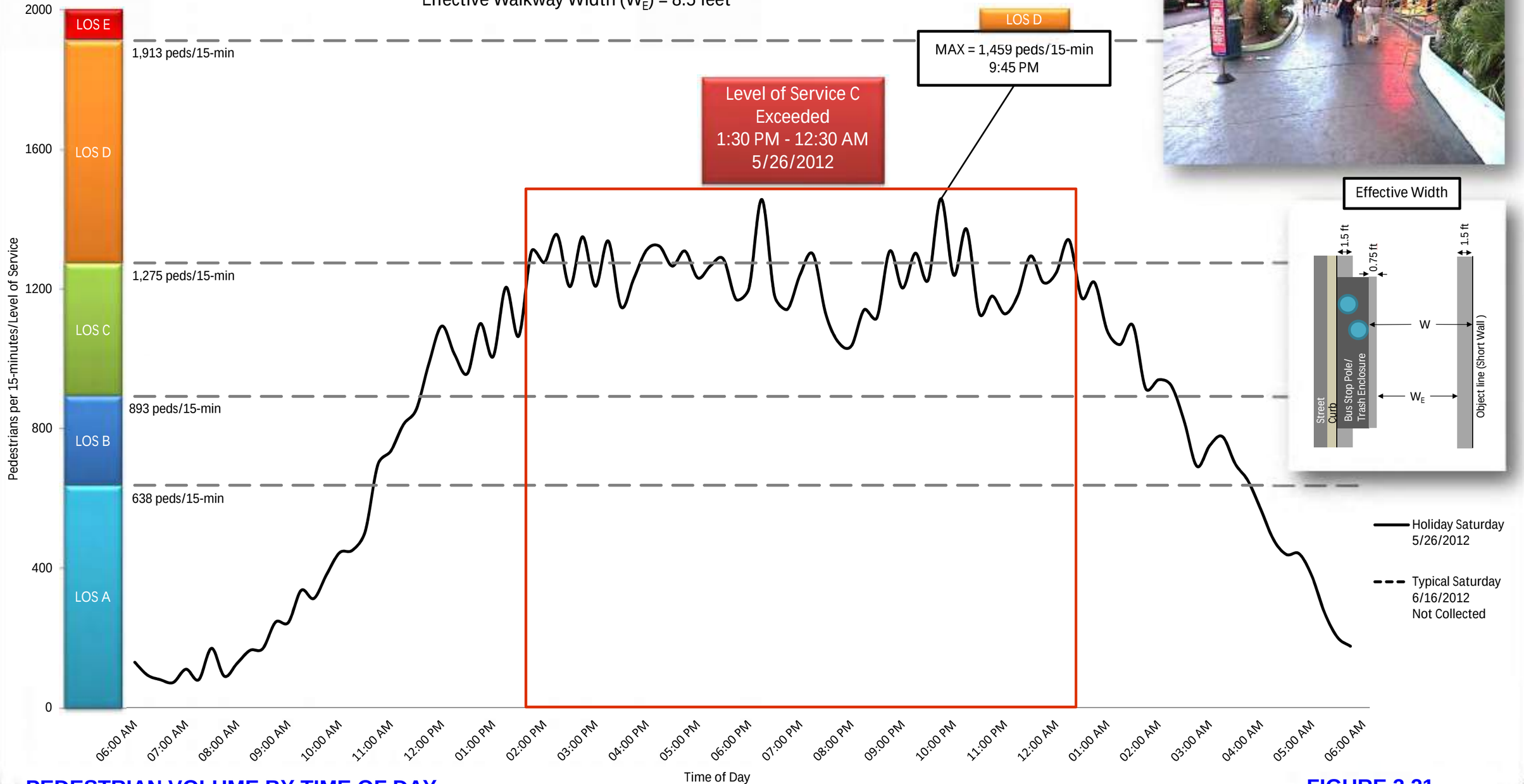
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.20

Kimley-Horn and Associates, Inc.

Flamingo Hotel/Casino (Location ID: 12)
Video Count Location: 750 ft. North of Flamingo Road
Walkway Width (W) = 10.8 feet
Effective Walkway Width (W_E) = 8.5 feet





PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.21

Kimley-Horn and Associates, Inc.

Caesar's Palace Hotel/Casino (Location ID: M6)
Manual Count Location: 630 ft. North of Flamingo Road
Walkway Width (W) = 9 feet
Effective Walkway Width (W_E) = 6.8 feet



LOS D
MAX = 1,684 peds/15-min
9:15 PM

LOS C
MAX = 1,338 peds/15-min
9:15 PM

2000
1600
1200
800
400
0

LOS D
LOS C
LOS B
LOS A

1,519 peds/15-min
1,013 peds/15-min
709 peds/15-min

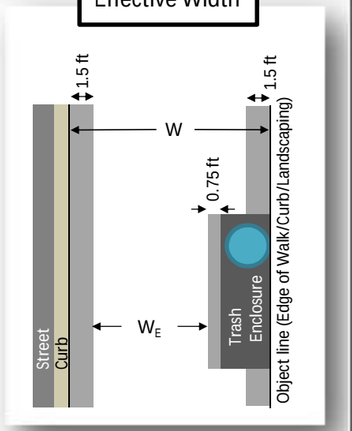
Pedestrians per 15-minutes/Level of Service

12:00 PM
01:00 PM
02:00 PM
03:00 PM
04:00 PM
05:00 PM
06:00 PM
07:00 PM
08:00 PM
09:00 PM
10:00 PM
11:00 PM
12:00 AM

Time of Day

Level of Service C Exceeded
9:00 PM - 9:30 PM
5/26/2012

Effective Width



Holiday Saturday
5/26/2012

Typical Saturday
6/16/2012

Level of Service
Threshold

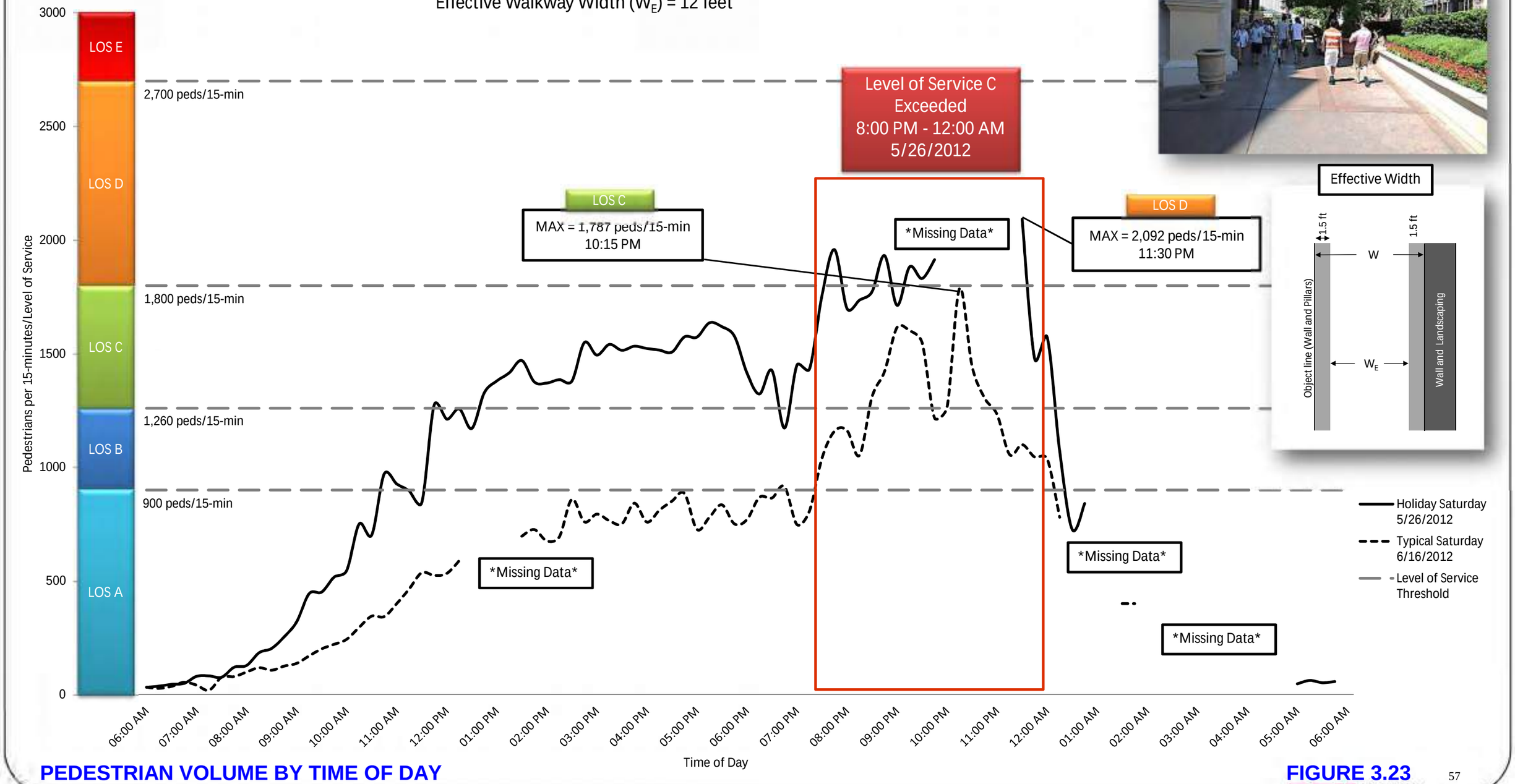
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.22

Kimley-Horn and Associates, Inc.

Forum Shops (Location ID: 13)
Video Count Location: 1,610 ft. North of Flamingo Road
Walkway Width (W) = 15 feet
Effective Walkway Width (W_E) = 12 feet





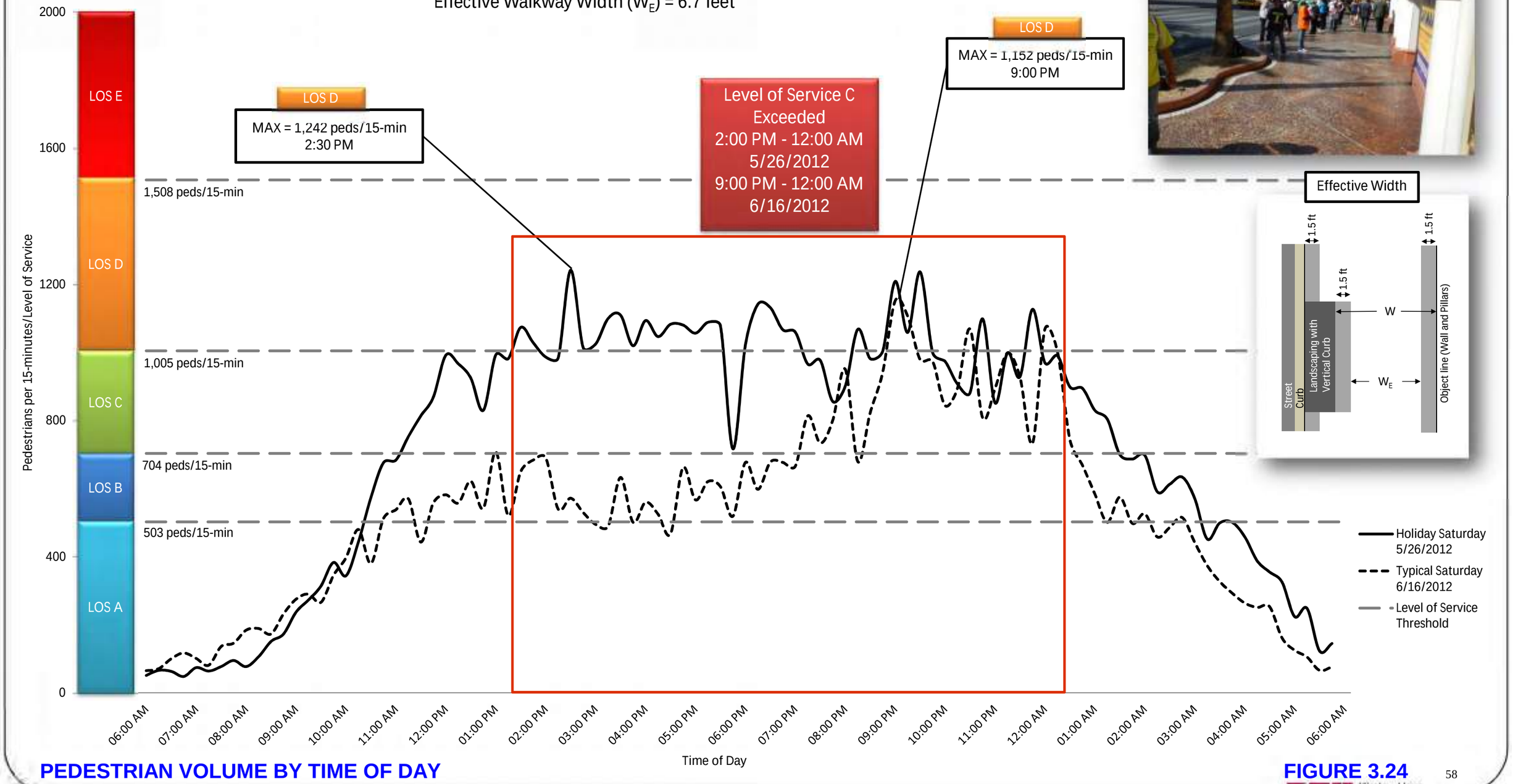
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.23

Kimley-Horn and Associates, Inc.

Harrah's Hotel/Casino (Location ID: 14)
Video Count Location: 1,870 ft. North of Flamingo Road
Walkway Width (W) = 9.7 feet
Effective Walkway Width (W_E) = 6.7 feet





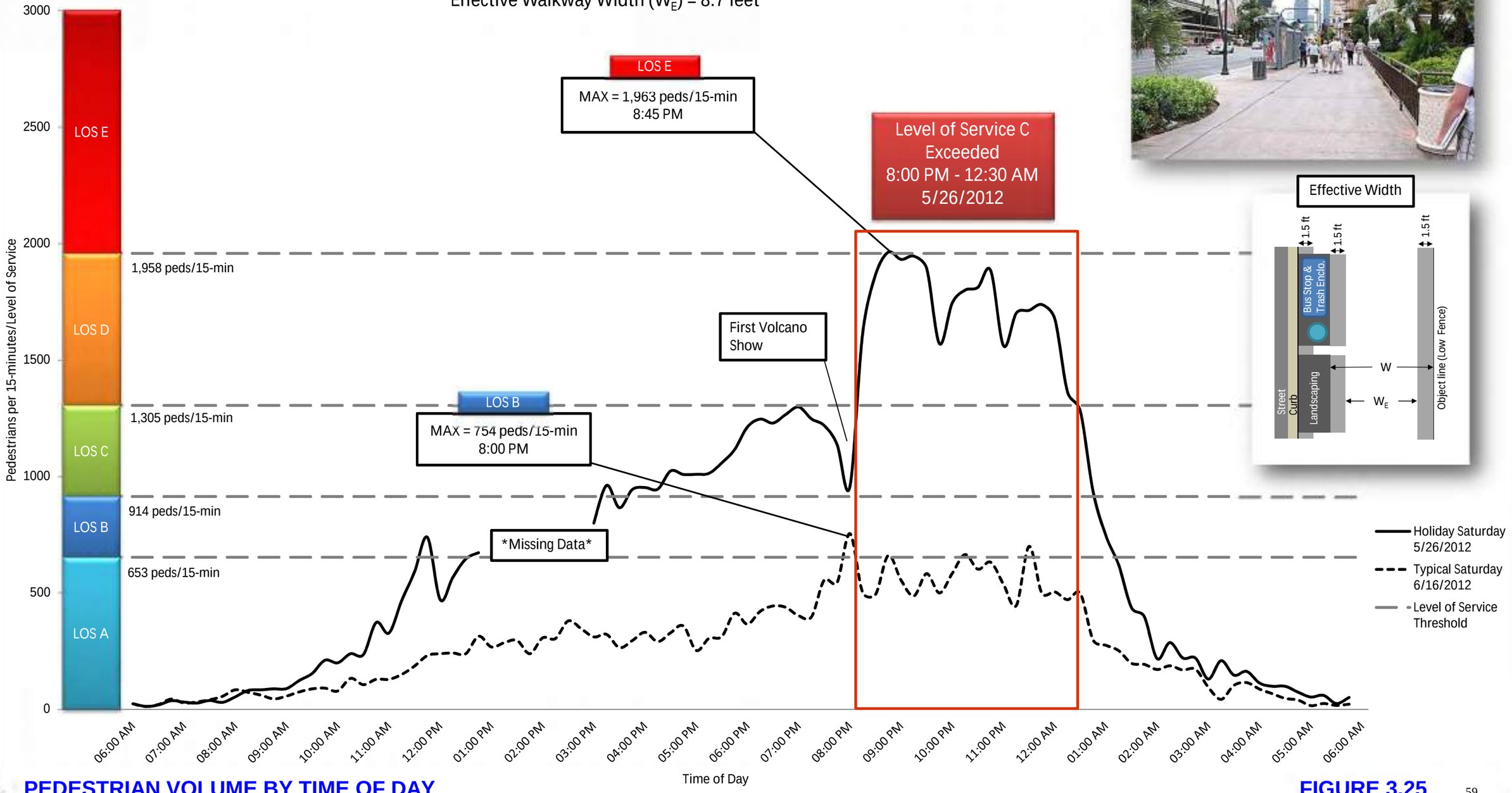
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.24

Kimley-Horn and Associates, Inc.

Mirage Hotel/Casino (Location ID: 15)
Video Count Location: 1,980 ft. South of Spring Mountian Road
Walkway Width (W) = 11.7 feet
Effective Walkway Width (W_E) = 8.7 feet





PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.25

Kimley-Horn and Associates, Inc.

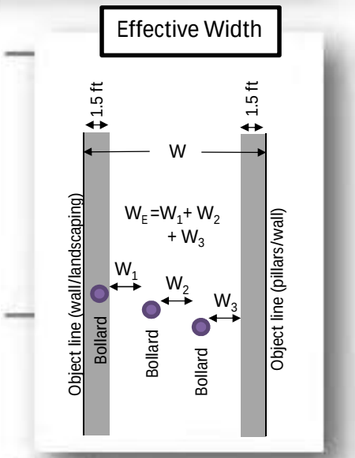
Venetian Hotel/Casino (Location ID: CC3)

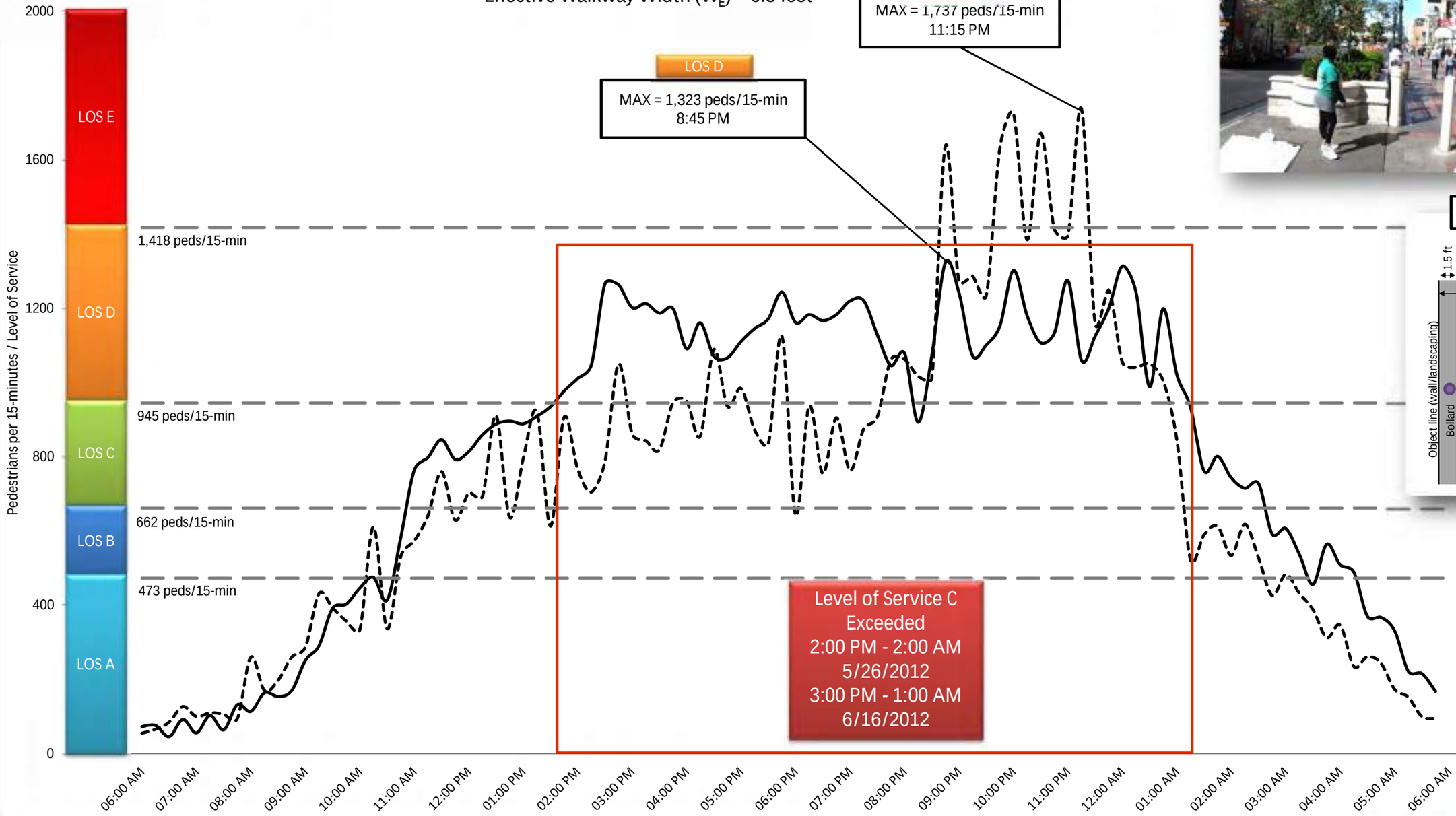
Video Count Location: 1,750 ft. South of Spring Mountian Road

Walkway Width (W) = 11.3 feet

Effective Walkway Width (W_E) = 6.3 feet







PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.26

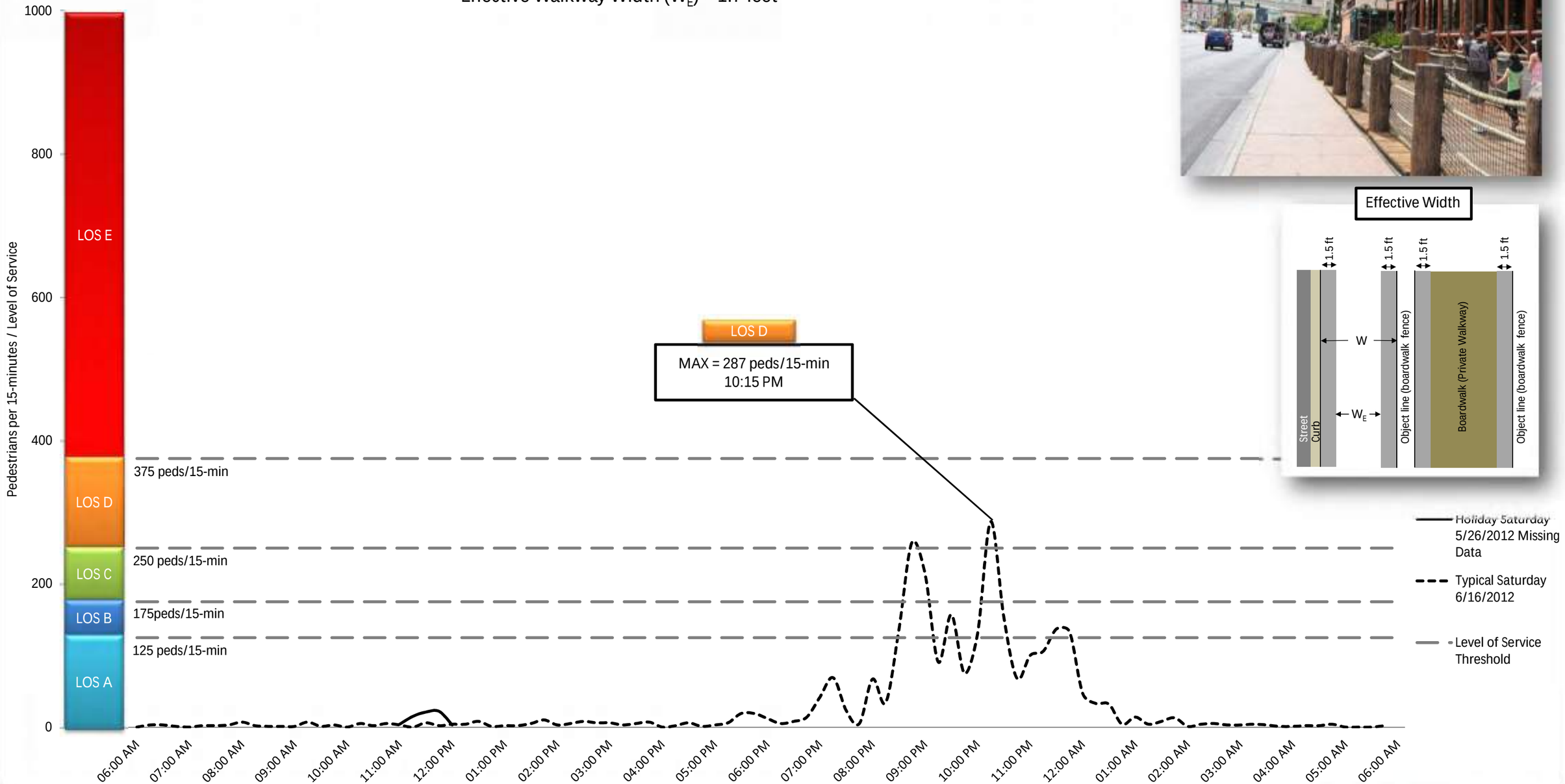
Kimley-Horn and Associates, Inc.

Treasure Island Hotel/Casino (Location ID: CC4)

Video Count Location: 730 ft. South of Spring Mountian Road

Walkway Width (W) = 4.7 feet

Effective Walkway Width (W_E) = 1.7 feet



Count Location



Effective Width

PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.27

Kimley-Horn and Associates, Inc.

CC 1042

3.1.4 Pedestrian Bridges

In general, the observed pedestrian bridges provided a LOS C or better on the holiday Saturday of May 26, 2012. The only exception was the Flamingo Road west pedestrian bridge (see Figure 3.36) where the maximum peak 15-minute pedestrian volume was observed with 2,172 pedestrians per 15-minutes between 9:15 PM and 9:30 PM. A daily total volume of 99,892 pedestrians for the holiday Saturday were observed using this bridge. The bridge provided a LOS D between the hours of 3:00 PM and about 11:30 PM, all other times a LOS C or better was observed. It should be noted that the LOS calculations were made assuming no non-permanent obstructions were on the bridge and that the entire walkway was available for pedestrian movement. Also, the Flamingo Road west pedestrian bridge was observed to have an average of three non-permanent obstructions on the bridge between 9:00 PM and 12:00 AM (see Figure 3.57). In should also be noted that in Section 3.6, when pedestrian volumes were estimated for the holiday Saturday, the Harmon Avenue West pedestrian bridge resulted in a calculated LOS which was also found to exceed LOS C (based on adjacent count volumes). Picture 3.10 and Picture 3.11 show the activity on pedestrian bridges in the study corridor.

Table 3.3 summarizes the data collected at each of the pedestrian bridges for both the holiday and typical Saturdays (May 26 and June 16, 2012).

Pedestrian volume data was collected on 14 pedestrian bridges within the study corridor, which were:

- M3 – Tropicana Avenue South Pedestrian Bridge – Figure 3.28
- 2 – Tropicana Avenue West Pedestrian Bridge – Figure 3.29
- 3 – Tropicana Avenue East Pedestrian Bridge – Figure 3.30
- 4 – Tropicana Avenue North Pedestrian Bridge – Figure 3.31
- 7 – Harmon Avenue West Pedestrian Bridge – Figure 3.32
- M4 – Harmon Avenue North Pedestrian Bridge – Figure 3.33
- 8 - Flamingo Road South Pedestrian Bridge – Figure 3.34
- 10 - Flamingo Road East Pedestrian Bridge – Figure 3.35
- 11 - Flamingo Road West Pedestrian Bridge – Figure 3.36
- Metro2 - Flamingo Road North Pedestrian Bridge – Figure 3.37
- 16 – Venetian Pedestrian Bridge – Figure 3.38
- M7 - Spring Mountain West Pedestrian Bridge – Figure 3.39
- 17 - Spring Mountain East Pedestrian Bridge – Figure 3.40
- 19 – Wynn Pedestrian Bridge – Figure 3.41



Picture 3.10 – Flamingo Road West Pedestrian Bridge on Holiday Saturday.



Picture 3.11 – Flamingo Road East Pedestrian Bridge Escalators.

Table 3.3 – Data Summary for Pedestrian Bridges.

Holiday Saturday - May 26, 2012

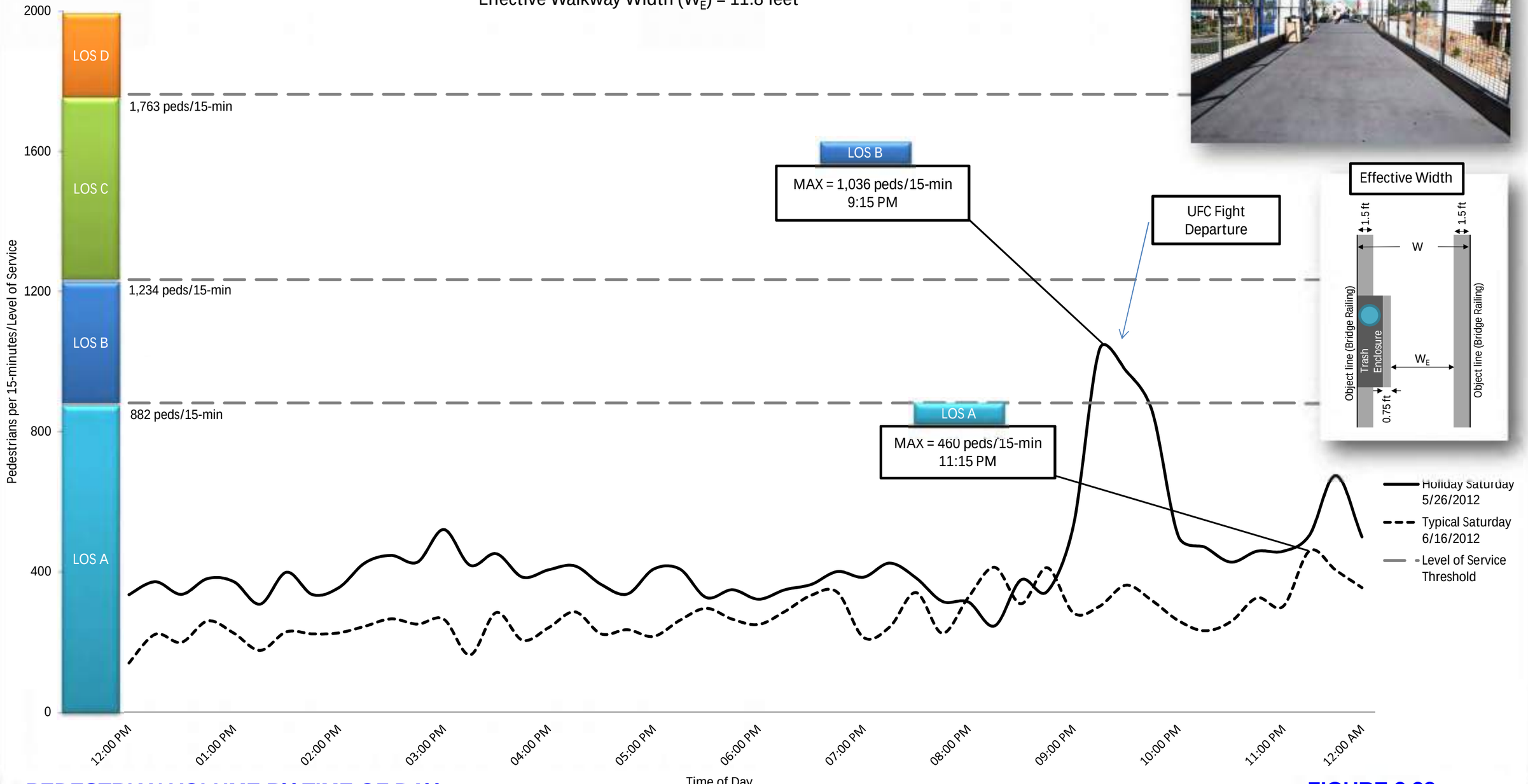
West Side (and South Bridges)						East Side (and North Bridges)					
ID	Name	W_E	Max 15-min Volume	Time of Max Volume	LOS	ID	Name	W_E	Max 15-min Volume	Time of Max Volume	LOS
M3	Tropicana South	11.8	1036	9:15PM - 9:30PM	B	3	Tropicana East	11.8	1626	9:15PM - 9:30PM	C
8	Flamingo South	11.8	938	4:15PM - 4:30PM	A	4	Tropicana North	11.8	1205	5:15PM - 5:30PM	B
11	Flamingo West	12.0	2172	9:30PM - 9:45PM	D	M4	Harmon North	12.3	1549	5:30PM - 5:45PM	B
16	Venetian South	13.5	915	8:45PM - 9:00PM	A	10	Flamingo East	11.0	1549	12:15AM - 12:30AM	C
M7	Spring Mtn West	13.8	1038	8:45PM - 9:00PM	A	Metro2	Flamingo North	11.0	696	2:00PM - 2:15PM	A
						17	Spring Mtn East	17.0	916	4:00PM - 4:15PM	A
						19	Wynn North	11.8	1190	2:15PM - 2:30PM	B

Typical Saturday - June 16, 2012

West Side (and South Bridges)						East Side (and North Bridges)					
ID	Name	W_E	Max 15-min Volume	Time of Max Volume	LOS	ID	Name	W_E	Max 15-min Volume	Time of Max Volume	LOS
M3	Tropicana South	11.8	460	11:15PM - 11:30PM	A	3	Tropicana East	11.8	518	12:00AM - 12:15AM	A
2	Tropicana West	11.8	1242	10:30PM - 10:45PM	C	4	Tropicana North	11.8	1220	12:00AM - 12:15AM	B
7	Harmon West	12.5	1599	9:30PM - 9:45PM	C	M4	Harmon North	12.3	1115	10:15PM - 10:30PM	A
8	Flamingo South	11.8	696	9:30PM - 9:45PM	B	10	Flamingo East	11.0	694	2:15PM - 2:30PM	A
11	Flamingo West	12.0	1570	9:15PM - 9:30PM	C	Metro2	Flamingo North	11.0	971	10:00PM - 10:15PM	B
16	Venetian South	13.5	720	9:00PM - 9:15PM	A	17	Spring Mtn East	17.0	673	2:00PM - 2:15PM	A
M7	Spring Mtn West	13.8	802	8:45PM - 9:00PM	A	19	Wynn North	11.8	514	2:30PM - 2:45PM	A

Tropicana Avenue South Pedestrian Bridge (Location ID: M3)
Manual Count Location: On Bridge
Walkway Width (W) = 14 feet
Effective Walkway Width (W_E) = 11.8 feet



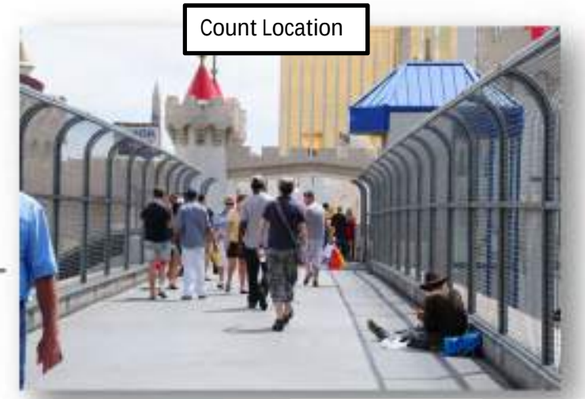


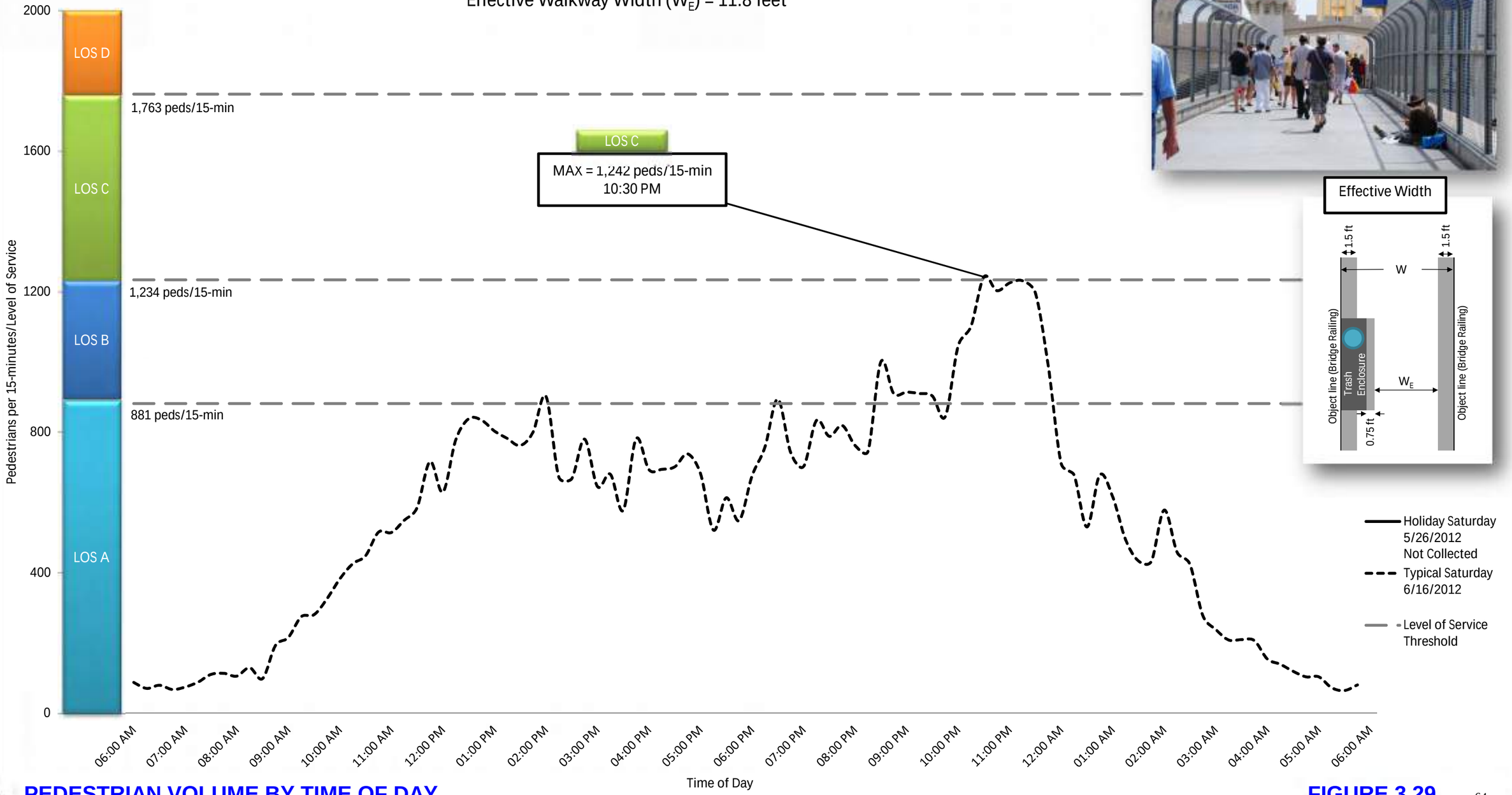
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.28

Kimley-Horn and Associates, Inc.

Tropicana Avenue West Pedestrian Bridge (Location ID: 2)
Video Count Location: On Bridge
Walkway Width (W) = 14 feet
Effective Walkway Width (W_E) = 11.8 feet





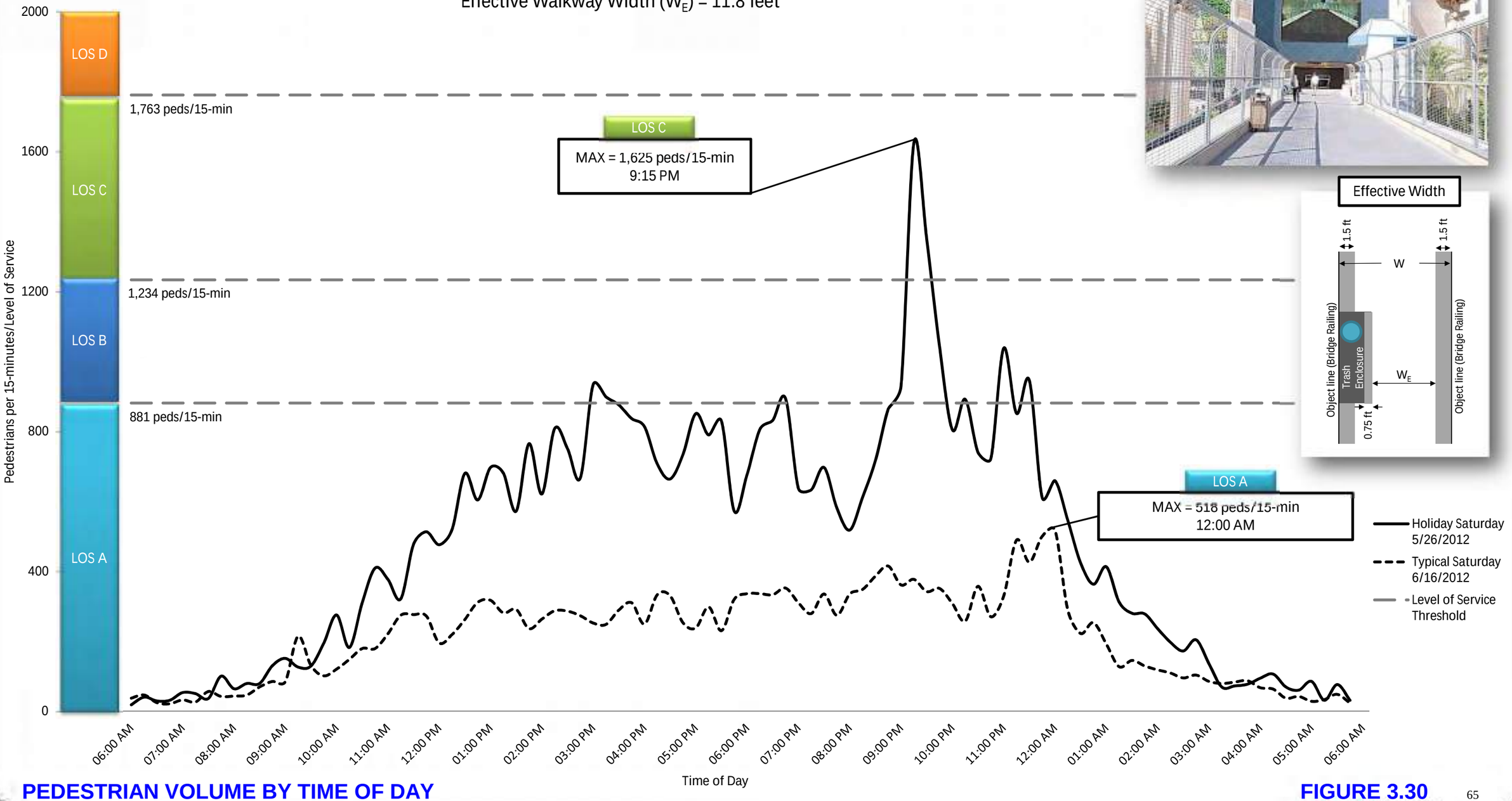
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.29

Kimley-Horn and Associates, Inc.

Tropicana Avenue East Pedestrian Bridge (Location ID: 3)
Video Count Location: On Bridge
Walkway Width (W) = 14 feet
Effective Walkway Width (W_E) = 11.8 feet





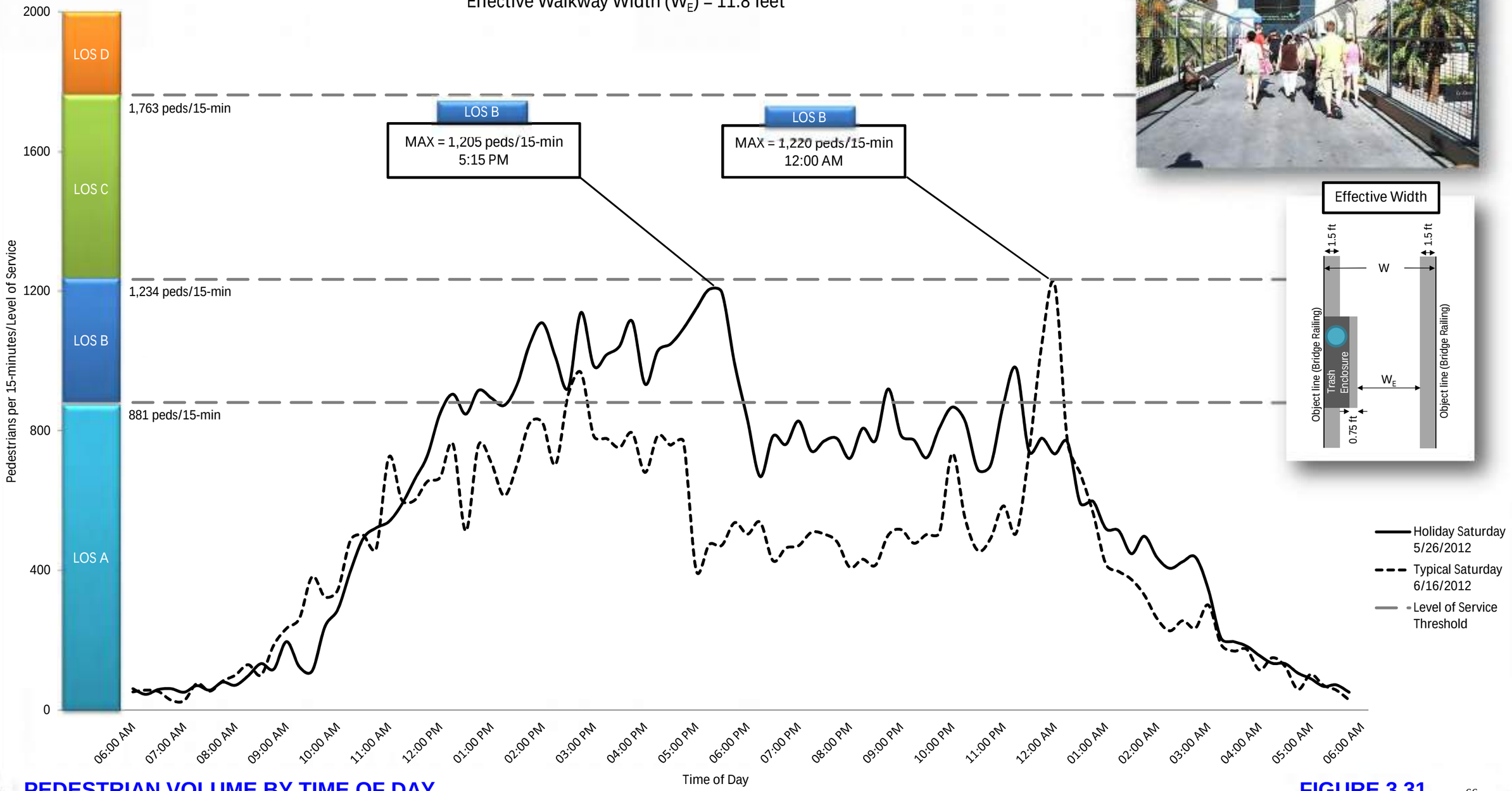
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.30

Kimley-Horn and Associates, Inc.

Tropicana Avenue North Pedestrian Bridge (Location ID: 4)
Video Count Location: On Bridge
Walkway Width (W) = 14 feet
Effective Walkway Width (W_E) = 11.8 feet





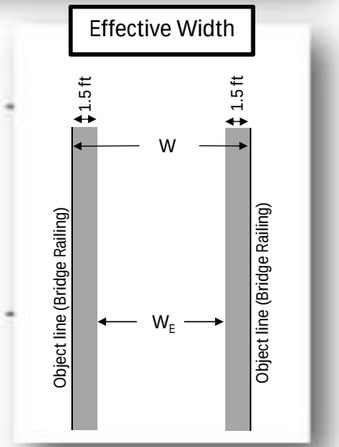
PEDESTRIAN VOLUME BY TIME OF DAY

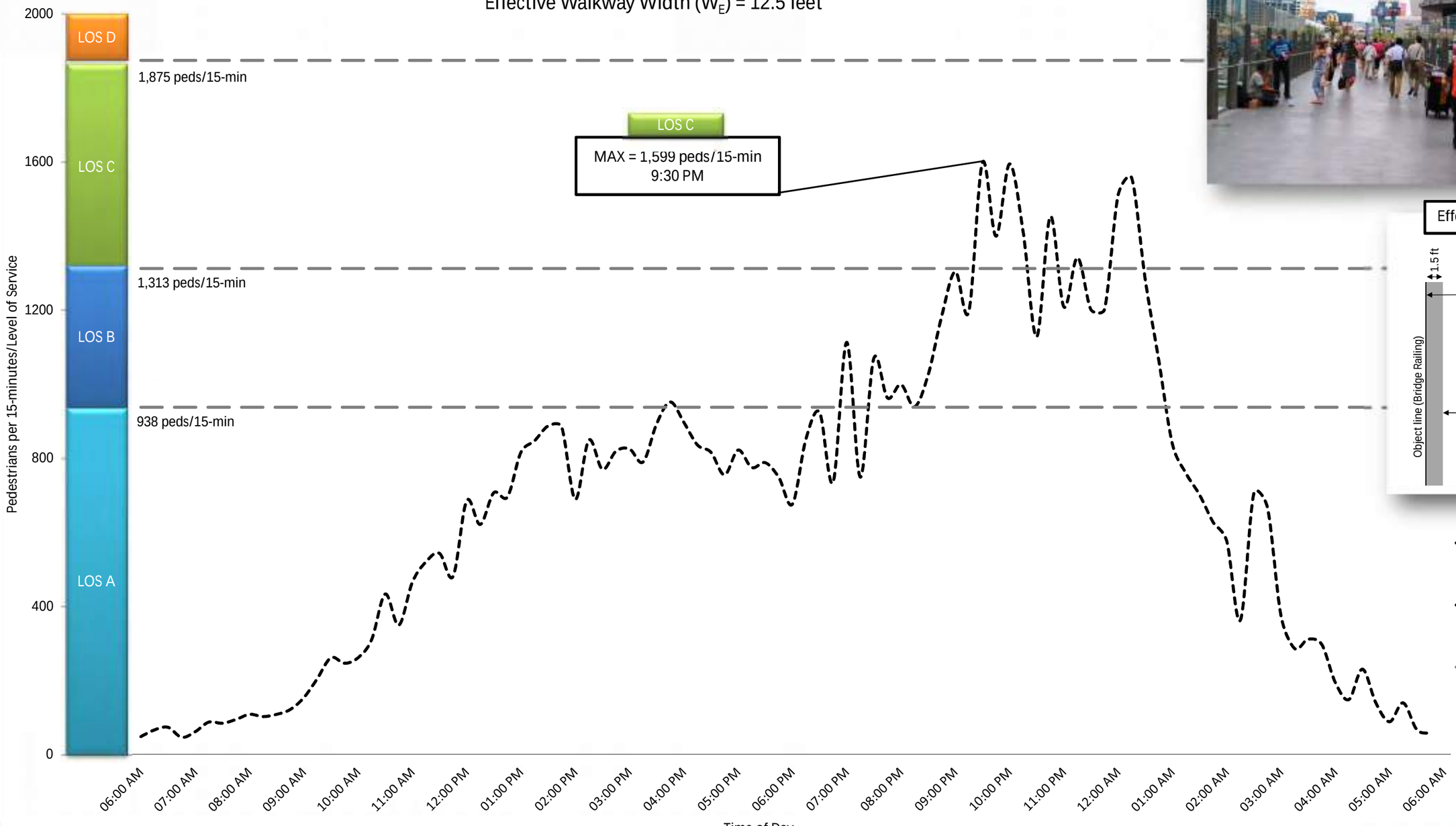
FIGURE 3.31

Kimley-Horn and Associates, Inc.

Harmon Avenue West Pedestrian Bridge (Location ID: 7)
Video Count Location: On Bridge
Walkway Width (W) = 15.5 feet
Effective Walkway Width (W_E) = 12.5 feet







PEDESTRIAN VOLUME BY TIME OF DAY

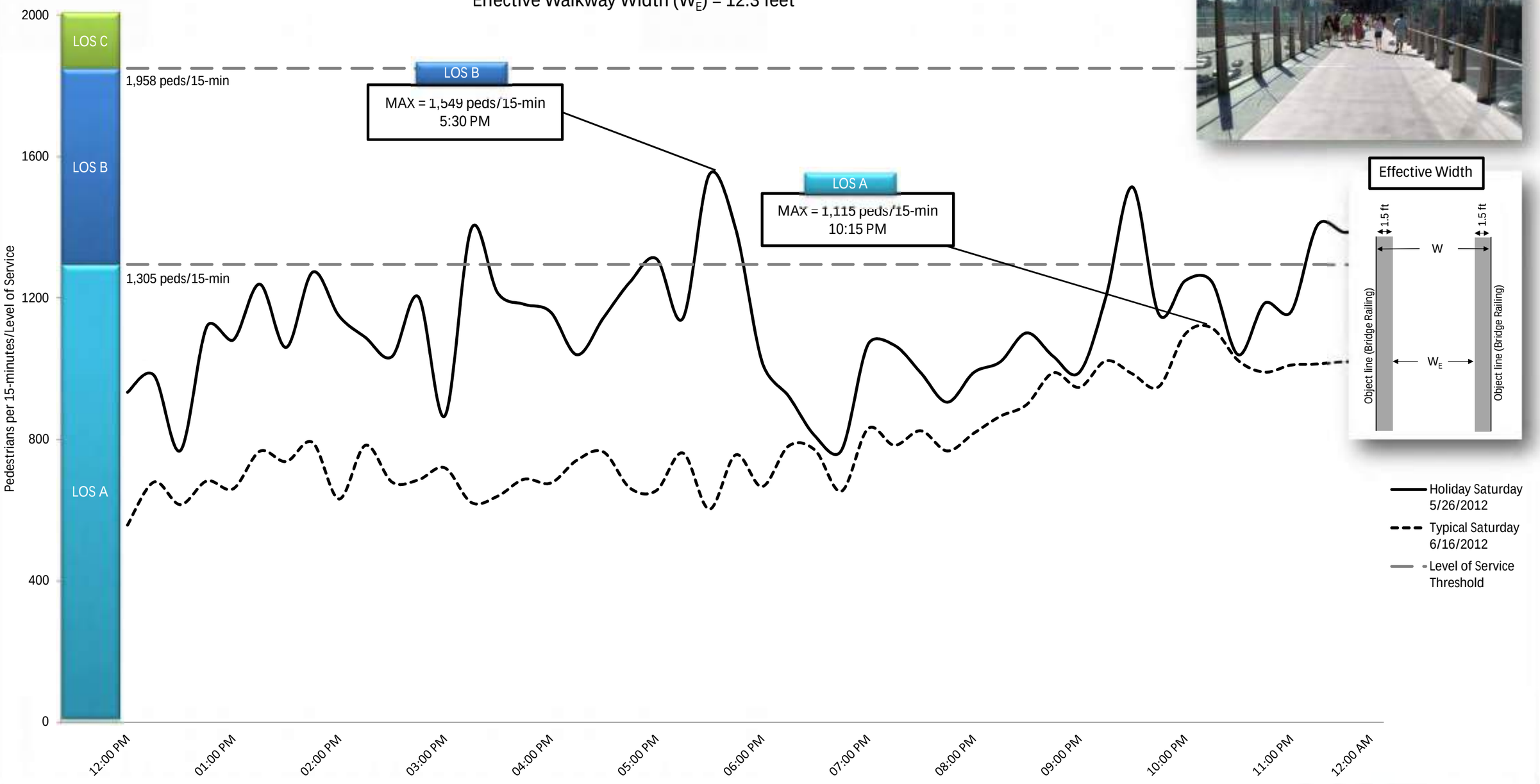
FIGURE 3.32

Kimley-Horn and Associates, Inc.

CC 1048

Harmon Avenue North Pedestrian Bridge (Location ID: M4)
Manual Count Location: On Bridge
Walkway Width (W) = 15.3 feet
Effective Walkway Width (W_E) = 12.3 feet





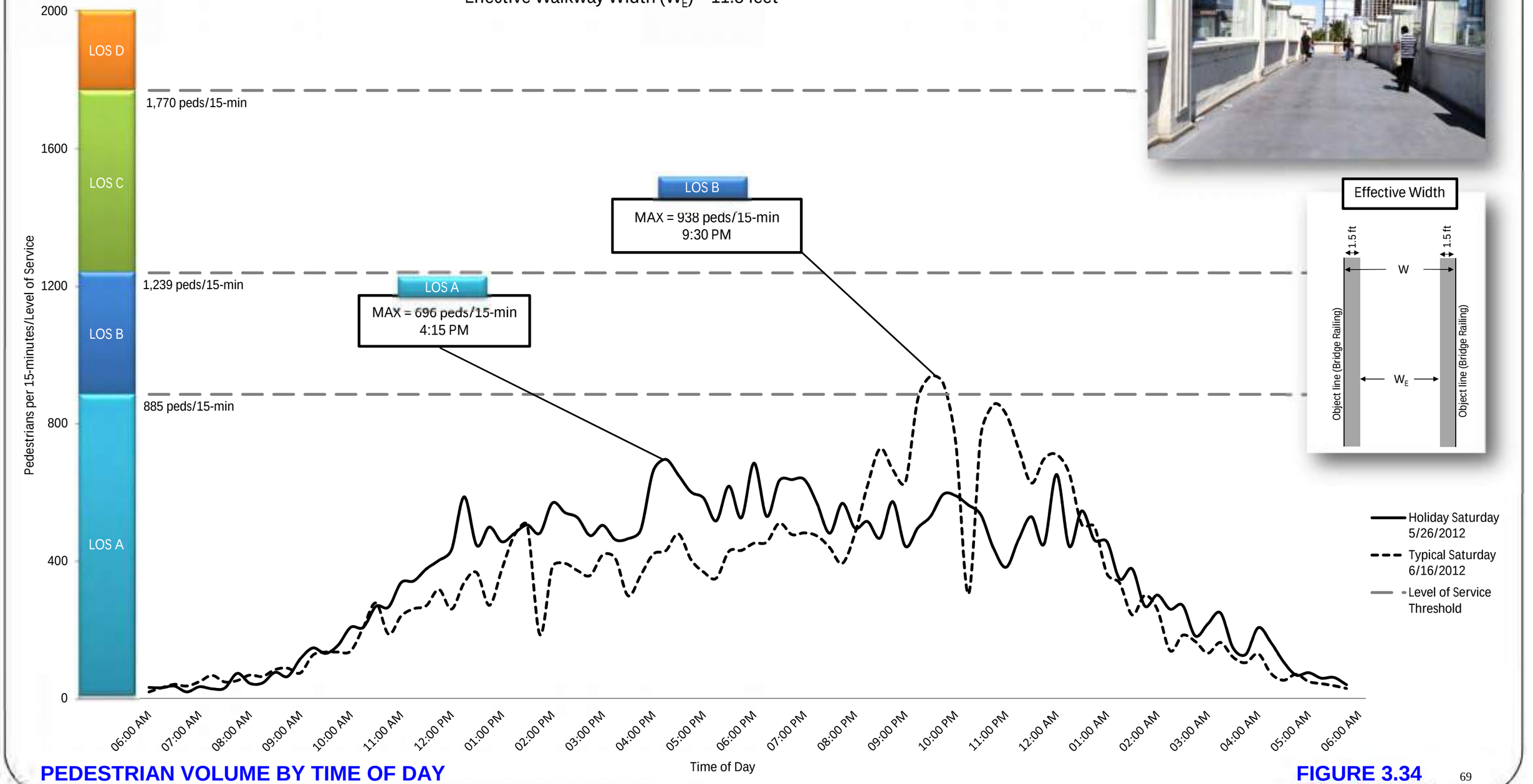
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.33

Kimley-Horn and Associates, Inc.

Flamingo Road South Pedestrian Bridge (Location ID: 8)
Video Count Location: On Bridge
Walkway Width (W) = 14.8 feet
Effective Walkway Width (W_E) = 11.8 feet





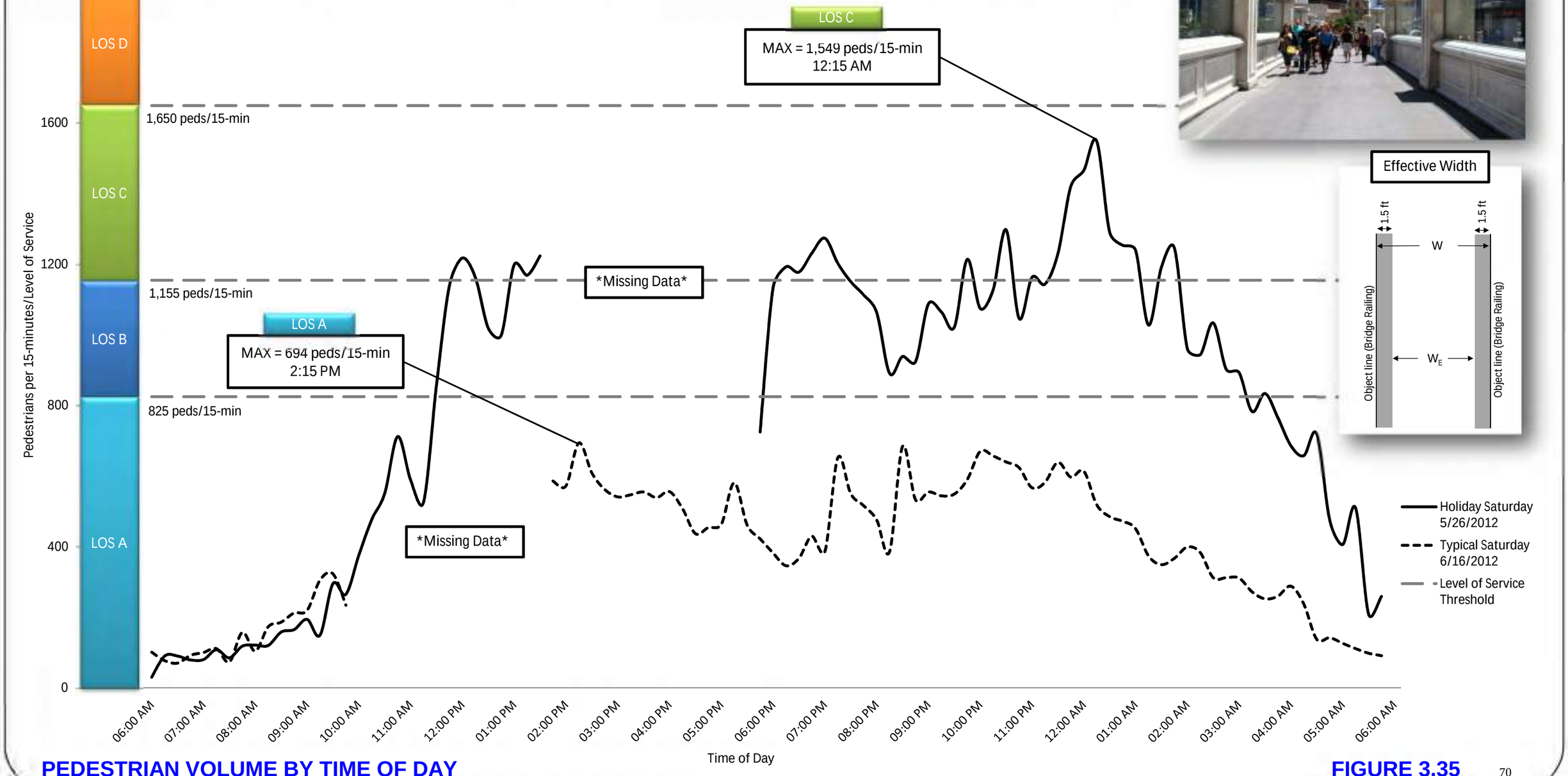
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.34

Kimley-Horn and Associates, Inc.

Flamingo Road East Pedestrian Bridge (Location ID: 10)
Video Count Location: On Bridge
Walkway Width (W) = 14 feet
Effective Walkway Width (W_E) = 11 feet

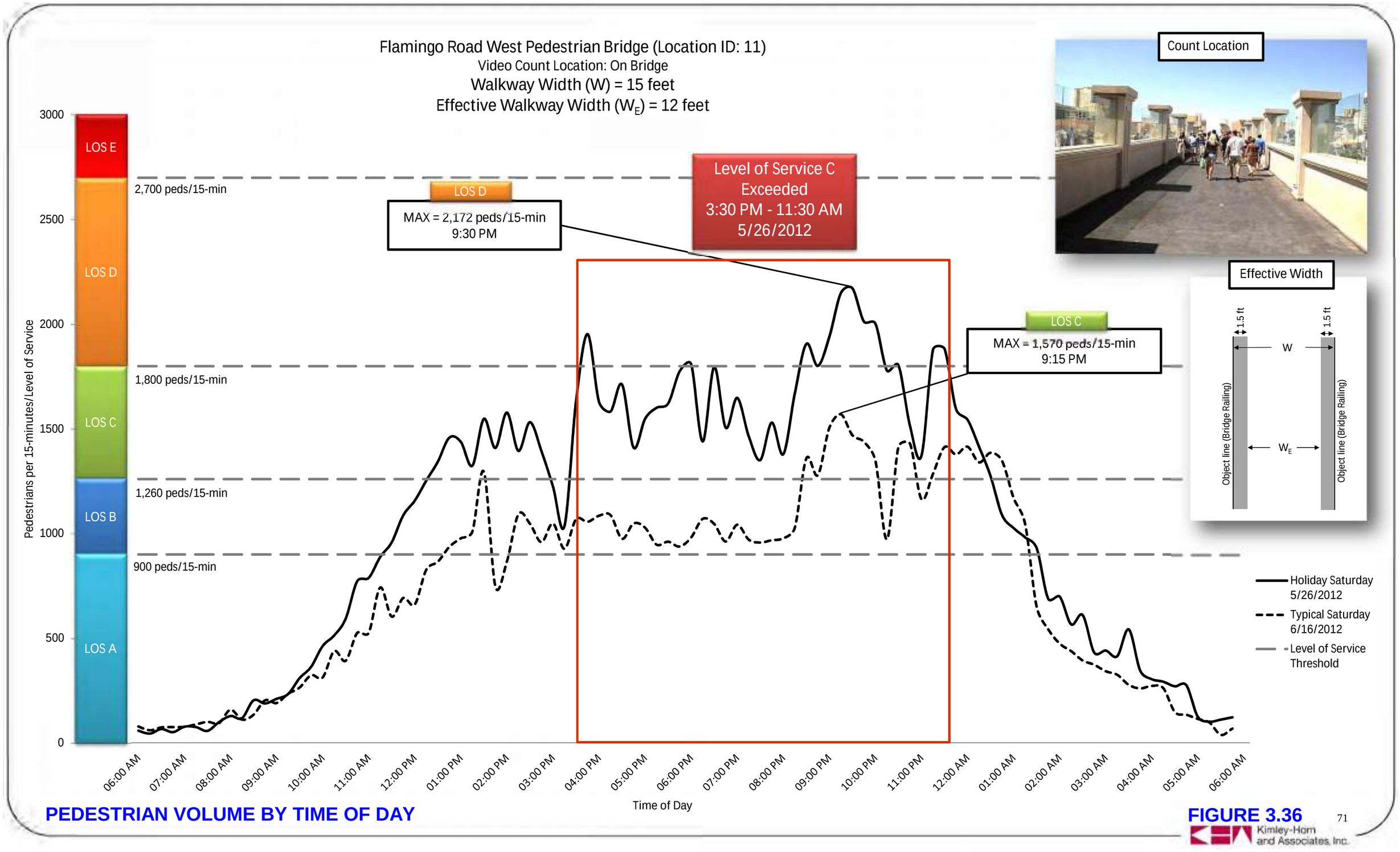




PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.35

Kimley-Horn and Associates, Inc.



PEDESTRIAN VOLUME BY TIME OF DAY

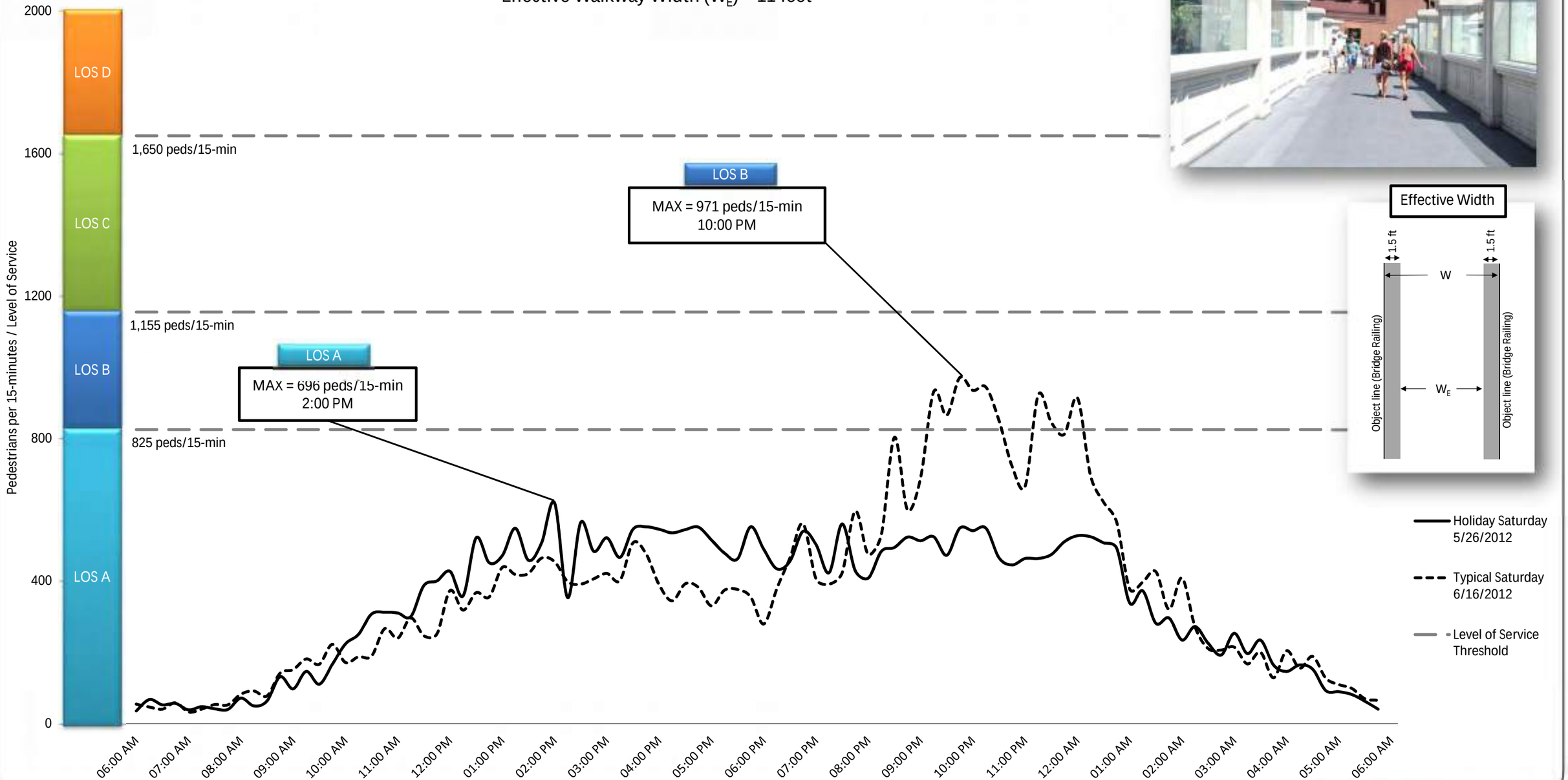
FIGURE 3.36

Kimley-Horn and Associates, Inc.

CC 1052

Flamingo Road North Pedestrian Bridge (Location ID: Metro2)
Video Count Location: On Bridge
Walkway Width (W) = 14 feet
Effective Walkway Width (W_E) = 11 feet





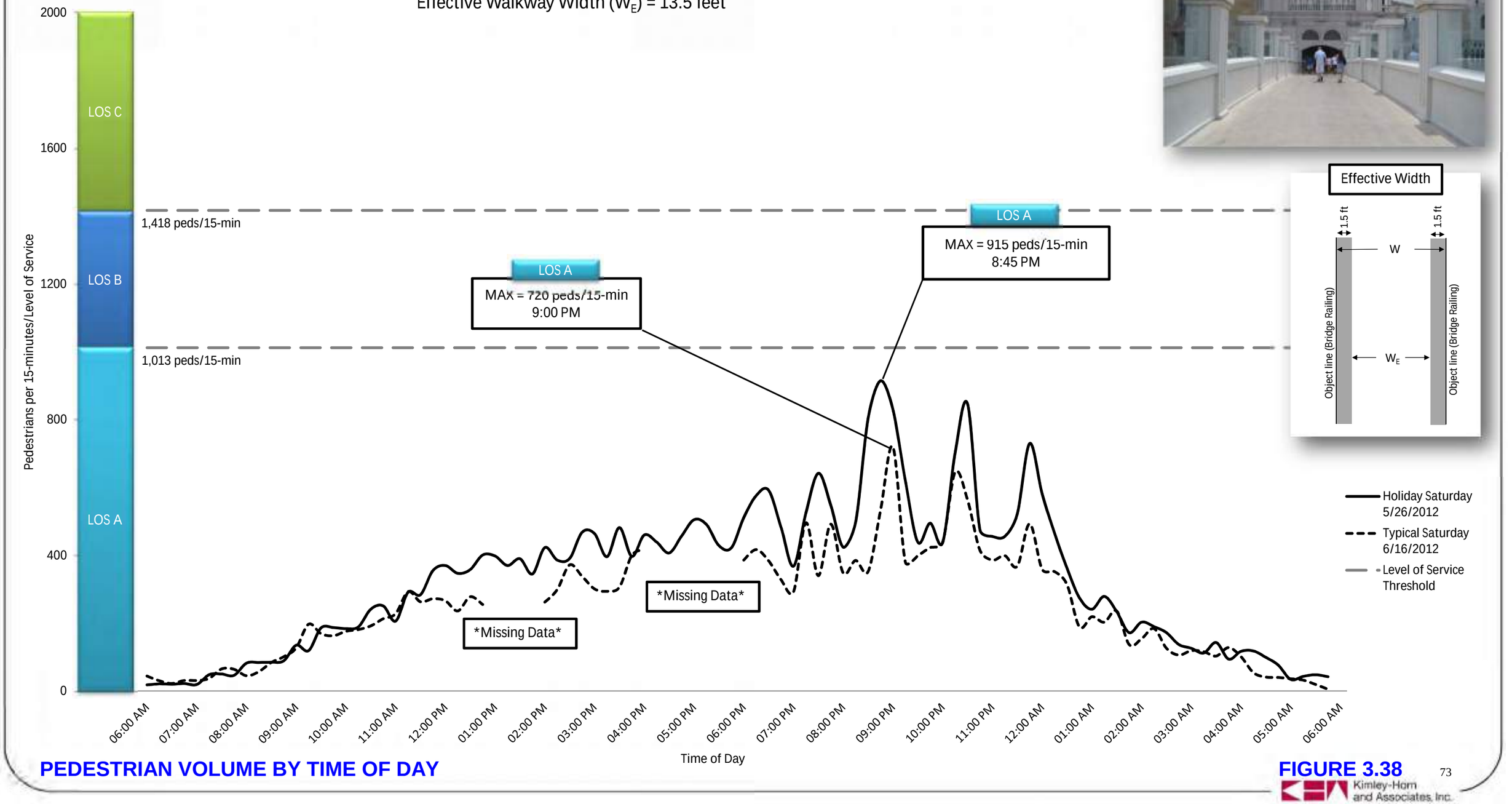
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.37

Kimley-Horn and Associates, Inc.

Venetian Pedestrian Bridge (Location ID: 16)
Video Count Location: On Bridge
Walkway Width (W) = 16.5 feet
Effective Walkway Width (W_E) = 13.5 feet





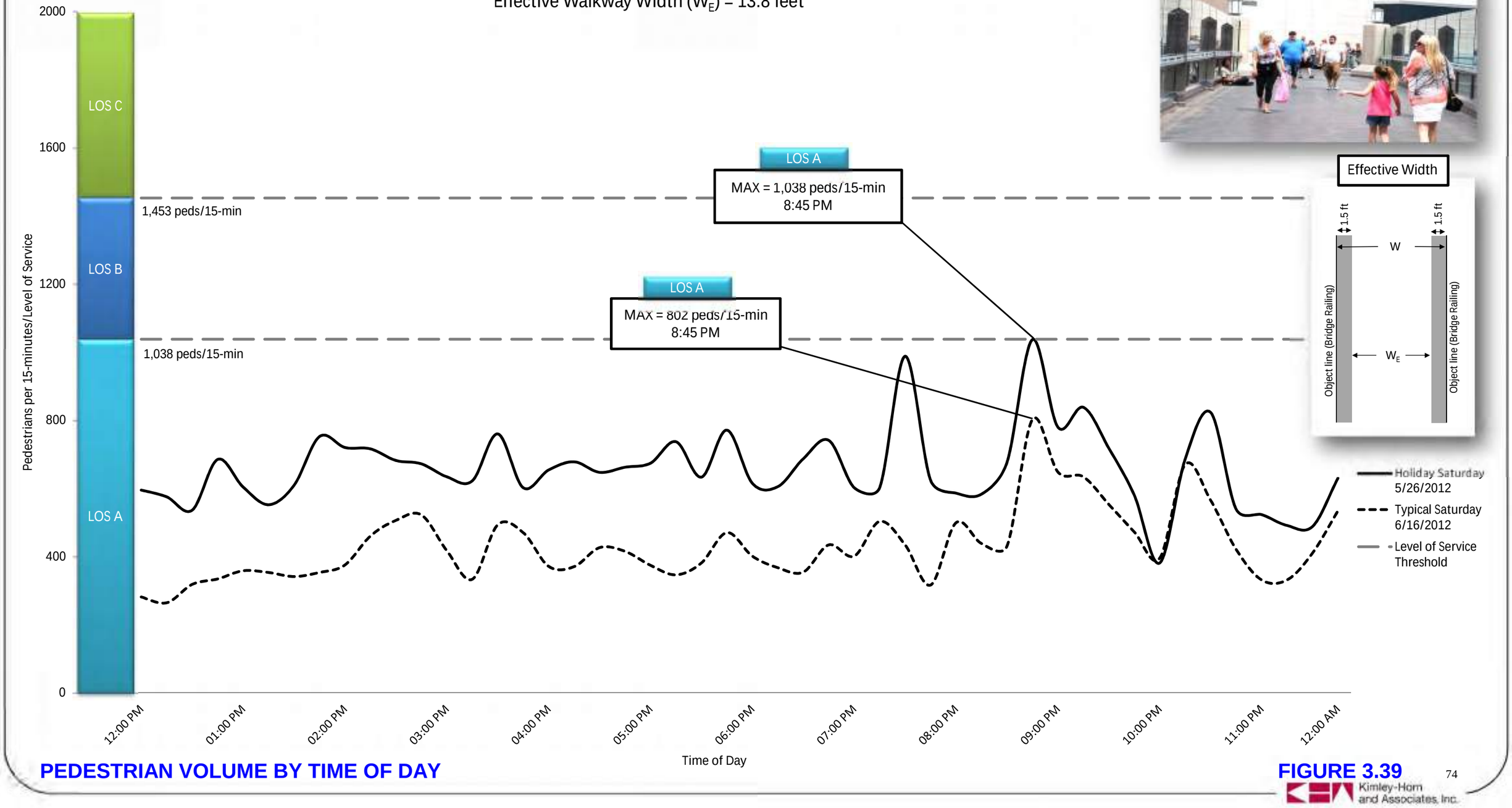
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.38

Kimley-Horn and Associates, Inc.

Spring Mountain Road West Pedestrian Bridge (Location ID: M7)
Manual Count Location: On Bridge
Walkway Width (W) = 16.8 feet
Effective Walkway Width (W_E) = 13.8 feet





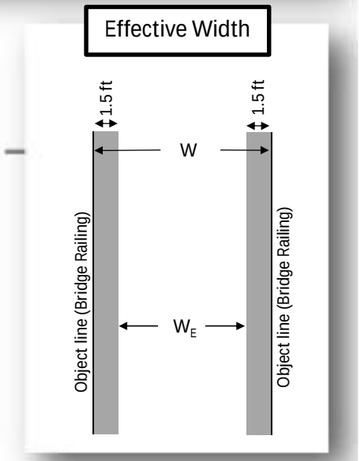
PEDESTRIAN VOLUME BY TIME OF DAY

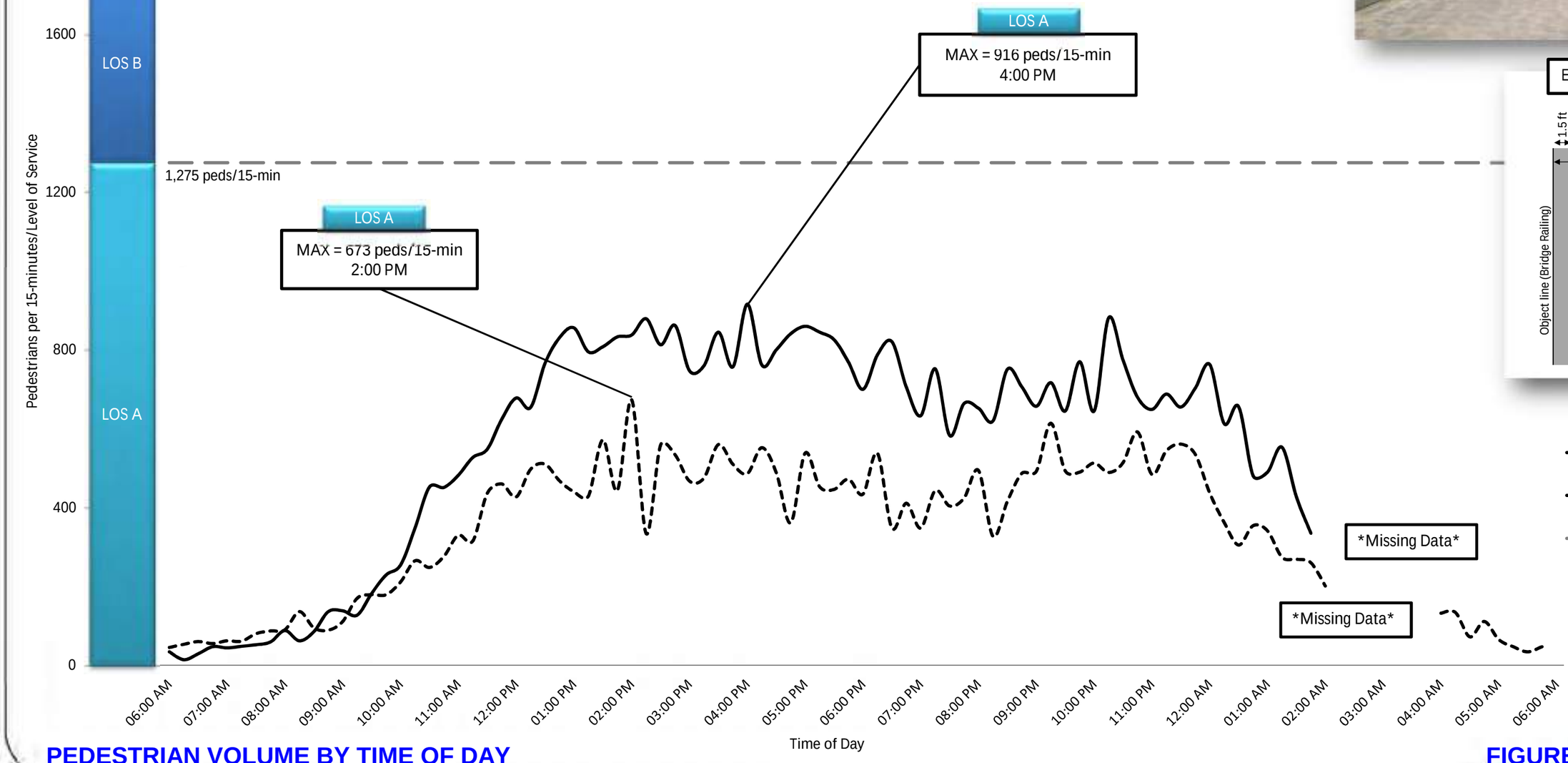
FIGURE 3.39

Kimley-Horn and Associates, Inc.

Spring Mountain Road East Pedestrian Bridge (Location ID: 17)
Video Count Location: On Bridge
Walkway Width (W) = 20 feet
Effective Walkway Width (W_E) = 17 feet







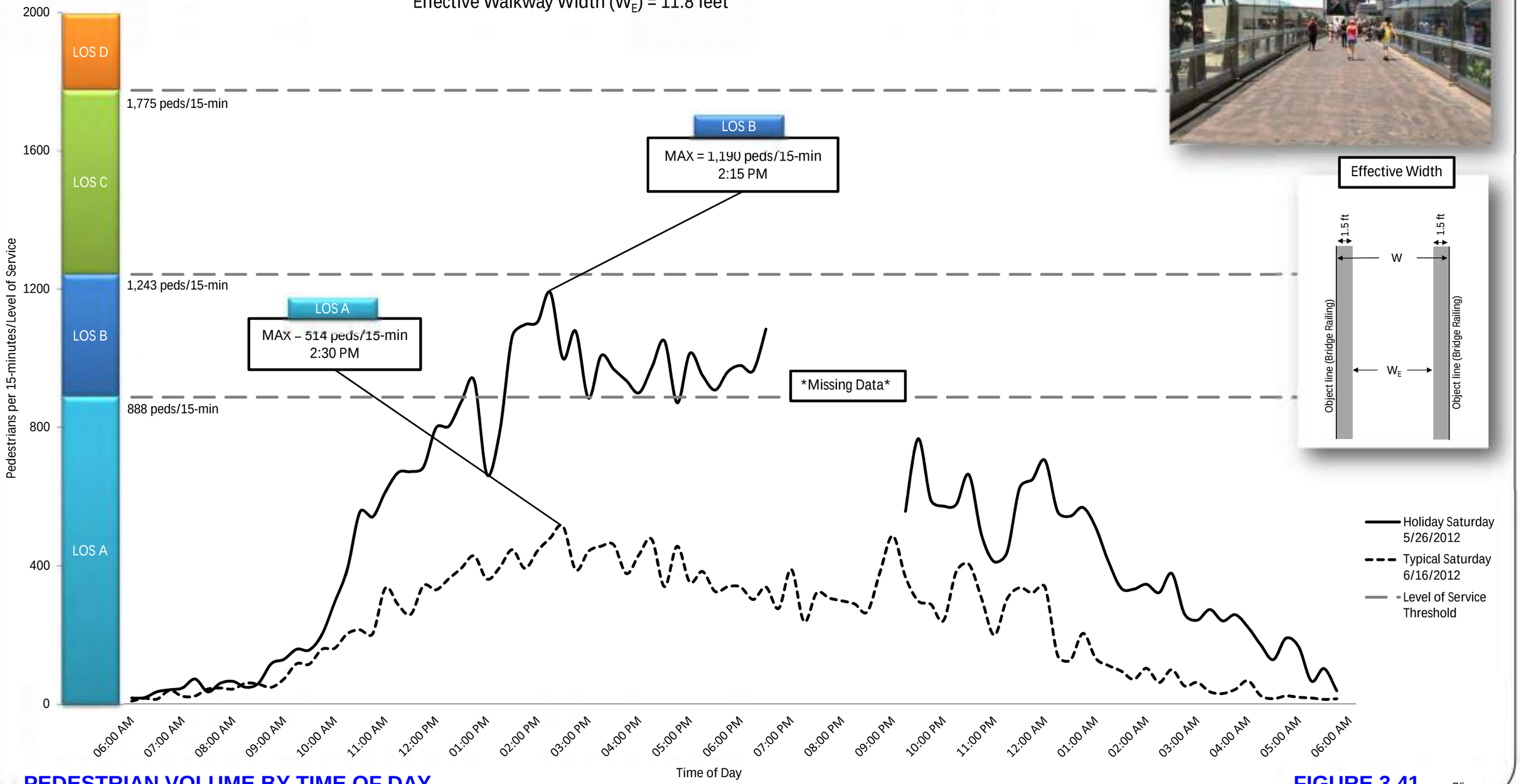
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.40

Kimley-Horn and Associates, Inc.

Wynn Pedestrian Bridge (Location ID: 19)
Video Count Location: Stair/Escalator at Bridge Access
Walkway Width (W) = 14.8 feet
Effective Walkway Width (W_E) = 11.8 feet





PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.41

Kimley-Horn and Associates, Inc.

3.1.5 Pedestrian Volume Level of Service

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 ten-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 values change depending on the effective walkway width (W_E) provided.

Figure 3.4 through Figure 3.41 indicate the maximum 15-minute volume identified for both count dates (May 26, 2012 – Holiday Saturday and June 16, 2012 – Typical Saturday) at each count location. Also listed on each figure is the walkway width (W) and effective walkway width (W_E). The LOS threshold levels were calculated and are shown in the figures. A review of the summary figures shows that of the 38 count locations, eight count locations were found with pedestrian volumes on the Holiday Saturday that exceeded LOS C conditions with two of those locations providing LOS E. The locations shown in Table 3.4 experienced LOS D or worse during either the holiday Saturday or typical Saturday.

Table 3.4 – Pedestrian Volume Count Locations that Exceeded LOS C

Holiday Saturday - May 26, 2012			Typical Saturday - June 16, 2012		
Count Location	Figure	LOS	Count Location	Figure	LOS
Harley Dav.	Figure 3.16	E	Harley Dav.	Figure 3.16	E
Flam W Bridge	Figure 3.36	D	Harrah's	Figure 3.24	D
Flamingo	Figure 3.21	D	Venetian	Figure 3.26	E
Caesars Palace	Figure 3.22	D			
Forum Shops	Figure 3.23	D			
Harrah's	Figure 3.24	D			
Mirage	Figure 3.25	E			
Venetian	Figure 3.26	D			

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

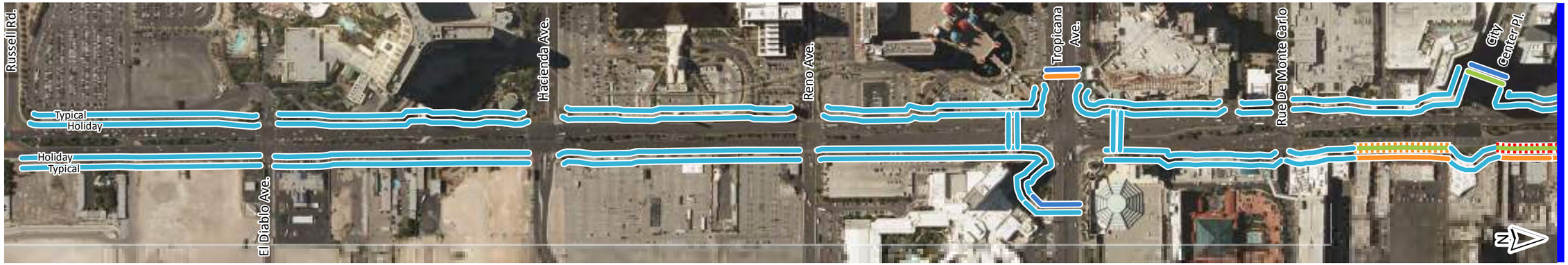
As mentioned in the previous section, the LOS within the outer portion of the study corridor was observed to be acceptable, LOS C or better, during the entire data collection process, both for the holiday and typical Saturday. Generally, the inner portion of the study corridor functions at LOS D or better throughout the day with the exception of several specific walkway restriction areas including the walkways in front of Harley Davidson Cafe and in front of the Mirage Hotel/Casino, which provided LOS E for short durations between 8:30 PM and 12:30 AM.

To provide an overall summary of the pedestrian volume LOS values for the Resort Corridor, Figure 3.42 was created.

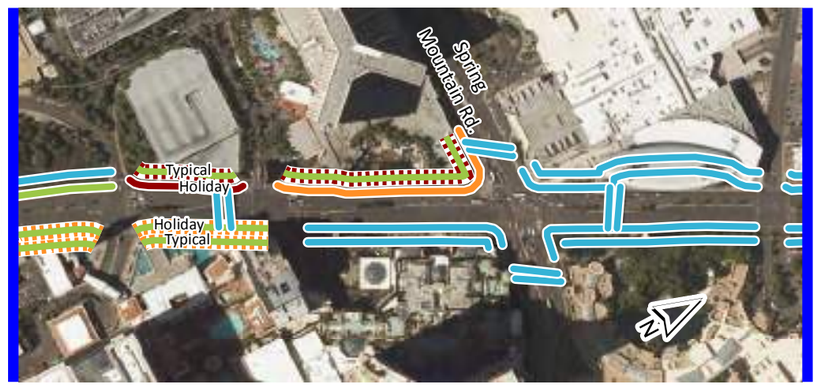
The following list of location was identified as constricted walkways or "pinch points" which could result in conditions of LOS less than C:

- East walkway across from Mandalay Bay Hotel/Casino
- Northeast quadrant of the intersection of Las Vegas Boulevard and Rue de Monte Carlo/MGM Drive
- East walkway directly south of Harmon Avenue, if front of the Harley Davidson Cafe
- West walkway south of the Bellagio Hotel/Casino
- East walkway at the north end of the Planet Hollywood Hotel/Casino (east-west crosswalk)
- East walkway in front of Margaritaville directly south of Caesars Palace Boulevard
- West walkway directly north of Caesars Palace Boulevard in front of the Coliseum
- East walkway in front of Harrah's Hotel/Casino at the east-west crosswalk
- West walkway north of the Mirage Hotel/Casino North driveway, south of Siren's Cove Boulevard

These locations are discussed and evaluated in Section 4.2.









Legend

Level of Service (LOS)

- A
- B
- C to D*
- C to E*
- C to F*
- C
- D
- E
- F
- Under Construction

* C to "X" with 2.25 ft W_E reduction for an obstruction

LEVEL OF SERVICE (LOS)
AVERAGE EFFECTIVE WALKWAY WIDTH (W_E) AND AVERAGE 15 MIN. VOLUME
9 P.M. - 11 P.M.

FIGURE 3.42 78

Kimley-Horn and Associates, Inc.

3.2 Walking Speeds

Pedestrian walking speeds were recorded to provide an alternative level of service (LOS) assessment of the Las Vegas Boulevard pedestrian walkways within the Resort Corridor from Russell Road to Sahara Avenue. The study corridor was divided into walkway segments for evaluation. Twenty-five (25) individual segments were identified on the west side of Las Vegas Boulevard (labeled W1 – W25 from south to north) and twenty-eight (28) were established on the east side (labeled E1 – E28 from south to north). On Wednesday April, 25 2012, four individuals collected free-flow walking speeds within the study corridor from Russell Road to Sahara Avenue. The free-flow walking speed data was statistically evaluated using a t-test to determine the similarity in walking speeds for each segment and side of street. The evaluation determined a free-flow walking speed for the entire study corridor of 4.23 ft/sec with a 95% confidence level. Further analysis concluded that a statistical difference existed between certain segments of the study corridor. Strategic sectioning of Las Vegas Boulevard allowed for a more in depth walking speed analysis. Major cross streets were used to create four evaluation segments for the study corridor:

1. Russell Road to Tropicana Avenue
2. Tropicana Avenue to Flamingo Road
3. Flamingo Road to Spring Mountain Road
4. Spring Mountain Road to Sahara Avenue

The collected pedestrian volume data indicated that the outer two segments of the study corridor (1. Russell Road to Tropicana Avenue and 4. Spring Mountain Road to Sahara Avenue) have less pedestrian activity than the inner two segments. The outer two segments also have less existing development. The free-flow walking speed data was analyzed for the segment groupings of 1 and 4 as the outer portion of the study corridor and 2 and 3 as the inner portion. The walking speed data collected on April 25, 2012 identified a statistically different free-flow walking speed for the inner and outer study corridor segments at a 95% confidence level. Table 3.5 contains the free-flow walking speed summary.

Table 3.5 – Free-flow Walking Speeds

	Walking Speed (feet per second)	Level of Service (LOS)
Outer segments	4.40	A
Inner segments	3.87	D
All segments	4.23	B

There was no statistically significant difference at a 95% confidence level between the free-flow walking speeds for the west side and east sides of the outer or inner portions of the study corridor.

Walkway level of service (LOS) as described in Section 2.3.1 is based on pedestrian volumes and effective walkway widths (W_E) and is not related to the calculation of walkway LOS based upon walking speed. The 2010 HCM identifies walking speeds less than LOS C as undesirable. Table 3.6 summarizes the accepted walking speed values with their corresponding LOS thresholds from the HCM 2010. As discussed in Section 1.4.1, the 2010 HCM walking speed LOS thresholds are based on individuals walking to work, going to class or walking in an airport and do not represent leisure walking speeds.

Table 3.6 – LOS and Average Speed Values

LOS	Average Speed (ft/s)	Comments
A	>4.25	Ability to move in desired path, no need to alter movements
B	>4.17 - 4.25	Occasional need to adjust path to avoid conflicts
C	>4.00 - 4.17	Frequent need to adjust path to avoid conflicts
D	>3.75 - 4.00	Speed and ability to pass slower pedestrians restricted
E	>2.50 - 3.75	Speed restricted, very limited ability to pass slower pedestrians
F	≤2.50	Speeds severely restricted, frequent contact with other users

The average free-flow walking speed was determined to be 3.87 feet per second for the inner portion of the study corridor from Tropicana Avenue to Spring Mountain Road. This walking speed is within the 2010 HCM range for LOS D. Since the observed free-flow walking speed is categorized as LOS D, the study concluded that a walking speed categorized as LOS D is acceptable for the Las Vegas Boulevard tourist environment.

A possible explanation for the lower acceptable walking speed along the "Strip" is a tourist leisure mentality. A tourist is less rushed and is focused on enjoying the experience as opposed to someone in an airport walking to a terminal or on a city street walking to an appointment.

Also of interest is the variation in free-flow walking speeds and congested walking speeds. Some of the high pedestrian volume walking speed segments during the 9:00 PM – 12:00 AM study period experienced higher average walking speeds than the 1:00 PM – 4:00 PM and 5:00 PM – 8:00 PM periods on Saturday, May 26, 2012 of Memorial Day weekend. The walking speed data collection agents observed the pedestrian stream accelerate after they were slowed at a "bottleneck". Although more congestion was experienced in the 9:00 PM – 12:00 AM period, the total travel time did not significantly change due to this slow-down/speed-up effect. The average travel time for the length of the study corridor (from Russell Road to Sahara Avenue) was found to be one hour and 34 minutes.

The study corridor segment results from the free-flow walking speed study are included in Table 3.7 and Table 3.8 showing the average walking speed in each segment of the study corridor on the west and east side of Las Vegas Boulevard respectively. It is interesting to note that the overall average of the west side of the study corridor was found to be 4.25 ft/sec (LOS B) while the east side of the study corridor was found to be 4.00 ft/sec (LOS D). Upon reviewing the results, it is important to remember that the overall average walking speed took into account segment E15 on the east side which was under construction during data collection. The minimum walking speed observed on the west side was 3.53 ft/sec (LOS E) in front of the Monte Carlo Hotel/Casino where walkway widths average 25 feet, further demonstrating that the HCM 2010 walking speed LOS D and E may be considered acceptable as a Las Vegas tourist walking speed.

Table 3.7 – Free-flow Walking Speed – West Segments

Segment ID		Walking Speed (ft/sec)
Number	Name	9AM – 12PM
W1	Four Seasons	4.52
W2	Mandalay Bay	4.44
W3	Luxor	4.27
W4	Excalibur	4.38
W5	New York-New York	4.10
W6	Monte Carlo Parking	4.36
W7	Monte Carlo	3.53
W8	CityCenter	3.90
W9	Cosmopolitan	3.78
W10	Bellagio	3.85
W11	Caesars Palace	3.78
W12	Caesars Coliseum	3.74
W13	Forum Shops	4.35
W14	Mirage	4.21
W15	Mirage Parking	4.22
W16	Treasure Island	4.38
W17	Fashion Show Mall	4.25
W18	Plaza (Future)	4.74
W19	Echelon South	3.89
W20	Echelon North	4.48
W21	Slots A' Fun	4.43
W22	Circus Circus	4.87
W23	Sky Las Vegas	4.55
W24	Hilton Grand Vacations	4.63
W25	Sahara Corner (Vacant)	4.49
	Overall Average	4.25
	LOS	B

Table 3.8 – Free-flow Walking Speed – East Segments

Segment ID		Walking Speed (ft/sec)
Number	Name	9AM - 12PM
E1	Diamond Inn	4.59
E2	SkyVue (Future)	4.58
E3	Luxor Overflow Parking	4.45
E4	Tropicana	4.37
E5	MGM/Showcase	3.63
E6	Smith & Wollensky	4.22
E7	Polo Towers	3.79
E8	Travelodge	3.76
E9	Harley Davidson	3.12
E10	Planet Hollywood	4.00
E11	Paris South	2.92
E12	Paris North	3.77
E13	Bally's	3.94
E14	Flamingo	3.85
E15	Imperial Palace	3.49
E16	Harrah's	3.98
E17	Casino Royale	3.35
E18	Venetian South	4.08
E19	Venetian	3.55
E20	Palazzo	4.82
E21	Wynn	4.03
E22	Wynn Parking	4.02
E23	Encore	5.17
E24	Gold Key Shops	3.53
E25	Peppermill	4.23
E26	Riviera	4.31
E27	Fontainebleau	4.41
E28	SLS	4.12
	Overall Average	4.00
	Overall LOS	D

The minimum walking speed observed on the east side of the study corridor was 2.92 ft/sec (LOS E) in front of the Paris Hotel/Casino sign. The east side of the study corridor also showed that the free-flow walking speed in certain segments was observed to be LOS D and E, further supporting the acceptability of walking speed LOS lower than LOS C for the Las Vegas tourist.

Data included in Table 3.9 summarizes the holiday Saturday (May 26) average collected walking speeds for each walking segment on the west side of Las Vegas Boulevard between Russell Road and Sahara Avenue. It can be seen that while the 1:00 PM – 4:00 PM and 5:00 PM – 8:00 PM time periods maintained an average walking speed of 4.01 ft/sec (equivalent to a LOS C), the 9:00 PM – 12:00 AM time period average walking speed deteriorated to 3.79 ft/sec (LOS D). Review of the walking speeds on the individual segments show various segments that experience LOS D and LOS E throughout the day.

Table 3.9 – Average Walking Speed – West Segments – 5/26/2012 (Holiday Saturday)

Segment ID		Walking Speed (ft/sec)		
Number	Name	1PM – 4PM	5PM – 8PM	9PM – 12AM
W1	Four Seasons	4.56	4.49	4.52
W2	Mandalay Bay	4.41	4.40	3.94
W3	Luxor	4.22	4.32	4.17
W4	Excalibur	4.16	4.36	4.30
W5	New York-New York	4.13	3.78	3.65
W6	Monte Carlo Parking	3.85	3.73	3.00
W7	Monte Carlo	3.40	3.45	3.22
W8	CityCenter	3.89	3.94	3.61
W9	Cosmopolitan	3.46	3.66	3.26
W10	Bellagio	3.88	3.49	2.93
W11	Caesars Palace	3.65	3.57	3.16
W12	Caesars Coliseum	3.07	3.45	3.16
W13	Forum Shops	3.57	3.51	3.28
W14	Mirage	4.02	4.14	3.51
W15	Mirage Parking	3.64	3.78	2.84
W16	Treasure Island	4.32	4.15	3.72
W17	Fashion Show Mall	3.80	4.09	3.92
W18	Plaza (Future)	4.66	4.60	4.34
W19	Echelon South	3.90	3.93	3.80
W20	Echelon North	4.19	3.98	4.18
W21	Slots A' Fun	4.36	4.34	4.34
W22	Circus Circus	4.28	4.45	4.35
W23	Sky Las Vegas	4.35	4.42	4.50
W24	Hilton Grand Vacations	4.14	4.06	4.53
W25	Sahara Corner (Vacant)	4.37	4.24	4.53
	Overall Average	4.01	4.01	3.79
	Overall LOS	C	C	D

Table 3.10 shows the holiday Saturday (May 26) average walking speed for each walkway segment from Russell Road to Sahara Avenue on the east side of Las Vegas Boulevard. It is important to recognize that, like the west side, each value in this table is the average result of six individual walking speeds for each walking segment. Similar to the west side of the strip, the 9:00 PM – 12:00 AM time period, which time corresponds to the highest observed pedestrian volumes, was found to have a decrease in average walking speed for the study corridor including some segments that experienced LOS D, E and F. The evaluation also included segment E15 on the east side of the study corridor was under construction during data collection for the Caesars Linq project (significant decreases in walking speed were experienced in this area – see Picture 3.12).

Table 3.10 – Average Walking Speed – East Segments – 5/26/2012 (Holiday Saturday)

Segment ID		Walking Speed (ft/sec)		
Number	Name	1PM – 4PM	5PM – 8PM	9PM – 12AM
E1	Diamond Inn	4.71	4.89	4.51
E2	SkyVue (Future)	4.56	4.62	4.34
E3	Luxor Overflow Parking	4.46	4.57	4.24
E4	Tropicana	4.44	4.40	4.16
E5	MGM/Showcase	2.98	3.58	3.92
E6	Smith & Wollensky	3.31	3.72	3.04
E7	Polo Towers	3.36	3.24	3.19
E8	Travelodge	4.01	3.75	3.77
E9	Harley Davidson	2.30	2.76	2.49
E10	Planet Hollywood	3.41	3.37	3.43
E11	Paris South	2.45	2.37	2.54
E12	Paris North	3.17	3.13	3.34
E13	Bally's	3.30	3.25	2.78
E14	Flamingo	3.36	3.28	3.21
E15	Imperial Palace	2.52	2.95	1.56
E16	Harrah's	2.89	2.78	2.83
E17	Casino Royale	2.87	2.80	2.77
E18	Venetian South	3.00	3.45	3.55
E19	Venetian	3.25	3.53	3.25
E20	Palazzo	4.82	4.55	4.77
E21	Wynn	4.05	4.00	3.91
E22	Wynn Parking	4.05	3.91	4.02
E23	Encore	4.96	5.25	5.20
E24	Gold Key Shops	3.57	3.44	3.41
E25	Peppermill	3.92	4.05	4.14
E26	Riviera	4.54	4.07	4.10
E27	Fontainebleau	4.51	4.30	4.31
E28	SLS	4.21	4.30	4.10
	Overall Average	3.68	3.73	3.60
	Overall LOS	E	E	E

The results of the walking speed data from the June 16 data collection effort are summarized in Table 3.11 and Table 3.12 for the west and east sides of the study corridor respectively.

Table 3.11 – Average Walking Speed – West Segments – 6/16/2012 (Typical Saturday)

Segment ID		Walking Speed (ft/sec)		
Number	Name	1PM - 4PM	5PM - 8PM	9PM - 12AM
W1	Four Seasons	4.36	4.57	4.59
W2	Mandalay Bay	4.32	4.54	4.52
W3	Luxor	4.41	4.43	4.35
W4	Excalibur	4.23	4.38	4.22
W5	New York-New York	3.99	3.97	3.85
W6	Monte Carlo Parking	3.39	3.84	3.13
W7	Monte Carlo	3.55	3.55	3.37
W8	CityCenter	3.95	4.01	3.76
W9	Cosmopolitan	3.86	4.05	3.21
W10	Bellagio	3.90	4.02	2.95
W11	Caesars Palace	3.76	3.77	3.40
W12	Caesars Coliseum	3.59	3.94	3.27
W13	Forum Shops	3.74	3.89	3.45
W14	Mirage	4.01	4.26	3.54
W15	Mirage Parking	3.68	3.72	3.59
W16	Treasure Island	4.17	4.42	4.05
W17	Fashion Show Mall	4.08	4.25	4.21
W18	Plaza (Future)	4.58	4.73	4.48
W19	Echelon South	3.73	3.89	3.86
W20	Echelon North	3.96	4.13	3.80
W21	Slots A' Fun	4.12	4.53	4.21
W22	Circus Circus	4.17	4.06	4.13
W23	Sky Las Vegas	4.72	4.00	4.09
W24	Hilton Grand Vacations	4.20	4.88	4.60
W25	Sahara Corner (Vacant)	4.49	4.20	4.13
	Overall Average	4.04	4.16	3.87



Picture 3.12 – Caesars Linq Construction Zone which Experienced Walking Speed LOS F.

The overall average walking speeds of the study corridor were consistently higher for the typical Saturday than for the holiday Saturday. It is important to note that walking speeds of individual segments of LOS D and E were experienced on the typical Saturday and in one case a LOS F was observed (in front of the Paris Hotel/Casino sign during the 9:00 PM – 12:00 AM time period on the east side of Las Vegas Boulevard).

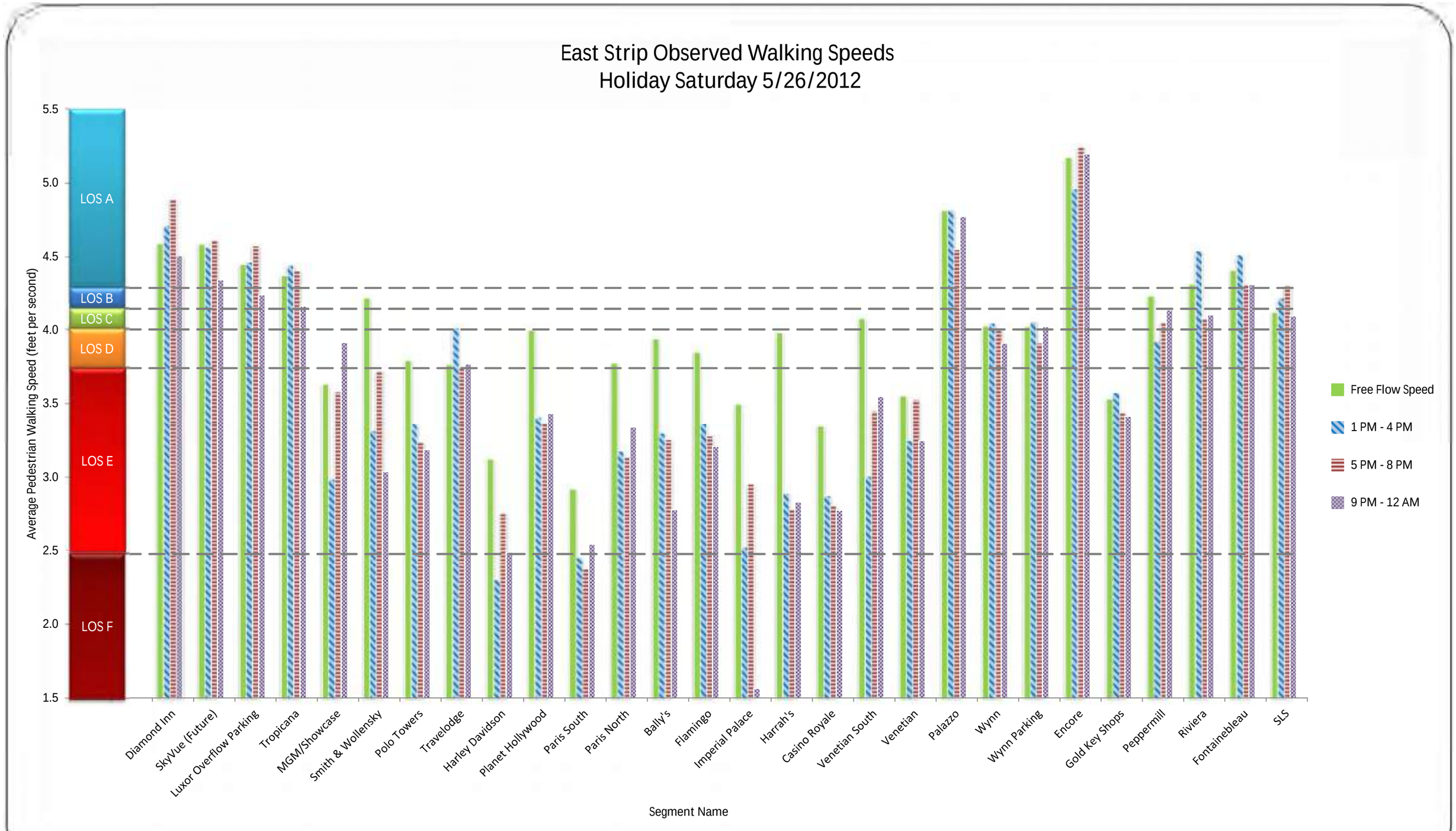
Table 3.12 – Average Walking Speed – East Segments – 6/16/2012 (Typical Saturday)

Segment ID		Walking Speed (ft/sec)		
Number	Name	1PM - 4PM	5PM - 8PM	9PM - 12AM
E1	Diamond Inn	4.66	4.61	4.55
E2	SkyVue (Future)	4.50	4.44	4.44
E3	Luxor Overflow Parking	4.38	4.44	4.23
E4	Tropicana	4.38	4.30	4.48
E5	MGM/Showcase	3.78	3.93	3.34
E6	Smith & Wollensky	3.77	3.77	3.24
E7	Polo Towers	3.91	3.72	3.56
E8	Travelodge	3.80	4.05	3.14
E9	Harley Davidson	2.92	3.20	2.60
E10	Planet Hollywood	3.80	3.73	3.30
E11	Paris South	3.24	3.14	2.16
E12	Paris North	3.73	3.79	3.14
E13	Bally's	3.80	3.75	3.03
E14	Flamingo	3.62	3.83	3.28
E15	Imperial Palace	3.50	3.31	2.99
E16	Harrah's	3.44	3.37	2.78
E17	Casino Royale	3.61	3.55	2.91
E18	Venetian South	3.94	3.76	3.40
E19	Venetian	3.68	3.59	3.30
E20	Palazzo	4.95	4.77	4.62
E21	Wynn	4.57	4.14	3.99
E22	Wynn Parking	4.45	4.20	4.00
E23	Encore	5.51	5.52	5.34
E24	Gold Key Shops	3.50	3.70	3.46
E25	Peppermill	4.23	4.30	4.36
E26	Riviera	4.35	4.39	4.20
E27	Fontainebleau	4.49	4.46	4.47
E28	SLS	4.29	4.40	4.51
	Overall Average	4.03	4.01	3.67

The walking speed data is summarized for comparison in Figure 3.43 through Figure 3.46 which display the average observed pedestrian walking speed per segment on each side of Las Vegas Boulevard for both the holiday Saturday and a typical Saturday. The 2010 HCM walking speed ranges have been included in the figures for reference (note that for many segments of the inner portion of the study corridor, the free-flow walking speed LOS is LOS D or E). Again, it should also be noted that segment E15, the walkway in front of the Imperial Palace Hotel/Casino, was under construction for the Caesars Linq project and was significantly congested during portions of the data collection period.

Figure 3.47 through Figure 3.48 visually illustrate the average observed walking speed per segment for each of the data collection time periods (1:00 PM – 4:00 PM, 5:00 PM – 8:00 PM and 9:00 PM - 12:00 AM) for both data collection dates.

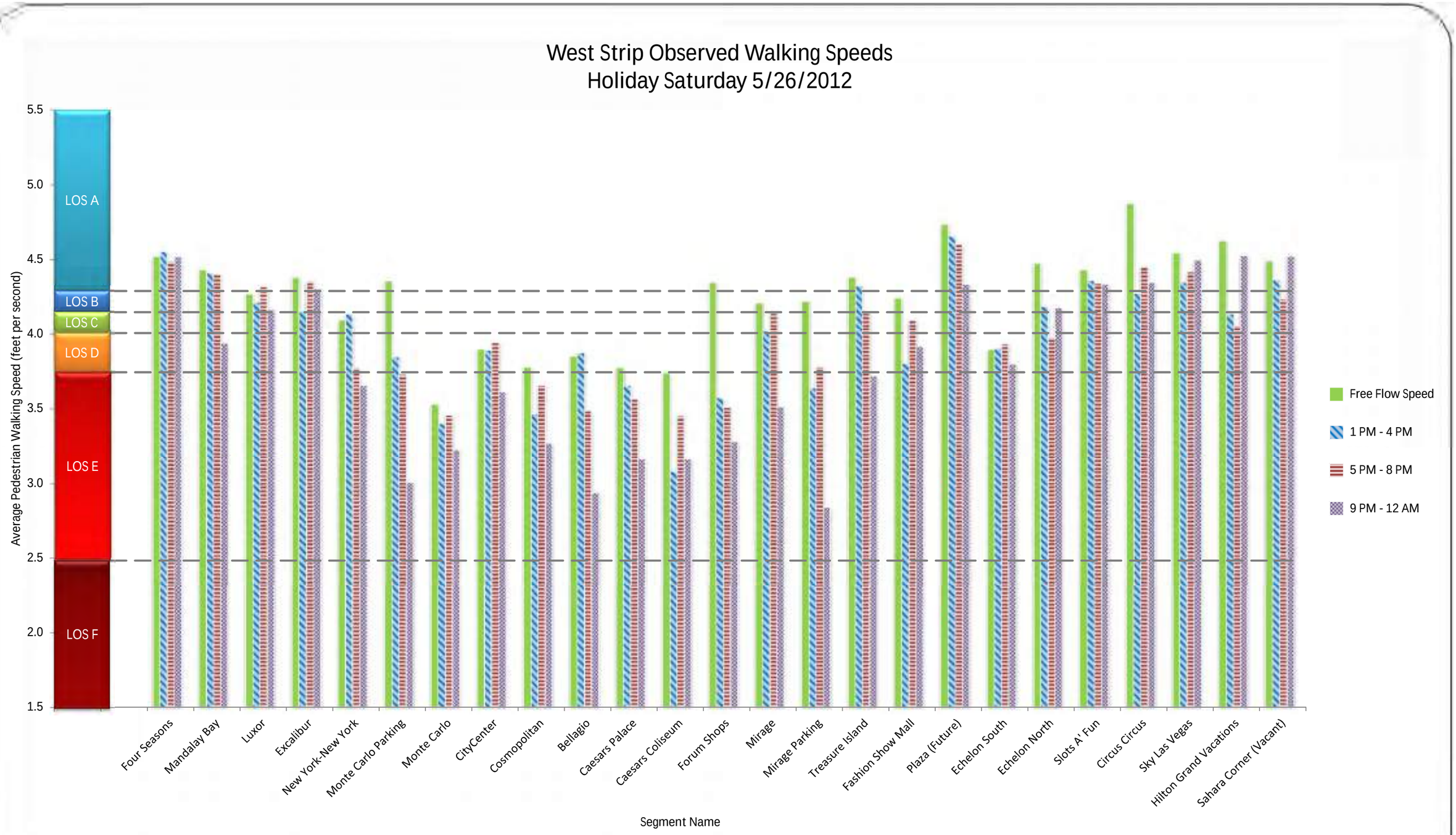
Upon commencement of the pedestrian study, it was hoped that conducting a free-flow and congested walking speed level of service (LOS) evaluation would aid in identifying possible congestion areas within the study corridor. The walking speed studies were useful in understanding tourist leisure walking speeds and the walking dynamics of Las Vegas Boulevard. However, the walking speed LOS, where LOS D and E may be considered unacceptable per the 2010 HCM procedures were typical free-flow walking speed on the "Strip" and were not found to be as effective in determining walkway congestion levels as the pedestrian volume LOS evaluation procedures of the 2010 HCM.



WALKING SPEED BY SEGMENT

FIGURE 3.43

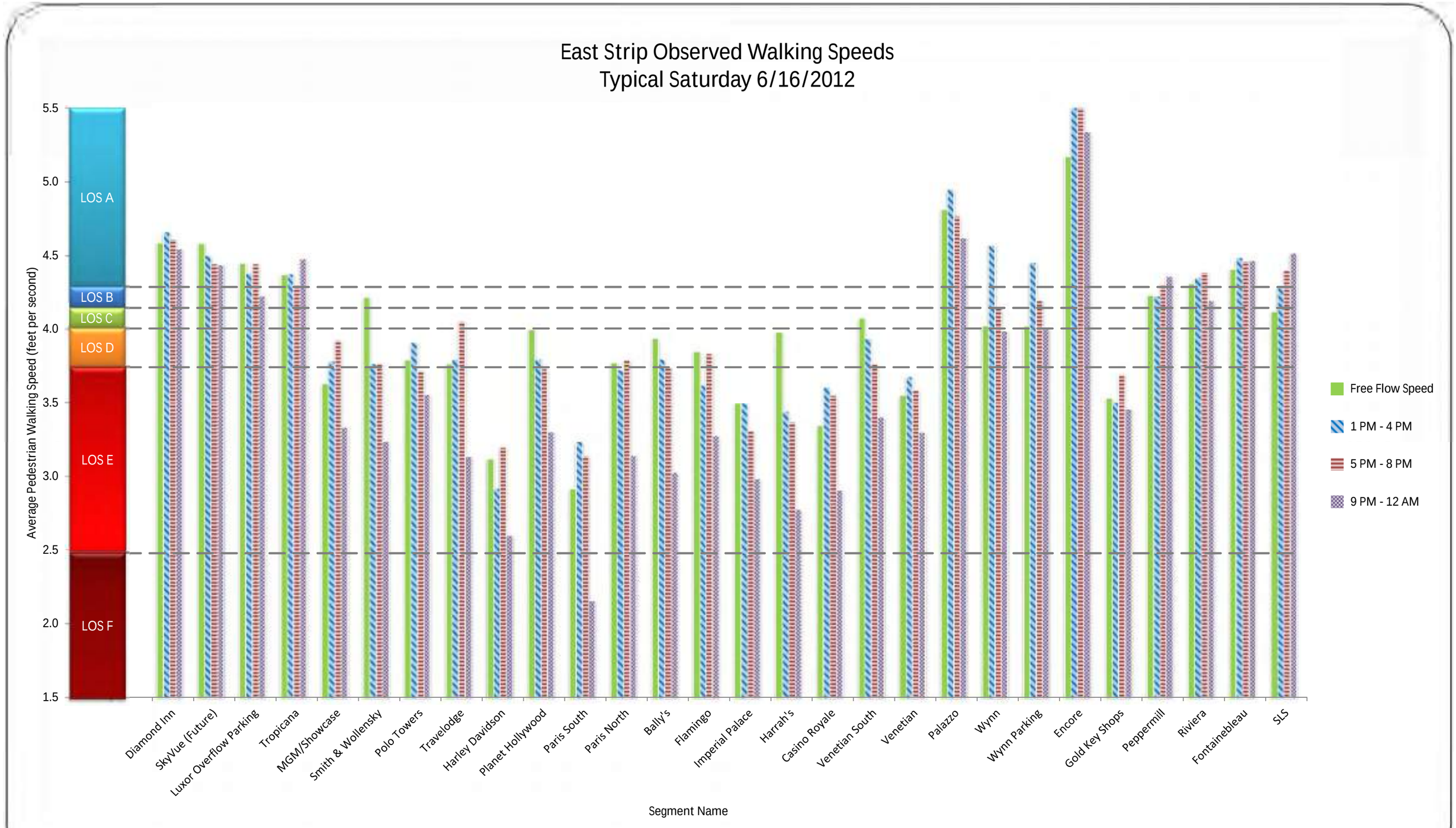
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WALKING SPEED BY SEGMENT

FIGURE 3.44

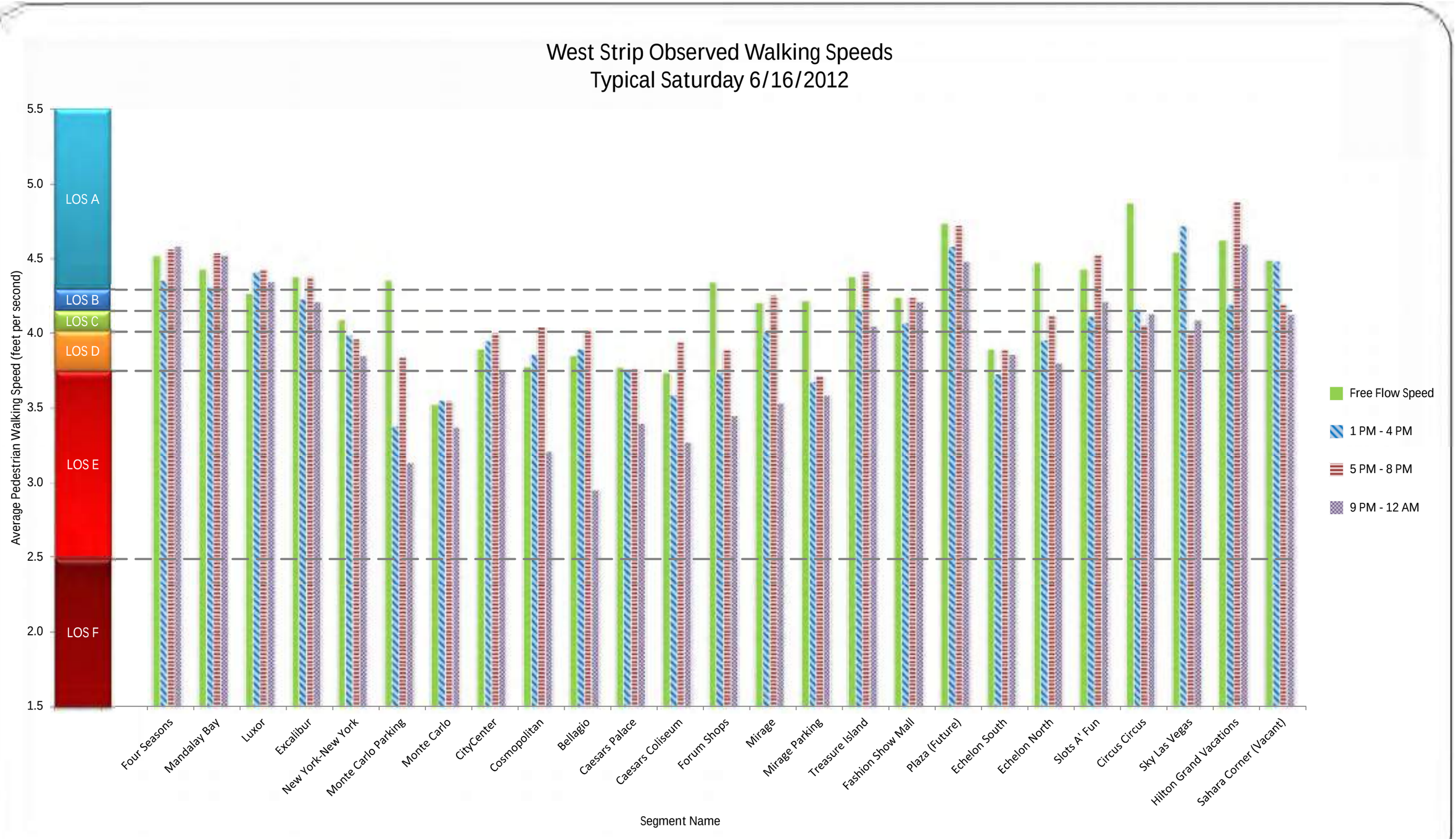
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WALKING SPEED BY SEGMENT

FIGURE 3.45

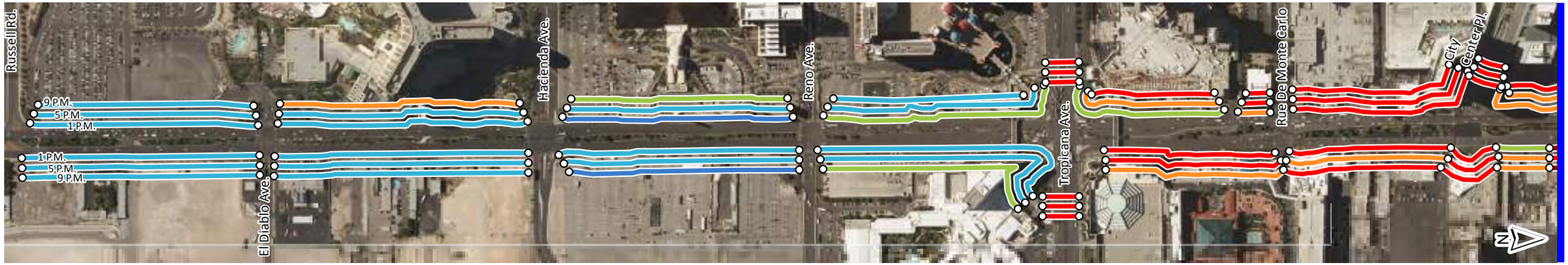
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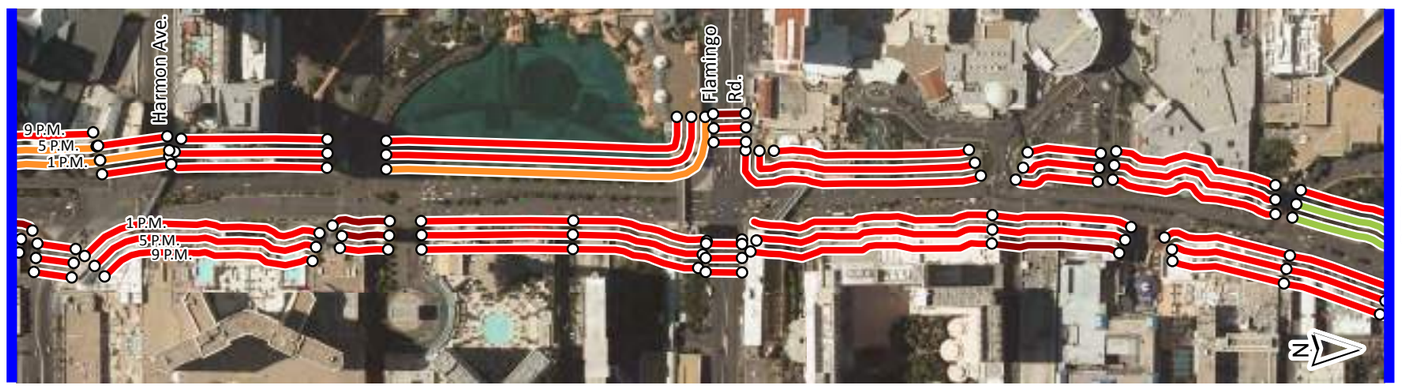


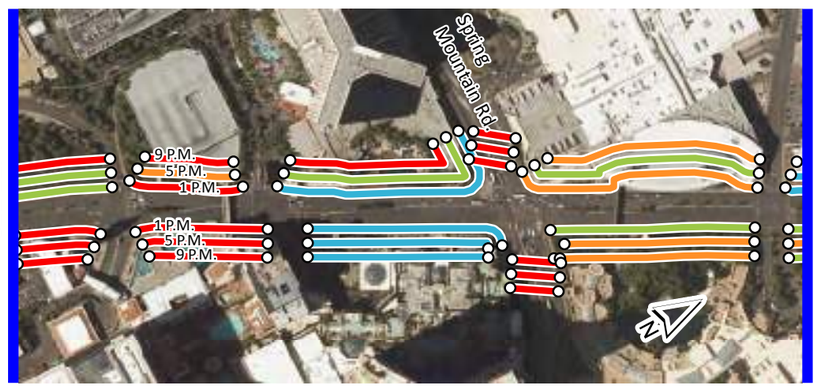
WALKING SPEED BY SEGMENT

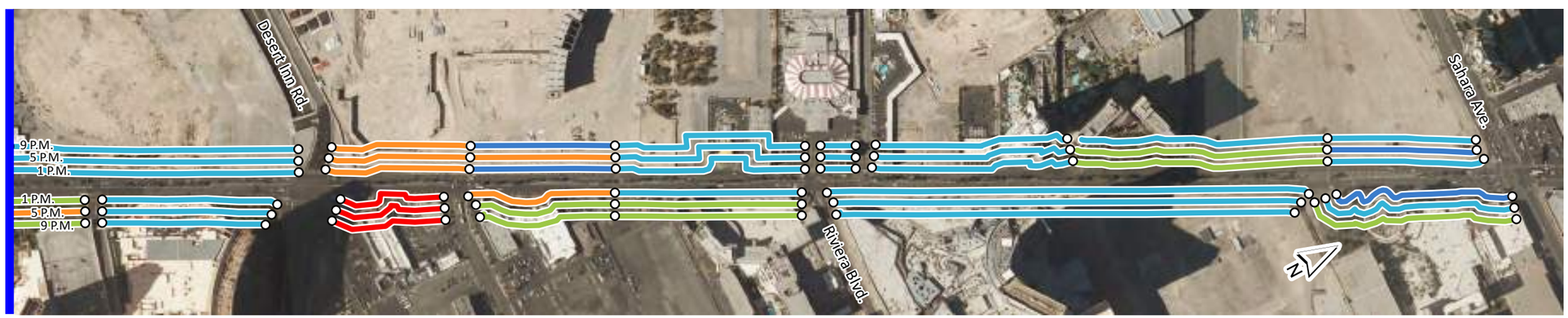
FIGURE 3.46

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Legend

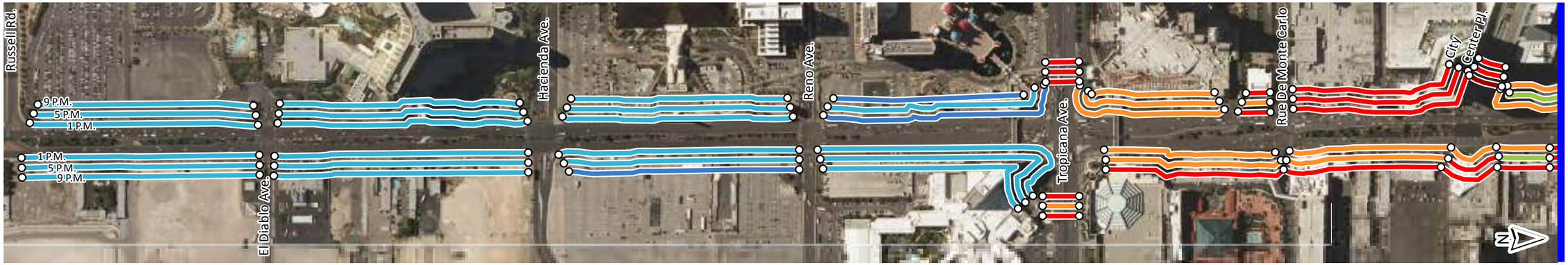
Average Walking Speed (Ft./Sec.)

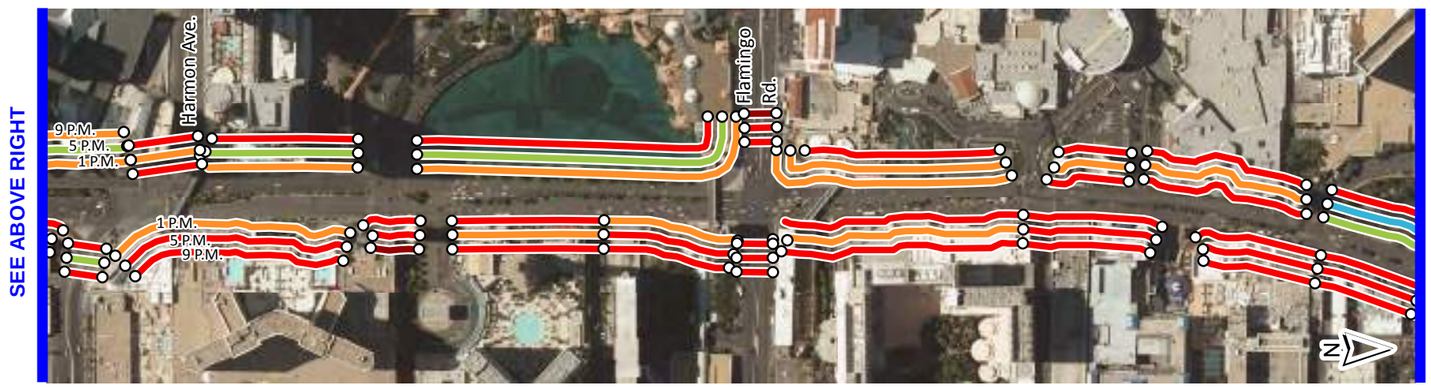
- Greater than 4.25: LOS A
- 4.18 - 4.25: LOS B
- 4.01 - 4.17: LOS C
- 3.76 - 4.00: LOS D
- 2.51 - 3.75: LOS E
- 2.50 or less: LOS F
- Segment Limits

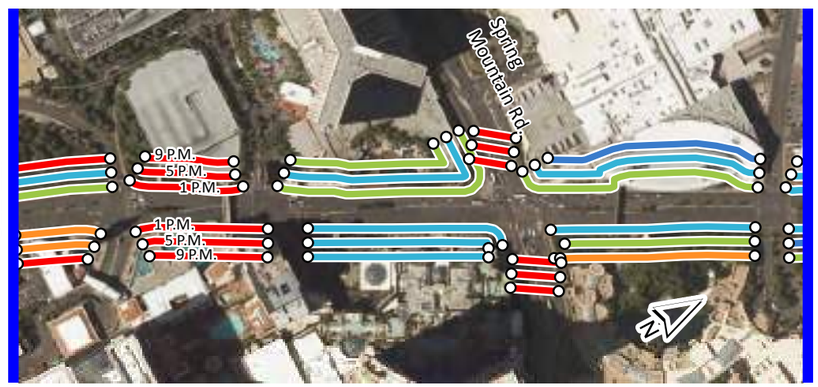
AVERAGE PEDESTRIAN WALKING SPEED PER SEGMENT
SATURDAY MAY 26, 2012

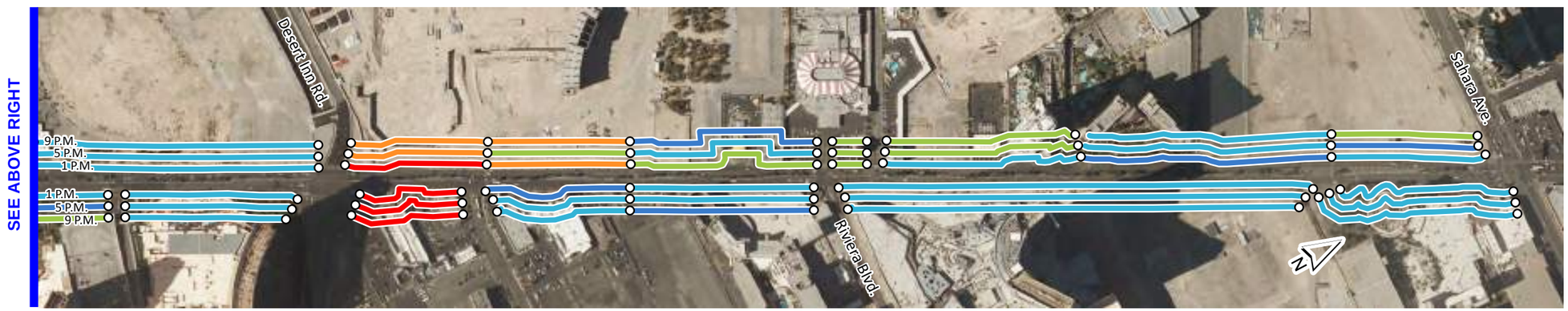
FIGURE 3.47 86

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Legend

Average Walking Speed (Ft./Sec.)

- Greater than 4.25: LOS A
- 4.18 - 4.25: LOS B
- 4.01 - 4.17: LOS C
- 3.76 - 4.00: LOS D
- 2.51 - 3.75: LOS E
- 2.50 or less: LOS F
- Segment Limits

AVERAGE PEDESTRIAN WALKING SPEED PER SEGMENT
SATURDAY JUNE 16, 2012

FIGURE 3.48 87

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3.2.1 Walking Speeds on Pedestrian Bridges

A separate data evaluation was conducted on the north/south Resort Corridor pedestrian bridges to determine walking speeds. The free-flow walking speeds of the bridges were observed to be lower than those of the Las Vegas Boulevard walkways, averaging 3.50 feet per second (2010 HCM walking speed LOS E) as compared to the inner "Strip" walkway speeds of 3.87 feet per second (LOS D). The observed pedestrian bridge average free-flow walk speed of 3.50 ft/sec is consistent with the 3.50 ft/sec the 2009 Manual on Uniform Traffic Control Devices (MUTCD) recommends for pedestrian walking speed to cross a street or highway. Figure 3.49 and Figure 3.50 compare the observed walking speeds for each of the two data collection dates.

These figures also show that the free-flow walking speed on eight of the nine north/south pedestrian bridges would be considered lower than LOS C per the 2010 HCM walking speed methodology. Even though the pedestrian volumes associated with some of the pedestrian bridges were significant, the walking speeds only slightly deteriorated. In some cases, average walking speeds increased from the free-flow walking speed; however, in the case of the Flamingo Road west pedestrian bridge, it was observed to have a walking speed with LOS F conditions during the 9:00 PM – 12:00 AM time period on both the holiday and typical Saturday.

Picture 3.13 and Picture 3.14 show pedestrian activity on various pedestrian bridges during the Memorial Day holiday Saturday (5/26/2012).



Picture 3.13 – Typical Pedestrian Bridge.

The walking speed data collection resulted in average walking speeds for each of the north/south pedestrian bridges in the study corridor, between Russell Road and Sahara Avenue. Table 3.13 and Table 3.14 show the free-flow walking speeds on the pedestrian bridges. It is interesting to note that the average LOS of the pedestrian bridges is within the LOS E range according to the 2010 HCM walking speed LOS procedures on both the east and west side of the study corridor.



Picture 3.14 – Flamingo Road West Pedestrian Bridge.

Table 3.13 – Free-flow Walking Speed – West Pedestrian Bridges

Segment ID		Walking Speed (ft/sec)
Number	Name	9AM - 12PM
W3	Tropicana West	4.14
W5	City Center	3.46
W7	Harmon West	3.99
W11	Flamingo West	3.17
W14	Spring Mtn West	3.65
	Overall Average	3.68
	Overall LOS	E

Table 3.14 – Free-flow Walking Speed – East Pedestrian Bridges

Segment ID		Walking Speed (ft/sec)
Number	Name	9AM - 12PM
E4	Tropicana East	3.10
E8	Harmon East	2.92
E12	Flamingo East	3.80
E15	Spring Mtn East	3.26
	Overall Average	3.27
	Overall LOS	E

The free-flow walking speeds of LOS E on the pedestrian bridges indicate that the 2010 HCM walking speed LOS categories may not be suited for leisure walking speeds, while suggesting that the observed LOS may be acceptable to the Las Vegas tourist. Table 3.15 through Table 3.18 show the data collected throughout the study corridor for the holiday and typical Saturday (May 26 and June 16, 2012 respectively).

Table 3.15 – Average Walking Speed – West Pedestrian Bridges – 5/26/2012 (Holiday Saturday)

Segment ID		Walking Speed (ft/sec)		
Number	Name	1PM – 4PM	5PM – 8PM	9PM – 12AM
W3	Tropicana West	3.15	3.69	2.98
W5	City Center	3.52	3.52	3.09
W7	Harmon West	3.44	3.78	3.31
W11	Flamingo West	2.67	2.82	2.34
W14	Spring Mtn West	3.44	3.64	3.10
	Overall Average	3.24	3.49	2.97
	Overall LOS	E	E	E

Table 3.16 – Average Walking Speed – East Pedestrian Bridges – 5/26/2012 (Holiday Saturday)

Segment ID		Walking Speed (ft/sec)		
Number	Name	1PM – 4PM	5PM – 8PM	9PM – 12AM
E4	Tropicana East	3.02	3.57	2.88
E8	Harmon East	3.39	3.42	3.58
E12	Flamingo East	3.26	3.42	3.19
E15	Spring Mtn East	3.24	3.17	3.20
	Overall Average	3.23	3.39	3.21
	Overall LOS	E	E	E

Table 3.17 – Average Walking Speed – West Pedestrian Bridges – 6/16/2012 (Typical Saturday)

Segment ID		Walking Speed (ft/sec)		
Number	Name	1PM - 4PM	5PM - 8PM	9PM - 12AM
W3	Tropicana West	3.59	3.72	3.23
W5	City Center	3.45	3.52	3.14
W7	Harmon West	3.66	3.90	3.17
W11	Flamingo West	2.55	2.82	2.21
W14	Spring Mtn West	3.50	3.39	3.37
	Overall Average	3.35	3.47	3.02
	Overall LOS	E	E	E

Table 3.18 – Average Walking Speed – East Pedestrian Bridges – 6/16/2012 (Typical Saturday)

Segment ID		Walking Speed (ft/sec)		
Number	Name	1PM – 4PM	5PM – 8PM	9PM – 12AM
E4	Tropicana East	3.61	3.87	3.51
E8	Harmon East	3.57	4.10	3.33
E12	Flamingo East	2.82	3.69	2.90
E15	Spring Mtn East	3.44	3.27	3.13
	Overall Average	3.36	3.73	3.22
	Overall LOS	E	E	E

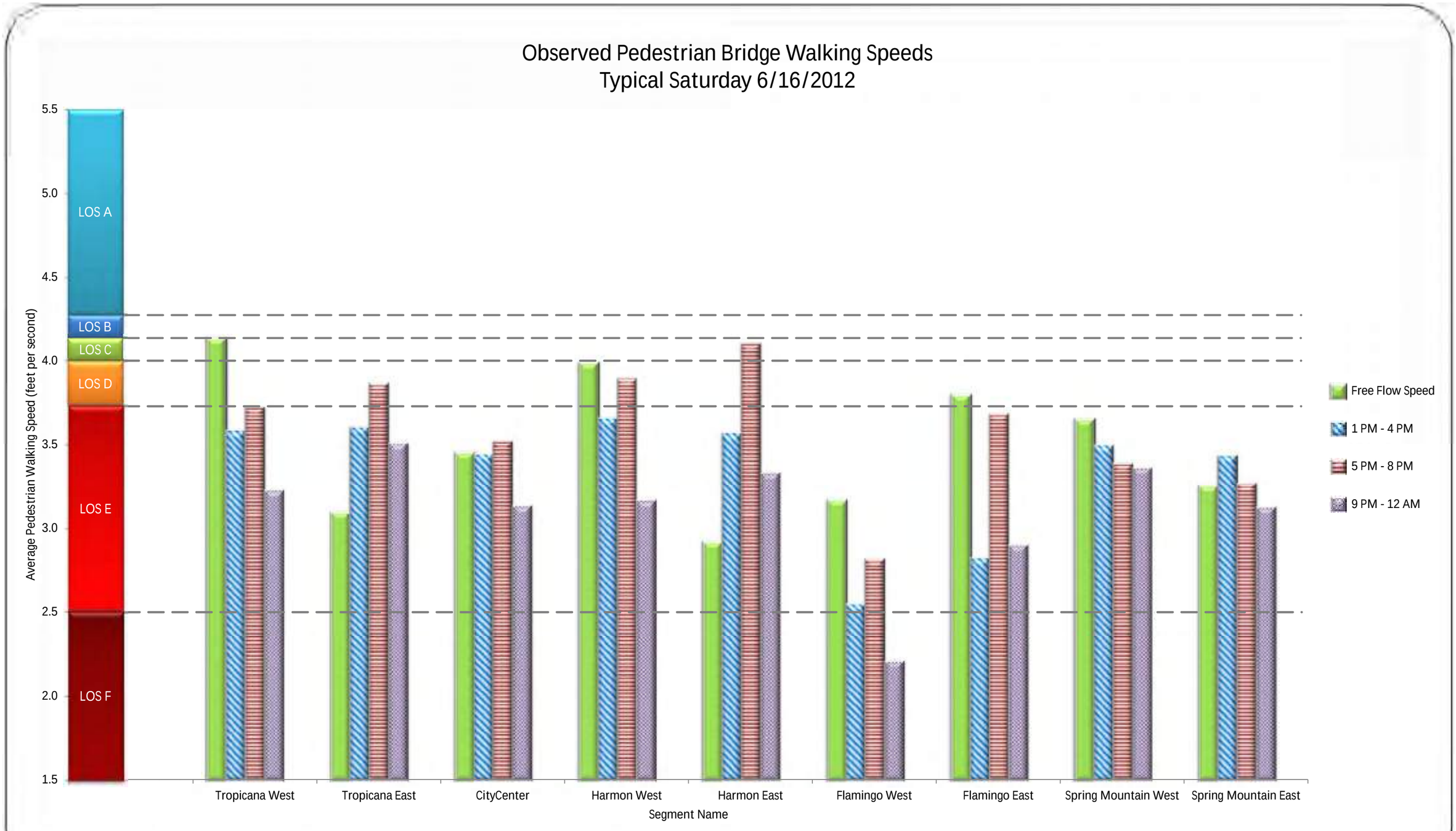
Similar to the walking speed LOS results, the pedestrian bridge walking speed LOS is not considered to be as effective in determining walkway congestion levels as the pedestrian volume LOS evaluation procedures of the 2010 HCM.



WALKING SPEED BY PEDESTRIAN BRIDGE

FIGURE 3.49

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WALKING SPEED BY PEDESTRIAN BRIDGE

FIGURE 3.50

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3.3 Non-Permanent Obstructions

The quantity, location and classification of non-permanent obstructions as gathered by field agents was compiled and analyzed to evaluate the effect of non-permanent obstructions on pedestrian LOS within the study corridor. The observations were conducted during the walking speed study. Individuals that were identified as non-permanent obstructions were recorded during three time period (1:00 PM – 4:00 PM, 5:00 PM – 8:00 PM and 9:00 PM – 12:00 AM) on May 26, 2012 and June 16, 2012.

Again, it is important to note that during the data collection process, the field agents were not instructed to determine if each "non-permanent obstruction" as counted was actually an obstruction to pedestrian flow. All non-permanent obstructions documented were considered as possible obstructions.

To provide an overall understanding of the dynamics of non-permanent obstructions within the Resort Corridor throughout the day, Figure 3.51 and Figure 3.52 were created with GIS representing the observed number of non-permanent obstructions per segment for each of the observation periods (1:00 PM – 4:00 PM, 5:00 PM – 8:00 PM and 9:00 PM – 12:00 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 pedestrian bridges.

3.3.1 Non-Permanent Obstructions on Walkways

Table 3.19 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.

Table 3.19 – Observed Non-Permanent Obstructions (May 26, 2012)

Time Period	West Side	East Side	TOTAL
1 PM - 4 PM	65	104	169
5 PM - 8 PM	103	156	259
9 PM - 12 PM	92	133	224

The highest number of non-permanent obstructions were observed on Saturday, May 26, 2012 between 5:00 PM and 8:00 PM, totaling 259 individuals either hand billing, performing, soliciting or vending. Table 3.20 summarizes the non-permanent obstructions observed on Saturday, June 16, 2012.

Table 3.20 – Observed Non-Permanent Obstructions (June 16, 2012)

Time Period	West Side	East Side	TOTAL
1 PM - 4 PM	51	88	139
5 PM - 8 PM	80	145	225
9 PM - 12 PM	103	149	252

The non-holiday Saturday (June 16, 2012) experienced a decrease in the total number of non-permanent obstructions in both the 1:00 PM – 4:00 PM and 5:00 PM – 8:00 PM time periods, but an increase in the 9:00 PM – 12:00 AM time period. The highest number of non-permanent obstructions observed on Saturday, June 16 was 252, only a slight decrease from the 259 observed on the holiday weekend Saturday of May 26.

The field notes taken by the walking 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 cross walk. 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 3.21 and Table 3.22 summarize the distribution of the non-permanent obstructions within the study corridor on the holiday and typical Saturday (May 26 and June 16, 2012).

Table 3.21 – Distribution of Non-Permanent Obstructions 5PM – 8PM (May 26, 2012)

Non-Permanent Obstruction Category	Within 50' of an intersection, driveway or crosswalk	On pedestrian bridges	Within 15' of a pedestrian bridge landing	Within 15' of a bus stop	Other	TOTAL
Hand biller	110 (42%)	4 (2%)	3 (1%)	9 (3%)	27 (10%)	154 (59%)
Performer	21 (8%)	9 (3%)	1 (1%)	1 (1%)	43 (17%)	75 (29%)
Solicitor	4 (2%)	7 (3%)	1 (1%)	-	4 (2%)	16 (6%)
Vendor	5 (2%)	4 (2%)	-	-	6 (2%)	15 (6%)
Total	140 (54%)	24 (9%)	5 (2%)	10 (4%)	80 (31%)	259 (100%)

Table 3.22 – Distribution of Non-Permanent Obstructions 5PM – 8PM (June 16, 2012)

Non-Permanent Obstruction Category	Within 50' of an intersection, driveway or crosswalk	On pedestrian bridges	Within 15' of a pedestrian bridge landing	Within 15' of a bus stop	Other	TOTAL
Hand biller	113 (45%)	2 (1%)	4 (2%)	2 (1%)	24 (10%)	145 (58%)
Performer	22 (9%)	5 (2%)	3 (1%)	2 (1%)	38 (15%)	70 (28%)
Solicitor	6 (2%)	7 (3%)	-	-	4 (2%)	17 (7%)
Vendor	5 (2%)	6 (2%)	-	-	10 (4%)	21 (8%)
Total	146 (58%)	20 (8%)	7 (3%)	4 (2%)	76 (30%)	252 (100%)

It can be seen in Table 3.21 that 140 or 54% on Saturday, May 26 and 146 or 58% on Saturday, June 16 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 hand billers.

Further analysis showed that the majority of the non-permanent obstructions were located within the inner portion of the study corridor. A total of 98.5% of the individuals hand billing, performing, soliciting or vending were observed between Tropicana Avenue and Spring Mountain Road. Table 3.23 shows the percent distribution in relation to the inner and outer portions of the study corridor and also the east and west sides of Las Vegas Boulevard.

Table 3.23 – Non-Permanent Obstructions by Percentage 5PM – 8PM (May 26, 2012)

	West	East	Total
Outer	1.2%	0.3%	1.5%
Inner	38.6%	59.9%	98.5%
Total	39.8%	60.2%	100.0%

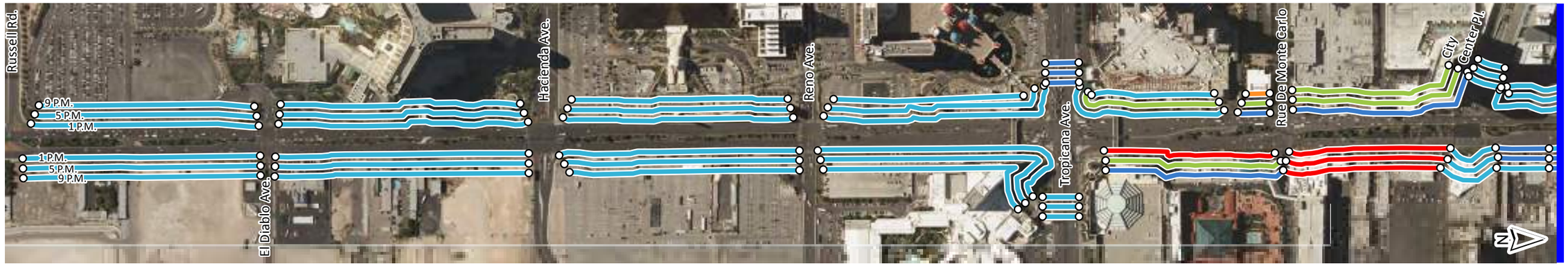
Similarly, Table 3.24 shows the percent distribution of non-permanent obstructions on the non-holiday Saturday.

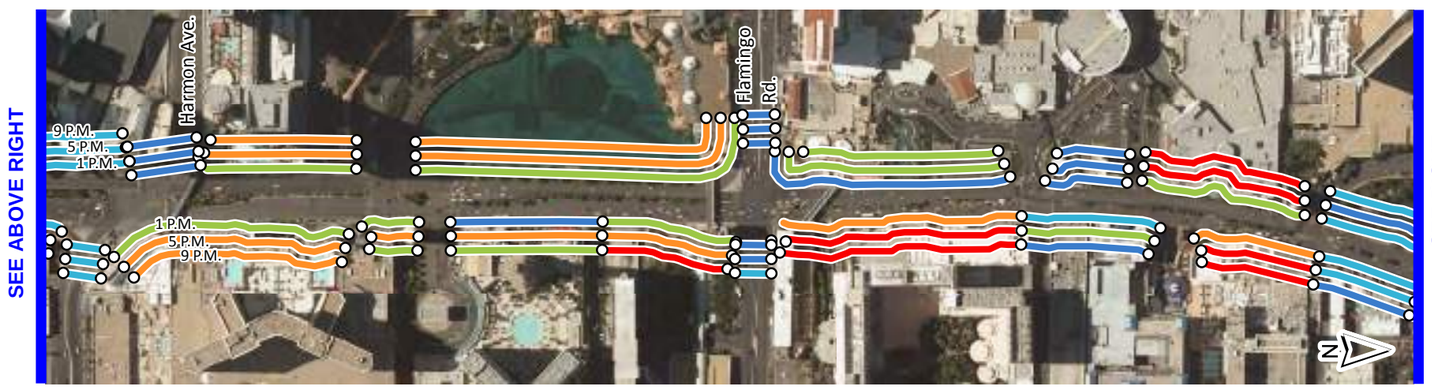
Table 3.24 – Non-Permanent Obstructions by Percentage 9PM – 12AM (June 16, 2012)

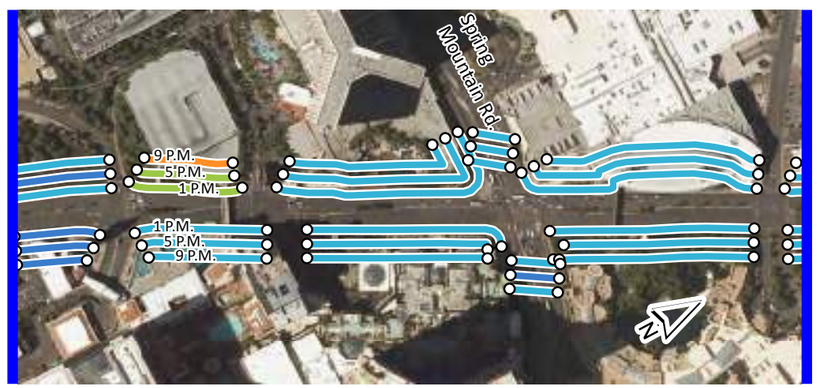
	West	East	Total
Outer	0.7%	0.5%	1.2%
Inner	40.2%	58.6%	98.8%
Total	40.9%	59.1%	100.0%

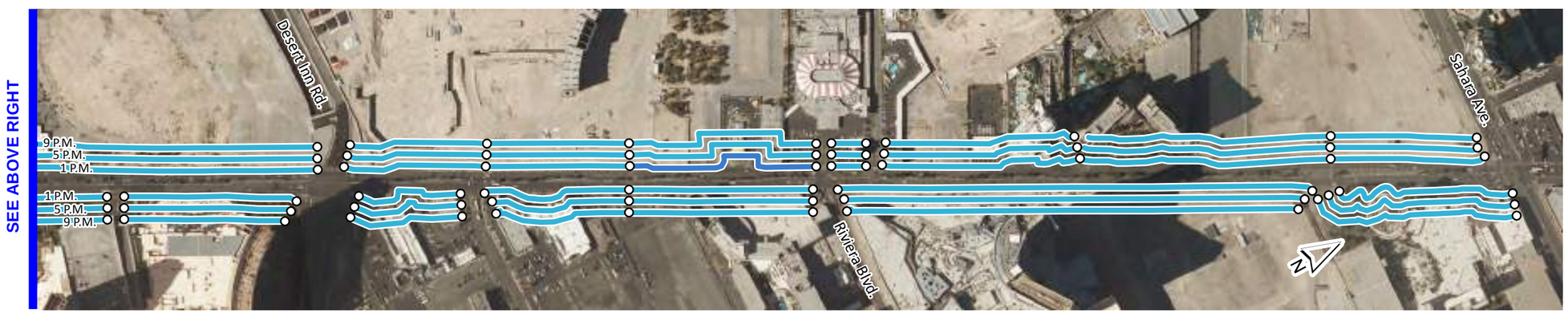
In comparing Table 3.23 and Table 3.24, it can be seen that the distribution of the non-permanent obstructions is similar on a holiday Saturday and a typical Saturday.

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 3.53 and Figure 3.54 for the holiday Saturday on each side of Las Vegas Boulevard and Figure 3.55 and Figure 3.56 for the typical Saturday observations.









Legend

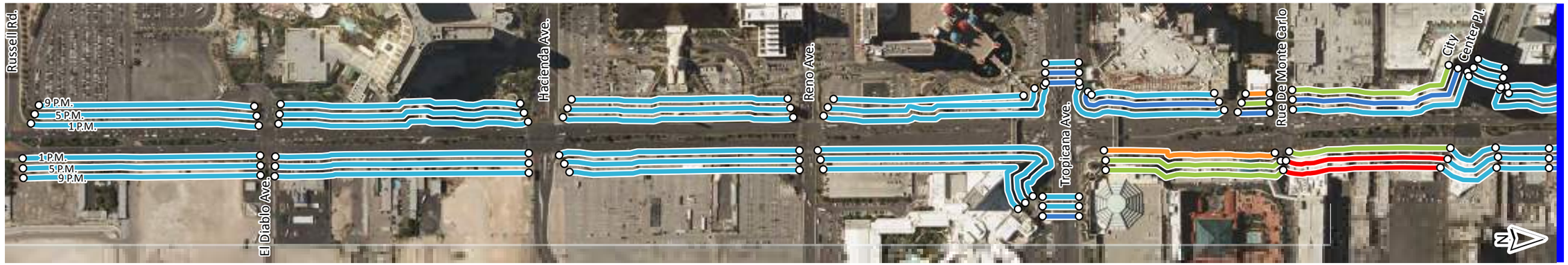
Avg. Non-Permanent Obstructions

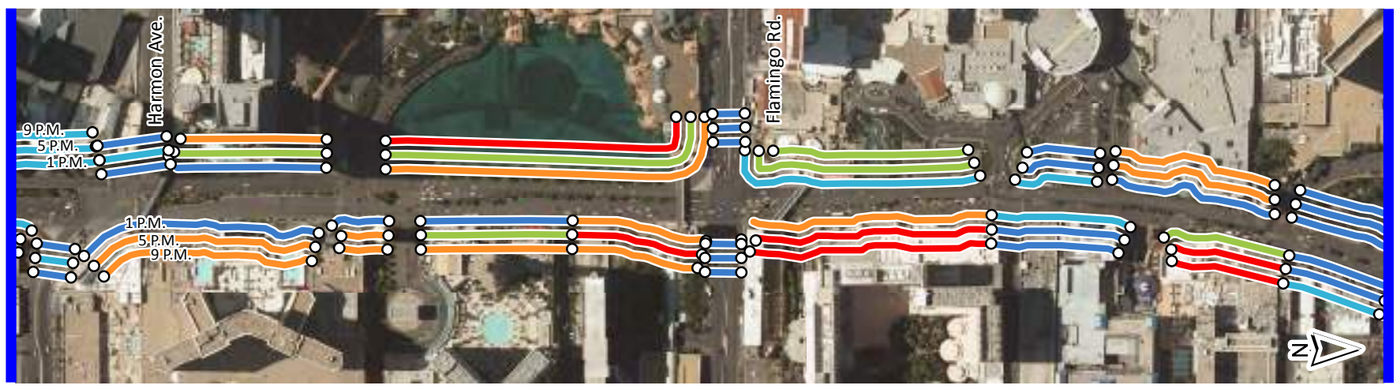
- 2 or less
- 3 - 6
- 7 - 10
- 11 - 14
- Greater than 14
- Segment Limits

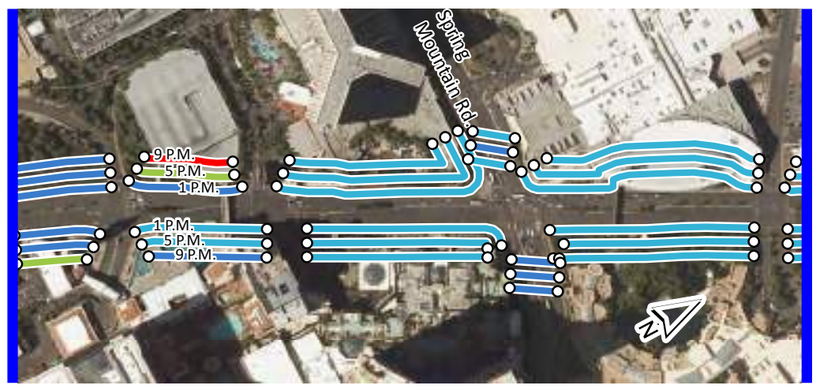
AVERAGE NON-PERMANENT OBSTRUCTIONS PER SEGMENT
SATURDAY MAY 26, 2012

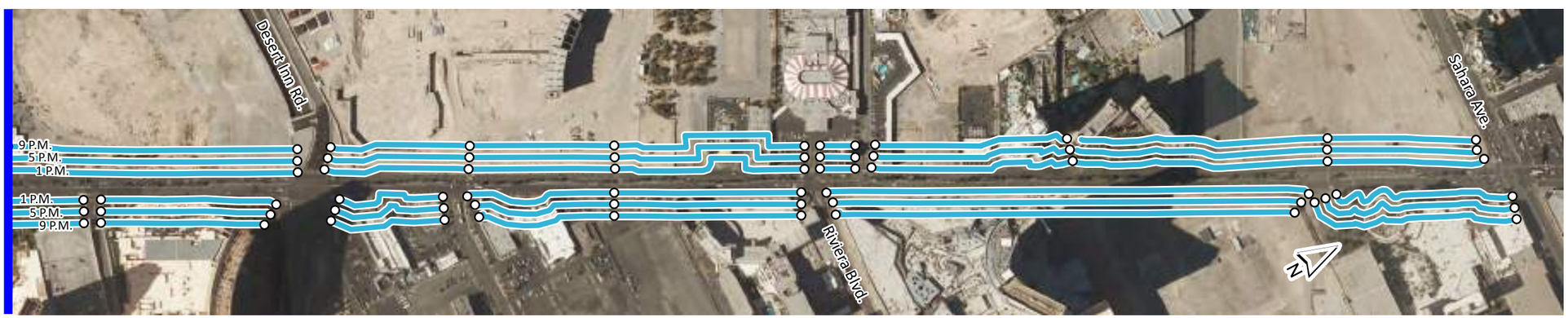
FIGURE 3.51 92

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Legend

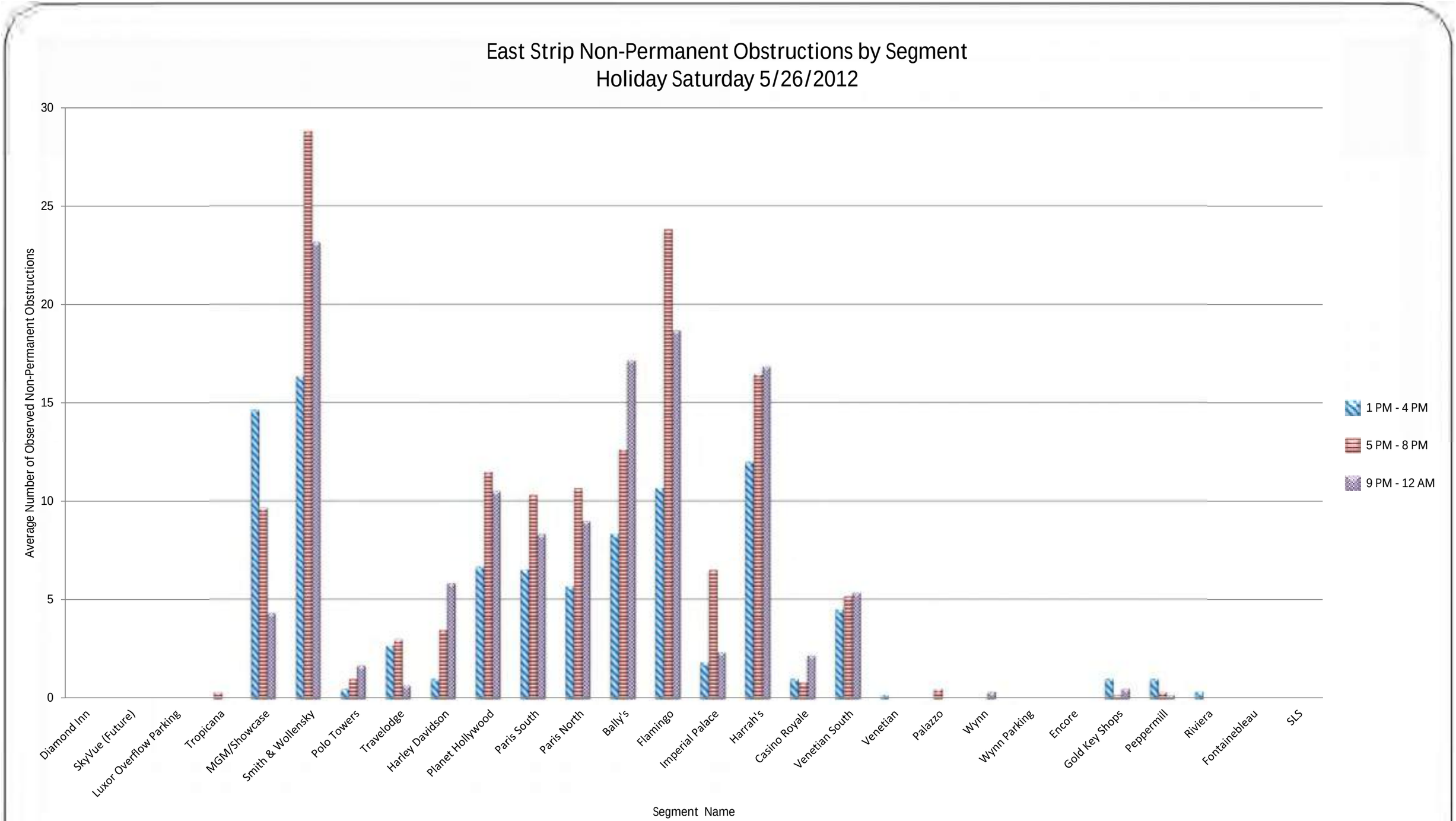
Avg. Non-Permanent Obstructions

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

AVERAGE NON-PERMANENT OBSTRUCTIONS PER SEGMENT
SATURDAY JUNE 16, 2012

FIGURE 3.52 93

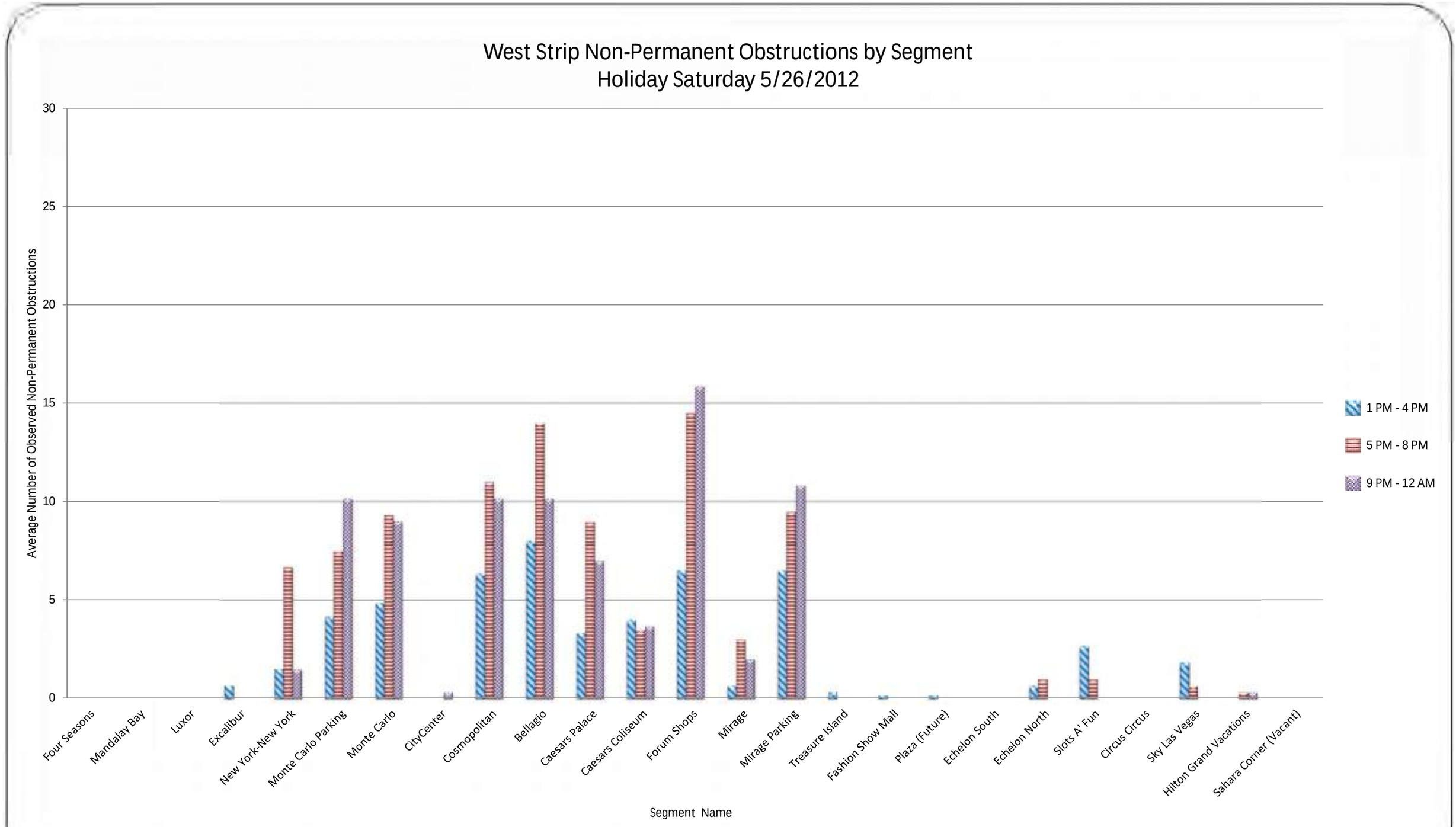
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NON-PERMANENT OBSTRUCTIONS

FIGURE 3.53

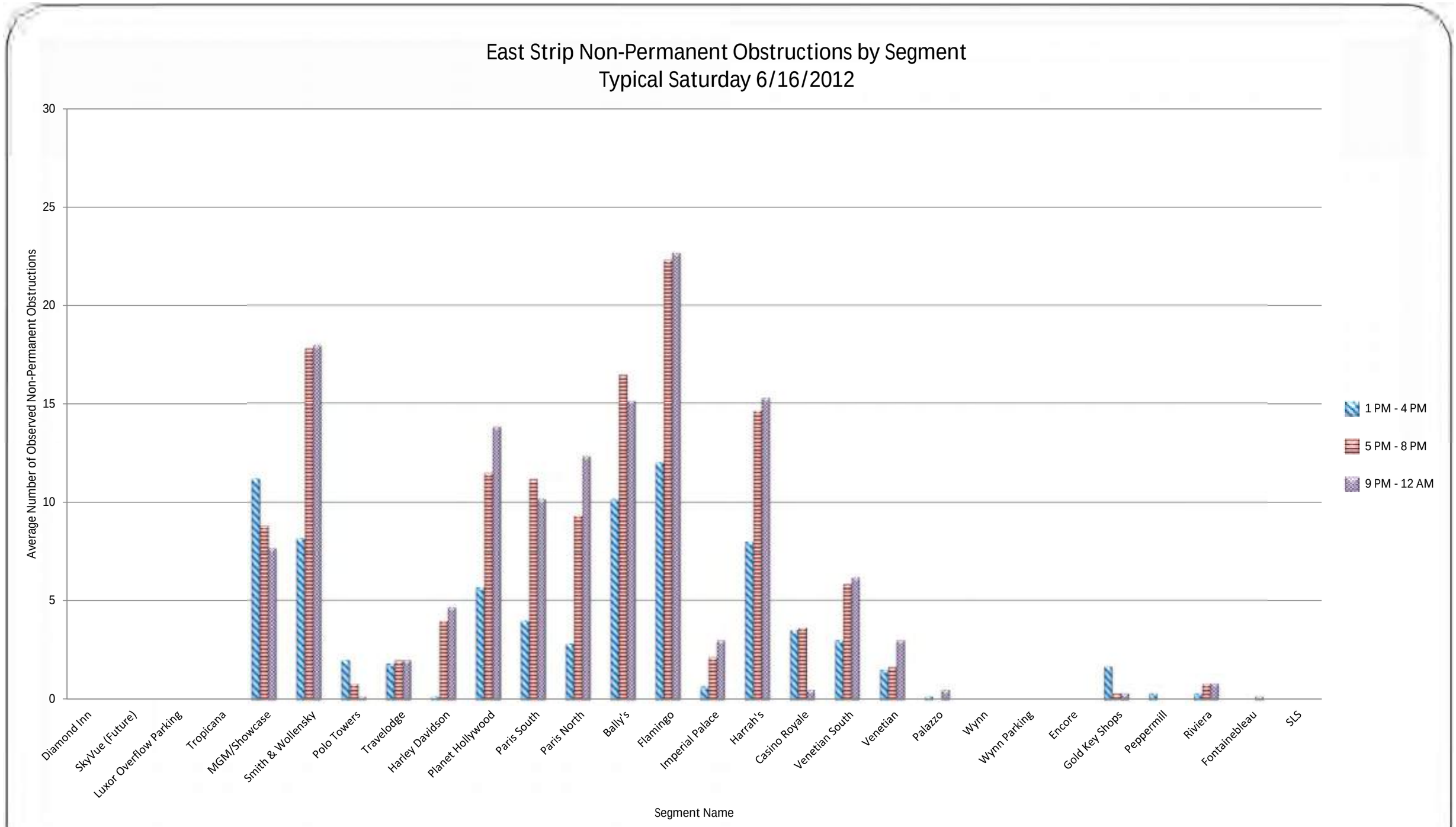
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NON-PERMANENT OBSTRUCTIONS

FIGURE 3.54

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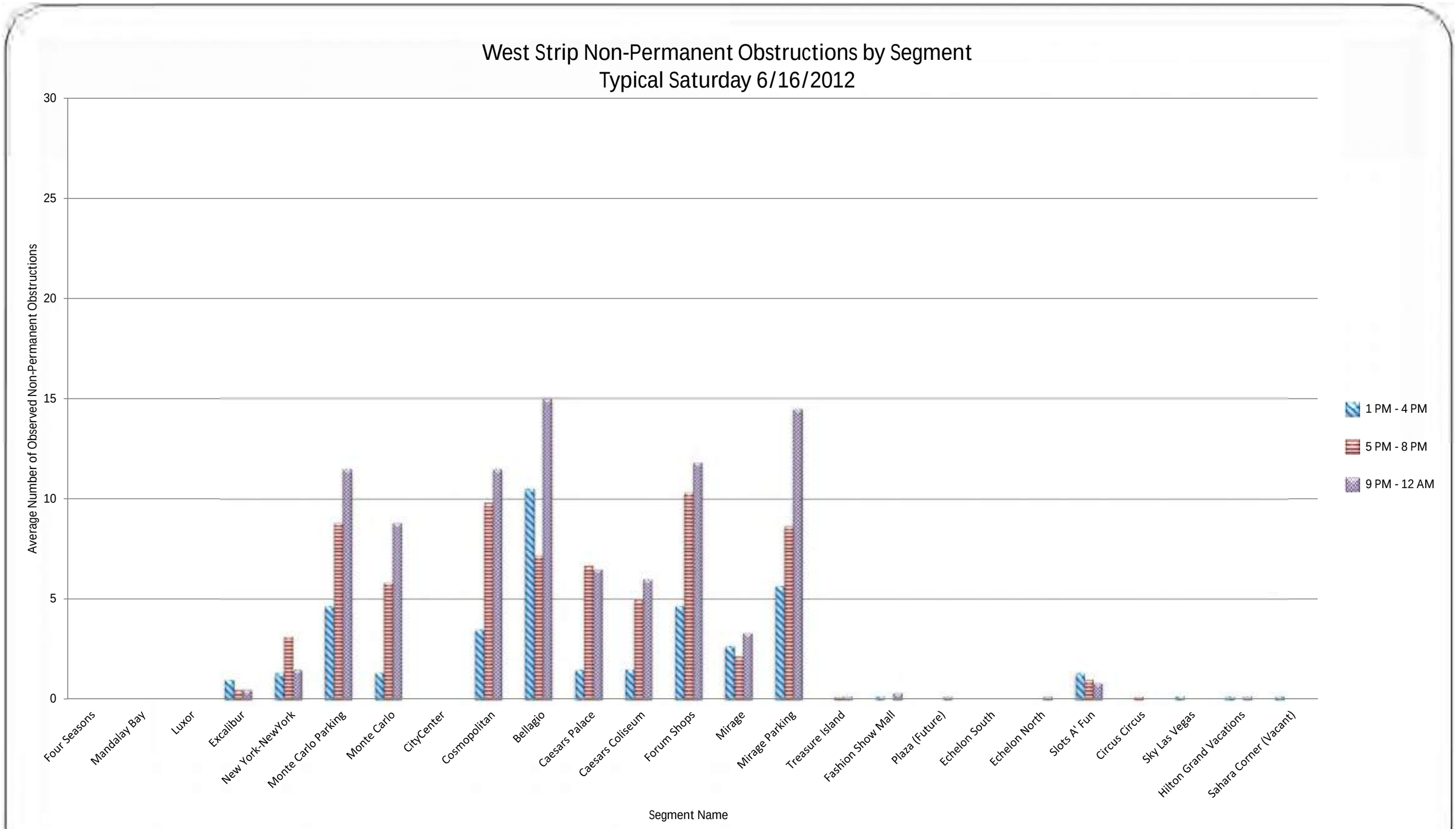


NON-PERMANENT OBSTRUCTIONS

FIGURE 3.55

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CC 1077



NON-PERMANENT OBSTRUCTIONS

FIGURE 3.56

Kimley-Horn and Associates, Inc.

CC 1078

3.3.2 Non-Permanent Obstructions on Pedestrian Bridges

A separate evaluation was conducted for non-permanent obstructions observed on the 16 pedestrian bridges within the study area. The maximum number of individuals identified to be non-permanent obstructions on the pedestrian bridges was observed to be five on the Tropicana Road north pedestrian bridge between the New York-New York Hotel/Casino and the MGM Grand Hotel/Casino.

Table 3.25 through Table 3.28 summarize the average observed number of non-permanent obstructions on each pedestrian bridge from Russell Road to Sahara Avenue. It is important to note that the term "non-permanent obstruction", for the purposes of this report, 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 or selling.

Table 3.25 – Non-Permanent Obstructions on West Pedestrian Bridges – Holiday Saturday (5/26/2012)

	Avg. Number of Non-Permanent Obstructions		
Pedestrian Bridge	1PM - 4PM	5PM - 8PM	9PM - 12AM
Tropicana West	3	4	4
CityCenter	0	0	0
Harmon West	3	3	2
Flamingo West	4	4	3
Spring Mtn West	2	1	1

Table 3.26 – Non-Permanent Obstructions on East Pedestrian Bridges – Holiday Saturday (5/26/2012)

	Avg. Number of Non-Permanent Obstructions		
Pedestrian Bridge	1PM - 4PM	5PM - 8PM	9PM - 12AM
Tropicana East	2	1	1
Harmon East	2	1	1
Flamingo East	5	3	1
Spring Mtn East	1	3	2

The holiday Saturday, May 26, and the typical Saturday, June 16, saw a similar number of non-permanent obstructions on each bridge, with slight variability on each bridge. It is important to note that these tables are composed of the average of six distinct observations on each of the north/south pedestrian bridges.

Table 3.27 – Non-Permanent Obstructions on West Pedestrian Bridges – Typical Saturday (6/16/2012)

	Avg. Number of Non-Permanent Obstructions		
Pedestrian Bridge	1PM - 4PM	5PM - 8PM	9PM - 12AM
Tropicana West	3	2	2
CityCenter	0	0	0
Harmon West	2	2	3
Flamingo West	3	3	3
Spring Mtn West	2	3	2

Table 3.28 – Non-Permanent Obstructions on East Pedestrian Bridges – Typical Saturday (6/16/2012)

	Avg. Number of Non-Permanent Obstructions		
Pedestrian Bridge	1PM - 4PM	5PM - 8PM	9PM - 12AM
Tropicana East	1	1	3
Harmon East	3	2	3
Flamingo East	5	3	3
Spring Mtn East	2	4	5

Figure 3.57 and Figure 3.58 display the average total number of non-permanent obstructions observed on pedestrian bridges for a holiday Saturday and a typical Saturday respectively. In comparing the pedestrian volume LOS on the pedestrian bridges in Table 3.3 and the average number of non-permanent obstructions on pedestrian bridges in Figure 3.57 through Figure 3.58, it can be seen that as the average number of non-permanent obstructions increased, generally, the LOS decreased when pedestrian volumes were significant. The correlation is expected as with more non-permanent obstructions, the effective walkway width (W_E) decreases and the pedestrian traffic is not provided the complete walkway width (W) for movement. Only the Flamingo Road west pedestrian bridge, between the Bellagio Hotel/Casino and Caesars Palace Hotel/Casino, was calculated to have a LOS less than LOS C on the holiday Saturday. This bridge had an average of three non-permanent obstructions throughout the day.

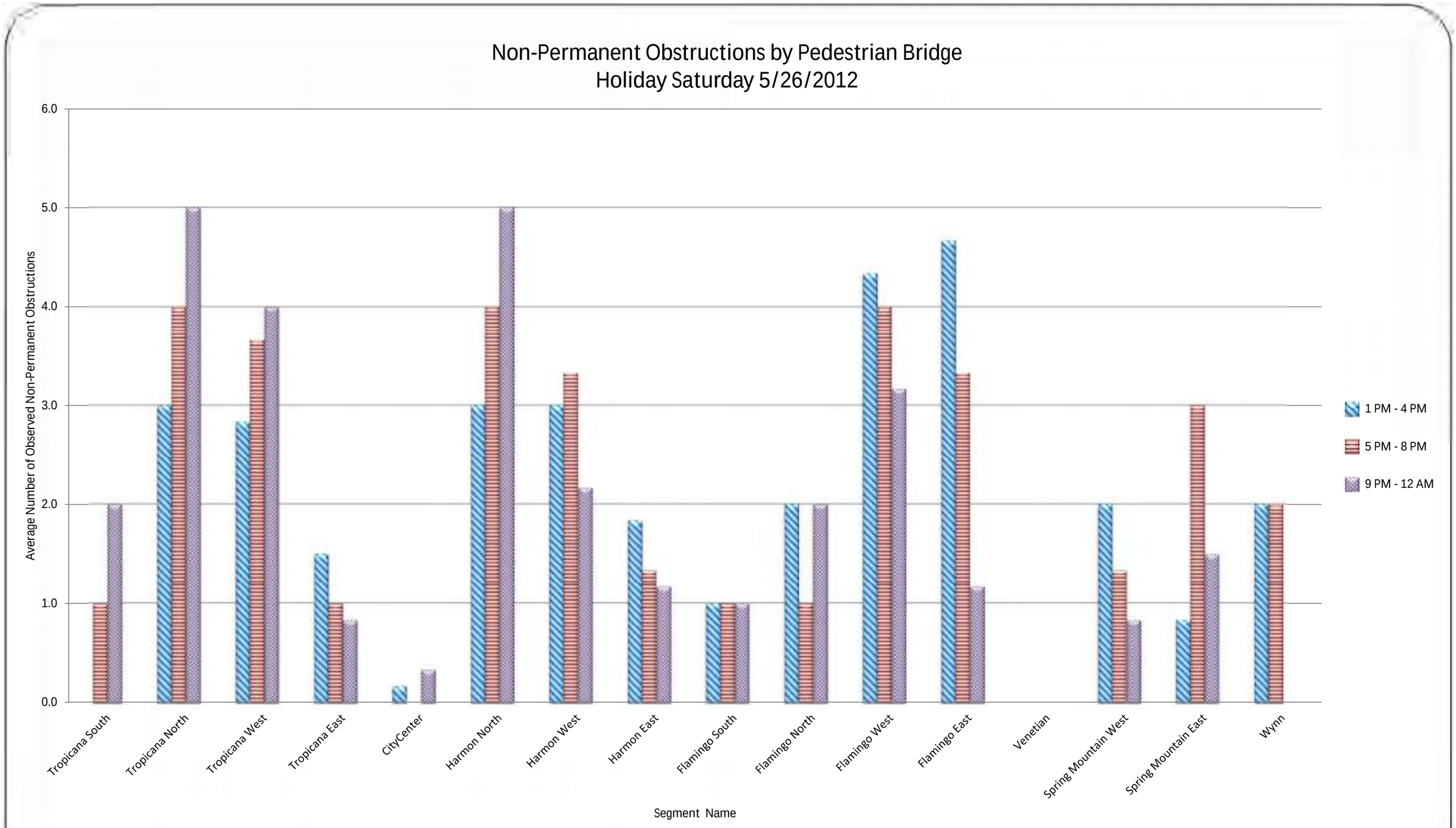
It is important to note that on average, the Flamingo Road west pedestrian bridge had three non-permanent obstructions on the bridge in each of the data collection periods while it experienced LOS D volume conditions and LOS F walking speed conditions. This suggests that at least where pedestrian volumes are large, non-permanent obstructions are contributing to deteriorated walking speeds and congestion. Picture 3.15 and Picture 3.16 show pedestrian bridges with non-permanent obstructions at Flamingo Road and Tropicana Avenue respectively.



Picture 3.15 – Non-Permanent Obstructions (vendors) on Pedestrian Bridge – Flamingo Road East.



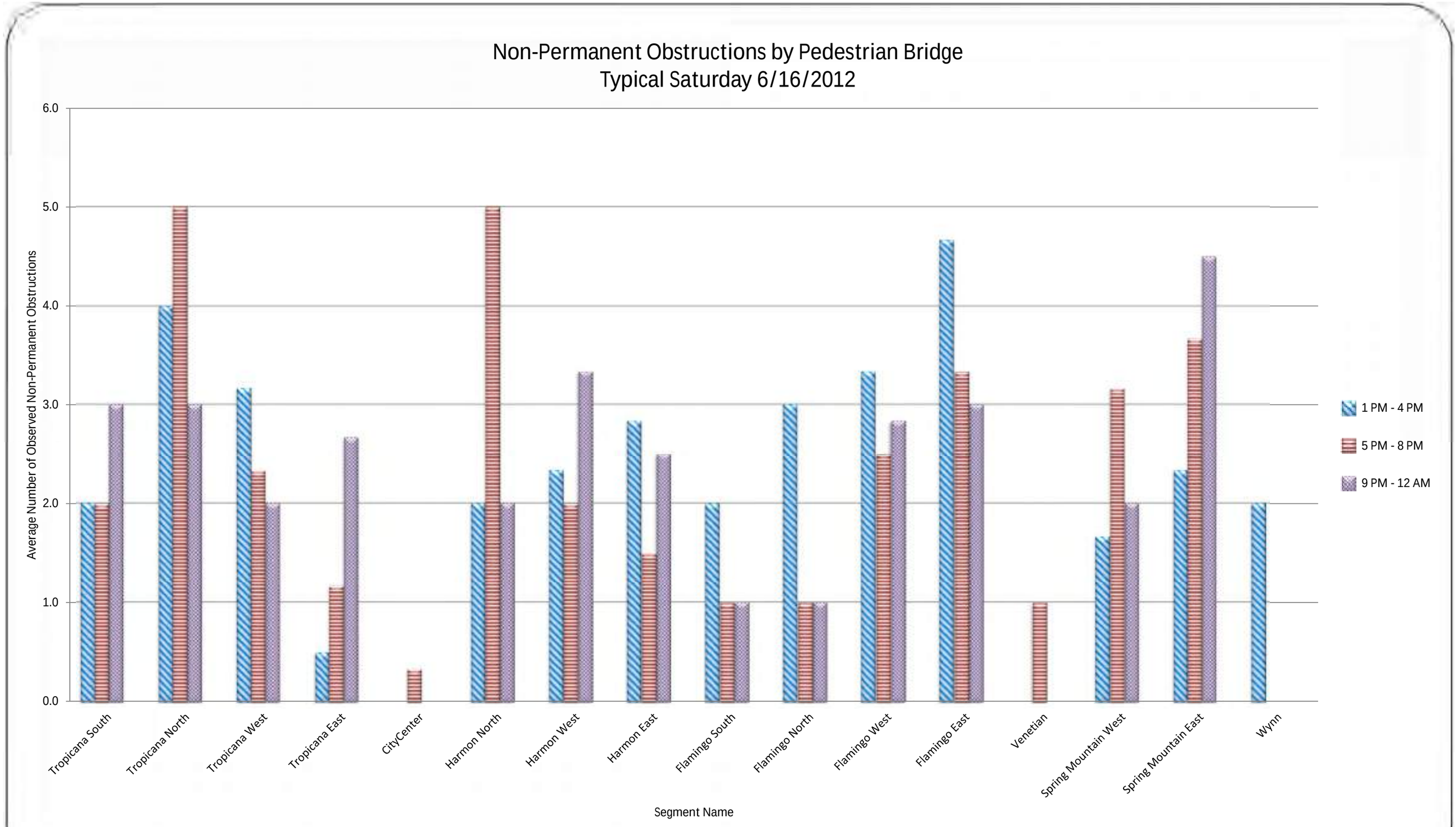
Picture 3.16 – Non-Permanent Obstructions (solicitor/vendor) on Pedestrian Bridge – Tropicana Avenue West.



NON-PERMANENT OBSTRUCTIONS

FIGURE 3.57

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NON-PERMANENT OBSTRUCTIONS

FIGURE 3.58

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3.4 Bus Stop Queuing

Type 3 bus stops which have the bus shelter and queuing area behind the pedestrian walkway have the concern of congestion when transit passengers are boarding and alighting the bus and potentially while waiting for the bus to arrive (see Picture 3.17). Similarly, 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 Picture 3.18). 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. The maximum 15-minute boarding number was evaluated at each Type 3 bus stop and at Type 2 bus stops that were observed to potentially be of concern. In some cases, where bus queuing is intense, queues overcrowd the queuing area and spill into the pedestrian walkway. Bus stops were not further analyzed if 375 or less pedestrians per 15-minutes were observed during the Memorial Day holiday weekend (May 26, 2012) passing by the bus stop. 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.

Analysis of the ridership data from both the holiday, May 26 and typical, June 16, Saturday indicated that the bus stops listed in Table 3.29 be further evaluated:

Table 3.29 – Bus Stops Included in Queuing Analysis

Bus Stop	Type
Polo Towers North	3
Bellagio South	3
Paris North	2
Flamingo North	2
Caesars Palace South	2
Mirage South	2
Treasure Island South	3
Venetian North	2

Of the eight stops identified for analysis, six had a maximum 15-minute boarding on the holiday Saturday (May 26, 2012) while the remaining two had maximum boardings on the typical Saturday (June 16, 2012). The maximum boarding volumes were used in the evaluation of the bus stop queuing areas. Figure 3.59 and Figure 3.60 show the bus stop locations, types, as well as the maximum 15-minute boarding for both data collection dates (see also Figure 2.6 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 distance allows for an 18-inch no-touch zone for each queued person. Table 3.30 shows the maximum queues at each of the identified bus stops and the queue area required for LOS C to serve that maximum queue.

Table 3.30 – 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.)
Polo Towers N	6/16	1,290	33	231	265
Bellagio S	5/26	2,633	59	413	900
Paris N	5/26	2,124	82	574	260
Flamingo N	5/26	1,459	41	287	375
Caesars S	5/26	1,684	27	189	321
Mirage S	6/16	1,963	35	245	279
Treasure Island S	5/26	1,016	41	287	148
Venetian N	5/26	1,737	58	406	312

Bold Value – Demand Queue Exceeds Existing Area

Evaluation of the individual bus stops showed that the bus stops in Table 3.31 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 3.31 – Analyzed Bus Stops with Adequate Queue Area

Bus Stop	Type
Polo Towers N	3
Bellagio S	2
Flamingo N	2
Caesars S	2
Mirage S	2

The remaining bus stops 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 3.32.

Table 3.32 – Analyzed Bus Stops with Inadequate Queue Area

Bus Stop	Type
Paris N	2
Treasure Island S	3
Venetian N	2

The LOS evaluation 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 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 pedestrian flow in front of Type 1 bus stops.



Picture 3.17 – Type 2 Bus Stop – In Front of Walkway.



Picture 3.18 – Type 3 Bus Stop – Behind Walkway.



Legend

Bus Boardings

- 15 or Less
- 16 - 30
- 31 - 45
- 46 - 60
- Greater than 60

1: Isolated
2: In Front of Walk
3: Behind Walk

MAX PEAK 15-MINUTE BUS BOARDINGS - MAY 26, 2012

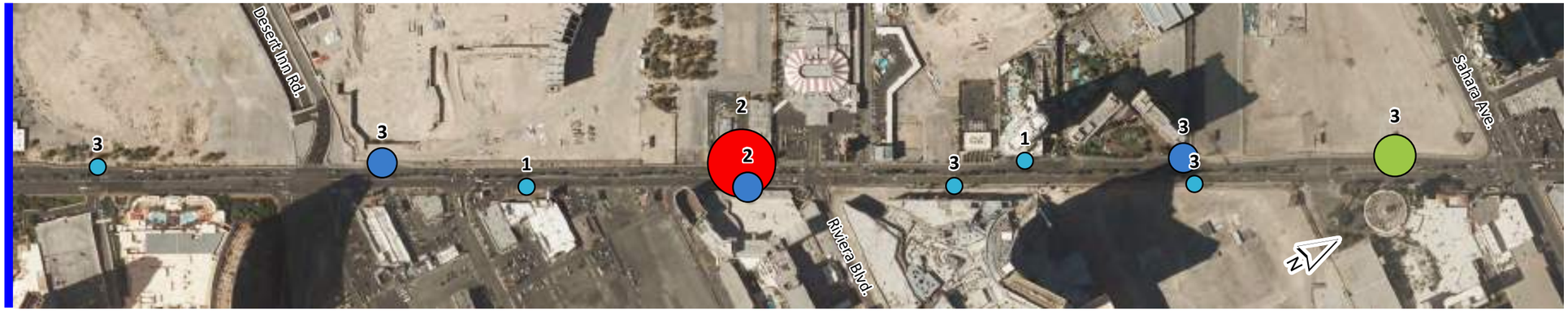
FIGURE 3.59

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Legend

Bus Boardings

- 15 or Less
- 16 - 30
- 31 - 45
- 46 - 60
- Greater than 60

1: Isolated
2: In Front of Walk
3: Behind Walk

MAX PEAK 15-MINUTE BUS BOARDINGS - JUNE 16, 2012

FIGURE 3.60

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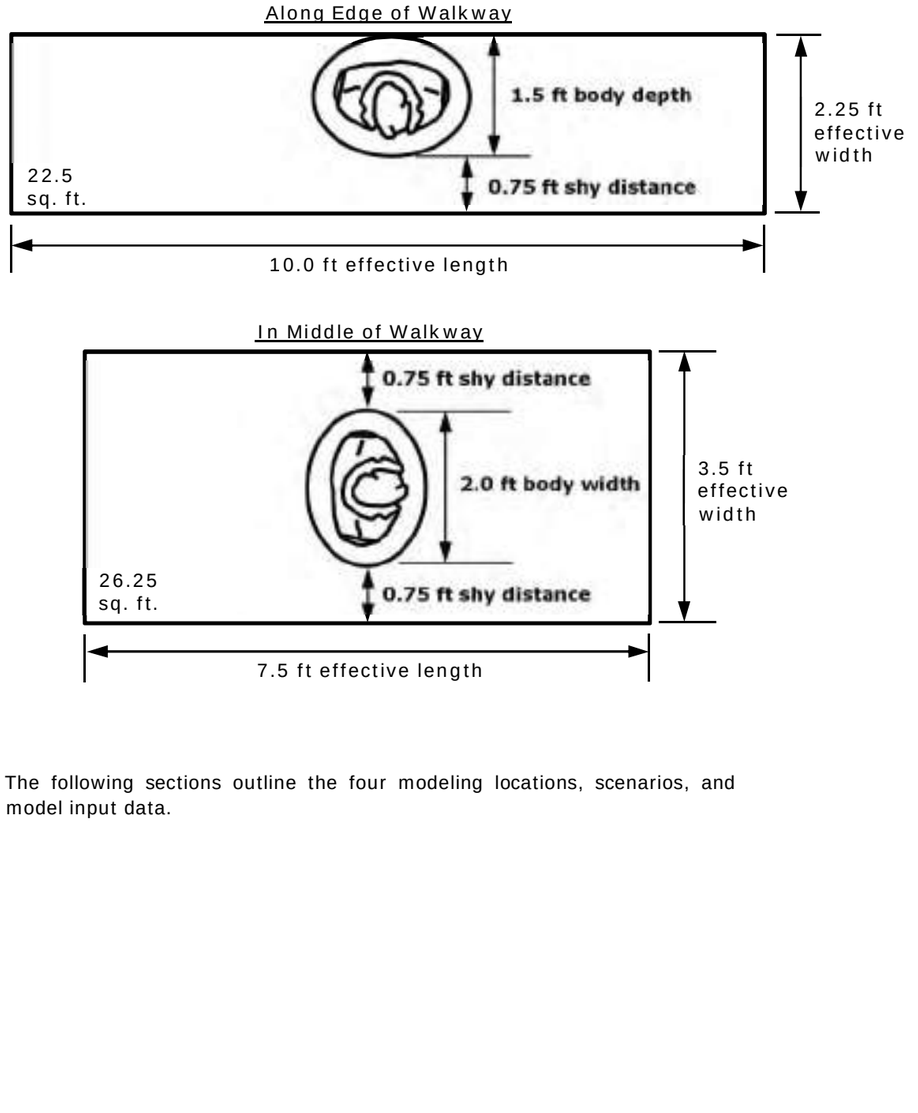
3.5 Pedestrian Simulation Modeling

The Advanced Land-Transportation Performance Simulation™ (ALPS™) software was used to simulate pedestrian activity based on pedestrian volumes, speeds, and group size, among other variables. After discussions with Clark County, the following locations were chosen for pedestrian simulation modeling with ALPS™:

- Model 1 – Pedestrian Bridge
- Model 2 – Sidewalk
- Model 3 –Sidewalk and Bus Stop
- Model 4 – Queuing at a signalized Crosswalk

The four models are anticipated to represent the general types of situations that are currently occurring along "typical" sections of Las Vegas Boulevard. The different model sections were analyzed with and without non-permanent obstructions. For modeling purposes, the actual activity of the non-permanent obstruction was not analyzed, only the space taken up by the obstruction and its impact on the adjacent walkway width was evaluated. In other words, the modeling does not represent any specific type of non-obstructive activity. Based on information contained in the HCM, obstructions along edges of the walkways were considered to take up 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 3.61 illustrates the pedestrian obstruction sizes utilized in the analysis.

Figure 3.61 – Pedestrian Obstruction Sizes



The following sections outline the four modeling locations, scenarios, and model input data.

3.5.1 Model 1 – Pedestrian Bridge

Model 1 – Pedestrian Bridge represents a segment of the Flamingo Road west pedestrian bridge between the escalators south of Caesars Palace Hotel/Casino and north of the Bellagio Hotel/Casino. Figure 3.62 illustrates the area to be analyzed. Only the bridge walkway portion over Flamingo Road was included in the model (escalators, stairs, and elevators were not included in the model). The following scenarios were analyzed:

- Scenario A – No obstructions
- Scenario B – With obstructions along the walls (three obstructions total)
- Scenario C – With obstructions along the walls and in the center of the walkway (four obstructions total)

Scenarios B and C are consistent with the number of obstructions observed on this bridge section during the study. Table 3.33 summarizes the 15-minute pedestrian volume input data for Model 1 – Pedestrian Bridge.

Table 3.33 – Model 1 – Pedestrian Bridge Input Data -15-Minute Pedestrian Volume

Start Time	South bound	North bound	Start Time	South bound	North bound
3:00 PM	651	570	7:30 PM	707	642
3:15 PM	595	441	7:45 PM	861	666
3:30 PM	935	694	8:00 PM	793	581
3:45 PM	1,083	867	8:15 PM	707	958
4:00 PM	881	745	8:30 PM	953	950
4:15 PM	852	729	8:45 PM	886	908
4:30 PM	873	838	9:00 PM	1128	810
4:45 PM	739	671	9:15 PM	1,002	1143
5:00 PM	770	777	9:30 PM	1155	1015
5:15 PM	817	783	9:45 PM	980	1029
5:30 PM	772	848	10:00 PM	999	1002
5:45 PM	1,010	765	10:15 PM	772	1004
6:00 PM	810	996	10:30 PM	927	873
6:15 PM	797	641	10:45 PM	898	617
6:30 PM	949	846	11:00 PM	893	479
6:45 PM	746	755	11:15 PM	973	904
7:00 PM	907	735	11:30 PM	1101	781
7:15 PM	781	683	11:45 PM	831	761

Average walking speed: 2.61 feet per second (see Section 3.2.1)
Pedestrian speed and volume data from Saturday, May 26, 2012 (Memorial Day weekend) Count Location ID: 11
Location: the Flamingo Road west pedestrian bridge between the escalators south of Caesars Palace Hotel/Casino and north of the Bellagio Hotel/Casino

Figure 3.62 – Model 1 – Pedestrian Bridge



3.5.2 Model 2 – Sidewalk

Model 2 – Sidewalk is a segment of a sidewalk in front of Caesars Palace Hotel/Casino, north of Caesars Palace Boulevard and south of the Forum Shops. This section of sidewalk was identified to have pedestrian volumes exceeding a LOS C during the study. AS such, it was identified as a representative sidewalk section for further modeling. Like many segments of sidewalk along Las Vegas Boulevard, this segment of sidewalk is constrained on both sides of the pedestrian walkway. Figure 3.63 illustrates the area to be analyzed by ALPS modeling. The following scenarios were analyzed:

- Scenario A – No obstructions
- Scenario B – With obstructions along the outside of the sidewalk (three obstructions total)

Table 3.34 summarizes the 15-minute pedestrian volume input data for Model 2 – Sidewalk.

Table 3.34 – Model 2 – Sidewalk Input Data -15-Minute Pedestrian Volume

Start Time	South bound	North bound	Start Time	South bound	North bound
3:00 PM	731	763	7:30 PM	776	980
3:15 PM	752	788	7:45 PM	808	1150
3:30 PM	692	823	8:00 PM	709	990
3:45 PM	756	776	8:15 PM	752	984
4:00 PM	730	793	8:30 PM	755	1017
4:15 PM	714	802	8:45 PM	811	1121
4:30 PM	733	774	9:00 PM	733	980
4:45 PM	758	816	9:15 PM	915	967
5:00 PM	777	796	9:30 PM	855	976
5:15 PM	794	842	9:45 PM	984	960
5:30 PM	789	830	10:00 PM	643 *	563 *
5:45 PM	810	767	10:15 PM	808 *	562 *
6:00 PM	781	634	10:30 PM	872 *	494 *
6:15 PM	804	519	10:45 PM	997 *	460 *
6:30 PM	800	626	11:00 PM	755 *	293 *
6:45 PM	705	468	11:15 PM	1,101 *	570 *
7:00 PM	731	719	11:30 PM	907	1184
7:15 PM	809	623	11:45 PM	726	750

Average walking speed: 3.23 feet per second (see **Section 3.2**)

Pedestrian speed and volume data from Saturday, May 26, 2012 (Memorial Day weekend)

Location: Sidewalk in front of Caesars Palace Hotel/Casino, north of Caesars Palace Boulevard and south of the Forum Shops

*Pedestrian volumes estimated from Caesars Palace manual count location: M6.

Figure 3.63 – Model 2 – Sidewalk



3.5.3 Model 3 – Sidewalk and Bus Stop

Model 3 – Sidewalk and Bus Stop is located at the Treasure Island bus stop south of Siren's Cove Boulevard and north of The Mirage Hotel/Casino north entrance. As identified in Section 2.1.4, this bus stop is a Type 3 configuration with the bus shelter at the back of the walkway. For the model, the pedestrians are constrained to the walkway. It is important to note that during the observations, it was documented that pedestrians spill out onto Las Vegas Boulevard during peak congestion time periods (see Picture 3.19). Figure 3.64 illustrates the area to be analyzed. The following scenarios were analyzed:

- Scenario A – No obstructions
- Scenario B – With obstructions along the outside of the sidewalk (three obstructions total)

Table 3.35 summarizes the sidewalk 15-minute pedestrian volume input data for Model 3 – Sidewalk and Bus Stop, and Table 3.36 summarizes the boarding and alighting data received from the RTC for the TI bus stop.

Table 3.35 – Model 3 – Sidewalk Input Data -15-Minute Pedestrian Volume

Start Time	South bound	North bound	Start Time	South bound	North bound
3:00 PM	448	351	7:30 PM	615	603
3:15 PM	558	403	7:45 PM	503	634
3:30 PM	430	435	8:00 PM	294	661
3:45 PM	503	440	8:15 PM	1,016	598
4:00 PM	519	433	8:30 PM	952	913
4:15 PM	488	457	8:45 PM	1008	955
4:30 PM	556	467	9:00 PM	949	983
4:45 PM	519	489	9:15 PM	953	993
5:00 PM	506	503	9:30 PM	918	975
5:15 PM	487	526	9:45 PM	603	967
5:30 PM	518	540	10:00 PM	841	904
5:45 PM	563	552	10:15 PM	901	899
6:00 PM	622	590	10:30 PM	893	919
6:15 PM	637	609	10:45 PM	939	945
6:30 PM	603	626	11:00 PM	601	960
6:45 PM	611	655	11:15 PM	849	852
7:00 PM	619	679	11:30 PM	1011	702
7:15 PM	607	640	11:45 PM	885	853

Average walking speed: 3.42 feet per second (see **Section 3.2**)
Pedestrian speed and volume data from Saturday, May 26, 2012 (Memorial Day weekend) Count Location: 15
Location: TI bus stop south of Siren's Cove Boulevard and north of The Mirage's north entrance

Table 3.36 – Model 3 – Bus Stop Boarding and Alighting Data – 15-Minute Boarding/Alighting

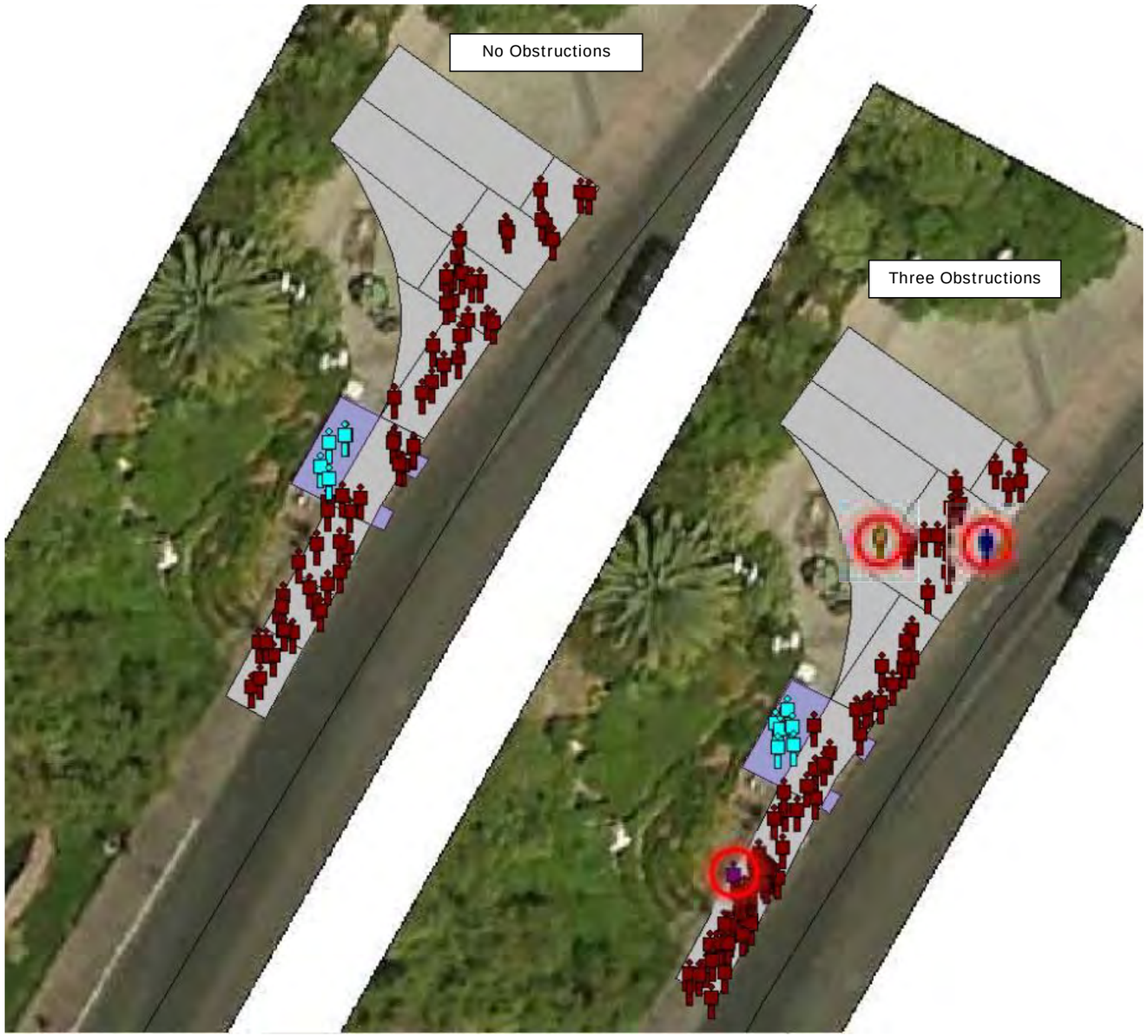
Start Time	Boarding	Alighting	Start Time	Boarding	Alighting
3:00 PM	26	15	7:30 PM	14	6
3:15 PM	14	20	7:45 PM	17	19
3:30 PM	26	25	8:00 PM	8	7
3:45 PM	28	27	8:15 PM	4	2
4:00 PM	15	7	8:30 PM	0	4
4:15 PM	11	26	8:45 PM	21	9
4:30 PM	5	20	9:00 PM	13	41
4:45 PM	9	19	9:15 PM	14	24
5:00 PM	15	15	9:30 PM	0	5
5:15 PM	11	5	9:45 PM	6	2
5:30 PM	4	0	10:00 PM	14	60
5:45 PM	33	13	10:15 PM	15	31
6:00 PM	8	20	10:30 PM	28	7
6:15 PM	15	13	10:45 PM	2	30
6:30 PM	28	12	11:00 PM	15	28
6:45 PM	24	35	11:15 PM	6	26
7:00 PM	12	5	11:30 PM	10	30
7:15 PM	6	13	11:45 PM	14	18

Source: Regional Transportation Commission of Southern Nevada bus stop data from Saturday, May 26, 2012
(Bus schedule is currently providing 12-15 minute headway service)



Picture 3.19 – Pedestrian Activity between Mirage and TI after Volcano Show and before Siren Show.

Figure 3.64 – Model 3 – Sidewalk and Bus Stop



3.5.4 Model 4 – Queuing at a Signalized Crosswalk

Model 4 – Queuing at a Signalized Crosswalk is located in the northeast quadrant of the intersection of Las Vegas Boulevard and Rue de Monte Carlo, near the Showcase Mall. Only pedestrian activity is simulated along with their interaction with crosswalk signal timing. Vehicles are not simulated or included in the model. Figure 3.65 illustrates the area to be analyzed. The following scenarios were analyzed:

- Scenario A – Permanent obstructions
- Scenario B – With obstructions along the outside of the sidewalk and permanent obstructions (three obstructions total)
- Scenario C – No obstructions (permanent obstructions removed)

Table 3.37 summarizes the sidewalk 15-minute pedestrian volume input data for Model 4 – Queuing at a Signalized Crosswalk (where SB, EB and NB signify south, east and northbound and T, R and L are thru, right and left).

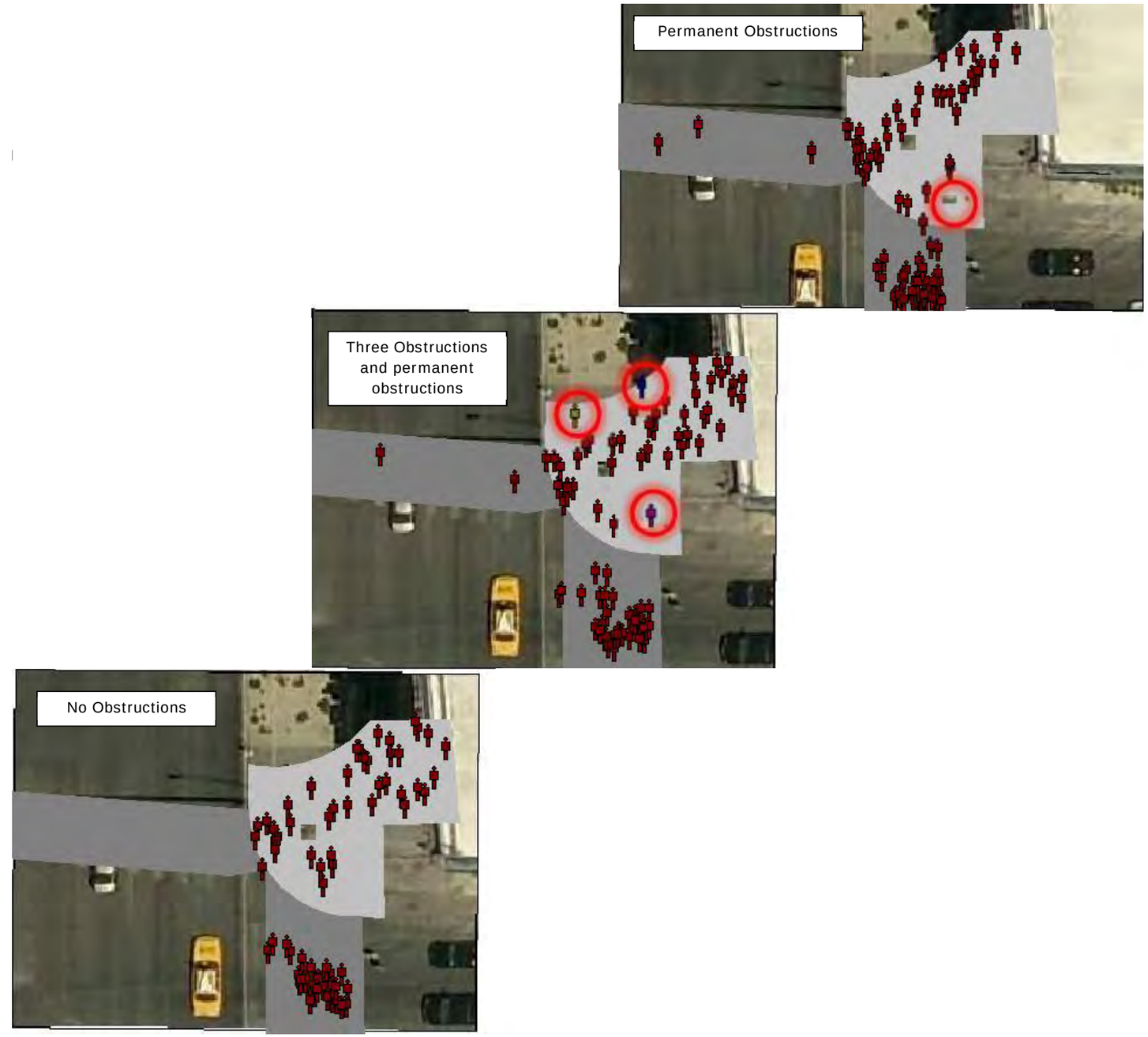
Table 3.37 – Model 4 – Queuing at a Signalized Intersection Input Data -15-Minute Pedestrian Volume

Start Time	SB		NB		EB		Start Time	SB		NB		EB	
	T	R	L	T	L	R		T	R	L	T	L	R
3:00 PM	87	299	81	591	236	92	7:30 PM	48	165	44	325	130	50
3:15 PM	85	289	72	532	212	89	7:45 PM	71	243	52	384	153	75
3:30 PM	65	224	76	559	223	69	8:00 PM	58	199	52	381	152	61
3:45 PM	64	220	63	464	185	68	8:15 PM	64	218	56	409	163	67
4:00 PM	61	207	67	492	196	64	8:30 PM	57	195	50	365	145	60
4:15 PM	96	329	75	549	219	101	8:45 PM	72	247	41	304	121	76
4:30 PM	65	221	73	535	213	68	9:00 PM	75	256	46	336	134	78
4:45 PM	61	209	60	439	175	64	9:15 PM	109	373	56	409	163	114
5:00 PM	70	239	62	457	182	73	9:30 PM	122	417	59	435	173	128
5:15 PM	78	265	66	484	193	81	9:45 PM	87	296	50	370	147	91
5:30 PM	62	212	52	384	153	65	10:00 PM	67	230	45	334	133	70
5:45 PM	78	266	59	434	173	81	10:15 PM	60	205	41	304	121	63
6:00 PM	68	232	70	515	205	71	10:30 PM	59	202	46	339	135	62
6:15 PM	72	245	63	464	185	75	10:45 PM	50	170	45	328	131	52
6:30 PM	54	184	73	534	213	56	11:00 PM	70	239	52	383	153	73
6:45 PM	59	201	68	502	200	61	11:15 PM	68	233	41	301	120	71
7:00 PM	74	254	60	437	174	78	11:30 PM	62	213	36	264	105	65
7:15 PM	57	195	52	385	153	60	11:45 PM	60	206	44	321	128	63

Average walking speed: 3.36 feet per second

Location: northeast quadrant of the intersection of Las Vegas Boulevard and Rue de Monte Carlo/MGM Drive. Count Location: 5

Figure 3.65 – Model 4 – Queuing at Signalized Intersection



3.5.5 Results of Pedestrian Simulation Modeling

A CD at the back of the report contains the output movies of the pedestrian simulation models and scenarios. In the various models, the pedestrian segments are color coded based on the LOS analysis for walkway segments. Table 3.38 describes the color coding by LOS for the different walkway segments. Figure 3.66 through Figure 3.69 contain screenshots of the models.

Table 3.38 – Pedestrian Simulation Modeling Color Codes

LOS	Color	Color
A	Gray	
B	Gray	
C	Gray	
D	Orange	
E	Red	
F	Red	

As shown in the pedestrian simulation model figures and attached movies, the LOS of the walkway segments is impacted by the presence of obstructions within the walkway. Table 3.39 provides data on the number of 15-minute periods where LOS C is exceeded during the model timeframe.

Table 3.39 – Model 1 Results Summary – 3:00 PM to 12:00 AM

Model	Scenario	Amount of Time LOS C is exceeded	Percent of Time LOS C is Exceeded
Model 1 – Pedestrian Bridge	No Obstructions	3.25 out of 9 hours	36%
	Side Obstructions	7 out of 9 hours	78%
	Side and Middle Obstructions	8.75 out of 9 hours	97%

Table 3.40 – Model 2 and 3 Results Summary – 3:00 PM to 12:00 AM

Model	Scenario	Percent of Time LOS C is Exceeded	Percent of Time LOS D is Exceeded	Percent of Time LOS E is Exceeded
Model 2 - Sidewalk	No Obstructions	100%	100%	44%
	Side Obstructions	100%	100%	100%
Model 3 – Sidewalk and Bus Stop	No Obstructions	100%	100%	56%
	Three Obstructions	100%	100%	100%

Figure 3.70 through Figure 3.72 illustrate the LOS results of the pedestrian simulation models.

3.5.6 Findings

The model simulations illustrate that significant sidewalk congestion occurs when the volume density LOS of C is exceeded. The locations modeled were walkway areas that were observed on May 26, 2012, to have significant pedestrian volumes. In these locations, the addition of non-permanent obstructions was clearly identified with decreases in LOS and increases in duration of walkway LOS impacts. The model results support the need to reduce the presence of non-permanent obstructions for the areas evaluated by the models, for sidewalks and street crossings, as well as on pedestrian bridges and at bus stops.

Model 1 – Pedestrian Bridge

According to the modeling analysis of the pedestrian bridge, the full width of the bridge is required to provide the best LOS for the observed pedestrian volumes. Based on the randomness of pedestrian flows and densities, LOS C was exceeded for 36% of the modeled time period from 3:00 PM to 12:00 AM. With the introduction of non-permanent obstructions on the sides of the pedestrian bridge, the effective walkway width (W_E) was reduced and LOS deteriorated. The final scenario including a non-permanent obstruction in the middle of the pedestrian bridge had the greatest impact due to the effective walkway width (W_E) being further reduced. It is evident from the pedestrian bridge model that the introduction of obstructions to the walkway cause a decrease in LOS as less walkway width (W) is available for pedestrian travel.

Model 2 – Sidewalk

The pedestrian simulation model of the constrained sidewalk area included alcoves with non-permanent obstructions. The model demonstrates that the presence of non-permanent obstructions in the alcove areas along the walkway do not impact the pedestrian flow or cause a deterioration of LOS. However, an obstruction along the side of the walkway did significantly affect the LOS of the walkway for the observed pedestrian volumes.

Model 3 – Sidewalk and Bus Stop

Due to the activities of bus stops with their associated queuing areas, walking congestion can occur around bus boarding and alighting. The introduction of non-permanent obstructions in proximity to the bus loading area within the model showed increases in congestion and a deterioration of LOS to LOS E for 56% of the model time (3:00 PM – 12:00 AM) to exceeding LOS E for 100% of the model time.

Model 4 – Signalized Intersection

For the observed pedestrian volumes, with or without non-permanent obstructions, the pedestrian corner queuing areas at the modeled signalized intersection experience high pedestrian densities and resulting LOS of E and F. Based upon these findings, these areas should be kept clear of unnecessary obstructions, to provide the maximum queuing space for pedestrians.

Figure 3.66 – Model 1 – Pedestrian Bridge Model Screenshot

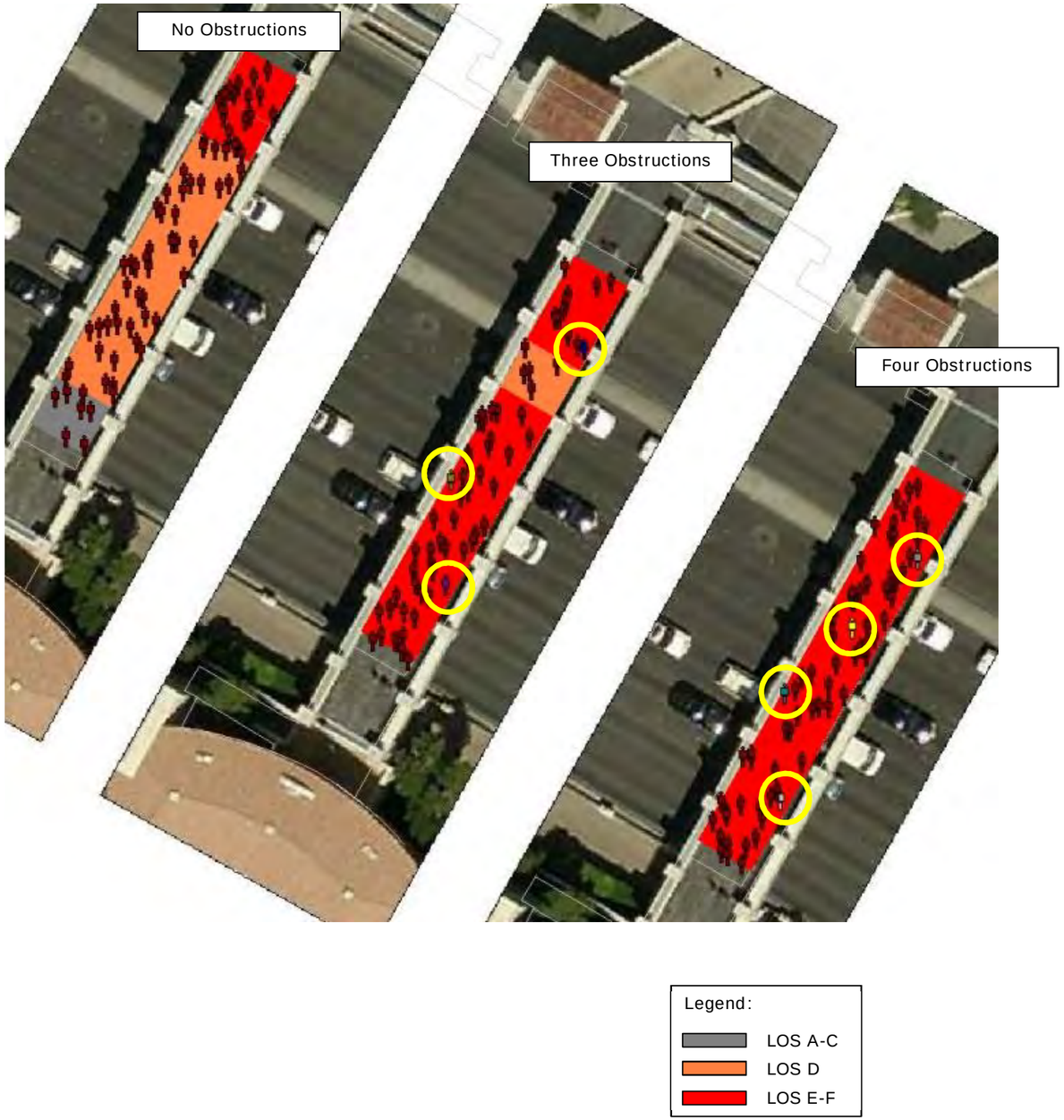


Figure 3.67 – Model 2 – Sidewalk Model Screenshot



Figure 3.68 – Model 3 – Sidewalk and Bus Stop Model Screenshot



Figure 3.69 – Model 4 – Queuing at Signalized Intersection Model Screenshot



Figure 3.70 – Model 1 – Pedestrian Bridge Model Output

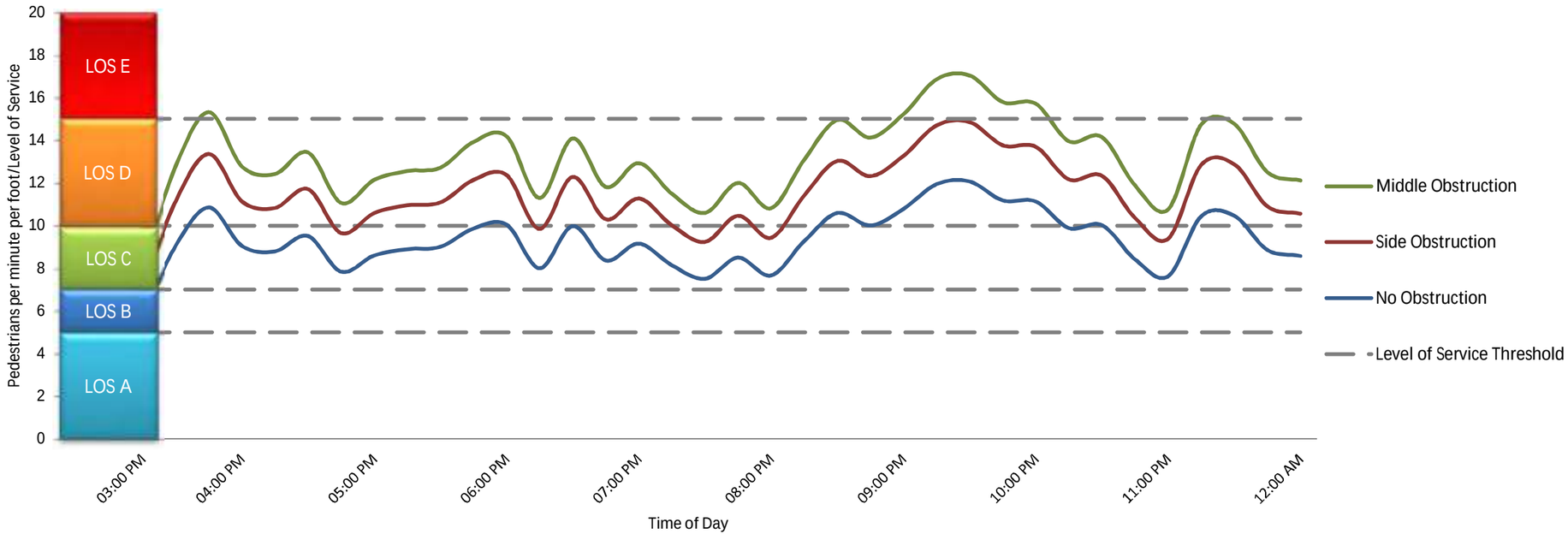


Figure 3.71 – Model 2 – Sidewalk Model Output

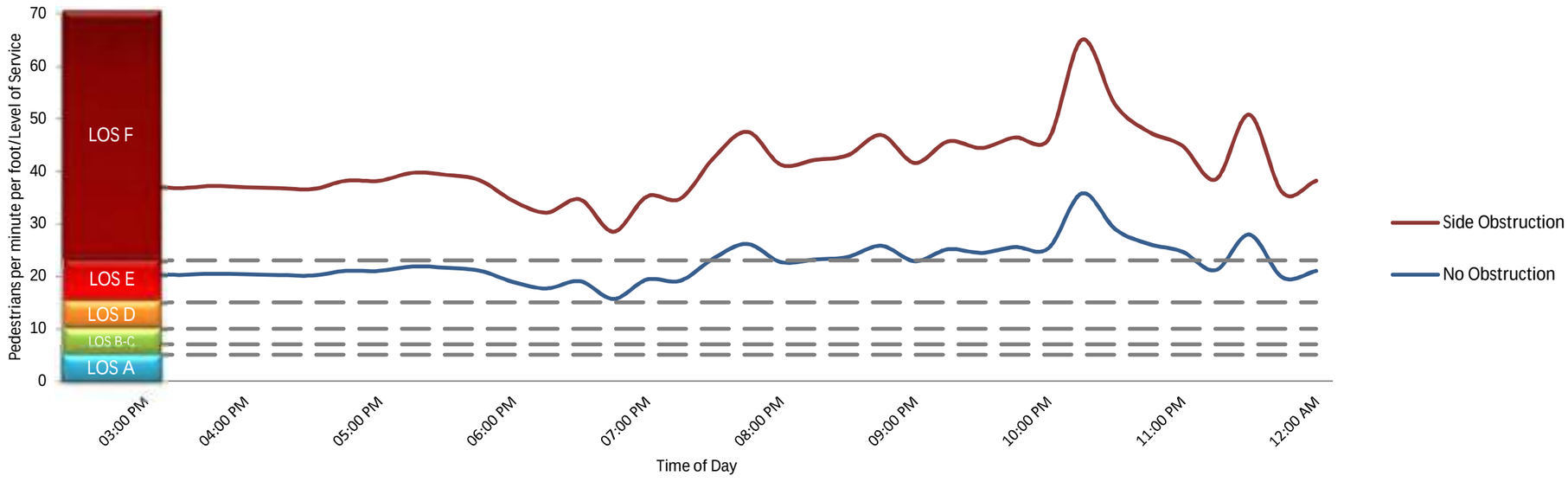
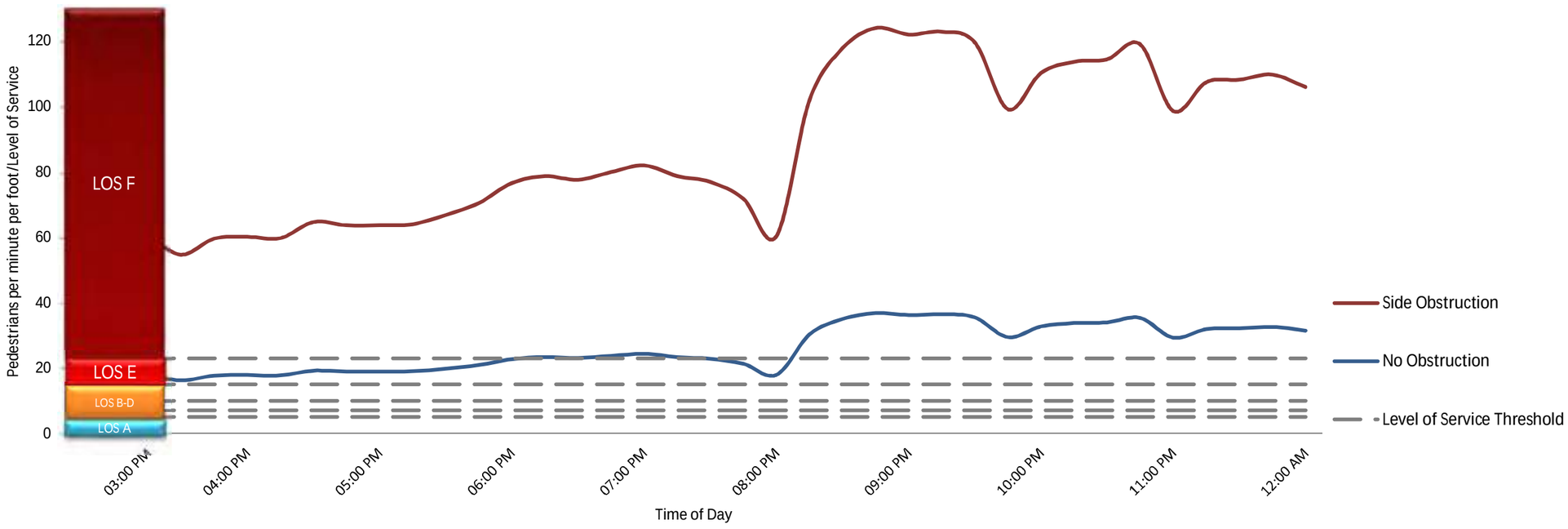


Figure 3.72 – Model 3 – Sidewalk and Bus Stop Model Output



3.6 Walkway Segment Time of Day Restriction Analysis

Based on observed pedestrian volumes, level of service, walkway conditions and pedestrian safety concerns, the locations shown in Figure 3.73 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:

- Effective walkway widths along the entire length of the study corridor were grouped into segments with similar effective walkway widths (see Figure 2.1).
- Pedestrian volumes from all of the count locations were evaluated to identify a common daily peak pedestrian volume time period. This daily time period was found to occur between 9:00 PM and 11:00 PM.
- Pedestrian volumes for the common peak period were assigned to each segment of the study corridor to calculate a peak period LOS using 2010 HCM procedures (see Figure 3.74).
- The LOS 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 3.73 for segment location) (see Figure 3.75 through Figure 3.91 for volume data at each location that exceeded LOS C for more than four hours).
- Figure 3.75 through Figure 3.87 show the volume distribution data at each location for the lowest pedestrian volume day of week where LOS C was exceeded for four hours on the holiday weekend. Similarly, Figure 3.88 through Figure 3.91 display volume distribution data for walkway segments during the typical weekend that exceeded LOS C for more than four hours.
- 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 was applied for the analysis.
- The walkway segments were separated into three categories:
  - Walkways with no pedestrian containment
  - Walkways with pedestrian containment
  - Pedestrian bridges
- The Saturday count data was adjusted using the week-long data and the year-long data, provided by Caesars International, 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 26 and June 16, 2012.

Table 3.41 summarizes the results of the analysis for possible time of day, day of week and month of year restrictions based solely on pedestrian volumes and walkway widths. Table 3.42 provides a summary of the analysis for possible non-permanent obstruction restrictions including an effective walkway width (W_E) reduction of 2.25 feet for an obstruction (note that the length of time for many areas increase and additional days of week are included).





Legend

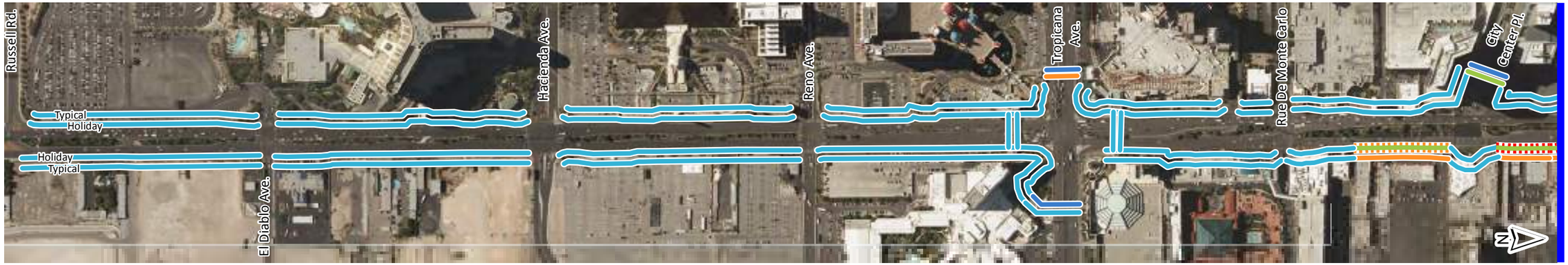
LOS > C

R# Segment Reference Number

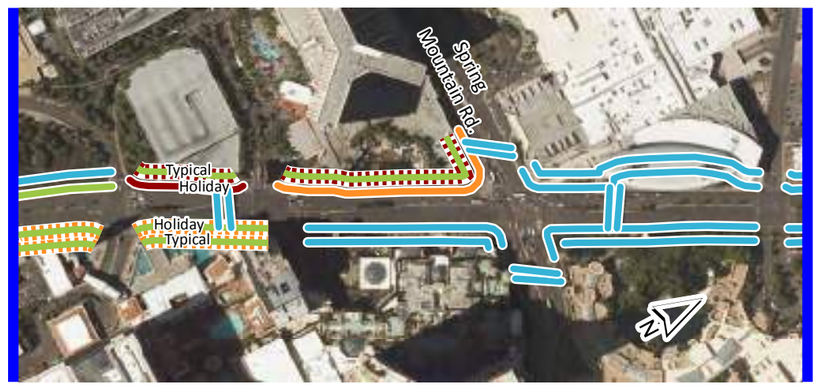
WALKWAY SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C
AVERAGE EFFECTIVE WALKWAY WIDTH AND AVERAGE 15 MIN. VOLUME
9 P.M. - 11 P.M.

FIGURE 3.73 116

Kimley-Horn and Associates, Inc.









Legend

Level of Service (LOS)

- A
- B
- C to D*
- C to E*
- C to F*
- C
- D
- E
- F
- Under Construction

* C to "X" with 2.25 ft W_E reduction for an obstruction

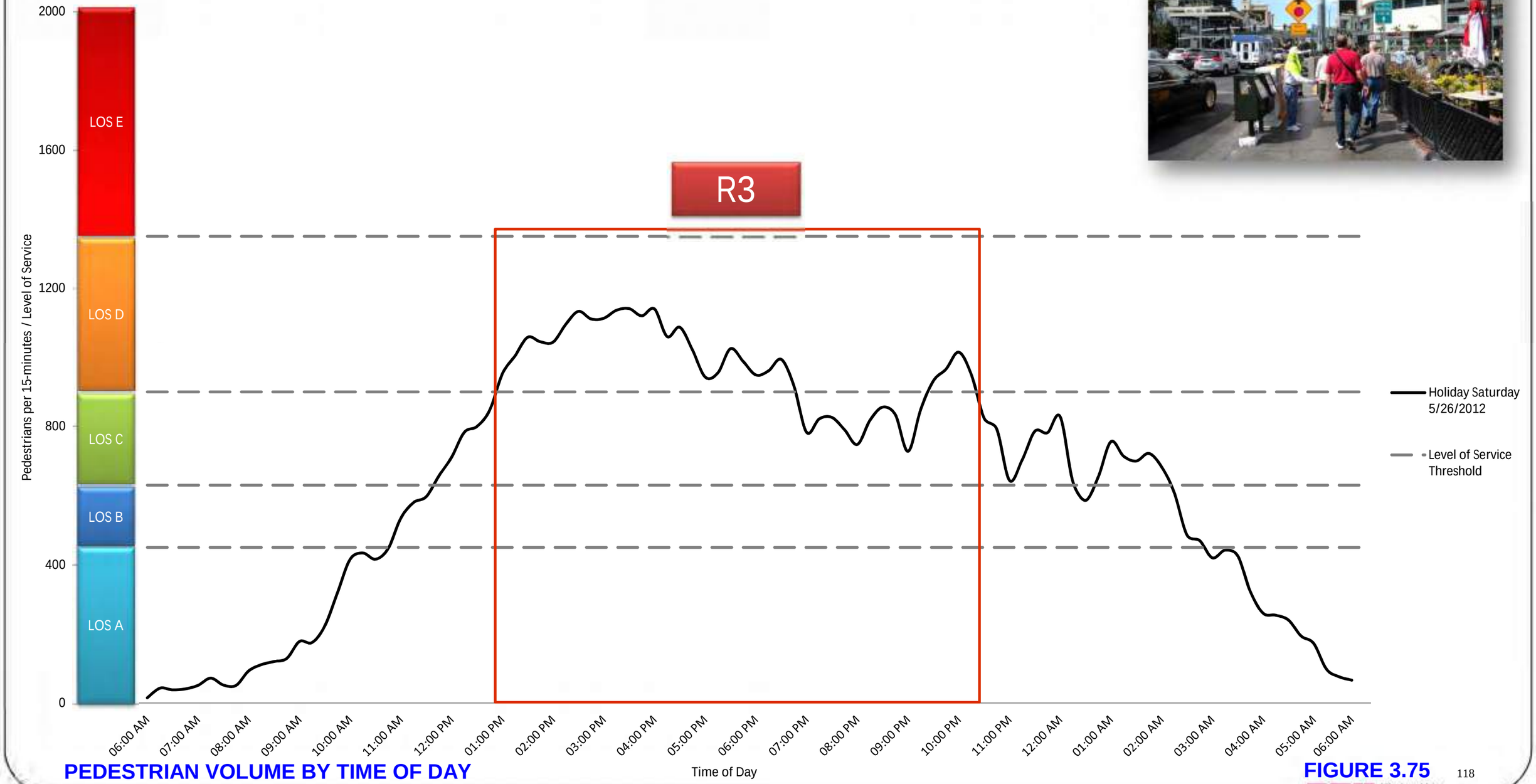
LEVEL OF SERVICE (LOS)
AVERAGE EFFECTIVE WALKWAY WIDTH (W_E) AND AVERAGE 15 MIN. VOLUME
9 P.M. - 11 P.M.

FIGURE 3.74 117

Kimley-Horn and Associates, Inc.

Harley Davidson Cafe (R3)
Holiday Saturday
Effective Walkway Width (W_E) = 6 feet





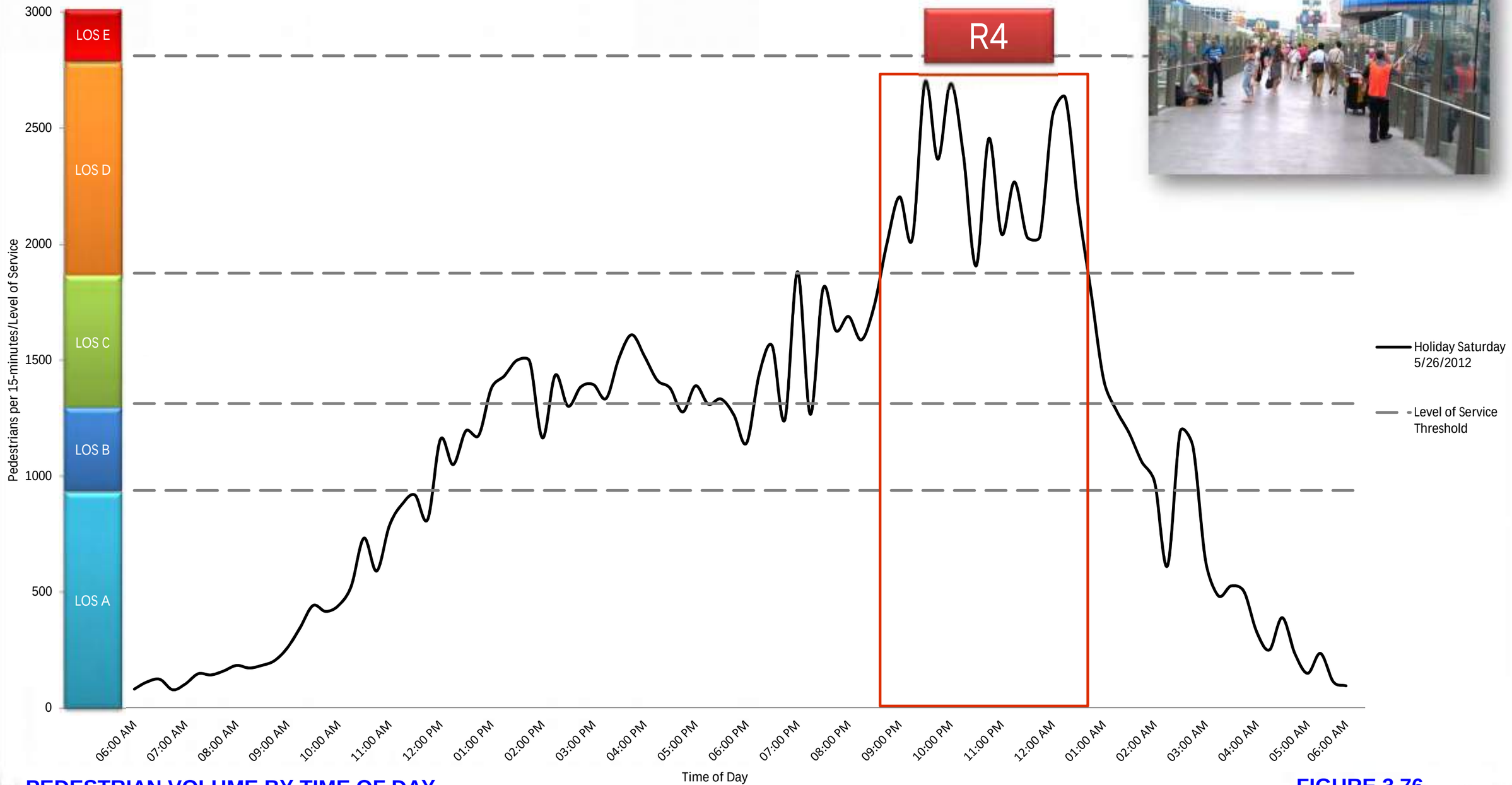
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.75

Kimley-Horn and Associates, Inc.

Harmon Avenue West Pedestrian Bridge (R4)
Holiday Saturday
Effective Walkway Width (W_E) = 12.5 feet





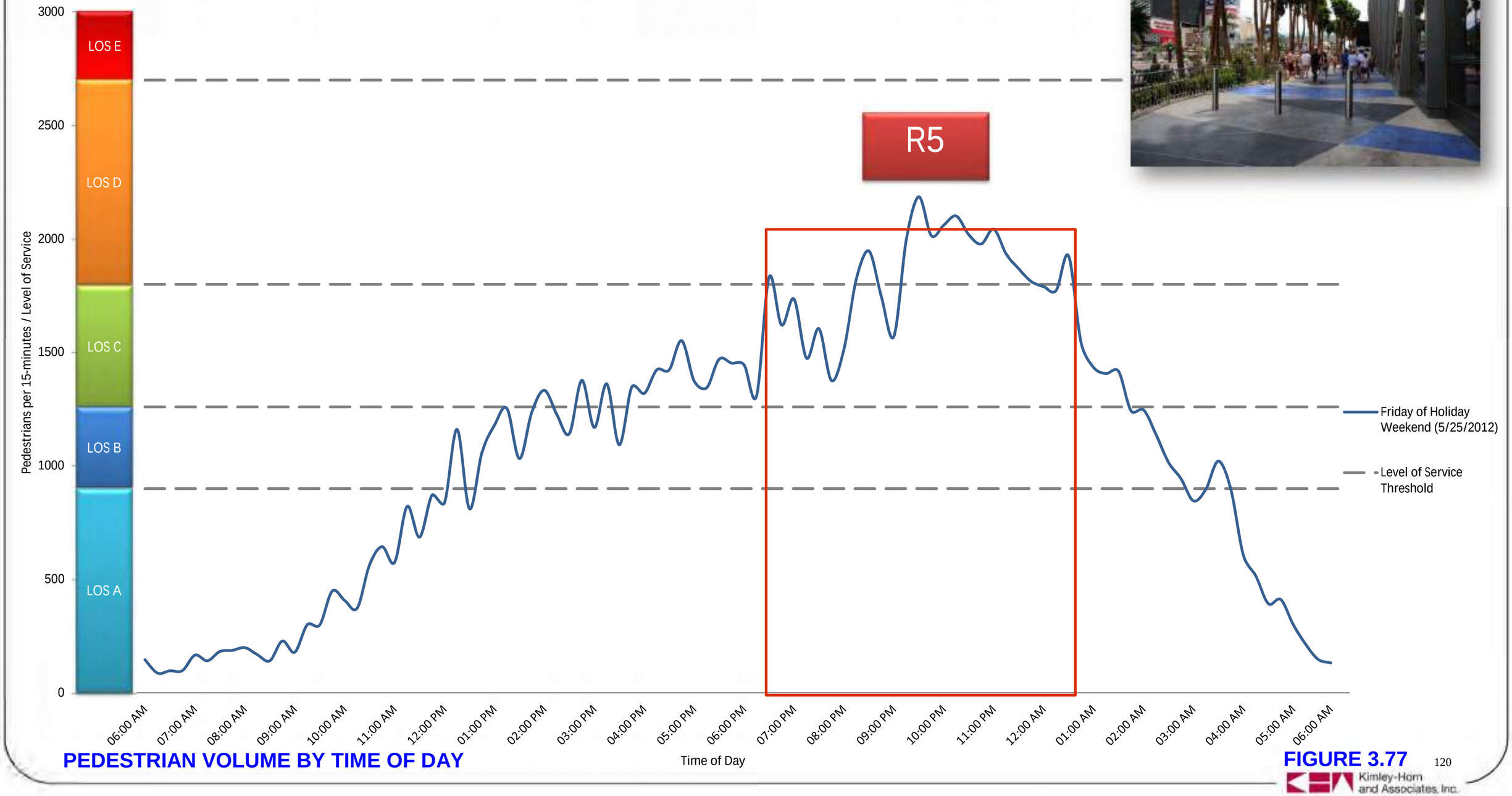
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.76

Kimley-Horn and Associates, Inc.

Cosmopolitan Hotel/Casino (R5)
Holiday Friday
Effective Walkway Width (W_E) = 12 feet





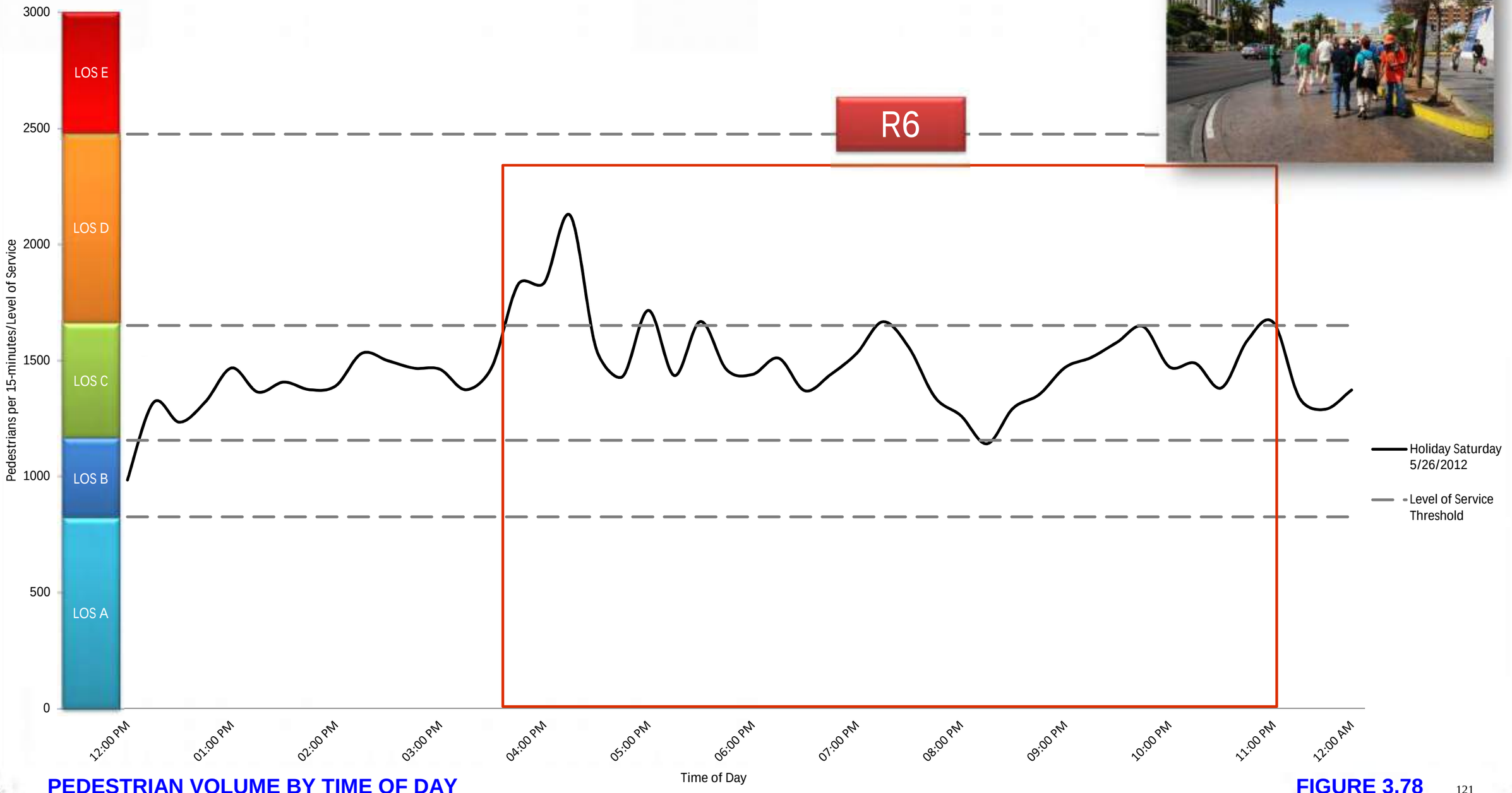
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.77

Kimley-Horn and Associates, Inc.

Bally's Hotel/Casino South (R6)
Holiday Saturday
Effective Walkway Width (W_E) = 11 feet





PEDESTRIAN VOLUME BY TIME OF DAY

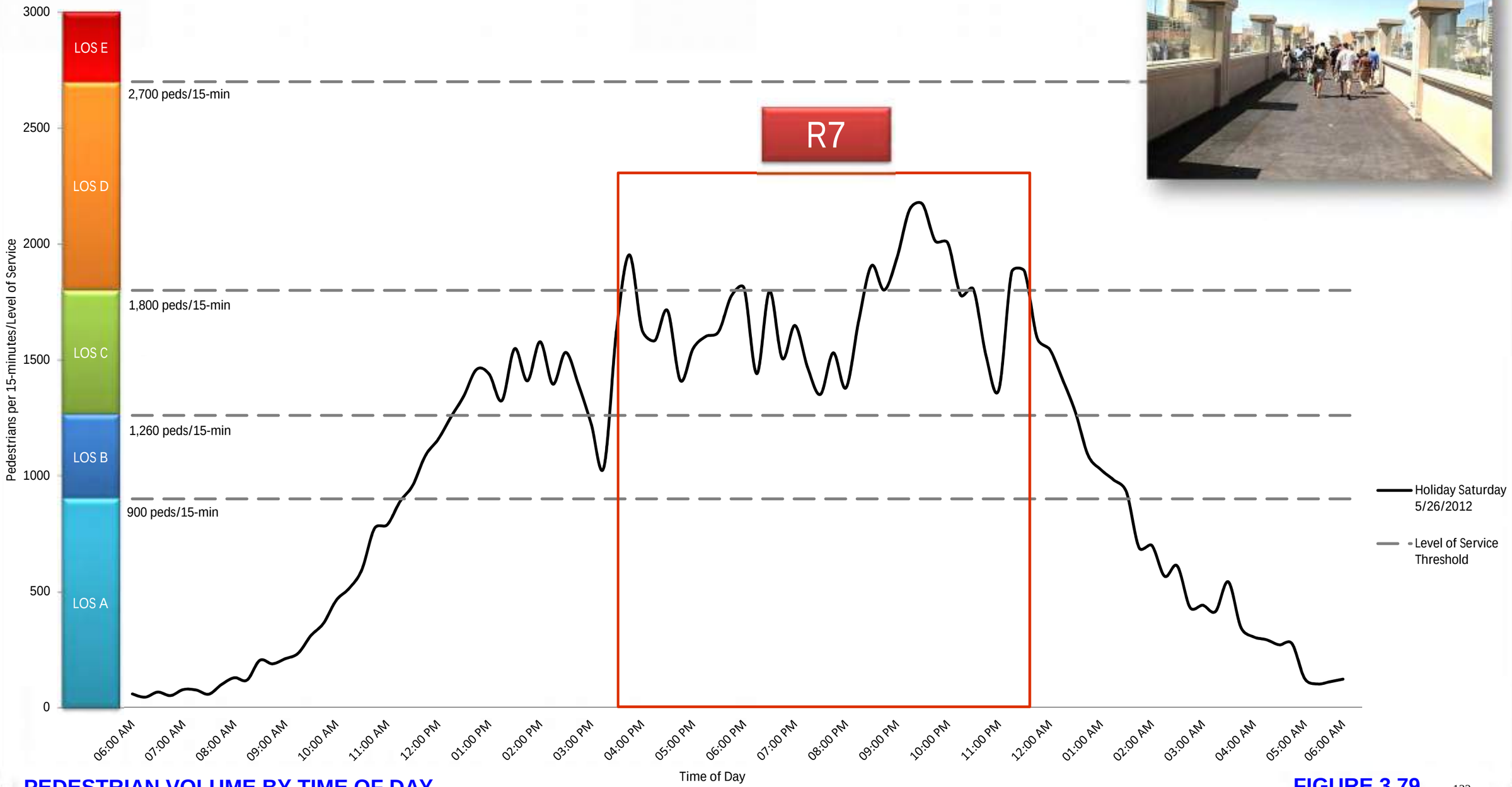
FIGURE 3.78

Kimley-Horn and Associates, Inc.

Flamingo Road West Pedestrian Bridge (R7)
Holiday Saturday
Effective Walkway Width (W_E) = 12 feet

Walkway Picture





PEDESTRIAN VOLUME BY TIME OF DAY

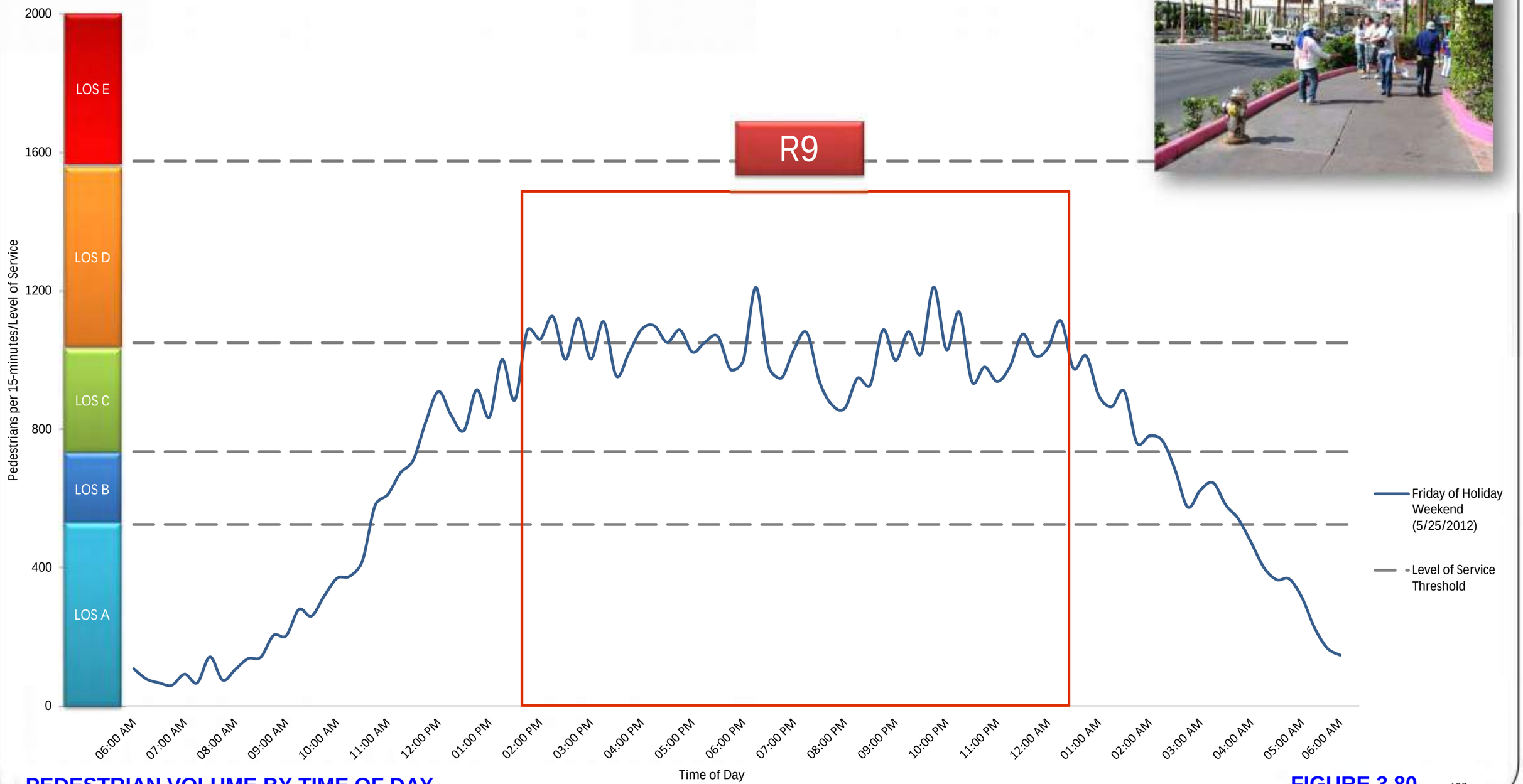
FIGURE 3.79

Kimley-Horn and Associates, Inc.

Flamingo Hotel/Casino (R9)
Holiday Friday
Effective Walkway Width (W_E) = 7 feet

Walkway Picture





PEDESTRIAN VOLUME BY TIME OF DAY

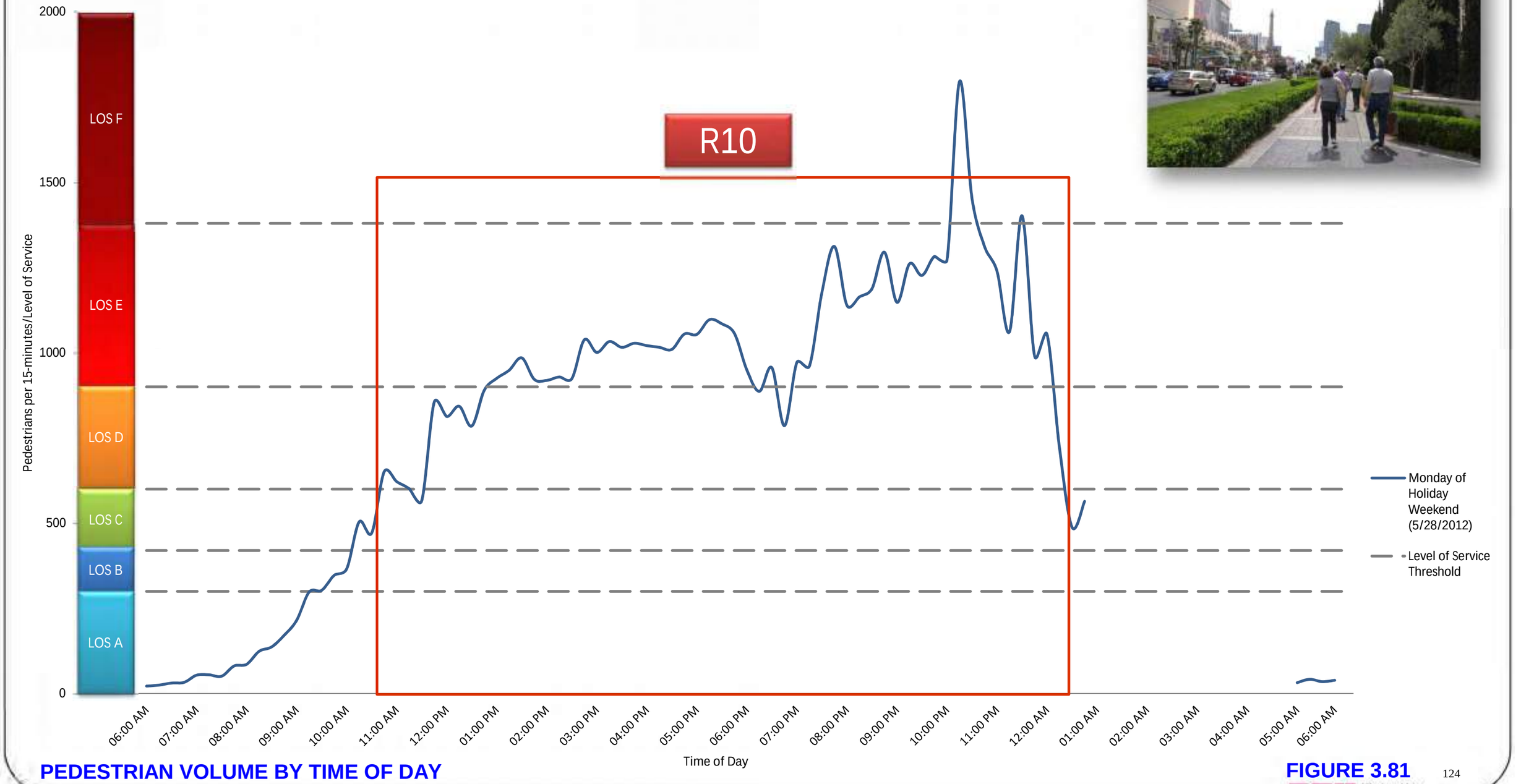
FIGURE 3.80

Kimley-Horn and Associates, Inc.

Caesars Palace Coliseum (R10)
Holiday Monday
Effective Walkway Width (W_E) = 4 feet

Walkway Picture





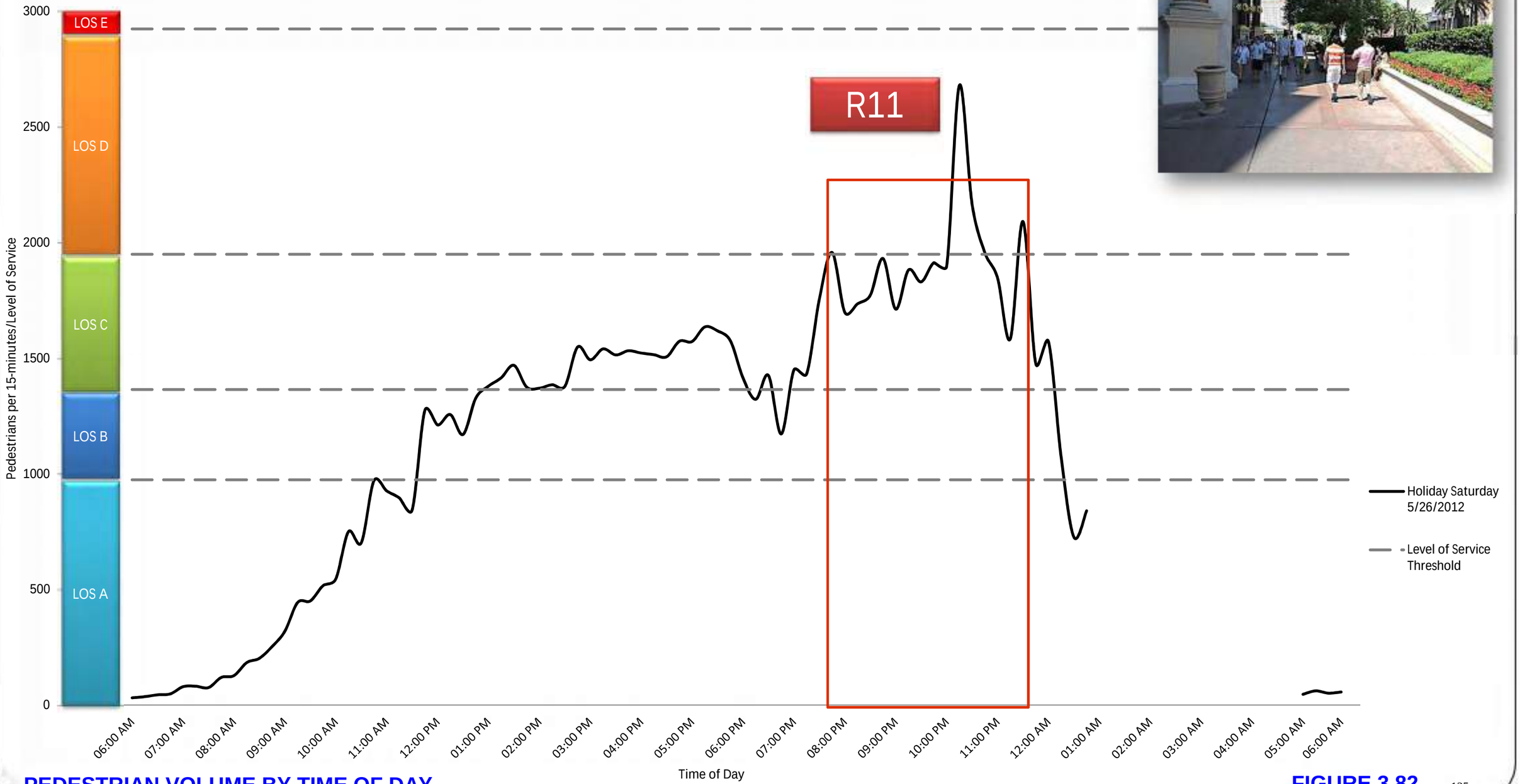
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.81

Kimley-Horn and Associates, Inc.

Forum Shops (R11)
Holiday Saturday
Effective Walkway Width (W_E) = 13 feet





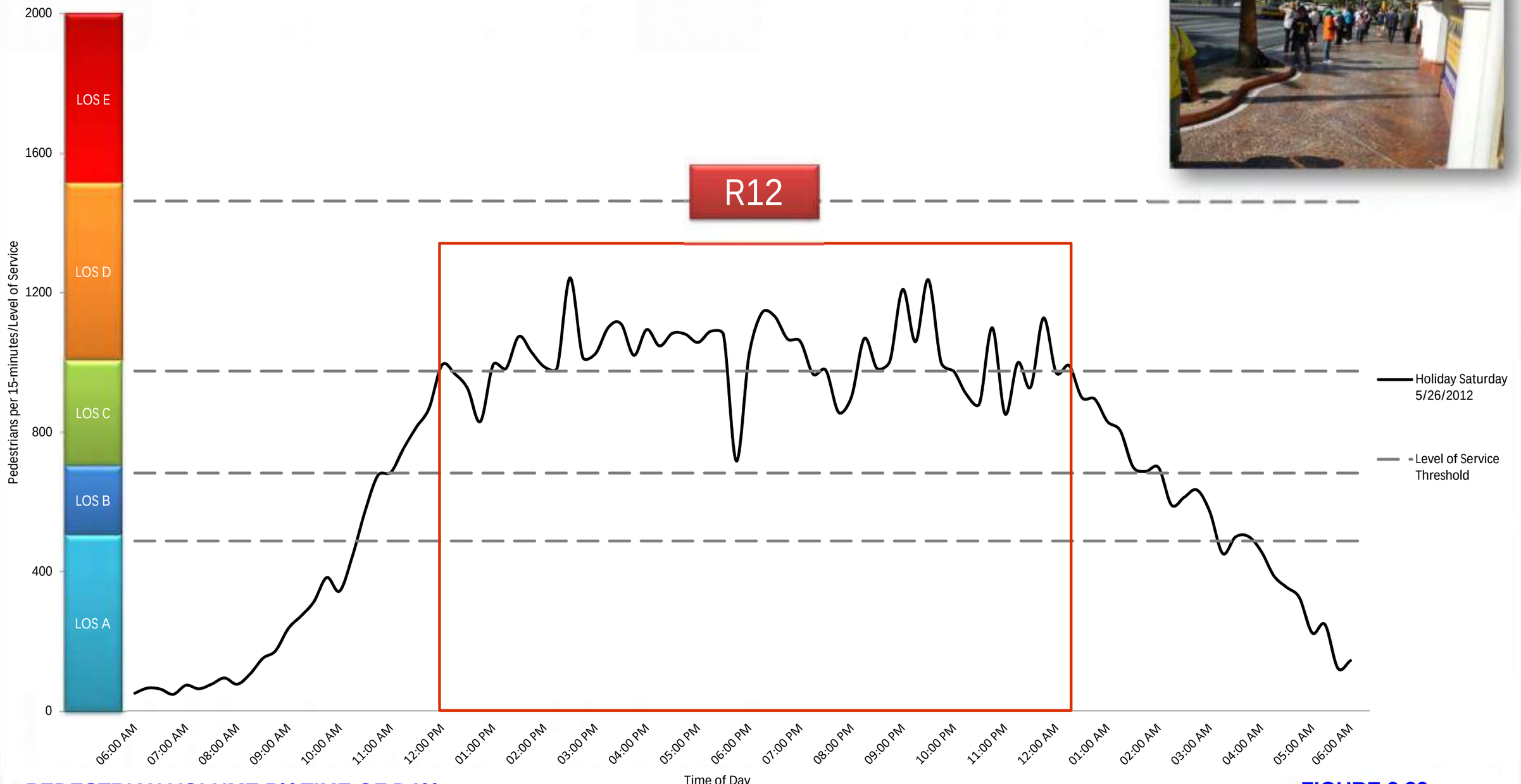
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.82

Kimley-Horn and Associates, Inc.

Harrah's Hotel/Casino (R12)
Holiday Saturday
Effective Walkway Width (W_E) = 6.5 feet





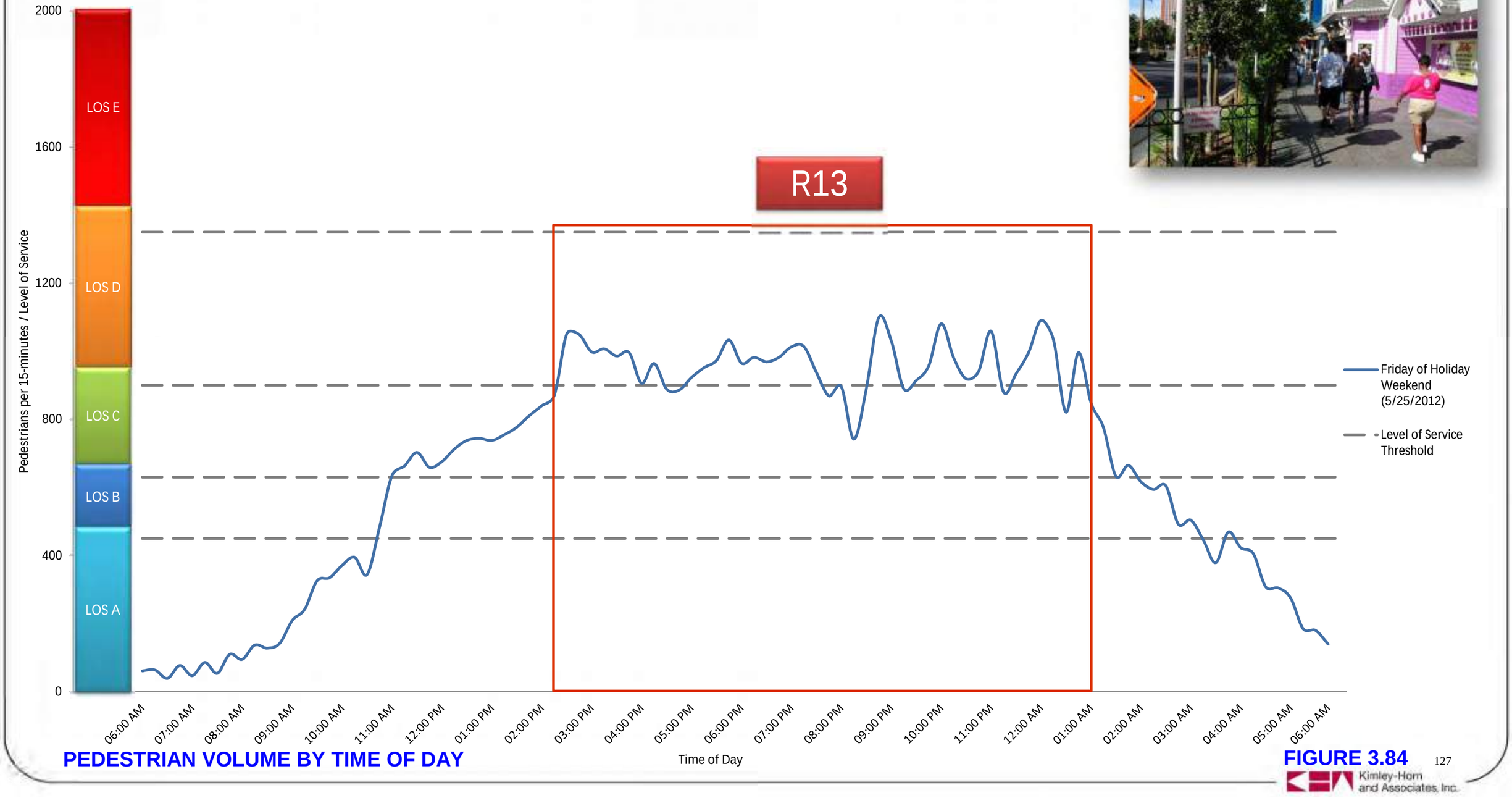
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.83

Kimley-Horn and Associates, Inc.

Casino Royale Hotel/Casino (R13)
Holiday Friday
Effective Walkway Width (W_E) = 6 feet





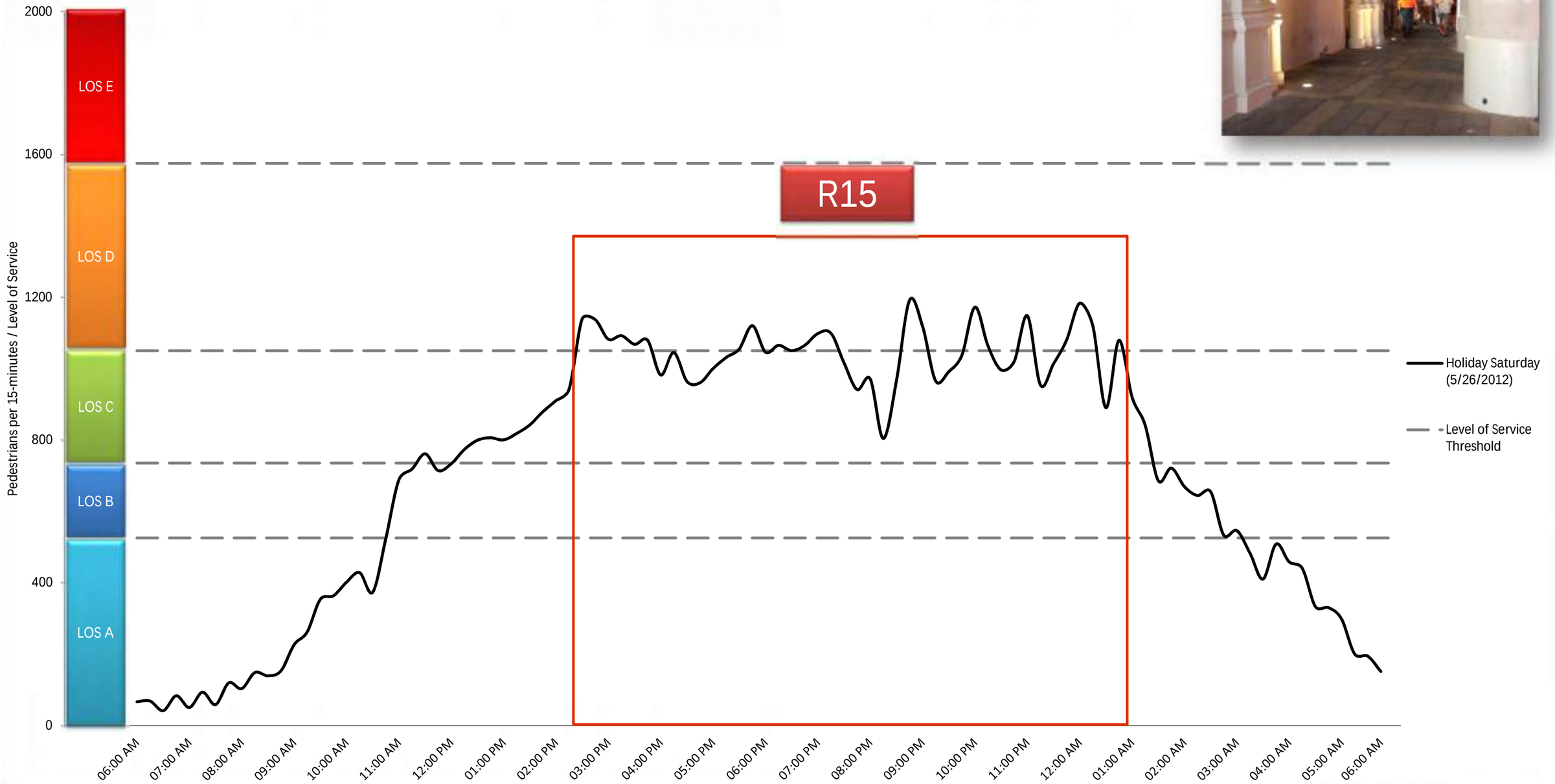
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.84

Kimley-Horn and Associates, Inc.

Venetian Hotel/Casino North (R15)
Holiday Saturday
Effective Walkway Width (W_E) = 7 feet





PEDESTRIAN VOLUME BY TIME OF DAY

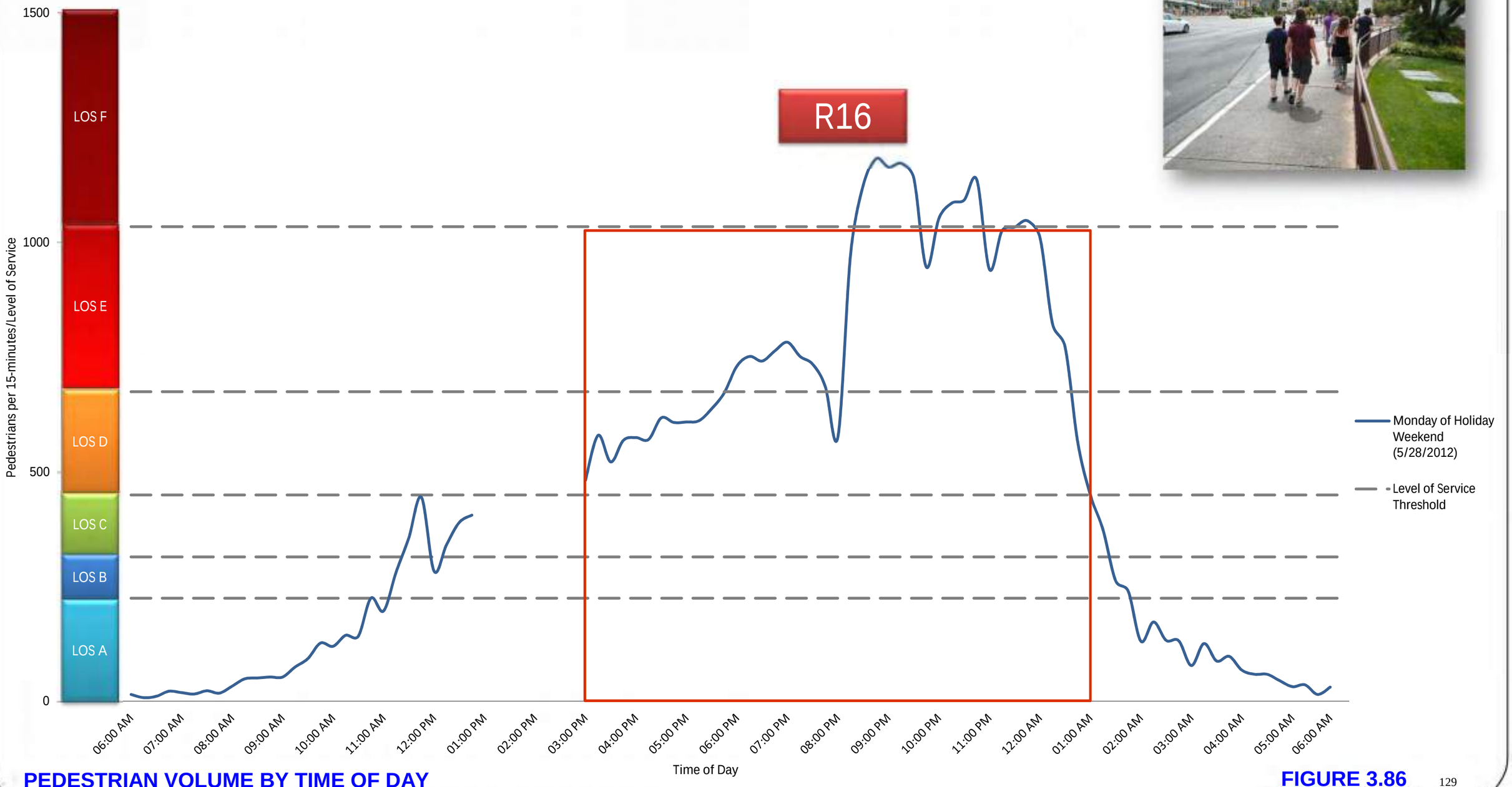
FIGURE 3.85

Kimley-Horn and Associates, Inc.

Treasure Island Bus Stop (R16)
Holiday Monday
Effective Walkway Width (W_E) = 3 feet

Walkway Picture





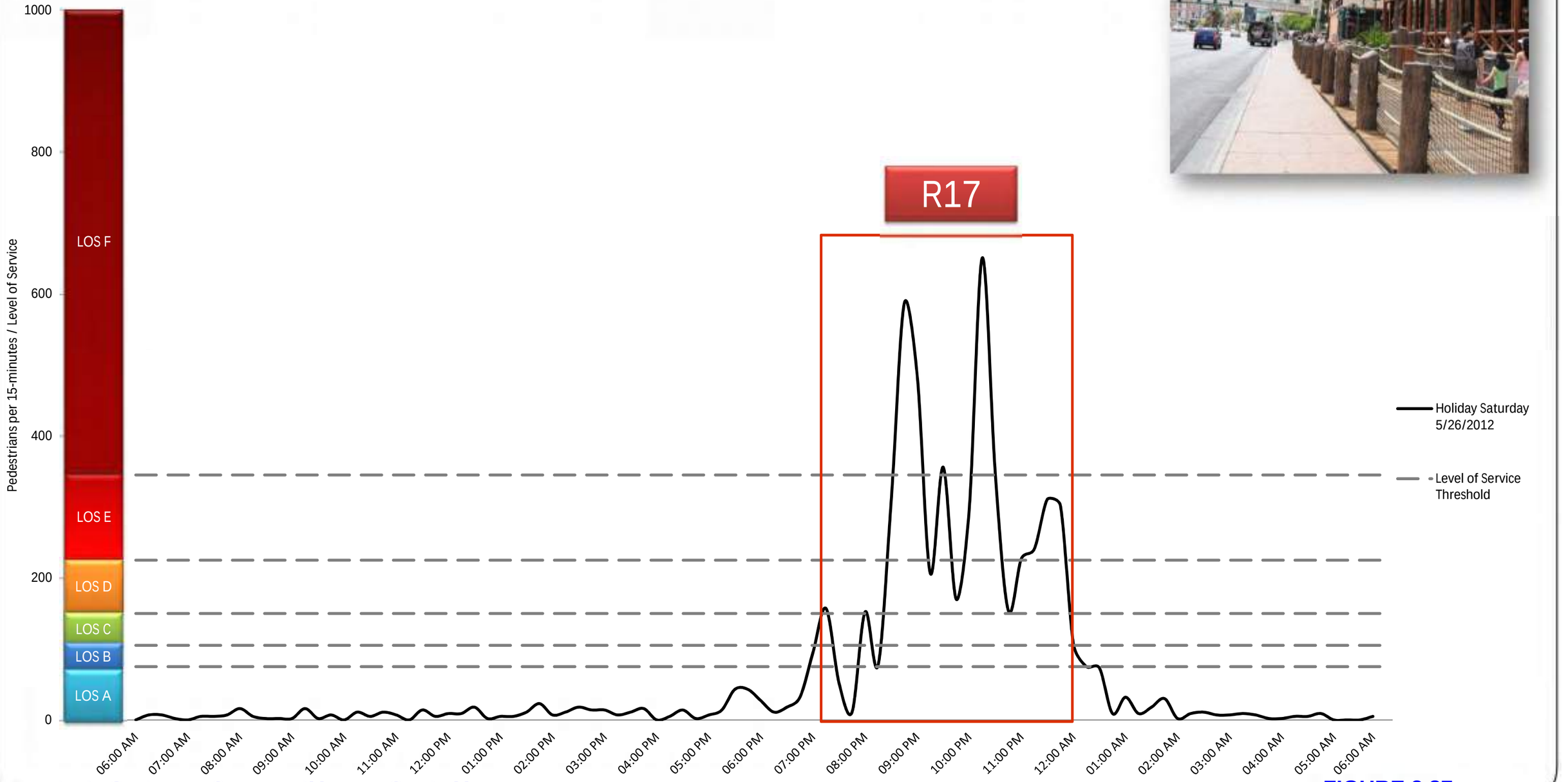
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.86

Kimley-Horn and Associates, Inc.

Treasure Island Hotel/Casino (R17)
Holiday Saturday
Effective Walkway Width (W_E) = 1.7 feet





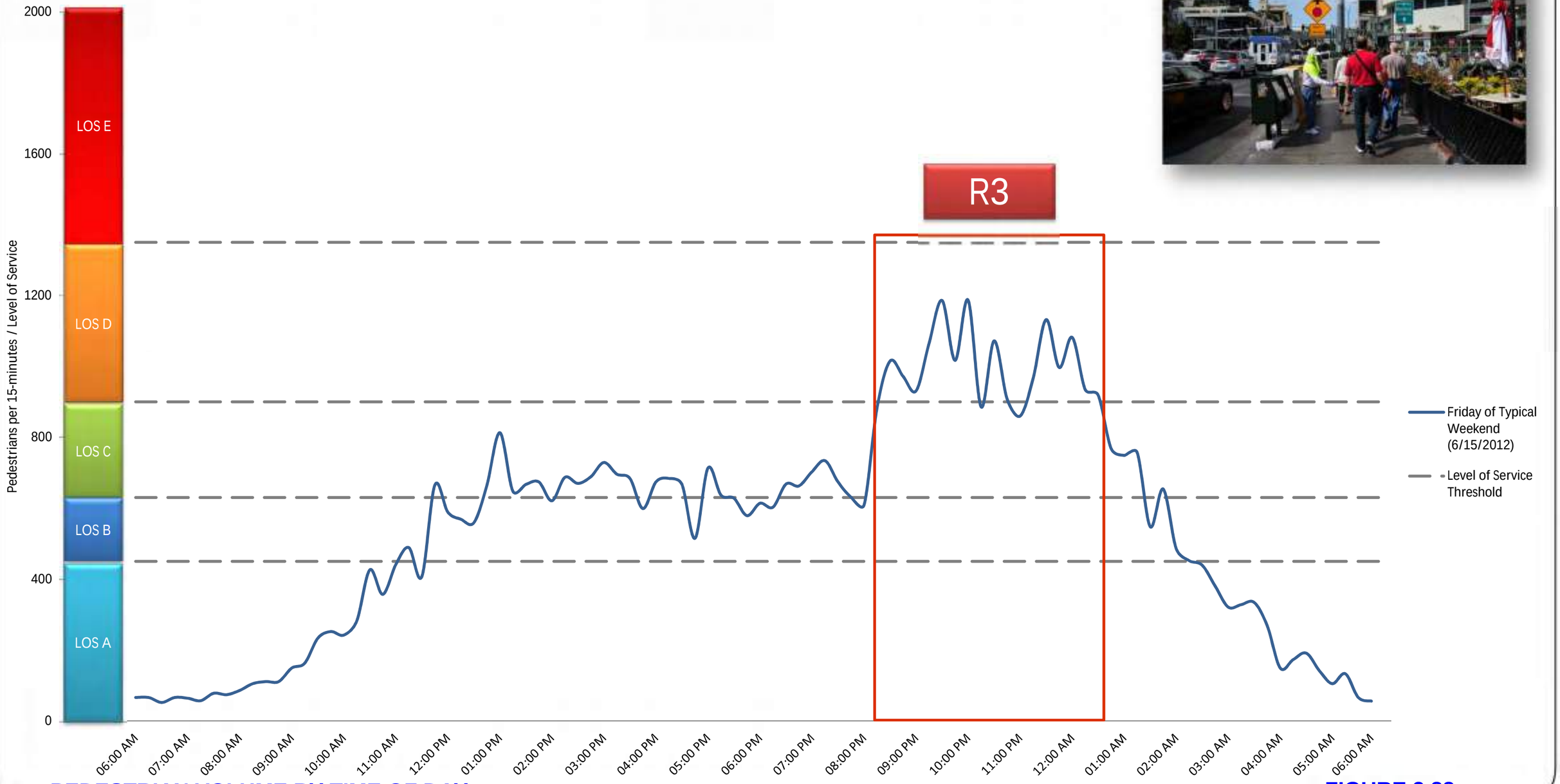
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.87

Kimley-Horn and Associates, Inc.

Harley Davidson Cafe (R3)
Typical Friday
Effective Walkway Width (W_E) = 6 feet





PEDESTRIAN VOLUME BY TIME OF DAY

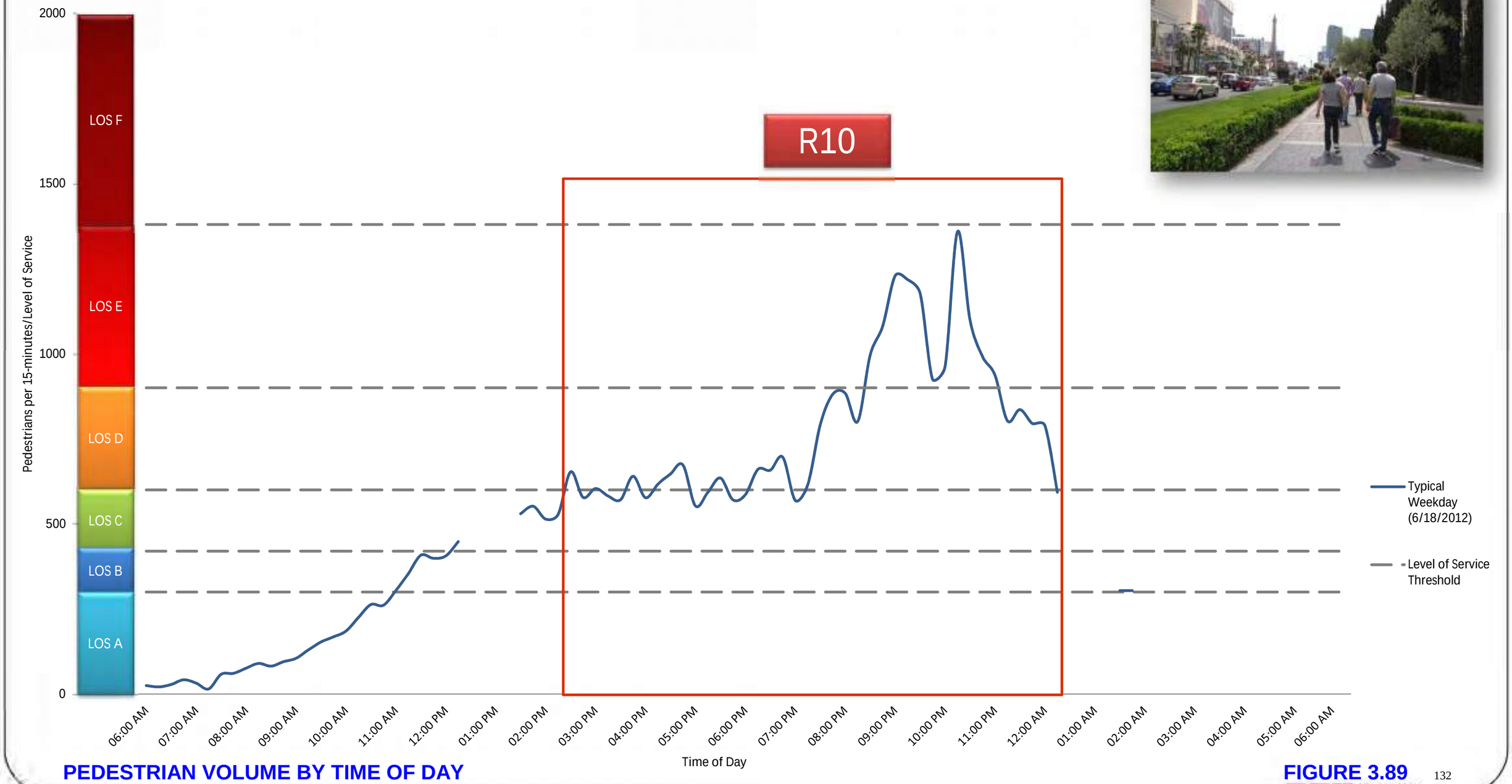
FIGURE 3.88 131

Kimley-Horn and Associates, Inc.

Caesar's Palace Coliseum (R10)
Typical Weekday
Effective Walkway Width (W_E) = 4 feet

Walkway Picture





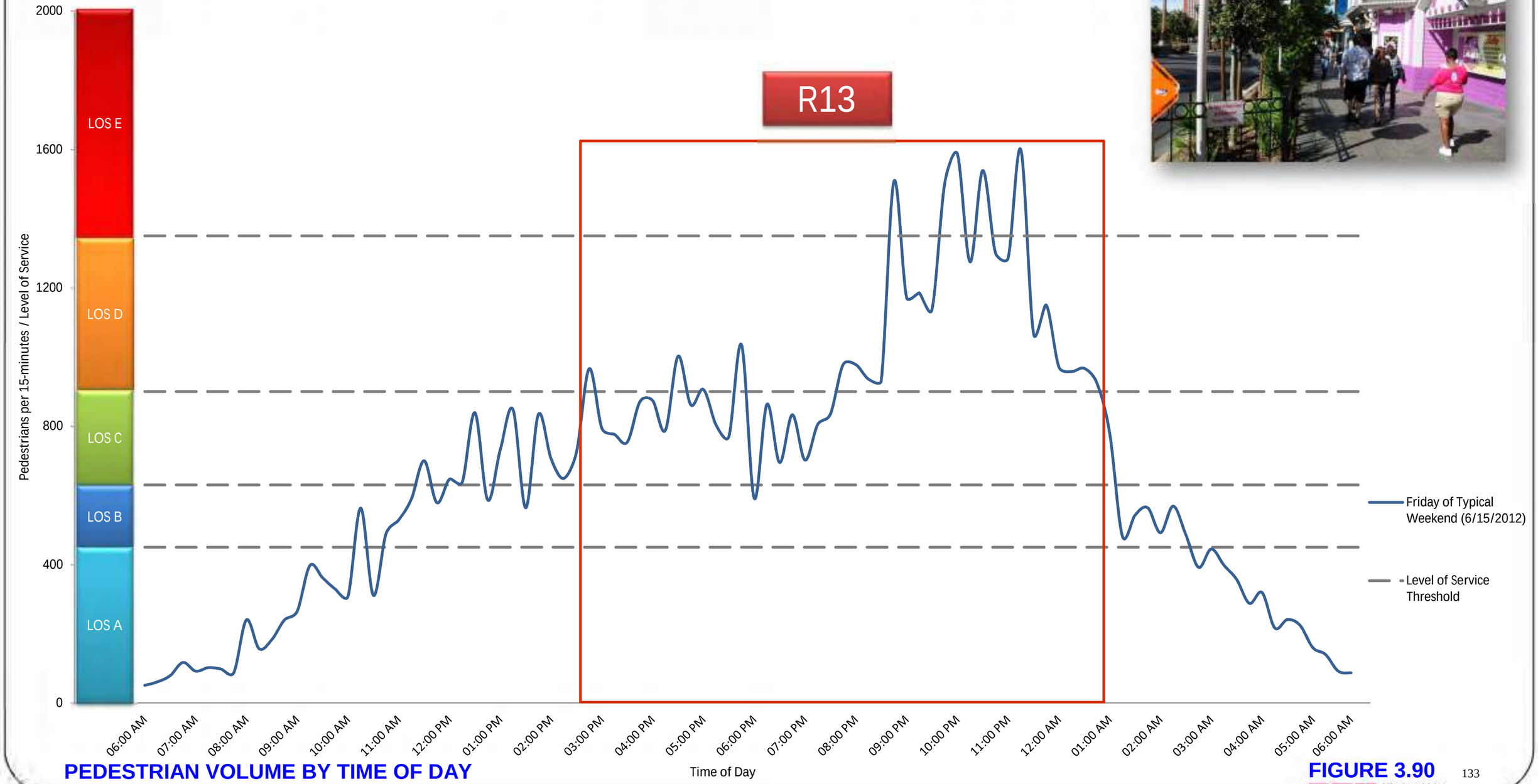
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.89

Kimley-Horn and Associates, Inc.

Casino Royale Hotel/Casino (R13)
Typical Friday
Effective Walkway Width (W_E) = 6 feet





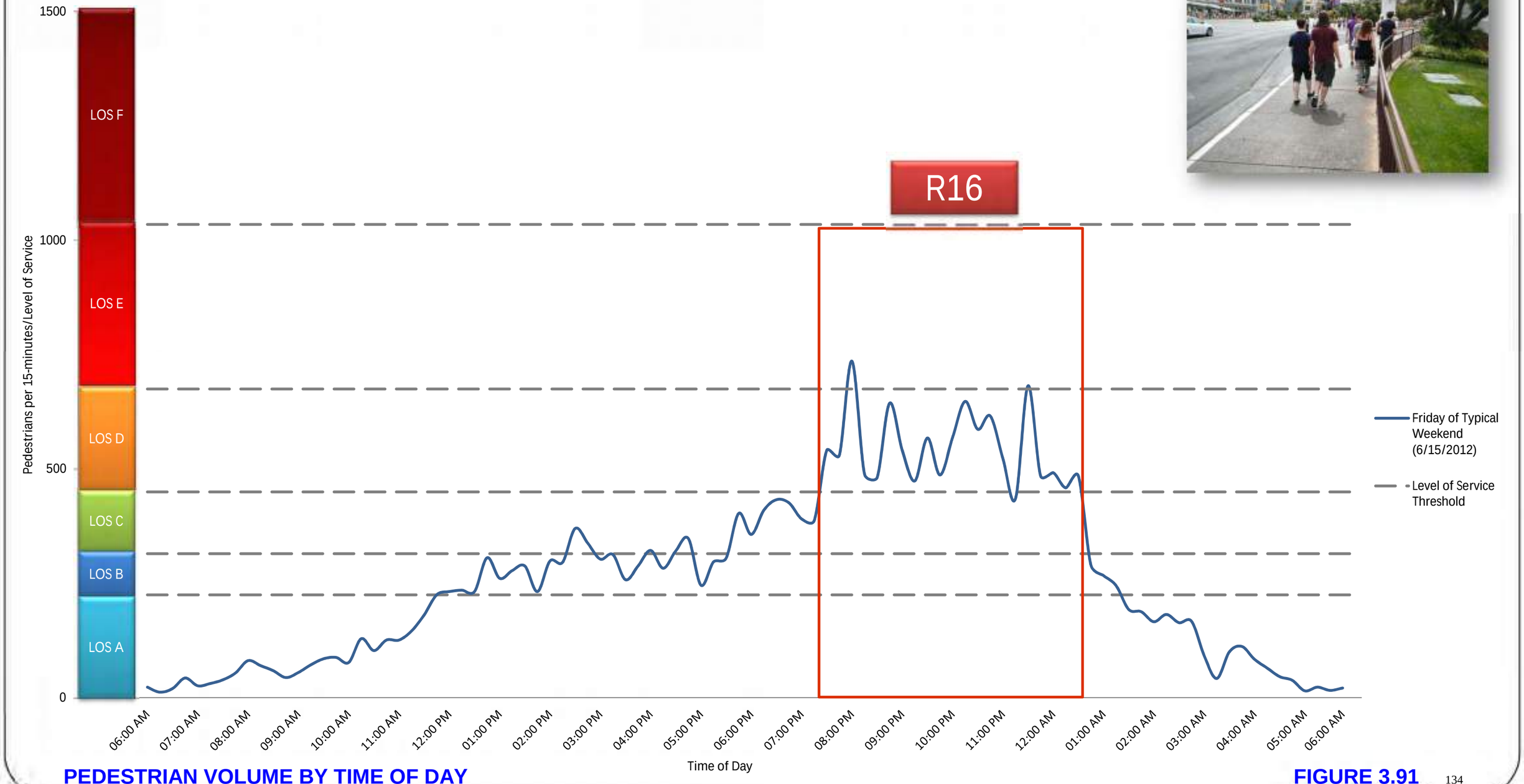
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.90

Kimley-Horn and Associates, Inc.

Treasure Island Bus Stop (R16)
Typical Friday
Effective Walkway Width (W_E) = 3 feet





PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 3.91

Kimley-Horn and Associates, Inc.

Table 3.41 – Walkways which Exceed LOS C - Time of Day, Day of Week, and Month of Year

Holiday Weekend - Existing Walkway

	Location ID	Segment Name	Friday LOS	Hours of Friday LOS	Saturday LOS	Hours of Sat LOS	Sunday LOS	Hours of Sunday LOS	Monday LOS	Hours of Monday LOS	Feb-Jan	Feb-Nov	Feb-Dec	Shortest Period of Time Common to All Days (Minimum of 4 hours)
Walkways with No Pedestrian Containment	R2	The Plaza	-	-	D	1:30PM - 5:00PM	D	1:30PM - 5:00PM	-	-	-	X	-	
	R3	Harley D	D	2:00PM - 4:30PM	D	1:00PM - 10:30PM	D	1:00PM - 10:30PM	-	-	-	X	-	1:00PM - 10:30PM Sat & Sun
	R6	Bally's S	D	4:00PM - 4:30PM	D	3:30PM - 11:00PM	D	3:30PM - 11:00PM	-	-	-	X	-	3:30PM - 11:00PM Sat & Sun
	R8	Caesars	-	-	D	9:00PM - 11:30PM	D	9:00PM - 11:30PM	-	-	-	X	-	
	R12	Harrah's	-	-	D	12:00PM - 12:30AM	D	12:00PM - 12:30AM	-	-	-	X	-	12:00PM - 12:30PM Sat & Sun
	R16	TI Bus Stop	D/E/F	11:30AM - 1:30AM	D/E/F	11:30AM - 1:30AM	D/E/F	11:30AM - 1:30AM	D/E/F	3:00PM - 1:00AM	X	X	X	3:00AM - 1:00AM Fri, Sat, Sun & Mon
	R17	Treasure Island	D/E/F	8:30PM - 12:00AM	D/E/F	7:30PM - 12:00AM	D/E/F	7:30PM - 12:00AM	D/E/F	8:30PM - 12:00AM	X	X	X	7:30PM - 12:00AM Sat & Sun
Walkways with Containment	R5	Cosmo	D	6:30PM - 12:30AM	D	4:30PM - 1:30AM	D	4:30PM - 1:30AM	-	-	X	X	-	6:30PM - 12:30AM Fri, Sat & Sun
	R9	Flamingo	D	1:30PM - 12:30AM	D	12:00PM - 1:30AM	D	12:00PM - 1:30AM	-	-	-	X	-	1:30PM - 12:30AM Fri, Sat & Sun
	R10	Coliseum	D/E/F	10:00AM - 1:30AM	D/E/F	10:00AM - 1:30AM	D/E/F	10:00AM - 1:30AM	D/E/F	10:30AM - 12:30AM	X	X	X	10:30AM - 12:30AM Fri, Sat, Sun & Mon
	R11	Forum Shops	D	10:00PM - 10:30PM	D	7:30PM - 11:30PM	D	7:30PM - 11:30PM	-	-	-	X	-	7:30PM - 11:30PM Sat & Sun
	R13	Casino Royale	D	2:00PM - 1:00AM	D	1:00PM - 1:30AM	D	12:00PM - 1:30AM	-	-	-	X	-	2:00PM - 1:00AM Fri, Sat & Sun
	R14	Venetian S	-	-	-	-	-	-	-	-	-	-	-	
	R15	Venetian N	-	-	D	2:30PM - 1:00AM	D	2:30PM - 1:00AM	-	-	-	X	-	2:30PM - 1:00AM Sat & Sun
Pedestrian Bridges	R1	Trop W Bridge*	D	10:00PM - 11:30AM	D	8:30PM - 12:00AM	D	8:30PM - 12:00AM	-	-	-	X	-	
	R4	Harm W Bridge	D	9:30PM - 12:30AM	D	8:30PM - 12:30AM	D	7:00PM - 12:30AM	-	-	X	X		8:30PM - 12:30AM Sat & Sun
	R7	Flam W Bridge	D	9:00PM - 9:30PM	D	3:30PM - 11:30PM	D	3:30PM - 12:00AM	-		-	X	-	3:30PM - 11:30PM Sat & Sun

*Calculated assuming removal of existing trash enclosure.

Typical Weekend - Existing Walkway

	Location ID	Segment Name	Friday LOS	Hours of Friday LOS	Saturday LOS	Hours of Sat LOS	Sunday LOS	Hours of Sunday LOS	Weekday LOS	Hours of Weekday LOS	Feb-Jan	Feb-Nov	Feb-Dec	Shortest Period of Time Common to All Days (Greater than 4 hours)
Walkways with No Pedestrian Containment	R2	The Plaza	D	9:00PM - 12:00AM	D	8:30PM - 12:30AM	-	-	-	-	-	X	-	
	R3	Harley D	D	8:00PM - 12:30AM	D	8:00PM - 12:30AM	D	9:00PM - 12:00AM	-	-	-	X	-	8:00PM - 12:30AM Fri & Sat
	R6	Bally's S	-	-	-	-	-	-	-	-	-	-	-	
	R8	Caesars	-	-	-	-	-	-	-	-	-	-	-	
	R12	Harrah's	D	9:00PM - 12:00AM	D	9:00PM - 12:30AM	-	-	-	-	-	X	-	
	R16	TI Bus Stop	D/E	7:30PM - 12:30AM	D/E	6:30PM - 12:30AM	D	7:30PM - 11:30PM	D/E/F	7:30PM - 11:30PM	X	X	-	7:30PM - 12:30AM Fri & Sat
	R17	Treasure Island	D/E	8:30PM - 10:30PM	D/E/F	8:30PM - 10:30PM	D/E	8:30PM - 10:30PM	D/E	8:30PM - 10:30PM	X	X	-	
Walkways with Containment	R5	Cosmo	-	-	-	-	-	-	-	-	-	-	-	
	R9	Flamingo	-	-	-	-	-	-	-	-	-	-	-	
	R10	Coliseum	D/E/F	1:30PM - 12:30AM	D/E/F	1:00PM - 12:30AM	D/E/F	2:30PM - 12:30AM	D/E/F	2:30PM - 12:30AM	X	X	X	2:30PM - 12:30AM Everyday
	R11	Forum Shops	-	-	-	-	-	-	-	-	-	-	-	
	R13	Casino Royale	D/E	2:30PM - 1:00AM	D/E	12:30PM - 1:00AM		8:30PM - 12:00AM		8:30PM - 12:00AM	X	X	-	2:30PM - 1:00AM Fri & Sat
	R14	Venetian S	D	9:00PM - 11:30PM	D	8:30PM - 11:30PM	-	-	-	-	-	X	-	
	R15	Venetian N	D	8:30PM - 11:30PM	D	8:30PM - 11:30PM	D	8:30PM - 11:30PM	-	-	-	X	-	
Pedestrian Bridges	R1	Trop W Bridge	-	-	-	-	-	-	-	-	-	-	-	
	R4	Harm W Bridge	-	-	-	-	-	-	-	-	-	-	-	
	R7	Flam W Bridge	-	-	-	-	-	-	-	-	-	-	-	

Table 3.42 – Walkways which Exceed LOS C - Time of Day, Day of Week, and Month of Year (with an obstruction)

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

	Location ID	Segment Name	Friday LOS	Hours of Friday LOS	Saturday LOS	Hours of Sat LOS	Sunday LOS	Hours of Sunday LOS	Monday LOS	Hours of Monday LOS	Feb-Jan	Feb-Nov	Feb-Dec	Shortest Period of Time Common to All Days (Greater than 4 hours)
Walkways with No Pedestrian Containment	R2	The Plaza	D	1:00PM - 10:30PM	D/E	12:00PM - 2:00AM	D/E	12:00PM - 2:00AM	D	2:00PM - 4:30PM	X	X	-	1:00PM - 10:30PM Fri, Sat & Sun
	R3	Harley D	D/E	12:00PM - 2:00AM	D/E	11:00PM - 2:30AM	D/E	11:00PM - 2:30AM	D	1:00PM - 10:30PM	X	X	X	1:00PM - 10:30PM Fri, Sat, Sun & Mon
	R6	Bally's S	D	3:30PM - 11:00PM	D/E	12:00PM - 1:30AM	D/E	12:00PM - 1:30AM	D	4:00PM - 4:30PM	X	X	-	3:30PM - 11:00PM Fri, Sat & Sun
	R8	Caesars	D	9:00PM - 12:00PM	D	3:00PM - 12:00PM	D	3:00PM - 12:30PM	D	9:00PM - 9:30PM	X	X	-	3:00PM - 12:00PM Fri, Sat & Sun
	R12	Harrah's	D/E	11:00AM - 1:30AM	D/E	10:30AM - 2:00AM	D/E	10:30AM - 3:00AM	D	12:00PM - 12:30AM	X	X	X	12:00AM - 12:30AM Fri, Sat, Sun & Mon
	R16	TI Bus Stop	D/E/F	9:30AM - 3:30AM	D/E/F	9:30AM - 3:30AM	D/E/F	9:30AM - 3:30AM	D/E/F	9:30AM - 3:30AM	X	X	X	9:30AM - 3:30AM Fri, Sat, Sun & Mon
	R17	Treasure Island	D/E/F	5:30PM - 2:00AM	D/E/F	5:30PM - 2:00AM	D/E/F	5:30PM - 2:00AM	D/E/F	5:30PM - 2:00AM	X	X	X	5:30PM - 2:00AM Fri, Sat, Sun & Mon
Walkways with Containment	R5	Cosmo	D	6:30PM - 1:00AM	D/E	1:00PM - 2:00AM	D/E	1:00PM - 2:00AM	D	6:30PM - 12:30AM	X	X	-	6:30PM - 12:30AM Fri, Sat, Sun & Mon
	R9	Flamingo	D/E	11:30AM - 2:30AM	D/E	11:30AM - 3:30AM	D/E	11:30AM - 3:30AM	D	12:00PM - 1:30AM	X	X	X	12:00PM - 1:30AM Fri, Sat, Sun & Mon
	R10	Coliseum	D/E/F	8:30AM - 2:30AM	D/E/F	8:30AM - 2:30AM	D/E/F	8:30AM - 2:30AM	D/E/F	8:30AM - 2:30AM	X	X	X	8:30AM - 2:30AM Fri, Sat, Sun & Mon
	R11	Forum Shops	D	10:00PM - 11:30PM	D/E	5:00PM - 12:00AM	D/E	4:30PM - 12:00AM	D	10:00PM - 10:30PM	X	X	-	5:00PM - 12:00AM Fri, Sat & Sun
	R13	Casino Royale	D/E/F	11:00AM - 2:30AM	D/E/F	11:00AM - 3:30AM	D/E/F	11:00AM - 3:30AM	D/E/F	11:30AM - 1:30AM	X	X	X	11:30AM - 1:30AM Fri, Sat, Sun & Mon
	R14	Venetian S	-	-	D	2:30PM - 1:00AM	D	2:30PM - 1:00AM	-	-	-	X	-	2:30PM - 1:00AM Sat & Sun
	R15	Venetian N	D	1:30PM - 1:30AM	D/E	11:00AM - 2:00AM	D/E	11:00AM - 2:00AM	D	2:30PM - 1:00AM	X	X	-	2:30PM - 1:00AM Fri, Sat, Sun & Mon
Pedestrian Bridges	R1	Trop W Bridge*	D	8:30PM - 12:00AM	D/E	12:30PM - 12:00AM	D/E	12:30PM - 12:00AM	D	10:00PM - 11:30PM	X	X	-	12:30PM - 12:00AM Sat & Sun
	R4	Harm W Bridge	D	7:00PM - 1:00AM	D/E	3:30PM - 1:00AM	D/E	1:30PM - 1:00AM	D	9:00PM - 12:30AM	X	X	-	7:00PM - 1:00AM Fri, Sat & Sun
	R7	Flam W Bridge	D	3:30PM - 11:30PM	D/E	1:00PM - 12:30AM	D/E	12:30PM - 12:30AM	-	-	-	X	-	3:30PM - 11:30PM Fri, Sat & Sun

*Calculated assuming removal of existing trash enclosure.

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

	Location ID	Segment Name	Friday LOS	Hours of Friday LOS	Saturday LOS	Hours of Sat LOS	Sunday LOS	Hours of Sunday LOS	Weekday LOS	Hours of Weekday LOS	Feb-Jan	Feb-Nov	Feb-Dec	Shortest Period of Time Common to All Days (Greater than 4 hours)
Walkways with No Pedestrian Containment	R2	The Plaza	D/E	1:00PM - 1:30AM	D/E	12:00PM - 1:30AM	D	8:00PM - 1:00AM	D	8:00PM - 1:00AM	X	X	-	8:00PM - 1:00AM Everyday
	R3	Harley D	D/E	11:30AM - 2:00AM	D/E	11:30AM - 2:00AM	D/E	11:30AM - 1:00AM	D/E	1:00PM - 1:30AM	X	X	X	1:00PM - 1:30AM Everyday
	R6	Bally's S	-	-	D	10:00PM - 10:30PM	-	-	-	-	-	X	-	
	R8	Caesars	D	9:00PM - 11:30PM	D	9:00PM - 11:30PM	D	9:00PM - 9:30PM	-	-	-	X	-	
	R12	Harrah's	D/E	1:00PM - 12:30AM	D/E	1:00PM - 1:00AM	D	7:00PM - 12:30AM	D	8:00PM - 12:30AM	X	X	-	8:00PM - 12:30AM Everyday
	R16	TI Bus Stop	D/E/F	10:30AM - 3:00AM	D/E/F	10:30AM - 3:00AM	D/E/F	10:30AM - 3:00AM	D/E/F	10:30AM - 3:00AM	X	X	X	10:30AM - 3:00AM Everyday
	R17	Treasure Island	D/E/F	5:30PM - 2:00AM	D/E/F	5:30PM - 2:00AM	D/E/F	5:30PM - 2:00AM	D/E/F	5:30PM - 2:00AM	X	X	X	5:30PM - 2:00AM Everyday
Walkways with Containment	R5	Cosmo	-	-	D	10:00PM - 11:00PM	-	-	-	-	-	X	-	
	R9	Flamingo	D	1:30PM - 1:00AM	D	12:00PM - 1:30AM	D	2:00PM - 12:30AM	D	6:00PM - 10:30PM	-	X	-	2:00PM - 12:30AM Fri, Sat & Sun
	R10	Coliseum	D/E/F	10:00AM - 2:30AM	D/E/F	10:00AM - 2:30AM	D/E/F	10:30AM - 2:30AM	D/E/F	10:30AM - 2:30AM	X	X	X	10:30AM - 2:30AM Everyday
	R11	Forum Shops	-	-	D	9:00PM - 10:30PM	-	-	-	-	-	X	-	
	R13	Casino Royale	D/E/F	11:00AM - 2:30AM	D/E/F	10:00AM - 2:30AM	D/E/F	11:30AM - 1:00AM	D/E/F	11:30AM - 1:00AM	X	X	X	11:30AM - 1:00AM Everyday
	R14	Venetian S	D	8:30PM - 11:30PM	D	8:30PM - 12:00AM		8:30PM - 11:30PM		8:30PM - 11:30PM	X	X	X	
	R15	Venetian N	D/E	2:30PM - 1:00AM	D/E	2:30PM - 1:00AM	D/E	4:30PM - 12:30AM	D/E	8:30PM - 12:00AM	X	X	X	4:30PM - 12:30AM Fri, Sat & Sun
Pedestrian Bridges	R1	Trop W Bridge	-	-	-	-	-	-	-	-	-	-	-	
	R4	Harm W Bridge	-	-	D	9:30PM - 12:30AM	-	-	-	-	-	X	-	
	R7	Flam W Bridge	-	-	D	9:00PM - 9:30PM	-	-	-	-	-	X	-	

4 Conclusions and Recommendations

The conclusions and recommendations discussed in this section are based on the observation of 4,835,000 pedestrians, 160 hours of in–field agent observation and data collection, and the detailed data analysis and evaluation. General conclusions and recommendations are provided in relation to pedestrian safety and infrastructure improvement throughout the study corridor of Las Vegas Boulevard. Specific mitigation for constrained walkways are detailed on Figure 4.2 and described in detail below. Recommendations are also provided for consideration in updating the current no-obstructive use ordinance (see Section 4.3).

4.1 General Conclusions and Recommendations

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 study 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 ten feet (10') or a pedestrian walkway Level of Service (LOS) of C or better. 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 of over 15 feet (W). 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.

- 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 have constrained widths and are an integral part of the pedestrian walkway system. Based upon the observed pedestrian volumes, and walkway LOS, it is appropriate to designate the pedestrian bridges as no-obstruction zones. Pedestrian bridges should be maintained free of any obstructions, including obstructions like trash enclosures. In addition the areas on and around stair landings, elevator waiting areas, along with escalator approach and departure landing zones should also be maintained free of any obstructions.

- New development and reconstruction projects 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.

- When a driveway has been abandoned or is no longer in active use, the designation of no-obstructive use zone should be removed from that area.

- The conducted walking speed studies were useful in understanding tourist leisure walking speeds and the walking dynamics of Las Vegas Boulevard (the "Strip"). However, the walking speed level of service (LOS) procedures of the 2010 Highway Capacity Manual (HCM) were not found to be as effective in determining walkway congestion levels as the pedestrian volume LOS evaluation procedures. It is recommended that future studies of the pedestrian LOS along Las Vegas Boulevard continue to use only the pedestrian volume LOS evaluation procedures of the HCM.

- LOS evaluations at bus stops suggest that where insufficient 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 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 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 pedestrian flow in front of Type 1 bus stops.

4.1.1 Safety Enhancements

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

- It is recommended that pedestrian containment be considered 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.

- Pedestrian crosswalks along Las Vegas Boulevard should be a minimum of 25-feet in width to accommodate the observed pedestrian volumes at signalized crossings and improve visibility of the crossing.
- To improve pedestrian safety, a feasibility study should be conducted to evaluate the possible benefits of the installation of median refuge islands for at-grade crosswalks along Las Vegas Boulevard within the study area.

- Pedestrian bridge escalators and elevators should be maintained with a schedule that provides a high reliability of service. It is important to have these facilities be fully operational during holiday weekends. The capacity of the pedestrian bridges is severely impacted when the escalators are not functioning. Picture 4.1 shows two escalators not functioning and a queue forming to use the stairs on the holiday Saturday of May 26, 2012.

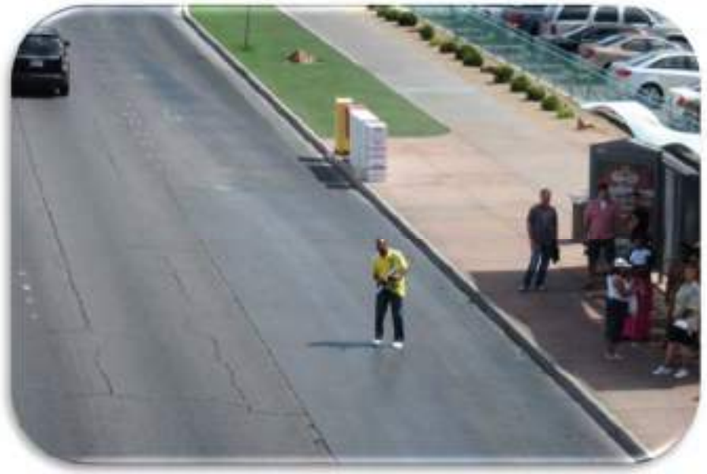


Picture 4.1 – Stairway Queue due to Non-Functional Escalators.

- At the present time, the RTC maintains a text service providing information on bus stop arrival times. For the "Strip", it is recommended that the RTC 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 enhance the transit system, but it will help mitigate the need to step out into the street to see if the bus is coming (see Picture 4.2). This is especially useful in the study 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.

- Pedestrian bridge lighting should be studied, reviewed, and lighting levels adjusted as appropriate to provide improved night time security and safety.

- Daytime lighting levels of the pedestrian bridge stairwell at the north end of the Harmon Avenue east pedestrian bridge should be reviewed and increased as appropriate for various times of day, especially during twilight hours (see Picture 4.3).



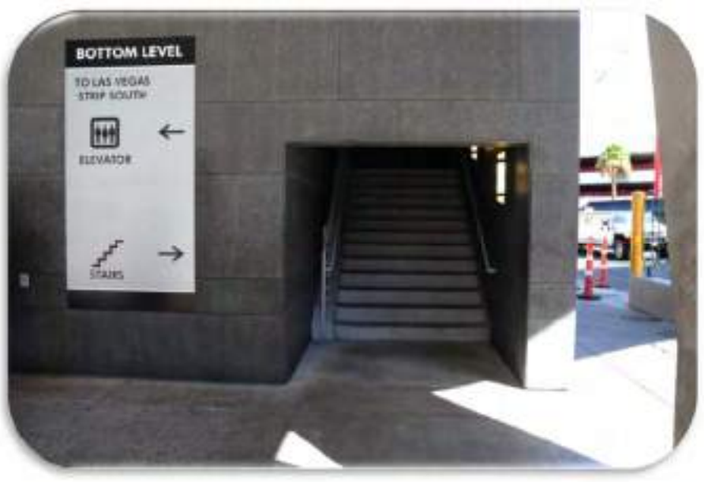
Picture 4.2 – Bus Patron in Street Looking for Arriving Bus.



Figure 4.1 – Saw-tooth Walkway that Encourages Walking in Street



Picture 4.5 – Fashion Show Mall Boulevard Access – No Pedestrian Containment.



Picture 4.3 – Stairwell at Harmon East Pedestrian Bridge.



Picture 4.4 – Pedestrians in Street at McDonalds.



Picture 4.6 – Pedestrians in Street in front of Fashion Show Mall.

- At the McDonald's south of Circus Circus Drive, a study should be conducted to recommend either temporary sidewalk improvements directly along Las Vegas Boulevard, pedestrian containment and/or additional way finding signs to encourage pedestrians to use the existing walkway as constructed (see Figure 4.1 and Picture 4.4).

- A study of pedestrian containment in front of the Fashion Show Mall should be conducted. The open walkway for emergency mall evacuation provides direct pedestrian access to Las Vegas Boulevard. This allows pedestrians to enter the vehicle travel lanes and walk in the street between the pedestrian containment measures of the Spring Mountain Road pedestrian bridges (see Picture 4.5 and Picture 4.6).

4.2 Infrastructure Improvement Recommendations

Specific areas of concern identified by field observations and data evaluation are presented along with recommended mitigation strategies. The mitigation measures are classified as short, intermediate and long term. Short term measures are relatively low 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 1 to 3 years to implement. Long term measures require additional study and significant planning and design for implementation which would require more than 3 years to implement. The locations of the following areas of concern are shown in Figure 4.2 in relationship to the study corridor.

Location A

This location is on the east side of Las Vegas Boulevard generally across from Mandalay Bay Hotel/Casino. Although pedestrian volumes in this area are minimal and no non-permanent obstructions were observed in this area, the sidewalk width is reduced due to a series of fire hydrants and associated bollards as illustrated in Picture 4.7. At this particular location there is only 32 inches of width between the hydrant and the curb.



Picture 4.7 – Location A at 8 Motel Mart.

Recommendation (Short Term):

- Remove bollards, as appropriate, and relocate fire hydrants within this area of Las Vegas Boulevard out of the sidewalk to provide a minimum of 5 feet of clear walkway.

Location B

On the northeast corner of the intersection of MGM Drive/Rue de Monte Carlo is an area of restricted sidewalk width. The large pedestrian volumes which travel both north/south and east/west at this signalized intersection queue at this constrained flow location. The sidewalk is restricted due to a signal controller cabinet and service pedestal. Due to elevation differences, there is also a railing in front of the Hard Rock Cafe (on the north corner) which further channelizes pedestrians into a narrower walkway area (see Picture 4.8).



Picture 4.8 – Location B near Hard Rock Cafe at MGM Drive.

Recommendation (Short Term):

- Crosswalk delineation should be restriped to provide a 25 feet wide crosswalk to match the approaching walkways on the north and south of MGM Drive.

Recommendation (Intermediate Term):

- The County should work with the property owner and Nevada Power Company to relocate the traffic controller and power service out of the walkway.
- Railing in front of Hard Rock Café and walkway grades should be studies and modified, as appropriate, to provide a wider pedestrian walkway.

Recommendation (Long Term):

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

Location C

At the Harley Davidson Cafe on the southeast corner of Las Vegas Boulevard and Harmon Avenue, an existing concrete wall serves as pedestrian containment and fenced landscaping create a restricted walkway width of eight feet (see Picture 4.9).



Picture 4.9 – Location C at Harley Davidson Cafe near Harmon Avenue.

Recommendations (Short Term):

- Enforce no-obstructive use ordinance.
- Per current code, delineate a no-obstructive use zone from the intersection 50 feet south from point of curvature of the curb.
- News racks immediately south of this walkway restriction should be relocated to increase existing pedestrian walkway width (W).

Recommendation (Intermediate Term):

- A pedestrian easement should be obtained from the Harley Davidson property to widen the pedestrian walkway to a minimum effective walk width (W_E) of 10 feet minimum.









Legend

✱ Location

LOCATIONS OF PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS

FIGURE 4.2

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CC 1121

Location D

On the west side of Las Vegas Boulevard and south of the Bellagio fountain is a pedestrian refuge island (see Picture 4.10). This island harbors pedestrians between “WALK” indications when crossing Bellagio Drive and Las Vegas Boulevard. The queue area on the pedestrian island was observed to be at capacity multiple times during the data collection efforts.



Picture 4.10 – Location D – “Pork chop” Refuge Island near Bellagio Hotel/Casino.

Recommendation (Short Term):

- Enforce the no-obstructive use ordinance in this area

Recommendations (Long Term):

- Study the safety and feasibility of providing a Las Vegas Boulevard median refuge for pedestrians crossing Las Vegas Boulevard in coordination with Location E.
- Study the feasibility of a pedestrian bridge at this location to eliminate the at-grade pedestrian crossing (in coordination with Location E).

Location E

Picture 4.11 is at the north end of the Planet Hollywood property. This location experiences congestion and slow walking speeds due to pedestrians queuing to cross Las Vegas Boulevard to the Bellagio Hotel/Casino and those descending the Planet Hollywood Hotel/Casino walkway stairs and escalators. During the study, some of the highest pedestrian volumes were observed near this location.



Picture 4.11 – Location E at North end of Planet Hollywood Hotel/Casino.

Recommendations (Short Term):

- Enforce the no-obstructive use ordinance in this street crossing area. Non-permanent obstructions were prevalent in this area averaging as many as 10.
- Crosswalk widths both northbound and westbound should be widened to 25 feet to meet the pedestrian volume demands.

Recommendations (Long Term):

- Study the safety and feasibility of providing a Las Vegas Boulevard median refuge for pedestrians crossing Las Vegas Boulevard in coordination with Location D.
- Study the feasibility of a pedestrian bridge at this location to eliminate the at-grade pedestrian crossing (in coordination with Location D).

Location F

Location F is constrained by a pedestrian containment fence along Las Vegas Boulevard and the building face of Margaritaville. A fire hydrant also reduces the amount of effective walkway width and was observed to be a tripping hazard when the area is congested due to its lack of height as shown in Picture 4.12. The adjacent Las Vegas Boulevard crosswalk to Caesars Palace Hotel/Casino and the crossing of Caesars Palace Boulevard require pedestrian queuing which result in pedestrian congestion.



Picture 4.12 – Location F in front of Margaritaville.

Recommendation (Short Term):

- Enforce the no-obstructive use ordinance in this area. Non-permanent obstructions were prevalent in this area averaging as many as 10.

Recommendation (Intermediate Term):

- Relocate fire hydrant out of pedestrian walkway to maximum walkway width.

Note – although this concern was present at the time of this study, the construction of the Caesars Linq project may rectify the queuing issue.

Location G

As pedestrian volumes increase, older walkways are requiring additional width. Some of the largest pedestrian volumes were observed near this area of Caesars Palace Hotel/Casino. Location G is physically constrained by landscaping on both sides of the walk (see Picture 4.13). The walkway provides an effective walkway width of five feet.



Picture 4.13 – Location G near Caesars Palace Hotel/Casino.

Recommendation (Short Term):

- Apply the no-obstructive use ordinance to this area to restrict non-permanent obstructions.

Recommendation (Intermediate Term):

- County should coordinate with Caesars Palace Hotel/Casino to widen the existing walkway to provide a minimum effective walkway width of 15 feet.

Location H

Location H is in front of Harrah's Hotel/Casino and serves an east/west crossing of Las Vegas Boulevard for pedestrians crossing to the Mirage Hotel/Casino. The area is constrained by the Harrah's Hotel/Casino building face, signal poles, the street, and landscaping as shown in Picture 4.14.



Picture 4.14 – Location H in front of Harrah's Hotel/Casino.

Recommendation (Short Term):

- Enforce the no-obstructive use ordinance in this area. Non-permanent obstructions were prevalent in this area averaging as many as 15.

Recommendations (Intermediate Term):

- Coordinate with Harrah's to adjust or remove existing landscaping and other obstructions to maximize effective walkway width.
- Install pedestrian containment to encourage use of the existing crosswalk and enhance safety.

Location I

At the south end of the Venetian Hotel/Casino, permanent obstructions cause the effective walkway width (W_E) to be reduced to 6.3 feet. Significant pedestrian volumes were observed in this location. Also, immediately south of this location is the driveway into the Casino Royale Hotel/Casino property which causes queuing of pedestrians when vehicles enter or exit the driveway (see Picture 4.15).



Picture 4.15 – Location I at Casino Royale Driveway.

Recommendation (Short Term):

- Enforce the no-obstructive use ordinance in this area. Non-permanent obstructions were prevalent in this area averaging as many as 8.

Recommendations (Intermediate Term):

- Coordinate with the Venetian Hotel/Casino and the Casino Royale Hotel/Casino on the feasibility to adjust, relocate, or remove existing fencing and bollards to maximize pedestrian walkway width recognizing the adjacent access driveway.
- Extension of pedestrian containment south along the curb to the driveway could further enhance safety for pedestrians.
- Study area for options to maximize sidewalk width which may include adjusting existing landscaping.

Location J

Field observations found the highest number of pedestrians in the street at Location J (see Picture 4.16). The walkway north from the Mirage Hotel/Casino to the Treasure Island bus stop serves a large pedestrian volume especially before and after the Mirage Volcano show and the Sirens at Treasure Island show. The walkway has a width of six feet, which equates to a three foot effective walkway width (W_E).



Picture 4.16 – Location J at Treasure Island Bus Stop

Recommendations (Short Term):

- Enforce the no-obstructive use ordinance in this area. Non-permanent obstructions were prevalent in this area averaging as many as 8.
- Include bus stop area as a no-obstructive use zone

Recommendations (Long Term):

- Widen walkway to provide a minimum effective walkway width (W_E) of 15 feet.
- Consider constructing a bypass walkway behind the existing bus shelter to allow for increased queue area for bus patrons.

4.3 Recommended Updates to No-Obstructive Use Zones

The following recommendations are provided based on the findings of this study and are presented for 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):

- Update ordinance to reflect the current 2010 HCM. The pedestrian methodology in Chapter 13 of the 1985 Highway Capacity Manual is now located in Chapter 23 of the 2010 Highway Capacity Manual.

- No-obstruction zones should be applied to all construction zones affecting pedestrian walkways.

- The no-obstruction zones should be clarified so that dimensions for midblock crosswalks, intersections and driveways are to be measured from and follow the adjacent pedestrian walkway and not the curb. The following exceptions should be addressed:
  - When the measured prohibition distance is greater than the distance to a nearby pedestrian containment fence, wall, or raised landscaping preventing a pedestrian from entering the street;
  - The designation area 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 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.
  - For curb side 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.
  - 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.

- No-obstruction zones are recommended in front of elevators and at the landing areas of escalators and stairs. A study should be conducted to determine the appropriate clear areas that should be provided.

4.3.1 Recommended Time, Place, and Manner No – Obstructive Use Zones

Based on observed pedestrian volumes, level of service, walkway conditions and pedestrian safety concerns, the locations shown in Figure 3.73 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.

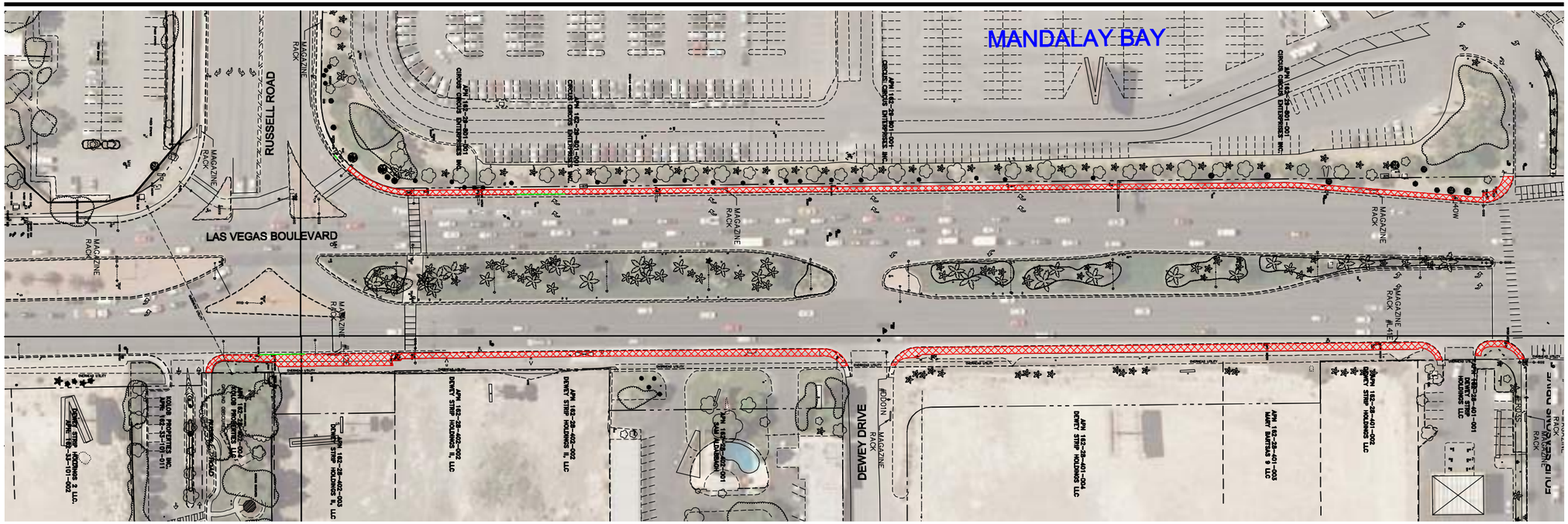
To identify the time of day, day of week, and month of year that certain walkway segments within the study corridor should be considered for restriction of non-permanent obstructions, the following steps were taken:

- Effective walkway widths along the entire length of the study corridor were grouped into segments with similar effective walkway widths (see Figure 2.1).
- Pedestrian volumes from all of the count locations were evaluated to identify a common daily peak pedestrian volume time period. This daily time period was found to occur between 9:00 PM and 11:00 PM.
- Pedestrian volumes for the common peak period were assigned to each segment of the study corridor to calculate a peak period LOS using 2010 HCM procedures (see Figure 3.74).
- The LOS 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 3.73 for segment location) (see Figure 3.75 through Figure 3.91 for volume data at each location that exceeded LOS C for more than four hours).
- Figure 3.75 through Figure 3.87 show the volume distribution data at each location for the lowest pedestrian volume day of week where LOS C was exceeded for four hours on the holiday weekend. Similarly, Figure 3.88 through Figure 3.91 display volume distribution data for walkway segments during the typical weekend that exceeded LOS C for more than four hours.
- 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 was applied for the analysis.
- The walkway segments were separated into three categories:
  - Walkways with no pedestrian containment
  - Walkways with pedestrian containment
  - Pedestrian bridges
- The Saturday count data was adjusted using the week-long data and the year-long data, provided by Caesars International, 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 26 and June 16, 2012.

Table 3.41 summarizes the results of the analysis for possible time of day, day of week and month of year restrictions based solely on pedestrian volumes and walkway widths. Table 3.42 provides a summary of the analysis for possible non-permanent obstruction restrictions including an effective walkway width (W_E) reduction of 2.25 feet for an obstruction (note that the length of time for many areas increase and additional days of week are included).

EXHIBIT A

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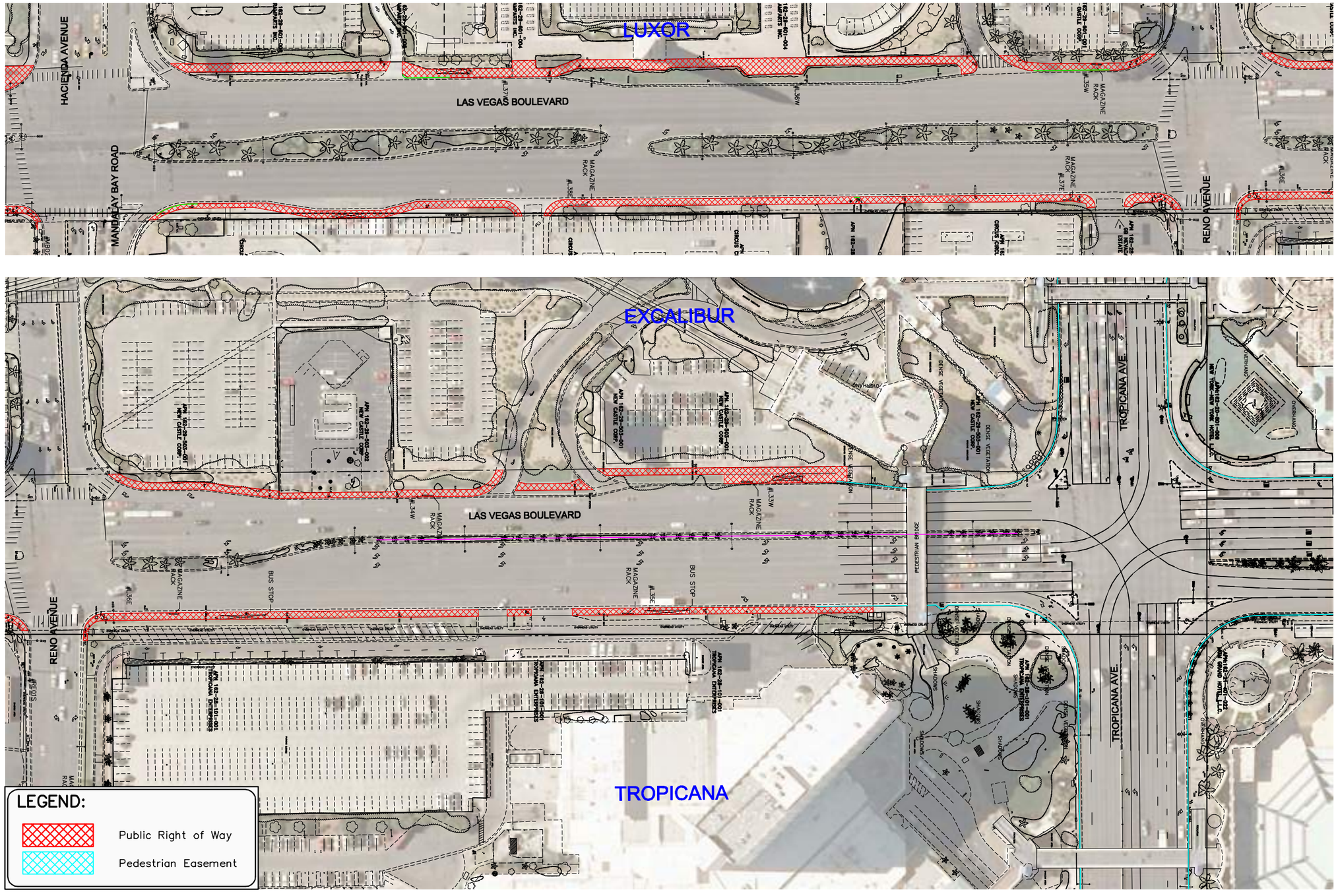
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PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
RUSSELL ROAD TO MANDALAY BAY ROAD
May 9, 2012

FIGURE 1
SHEET 1 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet



JOB No. 092061019

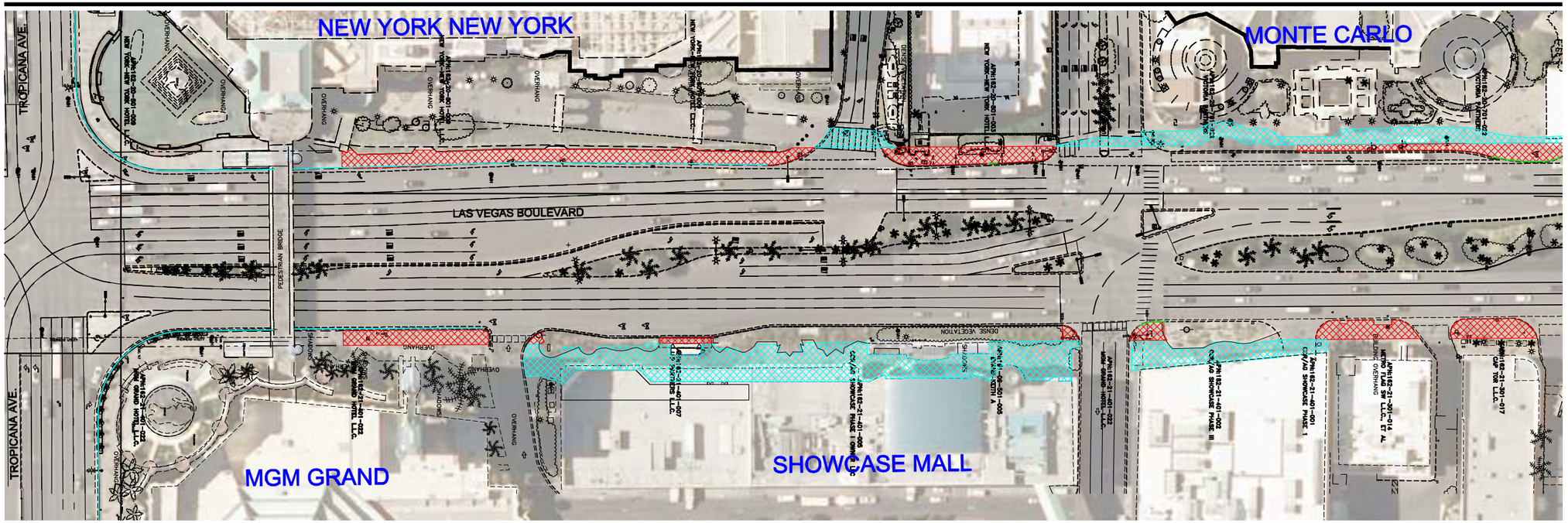
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PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
MANDALAY BAY ROAD TO TROPICANA AVENUE
May 9, 2012

FIGURE 2
SHEET 2 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet



LEGEND:

- Public Right of Way
- Pedestrian Easement

JOB No. 092061019

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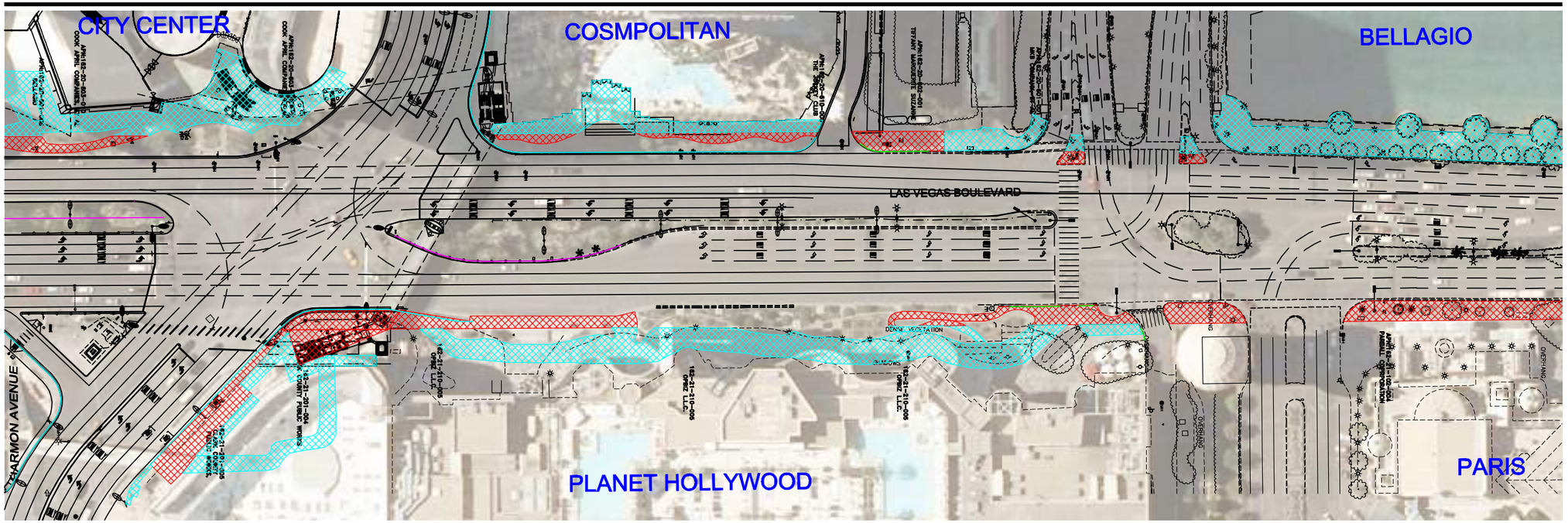
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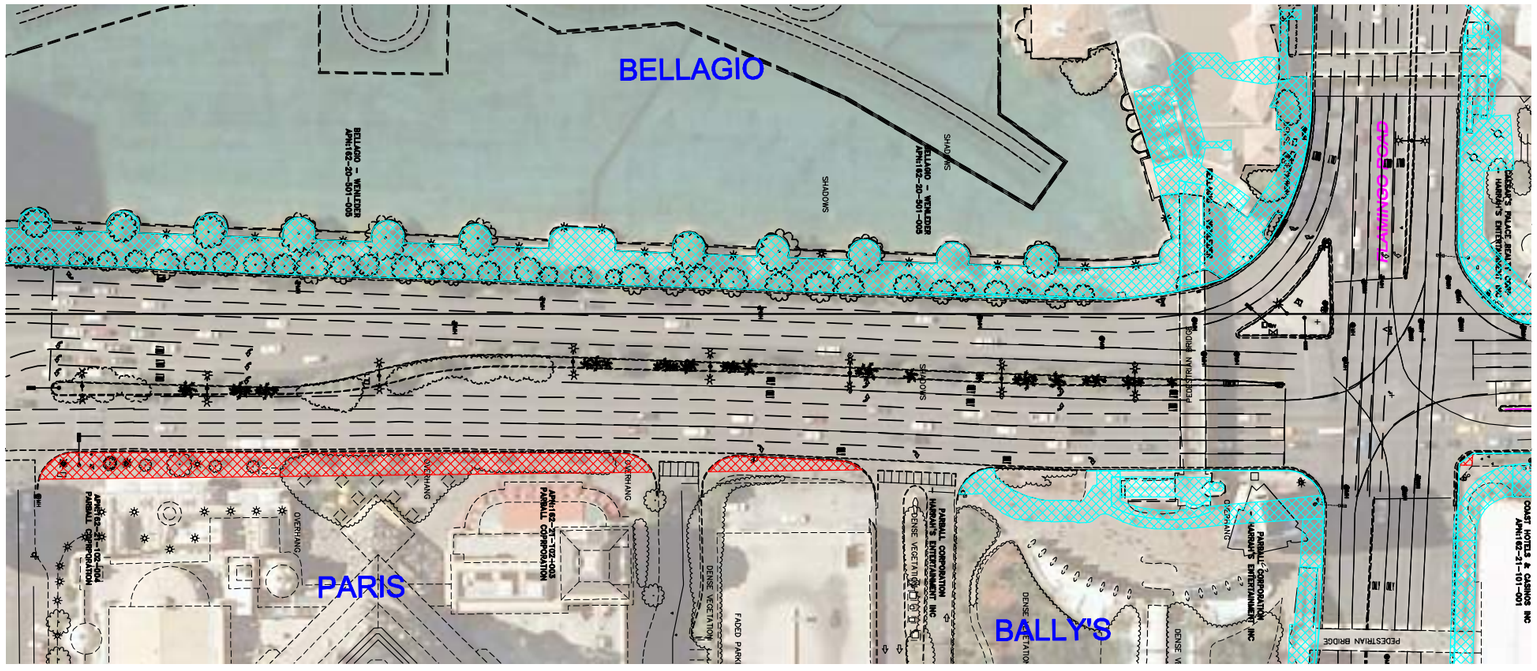
PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
TROPICANA AVENUE TO HARMON AVENUE
MAY 9, 2012

FIGURE 3

SHEET 3 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet





LEGEND:

- Public Right of Way
- Pedestrian Easement

JOB No. 092061019

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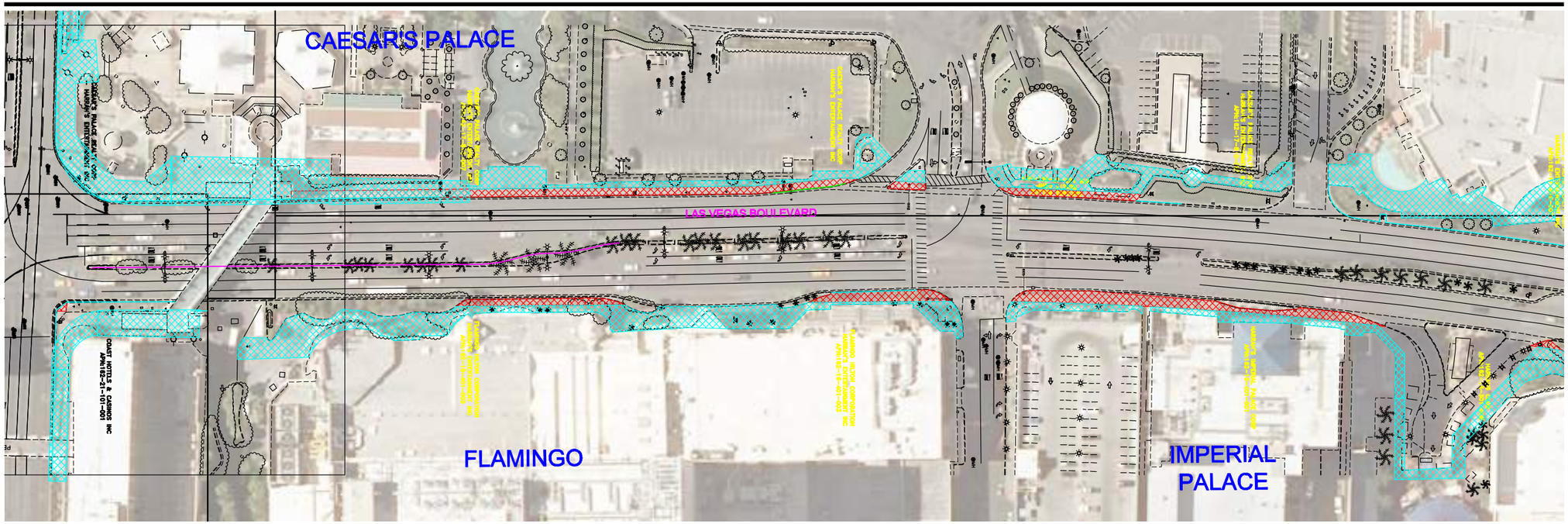
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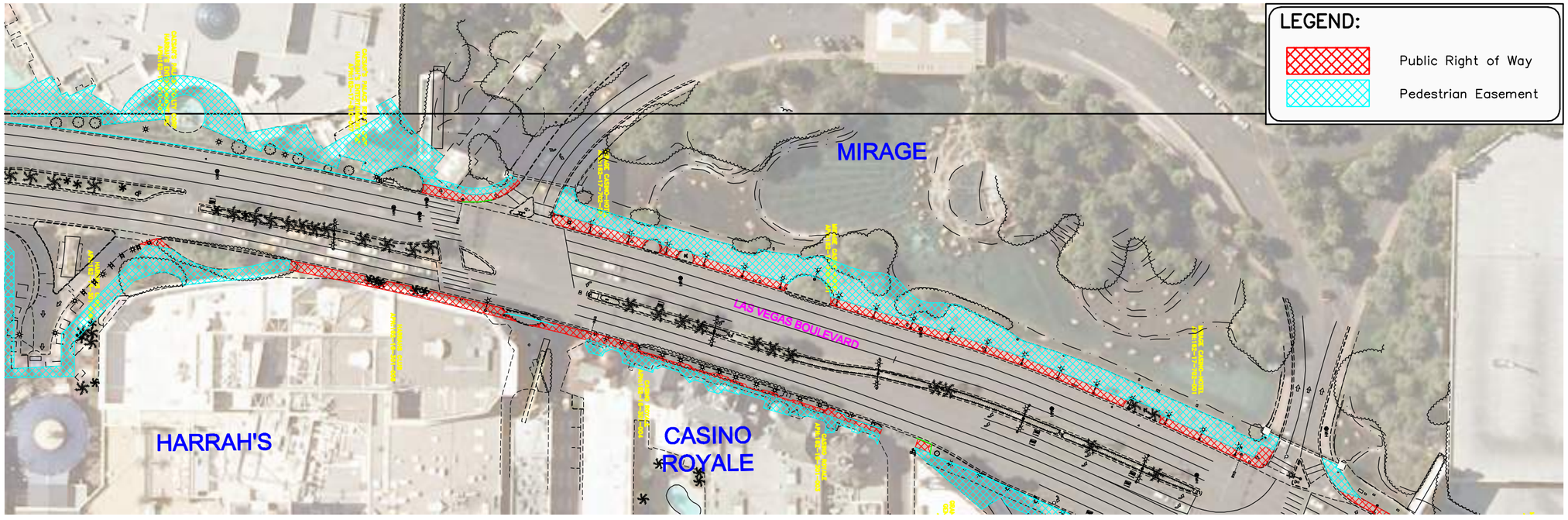
PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
HARMON AVENUE TO FLAMINGO ROAD
May 9, 2012

FIGURE 4

SHEET 4 OF 9

GRAPHIC SCALE
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1 inch = 40 feet





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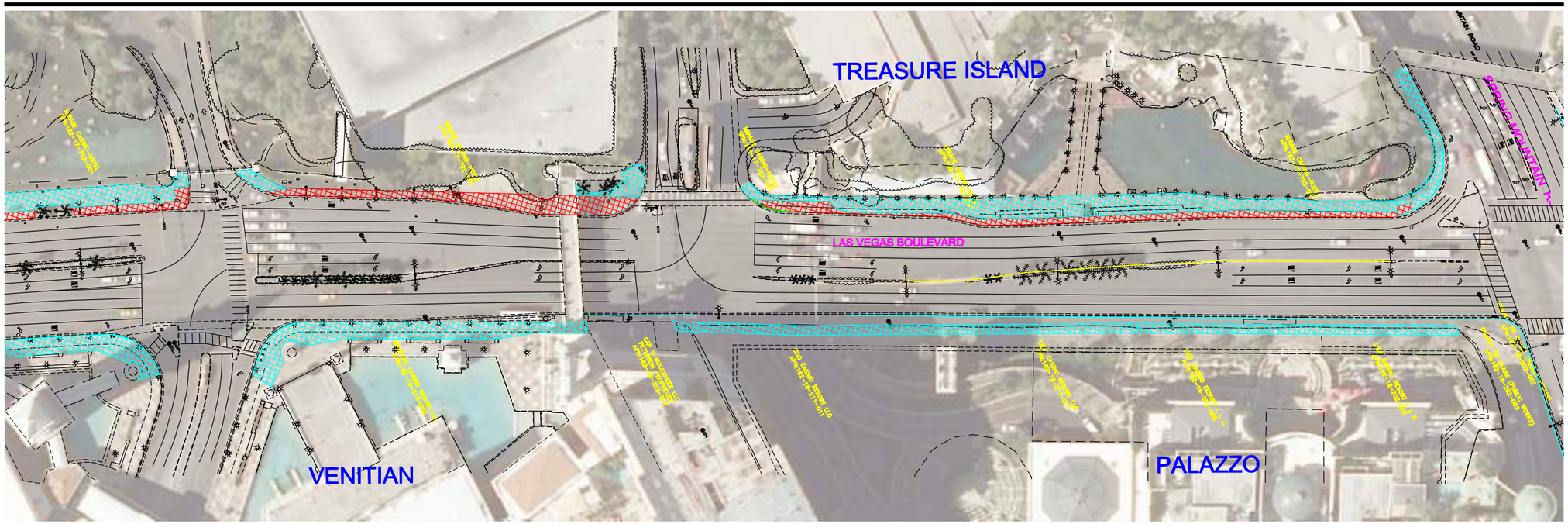
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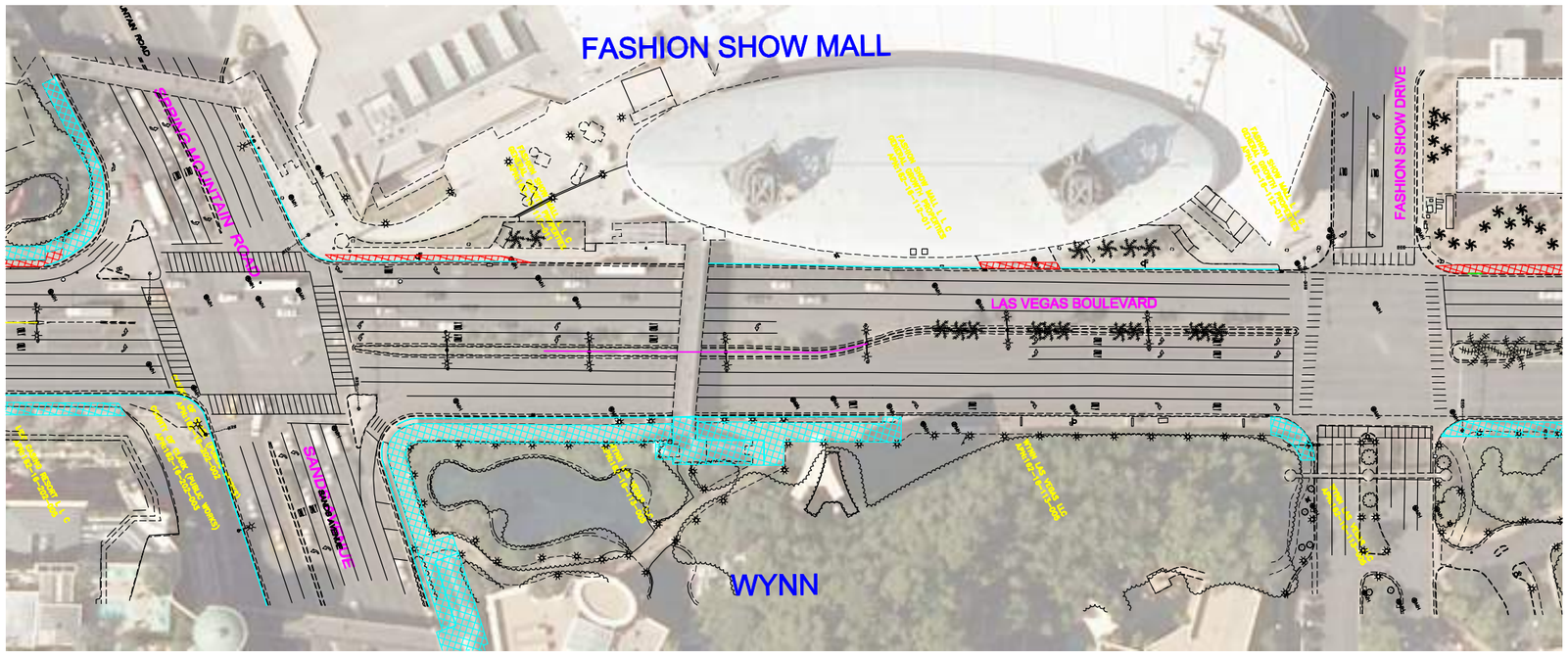
PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
FLAMINGO ROAD TO MIRAGE HOTEL & CASINO
May 9, 2012

FIGURE 5

SHEET 5 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet





LEGEND:

Public Right of Way

Pedestrian Easement

JOB No. 092061019

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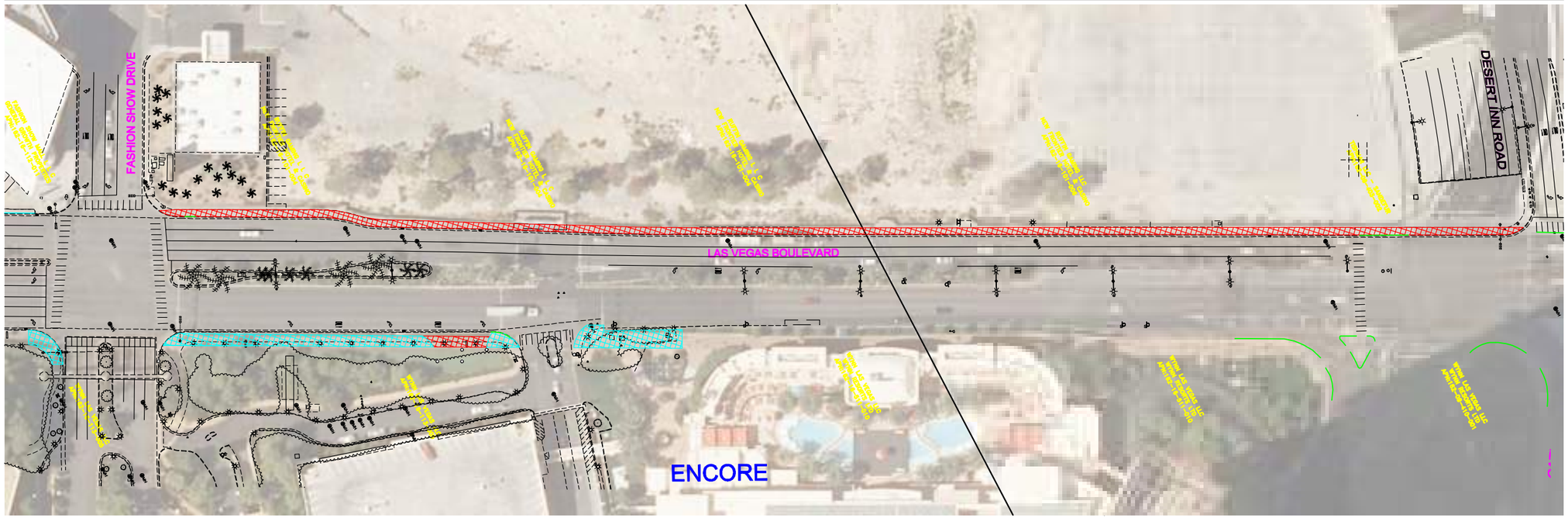
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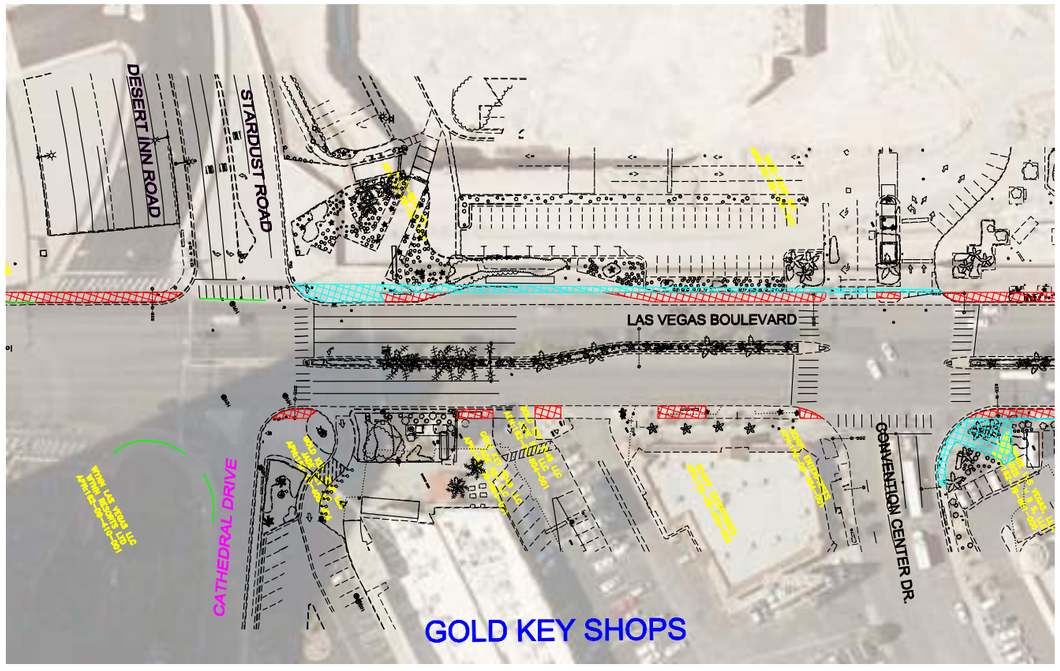
PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
MIRAGE HOTEL & CASINO TO FASHION SHOW DRIVE
May 9, 2012

FIGURE 6

SHEET 6 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet





LEGEND:

Public Right of Way

Pedestrian Easement

JOB No. 092061019

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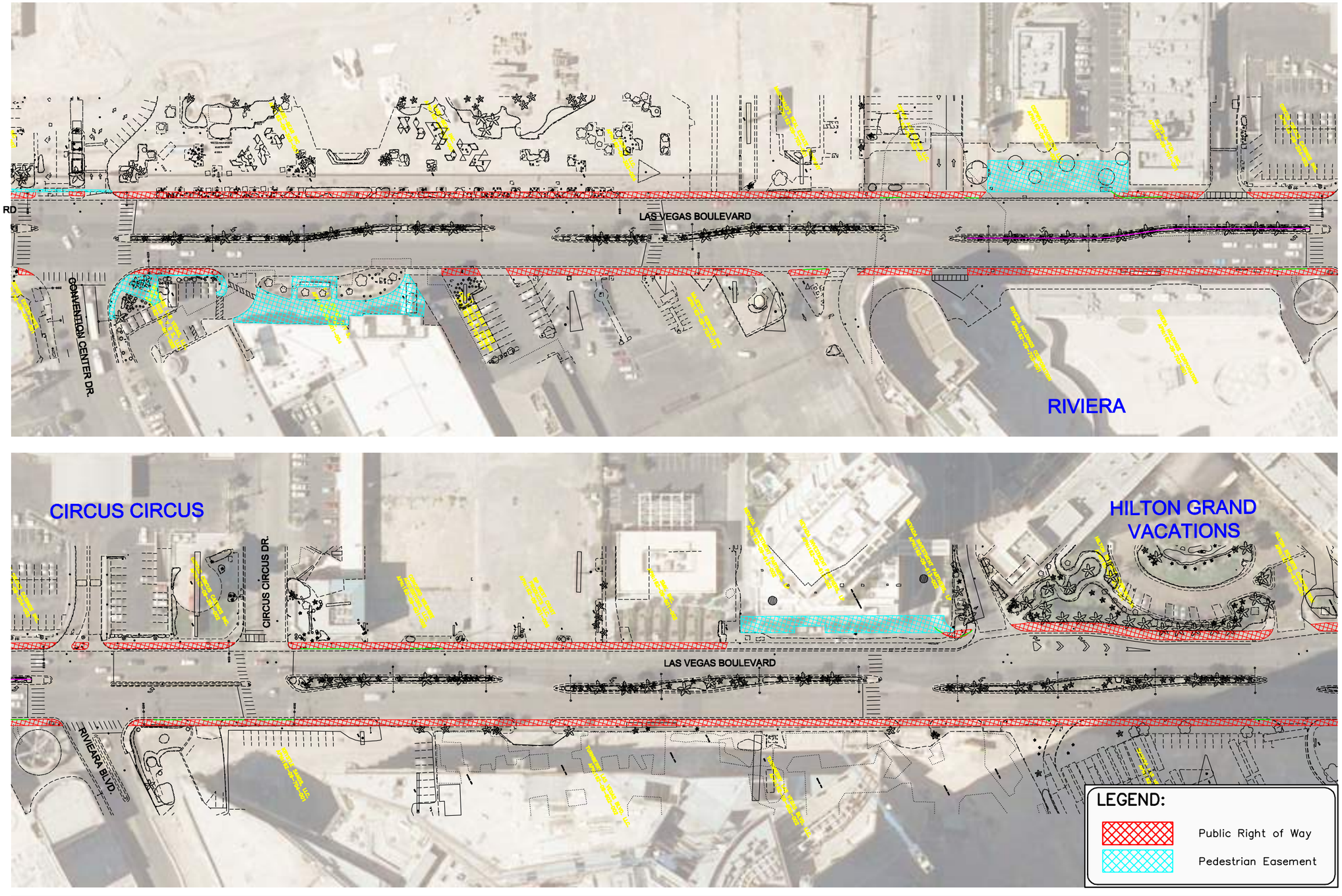
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PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
FASHION SHOW DRIVE TO CONVENTION CENTER DRIVE
May 9, 2012

FIGURE 7

SHEET 7 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet



JOB No. 092061019

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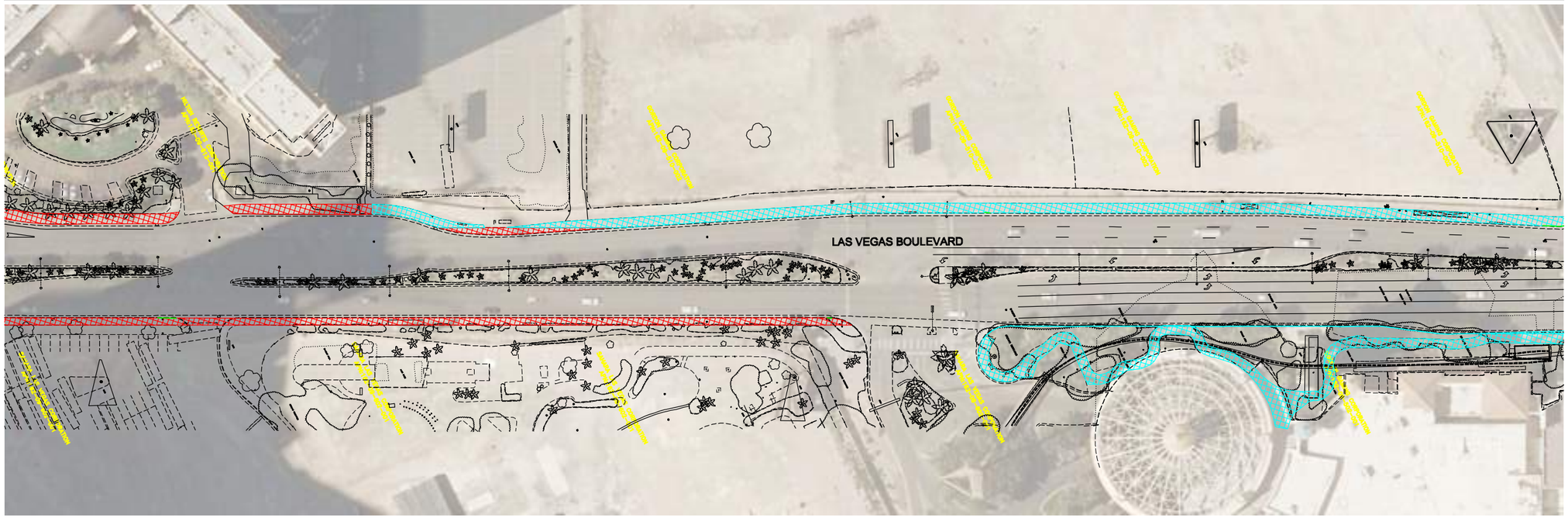
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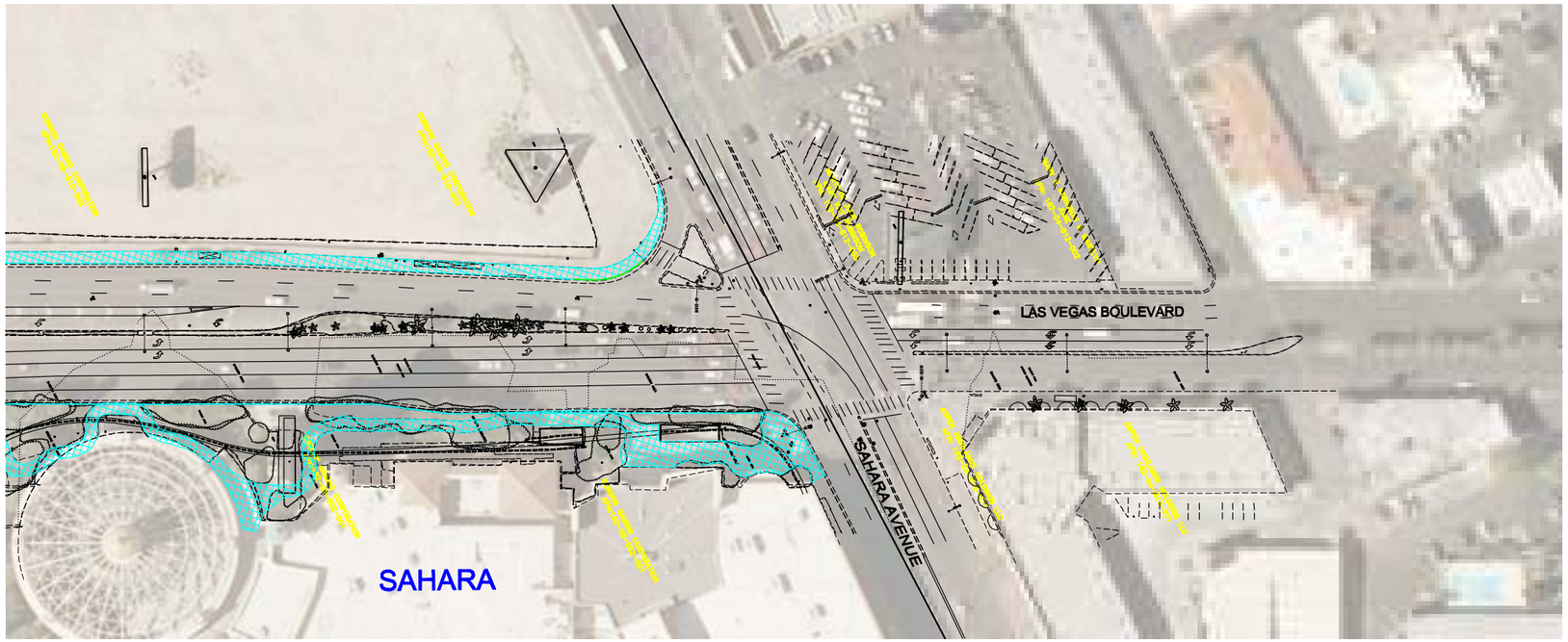
PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
CONVENTION CENTER DRIVE TO HILTON GRAND VACATION
May 9, 2012

FIGURE 8

SHEET 8 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet





LEGEND:

Public Right of Way

Pedestrian Easement

JOB No. 092061019

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PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
HILTON GRAND VACATION TO SAHARA AVENUE
May 9, 2012

FIGURE 9

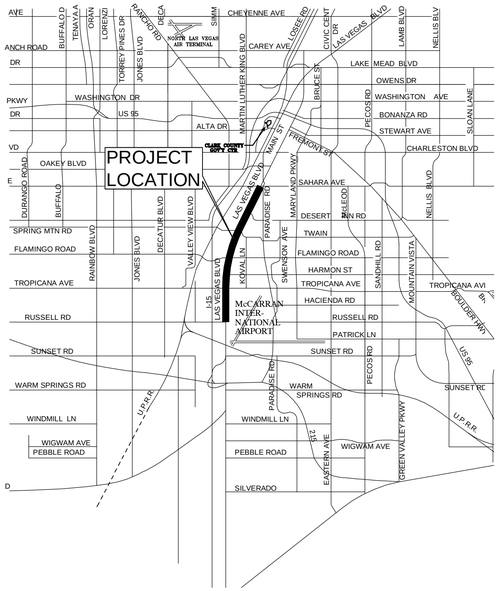
SHEET 9 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet

EXHIBIT B

Kimley-Horn
and Associates, Inc.

DEPARTMENT OF PUBLIC WORKS



Vicinity Map

NOT TO SCALE

CLARK COUNTY NEVADA

2012

PEDESTRIAN STUDY LAS VEGAS BOULEVARD
RUSSELL ROAD TO SAHARA AVENUE

Index of Sheets

SHEET No.	DWG No.	SHEET NAME
1	GN-1	COVER SHEET
2	GN-2	SHEET INDEX
3 - 4	D-1 - D-2	DETAILS
5 - 24	C-1 - C-20	UPDATED NO OBSTRUCTIVE USE DRAWINGS

County Commissioners

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Steve Sisolak, Vice Chair
Larry Brown
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Lawrence Weekly

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County Manager

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Approved:

Denis Cederburg

AGENCY	PLANS REVIEWED BY	DATE

DEPARTMENT OF PUBLIC WORKS	BY	DATE

REVISIONS		
NUMBER	DESCRIPTION	DATE

PRELIMINARY DRAWINGS

90%
FOR REVIEW

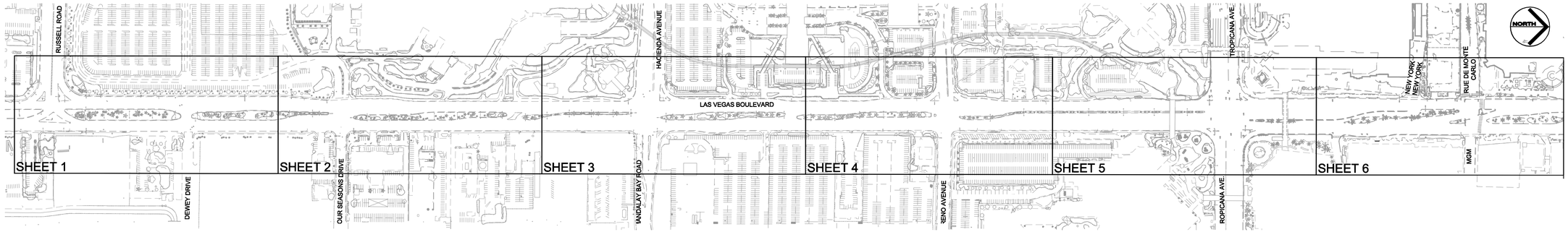
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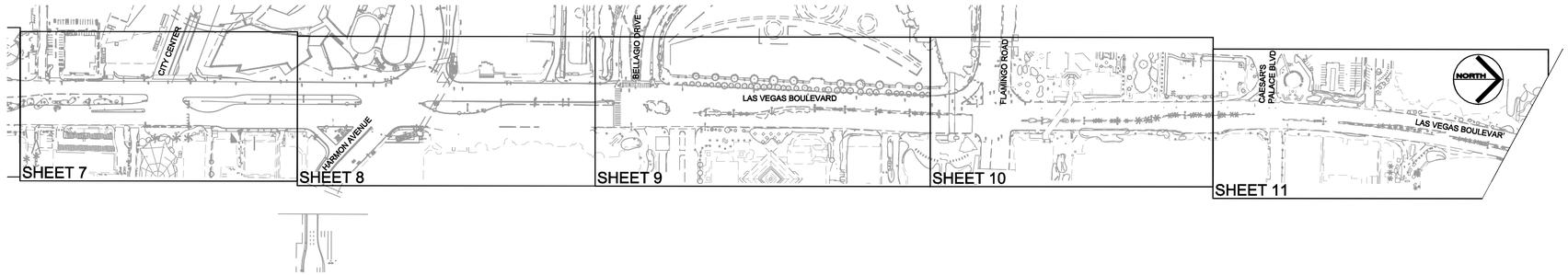
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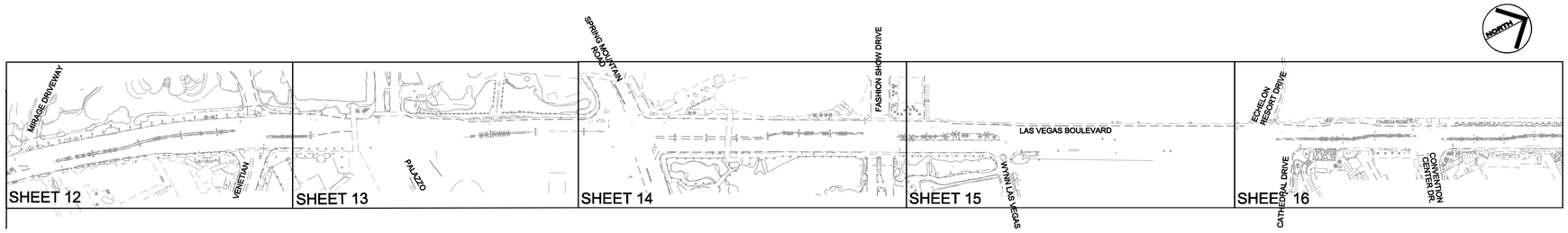
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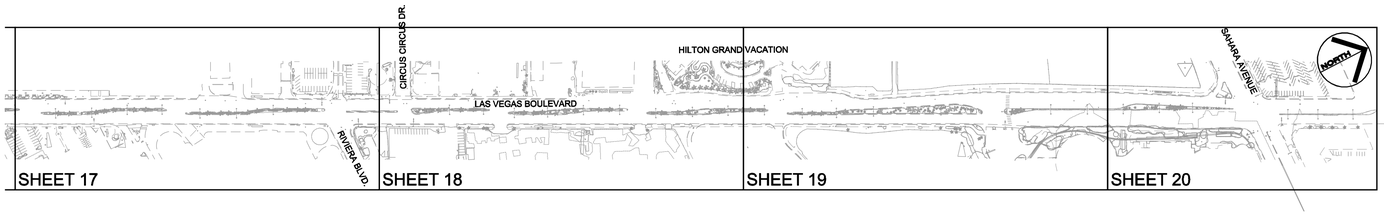
BID No.:

CC 1136









APPROVED

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS

RUSSELL ROAD TO SAHARA AVENUE

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

PRELIMINARY DRAWINGS

90% FOR REVIEW

DESIGNED BY:	SRA
DRAWN BY:	SAS
CHECKED BY:	KWA
DATE:	Nov 17, 2012 – 2:32pm

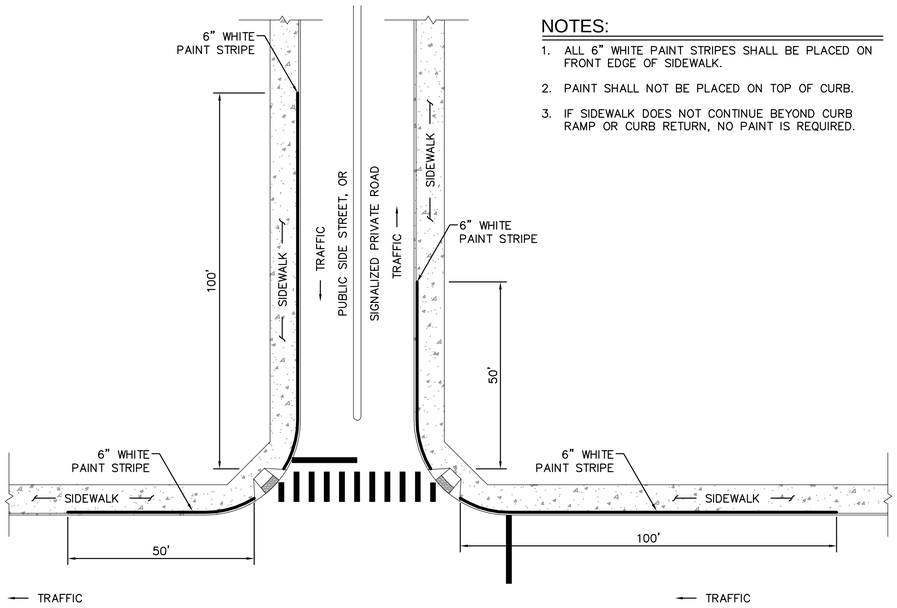
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VERT:	N/A
FIELD BOOK	NONE

SHEET No

GN-2

SHEET 2 OF 24

Date: November 17, 2012 – 2:32pm / User: devin.moore
Path: K:\LAV_Public\Trans\092061019 – Clark County Strip Ped Study\CADD\Plan Sheets\092061019_KM.dwg / Xref: X092061019_TB;X092061019_Relinquishment Line;X092061019_Topo(Updated);X092061019_CityCenter_MP_010
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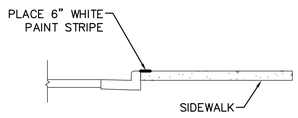


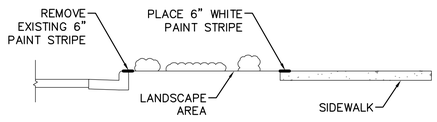
LAS VEGAS BOULEVARD

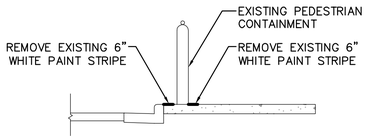
NOTES:

1. ALL 6" WHITE PAINT STRIPES SHALL BE PLACED ON FRONT EDGE OF SIDEWALK.
2. PAINT SHALL NOT BE PLACED ON TOP OF CURB.
3. IF SIDEWALK DOES NOT CONTINUE BEYOND CURB RAMP OR CURB RETURN, NO PAINT IS REQUIRED.

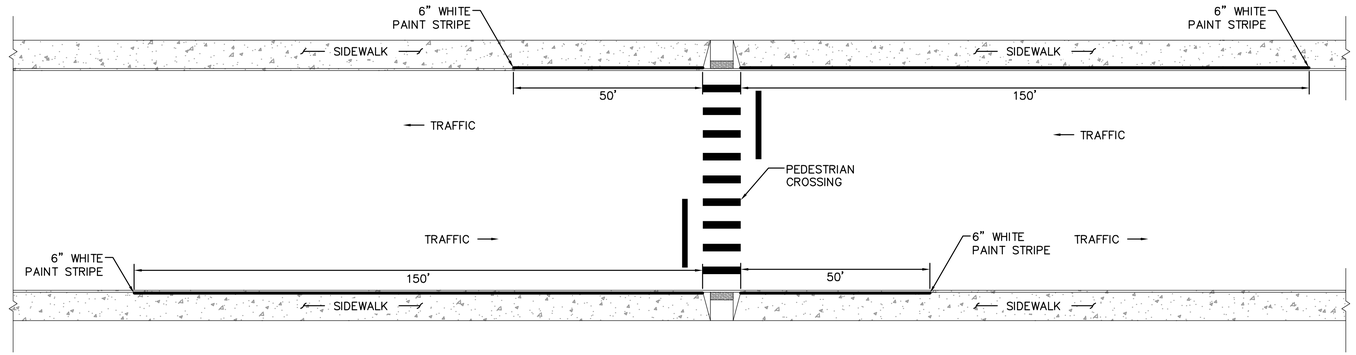
PUBLIC STREETS AND SIGNALIZED PRIVATE ROADS



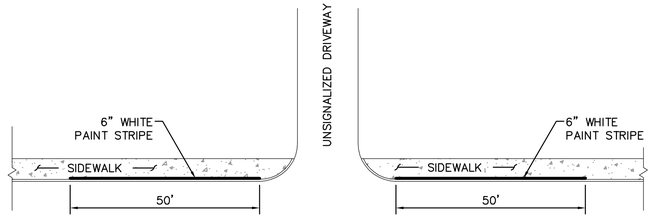




TYPICAL PAINT STRIPE LOCATIONS



MID-BLOCK CROSSING



UNSIGNALIZED DRIVEWAY

APPROVED	

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

PRELIMINARY DRAWINGS

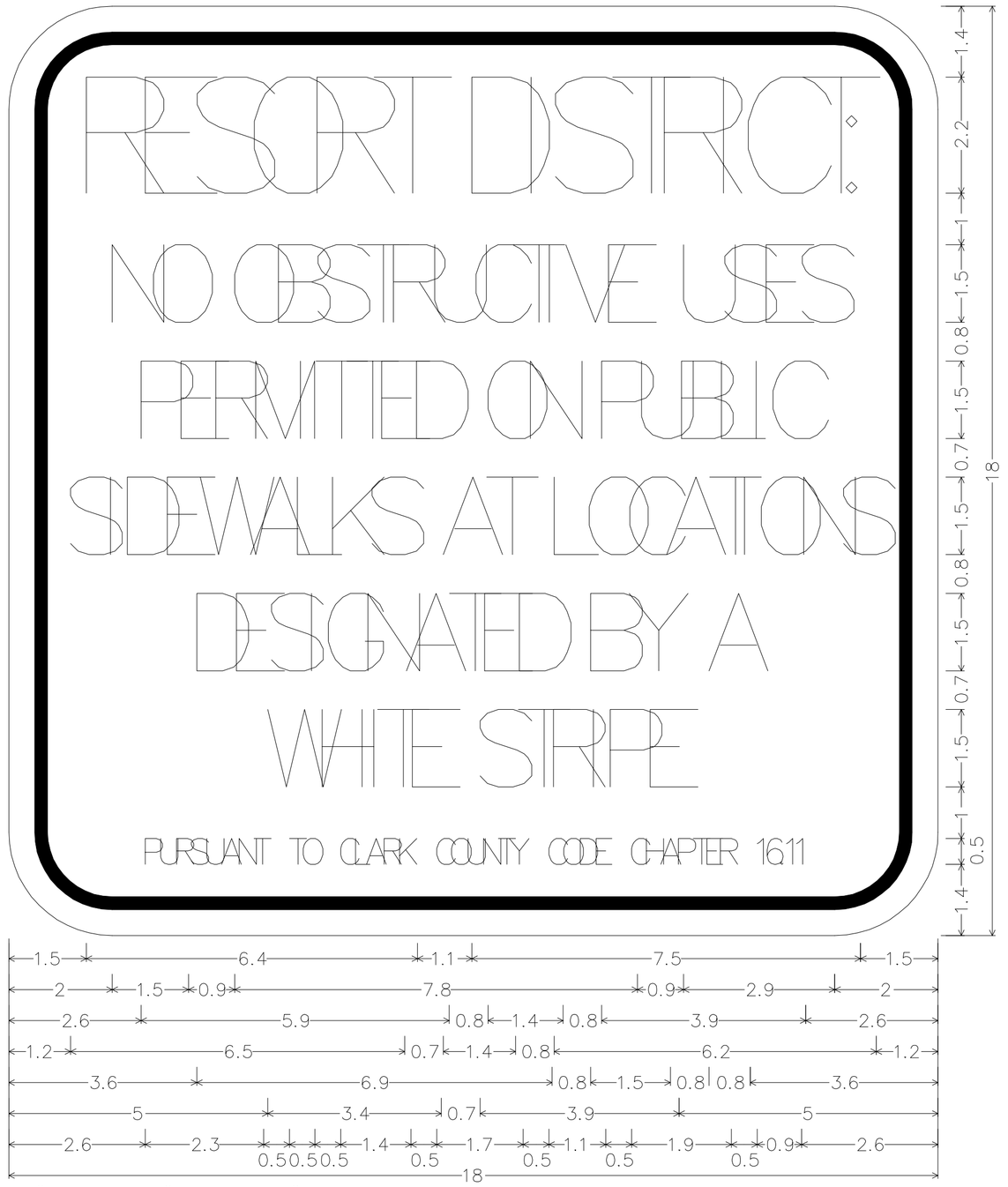
90%
FOR REVIEW

DESIGNED BY:	SRA
DRAWN BY:	SAS
CHECKED BY:	KWA
DATE:	Nov 17, 2012 – 2:32pm

SCALE	
HORIZ:	AS SHOWN
VERT:	N/A
FIELD BOOK	NONE

SHEET No
D-1
SHEET 3 OF 24

Date: November 17, 2012 – 2:32pm / User: devin.moore
Path: K:\LAV_PublicTrans\092061019 – Clark County Strip Ped Study\CADD\Plan Sheets\092061019_DT.dwg / Xref: X092061019_TB
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2.0" Radius, 0.3" Border, 0.5" Indent, Red on White;
[RESORT DISTRICT:] B specified length; [NO OBSTRUCTIVE USES] B specified length;
[PERMITTED ON PUBLIC] B specified length; [SIDEWALKS AT LOCATIONS] B specified length;
[DESIGNATED BY A] B specified length; [WHITE STRIPE] B specified length;
[PURSUANT TO CLARK COUNTY CODE CHAPTER 16.11] B specified length;

ORDINANCE SIGN DETAIL

APPROVED

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

PRELIMINARY DRAWINGS

90%
FOR REVIEW

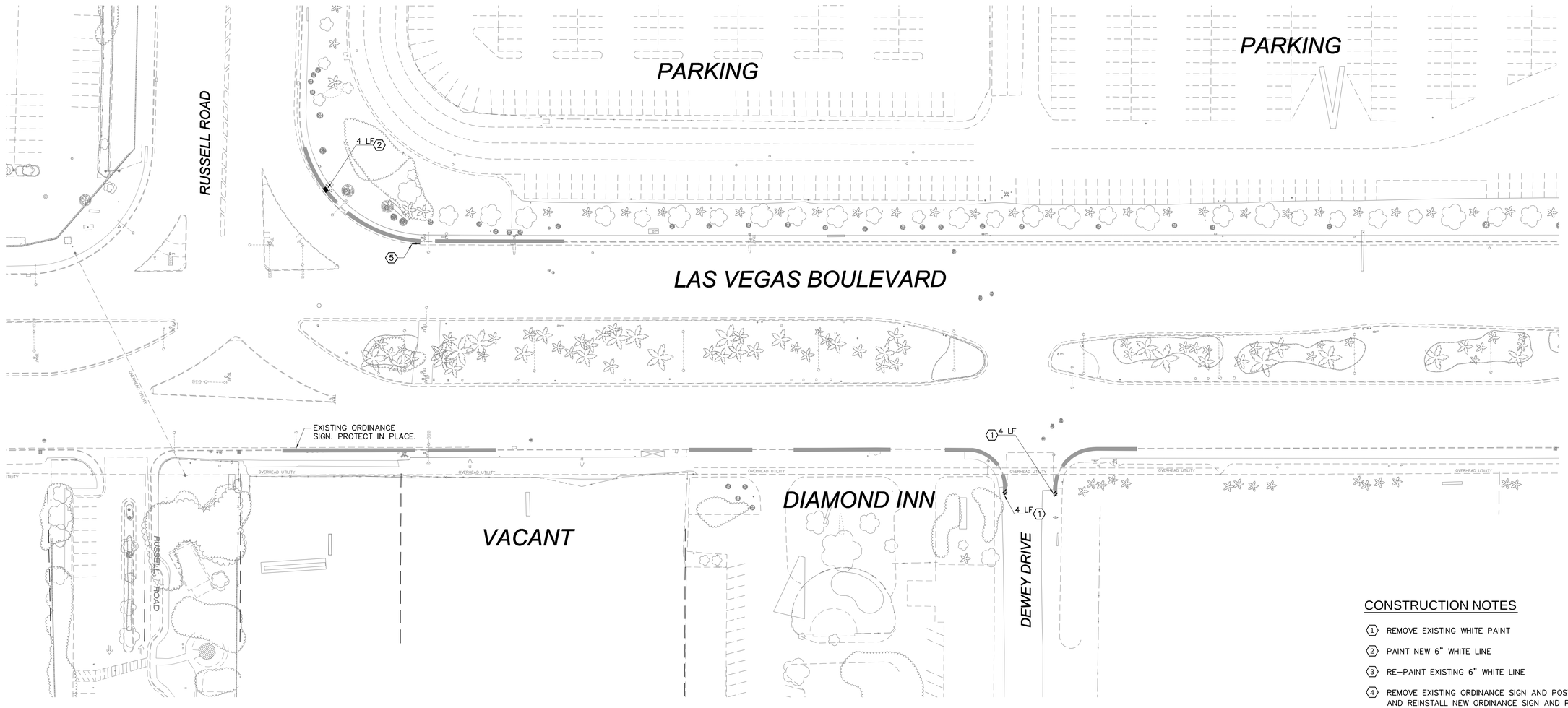
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DRAWN BY: SAS
CHECKED BY: KWA
DATE: Nov 17, 2012 – 2:32pm

SCALE
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VERT: N/A
FIELD BOOK NONE

SHEET No
D-2
SHEET 4 OF 24

Date: November 17, 2012 – 2:32pm / User: devin.moore
Path: K:\LAV_PublicTrans\092061019 – Clark County Strip Ped Study\CADD\Plan Sheets\092061019_D1.dwg / Xref: X092061019_TB
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Case 2:24-cv-00334-JAD-NJK Document 103-6 Filed 12/18/25 Page 167 of 191



CONSTRUCTION NOTES

1. REMOVE EXISTING WHITE PAINT
2. PAINT NEW 6" WHITE LINE
3. RE-PAINT EXISTING 6" WHITE LINE
4. REMOVE EXISTING ORDINANCE SIGN AND POST AND REINSTALL NEW ORDINANCE SIGN AND POST PER CCAUSD No. 249.1
5. INSTALL NEW ORDINANCE POST AND SIGN PER DETAIL ON SHEET D-2 AND CCAUSD No. 249.1
6. REMOVE EXISTING ORDINANCE SIGN PANEL AND INSTALL NEW ORDINANCE SIGN PANEL

LEGEND

- EXISTING TOP OF CURB WHITE LINE
- INSTALL 6" TOP OF CURB WHITE LINE
- REMOVE EXISTING TOP OF CURB WHITE LINE
- [1] INACTIVE DRIVEWAY

NOTE:
PROTECT EXISTING 6" WHITE LINE UNLESS NOTED OTHERWISE

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.

BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

NORTH

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

APPROVED

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

PRELIMINARY DRAWINGS
90%
FOR REVIEW

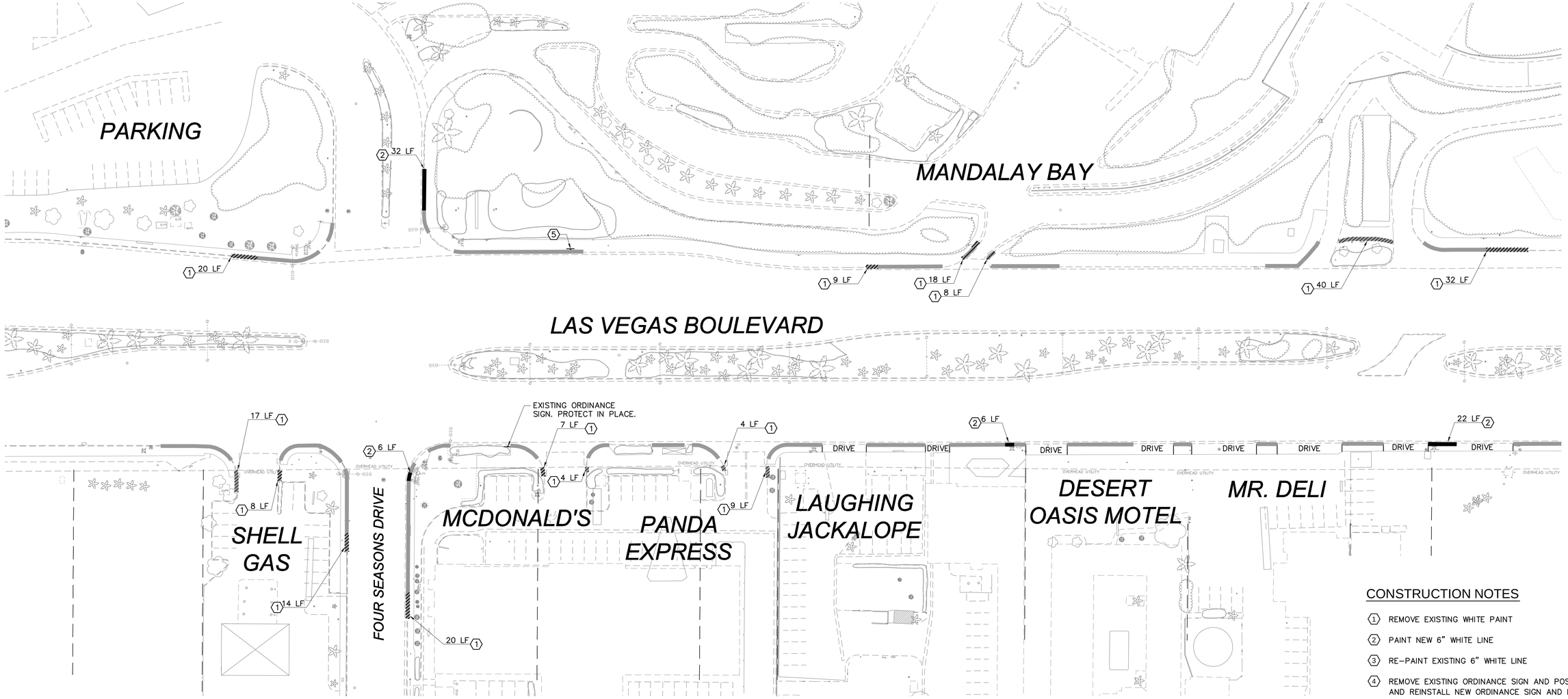
DESIGNED BY: SRA
DRAWN BY: SAS
CHECKED BY: KWA
DATE: Nov 17, 2012 - 3:45pm

SCALE
HORIZ: AS SHOWN
VERT: N/A
FIELD BOOK NONE

SHEET No
C-1
SHEET 5 OF 24

Date: November 17, 2012 - 3:45pm / User: devin.moore
Path: K:\LAV_PublicTrans\X092061019 - Clark County Strip Ped Study\CADD\Plan Sheets\X092061019_Russell to Trop Jan 09.dwg / Xref: X092061019_TB;X092061019_AE_2011_RussellToTropicana;x092061019_topoupdated;DI drawing;Encore Offsites;Palazzo entrance;X092061019_xCityCenter_MP-010;x092061019_whitelinesnew
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Date: November 17, 2012 - 2:32pm / User: devin.moore
Path: K:\LAV_PublicTrans\092061019 - Clark County Strip Ped Study\CADD\Plan Sheets\092061019_Russell to Trop Jan 09.dwg / Xref: X092061019_TB;X092061019_AE_2011_Russell to Tropicana;x092061019_topoupdated;DI drawing;Encore Offsites;Palazzo enterance;X092061019_CityCenter_MP-010;x092061019_whitelinesnew
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CONSTRUCTION NOTES

1. REMOVE EXISTING WHITE PAINT
2. PAINT NEW 6" WHITE LINE
3. RE-PAINT EXISTING 6" WHITE LINE
4. REMOVE EXISTING ORDINANCE SIGN AND POST AND REINSTALL NEW ORDINANCE SIGN AND POST PER CCAUSD No. 249.1
5. INSTALL NEW ORDINANCE POST AND SIGN PER DETAIL ON SHEET D-2 AND CCAUSD No. 249.1
6. REMOVE EXISTING ORDINANCE SIGN PANEL AND INSTALL NEW ORDINANCE SIGN PANEL

LEGEND

- EXISTING TOP OF CURB WHITE LINE
- INSTALL 6" TOP OF CURB WHITE LINE
- REMOVE EXISTING TOP OF CURB WHITE LINE
- [I] INACTIVE DRIVEWAY

NOTE:
PROTECT EXISTING 6" WHITE LINE UNLESS NOTED OTHERWISE

NOTE:
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NORTH

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

APPROVED

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

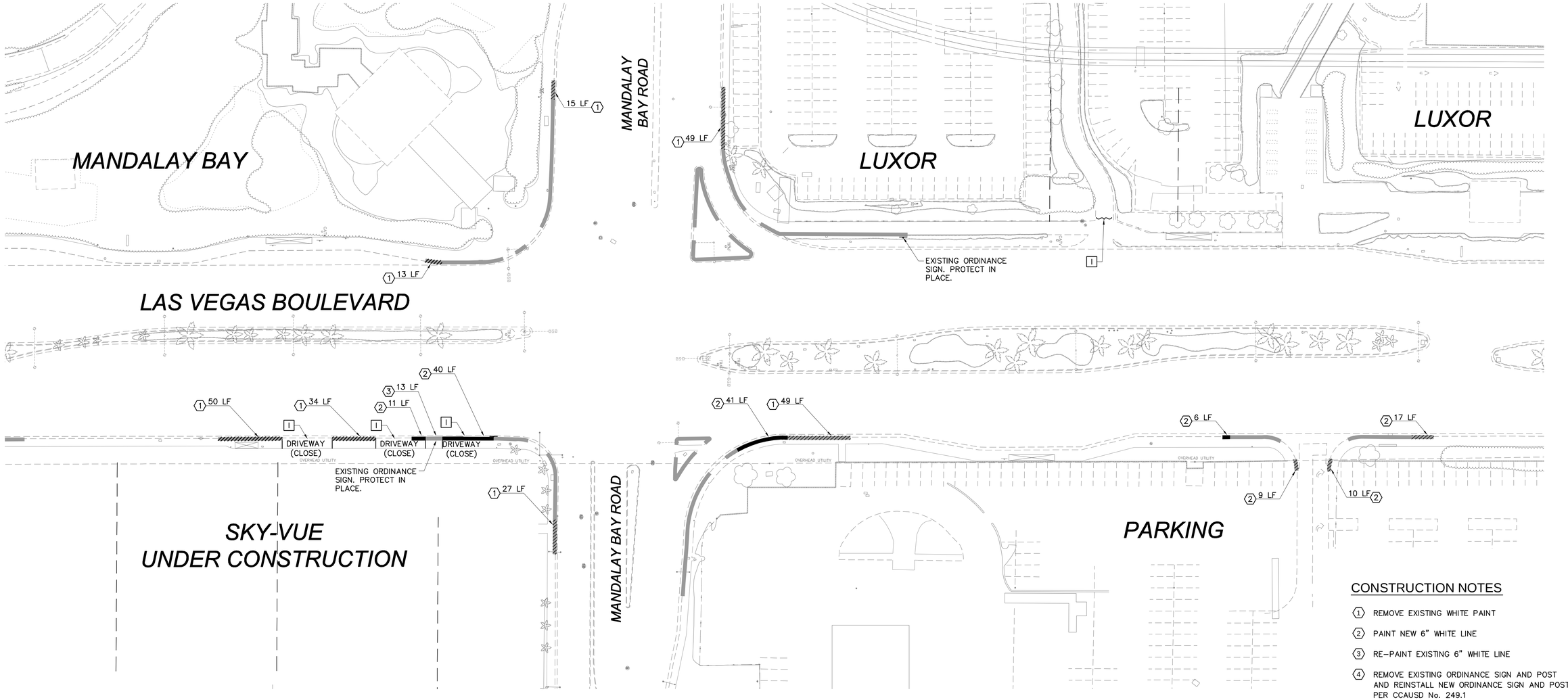
PRELIMINARY DRAWINGS
90%
FOR REVIEW

DESIGNED BY:	SRA
DRAWN BY:	SAS
CHECKED BY:	KWA
DATE:	Nov 17, 2012 - 2:32pm

SCALE	
HORIZ:	AS SHOWN
VERT:	N/A
FIELD BOOK	NONE

SHEET No
C-2
SHEET 6 OF 24

CC 1141



CONSTRUCTION NOTES

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LEGEND

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- INSTALL 6" TOP OF CURB WHITE LINE
- REMOVE EXISTING TOP OF CURB WHITE LINE
- I — INACTIVE DRIVEWAY

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NORTH

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

APPROVED

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

PRELIMINARY DRAWINGS
90%
FOR REVIEW

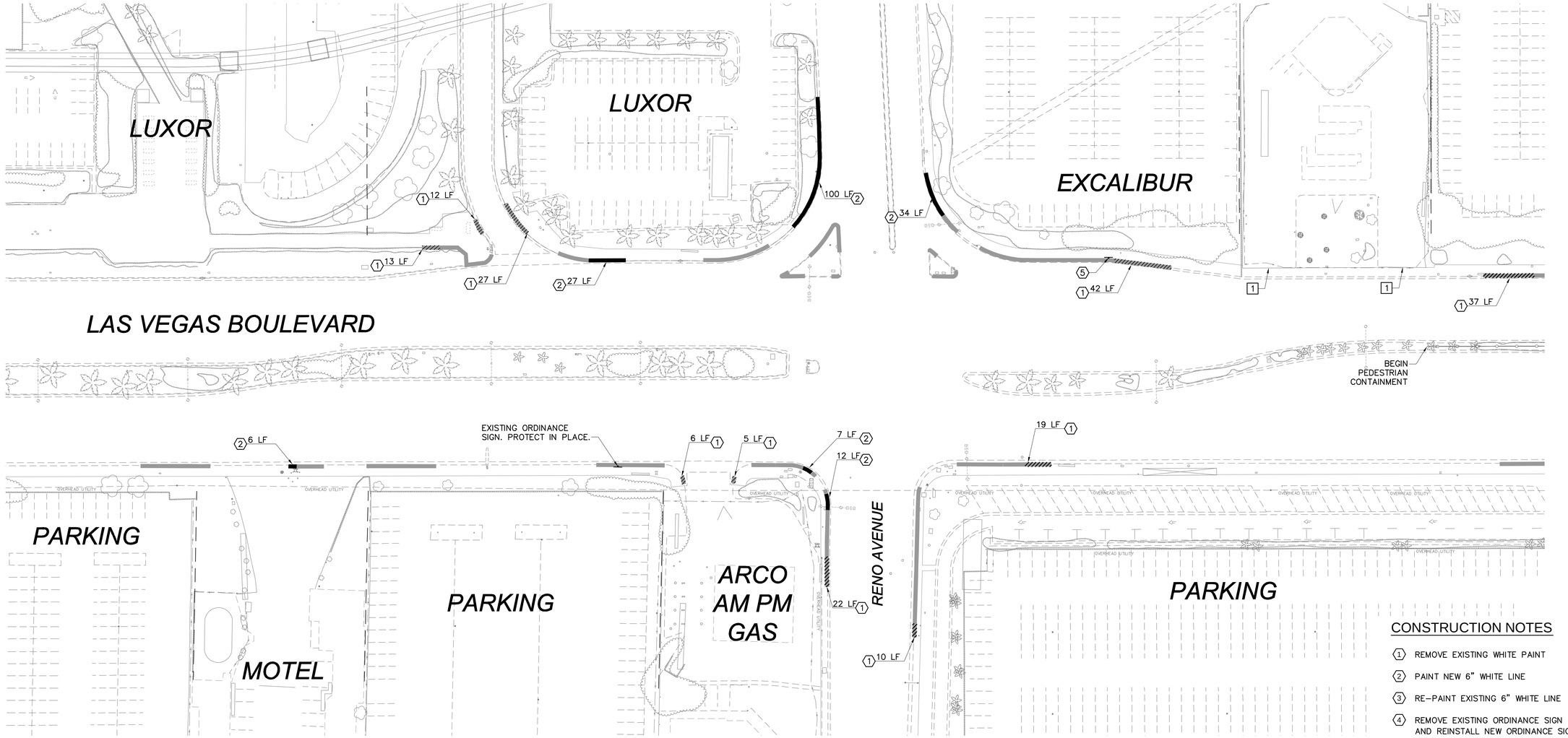
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DRAWN BY: SAS
CHECKED BY: KWA
DATE: Nov 17, 2012 - 2:32pm

SCALE
HORIZ: AS SHOWN
VERT: N/A
FIELD BOOK NONE

SHEET No
C-3
SHEET 7 OF 24

CC 1142

Date: November 17, 2012 - 2:32pm / User: devin.moore
Path: K:\LAV_PublicTrans\092061019 - Clark County Strip Ped Study\CADD\Plan Sheets\092061019_Russell to Trop Jan 09.dwg / Xref: X092061019_TB;X092061019_AE_2011_Russell to Tropicana;x092061019_topoupdated;DI drawing;Encore Offsites;Palazzo enterance;X092061019_xCityCenter_MP-010;x092061019_whitelinesnew
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CONSTRUCTION NOTES

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LEGEND

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BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

NORTH

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

APPROVED

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

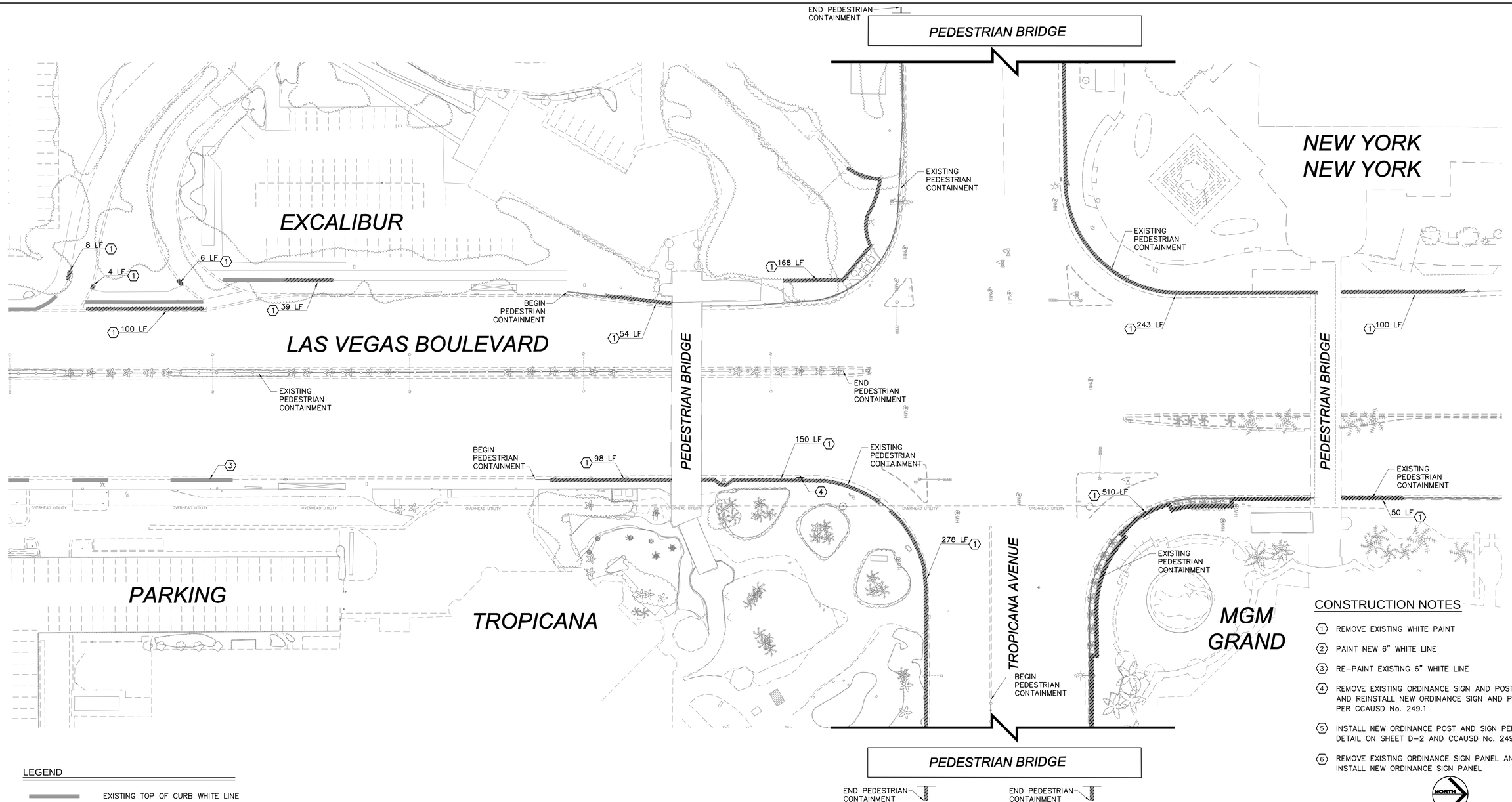
PRELIMINARY DRAWINGS
90%
FOR REVIEW

DESIGNED BY: SRA
DRAWN BY: SAS
CHECKED BY: KWA
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HORIZ: AS SHOWN
VERT: N/A
FIELD BOOK NONE

SHEET No
C-4
SHEET 8 OF 24

Date: November 17, 2012 - 2:33pm / User: devin.moore
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BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

APPROVED

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

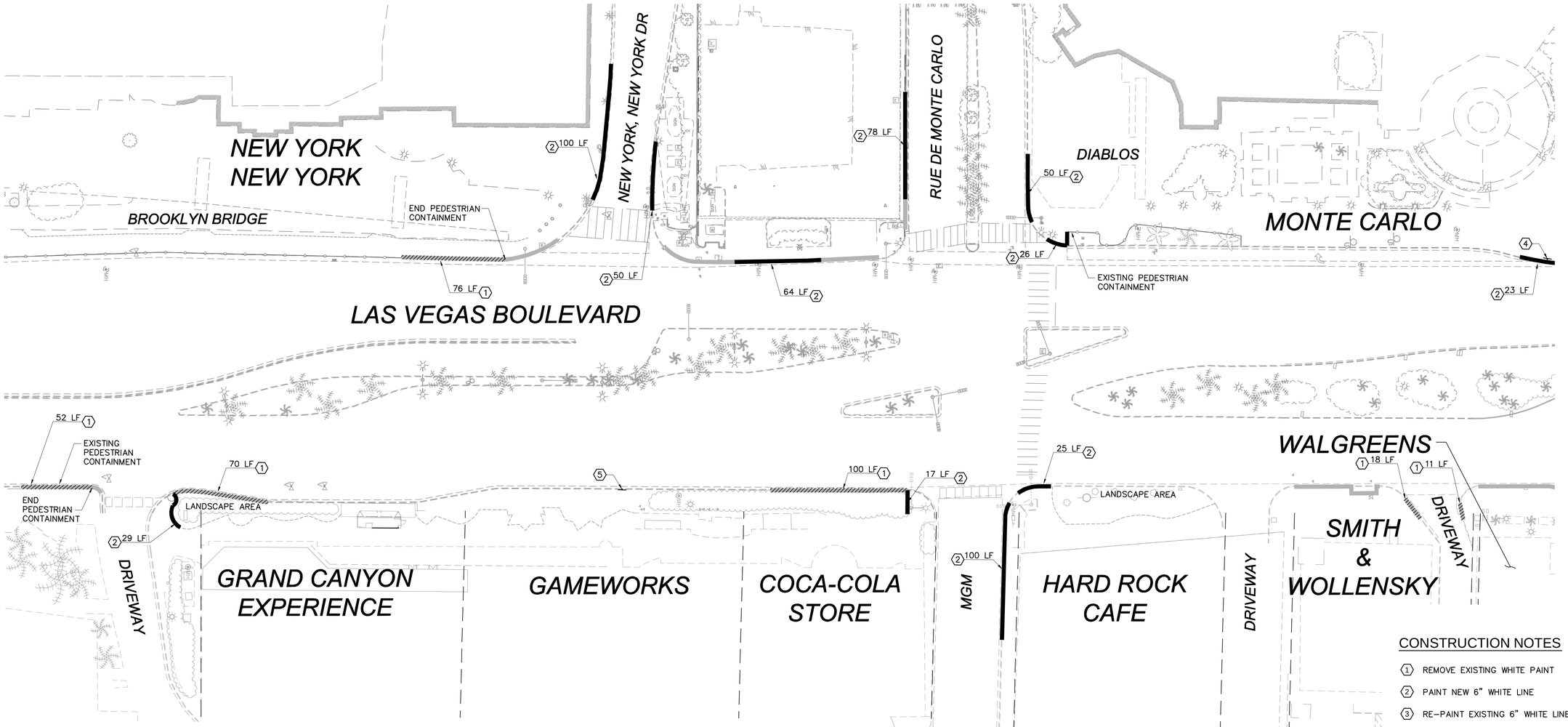
PRELIMINARY DRAWINGS
90%
FOR REVIEW

DESIGNED BY:	SRA
DRAWN BY:	SAS
CHECKED BY:	KWA
DATE:	Nov 17, 2012 - 2:33pm

SCALE	
HORIZ:	AS SHOWN
VERT:	N/A
FIELD BOOK	NONE

SHEET No
C-5
SHEET 9 OF 24

Date: November 17, 2012 - 2:33pm / User: devin.moore
Path: K:\LAV_Public Trans\092061019 - Clark County Strip Ped Study\CADD\Plan Sheets\092061019_Russell to Trop Jan 09.dwg / Xref: X092061019_TB;X092061019_AE_2011_Russell to Tropicana;x092061019_topoupdated;DI drawing;Encore Offsites;Palazzo enterance;X092061019_CityCenter_MP-010;x092061019_whitelineaew
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- EXISTING TOP OF CURB WHITE LINE
- INSTALL 6" TOP OF CURB WHITE LINE
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NORTH

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

APPROVED

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

PRELIMINARY DRAWINGS
90%
FOR REVIEW

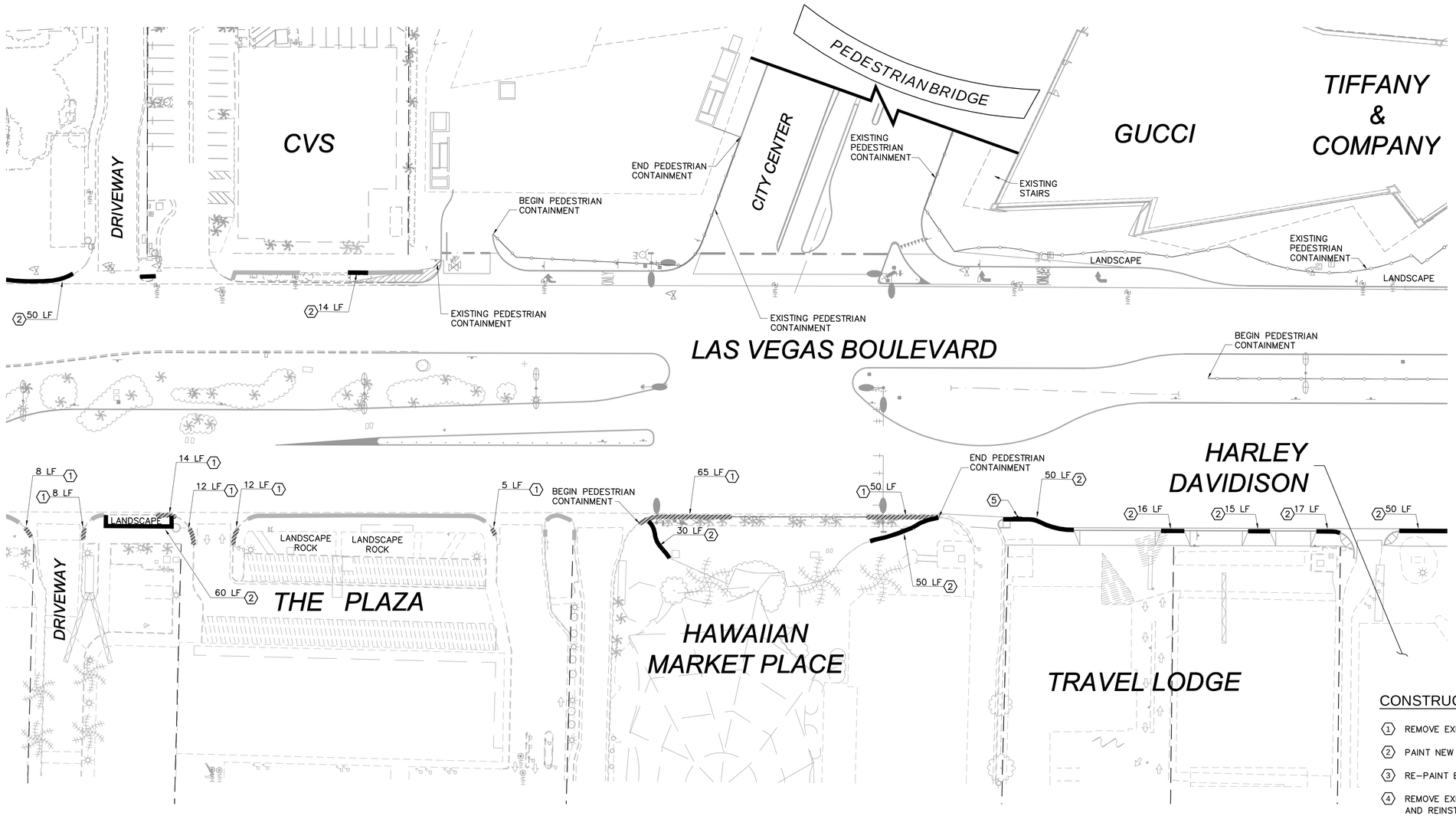
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DRAWN BY:	SAS
CHECKED BY:	KWA
DATE:	Nov 17, 2012 - 2:34pm

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HORIZ:	AS SHOWN
VERT:	N/A
FIELD BOOK	NONE

SHEET No
C-6
SHEET 10OF 24

CC 1145

Date: November 17, 2012 - 2:34pm / User: devin.mance
Path: K:\LAV_PublicTrans\092061019 - Clark County Strip Ped Study\CADD\Plan Sheets\092061019_Trop to Flam Jan 09.dwg / Xref: X092061019_AE_2011_TropicanaFlamingo;X092061019_Relinquishment Line;x092061019_whitelinestrew;Palazzo enterance;x092061019_topoupdated;X092061019_xCityCenter_MP-010;X092061019
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CONSTRUCTION NOTES

1. REMOVE EXISTING WHITE PAINT
2. PAINT NEW 6" WHITE LINE
3. RE-PAINT EXISTING 6" WHITE LINE
4. REMOVE EXISTING ORDINANCE SIGN AND POST AND REINSTALL NEW ORDINANCE SIGN AND POST PER CCAUSD No. 249.1
5. INSTALL NEW ORDINANCE POST AND SIGN PER DETAIL ON SHEET D-2 AND CCAUSD No. 249.1
6. REMOVE EXISTING ORDINANCE SIGN PANEL AND INSTALL NEW ORDINANCE SIGN PANEL

LEGEND

- EXISTING TOP OF CURB WHITE LINE
- INSTALL 6" TOP OF CURB WHITE LINE
- REMOVE EXISTING TOP OF CURB WHITE LINE
- I — INACTIVE DRIVEWAY

NOTE:
PROTECT EXISTING 6" WHITE LINE UNLESS NOTED OTHERWISE

NOTE:
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BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

NORTH

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

APPROVED

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

PRELIMINARY DRAWINGS
90%
FOR REVIEW

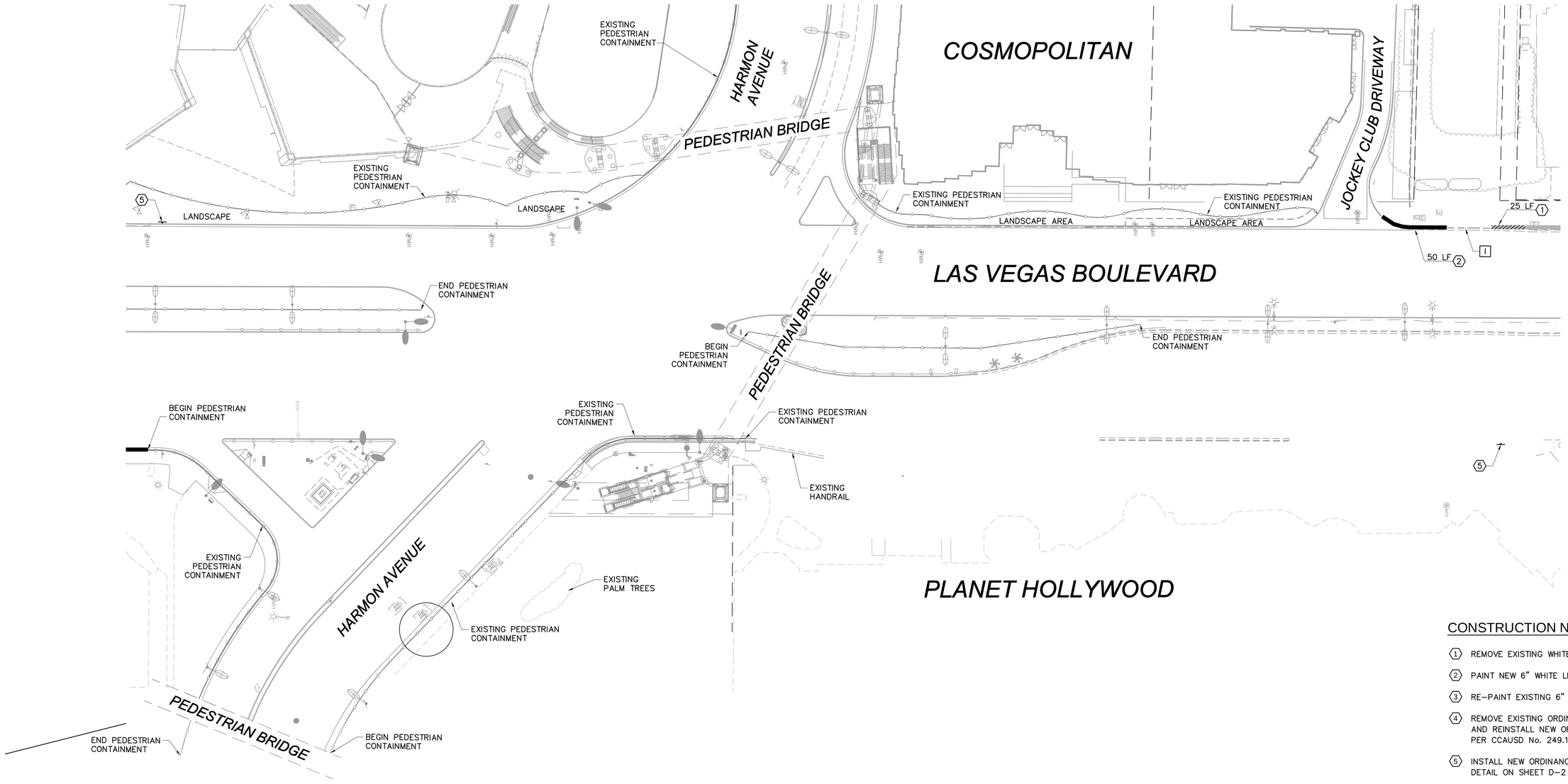
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DRAWN BY:	SAS
CHECKED BY:	KWA
DATE:	Nov 17, 2012 - 2:34pm

SCALE	
HORIZ:	AS SHOWN
VERT:	N/A
FIELD BOOK	NONE

SHEET No
C-7
SHEET 11OF 24

Date: November 17, 2012 - 2:34pm / User: devin.moore
Path: K:\LAV_PublicTrans\092061019 - Clark County Strip Ped Study\CADD\Plan Sheets\092061019_Trop to Flam Jan 09.dwg / Xref: X092061019_AE_2011_TropicanatoFlamingo;X092061019_Relinquishment Line;x092061019_whitelinestrew;Palazzo enterance;x092061019_topoupdated;X092061019_xCityCenter_MP-010;X092061019_2011_TropicanatoFlamingo;X092061019_Relinquishment Line;x092061019_whitelinestrew;Palazzo enterance;x092061019_topoupdated;X092061019_xCityCenter_MP-010;X092061019
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CC 1146



LEGEND

- EXISTING TOP OF CURB WHITE LINE
- INSTALL 6" TOP OF CURB WHITE LINE
- REMOVE EXISTING TOP OF CURB WHITE LINE
- I — INACTIVE DRIVEWAY

CONSTRUCTION NOTES

1. REMOVE EXISTING WHITE PAINT
2. PAINT NEW 6" WHITE LINE
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5. INSTALL NEW ORDINANCE POST AND SIGN PER DETAIL ON SHEET D-2 AND CCAUSD No. 249.1
6. REMOVE EXISTING ORDINANCE SIGN PANEL AND INSTALL NEW ORDINANCE SIGN PANEL

NOTE:
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BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

NORTH

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

APPROVED

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

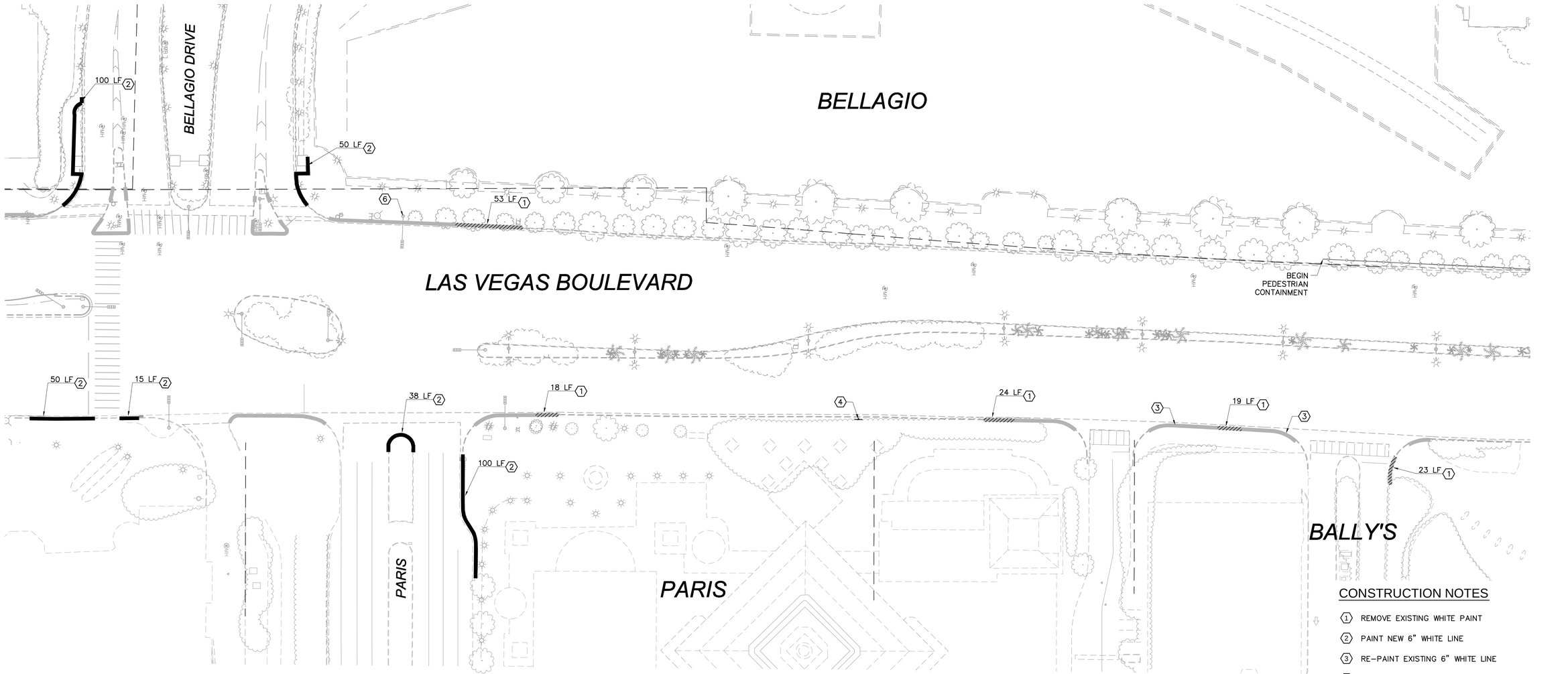
PRELIMINARY DRAWINGS
90%
FOR REVIEW

DESIGNED BY: SRA
DRAWN BY: SAS
CHECKED BY: KWA
DATE: Nov 17, 2012 - 2:34pm

SCALE
HORIZ: AS SHOWN
VERT: N/A
FIELD BOOK NONE

SHEET No
C-8
SHEET 12OF 24

Date: November 17, 2012 - 2:34pm / User: devin.monce
Path: K:\LAV_PublicTrans\092061019 - Clark County Strip Ped Study\CADD\Plan Sheets\092061019_Trop to Flam Jan 09.dwg / Xref: X092061019_AE_2011_TropicanatoFlamingo;X092061019_Relinquishment Line;x092061019_whitelinestrew;Palazzo enterance;x092061019_topoupdated;X092061019_xCityCenter_MP-010;X092061019
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LEGEND

- EXISTING TOP OF CURB WHITE LINE
- INSTALL 6" TOP OF CURB WHITE LINE
- REMOVE EXISTING TOP OF CURB WHITE LINE
- [I] INACTIVE DRIVEWAY

NOTE:
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NORTH

BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

APPROVED

CLARK COUNTY NEVADA

PEDESTRIAN STUDY - LAS VEGAS BLVD
UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

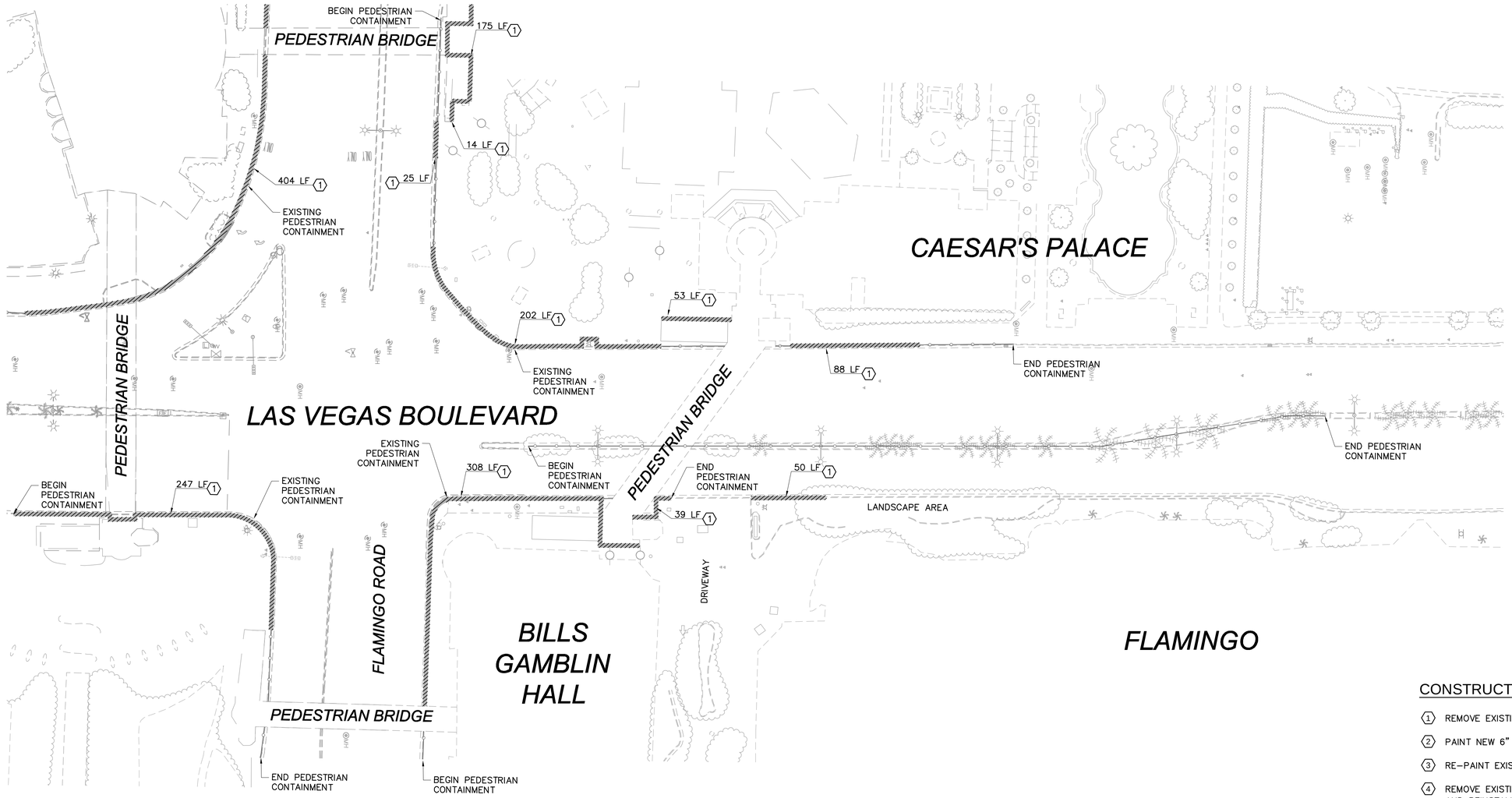
PRELIMINARY DRAWINGS
90%
FOR REVIEW

DESIGNED BY:	SRA
DRAWN BY:	SAS
CHECKED BY:	KWA
DATE:	Nov 17, 2012 - 2:35pm

SCALE	
HORIZ:	AS SHOWN
VERT:	N/A
FIELD BOOK	NONE

SHEET No
C-9
SHEET 13OF 24

Date: November 17, 2012 - 2:35pm / User: devin.moore
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LEGEND

- EXISTING TOP OF CURB WHITE LINE
- INSTALL 6" TOP OF CURB WHITE LINE
- REMOVE EXISTING TOP OF CURB WHITE LINE
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BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

NORTH

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
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APPROVED

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

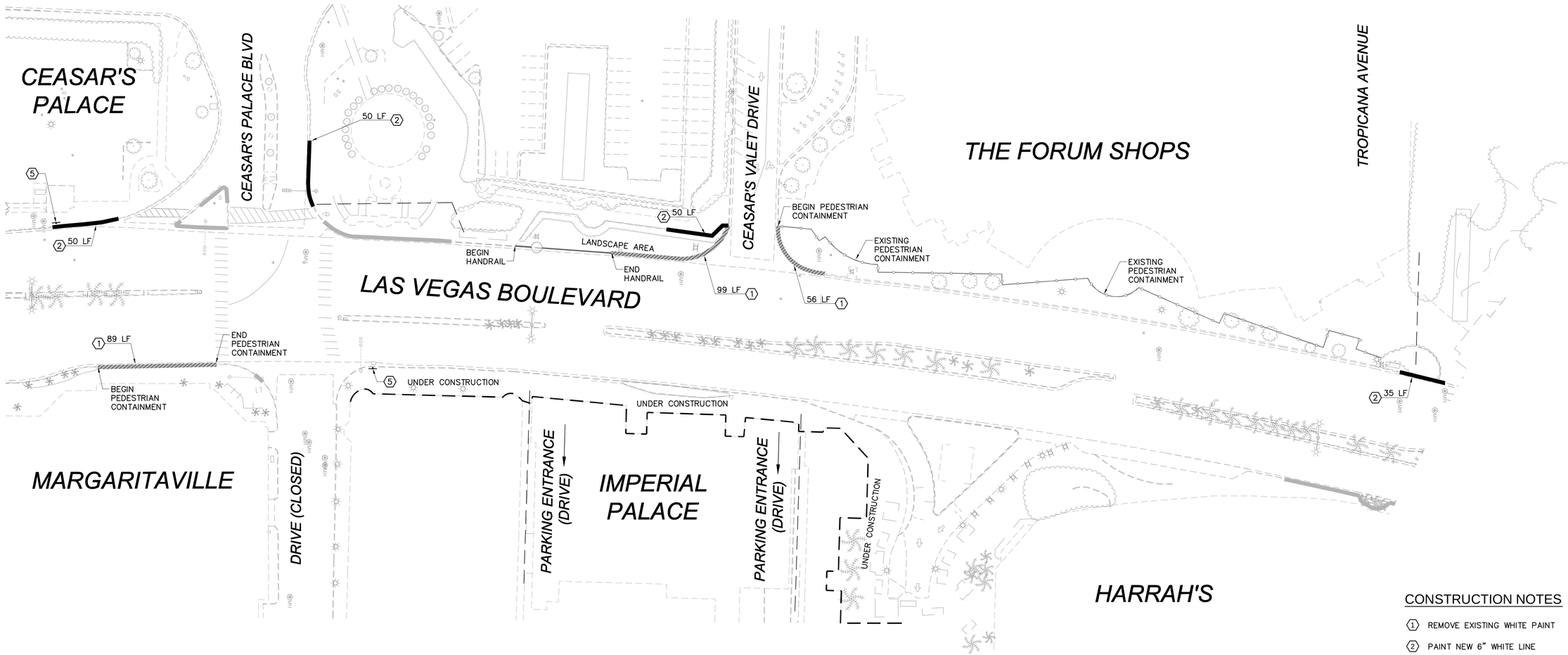
PRELIMINARY DRAWINGS
90%
FOR REVIEW

DESIGNED BY:	SRA
DRAWN BY:	SAS
CHECKED BY:	KWA
DATE:	Nov 17, 2012 - 2:35pm

SCALE
HORIZ: AS SHOWN
VERT: N/A
FIELD BOOK NONE

SHEET No
C-10
SHEET 14OF 24

Date: November 17, 2012 - 2:35pm / User: devin.moore
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LEGEND

- EXISTING TOP OF CURB WHITE LINE
- INSTALL 6" TOP OF CURB WHITE LINE
- REMOVE EXISTING TOP OF CURB WHITE LINE
- [I] INACTIVE DRIVEWAY

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BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

NORTH

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

APPROVED

CLARK COUNTY NEVADA

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

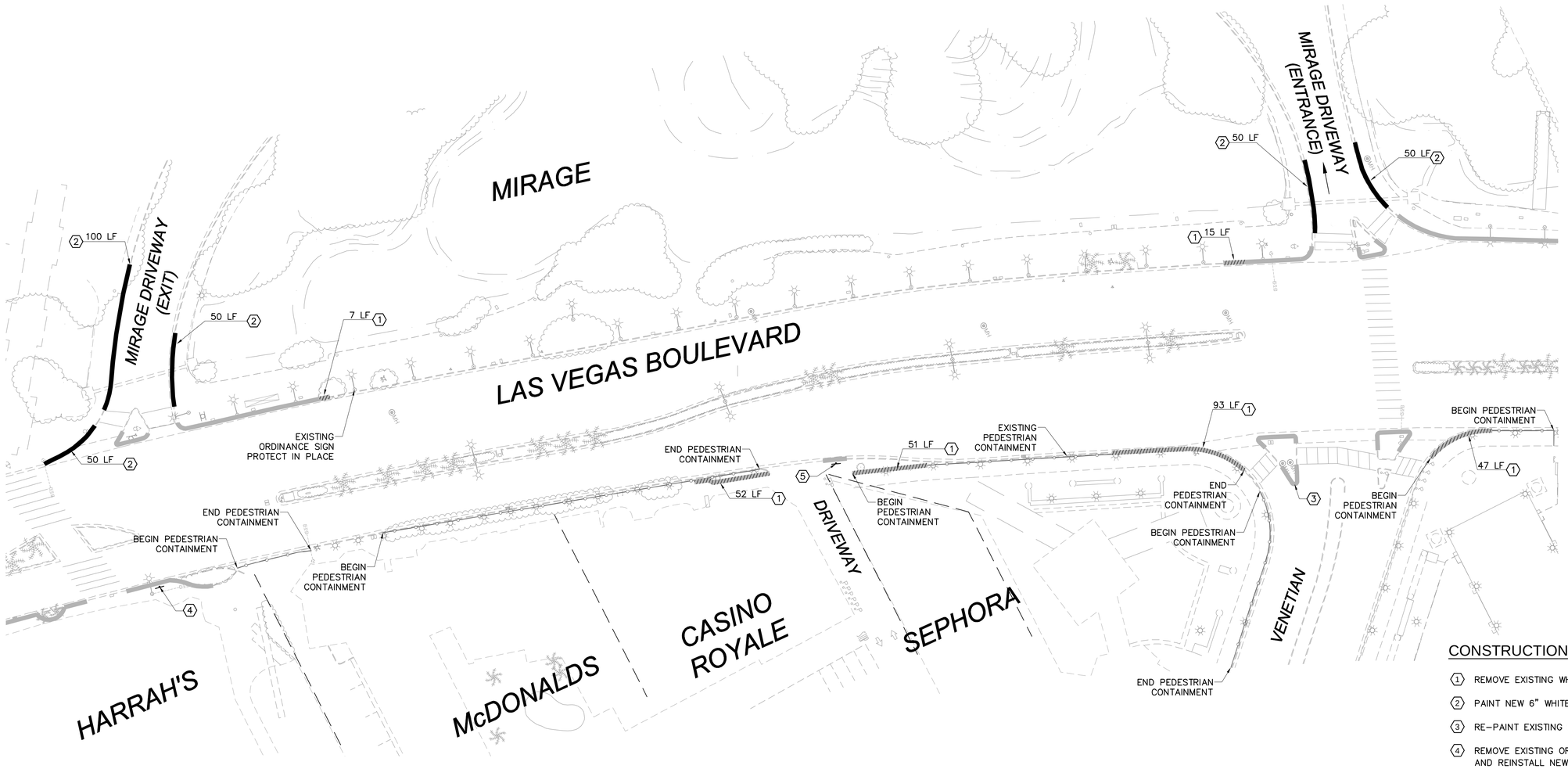
PRELIMINARY DRAWINGS
90%
FOR REVIEW

DESIGNED BY: SRA
DRAWN BY: SAS
CHECKED BY: KWA
DATE: Nov 17, 2012 - 2:36pm

SCALE
HORIZ: AS SHOWN
VERT: N/A
FIELD BOOK NONE

SHEET No
C-11
SHEET 15OF 24

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NORTH

LEGEND

- EXISTING TOP OF CURB WHITE LINE
- INSTALL 6" TOP OF CURB WHITE LINE
- REMOVE EXISTING TOP OF CURB WHITE LINE
- [I] INACTIVE DRIVEWAY

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BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
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APPROVED

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

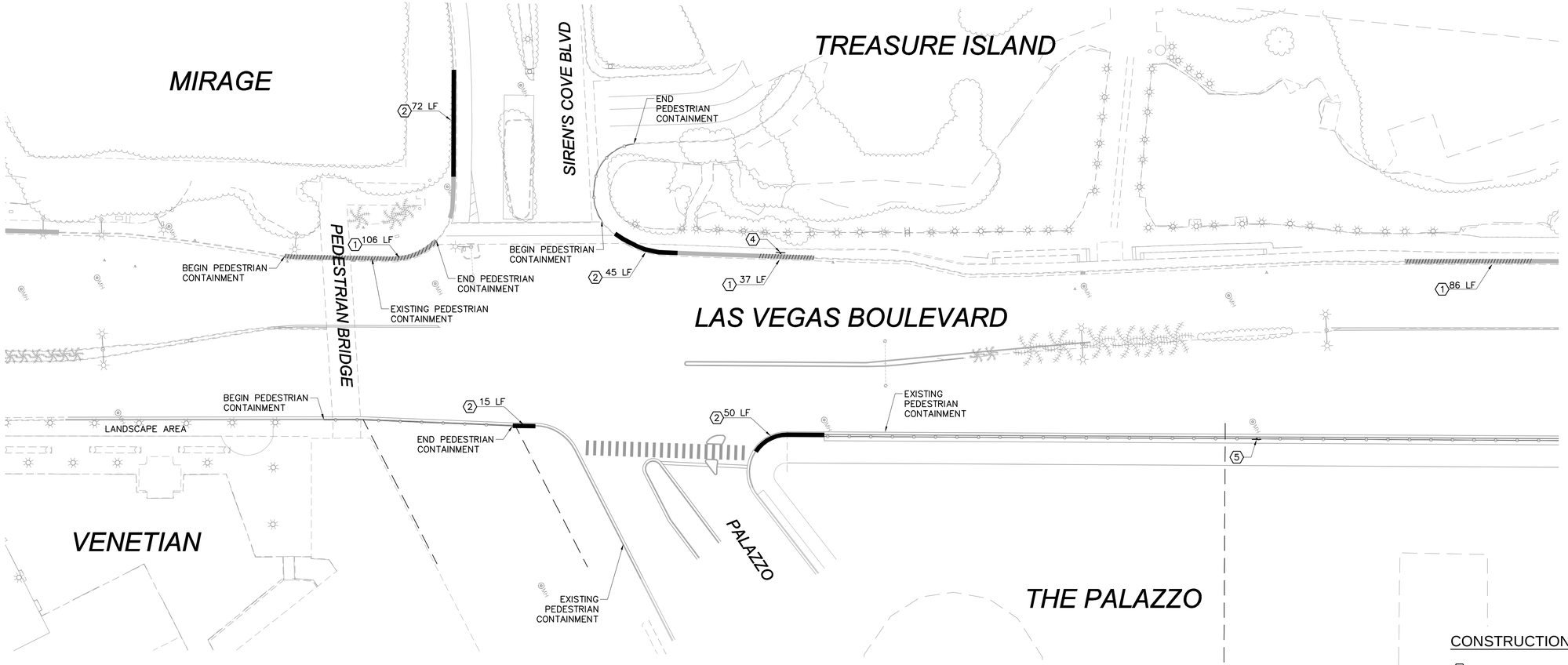
PRELIMINARY DRAWINGS
90%
FOR REVIEW

DESIGNED BY:	SRA
DRAWN BY:	SAS
CHECKED BY:	KWA
DATE:	Nov 17, 2012 - 2:36pm

SCALE	
HORIZ:	AS SHOWN
VERT:	N/A
FIELD BOOK	NONE

SHEET No
C-12
SHEET 16OF 24

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BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

NORTH

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

APPROVED

PEDESTRIAN STUDY - LAS VEGAS BLVD

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RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

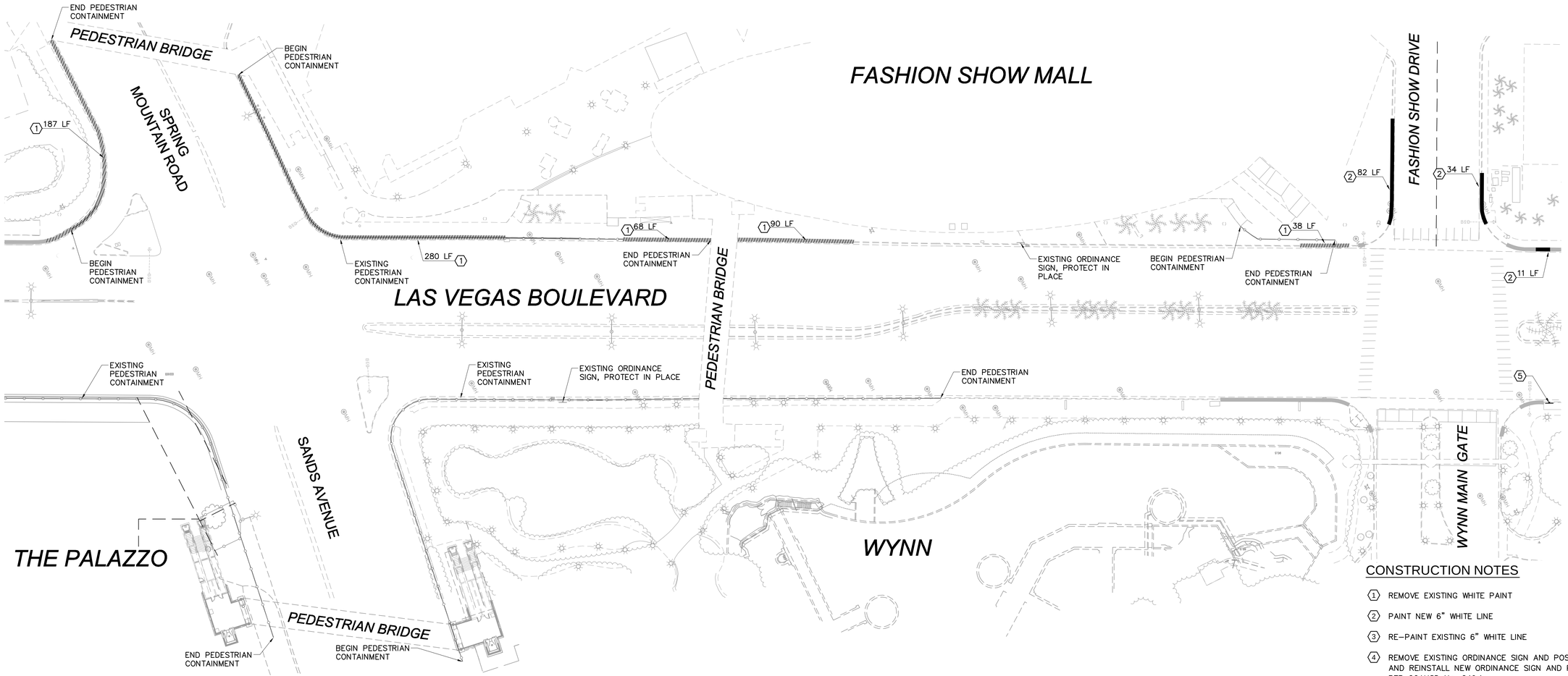
PRELIMINARY DRAWINGS
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DESIGNED BY: SRA
DRAWN BY: SAS
CHECKED BY: KWA
DATE: Nov 17, 2012 - 2:36pm

SCALE
HORIZ: AS SHOWN
VERT: N/A
FIELD BOOK NONE

SHEET No
C-13
SHEET 17OF 24

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BASIS OF BEARING
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PEDESTRIAN STUDY - LAS VEGAS BLVD

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RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

PRELIMINARY DRAWINGS
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DESIGNED BY: SRA
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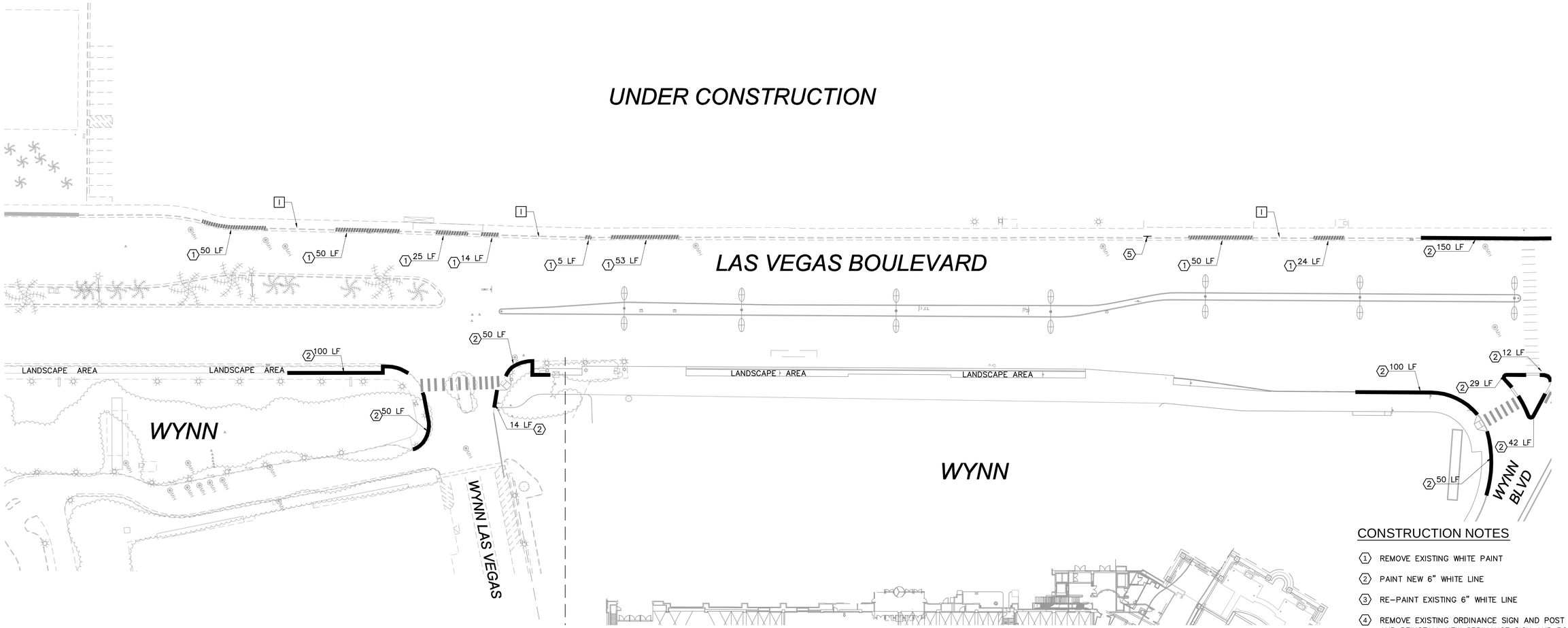
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VERT: N/A
FIELD BOOK NONE

SHEET No
C-14
SHEET 18OF 24

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UNDER CONSTRUCTION



CONSTRUCTION NOTES

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LEGEND

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- INSTALL 6" TOP OF CURB WHITE LINE
- REMOVE EXISTING TOP OF CURB WHITE LINE
- [1] INACTIVE DRIVEWAY

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BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

NORTH

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

APPROVED

CLARK COUNTY NEVADA

PEDESTRIAN STUDY - LAS VEGAS BLVD

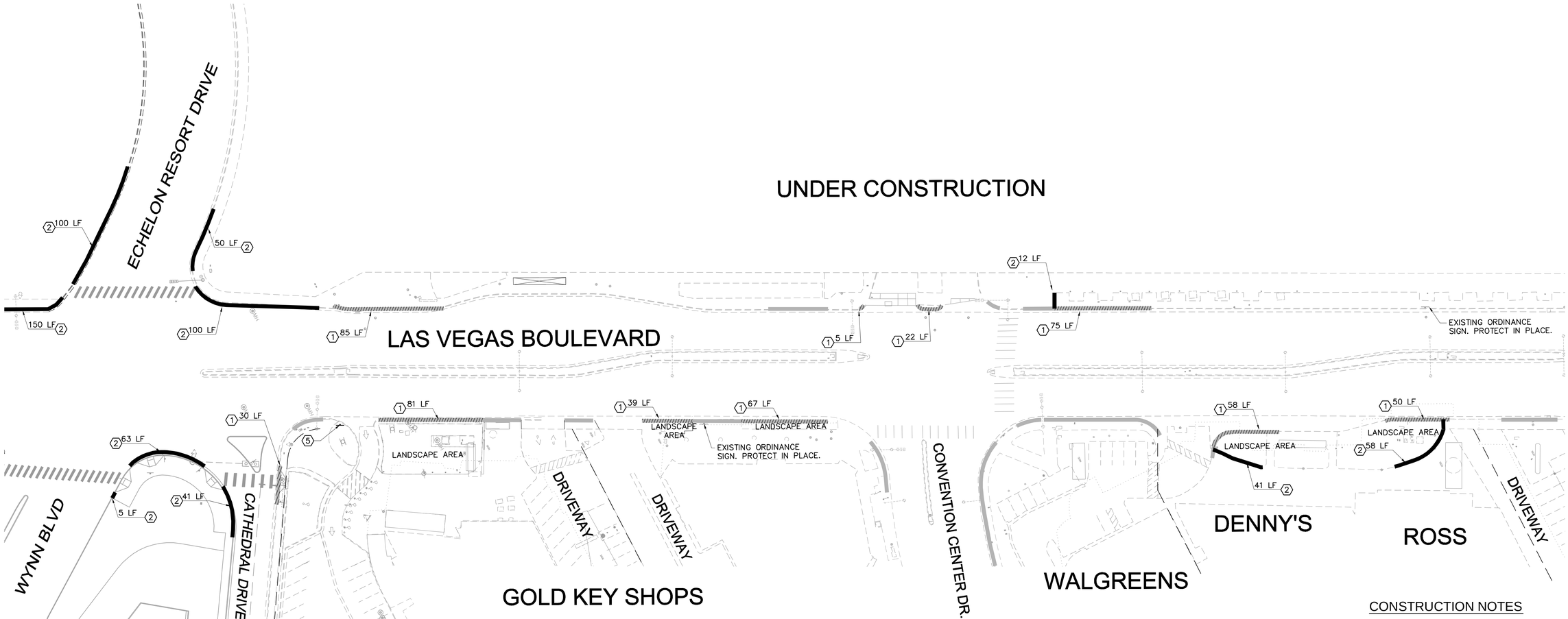
UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

PRELIMINARY DRAWINGS
90%
FOR REVIEW

DESIGNED BY:	SRA
DRAWN BY:	SAS
CHECKED BY:	KWA
DATE:	Nov 17, 2012 - 2:37pm

SCALE	
HORIZ:	AS SHOWN
VERT:	N/A
FIELD BOOK	NONE

SHEET No
C-15
SHEET 19OF 24



CONSTRUCTION NOTES

1. REMOVE EXISTING WHITE PAINT
2. PAINT NEW 6" WHITE LINE
3. RE-PAINT EXISTING 6" WHITE LINE
4. REMOVE EXISTING ORDINANCE SIGN AND POST AND REINSTALL NEW ORDINANCE SIGN AND POST PER CCAUSD No. 249.1
5. INSTALL NEW ORDINANCE POST AND SIGN PER DETAIL ON SHEET D-2 AND CCAUSD No. 249.1
6. REMOVE EXISTING ORDINANCE SIGN PANEL AND INSTALL NEW ORDINANCE SIGN PANEL

LEGEND

- EXISTING TOP OF CURB WHITE LINE
- INSTALL 6" TOP OF CURB WHITE LINE
- REMOVE EXISTING TOP OF CURB WHITE LINE
- [1] INACTIVE DRIVEWAY

NOTE:
PROTECT EXISTING 6" WHITE LINE UNLESS NOTED OTHERWISE

NOTE:
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BENCHMARK
NO SURVEY

BASIS OF BEARING
NO SURVEY

NORTH

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

APPROVED

PEDESTRIAN STUDY - LAS VEGAS BLVD

UPDATED NO OBSTRUCTIVE USE DRAWINGS
RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

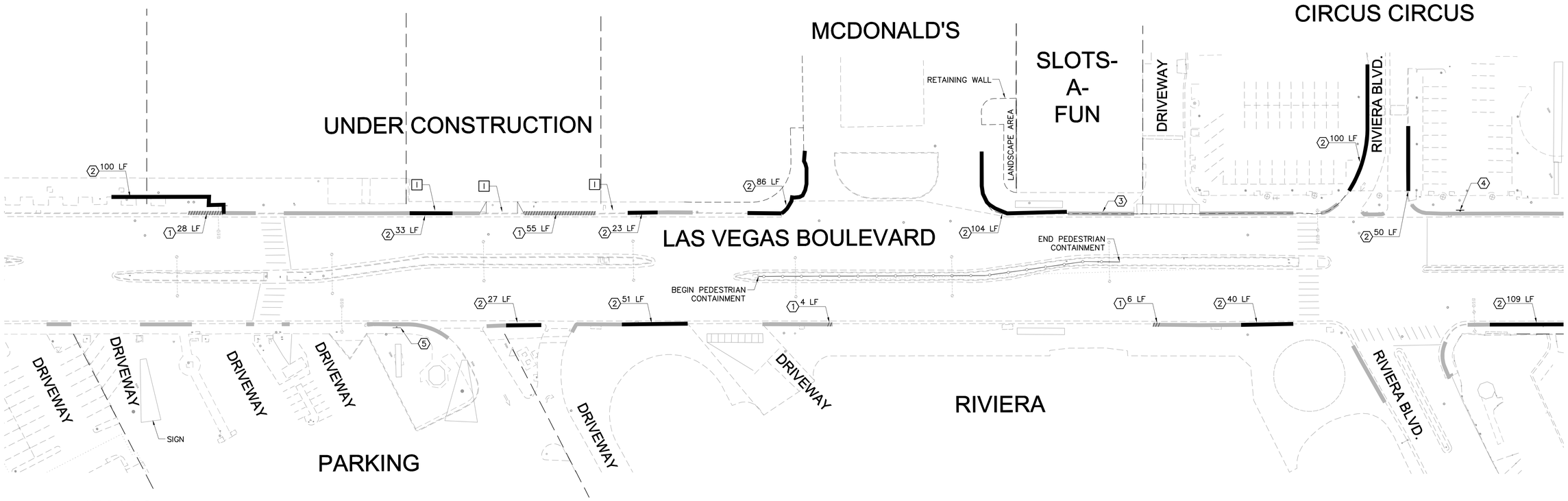
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DESIGNED BY: SRA
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SCALE
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VERT: N/A
FIELD BOOK NONE

SHEET No
C-16
SHEET 20OF 24

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BENCHMARK
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BASIS OF BEARING
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PEDESTRIAN STUDY - LAS VEGAS BLVD

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RUSSELL ROAD TO SAHARA AVENUE
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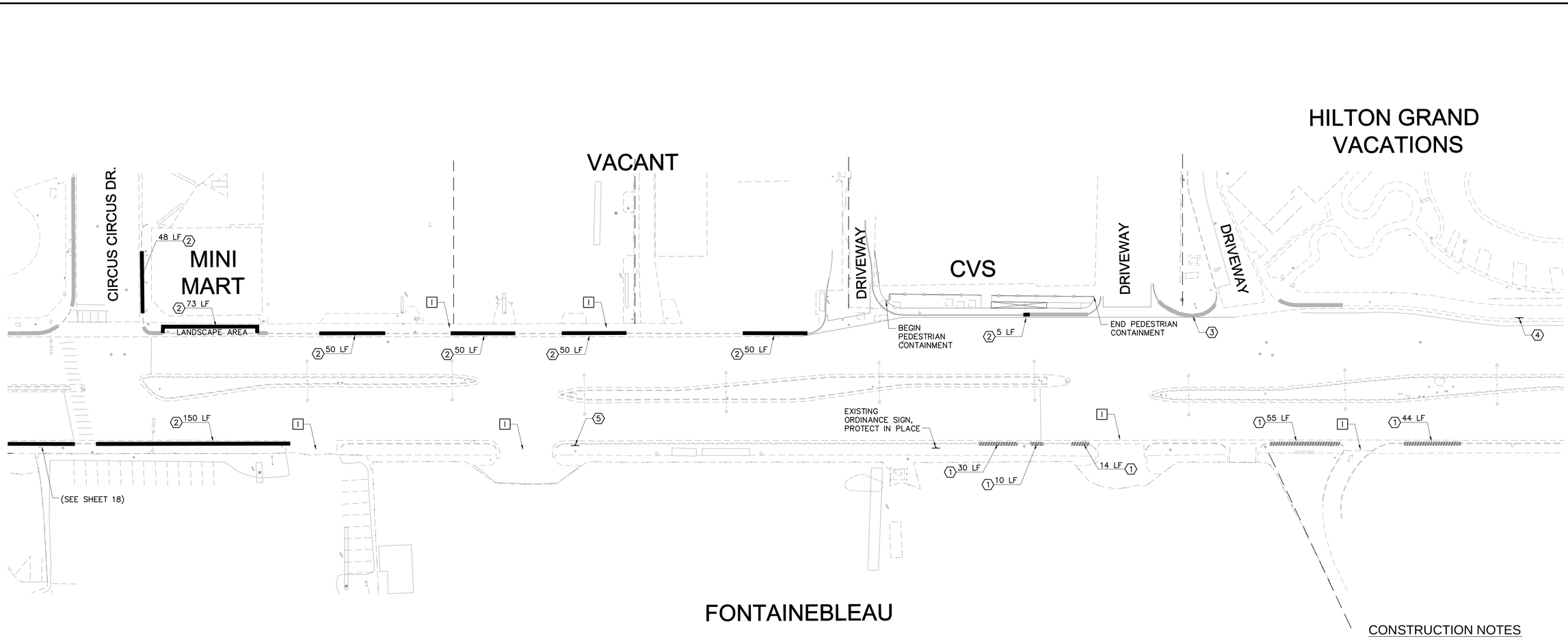
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DESIGNED BY:	SRA
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VERT: N/A
FIELD BOOK NONE

SHEET No
C-17
SHEET 21OF 24

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PEDESTRIAN STUDY - LAS VEGAS BLVD

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RUSSELL ROAD TO SAHARA AVENUE
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

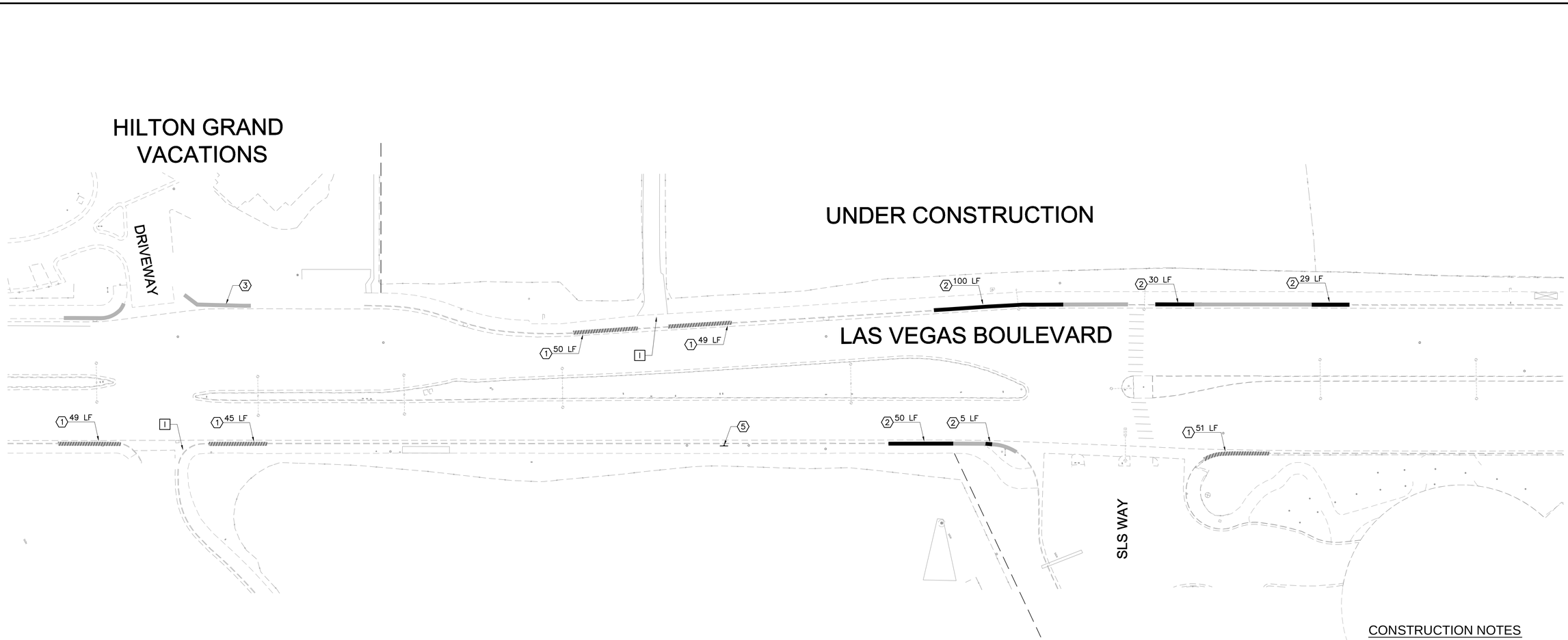
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DATE: Nov 17, 2012 - 2:38pm

SCALE
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VERT: N/A
FIELD BOOK NONE

SHEET No
C-18
SHEET 22OF 24

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BASIS OF BEARING
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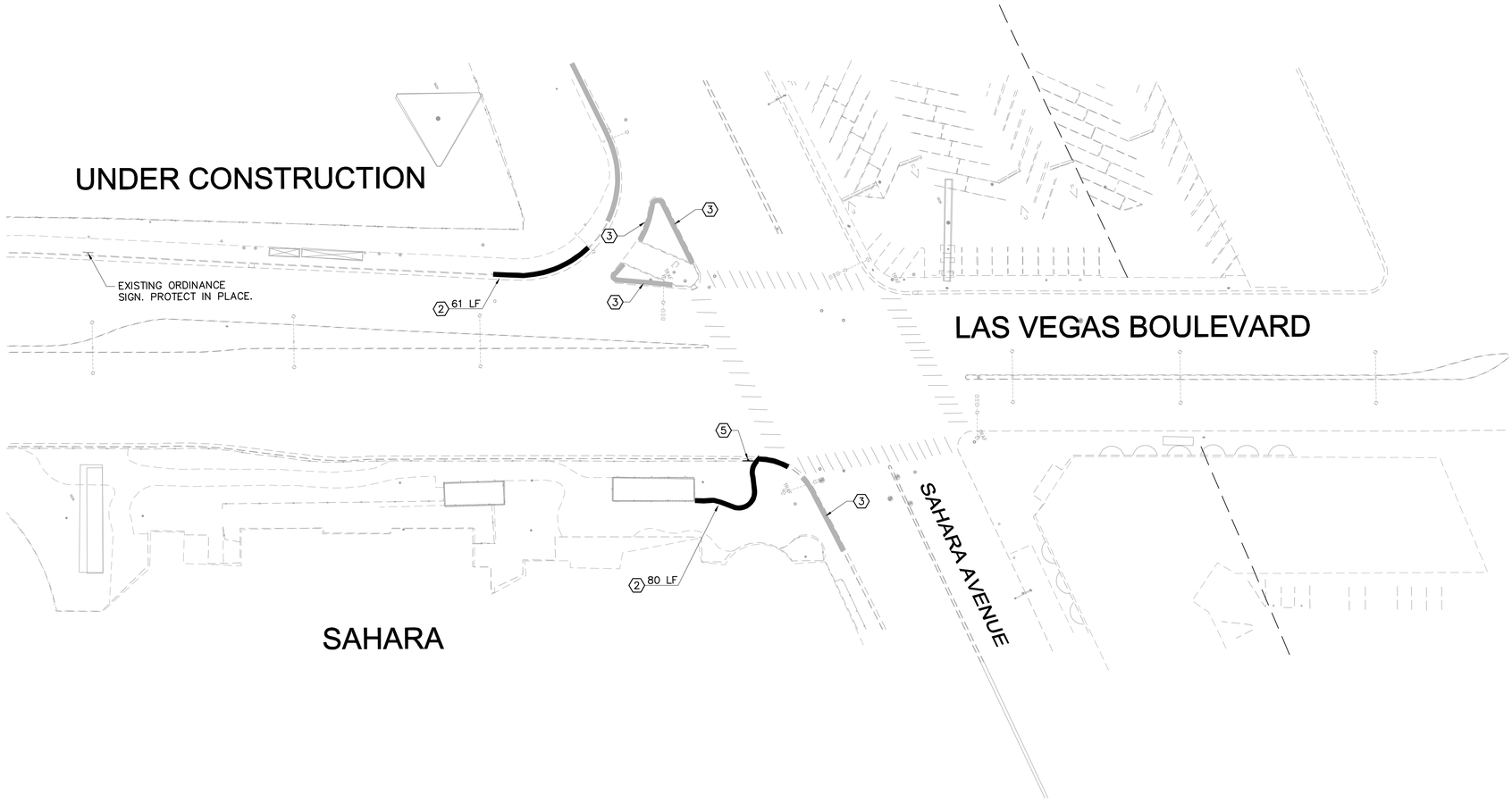
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SHEET 23OF 24

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CLARK COUNTY NEVADA

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EXHIBIT C

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)

Kimley-Horn
and Associates, Inc.
WWW.KIMLEY-HORN.COM
6671 Las Vegas Boulevard South
Suite 320
Las Vegas, Nevada 89119
702-862-3600

EXHIBIT F

DECEMBER 2015

CLARK COUNTY PEDESTRIAN STUDY

2015 UPDATE

Las Vegas Boulevard

Russell Road to Sahara Avenue







Kimley»Horn

PEDESTRIAN STUDY

LAS VEGAS BOULEVARD

RUSSELL ROAD TO SAHARA AVENUE

2015 UPDATE

Prepared for:

CLARK COUNTY NEVADA

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

Prepared By:

Kimley»Horn

6671 Las Vegas Boulevard South, Suite 320, Las Vegas, NV 89119
Tel 702-862-3600 www.kimley-horn.com

PROFESSIONAL ENGINEER STATE OF NEVADA
Kenneth W. Ackeret
Exp: 12/31/16
CIVIL
No. 6247
12/1/15

December 2015

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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.

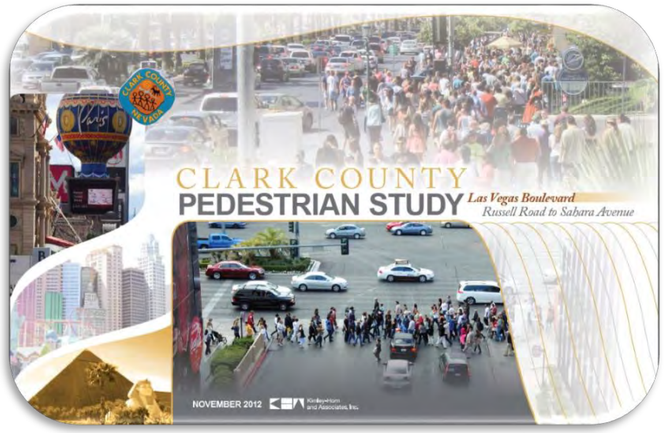
1.3 Study Corridor

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.



Picture 1.1 – 2012 Pedestrian Study Cover.

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.

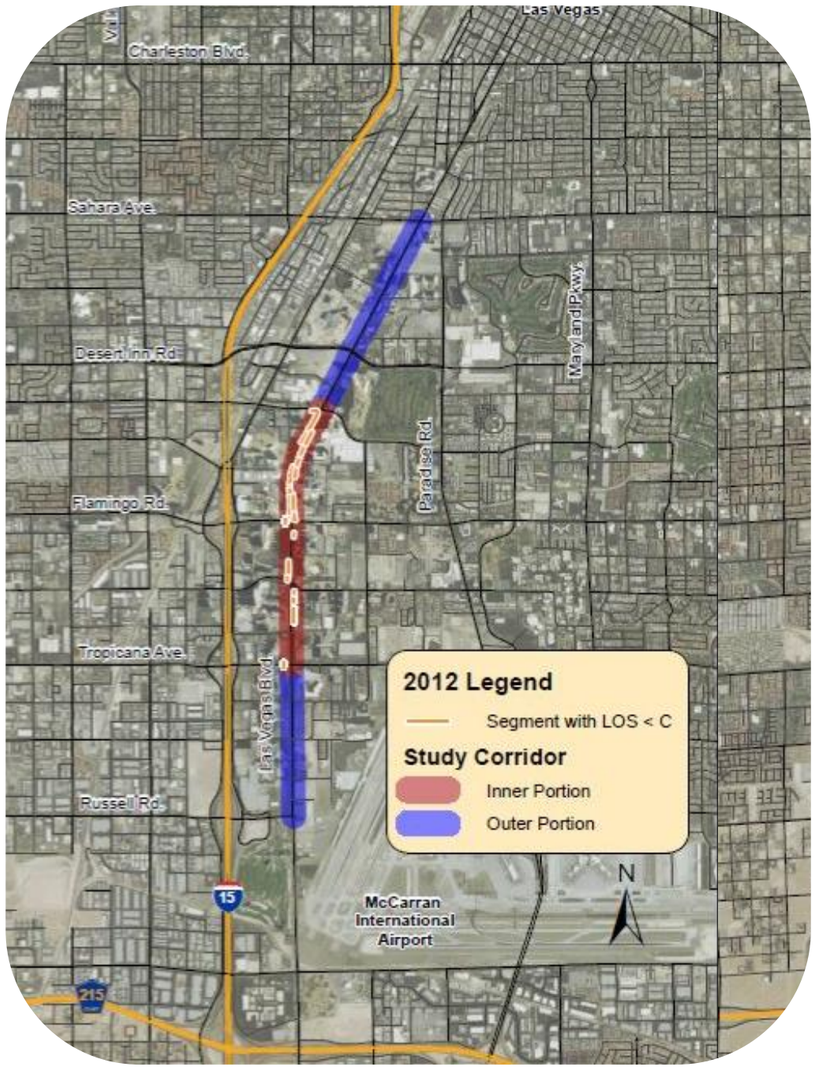


Figure 1.1 – 2012 Study Corridor

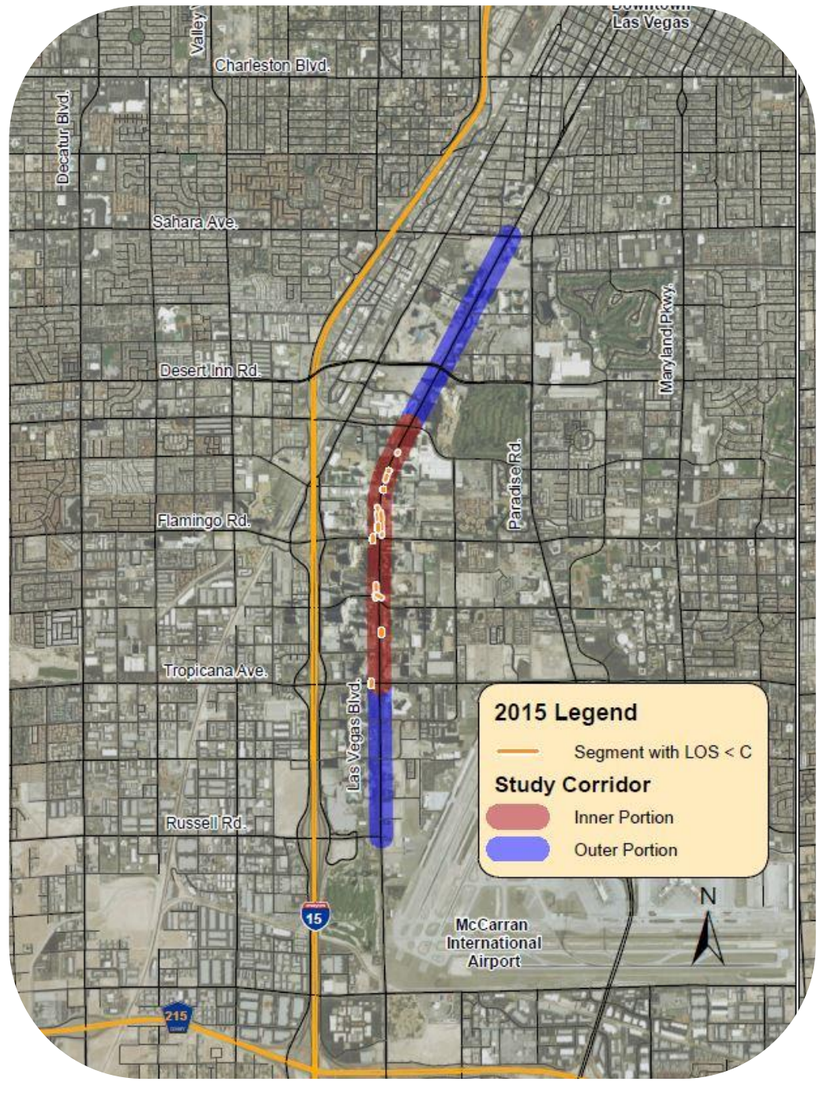


Figure 1.2 – 2015 Study Corridor

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

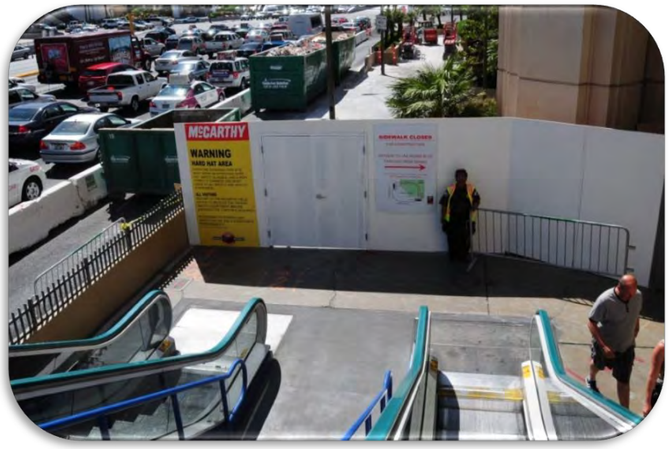
With nearly 100 individual parcels with frontage along Las Vegas Boulevard within the study area, there is almost constant construction activity within the Resort Corridor. When the Pedestrian Study was conducted in 2012, the following properties were experiencing construction activity impacting their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

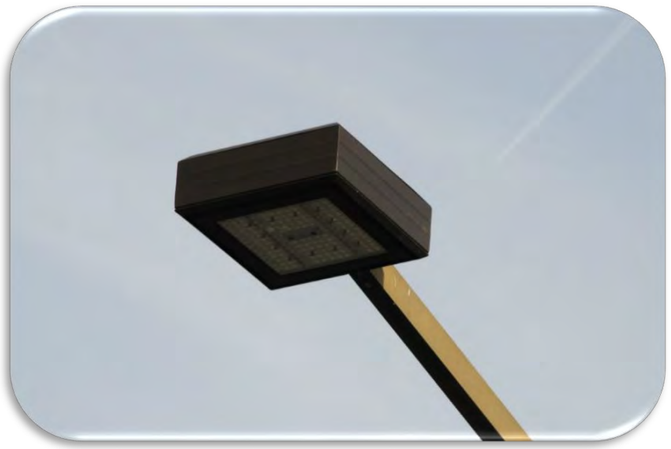
With the acceptance of the 2012 Pedestrian Study, Clark County Planning began requesting new developments to provide a minimum of 15 feet of clear walkway width with appropriate shy distances along Las Vegas Boulevard walkways within the Resort Corridor. The typical shy distances are 1.5 feet on each 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_E) 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.



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

FIGURE 2.1 *

*Reprint of Figure 3.73 from 2012 Study

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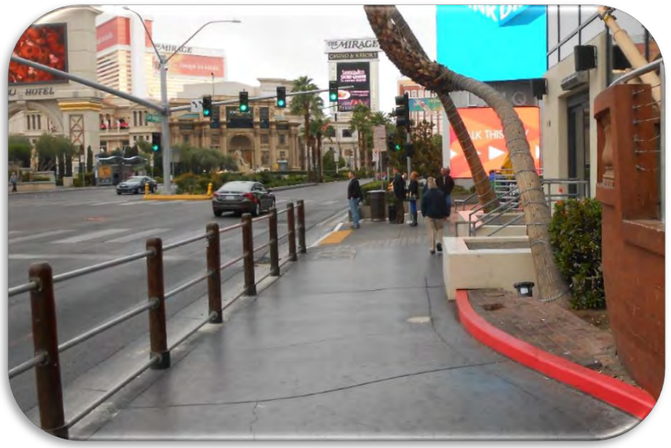
Picture 2.7 – Typical Fire Hydrant at Margaritaville - 2012.



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.

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.



Picture 2.10 –Walkway at Harley Davidson Café - 2015.

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.



Picture 2.12 – Walkway at Caesars Colosseum - 2015.

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.



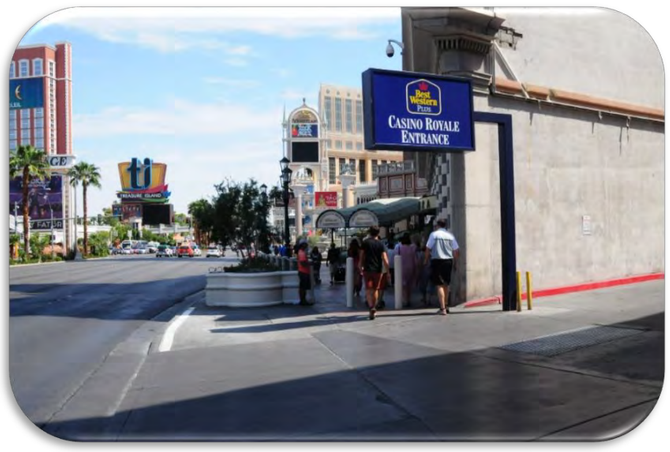
Picture 2.15 – Walkway at Casino Royale/Venetian - 2012.



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 2.21 – Mandalay Bay Convention Center.



Picture 2.22 – Bally's CVS Store.



Picture 2.23 – Harmon Tower Deconstruction.

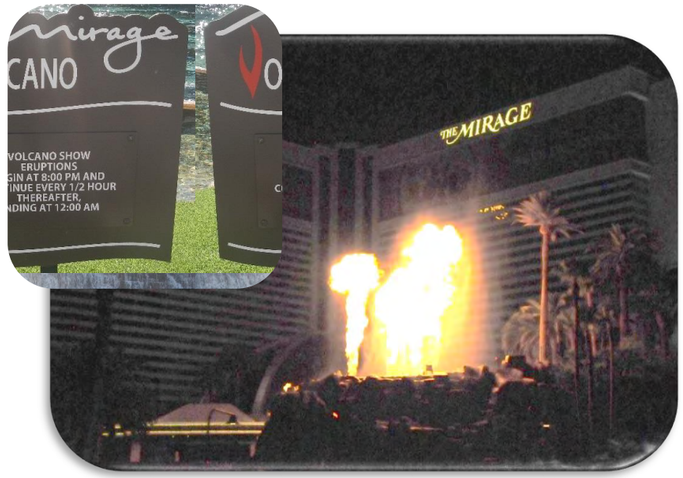
2.5 Attractions

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 26th, 2012; June 16th, 2012; May 23rd, 2015; and June 20th, 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

	Observed Out of Order (Up)		Observed Out of Order (Down)	
Time Period	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
	County Out of Order (Up)		County Out of Order (Down)	
Time Period	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.

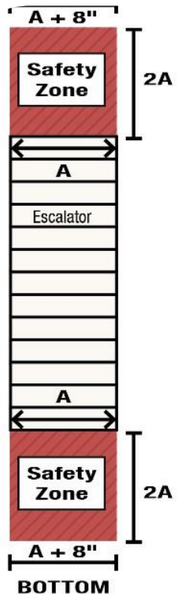


Figure 2.2 – Escalator Clear Zone Diagram.



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.

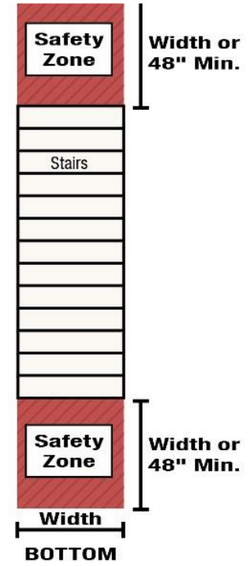


Figure 2.3 – Stair Clear Zone Diagram.



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_E) 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_E) 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_E) 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 2.38 – Sky Condominium Bus Stop - 2012 - Removed.

The bus stop at the Sky Condominiums has been removed.



Picture 2.39 – Monte Carlo Bus Stop - 2012.



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 2.41 – Paris Bus Stop - 2012.



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 2.44 – Harrah's (Relocated Flamingo) 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.



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

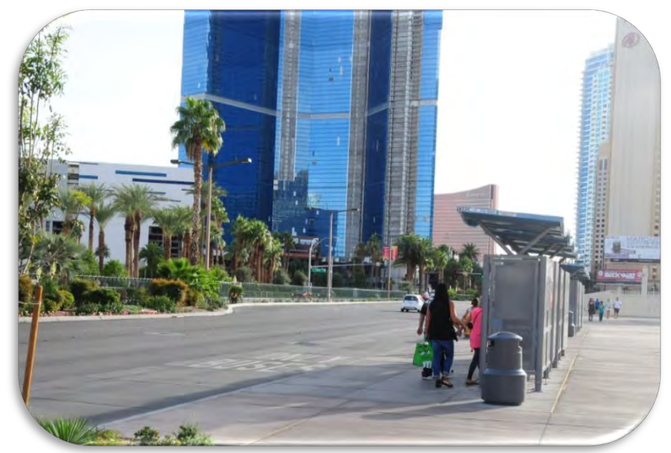


Picture 2.46 – Hilton Grand Vacations South Bus Stop - 2015.

The bus stop at Hilton Grand Vacations South was moved.



Picture 2.47 – Sahara South Bus Stop - 2012.



Picture 2.48 – Sahara South Bus Stop - 2015.

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



Legend

Bus Stop

- 1 Isolated
- 2 In Front of Walk
- 3 Behind Walk

BUS STOP TYPE AND LOCATION IN 2015

Notes:

1. Previously Type 2
2. Previous location at Flamingo
3. Previously Type 2
4. Sky Condominiums stop removed
5. Hilton Grand Vacations S. new location
6. Sahara S. new location

FIGURE 2.4

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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.

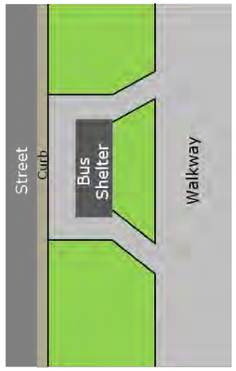


Figure 2.5 – Type 1 (Isolated) Bus Stop Example

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

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



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



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

2.11 Pedestrian Containment

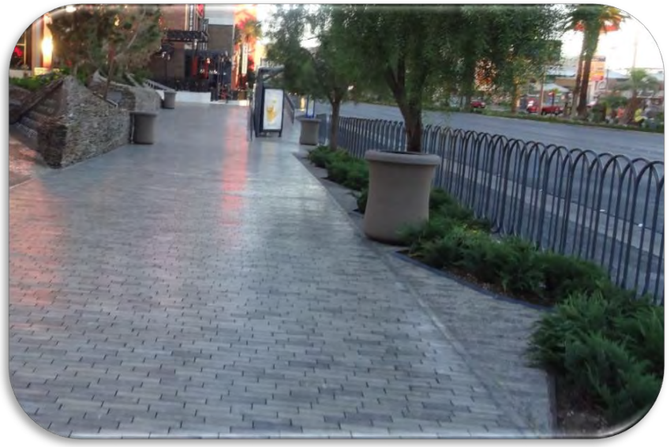
Pedestrian containment barriers have continued to be installed and improved from those reported in the 2012 Pedestrian Study along Las Vegas Boulevard. This section describes the modified and recently constructed pedestrian containment within the Resort Corridor. Public entities and private properties 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.

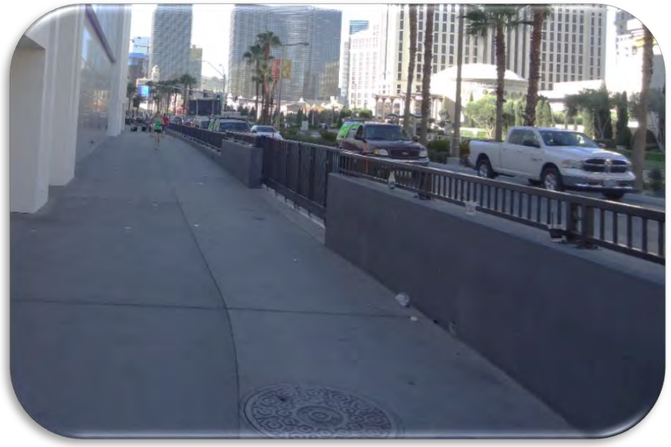
New or replacement pedestrian containment fencing since 2012 has been installed at the following locations along Las Vegas Boulevard:

- 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.



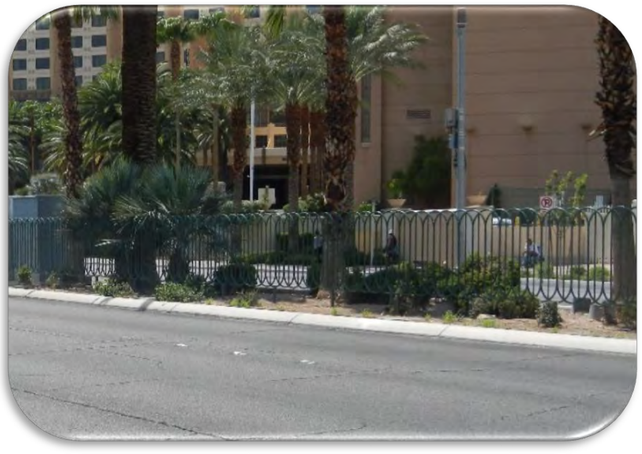
Picture 2.52 – New Pedestrian Containment at Monte Carlo.



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.

2012



2015



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

FIGURE 2.8

Kimley»Horn

CC 1235

2012



SEE FIGURE 2.8

SEE RIGHT



SEE FIGURE 2.10

2015



SEE FIGURE 2.8

SEE RIGHT



SEE FIGURE 2.10

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

FIGURE 2.9

Kimley»Horn

CC 1236

2012



SEE FIGURE 2.9

Legend

Total Resort Corridor Containment 2012

Curb - 13,360 LF

Median - 3,100 LF

2015



SEE FIGURE 2.9

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

Kimley»Horn

CC 1237

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

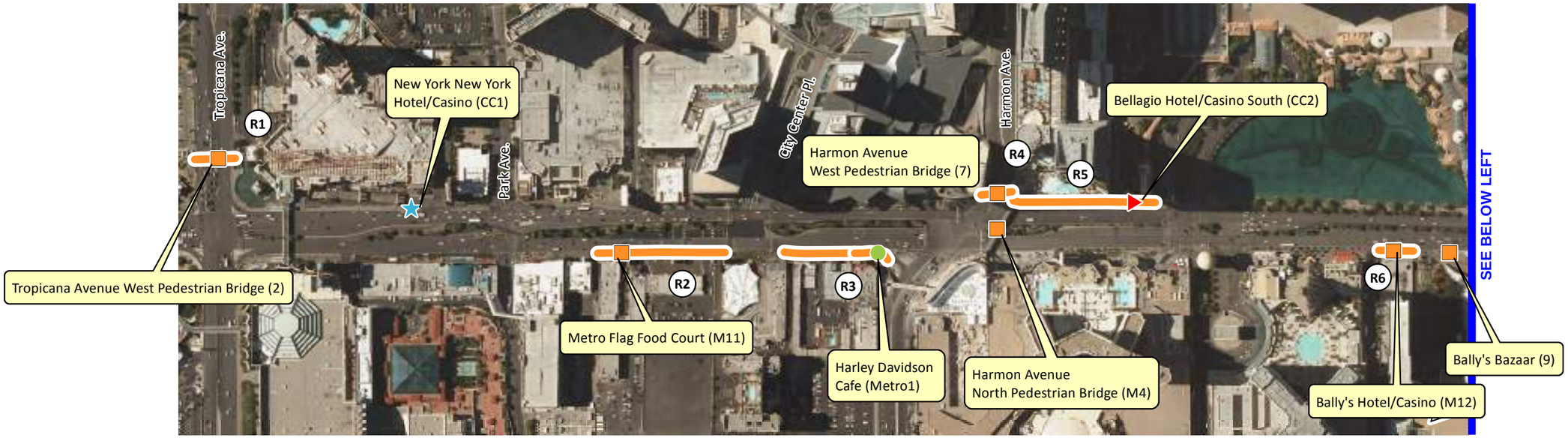
Count Location ID	Location	Segment
2	Tropicana W. Bridge	R1
CC1	New York-New York	-
M11	Food Court*	R2
Metro1	Harley Davidson	R3
7	Harmon W. Bridge	R4
M4	Harmon N. Bridge	-
CC2	Bellagio South	R5
M12	Bally's South*	R6
9	Bally's Bazaar	-
11	Flamingo W. Bridge	R7
Metro3	Cromwell*	R8
12	Margaritaville	R8
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

Kimley»Horn

CC 1239

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	=	336 hours
			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	=	144 hours
			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.

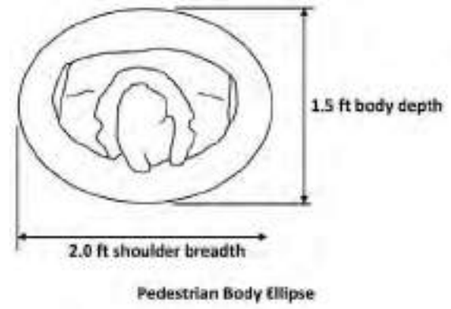


Figure 3.2 – 2010 Highway Capacity Manual Standards for Pedestrian Geometry

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.

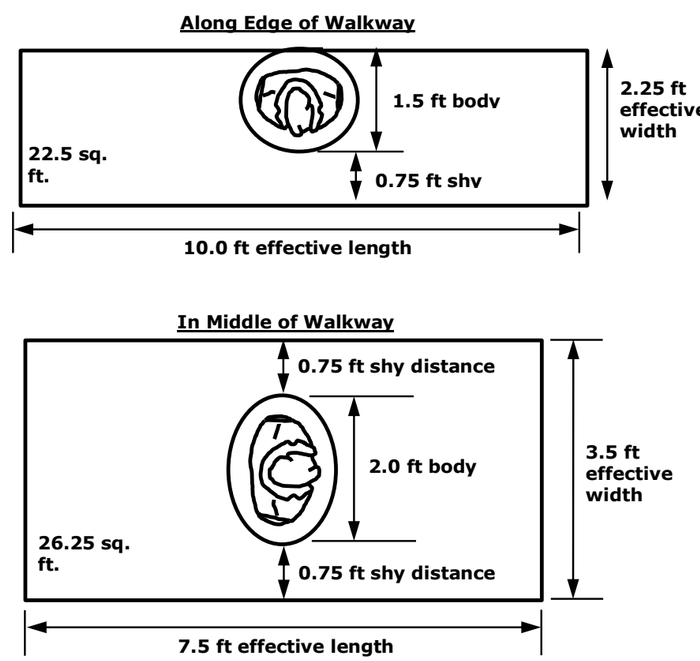


Figure 3.3 – Pedestrian Obstruction Sizes

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).

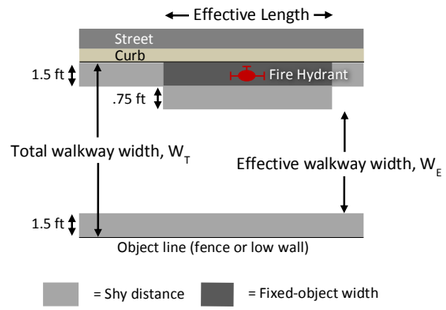


Figure 4.1 – Effective Walkway Width (W_E) Diagram

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_E 2012	W_E 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.

2012



SEE FIGURE 4.3

Legend (2012)

- LOS < C
- R# Segment Reference Number

2015



SEE FIGURE 4.3

Legend (2015)

- New Segment, LOS<C in 2015
- LOS < C
- R# Segment Reference Number
- R# Segment No Longer Less than LOS C in 2015

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

FIGURE 4.2

Kimley»Horn

CC 1252

2012



Legend (2012)

- LOS < C
- R# — Segment Reference Number

2015



Legend (2015)

- LOS < C
- R# — Segment Reference Number
- R# — Segment No Longer Less than LOS C in 2015

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

FIGURE 4.3

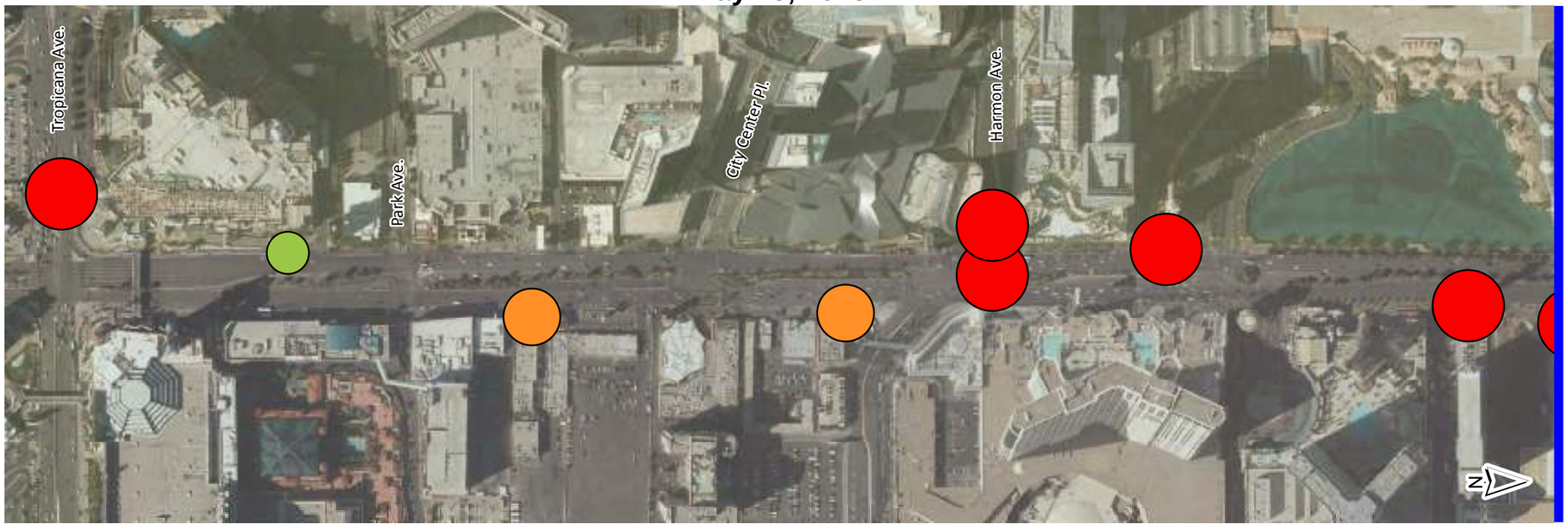
Kimley»Horn

CC 1253

May 26, 2012



May 23, 2015



Legend

Max. 15-Minute Pedestrian Volume

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

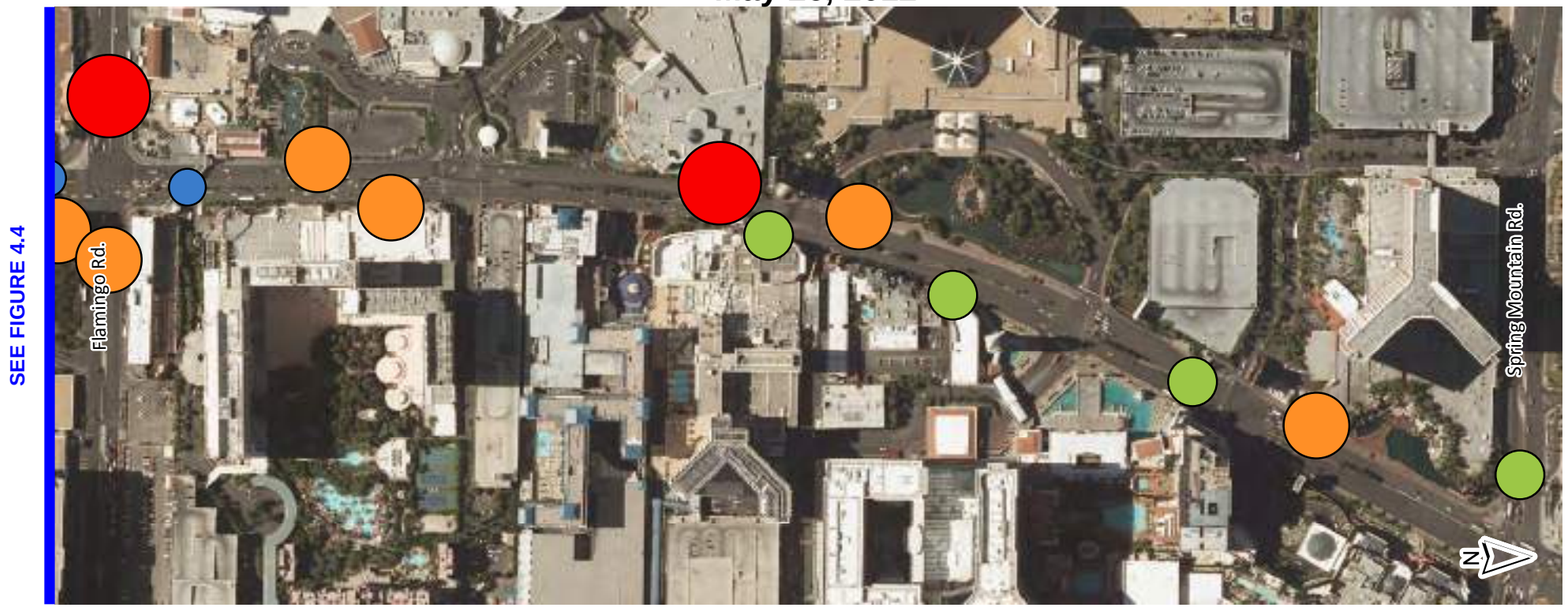
PEDESTRIAN VOLUME - MAX 15 MINUTES
TROPICANA AVE. TO FLAMINGO RD. (HOLIDAY SATURDAY)

FIGURE 4.4

Kimley»Horn

CC 1254

May 26, 2012



May 23, 2015



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
FLAMINGO RD. TO SPRING MOUNTAIN RD. (HOLIDAY SATURDAY)

FIGURE 4.5

Kimley»Horn

CC 1255

June 16, 2012



June 20, 2015



Legend

Max. 15-Min Pedestrian Volume

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

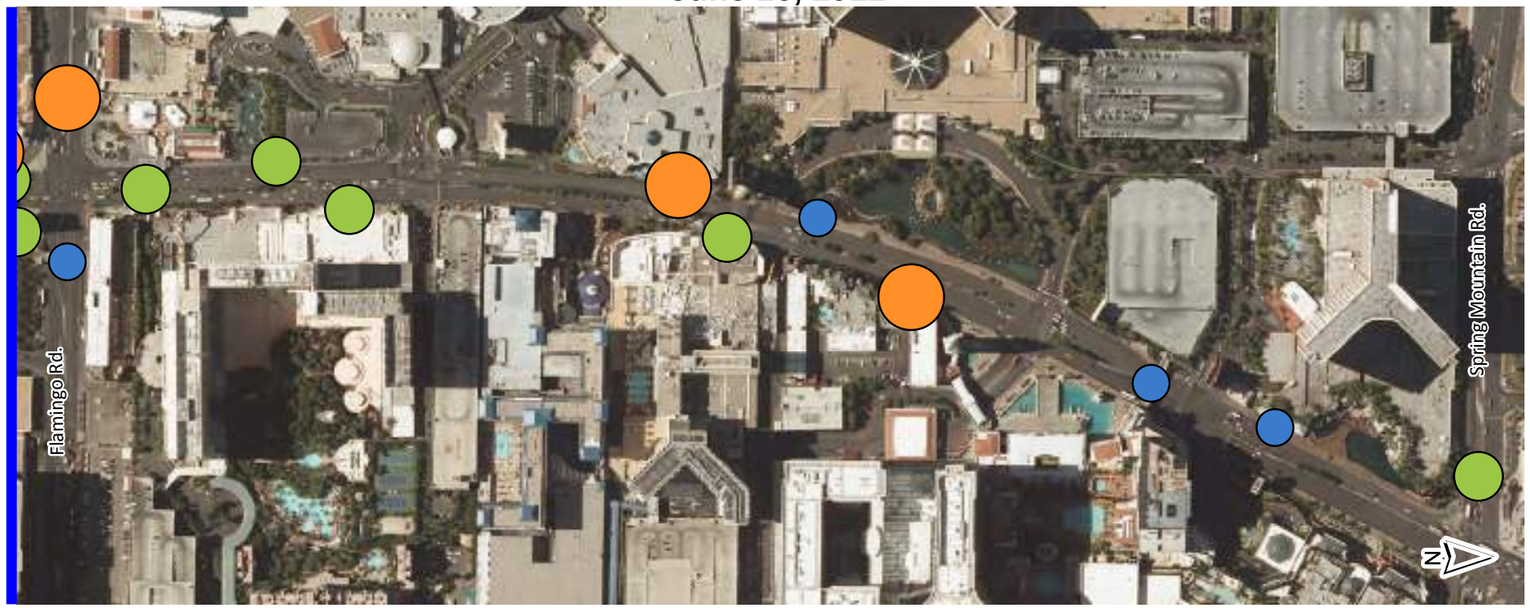
PEDESTRIAN VOLUME - MAX 15 MINUTES
TROPICANA AVE. TO FLAMINGO RD. (TYPICAL SATURDAY)

FIGURE 4.6

Kimley»Horn

CC 1256

June 16, 2012



June 20, 2015



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
FLAMINGO RD. TO SPRING MOUNTAIN RD. (TYPICAL SATURDAY)

FIGURE 4.7

Kimley»Horn

CC 1257

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_E). 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_E) was available for pedestrian traffic. In situations where a non-permanent obstruction could be in the walkway, the calculated effective walkway width (W_E) 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_E (ft) (2012)	W_E (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_E (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_E (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









Legend

Average Effective Walkway Width

- 5.0 or less
- 5.1 - 8.0
- 8.1 - 10.0
- 10.1 - 14.0
- Greater than 14.0

AVERAGE EFFECTIVE WALKWAY WIDTH (W_E) ALONG RESORT CORRIDOR

FIGURE 4.8

Kimley»Horn

CC 1260

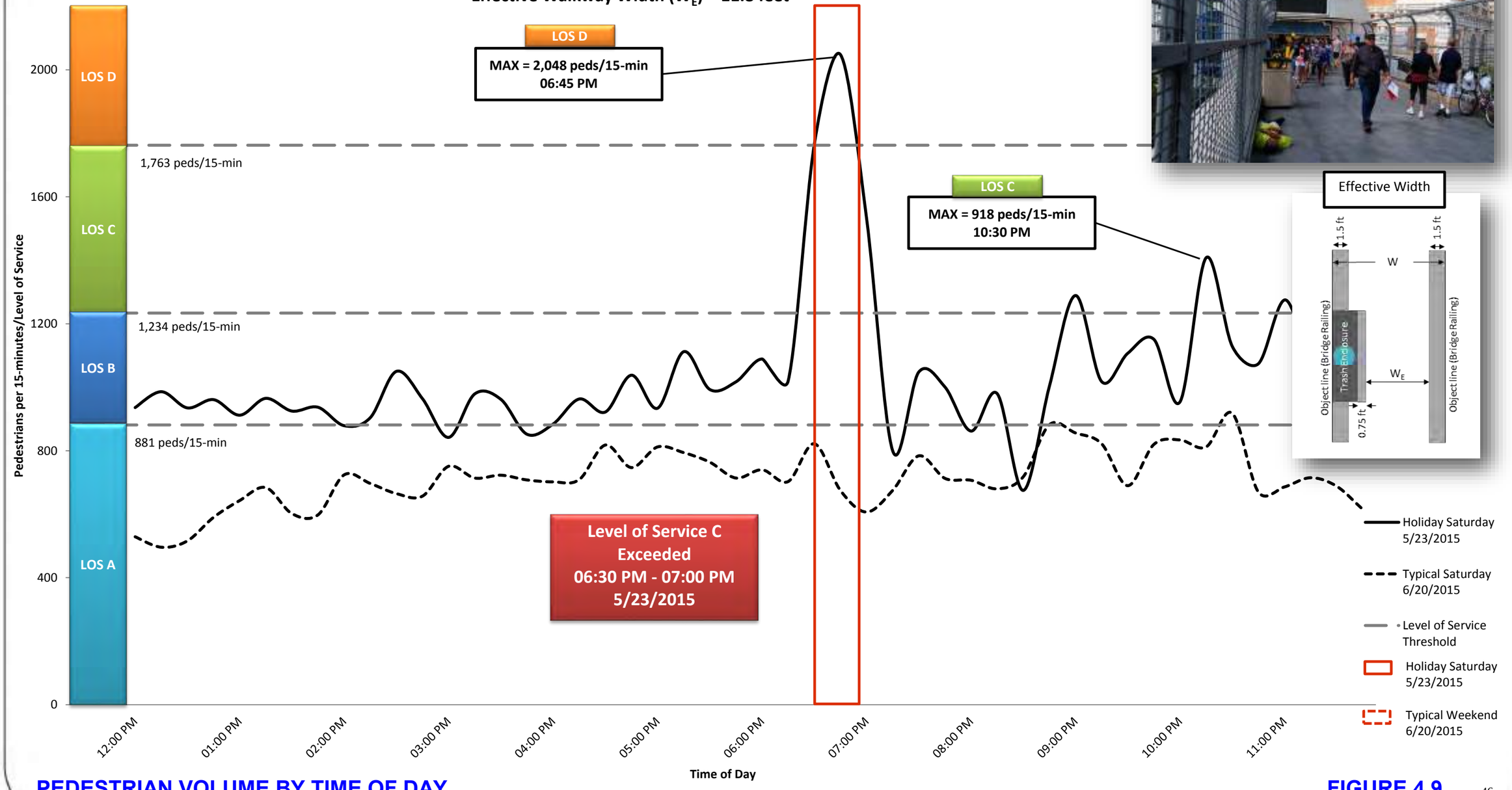
Tropicana Avenue West Pedestrian Bridge (Location ID: 2)

Manual Count Location: On Bridge

Walkway Width (W) = 16 feet

Effective Walkway Width (W_E) = 11.8 feet





PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.9

Kimley»Horn

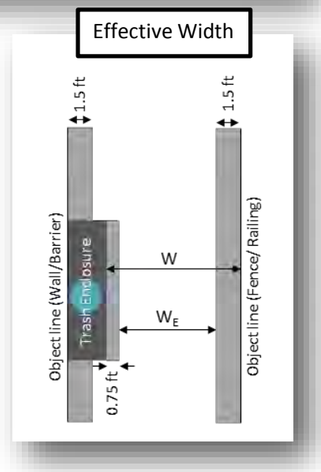
New York New-York Hotel/Casino (Location ID: CC1)

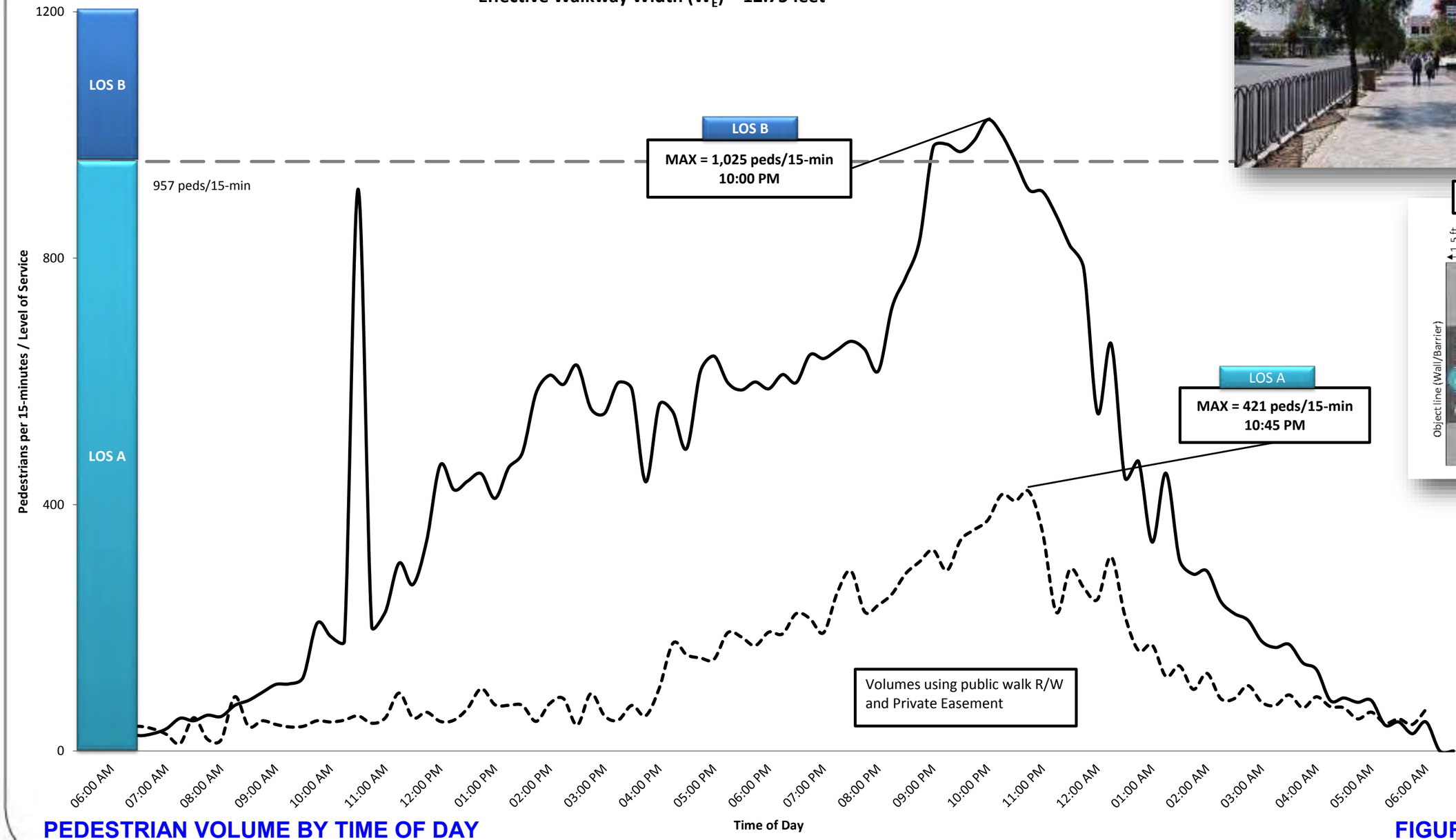
Video Count Location: North of Tropicana Avenue

Walkway Width (W) = 15 feet

Effective Walkway Width (W_E) = 12.75 feet





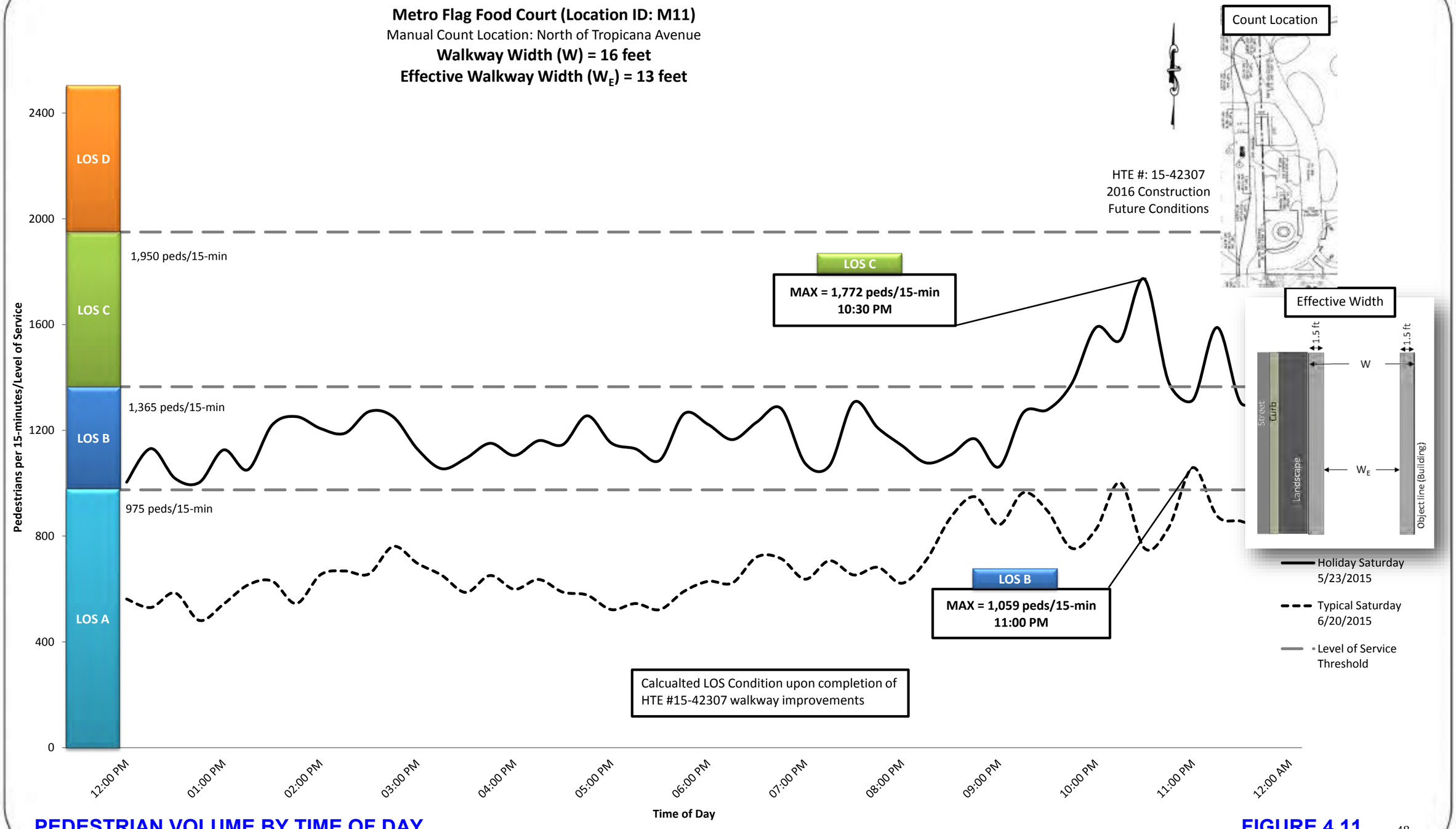


PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.10

Kimley»Horn

Metro Flag Food Court (Location ID: M11)
Manual Count Location: North of Tropicana Avenue
Walkway Width (W) = 16 feet
Effective Walkway Width (W_E) = 13 feet

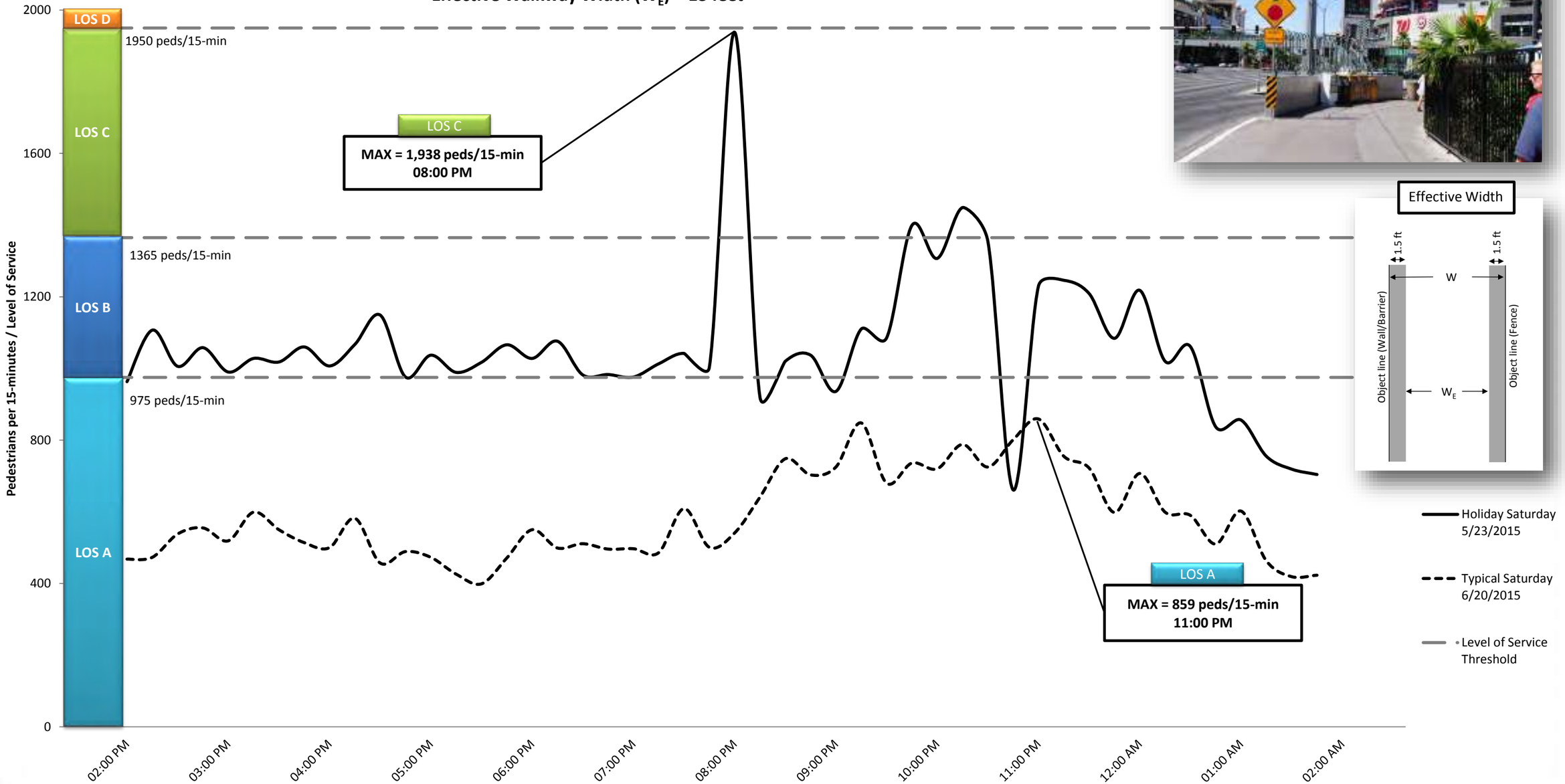


PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.11

Kimley»Horn

Harley Davidson Cafe (Location ID: Metro1)
Video Count Location: South of Harmon Avenue
Walkway Width (W) = 16 feet
Effective Walkway Width (W_E) = 13 feet



Count Location

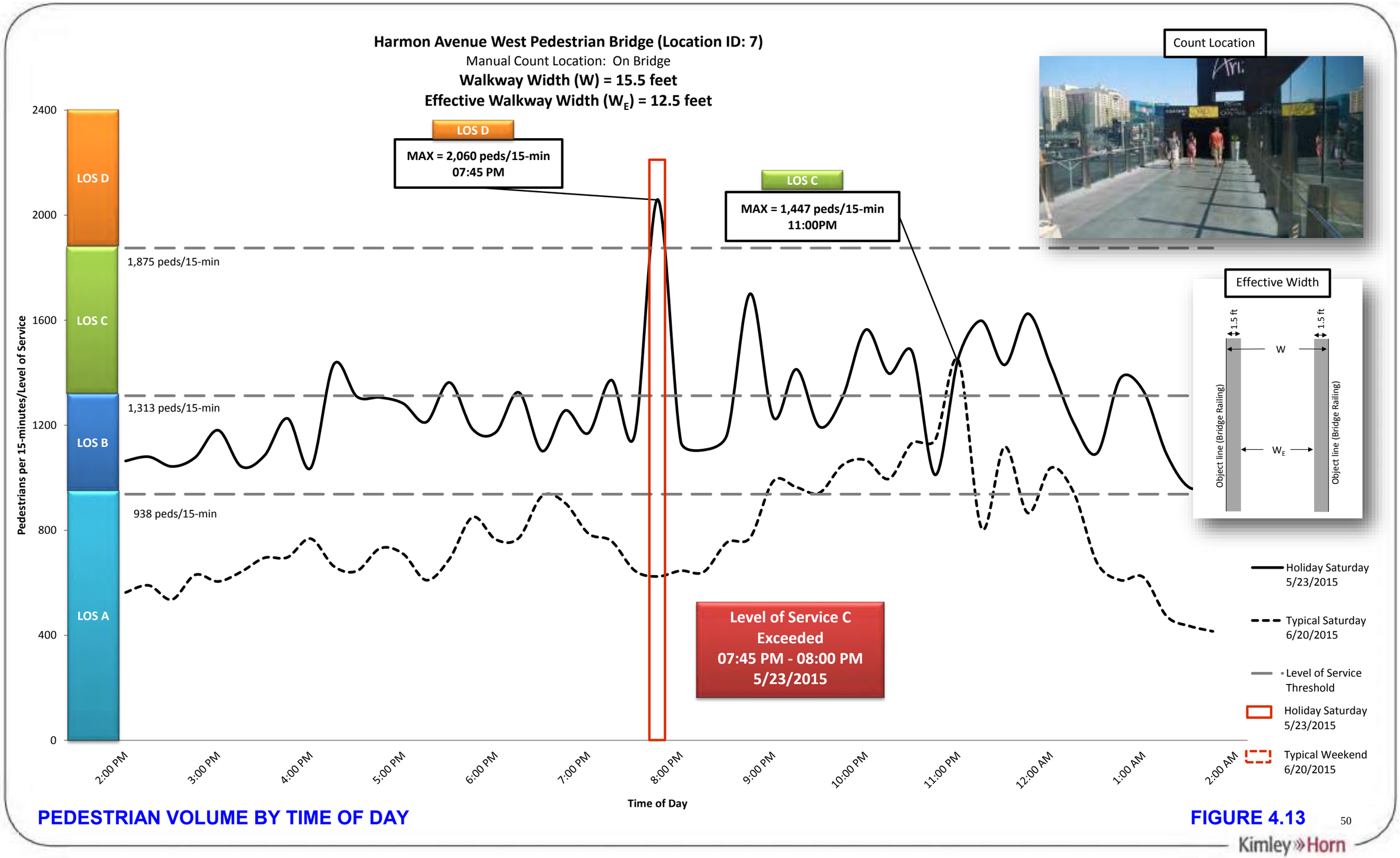


Effective Width

PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.12

Kimley»Horn



PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.13

Kimley»Horn

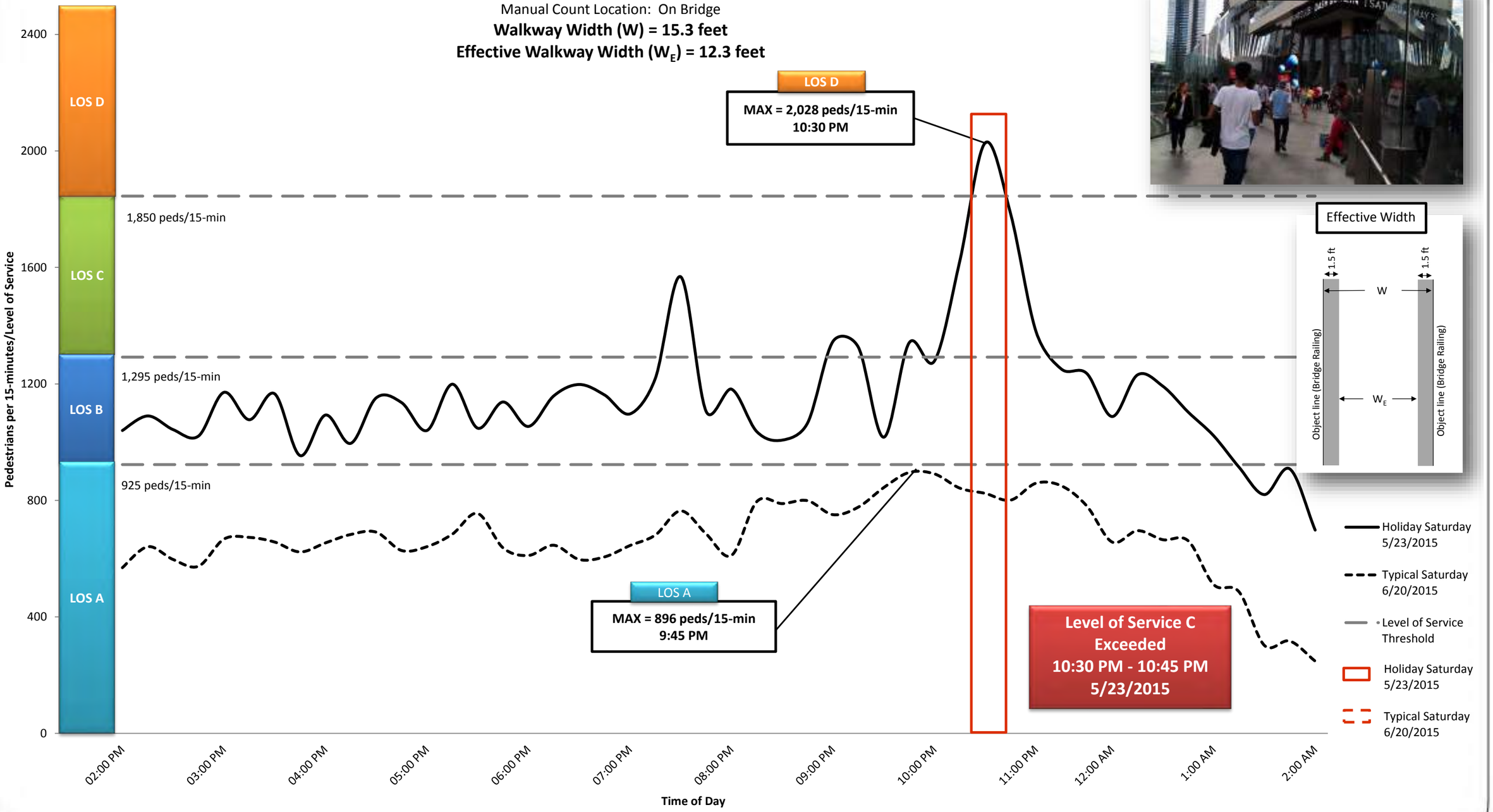
Harmon Avenue North Pedestrian Bridge (Location ID: M4)

Manual Count Location: On Bridge

Walkway Width (W) = 15.3 feet

Effective Walkway Width (W_E) = 12.3 feet



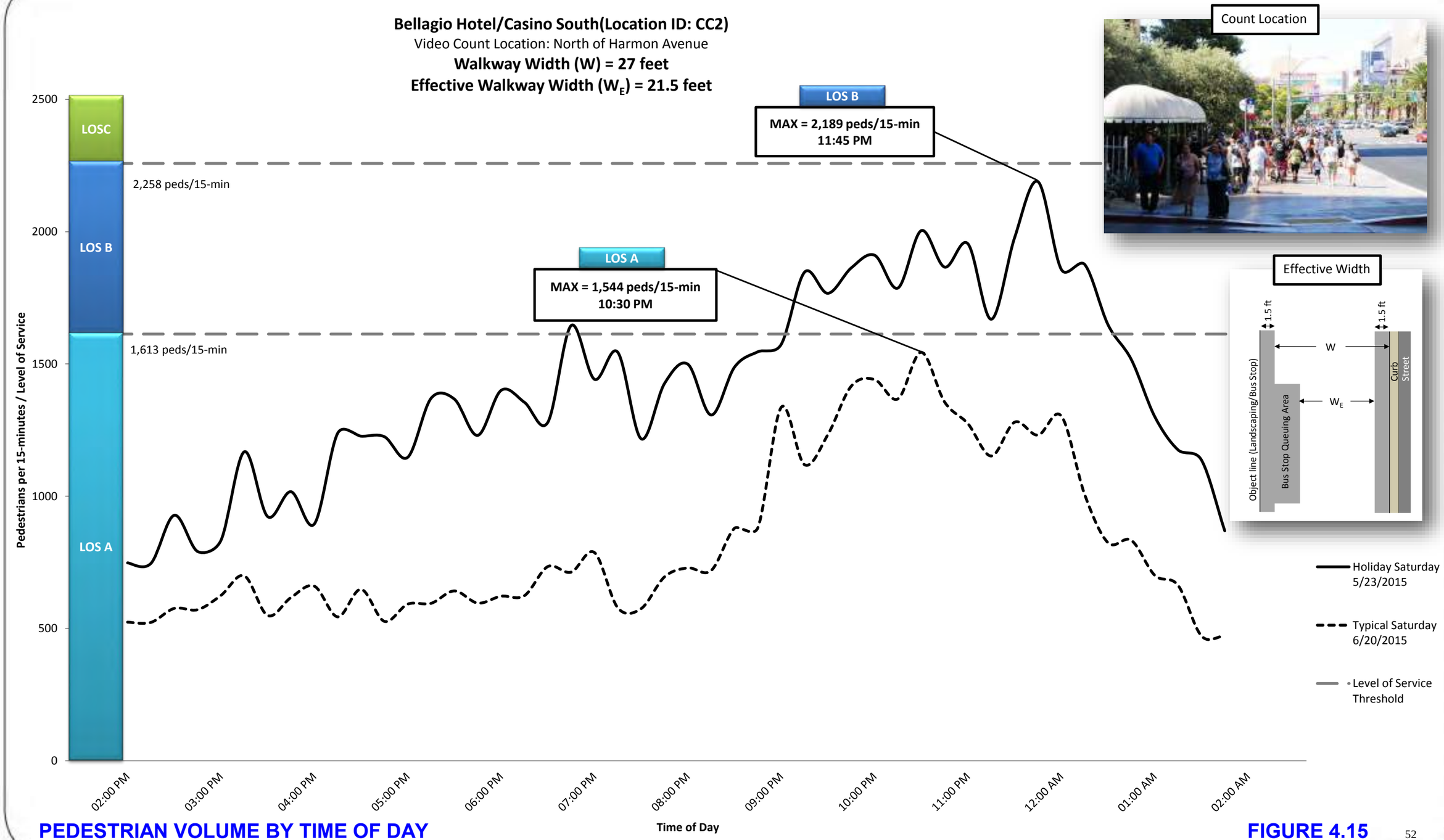


PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.14

Kimley»Horn

Bellagio Hotel/Casino South(Location ID: CC2)
Video Count Location: North of Harmon Avenue
Walkway Width (W) = 27 feet
Effective Walkway Width (W_E) = 21.5 feet

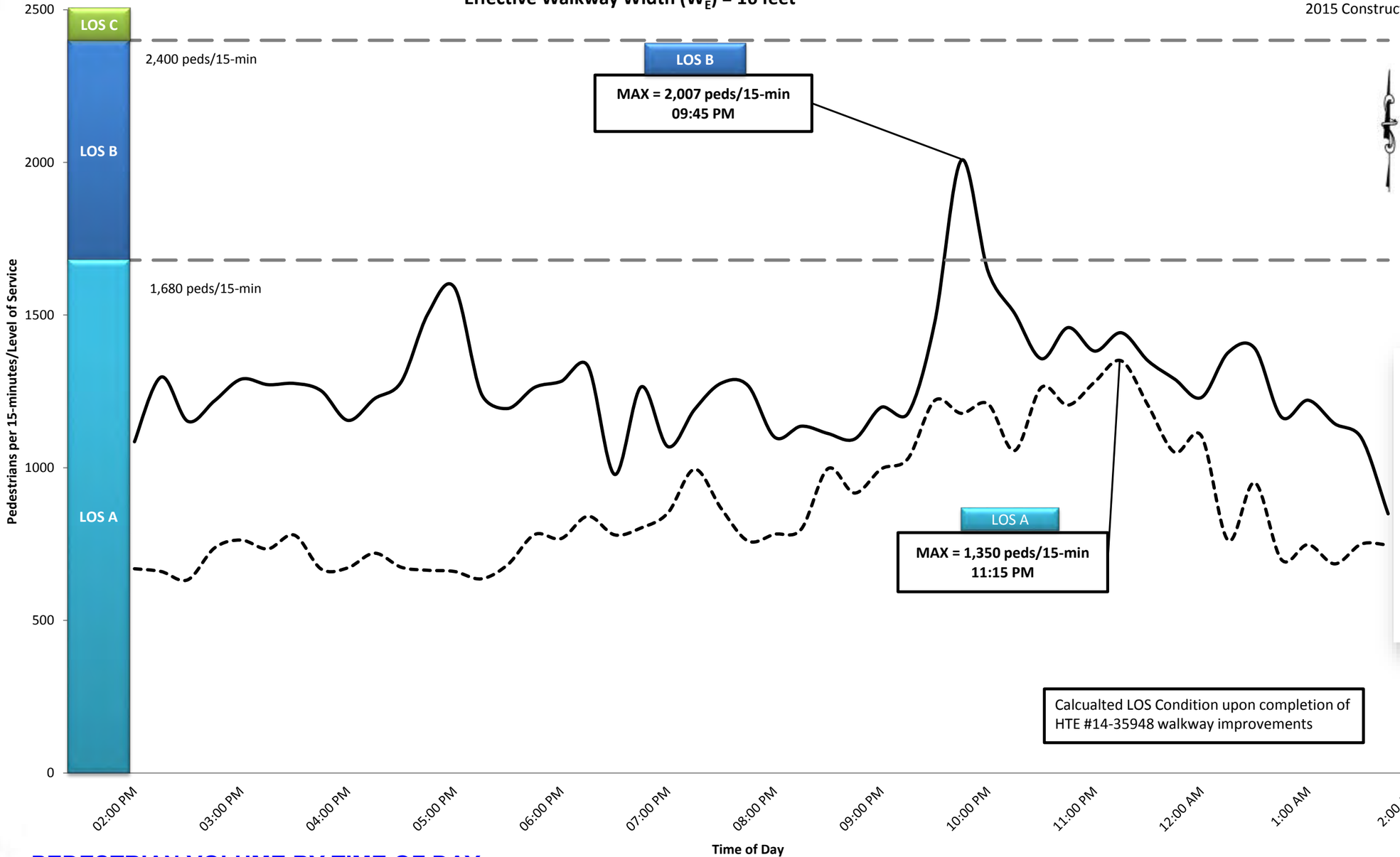


PEDESTRIAN VOLUME BY TIME OF DAY **FIGURE 4.15**

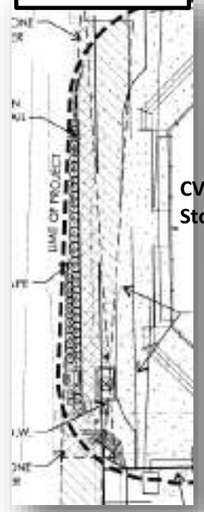
Kimley»Horn

Bally's Hotel/Casino South (Location ID: M12)
Manual Count Location: South of Flamingo Road
Walkway Width (W) = 19 feet
Effective Walkway Width (W_E) = 16 feet

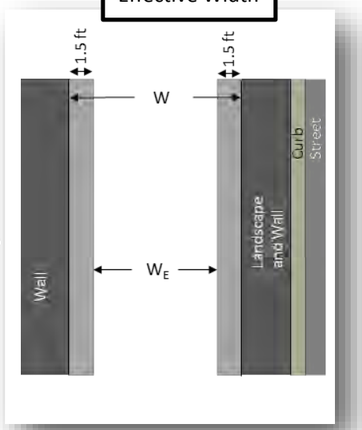
HTE #: 14-35948
2015 Construction



Count Location



Effective Width

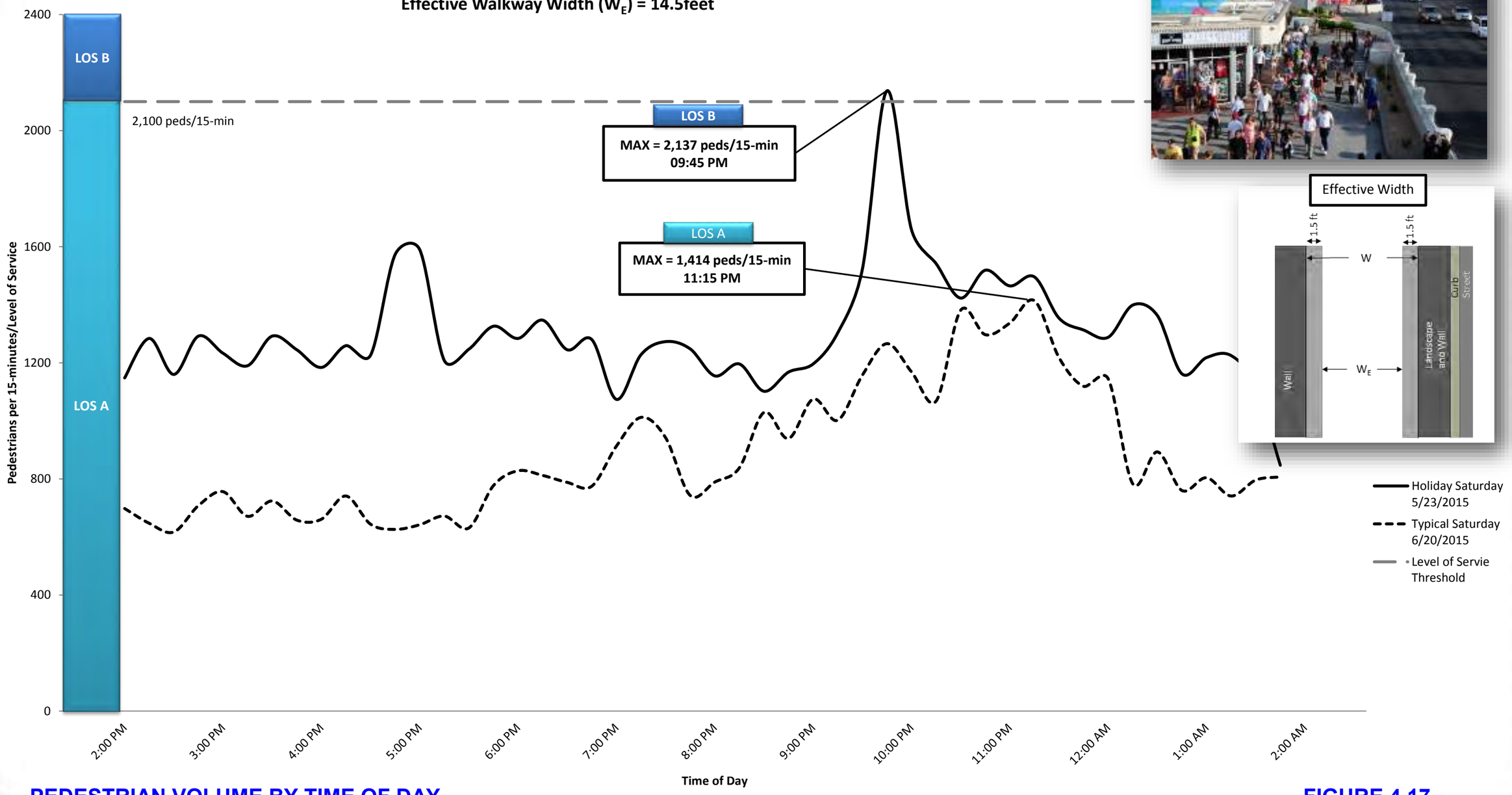


PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.16

Kimley»Horn

Bally's Bazaar (Location ID: 9)
Manual Count Location: South of Flamingo Road
Walkway Width (W) = 17.5 feet
Effective Walkway Width (W_E) = 14.5feet



PEDESTRIAN VOLUME BY TIME OF DAY **FIGURE 4.17**

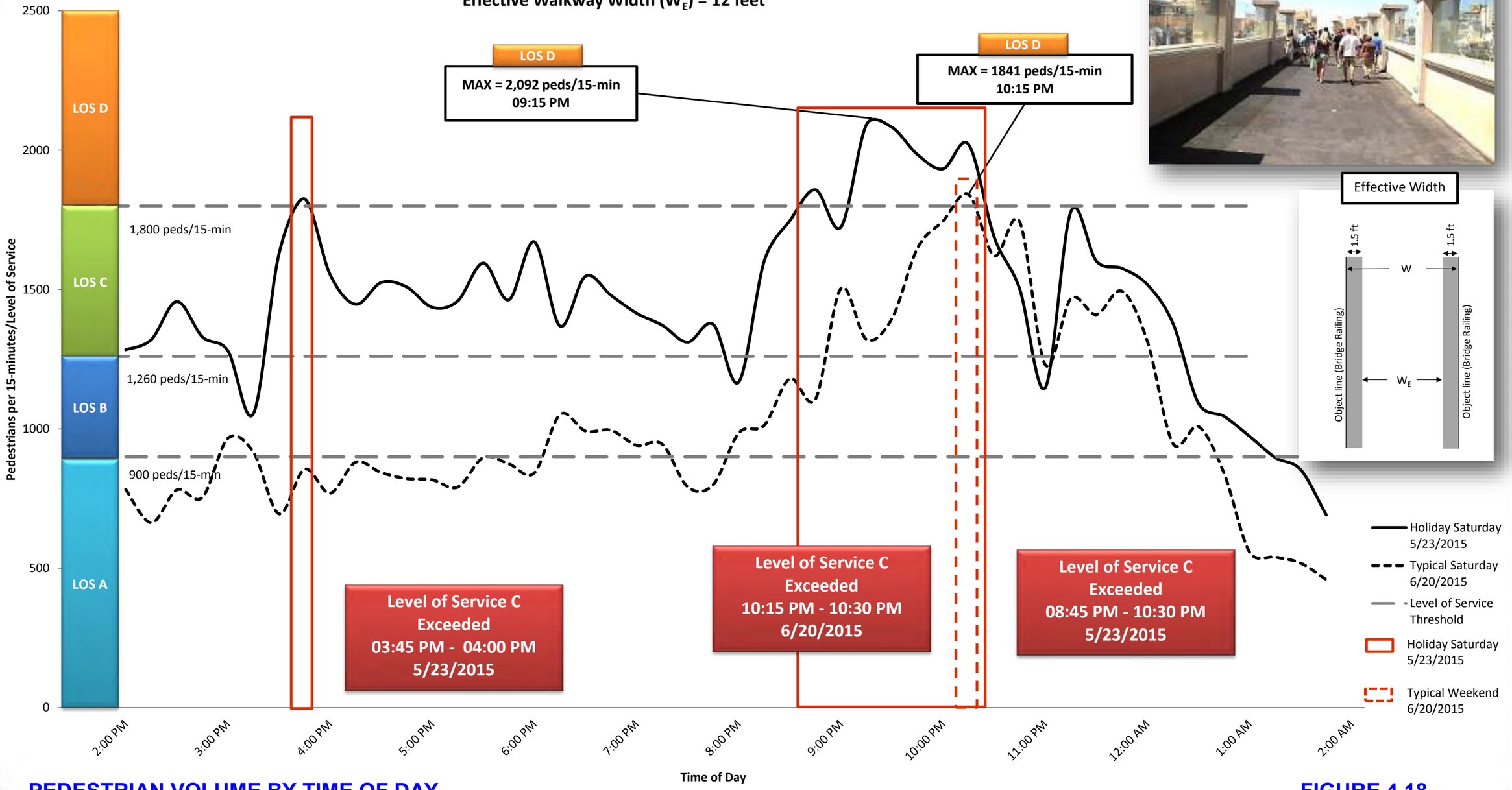
Kimley»Horn

Flamingo Road West Pedestrian Bridge (Location ID: 11)

Manual Count Location: On Bridge

Walkway Width (W) = 15 feet

Effective Walkway Width (W_E) = 12 feet



PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.18

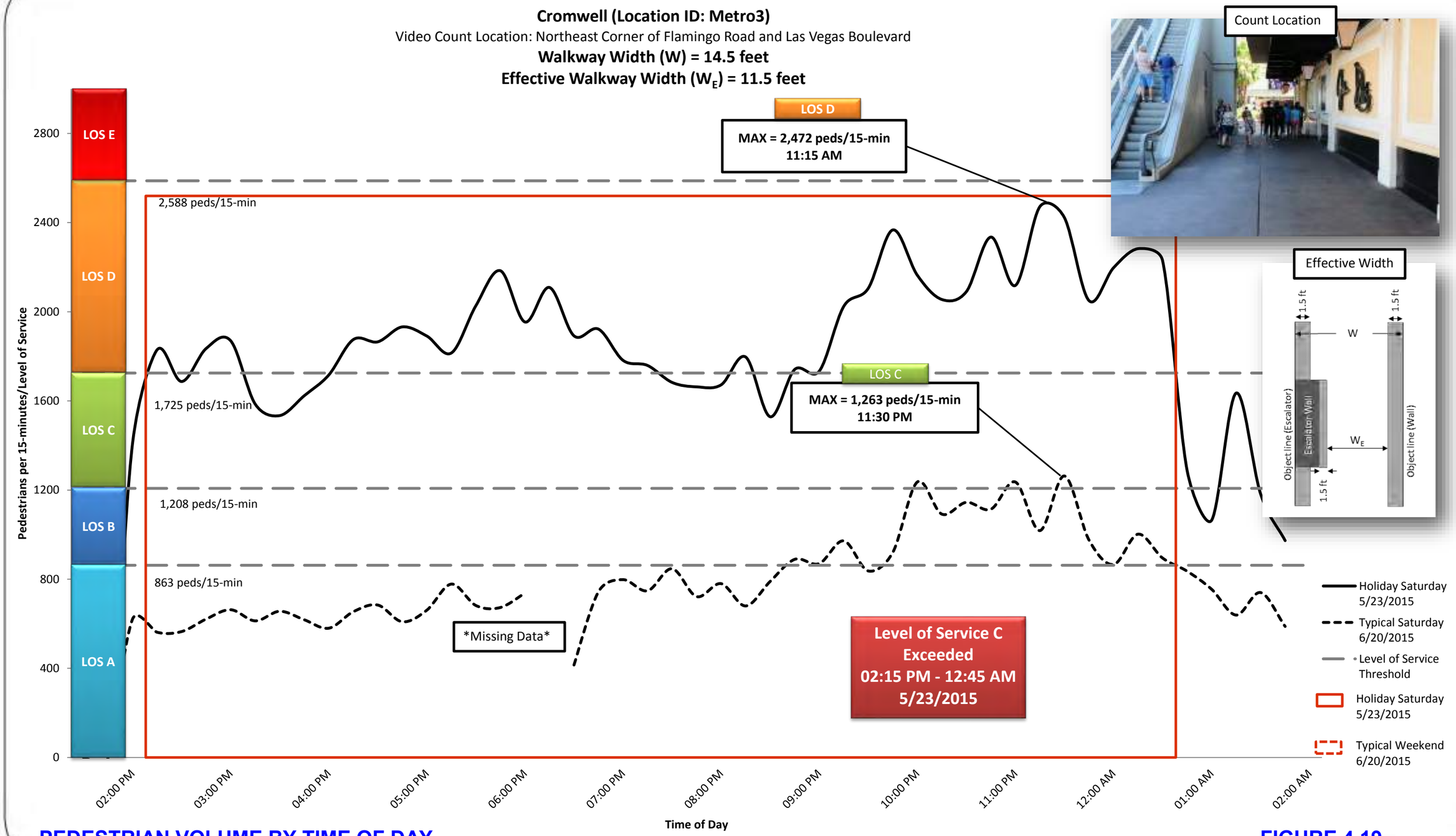
Kimley»Horn

Cromwell (Location ID: Metro3)

Video Count Location: Northeast Corner of Flamingo Road and Las Vegas Boulevard

Walkway Width (W) = 14.5 feet

Effective Walkway Width (W_E) = 11.5 feet



PEDESTRIAN VOLUME BY TIME OF DAY **FIGURE 4.19**

Kimley»Horn

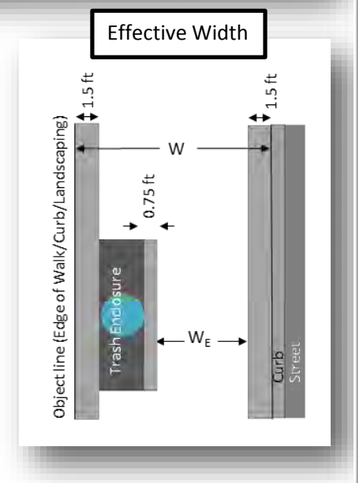
Caesar's Palace Hotel/Casino South (Location ID: M6)

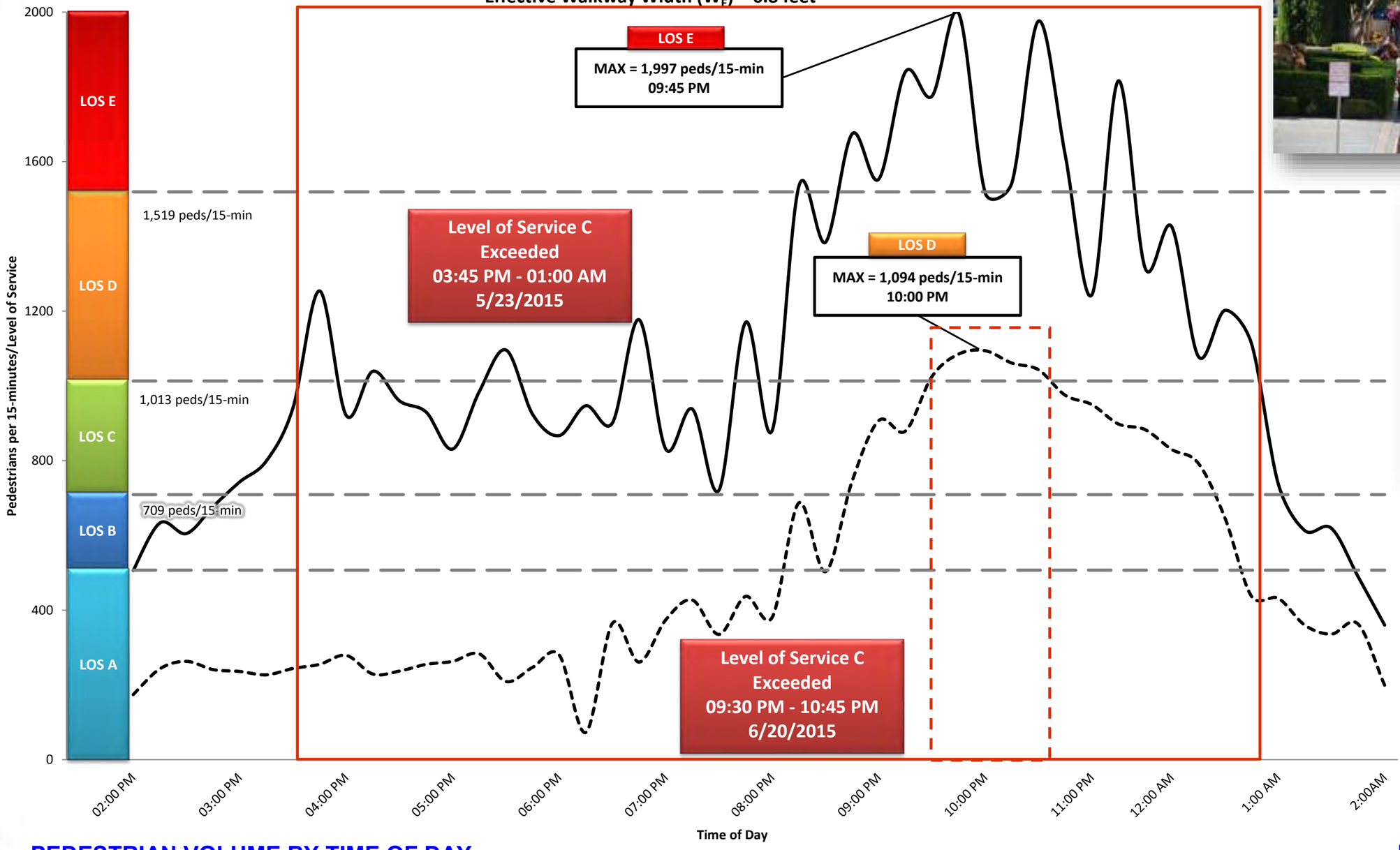
Video Count Location: North of Flamingo Road

Walkway Width (W) = 9 feet

Effective Walkway Width (W_E) = 6.8 feet





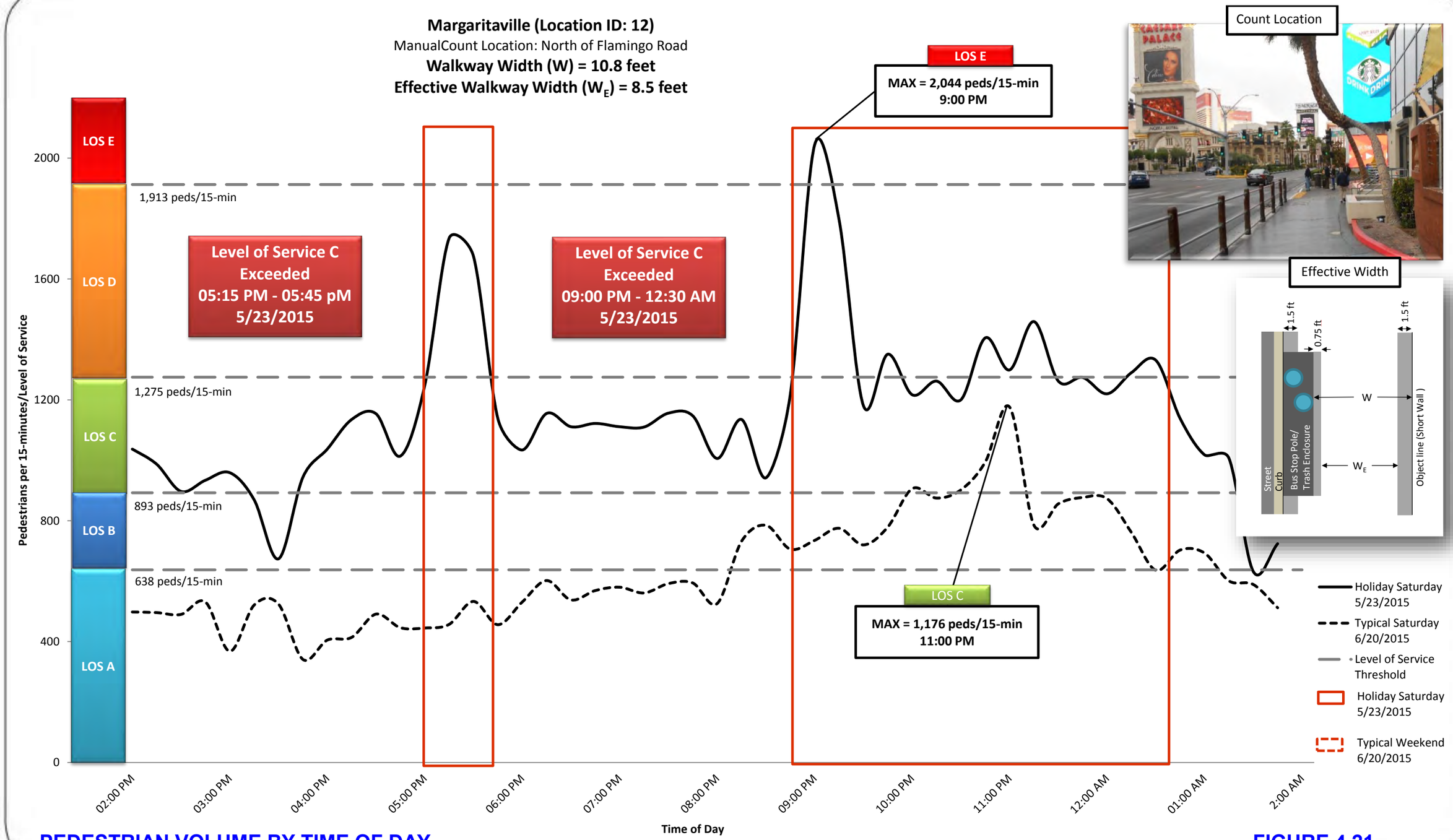


PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.20

Kimley»Horn

Margaritaville (Location ID: 12)
ManualCount Location: North of Flamingo Road
Walkway Width (W) = 10.8 feet
Effective Walkway Width (W_E) = 8.5 feet



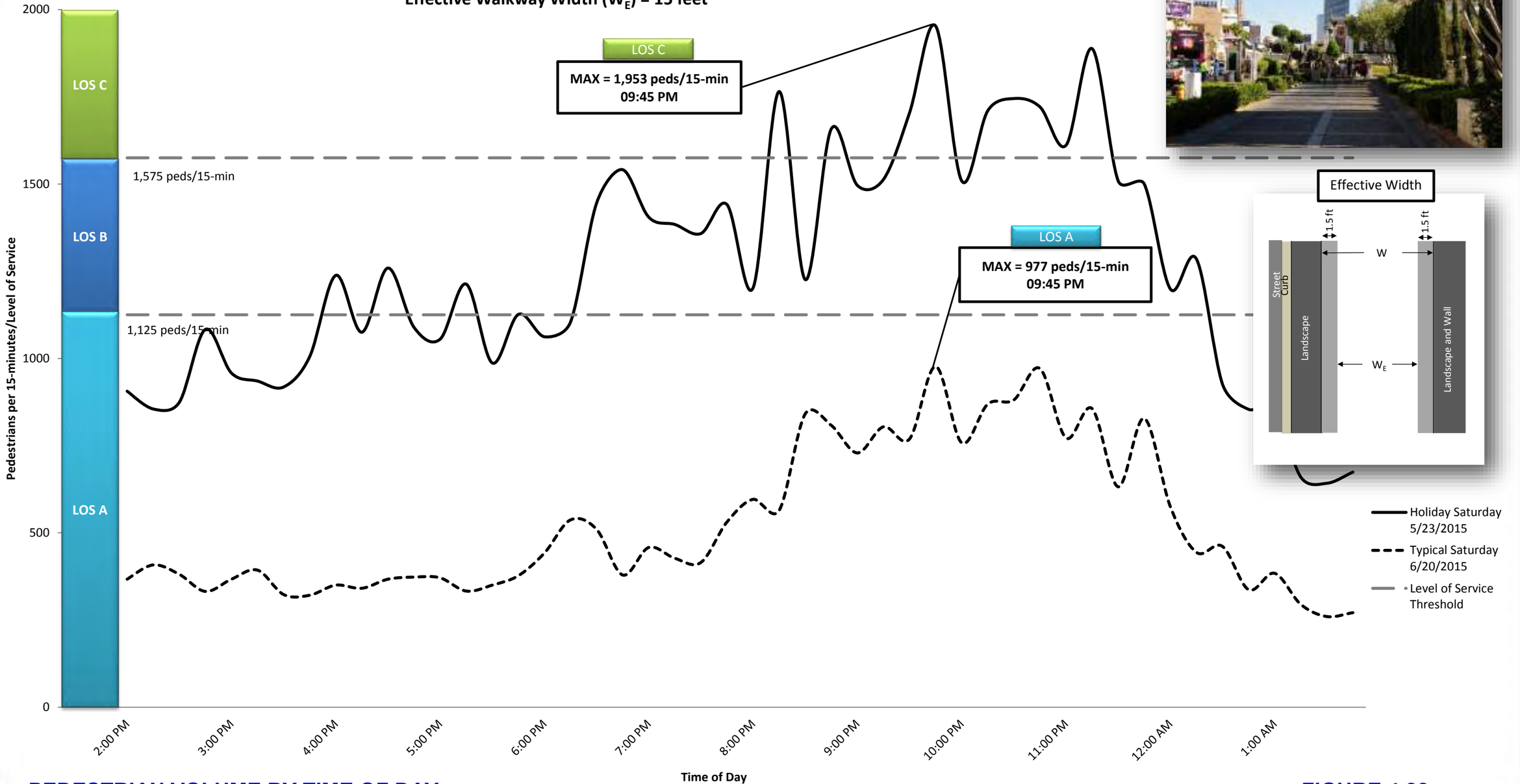
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.21

Kimley»Horn

Caesars Colosseum (Location ID: M13)
Manual Count Location: North of Flamingo Road
Walkway Width (W) = 18 feet
Effective Walkway Width (W_E) = 15 feet





PEDESTRIAN VOLUME BY TIME OF DAY **FIGURE 4.22**

Kimley»Horn

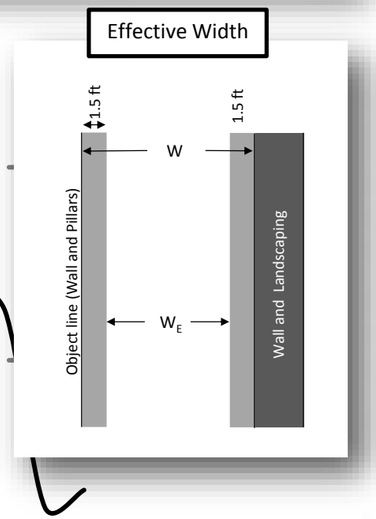
Forum Shops (Location ID: 13)

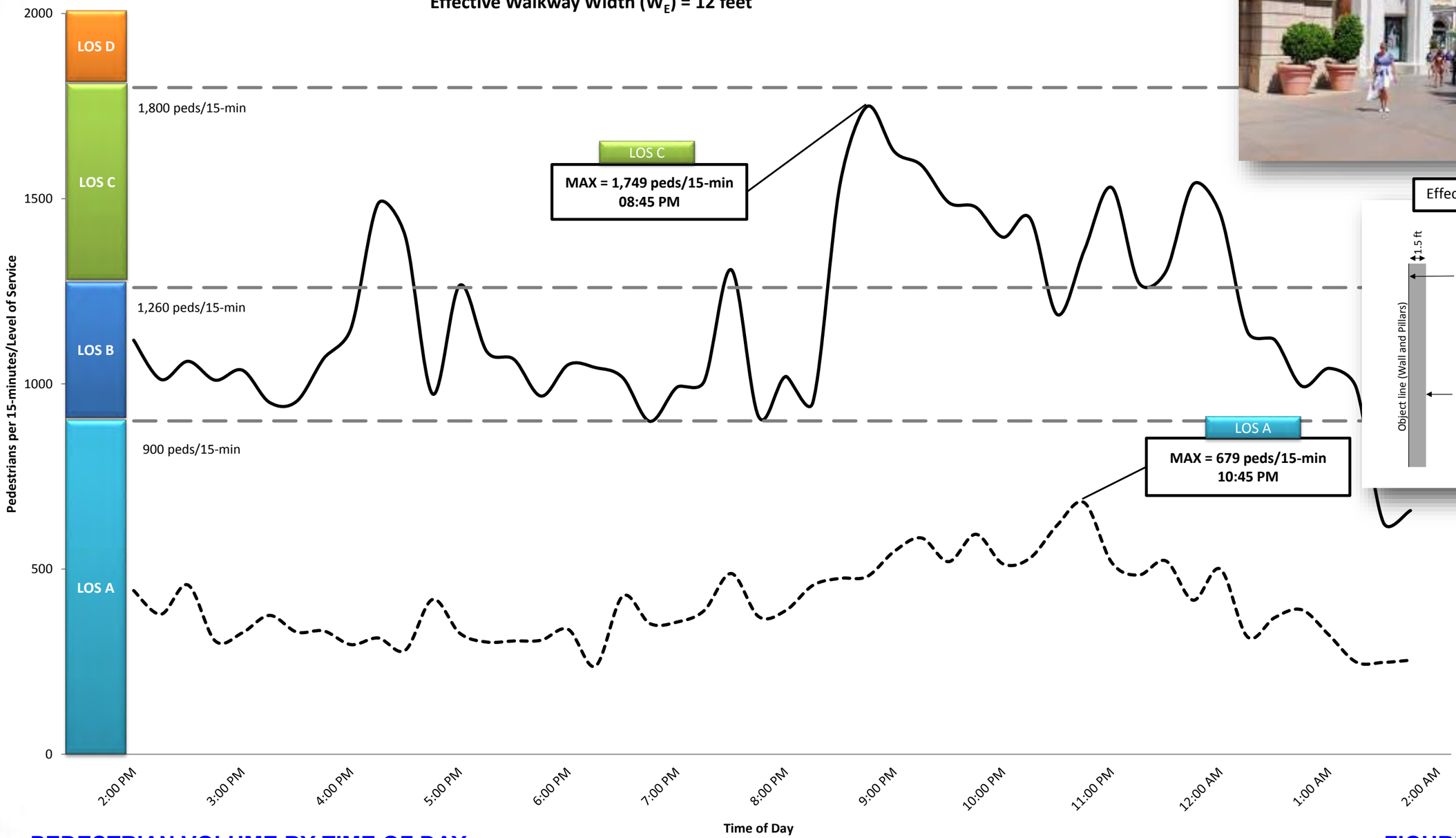
Manual Count Location: North of Flamingo Road

Walkway Width (W) = 15 feet

Effective Walkway Width (W_E) = 12 feet





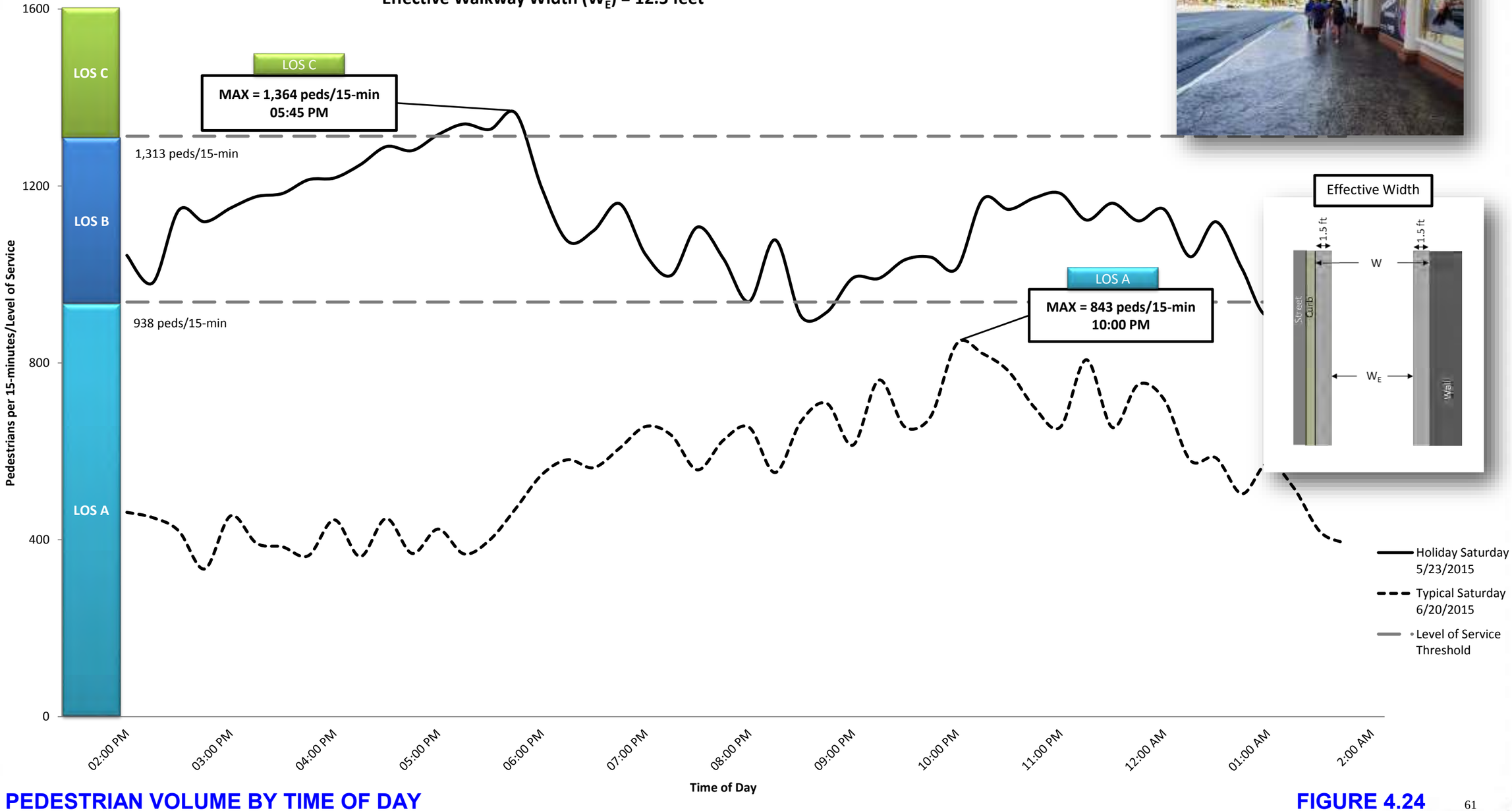


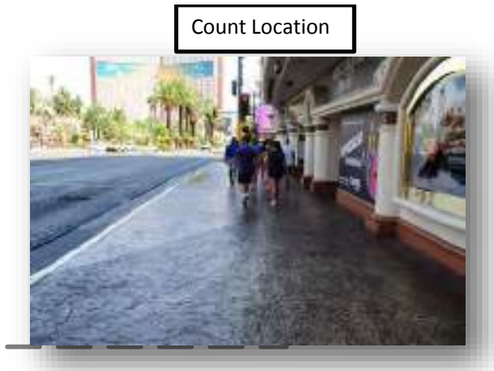
PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.23

Kimley»Horn

Harrah's Hotel/Casino (Location ID: 14)
Video Count Location: North of Flamingo Road
Walkway Width (W) = 15.5 feet
Effective Walkway Width (W_E) = 12.5 feet





PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.24

Kimley»Horn

Venetian Hotel/Casino South (Location ID: CC3)

Video Count Location: South of Spring Mountian Road

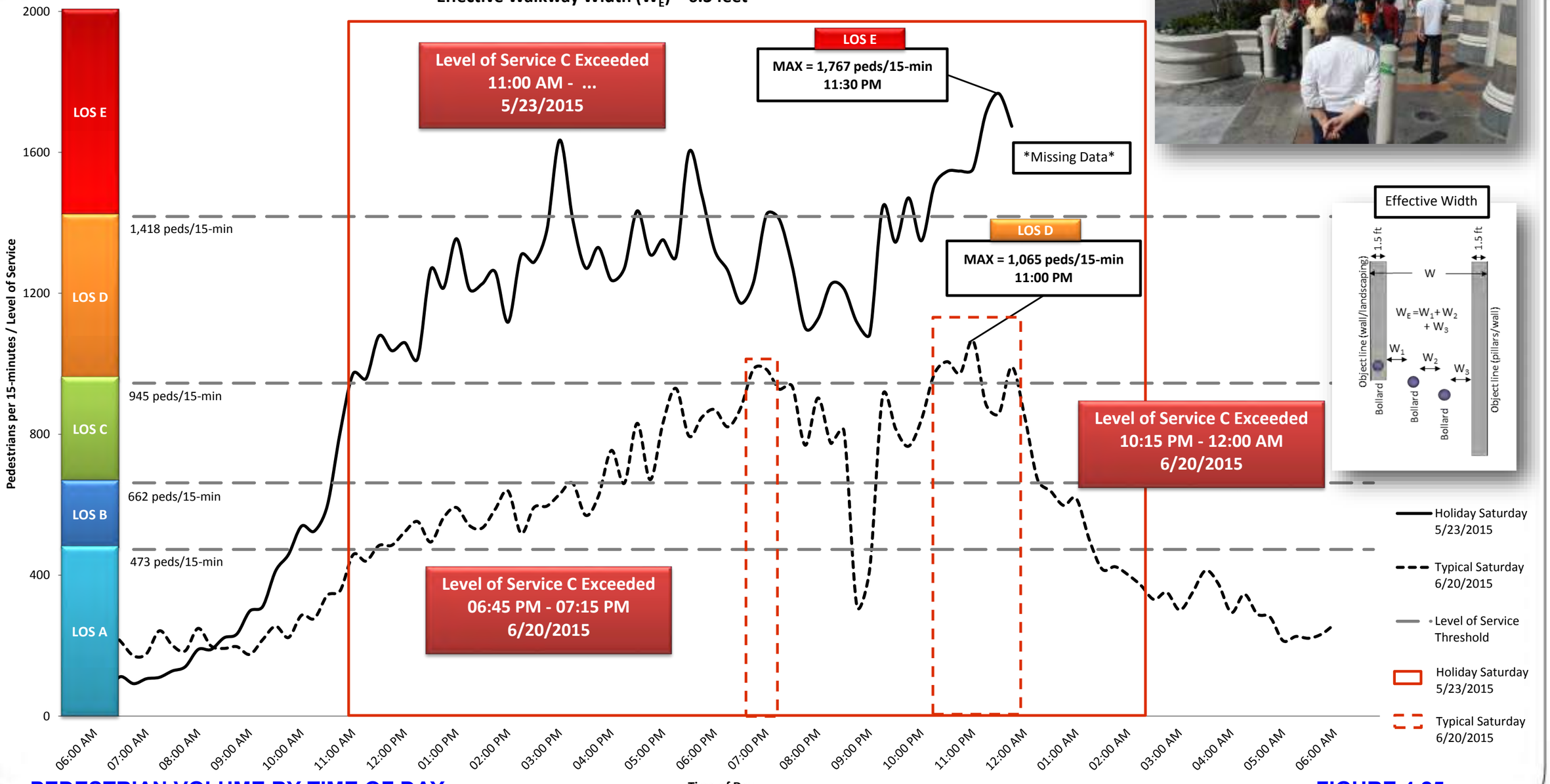
Walkway Width (W) = 11.3 feet

Effective Walkway Width (W_E) = 6.3 feet

Count Location



Effective Width



PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.25

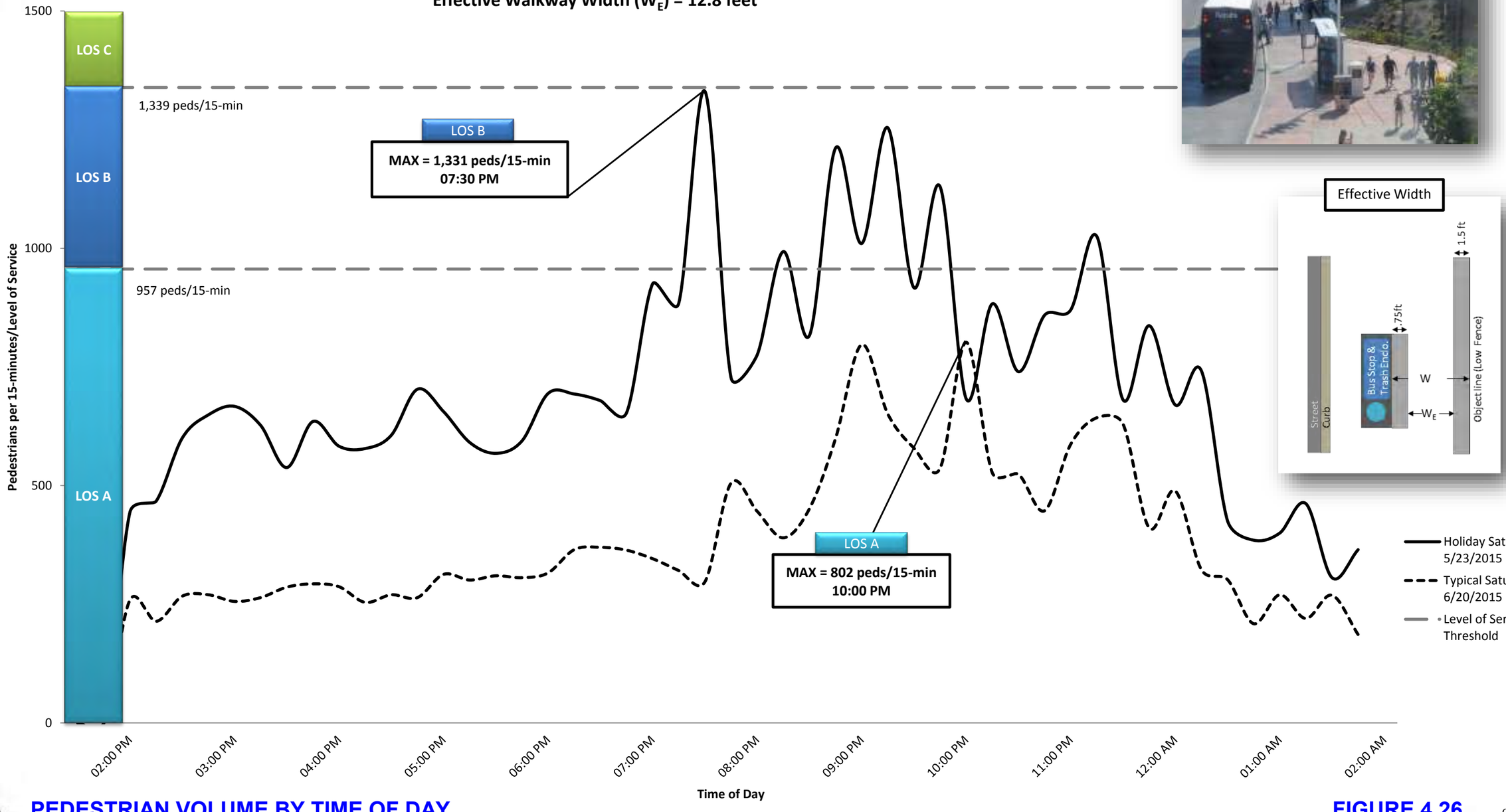
Kimley»Horn

Treasure Island Bus Stop (Location ID: M14)

Manual Count Location: South of Spring Mountian Road

Walkway Width (W) = 15 feet

Effective Walkway Width (W_E) = 12.8 feet



PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.26

Kimley»Horn

Venetian Hotel/Casino North (Location ID: Metro4)

Video Count Location: South of Spring Mountian Road

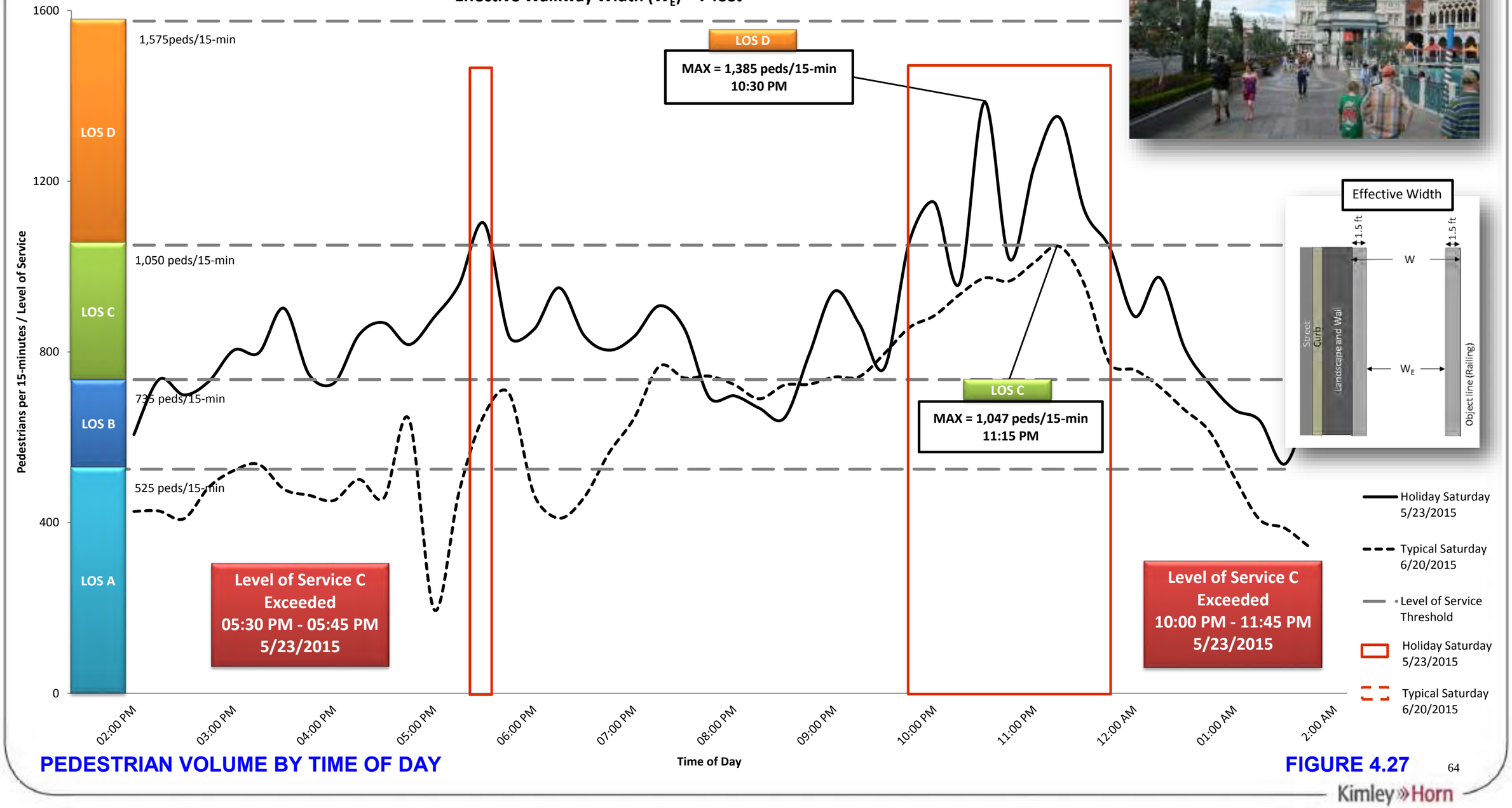
Walkway Width (W) = 10 feet

Effective Walkway Width (W_E) = 7 feet

Count Location



Effective Width



PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.27

Kimley»Horn

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

Video Count Location: South of Spring Mountian Road

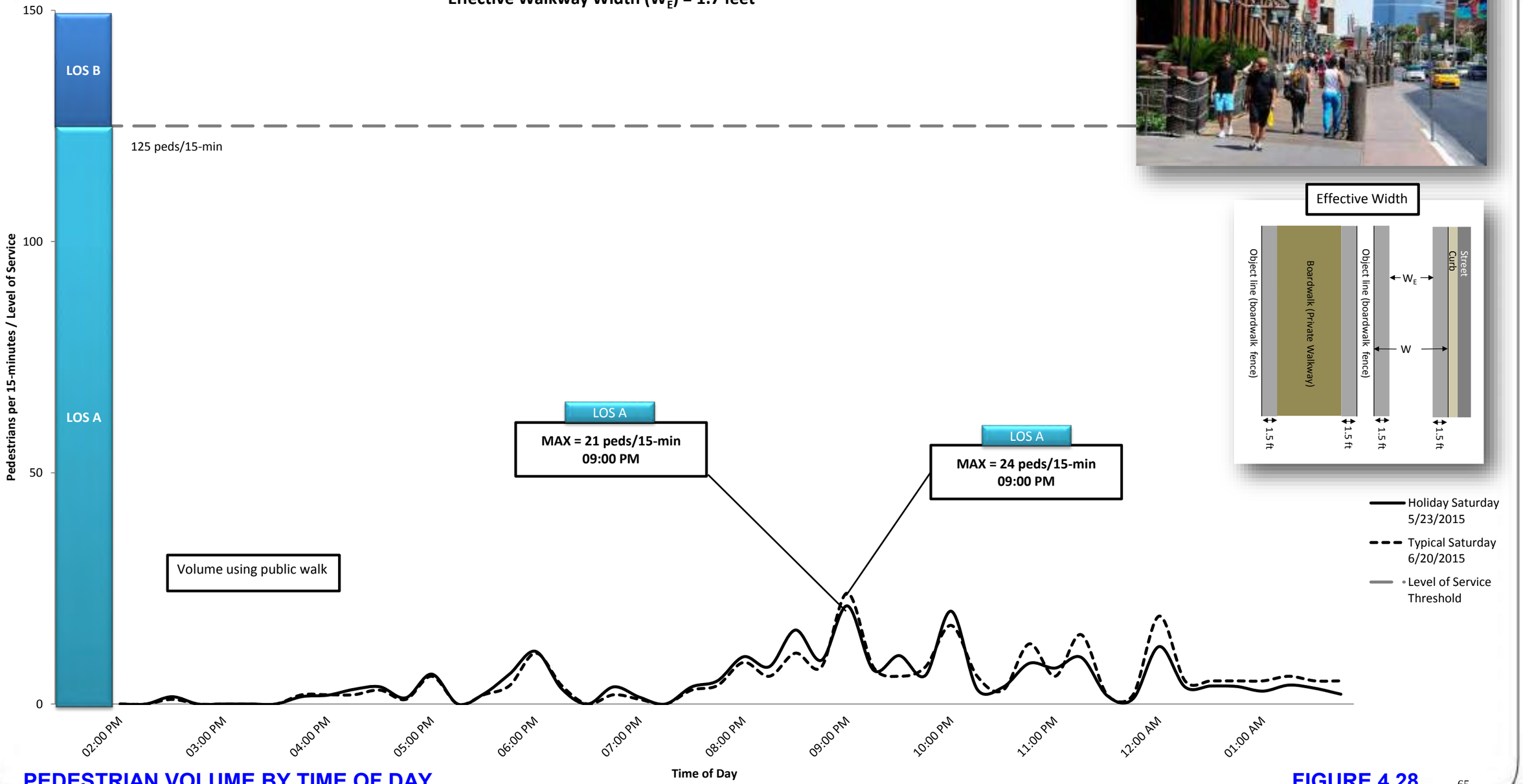
Walkway Width (W) = 4.7 feet

Effective Walkway Width (W_E) = 1.7 feet

Count Location



Effective Width



PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.28

Kimley»Horn

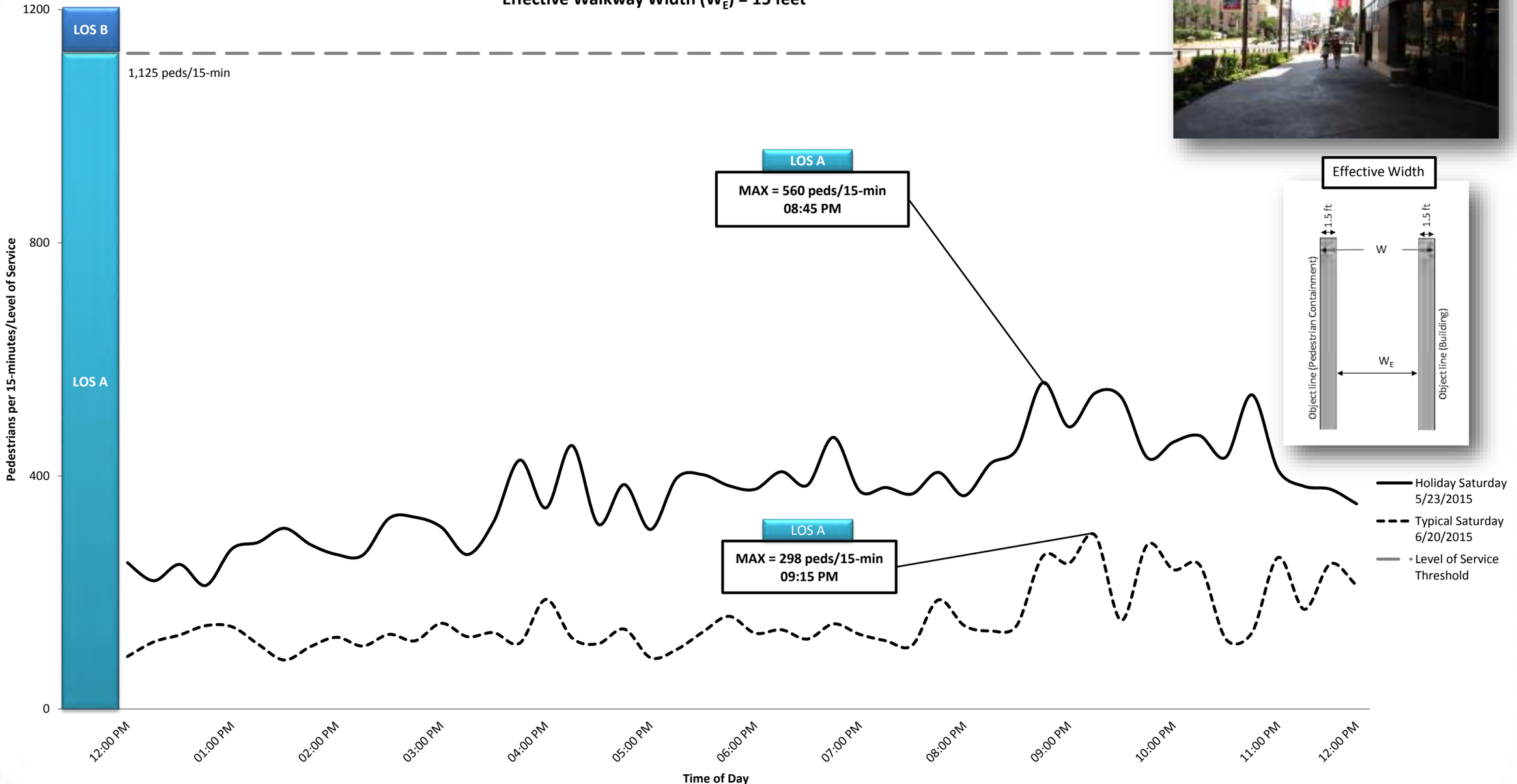
Treasure Island Hotel/Casino North (Location ID: M15)

Manual Count Location: NW Corner of Spring Mountain Rd and Las Vegas Blvd

Walkway Width (W) = 18 feet

Effective Walkway Width (W_E) = 15 feet





PEDESTRIAN VOLUME BY TIME OF DAY

FIGURE 4.29

Kimley»Horn

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.

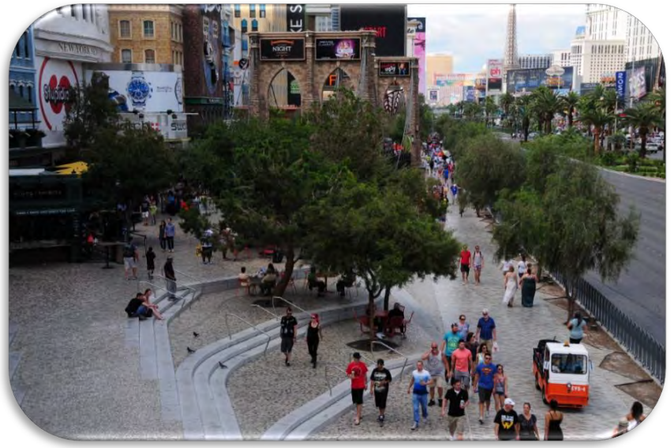
This analysis was conducted at the count locations below for the 2015 Pedestrian Study Update:

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

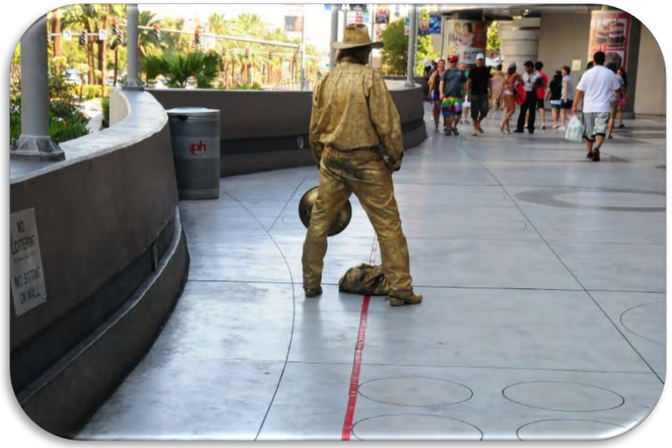
Figure 4.10 displays the observed pedestrian volume present on the available walkway segments at New York-New York. Comparatively, **Figure 4.30** represents the LOS of the walkway segments at New York-New York and if all the observed pedestrian volume along Las Vegas Boulevard were to be directed to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

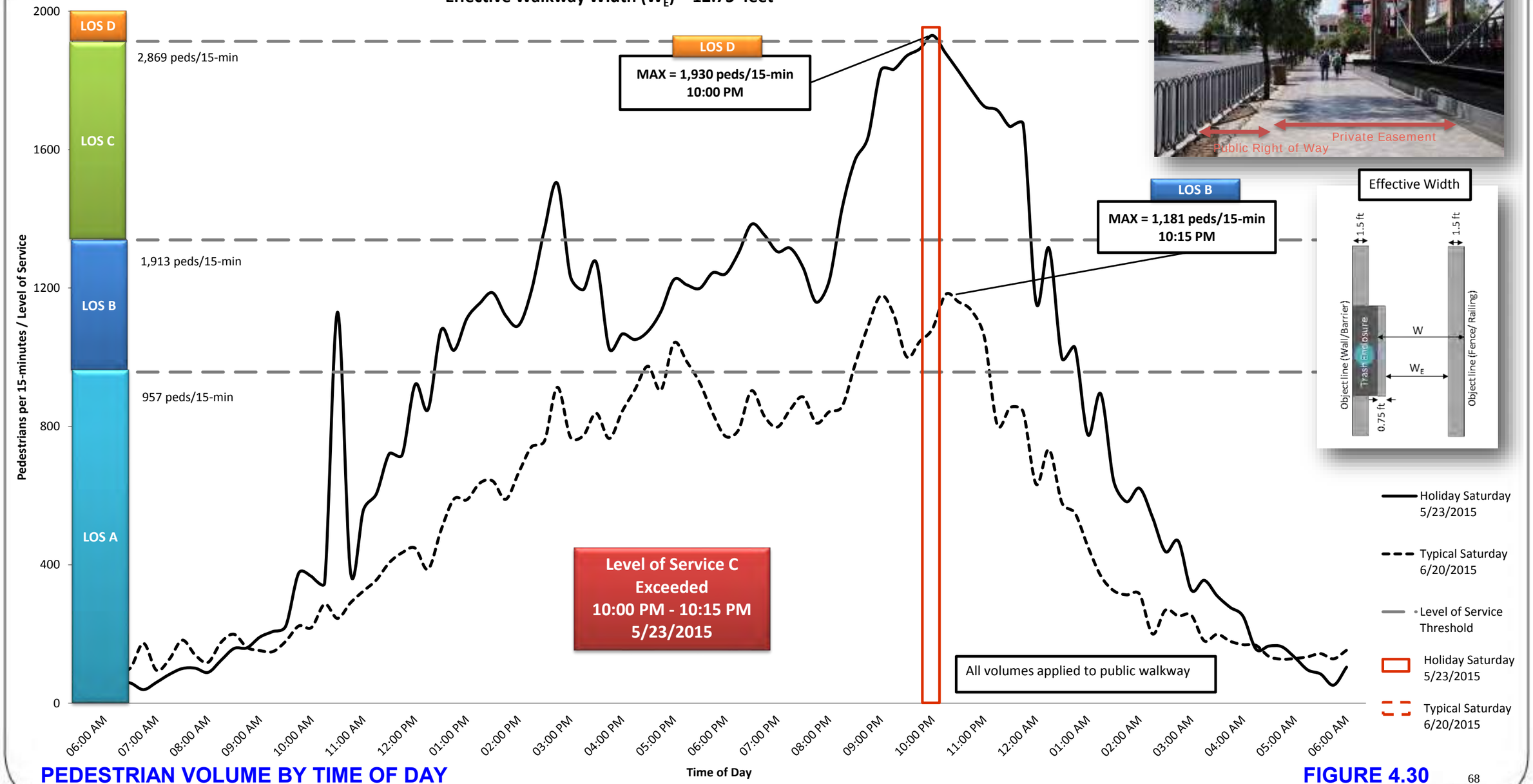
New York-New York Hotel/Casino (Location ID: CC1)

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 4.30

Kimley»Horn

2015 Existing



SEE FIGURE 4.32

2015 Theoretical



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

Kimley»Horn

CC 1284

2015 Existing



2015 Theoretical



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

FIGURE 4.32

Kimley»Horn

CC 1285

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.

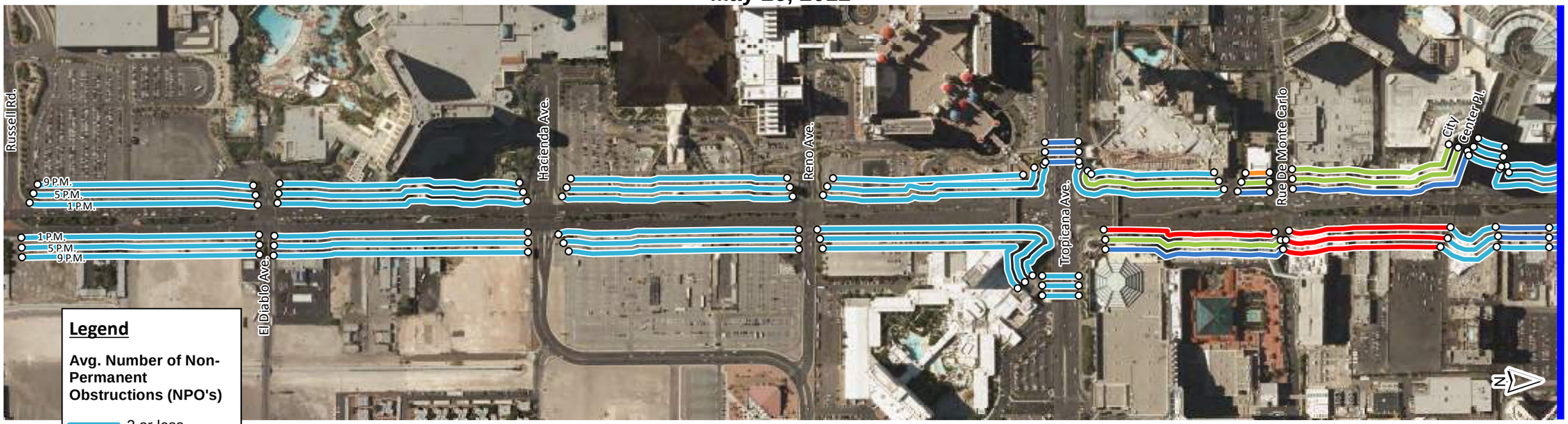
Table 4.9 summarizes the distribution of the non-permanent obstruction types within the study corridor on the holiday and typical Saturdays for 2012 and 2015. It can be seen in **Table 4.9** that 98 or 35% on Saturday, May 23, 2015 and 94 or 42% on Saturday, June 20, 2015 of the observed non-permanent 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

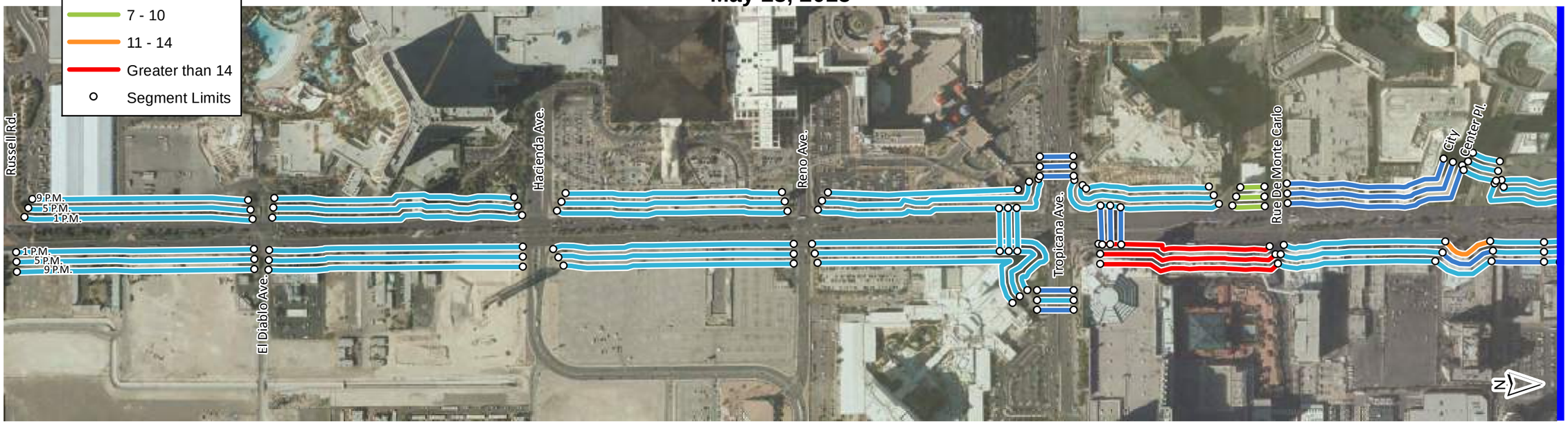
Distribution of Non-Permanent Obstructions - Holiday Saturday												
Non-Permanent Obstruction Category	Within 50' of an intersection, driveway, or crosswalk		On pedestrian bridges parallel to LVB		Within 15' of a pedestrian bridge landing		Within 15' of a bus stop		Other		Total	
	2012	2015	2012	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



May 23, 2015



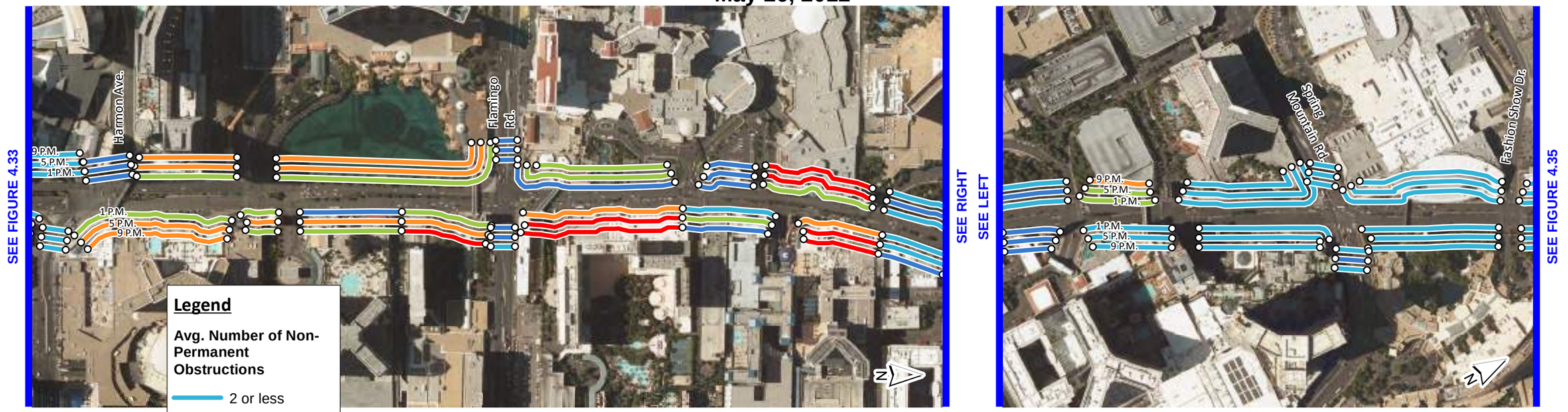
AVERAGE NON-PERMANENT OBSTRUCTIONS PER SEGMENT
RUSSELL RD. TO CITY CENTER PL. (HOLIDAY SATURDAY)

FIGURE 4.33

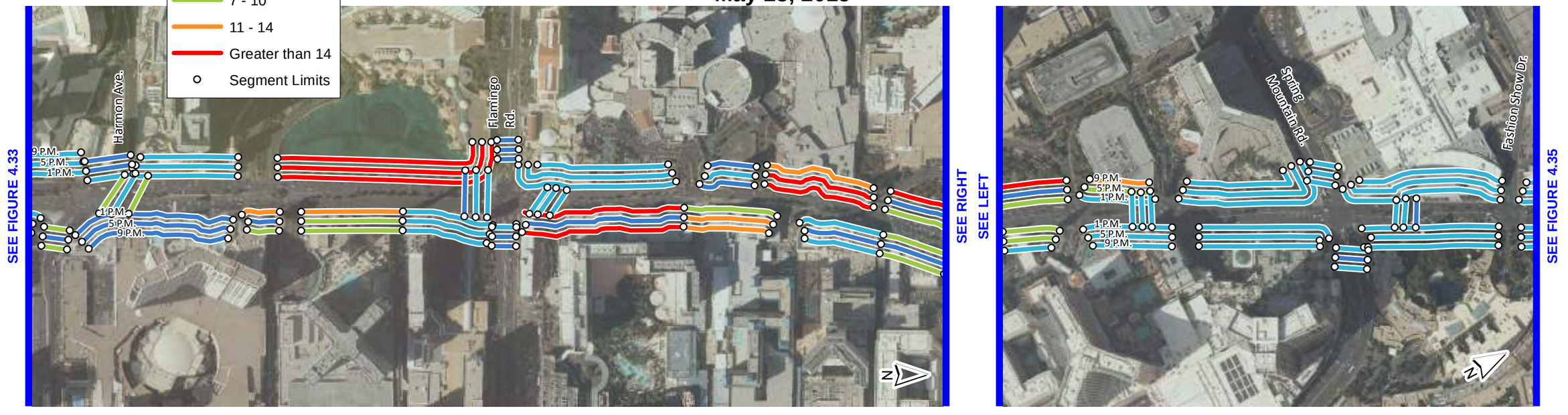
Kimley»Horn

CC 1289

May 26, 2012



May 23, 2015



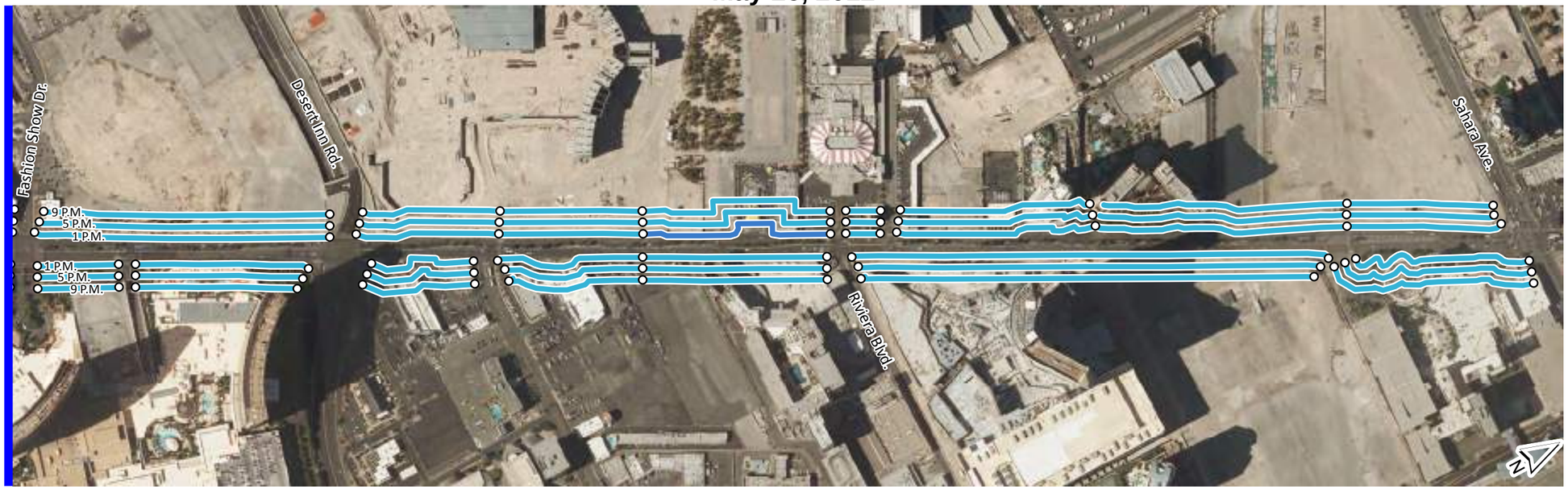
AVERAGE NON-PERMANENT OBSTRUCTIONS PER SEGMENT
HARMON AVE. TO FASHION SHOW DR. (HOLIDAY SATURDAY)

FIGURE 4.34

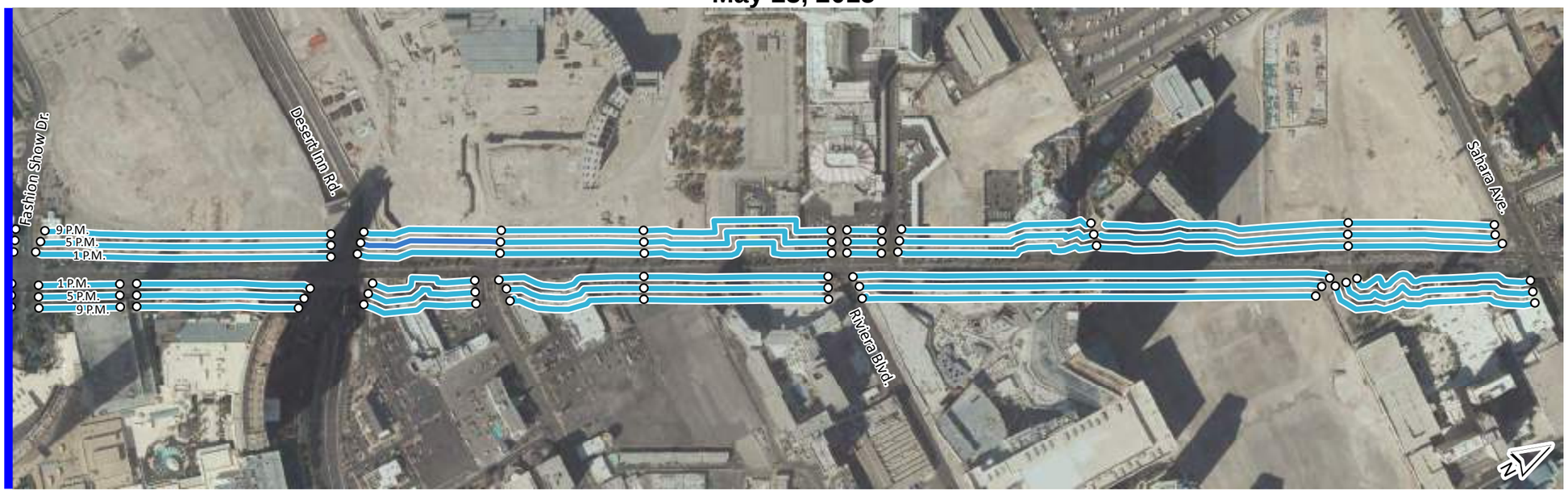
Kimley»Horn

CC 1290

May 26, 2012



May 23, 2015



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

FIGURE 4.35 76

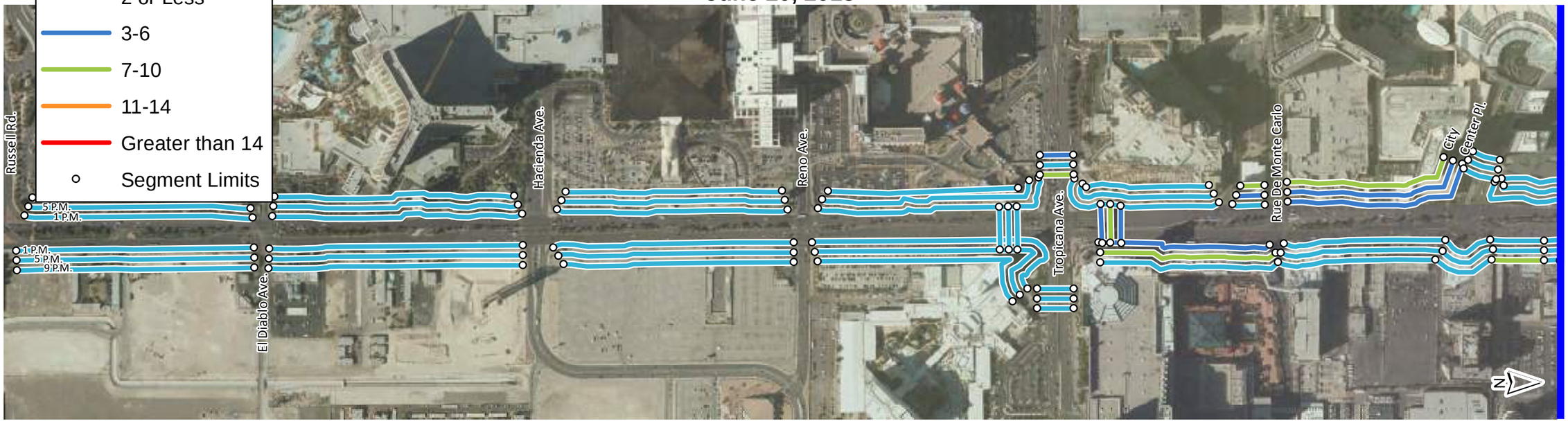
Kimley»Horn

June 16, 2012



SEE FIGURE 4.37

June 20, 2015

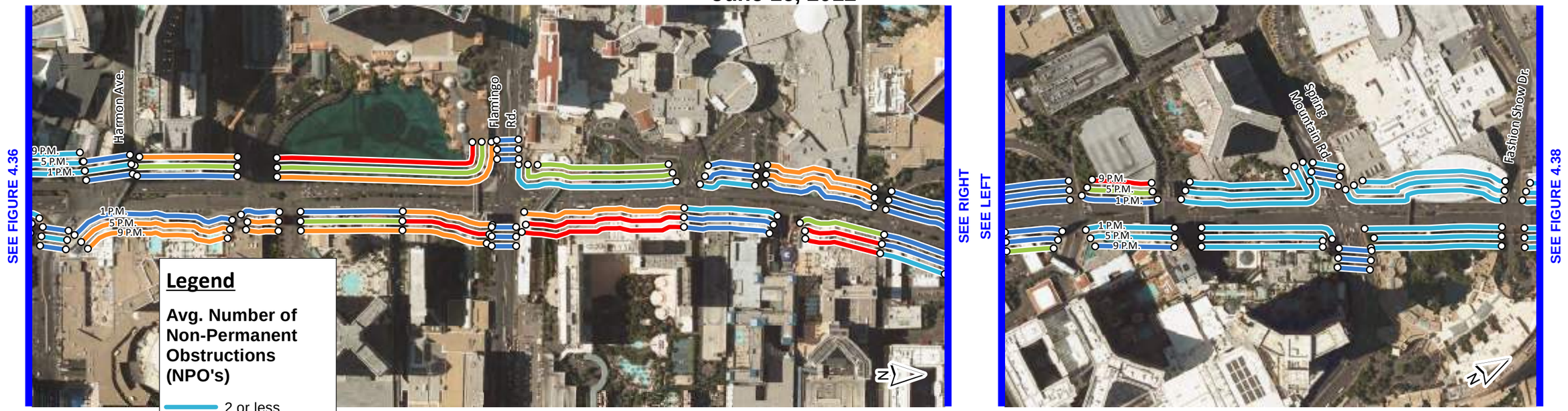


SEE FIGURE 4.37

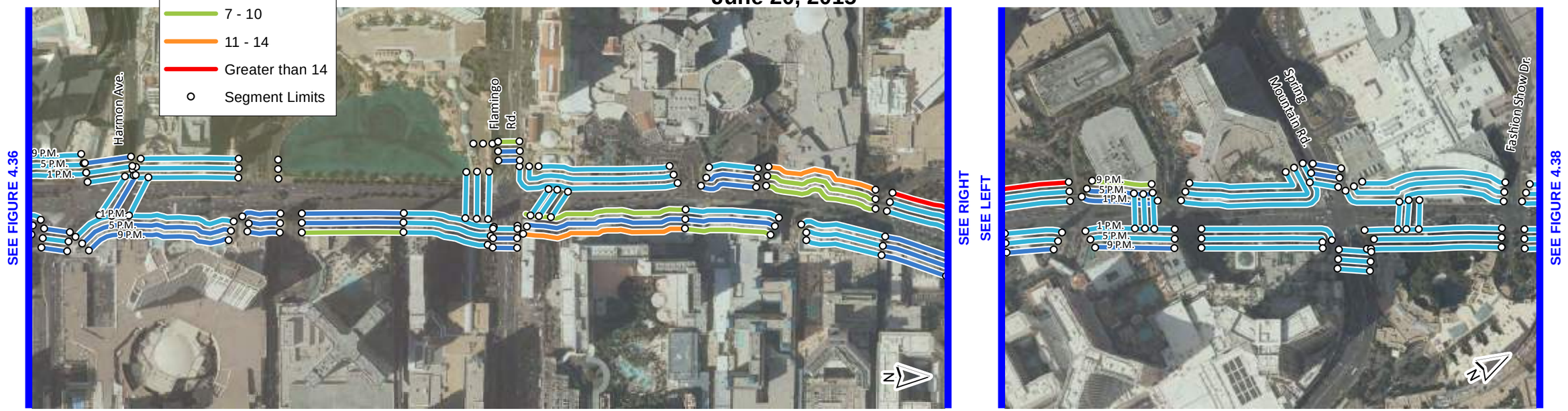
AVERAGE NON-PERMANENT OBSTRUCTIONS PER SEGMENT
RUSSELL RD. TO CITY CENTER PL. (TYPICAL SATURDAY)

FIGURE 4.36

June 16, 2012



June 20, 2015



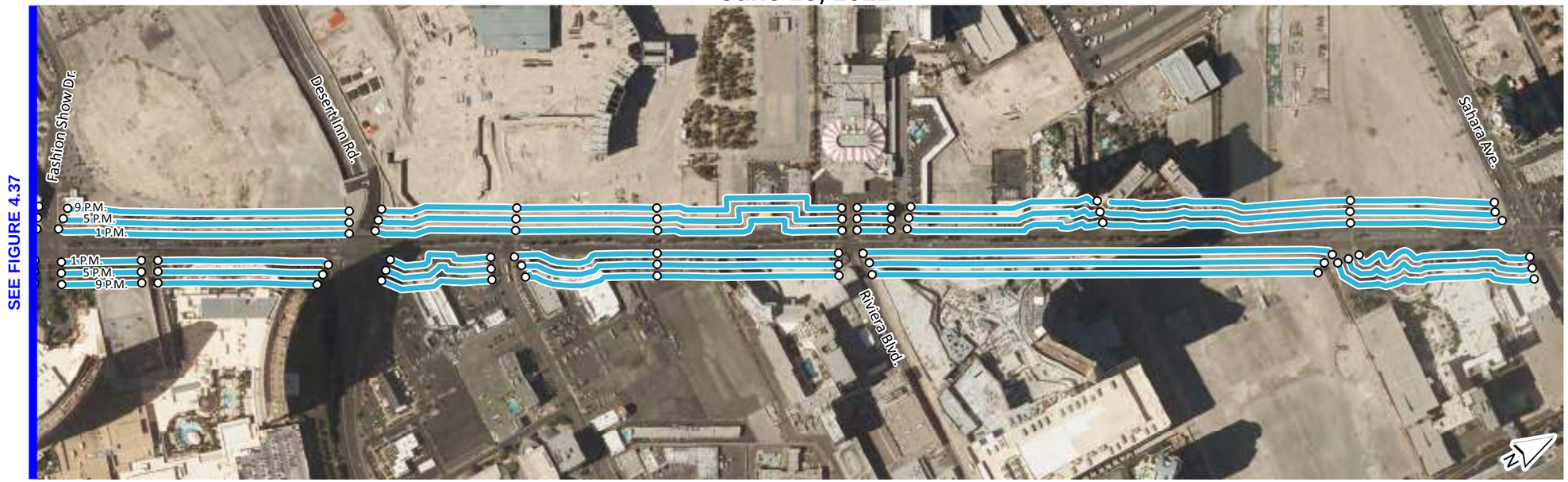
AVERAGE NON-PERMANENT OBSTRUCTIONS PER SEGMENT
HARMON AVE. TO FASHION SHOW DR. (TYPICAL SATURDAY)

FIGURE 4.37

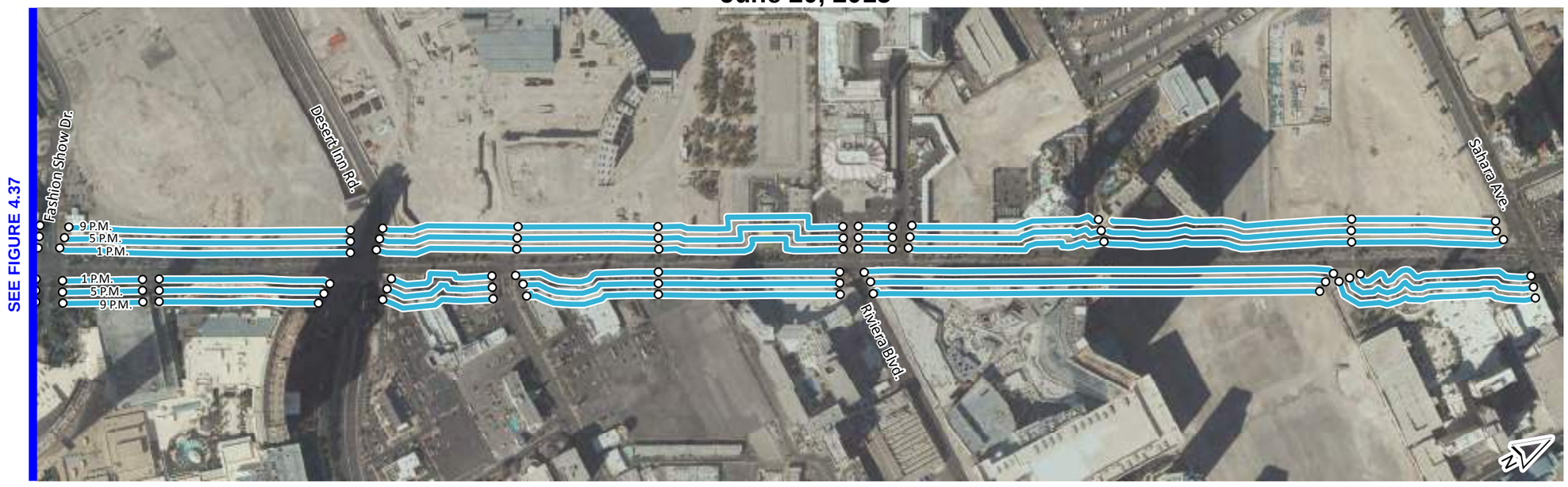
Kimley»Horn

CC 1293

June 16, 2012



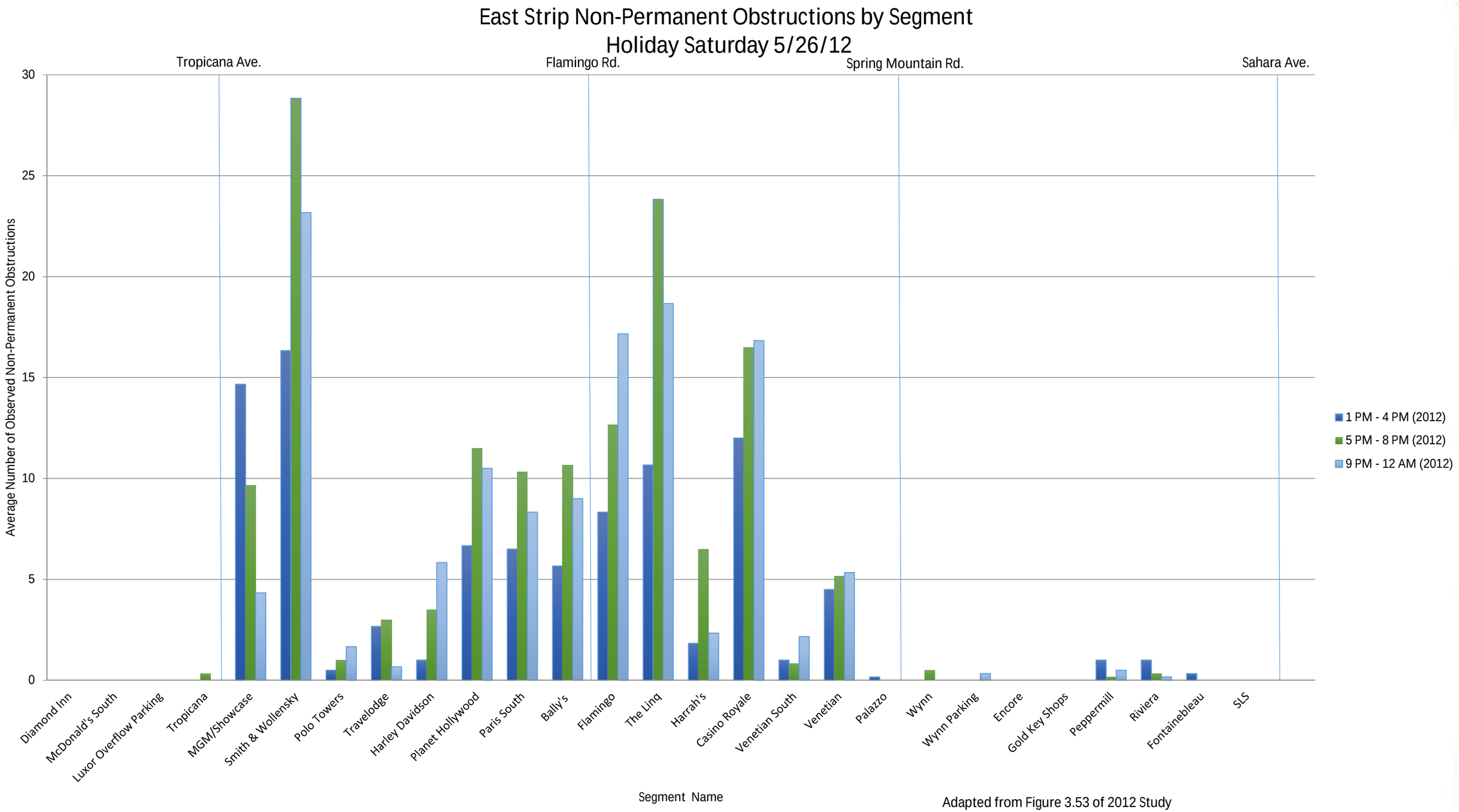
June 20, 2015



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

FIGURE 4.38 79

Kimley»Horn

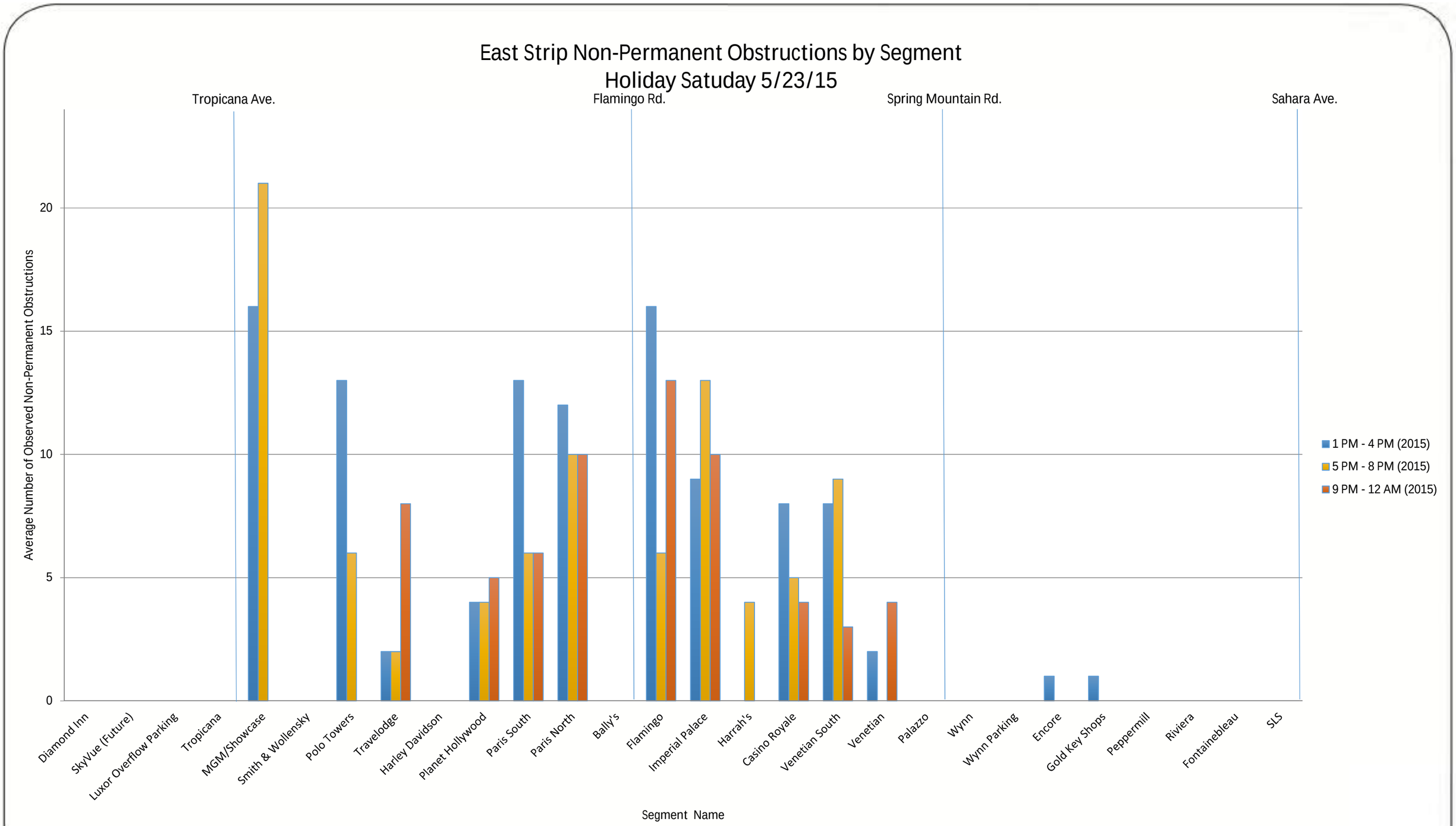


Adapted from Figure 3.53 of 2012 Study

NON-PERMANENT OBSTRUCTIONS **FIGURE 4.39**

Kimley»Horn

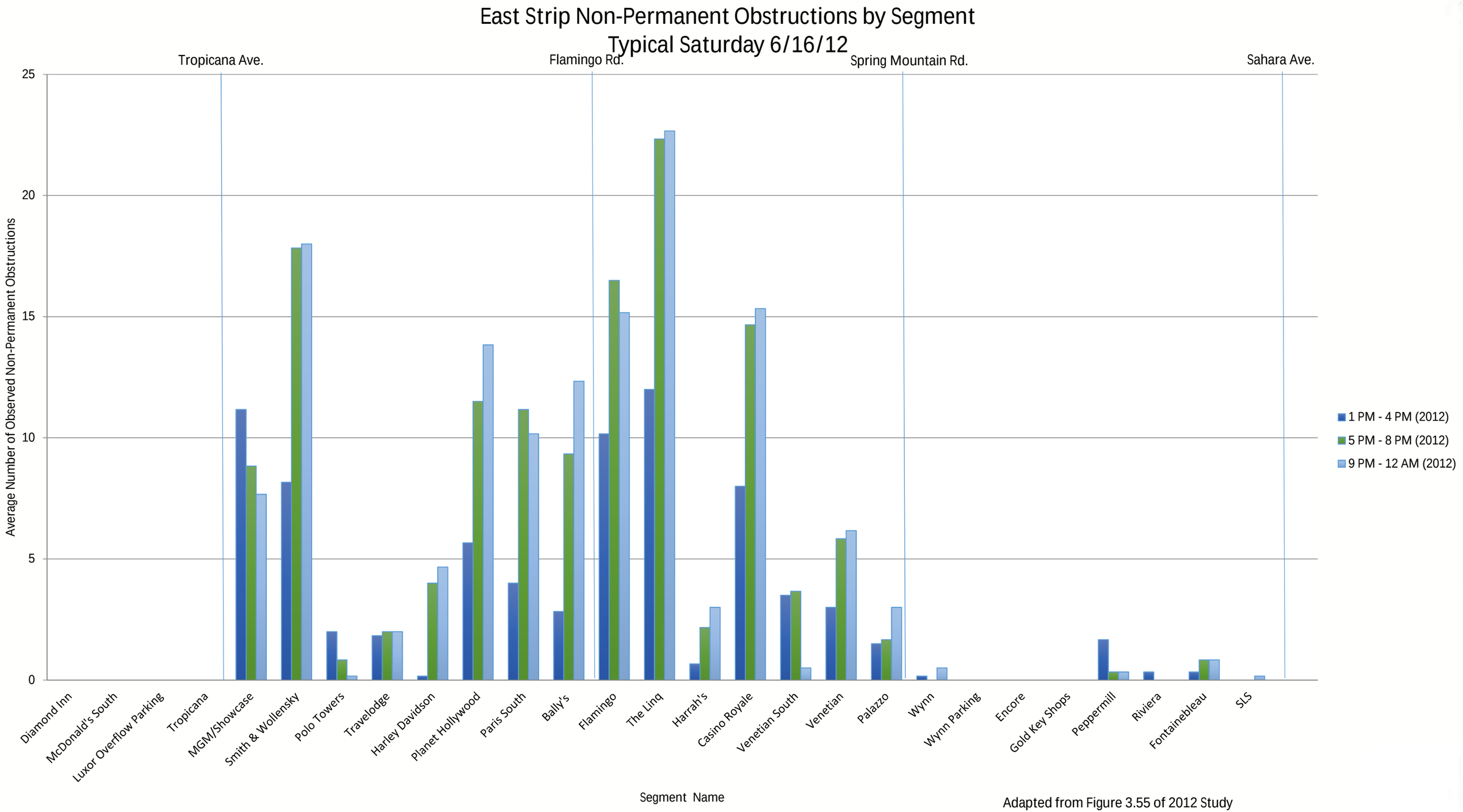
CC 1295



NON-PERMANENT OBSTRUCTIONS **FIGURE 4.40**

Kimley»Horn

CC 1296

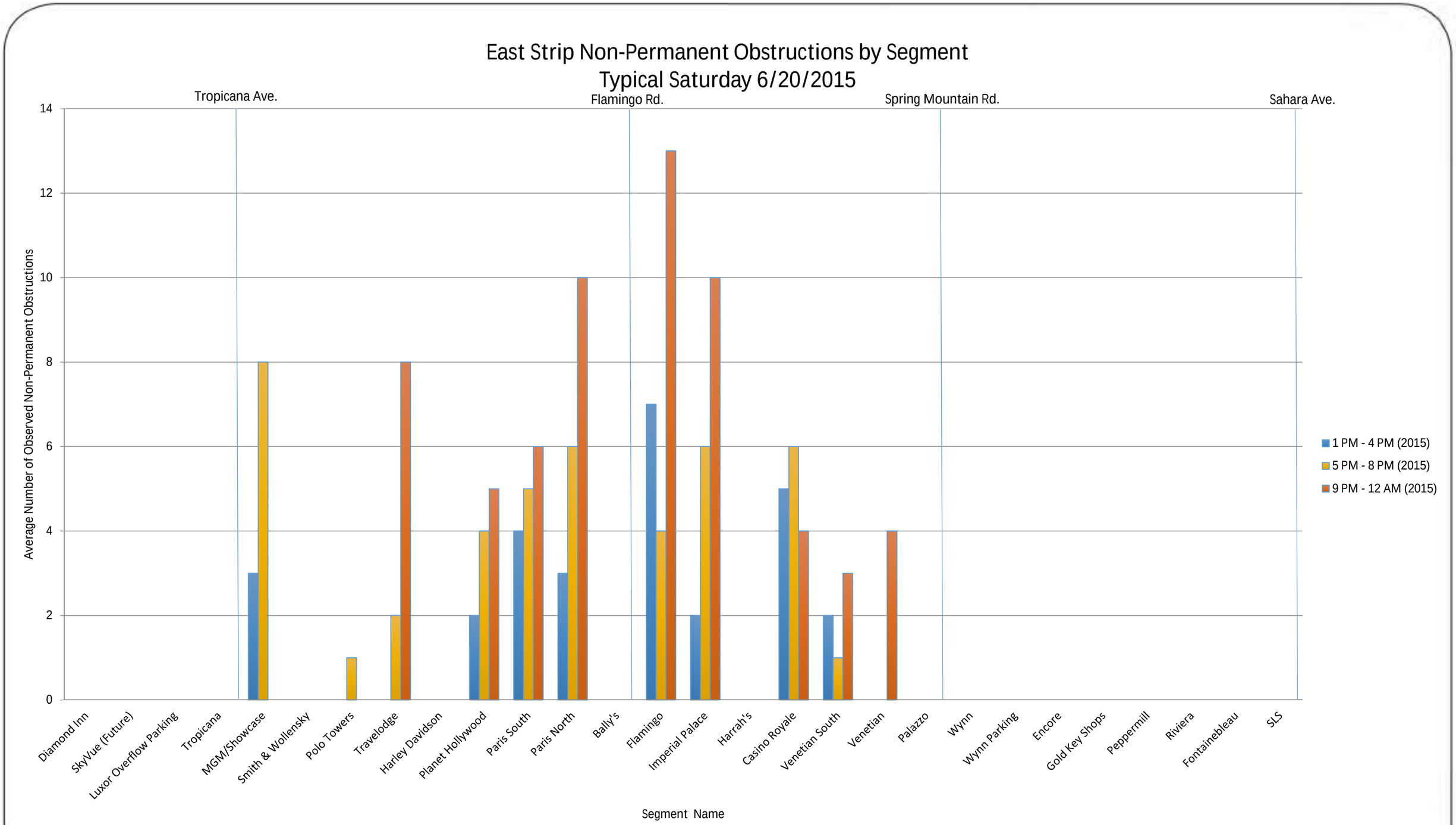


Adapted from Figure 3.55 of 2012 Study

NON-PERMANENT OBSTRUCTIONS **FIGURE 4.41**

Kimley»Horn

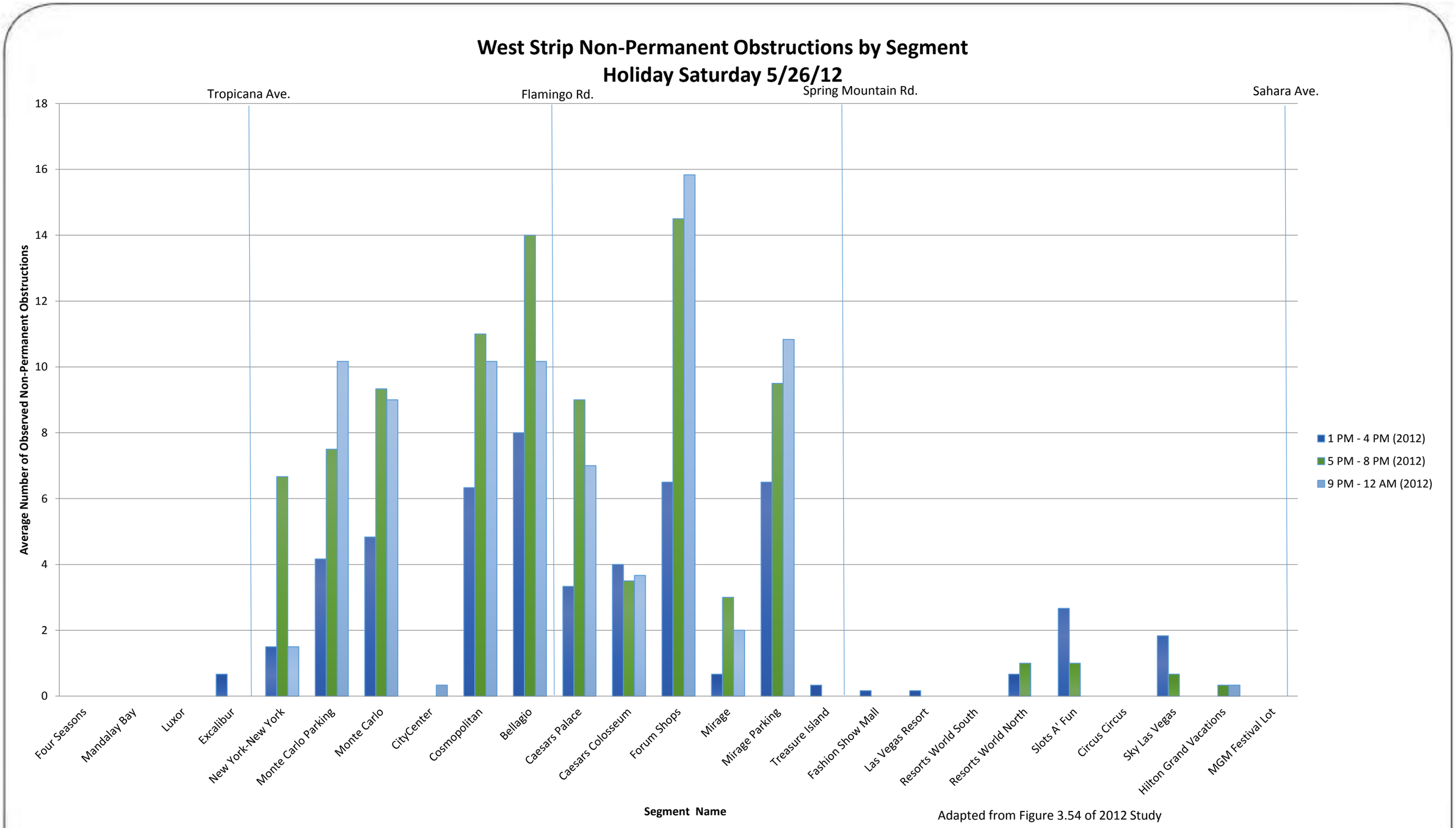
CC 1297



NON-PERMANENT OBSTRUCTIONS **FIGURE 4.42**

Kimley»Horn

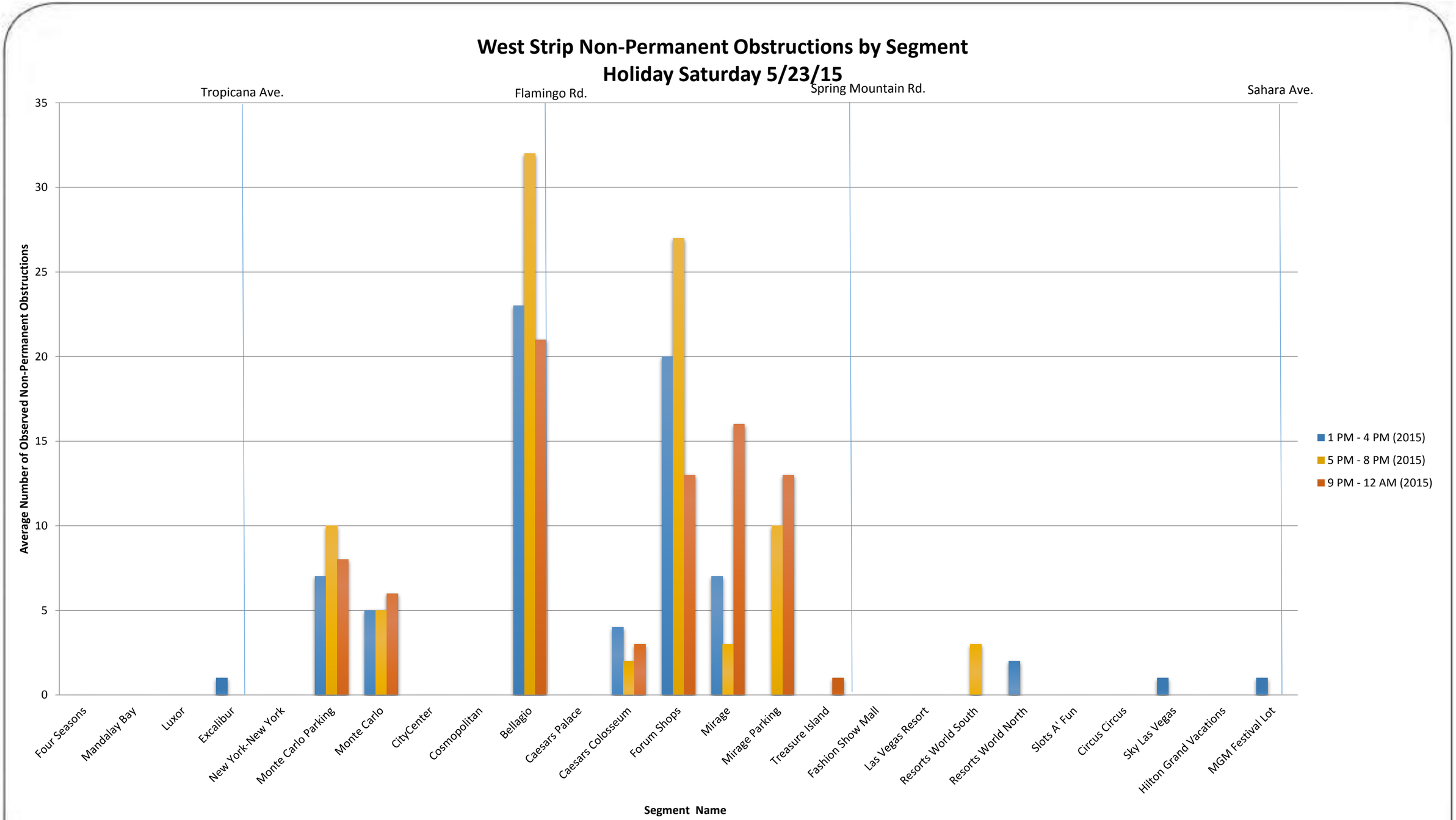
CC 1298



Adapted from Figure 3.54 of 2012 Study

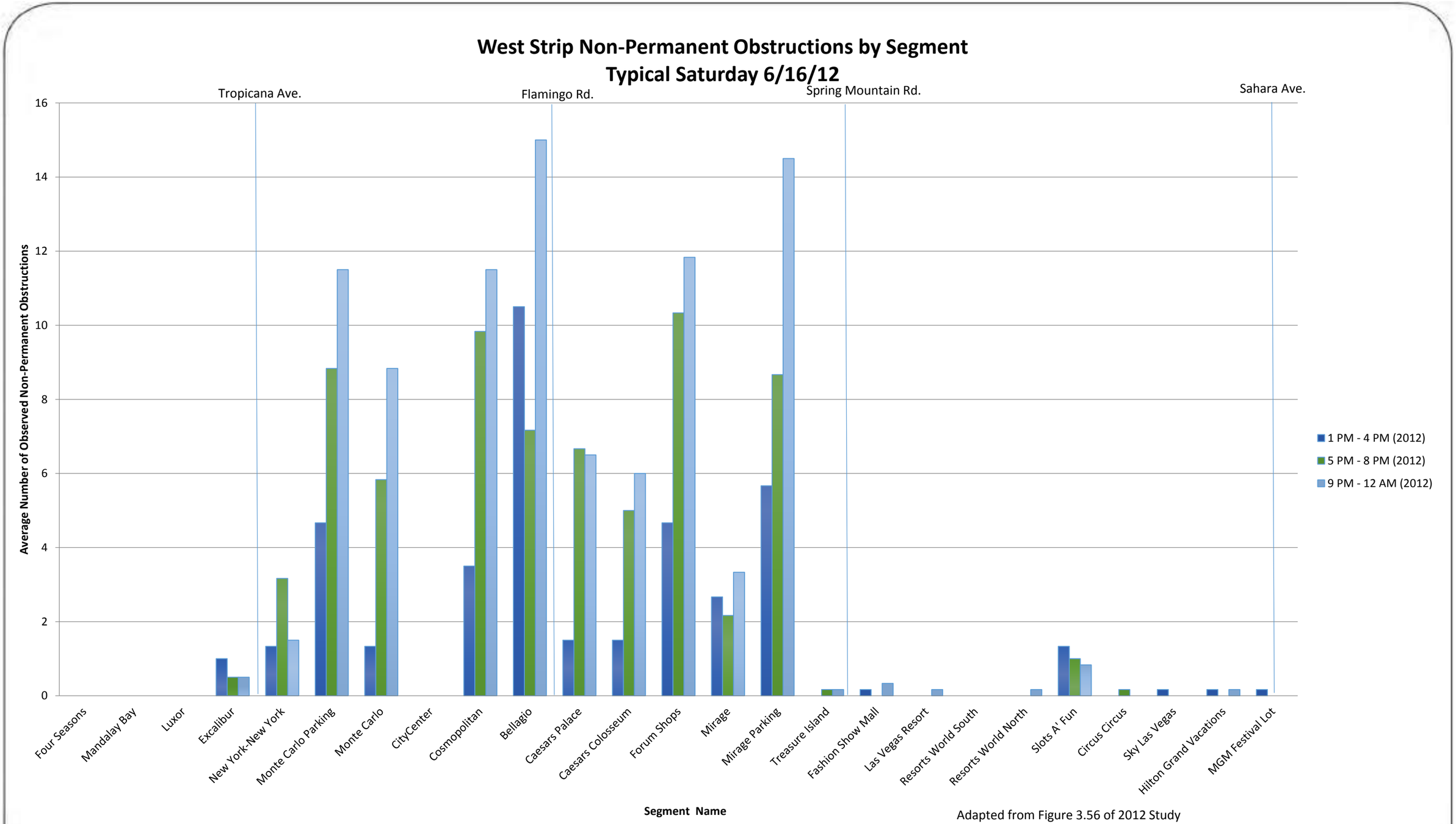
NON-PERMANENT OBSTRUCTIONS **FIGURE 4.43**

Kimley»Horn



NON-PERMANENT OBSTRUCTIONS **FIGURE 4.44**

Kimley»Horn

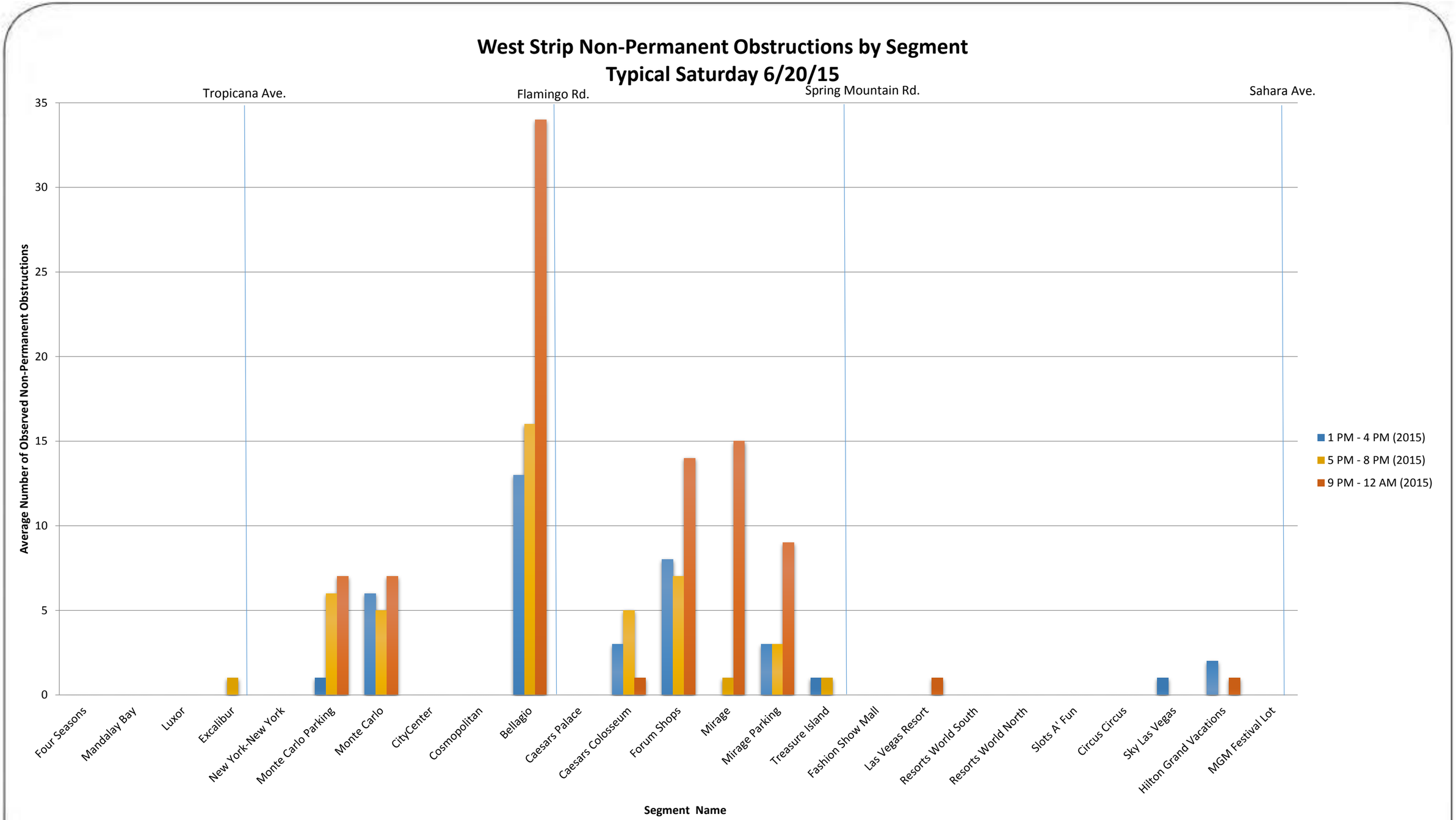


Adapted from Figure 3.56 of 2012 Study

NON-PERMANENT OBSTRUCTIONS **FIGURE 4.45**

Kimley»Horn

CC 1301



NON-PERMANENT OBSTRUCTIONS **FIGURE 4.46**

Kimley»Horn

CC 1302

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_E) 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.



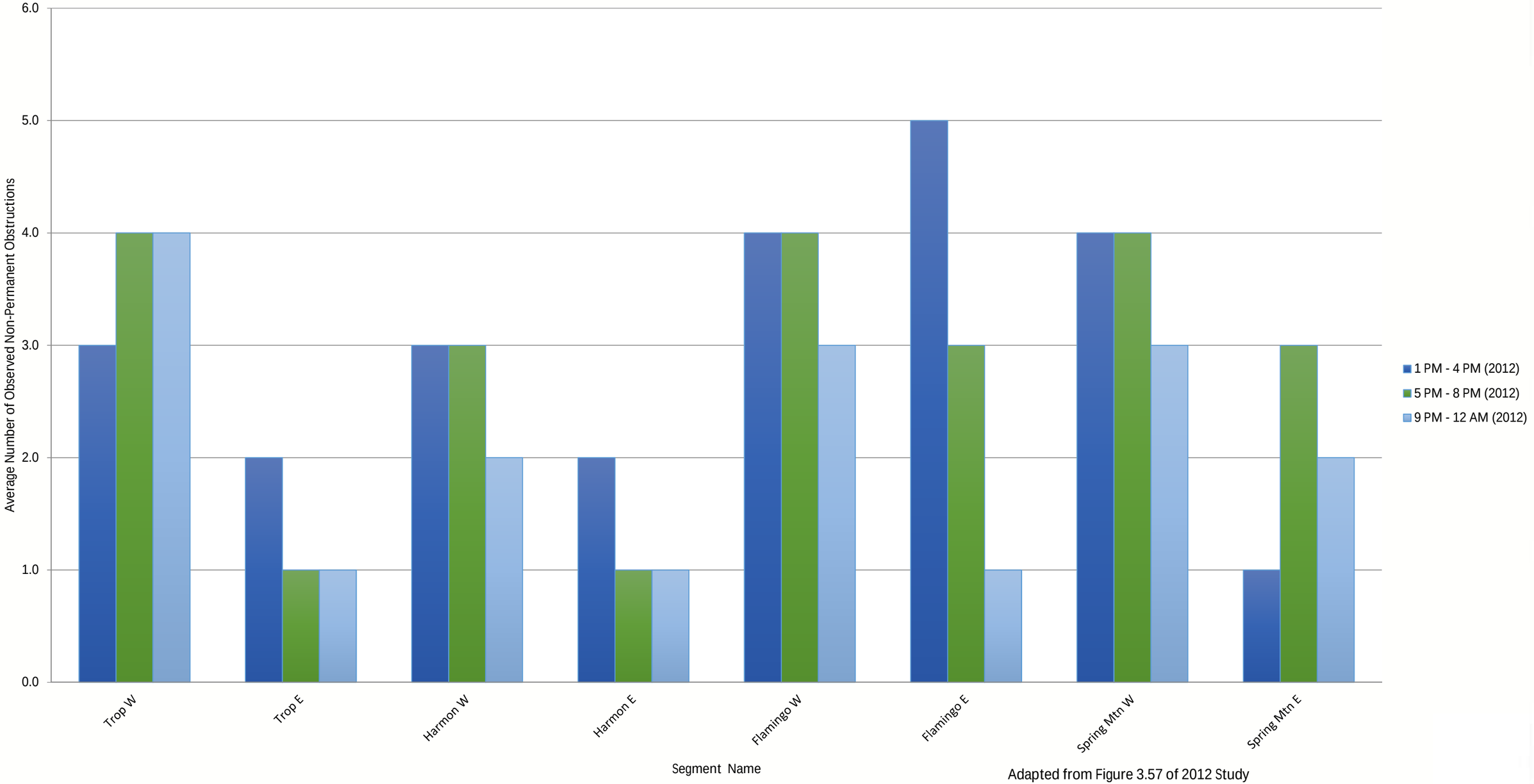
Picture 4.15 – Non-Permanent Obstructions on Pedestrian Bridge (handbillers) – Tropicana Avenue West.

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

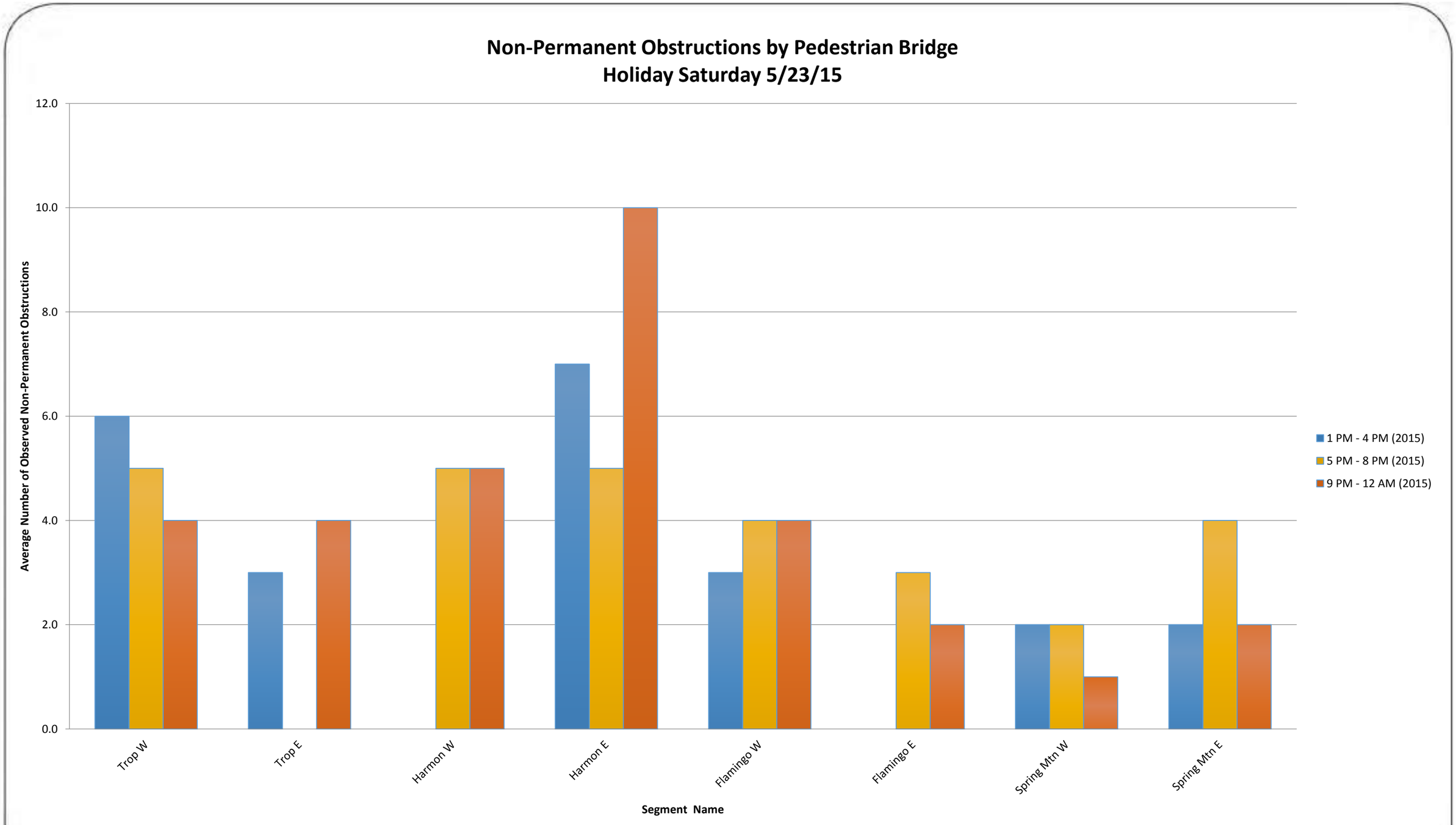


NON-PERMANENT OBSTRUCTIONS

FIGURE 4.47

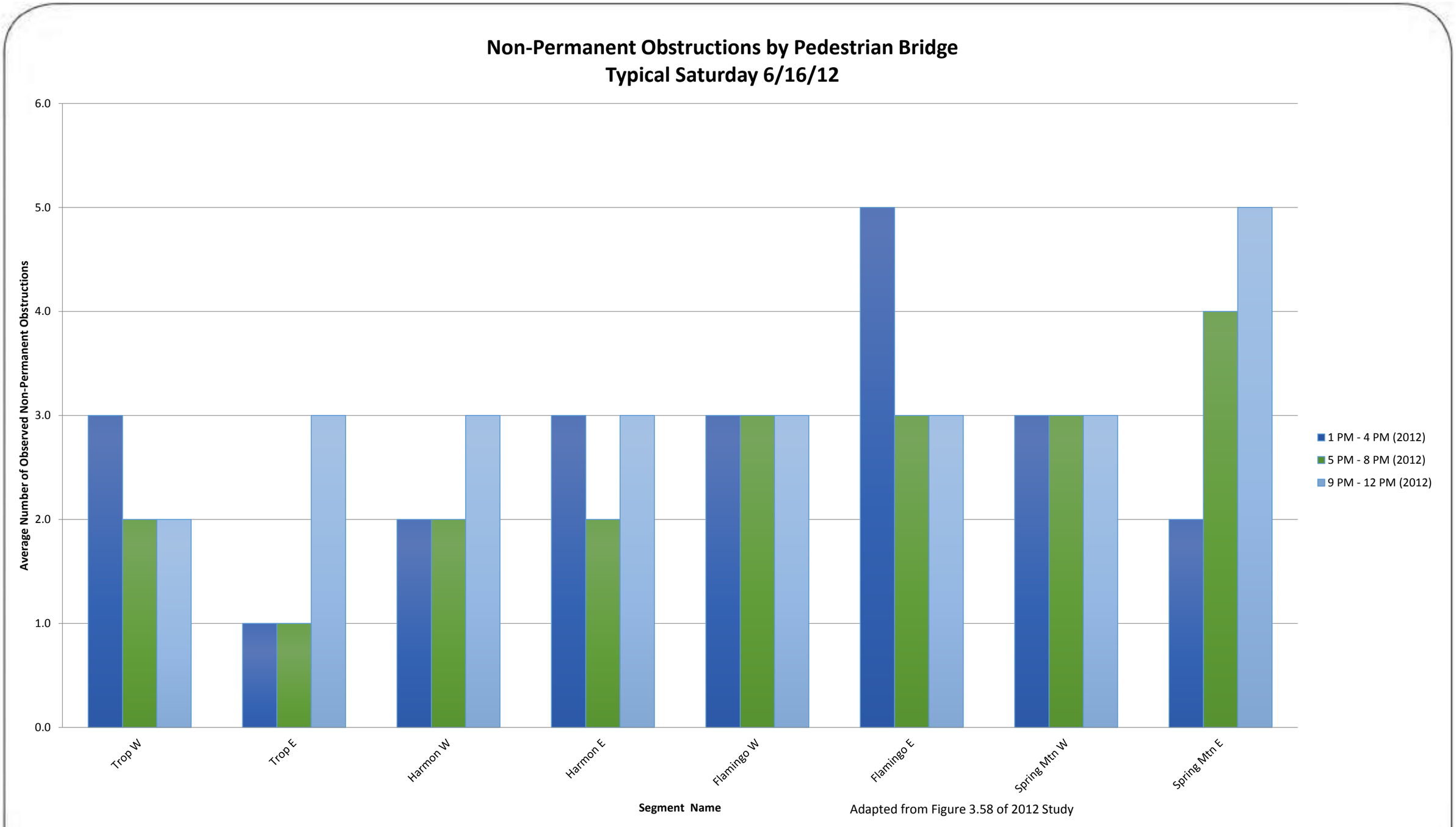
Kimley»Horn

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NON-PERMANENT OBSTRUCTIONS **FIGURE 4.48**

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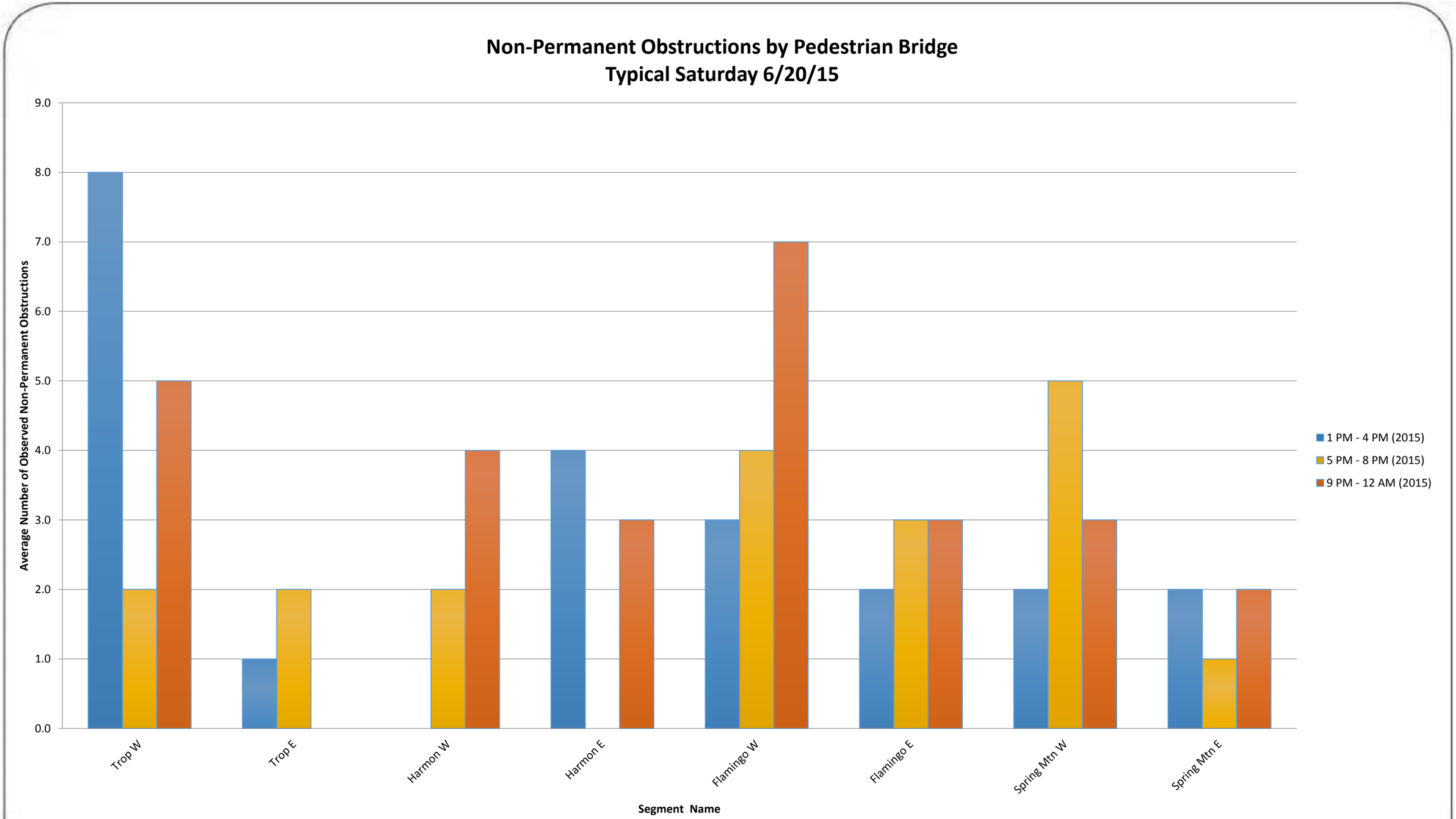


Adapted from Figure 3.58 of 2012 Study

NON-PERMANENT OBSTRUCTIONS **FIGURE 4.49**

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NON-PERMANENT OBSTRUCTIONS **FIGURE 4.50**

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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

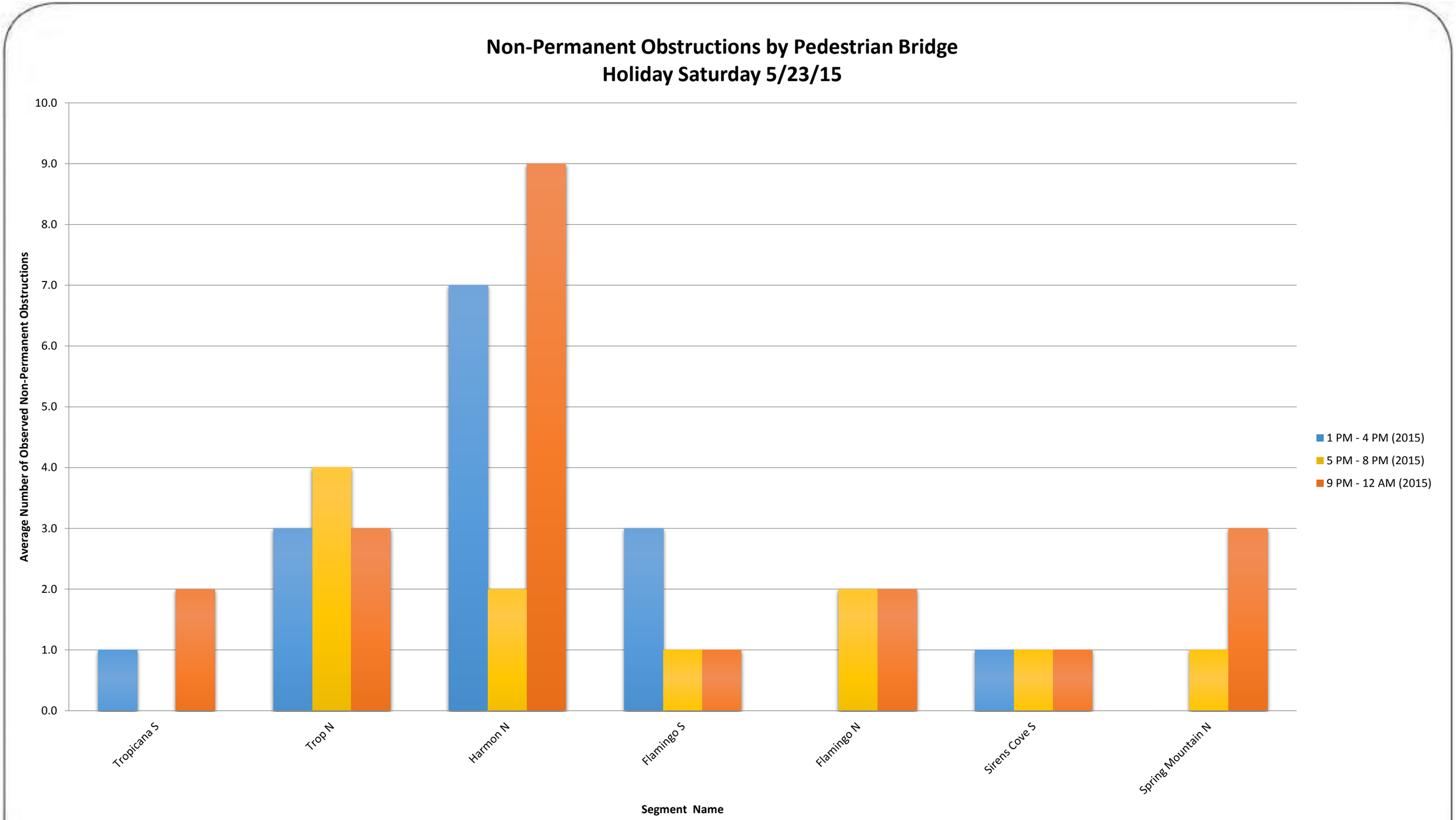
Number of Non-Permanent Obstructions – Typical Saturday			
Pedestrian Bridge	**1 PM – 4 PM**	**5 PM – 8 PM**	**9 PM – 12 AM**
Tropicana South	1	2	1
Tropicana North	4	7	4
Harmon North	2	3	7
Flamingo South	1	0	2
Flamingo North	0	0	0
Sirens Cove South	0	0	1
Spring Mountain North	0	0	3

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

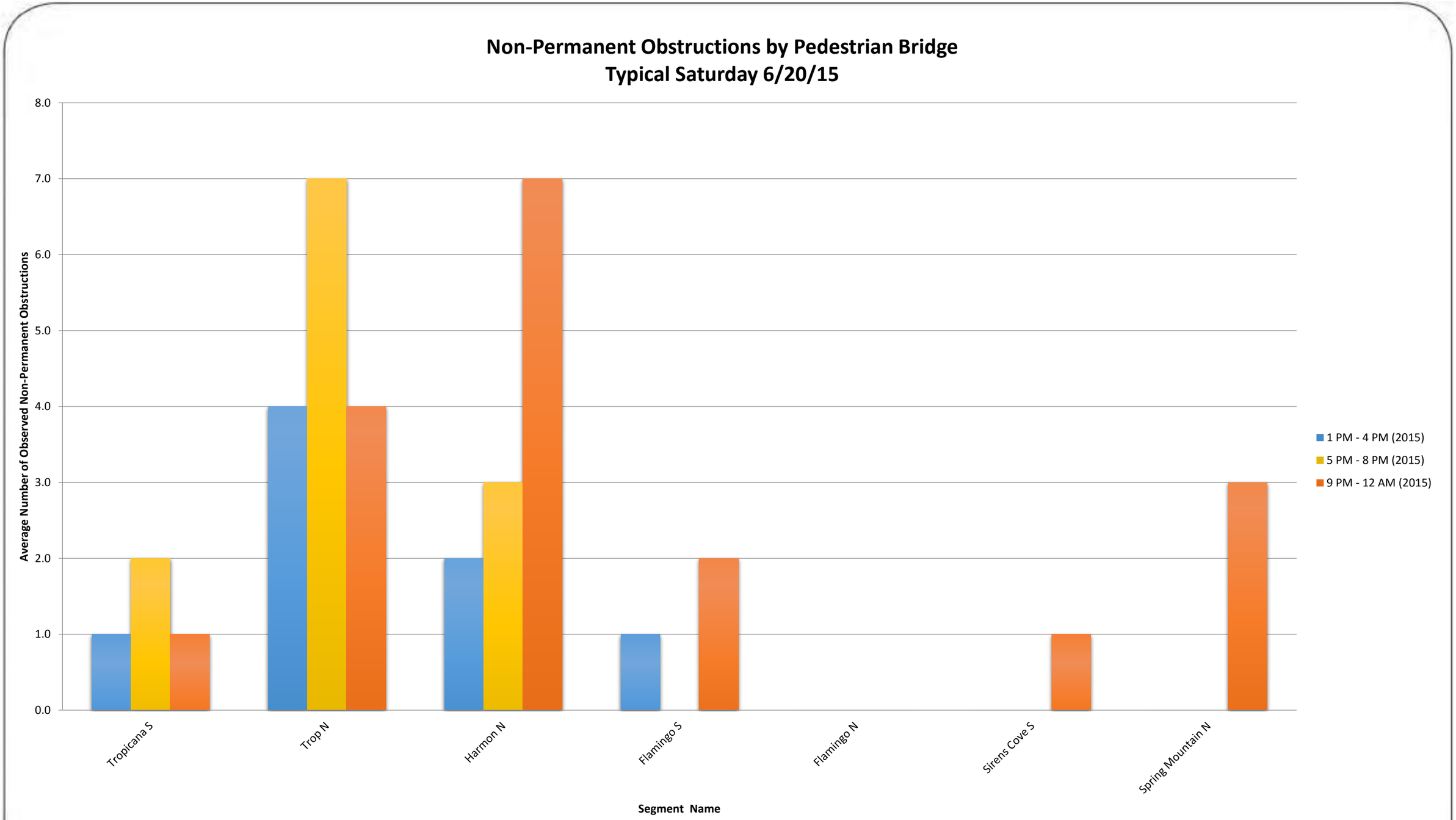
Non-Permanent Obstruction Category	On Pedestrian Bridges (Holiday Sat.)	On Pedestrian Bridges (Typ. Sat.)
Handbiller	12(26%)	10(26%)
Performer	16(34%)	10(26%)
Solicitor	16(34%)	13(35%)
Vendor	3(6%)	5(13%)
Total	47	38

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 **FIGURE 4.51**

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NON-PERMANENT OBSTRUCTIONS **FIGURE 4.52**

Kimley»Horn

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

The LOS evaluation and the associated **FiguresFigure** 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.

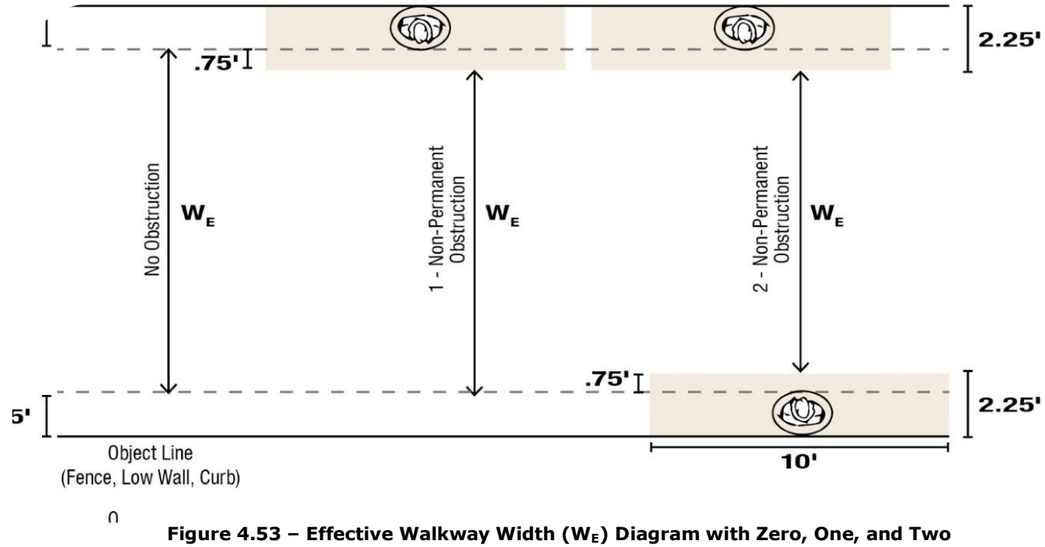


Figure 4.53 – Effective Walkway Width (W_E) Diagram with Zero, One, and Two Obstructions

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



2015
One Non-Permanent Obstruction



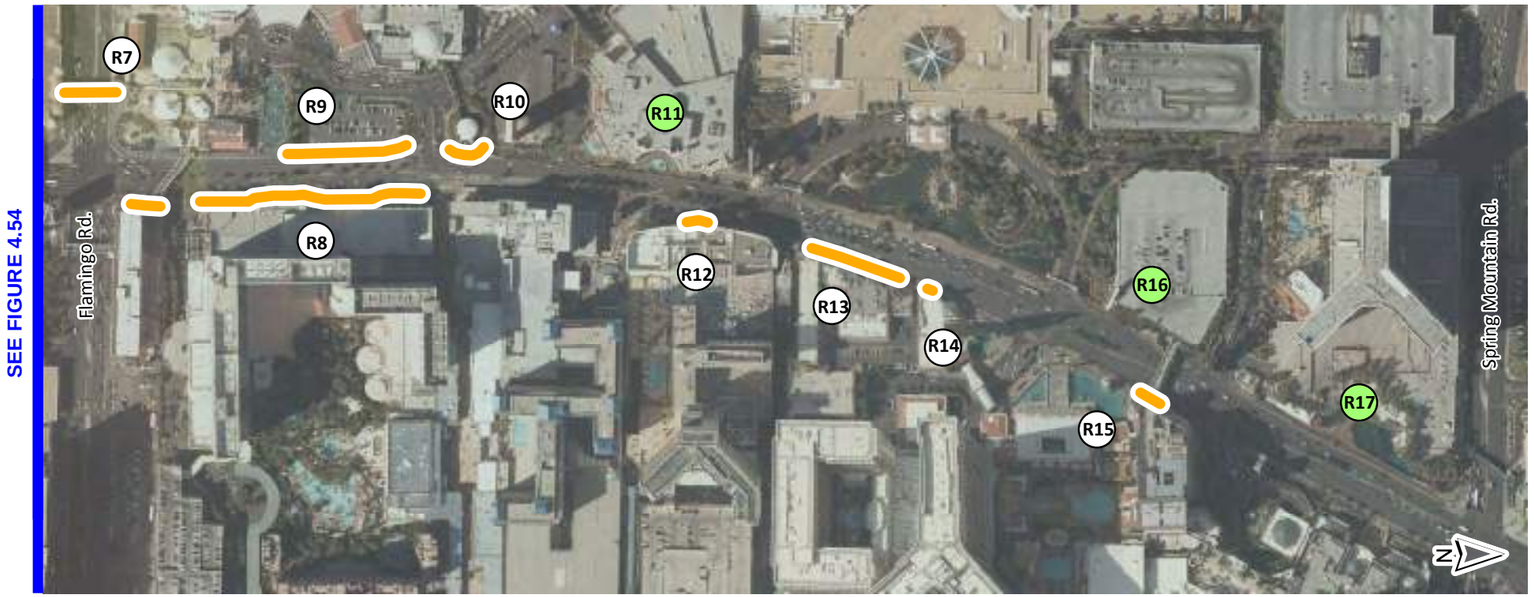
COMPARISON OF SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C WITH ONE NON-PERMANENT OBSTRUCTION TROPICANA AVE. TO FLAMINGO RD.

FIGURE 4.54

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2015
Non-Permanent Obstruction Absent



2015
One Non-Permanent Obstruction



Legend (2015)

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

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

FIGURE 4.55

Kimley»Horn

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.

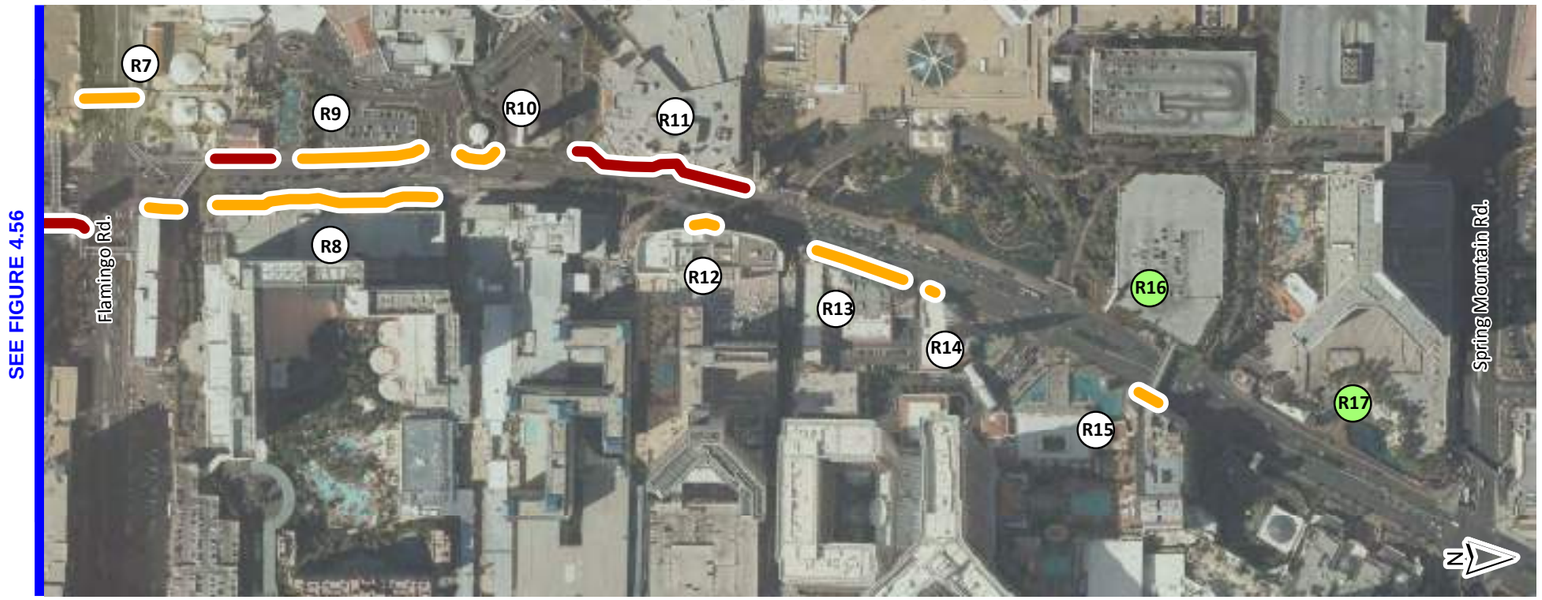
FIGURE 4.56 100

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2015
Non-Permanent Obstruction Absent



2015
Two Non-Permanent Obstructions



Legend (2015)

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

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

FIGURE 4.57

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4.4 Bus Stop Queuing

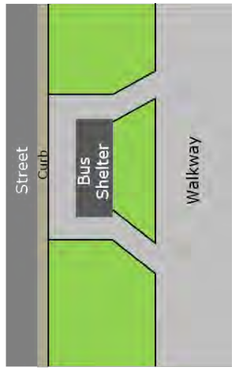
The twenty-eight (28) bus stops within the corridor are classified into three types as defined in the 2012 Pedestrian Study:

- 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

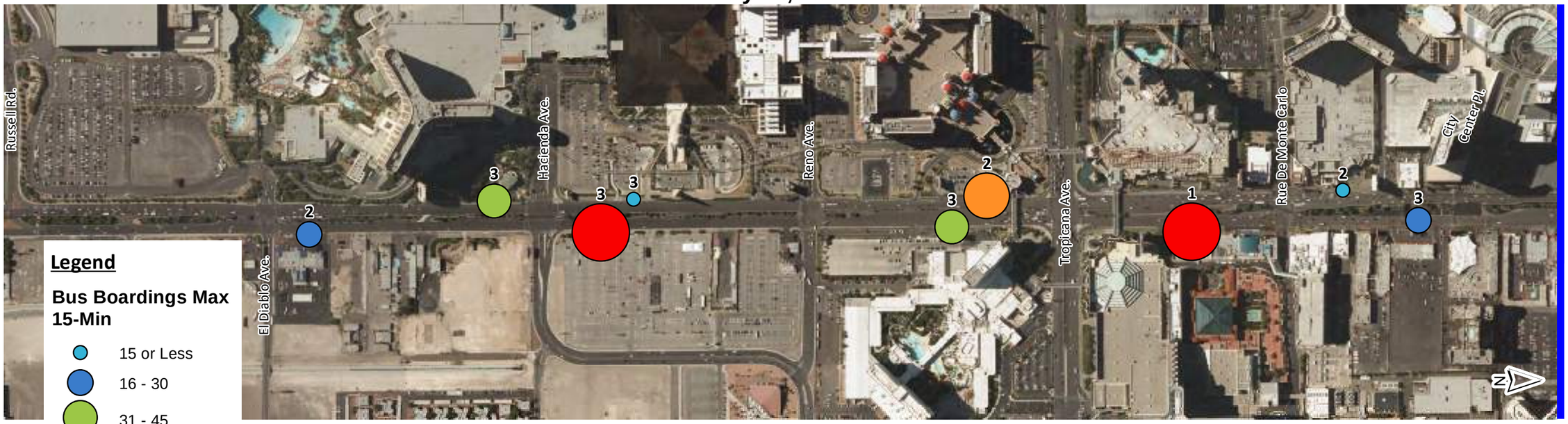
The remaining bus stops were determined to lack the amount of queue space that is desired for the maximum boardings while maintaining a LOS C queue area. These bus stops are included in **Table 4.21**.

Table 4.21 – Analyzed Bus Stops with Inadequate Queue Area

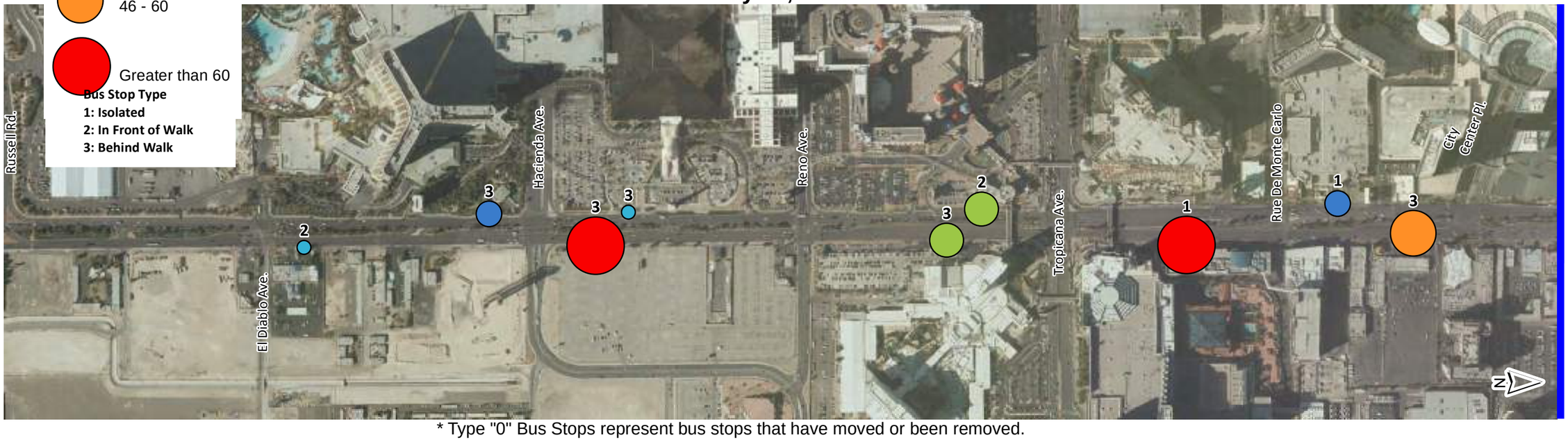
Bus Stop	Type
Polo Towers N	3
Harrah's N	1
Venetian N	2

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



May 23, 2015



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

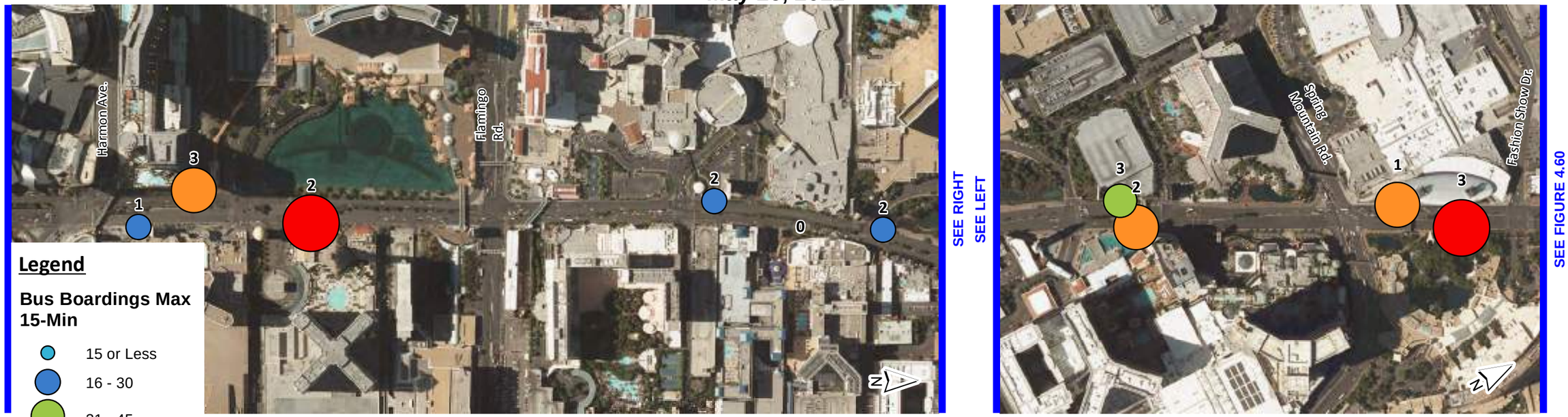
MAX PEAK 15-MINUTE BUS BOARDING
RUSSELL RD. TO CITY CENTER PL. (HOLIDAY SATURDAY)

FIGURE 4.58

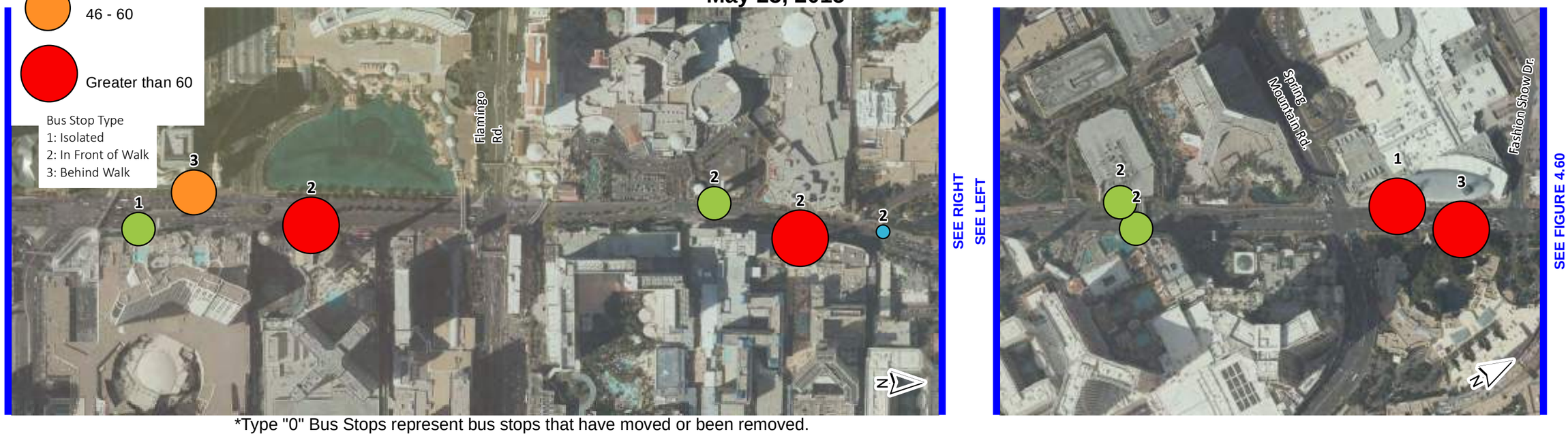
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May 26, 2012



May 23, 2015



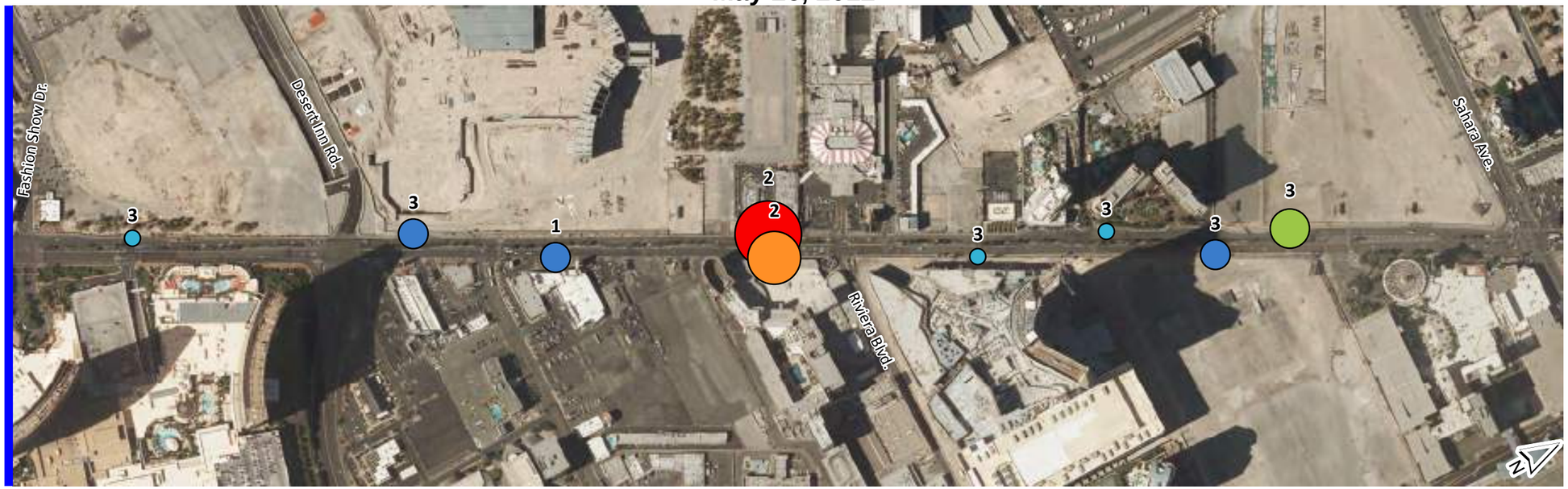
*Type "0" Bus Stops represent bus stops that have moved or been removed.

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

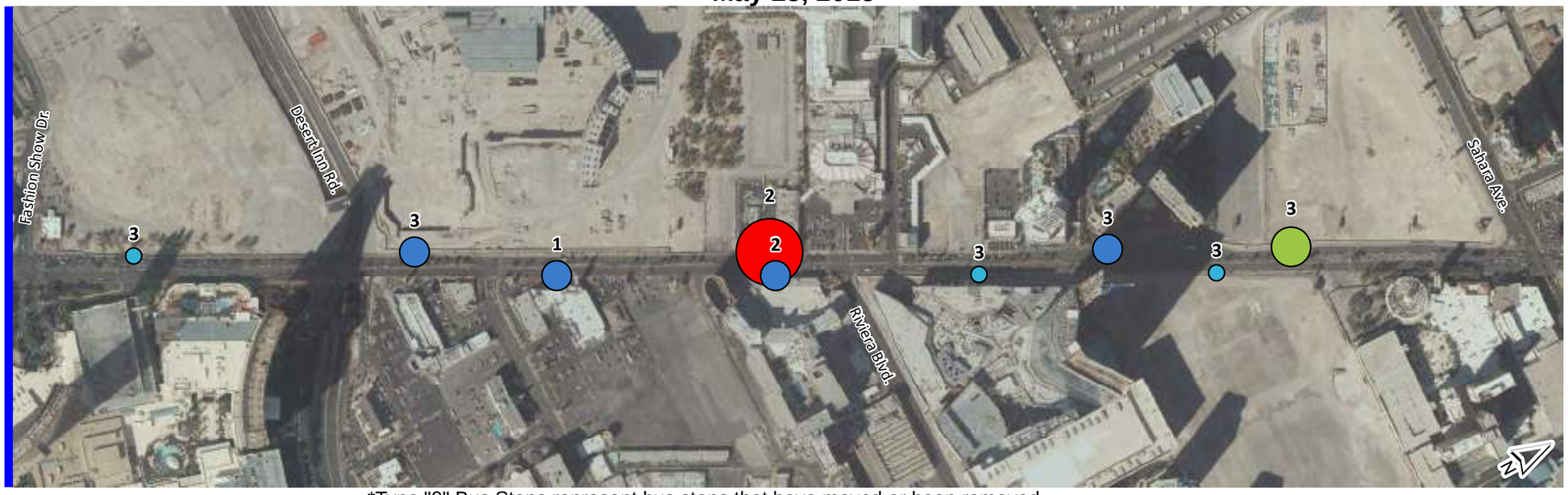
FIGURE 4.59 105

Kimley»Horn

May 26, 2012



May 23, 2015



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

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

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

FIGURE 4.60

Kimley»Horn

June 16, 2012



June 20, 2015



*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

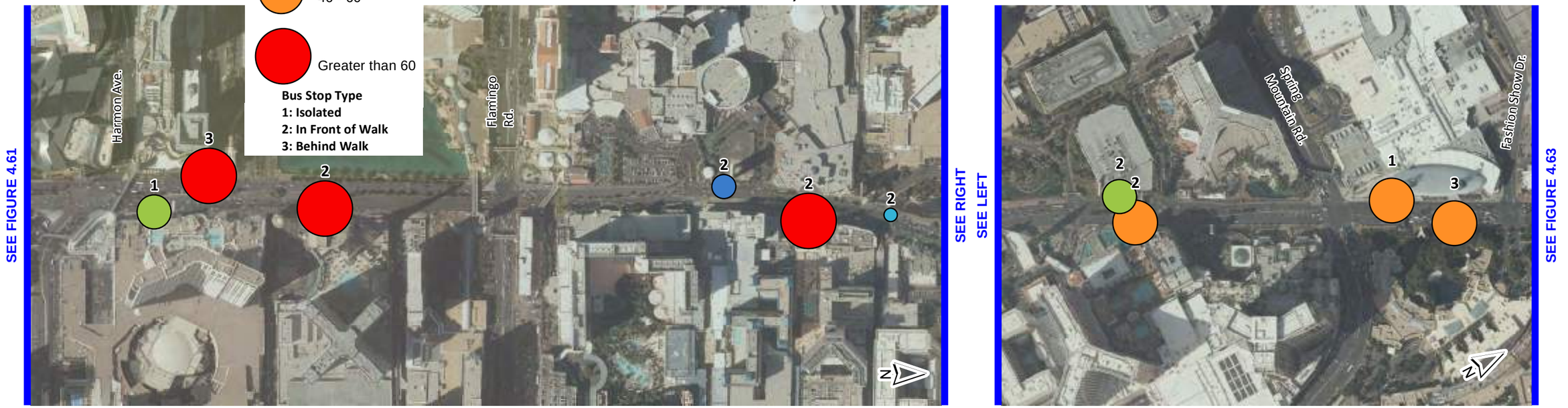
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June 16, 2012



June 20, 2015



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

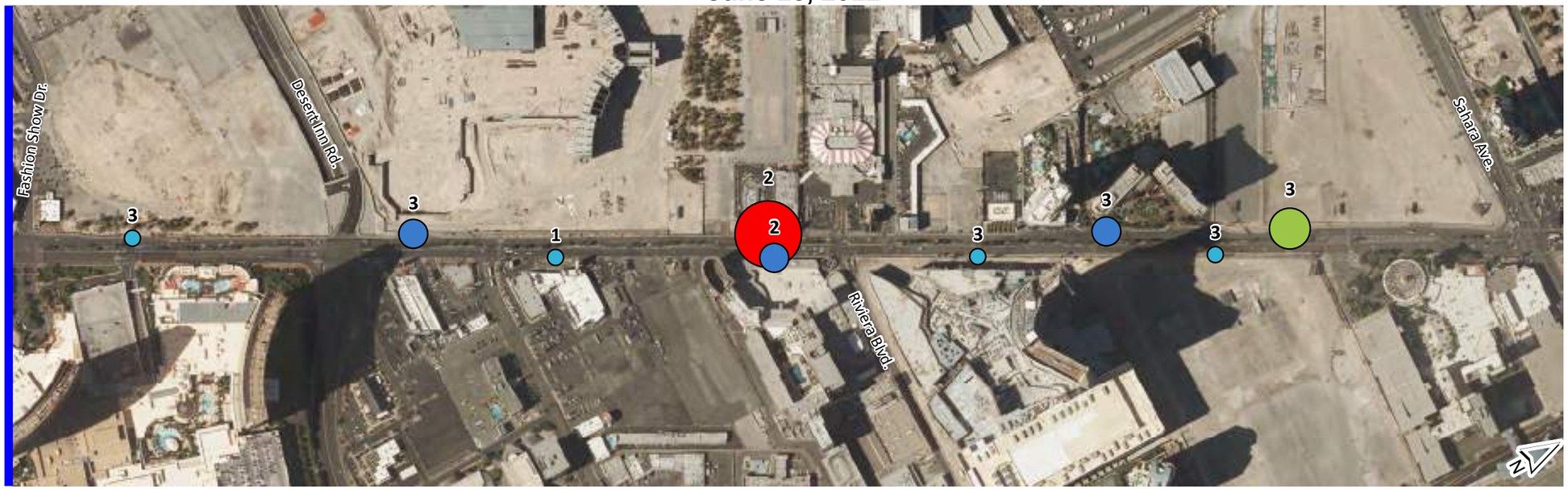
MAX PEAK 15-MINUTE BUS BOARDING
HARMON AVE. TO FASHION SHOW DR. (TYPICAL SATURDAY)

FIGURE 4.62

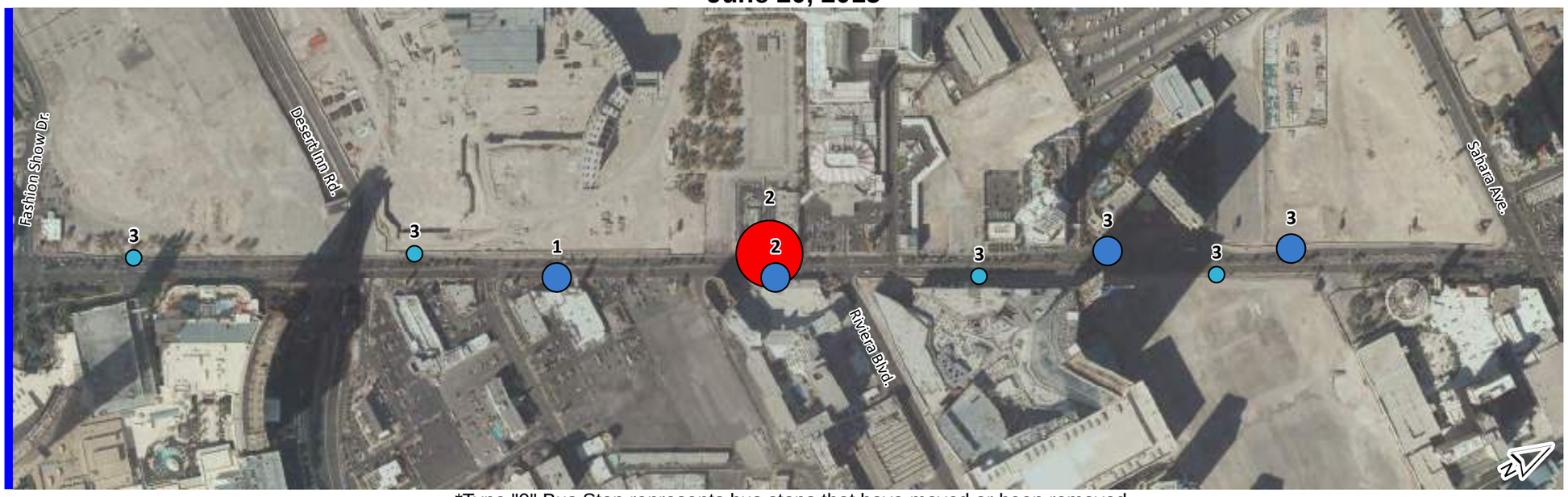
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June 16, 2012



June 20, 2015



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

*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)

FIGURE 4.63

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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



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

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2015

NON-PERMANENT OBSTRUCTION ABSENT



Legend (2015)

Segment where LOS < C for more than four hours

R# Segment Reference Number

ONE NON-PERMANENT OBSTRUCTION PRESENT



Legend (2015)

Segment where LOS < C for more than four hours when 1 NPO is present

R# Segment Reference Number

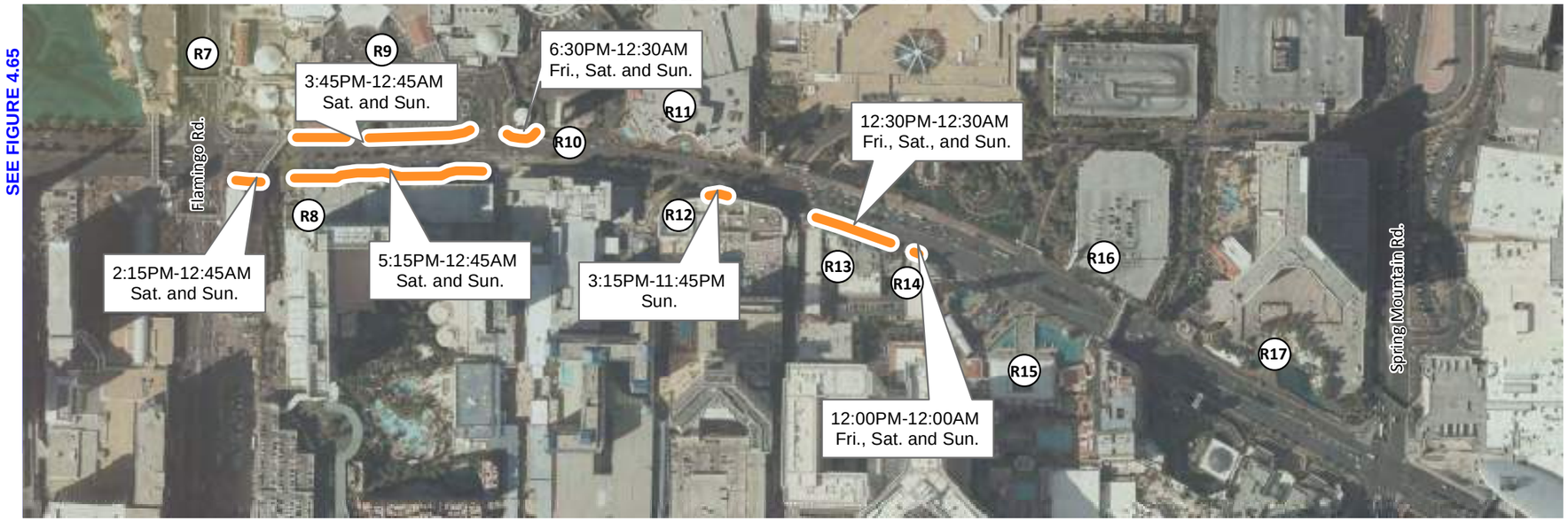
WALKWAY SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C FOR MORE THAN FOUR HOURS WITH ONE NON-PERMANENT OBSTRUCTION PRESENT
TROPICANA AVE. TO FLAMINGO RD.

FIGURE 4.65 115

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2015

NON-PERMANENT OBSTRUCTION ABSENT

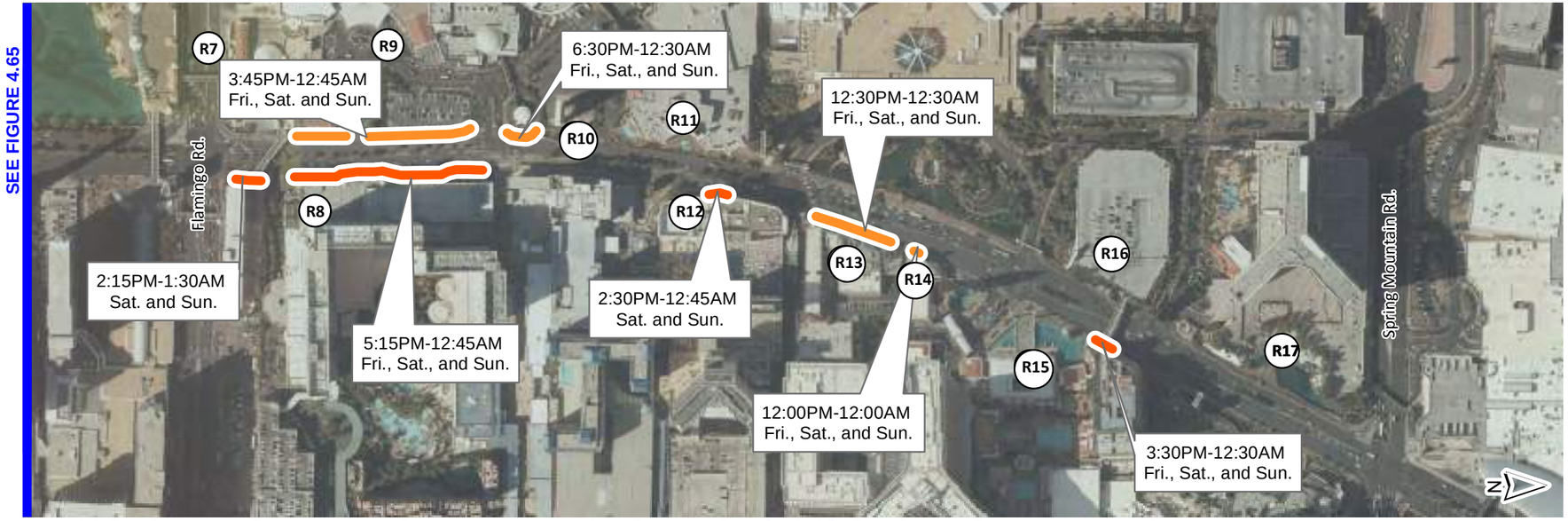


Legend

Segment where LOS < C for more than four hours

R# Segment Reference Number

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

Kimley»Horn

2015

NON-PERMANENT OBSTRUCTIONS ABSENT



TWO NON-PERMANENT OBSTRUCTIONS PRESENT



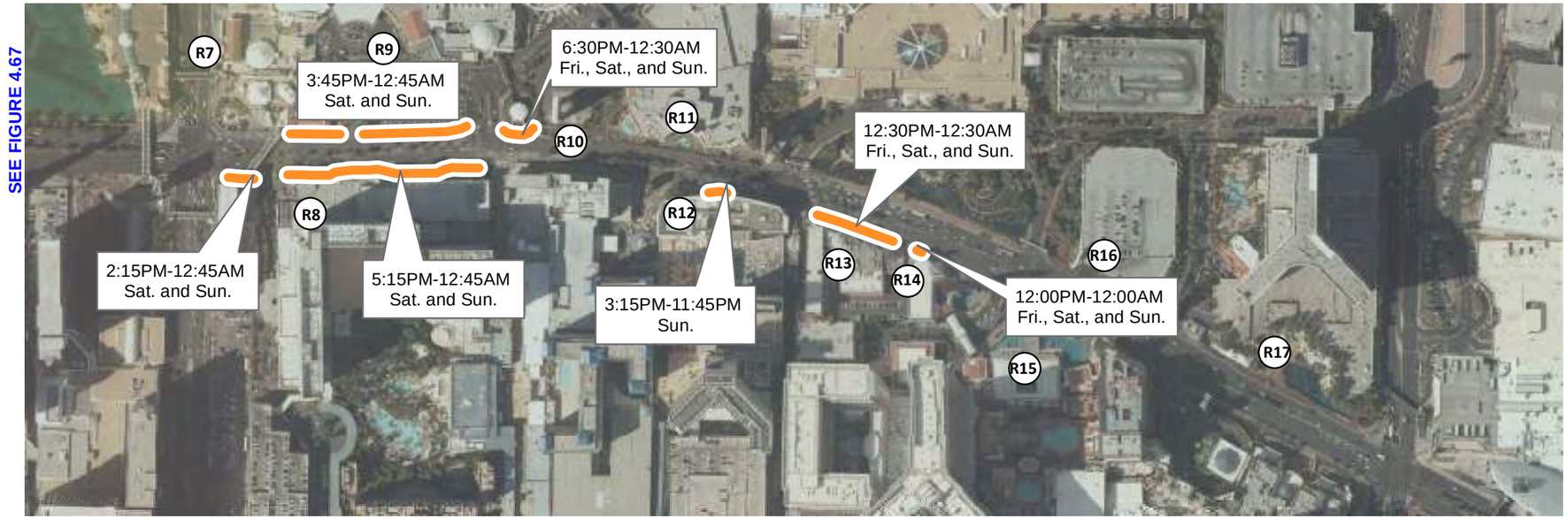
WALKWAY SEGMENTS THAT EXCEED LEVEL OF SERVICE (LOS) C FOR MORE THAN FOUR HOURS WITH TWO NON-PERMANENT OBSTRUCTIONS PRESENT
TROPICANA AVE. TO FLAMINGO RD.

FIGURE 4.67

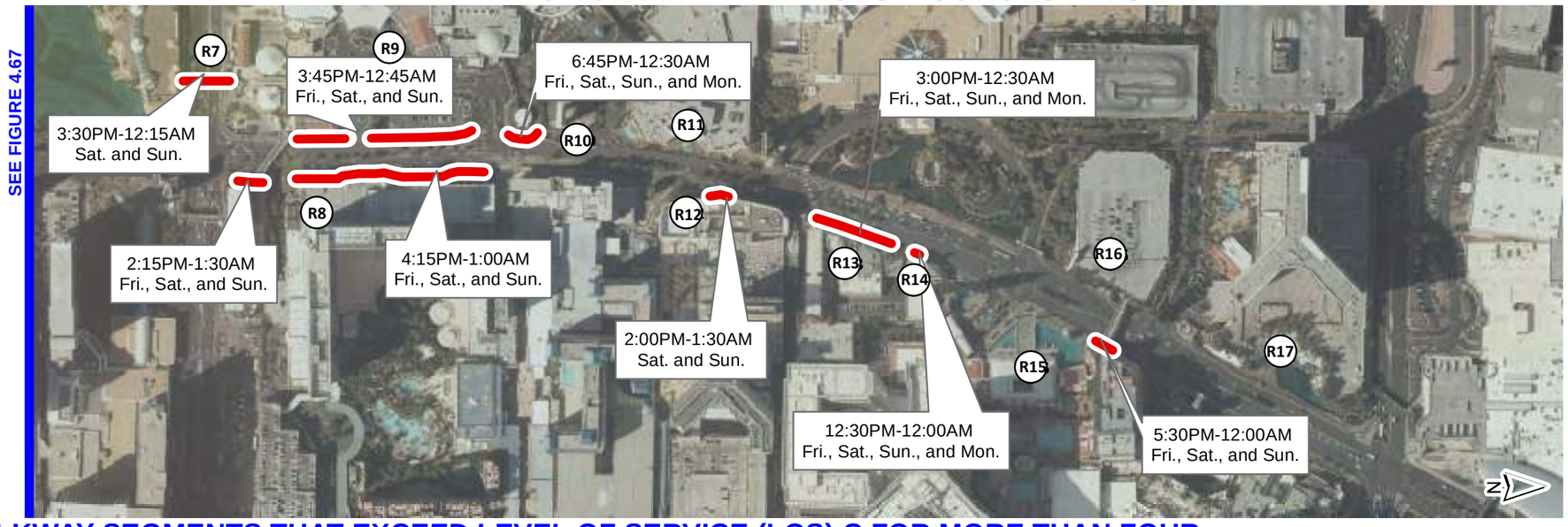
Kimley»Horn

2015

NON-PERMANENT OBSTRUCTIONS ABSENT



TWO NON-PERMANENT OBSTRUCTIONS PRESENT



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

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CC 1333

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.

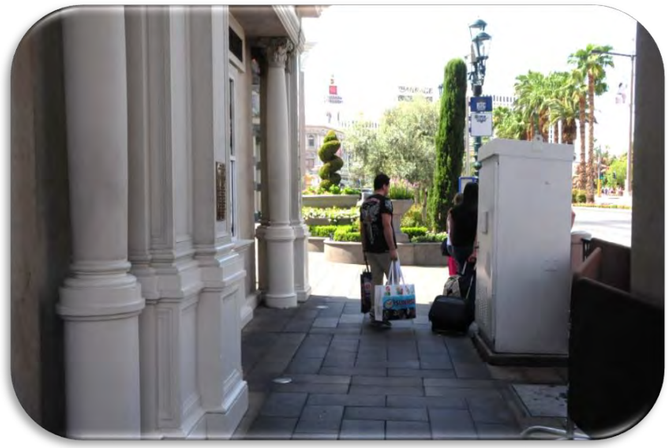
Recommendations (Short-Term):

- 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):

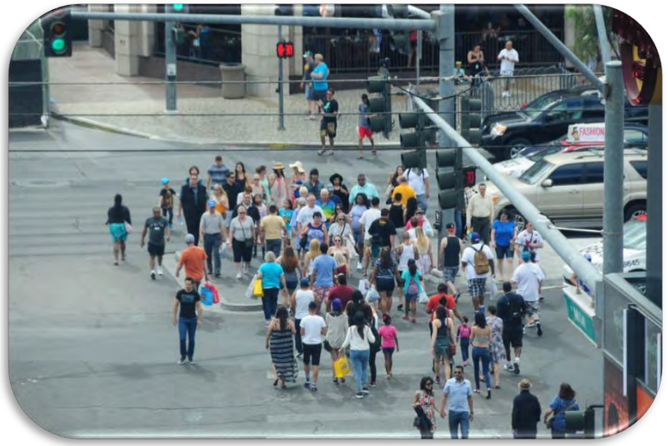
- Coordinate with NV Energy to relocate utility pole outside of existing sidewalk on the west side of Las Vegas Boulevard north of Circus Circus Drive.
- Evaluate and implement options to widen existing walkway.

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.









Legend

✱ Improvement Locations

LOCATIONS OF PEDESTRIAN MOVEMENT CONCERN IN 2015

FIGURE 5.1

Kimley»Horn

CC 1339

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.

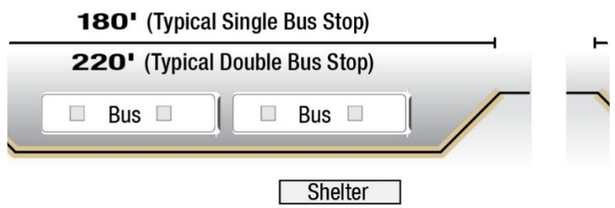


Figure 5.2 – Bus Turnout No-obstruction Zone

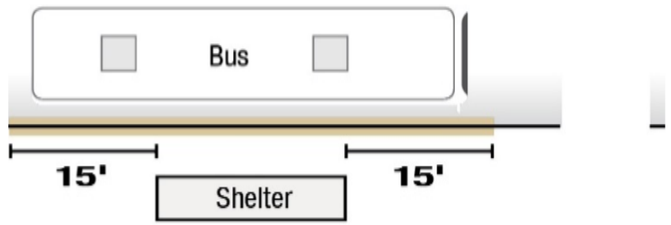


Figure 5.3 – Bus Shelter No-obstruction Zone

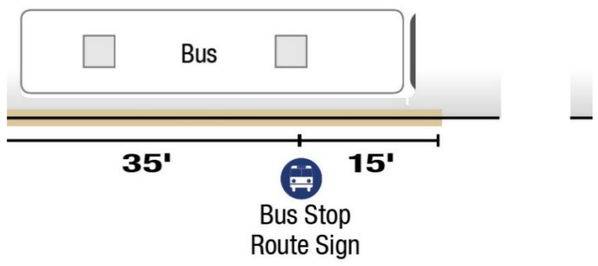


Figure 5.4 – Bus Stop Sign Without Shelter, No-obstruction Zone

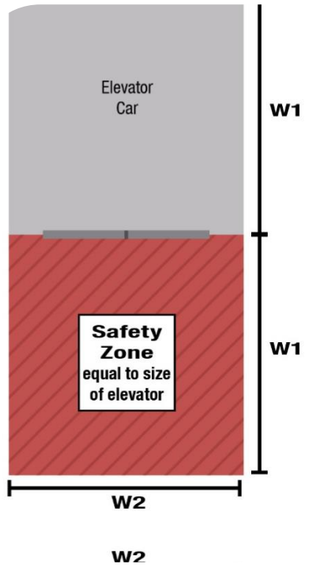


Figure 5.5 – Elevator Safety Zone

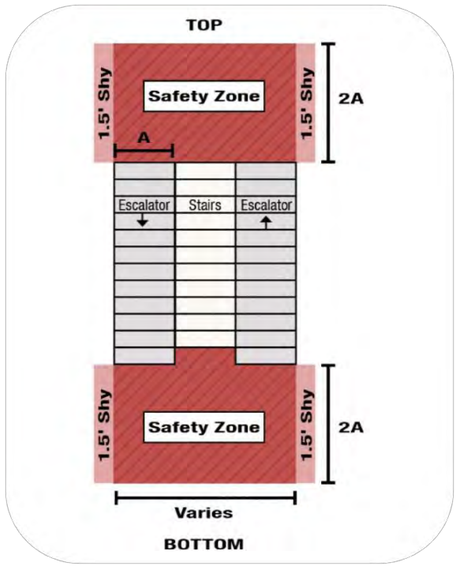


Figure 5.6 – Escalator and Stair Safety Zone

5.3.1 Identified Time, Place, and Manner Restrictions for No-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

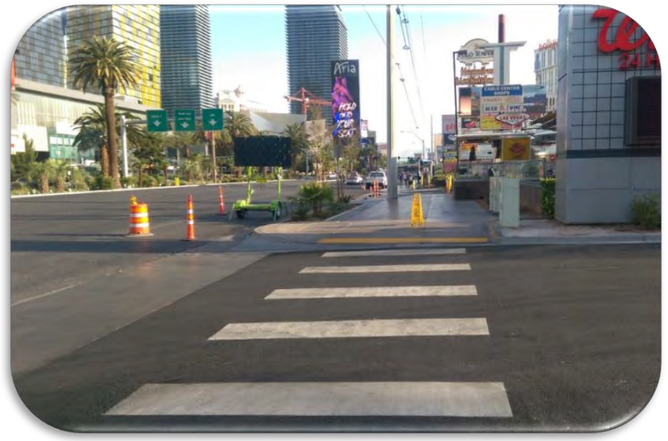
The following best practices are provided recognizing the positive measures taken by the County and Strip property owners recognizing the importance of maintaining the economic vitality of the Resort Corridor and a positive visitor experience.

- 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 no-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)

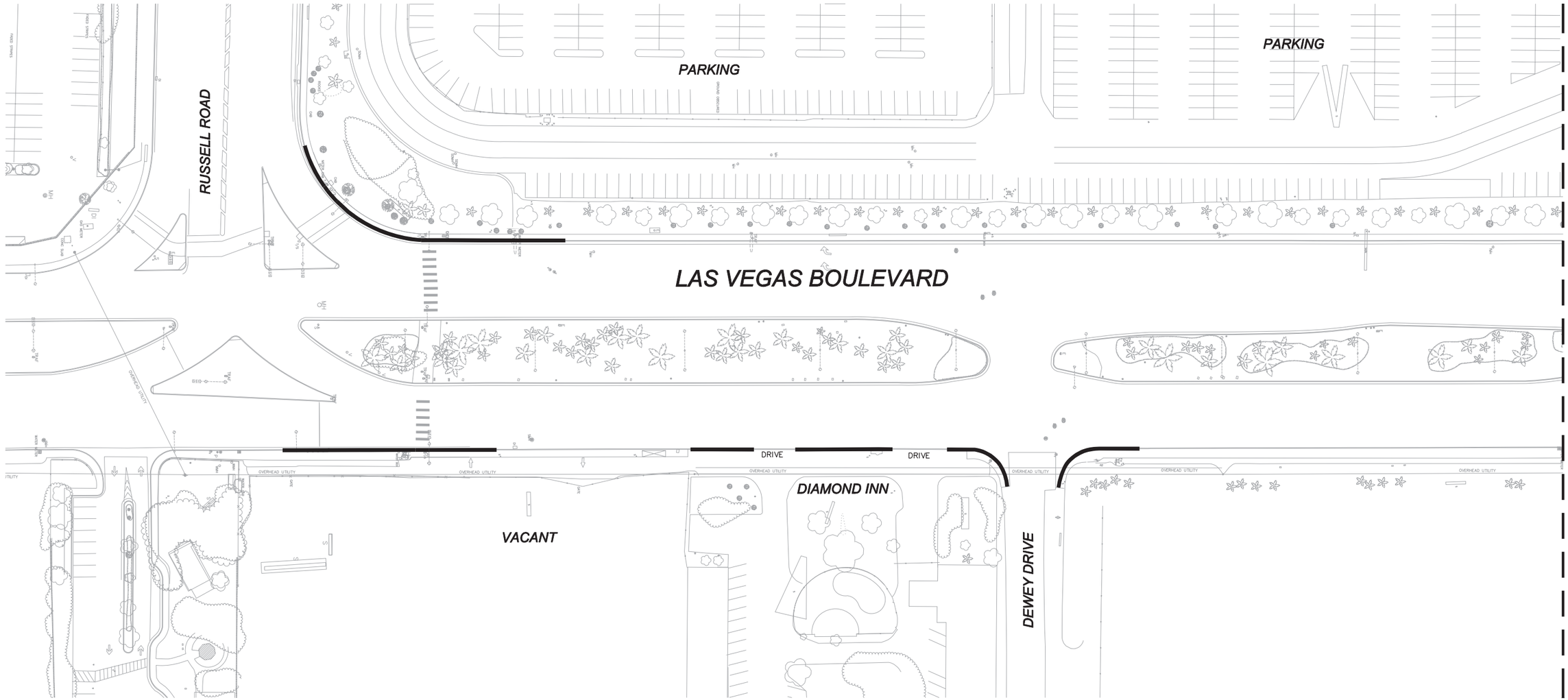
Kimley»Horn

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: MAP 1

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

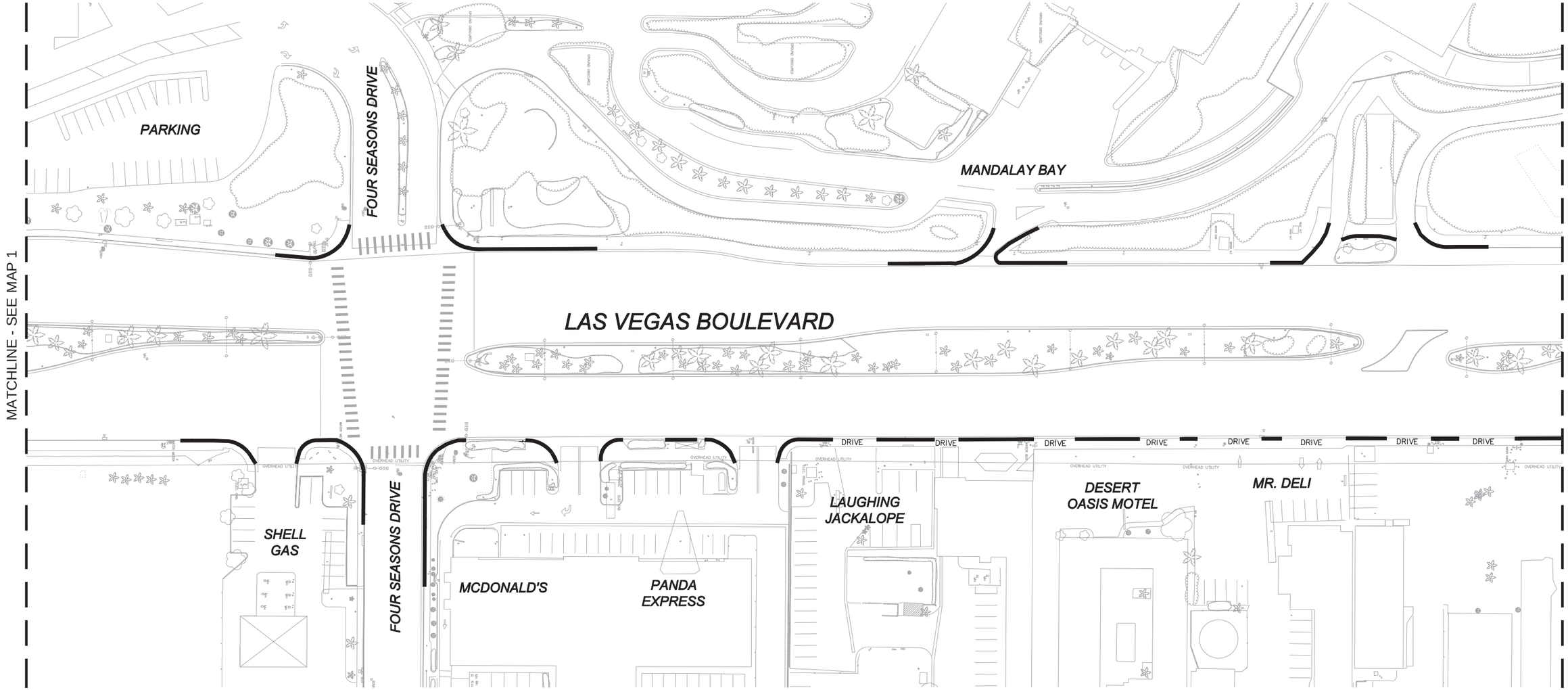
NORTH

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

CC 1345



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: MAP 2

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

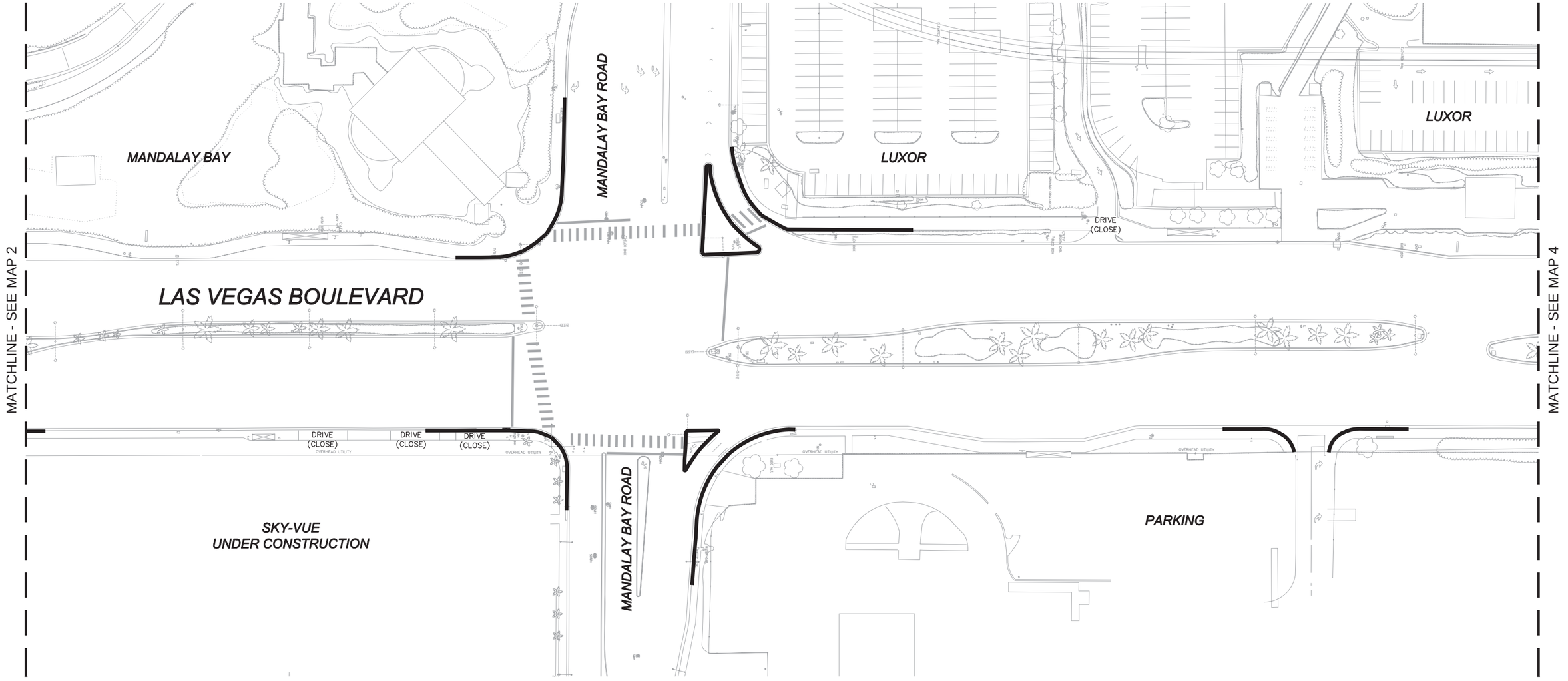
NORTH

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

CC 1346



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: MAP 3

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

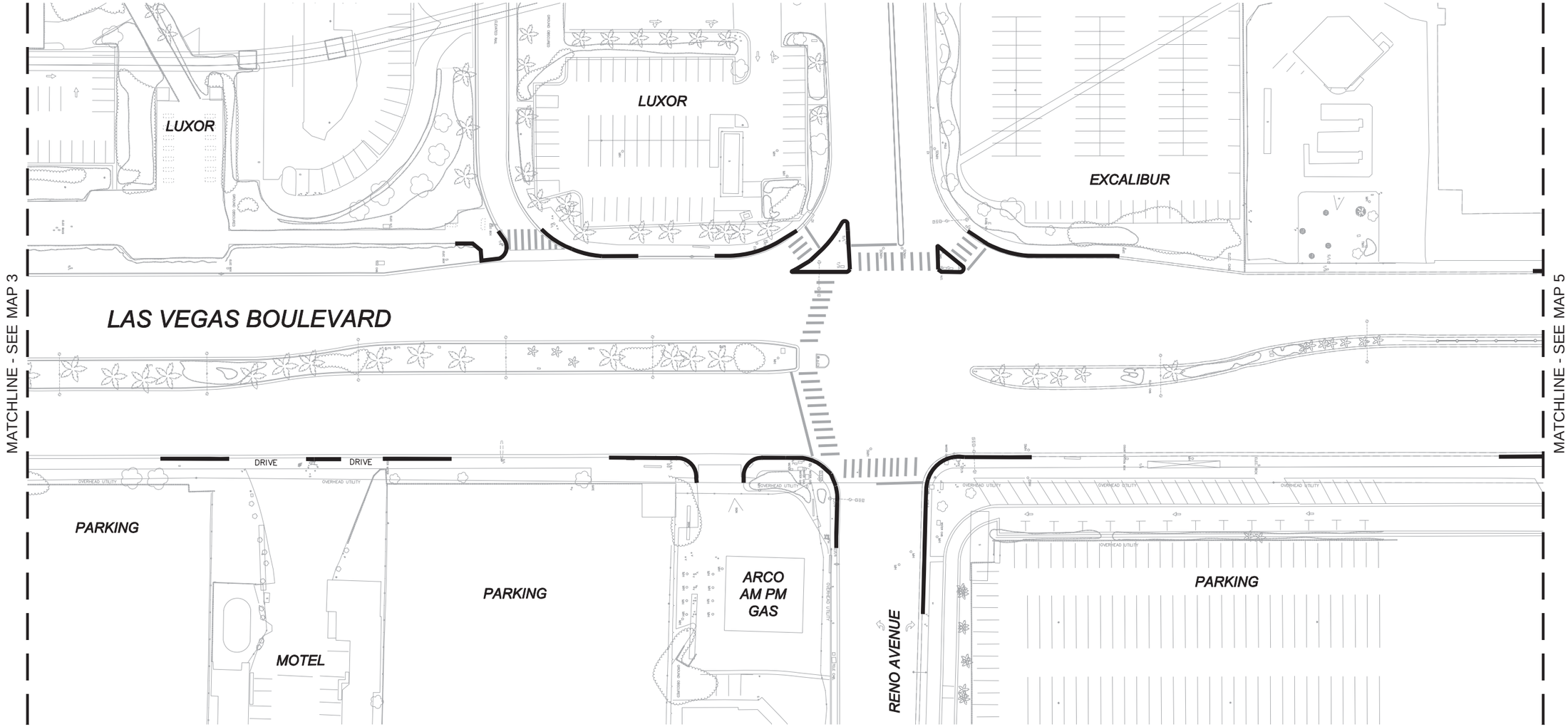
NORTH

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

CC 1347



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: MAP 4

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

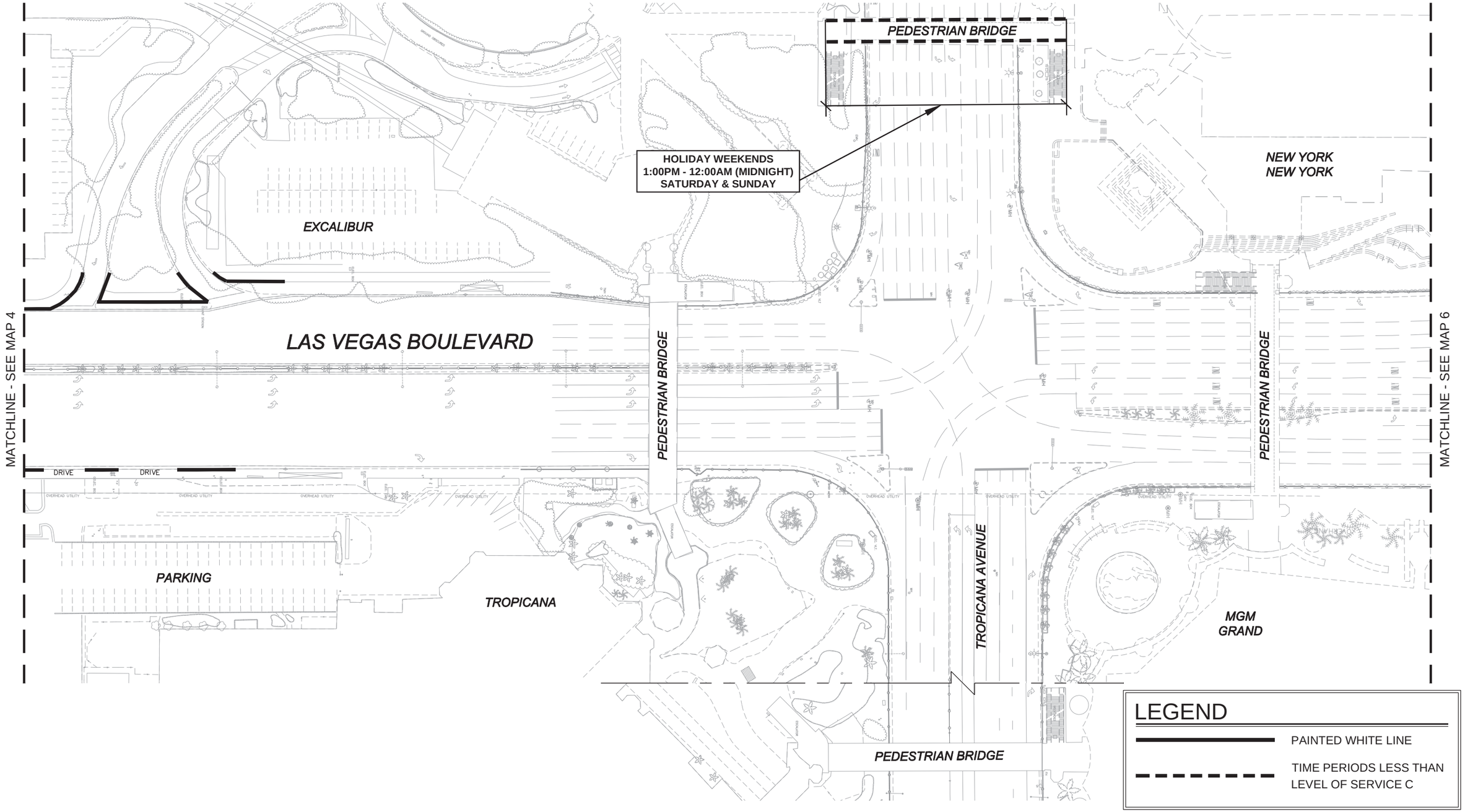
NORTH

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

CC 1348



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: MAP 5

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

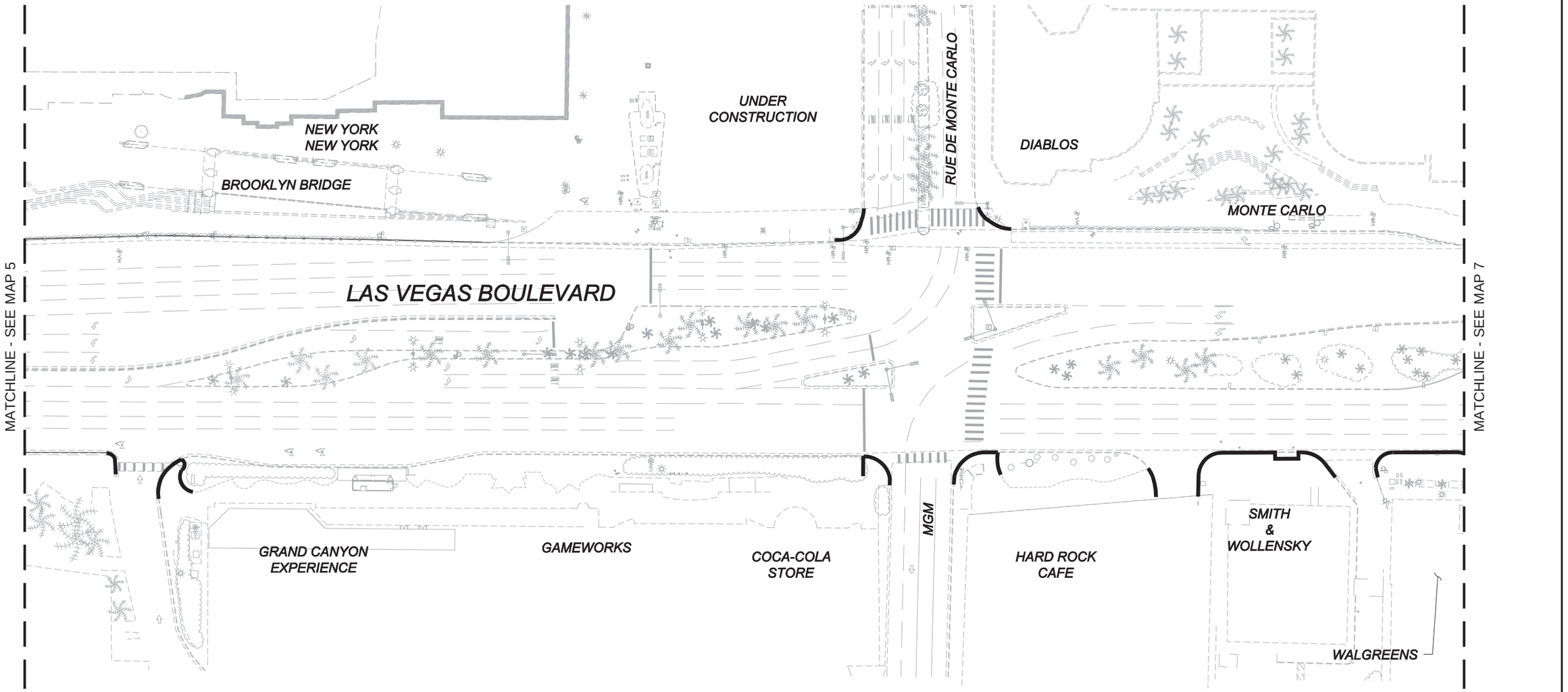
NORTH

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

CC 1349



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: MAP 6

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

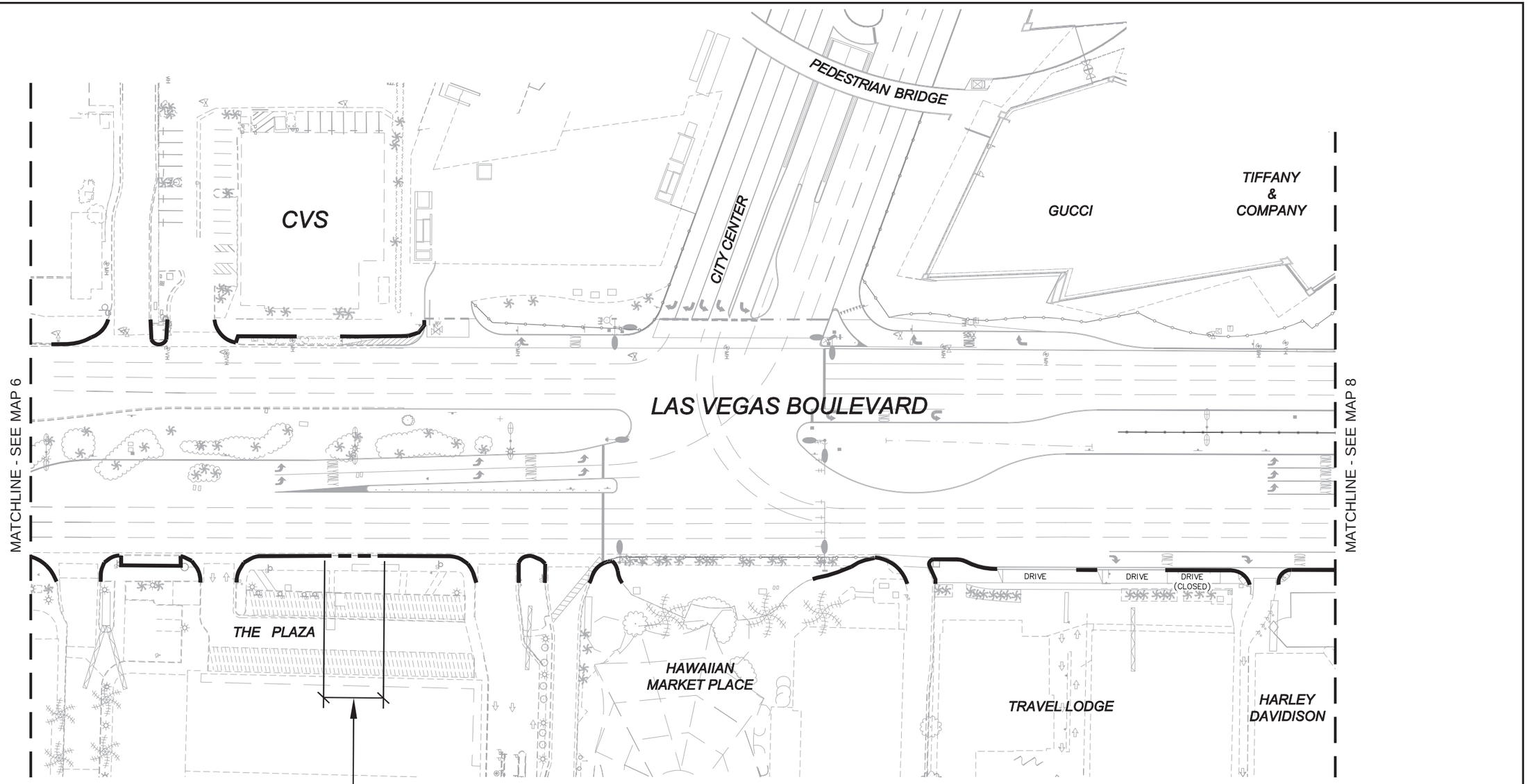
NORTH

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

CC 1350



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: MAP 7

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

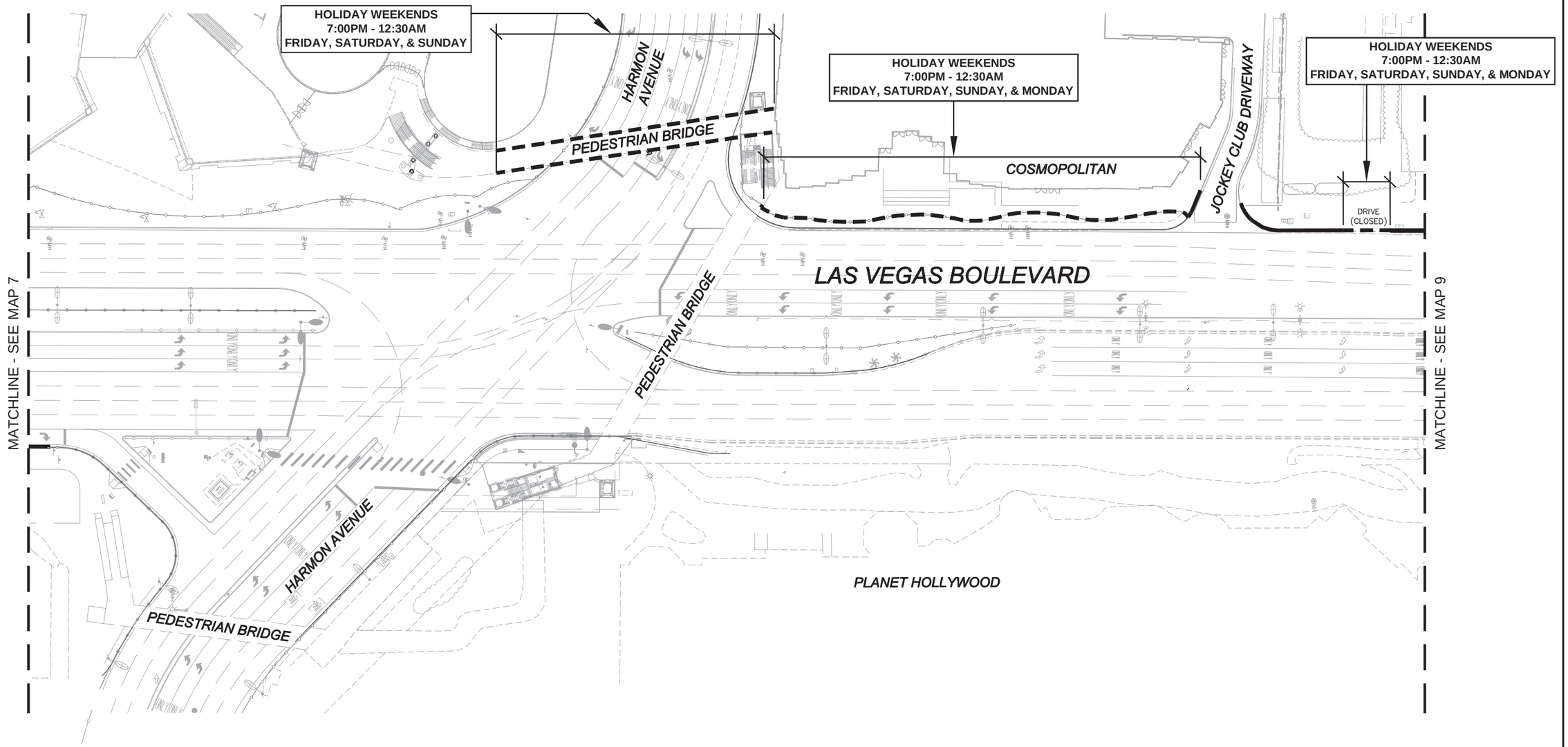
NORTH

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

CC 1351



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: MAP 8

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

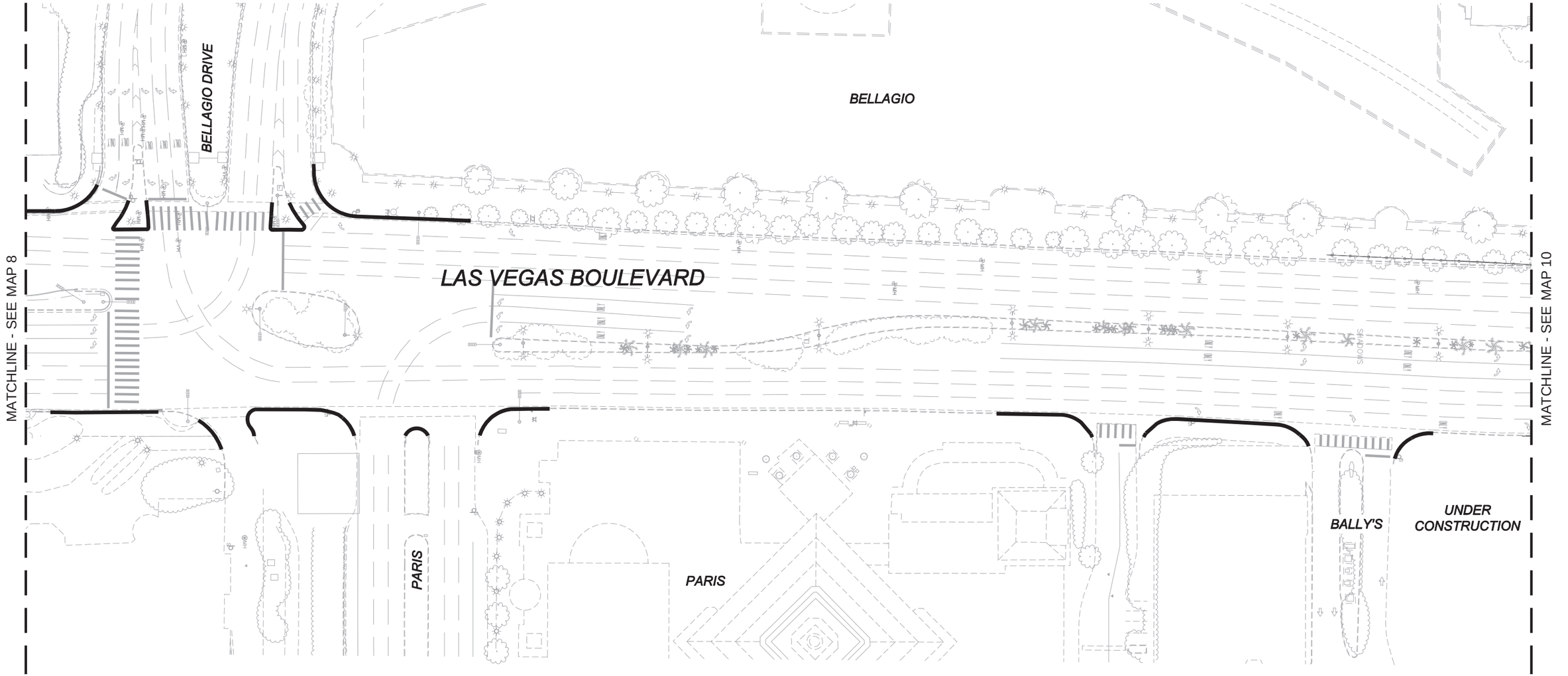
NORTH

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

CC 1352



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: MAP 9

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

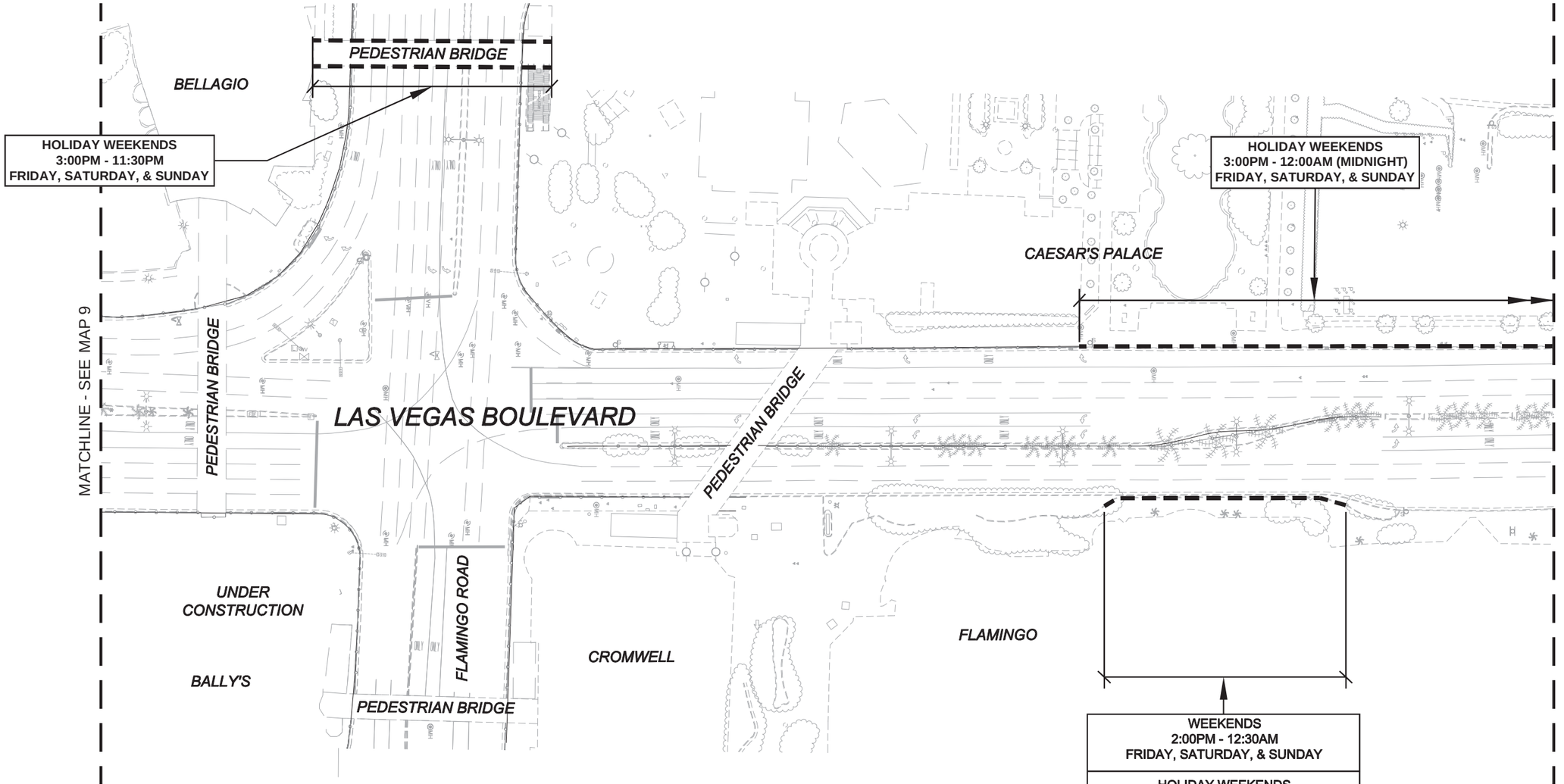
NORTH

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

CC 1353



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: MAP 10

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

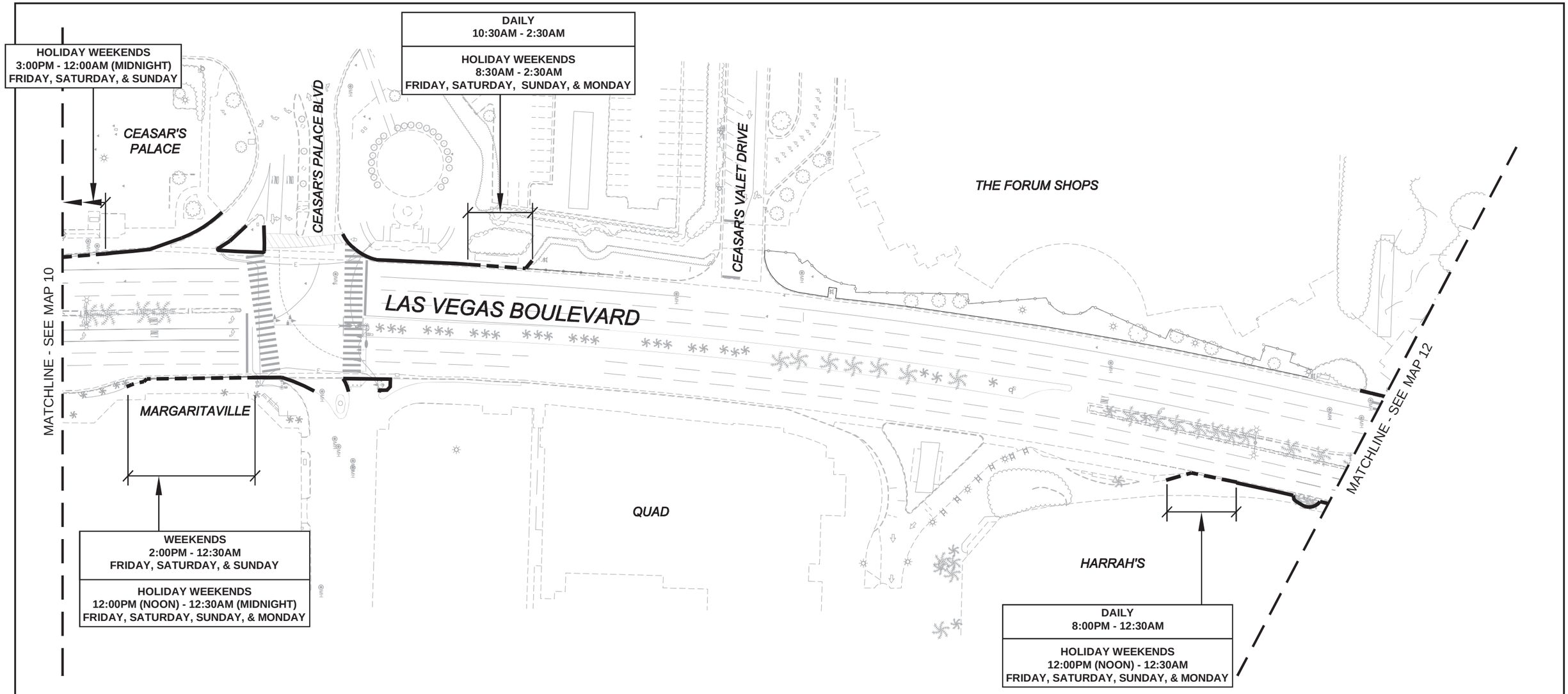
NORTH

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

CC 1354



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 11

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

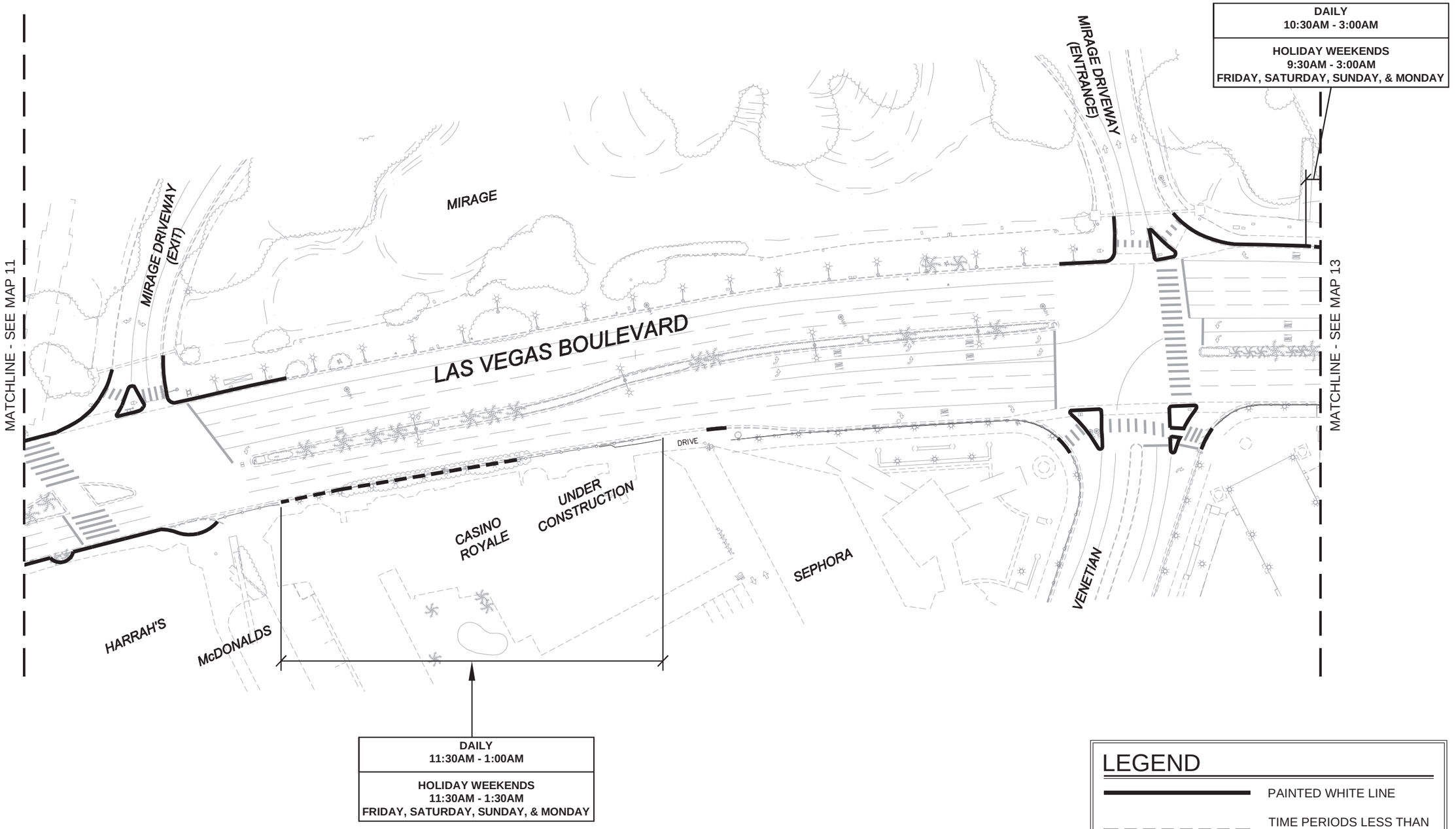
NORTH

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

CC 1355



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

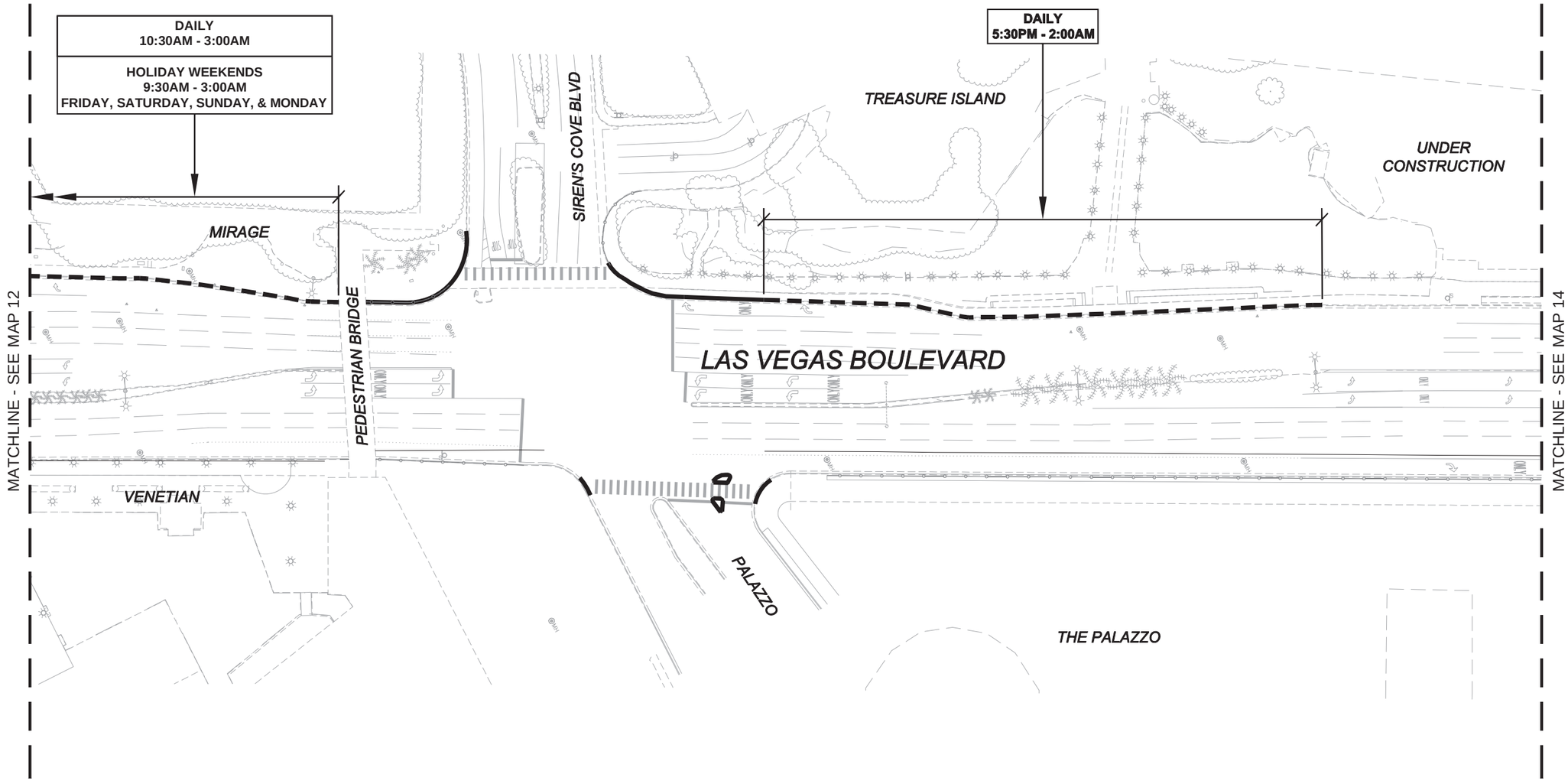
SHEET: MAP 12

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

CC 1356



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: MAP 13

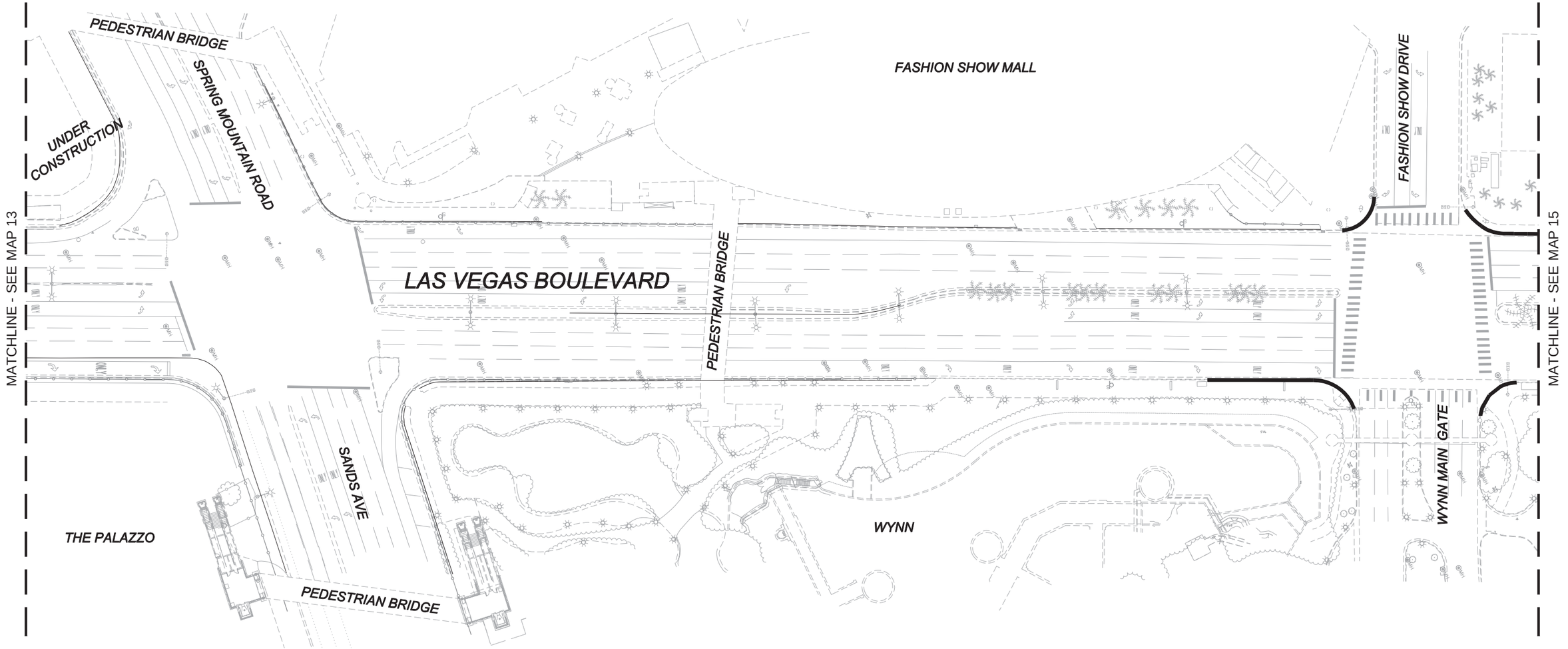
SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

NORTH

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

CC 1357



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

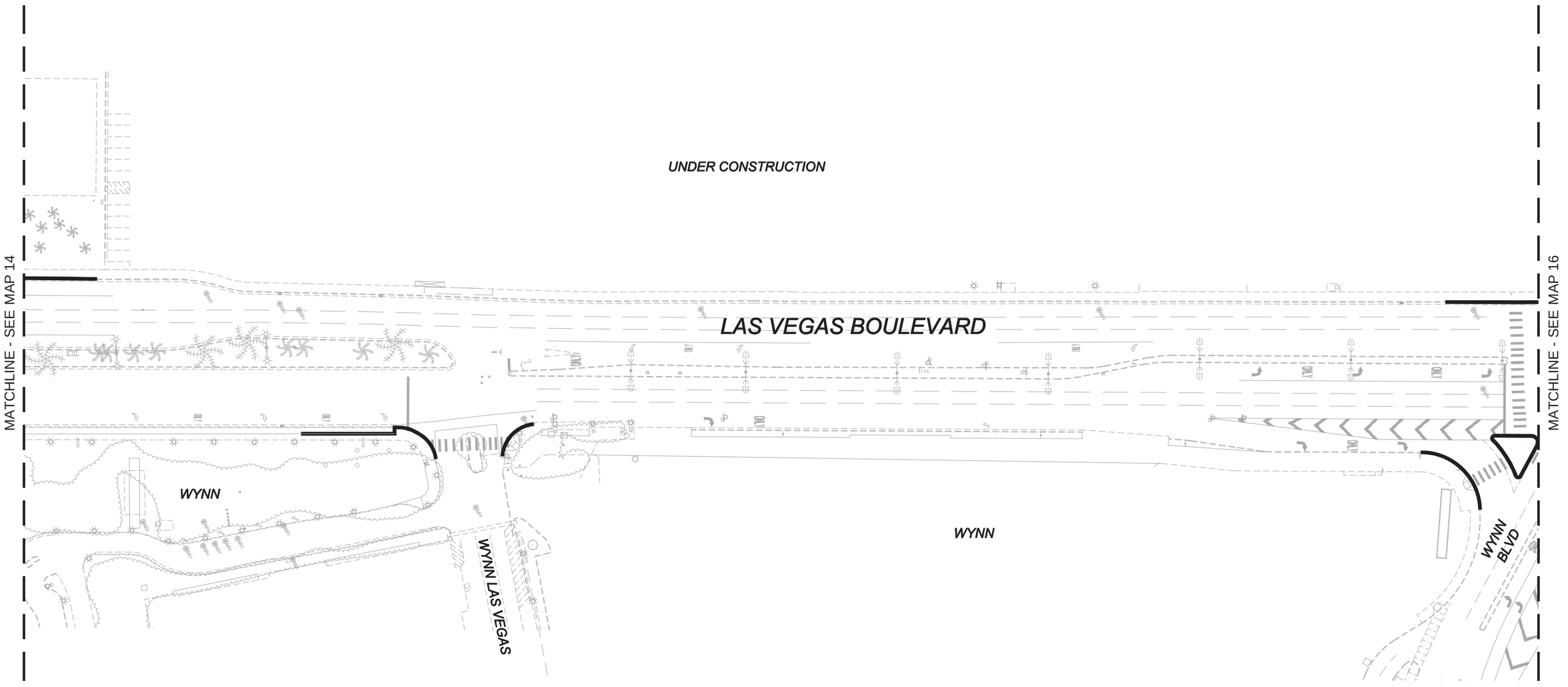
SHEET: MAP 14

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

CC 1358



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

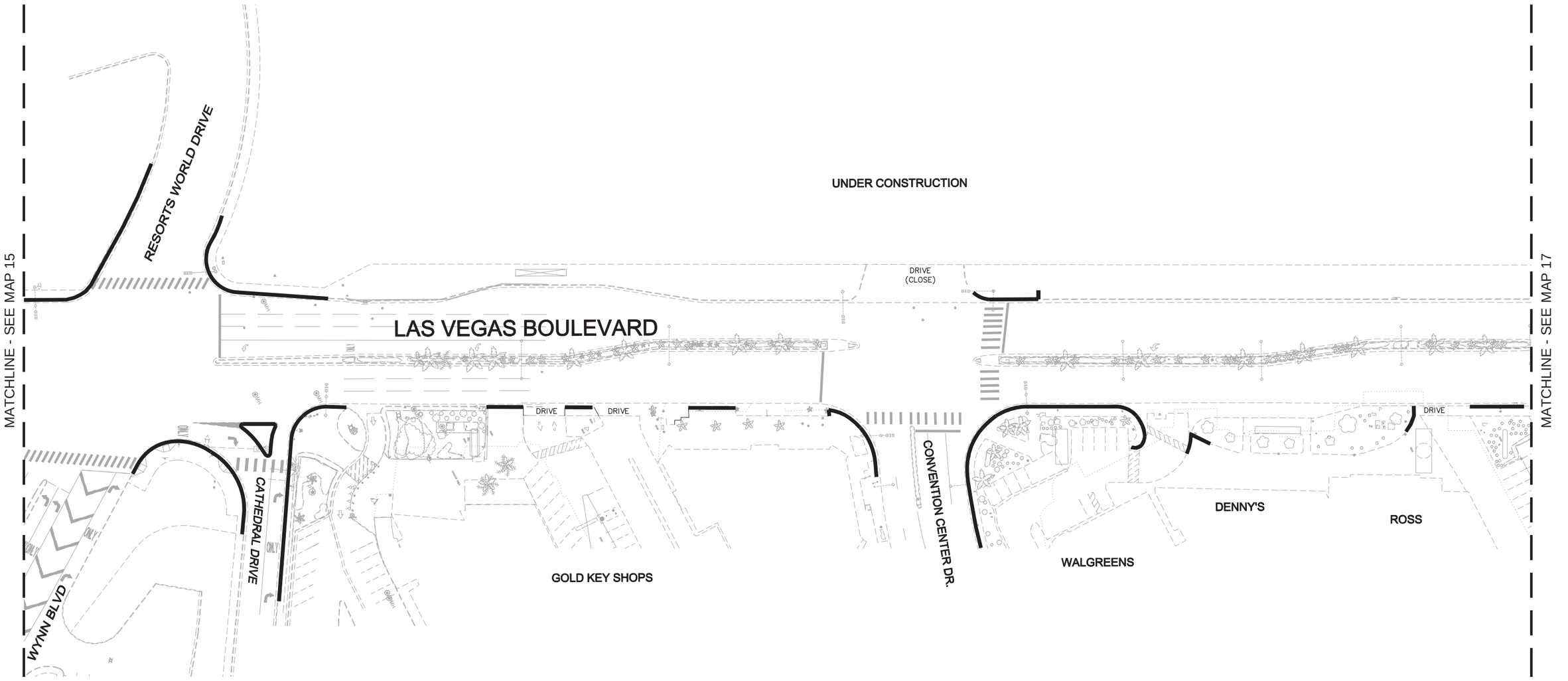
SHEET: MAP 15

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

CC 1359



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

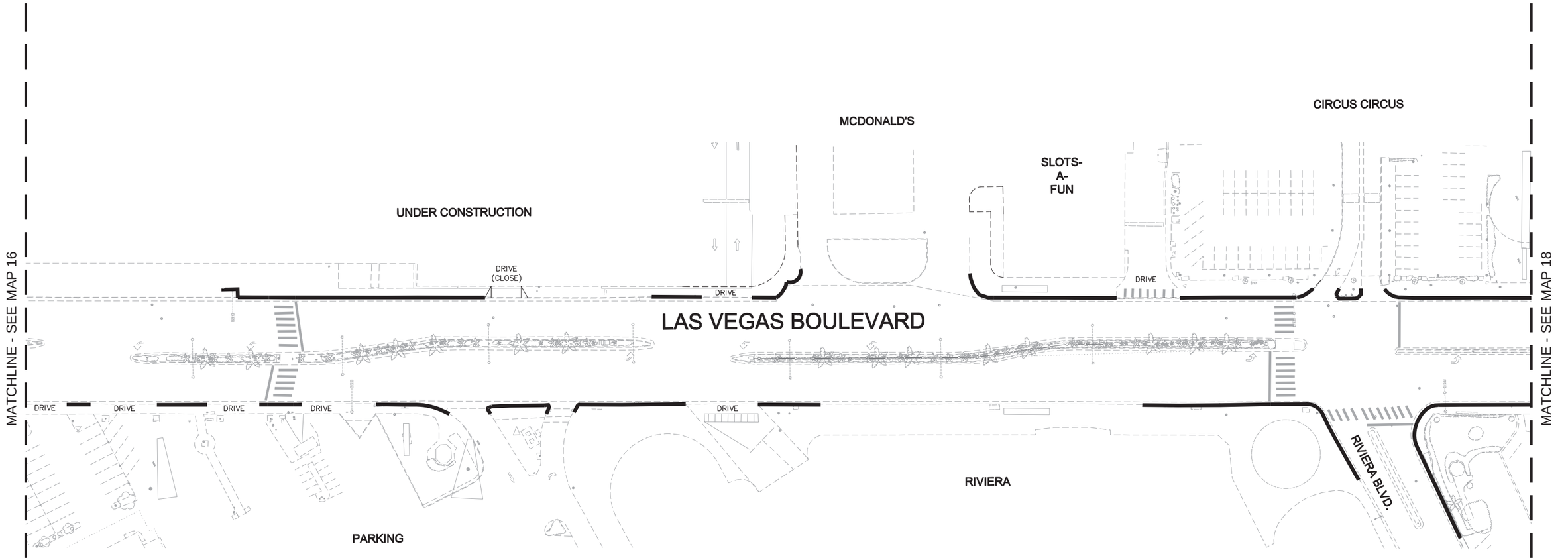
SHEET: MAP 16

SCALE: AS SHOWN

DATE: SEPTEMBER 26, 2014

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

CC 1360



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

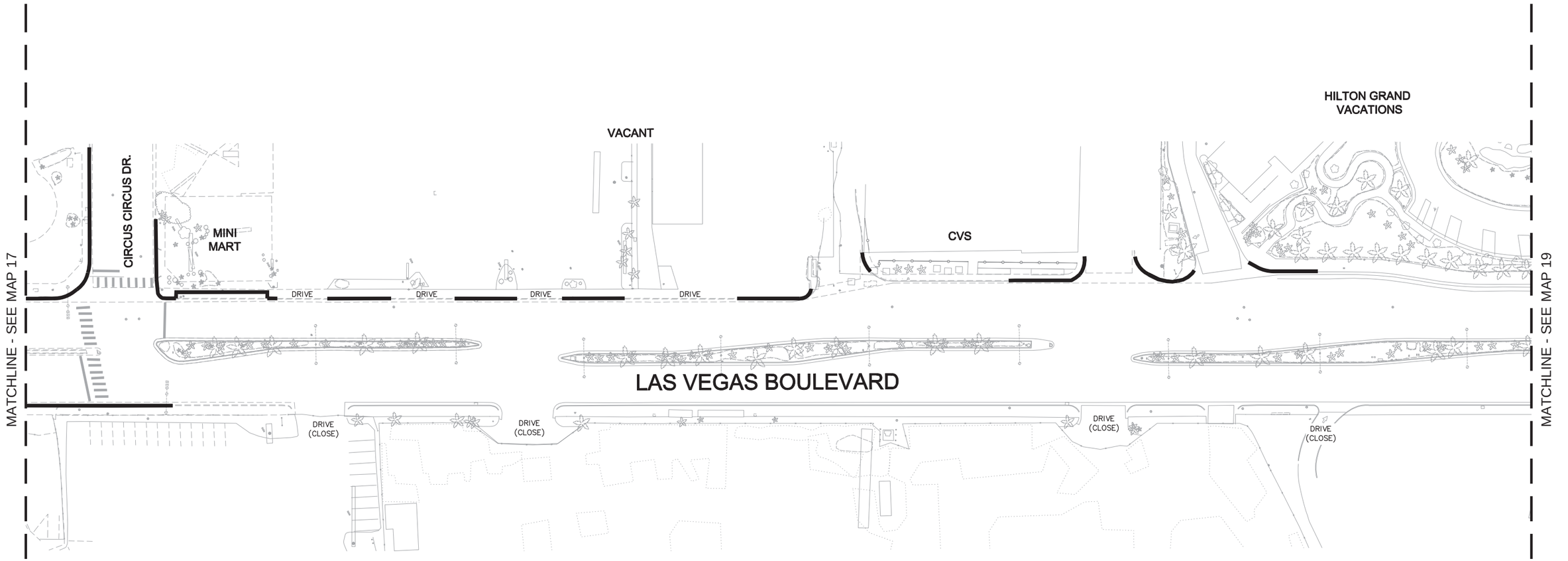
NORTH

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

CC 1361



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: AS SHOWN

DATE: SEPTEMBER 26, 2014

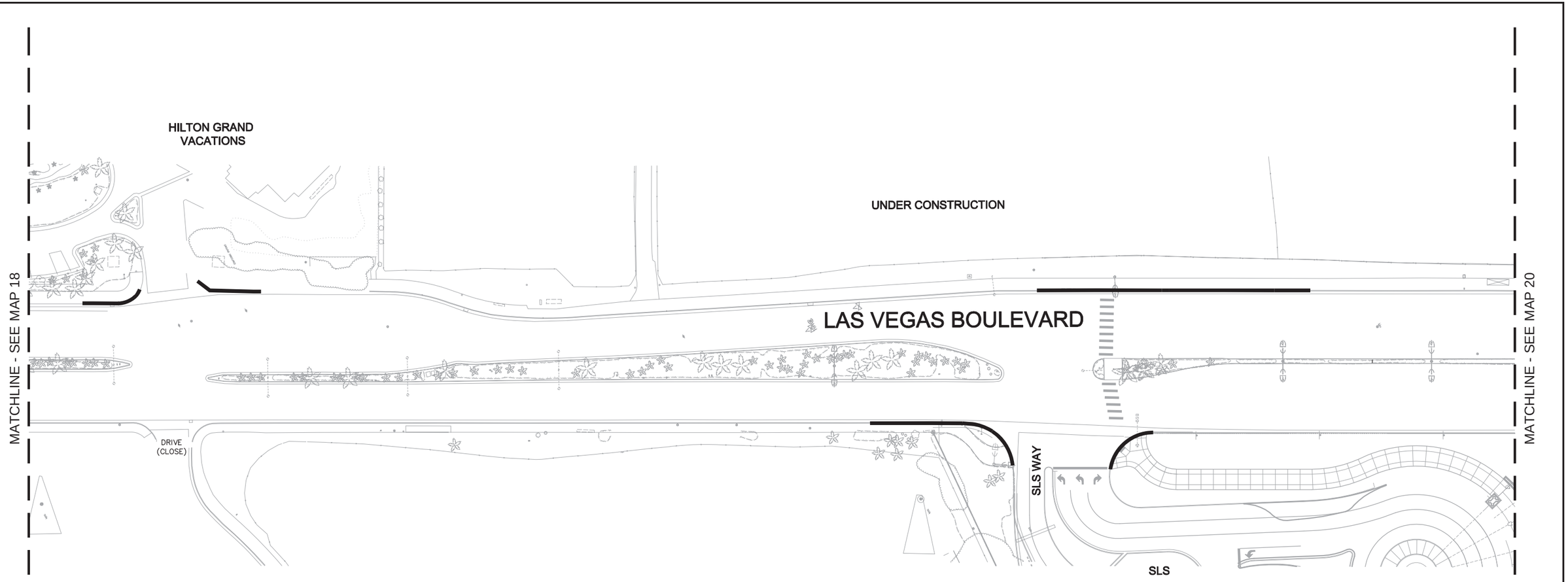
NORTH

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

CC 1362



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

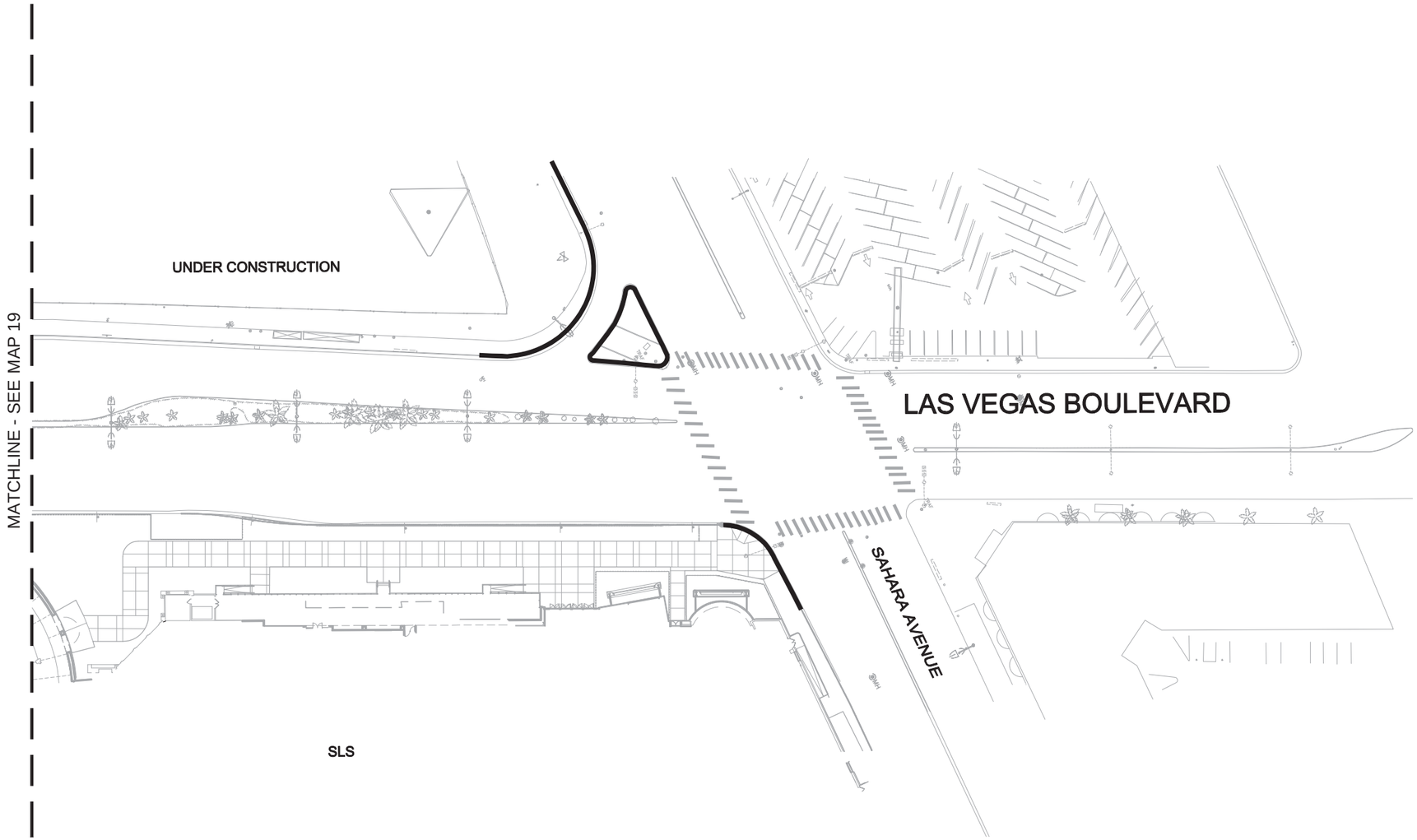
NORTH

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

CC 1363



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 20

SCALE: AS SHOWN

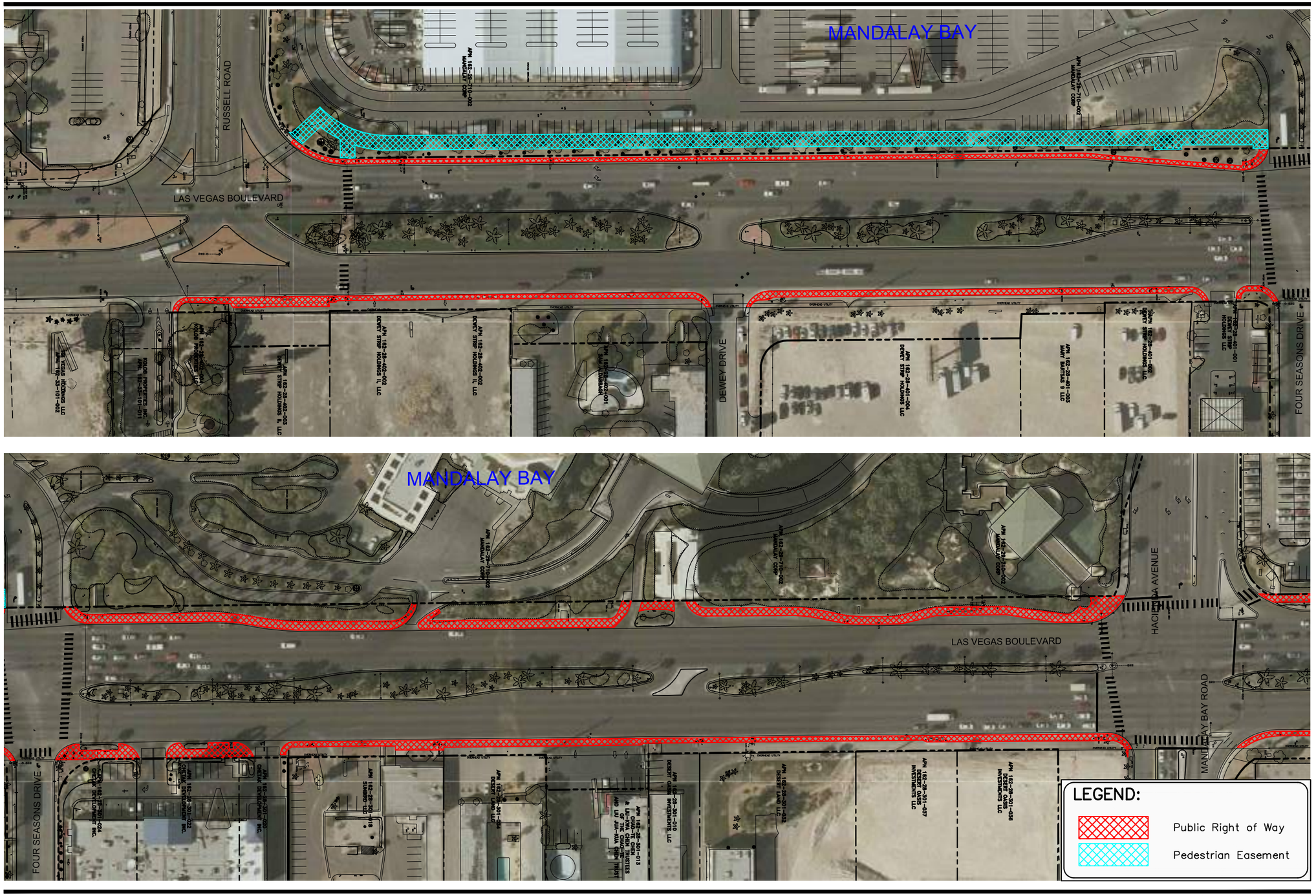
DATE: SEPTEMBER 26, 2014

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

CC 1364

EXHIBIT B

RIGHT-OF-WAY/PEDESTRIAN EASEMENT EXHIBITS



JOB No. 092061019

Kimley»Horn

NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
RUSSELL ROAD TO MANDALAY BAY ROAD
October 29, 2015

FIGURE 1
SHEET 1 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet



JOB No. 092061019

Kimley»Horn

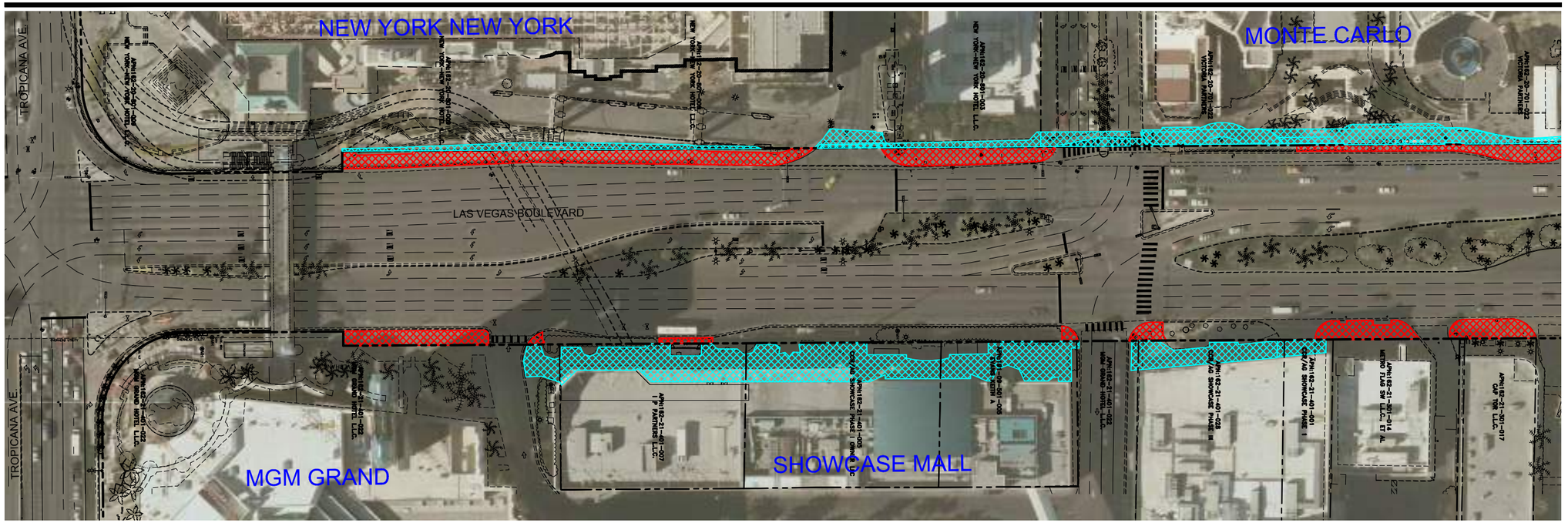
NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

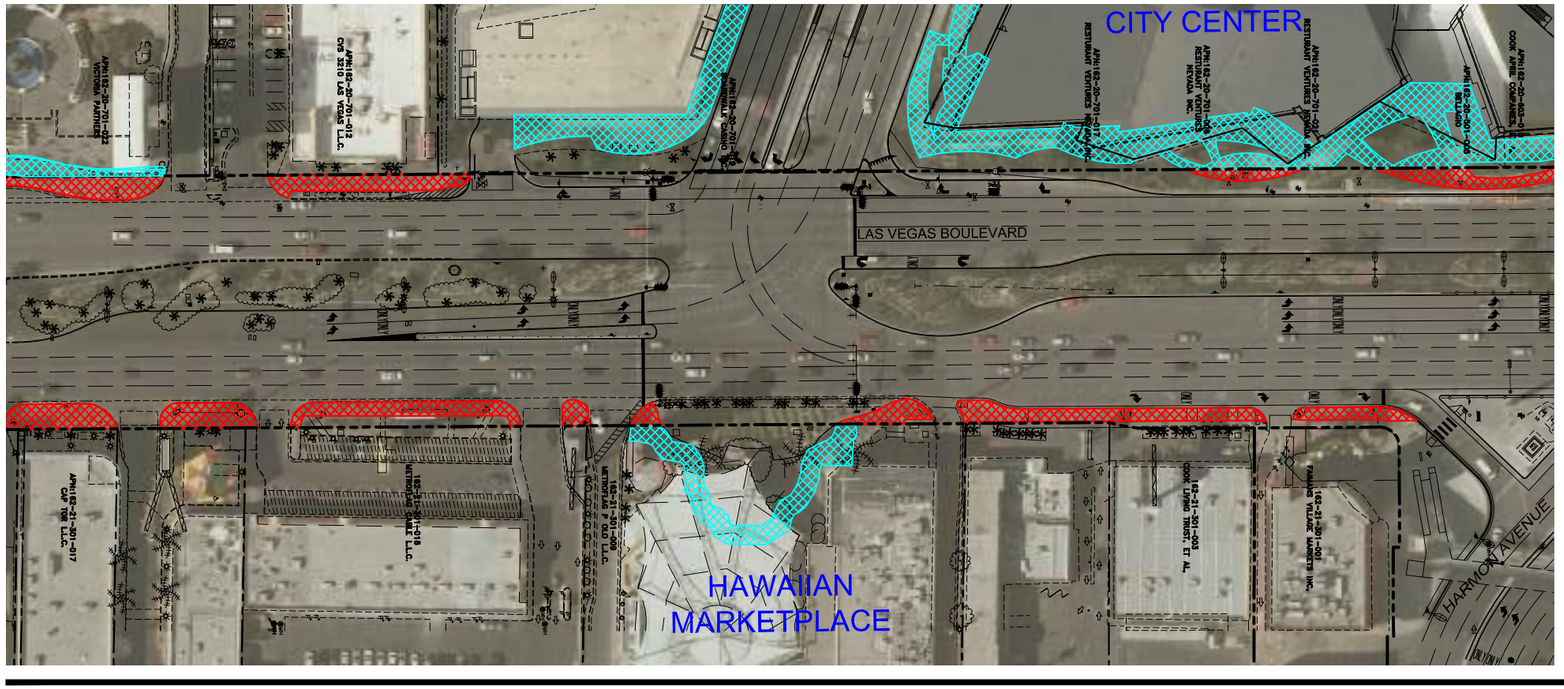
PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
MANDALAY BAY ROAD TO TROPICANA AVENUE
October 29, 2015

FIGURE 2

SHEET 2 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet





LEGEND:

- Public Right of Way
- Pedestrian Easement

JOB No. 092061019

Kimley»Horn

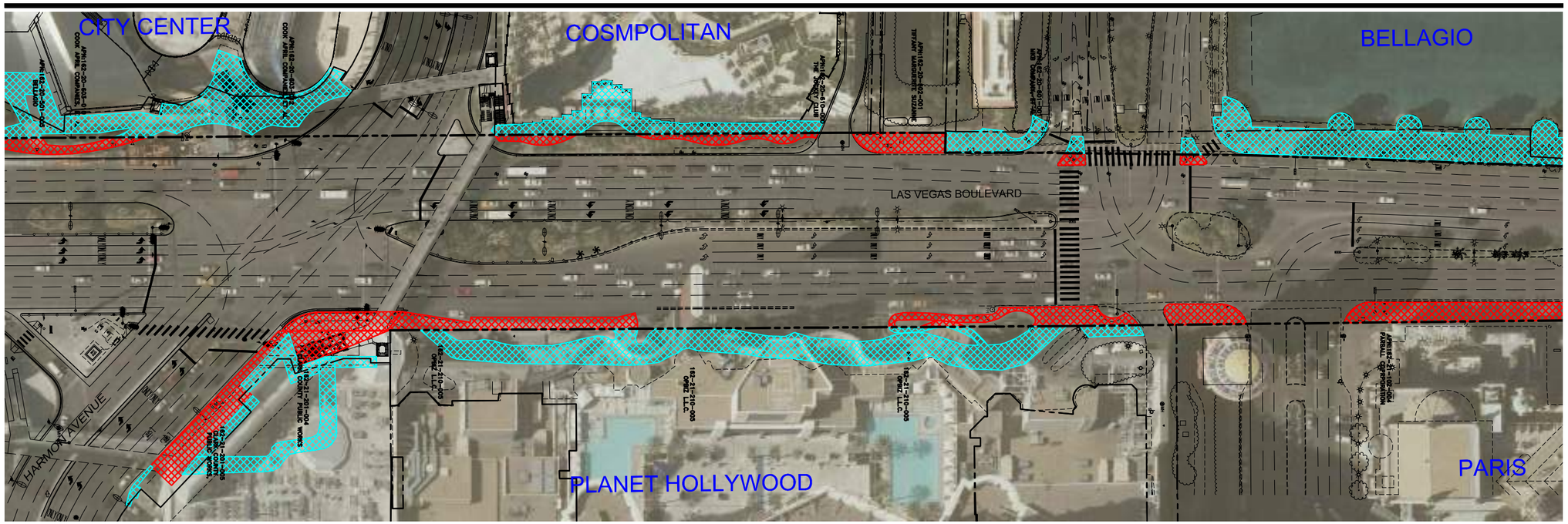
NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

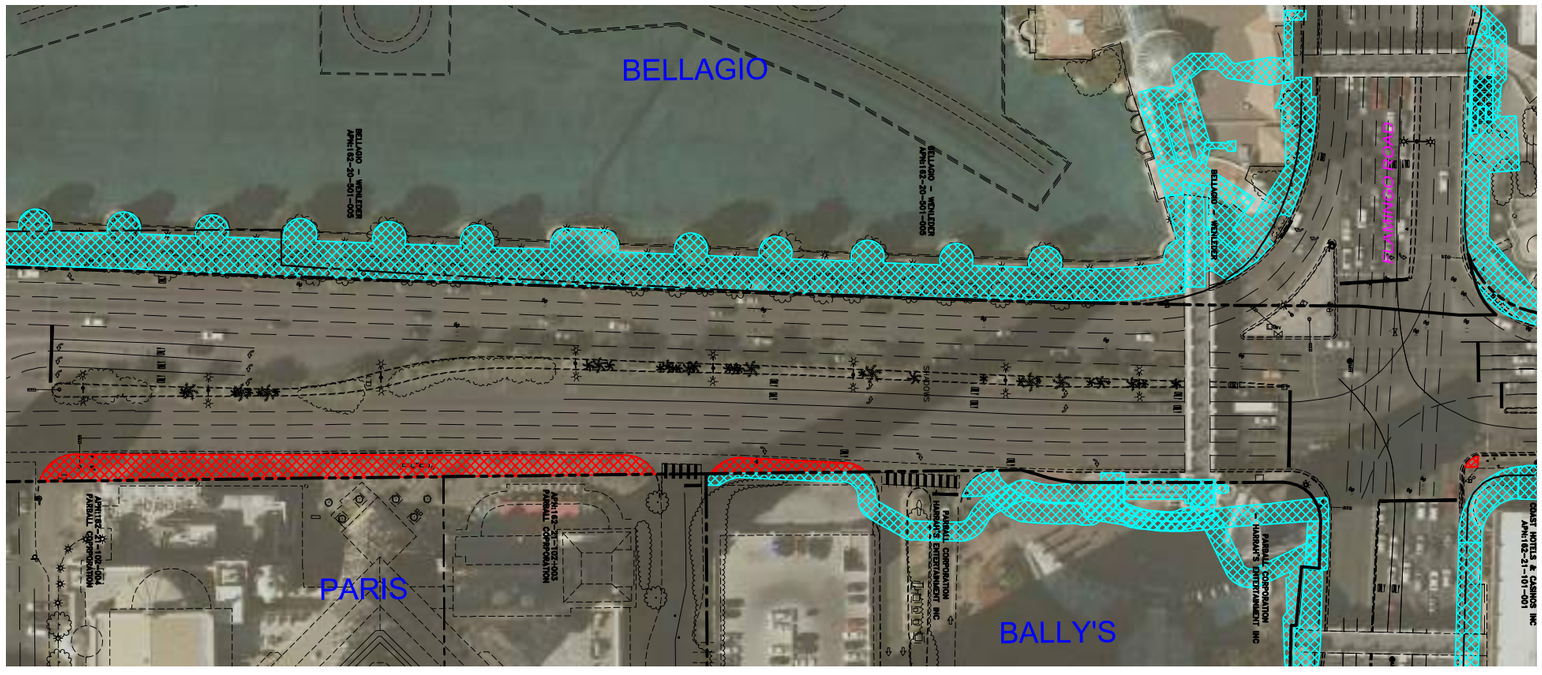
PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
TROPICANA AVENUE TO HARMON AVENUE
October 29, 2015

FIGURE 3

SHEET 3 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet





LEGEND:

Public Right of Way

Pedestrian Easement

JOB No. 092061019

Kimley»Horn

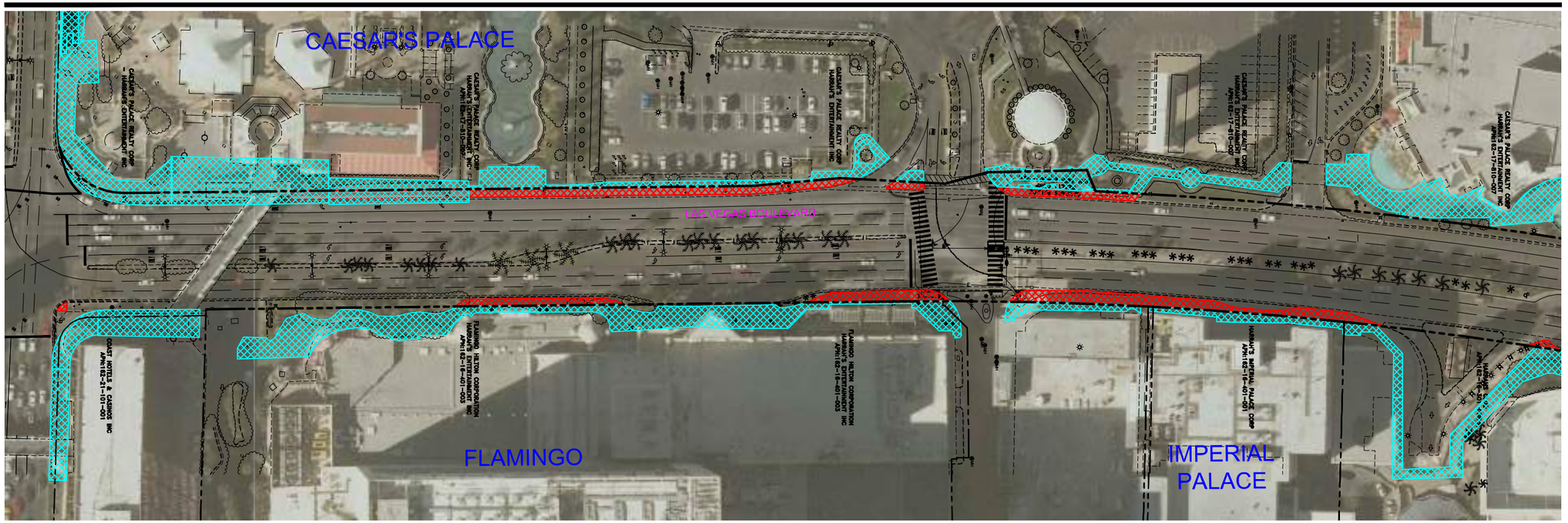
NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

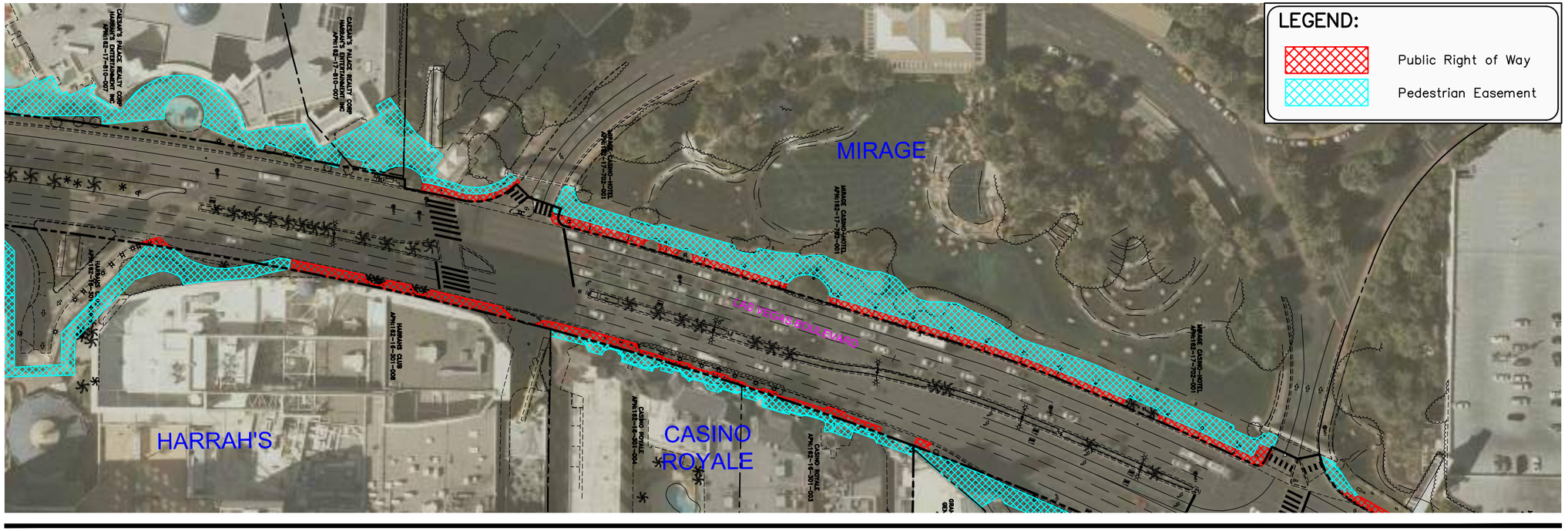
PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
HARMON AVENUE TO FLAMINGO ROAD
October 29, 2015

FIGURE 4

SHEET 4 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet





JOB No. 092061019

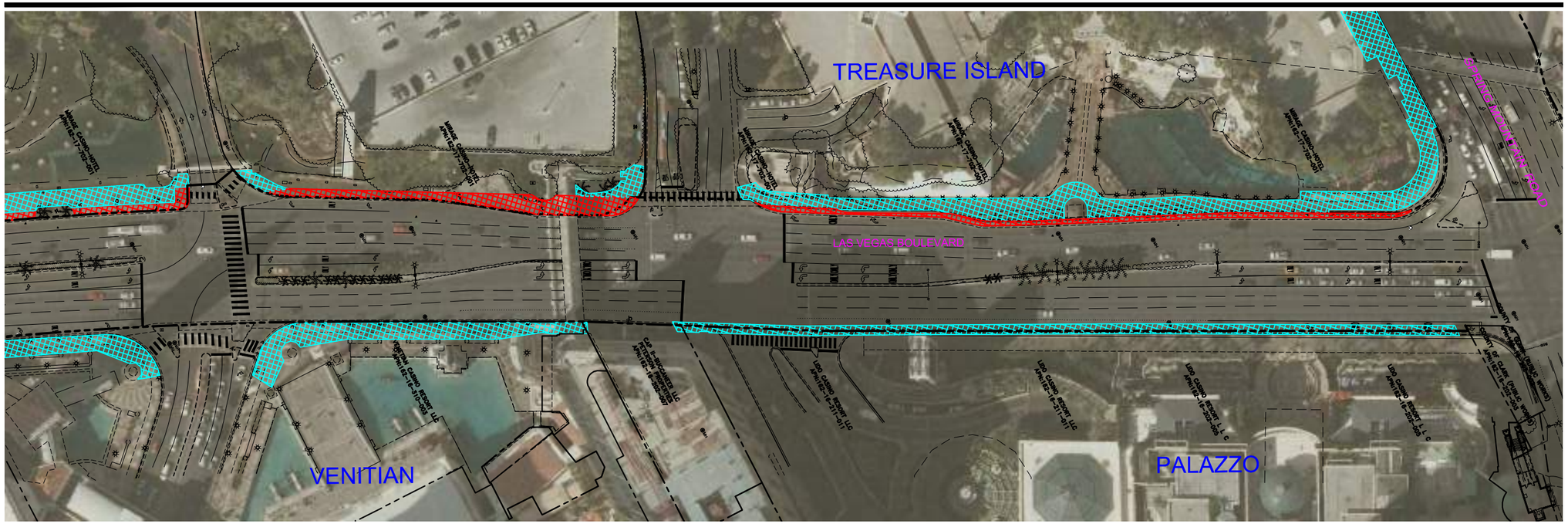
Kimley»Horn

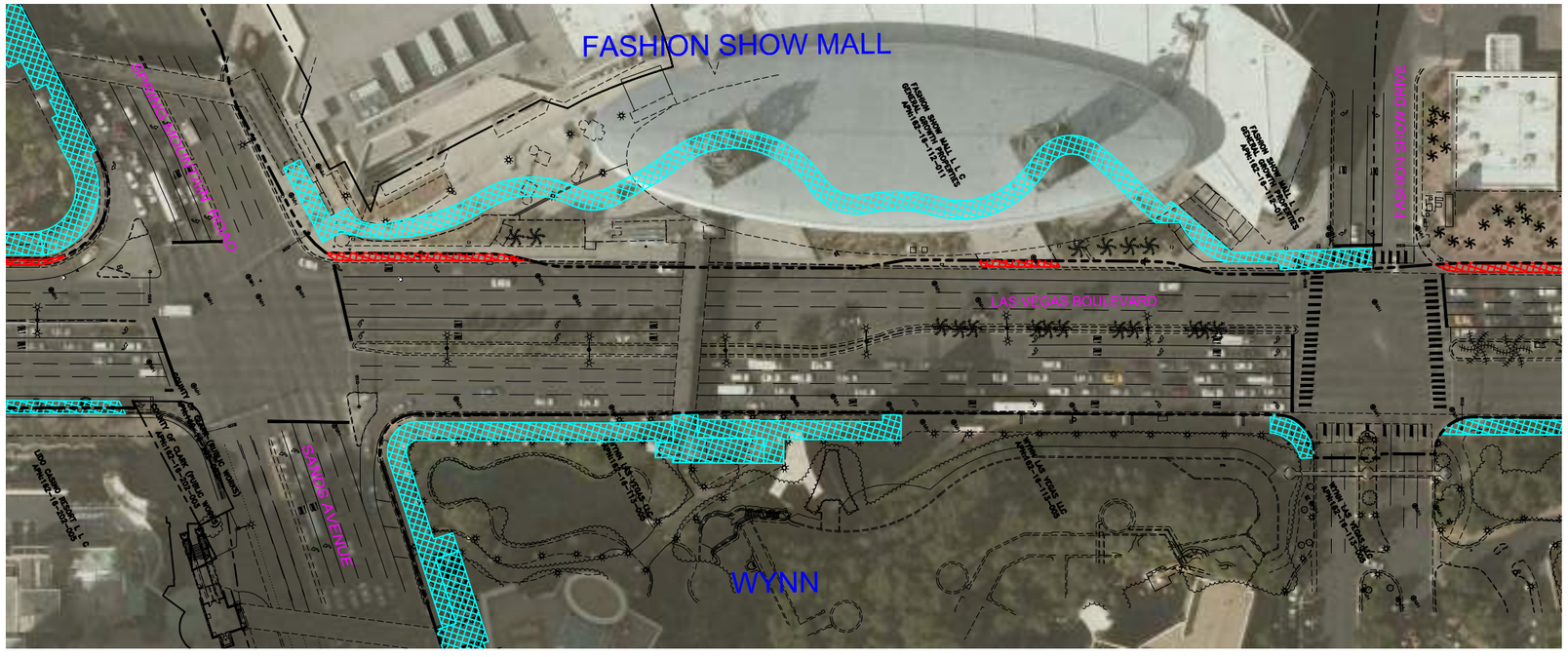
NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
FLAMINGO ROAD TO MIRAGE HOTEL & CASINO
October 29, 2015

FIGURE 5
SHEET 5 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet





LEGEND:

- Public Right of Way
- Pedestrian Easement

JOB No. 092061019

Kimley»Horn

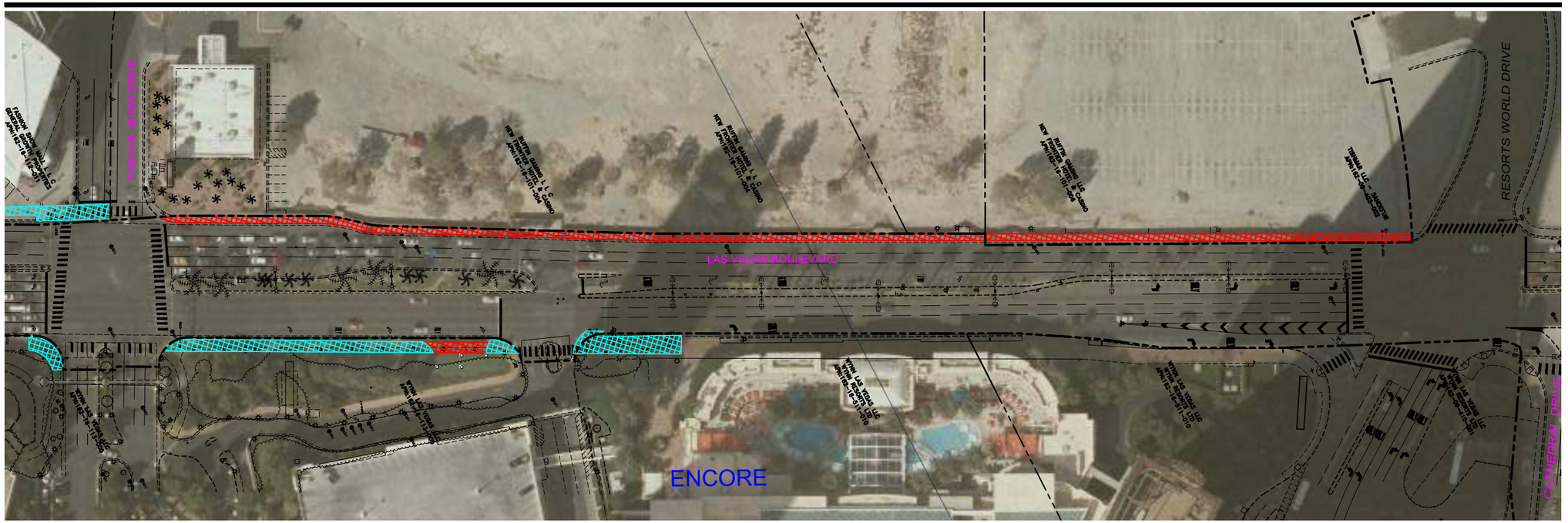
NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

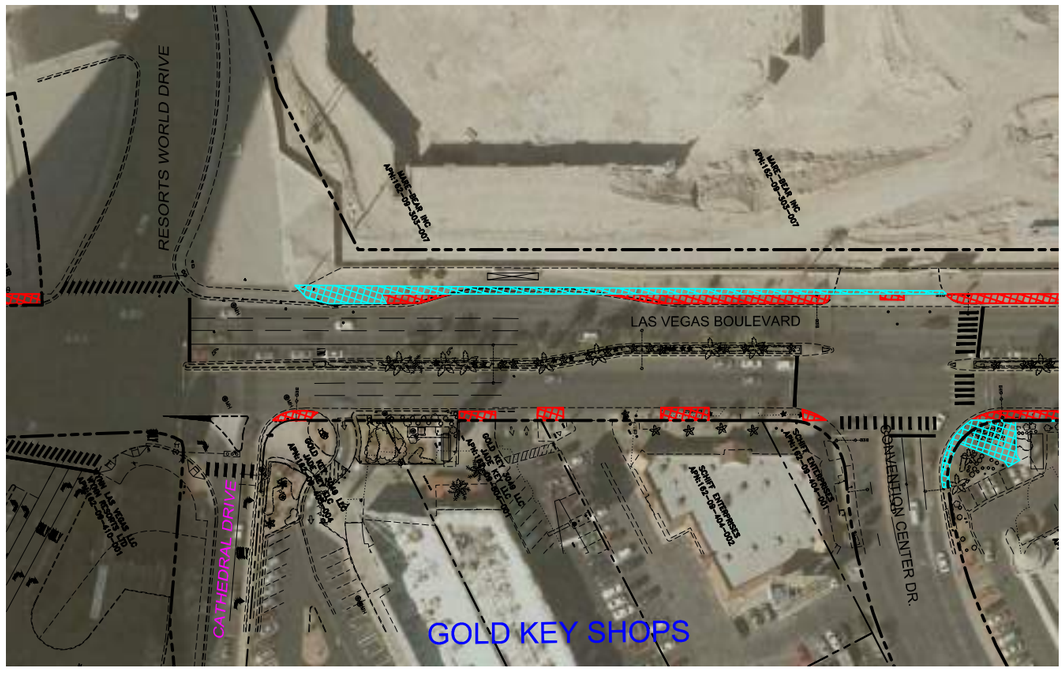
PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
MIRAGE HOTEL & CASINO TO FASHION SHOW DRIVE
October 29, 2015

FIGURE 6

SHEET 6 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet





LEGEND:

- Public Right of Way
- Pedestrian Easement

JOB No. 092061019

Kimley»Horn

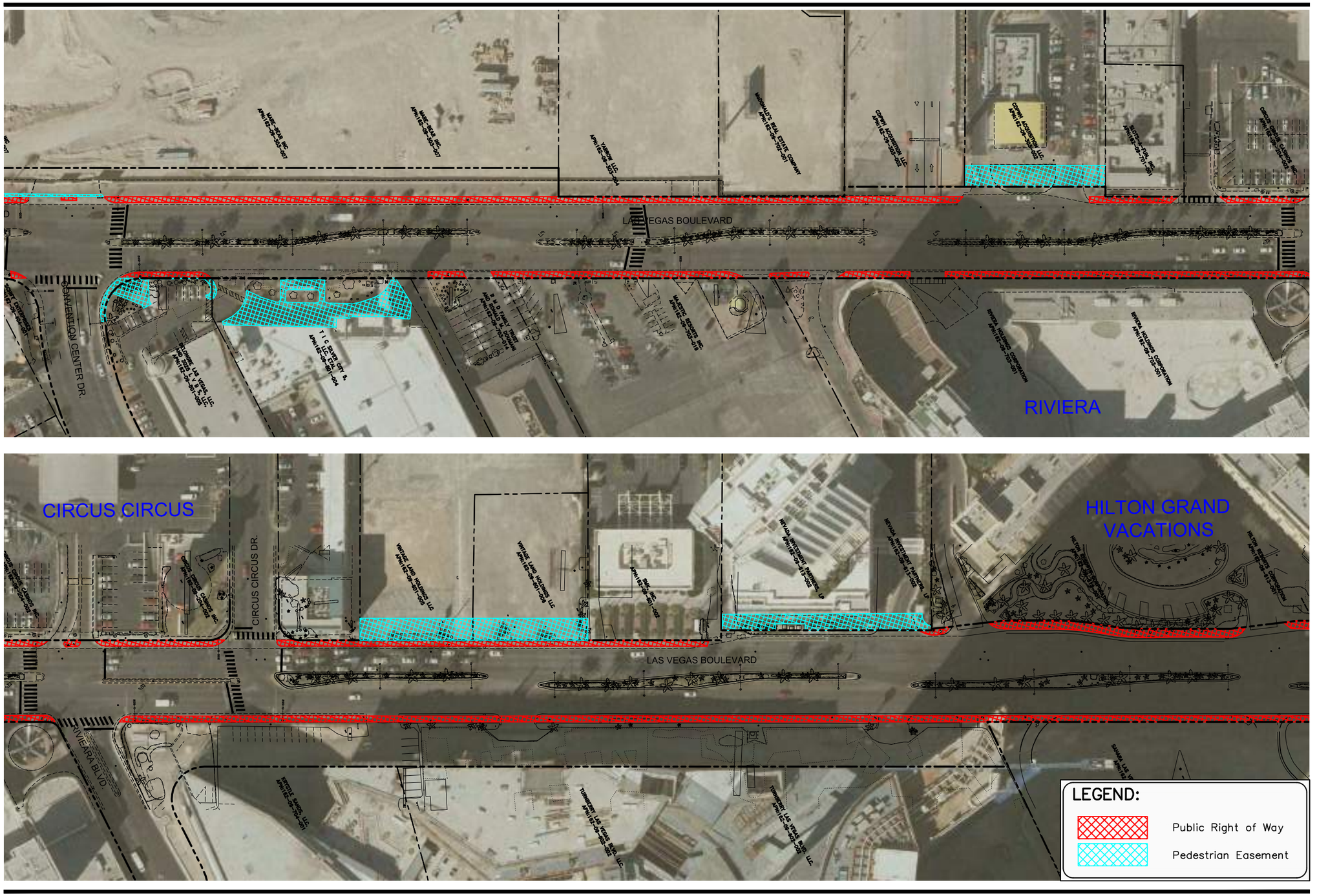
NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
FASHION SHOW DRIVE TO CONVENTION CENTER DRIVE
October 29, 2015

FIGURE 7

SHEET 7 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet



JOB No. 092061019

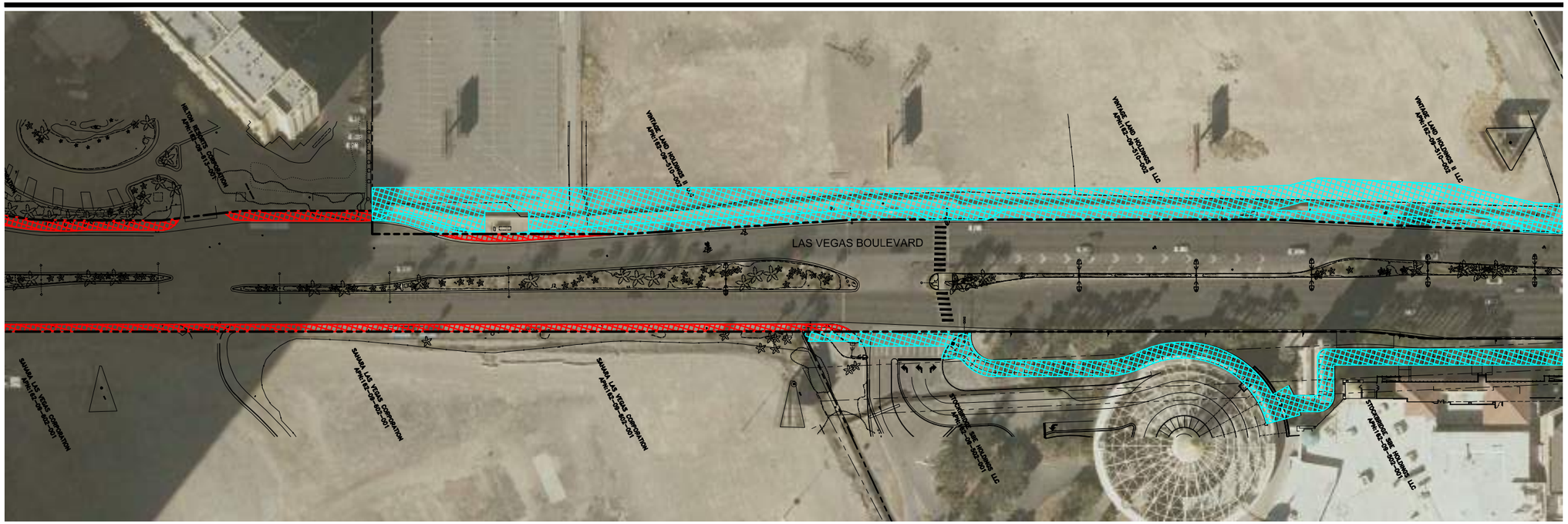
Kimley»Horn

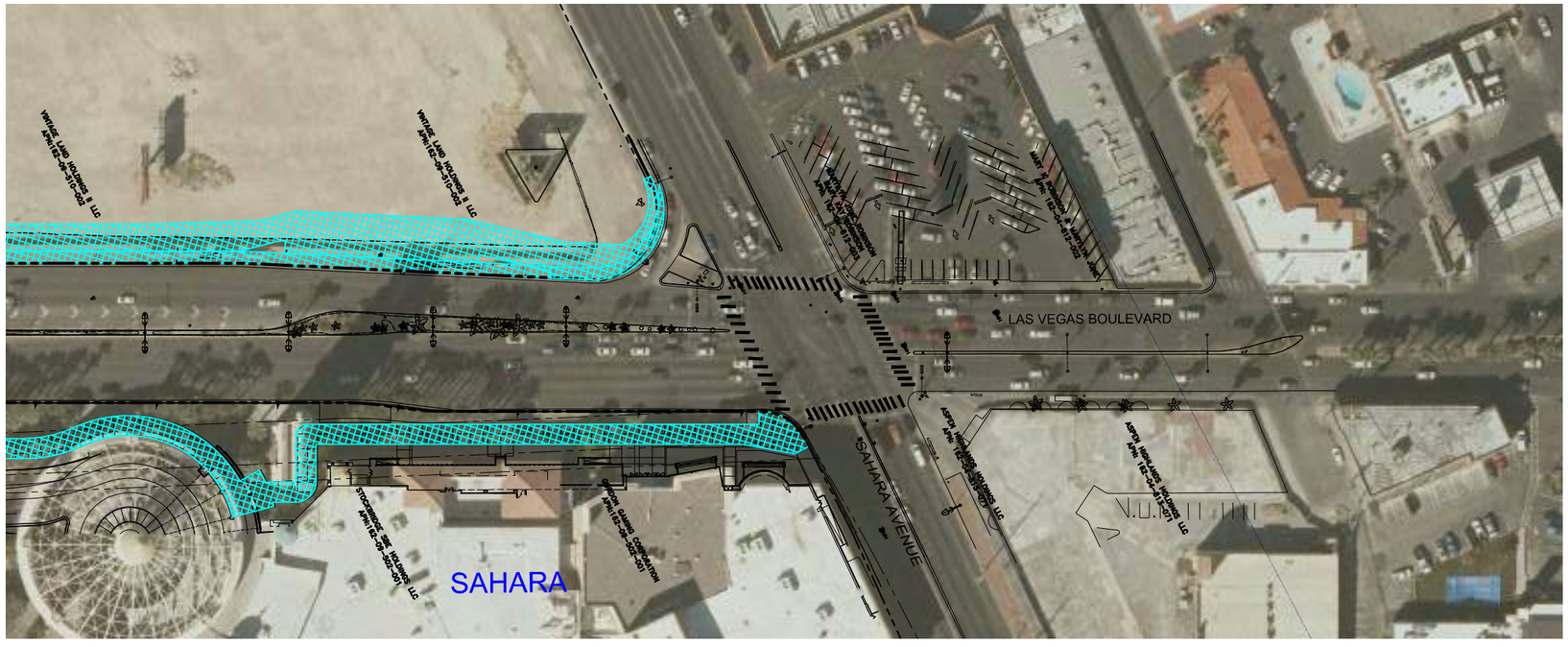
NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
CONVENTION CENTER DRIVE TO HILTON GRAND VACATION
October 29, 2015

FIGURE 8
SHEET 8 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet





LEGEND:

- Public Right of Way
- Pedestrian Easement

JOB No. 092061019

Kimley»Horn

NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
HILTON GRAND VACATION TO SAHARA AVENUE
October 29, 2015

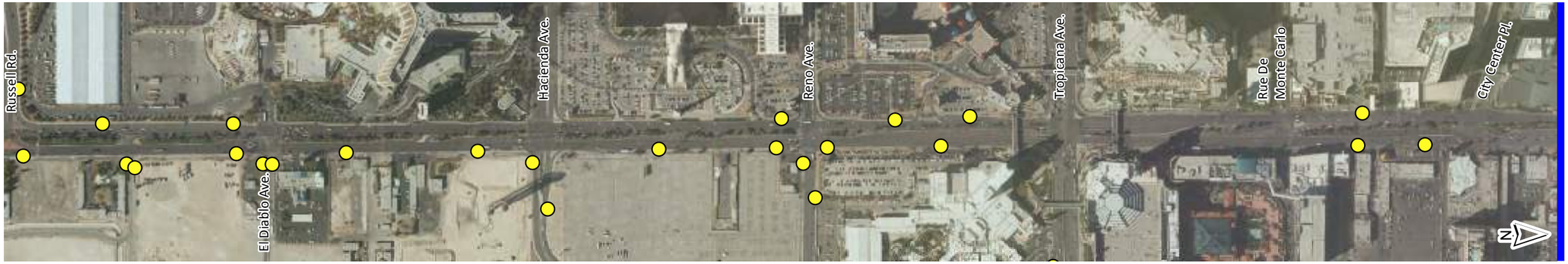
FIGURE 9

SHEET 9 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet

EXHIBIT C

NEWSRACK MEDALLION LOCATIONS









Legend

Medallion Locations

2015 NEWSRACK MEDALLION LOCATIONS

Exhibit C

Kimley»Horn

CC 1376

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

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)

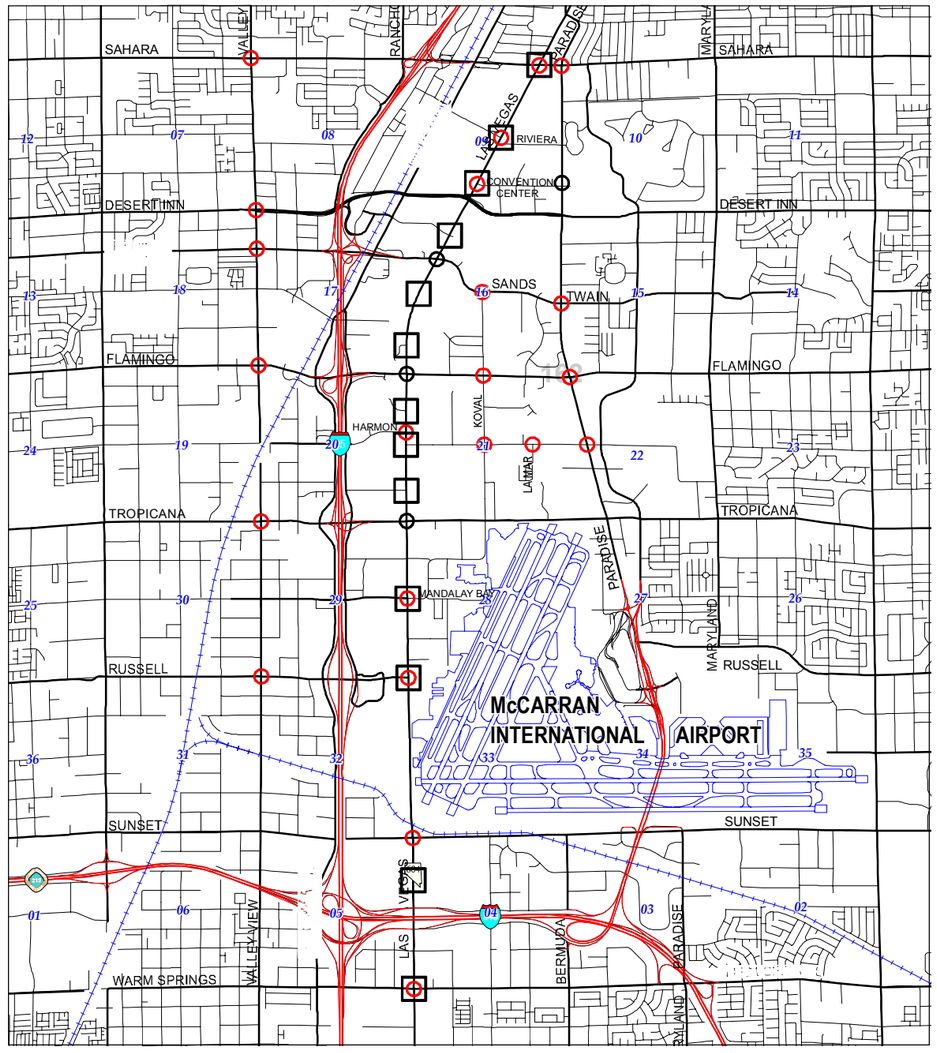
16.11.110 - Severability.

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

0 750 1,500 3,000 4,500 6,000

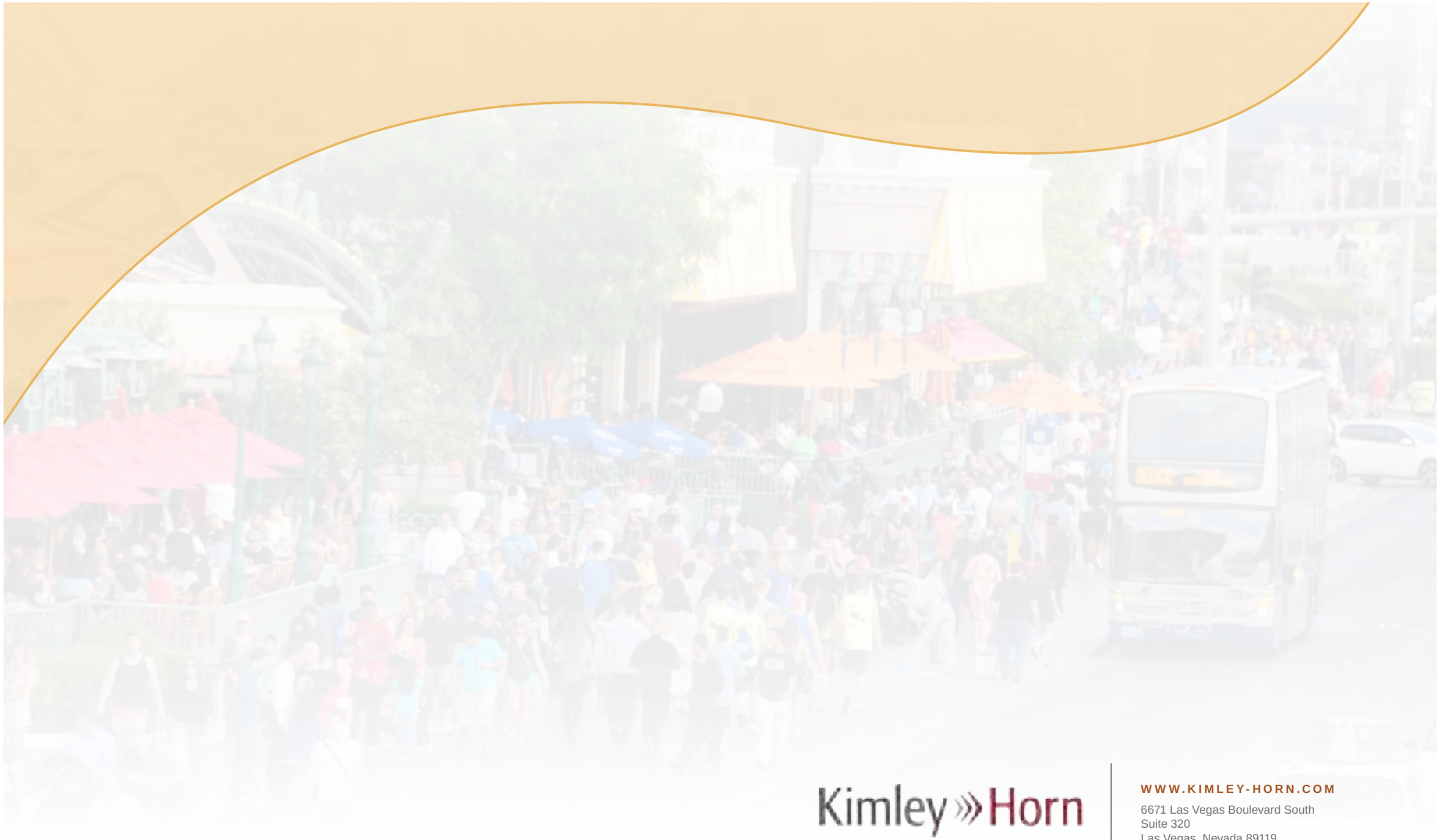
SCALE IN FEET

Map Created On: February 23, 2009

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Comprehensive Planning

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Suite 320
Las Vegas, Nevada 89119
702-862-3600

EXHIBIT G

PEDESTRIAN STUDY

LAS VEGAS BOULEVARD

TROPICANA AVENUE TO SPRING MOUNTAIN ROAD

2016 UPDATE OF

NON-PERMANENT OBSTRUCTIONS

Prepared for:

CLARK COUNTY NEVADA

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



Prepared by:

Kimley»Horn

6671 Las Vegas Boulevard South, Suite 320, Las Vegas, NV 89119
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November 2016

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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. 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 17 identified walkway segments with poor Level of Service (LOS).

A study update was conducted in 2015 to compare 2012 walkway LOS with the improved walkways in 2015. For the 2015 Update, 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. As with the 2012 study, non-permanent obstructions (NPO's) were located, quantified, and classified to identify possible impediments to pedestrian movements along Las Vegas Boulevard in comparison with previous observations.

1.1. Study Purpose

In 2016, additional funding was provided to increase the presence of the Las Vegas Metropolitan Police Department along Las Vegas Boulevard. In order to observe the effectiveness of the increased enforcement that began on May 28, 2016, the number of NPO's was documented to prepare an update to the NPO Analysis portion of the Las Vegas Boulevard Pedestrian Study. The following sections provide a summary of the 2016 data and the subsequent analysis. An example of Metro presence observed can be seen in **Picture 1** through **Picture 3**.



Picture 1 – Metro Presence on Strip – July 2, 2016.



Picture 2 – Metro Presence on Strip – July 16, 2016.



Picture 3 – Metro Presence on Strip – October 15, 2016.

2. DATA COLLECTION

The Las Vegas Boulevard study corridor is generally located east of Interstate 15 (I-15), south of Sahara Avenue, and north of Russell Road in Clark County, Nevada. Data collection was focused on the previously identified "inner corridor" of the "Strip" from Tropicana Avenue to Spring Mountain Road. The quantity, location, and classification of non-permanent obstructions (NPO's) as observed during the 2016 data collection periods was summarized and analyzed for comparison with previous years.

As collected in the 2012 Pedestrian Study and 2015 Pedestrian Study update, NPO's were observed by field data collection agents during three (3) peak data collection periods (1 PM – 4 PM, 5 PM – 8 PM and 9 PM – 12 AM).

NPO's are defined in the 2012 Study and 2015 Update as individuals who could obstruct the pedestrian walkway while handbilling, performing, soliciting, or selling. Under County Ordinance 16.11, 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). It is important to recognize that under the ordinance "street performing" is a "permitted obstructive use". For reference, the complete ordinance as recently updated and approved by the Clark County Commission November 1, 2016, is provided in **Appendix A**. On the Saturdays of July 2nd, July 16th, and October 15th, data collection agents documented the quantity, classification, and location of NPO's in the pedestrian walkway during each of three (3) data collection periods. To maintain consistency with the 2012 and 2015 data collection procedures and analyses, NPO's continued to be classified into four categories with the following definitions:

- 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 (see **Picture 4**).
- 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 (see **Picture 5**).
- Solicitors – any person within the pedestrian walkway soliciting donations. The solicitor provides nothing to those who donate (see **Picture 6**).
- 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 (see **Picture 7**).

The NPO field data, as observed by each agent for the study, was compiled in a spreadsheet format. NPO's were summarized similar to the previous studies by observation period, side of street, and by location within the corridor for the following categories:

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



Picture 4 – Non-Permanent Obstruction (Handbiller) – Paris.



Picture 5 – Non-Permanent Obstructions (Performers) with crowd – Mirage.



Picture 6 – Non-Permanent Obstruction (Solicitor).



Picture 7 – Non-Permanent Obstruction (Vendor) – Bellagio.

3. DATA EVALUATION

The quantity, location, and classification of NPO's as observed during the Saturday of Fourth of July weekend (July 2, 2016), typical Summer Saturday (July 16, 2016), and typical Fall Saturday (October 15, 2016) was summarized and analyzed to compare with the findings of the 2012 Pedestrian Study and 2015 Pedestrian Update.

It is important to note that during the data collection process the field agents were instructed to not make judgement if the observed NPO was an obstruction to pedestrian flow. All documented NPO's were considered as possible obstructions. The following pictures (**Picture 8** through **Picture 11**) provide examples of the NPO's observed for this study.



Picture 8 – Non-Permanent Obstructions (Performer and Handbiller) – July 2, 2016.



Picture 9 – Non-Permanent Obstructions (Performers with crowd) – July 16, 2016.



Picture 10 – Non-Permanent Obstructions (Solicitor with pet) – October 15, 2016.



Picture 11 – Non-Permanent Obstructions (Illegal Gambling) – July 2, 2016.

Although pedestrian volume data was not collected in 2016, data collection agents generally observed comparable volumes on the holiday weekend Saturday to that of previous years (see **Picture 12** through **Picture 14**).



Picture 12 – Pedestrian Volumes – May 26, 2012.



Picture 13 – Pedestrian Volumes – May 23, 2015.



Picture 14 – Pedestrian Volumes – July 2, 2016.

Appendix B displays graphs that provide detailed comparisons among the observed number of NPO's per walkway segment and pedestrian bridge. The yearly comparisons include each observation period (1 PM – 4 PM, 5 PM – 8 PM, and 9 PM – 12 AM) for the holiday and typical Saturday in 2012 and 2015 as well as the three (3) days observed in 2016. A summary of the peak period volumes can be seen in **Figure 1** and **Figure 2**.

In addition to the pedestrian bridges along (parallel to) Las Vegas Boulevard, NPO's were also quantified on pedestrian bridges crossing (perpendicular to) Las Vegas Boulevard. It should be noted that the perpendicular bridges were not analyzed in the original 2012 study and therefore were not included in the values in the summary tables (**Table 1** and **Table 2**) to provide a direct data comparison.

Table 1 provides a comparison count summary for the average number of NPO's observed along Las Vegas Boulevard from Tropicana Avenue to Spring Mountain Road during the holiday Saturday data collection effort in 2016 versus 2012 and 2015. The highest number of NPO's observed for a holiday Saturday was 248 between 9PM and 12AM on Saturday, July 2, 2016. This is approximately 10.8% less than the maximum number of 278 NPO's observed on the holiday weekend in 2015. **Table 2** provides a similar summary for the data collected on non-holiday Saturdays. The highest number of NPO's observed was 264 (for a Summer Saturday, July 16, 2016). This is 4.8% more than the maximum of 252 previously observed for the typical Saturday in 2012. The peak time period for each year is displayed in bold.

Table 1 – Count Summary Comparison – Holiday Weekend.

Count Summary*			
Time Period	**2012**	**2015**	**2016**
1PM-4PM	169	268	143
5PM-8PM	**259**	**278**	168
9PM-12AM	225	258	**248**

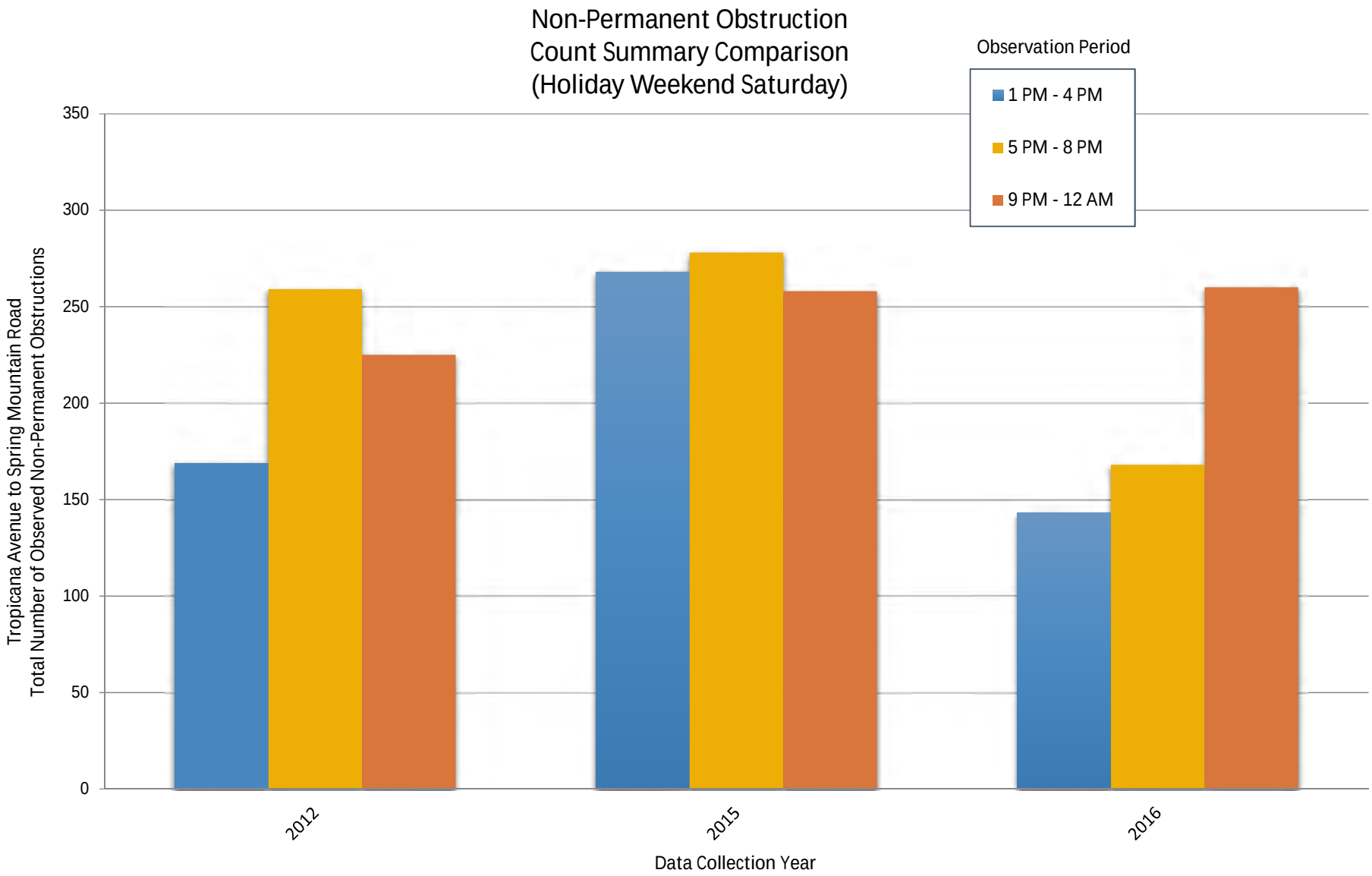
**Perpendicular bridges were not analyzed in the original 2012 study and therefore were not included in the values above to provide a direct comparison.*

Table 2 – Count Summary Comparison – Typical Weekend.

Count Summary*				
Time Period	**2012**	**2015**	**2016**	
			Summer	**Fall**
1PM-4PM	139	123	145	173
5PM-8PM	225	159	196	182
9PM-12AM	**252**	**226**	**264**	**201**

**Perpendicular bridges were not analyzed in the original 2012 study and therefore were not included in the values above to provide a direct comparison.*

Although bridges perpendicular to Las Vegas Boulevard are not analyzed in this section, more information about the NPO's on these bridges as well as bridges parallel to the "Strip" can be found in **Section 3.2**.



Note: For comparison purposes, NPOs on the crossing or perpendicular bridges to Las Vegas Blvd. are not included in the table totals as this data was not collected in 2012.

Figure 1

Kimley»Horn

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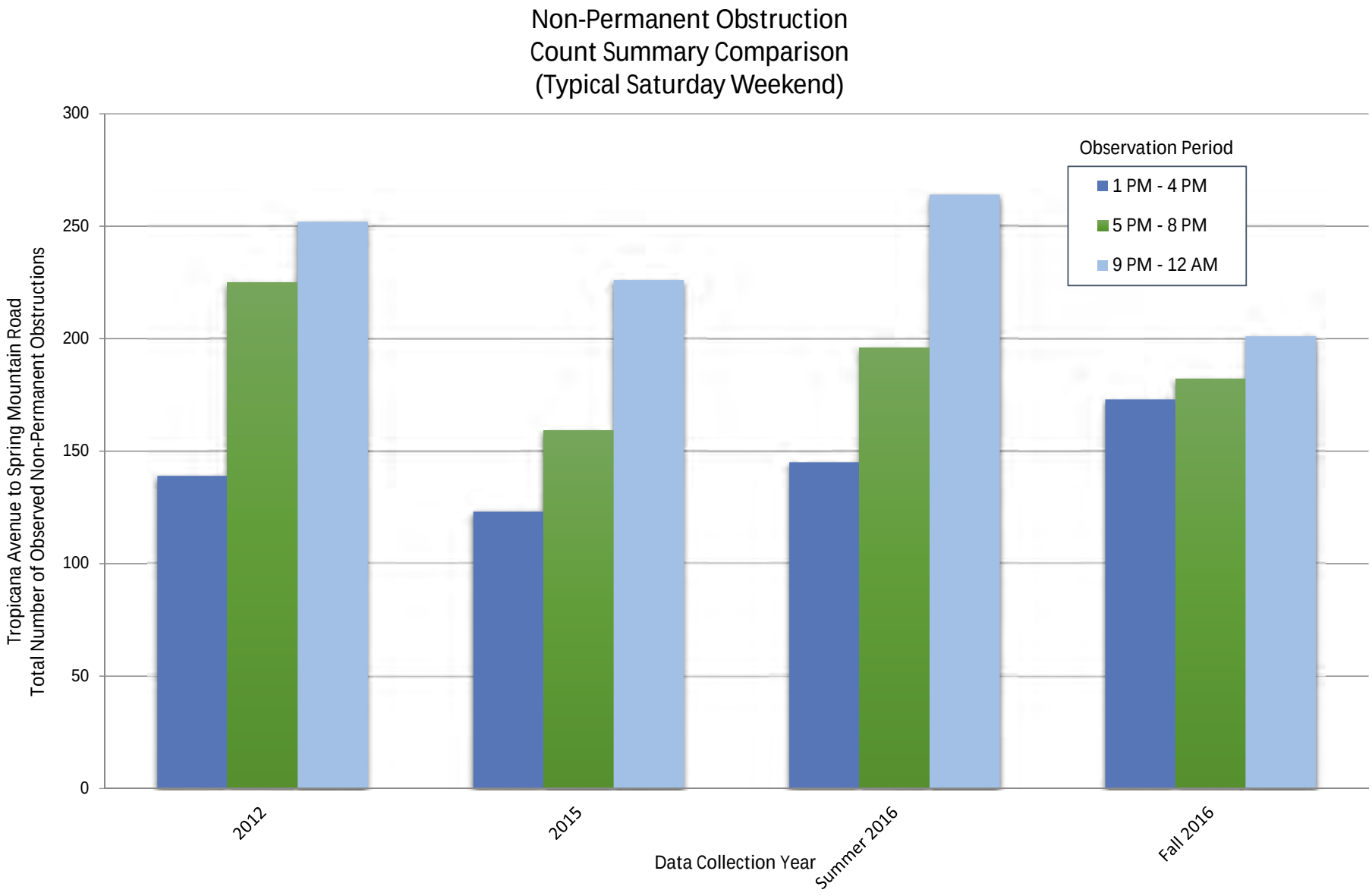


Figure 2

Note: For comparison purposes, NPOs on the bridges crossing (perpendicular to) Las Vegas Blvd. are not included in the table totals as this data was not collected in 2012.

Kimley»Horn

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3.1. Location of Observed Non-Permanent Obstructions

The field notes recorded by the data collection agents for the highest observed time periods for each Saturday count were used to determine the location of the observed NPO's. **Table 3** through **Table 5** summarize the distribution of the NPO types within the study corridor on the holiday and typical Saturdays for 2016. It can be seen in the following tables that 75 (29%) of the observed NPO's on July 2, 2016, 46 (16%) of the NPO's on July 16, 2016, and 65 (30%) of the NPO's on October 15, 2016 were located within 50 feet of a signalized intersection, access drive or mid-block crosswalk where obstructive uses are not permitted. A comparison between the distributions for the different years is shown in **Table 6** and **Figure 3**. **Table 6** compares the summarized peak daily period for each count day by each NPO category.

Table 3 – Distribution of Non-Permanent Obstructions – July 2, 2016 (9PM – 12 AM).

Non-Permanent Obstruction Category	Within 50' of an intersection, driveway, or crosswalk	On pedestrian bridges*	Within 15' of a pedestrian bridge landing	Other	Total
Handbiller	36 (14%)	0 (0%)	4 (2%)	28 (11%)	68 (26%)
Performer	34 (13%)	10 (4%)	3 (1%)	58 (22%)	105 (40%)
Solicitor	4 (2%)	29 (11%)	6 (2%)	22 (8%)	61 (23%)
Vendor	1 (0%)	5 (2%)	0 (0%)	20 (8%)	26 (10%)
Total	**75 (29%)**	**44 (17%)**	**13 (5%)**	**128 (49%)**	**260 (100%)**

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Table 4 – Distribution of Non-Permanent Obstructions – July 16, 2016 (9PM – 12 AM).

Non-Permanent Obstruction Category	Within 50' of an intersection, driveway, or crosswalk	On pedestrian bridges*	Within 15' of a pedestrian bridge landing	Other	Total
Handbiller	29 (10%)	7 (2%)	2 (1%)	44 (15%)	82 (28%)
Performer	15 (5%)	20 (7%)	6 (2%)	90 (31%)	131 (45%)
Solicitor	2 (1%)	29 (10%)	2 (1%)	21 (7%)	54 (18%)
Vendor	0 (0%)	2 (1%)	0 (0%)	24 (8%)	26 (9%)
Total	**46 (16%)**	**58 (20%)**	**10 (3%)**	**179 (61%)**	**293 (100%)**

Table 5 – Distribution of Non-Permanent Obstructions – October 15, 2016 (9PM – 12 AM).

Non-Permanent Obstruction Category	Within 50' of an intersection, driveway, or crosswalk	On pedestrian bridges	Within 15' of a pedestrian bridge landing	Other	Total
Handbiller	43 (20%)	6 (3%)	1 (0%)	33 (15%)	83 (38%)
Performer	21 (10%)	14 (6%)	4 (2%)	41 (19%)	80 (37%)
Solicitor	0 (0%)	21 (10%)	3 (1%)	6 (3%)	30 (14%)
Vendor	0 (0%)	3 (1%)	2 (1%)	19 (9%)	25 (11%)
Total	**65 (30%)**	**44 (20%)**	**10 (5%)**	**99 (45%)**	**218 (100%)**

Table 6 – Distribution Comparison – Peak Data Collection Period

Non-Permanent Obstruction Category	2012*		2015		2016		
	Holiday 5 PM – 8 PM	Typical 9 PM – 12 AM	Holiday 5 PM – 8 PM	Typical 9 PM – 12 AM	Holiday 9 PM – 12 AM	Summer 9 PM – 12 AM	Fall 9 PM – 12 AM
Handbiller	153 (59%)	145 (58%)	118 (41%)	80 (33%)	68 (26%)	82 (28%)	83 (38%)
Performer	75 (29%)	70 (28%)	93 (32%)	90 (37%)	105 (40%)	131 (45%)	80 (37%)
Solicitor	16 (6%)	17 (7%)	47 (16%)	34 (14%)	61 (23%)	54 (18%)	30 (14%)
Vendor	15 (6%)	21 (8%)	31 (11%)	40 (16%)	26 (10%)	26 (9%)	11 (25%)
Total	**259 (100%)**	**252 (100%)**	**289 (100%)**	**244 (100%)**	**260 (100%)**	**293 (100%)**	**218 (100%)**

**Perpendicular bridges were not analyzed in the original 2012 study and therefore are not included in the 2012 totals.*



Picture 15 – Non-Permanent Obstructions – Bellagio.

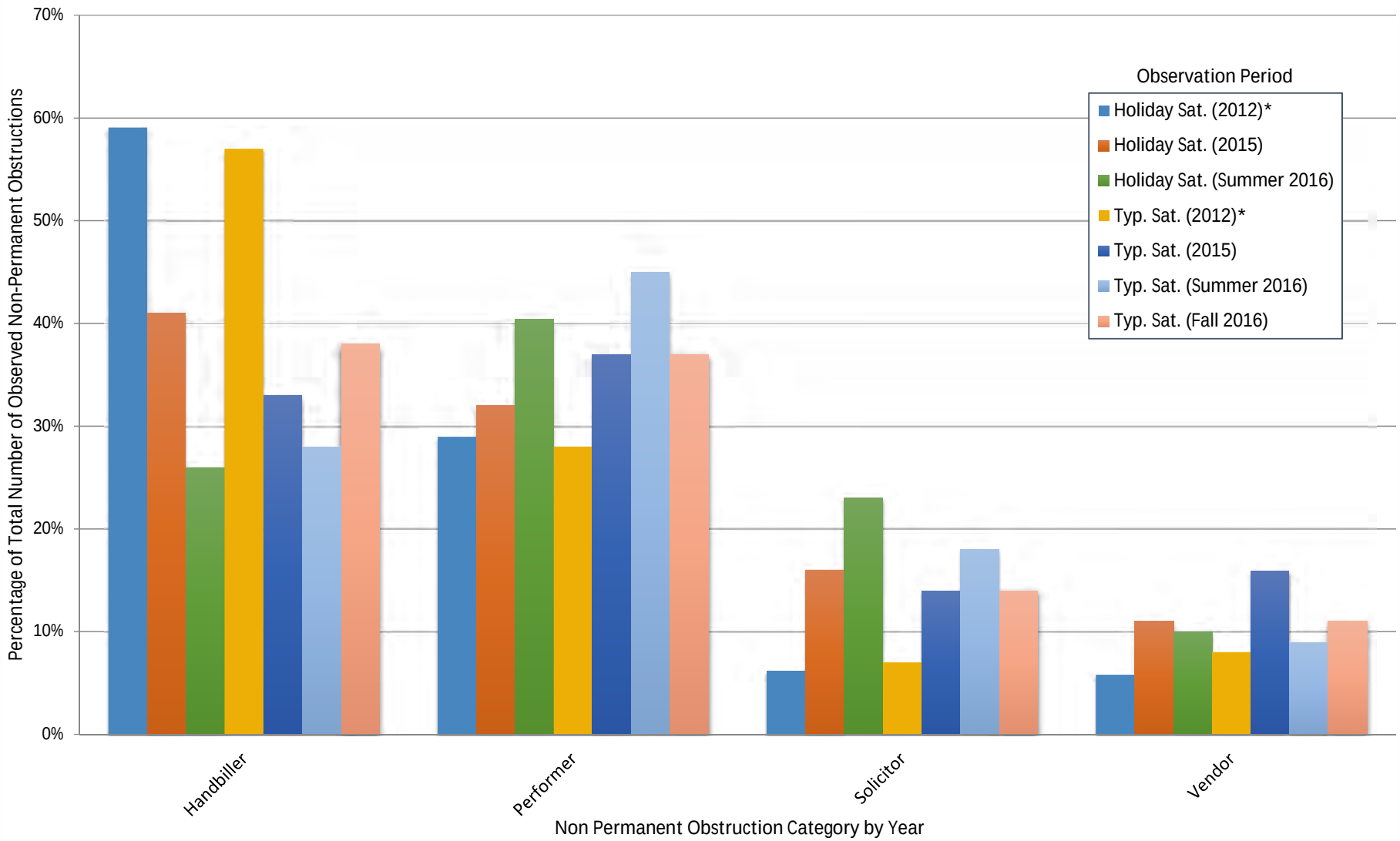


Figure 3

*Note: NPOs on the crossing (perpendicular bridges to Las Vegas Blvd.) are not included in the 2012 distributions as this data was not collected in 2012.

pg. 15

Kimley»Horn

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3.2. Non-Permanent Obstructions on Pedestrian Bridges

Beginning with the 2015 Update, NPO's were quantified on pedestrian bridges crossing Las Vegas Boulevard as well as those parallel to the "Strip". **Table 7** through **Table 10** below display the location of NPO's on pedestrian bridges parallel and perpendicular to (or crossing) Las Vegas Boulevard for both the holiday and typical Saturdays in 2015 and 2016. **Table 11** compares the summarized distribution for pedestrian bridges for each peak daily collection period.

Table 7 – NPO's on Parallel Pedestrian Bridges to LV Blvd. – Holiday Saturday.

Pedestrian Bridge	1 PM - 4 PM			5 PM - 8 PM			9 PM - 12 PM		
	'12	'15	'16	'12	'15	'16	'12	'15	'16
Tropicana West	3	6	7	4	5	2	4	4	2
Tropicana East	2	3	0	1	0	1	1	4	9
City Center	0	0	1	0	0	0	0	0	0
Harmon West	3	0	5	3	5	5	2	5	4
Harmon East	2	7	2	1	5	0	1	10	4
Flamingo West	4	3	0	4	4	0	3	4	1
Flamingo East	5	0	0	3	3	2	1	2	1
Spring Mountain West	2	2	4	1	2	4	1	1	7
Spring Mountain East	1	2	1	3	4	1	2	2	4

Table 8 – NPO's on Parallel Pedestrian Bridges to LV Blvd. – Typical Saturday.

Pedestrian Bridge	1 PM - 4 PM				5 PM - 8 PM				9 PM - 12 PM			
	'12	'15	16	Fall '16	'12	'15	'16	Fall '16	'12	'15	'16	Fall '16
Tropicana West	3	8	4	4	2	2	4	0	2	5	5	4
Tropicana East	1	1	2	2	1	2	5	1	3	0	5	3
City Center	0	0	0	0	0	0	0	0	0	0	0	0
Harmon West	2	0	2	7	2	2	7	5	3	4	7	4
Harmon East	3	4	2	3	2	0	2	3	3	3	2	3
Flamingo West	3	3	2	3	3	4	2	4	3	7	2	5
Flamingo East	5	2	1	1	3	3	4	3	3	3	4	3
Spring Mountain West	3	2	1	2	3	5	2	2	3	3	2	1
Spring Mountain East	2	2	5	4	4	1	2	3	5	2	2	4

Table 9 – NPO's on Perpendicular Pedestrian Bridges to LV Blvd – Holiday Saturday.

Pedestrian Bridge	1 PM – 4 PM		5 PM – 8 PM		9 PM – 12 AM	
	'15	'16	'15	'16	'15	'16
Tropicana South*	1	0	0	0	2	0
Tropicana North	3	8	4	9	3	3
Harmon North	7	4	2	4	9	3
Flamingo South	3	1	1	1	1	0
Flamingo North	4	0	0	1	0	4
Sirens Cove South	1	2	1	2	1	1
Spring Mountain North	0	1	1	1	3	1

**Under construction in 2016*

Table 10 – NPO's on Perpendicular Pedestrian Bridges to LV Blvd – Typical Saturday.

Pedestrian Bridge	1 PM – 4 PM			5 PM – 8 PM			9 PM – 12 AM		
	'15	'16	Fall '16	'15	'16	Fall '16	'15	'16	Fall '16
Tropicana South*	1	0	0	2	0	0	1	0	0
Tropicana North	4	9	2	7	6	2	4	11	4
Harmon North	2	9	5	3	5	1	7	8	4
Flamingo South	1	1	4	0	1	2	2	2	2
Flamingo North	0	1	4	0	1	3	0	3	4
Sirens Cove South	0	1	0	0	1	4	1	2	1
Spring Mountain North	0	2	2	0	1	3	3	3	2

**Under construction in 2016*

Table 11 – Pedestrian Bridge Distribution Comparison – Peak Data Collection Period

Non-Permanent Obstruction Category	2012*		2015		2016		Fall 2016
	Holiday 5 PM – 8 PM	Typical 9 PM – 12 AM	Holiday 5 PM – 8 PM	Typical 9 PM – 12 AM	Holiday 9 PM – 12 AM	Typical 9 PM – 12 AM	Typical 9 PM – 12 AM
Handbiller	4 (17%)	2 (10%)	5 (17%)	3 (11%)	0 (0%)	7 (12%)	6 (14%)
Performer	9 (38%)	5 (25%)	4 (14%)	3 (11%)	10 (23%)	20 (34%)	14 (32%)
Solicitor	7 (29%)	7 (35%)	16 (55%)	11 (41%)	29 (66%)	29 (50%)	21 (48%)
Vendor	4 (17%)	6 (30%)	4 (14%)	10 (37%)	5 (11%)	2 (3%)	3 (7%)
Total	**24 (100%)**	**20 (100%)**	**29 (100%)**	**27 (100%)**	**44 (100%)**	**58 (100%)**	**44 (100%)**

**2012 values do not include non-permanent obstruction numbers present on bridges perpendicular to Las Vegas Boulevard.*

4. METRO VIDEO DATA

Through close coordination with the Las Vegas Metropolitan Police Department (Metro), the Real Time Crime Center (RTCC), and Clark County Public Works, data from three surveillance cameras along Las Vegas Boulevard was provided for use in this update.

Metro camera data from three (3) locations as recorded on July 2, 2016 was determined to be suitable for this study. The RTCC provided comparable video footage for July 16, 2016. An example of the provided video data can be seen below in **Picture 16.**



Picture 16 – Metro Video View – Tropicana North Pedestrian Bridge – July 2, 2016.

Observations made from viewing the Metro-provided videos are summarized in the following section. The video data was used in this study to obtain volumes of non-permanent obstructions at each of the three sites and the duration of their stay in one location. Although the video data was used as a verification of the field counts conducted on July 2, 2016 and July 16, 2016, it is not all-encompassing as there are areas in which the camera view does not capture. NPO's also move frequently in out and of camera view. Therefore, field counts showed variations from observations made from the video data.

The number of non-permanent obstructions observed in total during the duration of each data collection period is documented in the following section for each of the three (3) locations and compared to field-observed values for Locations 1 and 3. Location 2 is not included in this breakdown as it was analyzed as part of a larger segment during the field data collection.

Please note the totals in the following tables do not represent the sum of individual NPO's seen throughout the review of the surveillance video. However, they do represent the total number of individual NPO's observed in each separate data collection period. Therefore, NPO's observed across more than one data collection period are counted in the totals more than once.

4.1. Location 1 – Spring Mountain West Pedestrian Bridge

The Spring Mountain West Pedestrian Bridge was found to have a total of seventeen (17) individuals (see view area, **Picture 17**) during the holiday weekend Saturday. The NPO's spend an average of 130 minutes at this location. Three (3) individual solicitors were seen across all three data collection periods on July 2nd. Additionally, a cleaning crew was seen on the bridge for approximately 15 minutes during the 5:00 PM – 8:00 PM data collection period. During the typical weekend Saturday, eight (8) individuals were observed averaging 118 minutes on the bridge. A summary of the data can be seen below in **Table 12**.

Table 12 – Metro Video Observations – Location 1 – Spring Mtn. W. Pedestrian Bridge

Non-Permanent Obstruction Category	Holiday Weekend Saturday (July 2, 2016)			Typical Weekend Saturday (July 16, 2016)		
	1 PM – 4 PM	5 PM – 8 PM	9 PM – 12 AM	1 PM – 4 PM	5 PM – 8 PM	9 PM – 12 AM
Handbiller	0	0	1	0	0	1
Performer	0	0	1	0	0	0
Solicitor	6	4	9	1	3	6
Vendor	0	2	1	0	0	0
Total	**6**	**6**	**11**	**1**	**3**	**7**



Picture 17 – Location 1 – Spring Mountain West Pedestrian Bridge.

Table 13 provides a summary of the NPO's observed by field data collection agents on July 2 and July 16, 2016. When comparing the number of NPO's observed on the Metro surveillance cameras to the numbers observed in the field, it can be seen that they differ. For instance, although six (6) solicitors were seen in total from 1 PM – 4 PM on the video footage, only an average of three (3) were seen during field data collection. However, the values are generally comparable. Solicitors were the overwhelming majority of the NPO presence on this bridge throughout the time periods.

Table 13 – Field Walk Observations – Location 1 – Spring Mtn. W. Pedestrian Bridge

Non-Permanent Obstruction Category	Holiday Weekend Saturday (July 2, 2016)			Typical Weekend Saturday (July 16, 2016)		
	1 PM – 4 PM	5 PM – 8 PM	9 PM – 12 AM	1 PM – 4 PM	5 PM – 8 PM	9 PM – 12 AM
Handbiller	0	0	0	0	0	0
Performer	0	0	0	1	1	1
Solicitor	3	3	6	4	1	1
Vendor	1	1	1	0	1	0
Total	**6**	**6**	**11**	**5**	**3**	**2**



Picture 18 – Spring Mountain West Pedestrian Bridge – Field Observation.

4.2. Location 2 – SW Corner of Flamingo Road and Las Vegas Boulevard Intersection

As shown in **Picture 19** (Location 2 on the Southwest corner of Flamingo Road and Las Vegas Boulevard at Bellagio) a total of fourteen (14) individual NPO's were observed on the Metro video during the data collection periods for the holiday weekend Saturday. These NPO's average a duration of 98 minutes at this location. Five (5) individual NPO's were seen across multiple data collection periods. During the typical weekend Saturday, 20 individuals were observed averaging 141 minutes at the location. A summary of the video data can be seen below in **Table 14**. A comparison of video observations to the field walk through data collection was not practical at this location due to the data collection methods. It was analyzed as part of a larger segment during the field data collection.

Table 14 – Metro Video Observations – Location 2 – Flamingo Rd. & LV Blvd. SW Corner

Non-Permanent Obstruction Category	Holiday Weekend Saturday (July 2, 2016)			Typical Weekend Saturday (July 16, 2016)		
	1 PM – 4 PM	5 PM – 8 PM	9 PM – 12 AM	1 PM – 4 PM	5 PM – 8 PM	9 PM – 12 AM
Handbiller	0	0	0	0	0	2
Performer	0	2	5	2	13	13
Solicitor	3	2	0	1	0	0
Vendor	0	0	5	0	0	2
Total	**3**	**4**	**10**	**3**	**13**	**17**



Picture 19 – Location 2 – Southwest Corner of Flamingo Rd. and LV Blvd.

4.3. Location 3 – Tropicana Avenue North Pedestrian Bridge

The Tropicana North Pedestrian Bridge (Location 3, **Picture 20)** documented a total of thirty-three (33) individual NPO's from the recorded Metro video during the data collection periods on the holiday weekend Saturday. These NPO's average a duration of 82 minutes at this location. Six (6) individual NPO's were seen across multiple data collection periods. Three (3) solicitors were observed with pets and two (2) solicitors were observed being removed by Metro during the data collection periods. During the typical weekend Saturday, 21 individuals were observed averaging 141 minutes on the bridge. It should be noted that during the 5 PM – 8 PM time period, the Metro camera view changed and five (5) solicitors became visible. Due to the unknown length of their stay, they were not included in the duration calculations. A summary of the video data can be seen below in **Table 15.** An arrest made on this bridge on July 2, 2016 can be seen in **Picture 21.**

Table 15 – Metro Video Observations – Location 3 – Tropicana N. Pedestrian Bridge

Non-Permanent Obstruction Category	Holiday Weekend Saturday (July 2, 2016)			Typical Weekend Saturday (July 16, 2016)		
	1 PM – 4 PM	5 PM – 8 PM	9 PM – 12 AM	1 PM – 4 PM	5 PM – 8 PM	9 PM – 12 AM
Handbiller	6	1	0	4	0	0
Performer	0	2	0	0	0	0
Solicitor	8	16	4	7	13	3
Vendor	1	1	0	0	0	0
Total	**15**	**20**	**4**	**11**	**13**	**3**



Picture 20 – Location 3 – Tropicana North Pedestrian Bridge.

Summarized in **Table 16** are the number of NPO's observed during the field counting observations. When comparing the number of NPO's observed on the Metro surveillance cameras to the numbers observed in the field, it can be seen that they differ due to the fluctuation and movement of NPO's within the Resort Corridor. Although the number of NPO's differ slightly, they are considered comparable.

Table 16 – Field Walk Observations – Location 3 – Tropicana N. Pedestrian Bridge

Non-Permanent Obstruction Category	Holiday Weekend Saturday (July 2, 2016)			Typical Weekend Saturday (July 16, 2016)		
	1 PM – 4 PM	5 PM – 8 PM	9 PM – 12 AM	1 PM – 4 PM	5 PM – 8 PM	9 PM – 12 AM
Handbiller	3	0	0	3	0	1
Performer	0	3	1	0	0	0
Solicitor	4	6	2	6	6	10
Vendor	1	0	0	0	0	0
Total	**8**	**9**	**3**	**9**	**6**	**11**



Picture 21 – Metro officers arrest illegal vendors – July 2, 2016.



Picture 22 – Activity on Tropicana North Pedestrian Bridge – July 2, 2016.

5. FINDINGS

The following section describes relevant observations and findings from the field data collection efforts as well as the Metro video for the 2016 update of non-permanent obstructions.

- Kimley-Horn and Associates staff noted a Metro presence throughout all observation days (see **Picture 23**).



Picture 23 – Citation of Lyft Handbillers – October 15, 2016.

- The number of handbillers have shown a trend of significant reduction in numbers from 2012 to those observed in 2016.
- Many handbillers were observed to be handing out literature for nightclubs, ride-sharing companies (such as Lyft, etc.) rather than the gentleman club cards traditionally seen in the past. This observation was more prevalent in the 1 PM – 4 PM and 5 PM – 8 PM data collection periods (see **Picture 24** through **Picture 26**).



Picture 24 – Lyft Handbillers.



Picture 25 – Non-Traditional Handbiller on intersection island.



Picture 26 – Handbilling Material left on ground.

- The number of individual vendors have remained general consistent in number; however, the types of vendors have changed. There was an observed reduction in ice chest water sales during the Summer 2016 counts compared to previous years. However, the number of vendors with ice chests appears to have increased during the Fall 2016 counts from those of Summer 2016 counts. Most of these vendors are now offering both beer and water sales (see **Picture 27**).



Picture 27 – Vendor with ice chest.

- Solicitors showed increasing numbers from 2012 to the observations in Summer of 2016. However, solicitors have shown a decrease in numbers since the Summer 2016 counts for the Fall 2016 observations. Since 2012, there has been a significant upward trend in the number of street performers of various types of activities. The number of performers observed during the Fall 2016 data collection was found to be less than those from the Summer 2016 counts and consistent with the volumes observed in 2015. A variety of performers are shown in **Picture 28** through **Picture 31**.



Picture 28 – Street Performer Example.



Picture 29 – Street Performer Example.



Picture 30 – Street Performer Example.



Picture 31 – Street Performer Example.

- The total number of non-permanent obstructions has experienced a general increase in overall number since 2012 partially due to the increase in street performers overshadowing the observed decrease in handbillers.
- The highest number of non-permanent obstructions observed for a holiday Saturday was 248 between 9PM and 12AM on Saturday, July 2, 2016. This is approximately 10.8% less than the 278 observed on the holiday weekend in 2015. The highest number of non-permanent obstruction observed on the typical weekend Saturday was 264 in 2016. This is a 4.8% increase from the maximum of 252 observed on the typical Saturday in 2012.
- The pedestrian bridges appeared to be generally clear of non-permanent obstructions during the data collection on July 2, 2016 (**Picture 32**). This observation was more prevalent in the 1 PM – 4 PM and 5 PM – 8 PM data collection periods. The general exception to this observation is that several pedestrian bridges were observed with large numbers of solicitors and/or performers grouped together during certain observation times.



Picture 32 – NPO Clear Pedestrian Bridge – July 2, 2016.

- From the review of the Metro video data for the three (3) selected sites, the average stay of a non-permanent obstruction was found to be 118 minutes (nearly 2 hours).
- The following walkway segments were found to have the maximum number of observed NPO's in any one data collection period for the holiday weekend Saturday:
    - Tropicana N. Bridge – 9 NPO's
    - Bellagio – 30 NPO's

APPENDIX A

CLARK COUNTY ORDINANCE 16.11 – OBSTRUCTIVE USES OF PUBLIC SIDEWALKS

[~~Bracketed and stricken~~] material is that portion being deleted
Underlined material is that portion being added

BILL NO. 10-18-16-1

SUMMARY – An Ordinance amending sections 16.11.038, 16.11.050, and 16.11.080 of the Clark County Code for the purpose of modifying the notice requirements relating to no obstruction zones in the resort district; and providing for other matters properly relating thereto.

ORDINANCE NO _____
(of Clark County, Nevada)

AN ORDINANCE AMENDING SECTIONS 16.11.038, 16.11.050, AND 16.11.080 OF THE CLARK COUNTY CODE FOR THE PURPOSE OF MODIFYING THE NOTICE REQUIREMENTS RELATING TO NO OBSTRUCTION ZONES IN THE RESORT CORRIDOR; 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. Section 16.11.038 of title 16 of the Clark County Code is hereby amended to read as follows:

16.11.038 - Notice relating to no obstruction zones 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."~~]

SECTION 2. Section 16.11.050 of title 16 of the Clark County Code is hereby amended to read as follows:

16.11.050 - Designation of [~~"No Obstruction Zones"~~] 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-1 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"~~] as 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,~~] no obstruction zones, 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.

SECTION 3. Section 16.11.080 of title 16 of the Clark County Code is hereby amended to read as follows:

16.11.080 - Removal of [~~"No Obstruction Zone"~~] no obstruction zone designations.

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

SECTION 4. 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 5. 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 6. 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 18th day of October, 2016.

PROPOSED BY: Commissioner Steve Sisolak

PASSED on the _____ day of _____, 2016.

AYES: _____

_____

NAYS:

ABSTAINING:

ABSENT:

BOARD OF COUNTY COMMISSIONERS
CLARK COUNTY, NEVADA

BY:
Steve Sisolak, Chairman

ATTEST:

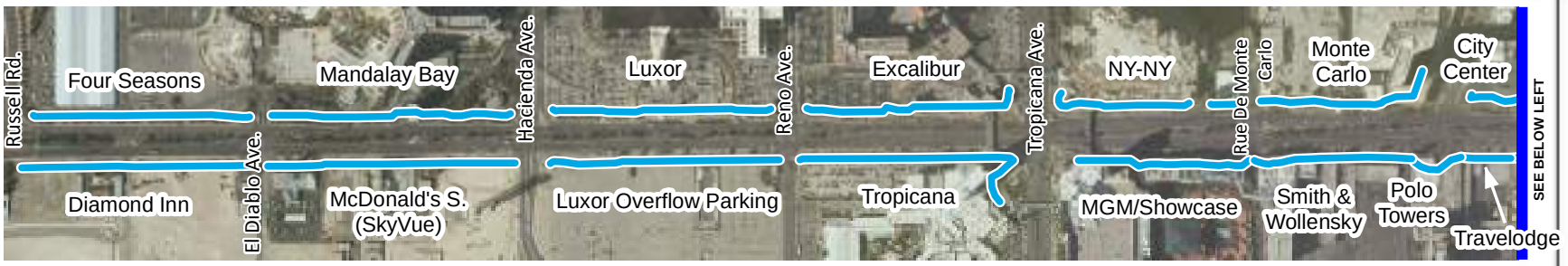
LYNN MARIE GOYA, County Clerk

This ordinance shall be in force and effect from and after the ____ day of _____, 2016.

APPENDIX B

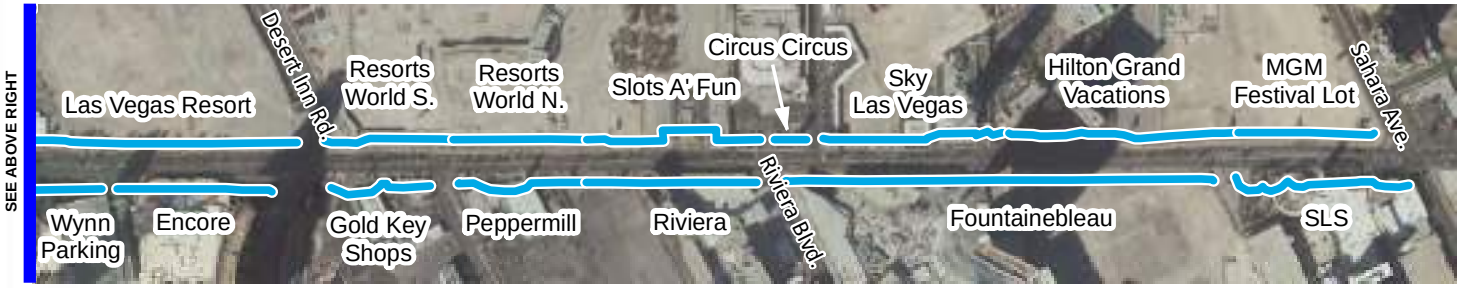
DATA SUMMARY GRAPHS

Index of Count Segment Location and Reference Name









Field Data Collection Segment

*Segment name per 2015 Las Vegas Blvd. Pedestrian Study Update

0 0.125 0.25 0.5 Miles

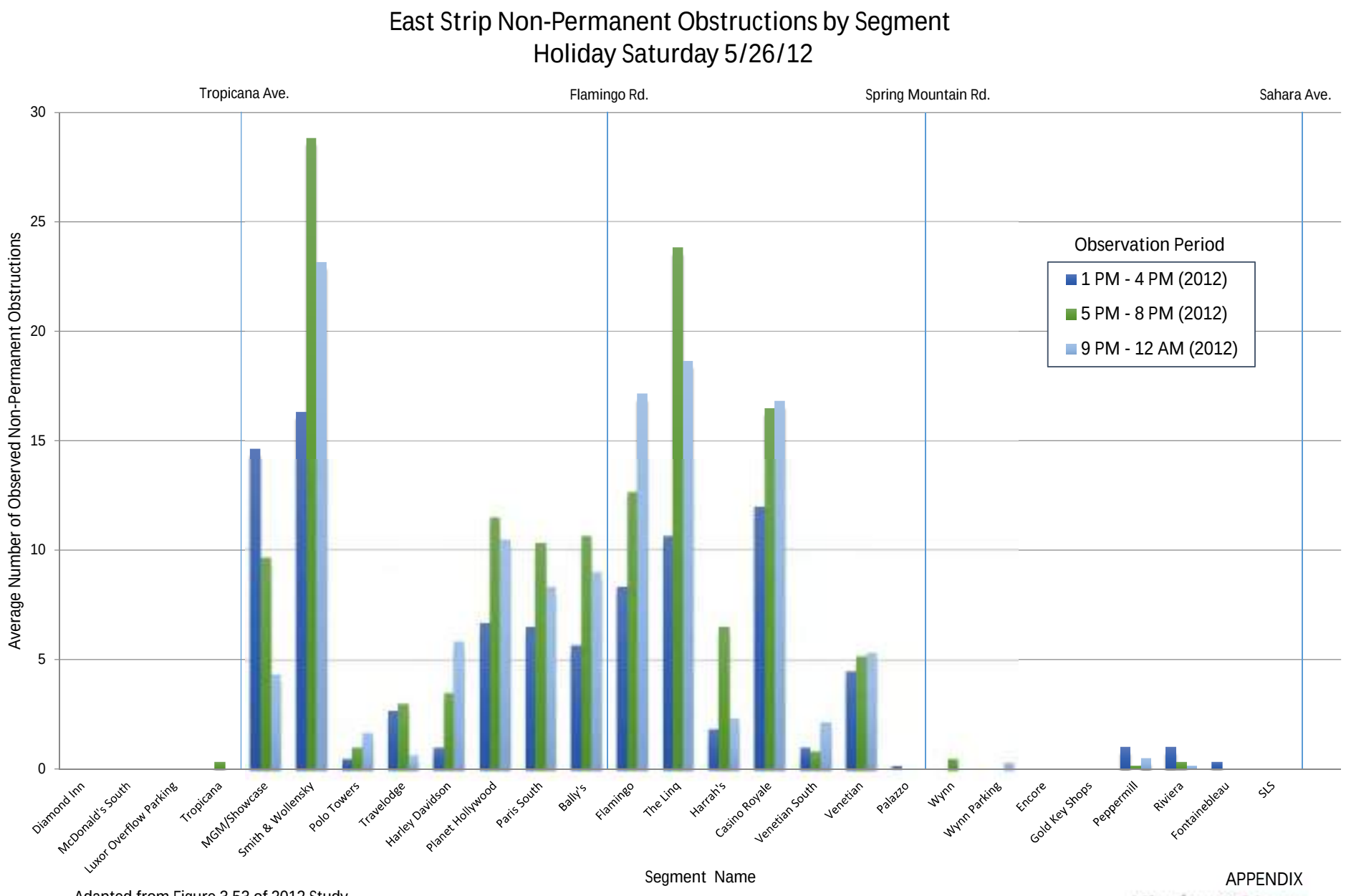
APPENDIX

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EAST STRIP NPO'S BY SEGMENT

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APPENDIX

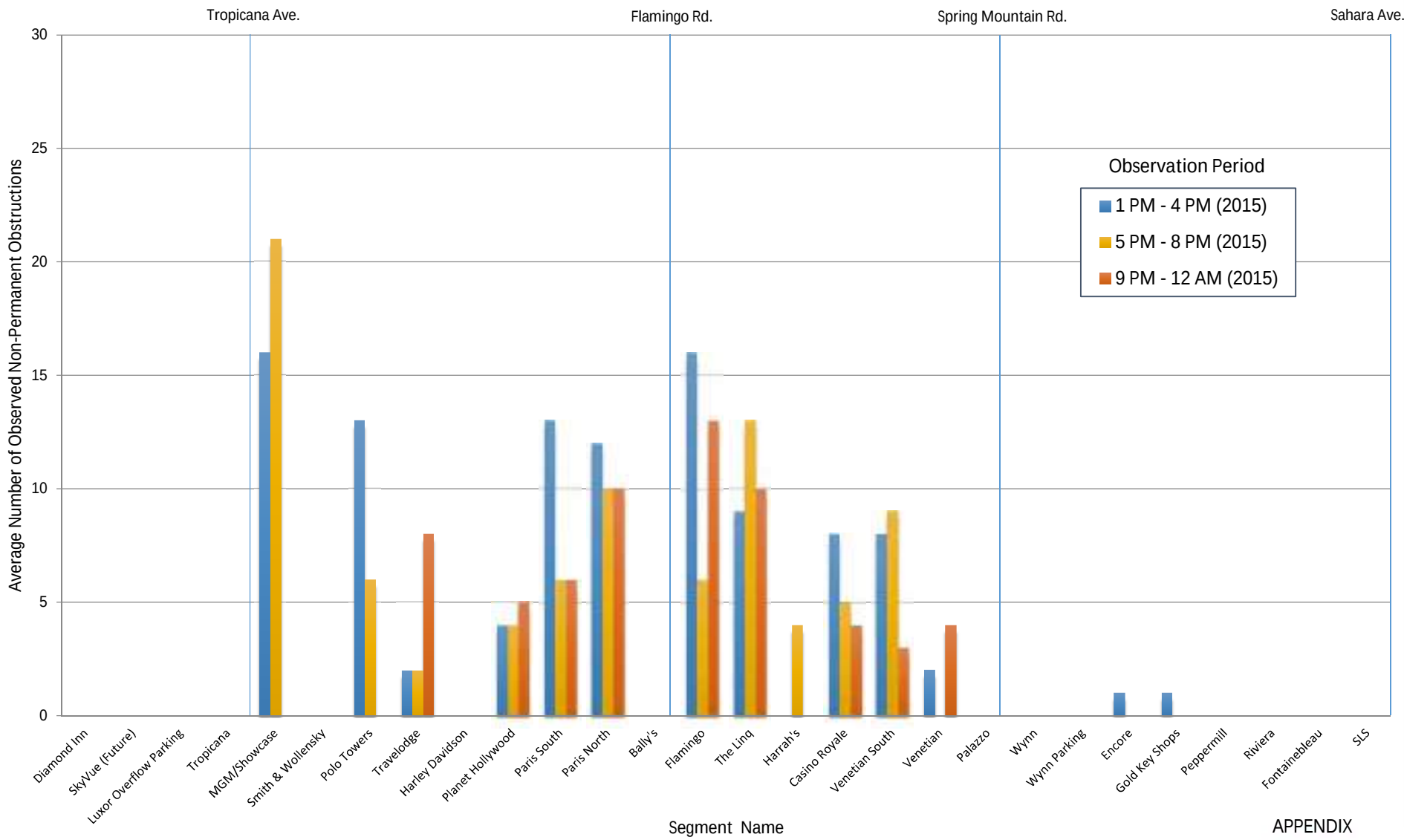


Adapted from Figure 3.53 of 2012 Study

APPENDIX

Kimley»Horn

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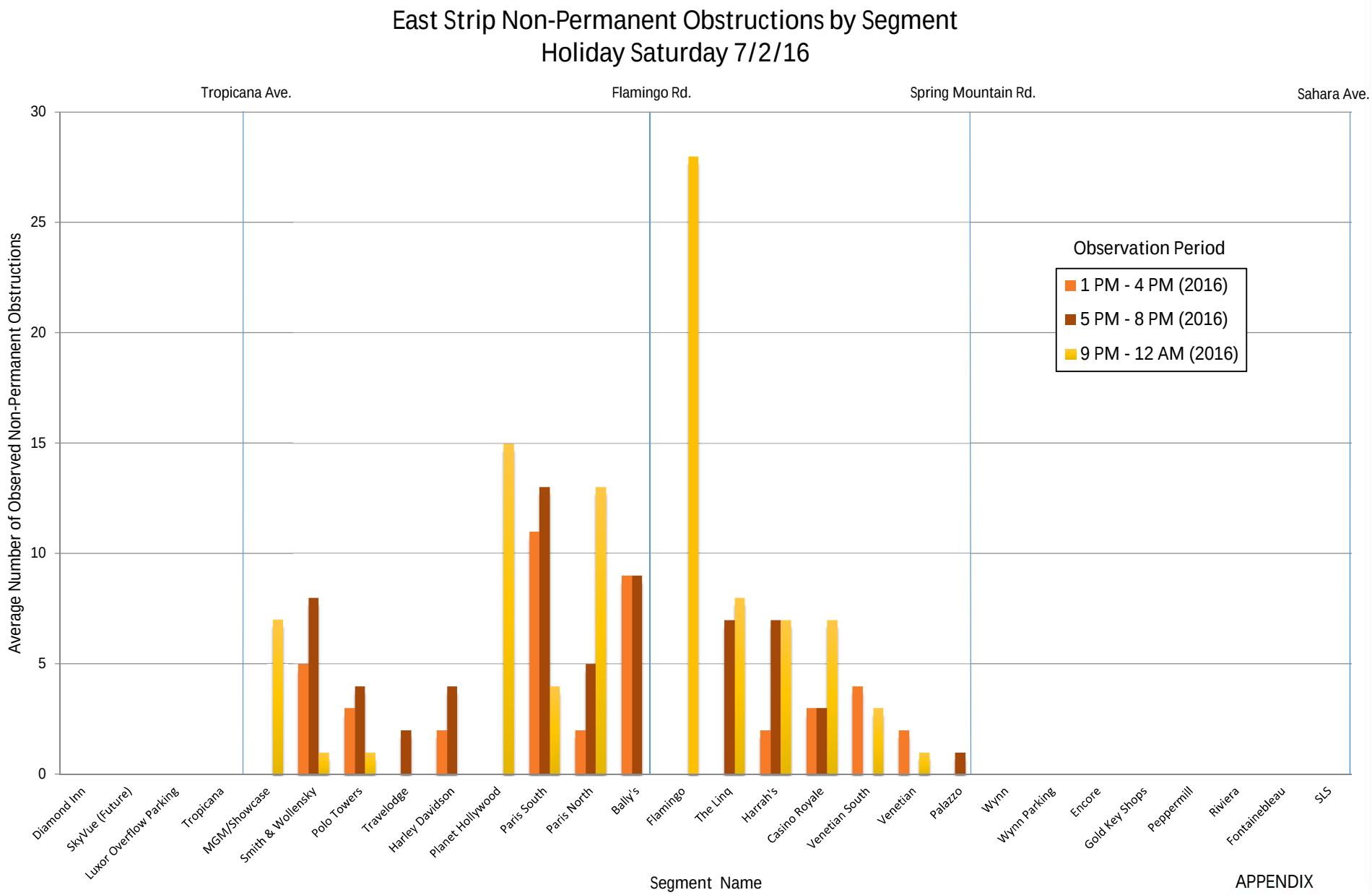


Adapted from Figure 4.40 of 2015 Study Update

APPENDIX

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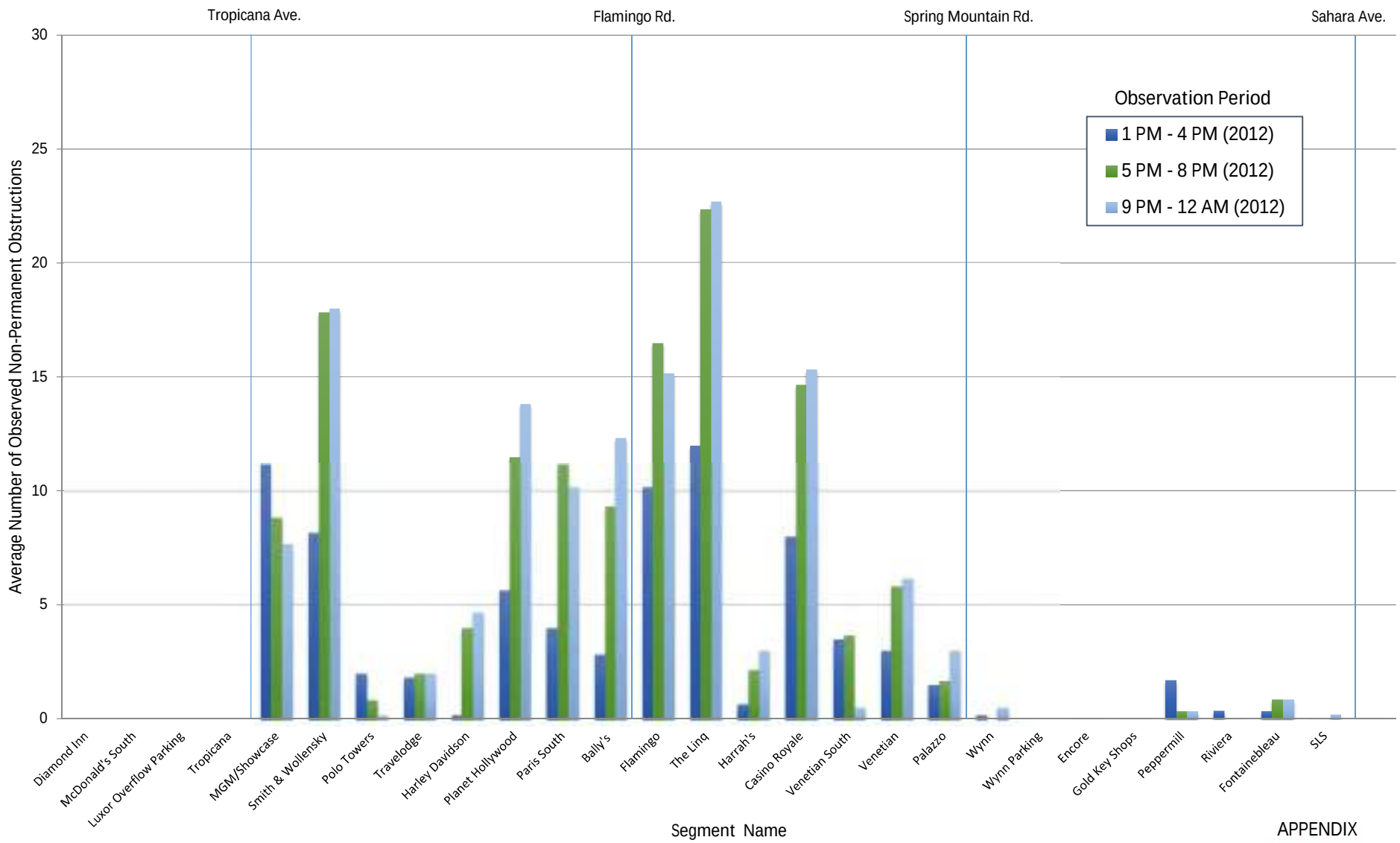
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CC 4303

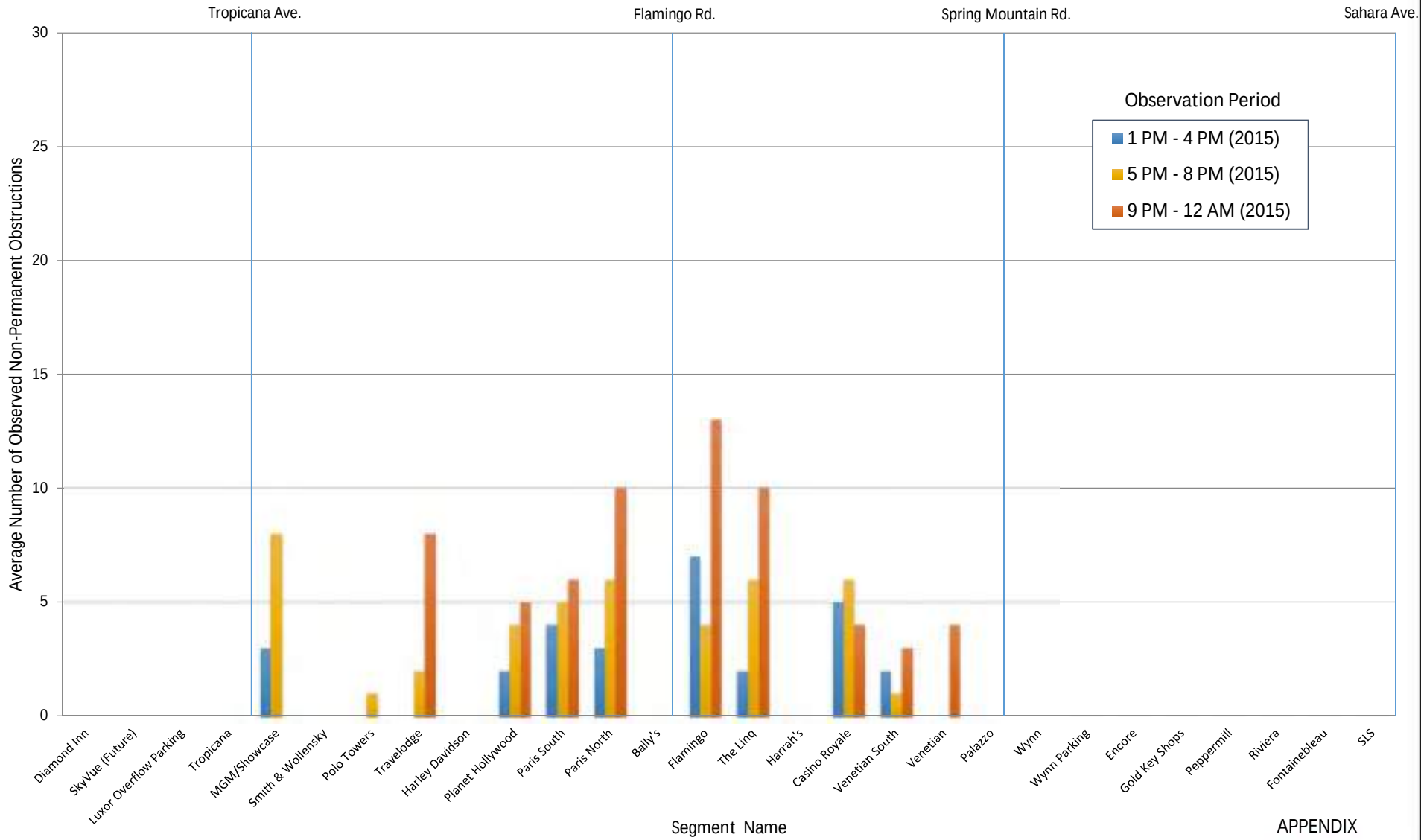


Adapted from Figure 3.55 of 2012 Study

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CC 4304

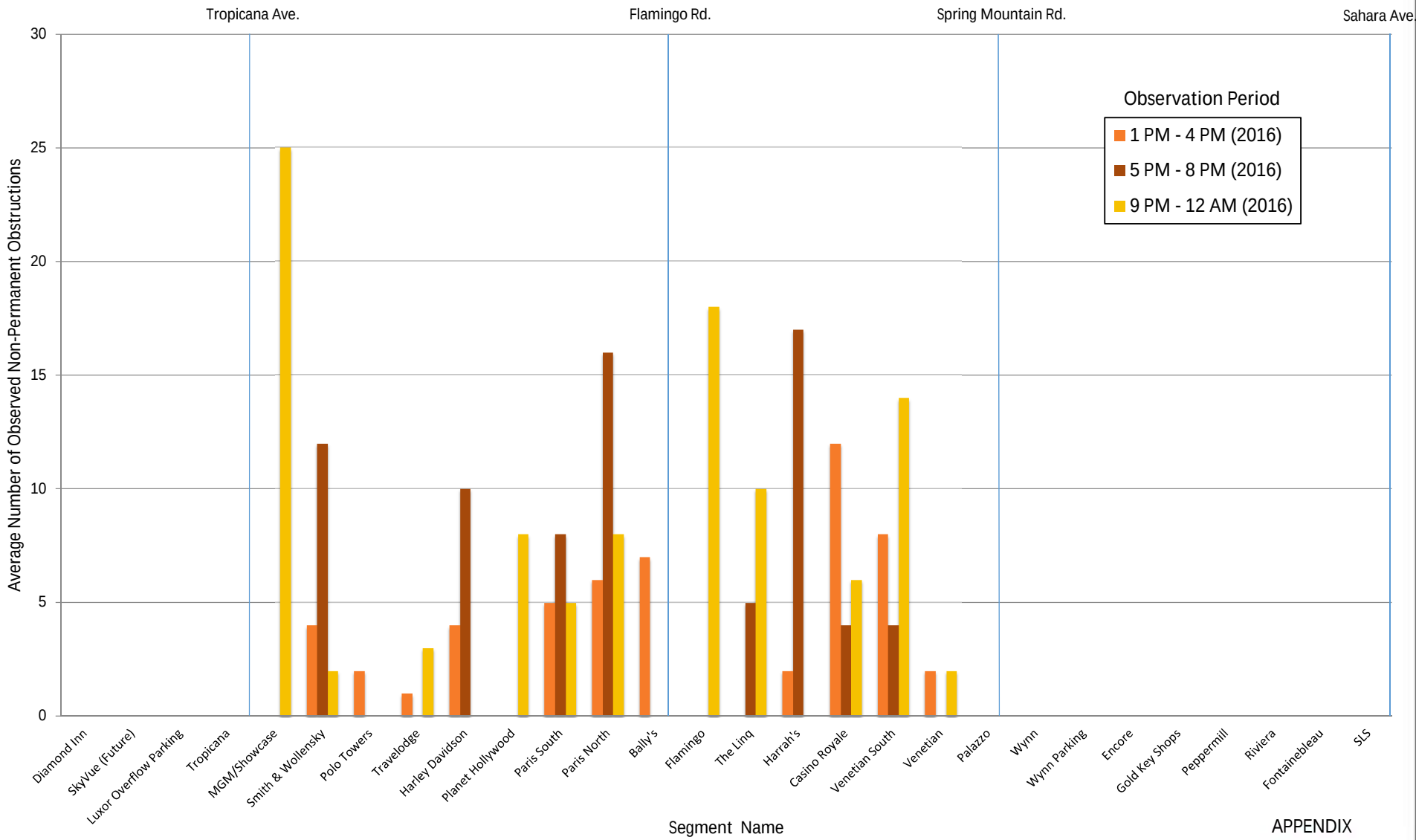


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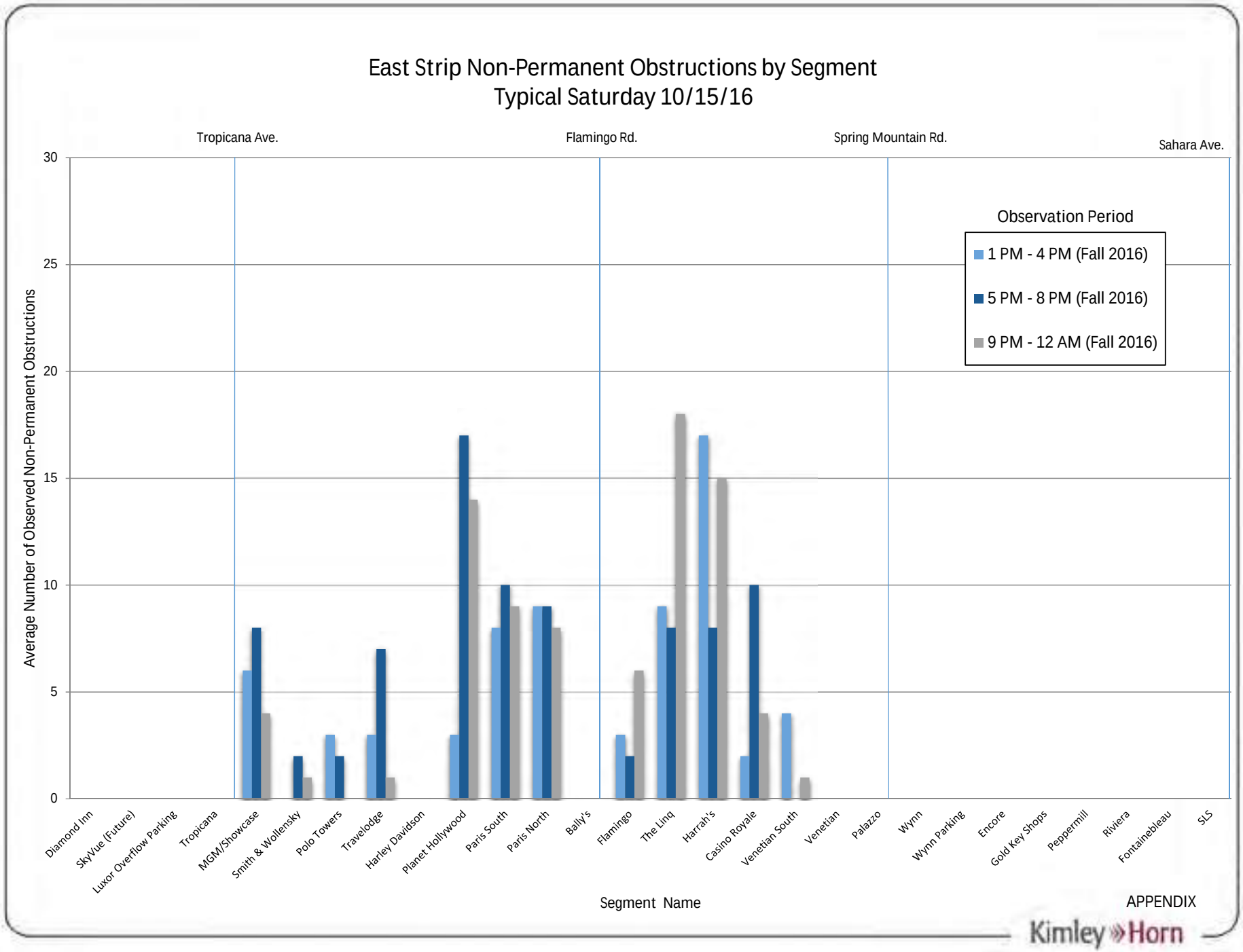
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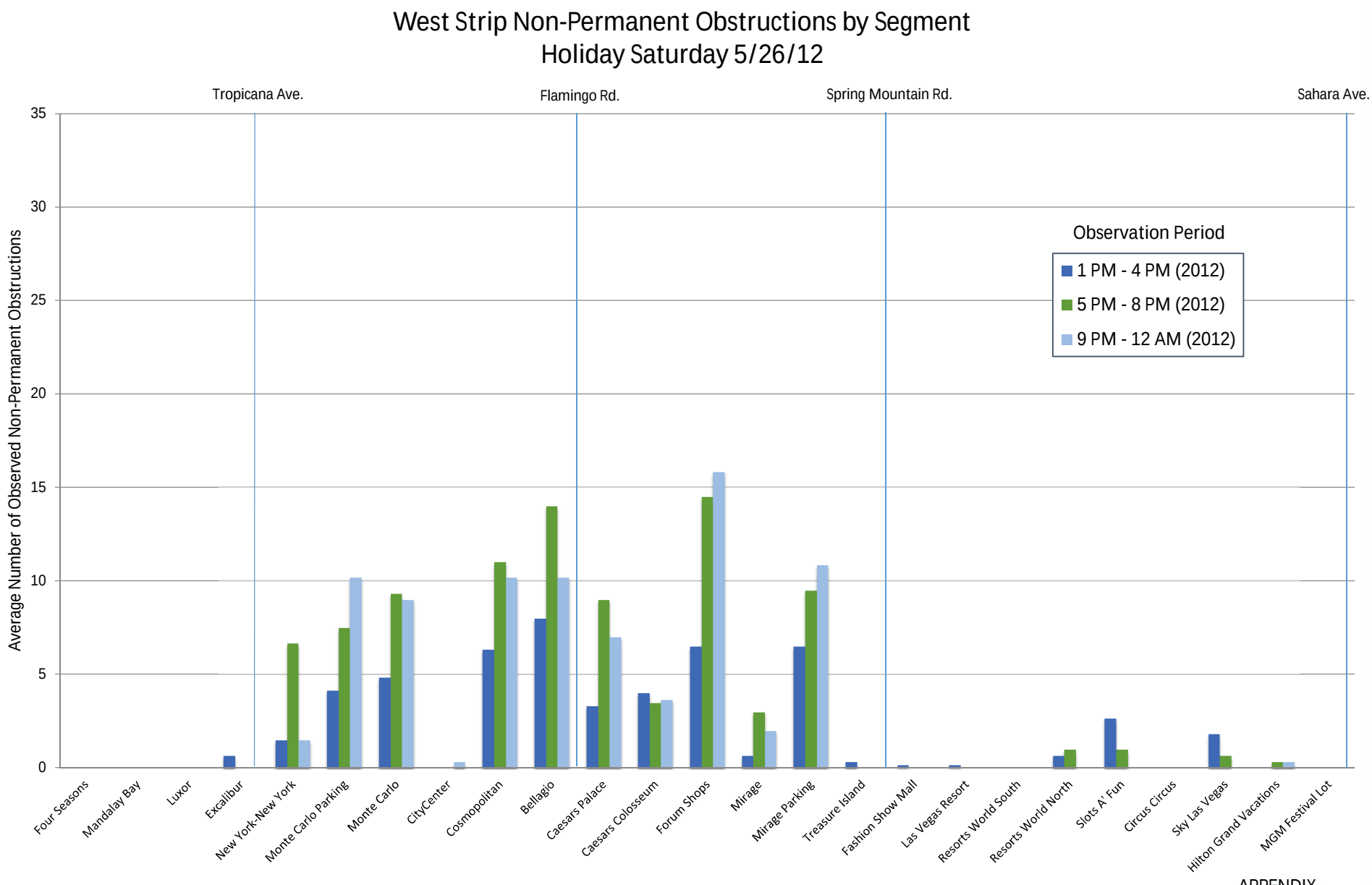
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WEST STRIP NPO'S BY SEGMENT

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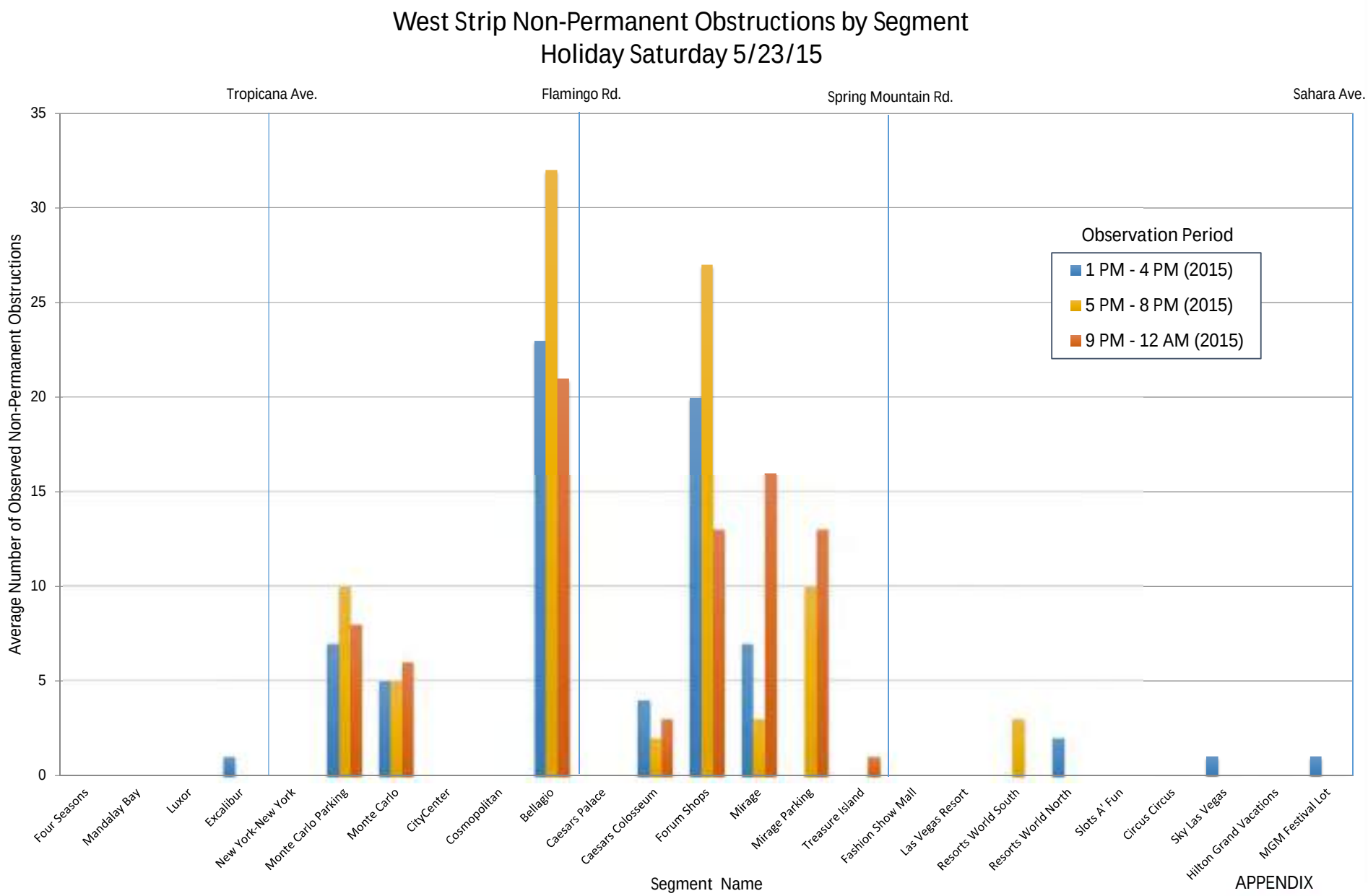


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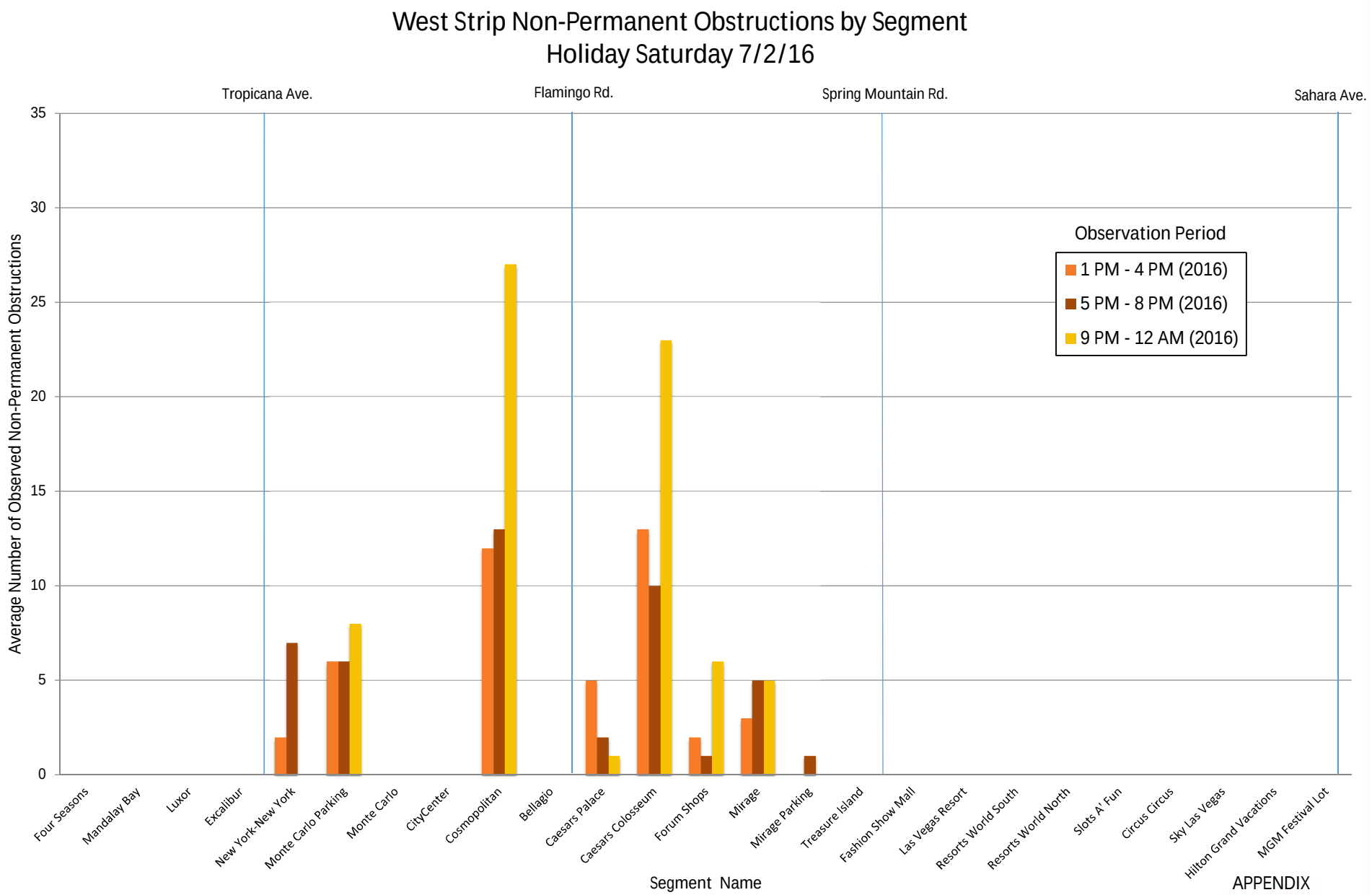


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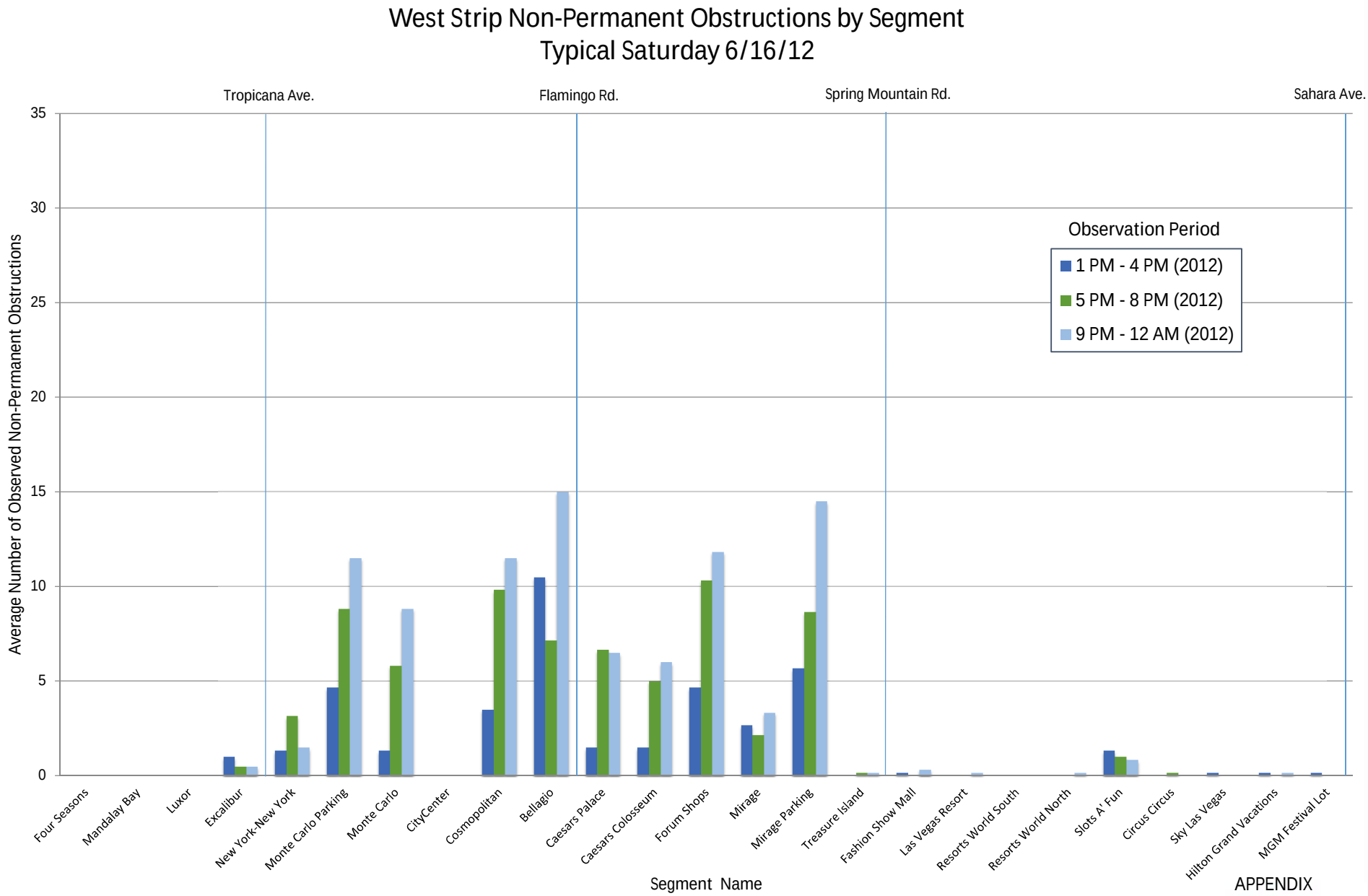
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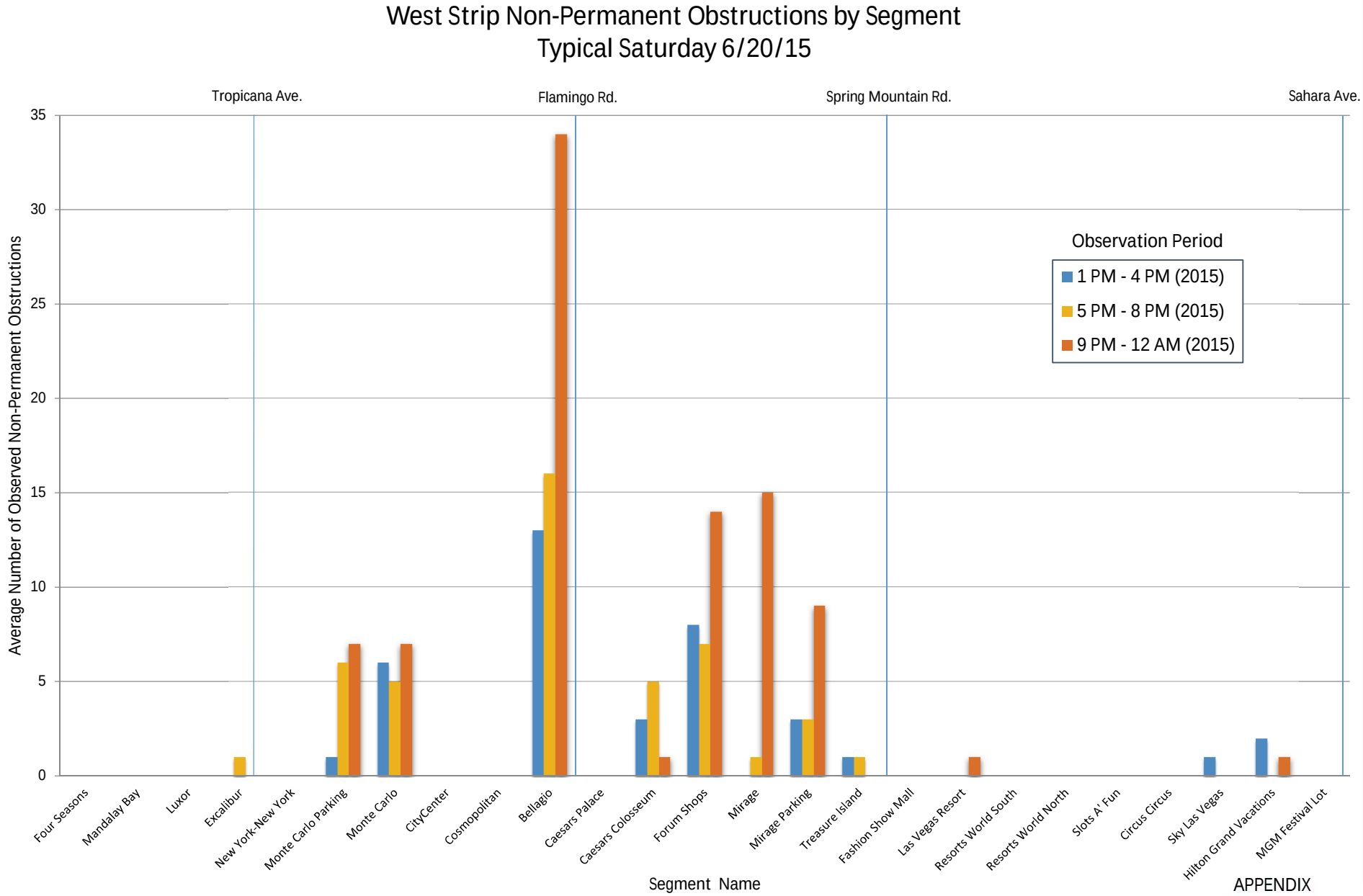


Adapted from Figure 3.56 of 2012 Study

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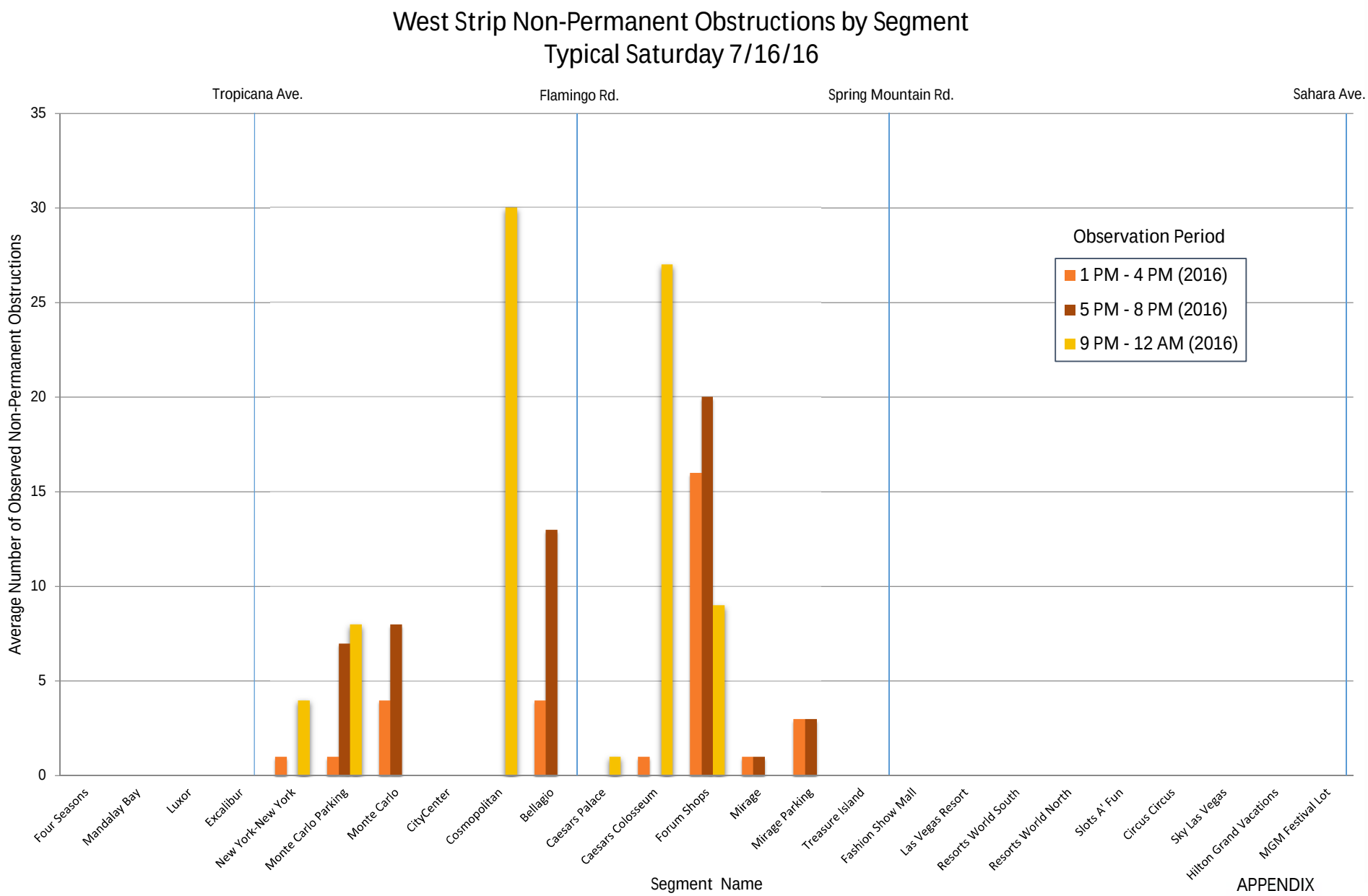


Adapted from Figure 4.46 of 2015 Study Update

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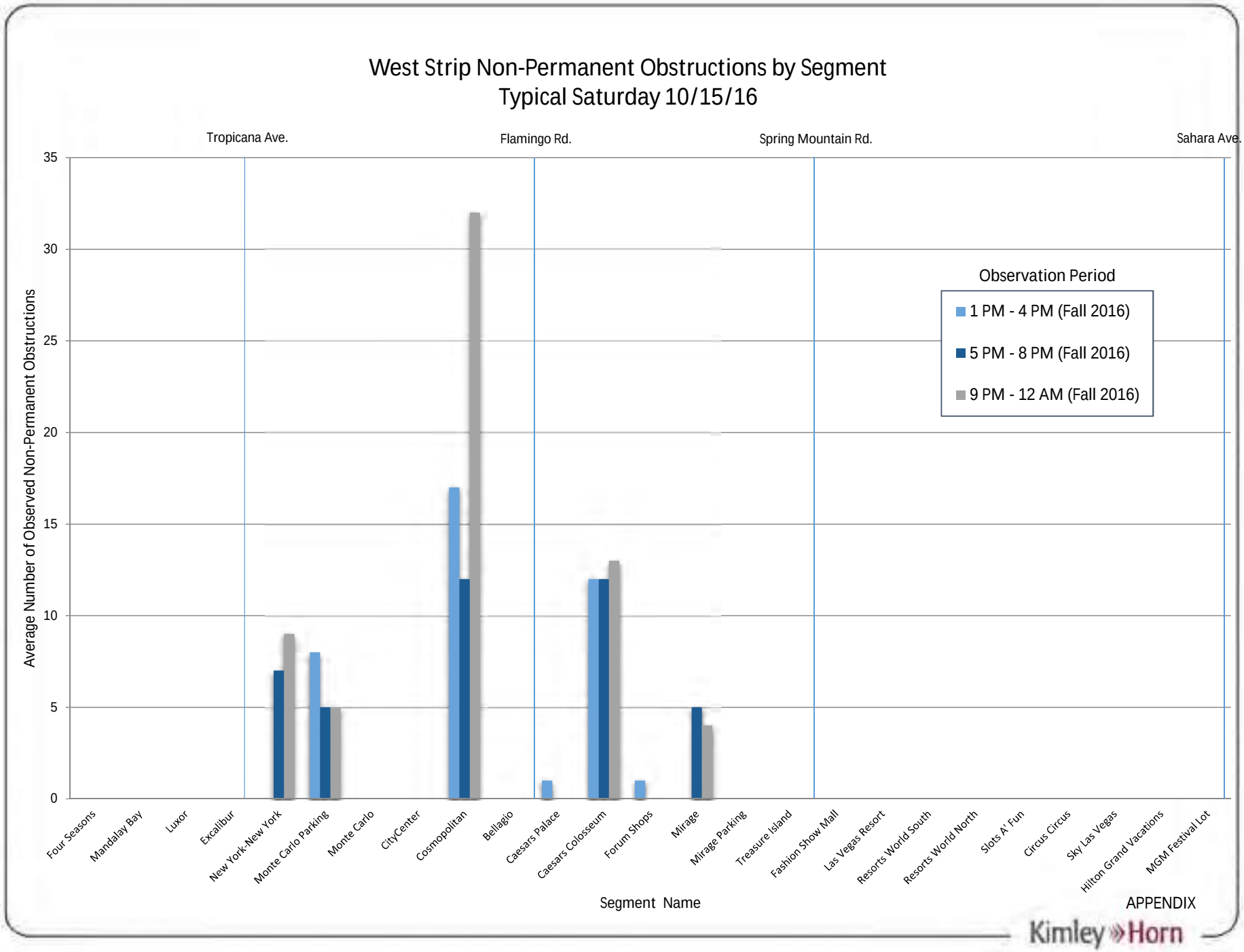
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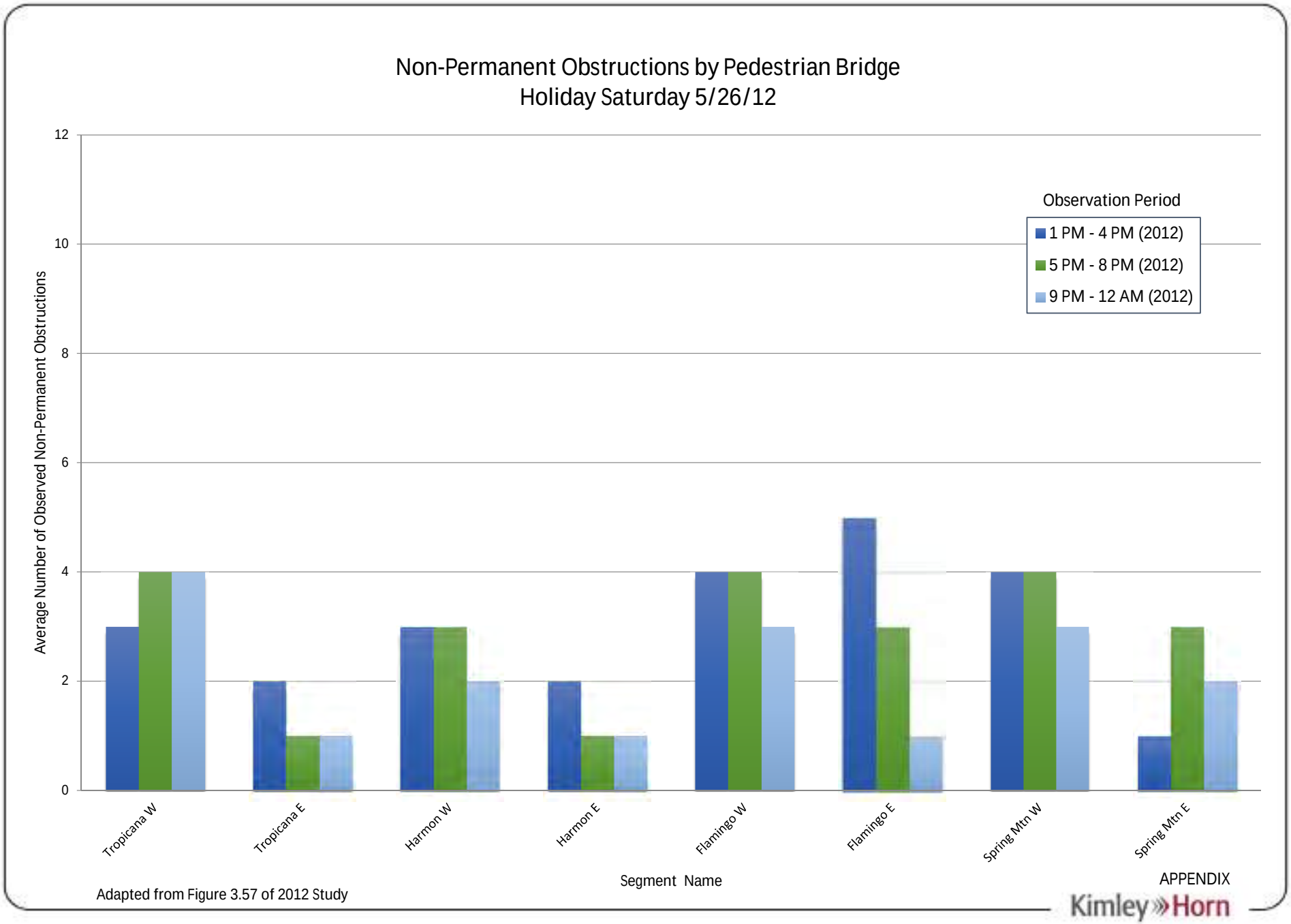
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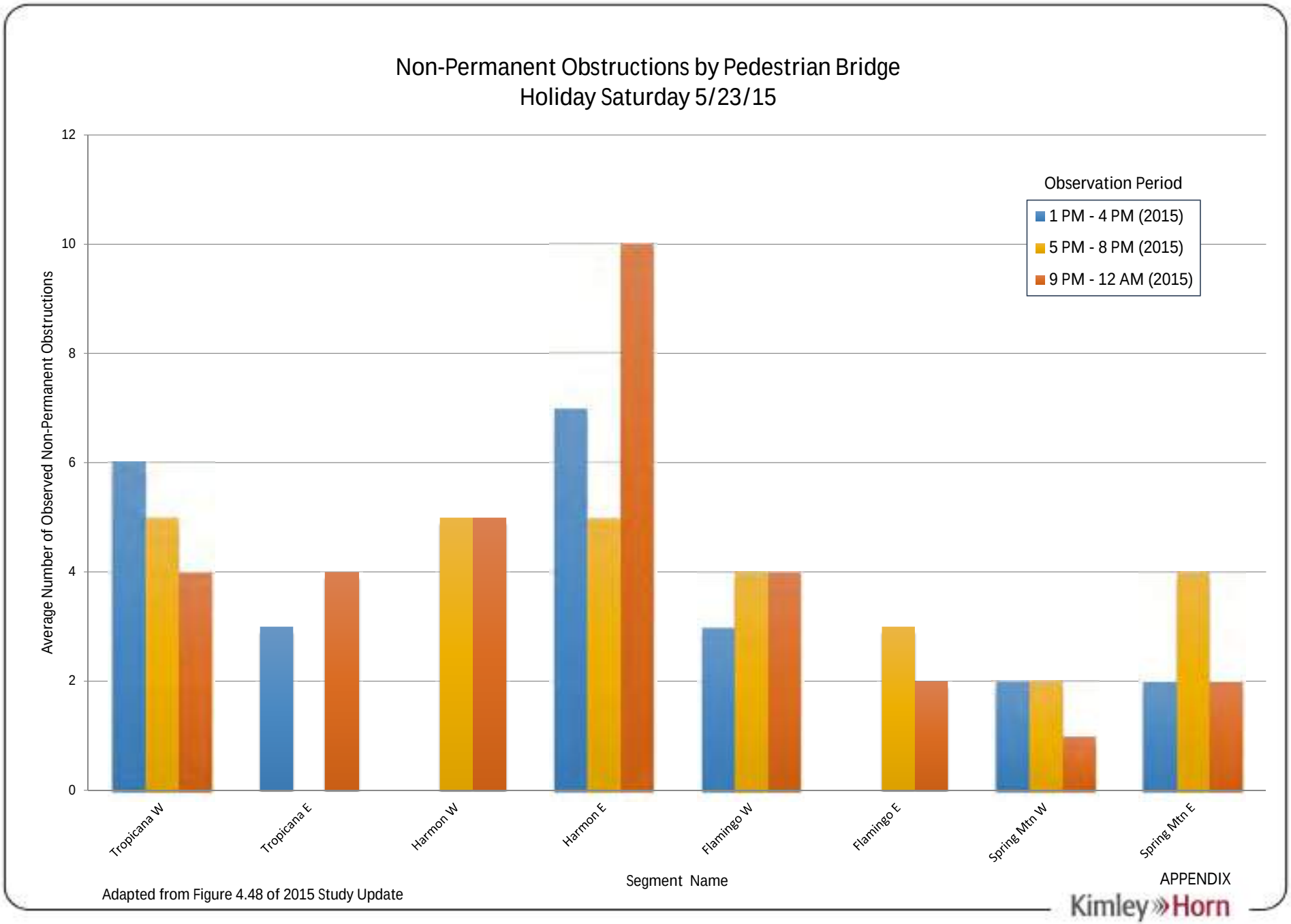
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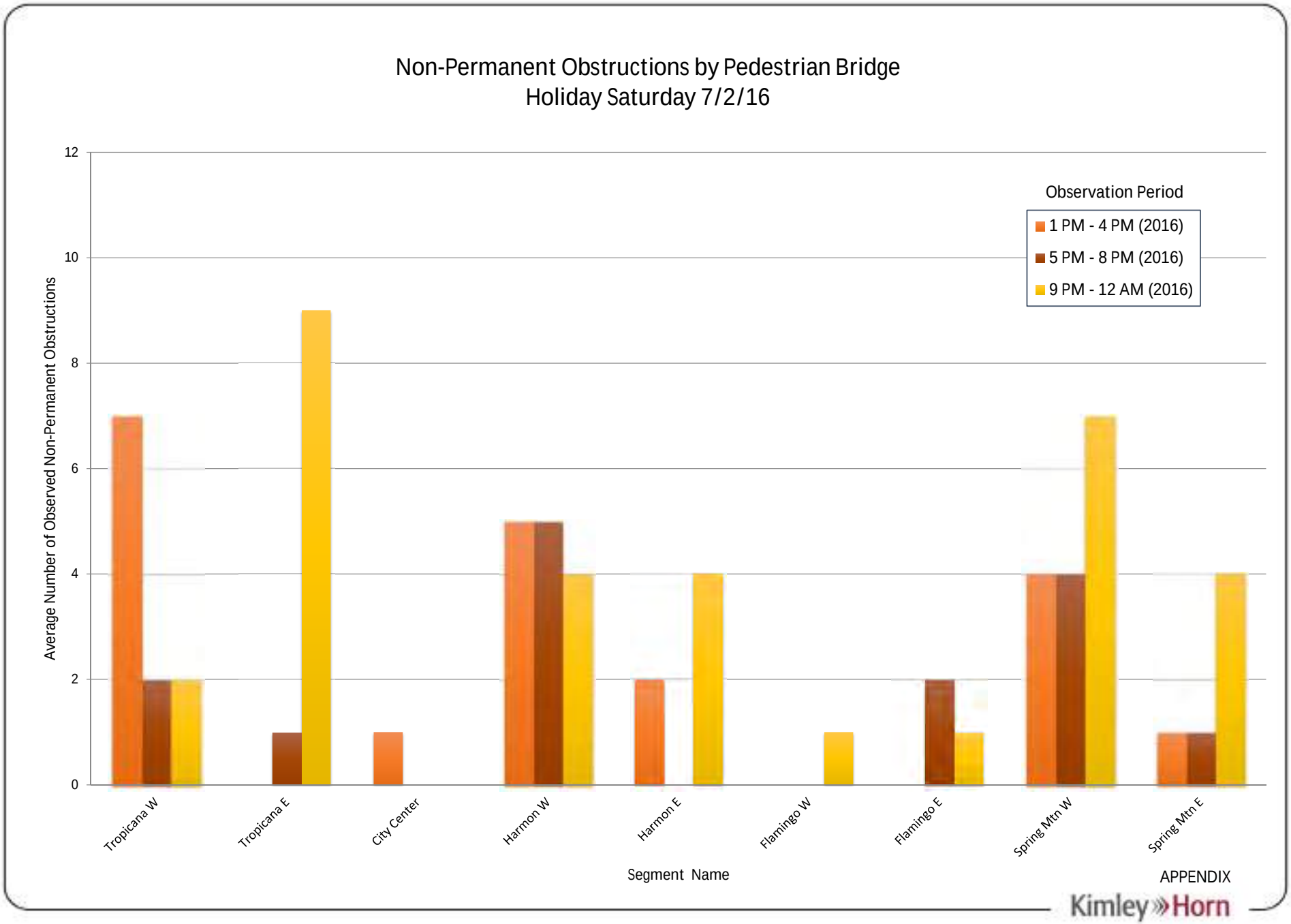
NPO'S BY PARALLEL PEDESTRIAN BRIDGES

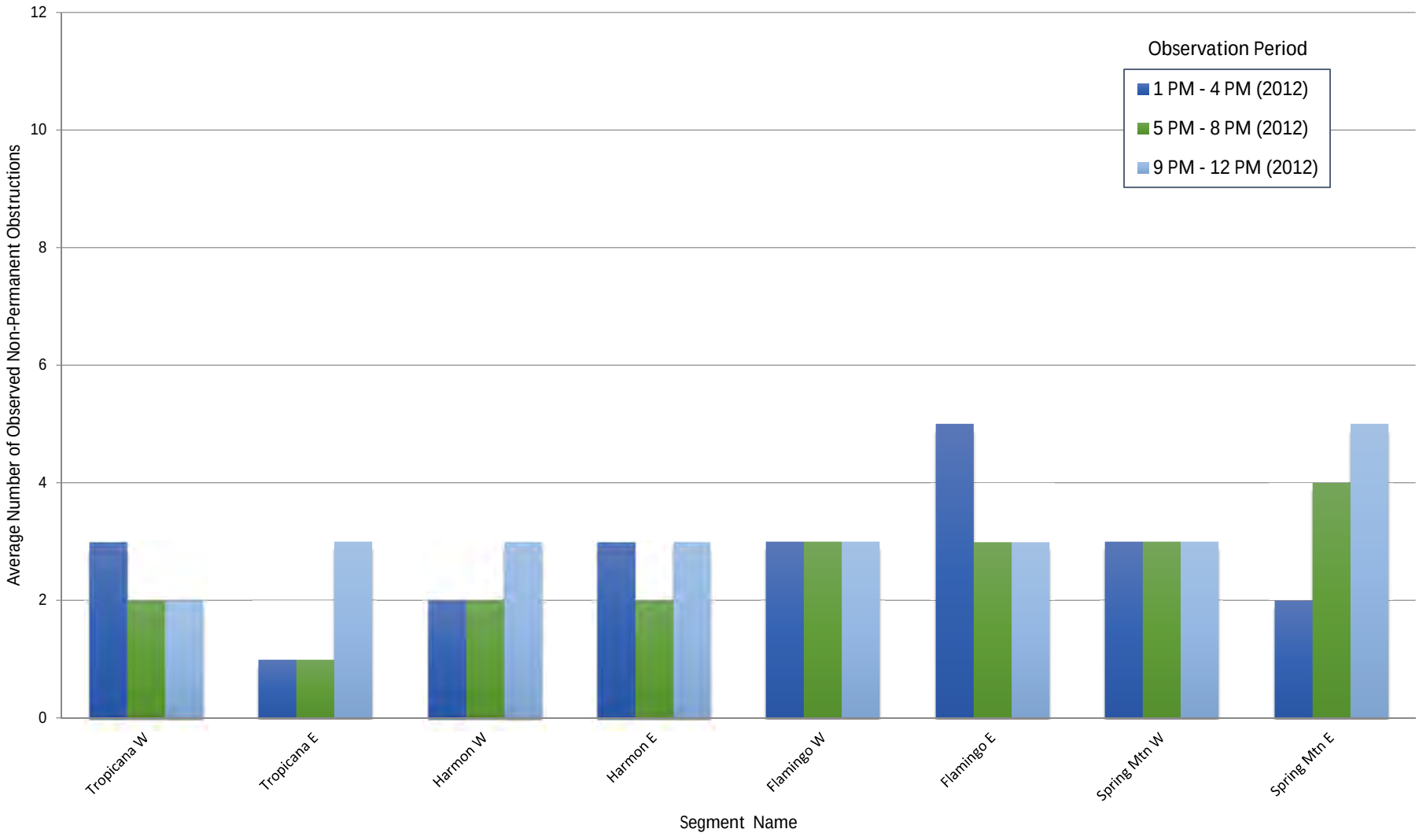
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APPENDIX


Non-Permanent Obstructions by Pedestrian Bridge
Holiday Saturday 5/26/12
Average Number of Observed Non-Permanent Obstructions
12
10
8
6
4
2
0
Observation Period
1 PM - 4 PM (2012)
5 PM - 8 PM (2012)
9 PM - 12 AM (2012)
Tropicana W
Tropicana E
Harmon W
Harmon E
Flamingo W
Flamingo E
Spring Mtn W
Spring Mtn E
Segment Name
Adapted from Figure 3.57 of 2012 Study
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Non-Permanent Obstructions by Pedestrian Bridge
Holiday Saturday 5/23/15
Average Number of Observed Non-Permanent Obstructions
12
10
8
6
4
2
0
Observation Period
1 PM - 4 PM (2015)
5 PM - 8 PM (2015)
9 PM - 12 AM (2015)
Tropicana W
Tropicana E
Harmon W
Harmon E
Flamingo W
Flamingo E
Spring Mtn W
Spring Mtn E
Segment Name
Adapted from Figure 4.48 of 2015 Study Update
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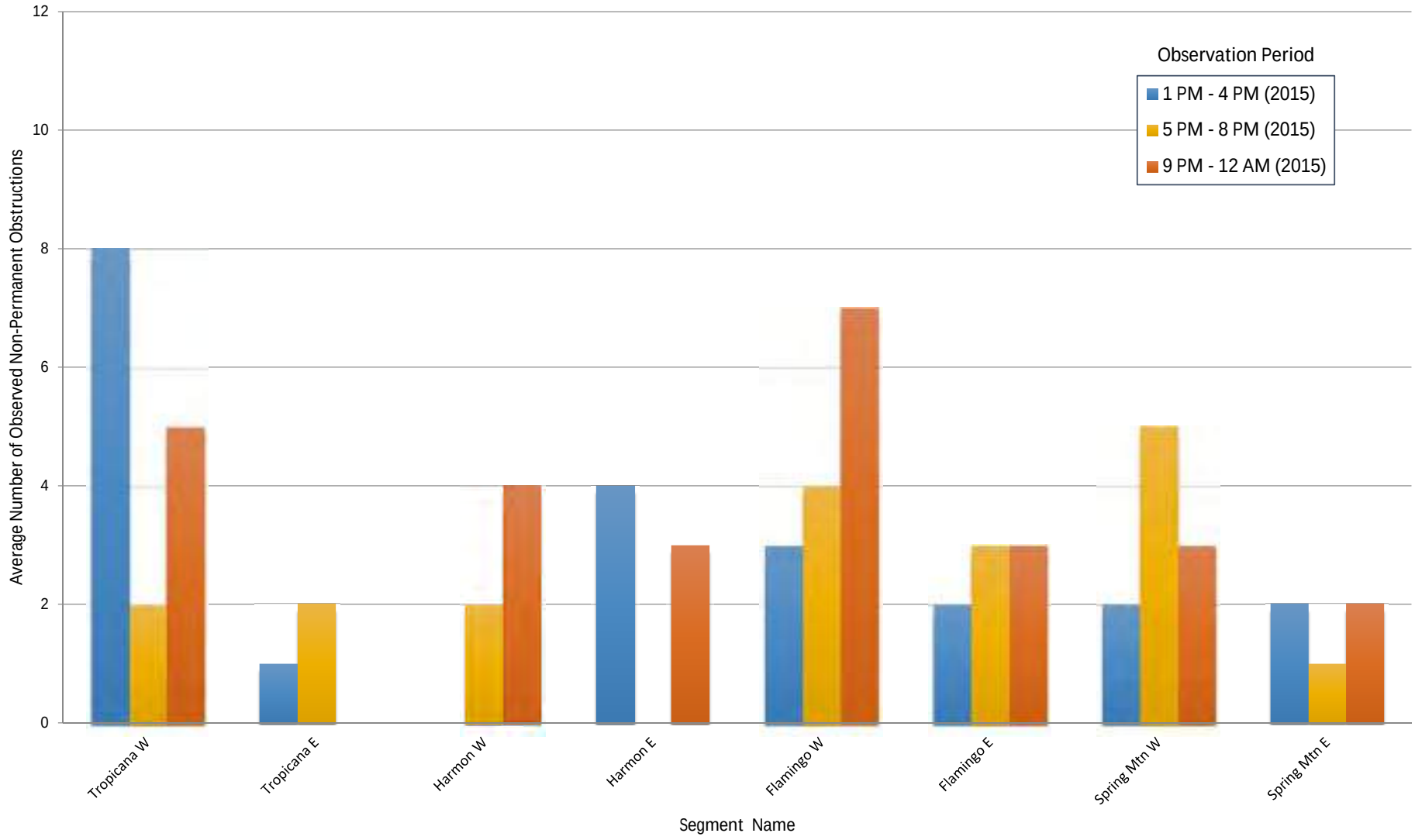

Non-Permanent Obstructions by Pedestrian Bridge
Holiday Saturday 7/2/16
Average Number of Observed Non-Permanent Obstructions
12
10
8
6
4
2
0
Observation Period
1 PM - 4 PM (2016)
5 PM - 8 PM (2016)
9 PM - 12 AM (2016)
Tropicana W
Tropicana E
City Center
Harmon W
Harmon E
Flamingo W
Flamingo E
Spring Mtn W
Spring Mtn E
Segment Name
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APPENDIX

Adapted from Figure 3.58 of 2012 Study

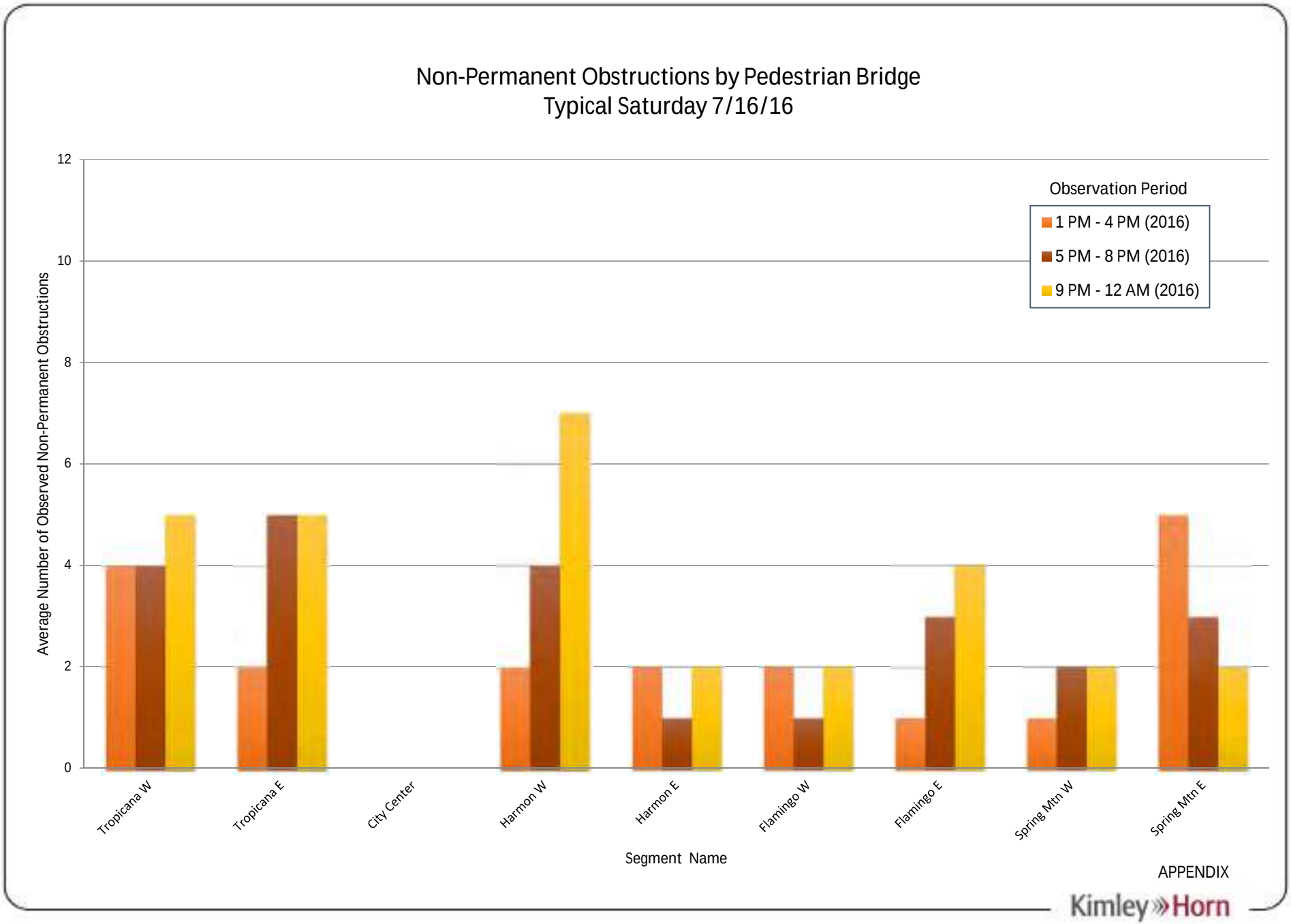
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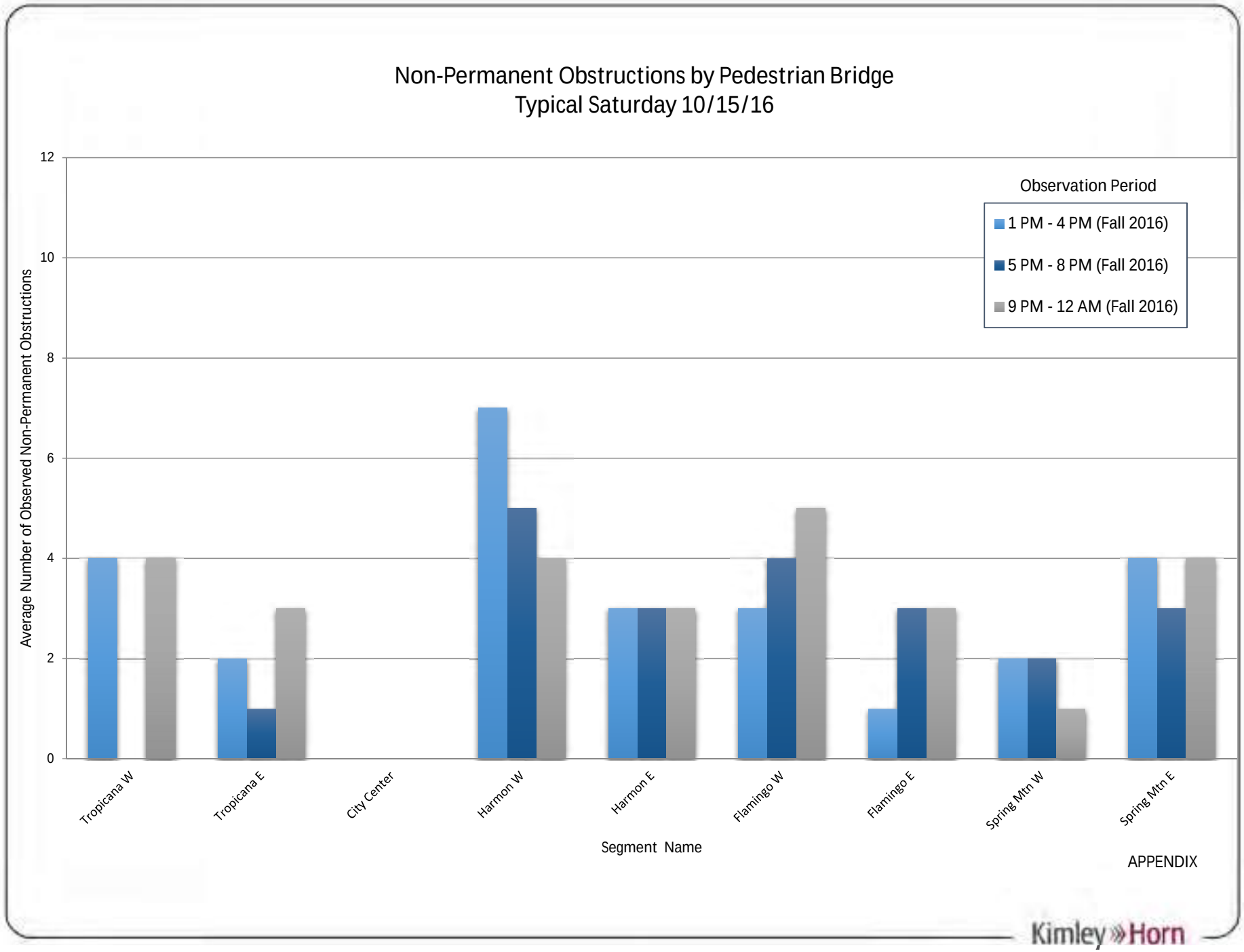


Adapted from Figure 4.50 of 2015 Study Update

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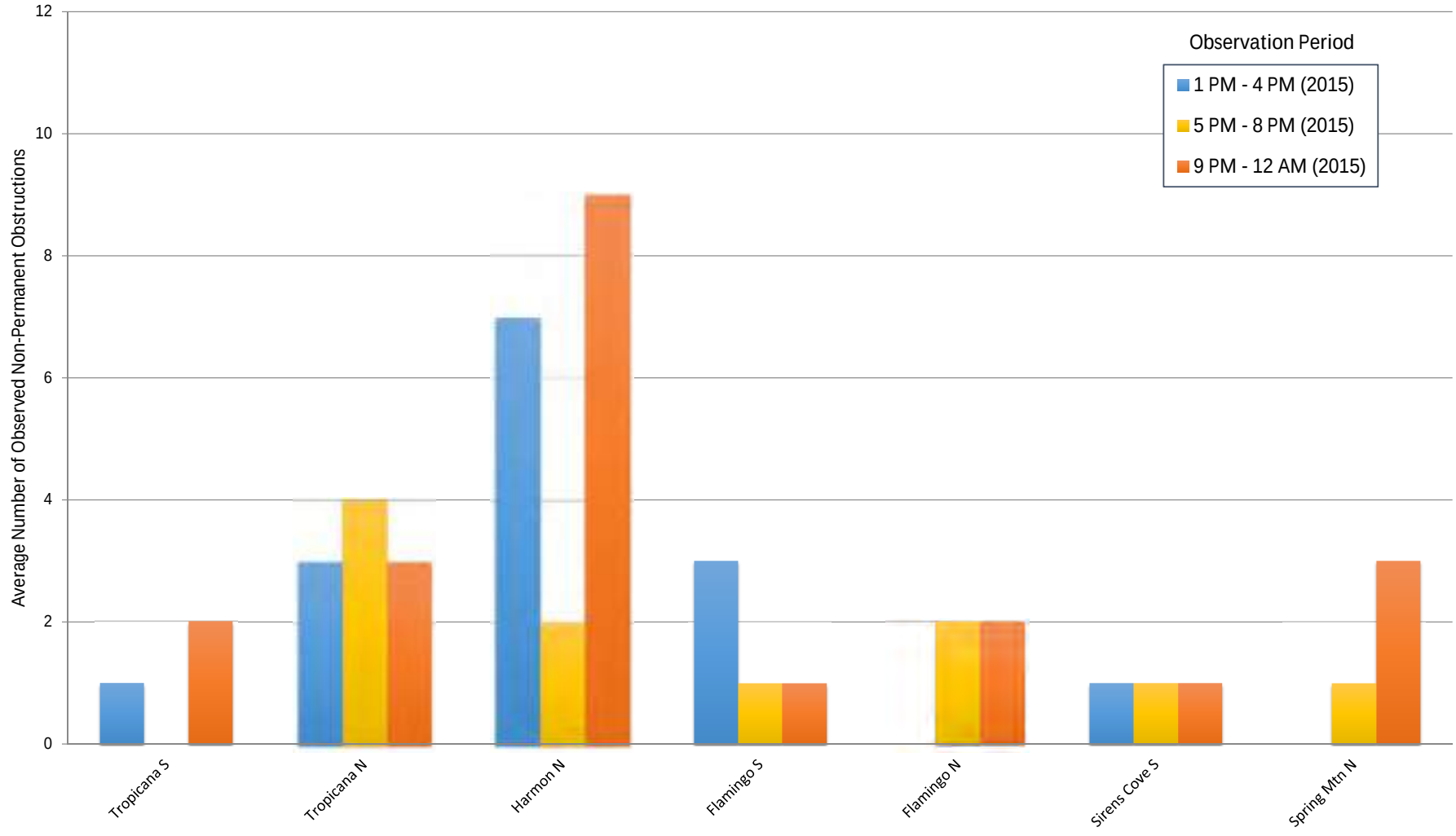

Non-Permanent Obstructions by Pedestrian Bridge
Typical Saturday 7/16/16
Average Number of Observed Non-Permanent Obstructions
0
2
4
6
8
10
12
Observation Period
1 PM - 4 PM (2016)
5 PM - 8 PM (2016)
9 PM - 12 AM (2016)
Tropicana W
Tropicana E
City Center
Harmon W
Harmon E
Flamingo W
Flamingo E
Spring Mtn W
Spring Mtn E
Segment Name
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Non-Permanent Obstructions by Pedestrian Bridge
Typical Saturday 10/15/16
Average Number of Observed Non-Permanent Obstructions
0
2
4
6
8
10
12
Observation Period
1 PM - 4 PM (Fall 2016)
5 PM - 8 PM (Fall 2016)
9 PM - 12 AM (Fall 2016)
Tropicana W
Tropicana E
City Center
Harmon W
Harmon E
Flamingo W
Flamingo E
Spring Mtn W
Spring Mtn E
Segment Name
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NPO'S BY PERPENDICULAR PEDESTRIAN BRIDGES

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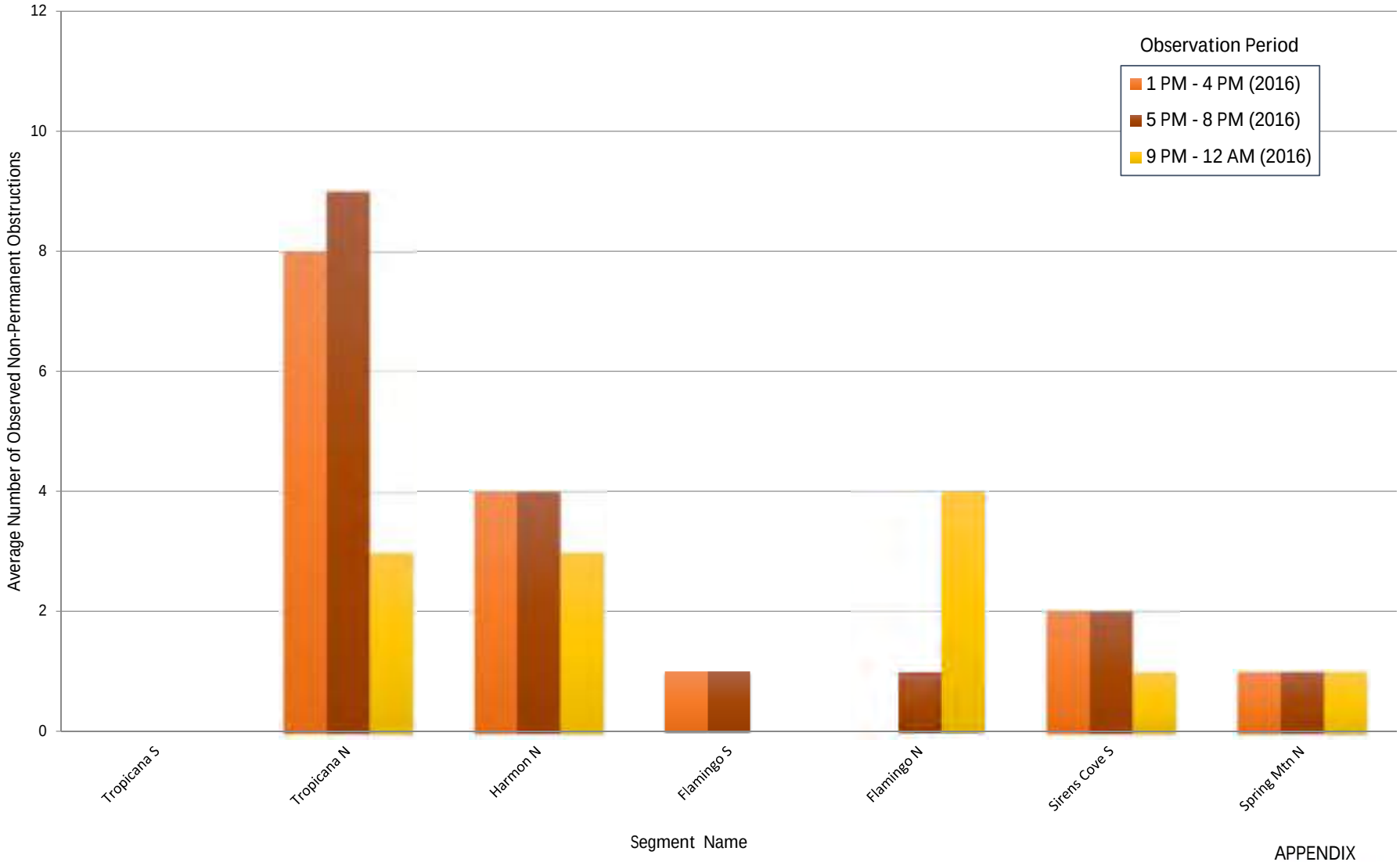
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Adapted from Figure 4.51 of 2015 Study Update

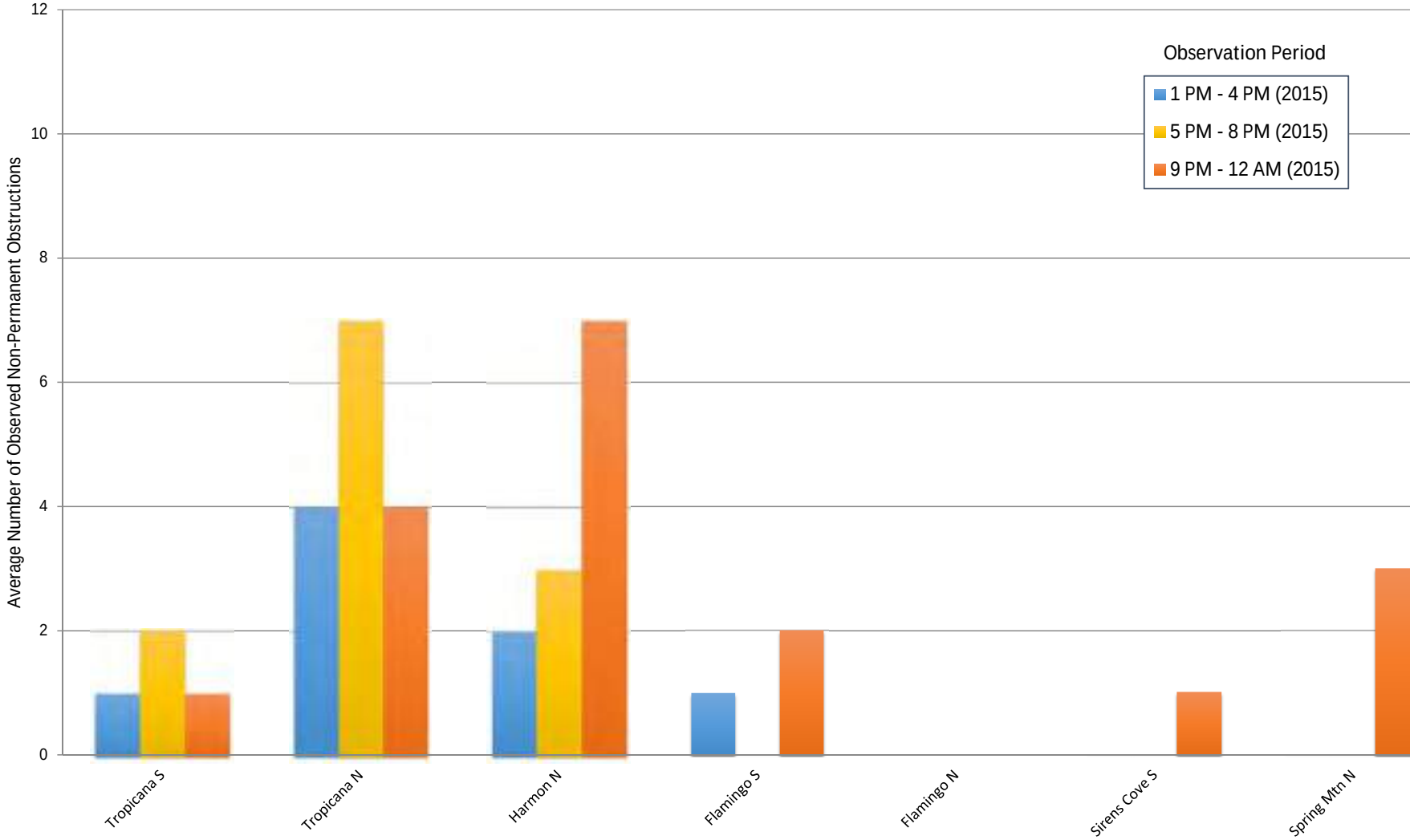
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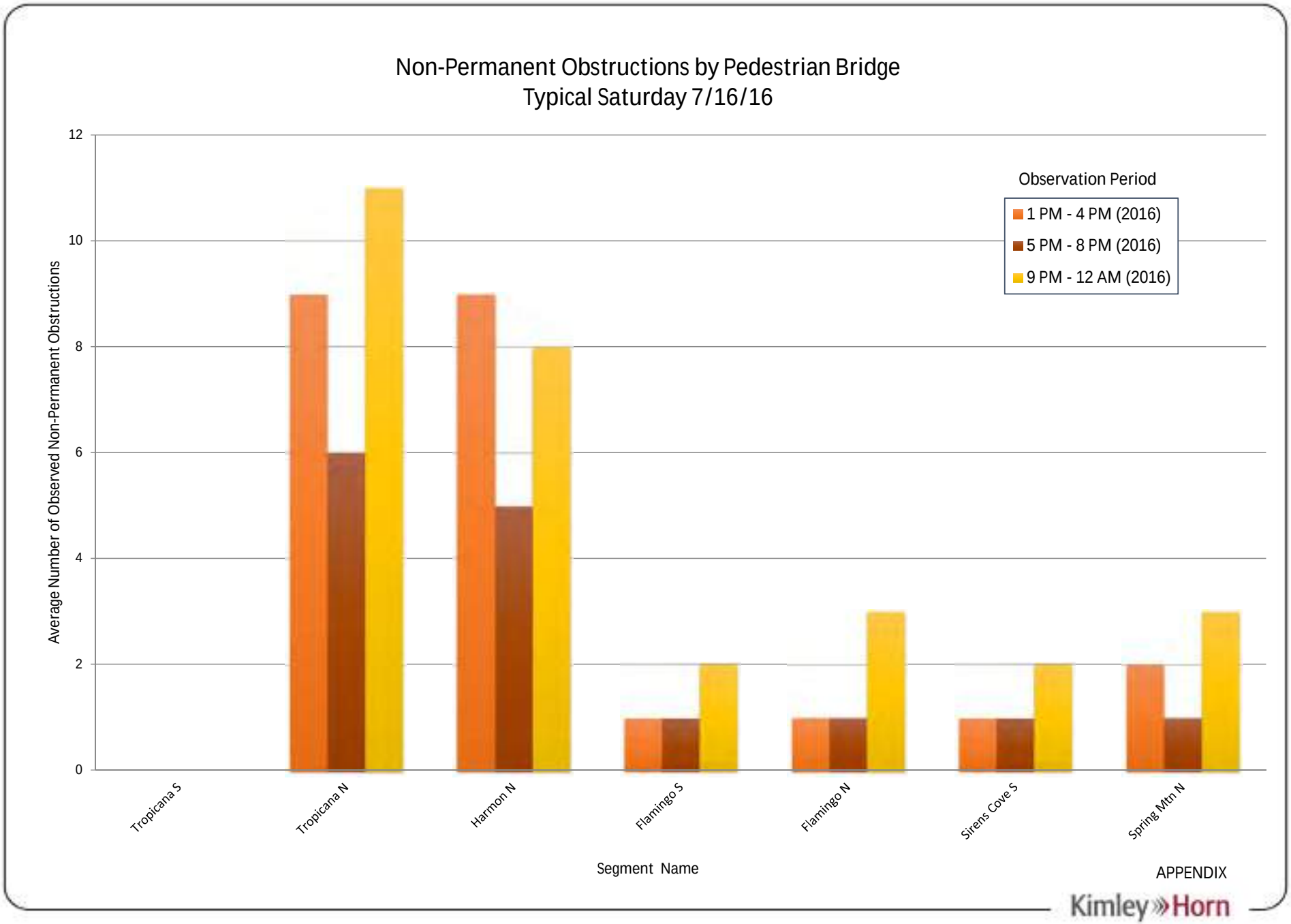
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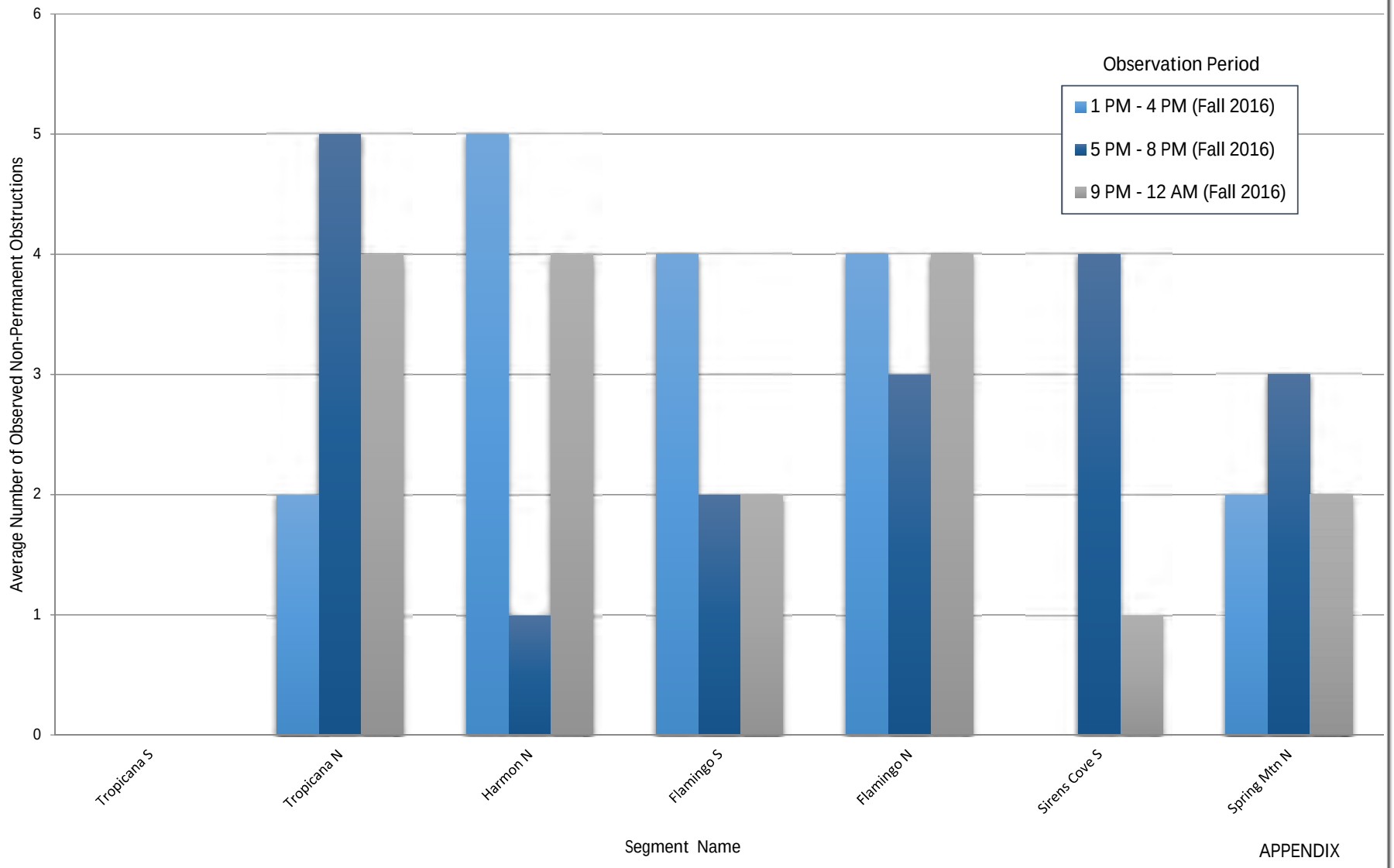


Adapted from Figure 4.52 of 2015 Study Update

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Non-Permanent Obstructions by Pedestrian Bridge
Typical Saturday 7/16/16
Average Number of Observed Non-Permanent Obstructions
12
10
8
6
4
2
0
Observation Period
1 PM - 4 PM (2016)
5 PM - 8 PM (2016)
9 PM - 12 AM (2016)
Tropicana S
Tropicana N
Harmon N
Flamingo S
Flamingo N
Sirens Cove S
Spring Mtn N
Segment Name
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CC 4329

EXHIBIT H

CLARK COUNTY PEDESTRIAN STUDY

Las Vegas Boulevard

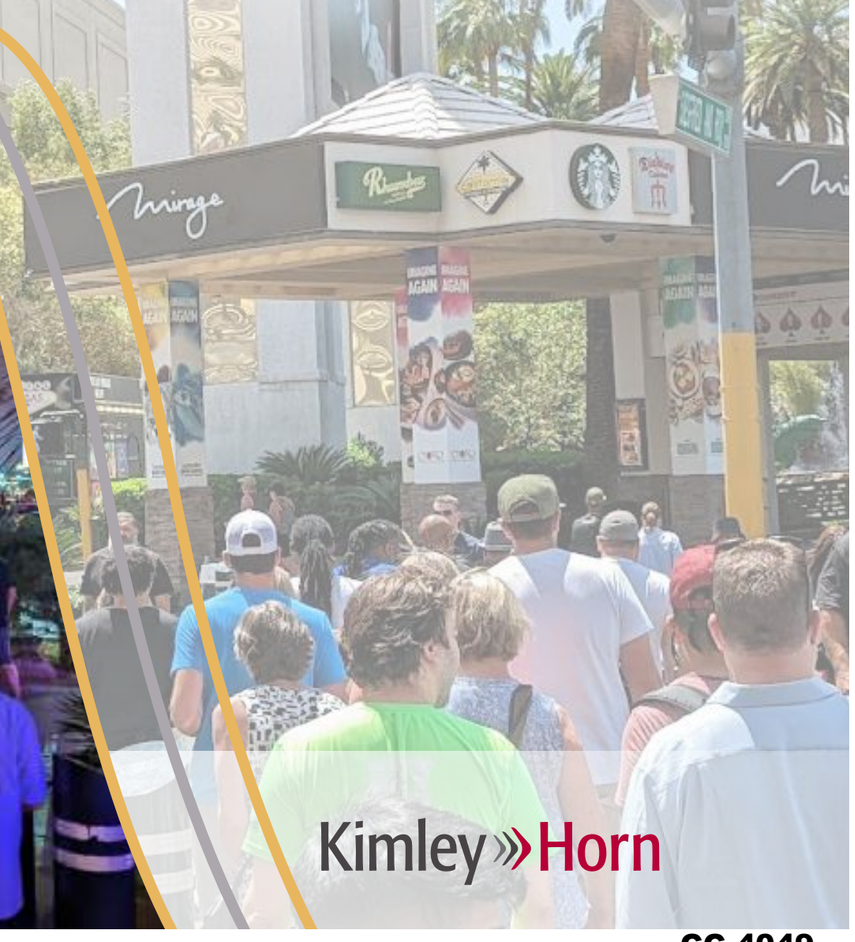
Russell Road to Sahara Avenue

DECEMBER 2022

Revised June 2024







Kimley»Horn

CC 4049

PEDESTRIAN STUDY

LAS VEGAS BOULEVARD

RUSSELL ROAD TO SAHARA AVENUE

Prepared for:

CLARK COUNTY NEVADA

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

6/3/24

PROFESSIONAL ENGINEER-STATE OF NEVADA
DEVIN V. MOORE
Exp: 12/31/25
CIVIL
No. 22921

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December 2022

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List of Acronyms

AADT	Annual Average Daily Traffic
CES	Consumer Electronics Show
HCM	Highway Capacity Manual
LF	Linear Feet
LOS	Level of Service
LVCC	Las Vegas Convention Center
LVCVA	Las Vegas Convention and Visitors Authority
MUTCD	Manual on Uniform Traffic Control Devices
NPO	Non-Permanent Obstruction

1 INTRODUCTION

In an effort to continue to improve the Las Vegas Strip pedestrian experience, the Clark County Department of Public Works commissioned this study to document current pedestrian activity on Las Vegas Boulevard (the "Strip") between Russell Road and Sahara Avenue. This study builds upon the past findings and recommendations of the *Las Vegas Boulevard South Pedestrian Walkway Study (1994),* the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012),* the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*, and the *Clark County Pedestrian Study, Las Vegas Boulevard: Tropicana Avenue to Spring Mountain Road* (2016 Update of Non-Permanent Obstructions).

To conduct this study, pedestrian volume data was collected on Saturday, May 28, 2022 (Memorial Day/Holiday Weekend), one of the busiest Saturdays on Las Vegas Boulevard. Data was also collected on Saturday, June 25, 2022 (Typical Summer Weekend). The observations were performed to capture and evaluate peak/holiday and typical weekend pedestrian conditions to determine pedestrian level of service (LOS). Non-permanent obstructions (NPOs) were also located, quantified, and classified to identify possible impediments to pedestrian movement and impacts to walkway LOS.

1.1 Study Purpose

The hospitality experience of the Las Vegas Strip relies upon the unobstructed movement of pedestrians along Las Vegas Boulevard. The purpose of this study is to review and revise, as needed, previously identified locations and time periods of pedestrian congestion along Las Vegas Boulevard to aid in the enforcement of the County's Obstructive Uses Ordinance (Chapter 16.11), with a focus on pedestrian bridges, elevators, and escalators.

Note that during the preparation of this study, Clark County adopted the Pedestrian Flow Zones Ordinance (Chapter 16.13) designating pedestrian bridges as Pedestrian Flow Zones and making it "unlawful for any person to stop, stand, or engage in an activity that causes another person to stop or stand within any Pedestrian Flow Zone".

1.2 Study Goals

The goals of this study are to identify 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.

1.3 Study Corridor

The study corridor of Las Vegas Boulevard from Russell Road to Sahara Avenue within the Las Vegas Valley is 4.2 miles long, shown in Figure 1.1. The inner portion of the corridor is considered to be from Tropicana Avenue to Spring Mountain Road. The corridor is located east of Interstate 15, south of US Highway 95 and north of Interstate 215 in Clark County, Nevada. The study corridor provides pedestrian access to several major retail centers and approximately 30 major resort casinos.



Figure 1.1 – Study Corridor

Pedestrian activity within the study corridor of Las Vegas Boulevard (the Strip) is primarily driven by the gaming and related tourist industry, which is a major source of revenue for Clark County. In 2021, gaming revenue from the Strip totaled over $7 billion according to the Las Vegas Convention and Visitors Authority (LVCVA).

As of 2021, the available room inventory in Las Vegas was reportedly 150,487 rooms and the number of annual visitors was reported as 32,230,600. Las Vegas currently has the highest number of hotel rooms of any city in the United States. The Strip contains 9 of the 10 largest hotels in the country by number of rooms. Gaming, sporting events, concerts, conventions, meetings, and trade shows all draw visitors to the Strip.

1.4 Literature Review

The literature review section provides a summary of the previous research that has been conducted on technical approaches for determining pedestrian LOS as well as findings from past pedestrian studies conducted along Las Vegas Boulevard within the Resort Corridor.

1.4.1 Technical Literature

Technical engineering literature that is relied upon in the development of this study is identified and summarized in the following subsections.

Pedestrian Planning and Design – Fruin 1971

Pedestrian Planning and Design by Dr. John J. Fruin (pictured in Figure 1.2) is one of the first publications to describe and quantify the space people need to walk and queue (stand in line). In this publication, Fruin introduced the concept of the body ellipse to define personal comfort zones of an individual.



Figure 1.2 – Pedestrian Planning and Design – Fruin 1971

His work also defined pedestrian flow volume for a walkway as the number of pedestrians per foot of walkway width per minute. The pedestrian flow volume was then used by Fruin to define walkway LOS by letter grade representing the freedom of walkway mobility. Another key factor in determining walkway conditions was to recognize that the "effective walkway" width is reduced from the total walkway width by the constricting effects of street impediments such as light standards, fire hydrants, and refuse enclosures.

To illustrate the concepts of LOS in relation to pedestrian volume and total walkway width (W_T), Figure 1.3 was created pairing figures from *Pedestrian Planning and Design* by Fruin and pictures from the Strip during the data collection efforts for this study. This visualization demonstrates the perception of each LOS letter grade accompanied by the required square footage per person. According to Fruin, at LOS D, "the majority of persons would have their normal walking speeds restricted and reduced," and for LOS A through LOS C, only minor conflicts exist. LOS E and LOS F cause adjustment to

walking gait, suggesting that the majority of the pedestrians would have to shuffle their feet to progress forward. At LOS E and LOS F, contact with others is frequent and forward progress is solely determined by those upstream of the pedestrian traffic flow.

The pedestrian walkway concepts identified by Fruin form the foundation of the 2022 Highway Capacity Manual (HCM 7) pedestrian LOS methodology.

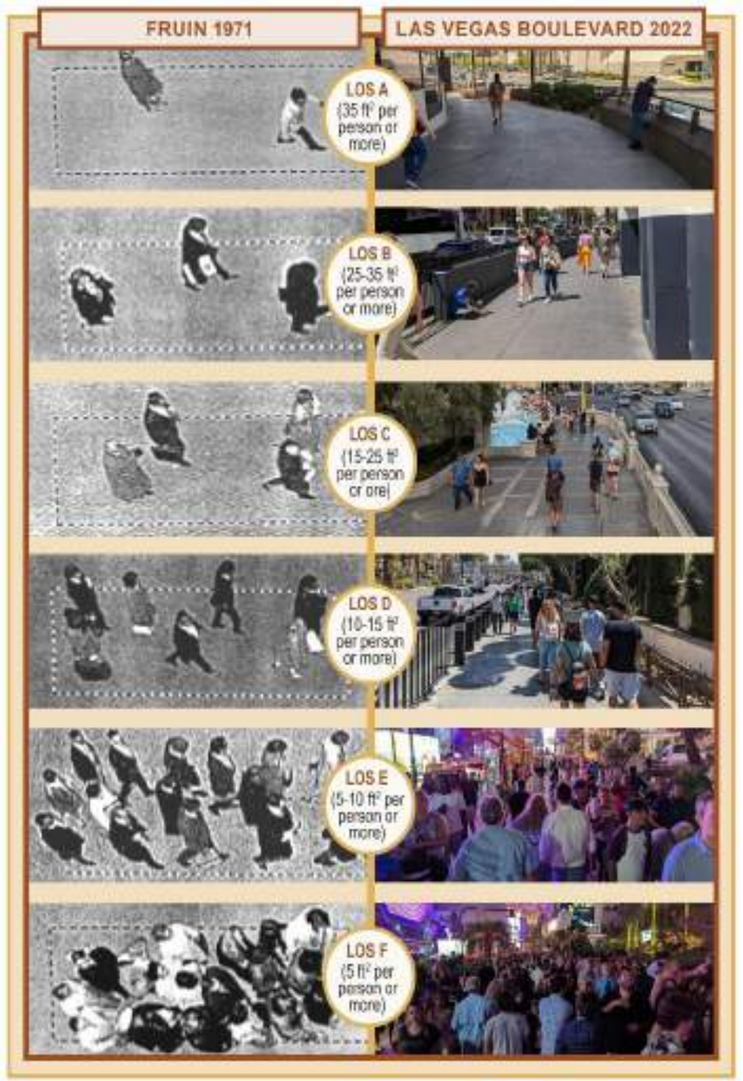


Figure 1.3 – Visual Comparison of Walkway LOS

2022 Highway Capacity Manual (HCM 7)

The research portrayed in the 1985 HCM has been updated in the recent 2022 edition of HCM 7 (pictured in Figure 1.4) with regard to body ellipses from the original work of Dr. Fruin.

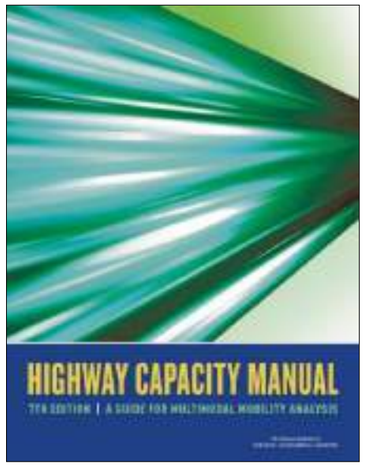


Figure 1.4 – HCM 7

The previous 2010 HCM defined the average male human body as an 18" depth and a 24" shoulder breadth, necessitating 3.0 square feet standing still. The current edition, HCM 7, defines the pedestrian body ellipse as shown in Figure 1.5. The body ellipse of the is now larger based on recent research. The body ellipse for an average male is now has a 20" depth and a 24" shoulder breadth, necessitating 3.3 square feet standing still.

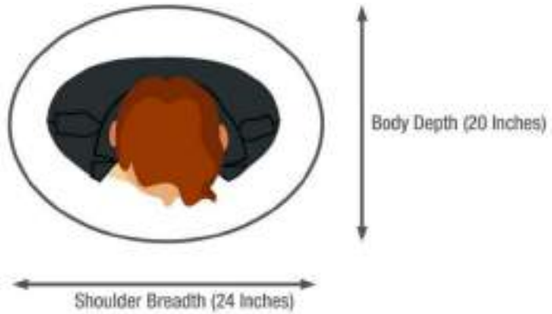


Figure 1.5 – Pedestrian Body Ellipse (Adapted from HCM 7)

The HCM 7 methodology for calculating LOS for exclusive off-street pedestrian facilities (like those provided along Las Vegas Boulevard) based on pedestrian flow rate involves the following steps:

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

HCM 7 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 pedestrians can effectively use.
>
> Linear features such as a street curb, a low wall, and a building face each have an associated shy distance, which 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 or the space in front of a bench occupied by people's legs and belongings), and the buffer given to the object by pedestrians" (Page 24-11, HCM 7).

Equation 1.1 is used to calculate effective walkway width.

Equation 1.1 – Effective Walkway Width (W_E)

$$W_E = W_T - W_O$$

W_E = effective walkway width (ft)

W_T = total walkway width at a given point along walkway (ft)

W_O = sum of fixed-point object effective widths and linear-feature shy distances at a given point along walkway (ft)

HCM 7 explains that walkway operational analysis typically evaluates the portion of the walkway with the narrowest effective width (W_E), as this section of walkway constrains pedestrian flow. HCM 7 also describes that design analysis identifies the minimum effective width that must be maintained to avoid pedestrian queuing or spillover. Figure 1.6 illustrates how effective walkway width (W_E) is calculated.



Figure 1.6 – Walkway Width Adjustments (Adapted from HCM 7)

Figure 1.6 also illustrates the effective length of a fixed object. As described by HCM 7:

> "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" (Page 24-11, HCM 7).

Table 1.1 summarizes the effective widths of a variety of typical fixed objects found along pedestrian facilities, as documented in HCM 7. The values in Table 1.1 can be used with professional judgment to estimate the impacts of walkway objects when specific walkway configurations are not available.

Once effective walkway widths (W_E) are established and pedestrian volumes are known, flow rates can be calculated, and LOS can be determined.

Table 1.1 – Typical Fixed-Object Effective Widths (HCM 7)

Fixed Object	Effective Width (ft)
Street Furniture	
Light pole	2.5 - 3.5
Traffic signal poles and boxes	3.0 - 4.0
Fire hydrants	2.5 - 3.0
Traffic signs	2.0 - 2.5
Parking meters	2.0
Trash cans (1.8 ft diameter)	3.0
Bus shelters (on sidewalk)	6.0 - 7.0
Landscaping	
Trees	3.0 - 4.0
Planter boxes	5.0

Equation 1.2 is used to calculate pedestrian flow rate per unit width of walkway.

Equation 1.2 – Pedestrian Flow Rate per Unit Width of Walkway

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

v_p = pedestrian flow per unit width (p/ft/min)

v_{15} = pedestrian flow rate during peak 15 min (p/h)

W_E = effective sidewalk width (ft)

Table 1.2 provides HCM 7 definitions of pedestrian LOS based on pedestrian flow rate (ped/min/ft). Of note, platoon-adjusted LOS criteria are more stringent. Platoon-adjusted criteria is applicable when platoons of pedestrians form, for example, due to crowds traveling to/from a special event or due to a signalized crosswalk.

HCM 7 recommends that off-street pedestrian facilities be designed to achieve LOS C to avoid pedestrian spillover and to achieve uncrowded walking conditions within the designated walkway (Page 24-7, HCM 7). Although Las Vegas Boulevard sidewalks parallel a relatively high vehicle volume street, many segments of the corridor are equipped with pedestrian containment measures, creating an atmosphere of an off-street pedestrian facility.

HCM 7 recognizes that its pedestrian LOS methodology is limited in that it does not address LOS for pedestrians with disabilities, including vision or mobility impairments.

Table 1.2 – Pedestrian LOS Definitions (HCM 7)

LOS	Flow Rate (ped/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

Of note, HCM 7 also includes an analysis methodology for links in urban street segments that yields a pedestrian LOS score. The methodology includes buffer width between the roadway and sidewalk and vehicle speeds on the adjacent roadway, among other factors. However, the methodology does not consider pedestrian volumes. Upon review of the calculations, the addition of bollards and the associated buffer space between pedestrians and vehicles nominally improves the segment LOS score.

The pedestrian LOS methodology for exclusive off-street pedestrian facilities for random flow was deemed to be most appropriate and is consistent with LOS calculations from the previous pedestrian studies of Las Vegas Boulevard walkways. It is recommended that future pedestrian studies of the Resort Corridor follow the HCM pedestrian LOS analysis methodology that is volume-based recognizing that the LOS score is a more qualitative measure.

1.4.2 Background Literature

The pedestrian activity along Las Vegas Boulevard from Russell Road to Sahara Avenue has steadily increased over the years. Clark County conducted a study of the Resort Corridor in 1993 which was followed by *Las Vegas Boulevard South Pedestrian Walkway Study (1994)* by Lee Engineering. The Lee Engineering study recommended specific measures to be implemented by Clark County to improve the pedestrian walkway system and pedestrian safety of Las Vegas Boulevard. Many of the study recommendations were implemented by Clark County and were included in *Title 16 Roads and Highways Chapter 16.11 Obstructive Uses of Public Sidewalks (1994)*.

Since the implementation of "No Obstruction Zones" in the 1994 ordinance, many issues relating to pedestrian movements have been voiced by resort operators, the public, and the Board of County Commissioners. In efforts to address these issues, a Resort Corridor Workgroup was formed by the Clark County Board of Commissioners to identify action items to improve pedestrian safety and the patron experience of the Strip, resulting in the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012)*, the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*, and the *Clark County Pedestrian Study, Las Vegas Boulevard: Tropicana Avenue to Spring Mountain Road* (2016 Update of Non-Permanent Obstructions).

The following subsections summarize key background literature directly related to the Strip.

An Analysis of Existing Walkway Pedestrian Capacities along Las Vegas Boulevard South: Methodology. Discussion and Future Data Collection Requirements – Clark County Department of Public Works Traffic Management Division – 1993

To quantify the ability of Las Vegas Boulevard walkways to carry pedestrians and its peak pedestrian characteristics, Clark County conducted a pedestrian analysis from Sahara Avenue south to what was then the Hacienda Hotel/Casino. The Hacienda Hotel/Casino has since been replaced by the Mandalay Bay Resort. The study corridor was approximately four miles in length. Four locations were selected to provide a representative sample of pedestrian activity along the Strip:

- Former O'Shea's Casino (now the LINQ Hotel) – north of the Flamingo Hotel/Casino
- Harrah's Las Vegas Hotel/Casino
- Casino Royale Hotel/Casino
- Former El Morocco (east of Resorts World)

Each of the pedestrian count sites was located on the east side of Las Vegas Boulevard. The distance from the southernmost data collection point to the northernmost data collection point was approximately 1.5 miles.

The study documented walkway widths along Las Vegas Boulevard to be generally 6, 7.5, 10 or 12 feet wide, although many sections contained physical objects which reduced their effective walkway width (W_E).

A total of seven observed hours of pedestrian data was collected during the first two weeks of April 1993. Three of the locations were counted on a weekday from 10:15 AM to 11:15 AM and from 3:00 PM to 4:00 PM while the fourth (O'Shea's) was only counted from 3:00 PM to 4:00 PM. Clark County relied on previous pedestrian counts that were collected at the MGM Grand Hotel/Casino in April 1991 to conclude that peak pedestrian volumes occur Saturday afternoons around 2:00 PM and late Saturday evenings, around 10:00 PM. The data from the 1991 MGM Grand Hotel/Casino study was also

used to calculate conversion factors from weekday to weekend volumes. Clark County then used the adjustment factors from the 1993 weekday counts to estimate weekend peak volumes.

Clark County found that three of the four locations were "operating at unacceptable LOS for peak pedestrian volumes." These three sites were all located within 0.5 miles of each other suggesting that this congestion might not be representative along the entire four miles of the Strip. The study recommended that unnecessary obstructions be prohibited and that the elimination of "hawkers" (hand billers) and news racks was desired. A minimum effective walkway width (W_E) of 5.0 feet was also recommended in all "high volume pedestrian areas."

Las Vegas Boulevard South Pedestrian Walkway Study – Lee Engineering – 1994

In 1994, a pedestrian study was commissioned by the Nevada Resort Association. This study is considered to be the first comprehensive study of the Las Vegas Boulevard pedestrian walkway environment. Previous studies had been conducted, but with either a very narrow scope or a scope that was too broad. The study area extended a total of 2.75 miles from Circus Circus Drive/Riviera Boulevard (now Elvis Presley Drive) to 0.25 miles south of Tropicana Avenue. The study area included 31 resorts, two major retail properties, the Las Vegas Convention Center, and other small retail businesses and motels.

The study followed the methodology described in the 1985 HCM for calculation of pedestrian LOS and included:

- Initial field investigation
- Preliminary data collection
- Pedestrian volume collection
  - Pedestrian volume data collection site selection
  - Walking observations
  - Elevated vantage point observations
- Walkway inventory
- Fixed and temporary obstruction determination
- Dynamic obstruction experiment
- Preparation of as-built drawings
- LOS calculations

Pedestrian volume data was recorded at seven data collection sites (including a total of 31 data collection points) between the hours of 10:00 AM to 1:30 AM January 6 through January 9 (Thursday – Sunday). The data collection was scheduled to coincide with the Consumer Electronics Show (CES), a major convention event, in an attempt to analyze the peak pedestrian conditions. Three video cameras were used for the data collection and progressively moved from location to location to obtain representative samples of each data collection site. A total of 33 hours of video data was collected, which resulted in over 50 hours of individual pedestrian sidewalk cross section observations.

To reduce and summarize the video data, a computer program was written and used to count and classify the number of pedestrians in 30-second intervals using the following categories:

- Pedestrians on walkway
- Pedestrians pushing a stroller
- Wheelchairs
- Bicycles on walkway
- Pedestrians in the street
- Pedestrians off walkway
- Other (pedestrians on crutches, pedestrian pushing a grocery cart, skateboarder, etc.)

Although the 1985 HCM uses a 15-minute analysis period, this 1994 study analyzed LOS using a 30-second interval. The 1985 HCM equation for pedestrian flow is:

$$v = \frac{V_{p15}}{15W_E}$$

v = pedestrian flow rate in ped/min/ft

V_{p15} = peak 15-minute pedestrian count in ped/15-minute

W_E = effective walkway width in feet

The 1994 study used the following modified flow rate calculation:

$$v = \frac{2 * V}{W_E}$$

v = pedestrian flow rate in ped/min/ft

V = sum of pedestrians counted during that 30-second interval

W_E = effective walkway width in feet

The 1985 HCM summarizes LOS assignments based on flow rate (ped/min/ft) and other variables, as shown in Table 1.3.

Table 1.3 – Pedestrian LOS Definitions
(1985 HCM)

LOS	Space (sq ft/ped)	Expected Flows and Speeds		
		Ave Speed, S (ft/min)	Flow Rate, v (ped/min/ft)	Vol/Cap Ratio, v/c
A	≥ 130	≥ 260	≤ 2	≤ 0.08
B	≥ 40	≥ 250	≤ 7	≤ 0.28
C	≥ 24	≥ 240	≤ 10	≤ 0.40
D	≥ 15	≥ 225	≤ 15	≤ 0.60
E	≥ 6	≥ 150	≤ 25	≤ 1.00
F	< 6	< 150	----Variable----	

The study showed considerable variation in pedestrian flow rates between 0.0 and 29.3 ped/min/ft. A major finding of the study was that pedestrians are likely to leave the defined walkway where flow rates reach 8 ped/min/ft, which equates to a LOS C (HCM 7 currently recommends that walkways be designed to meet LOS C to avoid pedestrian spillover).

The Lee Engineering study also noted that the heaviest observed pedestrian volumes were seen between the Treasure Island Hotel/Casino and the Mirage Hotel/Casino following the "Battle of Buccaneer Bay" show, which was converted to the "Sirens of TI" show in 2003 and then discontinued in 2013.

The study recommended "No Obstruction Zones" for the pedestrian walkways along Las Vegas Boulevard as written into Chapter 16.11 of the Clark County Code, including the use of No Obstruction Zones at intersections, mid-block crosswalks, and driveway entrances. Lee Engineering recommended that maintaining these areas free from obstructions increases the ability of drivers to see pedestrians and properly judge walking speeds. With increased visibility of pedestrians by drivers, public safety on the sidewalks is enhanced.

Lee Engineering also recommended a minimum effective walkway width (W_E) of ten feet for new construction along Las Vegas Boulevard to allow for sufficient total walkway width (W_T) to accommodate future pedestrian loads. This recommendation was adopted by Clark County and became a condition of development for all new casino and resort development along Las Vegas Boulevard (as a result of the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012),* the minimum effective walkway width (W_E) was increased to 15 feet).

Obstructive Uses of Public Sidewalks – Chapter 16.11 – Clark County, Nevada, Code of Ordinances (2011)

Clark County adopted an ordinance in 1994 within their municipal code that stated that "the existing pedestrian environment is inadequate as a transportation system and lacking in many safety features." The ordinance goes on to say that "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." The ordinance recognizes that when public sidewalks become congested, large numbers of pedestrians walk in the streets (Ord. 1617 § 1 (part), 1994). It also noted that traffic signal indications were at times ignored by pedestrians during periods of heavy pedestrian congestion, increasing pedestrian and vehicle conflicts. The ordinance identified specific uses that were permitted to obstruct the public sidewalk such as street signs, traffic signals, fire hydrants, construction equipment with permit, and any "construction, modification, addition or attraction abutting private property occurring or in place before May 1, 1994." Obstructive uses are not permitted if the use either causes the sidewalk to operate below LOS C or results in a significant threat to or degradation of pedestrian safety.

Warning signs are required under the ordinance to be posted at least every quarter mile along Las Vegas Boulevard stating, "RESORT DISTRICT: NO OBSTRUCTIVE USES PERMITTED ON PUBLIC SIDEWALKS AT LOCATIONS DESIGNATED BY A WHITE STRIPE, PURSUANT TO CLARK COUNTY CODE CHAPTER 16.11" (see Picture 1.1).



Picture 1.1 – Existing Ordinance Sign on Las Vegas Boulevard

Following the recommendations of the Lee Engineering Pedestrian Study, No Obstruction Zones are also clearly defined within the ordinance in order to enhance safety at the following locations:

- 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 a public street or roadway
- In or within 150 feet of any mid-block crosswalk, as measured from the crosswalk parallel to the sidewalk curb toward the direction of approaching vehicular traffic
- In or within 50 feet of any mid-block crosswalk as measured from the crosswalk parallel to the sidewalk curb away from the direction of approaching vehicular traffic
- In or within 100 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
- In or within 50 feet of any crosswalk located at an intersection of streets or highways, as measured parallel to the sidewalk curb away from the direction of curvature of the curb or the marked edge of the crosswalk, whichever is less
- In or within 50 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
- 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 of the Clark County department of public works according to the methodology set forth in the Las Vegas Boulevard South Pedestrian Walkway Study

The designation of the No Obstruction Zones is delineated with a white painted line on the public sidewalk (illustrated in Picture 1.2 through Picture 1.5). The painted line locations are identified on a map adopted by the Board of County Commissioners. Section 16.11.050 of the ordinance clearly states that:

> "Pavement markings on the public sidewalk or signs designating the limits of the no obstruction zones, 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."

The affixed penalty for violation according to the ordinance was a term not to exceed six months in county jail or a fine not to exceed $1,000, or both.



Picture 1.2 – White Painted Line Delineating a No Obstruction Zone (Example 1)



Picture 1.3 – White Painted Line Delineating a No Obstruction Zone (Example 2)



Picture 1.4 – White Painted Line Delineating a No Obstruction Zone (Example 3)



Picture 1.5 – White Painted Line Delineating a No Obstruction Zone (Example 4)

Note that during the preparation of this study, Clark County adopted the Pedestrian Flow Zones Ordinance (Chapter 16.13) designating pedestrian bridges as Pedestrian Flow Zones and making it "unlawful for any person to stop, stand, or engage in an activity that causes another person to stop or stand within any Pedestrian Flow Zone". An example of Pedestrian Flow Zone signage on a pedestrian bridge is shown in Picture 1.6.

A full text copy of the current ordinances (Chapter 16.11 and Chapter 16.13) are provided in Exhibit A.



Picture 1.6 – Pedestrian Flow Zone Signage

2010 Caesars International Pedestrian Study

Caesars International conducted a comprehensive effort to observe pedestrians along Las Vegas Boulevard in 2010. The data from this private counting program was released to the County for use in the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012)*. Pedestrian activity was counted from a video camera in front of the Imperial Palace Hotel/Casino (now The LINQ) from December 2009 through November 2010. Nearly 5,000,000 pedestrians were observed during a sampling of 90 count days. The pedestrian count summary contained the following relevant conclusions:

- Saturdays and Sundays experienced the highest pedestrian volumes, averaging 67,250 and 60,100 pedestrians per day respectively
- Wednesdays experienced the lowest pedestrian volumes averaging 49,000 pedestrians per day
- Pedestrian flow rates are the lowest in the morning around 6:30 AM
- Pedestrian activity increases throughout the morning hours and into early afternoon until about 2:00 PM
- The pedestrian flow rates remain consistently high from 2:00 PM throughout the day until they begin to drop off after midnight
- The highest pedestrian volumes were experienced during the month of September
- December experienced the lowest monthly volumes

Summary graphs from the 2010 year-long pedestrian counting program for hourly, daily, and monthly observations are provided in Figure 1.8.

Temporal data from this study was used to inform the selection of data collection time periods for the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012),* the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*, and this study.

Resort Corridor Workgroup - 2012

Under the direction of the Clark County Board of Commissioners, the Resort Corridor Workgroup was established in August 2011 to discuss and address issues along Las Vegas Boulevard from Sahara Avenue to Russell Road. This workgroup consisted of executives from the gaming community, representatives from the Las Vegas Metropolitan Police Department, the Nevada Resort Authority, and Clark County. Recommendations to enhance the pedestrian experience and safety were developed by the workgroup and presented to the Clark County Board of Commissioners for their consideration in April 2012. In relation to this study the workgroup recommended:

- 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).
- 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.
- With respect to the provisions of Clark County Code Chapter 16.11 on obstructive uses of public sidewalks, the County should:
  - 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.
  - Review the provisions of Chapter 16.11 including contracting for a new pedestrian study.
  - Following the completion of a new pedestrian study, update the zones and amend provisions of Chapter 16.11 as necessary.
  - 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.
- After 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 to the County.

Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue – Kimley-Horn – 2012

As the result of one of the recommendations of the 2012 Resort Corridor Workgroup, a 2012 pedestrian study (pictured in Figure 1.7) was prepared for Clark County Department of Public Works to document pedestrian activity on Las Vegas Boulevard (the Strip) between Russell Road and Sahara Avenue. The study expands upon the findings and recommendations of the 1994 Lee Engineering report *Las Vegas Boulevard South Pedestrian Walkway Study*.

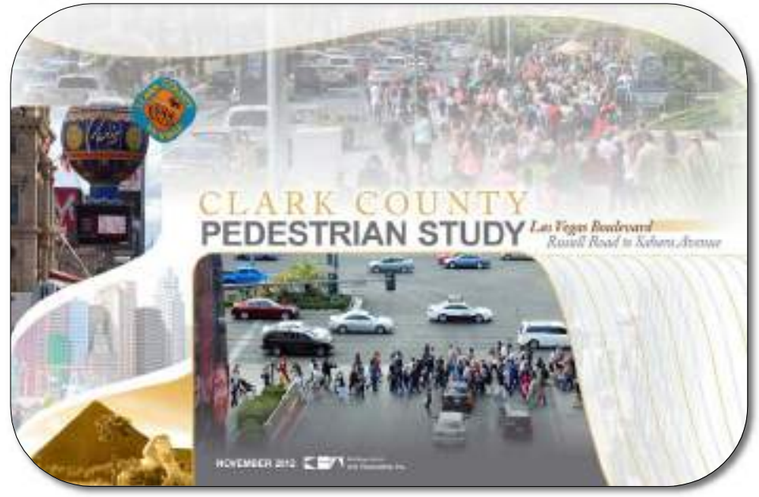


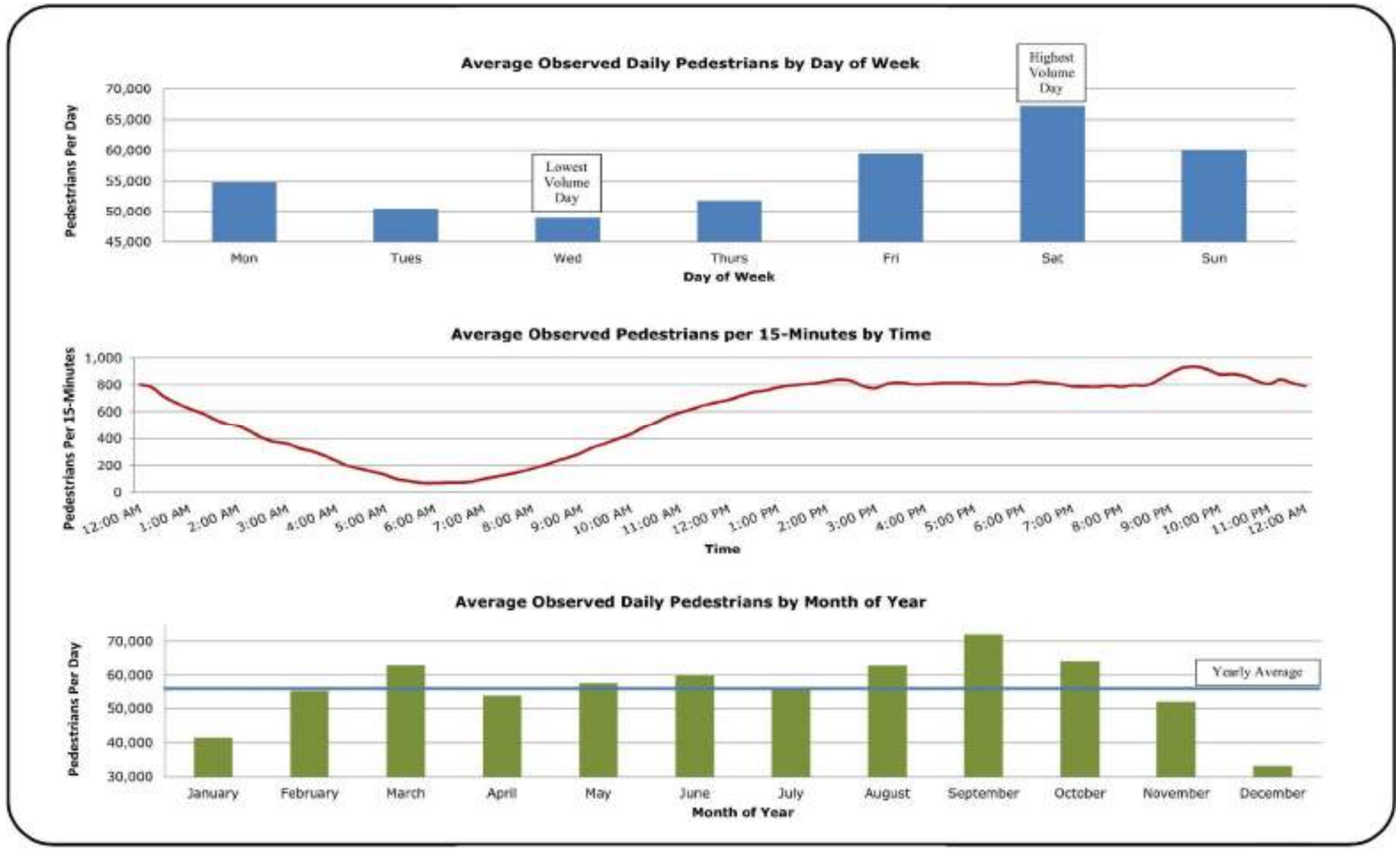
Figure 1.7 – Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue – Kimley-Horn – 2012

Pedestrian volume data was collected over Memorial Day Weekend (May 26, 2012) and on a typical summer Saturday (June 16, 2012) to capture and evaluate peak and typical pedestrian conditions. Pedestrian volumes and walking speeds were documented for comparison with calculated walkway capacity. NPOs were also located, quantified, and classified to identify possible impediments to pedestrian movement. As shown in Figure 1.9, 17 pedestrian walkway segments were found to exceed LOS C.

Conclusions and recommendations of the study included the following:

- The results of this study 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 crosswalk.
- Clark County entitlement requirements on new construction within the Resort Corridor should continue to require pedestrian walkways to be designed for a minimum effective walkway width (W_E) of ten feet (10’) or a pedestrian walkway LOS C or better. 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 of over 15 feet (W_T). A walkway with 15 feet of effective width (W_E) can serve up to 2,250 pedestrians in 15 minutes while maintaining an LOS C.
- The study observed a significant number of individuals creating undue obstruction in the current no obstruction 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 obstruction zones at intersections, midblock crosswalks and access drive entrances reduces congestion which allows for increased visibility and enhanced walkway safety.

- The pedestrian bridges have constrained widths and are an integral part of the pedestrian walkway system. Based upon the observed pedestrian volumes, and walkway LOS, it is appropriate to designate the pedestrian bridges as no-obstruction zones. Pedestrian bridges should be maintained free of any obstructions, including obstructions like trash enclosures. In addition, the areas on and around stair landings, elevator waiting areas, along with escalator approach and departure landing zones should also be maintained free of any obstructions.
- New development and reconstruction projects should incorporate the removal, replacement and/or installation of no obstruction zone signs and white painted sidewalk markings as appropriate, into the projects' civil improvement drawings.
- When a driveway has been abandoned or is no longer in active use, the designation of no obstruction zone should be removed from that area.
- The conducted walking speed studies were useful in understanding tourist leisure walking speeds and the walking dynamics of Las Vegas Boulevard. However, the walking speed LOS procedures of the 2010 HCM were not found to be as effective in determining walkway congestion levels as the pedestrian volume LOS evaluation procedures. It is recommended that future studies of the pedestrian LOS along Las Vegas Boulevard continue to use only the pedestrian volume LOS evaluation procedures of the HCM.
- LOS evaluations at bus stops suggest that where insufficient queue area is identified, bus stops should be reserved for bus patrons by restricting NPOs. The LOS evaluations 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 delineated no obstruction zone. In addition, from field observations, all Type 1 bus stops should also be considered for no obstruction zones to encourage transit use by maintaining queue areas of LOS C or better and aiding pedestrian flow in front of Type 1 bus stops.



Source: Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012) – Figure 1.5

Figure 1.8 – Pedestrian Volume Trends Observed in 2010 at the Imperial Palace Hotel/Casino (Now The LINQ)



Source: Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012) – Figure 3.73

Figure 1.9 – Walkway Segments that Exceeded LOS C in 2012

Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue – Kimley-Horn – 2015 Update

One of the key findings of the *Las Vegas Boulevard: Russell Road to Sahara Avenue (2012)* report was the identification of 17 segments of pedestrian walkway that were found to exceed LOS C (seen in Figure 1.9). After the completion of the 2012 study, the County in coordination with the resort properties undertook measures and completed significant projects to improve and enhance the walkway conditions within the Resort Corridor and within the 17 identified walkway segments exceeding LOS C. For the 2015 Update (pictured in Figure 1.10), pedestrian volume data was collected similarly to the 2012 study. Data was collected over Memorial Day Weekend (May 23, 2015) and on a typical summer weekend (June 20, 2015) to capture and evaluate 2015 peak and typical pedestrian conditions. As with the 2012 study, NPOs were located, quantified, and classified to identify possible impediments to pedestrian movement in comparison with previous observations. There were 13 walkway segments found to exceed LOS C in 2015 as shown in Figure 1.12 and Figure 1.13.

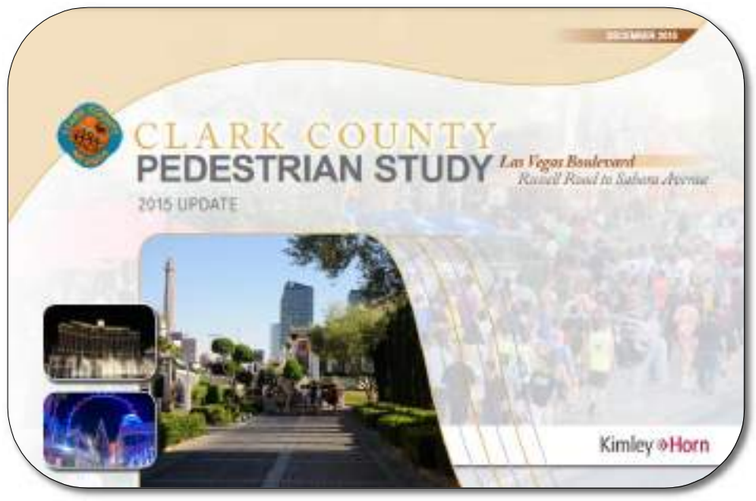


Figure 1.10 – Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue – Kimley-Horn – 2015 Update

Conclusions and recommendations of the study included the following:

- 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 crosswalk.
- 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 (three (3) feet of total 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 an LOS C.
- Clark County entitlement requirements on new construction projects within the Resort Corridor should incorporate the removal, replacement, and/or installation of no obstruction 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 obstruction 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 obstruction 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).
- Bus stops should be reserved for bus patrons by restricting NPOs. 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 obstruction zone. All Type 1 (Isolated) bus stops should also be considered for no obstruction zones to encourage transit use by maintaining queue areas of LOS C or better and aiding transit rider flow.
- 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 sight 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.

Clark County Pedestrian Study, Las Vegas Boulevard: Tropicana Avenue to Spring Mountain Road – Kimley-Horn – 2016 Update of Non-Permanent Obstructions

The purpose of the 2016 Update (pictured in Figure 1.11) was to specifically observe and document NPOs in 2016 with an increased law enforcement presence and provide a comparison to NPOs observed in the 2012 and 2015 Clark County Pedestrian Studies.

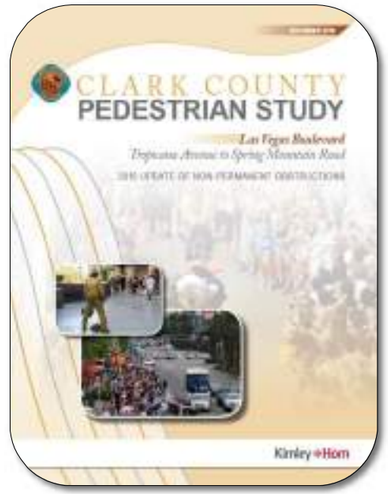


Figure 1.11 – Clark County Pedestrian Study, Las Vegas Boulevard: Tropicana Avenue to Spring Mountain Road – Kimley-Horn – 2016 Update of Non-Permanent Obstructions

Key findings of the 2016 Study included the following:

- The number of hand billers reduced from 2012 to 2016.
- Many hand billers were observed to be handing out literature for nightclubs, ride-sharing companies (such as Lyft, etc.) rather than the gentleman club cards seen in the past. This observation was more prevalent in the 1 PM - 4 PM and 5 PM - 8 PM data collection periods.
- The total number of vendors was consistent; however, the types of vendors changed. There was a reduction in ice chest water sales during the Summer 2016 counts. However, the number of vendors with ice chests appeared to have increased during the Fall 2016 counts. Most of these vendors offered both beer and water sales.
- Solicitors increased from 2012 to the Summer of 2016 but decreased in the Fall 2016 observations. Since 2012, there was an upward trend in the number of street performers. The number of performers during the Fall 2016 data collection was less than those from the Summer 2016 counts and consistent with the volumes observed in 2015.
- The total number of NPOs increased since 2012 partially due to the increase in street performers.
- The highest number of NPOs observed for a holiday Saturday was 248 between 9 PM and 12 AM, approximately 10.8% less than the 278 observed on the holiday weekend in 2015. The highest number of NPOs observed on the typical weekend was 264 in 2016, a 4.8% increase from the 252 observed on the typical Saturday in 2012.
- Most pedestrian bridges were clear of NPOs during the data collection. Several pedestrian bridges were observed with large numbers of solicitors and/or performers grouped together.
- The average stay of an NPO was found to be 118 minutes.
- The following walkway segments were found to have the maximum number of NPOs for the holiday weekend Saturday:
  - Tropicana Avenue North Pedestrian Bridge – 9 NPOs
  - Bellagio – 30 NPOs

2012



Legend (2012)

- LOS < C
- R# Segment Reference Number

2015



Legend (2015)

- New Segment, LOS<C in 2015
- LOS < C
- R# Segment Reference Number
- R# Segment No Longer Less than LOS C in 2015

Source: Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update) – Figure 4.2

Figure 1.12 – Walkway Segments that Exceeded LOS C in 2012 and 2015 (Tropicana Avenue to Flamingo Road)



Source: Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update) – Figure 4.3

Figure 1.13 – Walkway Segments that Exceeded LOS C in 2012 and 2015 (Flamingo Road to Spring Mountain Road)

2 Existing Conditions

This section of the report describes in detail the 2022 existing conditions of the Las Vegas Boulevard Resort Corridor from Russell Road to Sahara Avenue including: attractions, pedestrian easements, existing walkways widths, newsracks, bus stops, pedestrian containment, bollards (new to this 2022 study), crash data, and annual average daily traffic (AADT). Significant pedestrian walkway LOS and safety improvements have been made to the corridor as a result of the 2012 and 2015 Clark County Pedestrian Studies.

2.1 Attractions

There are two recurring outdoor attractions within the study corridor that regularly draw a significant crowd: the Bellagio Fountains (shown in Picture 2.1) and the Mirage Volcano show (illustrated in Picture 2.2). Both attractions are free to the public.



Picture 2.1 – Bellagio Fountains – Daily Attraction



Picture 2.2 – Mirage Volcano – Daily Attraction

The Bellagio Fountains are located along the west side of Las Vegas Boulevard in front of the Bellagio Hotel/Casino, just south of Flamingo Road. On Saturdays, Sundays, and holidays, the fountain display occurs every 30 minutes from 12:00 PM to 8:00 PM and every 15 minutes from 8:00 PM to 12:00 AM, lasting approximately five (5) minutes.

The Mirage Volcano is located along the west side of Las Vegas Boulevard in front of the Mirage, between Siegfried and Roy Drive North and Siegfried and Roy Drive South. The Mirage Volcano show occurs daily depending upon weather conditions at 8:00 PM, 9:00 PM, 10:00 PM, and 11:00 PM, lasting about five (5) minutes.

2.2 Pedestrian Easements

In coordination with Clark County Public Works staff, an exhibit of existing pedestrian easements was prepared. Exhibit B provides the Clark County references and numbers to easement documents pertaining to the walkways along Las Vegas Boulevard from Russell Road to Sahara Avenue.

In many walkway areas along Las Vegas Boulevard paving distinctions between private property and the public walkway are provided (such as different textures and/or colors, as shown in Picture 2.3.



Picture 2.3 – Public Walkway/Private Property Distinction by Pavement Colors

2.3 Existing Walkway Widths (W_T)

In order to determine pedestrian LOS along Las Vegas Boulevard, total walkway widths (W_T) and effective walkway widths (W_E) were established. Through field measurements, evaluation of aerial imagery, records research, and reference to previous pedestrian studies, the study corridor walkway widths were documented. Specifically, the total walkway widths (W_T and W_E) were determined at each of the pedestrian volume data count locations and at various locations throughout the study corridor that were representative of the conditions along defined walkway segments.

At these locations, the effective walkway widths (W_E) were calculated using HCM 7 methodology as described in Section 1.4.1. Shy distances were applied to permanent obstructions (i.e., fences, landscaping, trash enclosures, utility poles, bus shelters, fire hydrants, etc.) with the resulting width being the effective walkway widths (W_E). A shy distance of 0.5 feet on the walkway side of the pedestrian security bollards was used based on observed pedestrian activity. The walkway width of 1.5 feet between the outer edge of the bollard and the face of curb was considered not to be a part of the functional walkway width for LOS calculations.

Figure 2.1 illustrates the typical effective walkway widths (W_E) on Las Vegas Boulevard from Russell Road to Sahara Avenue.

As a result of the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012)* and the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*, the following was recommended:

> "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 (three (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."

Since 2012, 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 continue to 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 (three (3) feet total). Sidewalk width exceptions are recognized to accommodate existing conditions with engineering judgement based on average pedestrian volumes.

Picture 2.4 shows an example of an 18-foot clear sidewalk width providing 15 feet of effective walkway width.



Picture 2.4 – 18-Foot Clear Sidewalk, Caesars Colosseum



Figure 2.1 – Typical Effective Walkway Width Per Segment (W_E)

2.4 Physical Walkway Elements

Along Las Vegas Boulevard there are a number of physically constraining elements that impact the walkway width differently and a number of improvements have been implemented throughout the Resort Corridor to maximize the walkway width considering the physical elements that exist. The walkway widths along Las Vegas Boulevard are recommended to be free of permanent obstructions to eliminate reductions in the walkway widths as much as possible. Picture 2.5 shows some typical walkway elements commonly found along the Resort Corridor. Picture 2.6 illustrates how some permanent walkway elements create narrower walkways which result in pedestrian congestion.

This section considers physical walkway elements along the study corridor, including newsracks, bus stops, pedestrian containment, and bollards, that impact effective walkway width (W_E) and LOS calculations.



Picture 2.5 – Typical Walkway Elements on Resort Corridor



Picture 2.6 – Typical Walkway Elements on Resort Corridor

2.4.1 Newsracks

Newsracks affixed along the Las Vegas Boulevard study limits are owned and maintained by Clark County and were designed to provide a uniform color and appearance within the Resort Corridor, as shown in Picture 2.7. The peaked roof design discourages the top of the newsracks from being used as makeshift tables for collecting trash, stacking of handbilling materials, or other activities. Currently, there are 35 newsrack medallion locations (locations where newsracks are permitted) in place along the Resort Corridor study limits, as shown in Figure 2.2. Picture 2.8 shows a typical newsrack medallion installation. The previous efforts of Clark County to provide uniformity of design and specificity as to permitted location of the newsracks has generally resulted in the newsracks not significantly impacting the effective walkway widths along the Resort Corridor.



Picture 2.7 – Newsrack within the Resort Corridor



Picture 2.8 – Typical Newsrack Medallion in Curb



Figure 2.2 – Newsrack Medallion Locations as of 2022

2.4.2 Bus Stops

There are currently 28 bus stops within the study limits of the Resort Corridor along Las Vegas Boulevard from Russell Road to Sahara Avenue. The number and location of active bus stops on Las Vegas Boulevard frequently changes due to construction and the continuously changing streetscape of the Strip. As previously defined in the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012)*, bus stop installation types are represented per the text, figures, and pictures below. Figure 2.6 displays current bus stop locations labeled by the type of bus stop installation, five (5) Type 1 bus stops, 10 Type 2 bus stops, and 13 Type 3 bus stops were identified.

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. Type 1 bus stops minimize conflict between bus patron queues and passing pedestrians.



Figure 2.3 – Type 1 (Isolated) Bus Stop Diagram



Picture 2.9 – Type 1 (Isolated) Bus Stop – Park MGM

Type 2 – (Front of Walk) – These bus stops are typically located in front of the pedestrian walkway. Type 2 bus stops also minimize conflict between bus patron queues and passing pedestrians. However, large patron queues can spill back onto the adjacent through walkway.

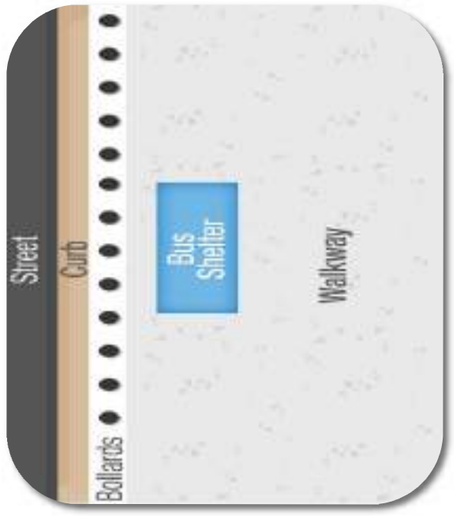


Figure 2.4 – Type 2 (Front of Walk) Bus Stop Diagram



Picture 2.10 – Type 2 (Front of Walk) Bus Stop – Resorts World

Type 3 – (Behind Walk) – These bus stops are typically located behind the pedestrian walkway. Type 3 bus stops route pedestrian traffic between the bus shelter or bus benches and the street. 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.

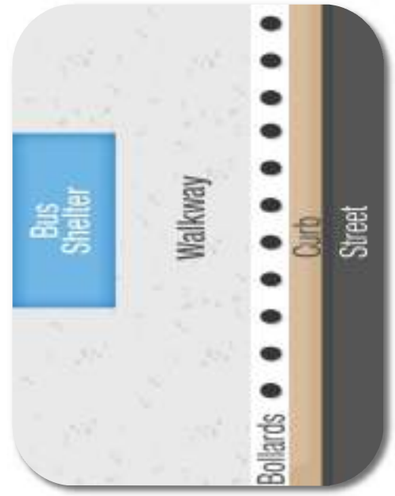


Figure 2.5 – Type 3 (Behind Walk) Bus Stop Diagram



Picture 2.11 – Type 3 (Behind Walk) Bus Stop – Tropicana



Figure 2.6 – Bus Stop Types and Locations as of 2022

2.4.3 Pedestrian Containment

Pedestrian containment is a physical barrier or a system of barriers that acts to restrict and direct pedestrian movements. They can also be used to separate pedestrians from adjacent hazards such as an adjacent roadway and its vehicle traffic. Pedestrian containment continues to evolve along Las Vegas Boulevard as new walkway and roadway projects are constructed. Pedestrian containment measures along the Resort Corridor have been developed over the years in many forms. Within the study corridor, pedestrian containment is located within the roadway median and on the curbside adjacent to the vehicle travel lanes of Las Vegas Boulevard. As shown in Picture 2.12 through Picture 2.18, types of pedestrian containment measures along Las Vegas Boulevard include:

- Decorative concrete or brick walls
- Decorative metal fencing
- Concrete barriers
- Rope and cable barriers
- Elevated walkways
- Landscape treatments
- Standard Clark County loop fencing

As shown in Figure 2.7 there is approximately 23,900 linear feet (LF) of pedestrian containment along Las Vegas Boulevard between Russell Road and Sahara Avenue (6,630 LF within the median and 17,270 LF along the curb). A total of 23,900 LF of containment fencing was documented within the Resort Corridor at the time of this study. This is an increase of approximately 2,600 LF from the total 21,300 LF of containment identified in the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*.



Picture 2.12 – Pedestrian Containment – Decorative Concrete Wall



Picture 2.13 – Pedestrian Containment – Decorative Metal Fencing



Picture 2.14 – Pedestrian Containment – Temporary Concrete Barrier



Picture 2.15 – Pedestrian Containment – Rope Barriers



Picture 2.16 – Pedestrian Containment – Elevated Walkway



Picture 2.17 – Pedestrian Containment – Landscape Treatment



Picture 2.18 – Pedestrian Containment –
Standard Clark County Loop Fencing

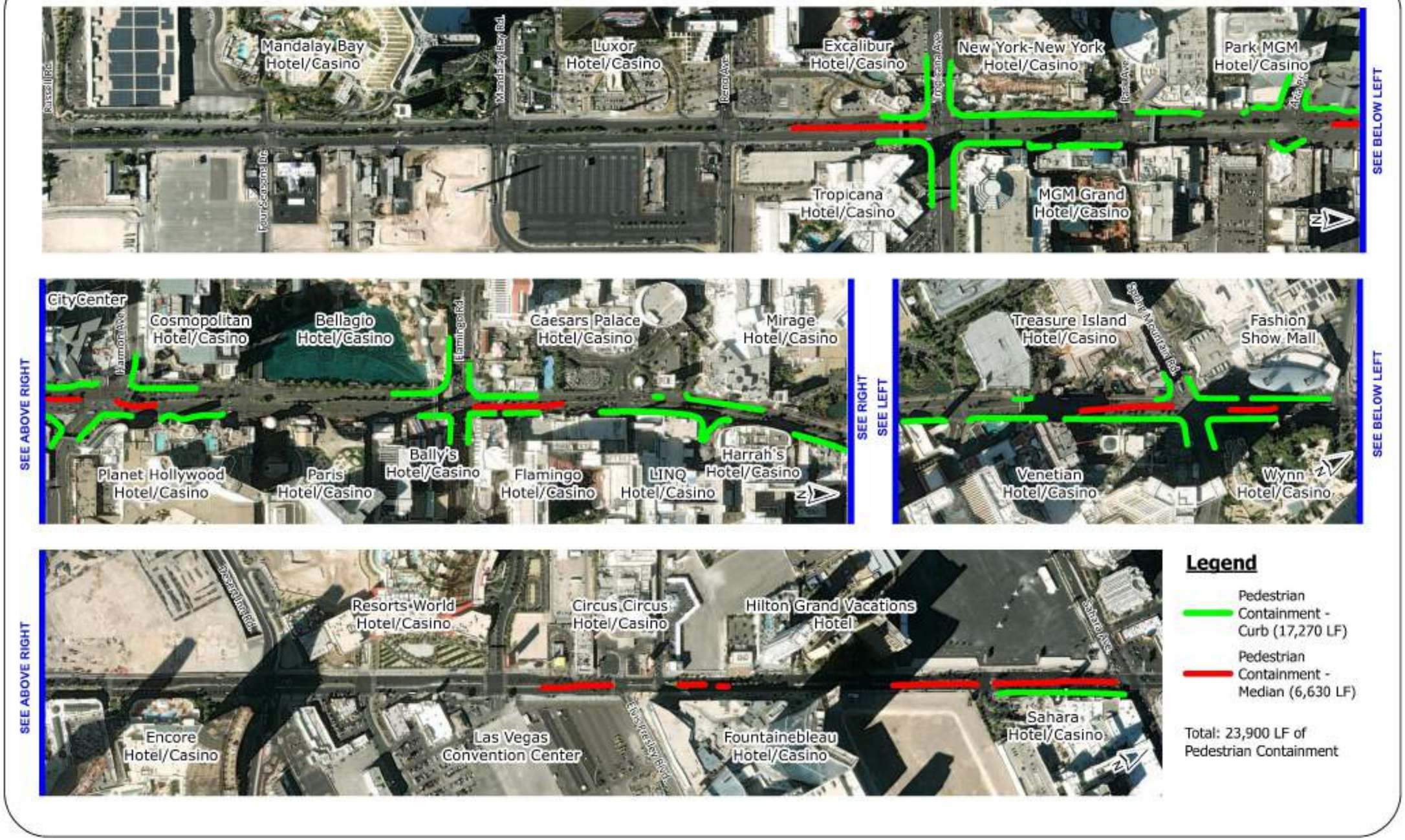


Figure 2.7 – Pedestrian Containment Installations as of 2022 – Russell Road to Sahara Avenue

2.4.4 Bollards

Pedestrian safety bollards have been installed along the Resort Corridor from the Las Vegas Welcome Sign south of Russell Road to Sahara Avenue. The installed M50-P1 bollards provide a buffer between the pedestrian walkways and adjacent motor vehicles to protect pedestrians from potential hostile-vehicle pedestrian crashes.

Pedestrian protection measures continue to evolve along Las Vegas Boulevard as new walkway and roadway projects are constructed. Picture 2.19 through Picture 2.22 show typical bollards as installed along Las Vegas Boulevard.

Picture 2.23 and Picture 2.24 show bollard vehicle crashes at the Bellagio Fountains and at the Paris Bus Stop, respectively. Picture 2.23 and Picture 2.24 illustrate that the bollards are an effective way to improve pedestrian safety as various vehicle crashes have occurred since their installation, which have reduced potential pedestrian fatalities or injuries.



Picture 2.19 – Typical M50-P1 Bollards



Picture 2.20 – Typical M50-P1 Bollards



Picture 2.21 – Typical M50-P1 Bollards with Pedestrian Containment (Example 1)



Picture 2.22 – M50-P1 Bollards with Pedestrian Containment (Example 2)



Picture 2.23 – Bollard Vehicle Crash – Bellagio Fountains



Picture 2.24 – Bollard Vehicle Crash – Paris Casino Bus Stop

As shown in Figure 2.8, approximately 32,875 LF of bollard security protection is present along Las Vegas Boulevard between Russell Road and Sahara Avenue in addition to other sidewalk protection measures.



Figure 2.8 – Bollard Installations as of 2022 – Russell Road to Sahara Avenue

2.5 Annual Average Daily Traffic (AADT) and Pedestrian Crashes

With significant vehicle and pedestrian traffic volumes along Las Vegas Boulevard, it is important to consider the vehicle AADT along Las Vegas Boulevard (the Strip) and the associated pedestrian crash data. As documented by Dr. Fruin, when LOS degrades past LOS C for pedestrians that is when pedestrians are more likely to move off the walkway, and potentially into the street. While there is significant pedestrian containment along the corridor, as previously documented, there are still a number of pedestrian crashes within the Resort Corridor. It is recommended that pedestrian containment 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. Figure 2.9 illustrates daily traffic patterns observed along Las Vegas Boulevard on the Holiday Saturday. Based on a review of historical AADT along Las Vegas Boulevard, traffic volumes within the Resort Corridor have been generally consistent over the past 10 years. Figure 2.10 displays the 2021 AADT for Las Vegas Boulevard and the connecting street network.

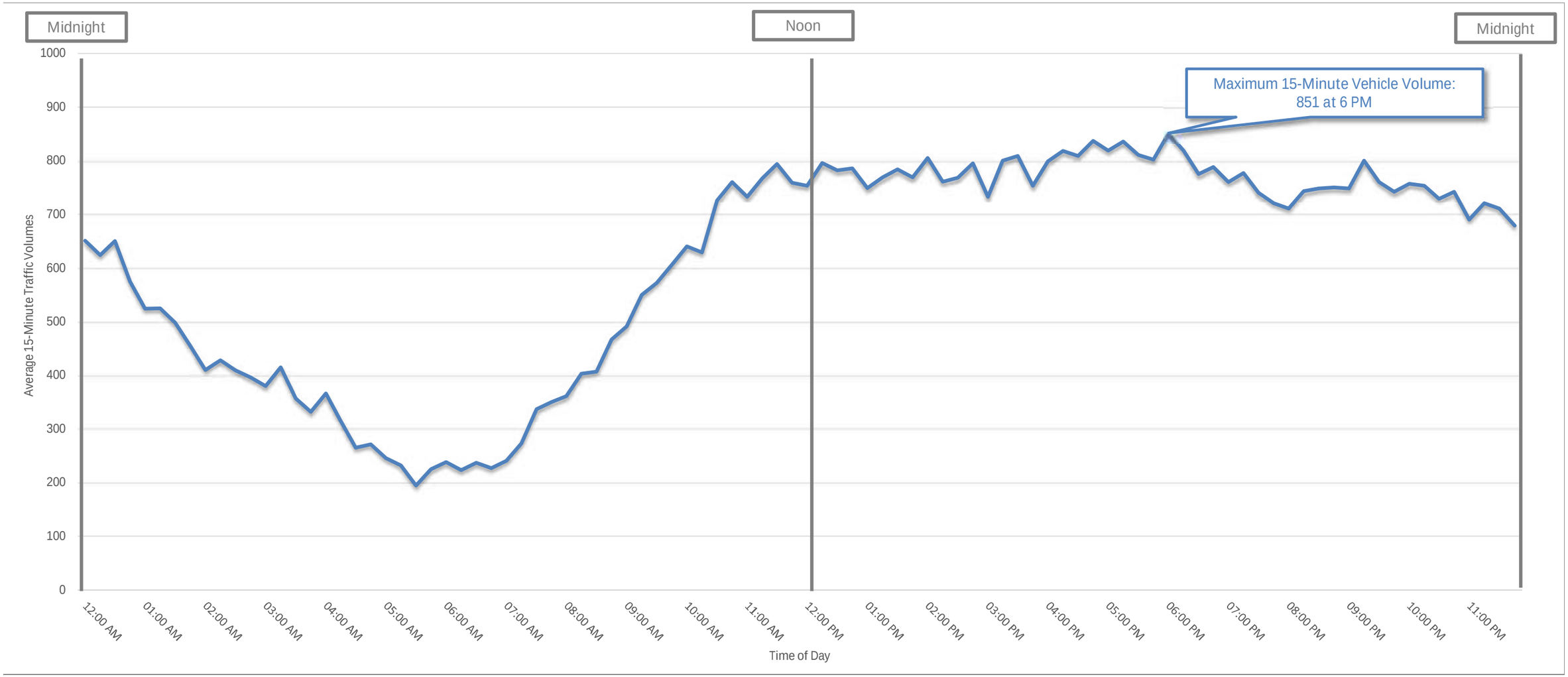


Figure 2.9 – Las Vegas Boulevard Traffic Volumes as Observed on Saturday, May 28, 2022 (Holiday Saturday)

A review of the most recent crash data from the Nevada Department of Transportation showed that from January 1, 2016, to January 1, 2021, 2,083 crashes between vehicles and pedestrians occurred within Clark County. Of those 2,083 crashes, 29 or 1.4% occurred on Las Vegas Boulevard in the 4.2-mile segment between Russell Road and Sahara Avenue. There was a total of 271 pedestrian/vehicle crashes in Clark County that resulted in fatalities for the five-year period. Of those 271 fatal crashes, only three (3), or 1.1% occurred within the study corridor. Figure 2.11 shows the locations and severity of pedestrian/vehicle crashes within the study corridor. Pedestrian/vehicle crashes occur throughout the full length of the Strip from Russell Road to Sahara Avenue.

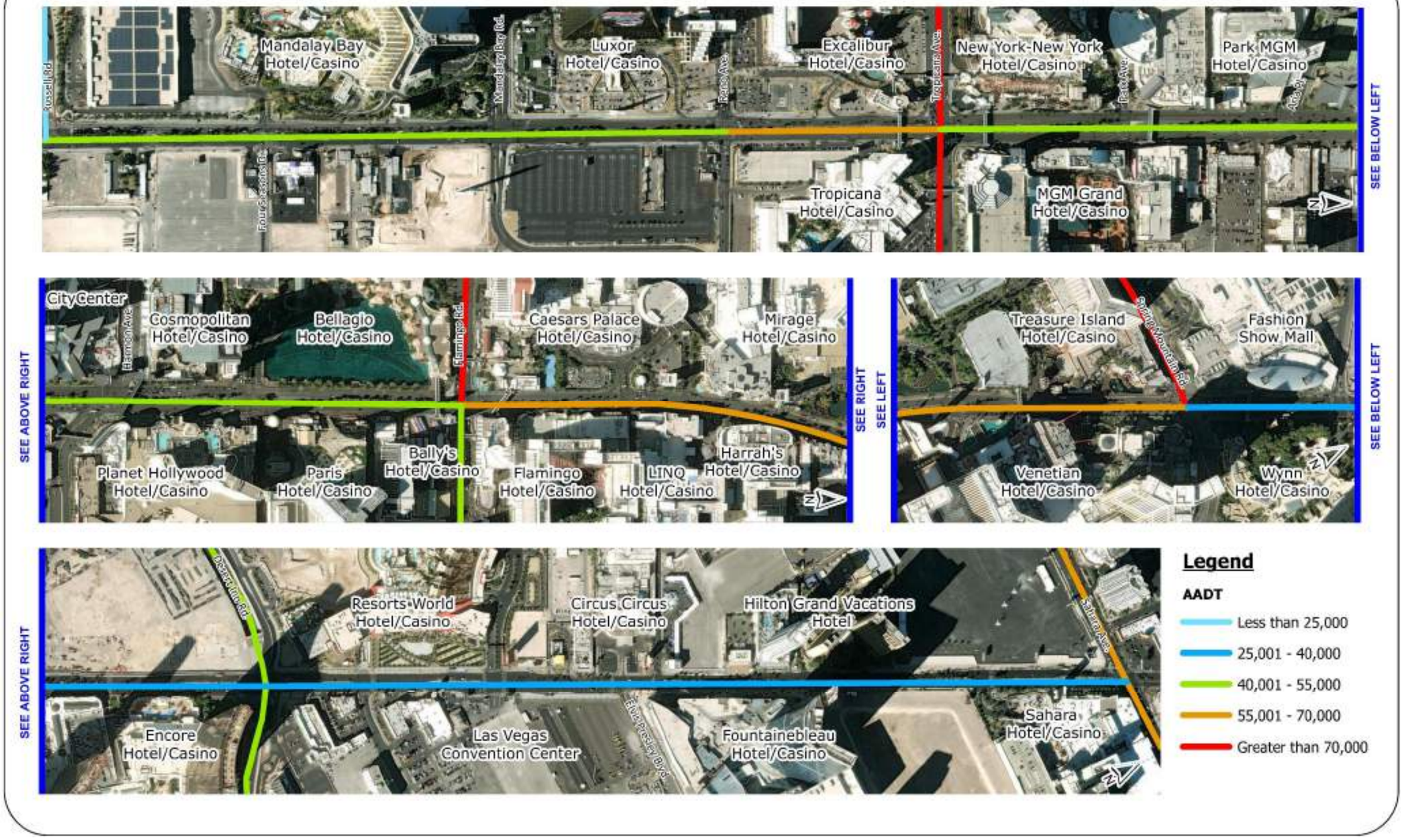


Figure 2.10 – 2021 Average Annual Daily Traffic (AADT)



Figure 2.11 – Pedestrian Crash Location and Severity (January 1, 2016, to January 1, 2021)

3 Data Collection

To capture the dynamic pedestrian activity along Las Vegas Boulevard from Russell Road to Sahara Avenue, a data collection program was established. The data collection program primarily focused on the collection of pedestrian volume data for the purpose of documenting the location of pedestrian congestion by time of day and day of week within the study corridor. The data collection effort was also intended to build and expand upon the findings and recommendations of the *Las Vegas Boulevard South Pedestrian Walkway Study (1994),* the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012),* and the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*.

Non-Permanent Obstructions (NPOs) were also observed in order to quantify their impact on pedestrian LOS and update the existing No Obstruction Zones based on the current conditions on Las Vegas Boulevard, congestion locations, mid-block crosswalks, intersections, and driveways. It is important to note that the term "non-permanent obstruction," (NPO) 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: hand billing, performing, soliciting, or selling.

In consultation with Clark County and for consistency with previous pedestrian studies, the pedestrian volume data collection times for this study were identified to be Saturday, May 28, 2022 (Memorial Day Weekend) and Saturday, June 25, 2022 (Typical Weekend).

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 28, 2022 (Memorial Day Weekend) and Picture 3.2 shows the activity level on Saturday, June 25, 2022 (Typical Weekend).



Picture 3.1 – Activity Level on May 28, 2022 (Memorial Day Weekend)



Picture 3.2 – Activity Level on June 25, 2022 (Typical Weekend)

3.1 Pedestrian Counts

The pedestrian count locations for this study were selected in coordination with Clark County to provide a comprehensive data set for analysis, consistent with previously conducted pedestrian studies. As listed in Table 3.1, 48 count locations were selected. These 48 locations included 16 pedestrian bridges and 32 walkway locations. A map of the pedestrian volume observation locations is provided in Figure 3.1.

Table 3.1 – Pedestrian Count Locations

Location ID	Count Location
1	Luxor
2	Tropicana
3	Excalibur
4	Tropicana Avenue South Pedestrian Bridge
5	Tropicana Avenue West Pedestrian Bridge
6	Tropicana Avenue East Pedestrian Bridge
7	Tropicana Avenue North Pedestrian Bridge
8	MGM Grand
9	New York - New York/Park MGM
10	Park Avenue Pedestrian Bridge
11	Metro Food Court
12	CityCenter – Crystals
13	Tex Mex
14	Harmon Avenue West Pedestrian Bridge
15	Harmon Avenue East Pedestrian Bridge
16	Harmon Avenue North Pedestrian Bridge

Table 3.1 – Pedestrian Count Locations (Continued)

Location ID	Count Location
17	Bellagio South
18	Paris
19	Bally's Hotel/Casino
20	Bally's Bazaar
21	Bellagio North
22	Flamingo Road South Pedestrian Bridge
23	Flamingo Road West Pedestrian Bridge
24	Flamingo Road East Pedestrian Bridge
25	Cromwell
26	Flamingo Road North Pedestrian Bridge
27	Caesars Palace
28	Flamingo-Margaritaville
29	The Colosseum
30	Forum Shops
31	Harrah's
32	Mirage
33	Venetian South
34	Treasure Island Bus Stop
35	Venetian North
36	Venetian Pedestrian Bridge
37	Treasure Island South
38	Treasure Island North
39	Spring Mountain Road West Pedestrian Bridge
40	Spring Mountain Road East Pedestrian Bridge
41	Wynn
42	Wynn Pedestrian Bridge
43	North of Fashion Show Drive
44	Resorts World
45	Convention Center
46	Circus Circus
47	Hilton Grand Vacations
48	Sahara

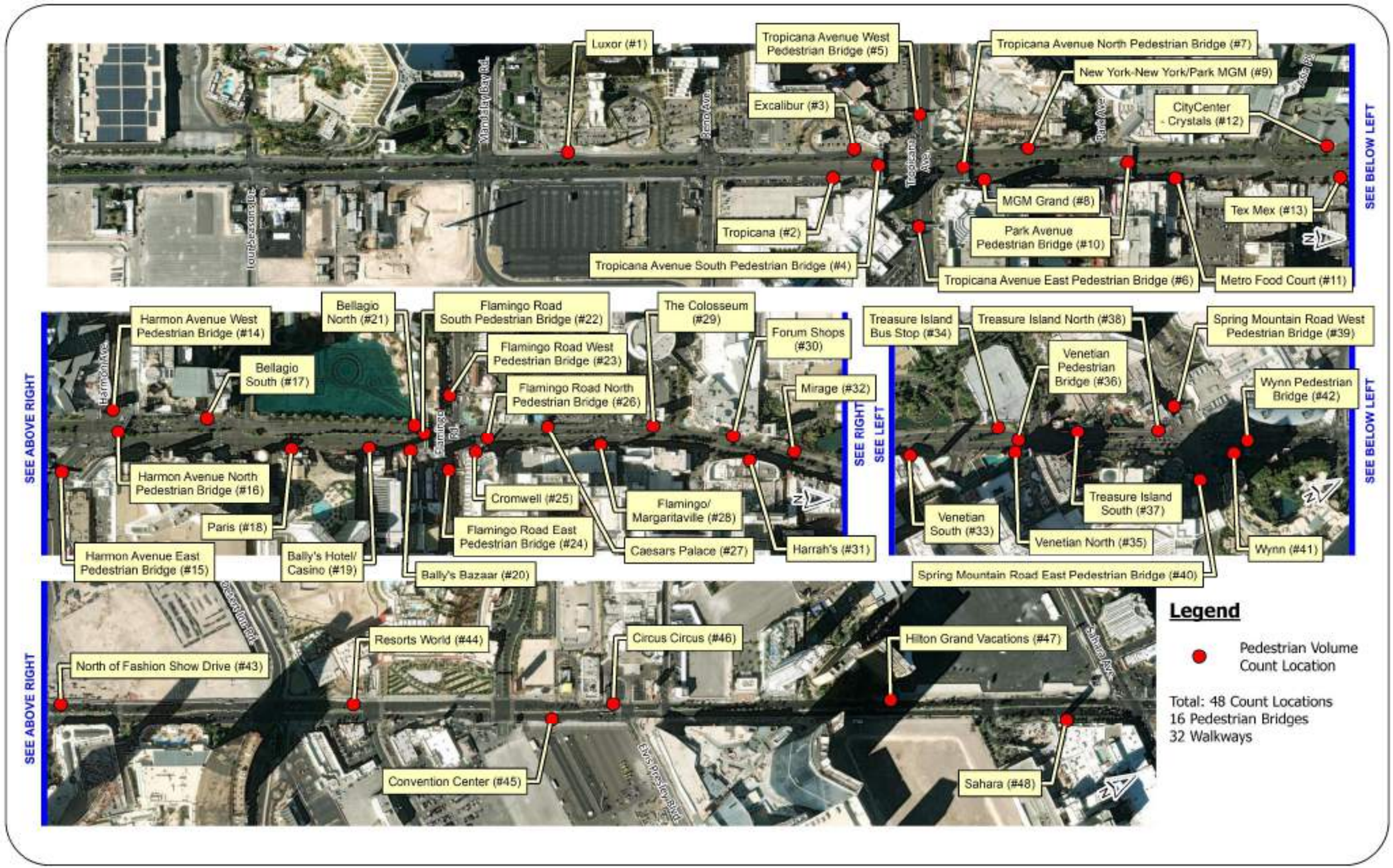


Figure 3.1 – Pedestrian Volume Count Locations

All locations were counted from 12:00 PM (Noon) to 12:00 AM (Midnight) on May 28, 2022 (the Memorial Day Holiday Weekend) and June 25, 2022 (Typical Weekend). Additionally, weeklong data was collected for New York-New York/Park MGM (#9) and Venetian South (#33) from 6:00 AM on Friday, May 27 through 6:00 AM on Friday, June 3, 2022, and from 6:00 AM on Friday, June 24 through 6:00 AM on Friday, July 1, 2022, to provide a representative understanding of hourly and weekly trends and variations. The cameras that were used to collect pedestrian volume data are shown in Picture 3.3 through Picture 3.5.



Picture 3.3 – Data Collection Camera on Pedestrian Bridge



Picture 3.4 – Streetside Data Collection Camera



Picture 3.5 – Data Collection Camera by Pedestrian Bridge Light

3.2 Non-Permanent Obstructions (NPOs)

During the May 28, 2022 (Memorial Day Weekend) and June 25, 2022 (Typical Weekend) data collection periods, NPOs were observed by eight (8) individual Kimley-Horn data collection agents. NPOs are defined for this study as individuals who could obstruct the pedestrian walkway while hand billing, performing, soliciting, or selling. Under County Ordinance 16.11 (Exhibit A), an "obstructive use" is generally defined as "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).

The data collection agents were tasked with documenting the quantity, classification, and location of NPOs in the pedestrian walkways and on pedestrian bridges during three (3) study periods from 1:00 PM to 4:00 PM, 5:00 PM to 8:00 PM, and 9:00 PM to 12:00 AM. Crowds associated with the obstructions were also documented. NPOs were classified into the following four (4) categories for uniformity in data collection and consistency with the previous Clark County Pedestrian Studies:

- Hand billers – any person within the pedestrian walkway attempting to give away literature of any kind. No financial transaction occurs, and the hand biller 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.

Individuals who were stopped and standing, sitting, or laying in the walkway were not recorded as NPOs unless they were involved in hand billing, performing, soliciting, or selling. For purposes of this 2022 study, per the direction of Clark County, specific data was collected identifying and locating individuals who were loitering, sleeping, or performing, selling, or soliciting beneath the pedestrian bridges at the elevator waiting areas.

In addition to the eight (8) data collection agents, a senior engineer assigned to the field documentation conducted general observations of the pedestrian activities within the study corridor between Russell Road and Sahara Avenue during the study periods. For consistency with previous studies, the agents participated in a training session to review data collection requirements and field classifications of individuals (see Picture 3.6).



Picture 3.6 – Data Collection Training

The NPO field data as completed by each agent for the study was compiled and summarized in Section 5.4. NPOs were summarized by observation period, side of street, and by location within the corridor in accordance with the following categories:

- Within 50 feet of an intersection, driveway, or crosswalk
- On a pedestrian bridge
- Within 15 feet of a pedestrian bridge landing
- Within 15 feet of a bus stop
- Within 15 feet of elevator/under bridge (*new to the 2022 study*)
- Other

4 Las Vegas Background Conditions During Data Collection

The general background conditions of Las Vegas and the study area were reviewed to understand tourism/pedestrian activity levels and construction activities during the data collection weekends in May and June of 2022. The following sections describe Las Vegas tourism indicators, events, weather, construction, and escalator conditions leading up to and during the data collection weekends of May 28, 2022 (Memorial Day Weekend) and June 25, 2022 (Typical Weekend).

4.1 Tourism

The LVCVA tourism indicator data includes total passengers at Harry Reid International Airport (formerly McCarran International Airport), visitor volumes, Interstate 15 (I-15) traffic volumes, and hotel occupancy rates. The available tourism data for May and June is summarized in Table 4.1 and Table 4.2 for 2018, 2019, 2021, and 2022. Tourism data for 2020 was not included for comparison, as this was the year in which the COVID-19 pandemic most severely impacted Las Vegas tourism.

Table 4.1 – May Tourism Data Comparison

Tourism Measures	May 2022	May 2021	May 2019	May 2018
Total Passengers at Harry Reid International Airport	4,577,609	3,521,630	4,584,506	4,354,367
Visitor Volumes	3,446,900	2,878,200	3,691,100	3,630,400
I-15 Traffic Volumes	47,515	50,754	46,993	47,268
Citywide Weekend Hotel Occupancy	91.9%	87.8%	96.4%	96.0%
Las Vegas Strip Hotel Occupancy	85.5%	71.8%	92.2%	90.5%

Harry Reid International Airport experienced a total of 4,577,609 passengers in May 2022, compared to 3,521,630 passengers in May 2021, 4,584,506 passengers in May 2019, and 4,354,367 passengers in May 2018. Essentially, in May 2022, the airport saw approximately 30.0% more passengers compared with May 2021 and 5.1% more passengers compared with May 2018, while only experiencing 0.2% fewer passengers than the greatest total in May 2019.

In May 2022, Las Vegas experienced a total visitor volume of 3,446,900, compared to 2,878,200 visitors in May 2021, 3,691,100 visitors in May 2019, and 3,630,400 visitors in May 2018. Total visitor volume in May 2022 is up roughly 19.8% from 2021 and down roughly 6.6% and 5.1% compared with May 2019 and May 2018, respectively.

I-15 provides interstate connectivity between Las Vegas, Nevada and Los Angeles, California. Average daily automobile traffic on I-15 at the Nevada/California border in May 2022 was reported at 47,515 vehicles, compared to historical traffic volumes of 50,754, 46,993, and 47,268 vehicles in May 2021, May 2019, and May 2018, respectively.

In May 2022, Las Vegas obtained a citywide weekend hotel occupancy rate of 91.9%, compared to 87.8% in May 2021, 96.4% in May 2019, and 96.0% in May 2018. In May 2022, the Las Vegas Strip experienced a hotel occupancy rate of 85.5%, compared to 71.8% in May 2021, 92.2% in May 2019, and 90.5% in May 2018, respectively.

Table 4.2 – June Tourism Data Comparison

Tourism Measures	June 2022	June 2021	June 2019	June 2018
Total Passengers at Harry Reid International Airport	4,683,156	3,810,023	4,444,263	4,306,512
Visitor Volumes	3,324,800	2,971,000	3,607,400	3,565,400
I-15 Traffic Volumes	48,469	53,833	48,915	49,031
Citywide Weekend Hotel Occupancy	90.0%	89.4%	96.4%	95.8%
Las Vegas Strip Hotel Occupancy	86.1%	77.3%	93.4%	91.6%

As shown in Table 4.2, the visitor statistics in June followed similar patterns to the May data.

Based on the LVCVA tourism indicator data from total airport passengers and I-15 traffic volumes summarized in Table 4.1 and Table 4.2, Las Vegas generally recovered from the impact of the COVID-19 pandemic. However, at the time of the data collection, the citywide hotel occupancy rates, Las Vegas Strip hotel occupancy rates, and visitor volumes had not fully recovered.

As further discussed in Section 5.2, reduced hotel occupancy rates appeared to be reflected in the generally lower pedestrian volumes in 2022 compared with those observed in the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012)* and the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*.

4.2 Events

During and surrounding the data collection weekends of May 28, 2022 (Memorial Day Weekend) and June 25, 2022 (Typical Weekend), numerous events were attracting tourists to Las Vegas in addition to the wide variety of regularly scheduled shows, concerts, conferences, and events citywide, as summarized in the following subsections.

The identified events listed in Section 4.2.1 and Section 4.2.2 represent typical Las Vegas Resort Corridor activities and did not include any notable event management impacts to the pedestrian walkways during the data collection periods.

4.2.1 May 2022

- AEW Wrestling, Michelob ULTRA Arena at Mandalay Bay, May 25 and May 27
- The Doobie Brothers, Zappos Theater at Planet Hollywood, May 27 and May 28
- The Eagles, MGM Grand Garden Arena, May 28
- AEW Wrestling, T-Mobile Arena, May 29
- New Kids on the Block, Michelob ULTRA Arena at Mandalay Bay, May 29
- Jack White, The Chelsea at The Cosmopolitan, May 29

4.2.2 June 2022

- AJR, The Chelsea at The Cosmopolitan, June 24
- Los Dos Carnales, The Theater at Virgin Hotels, June 24
- Marca MP, MGM Grand Garden Area, June 24
- World Series of Poker, June 24 through June 26
- Primus, The Theater at Virgin Hotels, June 25
- Nick Cannon, MGM Garden Area, June 25
- Fantasy Sports-Con, Las Vegas Convention Center (LVCC), June 25
- International Esthetics Cosmetics & Spa Conference, LVCC, June 25 through June 27
- Aerosmith, Dolby Live at the Park MGM, June 26

4.3 Weather

On Saturday, May 28, 2022, the highest recorded temperature for the day was 93 degrees Fahrenheit and the lowest recorded temperature was 77 degrees Fahrenheit, as indicated at the Harry Reid International Airport Weather Station. The historical average high temperature for this day is 93.2 degrees Fahrenheit and the historical average low temperature is 70 degrees Fahrenheit. The weather was generally reported to be partly or mostly cloudy, with wind speeds ranging from 5 to 21 miles per hour.

The highest recorded temperature on June 25, 2022, was 104 degrees Fahrenheit for the day and the lowest recorded temperature was 79 degrees Fahrenheit. The historical average high temperature for this day is 102.1 degrees Fahrenheit and the historical average low temperature is 78.7 degrees Fahrenheit. The weather was generally reported to be fair, with wind speeds ranging from 0 to 10 miles per hour.

The weather conditions for the two observation days were typical and were not found to impact tourist/pedestrian activities or the data collection efforts along the Las Vegas Boulevard study corridor walkways.

4.4 Study Area Construction

At the time of the data collection efforts on May 28, 2022 (Memorial Day Weekend) and June 25, 2022 (Typical Weekend), the following properties/locations had construction activity along Las Vegas Boulevard:

- East side of Las Vegas Boulevard north of Russell Road
- Fontainebleau Hotel/Casino
- Sahara Hotel/Casino
- West side of Las Vegas Boulevard from Wynn Boulevard/Genting Boulevard to Fashion Show Drive

Picture 4.1 through Picture 4.4 show examples of construction activity as observed during the 2022 study.

The construction activity was observed to cause some additional delay for vehicle traffic, but pedestrian activity/routing was not observed to be impacted during the study periods.



Picture 4.1 – Construction on East Side of Las Vegas Boulevard north of Russell Road



Picture 4.2 – Fontainebleau Hotel/Casino Construction



Picture 4.3 – Sahara Hotel/Casino Construction



Picture 4.4 – Construction on West Side of Las Vegas Boulevard from Wynn Boulevard/Genting Boulevard to Fashion Show Drive

4.5 Escalators

The pedestrian bridges and associated escalators and elevators are an integral part of the Resort Corridor pedestrian network. Similarly to past pedestrian studies, during the data collection periods, non-operational escalators and elevators were recorded (illustrated in Picture 4.5 through Picture 4.8).

There were a number of escalators that were not operational which required patrons to use the stairs and limited capacity of pedestrian movement and access to/from the pedestrian bridges.



Picture 4.5 – Out of Service Escalator Tropicana Avenue North Pedestrian Bridge, East Side



Picture 4.6 – Out of Service Escalator Spring Mountain Road West Pedestrian Bridge, North Side



Picture 4.7 – Out of Service Escalator Tropicana Avenue North Pedestrian Bridge, West Side



Picture 4.8 – Out of Service Escalator Harmon Avenue East Pedestrian Bridge, South Side

The total number of escalators that were observed out of service can be seen in Table 4.3.

Table 4.3 – Out of Order Escalators

	Observed Out of Order (Up)		Observed Out of Order (Down)	
Time Period	5/28/22	6/25/22	5/28/22	6/25/22
1 PM - 4 PM	10	2	6	2
5 PM - 8 PM	6	1	1	1
9 PM - 12 AM	4	0	0	0
	County Out of Order (Up)		County Out of Order (Down)	
Time Period	5/23/15	6/20/15	5/23/15	6/20/15
1 PM - 4 PM	3	1	4	1
5 PM - 8 PM	2	1	1	1
9 PM - 12 AM	1	0	0	0

Figure 4.1 and Figure 4.2 illustrate locations of observed out of order escalators on May 28, 2022, and June 25, 2022, respectively.

Based on observations and visitor comments, it is important that escalators are operating in the upwards direction whenever possible when maintenance is being performed. As discussed in the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012)* and the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*, 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 and unsafely crossing the street to avoid climbing stairs as well as prevents a queue from forming at the bottom of the stairs. Clark County currently does not have the option to reverse escalator travel directions without causing damage to the escalator equipment.

It is also recommended that escalator maintenance be planned and conducted outside the hours of 12 PM to 12 AM and not on weekends, to have the least impact on the pedestrian experience along the Resort Corridor.



Figure 4.1 – Observed Out of Service Escalators (May 28, 2022)

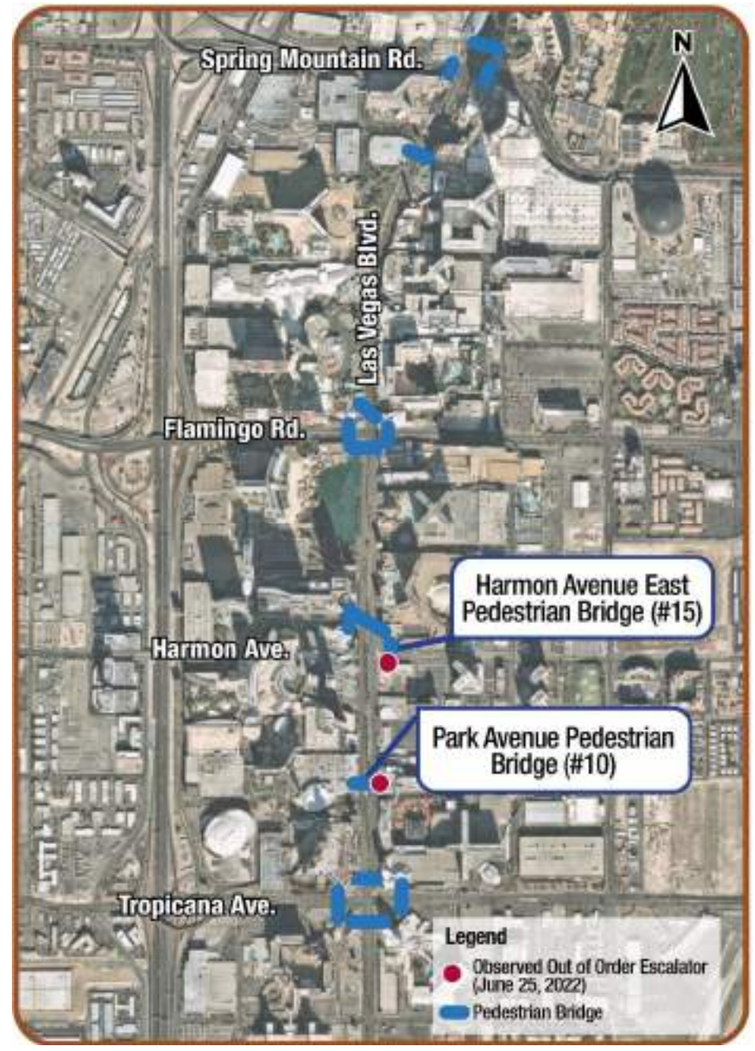


Figure 4.2 – Observed Out of Service Escalators (June 25, 2022)

5 Data Evaluation

Quantitative and qualitative measures are important when addressing the pedestrian mobility, safety, and general experience. 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 and resulting LOS values along Las Vegas Boulevard study corridor from Russell Road to Sahara Avenue. The results of the Non-Permanent Obstruction (NPO) data collection are also presented.

5.1 Data Analysis Methodology

This section details the methodology used to analyze the collected pedestrian volume data to determine pedestrian LOS throughout the Las Vegas Boulevard study corridor.

5.1.1 Pedestrian Volume Analysis – Level of Service (LOS) Calculations

HCM 7 methodology was used for calculating the pedestrian flowrate LOS in order to determine pedestrian LOS along the Strip. The analysis requires calculation of the following, as discussed in Section 1.4.1:

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

The total walkway widths (W_T) and the factors that influence the determination of the effective walkway widths (W_E) were established through field measurements, evaluation of aerial imagery, records research, and reference to previous pedestrian studies (discussed in Section 2.3).

5.2 Pedestrian Volumes

Table 5.1 summarizes the peak pedestrian data collected within the study corridor on Saturday, May 28, 2022 (Memorial Day Weekend) and Saturday, June 25, 2022 (Typical Weekend). Maximum 15-minute volumes are provided for each count location along with the time that the maximum 15-minute volume occurred. Figure 5.2 and Figure 5.3 provide a visual intensity summary of the maximum 15-minute pedestrian volumes counted for the Holiday Saturday and the Typical Saturday, respectively. The pedestrian volume data as collected for this study is included as Exhibit C. Picture 5.1 illustrates the general activity level of pedestrians along the Resort Corridor on any given Saturday.

The maximum number of pedestrians observed in a 15-minute period on Saturday, May 28, 2022, was 1,707 on the Flamingo Road West Pedestrian Bridge, while the maximum Saturday, June 25, 2022, was 1,852 on the Tropicana Avenue North Pedestrian Bridge. Of the 48 count locations, three (3) were observed with more than 1,500 pedestrians in 15 minutes on Saturday, May 28, 2022, compared to two (2) locations observed with more than 1,500 pedestrians in 15 minutes on Saturday, June 25, 2022. No locations were observed with more than 2,250 pedestrians in 15 minutes during the May 28, 2022, and July 25, 2022 data collection periods. A maximum volume of 2,250 pedestrians in 15 minutes can be accommodated with LOS C on an effective width walkway of 15 feet (the recommended width for new construction).

Table 5.2 provides a comparison of maximum 15-minute volumes in 2012, 2015, and 2022 for each count location (not all locations counted in 2022 were previously documented in 2012 or 2015). In general, volumes at the count locations have shown a decrease in 2022. This may be attributed to the redistribution of pedestrian flow on the Strip due to the construction/reconstruction of various properties. Additionally, pedestrian volumes may have still been recovering from the COVID-19 pandemic, as seen in the tourism indicator data discussed in Section 4.1. The data indicates that tourism in Las Vegas has generally recovered from the impact of the COVID-19 pandemic and has nearly returned to pre-pandemic levels.

Furthermore, weeklong data was collected for the New York-New York/Park MGM (#9) and Venetian South (#33) count locations from 6:00 AM on Friday, May 27 through 6:00 AM on Friday, June 3, 2022, and from 6:00 AM on Friday, June 24 through 6:00 AM on Friday, July 1, 2022, to provide a representative understanding of hourly and weekly trends and variations, consistent with the data collection of past studies on Las Vegas Boulevard. The weeklong count locations are illustrated in Figure 5.1.

The weeklong data is presented in Figure 5.4 and used to inform the time-of-day restriction analysis further discussed in Section 5.5. Saturday, Monday, and Wednesday were found to have the highest pedestrian volumes during the holiday week, while Friday, Saturday, and Sunday were observed to have the highest pedestrian volumes during the typical week. Pedestrian volumes were generally highest between 12:00 PM and 12:00 AM daily. The observed day of week distribution for the typical week was generally consistent with the Imperial Palace pedestrian volume trends provided in Figure 1.8 which was collected as a comprehensive effort to observe pedestrians along Las Vegas Boulevard in 2010, with Friday, Saturday, and Sunday being the days of the week with the highest observed volumes for typical weeks, while the holiday week saw Saturday with the highest volumes followed, by Monday, then Wednesday (with lower volumes on Friday and Sunday).



Picture 5.1 – General Saturday Activity Level in Resort Corridor



Figure 5.1 – Weeklong Count Locations

Table 5.1 – Peak Pedestrian Volume Summary

Count Location ID	Location	Maximum 15-Minute Volume (Holiday Weekend)	Time of Max Volume (Holiday Weekend)	Maximum 15-Minute Volume (Typical Weekend)	Time of Max Volume (Typical Weekend)
1	Luxor	139	7:15 PM - 7:30 PM	54	8:45 PM - 9:00 PM
2	Tropicana	38	6:45 PM - 7:00 PM	64	8:30 PM - 8:45 PM
3	Excalibur	162	7:15 PM - 7:30 PM	107	9:00 PM - 9:15 PM
4	Tropicana Avenue South Pedestrian Bridge	223	6:00 PM - 6:15 PM	278	7:30 PM - 7:45 PM
5	Tropicana Avenue West Pedestrian Bridge	1,211	9:00 PM - 9:15 PM	1,011	9:00 PM - 9:15 PM
6	Tropicana Avenue East Pedestrian Bridge	296	8:30 PM - 8:45 PM	541	11:15 PM - 11:30 PM
7	Tropicana Avenue North Pedestrian Bridge	1,015	8:30 PM - 8:45 PM	1,852	11:15 PM - 11:30 PM
8	MGM Grand	738	8:45 PM - 9:00 PM	920	8:45 PM - 9:00 PM
9	New York - New York/Park MGM	627	8:45 PM - 9:00 PM	281	11:15 PM - 11:30 PM
10	Park Avenue Pedestrian Bridge	721	8:45 PM - 9:00 PM	548	8:30 PM - 8:45 PM
11	Metro Food Court	1,303	9:00 PM - 9:15 PM	992	11:30 PM - 11:45 PM
12	CityCenter - Crystals	435	9:30 PM - 9:45 PM	429	10:30 PM - 10:45 PM
13	Tex Mex	1,135	9:00 PM - 9:15 PM	916	10:30 PM - 10:45 PM
14	Harmon Avenue West Pedestrian Bridge	911	10:00 PM - 10:15 PM	988	9:15 PM - 9:30 PM
15	Harmon Avenue East Pedestrian Bridge	865	9:00 PM - 9:15 PM	931	9:00 PM - 9:15 PM
16	Harmon Avenue North Pedestrian Bridge	951	10:00 PM - 10:15 PM	1,033	8:45 PM - 9:00 PM
17	Bellagio South	1,346	9:30 PM - 9:45 PM	1,193	10:15 PM - 10:30 PM
18	Paris	1,105	7:00 PM - 7:15 PM	1,104	8:45 PM - 9:00 PM
19	Bally's Hotel/Casino	1,273	11:15 PM - 11:30 PM	929	8:30 PM - 8:45 PM
20	Bally's Bazaar	1,296	10:45 PM - 11:00 PM	1,056	10:30 PM - 10:45 PM
21	Bellagio North	1,240	9:45 PM - 10:00 PM	1,530	11:00 PM - 11:15 PM
22	Flamingo Road South Pedestrian Bridge	653	6:30 PM – 6:45 PM	753	8:45 PM - 9:00 PM
23	Flamingo Road West Pedestrian Bridge	1,707	11:30 PM - 11:45 PM	1,417	9:30 PM - 9:45 PM
24	Flamingo Road East Pedestrian Bridge	864	10:45 PM – 11:00 PM	1,383	10:15 PM - 10:30 PM
25	Cromwell	1,634	9:15 PM - 9:30 PM	1,185	11:45 PM - 12:00 AM
26	Flamingo Road North Pedestrian Bridge	476	11:30 PM - 11:45 PM	630	8:45 PM - 9:00 PM
27	Caesars Palace	759	9:30 PM - 9:45 PM	768	11:15 PM - 11:30 PM
28	Flamingo - Margaritaville	807	7:00 PM - 7:15 PM	786	6:45 PM - 7:00 PM
29	The Colosseum	1,270	9:15 PM - 9:30 PM	750	9:15 PM - 9:30 PM
30	Forum Shops	976	9:00 PM - 9:15 PM	1,469	9:00 PM - 9:15 PM
31	Harrah's	1,079	9:45 PM - 10:00 PM	909	10:30 PM - 10:45 PM

RED text indicates maximum volume observed. **BOLD text indicates volume over 1,500 and associated location and time of day.*

Table 5.1 – Peak Pedestrian Volume Summary (Continued)

Count Location ID	Location	Maximum 15-Minute Volume (Holiday Weekend)	Time of Max Volume (Holiday Weekend)	Maximum 15-Minute Volume (Typical Weekend)	Time of Max Volume (Typical Weekend)
32	Mirage	813	11:00 PM - 11:15 PM	790	7:45 PM - 8:00 PM
33	Venetian South	1,584	11:00 PM - 11:15 PM	900	9:45 PM - 10:00 PM
34	Treasure Island Bus Stop	651	9:30 PM - 9:45 PM	713	11:00 PM - 11:15 PM
35	Venetian North	617	10:30 PM - 10:45 PM	584	11:00 PM - 11:15 PM
36	Venetian Pedestrian Bridge	499	11:15 PM - 11:30 PM	430	8:45 PM - 9:00 PM
37	Treasure Island South	776	11:45 PM - 12:00 AM	680	11:15 PM - 11:30 PM
38	Treasure Island North	401	11:00 PM - 11:15 PM	339	11:15 PM - 11:30 PM
39	Spring Mountain Road West Pedestrian Bridge	570	11:00 PM - 11:15 PM	450	8:30 PM - 8:45 PM
40	Spring Mountain Road East Pedestrian Bridge	646	6:30 PM - 6:45 PM	615	10:00 PM - 10:15 PM
41	Wynn	159	6:45 PM - 7:00 PM	121	9:45 PM - 10:00 PM
42	Wynn Pedestrian Bridge	361	2:30 PM - 2:45 PM	329	4:00 PM - 4:15 PM
43	North of Fashion Show Drive	373	11:15 PM - 11:30 PM	284	10:30 PM - 10:45 PM
44	Resorts World	241	10:15 PM - 10:30 PM	250	10:30 PM - 10:45 PM
45	Convention Center	41	11:15 PM - 11:30 PM	46	6:30 PM - 7:00 PM
46	Circus Circus	119	9:00 PM - 9:15 PM	88	10:00 PM - 10:15 PM
47	Hilton Grand Vacations	118	8:15 PM - 8:30 PM	87	11:45 PM - 12:00 AM
48	Sahara	78	6:00 PM - 6:15 PM	77	9:30 PM - 9:45 PM

RED text indicates maximum volume observed. **BOLD text indicates volume over 1,500 and associated location and time of day.*

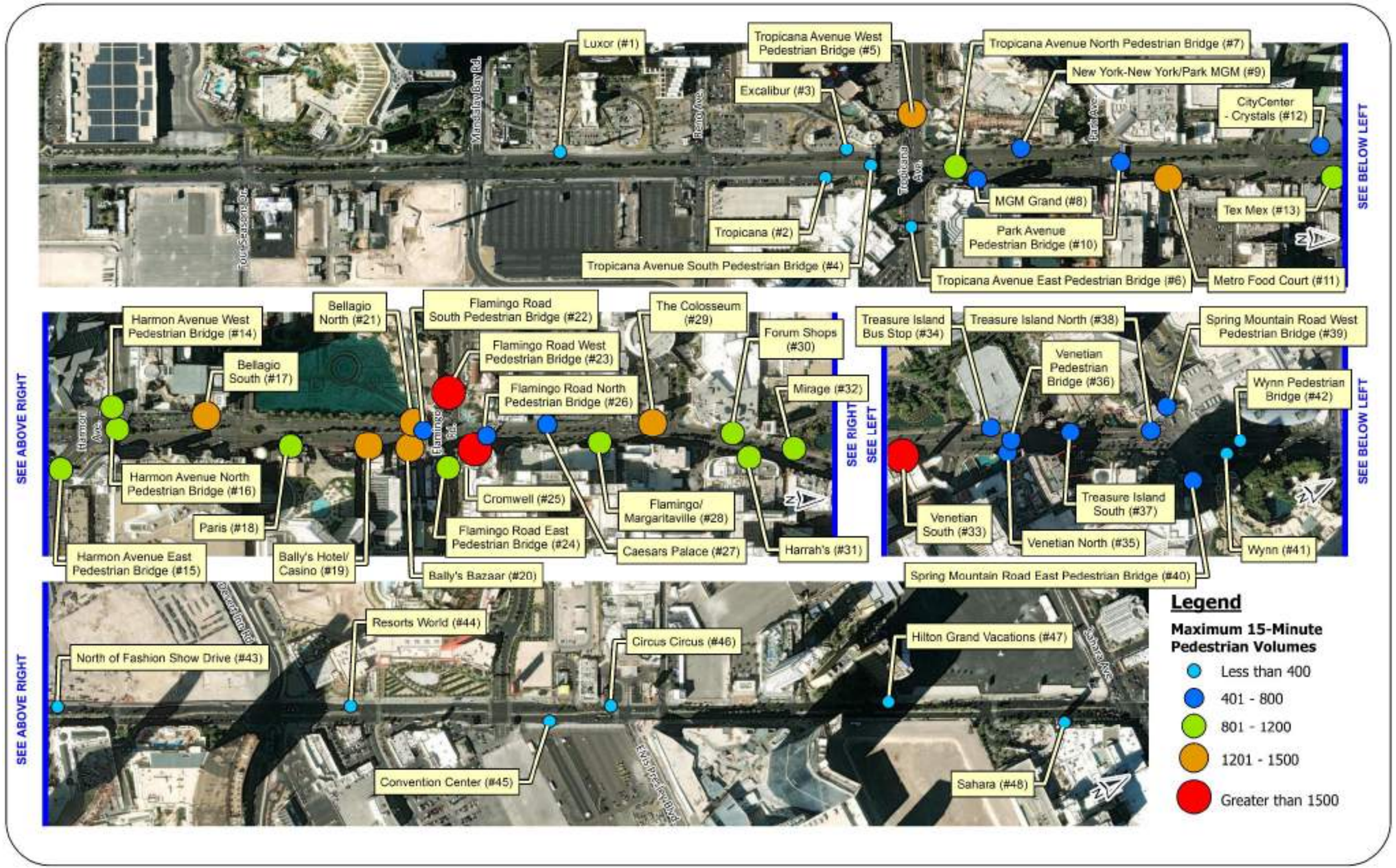


Figure 5.2 – Maximum 15-Minute Pedestrian Volumes on Saturday, May 28, 2022 (Holiday Saturday)

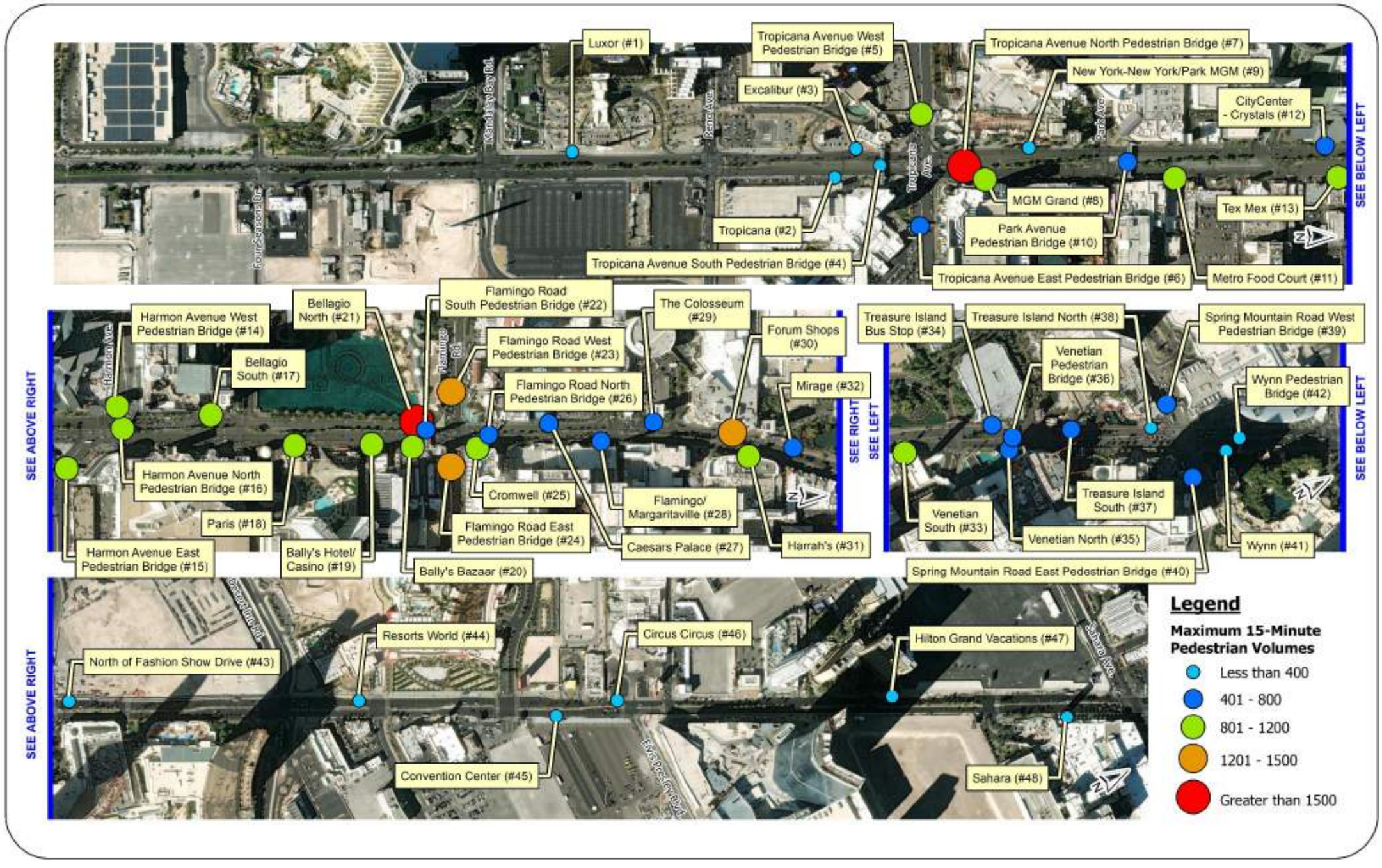


Figure 5.3 – Maximum 15-Minute Pedestrian Volumes on Saturday, June 25, 2022 (Typical Saturday)

Table 5.2 – Comparison of Maximum 15-Minute Pedestrian Volumes in 2012, 2015, and 2022

Count Location ID	Location	Holiday Weekend Maximum 15-Minute Volumes (2012)	Typical Weekend Maximum 15-Minute Volumes (2012)	Holiday Weekend Maximum 15-Min Volumes (2015)	Typical Weekend Maximum 15-Minute Volumes (2015)	Holiday Weekend Maximum 15-Minute Volumes (2022)	Typical Weekend Maximum 15-Minute Volumes (2022)
1	Luxor	121	-	-	-	139	54
2	Tropicana	68	-	-	-	38	64
3	Excalibur	200	-	-	-	162	107
4	Tropicana Avenue South Pedestrian Bridge	-	-	-	-	223	278
5	Tropicana Avenue West Pedestrian Bridge	-	-	1,036	918	296	541
6	Tropicana Avenue East Pedestrian Bridge	-	-	-	-	1,211	1,011
7	Tropicana Avenue North Pedestrian Bridge	-	-	-	-	1,015	1,852
8	MGM Grand	1,343	739	-	-	738	920
9	New York - New York/Park MGM	1,043	358	1,025	421	627	281
10	Park Avenue Pedestrian Bridge	-	-	-	-	721	548
11	Metro Food Court	-	-	1,772	1,059	1,303	992
12	CityCenter - Crystals	-	619	-	-	435	429
13	Tex Mex	1,140	1,290	1,938	859	1,135	916
14	Harmon Avenue West Pedestrian Bridge	-	-	2,060	1,447	865	931
15	Harmon Avenue East Pedestrian Bridge	-	-	-	-	911	988
16	Harmon Avenue North Pedestrian Bridge	-	-	2,028	893	951	1,033
17	Bellagio South	2,633	1,595	2,189	1,544	1,346	1,193
18	Paris	2,124	1,417	-	-	1,105	1,104
19	Bally's Hotel/Casino	1,780	880	2,007	1,350	1,273	929
20	Bally's Bazaar	-	-	2,137	1,414	1,296	1,056
21	Bellagio North	-	-	-	-	1,240	1,530
22	Flamingo Road South Pedestrian Bridge	-	1,573	-	-	653	753
24	Flamingo Road West Pedestrian Bridge	-	-	2,238	1,841	864	1,383
23	Flamingo Road East Pedestrian Bridge	-	-	-	-	1,707	1,417
25	Cromwell	-	-	2,472	1,263	1,634	1,185
26	Flamingo Road North Pedestrian Bridge	-	-	2,044	1,176	476	630
27	Caesars Palace	1,684	1,338	1,977	1,094	759	768
28	Flamingo - Margaritaville	1,459	-	2,044	1,176	807	786
29	The Colosseum	-	-	1,953	977	1,270	750
30	Forum Shops	2,092	1,787	1,749	679	976	1,469
31	Harrah's	1,242	1,152	1,364	843	1,079	909

RED text indicates maximum volume observed.* ***BOLD* *text indicates volume over 1,500 and associated location and time of day.*

Table 5.2 – Comparison of Maximum 15-Minute Volumes in 2012, 2015, and 2022 (Continued)

Count Location ID	Location	Holiday Weekend Maximum 15-Minute Volumes (2012)	Typical Weekend Maximum 15-Minute Volumes (2012)	Holiday Weekend Maximum 15-Min Volumes (2015)	Typical Weekend Maximum 15-Minute Volumes (2015)	Holiday Weekend Maximum 15-Minute Volumes (2022)	Typical Weekend Maximum 15-Minute Volumes (2022)
32	Mirage	1,963	754	-	-	813	790
33	Venetian South	1,323	1,737	1,767	1,064	1,584	900
34	Treasure Island Bus Stop	-	-	1,331	802	651	713
35	Venetian North	-	-	1,385	1,047	617	584
36	Venetian Pedestrian Bridge	-	-	-	-	499	430
37	Treasure Island South	-	-	21	24	776	680
38	Treasure Island North	-	-	560	298	401	339
39	Spring Mountain Road West Pedestrian Bridge	-	-	-	-	646	615
40	Spring Mountain Road East Pedestrian Bridge	-	-	-	-	570	450
41	Wynn	264	324	-	-	361	329
42	Wynn Pedestrian Bridge	-	-	-	-	159	121
43	North of Fashion Show Drive	312	262	-	-	373	284
44	Resorts World	-	-	-	-	241	250
45	Convention Center	341	187	-	-	41	46
46	Circus Circus	216	201	-	-	119	88
47	Hilton Grand Vacations	-	-	-	-	118	87
48	Sahara	-	-	-	-	78	77

RED text indicates maximum volume observed. **BOLD text indicates volume over 1,500 and associated location and time of day.*



Figure 5.4 – Weeklong Pedestrian Volumes

5.3 Level of Service (LOS) Analysis Summary

The collected 15-minute pedestrian volume data was paired with the field verified effective walkway widths and LOS thresholds were calculated. As discussed in Section 1.4.1, HCM 7 LOS values are calculated as a numerical threshold based on effective walkway width (W_E); for example, a 15-foot effective walkway width (W_E=15') operating at LOS A can accommodate up to 1,125 pedestrians in 15 minutes and the same walkway can accommodate up to 2,250 pedestrians with LOS C. It is important to note that the LOS threshold values change depending on the available effective walkway width (W_E) of the sidewalk.

The following sections provide a summary of the calculated LOS for each count location in the outer corridor (Russell Road to Tropicana Avenue and Spring Mountain Road to Sahara Avenue), the inner corridor (Tropicana Avenue to Spring Mountain Road), and the pedestrian bridges. The study corridor is shown in Figure 5.5.



Figure 5.5 – Study Corridor

5.3.1 Outer Study Corridor

The pedestrian volumes within the outer portion of the study corridor (Russell Road to Tropicana Avenue and Spring Mountain Road to Sahara Avenue) were found to be lower than the pedestrian volumes within the inner portion. The maximum 15-minute pedestrian volume observed south of Tropicana Avenue was counted to be 162 at the Excalibur Hotel/Casino and the maximum 15-minute volume observed north of Spring Mountain Road was 373 near Fashion Show Drive. The existing walkway widths adequately serve the recorded pedestrian volumes in these areas with LOS A.

As summarized in Table 5.3, data was collected at 10 locations for the outer study corridor (shown in Figure 5.6). The calculated LOS is based on the pedestrian volume at each count location and the associated walkway widths at those locations.

The observed count locations within the outer study corridor were found to operate at LOS A on both Saturday, May 28, 2022 (Holiday Weekend) and Saturday, June 25, 2022 (Typical Weekend). The impact of NPOs on pedestrian LOS is discussed in Section 5.4.

Figure 5.7 through Figure 5.16 provide a visualization of pedestrian volumes and LOS.

It is important to recognize that the pedestrian volumes and report study times do not reflect the special event activities at Allegiant Stadium and/or the North Festival Grounds. Pre-event and post-event pedestrian access volumes are significantly higher than those observed during this study's observation periods but the sidewalk widths within the outer study corridor have been observed in the past as providing adequate walkway width for the event pedestrian access.

Table 5.3 – LOS Summary for the Outer Study Corridor

Location ID	Location	W_E (ft)	LOS Holiday	LOS Typical
1	Luxor	9.0	A	A
2	Tropicana	9.1	A	A
3	Excalibur	6.0	A	A
41	Wynn	11.8	A	A
43	North of Fashion Show Drive	9.0	A	A
44	Resorts World	10.5	A	A
45	Convention Center	11.5	A	A
46	Circus Circus	11.0	A	A
47	Hilton Grand Vacations	1.6	A	A
48	Sahara	13.0	A	A

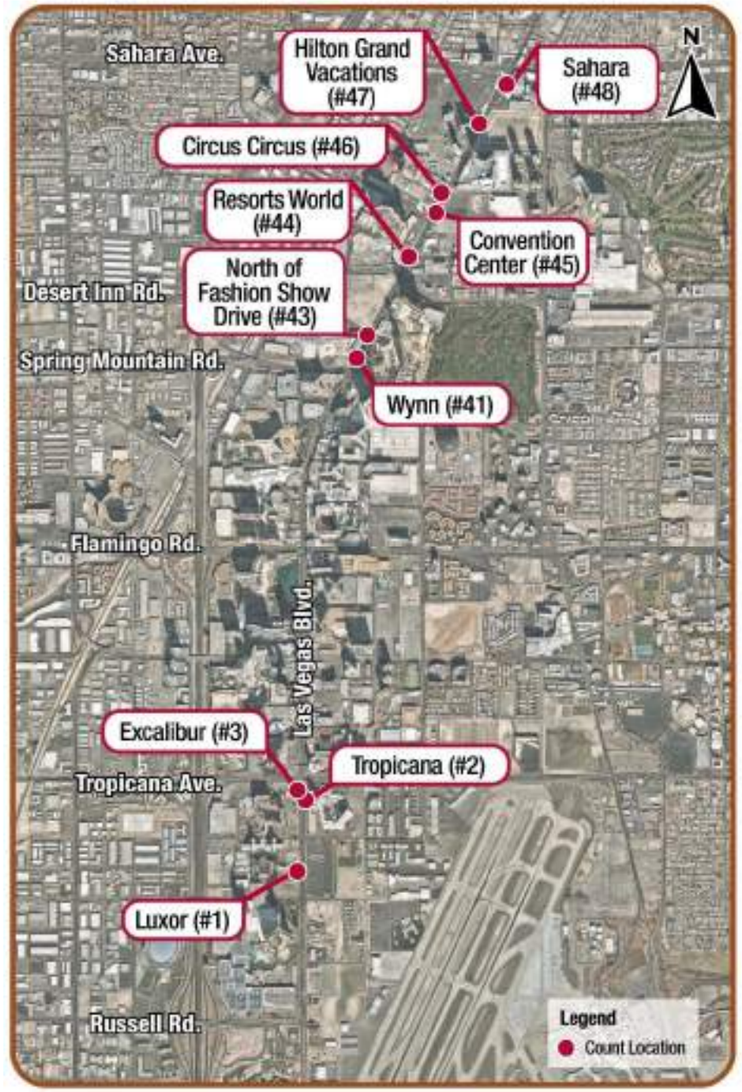


Figure 5.6 – Outer Study Corridor Count Locations

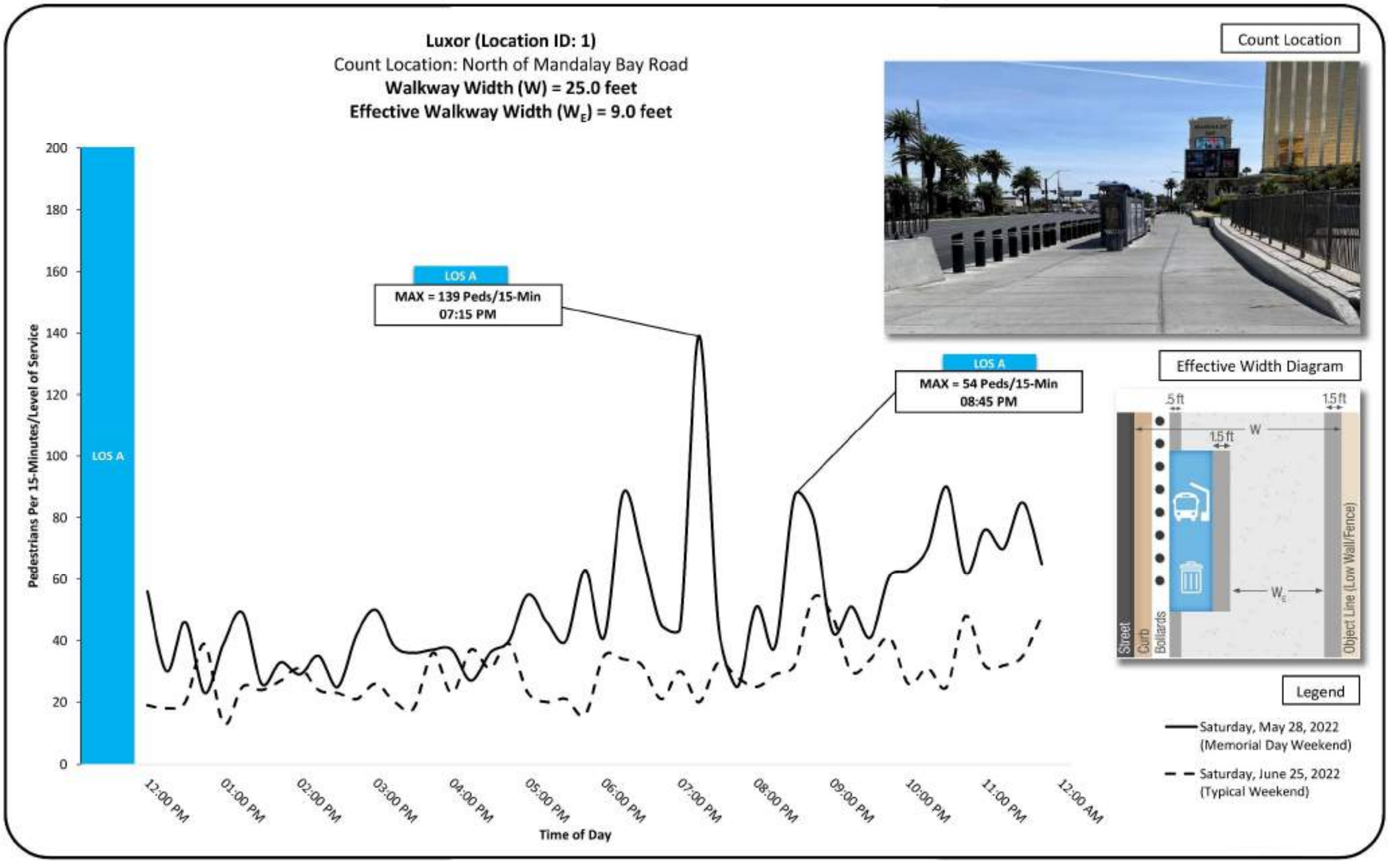


Figure 5.7 – Luxor (Location ID: 1) – Pedestrian Volume by Time of Day

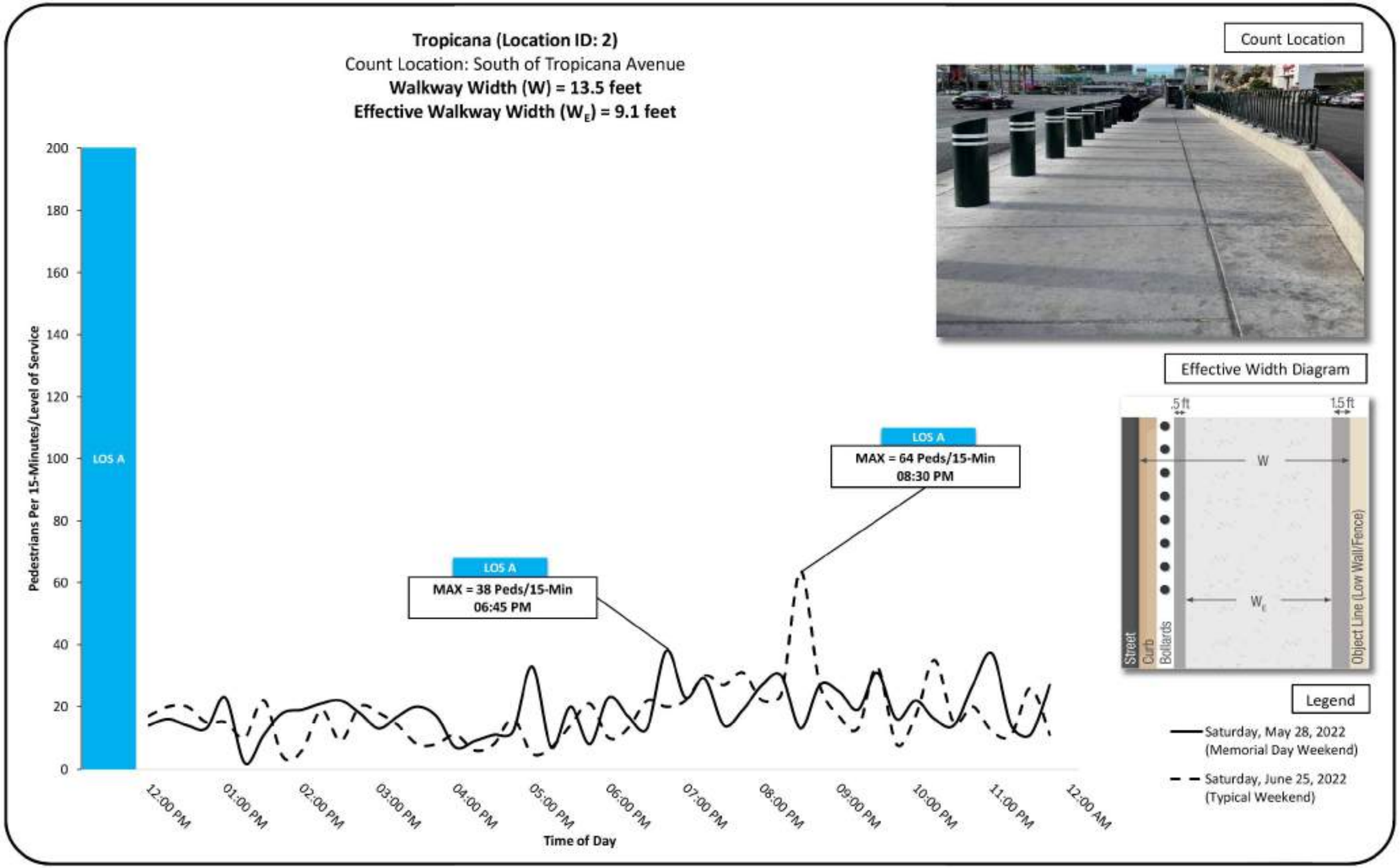


Figure 5.8 – Tropicana (Location ID: 2) – Pedestrian Volume by Time of Day

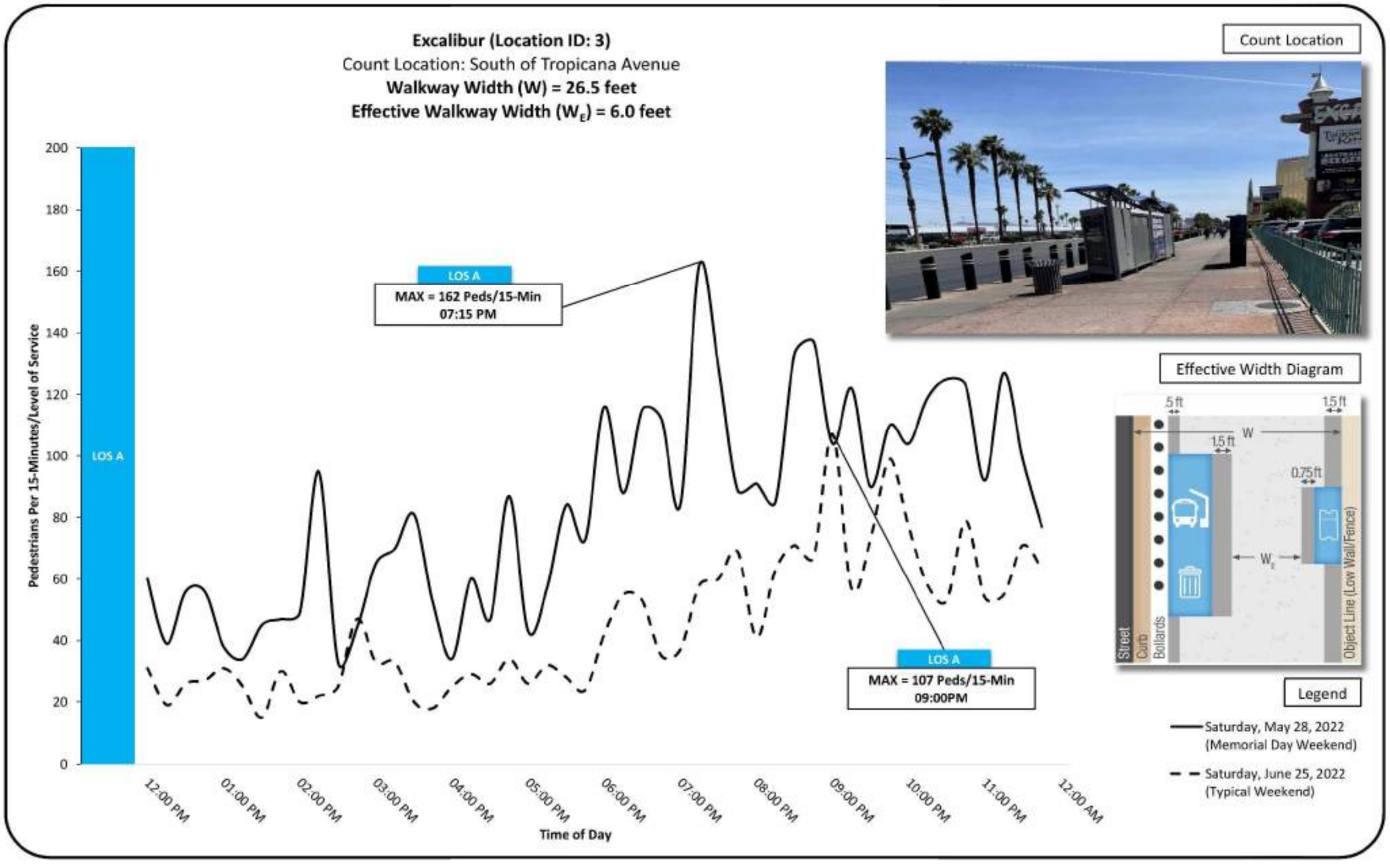


Figure 5.9 –Excalibur (Location ID: 3) – Pedestrian Volume by Time of Day

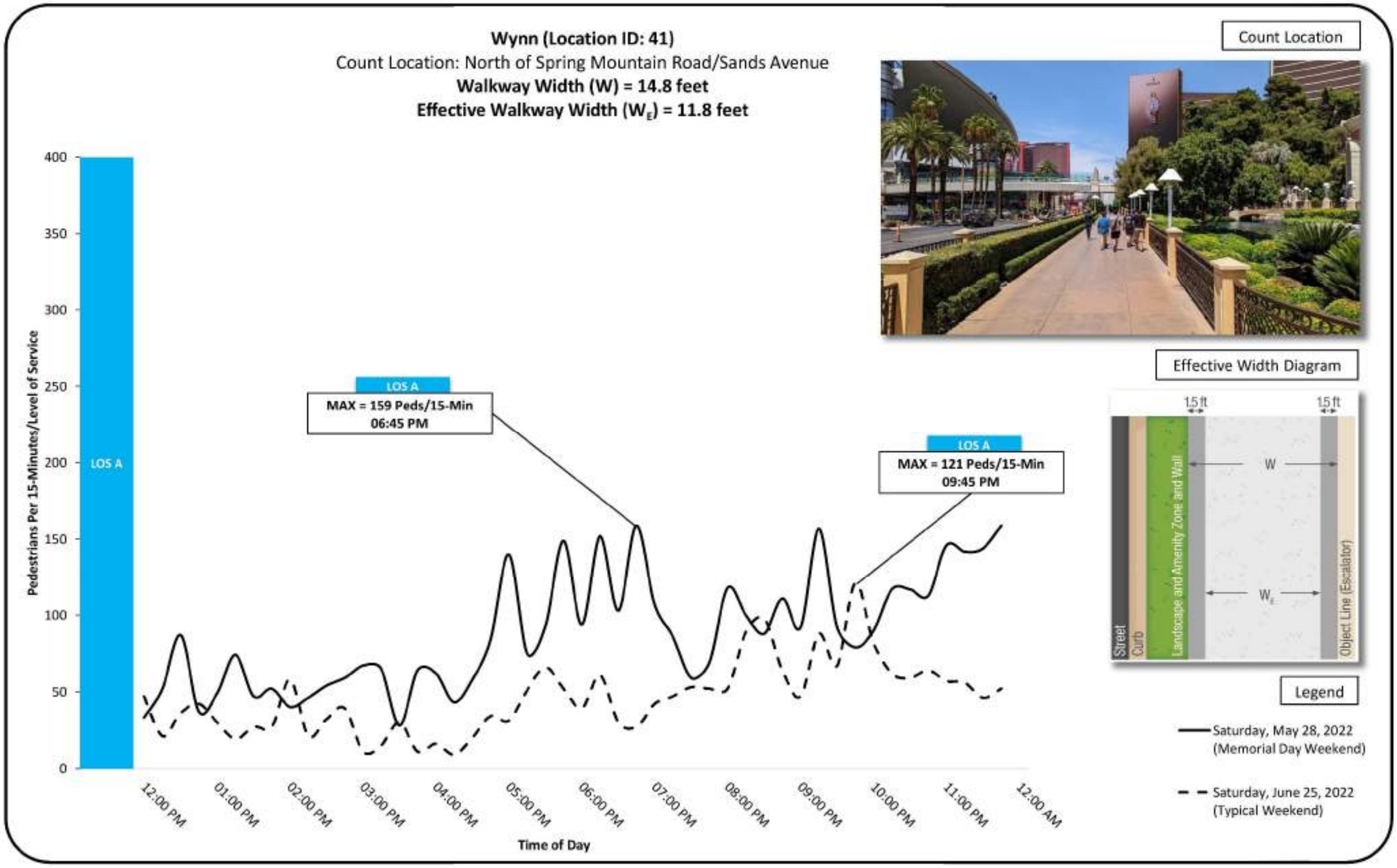


Figure 5.10 – Wynn (Location ID: 41) – Pedestrian Volume by Time of Day

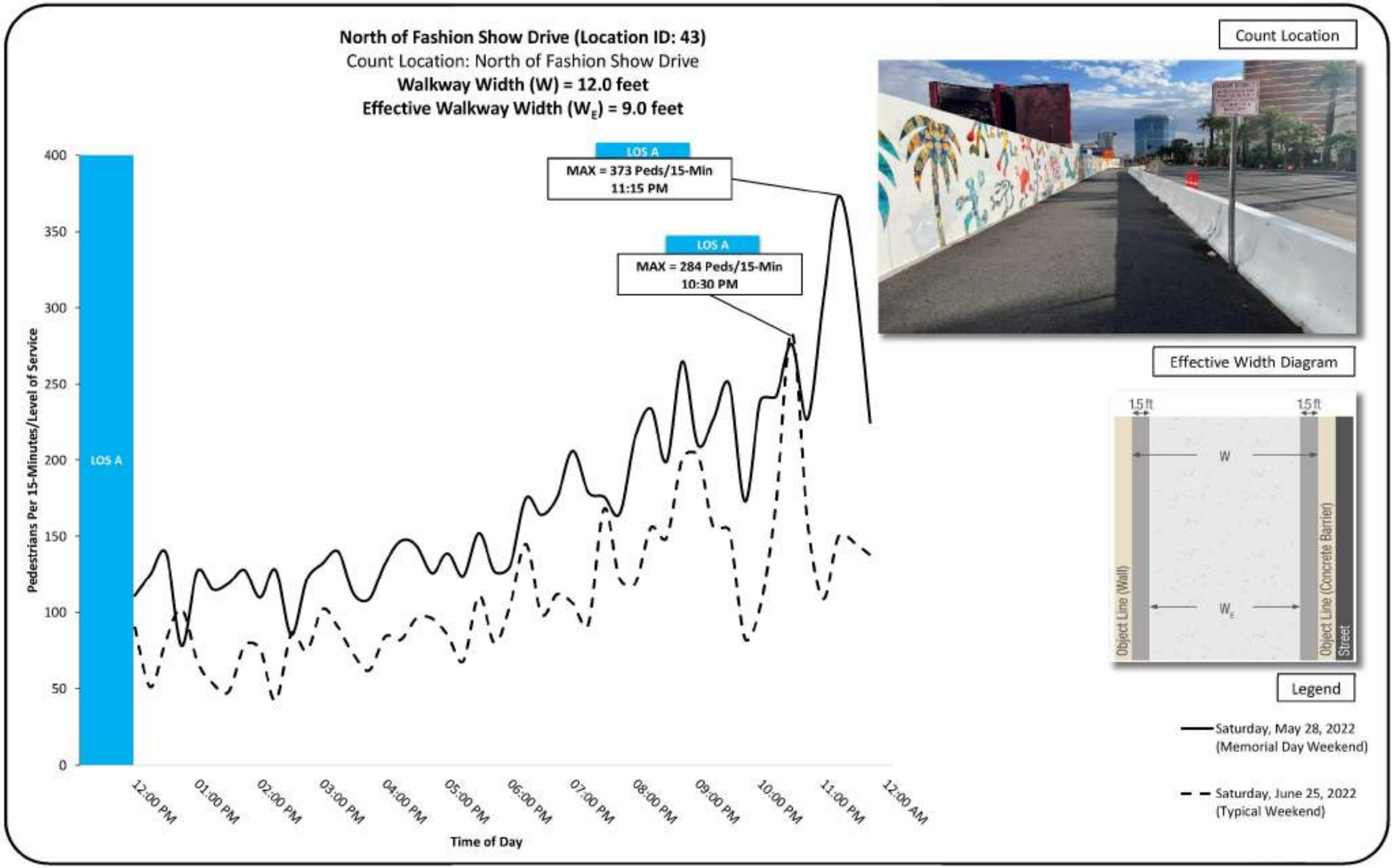


Figure 5.11 – North of Fashion Show Drive (Location ID: 43) – Pedestrian Volume by Time of Day

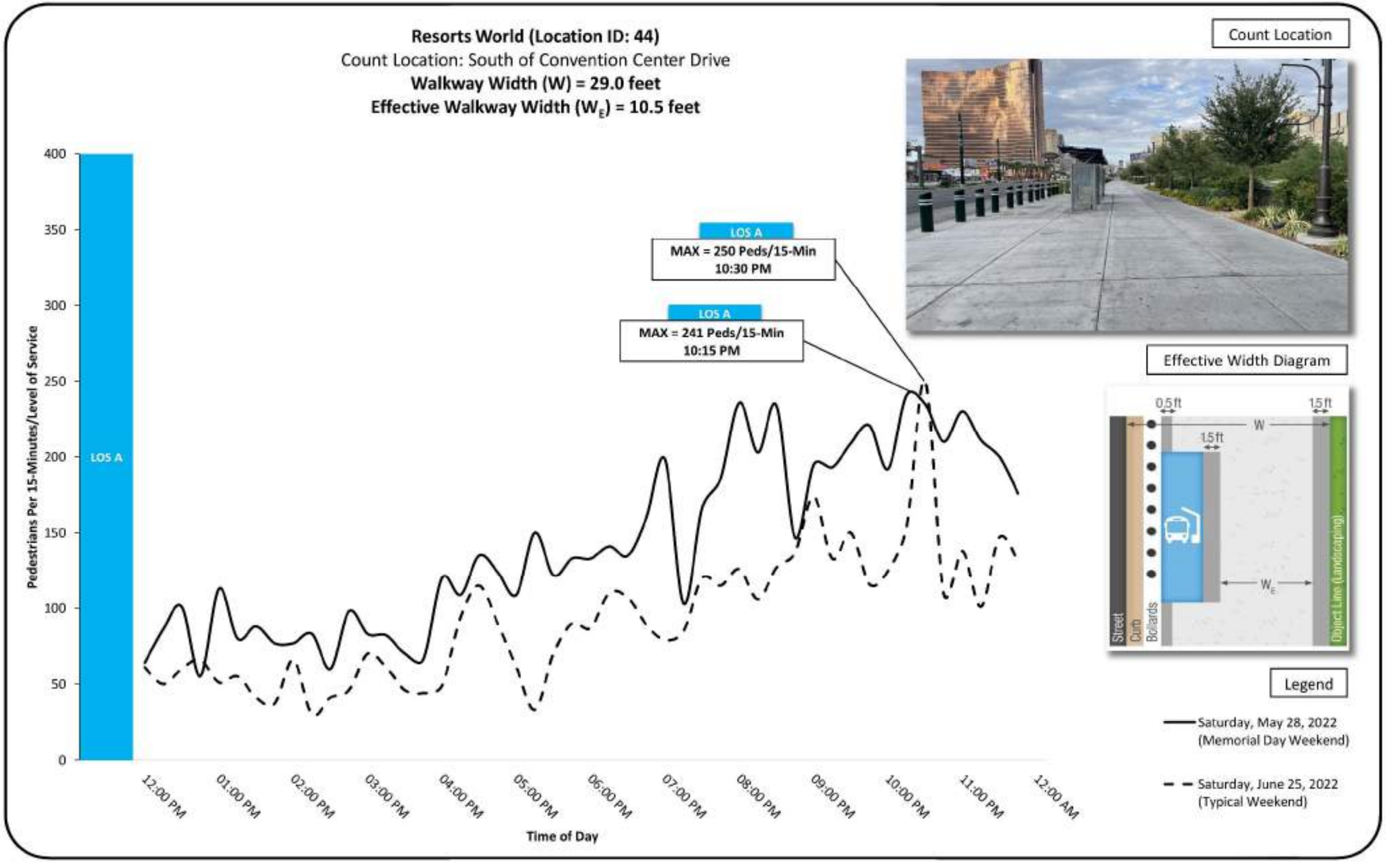


Figure 5.12 – Resorts World (Location ID: 44) – Pedestrian Volume by Time of Day

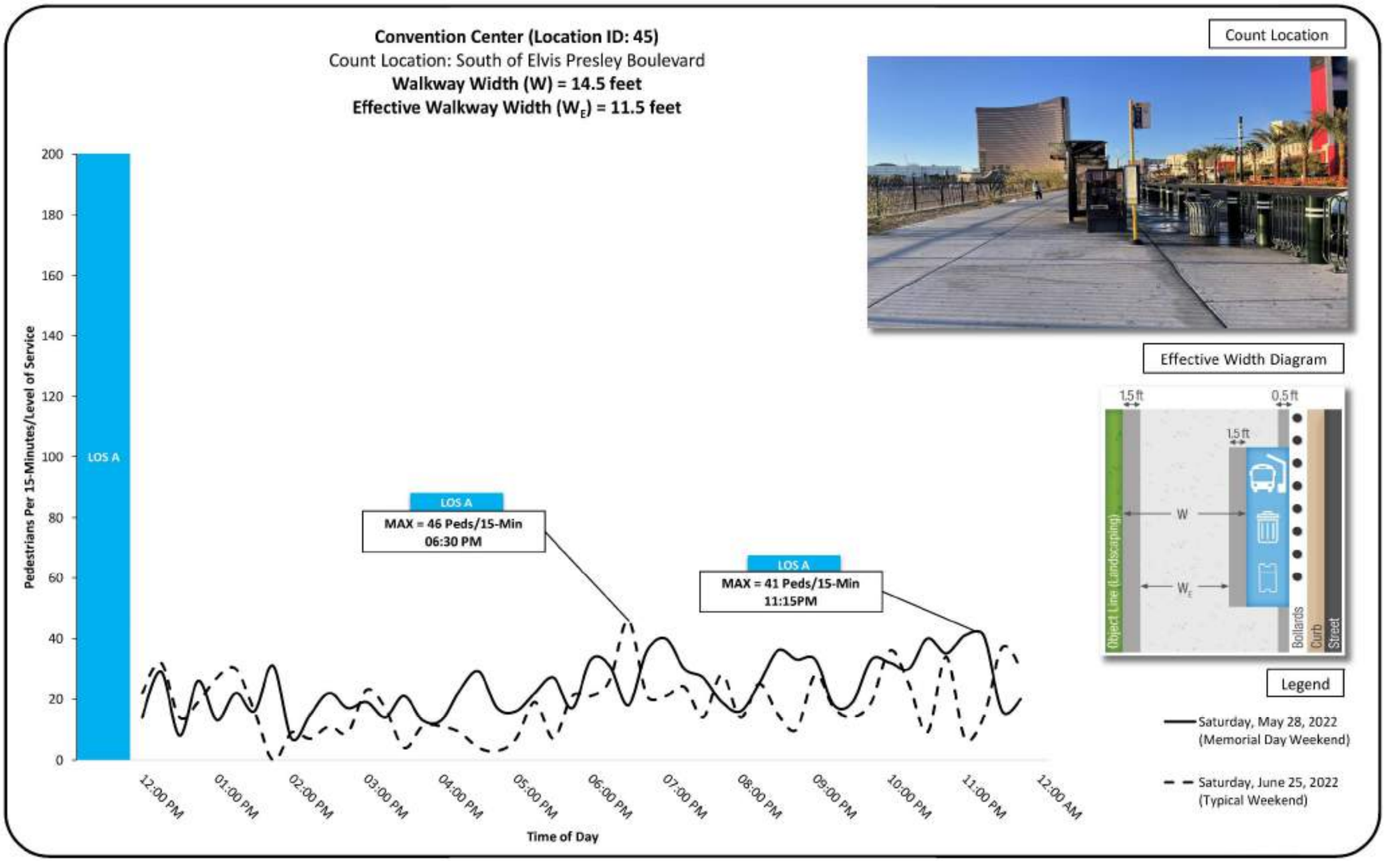


Figure 5.13 – Convention Center (Location ID: 45) – Pedestrian Volume by Time of Day

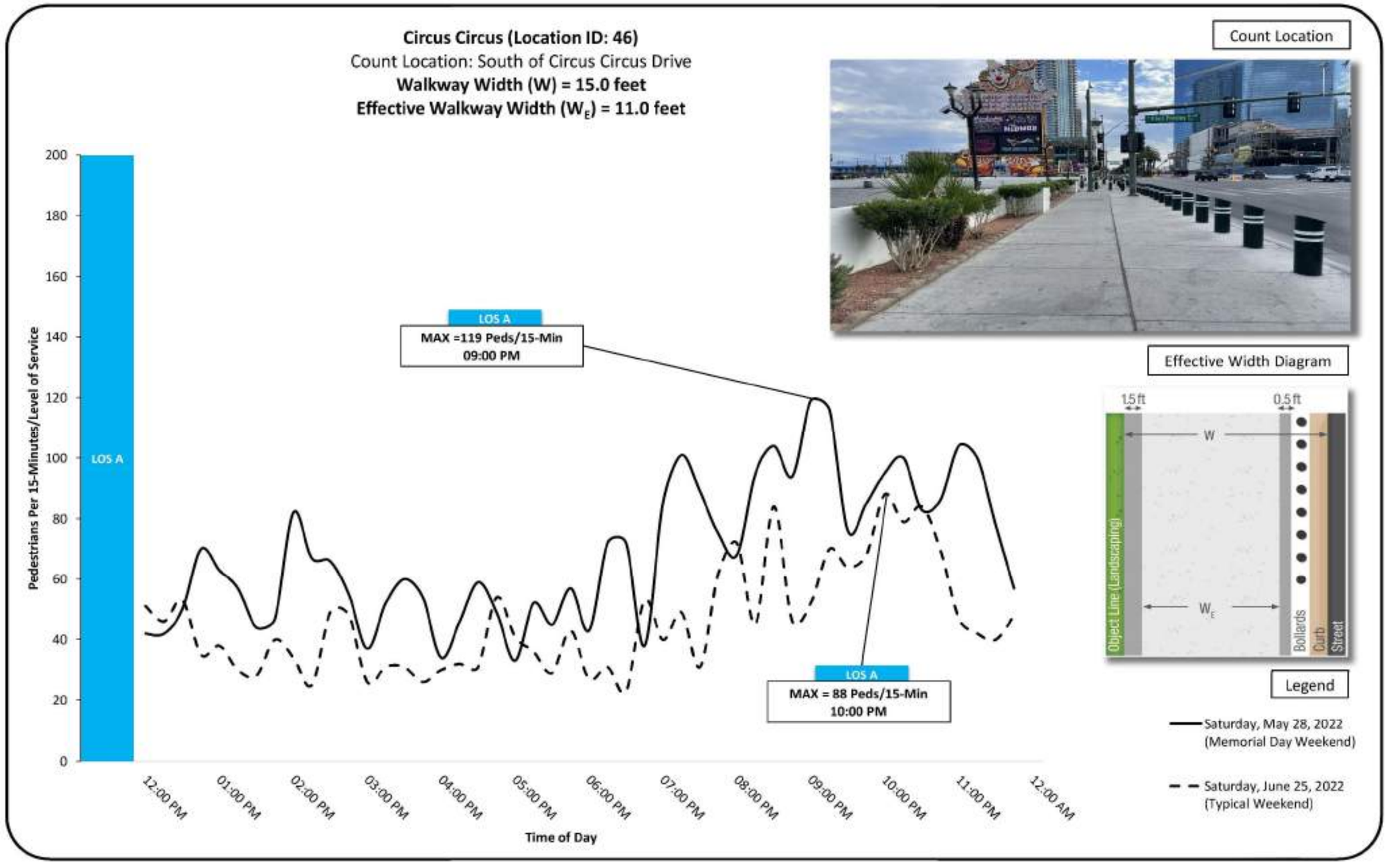


Figure 5.14 – Circus Circus (Location ID: 46) – Pedestrian Volume by Time of Day

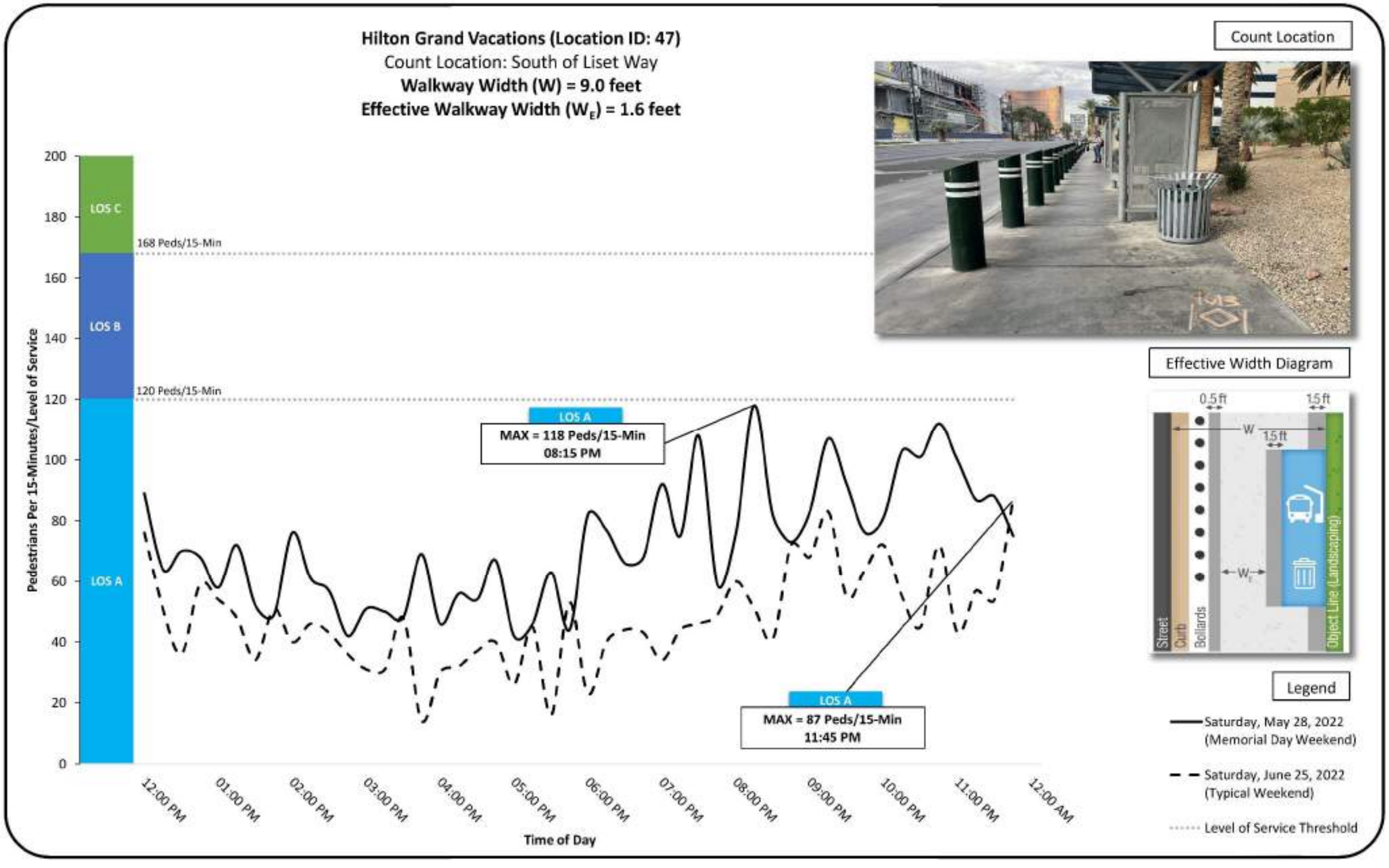


Figure 5.15 – Hilton Grand Vacations (Location ID: 47) – Pedestrian Volume by Time of Day

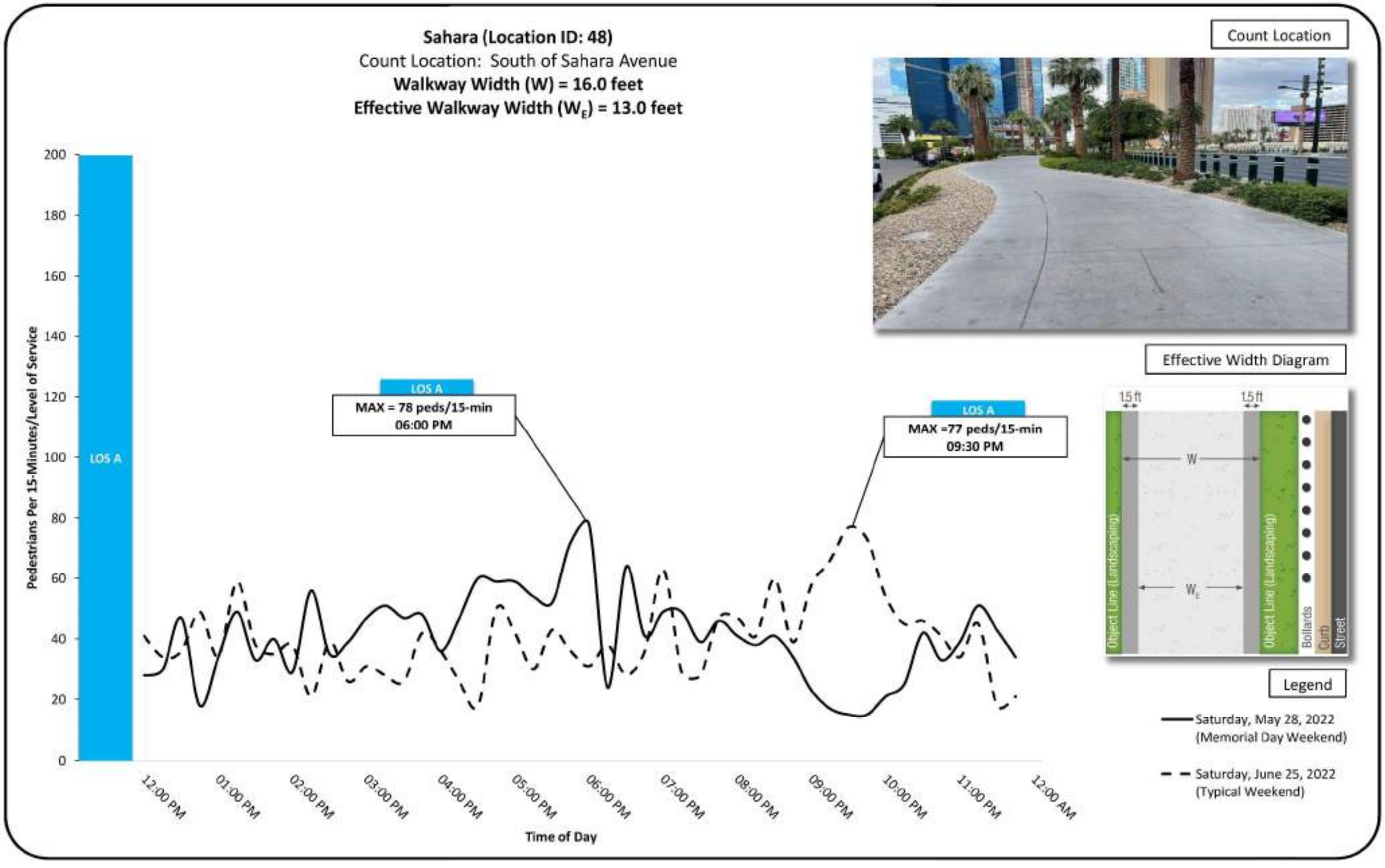


Figure 5.16 – Sahara (Location ID: 48) – Pedestrian Volume by Time of Day

5.3.2 Inner Study Corridor

The inner portion of the study corridor between Tropicana Avenue and Spring Mountain Road experienced higher pedestrian volumes than the outer portion of the study corridor.

As summarized in Table 5.4, data was collected at 22 locations for the inner study corridor (shown in Figure 5.17). The calculated LOS is based on the pedestrian volume at each count location and the associated walkway widths at those locations. Figure 5.19 through Figure 5.40 illustrate pedestrian volume variations and resulting LOS for the count locations within the inner study corridor.

Table 5.4 – LOS Summary for the Inner Study Corridor

Location ID	Location	W_E (ft)	LOS Holiday	LOS Typical
8	MGM Grand	18.4	A	A
9	New York - New York/Park MGM	12.7	A	A
11	Metro Food Court	16.6	B	A
12	CityCenter - Crystals	17.7	A	A
13	Tex Mex	12.1	B	B
17	Bellagio South	16.3	B	A
18	Paris	16.0	A	A
19	Bally's Hotel/Casino	18.2	A	A
20	Bally's Bazaar	17.7	A	A
21	Bellagio North	15.0	B	B
25	Cromwell	11.5	C	B
27	Caesars Palace	7.6	B	B
28	Flamingo-Margaritaville	5.5	C	C
29	The Colosseum	15.0	B	A
30	Forum Shops	12.7	B	C
31	Harrah's	11.1	B	B
32	Mirage	13.0	A	A
33	Venetian South	6.3	E	C
34	Treasure Island Bus Stop	11.4	A	A
35	Venetian North	14.0	A	A
37	Treasure Island South	12.3	A	A
38	Treasure Island North	15.0	A	A

**RED text indicates LOS greater than C.*

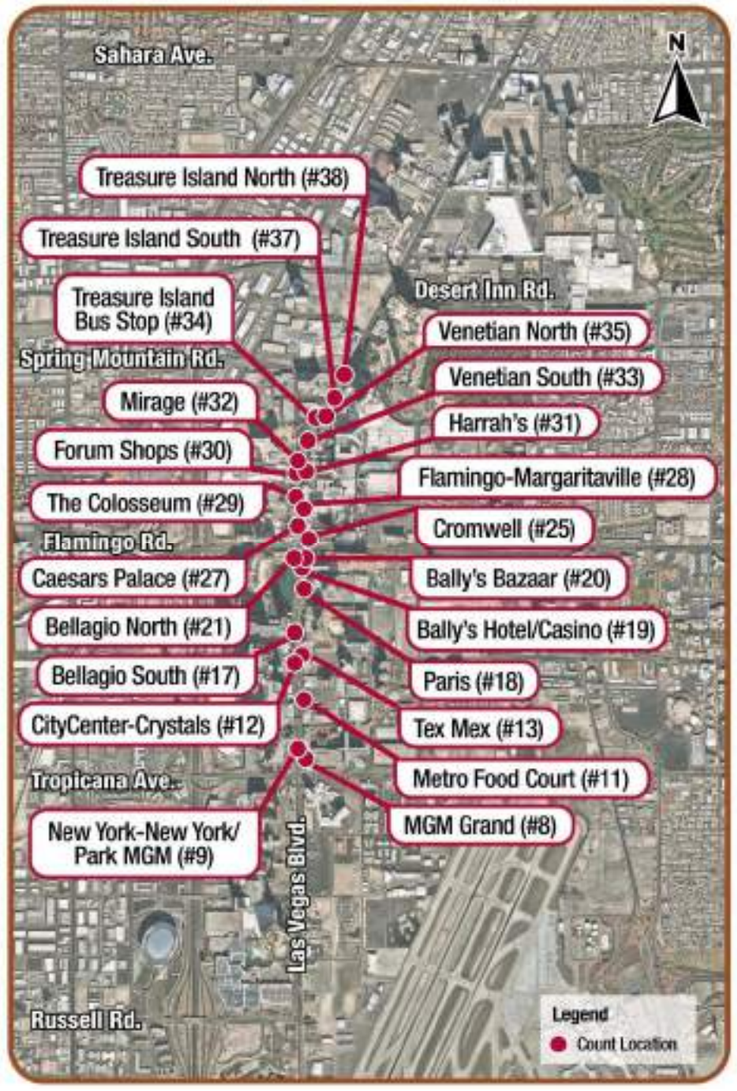


Figure 5.17 – Inner Study Corridor Count Locations

The observed count locations within the inner study corridor operated at LOS C or better on both the holiday weekend and the typical weekend, with the exception of Venetian South (#33) on the holiday weekend (see Table 5.4). The Venetian South count location is illustrated in Picture 5.2 with the walkway width diagram provided in Figure 5.18 and LOS illustrated in Figure 5.36. Throughout the conducted studies since 2012, the Venetian South has historically been a location of concern for pedestrian walkway congestion.



Picture 5.2 – Venetian South (#33) Count Location

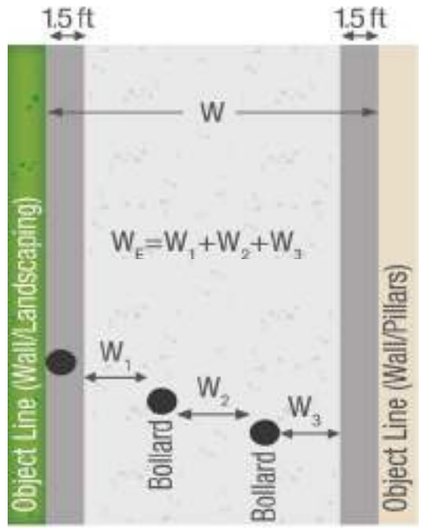


Figure 5.18 – Venetian South (#33) Walkway Diagram

In the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*, the Cromwell (#25), Flamingo-Margaritaville (#28), Caesars Palace (#27), Venetian South (#33), and Venetian North (#35) count locations were found to exceed LOS C during the holiday Saturday, while only the Venetian South (#33) count location was found to exceed LOS C during the typical Saturday.

The impact of NPOs on pedestrian LOS is examined in Section 5.4.

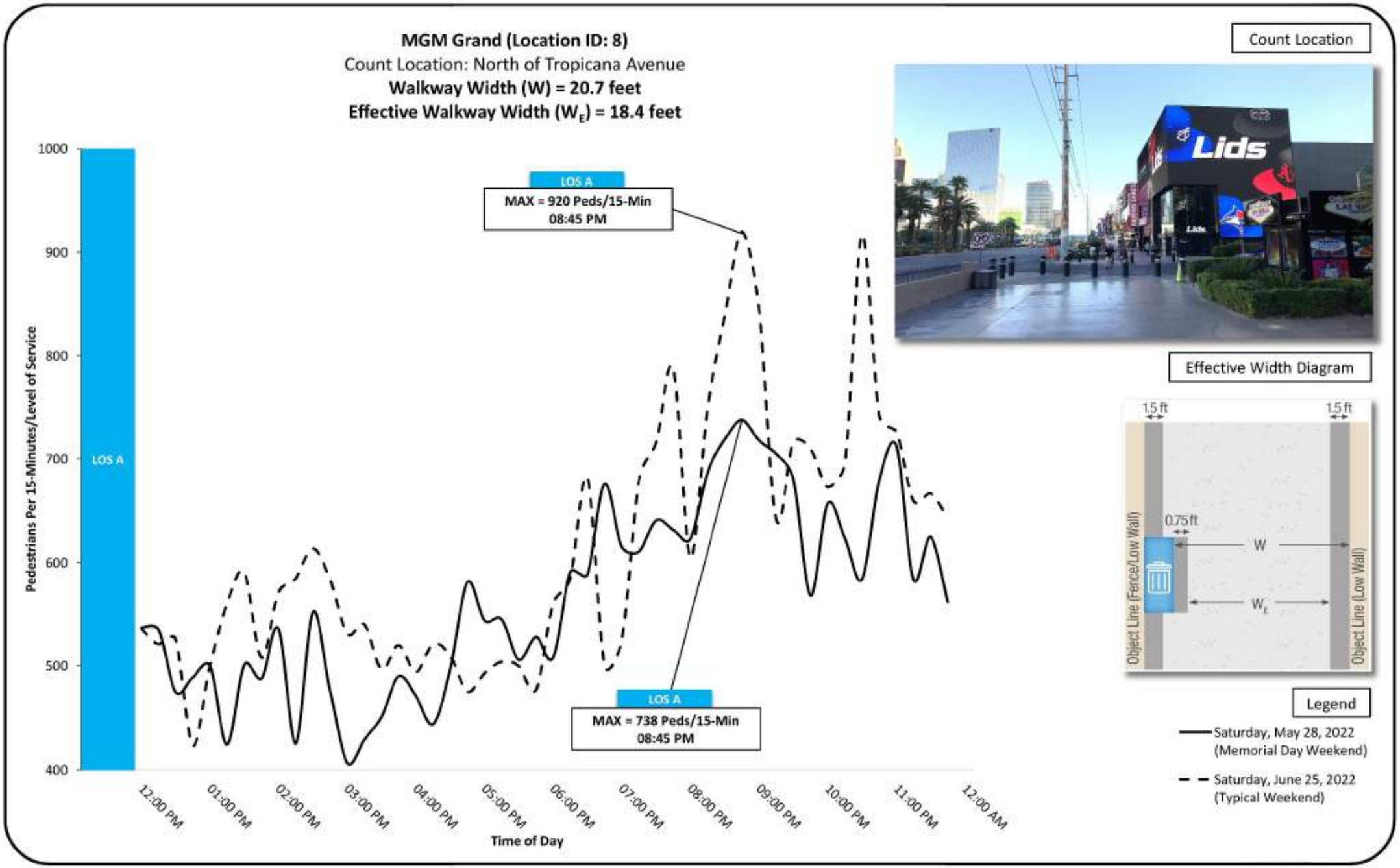


Figure 5.19 – MGM Grand (Location ID: 8) – Pedestrian Volume by Time of Day

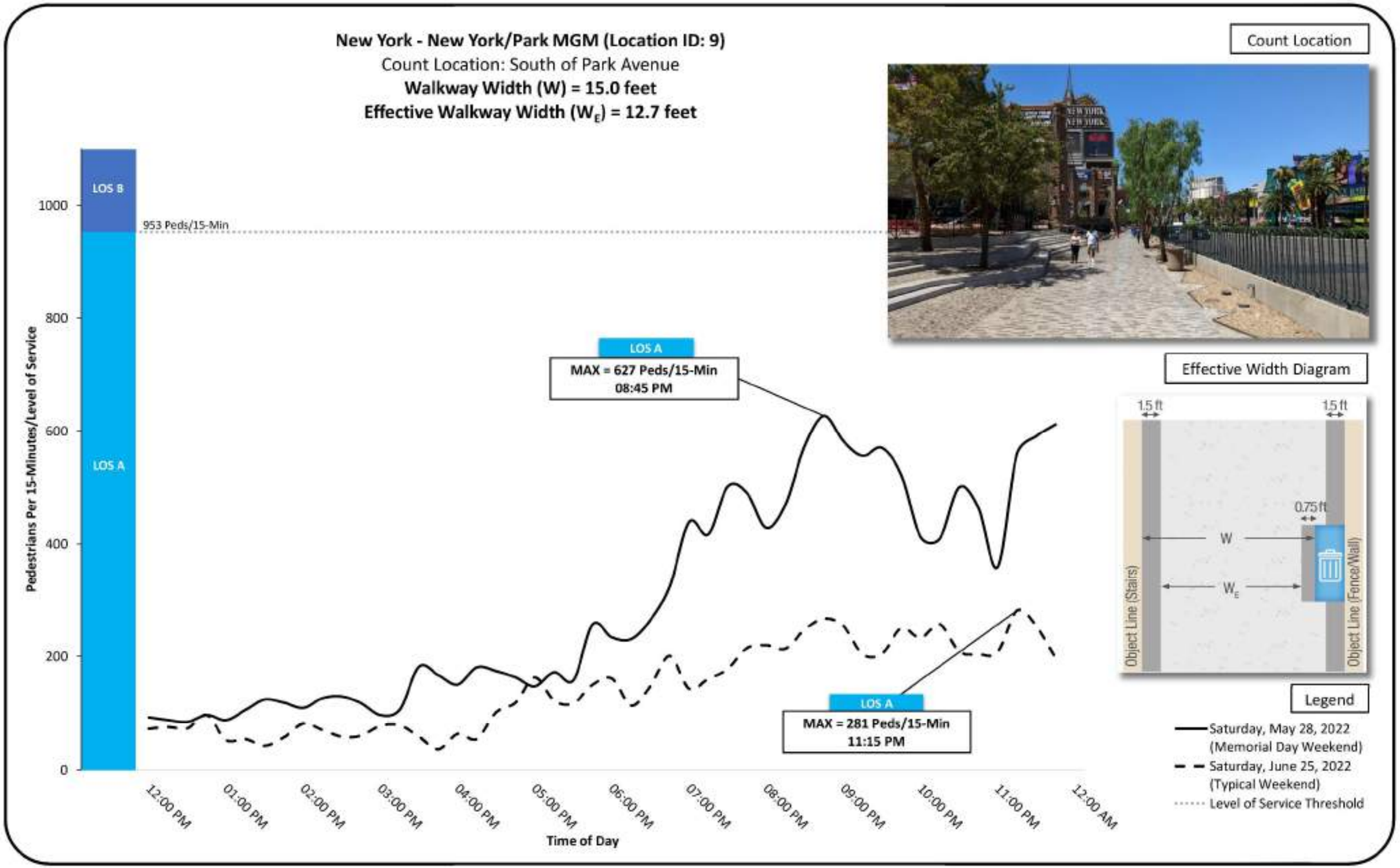


Figure 5.20 – New York-New York/Park MGM (Location ID: 9) – Pedestrian Volume by Time of Day

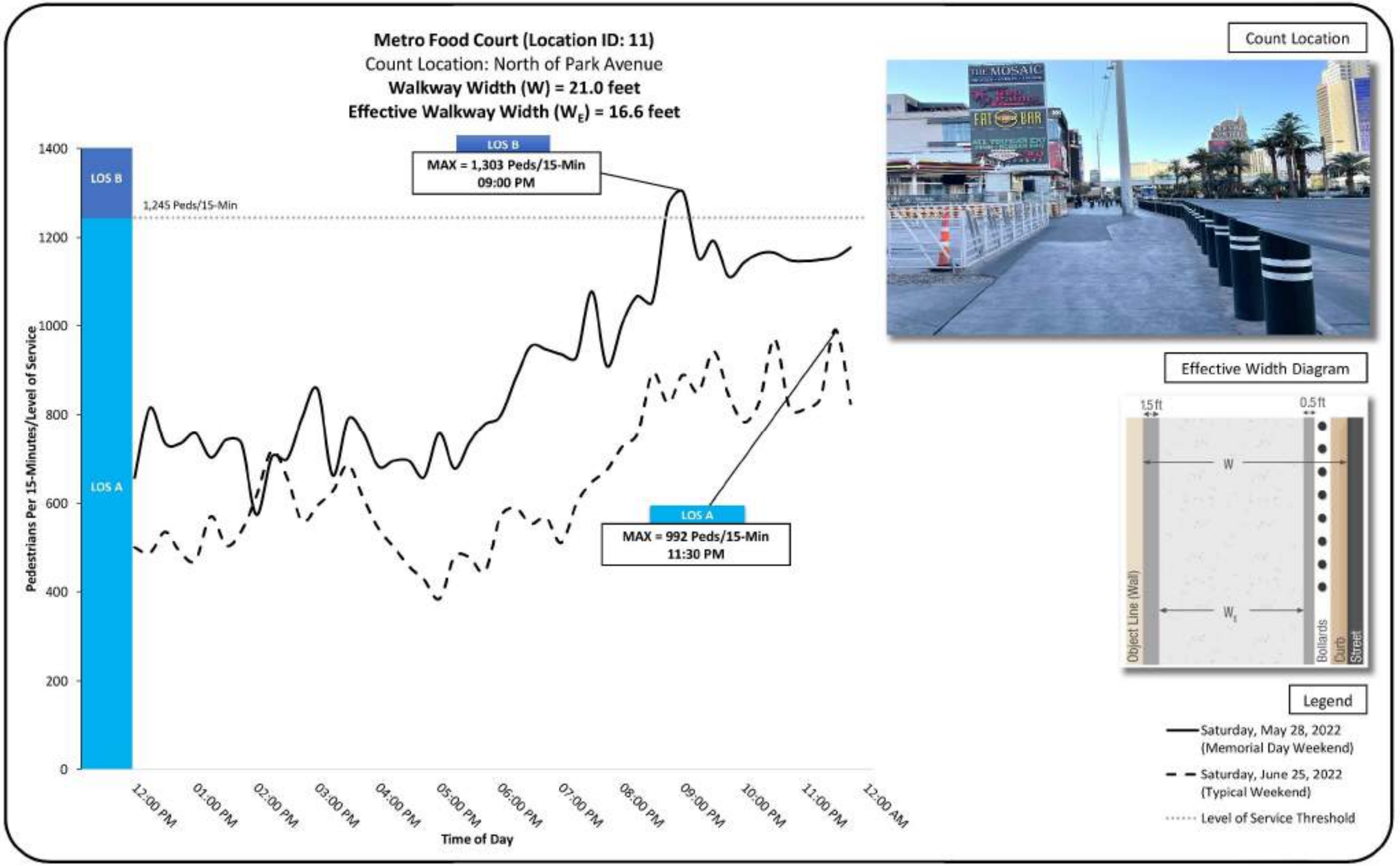


Figure 5.21 – Metro Food Court (Location ID: 11) – Pedestrian Volume by Time of Day

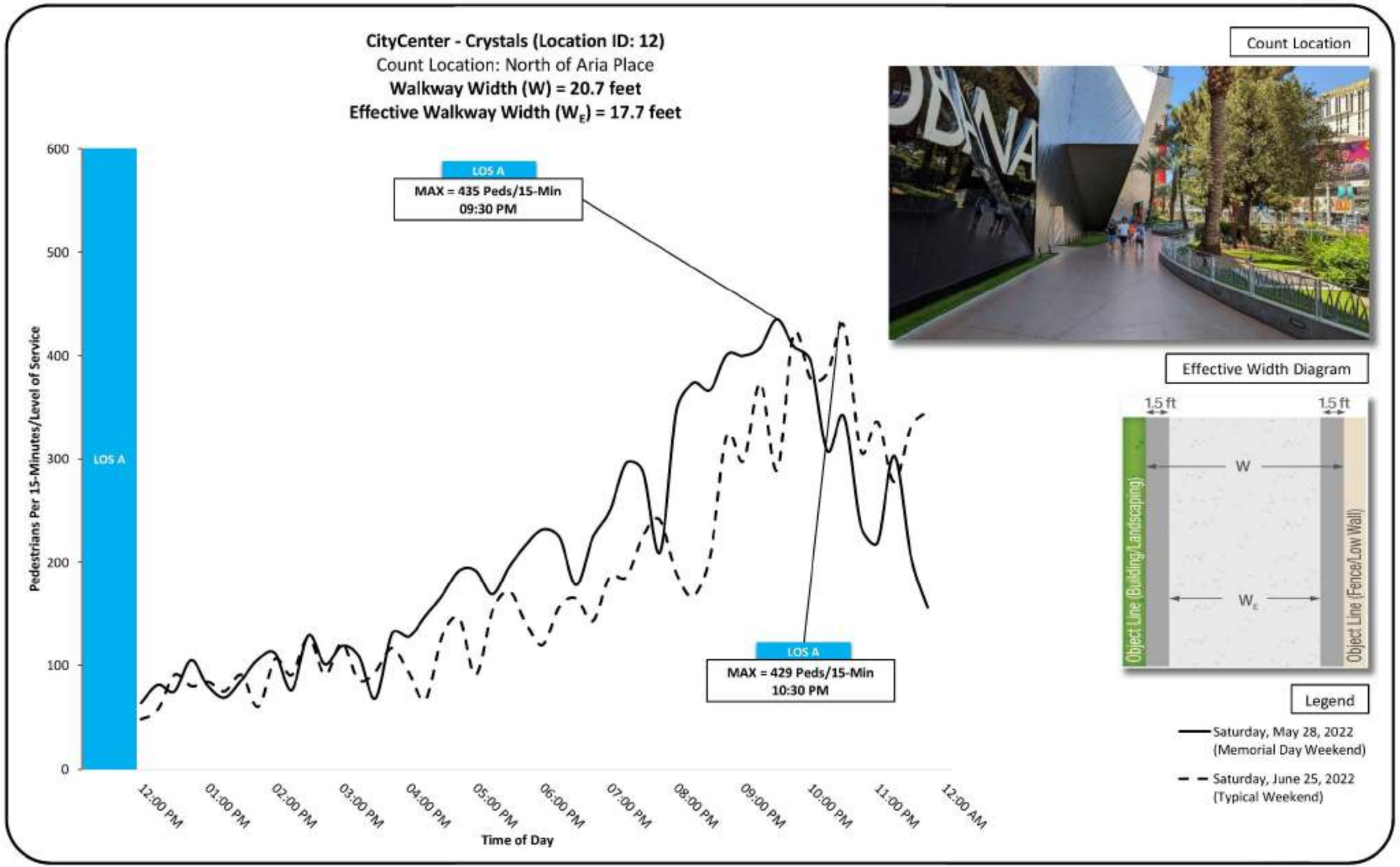


Figure 5.22 – CityCenter – Crystals (Location ID: 12) – Pedestrian Volume by Time of Day

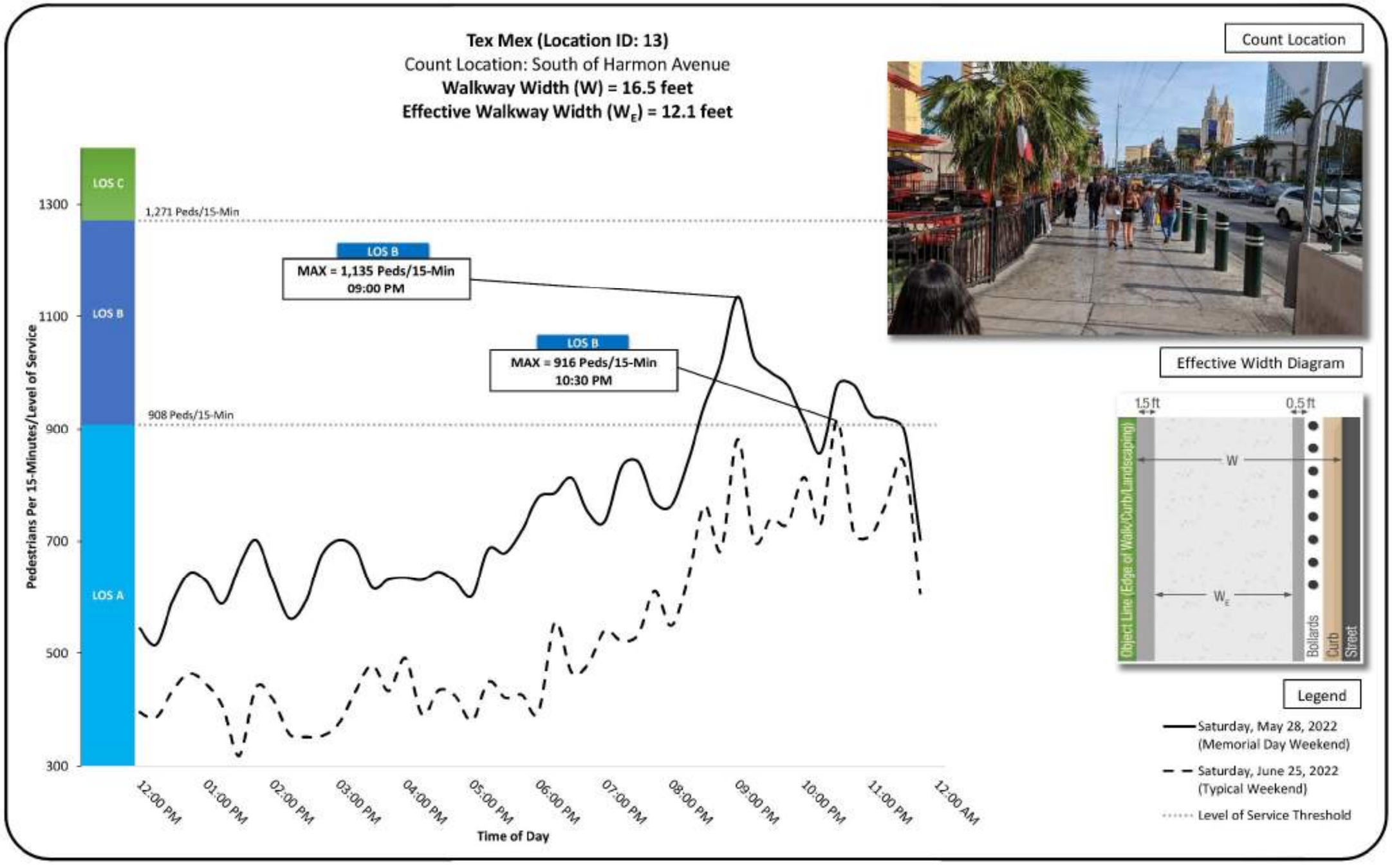


Figure 5.23 – Tex Mex (Location ID: 13) – Pedestrian Volume by Time of Day

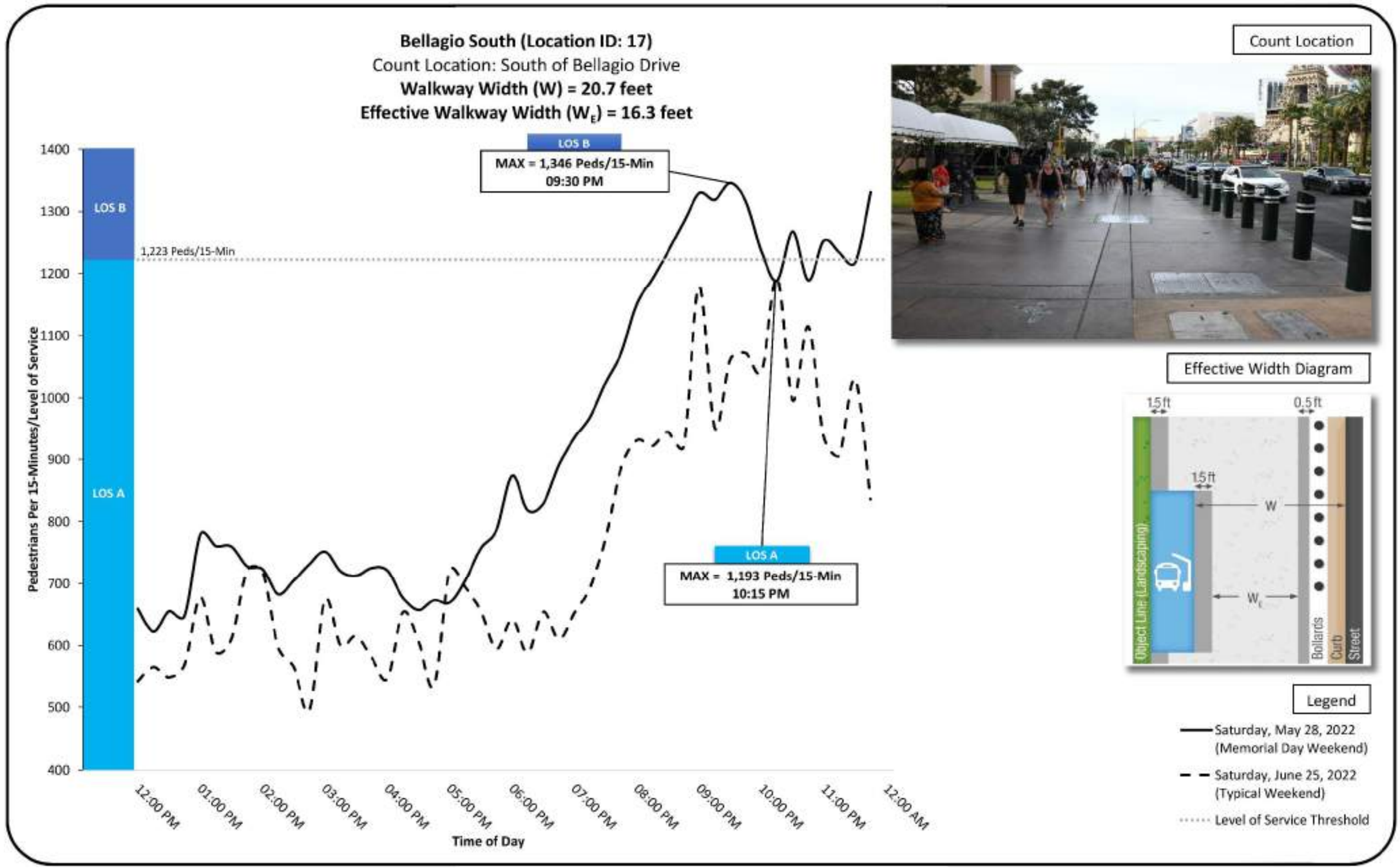


Figure 5.24 – Bellagio South (Location ID: 17) – Pedestrian Volume by Time of Day

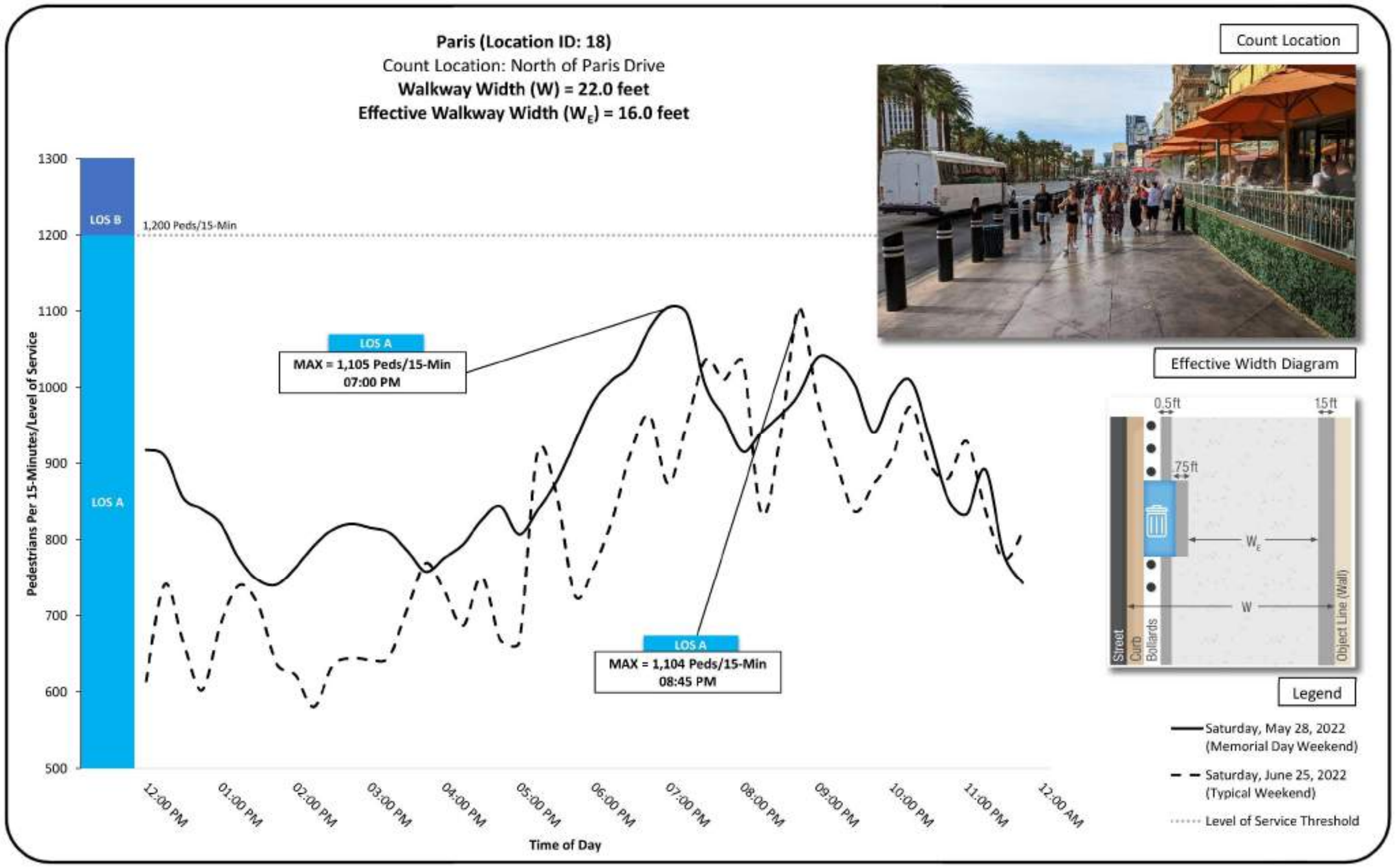


Figure 5.25 – Paris (Location ID: 18) – Pedestrian Volume by Time of Day

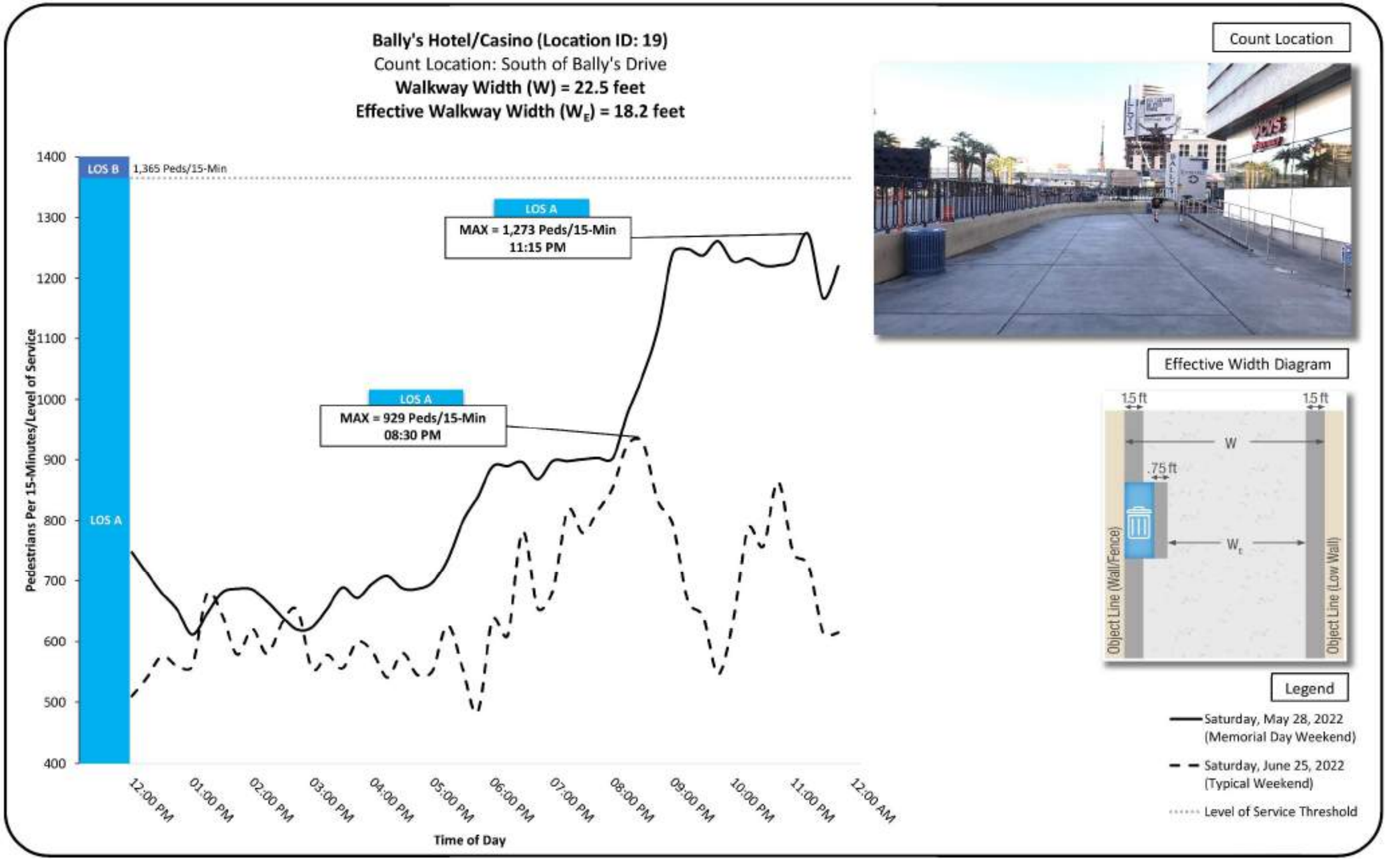


Figure 5.26 – Bally's Hotel/Casino (Location ID: 19) – Pedestrian Volume by Time of Day

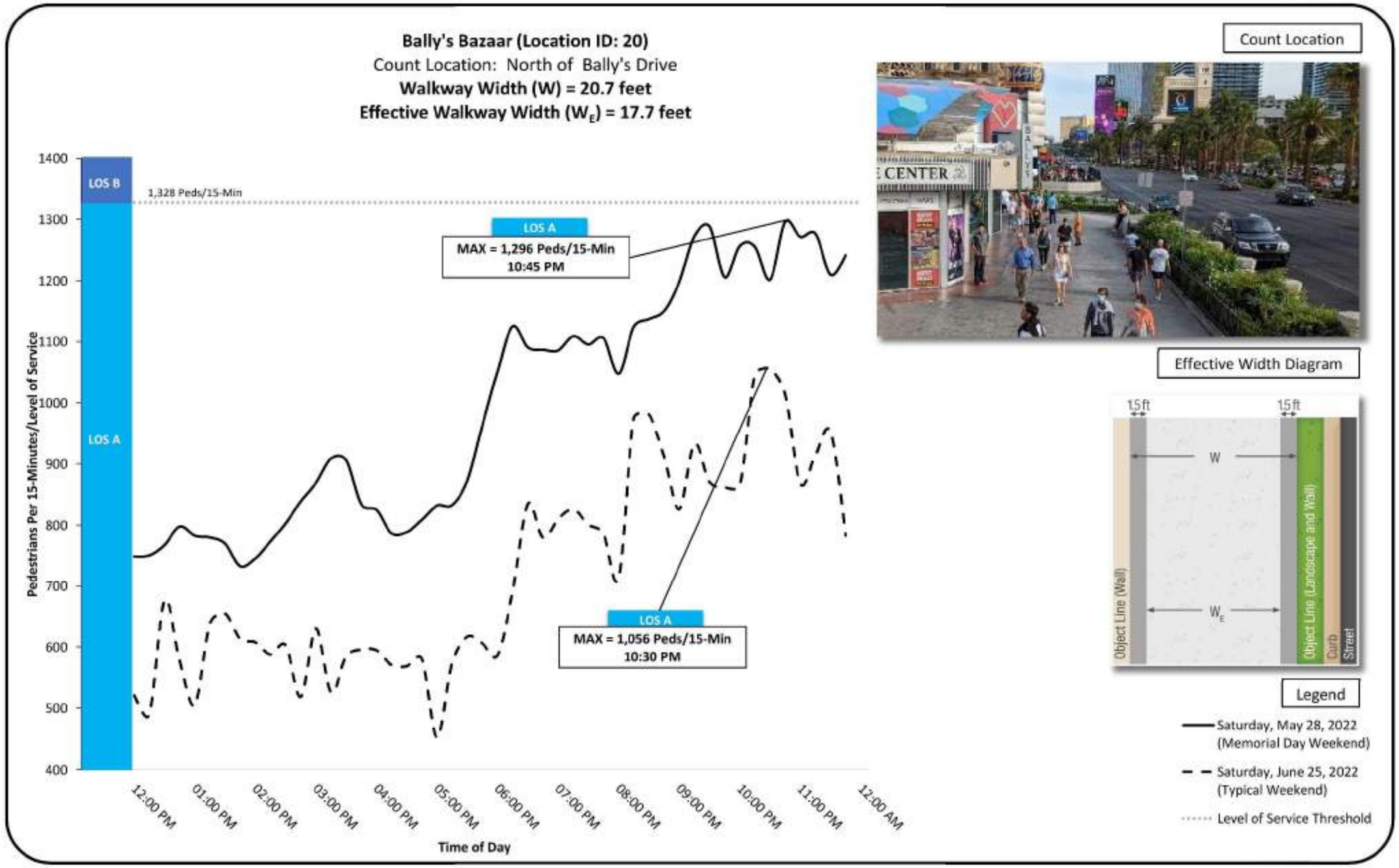


Figure 5.27 – Bally's Bazaar (Location ID: 20) – Pedestrian Volume by Time of Day

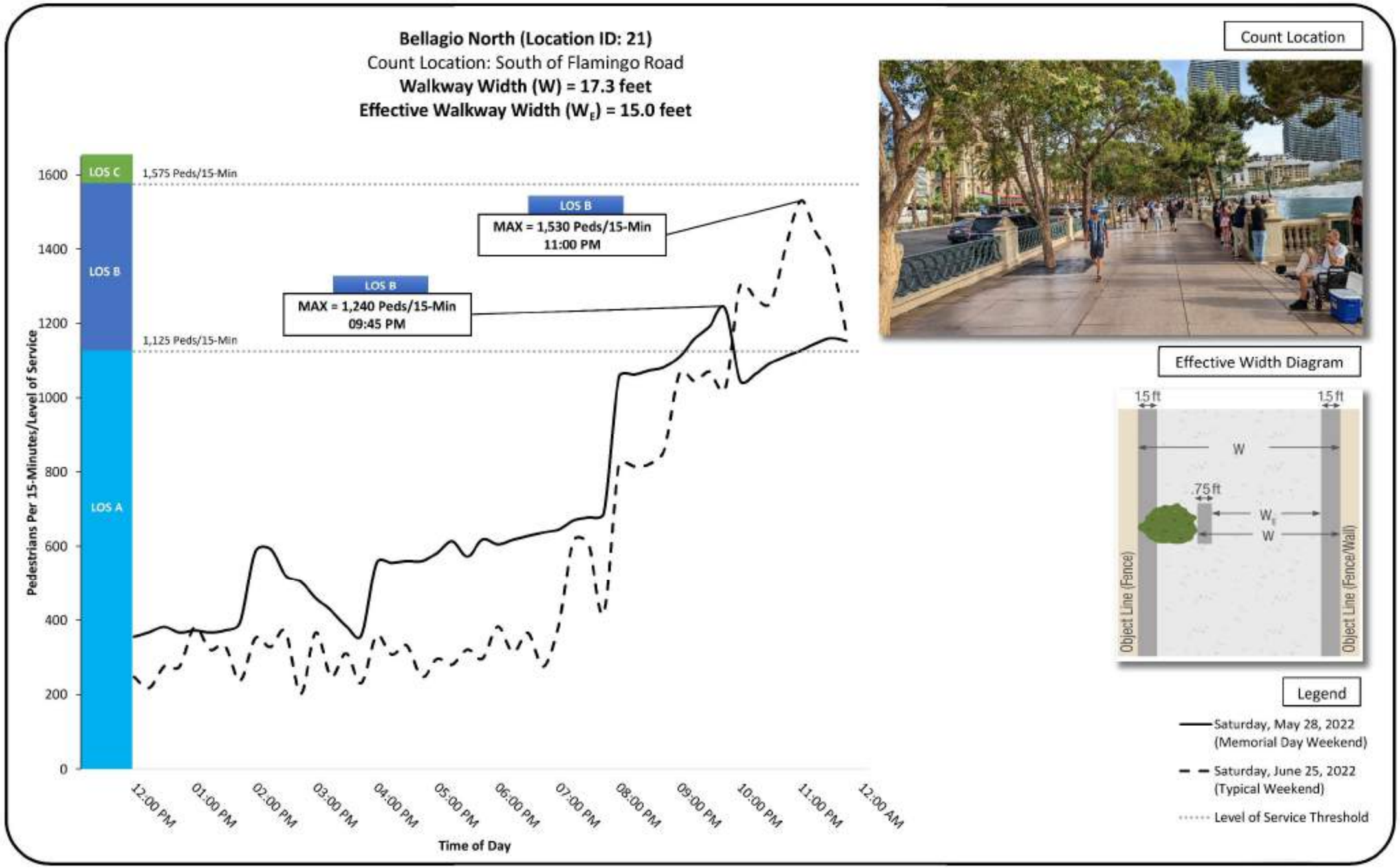


Figure 5.28 – Bellagio North (Location ID: 21) – Pedestrian Volume by Time of Day

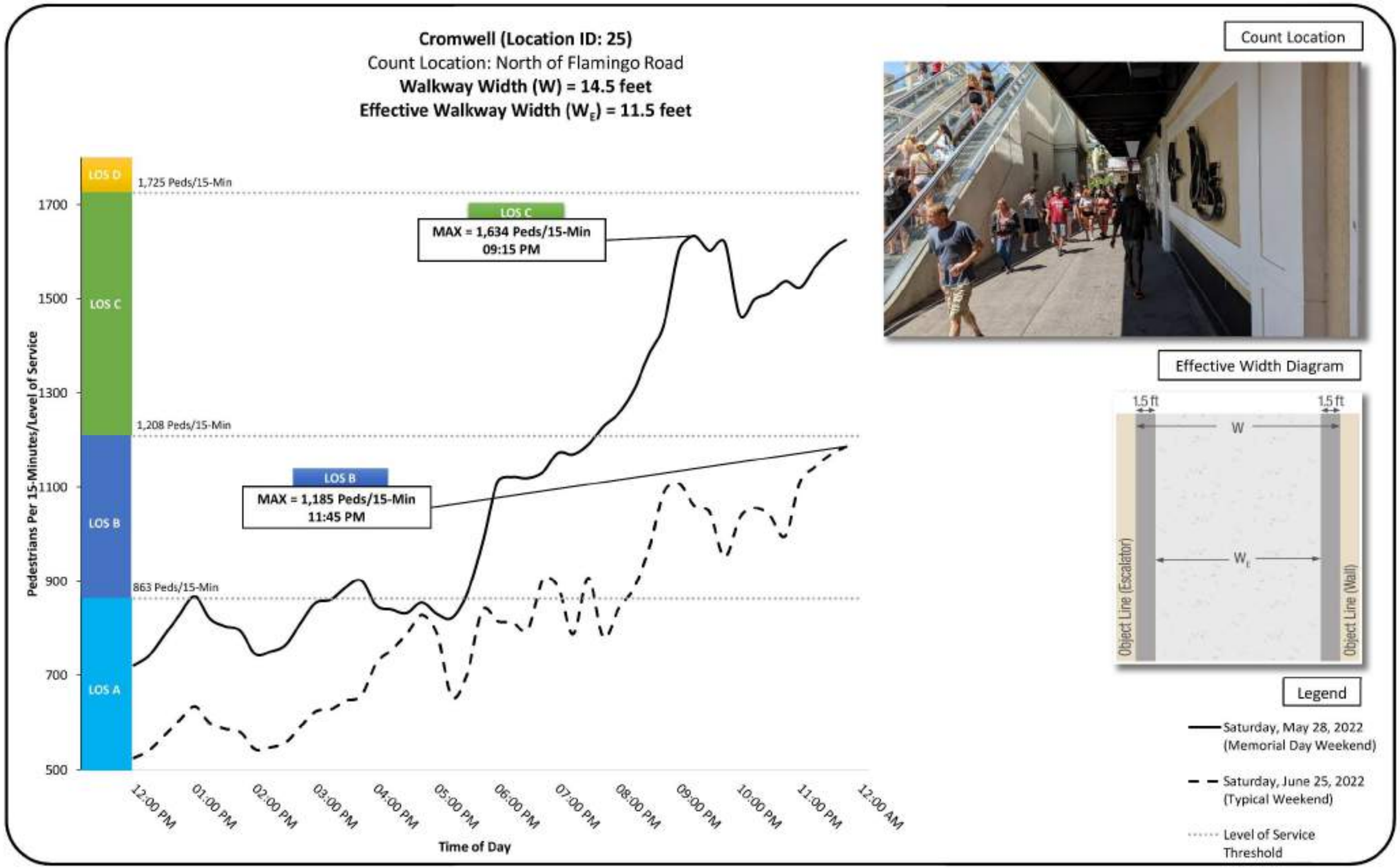


Figure 5.29 – Cromwell (Location ID: 25) – Pedestrian Volume by Time of Day

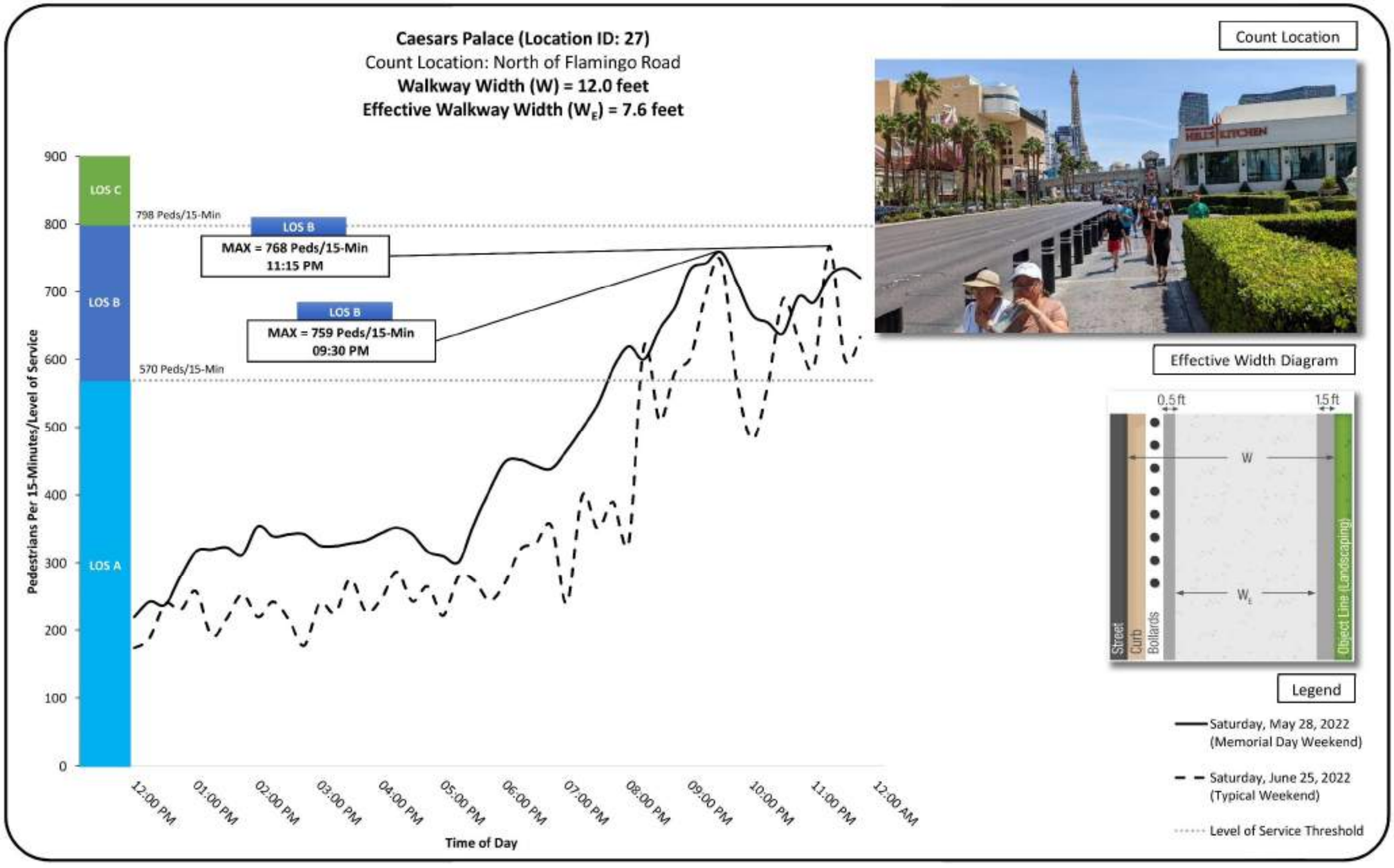


Figure 5.30 – Caesars Palace (Location ID: 27) – Pedestrian Volume by Time of Day

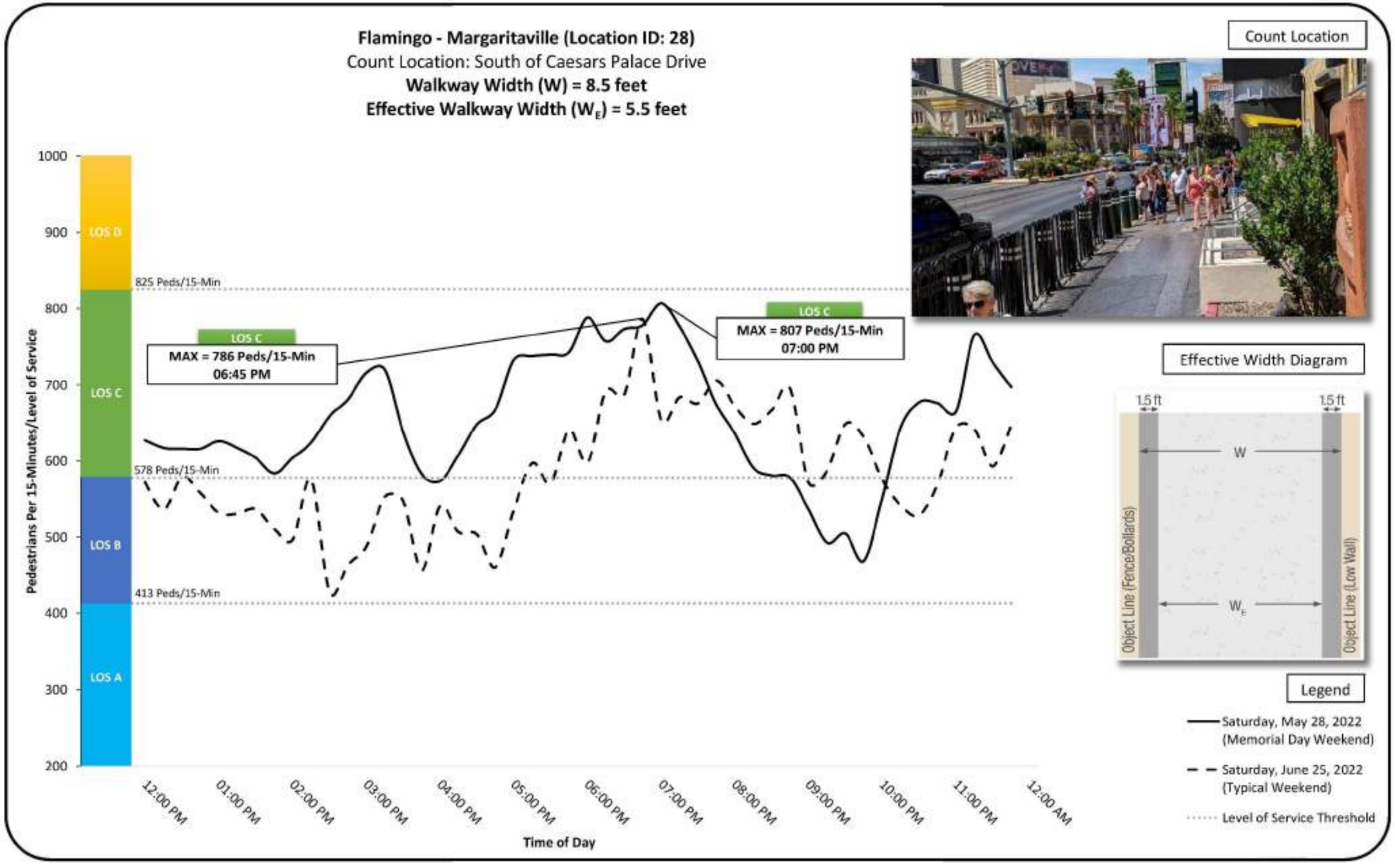


Figure 5.31 – Flamingo-Margaritaville (Location ID: 28) – Pedestrian Volume by Time of Day

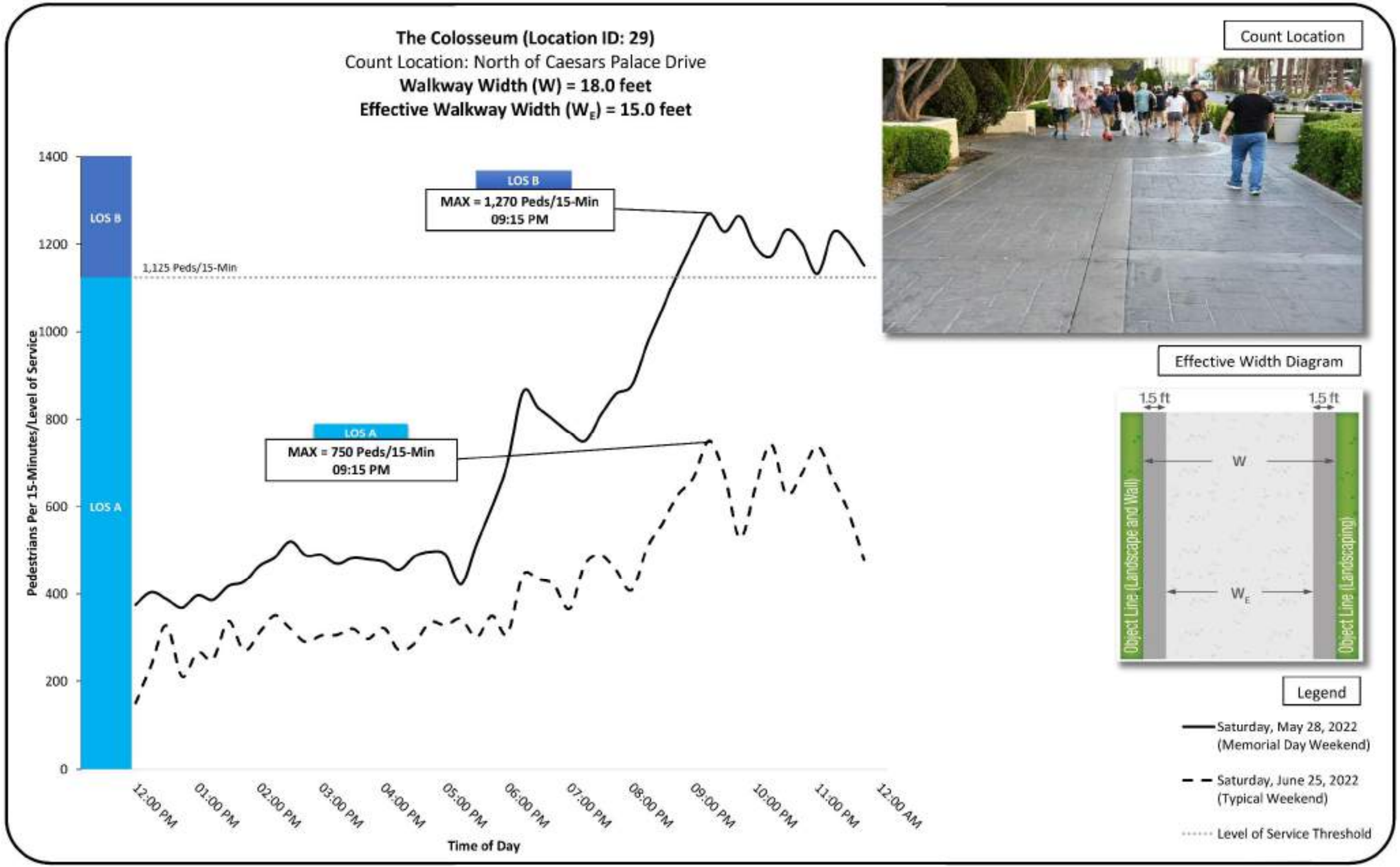


Figure 5.32 – The Colosseum (Location ID: 29) – Pedestrian Volume by Time of Day

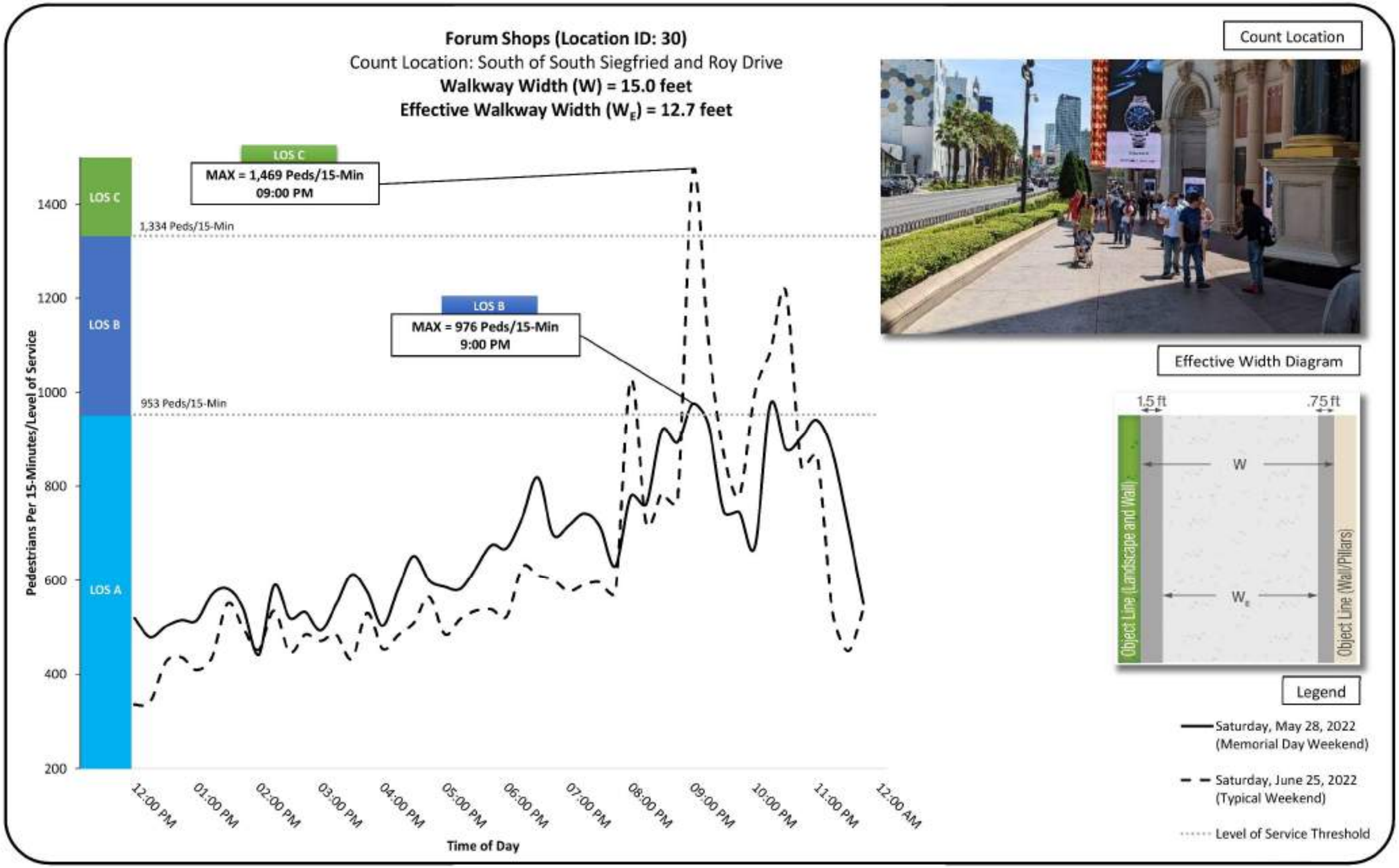


Figure 5.33 – Forum Shops (Location ID: 30) – Pedestrian Volume by Time of Day

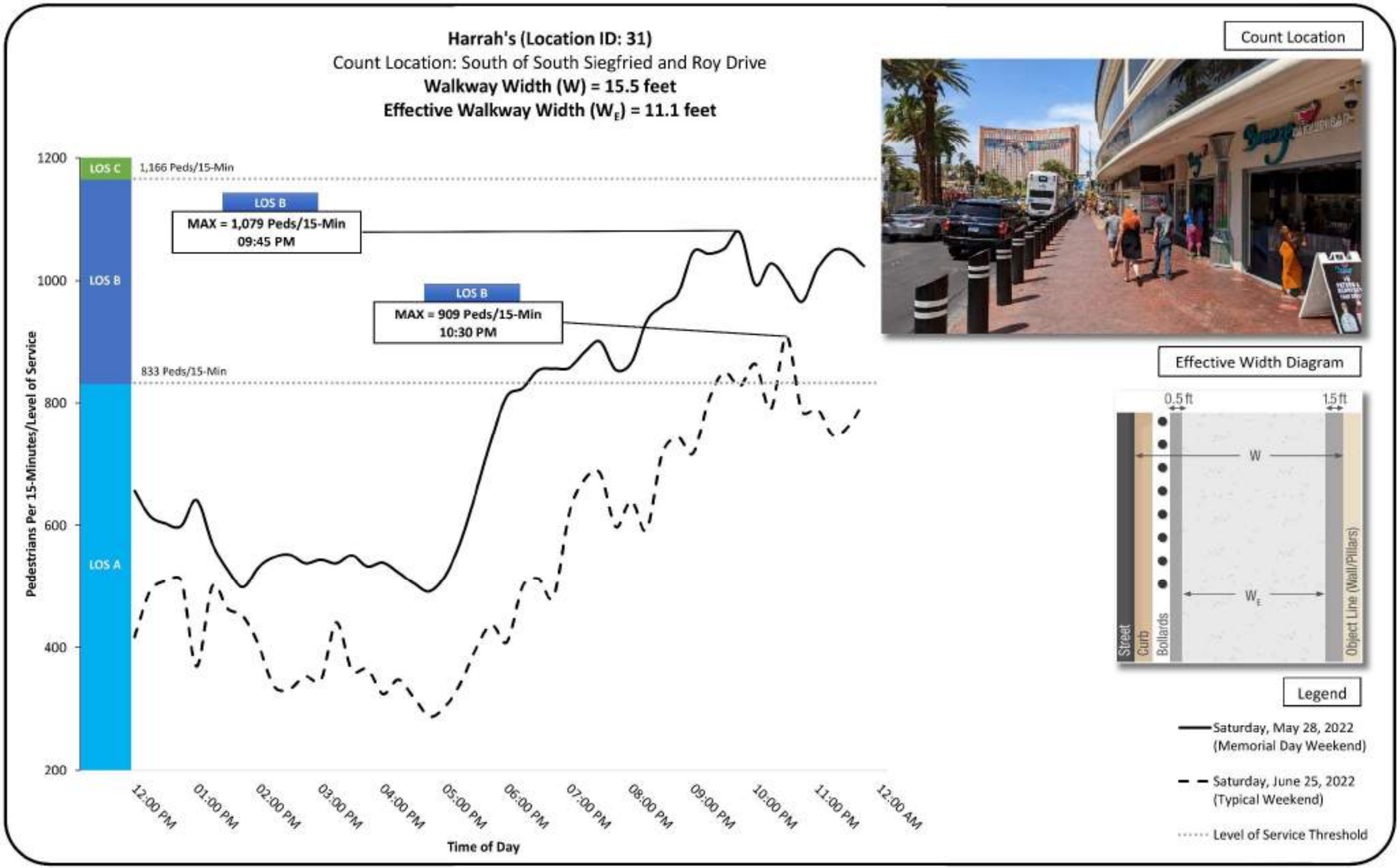


Figure 5.34 – Harrah's (Location ID: 31) – Pedestrian Volume by Time of Day

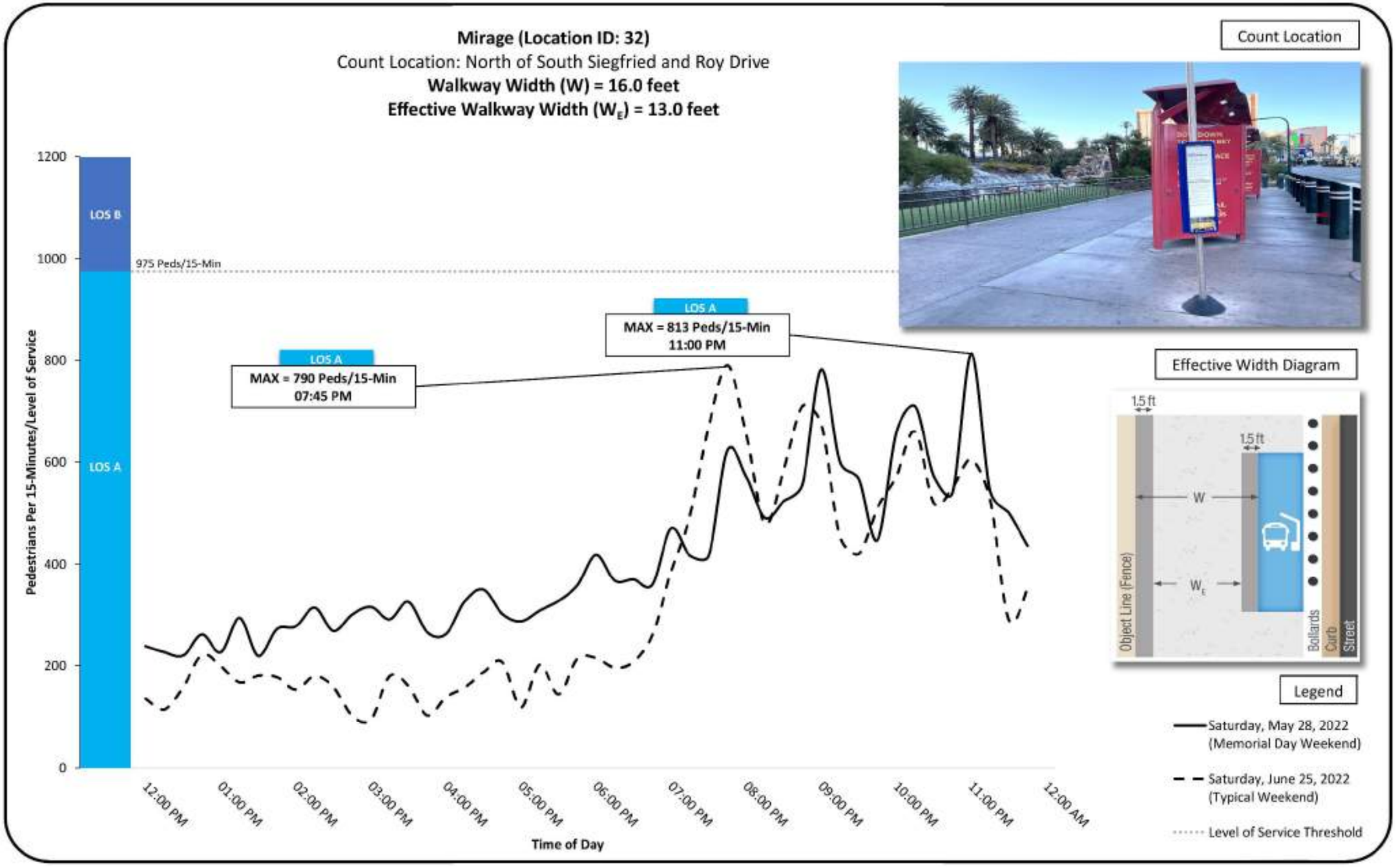


Figure 5.35 – Mirage (Location ID: 32) – Pedestrian Volume by Time of Day

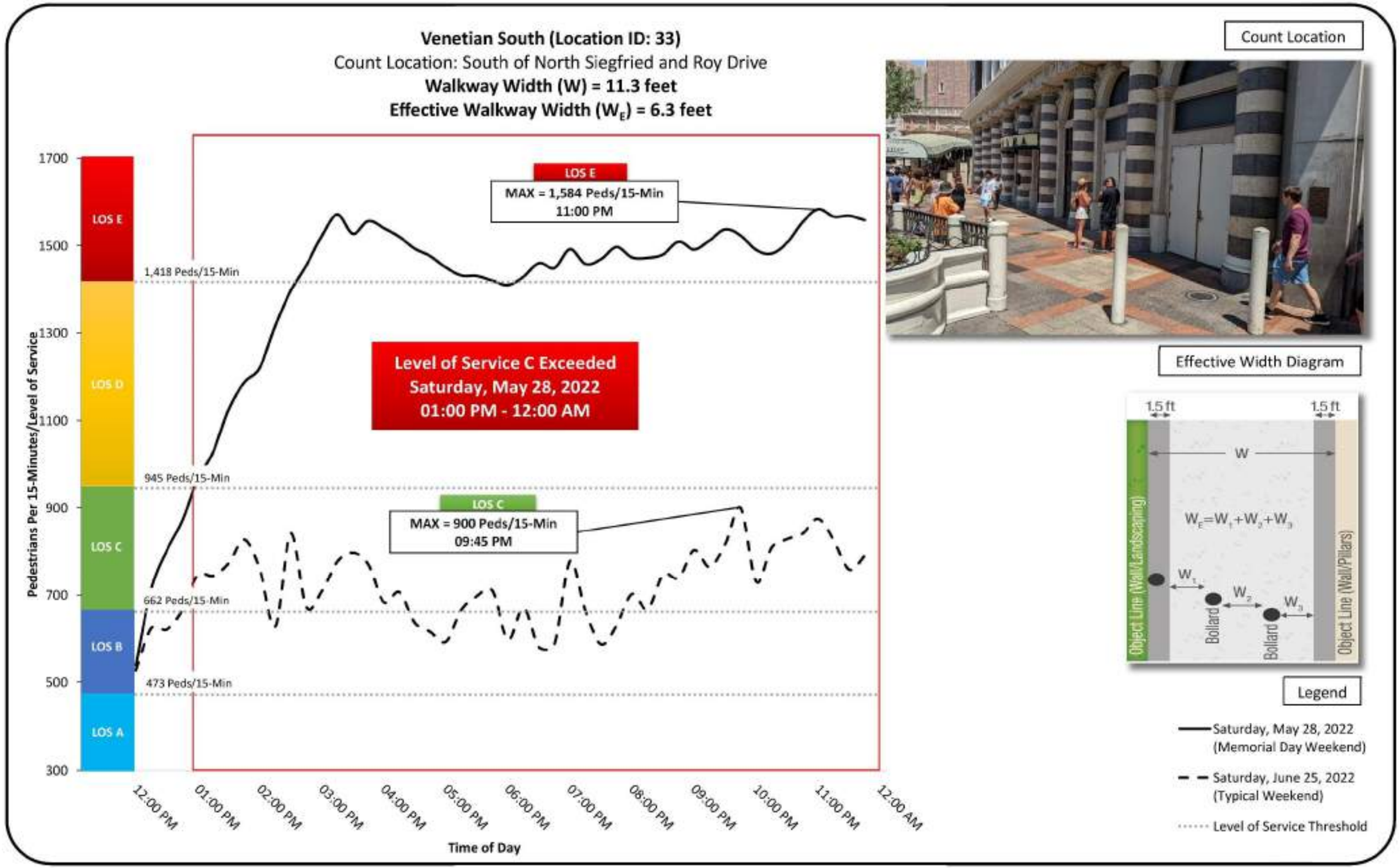


Figure 5.36 – Venetian South (Location ID: 33) – Pedestrian Volume by Time of Day

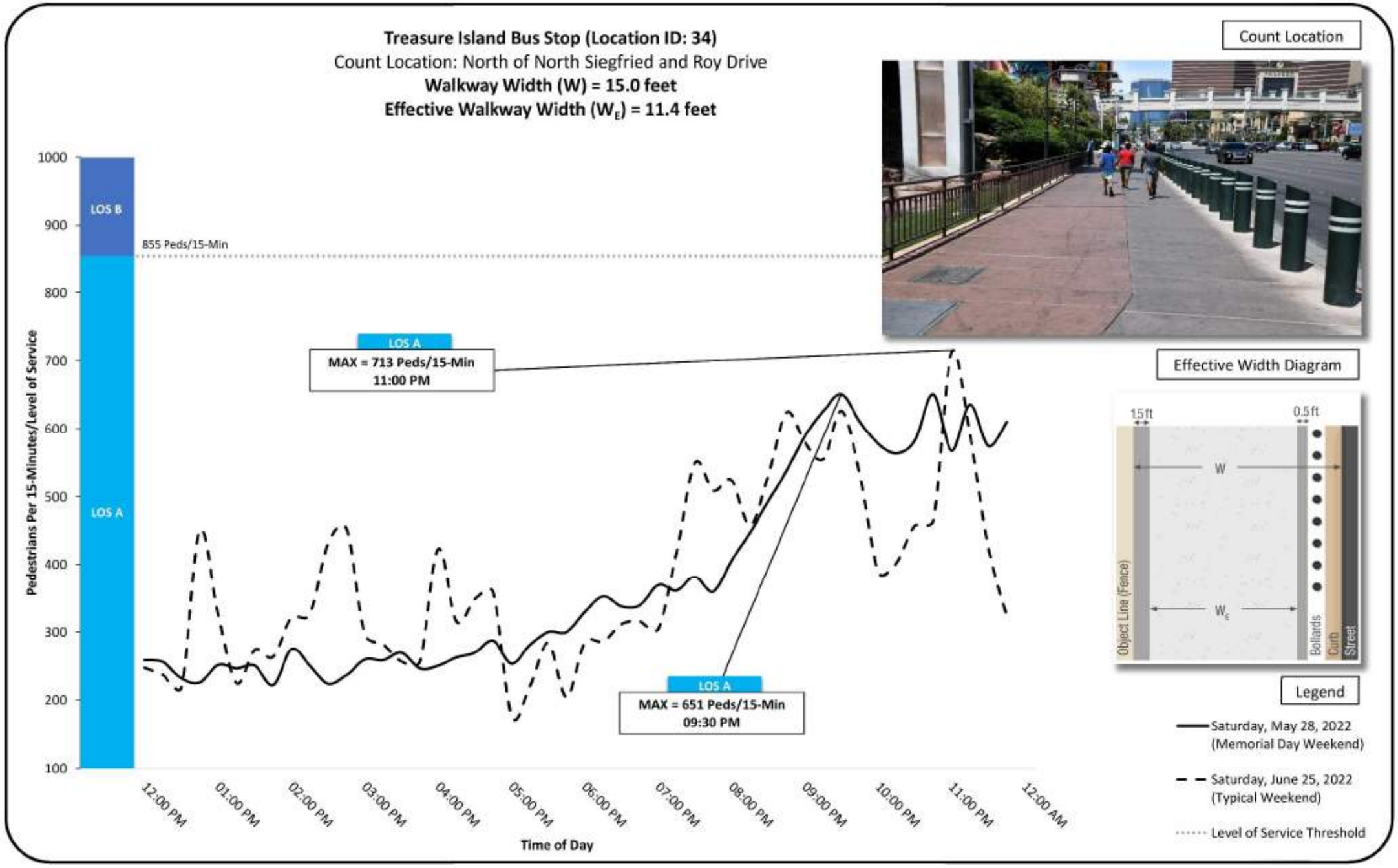


Figure 5.37 – Treasure Island Bus Stop (Location ID: 34) – Pedestrian Volume by Time of Day

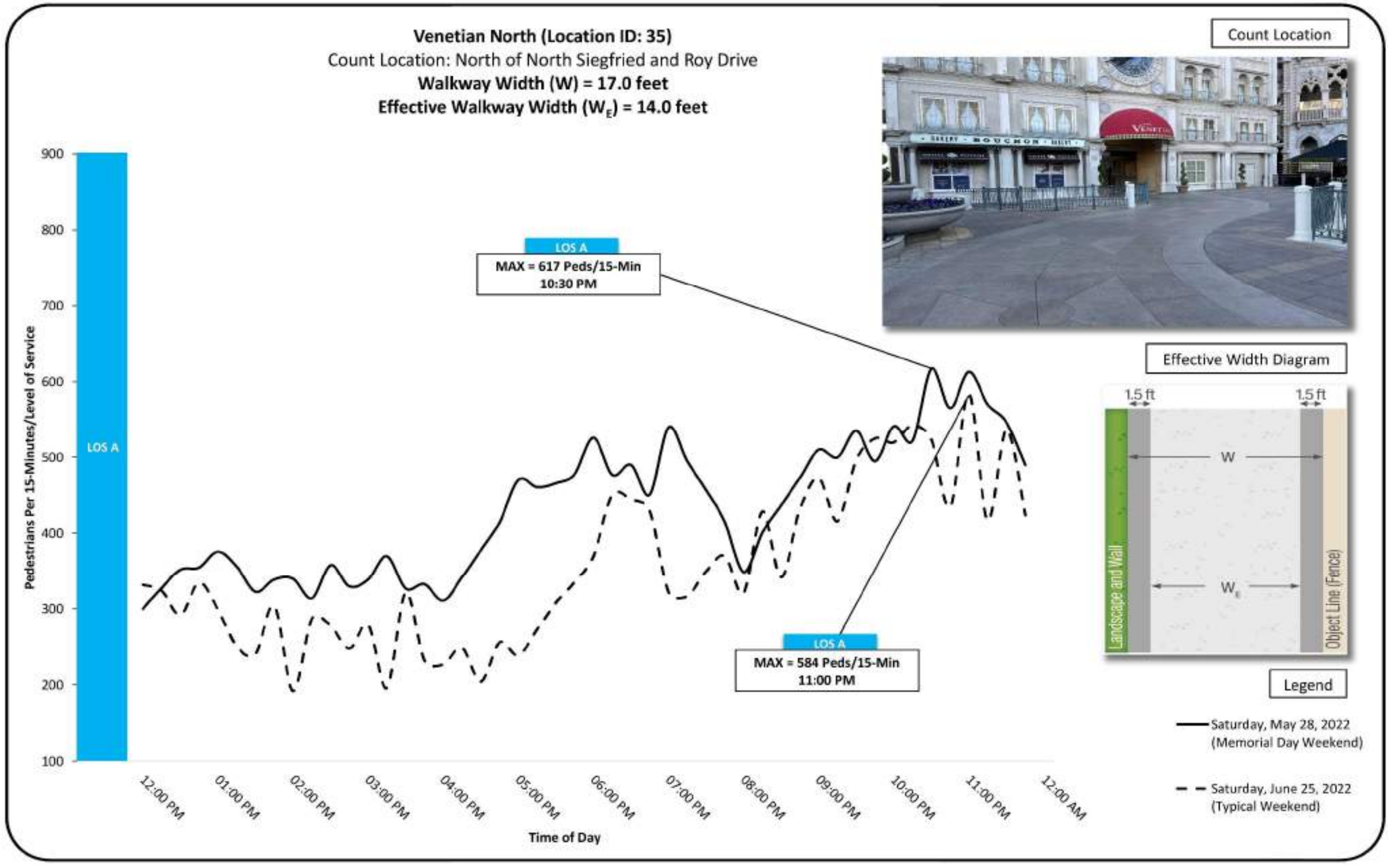


Figure 5.38 – Venetian North (Location ID: 35) – Pedestrian Volume by Time of Day

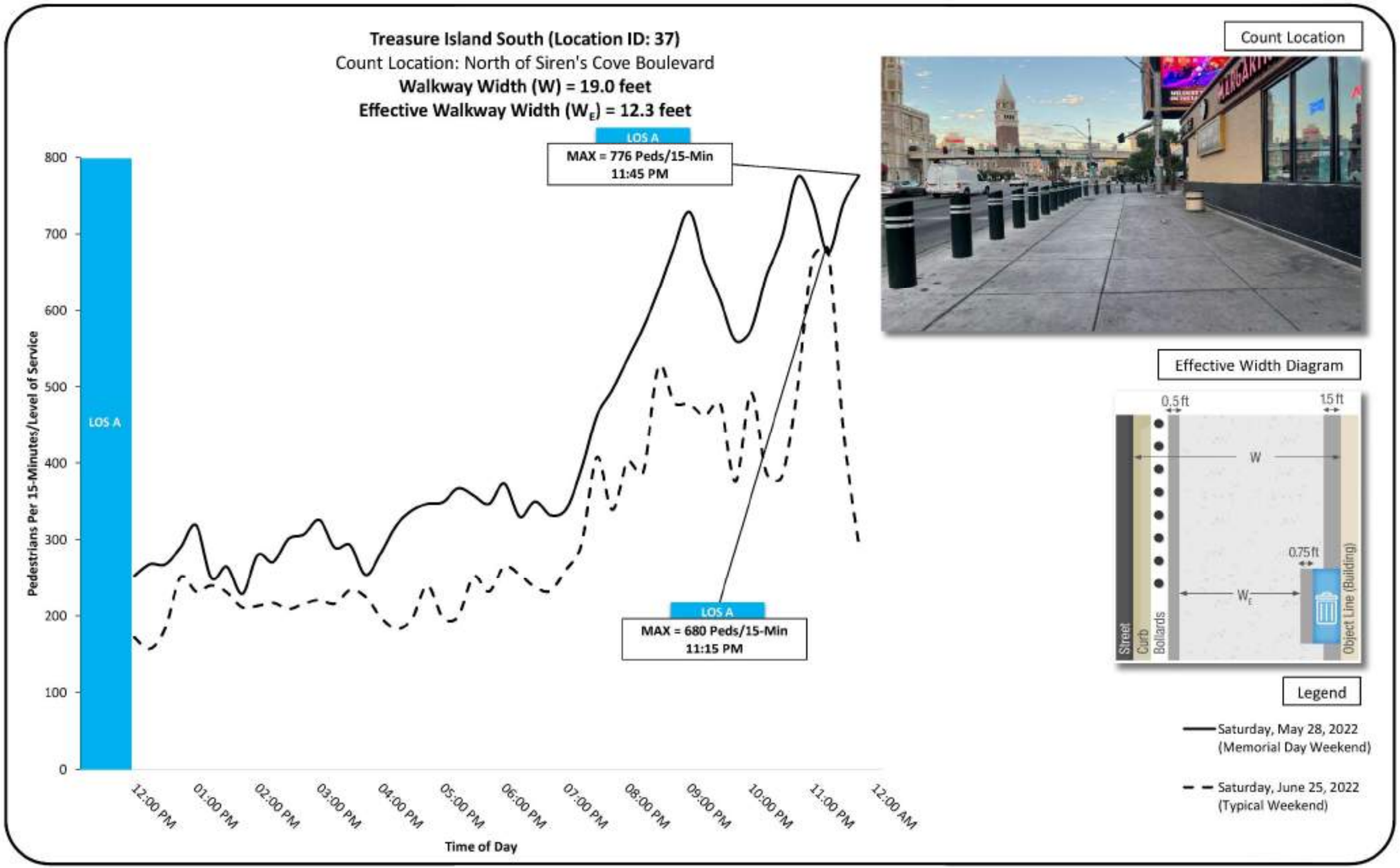


Figure 5.39 – Treasure Island South (Location ID: 37) – Pedestrian Volume by Time of Day

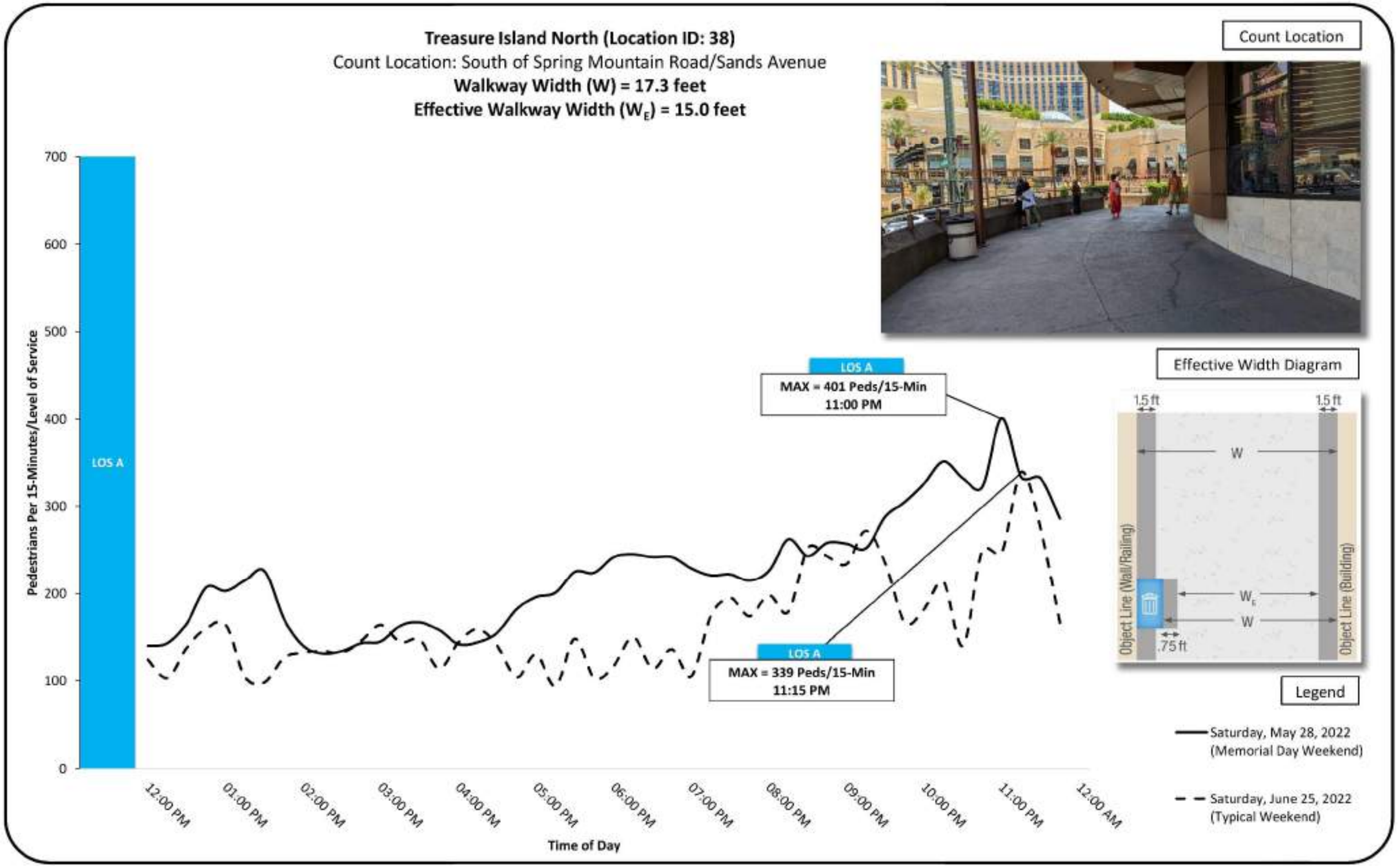


Figure 5.40 – Treasure Island North (Location ID: 38) – Pedestrian Volume by Time of Day

5.3.3 Pedestrian Bridges

Data was collected at 16 pedestrian bridge locations within the study corridor, as summarized in Table 5.5 and shown in Figure 5.41. The calculated LOS is based on the pedestrian volume at each bridge count location and the associated pedestrian bridge walkway widths at those locations. Figure 5.42 through Figure 5.57 provide a visualization of pedestrian volumes and LOS for the pedestrian bridge count locations.

Table 5.5 – LOS Summary for the Pedestrian Bridges

Location ID	Location	W_E (ft)	LOS Holiday	LOS Typical
4	Tropicana Avenue South Pedestrian Bridge	13.0	A	A
5	Tropicana Avenue West Pedestrian Bridge	13.0	B	B
6	Tropicana Avenue East Pedestrian Bridge	13.0	A	A
7	Tropicana Avenue North Pedestrian Bridge	13.0	B	C
10	Park Avenue Pedestrian Bridge	17.0	A	A
14	Harmon Avenue West Pedestrian Bridge	12.5	A	B
15	Harmon Avenue East Pedestrian Bridge	13.0	A	A
16	Harmon Avenue North Pedestrian Bridge	12.3	B	B
22	Flamingo Road South Pedestrian Bridge	11.8	A	A
23	Flamingo Road West Pedestrian Bridge	12.0	C	C
24	Flamingo Road East Pedestrian Bridge	11.0	B	C
26	Flamingo Road North Pedestrian Bridge	11.0	A	A
36	Venetian Pedestrian Bridge	13.5	A	A
39	Spring Mountain Road West Pedestrian Bridge	13.8	A	A
40	Spring Mountain Road East Pedestrian Bridge	17.0	A	A
42	Wynn Pedestrian Bridge	11.8	A	A

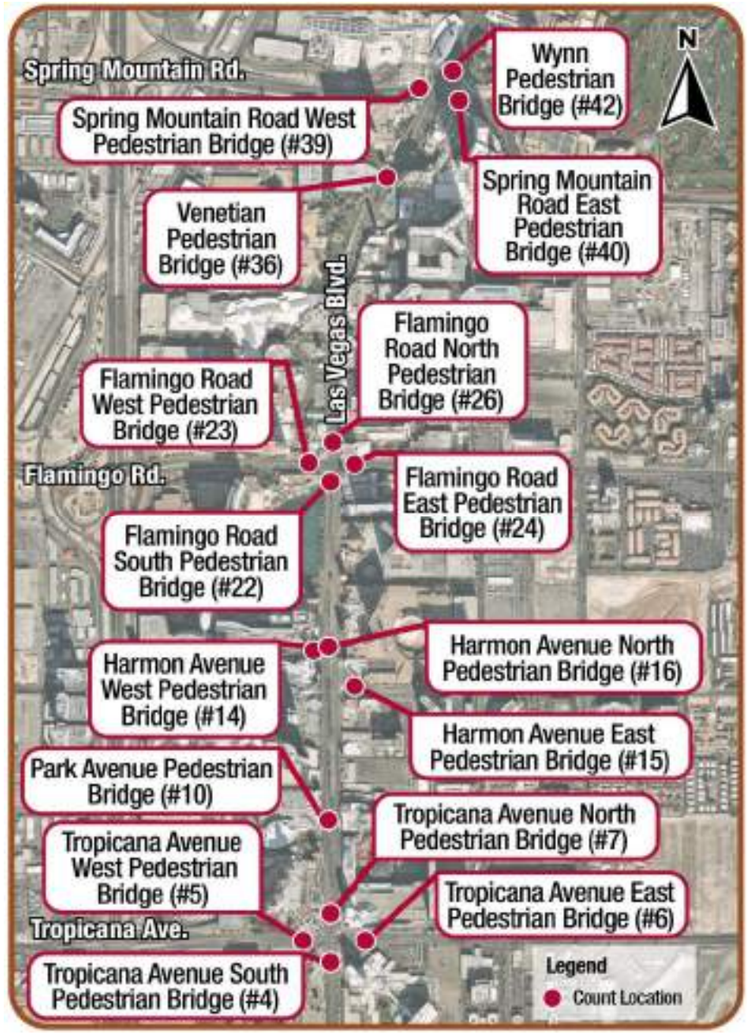


Figure 5.41 – Pedestrian Bridge Count Locations

All 16 observed pedestrian bridge count locations operated at LOS C or better on both Saturday, May 28, 2022 (Memorial Day Weekend) and Saturday, June 25, 2022 (Typical Weekend), with 10 bridges operating as LOS A on both the Holiday Saturday and the Typical Saturday.

The Flamingo Road West Pedestrian Bridge (#23), as observed on May 28, 2022 is shown in Picture 5.3 and the Tropicana Avenue North Pedestrian Bridge (#7), as observed on June 25, 2022 is shown in Picture 5.4. The Flamingo Road West Pedestrian Bridge (#23) had the highest observed 15-minute pedestrian volume of all 48 count locations on the Holiday Saturday and the Tropicana Avenue North Pedestrian Bridge (#7) had the highest observed pedestrian volume on the Typical Saturday.



Picture 5.3 – Flamingo Road West Pedestrian Bridge (#23)
May 28, 2022



Picture 5.4 – Tropicana Avenue North Pedestrian Bridge (#7)
June 25, 2022

In the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*, the Tropicana Avenue West Pedestrian Bridge (#5), Harmon Avenue West Pedestrian Bridge (#14), Harmon Avenue North Pedestrian Bridge (#16), and Flamingo Road West Pedestrian Bridge (#23) were found to exceed LOS C during the Holiday Saturday, while only the Flamingo West Pedestrian Bridge (#23) was found to exceed LOS C during the Typical Saturday in 2015. Of note, since 2015, the recommendation to remove trash enclosures from pedestrian bridges has been implemented.

It should also be noted that the LOS calculations presented in this section are based on no NPOs being on the bridge and that the entire walkway being available for pedestrian movement. The impact of NPOs on pedestrian LOS is considered in Section 5.4.

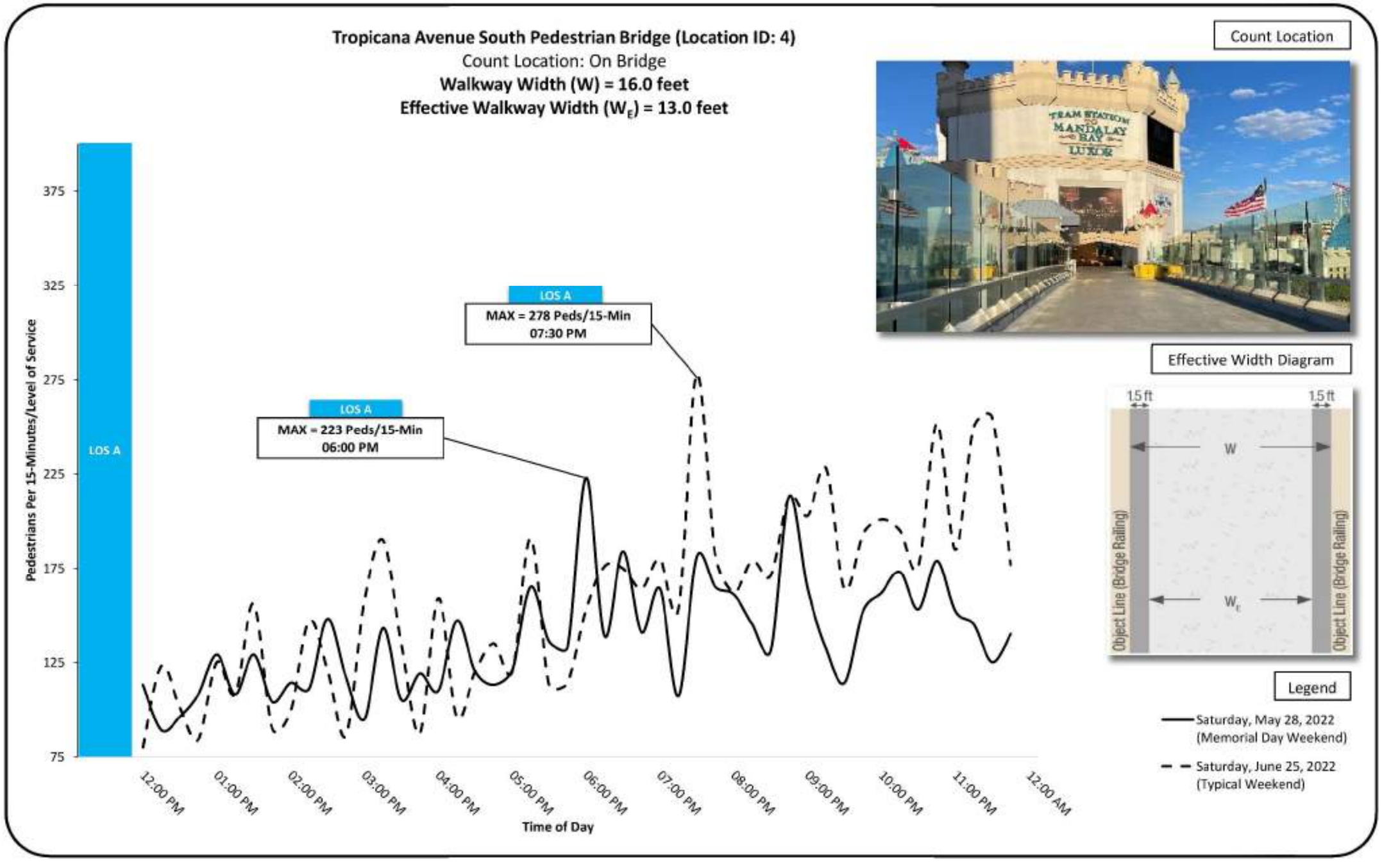


Figure 5.42 – Tropicana Avenue South Pedestrian Bridge (Location ID: 4) – Pedestrian Volume by Time of Day

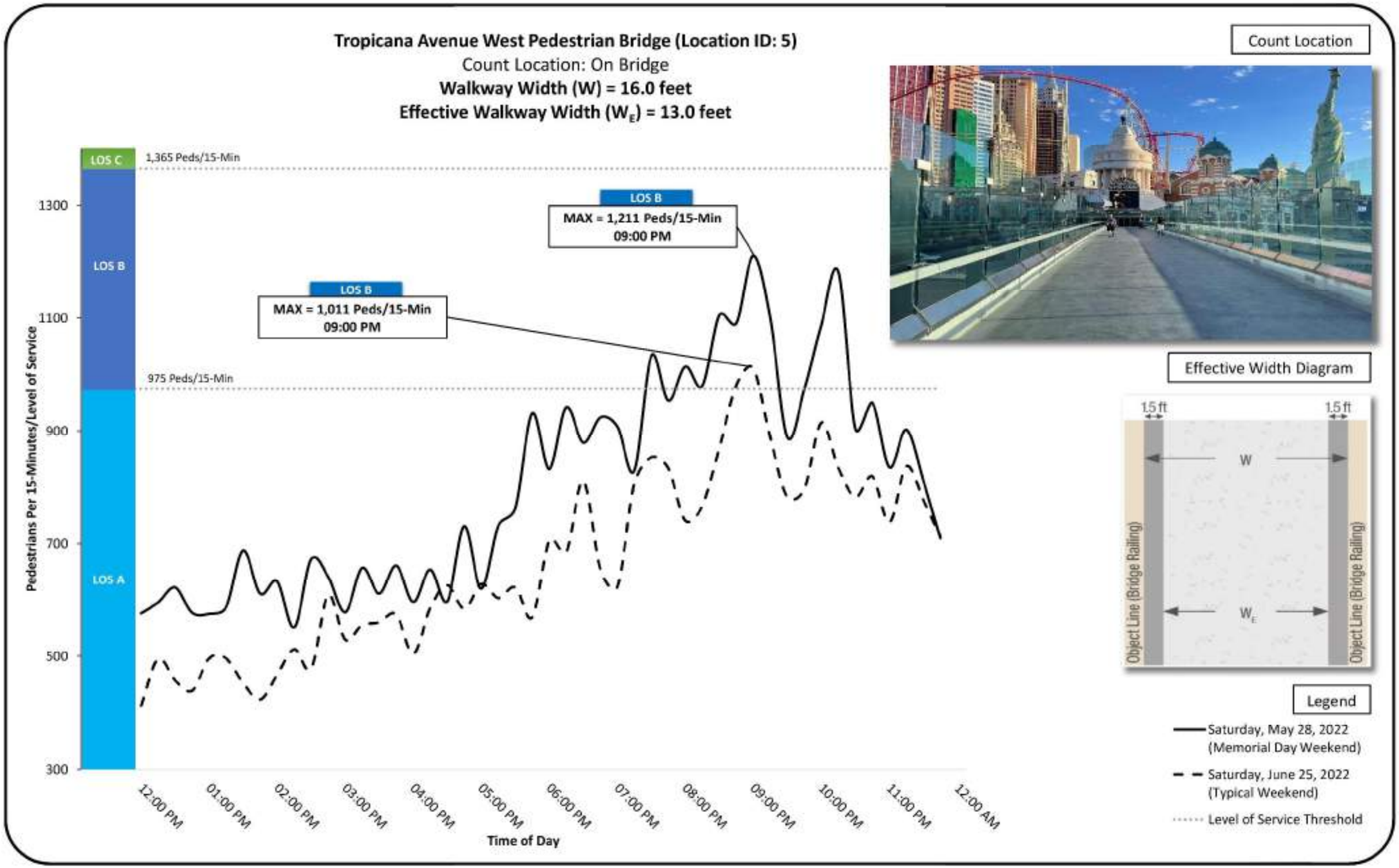


Figure 5.43 – Tropicana Avenue West Pedestrian Bridge (Location ID: 5) – Pedestrian Volume by Time of Day

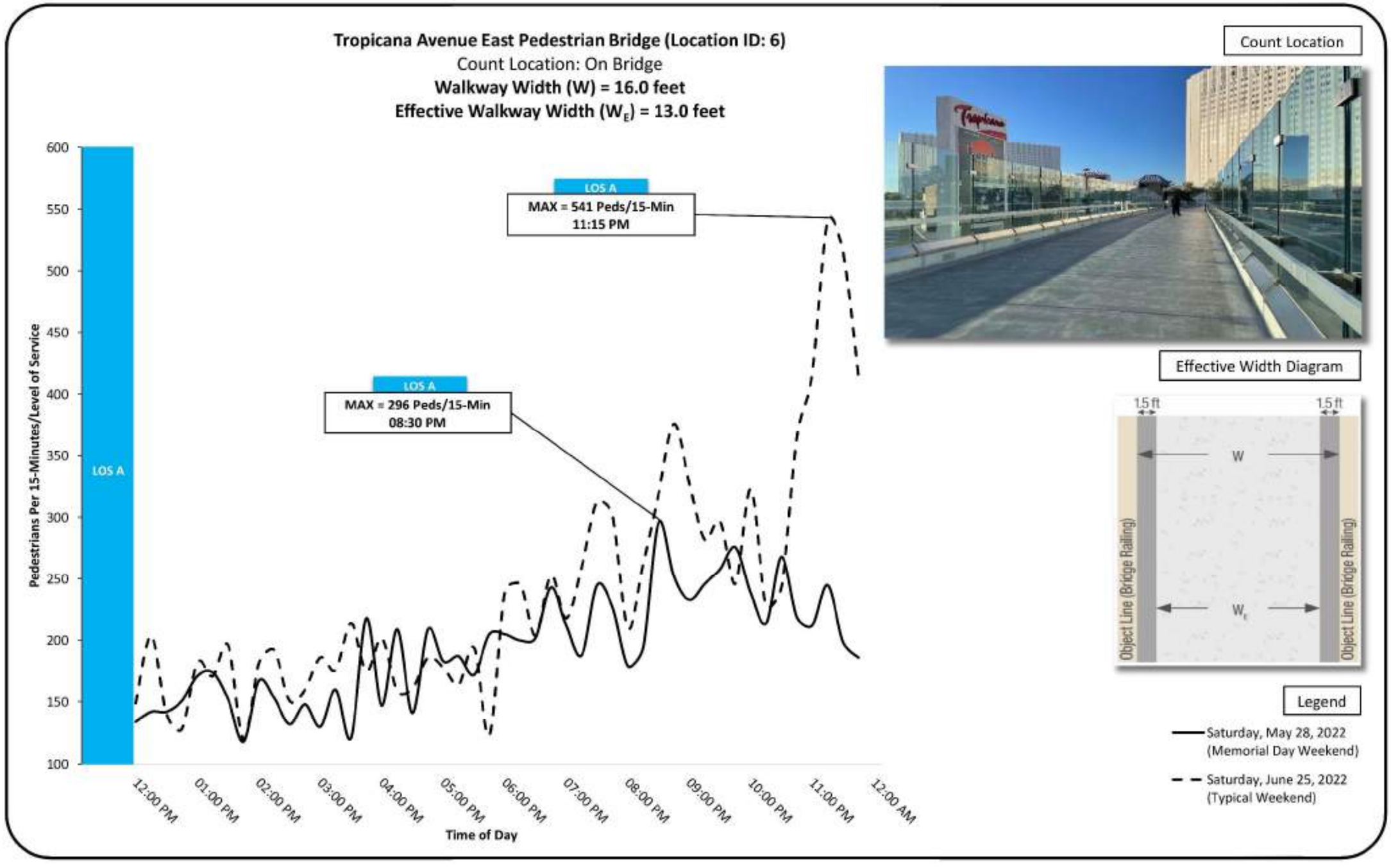


Figure 5.44 – Tropicana Avenue East Pedestrian Bridge (Location ID: 6) – Pedestrian Volume by Time of Day

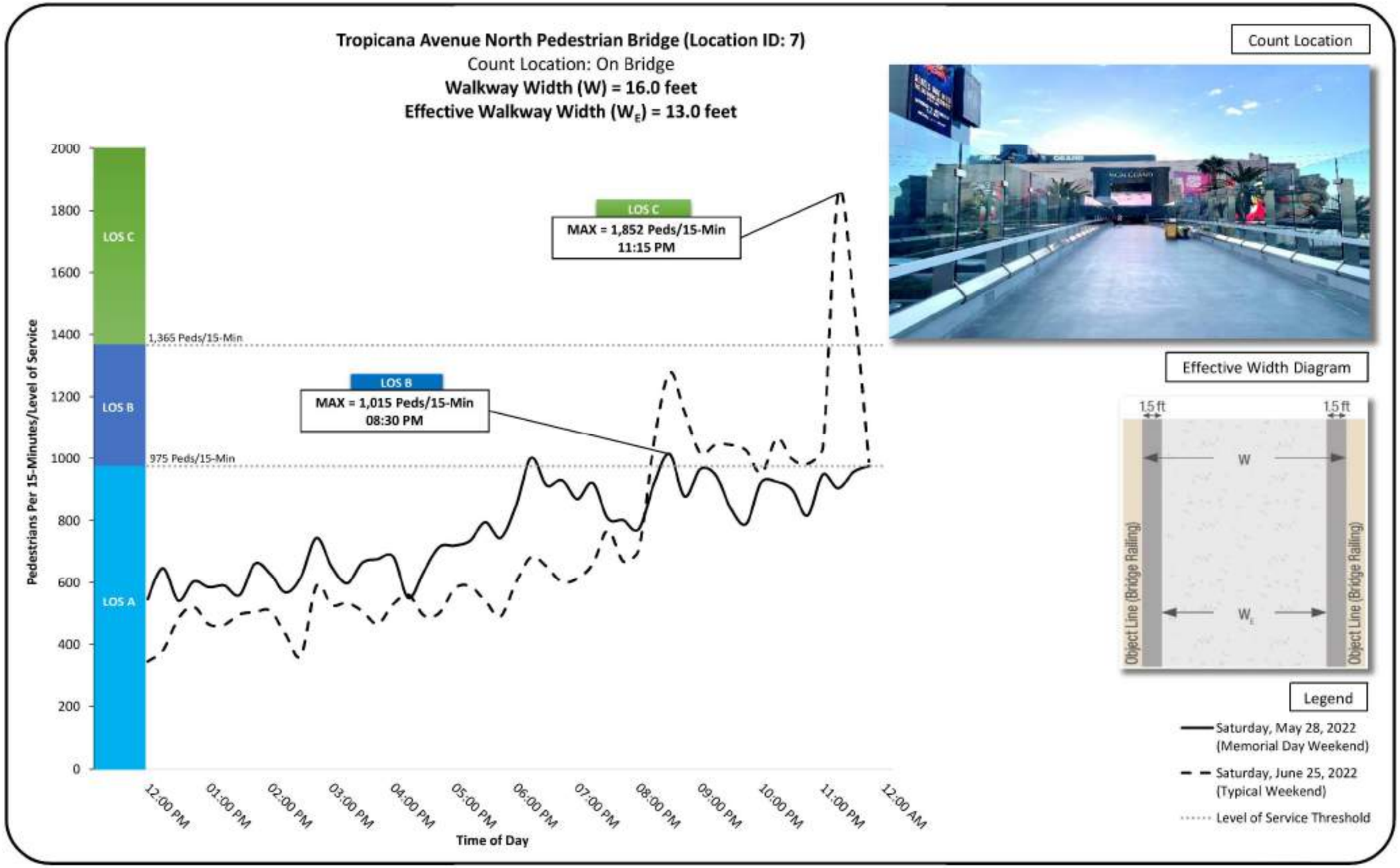


Figure 5.45 – Tropicana Avenue North Pedestrian Bridge (Location ID: 7) – Pedestrian Volume by Time of Day

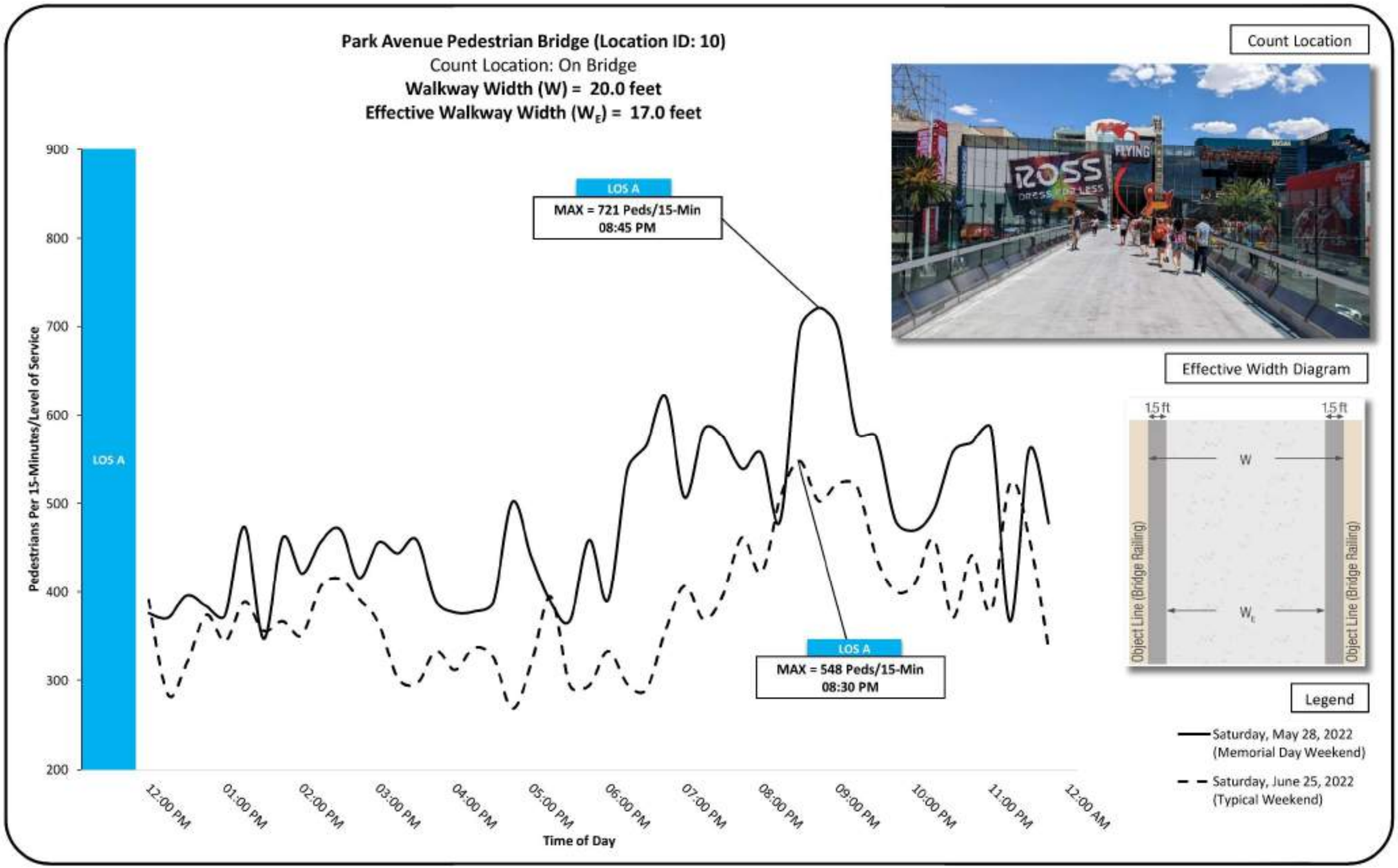


Figure 5.46 – Park Avenue Pedestrian Bridge (Location ID: 10) – Pedestrian Volume by Time of Day

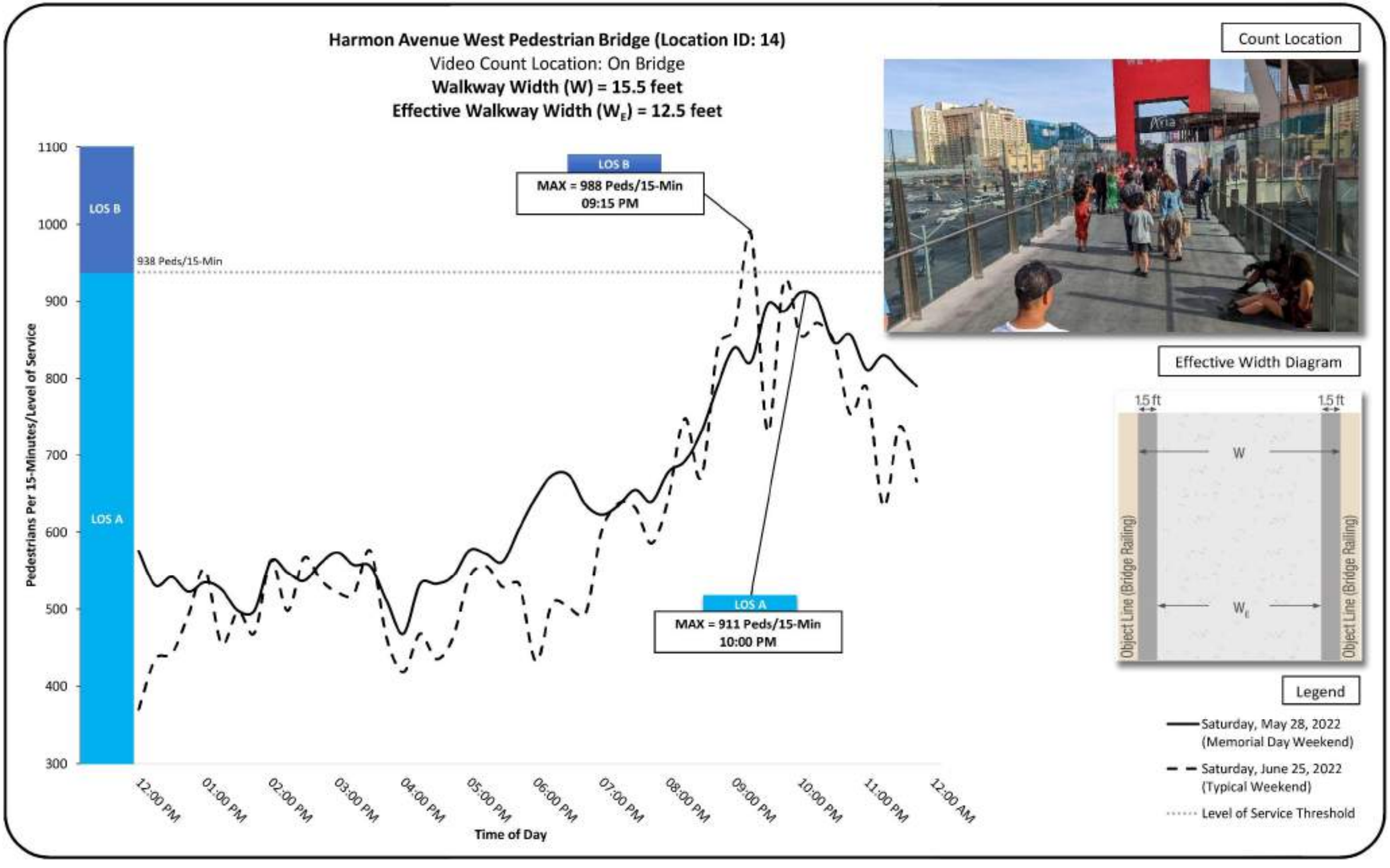


Figure 5.47 – Harmon Avenue West Pedestrian Bridge (Location ID: 14) – Pedestrian Volume by Time of Day

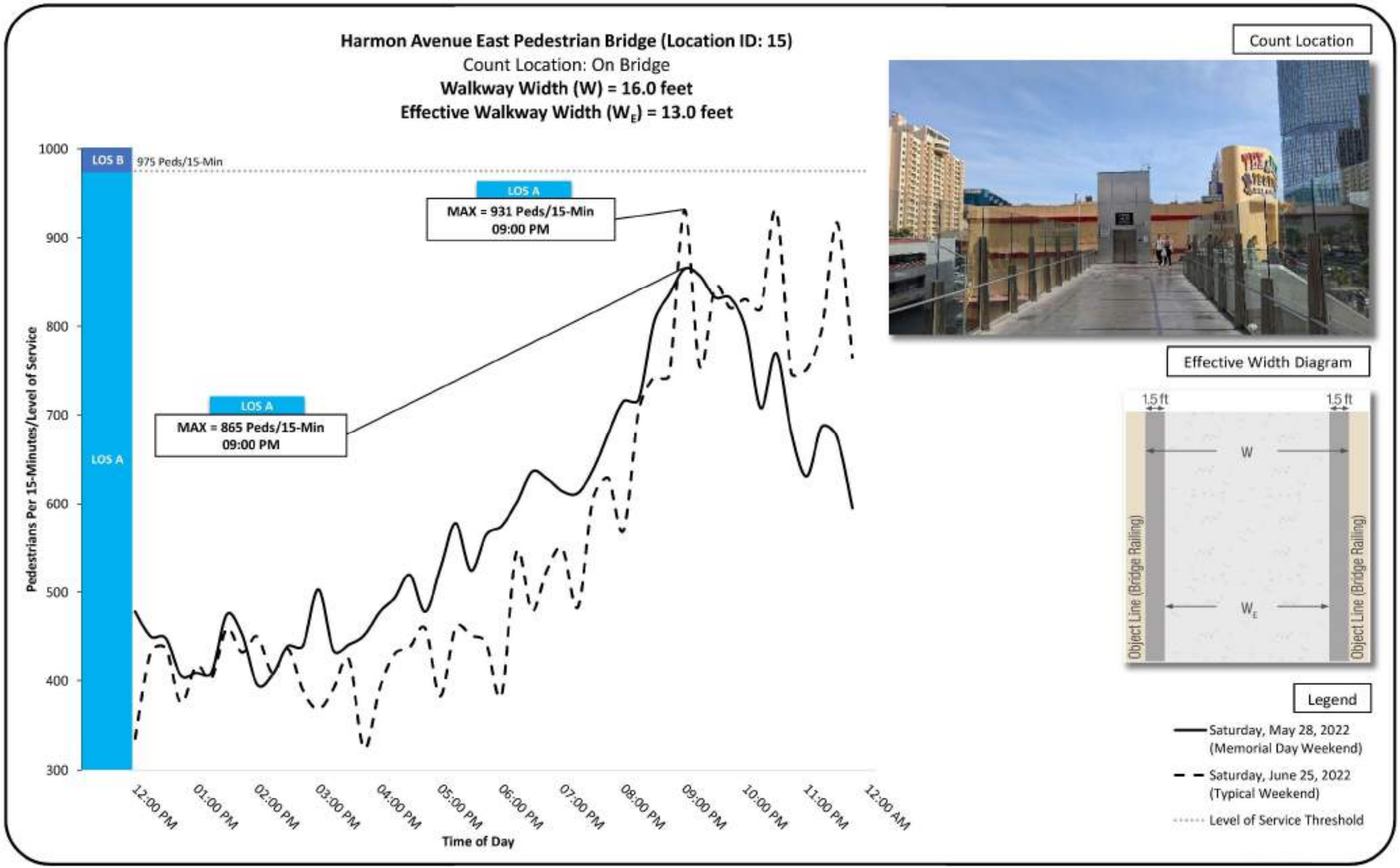


Figure 5.48 – Harmon Avenue East Pedestrian Bridge (Location ID: 15) – Pedestrian Volume by Time of Day

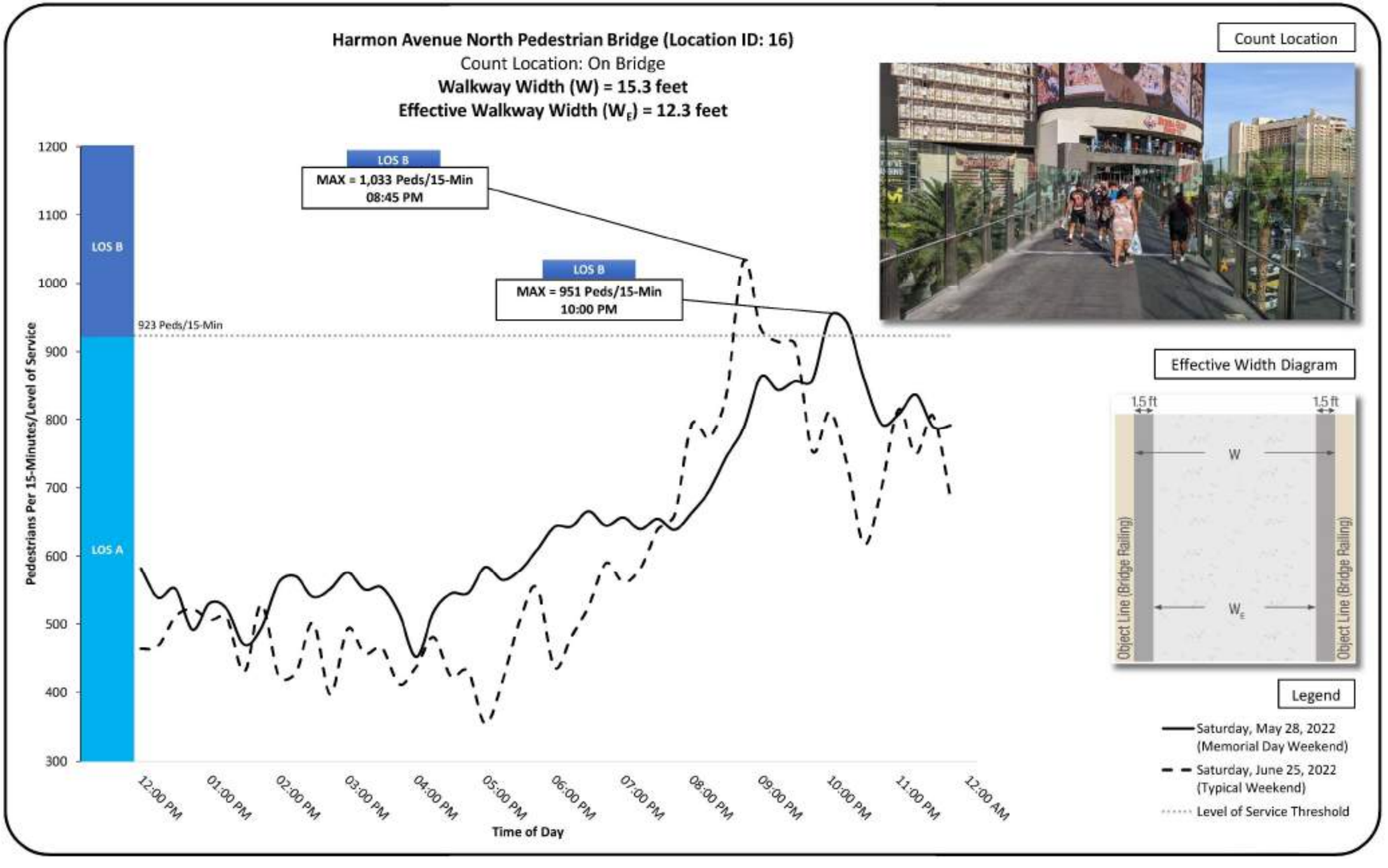


Figure 5.49 – Harmon Avenue North Pedestrian Bridge (Location ID: 16) – Pedestrian Volume by Time of Day

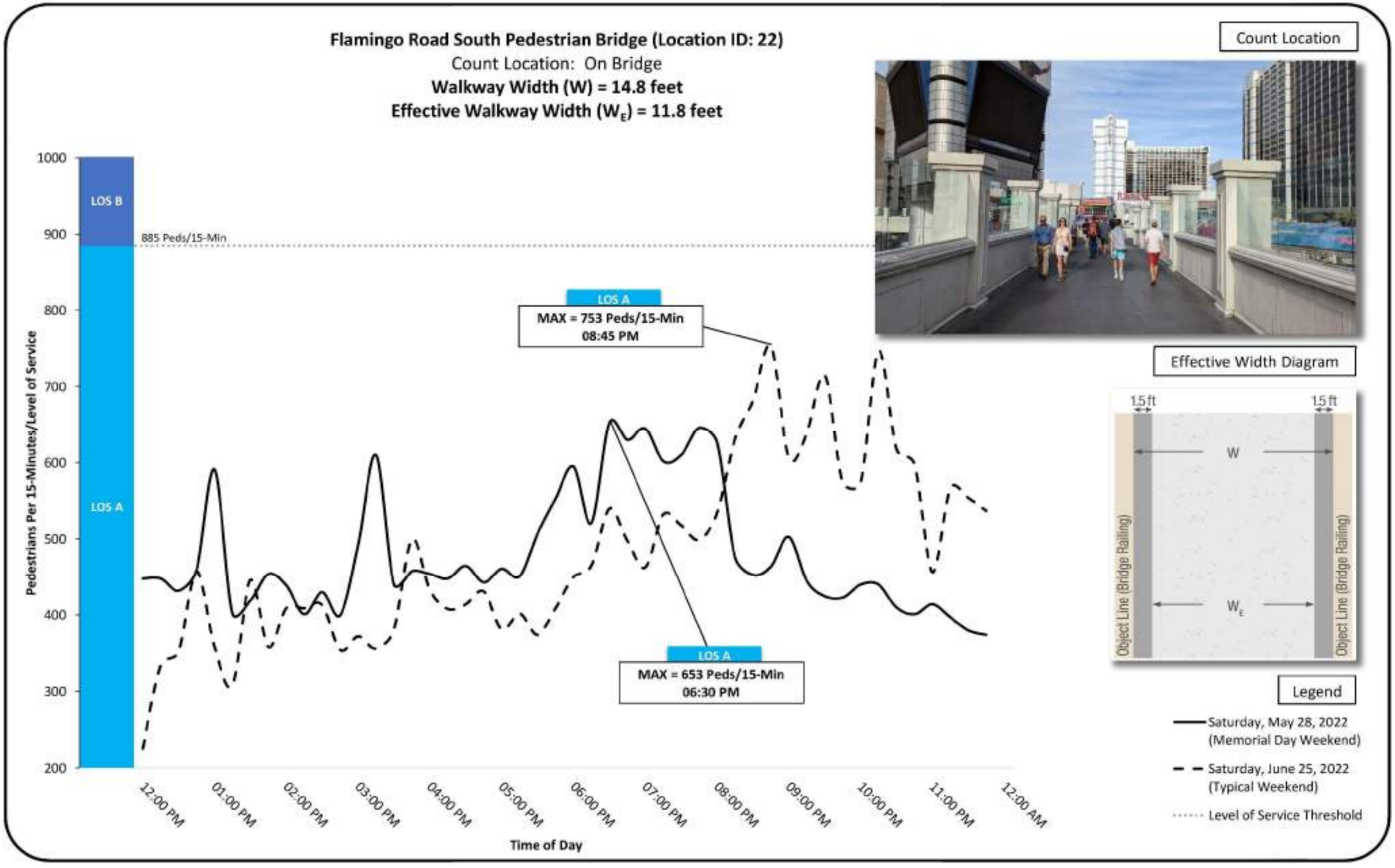


Figure 5.50 – Flamingo Road South Pedestrian Bridge (Location ID: 22) – Pedestrian Volume by Time of Day

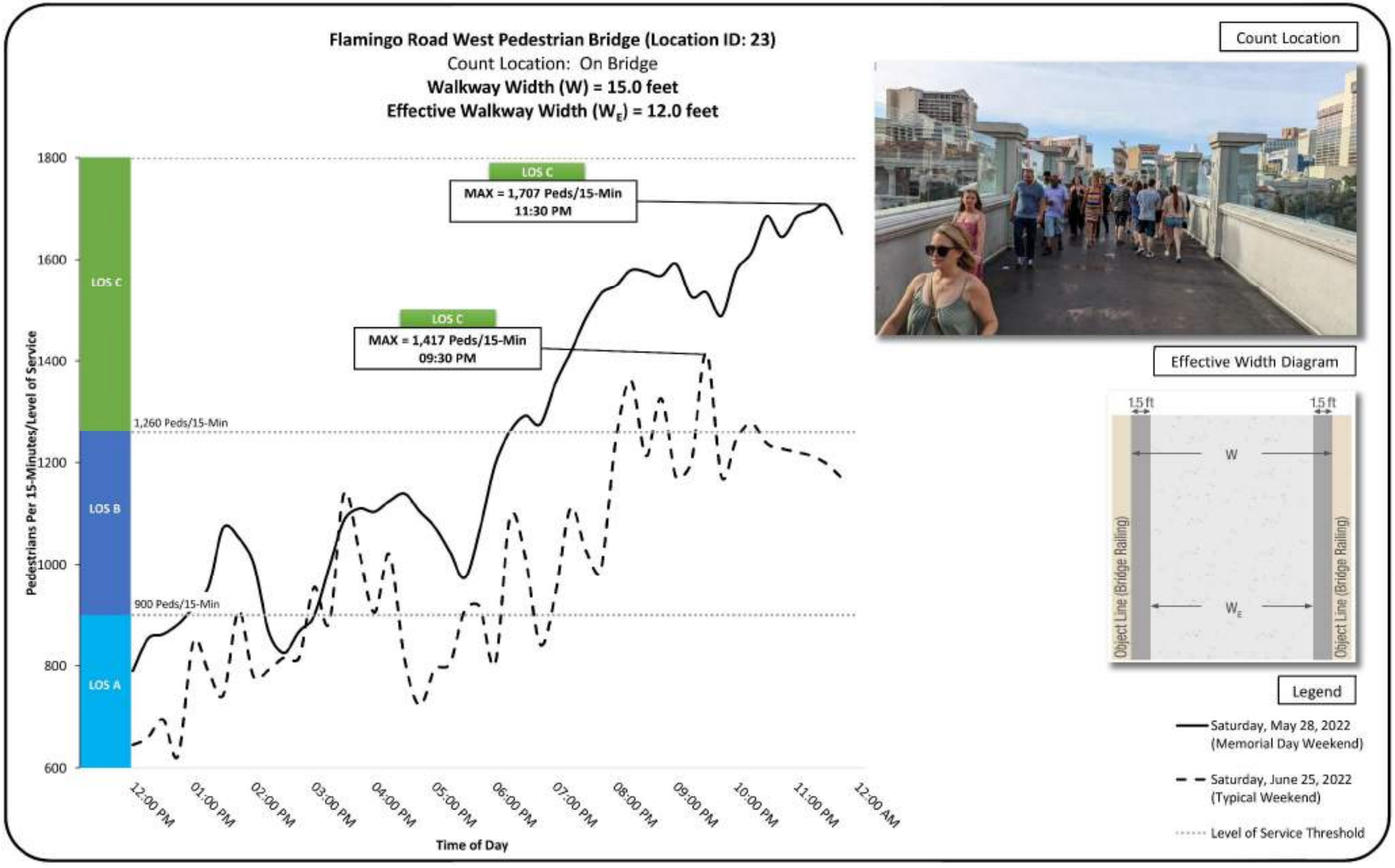


Figure 5.51 – Flamingo Road West Pedestrian Bridge (Location ID: 23) – Pedestrian Volume by Time of Day

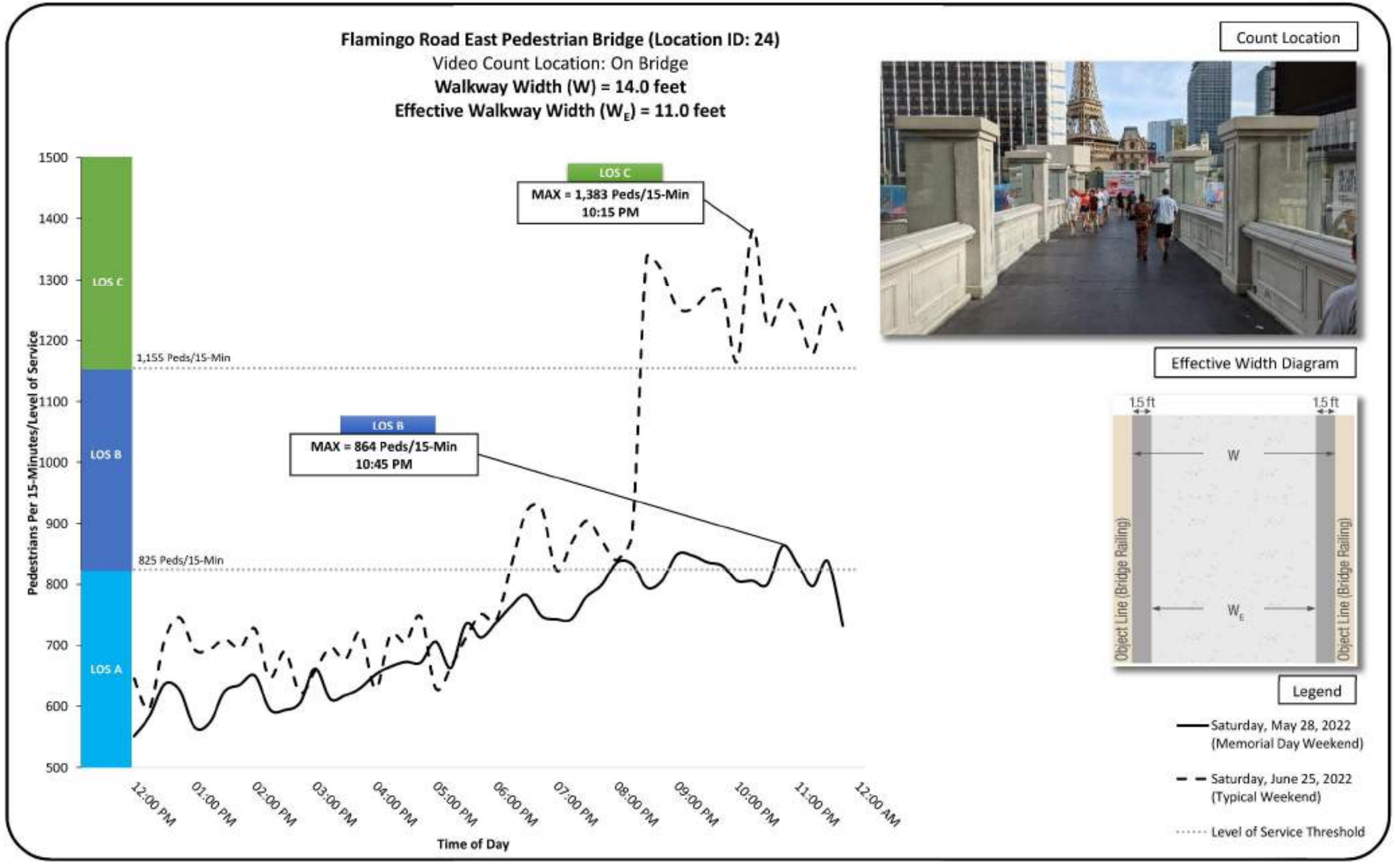


Figure 5.52 – Flamingo Road East Pedestrian Bridge (Location ID: 24) – Pedestrian Volume by Time of Day

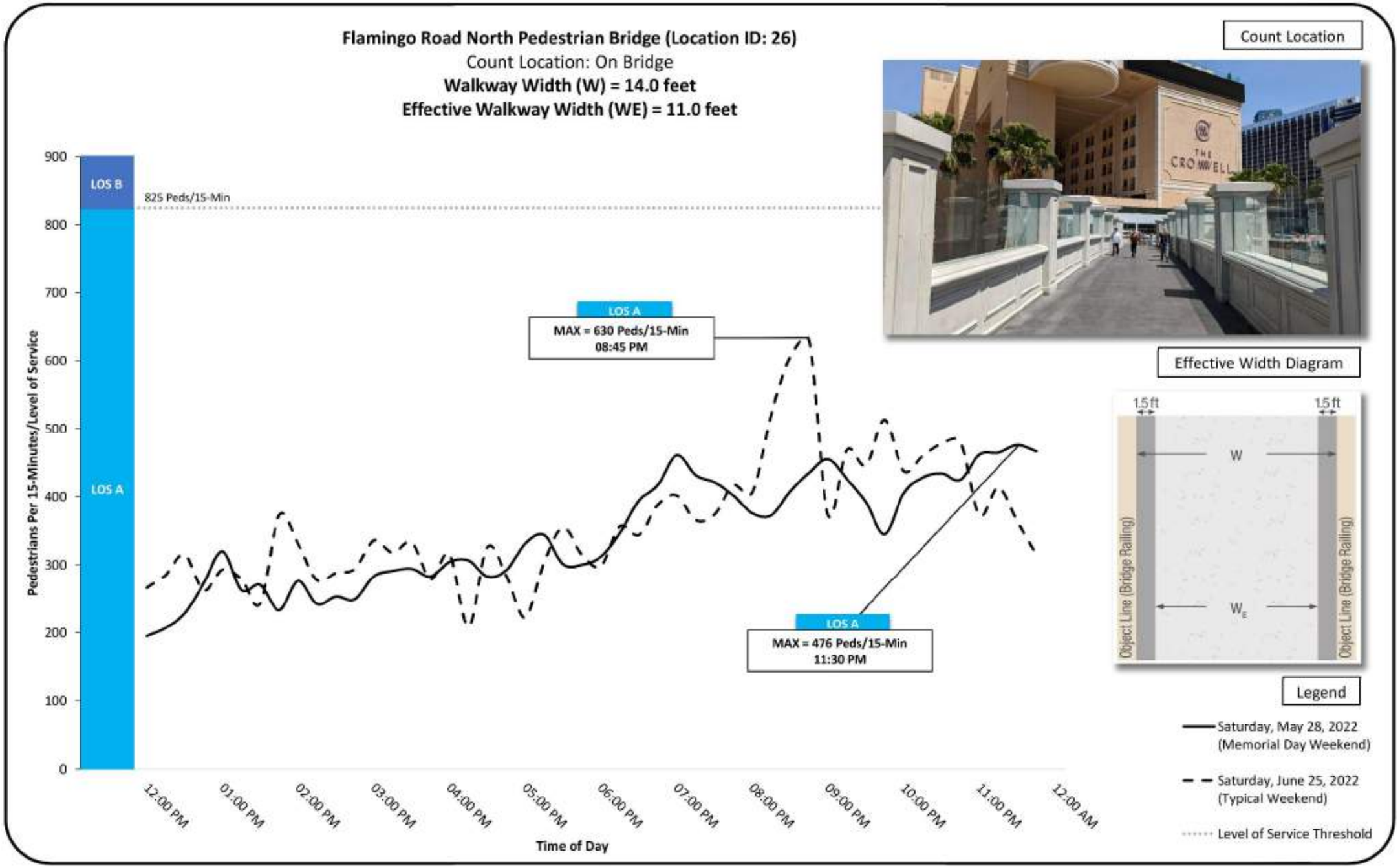


Figure 5.53 – Flamingo Road North Pedestrian Bridge (Location ID: 26) – Pedestrian Volume by Time of Day

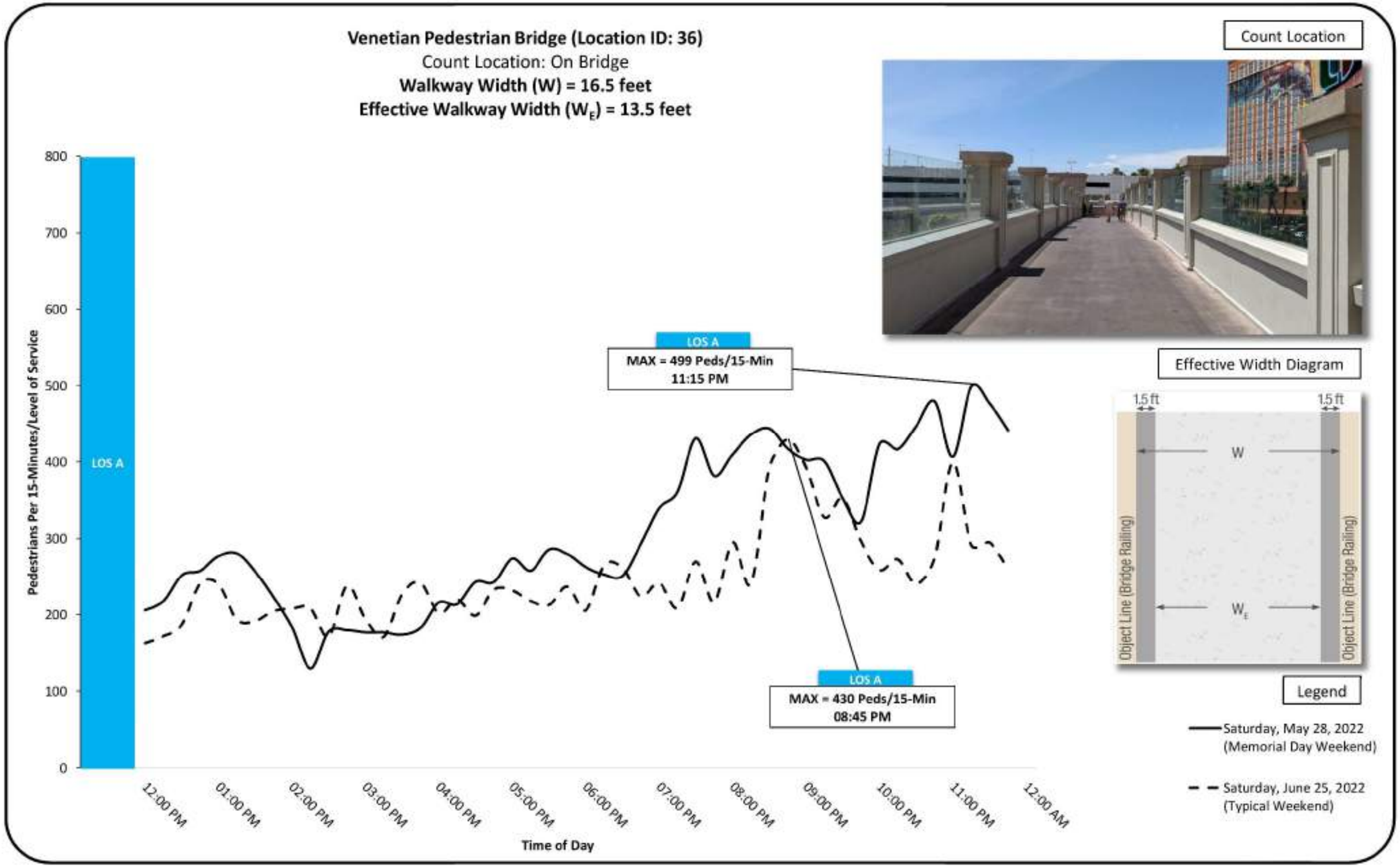


Figure 5.54 – Venetian Pedestrian Bridge (Location ID: 36) – Pedestrian Volume by Time of Day

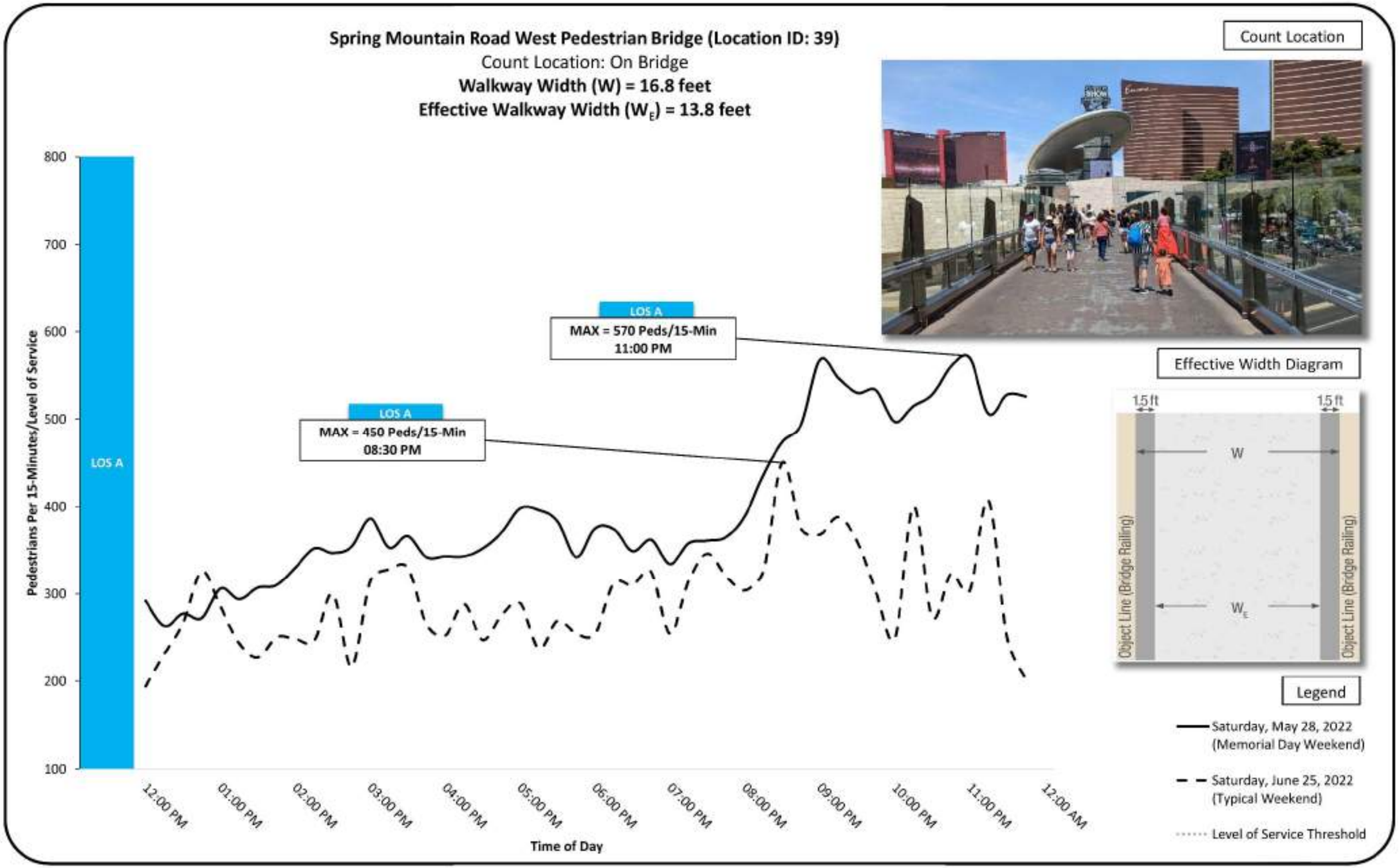


Figure 5.55 – Spring Mountain Road West Pedestrian Bridge (Location ID: 39) – Pedestrian Volume by Time of Day

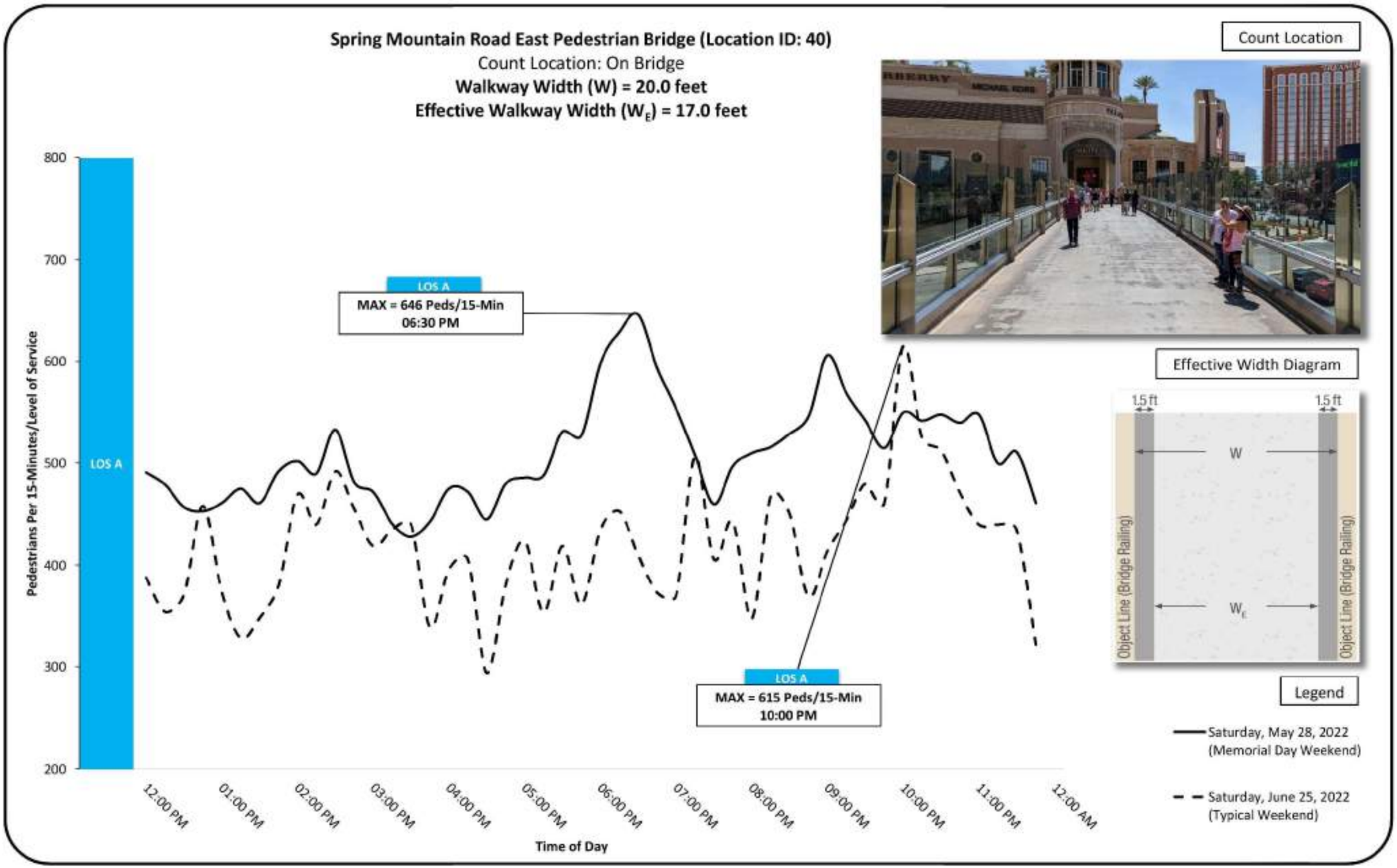


Figure 5.56 – Spring Mountain Road East Pedestrian Bridge (Location ID: 40) – Pedestrian Volume by Time of Day

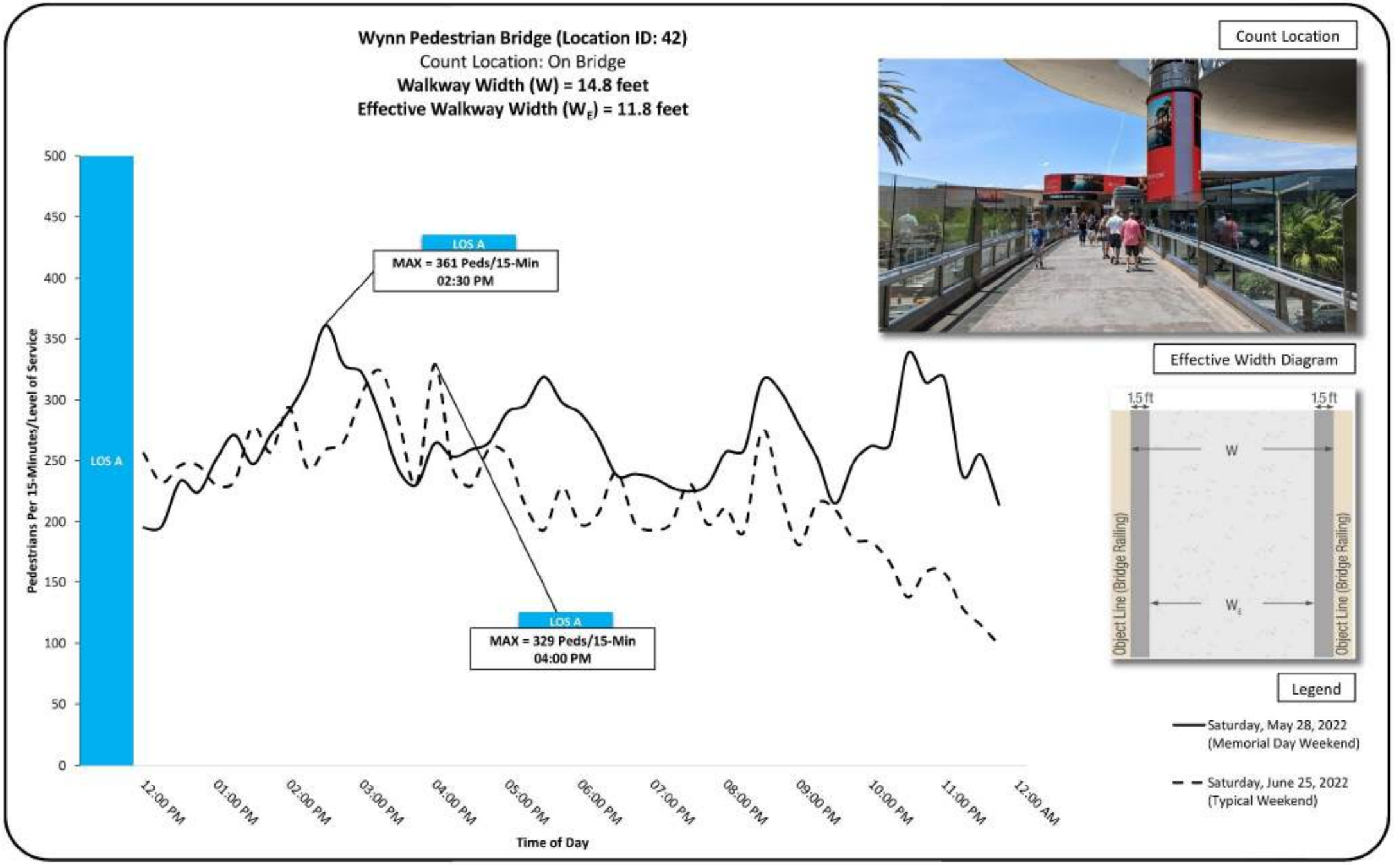


Figure 5.57 – Wynn Pedestrian Bridge (Location ID: 42) – Pedestrian Volume by Time of Day

5.3.4 Count Location Exceeding LOS C

A review of the summary figures shows that of the 48 count locations, only one (1) location was found to exceed LOS C conditions, as summarized in Table 5.6. Recommendations for this location are discussed in Section 6.

Table 5.6 – Count Location Exceeding LOS C

Location ID	Location	W_E (ft)	LOS	Date/Time
33	Venetian South	6.3	E	May 28, 2022 (Memorial Day Weekend) 1:00 PM - 12:00 AM

It should be noted that the LOS calculations were prepared assuming the entire effective walkway width (W_E) was available for pedestrian traffic. In situations where an NPO was in the walkway, the calculated effective walkway width (W_E) would be reduced, and the LOS letter grade may also be reduced. The impact of NPOs on LOS is detailed in Section 5.4.

5.4 Non-Permanent Obstructions (NPOs)

The quantity, location, and classification of NPOs as observed during Saturday, May 28, 2022 (Memorial Day Weekend) and Saturday, June 25, 2022 (Typical Weekend) was summarized and analyzed to evaluate the impact of NPOs on pedestrian LOS.

Individuals that were identified as NPOs were summarized for three time periods (1 PM - 4 PM, 5 PM - 8 PM, and 9 PM - 12 AM), consistent with the findings of the 2012 and 2015 pedestrian studies.

It is important to note that during the data collection process, the field agents were instructed to not make judgement if the NPO counted was actually an obstruction to pedestrian flow.

5.4.1 Observed NPOs

Picture 5.5 through Picture 5.15 provide pictorial examples of the four types of classified NPOs observed during the data collection periods.

The NPO field observations as completed by each agent for the study was compiled and summarized in the following tables. NPOs were summarized by observation period, side of street, and by location within the corridor in accordance with the following categories:

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



Picture 5.5 – Hand Billers on Las Vegas Boulevard (Example 1)



Picture 5.6 – Hand Billers on Las Vegas Boulevard (Example 2)



Picture 5.7 – Hand Billers on Las Vegas Boulevard (Example 3)



Picture 5.8 – Performers on Las Vegas Boulevard (Example 1)



Picture 5.9 – Performers on Las Vegas Boulevard (Example 2)



Picture 5.10 – Performers on Las Vegas Boulevard (Example 3)



Picture 5.11 – Performer on Las Vegas Boulevard (Example 4)



Picture 5.12 – Solicitor on Las Vegas Boulevard (Example 1)



Picture 5.13 – Vendor on Las Vegas Boulevard (Example 1)



Picture 5.14 – Vendor on Las Vegas Boulevard (Example 2)



Picture 5.15 – Vendor on Las Vegas Boulevard (Example 3)

Figure 5.58 and Figure 5.59 summarize the quantity and location of NPOs observed along Las Vegas Boulevard from Russell Road to Sahara Avenue during the peak time period on Saturday, May 28, 2022 (Memorial Day Weekend) and on Saturday, June 25, 2022 (Typical Weekend), respectively. In general, a high concentration of NPOs was observed near MGM Grand, Bellagio Fountains, Caesars Palace, and Mirage. The majority of NPOs were observed within the inner study corridor, with few NPOs observed within the outer study corridor.

Table 5.7 and Table 5.8 summarize the average number of NPOs observed along Las Vegas Boulevard for each data collection time period (1 PM - 4 PM, 5 PM - 8 PM, and 9 PM - 12 AM) on the Holiday Saturday and Typical Saturday, respectively, compared with NPO data collected as part of the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012)* and the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*. The *Clark County Pedestrian Study, Las Vegas Boulevard: Tropicana Avenue to Spring Mountain Road (2016 Update)* was not included in the comparison of NPO data collected in this study since they had similar results to the 2015 update which are shown.

Table 5.7 – Average Number of NPOs within Study Corridor (Holiday Saturday)

Time Period	West Side			East Side			Total		
	2012	2015	2022	2012	2015	2022	2012	2015	2022
1 PM - 4 PM	65	104	60	104	164	87	169	268	147
5 PM - 8 PM	103	126	72	156	152	113	259	278	185
9 PM - 12 AM	92	117	119	133	141	91	224	258	210

Table 5.8 – Average Number of NPOs within Study Corridor (Typical Saturday)

Time Period	West Side			East Side			Total		
	2012	2015	2022	2012	2015	2022	2012	2015	2022
1 PM - 4 PM	51	61	35	88	62	61	139	123	96
5 PM - 8 PM	80	79	43	145	80	86	225	159	129
9 PM - 12 AM	103	131	91	149	95	85	252	226	176

As summarized in Table 5.7, the highest average number of NPOs observed in 2022 on the Holiday Saturday was 210 between 9 PM and 12 AM. This is an approximate 19% decrease from the average number of NPOs observed during the peak time period in 2012 (5 PM - 8 PM) and a 24% decrease from the average number of NPOs observed during the peak time period in 2015 (5 PM - 8 PM).

The highest average number of NPOs observed in 2022 on the Typical Saturday was 176 between 9 PM and 12 AM, as shown in Table 5.8. This is an approximate 30% decrease from the average number of NPOs observed during the peak time period in 2012 (9 PM - 12 AM) and a 22% decrease from the average number of NPOs observed during the peak time period in 2015 (9 PM – 12 AM).

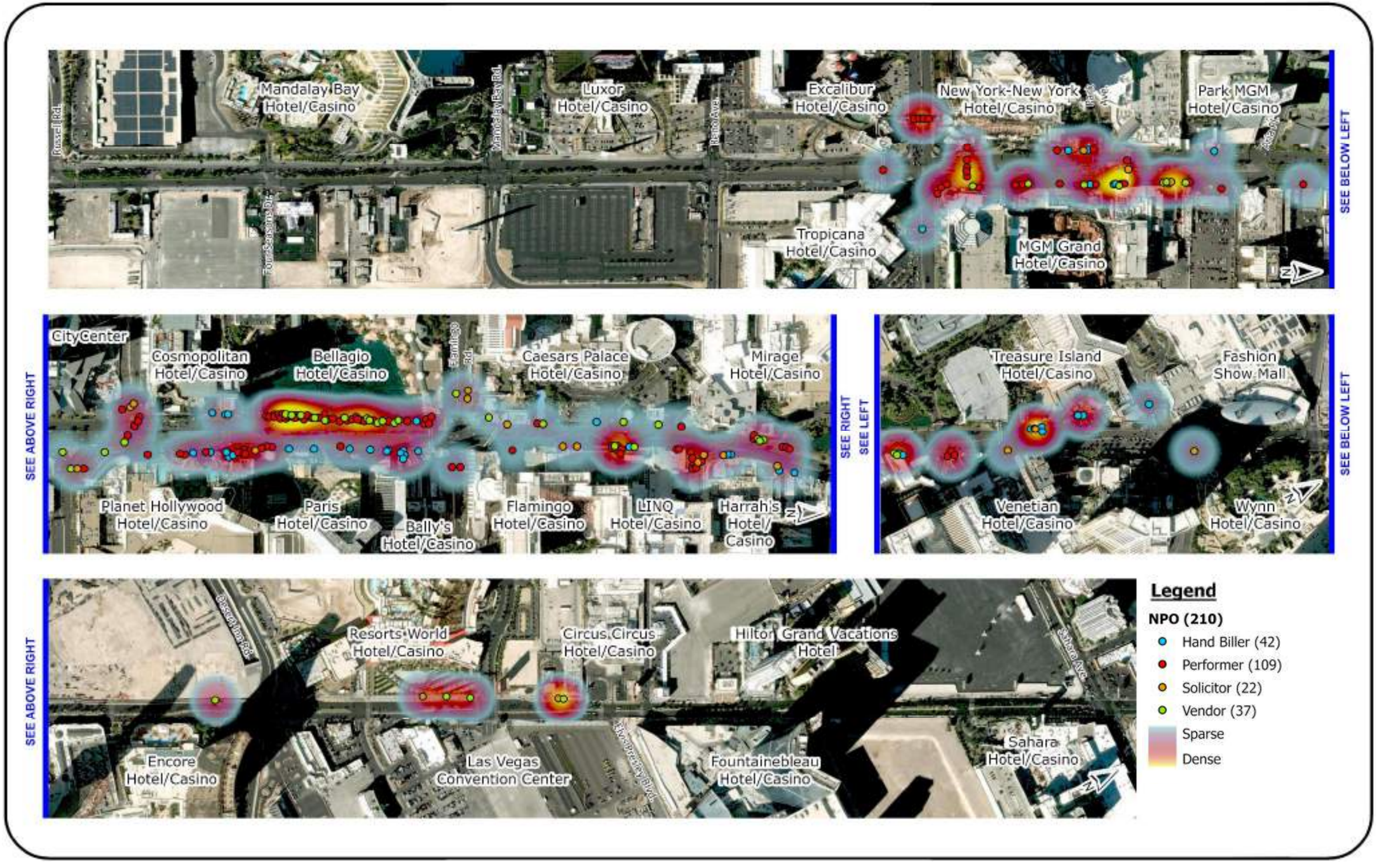


Figure 5.58 – Average NPOs Observed on Saturday, May 28, 2022 (Holiday Saturday)

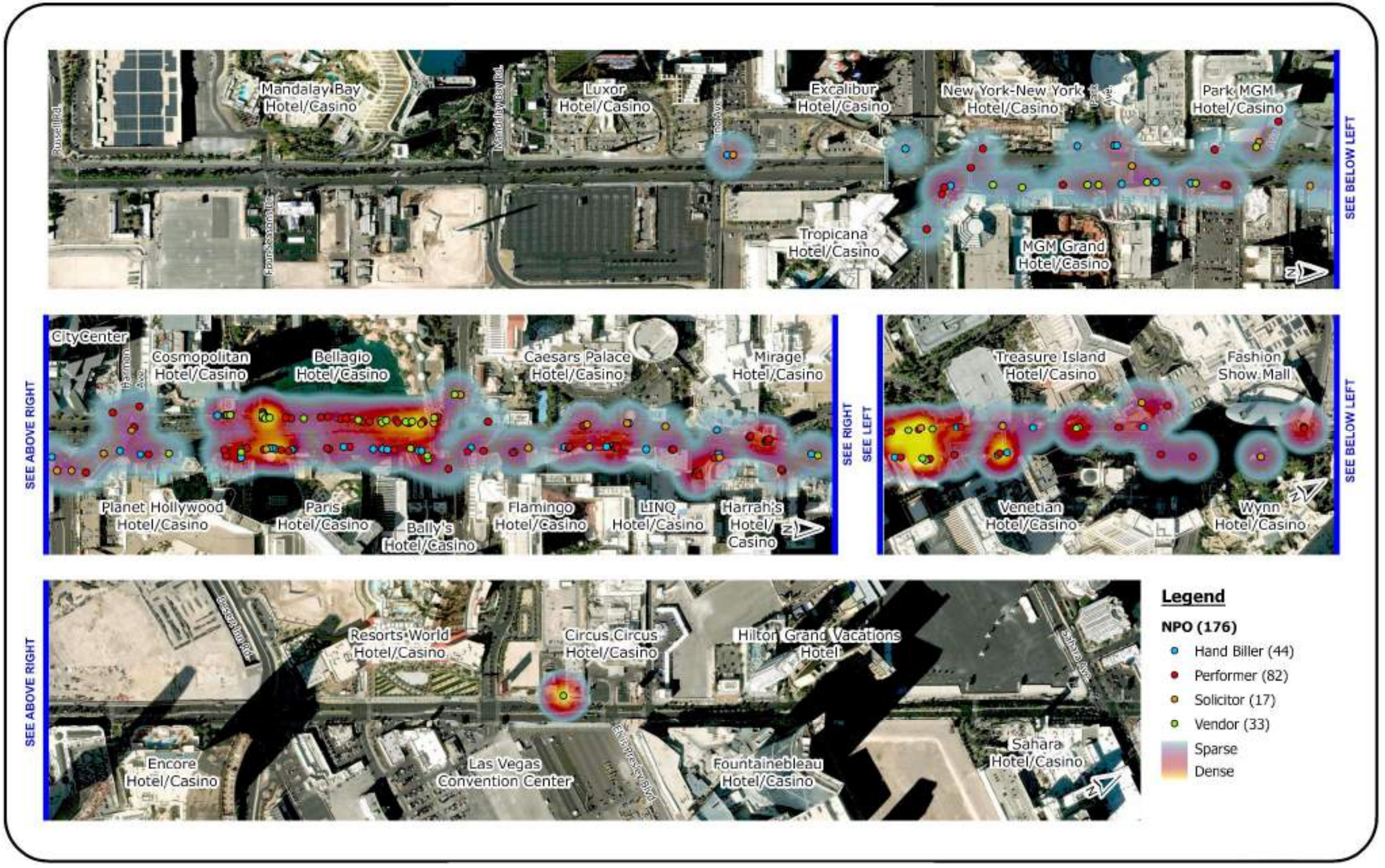


Figure 5.59 – Average NPOs Observed on Saturday, June 25, 2022 (Typical Saturday)

Table 5.9 and Table 5.10 show the percentage of NPOs by inner and outer study corridor, as well as by east and west side of Las Vegas Boulevard. Table 5.9 shows that 3.8% of NPOs observed on the Holiday Saturday were in the outer study corridor and 96.2% of NPOs were in the inner study corridor. Per Table 5.10, 4.0% of NPOs on the Typical Saturday were observed within the outer study corridor and 96.0% of NPOs were in the inner study corridor.

Table 5.9 – NPOs by Inner vs. Outer Study Corridor on May 28, 2022 (Holiday Saturday)

	Outer	Inner	Total
West	3.3%	53.3%	56.6%
East	0.5%	42.9%	43.4%
Total	3.8%	96.2%	100.0%

Table 5.10 – NPOs by Inner vs. Outer Corridor on June 25, 2022 (Typical Saturday)

	Outer	Inner	Total
West	3.4%	48.3%	51.7%
East	0.6%	47.7%	48.3%
Total	4.0%	96.0%	100.0%

Table 5.11, Table 5.12, and Table 5.13 summarize the NPOs by type and location observed within the study corridor from Russell Road to Sahara Avenue during the peak period of 9 PM to 12 AM on Saturday, May 28, 2022.

Table 5.11 shows that an average of 202 NPOs were observed within the inner study corridor and an average of 49 NPOs were observed in non-obstruction zones within 50 feet of an intersection, driveway, or crosswalk. Table 5.12 documents that an average of only eight (8) NPOs were observed within the outer study corridor. Per Table 5.13, an average of 210 NPOs were observed along the entire study corridor, with an average of 50 NPOs in non-obstruction zones within 50 feet of an intersection, driveway, or crosswalk (24%).

Table 5.11 – Inner Study Corridor NPOs on May 28, 2022 9 PM - 12 AM (Holiday Saturday)

	Hand Biller	Performer	Solicitor	Vendor	Total
Within 50' of an intersection, driveway, or crosswalk	17	23	5	4	49
On pedestrian bridges	2	13	4	1	20
Within 15' of a pedestrian bridge landing	1	3	1	1	6
Within 15' of a bus stop	2	1	-	1	4
Within 15' of elevator/under bridge	-	4	4	3	11
Other	18	63	7	24	112
Total	40	107	21	34	202

Table 5.12 – Within Outer Study Corridor NPOs on May 28, 2022 9 PM - 12 AM (Holiday Saturday)

	Hand Biller	Performer	Solicitor	Vendor	Total
Within 50' of an intersection, driveway, or crosswalk	-	-	-	1	1
On pedestrian bridges	-	1	-	-	1
Within 15' of a pedestrian bridge landing	-	-	-	-	-
Within 15' of a bus stop	-	1	-	1	2
Within 15' of elevator/under bridge	-	-	-	-	-
Other	2	-	1	1	4
Total	2	2	1	3	8

Table 5.13 – Total Study Corridor NPOs on May 28, 2022 9 PM - 12 AM (Holiday Saturday)

	Hand Biller	Performer	Solicitor	Vendor	Total
Within 50' of an intersection, driveway, or crosswalk	17 (8%)	23 (11%)	5 (2%)	5 (2%)	50 (24%)
On pedestrian bridges	2 (1%)	14 (7%)	4 (2%)	1 (0%)	21 (10%)
Within 15' of a pedestrian bridge landing	1 (0%)	3 (1%)	1 (0%)	1 (0%)	6 (3%)
Within 15' of a bus stop	2 (1%)	2 (1%)	- (0%)	2 (1%)	6 (3%)
Within 15' of elevator/under bridge	- (0%)	4 (2%)	4 (2%)	3 (1%)	11 (5%)
Other	20 (10%)	63 (30%)	8 (4%)	25 (12%)	116 (55%)
Total	42 (20%)	109 (52%)	22 (10%)	37 (18%)	210 (100%)

Similarly, Table 5.14, Table 5.15, and Table 5.16 summarize the NPOs observed within the study corridor from Russell Road to Sahara Avenue during the peak hour of 9 PM to 12 AM on Saturday, June 25, 2022.

Table 5.14 indicates that an average of 169 NPOs were observed within the inner study corridor with an average of 33 NPOs observed in non-obstruction zones within 50 feet of an intersection, driveway, or crosswalk. Table 5.15 shows that an average three (3) NPOs were observed within 50 feet of a driveway, intersection, or crosswalk within the outer study corridor, out of a total of seven (7) NPOs. Per Table 5.16 an average of 176 NPOs were observed along the entire study corridor, with an average of 36 NPOs in non-obstruction zones within 50 feet of an intersection, driveway, or crosswalk (20%).

Table 5.14 – Inner Study Corridor NPOs on June 25, 2022
9 PM - 12 AM (Typical Saturday)

	Hand Biller	Performer	Solicitor	Vendor	Total
Within 50' of an intersection, driveway, or crosswalk	12	13	4	4	33
On pedestrian bridges	3	10	3	2	18
Within 15' of a pedestrian bridge landing	2	3	3	-	8
Within 15' of a bus stop	-	1	-	1	2
Within 15' of elevator/under bridge	4	5	1	2	12
Other	21	47	5	23	96
Total	42	79	16	32	169

Table 5.15 – Outer Study Corridor NPOs on June 25, 2022
9 PM - 12 AM (Typical Saturday)

	Hand Biller	Performer	Solicitor	Vendor	Total
Within 50' of an intersection, driveway, or crosswalk	1	1	-	1	3
On pedestrian bridges	-	1	-	-	1
Within 15' of a pedestrian bridge landing	-	-	-	-	-
Within 15' of a bus stop	-	-	1	-	1
Within 15' of elevator/under bridge	-	-	-	-	-
Other	1	1	-	-	2
Total	2	3	1	1	7

Table 5.16 – Total Study Corridor NPOs on June 25, 2022
9 PM - 12 AM (Typical Saturday)

	Hand Biller	Performer	Solicitor	Vendor	Total
Within 50' of an intersection, driveway, or crosswalk	13 (7%)	14 (8%)	4 (2%)	5 (3%)	36 (20%)
On pedestrian bridges	3 (2%)	11 (6%)	3 (2%)	2 (1%)	19 (11%)
Within 15' of a pedestrian bridge landing	2 (1%)	3 (2%)	3 (2%)	0 (0%)	8 (5%)
Within 15' of a bus stop	- (0%)	1 (1%)	1 (1%)	1 (1%)	3 (2%)
Within 15' of elevator/under bridge	4 (2%)	5 (3%)	1 (1%)	2 (1%)	12 (7%)
Other	22 (13%)	48 (27%)	5 (3%)	23 (13%)	98 (56%)
Total	44 (25%)	82 (47%)	17 (10%)	33 (19%)	176 (100%)

Table 5.17 and Table 5.18 provide a comparison of distributions of NPOs by type and location for both the Holiday Saturday and a Typical Saturday, compared with NPO data from the 2012 and 2015 Clark County Pedestrian Studies.

Table 5.17 indicates that a decrease in the number of observed NPOs on the Holiday Saturday has occurred in all non-obstruction zones since 2015, while also highlighting that there were 11 NPOs observed within 15 feet of an elevator door or under a pedestrian bridge. Per Table 5.18 a decrease has occurred in the number of observed NPOs in non-obstruction zones on the Typical Saturday since 2015, and also exhibits that the average number of observed NPOs underneath pedestrian bridges or within 15 feet of an elevator access was 12.

The NPO summary tables reflect the following trends:

- The majority (96%) of NPOs of all categories were observed within the inner portion of the study corridor (Tropicana Avenue to Spring Mountain Road) with few (4%) observed in the outer study corridor (Russell Road to Tropicana Avenue and Spring Mountain Road to Sahara Avenue).
- The total observed number of NPOs was less in 2022 than in 2015 by 24% on the Holiday Saturday and 22% on the Typical Saturday.
- NPOs situated within 50 feet of an intersection, crosswalk, or driveway were observed at a higher frequency than in any other non-obstruction zone (example shown in Picture 5.16).
- Performers accounted for more than half (52%) of all observed NPOs for both the Holiday Saturday and the Typical Saturday.
- 50 (24%) NPOs on the Holiday Saturday and 36 (20%) NPOs observed on the Typical Saturday were located within 50 feet of an intersection, driveway, or crosswalk.
- 21 (10%) NPOs on the Holiday Saturday and 19 (11%) NPOs observed on the Typical Saturday were located on pedestrian bridges.
- Six (6) (3%) NPOs on the Holiday Saturday and 8 (5%) NPOs observed on the Typical Saturday were located within 15 feet of a pedestrian bridge landing.
- Six (6) (3%) NPOs on the Holiday Saturday and 3 (2%) NPOs observed on the Typical Saturday were located within 15 feet of a bus stop.
- 11 (5%) NPOs on the Holiday Saturday and 12 (7%) NPOs observed on the Typical Saturday located within 15 feet of an elevator door, or under a pedestrian bridge.



Picture 5.16 – Hand Biller Within 50 feet of a Driveway

Table 5.17 – NPOs on Holiday Saturday During Peak Period – Previous Study Comparison

Non-Permanent Obstruction Category	Within 50' of an intersection, driveway, or crosswalk			On pedestrian bridges			Within 15' of a pedestrian bridge landing			Within 15' of a bus stop			Within 15' of elevator / under bridge			Other			Total		
	2012	2015	2022	2012	2015	2022	2012	2015	2022	2012	2015	2022	2012	2015	2022	2012	2015	2022	2012	2015	2022
Hand Biller	110 (42%)	65 (23%)	17 (8%)	4 (2%)	5 (2%)	2 (1%)	3 (1%)	1 (0%)	1 (0%)	9 (3%)	5 (2%)	2 (1%)	Not Counted	Not Counted	0 (0%)	27 (10%)	40 (14%)	20 (10%)	154 (59%)	116 (42%)	42 (20%)
Performer	21 (8%)	18 (6%)	23 (11%)	9 (3%)	4 (1%)	14 (7%)	1 (1%)	15 (5%)	3 (1%)	1 (1%)	7 (3%)	2 (1%)	Not Counted	Not Counted	4 (2%)	43 (17%)	47 (17%)	63 (30%)	75 (29%)	91 (33%)	109 (52%)
Solicitor	4 (2%)	14 (5%)	5 (2%)	7 (3%)	16 (6%)	4 (2%)	1 (1%)	1 (0%)	1 (0%)	0 (0%)	0 (0%)	0 (0%)	Not Counted	Not Counted	4 (2%)	4 (2%)	11 (4%)	8 (4%)	16 (6%)	42 (15%)	22 (10%)
Vendor	5 (2%)	1 (0%)	5 (2%)	4 (2%)	4 (1%)	1 (0%)	0 (0%)	1 (0%)	1 (0%)	0 (0%)	1 (0%)	2 (1%)	Not Counted	Not Counted	3 (1%)	6 (2%)	22 (8%)	25 (12%)	15 (6%)	29 (10%)	37 (18%)
Total	140 (54%)	98 (35%)	50 (24%)	24 (9%)	29 (10%)	21 (10%)	5 (2%)	18 (6%)	6 (3%)	10 (4%)	13 (5%)	6 (3%)	-	-	11 (5%)	80 (31%)	120 (43%)	116 (55%)	259 (100%)	278 (100%)	210 (100%)

Table 5.18 – NPOs on Typical Saturday During Peak Period – Previous Study Comparison

Non-Permanent Obstruction Category	Within 50' of an intersection, driveway, or crosswalk			On pedestrian bridges			Within 15' of a pedestrian bridge landing			Within 15' of a bus stop			Within 15' of elevator / under bridge			Other			Total		
	2012	2015	2022	2012	2015	2022	2012	2015	2022	2012	2015	2022	2012	2015	2022	2012	2015	2022	2012	2015	2022
Hand Biller	113 (45%)	45 (20%)	13 (7%)	2 (1%)	45 (20%)	3 (2%)	4 (2%)	5 (2%)	2 (1%)	2 (2%)	4 (2%)	0 (0%)	Not Counted	Not Counted	4 (2%)	24 (10%)	19 (8%)	22 (13%)	145 (58%)	76 (34%)	44 (25%)
Performer	22 (9%)	32 (14%)	14 (8%)	5 (2%)	32 (14%)	11 (6%)	3 (1%)	1 (1%)	3 (2%)	2 (1%)	6 (3%)	1 (1%)	Not Counted	Not Counted	5 (3%)	38 (15%)	42 (19%)	48 (27%)	70 (28%)	81 (36%)	82 (47%)
Solicitor	6 (2%)	8 (4%)	4 (2%)	7 (3%)	8 (4%)	3 (2%)	0 (0%)	1 (0%)	3 (2%)	0 (0%)	0 (0%)	1 (1%)	Not Counted	Not Counted	1 (1%)	4 (2%)	10 (4%)	5 (3%)	17 (7%)	30 (13%)	17 (10%)
Vendor	5 (2%)	9 (4%)	5 (3%)	6 (2%)	9 (4%)	2 (1%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1%)	Not Counted	Not Counted	2 (1%)	10 (4%)	17 (8%)	23 (13%)	21 (8%)	36 (16%)	33 (19%)
Total	146 (58%)	94 (42%)	36 (20%)	20 (8%)	94 (42%)	19 (11%)	7 (3%)	7 (3%)	8 (5%)	4 (2%)	10 (4%)	3 (2%)	-	-	12 (7%)	76 (30%)	88 (39%)	98 (56%)	252 (100%)	226 (100%)	176 (100%)

5.4.2 NPOs on Pedestrian Bridges

A separate evaluation was conducted for NPOs observed on the 16 pedestrian bridges within the Resort Corridor study limits. The maximum number of NPOs observed on the pedestrian bridges was 10 on the Tropicana Avenue North Pedestrian Bridge (#7) on May 28, 2022 and five (5) on the Harmon Avenue West Pedestrian Bridge (#14) on June 25, 2022, as summarized in Table 5.19 and Table 5.20, respectively.

Table 5.19 – NPOs on Pedestrian Bridges on May 28, 2022 (Holiday Saturday)

Number of NPOs – Holiday Saturday			
Pedestrian Bridge	1 PM - 4 PM	5 PM - 8 PM	9 PM - 12 AM
Tropicana Avenue South Pedestrian Bridge (#4)	1	1	2
Tropicana Avenue West Pedestrian Bridge (#5)	2	1	6
Tropicana Avenue East Pedestrian Bridge (#6)	1	-	1
Tropicana Avenue North Pedestrian Bridge (#7)	2	2	10
Park Avenue Pedestrian Bridge (#10)	-	3	3
Harmon Avenue West Pedestrian Bridge (#14)	4	4	2
Harmon Avenue East Pedestrian Bridge (#15)	3	-	3
Harmon Avenue North Pedestrian Bridge (#16)	5	3	3
Flamingo Road South Pedestrian Bridge (#22)	-	3	-
Flamingo Road West Pedestrian Bridge (#23)	2	1	1
Flamingo Road East Pedestrian Bridge (#24)	4	3	1
Flamingo Road North Pedestrian Bridge (26)	-	1	1
Venetian Pedestrian Bridge (#36)	-	1	1
Spring Mountain Road West Pedestrian Bridge (#39)	-	-	1
Spring Mountain Road East Pedestrian Bridge (#40)	2	3	-
Wynn Pedestrian Bridge (#42)	-	-	-
Total	26	26	35

The maximum number of observed NPOs was highest on the Holiday Saturday with 35 NPOs. There was a maximum of 23 NPOs observed on pedestrian bridges during the Typical Saturday.

Table 5.20 – NPOs on Pedestrian Bridges on June 25, 2022 (Typical Saturday)

Number of NPOs – Typical Saturday			
Pedestrian Bridge	1 PM - 4 PM	5 PM - 8 PM	9 PM - 12 AM
Tropicana Avenue South Pedestrian Bridge (#4)	1	-	-
Tropicana Avenue West Pedestrian Bridge (#5)	1	1	-
Tropicana Avenue East Pedestrian Bridge (#6)	-	-	1
Tropicana Avenue North Pedestrian Bridge (#7)	1	2	2
Park Avenue Pedestrian Bridge (#10)	-	2	1
Harmon Avenue West Pedestrian Bridge (#14)	4	4	5
Harmon Avenue East Pedestrian Bridge (#15)	3	-	4
Harmon Avenue North Pedestrian Bridge (#16)	4	1	3
Flamingo Road South Pedestrian Bridge (#22)	2	-	-
Flamingo Road West Pedestrian Bridge (#23)	2	1	2
Flamingo Road East Pedestrian Bridge (#24)	2	1	2
Flamingo Road North Pedestrian Bridge (26)	1	-	1
Venetian Pedestrian Bridge (#36)	-	-	-
Spring Mountain Road West Pedestrian Bridge (#39)	1	1	2
Spring Mountain Road East Pedestrian Bridge (#40)	1	1	-
Wynn Pedestrian Bridge (#42)	-	-	-
Total	23	14	23

The NPOs by type on the pedestrian bridges is provided in Table 5.21 for the peak period of 9 PM to 12 AM on both the Holiday Saturday and Typical Saturday. The Holiday Saturday saw 52% more NPOs on pedestrian bridges compared with the Typical Saturday.

Table 5.21 – Distribution of NPOs on Pedestrian Bridges

Non-Permanent Obstruction Category	Holiday Saturday, May 28, 2022 (Peak Period 9 PM - 12 AM)	Typical Saturday, June 25, 2022 (Peak Period 9 PM - 12 AM)
Hand Biller	2 (6%)	4 (17%)
Performer	24 (69%)	14 (59%)
Solicitor	8 (22%)	3 (14%)
Vendor	1 (3%)	2 (10%)
Total	35	23

Table 5.22 and Table 5.23 summarize the observed NPOs under pedestrian bridges along the study corridor for the peak period, when the highest number of individuals were observed (9 PM to 12 AM). As shown in Table 5.22, the greatest number of NPOs on the Holiday Saturday were under the Flamingo Road South Pedestrian Bridge (#22) with three (3) performers and one (1) solicitor in the peak period of 9 PM to 12 AM. Per Table 5.23, the most NPOs observed to be under a pedestrian bridge were seen at the Flamingo Road South Pedestrian Bridge (#22), with six (6) performers and three (3) vendors during the peak period of 9 PM to 12 AM on the Typical Saturday.



Picture 5.17 – Performer on Pedestrian Bridge

Table 5.22 – NPOs Under Pedestrian Bridges
(Holiday Saturday from 9 PM to 12 AM)

Number of NPOs – Holiday Saturday					
Pedestrian Bridge	Hand Biller	Performer	Solicitor	Vendor	Total
Tropicana Avenue South Pedestrian Bridge (#4)	-	-	-	-	-
Tropicana Avenue West Pedestrian Bridge (#5)	-	-	-	-	-
Tropicana Avenue East Pedestrian Bridge (#6)	-	-	-	-	-
Tropicana Avenue North Pedestrian Bridge (#7)	-	-	-	-	-
Park Avenue Pedestrian Bridge (#10)	-	-	-	-	-
Harmon Avenue West Pedestrian Bridge (#14)	-	-	2	-	2
Harmon Avenue East Pedestrian Bridge (#15)	-	-	-	-	-
Harmon Avenue North Pedestrian Bridge (#16)	-	-	-	-	-
Flamingo Road South Pedestrian Bridge (#22)	-	3	1	-	4
Flamingo Road West Pedestrian Bridge (#23)	-	-	-	-	-
Flamingo Road East Pedestrian Bridge (#24)	-	-	-	-	-
Flamingo Road North Pedestrian Bridge (26)	-	-	-	-	-
Venetian Pedestrian Bridge (#36)	-	-	1	-	1
Spring Mountain Road West Pedestrian Bridge (#39)	-	-	-	-	-
Spring Mountain Road East Pedestrian Bridge (#40)	-	-	-	-	-
Wynn Pedestrian Bridge (#42)	-	2	-	-	2
Total	-	5	4	-	9

Table 5.23 – NPOs Under Pedestrian Bridges
(Typical Saturday from 9 PM to 12 AM)

Number of NPOs –Typical Saturday					
Pedestrian Bridge	Hand Biller	Performer	Solicitor	Vendor	Total
Tropicana Avenue South Pedestrian Bridge (#4)	-	-	-	-	-
Tropicana Avenue West Pedestrian Bridge (#5)	-	-	-	-	-
Tropicana Avenue East Pedestrian Bridge (#6)	-	-	-	-	-
Tropicana Avenue North Pedestrian Bridge (#7)	-	-	-	-	-
Park Avenue Pedestrian Bridge (#10)	-	-	-	-	-
Harmon Avenue West Pedestrian Bridge (#14)	-	-	-	-	-
Harmon Avenue East Pedestrian Bridge (#15)	-	-	-	-	-
Harmon Avenue North Pedestrian Bridge (#16)	-	-	-	-	-
Flamingo Road South Pedestrian Bridge (#22)	-	6	-	3	9
Flamingo Road West Pedestrian Bridge (#23)	-	-	-	-	-
Flamingo Road East Pedestrian Bridge (#24)	-	-	-	-	-
Flamingo Road North Pedestrian Bridge (26)	-	-	-	-	-
Venetian Pedestrian Bridge (#36)	-	-	1	-	1
Spring Mountain Road West Pedestrian Bridge (#39)	-	-	1	-	1
Spring Mountain Road East Pedestrian Bridge (#40)	-	-	-	-	-
Wynn Pedestrian Bridge (#42)	-	-	-	-	-
Total	-	6	2	3	11

The summary tables reflect the following trends:

- The greatest number of NPOs were observed during the 9 PM - 12 AM study period on both the Holiday Saturday and the Typical Saturday.
- During the 9 PM - 12 AM study period, performers accounted for more than half of the observed NPOs on pedestrian bridges on both the Holiday Saturday and Typical Saturday.
- The Holiday Saturday saw 52% more NPOs on pedestrian bridges compared with the Typical Saturday.
- The Flamingo Road South Pedestrian Bridge (#22) experienced the highest observed NPOs under a bridge for both the Holiday Saturday and Typical Saturday.
- A limited number of individuals were observed under the pedestrian bridges (example shown in Picture 5.18) and only five (5) of the 16 bridges were observed with at least one (1) NPO.

Figure 5.60 and Figure 5.61 display the average number of NPOs observed on the pedestrian bridges for Holiday Saturday and Typical Saturday, respectively.



Picture 5.18 – Person Sitting under Pedestrian Bridge

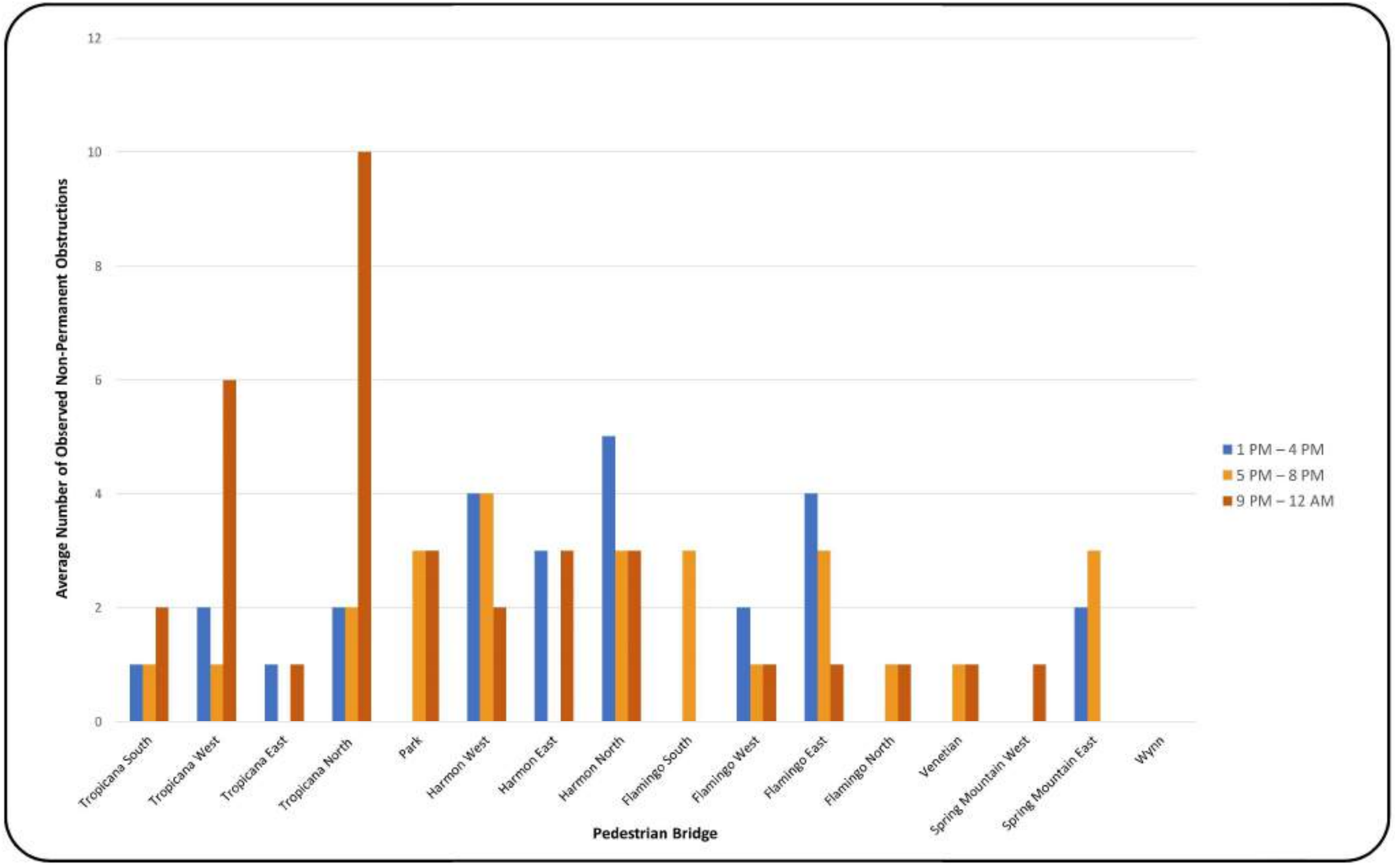


Figure 5.60 – NPOs by Pedestrian Bridge on Saturday, May 28, 2022 (Holiday Saturday)

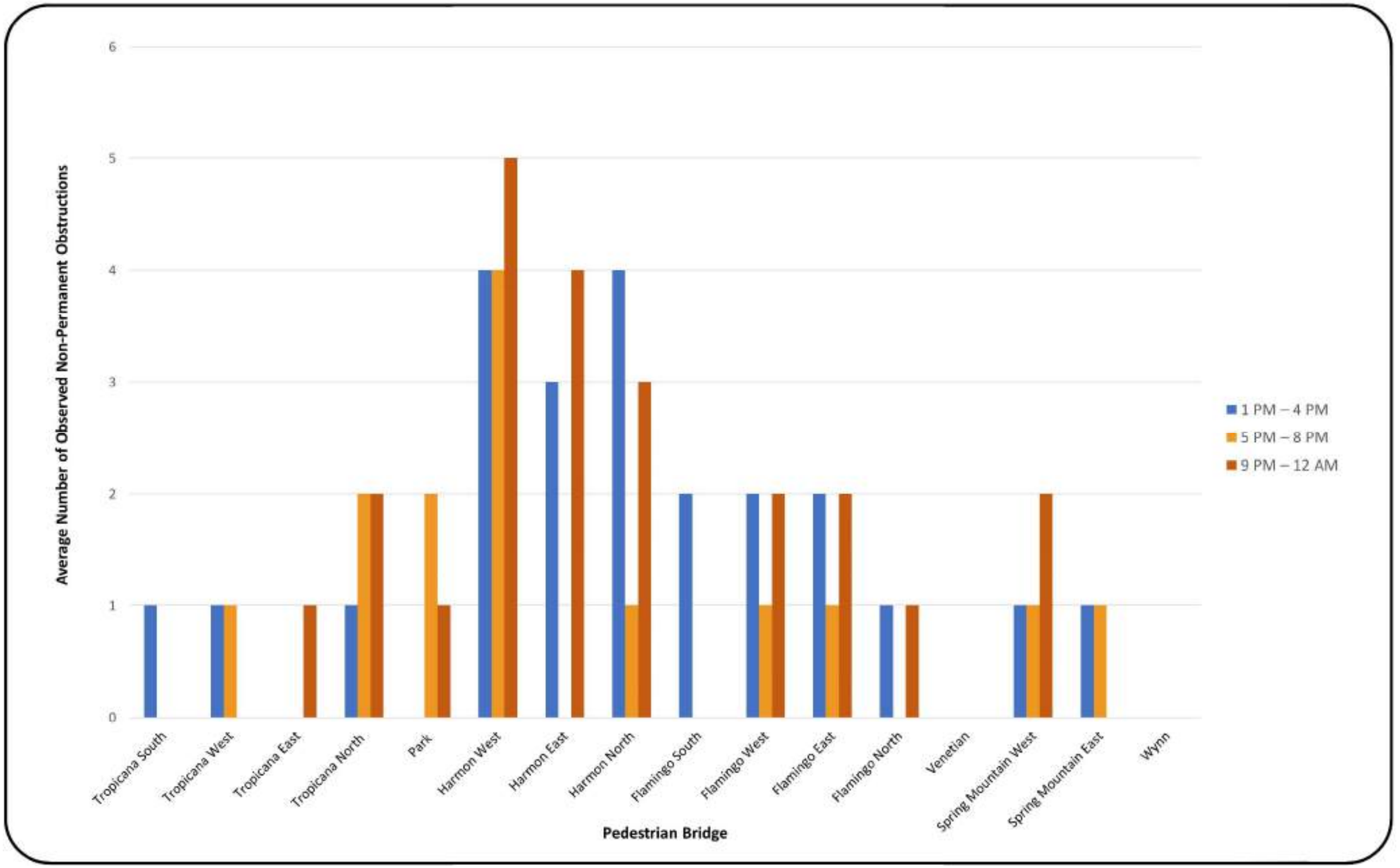


Figure 5.61 – NPOs by Pedestrian Bridge on Saturday, June 25, 2022 (Typical Saturday)

5.4.3 Theoretical Analysis of the Effect of NPOs on LOS

The LOS evaluation discussed in Section 5.3 and the associated figures (Figure 5.7 through Figure 5.57) were completed assuming the full effective walkway width (W_E) was available for pedestrian traffic, specifically at the count locations.

Using the count location pedestrian volume data for the walkway segments along the study corridor and the minimum typical effective walkway widths (excluding pinch points discussed in Section 5.5), no locations were found to exceed LOS C conditions. The calculated segment LOS without the presence of NPOs is illustrated in Figure 5.65.

It is of note that the overall sidewalk LOS within the study corridor has steadily improved since the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012)*, with the implementation of its sidewalk width recommended improvements.

Based on information contained in HCM 7 (discussed in Section 1.4.2), an NPO along the edge of a walkway was considered to result in an effective width reduction of 2.5 feet and an NPO in the middle of the walkway was considered to result in an effective width reduction of 3.5 feet (illustrated in Figure 5.62 and Figure 5.63, respectively).



Figure 5.62 – NPO Dimensions (Along the Edge of the Walkway)

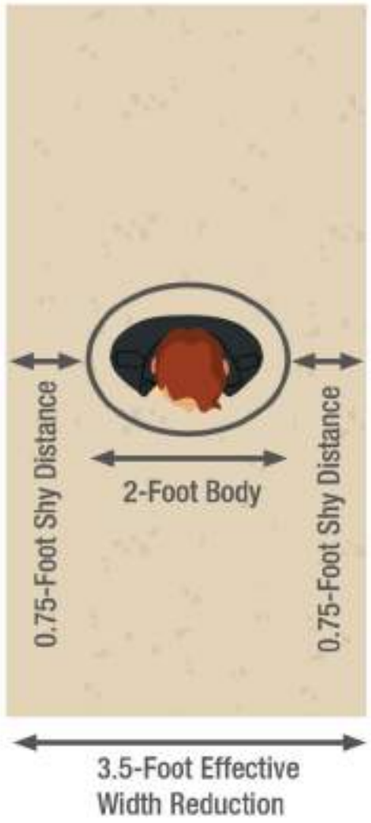


Figure 5.63 – NPO Dimensions (In the Middle of the Walkway)

In the event that one (1) or two (2) NPOs are theoretically present along the edge of a walkway, the effective walkway width (W_E) is reduced, and the LOS letter grade of the walkway may also be reduced. A theoretical analysis was conducted to determine the LOS impact of one (1) NPO standing along the edge of the walkway as well as two (2) NPOs standing on opposite sides of the walkway directly across from each other. Figure 5.64 displays graphically the reduction in effective walkway width when zero, one (1), and two (2) NPOs are present along the edge of a walkway.

Figure 5.66 and Figure 5.67 provide a theoretically calculated average segment LOS with 1 (one) and 2 (two) NPOs, respectively. As can be seen in the figures, with the addition of NPOs and the associated reduction in effective walkway width (W_E) some segments reduce in LOS letter grade to unacceptable levels.

It is important to note that the benefits of Clark County-implemented walkway improvements along the Strip may be significantly reduced when NPOs are present.

Segments operating below LOS C with NPOs are considered for time-of-day restriction analysis, discussed in Section 5.5, along with additional pinch point (narrow/restricted width sidewalk) locations that may operate below LOS C with or without NPOs.

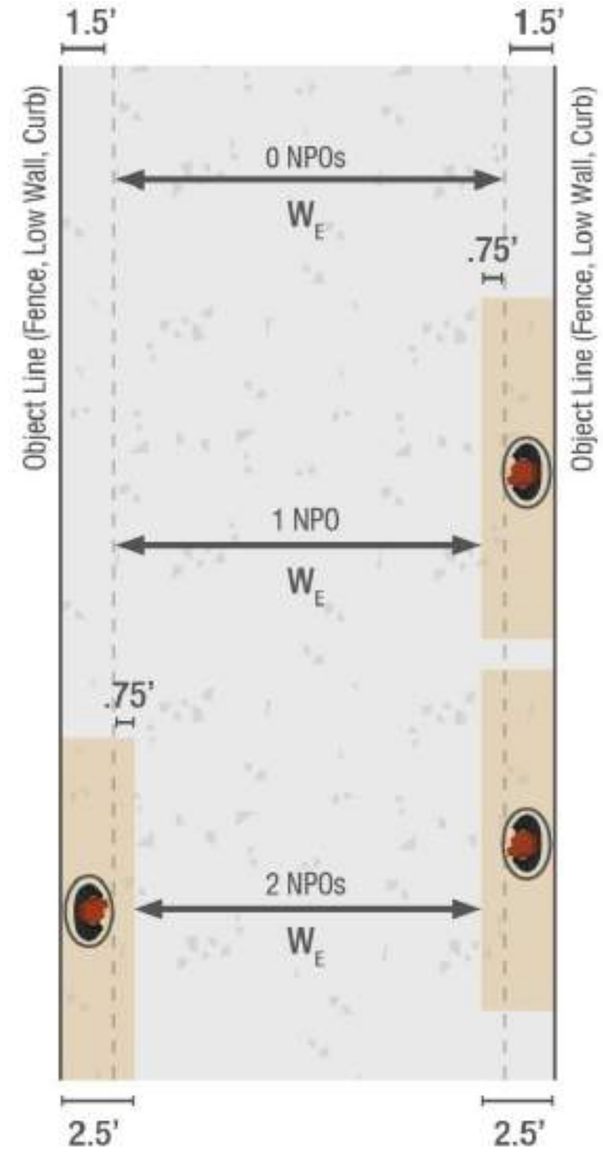


Figure 5.64 – Effective Walkway Width (W_E) with Zero, One, and Two NPOs



Figure 5.65 – Average Segment LOS with No NPOs



Figure 5.66 – Average Segment LOS with 1 NPO



Figure 5.67 – Average Segment LOS with 2 NPOs

5.5 Time-of-Day Restriction Analysis

Based on observed pedestrian volumes, calculated count location and segment LOS, walkway conditions and pedestrian safety concerns, nine (9) segments/pinch point locations were identified as shown in Figure 5.68. These locations should be considered for NPO restrictions during specific days of the week and times of the day. An example of existing code required signage is shown in Picture 5.19.



Picture 5.19 – Time-of-Day Restriction Sign

To identify the time of day, day of week, and month of year that locations within the study corridor should be considered for restriction of NPOs, the following steps were taken:

- Identified pinch point locations were considered and further analyzed to determine if the addition of one (1) or two (2) NPOs would result in the LOS deteriorating to worse than C. A reduction of the effective walkway width (W_E) of 2.5 feet associated with the obstruction of one (1) person standing on the side of the walkway and 5.0 feet for two (2) people standing along the edge of the walkway was applied for the analysis.
- The Saturday count data was adjusted using the weeklong data collected at the New York-New York/Park MGM (#9) and Venetian South (#33) count locations (see Figure 5.4) and the year-long data, provided by Caesars International (used in the 2012 and 2015 Clark County Pedestrian Studies and shown in Figure 1.8), 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 28, 2022 (Memorial Day Weekend) and Saturday, June 25, 2022 (Typical Weekend).

Table 5.25 through Table 5.30 summarize the results of the analysis for possible time of day, day of week, and month of year no obstruction zone restrictions based on collected pedestrian volumes and documented walkway widths.

As discussed in Section 5.2, observed pedestrian volumes within the resort corridor were generally lower than the observed volumes collected as part of the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012)* and the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*.

Thus, it is recommended that time-of-day restrictions for no obstruction zones be put in place based on the most conservative analysis scenario: holiday weekend with 2 (two) NPOs (summarized in Table 5.29). The recommended time-of-day restrictions are presented in Table 5.24 and Figure 5.69. Recommended locations met a threshold of exceeding LOS C for a minimum of four (4) consecutive hours.

Table 5.24 – Recommended Time-of-Day Restrictions

Location Number	Count Location	Recommended Restrictions
R3	Flamingo Road West Pedestrian Bridge	8:00 PM - 12:00 AM (Saturday and Monday)
R6	Flamingo-Margaritaville Wall/Landscaping	12:00 PM - 12:00 AM (Friday-Monday)
R7	Casino Royale Access Drive to Moving Ramp	1:00 PM - 12:30 AM (Friday-Monday)
R9	Under Venetian Pedestrian Bridge (East)	9:30 AM - 3:00 AM (Friday-Monday)

Of note is the reduction in the number of sidewalk areas of concern from 17 segments identified in the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012)* (17 restrictions during the Holiday Saturday and nine (9) on the Typical Saturday) to nine (9) smaller segments/locations in 2015 (nine (9) restrictions for the Holiday Saturday and two (2) for the Typical Saturday). In the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*, the linear sidewalk areas with the potential for LOS time-of-day restrictions were reduced due to implemented infrastructure improvements.

The locations shown in Table 5.24 and Figure 5.69 illustrate the current 2022 locations of recommended time-of-day restrictions, which have been reduced to just four (4) locations (four (4) for the Holiday Saturday and two (2) for the Typical Saturday).

Note that during the preparation of this study, Clark County adopted the Pedestrian Flow Zones Ordinance (Chapter 16.13) designating pedestrian bridges as Pedestrian Flow Zones and making it “unlawful for any person to stop, stand, or engage in an activity that causes another person to stop or stand within any Pedestrian Flow Zone”.

5.5.1 Volume Adjustment Factor due to COVID-19 Recovery

As discussed in Section 5.2, observed pedestrian volumes within the resort corridor were generally lower than the observed volumes collected as part of the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012)* and the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*. Based on the LVCVA tourism indicator data presented in Section 4.1, at the time of the data collection efforts on Saturday, May 28, 2022 (Memorial Day Weekend) and Saturday, June 25, 2022 (Typical Weekend), Las Vegas was generally recovering from the impact of the COVID-19 pandemic and had nearly returned to pre-pandemic levels. However, the citywide hotel occupancy rates, Las Vegas Strip hotel occupancy rates, and visitor volumes had not fully recovered.

A volume adjustment factor was developed to examine how the LOS analyses may have been impacted when observed 2022 volumes are increased to theoretical pre-COVID levels. An adjustment factor of 1.05 and 1.07 was determined for May and June, respectively, based on the ratio of the 2019 pre-COVID citywide weekend hotel occupancy rates to the 2022 citywide weekend hotel occupancy rates (shown in Table 4.1 and Table 4.2).

Based on the adjusted volumes, the following segments would have exceeded LOS C, in addition to locations R1 through R9, as identified in Section 5.5:

- Stairs at MGM Grand Lion Statue
- Protruding Building Corners at Forum Shops

These two (2) locations are not recommended for time-of-day restrictions.

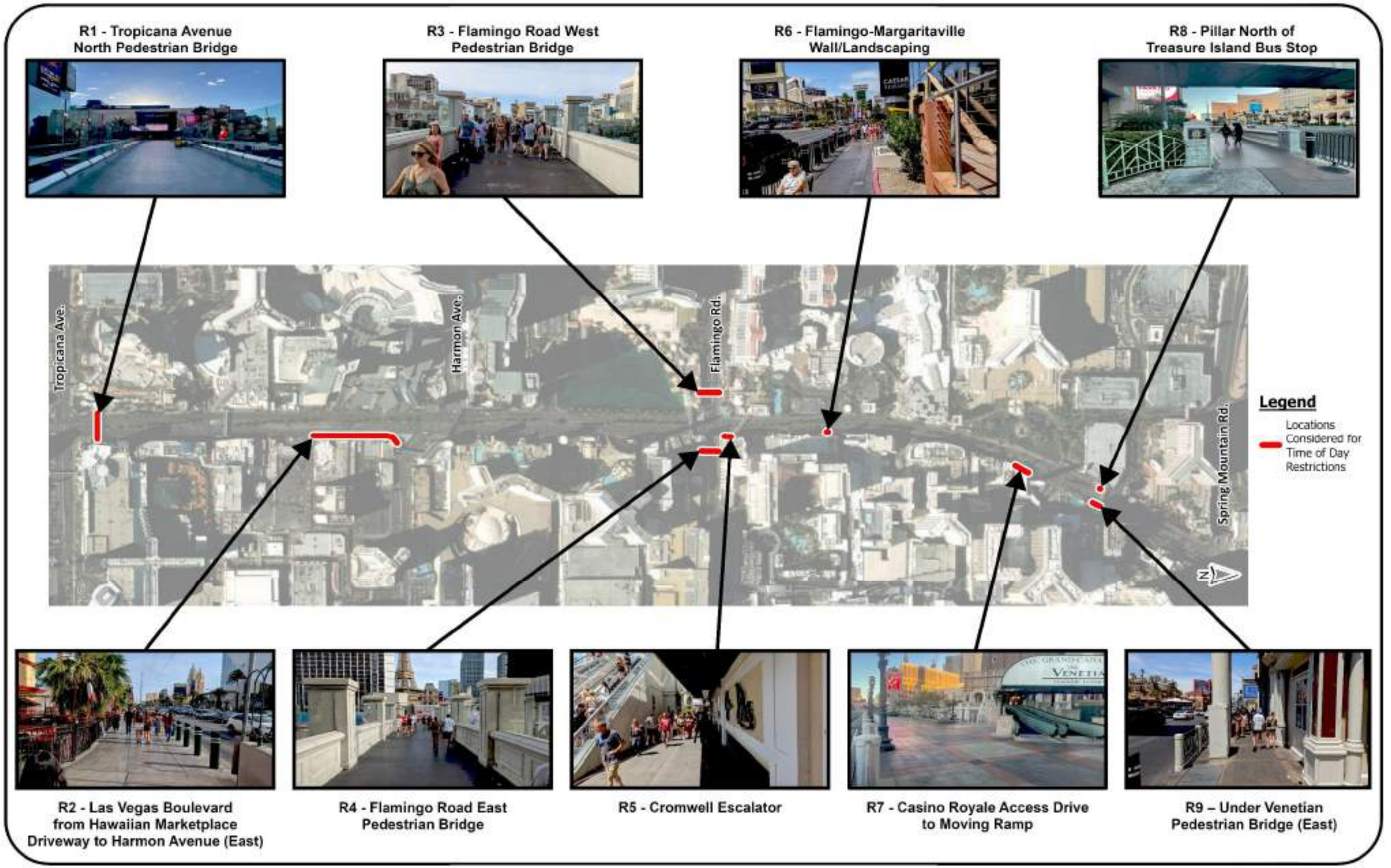


Figure 5.68 – Locations Considered for the Time-of-Day Restriction Analysis

Table 5.25 – Locations Exceeding LOS C - Time of Day, Day of Week, and Month of Year (Holiday Weekend with No NPOs)

Location Number	Count Location	Friday LOS	Hours Exceeding LOS C	Saturday LOS	Hours Exceeding LOS C	Sunday LOS	Hours Exceeding LOS C	Monday LOS	Hours Exceeding LOS C	Jan	Feb - Nov	Dec	Recommended Restrictions Based on Holiday Weekend with No NPOs
R1	Tropicana Avenue North Pedestrian Bridge	-	-	-	-	-	-	-	-	-	-	-	-
R2	Las Vegas Boulevard from Hawaiian Marketplace Driveway to Harmon Avenue (East)	-	-	-	-	-	-	-	-	-	-	-	-
R3	Flamingo Road West Pedestrian Bridge	-	-	-	-	-	-	-	-	-	-	-	-
R4	Flamingo Road East Pedestrian Bridge	-	-	-	-	-	-	-	-	-	-	-	-
R5	Cromwell Escalator	-	-	-	-	-	-	-	-	-	-	-	-
R6	Flamingo-Margaritaville Wall/Landscaping	-	-	-	-	-	-	-	-	-	-	-	-
R7	Casino Royale Access Drive to Moving Ramp	D	3:15 PM - 12:00 AM	D	2:15 PM - 12:00 AM	D	2:45 PM - 12:00 AM	D	2:30 PM - 12:00 AM	-	X	-	2:00 PM - 12:00 AM (Friday-Monday)
R8	Pillar North of Treasure Island Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-
R9	Under Venetian Pedestrian Bridge (East)	D	7:00 PM - 11:45 PM	D	5:00 PM - 12:00 AM	D	6:00 PM - 11:45 AM	-	-	-	X	-	5:00 PM - 12:00 AM (Sunday and Monday)

Table 5.26 – Locations Exceeding LOS C - Time of Day, Day of Week, and Month of Year (Typical Weekend with No NPOs)

Location Number	Count Location	Friday LOS	Hours Exceeding LOS C	Saturday LOS	Hours Exceeding LOS C	Sunday LOS	Hours Exceeding LOS C	Monday LOS	Hours Exceeding LOS C	Jan	Feb - Nov	Dec	Recommended Restrictions Based on Typical Weekend with No NPOs
R1	Tropicana Avenue North Pedestrian Bridge	-	-	-	-	-	-	-	-	-	-	-	-
R2	Las Vegas Boulevard from Hawaiian Marketplace Driveway to Harmon Avenue (East)	-	-	-	-	-	-	-	-	-	-	-	-
R3	Flamingo Road West Pedestrian Bridge	-	-	-	-	-	-	-	-	-	-	-	-
R4	Flamingo Road East Pedestrian Bridge	-	-	-	-	-	-	-	-	-	-	-	-
R5	Cromwell Escalator	-	-	-	-	-	-	-	-	-	-	-	-
R6	Flamingo-Margaritaville Wall/Landscaping	-	-	-	-	-	-	-	-	-	-	-	-
R7	Casino Royale Access Drive to Moving Ramp	-	-	-	-	-	-	-	-	-	-	-	-
R8	Pillar North of Treasure Island Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-
R9	Under Venetian Pedestrian Bridge (East)	D	9:45 PM - 11:45 PM	D	6:15 PM - 6:30 PM, 9:00 PM - 11:45 PM	D	9:30 PM - 11:45 PM	D	11:00 PM - 11:15 PM	-	-	-	-

Table 5.27 – Locations Exceeding LOS C - Time of Day, Day of Week, and Month of Year (Holiday Weekend with 1 NPO)

Location Number	Count Location	Friday LOS	Hours Exceeding LOS C	Saturday LOS	Hours Exceeding LOS C	Sunday LOS	Hours Exceeding LOS C	Monday LOS	Hours Exceeding LOS C	Jan	Feb-Nov	Dec	Recommended Restrictions Based on Holiday Weekend with 1 NPO Scenario
R1	Tropicana Avenue North Pedestrian Bridge	-	-	-	-	-	-	-	-	-	-	-	-
R2	Las Vegas Boulevard from Hawaiian Marketplace Driveway to Harmon Avenue (East)	-	-	D	9:00 PM - 9:15 PM	-	-	-	-	-	-	-	-
R3	Flamingo Road West Pedestrian Bridge	-	-	D	10:30 PM - 12:00 AM	-	-	-	-	-	-	-	-
R4	Flamingo Road East Pedestrian Bridge	-	-	-	-	-	-	-	-	-	-	-	-
R5	Cromwell Escalator	-	-	D	9:00 PM - 12:00 AM	-	-	-	-	-	-	-	-
R6	Flamingo-Margaritaville Wall/Landscaping	D	7:00 PM - 7:15 PM	D	2:45 PM - 12:00 AM	D	6:00 PM - 11:30 PM	D	3:00 PM – 11:45 PM	-	X	-	2:45 PM - 12:00 AM (Saturday-Monday)
R7	Casino Royale Access Drive to Moving Ramp	D	2:00 PM - 12:00 AM	D/E	1:15 PM - 12:15 AM	D	1:30 PM - 12:15 AM	D	1:30 PM - 12:15 AM	X	X	-	1:00 PM - 12:30 AM (Friday-Monday)
R8	Pillar North of Treasure Island Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-
R9	Under Venetian Pedestrian Bridge (East)	D/E	1:00 PM - 12:15 AM	D/E	12:15 PM - 12:30 AM	D/E	12:30 PM - 12:15 AM	D/E	12:15 PM - 12:15 AM	X	X	-	12:15 PM - 12:30 AM (Friday-Monday)

Table 5.28 – Locations Exceeding LOS C - Time of Day, Day of Week, and Month of Year (Typical Weekend with 1 NPO)

Location Number	Count Location	Friday LOS	Hours Exceeding LOS C	Saturday LOS	Hours Exceeding LOS C	Sunday LOS	Hours Exceeding LOS C	Monday LOS	Hours Exceeding LOS C	Jan	Feb-Nov	Dec	Recommended Restrictions Based on Typical Weekend with 1 NPO Scenario
R1	Tropicana Avenue North Pedestrian Bridge	-	-	D	11:15 PM - 11:30 PM	-	-	-	-	-	-	-	-
R2	Las Vegas Boulevard from Hawaiian Marketplace Driveway to Harmon Avenue (East)	-	-	-	-	-	-	-	-	-	-	-	-
R3	Flamingo Road West Pedestrian Bridge	-	-	-	-	-	-	-	-	-	-	-	-
R4	Flamingo Road East Pedestrian Bridge	-	-	-	-	-	-	-	-	-	-	-	-
R5	Cromwell Escalator	-	-	-	-	-	-	-	-	-	-	-	-
R6	Flamingo-Margaritaville Wall/Landscaping	D	6:45 PM - 7:00 PM	D	6:15 PM - 9:00 PM	D	6:45 PM - 7:00 PM	-	-	-	-	-	-
R7	Casino Royale Access Drive to Moving Ramp	-	-	-	-	-	-	-	-	-	-	-	-
R8	Pillar North of Treasure Island Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-
R9	Under Venetian Pedestrian Bridge (East)	D/E	6:00 PM - 12:15 AM	D/E	12:00 PM - 12:45 AM	D/E	12:00 PM - 12:15 AM	D/E	6:15 PM - 12:15 AM	X	X	-	12:00 PM - 1:00 AM (Friday-Monday)

Table 5.29 – Locations Exceeding LOS C - Time of Day, Day of Week, and Month of Year (Holiday Weekend with 2 NPOs)

Location Number	Count Location	Friday LOS	Hours Exceeding LOS C	Saturday LOS	Hours Exceeding LOS C	Sunday LOS	Hours Exceeding LOS C	Monday LOS	Hours Exceeding LOS C	Jan	Feb-Nov	Dec	Recommended Restrictions Based on Holiday Weekend with 2 NPOs Scenario
R1	Tropicana Avenue North Pedestrian Bridge	-	-	-	-	-	-	-	-	-	-	-	-
R2	Las Vegas Boulevard from Hawaiian Marketplace Driveway to Harmon Avenue (East)	-	-	D	8:45 PM - 12:00 AM	D	8:45 PM - 9:15 PM	D	8:45 PM - 9:15 PM	-	-	-	-
R3	Flamingo Road West Pedestrian Bridge	-	-	D	7:45 PM - 12:00 AM	D	10:30 PM - 11:45 PM	D	8:15 PM - 12:00 AM	-	X	-	8:00 PM - 12:00 AM (Saturday and Monday)
R4	Flamingo Road East Pedestrian Bridge	-	-	-	-	-	-	-	-	-	-	-	-
R5	Cromwell Escalator	-	-	D	8:45 PM - 12:00 AM	D	8:45 PM - 12:00 AM	D	8:45 PM - 12:00 AM	-	-	-	-
R6	Flamingo-Margaritaville Wall/Landscaping	D	12:00 PM - 12:00 AM	D/E	12:00 PM - 12:00 AM	D	12:00 PM - 12:00 AM	D	12:00 PM - 12:00 AM	-	X	-	12:00 PM - 12:00 AM (Friday-Monday)
R7	Casino Royale Access Drive to Moving Ramp	D/E	1:30 PM - 12:15 AM	D/E	12:45 PM - 12:45 AM	D/E	1:00 PM - 12:30 AM	D/E	1:00 PM - 12:45 AM	X	X	X	1:00 PM - 12:30 AM (Friday-Monday)
R8	Pillar North of Treasure Island Bus Stop	-	-	D	9:15 PM - 12:00 AM	-	-	D	9:30 PM - 11:30 PM	-	-	-	-
R9	Under Venetian Pedestrian Bridge (East)	D/E/F	11:00 AM - 1:15 AM	D/E/F	10:00 AM - 1:45 AM	D/E/F	10:15 AM - 1:30 AM	D/E/F	10:15 AM - 1:45 AM	X	X	X	10:00 AM - 2:00 AM (Friday-Monday)

Table 5.30 – Locations Exceeding LOS C - Time of Day, Day of Week, and Month of Year (Typical Weekend with 2 NPOs)

Location Number	Count Location	Friday LOS	Hours Exceeding LOS C	Saturday LOS	Hours Exceeding LOS C	Sunday LOS	Hours Exceeding LOS C	Monday LOS	Hours Exceeding LOS C	Jan	Feb-Nov	Dec	Recommended Restrictions Based on Typical Weekend with 2 NPOs Scenario
R1	Tropicana Avenue North Pedestrian Bridge	-	-	D	11:15 PM - 11:30 PM	D	11:15 PM - 11:30 PM	-	-	-	-	-	-
R2	Las Vegas Boulevard from Hawaiian Marketplace Driveway to Harmon Avenue (East)	-	-	-	-	-	-	-	-	-	-	-	-
R3	Flamingo Road West Pedestrian Bridge	-	-	-	-	-	-	-	-	-	-	-	-
R4	Flamingo Road East Pedestrian Bridge	-	-	D	10:15 PM - 10:30 PM	-	-	-	-	-	-	-	-
R5	Cromwell Escalator	-	-	-	-	-	-	-	-	-	-	-	-
R6	Flamingo-Margaritaville Wall/Landscaping	-	5:45 PM - 12:00 AM	D	12:00 PM - 12:00 AM	D	12:30 PM - 12:00 AM	D	6:15 PM - 9:00 PM	-	X	-	12:00 PM - 12:00 AM (Friday-Sunday)
R7	Casino Royale Access Drive to Moving Ramp	-	-	D	9:45 PM - 11:15 PM	-	-	-	-	-	-	-	-
R8	Pillar North of Treasure Island Bus Stop	D	11:00 PM - 11:15 PM	D	8:45 PM - 11:15 PM	D	11:00 PM - 11:15 PM	D	-	-	-	-	-
R9	Under Venetian Pedestrian Bridge (East)	D/E/F	10:30 AM - 2:00 AM	D/E/F	9:30 AM - 2:45 AM	D/E/F	10:15 AM - 2:45 AM	D/E/F	10:45 AM - 2:00 AM	X	X	X	9:30 AM - 3:00 AM (Friday-Monday)

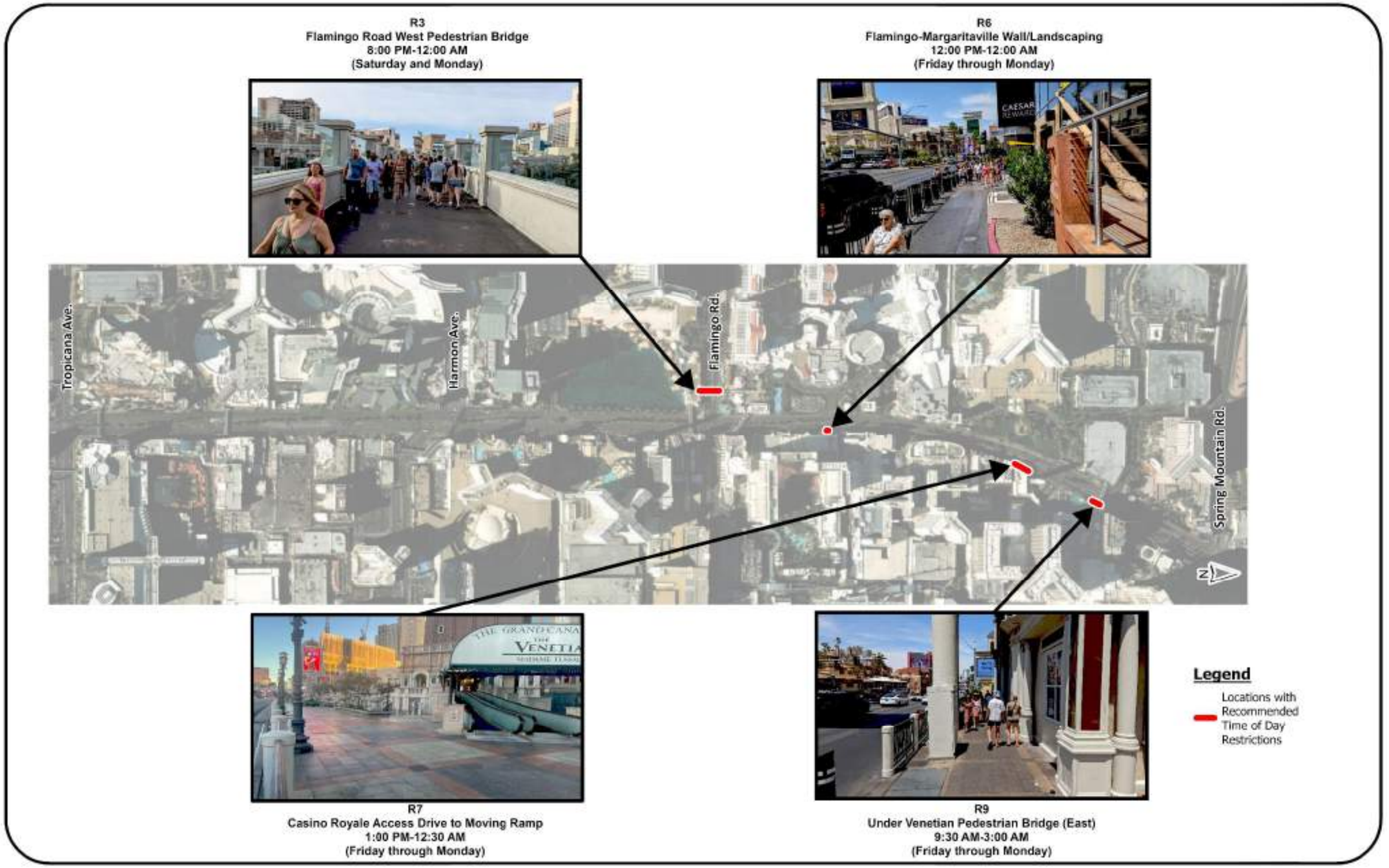


Figure 5.69 – Time of Day Restriction Recommendations

6 Conclusions and Recommendations

General conclusions, specific recommendations, and best practices are discussed in this section based on the observation of over 2.1 million pedestrians, 162 hours of in–field observations and the detailed data analysis and evaluation conducted during this study. These conclusions and recommendations are provided to enhance pedestrian safety throughout the study corridor of Las Vegas Boulevard. Specific mitigation recommendations for physically constrained walkways are detailed in Section 6.2 and recommendations are provided for consideration to update the current no obstruction zones as described in Section 6.3. Section 6.4 summarizes best practices for continued improvement to the pedestrian experience along Las Vegas Boulevard.

6.1 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 sidewalk inventory conducted in this study documented the significant improvements that have been made to reduce the sidewalk areas experiencing pedestrian flow conditions of less than LOS C along Las Vegas Boulevard.
- The results of this study 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 crosswalk.
- 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 feet) or a pedestrian walkway of LOS 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 LOS C.
- It is recommended that future pedestrian studies of the Resort Corridor follow the HCM pedestrian LOS analysis methodology that is volume-based recognizing that the newer LOS score methodology is a qualitative measure and does not incorporate pedestrian volumes.
- Clark County entitlement requirements on new construction projects within the Resort Corridor should incorporate the removal, replacement, and/or installation of no obstruction 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 Clark County 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 obstruction 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 obstruction zones at intersections, midblock crosswalks, and access drive entrances reduces pedestrian congestion which allows for increased visibility and enhanced walkway safety.
- The pedestrian bridges are an integral part of the pedestrian walkway system and they have constrained widths. Based upon the observed pedestrian volumes and walkway LOS, it is appropriate 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 at grade and at bridge level, as well as escalator approach, and departure landing zones should also be maintained free of any obstructions (permanent or non-permanent). Note that during the preparation of this study, Clark County adopted the Pedestrian Flow Zones Ordinance (Chapter 16.13) designating pedestrian bridges as Pedestrian Flow Zones and making it "unlawful for any person to stop, stand, or engage in an activity that causes another person to stop or stand within any Pedestrian Flow Zone".
- Bus stops should be reserved for bus patrons by restricting Non-Permanent Obstructions (NPOs). 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 obstruction zone. In addition, all Type 1 (Isolated) bus stops should also be considered for no obstruction zones to encourage transit use by maintaining queue areas 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 should be installed recognizing the need to maintain intersection sight visibility zones, especially at driveway crossings.
- Include the installation of M50-P1 Bollards or equivalent walkway protection measures to protect pedestrians from hostile vehicles.
- 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 "pork chop" right-turn islands for exclusive right-turn lanes to shorten pedestrian street crossing widths.
- With the constant growth, development, and improvements to the Las Vegas Strip, it is expected that pedestrian volumes will continue to shift and increase over the years to come, as seen from 2012 to 2015 to 2022. It is recommended that a Pedestrian Study be conducted every 5 (five) years in order to reexamine areas of potential concern for mitigation along the study corridor.

6.1.1 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 observations:

- 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.
- Currently, the RTC maintains a mobile application with real-time arrival times as well as a text message system with estimated arrival times. For the Strip, the RTC should consider implementing an additional system to display real-time arrival times 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 a 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, mobile application, and texting service.
- 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, constructed, and illuminated to allow the users to be visible to surrounding public areas and walkways.

6.2 Infrastructure Improvement Recommendations

Following the acceptance of the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2012)*, the *Clark County Pedestrian Study, Las Vegas Boulevard: Russell Road to Sahara Avenue (2015 Update)*, and the *Clark County Pedestrian Study, Las Vegas Boulevard: Tropicana Avenue to Spring Mountain Road* (2016 Update of Non-Permanent Obstructions), many of the previously identified short-term infrastructure areas of concern have been addressed or are in the process of being acted upon.

The following specific areas of concern (shown in Figure 6.1 in relationship to the Resort Corridor) have been identified by field observations and data evaluations as part of this study.

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.



Figure 6.1 – Locations with Recommended Mitigation Measures

6.2.1 General Recommendations

Recommendation (Short-Term):

- Enforce the no obstruction zones and pedestrian flow zones within the Resort Corridor.
- Review and update the Transportation Element of the Clark County Comprehensive Master Plan to reflect the recommendations of this report section to provide additional pedestrian bridge systems within the Resort Corridor at the following locations (see Exhibit D):
  - Las Vegas Boulevard and Bellagio Drive/Paris Drive
  - Las Vegas Boulevard and Caesars Palace Drive
  - Las Vegas Boulevard and South Siegfried and Roy Drive
  - Las Vegas Boulevard and North Siegfried and Roy Drive

Recommendations (Intermediate/Long-Term):

- With Las Vegas Boulevard 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 or supplemental to the adopted Transportation Element of the Clark County Comprehensive Master Plan.

6.2.2 Constricted Walkway Width Locations

The following locations were identified as locations of constricted walkway width within the study corridor that may result in pedestrian flow conditions less than LOS C.

6.2.2.1 Location A: Las Vegas Boulevard at Russell Road



Picture 6.1 – Public Right-of-Way and Additional Walkway/Pedestrian Easement Provided on the West Side of Las Vegas Boulevard (Looking North at Russell Road)

Recommendations (Short-Term):

- Install ADA Route Designation signage at Russell Road for the additional walkway/pedestrian easement provided on the west side of Las Vegas Boulevard to discourage use of the constricted walkway adjacent to the Las Vegas Boulevard roadway.

6.2.2.2 Location B: Las Vegas Boulevard at Four Seasons Drive



Picture 6.2 – Public Right-of-Way and Additional Walkway/Pedestrian Easement Provided on the West Side of Las Vegas Boulevard (Looking South at Four Seasons Drive)

Recommendations (Short-Term):

- Install ADA Route Designation signage at Four Seasons Drive for the additional walkway/pedestrian easement provided on the west side of Las Vegas Boulevard to discourage use of the constricted walkway adjacent to the Las Vegas Boulevard roadway.

6.2.2.3 Location C: Fire Hydrant/Bollards North of Four Seasons Drive



Picture 6.3 – Fire Hydrants/Bollards North of Four Seasons Drive

Recommendations (Short-Term):

- Remove bollards, as appropriate, and relocate the fire hydrant out of the sidewalk or widen the existing sidewalk to provide a minimum of 5 feet of effective walkway width.

6.2.2.4 Location D: Caesars Palace Landscaping



Picture 6.4 – Caesars Palace Landscaping

Recommendations (Intermediate-Term):

- In coordination with Caesars Palace Hotel/Casino, landscaping should be modified to allow for sidewalk widening to obtain a minimum effective walkway width of 15 feet (7.6 feet is currently provided).

6.2.2.5 Location E: Flamingo-Margaritaville Wall/Landscaping



Picture 6.5 – Flamingo-Margaritaville Wall/Landscaping

Recommendations (Intermediate-Term):

- In coordination with the Flamingo Hotel/Casino, evaluate and implement options to widen existing walkway.

6.2.2.6 Location F: Caesars Palace Rotunda



Picture 6.6 – Sidewalk Adjacent to Caesars Palace Rotunda

Recommendations (Short-Term):

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

Recommendations (Intermediate-Term):

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

6.2.2.7 Location G: Bollards at Casino Royale / Walgreens Driveway



Picture 6.7 – Venetian South Walkway

Recommendations (Intermediate-Term):

- In coordination with the Venetian Hotel/Casino, evaluate and implement options to widen effective walkway width by narrowing the adjacent planter.

6.2.2.8 Location H: Venetian Moving Ramp



Picture 6.8 – Venetian Moving Ramp

Recommendations (Intermediate/Long-Term):

- In coordination with the Venetian Hotel/Casino, study the feasibility of widening the effective walkway width at this location.

6.2.2.9 Location I: Pillar North of Treasure Island Bus Stop



Picture 6.9 – Pillar North of Treasure Island Bus Stop

Recommendations (Intermediate-Term):

- In coordination with Mirage Hotel/Casino and Treasure Island Hotel/Casino, evaluate and implement options to widen effective walkway width by removing the protruding pillar and landscaping.

6.2.2.10 Location J: Venetian Bus Stop (Under Venetian Pedestrian Bridge)



Picture 6.10 – Venetian Bus Stop (Under Venetian Pedestrian Bridge)

Recommendations (Long-Term):

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

6.2.2.11 Location K: Sidewalk at Mini Mart



Picture 6.11 – Sidewalk at Mini Mart

Recommendations (Intermediate-Term):

- Evaluate and implement options to widen existing walkway.

6.2.3 Street Crossing Recommendations

It is important to note that HCM 7 also includes platoon-adjusted LOS criteria, which more stringent than the random-flow criteria used for the LOS analyses (as discussed in Section 1.4.1). Platoon-adjusted LOS criteria are applicable when platoons of pedestrians form, for example, due to crowds traveling to/from a special event or due to a traffic signal.

The following locations were identified as street crossing locations within the study corridor that may result in conditions of less than LOS C.

6.2.3.1 Location L: Las Vegas Boulevard and Bellagio Drive/Paris Drive



Picture 6.12 – Paris Drive Median Island



Picture 6.13 – Right-Turn Pork Chop Island on the Southwest Corner of Las Vegas Boulevard and Bellagio Drive

Recommendation (Short-Term):

- To accommodate the high level of pedestrian volumes at Las Vegas Boulevard and Bellagio Drive/Paris Drive, provide a 20-foot crosswalk along the east side of Las Vegas Boulevard across the Paris entry drive.

Recommendations (Intermediate-Term):

- In coordination with Bellagio Hotel/Casino, study the feasibility to remove the right-turn pork chop island on the southwest corner of the Bellagio/Paris - Las Vegas Boulevard intersection.
- Implement the construction of the Bellagio/Paris Las Vegas Boulevard pedestrian bridge.

6.2.3.2 Location M: Las Vegas Boulevard and Caesars Palace Drive



Picture 6.14 – Las Vegas Boulevard and Caesars Palace Drive (Looking West)



Picture 6.15 – Las Vegas Boulevard and Caesars Palace Drive (Looking South on the East Side of Las Vegas Boulevard)



Picture 6.16 – Las Vegas Boulevard and Caesars Palace Drive (Looking South on the West Side of Las Vegas Boulevard)



Picture 6.17 – Right-Turn Pork Chop Island on the Southwest Corner of Las Vegas Boulevard and Caesars Palace Drive

Recommendations (Intermediate-Term):

- In coordination with Caesars Palace Hotel/Casino, implement the County-planned removal of the right-turn pork chop island on the southwest corner of the intersection.

Recommendations (Long-Term):

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

6.2.3.3 Location N: Las Vegas Boulevard and South Siegfried and Roy Drive



Picture 6.18 – Las Vegas Boulevard and South Siegfried and Roy Drive (Looking West)



Picture 6.19 – Las Vegas Boulevard and South Siegfried and Roy Drive (Looking North along the East Side of Las Vegas Boulevard)

Recommendations (Short-Term):

- In coordination with Mirage Hotel/Casino and Harrah's Hotel/Casino, study the feasibility of a pedestrian bridge system at this location to eliminate at-grade pedestrian crossings of Las Vegas Boulevard.

6.2.3.4 Location O: Las Vegas Boulevard and North Siegfried and Roy Drive



Picture 6.20 – Las Vegas Boulevard and North Siegfried and Roy Drive (Looking Northeast from the Mirage Pork Chop Island)



Picture 6.21 – Las Vegas Boulevard and North Siegfried and Roy Drive (Looking North from the Southwest Corner)

Recommendations (Intermediate-Term):

- In coordination with the Mirage Hotel/Casino, reevaluate the pedestrian crossing conditions after planned Hotel/Casino remodel and Volcano Show closure.

Recommendations (Long-Term):

- In coordination with Mirage Hotel/Casino and Venetian Hotel/Casino, study the feasibility of a pedestrian bridge system at this location to eliminate at-grade pedestrian crossings of Las Vegas Boulevard.

6.3 Recommended Updates - No Obstruction Zones

The following recommendations are provided based on the technical findings of this study 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 A:

- 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 zones within 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 white in Figure 6.2 through Figure 6.4) are recommended at bus stops:
  - For a bus turnout, the no obstruction 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 6.2).
  - For curbside bus stops with bus shelters, the no obstruction zone should begin and end a minimum of 15 feet from each side of the shelter as installed (see Figure 6.3).
  - At curbside bus stops without a shelter, the no obstruction zone should begin 35 feet in the approaching direction and end 15 feet past the bus stop sign post (see Figure 6.4).
  - Ticket vending machines, bus stop signs, and trash cans are allowable obstructions as long as placed within shelter influence zone.
- Pedestrian Bridge Systems and their associated walkways should be clarified as no obstruction zones as they are an integral part of the public street network replacing at-grade crosswalks. Pedestrian bridges should be maintained free of any obstructions including permanent and NPOs.
- Note that during the preparation of this study, Clark County adopted the Pedestrian Flow Zones Ordinance (Chapter 16.13) designating pedestrian bridges as Pedestrian Flow Zones and making it "unlawful for any person to stop, stand, or engage in an activity that causes another person to stop or stand within any Pedestrian Flow Zone".



Figure 6.2 – Bus Turnout No-Obstruction Zone



Figure 6.3 – Bus Shelter No-Obstruction Zone



Figure 6.4 – Bus Stop Sign Without Shelter No-Obstruction Zone

6.3.1 Identified Time, Place, and Manner Restrictions for No Obstruction Zones

The locations shown in Figure 6.5 and summarized in have been identified as walkway segments in which NPO restrictions should be considered during specific times of the day, days of the week, and months of the year, per the analysis summarized in Section 5.5.

Table 6.1 – Recommended Time-of-Day Restrictions

Location Number	Count Location	Recommended Restrictions
R3	Flamingo Road West Pedestrian Bridge	8:00 PM - 12:00 AM (Saturday and Monday)
R6	Flamingo-Margaritaville Wall/Landscaping	12:00 PM - 12:00 AM (Friday-Monday)
R7	Casino Royale Access Drive to Moving Ramp	1:00 PM - 12:30 AM (Friday-Monday)
R9	Under Venetian Pedestrian Bridge (East)	9:30 AM - 3:00 AM (Friday-Monday)

Note that during the preparation of this study, Clark County adopted the Pedestrian Flow Zones Ordinance (Chapter 16.13) designating pedestrian bridges as Pedestrian Flow Zones and making it "unlawful for any person to stop, stand, or engage in an activity that causes another person to stop or stand within any Pedestrian Flow Zone".

6.4 Resort Corridor Best Practices

The following best practices are provided recognizing the positive measures taken by Clark County and Strip property owners and 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.
- 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 1.5 feet 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 finished curb should be provided with tactile domes. Curb ramps may require custom designs to accommodate the desire to have perpendicular crosswalks to minimize street crossing widths.
- When a driveway has been abandoned or is no longer in use, the driveway should be replaced with curb, gutter, and sidewalk along with the removal of the associated driveway from the no obstruction zones.
- 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. 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 is severely impacted when the escalators are not functioning.
- It is recommended that escalator maintenance be planned and conducted outside the hours of 12 PM to 12 AM and not on weekends, to have the least impact on the pedestrian experience along the Resort Corridor.
- As development occurs within the Resort Corridor, bus stops should be modified to a Type 2 design placing the shelter and queuing 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.
- Installation of pavement markings should follow the below criteria:
  - Markings within valley gutters should be avoided.
  - Medians should be painted and maintained according to MUTCD standards.
- Mature tree canopies for walkway shading should be encouraged while maintaining a minimum clearance height of 14 feet.
- Low landscaping heights should be used within sight visibility zones at intersection corners, especially at access drives.
- Landscaping and pedestrian walkway planning and design should recognize adjacent properties to provide walkway transition areas 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, escalators, elevators, and pedestrian bridges.

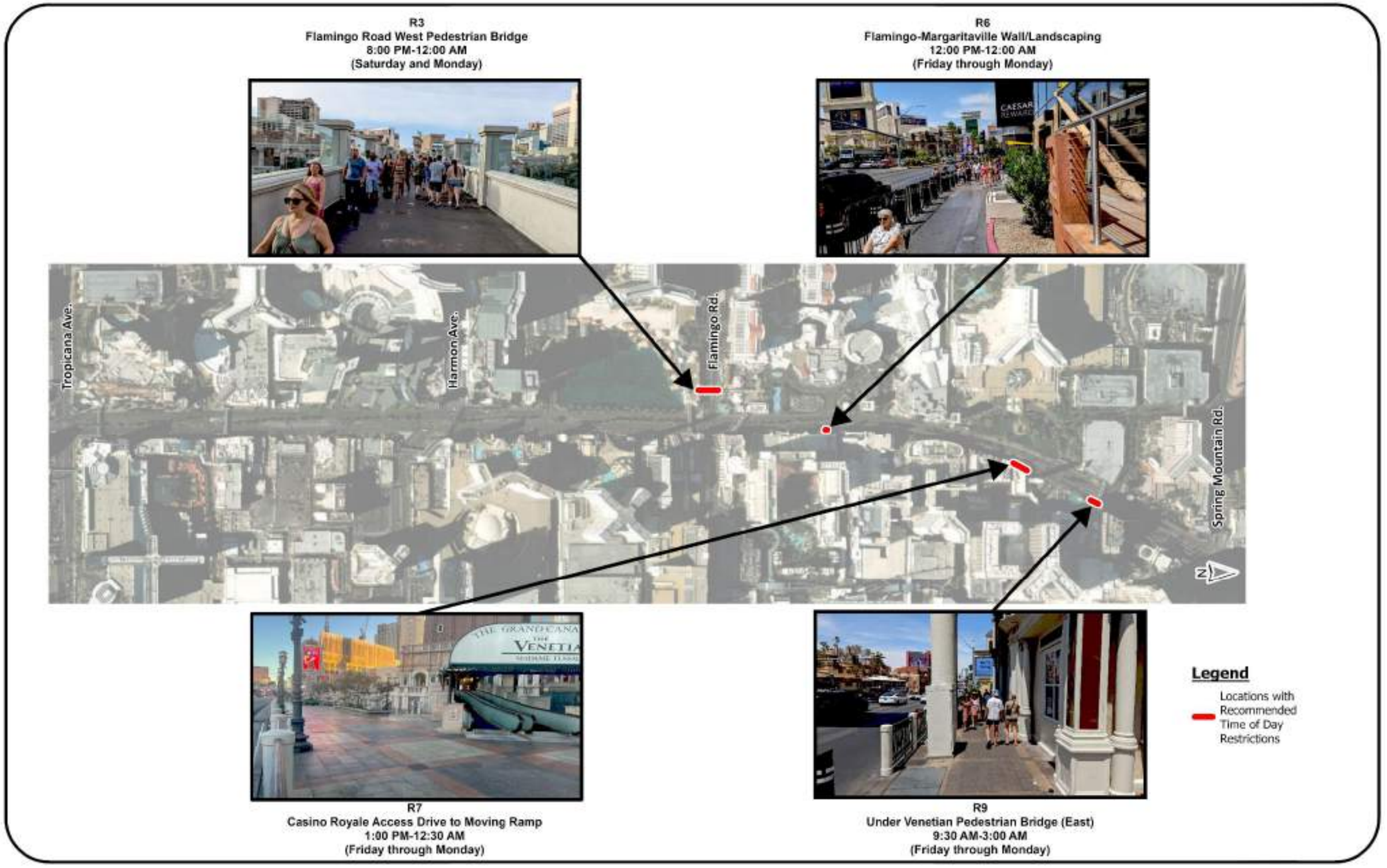


Figure 6.5 – Locations with Recommended Time-of-Day Restrictions

EXHIBIT A
CLARK COUNTY MUNICIPAL CODE
CHAPTER 16.11 – OBSTRUCTIVE USES OF PUBLIC SIDEWALK AND CHAPTER 16.13 – PEDESTRIAN FLOW ZONES

Chapter 16.11 - OBSTRUCTIVE USES OF PUBLIC SIDEWALKS

Sections:

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 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 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:

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(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 relating to no obstruction zones in the resort district.

Signs shall be posted at least every quarter of a mile in the resort district.

(Ord. 1617 § 1 (part), 1994)

(Ord. No. 4440, § 1, 11-1-2016)

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)

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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 as 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 zones, 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)

(Ord. No. 4440, § 2, 11-1-2016)

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, coolers, 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; Ord. No. 4384, § 2, 4-19-2016)

16.11.080 - Removal of no obstruction zone designations.

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

(Ord. 1617 § 1 (part), 1994)

(Ord. No. 4440, § 3, 11-1-2016)

16.11.090 - Penalty for violation.

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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)

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Item #38 16.13.030 updated

[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 THERETO.

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 B
RIGHT-OF-WAY/PEDESTRIAN EASEMENT REFERENCE NUMBERS



JOB No. 092061019

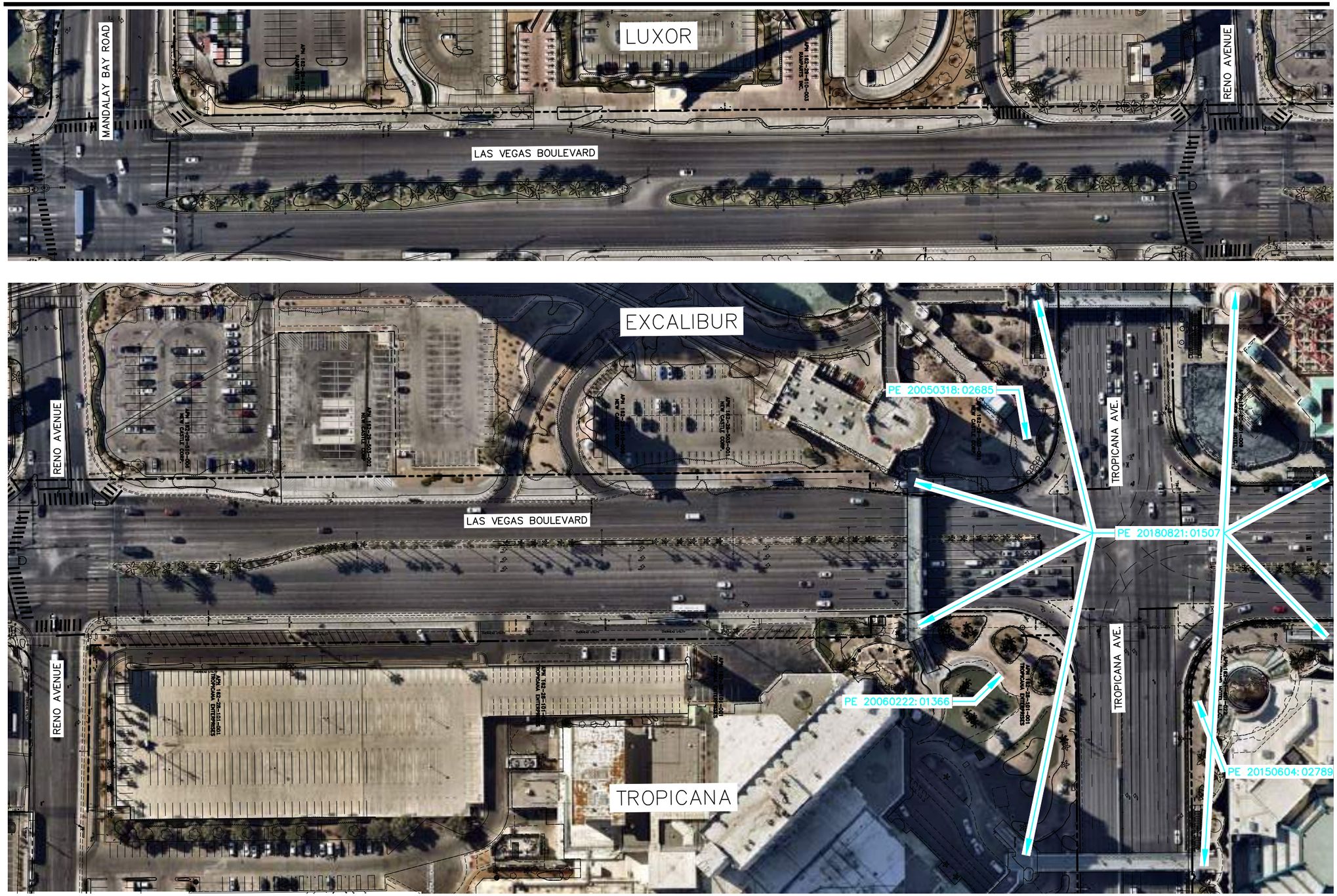
Kimley»Horn

NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
PEDESTRIAN EASEMENTS - RUSSELL ROAD TO MANDALAY BAY ROAD
2022

FIGURE 1
SHEET 1 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet



JOB No. 092061019

Kimley»Horn

NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
PEDESTRIAN EASEMENTS - MANDALAY BAY ROAD TO TROPICANA AVENUE
2022

FIGURE 2

SHEET 2 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet



JOB No. 092061019

Kimley»Horn

NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
PEDESTRIAN EASEMENTS - TROPICANA AVENUE TO HARMON AVENUE
2022

FIGURE 3
SHEET 3 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet

CC 4188





JOB No. 092061019

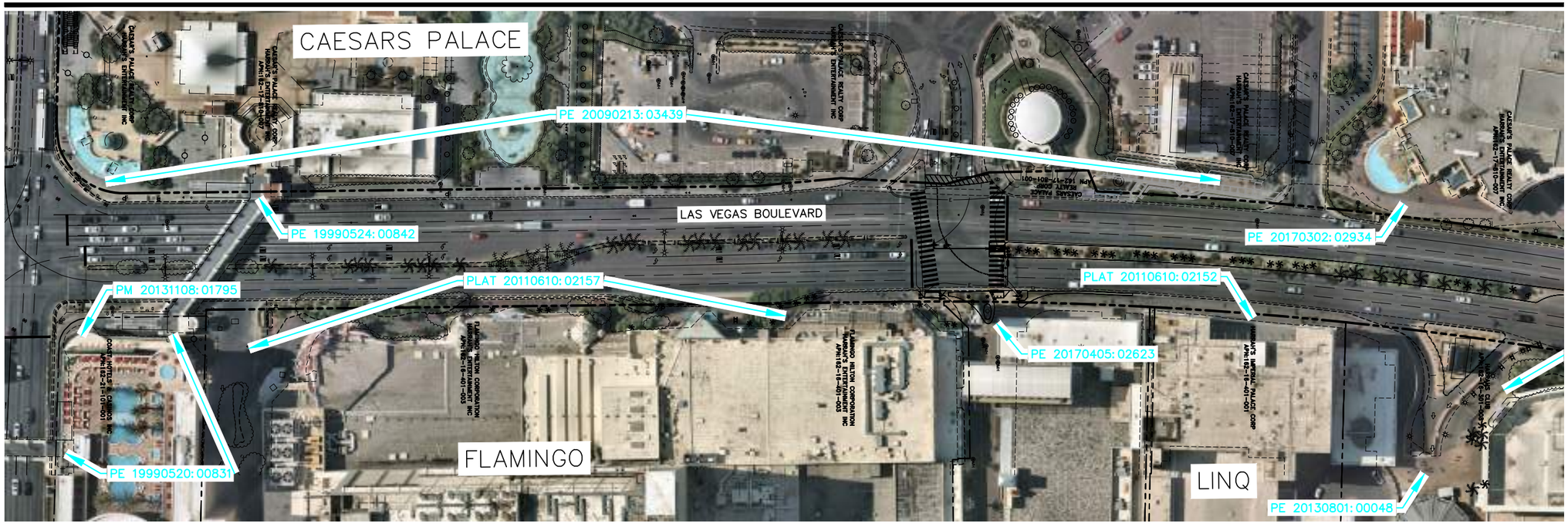
Kimley»Horn

NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
PEDESTRIAN EASEMENTS - HARMON AVENUE TO FLAMINGO ROAD
2022

FIGURE 4
SHEET 4 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet



JOB No. 092061019

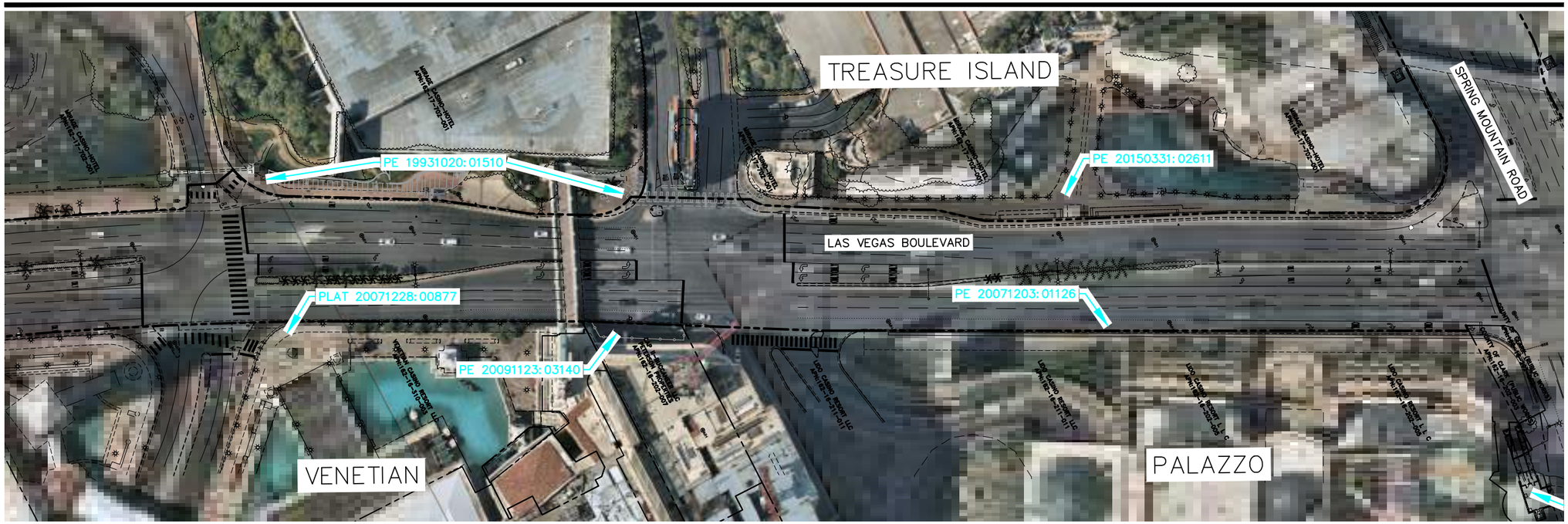
Kimley»Horn

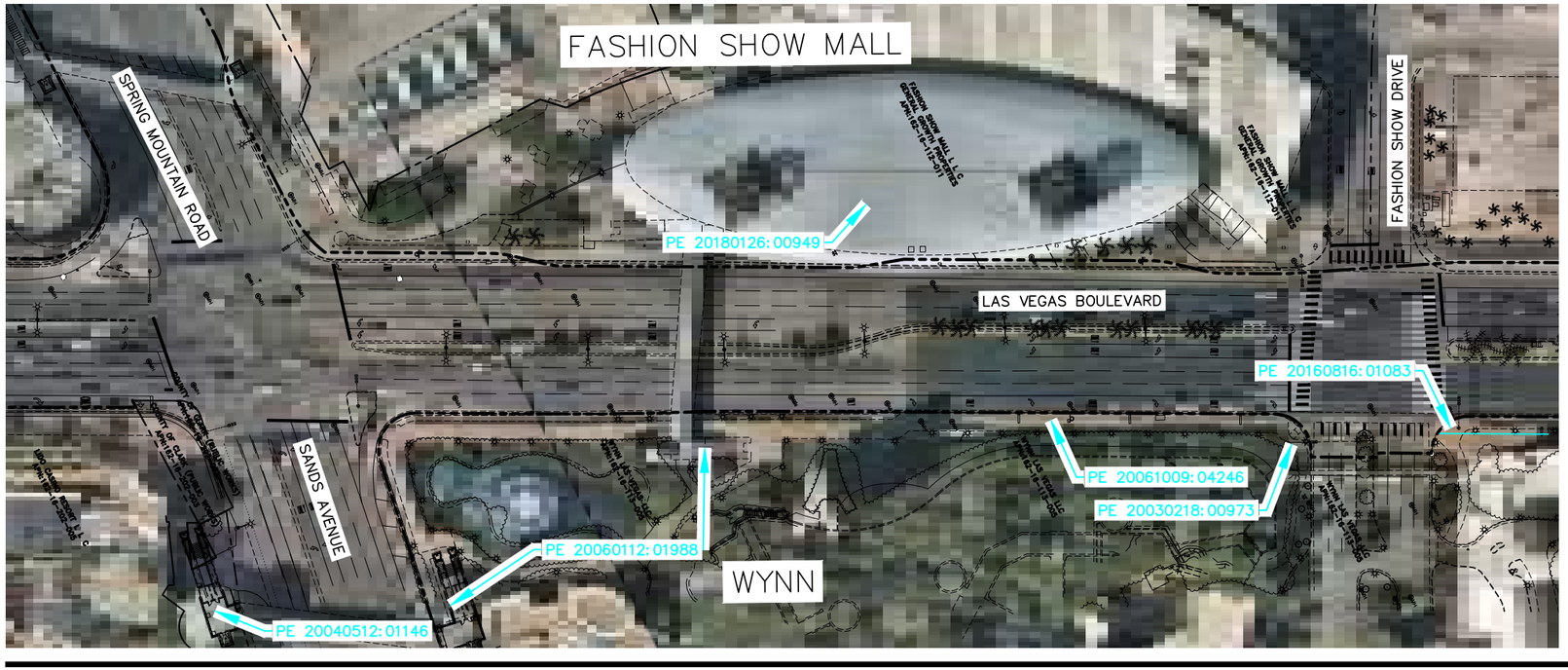
NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
PEDESTRIAN EASEMENTS - FLAMINGO ROAD TO MIRAGE HOTEL & CASINO
2022

FIGURE 5
SHEET 5 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet





JOB No. 092061019

Kimley»Horn

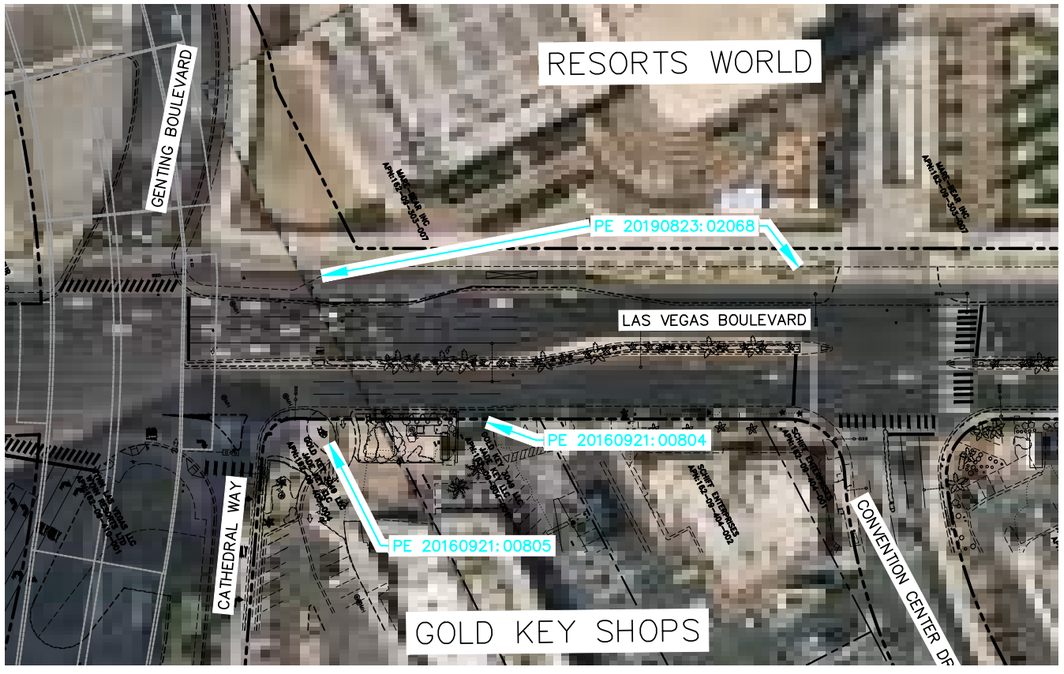
NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
PEDESTRIAN EASEMENTS - MIRAGE HOTEL & CASINO TO FASHION SHOW DRIVE
2022

FIGURE 6
SHEET 6 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet





JOB No. 092061019

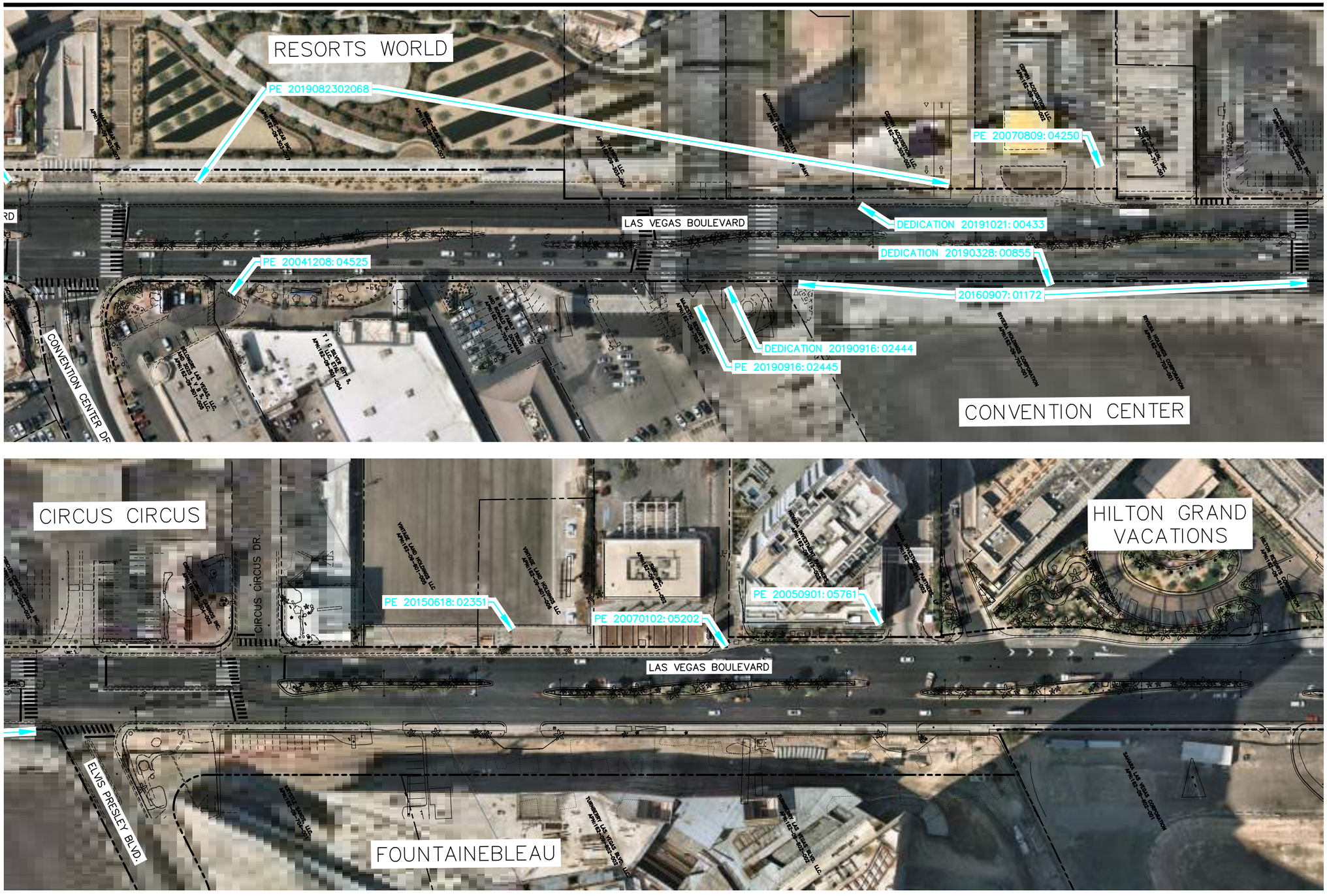
Kimley»Horn

NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
PEDESTRIAN EASEMENTS - FASHION SHOW DRIVE TO CONVENTION CENTER DRIVE
2022

FIGURE 7
SHEET 7 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet



JOB No. 092061019

Kimley»Horn

NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
PEDESTRIAN EASEMENTS - CONVENTION CENTER DRIVE TO HILTON GRAND VACATION
2022

FIGURE 8
SHEET 8 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet





JOB No. 092061019

Kimley»Horn

NOTE: SURVEY PER ACE REGIONAL RAPID TRANSIT SYSTEM, RESORT CORRIDOR, PRELIMINARY ALTERNATIVE ANALYSIS REPORT DATED JULY 2008. AND UPDATES WERE INCLUDED AS PROVIDED ALONG THE RESORT CORRIDOR. AERIAL IMAGE PER CLARK COUNTY DATED 2013.

PEDESTRIAN STUDY - LAS VEGAS BOULEVARD
PEDESTRIAN EASEMENTS - HILTON GRAND VACATION TO SAHARA AVENUE
2022

FIGURE 9
SHEET 9 OF 9

GRAPHIC SCALE
40 0 20 40 80
1 inch = 40 feet

EXHIBIT C
PEDESTRIAN VOLUME DATA

Luxor (#1)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	36	20
5/28/2022	12:15 PM	12	18
5/28/2022	12:30 PM	32	14
5/28/2022	12:45 PM	12	11
5/28/2022	01:00 PM	22	17
5/28/2022	01:15 PM	36	13
5/28/2022	01:30 PM	8	18
5/28/2022	01:45 PM	18	15
5/28/2022	02:00 PM	19	10
5/28/2022	02:15 PM	29	6
5/28/2022	02:30 PM	17	8
5/28/2022	02:45 PM	35	7
5/28/2022	03:00 PM	29	21
5/28/2022	03:15 PM	24	14
5/28/2022	03:30 PM	22	14
5/28/2022	03:45 PM	23	14
5/28/2022	04:00 PM	23	14
5/28/2022	04:15 PM	23	4
5/28/2022	04:30 PM	31	5
5/28/2022	04:45 PM	21	19
5/28/2022	05:00 PM	37	18
5/28/2022	05:15 PM	28	18
5/28/2022	05:30 PM	23	17
5/28/2022	05:45 PM	42	21
5/28/2022	06:00 PM	22	19
5/28/2022	06:15 PM	60	28
5/28/2022	06:30 PM	49	20
5/28/2022	06:45 PM	18	27
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5/28/2022	07:15 PM	121	18
5/28/2022	07:30 PM	27	18
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5/28/2022	08:30 PM	20	67
5/28/2022	08:45 PM	48	32
5/28/2022	09:00 PM	19	24
5/28/2022	09:15 PM	22	29
5/28/2022	09:30 PM	19	22
5/28/2022	09:45 PM	36	25
5/28/2022	10:00 PM	29	34
5/28/2022	10:15 PM	33	37
5/28/2022	10:30 PM	41	49
5/28/2022	10:45 PM	27	35
5/28/2022	11:00 PM	34	42
5/28/2022	11:15 PM	39	31
5/28/2022	11:30 PM	47	38
5/28/2022	11:45 PM	29	36

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	8	11
6/25/2022	12:15 PM	10	8
6/25/2022	12:30 PM	11	9
6/25/2022	12:45 PM	31	8
6/25/2022	01:00 PM	10	3
6/25/2022	01:15 PM	13	12
6/25/2022	01:30 PM	14	10
6/25/2022	01:45 PM	16	11
6/25/2022	02:00 PM	19	12
6/25/2022	02:15 PM	13	11
6/25/2022	02:30 PM	19	4
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6/25/2022	04:45 PM	18	21
6/25/2022	05:00 PM	15	8
6/25/2022	05:15 PM	17	3
6/25/2022	05:30 PM	8	13
6/25/2022	05:45 PM	8	8
6/25/2022	06:00 PM	29	6
6/25/2022	06:15 PM	24	10
6/25/2022	06:30 PM	26	6
6/25/2022	06:45 PM	7	14
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6/25/2022	07:30 PM	25	8
6/25/2022	07:45 PM	19	9
6/25/2022	08:00 PM	19	6
6/25/2022	08:15 PM	17	12
6/25/2022	08:30 PM	15	17
6/25/2022	08:45 PM	39	15
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6/25/2022	09:15 PM	12	18
6/25/2022	09:30 PM	26	8
6/25/2022	09:45 PM	29	12
6/25/2022	10:00 PM	11	15
6/25/2022	10:15 PM	24	7
6/25/2022	10:30 PM	17	8
6/25/2022	10:45 PM	25	23
6/25/2022	11:00 PM	24	8
6/25/2022	11:15 PM	24	8
6/25/2022	11:30 PM	21	14
6/25/2022	11:45 PM	21	27

Tropicana (#2)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	13	1
5/28/2022	12:15 PM	7	9
5/28/2022	12:30 PM	13	1
5/28/2022	12:45 PM	12	1
5/28/2022	01:00 PM	12	11
5/28/2022	01:15 PM	1	1
5/28/2022	01:30 PM	10	1
5/28/2022	01:45 PM	14	4
5/28/2022	02:00 PM	15	4
5/28/2022	02:15 PM	17	4
5/28/2022	02:30 PM	20	2
5/28/2022	02:45 PM	13	5
5/28/2022	03:00 PM	12	1
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5/28/2022	03:45 PM	10	7
5/28/2022	04:00 PM	7	0
5/28/2022	04:15 PM	5	4
5/28/2022	04:30 PM	9	2
5/28/2022	04:45 PM	8	4
5/28/2022	05:00 PM	21	12
5/28/2022	05:15 PM	7	0
5/28/2022	05:30 PM	7	13
5/28/2022	05:45 PM	7	1
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5/28/2022	07:15 PM	23	6
5/28/2022	07:30 PM	10	4
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5/28/2022	08:00 PM	24	3
5/28/2022	08:15 PM	23	7
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5/28/2022	08:45 PM	14	13
5/28/2022	09:00 PM	17	8
5/28/2022	09:15 PM	14	5
5/28/2022	09:30 PM	23	8
5/28/2022	09:45 PM	10	6
5/28/2022	10:00 PM	15	7
5/28/2022	10:15 PM	12	4
5/28/2022	10:30 PM	9	5
5/28/2022	10:45 PM	16	11
5/28/2022	11:00 PM	21	16
5/28/2022	11:15 PM	11	3
5/28/2022	11:30 PM	9	2
5/28/2022	11:45 PM	16	11

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	16	1
6/25/2022	12:15 PM	18	2
6/25/2022	12:30 PM	18	2
6/25/2022	12:45 PM	13	2
6/25/2022	01:00 PM	14	1
6/25/2022	01:15 PM	9	1
6/25/2022	01:30 PM	16	6
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6/25/2022	02:00 PM	5	1
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6/25/2022	02:30 PM	6	3
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6/25/2022	05:00 PM	2	3
6/25/2022	05:15 PM	3	4
6/25/2022	05:30 PM	14	0
6/25/2022	05:45 PM	15	6
6/25/2022	06:00 PM	7	3
6/25/2022	06:15 PM	10	3
6/25/2022	06:30 PM	17	5
6/25/2022	06:45 PM	20	0
6/25/2022	07:00 PM	19	3
6/25/2022	07:15 PM	25	5
6/25/2022	07:30 PM	21	6
6/25/2022	07:45 PM	18	13
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6/25/2022	10:45 PM	9	11
6/25/2022	11:00 PM	8	4
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6/25/2022	11:30 PM	22	4
6/25/2022	11:45 PM	7	4

Excalibur (#3)

Start Date: 5/28/2022

Date	Time	NB	SB
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5/28/2022	12:30 PM	34	22
5/28/2022	12:45 PM	41	15
5/28/2022	01:00 PM	19	19
5/28/2022	01:15 PM	26	8
5/28/2022	01:30 PM	34	11
5/28/2022	01:45 PM	31	16
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5/28/2022	02:15 PM	71	24
5/28/2022	02:30 PM	22	11
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5/28/2022	05:30 PM	69	15
5/28/2022	05:45 PM	48	25
5/28/2022	06:00 PM	91	25
5/28/2022	06:15 PM	37	51
5/28/2022	06:30 PM	85	30
5/28/2022	06:45 PM	83	29
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5/28/2022	07:15 PM	136	26
5/28/2022	07:30 PM	90	39
5/28/2022	07:45 PM	48	41
5/28/2022	08:00 PM	42	49
5/28/2022	08:15 PM	42	43
5/28/2022	08:30 PM	39	94
5/28/2022	08:45 PM	99	38
5/28/2022	09:00 PM	51	53
5/28/2022	09:15 PM	79	43
5/28/2022	09:30 PM	54	36
5/28/2022	09:45 PM	68	42
5/28/2022	10:00 PM	58	46
5/28/2022	10:15 PM	66	53
5/28/2022	10:30 PM	71	54
5/28/2022	10:45 PM	59	64
5/28/2022	11:00 PM	51	41
5/28/2022	11:15 PM	69	58
5/28/2022	11:30 PM	61	38
5/28/2022	11:45 PM	48	29

Start Date: 6/25/2022

Date	Time	NB	SB
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6/25/2022	12:15 PM	10	9
6/25/2022	12:30 PM	14	12
6/25/2022	12:45 PM	12	15
6/25/2022	01:00 PM	25	6
6/25/2022	01:15 PM	11	14
6/25/2022	01:30 PM	8	7
6/25/2022	01:45 PM	22	8
6/25/2022	02:00 PM	12	8
6/25/2022	02:15 PM	15	7
6/25/2022	02:30 PM	11	14
6/25/2022	02:45 PM	30	17
6/25/2022	03:00 PM	19	14
6/25/2022	03:15 PM	8	25
6/25/2022	03:30 PM	13	7
6/25/2022	03:45 PM	12	6
6/25/2022	04:00 PM	12	13
6/25/2022	04:15 PM	14	15
6/25/2022	04:30 PM	2	24
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6/25/2022	05:00 PM	19	7
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6/25/2022	06:45 PM	25	10
6/25/2022	07:00 PM	16	21
6/25/2022	07:15 PM	47	11
6/25/2022	07:30 PM	27	33
6/25/2022	07:45 PM	47	22
6/25/2022	08:00 PM	33	8
6/25/2022	08:15 PM	39	24
6/25/2022	08:30 PM	52	19
6/25/2022	08:45 PM	38	29
6/25/2022	09:00 PM	72	35
6/25/2022	09:15 PM	43	14
6/25/2022	09:30 PM	42	31
6/25/2022	09:45 PM	65	34
6/25/2022	10:00 PM	47	30
6/25/2022	10:15 PM	25	33
6/25/2022	10:30 PM	22	31
6/25/2022	10:45 PM	41	38
6/25/2022	11:00 PM	28	26
6/25/2022	11:15 PM	41	14
6/25/2022	11:30 PM	28	43
6/25/2022	11:45 PM	22	41

Tropicana Avenue South Pedestrian Bridge (#4)

Start Date: 5/28/2022

Date	Time	EB	WB
5/28/2022	12:00 PM	46	67
5/28/2022	12:15 PM	49	40
5/28/2022	12:30 PM	48	48
5/28/2022	12:45 PM	46	62
5/28/2022	01:00 PM	56	73
5/28/2022	01:15 PM	53	55
5/28/2022	01:30 PM	35	94
5/28/2022	01:45 PM	49	55
5/28/2022	02:00 PM	53	61
5/28/2022	02:15 PM	34	77
5/28/2022	02:30 PM	42	106
5/28/2022	02:45 PM	56	61
5/28/2022	03:00 PM	43	52
5/28/2022	03:15 PM	57	86
5/28/2022	03:30 PM	46	59
5/28/2022	03:45 PM	67	52
5/28/2022	04:00 PM	56	54
5/28/2022	04:15 PM	81	66
5/28/2022	04:30 PM	61	59
5/28/2022	04:45 PM	65	48
5/28/2022	05:00 PM	44	77
5/28/2022	05:15 PM	65	100
5/28/2022	05:30 PM	54	82
5/28/2022	05:45 PM	53	80
5/28/2022	06:00 PM	103	120
5/28/2022	06:15 PM	39	100
5/28/2022	06:30 PM	102	82
5/28/2022	06:45 PM	64	77
5/28/2022	07:00 PM	79	85
5/28/2022	07:15 PM	50	57
5/28/2022	07:30 PM	88	93
5/28/2022	07:45 PM	80	85
5/28/2022	08:00 PM	71	90
5/28/2022	08:15 PM	76	69
5/28/2022	08:30 PM	41	90
5/28/2022	08:45 PM	105	108
5/28/2022	09:00 PM	75	89
5/28/2022	09:15 PM	46	86
5/28/2022	09:30 PM	62	52
5/28/2022	09:45 PM	50	102
5/28/2022	10:00 PM	74	88
5/28/2022	10:15 PM	81	92
5/28/2022	10:30 PM	71	82
5/28/2022	10:45 PM	86	93
5/28/2022	11:00 PM	79	73
5/28/2022	11:15 PM	64	81
5/28/2022	11:30 PM	59	66
5/28/2022	11:45 PM	56	84

Start Date: 6/25/2022

Date	Time	EB	WB
6/25/2022	12:00 PM	34	46
6/25/2022	12:15 PM	45	78
6/25/2022	12:30 PM	41	60
6/25/2022	12:45 PM	40	44
6/25/2022	01:00 PM	60	65
6/25/2022	01:15 PM	51	57
6/25/2022	01:30 PM	72	84
6/25/2022	01:45 PM	50	40
6/25/2022	02:00 PM	53	46
6/25/2022	02:15 PM	38	109
6/25/2022	02:30 PM	60	61
6/25/2022	02:45 PM	47	39
6/25/2022	03:00 PM	89	69
6/25/2022	03:15 PM	81	109
6/25/2022	03:30 PM	67	68
6/25/2022	03:45 PM	36	51
6/25/2022	04:00 PM	72	87
6/25/2022	04:15 PM	28	68
6/25/2022	04:30 PM	54	66
6/25/2022	04:45 PM	63	72
6/25/2022	05:00 PM	64	56
6/25/2022	05:15 PM	92	99
6/25/2022	05:30 PM	49	64
6/25/2022	05:45 PM	31	83
6/25/2022	06:00 PM	82	71
6/25/2022	06:15 PM	103	73
6/25/2022	06:30 PM	90	85
6/25/2022	06:45 PM	86	78
6/25/2022	07:00 PM	76	104
6/25/2022	07:15 PM	79	74
6/25/2022	07:30 PM	163	115
6/25/2022	07:45 PM	92	90
6/25/2022	08:00 PM	69	93
6/25/2022	08:15 PM	87	92
6/25/2022	08:30 PM	79	92
6/25/2022	08:45 PM	116	97
6/25/2022	09:00 PM	100	103
6/25/2022	09:15 PM	90	138
6/25/2022	09:30 PM	69	95
6/25/2022	09:45 PM	133	60
6/25/2022	10:00 PM	78	123
6/25/2022	10:15 PM	101	94
6/25/2022	10:30 PM	86	90
6/25/2022	10:45 PM	97	155
6/25/2022	11:00 PM	89	96
6/25/2022	11:15 PM	89	161
6/25/2022	11:30 PM	67	188
6/25/2022	11:45 PM	51	126

Tropicana Avenue West Pedestrian Bridge (#5)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	325	251
5/28/2022	12:15 PM	375	220
5/28/2022	12:30 PM	378	244
5/28/2022	12:45 PM	337	240
5/28/2022	01:00 PM	309	266
5/28/2022	01:15 PM	293	294
5/28/2022	01:30 PM	353	335
5/28/2022	01:45 PM	320	291
5/28/2022	02:00 PM	323	310
5/28/2022	02:15 PM	306	245
5/28/2022	02:30 PM	314	358
5/28/2022	02:45 PM	322	319
5/28/2022	03:00 PM	324	254
5/28/2022	03:15 PM	354	303
5/28/2022	03:30 PM	319	292
5/28/2022	03:45 PM	374	287
5/28/2022	04:00 PM	297	299
5/28/2022	04:15 PM	397	257
5/28/2022	04:30 PM	333	264
5/28/2022	04:45 PM	362	369
5/28/2022	05:00 PM	332	288
5/28/2022	05:15 PM	405	327
5/28/2022	05:30 PM	358	405
5/28/2022	05:45 PM	552	379
5/28/2022	06:00 PM	461	371
5/28/2022	06:15 PM	567	375
5/28/2022	06:30 PM	525	354
5/28/2022	06:45 PM	634	290
5/28/2022	07:00 PM	555	353
5/28/2022	07:15 PM	523	306
5/28/2022	07:30 PM	693	340
5/28/2022	07:45 PM	612	342
5/28/2022	08:00 PM	617	397
5/28/2022	08:15 PM	579	401
5/28/2022	08:30 PM	644	461
5/28/2022	08:45 PM	638	453
5/28/2022	09:00 PM	636	575
5/28/2022	09:15 PM	566	532
5/28/2022	09:30 PM	402	487
5/28/2022	09:45 PM	528	445
5/28/2022	10:00 PM	576	513
5/28/2022	10:15 PM	621	561
5/28/2022	10:30 PM	525	380
5/28/2022	10:45 PM	554	396
5/28/2022	11:00 PM	490	345
5/28/2022	11:15 PM	501	401
5/28/2022	11:30 PM	469	342
5/28/2022	11:45 PM	413	297

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	225	187
6/25/2022	12:15 PM	285	210
6/25/2022	12:30 PM	278	179
6/25/2022	12:45 PM	225	214
6/25/2022	01:00 PM	303	193
6/25/2022	01:15 PM	275	221
6/25/2022	01:30 PM	260	192
6/25/2022	01:45 PM	216	207
6/25/2022	02:00 PM	244	223
6/25/2022	02:15 PM	275	237
6/25/2022	02:30 PM	253	225
6/25/2022	02:45 PM	324	285
6/25/2022	03:00 PM	295	234
6/25/2022	03:15 PM	273	282
6/25/2022	03:30 PM	313	247
6/25/2022	03:45 PM	266	308
6/25/2022	04:00 PM	239	265
6/25/2022	04:15 PM	327	258
6/25/2022	04:30 PM	325	301
6/25/2022	04:45 PM	303	281
6/25/2022	05:00 PM	298	330
6/25/2022	05:15 PM	294	309
6/25/2022	05:30 PM	329	293
6/25/2022	05:45 PM	305	264
6/25/2022	06:00 PM	360	346
6/25/2022	06:15 PM	409	277
6/25/2022	06:30 PM	498	313
6/25/2022	06:45 PM	376	279
6/25/2022	07:00 PM	322	301
6/25/2022	07:15 PM	503	303
6/25/2022	07:30 PM	521	332
6/25/2022	07:45 PM	504	329
6/25/2022	08:00 PM	510	231
6/25/2022	08:15 PM	473	294
6/25/2022	08:30 PM	524	346
6/25/2022	08:45 PM	551	430
6/25/2022	09:00 PM	588	423
6/25/2022	09:15 PM	508	379
6/25/2022	09:30 PM	400	382
6/25/2022	09:45 PM	396	400
6/25/2022	10:00 PM	483	432
6/25/2022	10:15 PM	453	381
6/25/2022	10:30 PM	334	448
6/25/2022	10:45 PM	354	465
6/25/2022	11:00 PM	302	436
6/25/2022	11:15 PM	301	536
6/25/2022	11:30 PM	258	519
6/25/2022	11:45 PM	247	466

Tropicana Avenue East Pedestrian Bridge (#6)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	64	70
5/28/2022	12:15 PM	67	75
5/28/2022	12:30 PM	83	59
5/28/2022	12:45 PM	77	74
5/28/2022	01:00 PM	87	84
5/28/2022	01:15 PM	86	88
5/28/2022	01:30 PM	59	93
5/28/2022	01:45 PM	68	50
5/28/2022	02:00 PM	63	104
5/28/2022	02:15 PM	78	75
5/28/2022	02:30 PM	59	73
5/28/2022	02:45 PM	80	68
5/28/2022	03:00 PM	65	65
5/28/2022	03:15 PM	66	94
5/28/2022	03:30 PM	68	53
5/28/2022	03:45 PM	142	76
5/28/2022	04:00 PM	81	66
5/28/2022	04:15 PM	109	100
5/28/2022	04:30 PM	70	71
5/28/2022	04:45 PM	104	105
5/28/2022	05:00 PM	96	87
5/28/2022	05:15 PM	72	115
5/28/2022	05:30 PM	84	88
5/28/2022	05:45 PM	89	116
5/28/2022	06:00 PM	110	95
5/28/2022	06:15 PM	111	89
5/28/2022	06:30 PM	104	98
5/28/2022	06:45 PM	149	94
5/28/2022	07:00 PM	127	85
5/28/2022	07:15 PM	95	93
5/28/2022	07:30 PM	139	106
5/28/2022	07:45 PM	105	122
5/28/2022	08:00 PM	88	91
5/28/2022	08:15 PM	106	88
5/28/2022	08:30 PM	137	159
5/28/2022	08:45 PM	117	135
5/28/2022	09:00 PM	116	117
5/28/2022	09:15 PM	107	139
5/28/2022	09:30 PM	118	140
5/28/2022	09:45 PM	121	155
5/28/2022	10:00 PM	115	123
5/28/2022	10:15 PM	109	105
5/28/2022	10:30 PM	111	157
5/28/2022	10:45 PM	98	121
5/28/2022	11:00 PM	102	110
5/28/2022	11:15 PM	113	132
5/28/2022	11:30 PM	98	101
5/28/2022	11:45 PM	87	99

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	81	68
6/25/2022	12:15 PM	91	113
6/25/2022	12:30 PM	88	52
6/25/2022	12:45 PM	76	52
6/25/2022	01:00 PM	112	70
6/25/2022	01:15 PM	112	59
6/25/2022	01:30 PM	116	80
6/25/2022	01:45 PM	66	54
6/25/2022	02:00 PM	102	79
6/25/2022	02:15 PM	64	128
6/25/2022	02:30 PM	86	65
6/25/2022	02:45 PM	84	76
6/25/2022	03:00 PM	78	108
6/25/2022	03:15 PM	77	99
6/25/2022	03:30 PM	128	86
6/25/2022	03:45 PM	85	90
6/25/2022	04:00 PM	74	128
6/25/2022	04:15 PM	69	90
6/25/2022	04:30 PM	76	85
6/25/2022	04:45 PM	75	111
6/25/2022	05:00 PM	79	99
6/25/2022	05:15 PM	61	103
6/25/2022	05:30 PM	85	109
6/25/2022	05:45 PM	61	62
6/25/2022	06:00 PM	141	99
6/25/2022	06:15 PM	144	102
6/25/2022	06:30 PM	122	82
6/25/2022	06:45 PM	142	111
6/25/2022	07:00 PM	139	79
6/25/2022	07:15 PM	137	123
6/25/2022	07:30 PM	183	130
6/25/2022	07:45 PM	191	111
6/25/2022	08:00 PM	128	82
6/25/2022	08:15 PM	139	123
6/25/2022	08:30 PM	160	159
6/25/2022	08:45 PM	232	144
6/25/2022	09:00 PM	157	171
6/25/2022	09:15 PM	137	145
6/25/2022	09:30 PM	135	162
6/25/2022	09:45 PM	122	124
6/25/2022	10:00 PM	143	180
6/25/2022	10:15 PM	99	129
6/25/2022	10:30 PM	78	166
6/25/2022	10:45 PM	114	251
6/25/2022	11:00 PM	135	282
6/25/2022	11:15 PM	115	426
6/25/2022	11:30 PM	72	444
6/25/2022	11:45 PM	99	315

Tropicana Avenue North Pedestrian Bridge (#7)

Start Date: 5/28/2022

Date	Time	EB	WB
5/28/2022	12:00 PM	295	252
5/28/2022	12:15 PM	335	311
5/28/2022	12:30 PM	267	275
5/28/2022	12:45 PM	287	316
5/28/2022	01:00 PM	266	319
5/28/2022	01:15 PM	279	311
5/28/2022	01:30 PM	272	288
5/28/2022	01:45 PM	325	336
5/28/2022	02:00 PM	329	299
5/28/2022	02:15 PM	296	272
5/28/2022	02:30 PM	321	298
5/28/2022	02:45 PM	387	357
5/28/2022	03:00 PM	361	290
5/28/2022	03:15 PM	315	283
5/28/2022	03:30 PM	359	305
5/28/2022	03:45 PM	402	274
5/28/2022	04:00 PM	364	320
5/28/2022	04:15 PM	275	276
5/28/2022	04:30 PM	332	303
5/28/2022	04:45 PM	287	428
5/28/2022	05:00 PM	339	381
5/28/2022	05:15 PM	338	397
5/28/2022	05:30 PM	375	420
5/28/2022	05:45 PM	405	339
5/28/2022	06:00 PM	414	434
5/28/2022	06:15 PM	536	466
5/28/2022	06:30 PM	517	396
5/28/2022	06:45 PM	565	365
5/28/2022	07:00 PM	452	417
5/28/2022	07:15 PM	543	378
5/28/2022	07:30 PM	500	307
5/28/2022	07:45 PM	457	345
5/28/2022	08:00 PM	420	353
5/28/2022	08:15 PM	410	507
5/28/2022	08:30 PM	366	649
5/28/2022	08:45 PM	402	476
5/28/2022	09:00 PM	423	542
5/28/2022	09:15 PM	417	530
5/28/2022	09:30 PM	337	503
5/28/2022	09:45 PM	403	387
5/28/2022	10:00 PM	440	484
5/28/2022	10:15 PM	471	454
5/28/2022	10:30 PM	501	398
5/28/2022	10:45 PM	480	337
5/28/2022	11:00 PM	441	507
5/28/2022	11:15 PM	490	414
5/28/2022	11:30 PM	437	519
5/28/2022	11:45 PM	498	478

Start Date: 6/25/2022

Date	Time	EB	WB
6/25/2022	12:00 PM	172	173
6/25/2022	12:15 PM	211	170
6/25/2022	12:30 PM	229	254
6/25/2022	12:45 PM	307	214
6/25/2022	01:00 PM	233	232
6/25/2022	01:15 PM	236	228
6/25/2022	01:30 PM	290	207
6/25/2022	01:45 PM	275	229
6/25/2022	02:00 PM	272	236
6/25/2022	02:15 PM	224	208
6/25/2022	02:30 PM	187	176
6/25/2022	02:45 PM	302	287
6/25/2022	03:00 PM	275	252
6/25/2022	03:15 PM	279	255
6/25/2022	03:30 PM	266	241
6/25/2022	03:45 PM	213	253
6/25/2022	04:00 PM	269	261
6/25/2022	04:15 PM	291	270
6/25/2022	04:30 PM	187	306
6/25/2022	04:45 PM	229	272
6/25/2022	05:00 PM	291	289
6/25/2022	05:15 PM	268	320
6/25/2022	05:30 PM	273	268
6/25/2022	05:45 PM	242	248
6/25/2022	06:00 PM	334	266
6/25/2022	06:15 PM	344	338
6/25/2022	06:30 PM	363	289
6/25/2022	06:45 PM	357	245
6/25/2022	07:00 PM	318	295
6/25/2022	07:15 PM	345	315
6/25/2022	07:30 PM	462	306
6/25/2022	07:45 PM	451	217
6/25/2022	08:00 PM	436	271
6/25/2022	08:15 PM	491	559
6/25/2022	08:30 PM	477	800
6/25/2022	08:45 PM	653	497
6/25/2022	09:00 PM	533	485
6/25/2022	09:15 PM	511	533
6/25/2022	09:30 PM	425	619
6/25/2022	09:45 PM	419	607
6/25/2022	10:00 PM	427	525
6/25/2022	10:15 PM	454	611
6/25/2022	10:30 PM	452	546
6/25/2022	10:45 PM	432	550
6/25/2022	11:00 PM	394	643
6/25/2022	11:15 PM	512	1340
6/25/2022	11:30 PM	385	1135
6/25/2022	11:45 PM	396	594

MGM Grand (#8)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	242	295
5/28/2022	12:15 PM	251	284
5/28/2022	12:30 PM	273	202
5/28/2022	12:45 PM	231	258
5/28/2022	01:00 PM	273	227
5/28/2022	01:15 PM	178	246
5/28/2022	01:30 PM	226	275
5/28/2022	01:45 PM	217	271
5/28/2022	02:00 PM	239	297
5/28/2022	02:15 PM	196	229
5/28/2022	02:30 PM	262	290
5/28/2022	02:45 PM	199	278
5/28/2022	03:00 PM	157	250
5/28/2022	03:15 PM	209	220
5/28/2022	03:30 PM	203	248
5/28/2022	03:45 PM	256	234
5/28/2022	04:00 PM	258	213
5/28/2022	04:15 PM	200	244
5/28/2022	04:30 PM	243	253
5/28/2022	04:45 PM	285	296
5/28/2022	05:00 PM	296	248
5/28/2022	05:15 PM	295	250
5/28/2022	05:30 PM	285	221
5/28/2022	05:45 PM	294	234
5/28/2022	06:00 PM	273	235
5/28/2022	06:15 PM	315	276
5/28/2022	06:30 PM	346	243
5/28/2022	06:45 PM	367	309
5/28/2022	07:00 PM	393	223
5/28/2022	07:15 PM	326	285
5/28/2022	07:30 PM	334	307
5/28/2022	07:45 PM	320	312
5/28/2022	08:00 PM	286	337
5/28/2022	08:15 PM	327	360
5/28/2022	08:30 PM	397	322
5/28/2022	08:45 PM	312	426
5/28/2022	09:00 PM	338	380
5/28/2022	09:15 PM	272	433
5/28/2022	09:30 PM	303	378
5/28/2022	09:45 PM	303	265
5/28/2022	10:00 PM	344	313
5/28/2022	10:15 PM	364	260
5/28/2022	10:30 PM	297	287
5/28/2022	10:45 PM	377	302
5/28/2022	11:00 PM	358	355
5/28/2022	11:15 PM	312	272
5/28/2022	11:30 PM	294	331
5/28/2022	11:45 PM	261	301

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	308	228
6/25/2022	12:15 PM	300	221
6/25/2022	12:30 PM	244	282
6/25/2022	12:45 PM	212	211
6/25/2022	01:00 PM	244	256
6/25/2022	01:15 PM	260	300
6/25/2022	01:30 PM	301	290
6/25/2022	01:45 PM	239	269
6/25/2022	02:00 PM	233	338
6/25/2022	02:15 PM	256	329
6/25/2022	02:30 PM	238	376
6/25/2022	02:45 PM	271	313
6/25/2022	03:00 PM	260	271
6/25/2022	03:15 PM	257	283
6/25/2022	03:30 PM	219	278
6/25/2022	03:45 PM	198	322
6/25/2022	04:00 PM	230	264
6/25/2022	04:15 PM	242	279
6/25/2022	04:30 PM	249	261
6/25/2022	04:45 PM	214	261
6/25/2022	05:00 PM	237	256
6/25/2022	05:15 PM	250	254
6/25/2022	05:30 PM	238	262
6/25/2022	05:45 PM	201	276
6/25/2022	06:00 PM	270	290
6/25/2022	06:15 PM	309	276
6/25/2022	06:30 PM	324	358
6/25/2022	06:45 PM	255	245
6/25/2022	07:00 PM	281	243
6/25/2022	07:15 PM	341	338
6/25/2022	07:30 PM	371	345
6/25/2022	07:45 PM	448	340
6/25/2022	08:00 PM	276	329
6/25/2022	08:15 PM	370	379
6/25/2022	08:30 PM	420	418
6/25/2022	08:45 PM	517	403
6/25/2022	09:00 PM	391	454
6/25/2022	09:15 PM	294	348
6/25/2022	09:30 PM	338	378
6/25/2022	09:45 PM	324	386
6/25/2022	10:00 PM	317	356
6/25/2022	10:15 PM	318	377
6/25/2022	10:30 PM	372	545
6/25/2022	10:45 PM	312	430
6/25/2022	11:00 PM	272	455
6/25/2022	11:15 PM	377	283
6/25/2022	11:30 PM	319	348
6/25/2022	11:45 PM	217	426

New York-New York/Park MGM (#9)

Start Date: 5/27/2022

Date	Time	NB	SB
5/27/2022	06:00 AM	6	5
5/27/2022	06:15 AM	6	11
5/27/2022	06:30 AM	12	13
5/27/2022	06:45 AM	14	6
5/27/2022	07:00 AM	13	12
5/27/2022	07:15 AM	27	15
5/27/2022	07:30 AM	23	24
5/27/2022	07:45 AM	32	11
5/27/2022	08:00 AM	20	31
5/27/2022	08:15 AM	40	19
5/27/2022	08:30 AM	33	12
5/27/2022	08:45 AM	26	20
5/27/2022	09:00 AM	18	11
5/27/2022	09:15 AM	31	25
5/27/2022	09:30 AM	36	29
5/27/2022	09:45 AM	41	26
5/27/2022	10:00 AM	30	18
5/27/2022	10:15 AM	58	46
5/27/2022	10:30 AM	48	37
5/27/2022	10:45 AM	29	35
5/27/2022	11:00 AM	41	28
5/27/2022	11:15 AM	44	27
5/27/2022	11:30 AM	37	20
5/27/2022	11:45 AM	41	48
5/27/2022	12:00 PM	61	37
5/27/2022	12:15 PM	66	26
5/27/2022	12:30 PM	44	41
5/27/2022	12:45 PM	59	25
5/27/2022	01:00 PM	35	47
5/27/2022	01:15 PM	42	49
5/27/2022	01:30 PM	43	41
5/27/2022	01:45 PM	35	32
5/27/2022	02:00 PM	34	43
5/27/2022	02:15 PM	40	30
5/27/2022	02:30 PM	24	49
5/27/2022	02:45 PM	29	34
5/27/2022	03:00 PM	45	53
5/27/2022	03:15 PM	62	52
5/27/2022	03:30 PM	35	59
5/27/2022	03:45 PM	44	59
5/27/2022	04:00 PM	52	48
5/27/2022	04:15 PM	65	63
5/27/2022	04:30 PM	48	48
5/27/2022	04:45 PM	72	69
5/27/2022	05:00 PM	97	55
5/27/2022	05:15 PM	95	54
5/27/2022	05:30 PM	76	60
5/27/2022	05:45 PM	96	80
5/27/2022	06:00 PM	85	90
5/27/2022	06:15 PM	96	95
5/27/2022	06:30 PM	92	85
5/27/2022	06:45 PM	107	80
5/27/2022	07:00 PM	95	79
5/27/2022	07:15 PM	143	49
5/27/2022	07:30 PM	151	62
5/27/2022	07:45 PM	149	100
5/27/2022	08:00 PM	144	68
5/27/2022	08:15 PM	145	100
5/27/2022	08:30 PM	126	119
5/27/2022	08:45 PM	133	92
5/27/2022	09:00 PM	98	105
5/27/2022	09:15 PM	92	95
5/27/2022	09:30 PM	125	116
5/27/2022	09:45 PM	110	95
5/27/2022	10:00 PM	136	96
5/27/2022	10:15 PM	100	106
5/27/2022	10:30 PM	113	150
5/27/2022	10:45 PM	74	116
5/27/2022	11:00 PM	94	104
5/27/2022	11:15 PM	105	66

Start Date: 6/24/2022

Date	Time	NB	SB
6/24/2022	06:00 AM	8	2
6/24/2022	06:15 AM	13	5
6/24/2022	06:30 AM	11	7
6/24/2022	06:45 AM	17	9
6/24/2022	07:00 AM	9	11
6/24/2022	07:15 AM	17	4
6/24/2022	07:30 AM	15	2
6/24/2022	07:45 AM	11	7
6/24/2022	08:00 AM	22	15
6/24/2022	08:15 AM	17	17
6/24/2022	08:30 AM	22	7
6/24/2022	08:45 AM	27	21
6/24/2022	09:00 AM	19	16
6/24/2022	09:15 AM	18	20
6/24/2022	09:30 AM	35	21
6/24/2022	09:45 AM	50	5
6/24/2022	10:00 AM	27	15
6/24/2022	10:15 AM	34	24
6/24/2022	10:30 AM	51	19
6/24/2022	10:45 AM	40	22
6/24/2022	11:00 AM	24	31
6/24/2022	11:15 AM	32	14
6/24/2022	11:30 AM	55	43
6/24/2022	11:45 AM	15	31
6/24/2022	12:00 PM	31	26
6/24/2022	12:15 PM	39	27
6/24/2022	12:30 PM	27	21
6/24/2022	12:45 PM	27	21
6/24/2022	01:00 PM	46	47
6/24/2022	01:15 PM	19	34
6/24/2022	01:30 PM	29	24
6/24/2022	01:45 PM	19	51
6/24/2022	02:00 PM	20	50
6/24/2022	02:15 PM	40	21
6/24/2022	02:30 PM	16	19
6/24/2022	02:45 PM	22	39
6/24/2022	03:00 PM	45	32
6/24/2022	03:15 PM	20	34
6/24/2022	03:30 PM	32	31
6/24/2022	03:45 PM	17	27
6/24/2022	04:00 PM	22	63
6/24/2022	04:15 PM	18	37
6/24/2022	04:30 PM	61	49
6/24/2022	04:45 PM	86	59
6/24/2022	05:00 PM	64	52
6/24/2022	05:15 PM	69	55
6/24/2022	05:30 PM	73	87
6/24/2022	05:45 PM	111	79
6/24/2022	06:00 PM	98	70
6/24/2022	06:15 PM	88	68
6/24/2022	06:30 PM	89	99
6/24/2022	06:45 PM	117	70
6/24/2022	07:00 PM	77	84
6/24/2022	07:15 PM	66	67
6/24/2022	07:30 PM	88	94
6/24/2022	07:45 PM	115	71
6/24/2022	08:00 PM	142	112
6/24/2022	08:15 PM	142	102
6/24/2022	08:30 PM	202	197
6/24/2022	08:45 PM	228	148
6/24/2022	09:00 PM	202	178
6/24/2022	09:15 PM	142	189
6/24/2022	09:30 PM	168	207
6/24/2022	09:45 PM	255	226
6/24/2022	10:00 PM	191	141
6/24/2022	10:15 PM	147	203
6/24/2022	10:30 PM	112	207
6/24/2022	10:45 PM	120	246
6/24/2022	11:00 PM	145	166
6/24/2022	11:15 PM	158	137

5/27/2022	11:30 PM	78	88
5/27/2022	11:45 PM	108	73
5/28/2022	12:00 AM	119	171
5/28/2022	12:15 AM	68	83
5/28/2022	12:30 AM	47	99
5/28/2022	12:45 AM	59	95
5/28/2022	01:00 AM	67	61
5/28/2022	01:15 AM	45	50
5/28/2022	01:30 AM	54	68
5/28/2022	01:45 AM	58	44
5/28/2022	02:00 AM	41	41
5/28/2022	02:15 AM	26	36
5/28/2022	02:30 AM	41	67
5/28/2022	02:45 AM	23	25
5/28/2022	03:00 AM	17	36
5/28/2022	03:15 AM	28	18
5/28/2022	03:30 AM	15	23
5/28/2022	03:45 AM	13	20
5/28/2022	04:00 AM	7	26
5/28/2022	04:15 AM	11	37
5/28/2022	04:30 AM	2	21
5/28/2022	04:45 AM	8	3
5/28/2022	05:00 AM	6	9
5/28/2022	05:15 AM	4	13
5/28/2022	05:30 AM	5	9
5/28/2022	05:45 AM	9	4
5/28/2022	06:00 AM	3	5
5/28/2022	06:15 AM	9	8
5/28/2022	06:30 AM	9	7
5/28/2022	06:45 AM	14	20
5/28/2022	07:00 AM	8	12
5/28/2022	07:15 AM	13	7
5/28/2022	07:30 AM	8	16
5/28/2022	07:45 AM	17	16
5/28/2022	08:00 AM	19	26
5/28/2022	08:15 AM	22	23
5/28/2022	08:30 AM	31	10
5/28/2022	08:45 AM	19	23
5/28/2022	09:00 AM	26	31
5/28/2022	09:15 AM	32	28
5/28/2022	09:30 AM	13	17
5/28/2022	09:45 AM	35	32
5/28/2022	10:00 AM	38	29
5/28/2022	10:15 AM	66	47
5/28/2022	10:30 AM	56	43
5/28/2022	10:45 AM	40	48
5/28/2022	11:00 AM	74	79
5/28/2022	11:15 AM	48	38
5/28/2022	11:30 AM	65	47
5/28/2022	11:45 AM	40	32
5/28/2022	12:00 PM	49	43
5/28/2022	12:15 PM	35	52
5/28/2022	12:30 PM	49	35
5/28/2022	12:45 PM	49	47
5/28/2022	01:00 PM	15	72
5/28/2022	01:15 PM	55	50
5/28/2022	01:30 PM	59	65
5/28/2022	01:45 PM	56	62
5/28/2022	02:00 PM	51	58
5/28/2022	02:15 PM	47	79
5/28/2022	02:30 PM	35	94
5/28/2022	02:45 PM	42	75
5/28/2022	03:00 PM	53	43
5/28/2022	03:15 PM	42	64
5/28/2022	03:30 PM	52	130
5/28/2022	03:45 PM	73	94
5/28/2022	04:00 PM	74	76
5/28/2022	04:15 PM	98	83
5/28/2022	04:30 PM	103	71
5/28/2022	04:45 PM	90	73
5/28/2022	05:00 PM	83	64
5/28/2022	05:15 PM	92	80
5/28/2022	05:30 PM	106	52
5/28/2022	05:45 PM	132	125
5/28/2022	06:00 PM	95	139
5/28/2022	06:15 PM	96	135
5/28/2022	06:30 PM	137	128

6/24/2022	11:30 PM	149	217
6/24/2022	11:45 PM	172	157
6/25/2022	12:00 AM	84	108
6/25/2022	12:15 AM	85	71
6/25/2022	12:30 AM	63	78
6/25/2022	12:45 AM	55	97
6/25/2022	01:00 AM	35	69
6/25/2022	01:15 AM	68	57
6/25/2022	01:30 AM	52	58
6/25/2022	01:45 AM	33	52
6/25/2022	02:00 AM	41	66
6/25/2022	02:15 AM	25	36
6/25/2022	02:30 AM	32	80
6/25/2022	02:45 AM	35	35
6/25/2022	03:00 AM	14	52
6/25/2022	03:15 AM	12	50
6/25/2022	03:30 AM	10	14
6/25/2022	03:45 AM	15	18
6/25/2022	04:00 AM	5	7
6/25/2022	04:15 AM	10	16
6/25/2022	04:30 AM	3	21
6/25/2022	04:45 AM	8	19
6/25/2022	05:00 AM	2	7
6/25/2022	05:15 AM	8	14
6/25/2022	05:30 AM	7	22
6/25/2022	05:45 AM	0	6
6/25/2022	06:00 AM	9	4
6/25/2022	06:15 AM	12	13
6/25/2022	06:30 AM	11	8
6/25/2022	06:45 AM	16	7
6/25/2022	07:00 AM	10	14
6/25/2022	07:15 AM	9	9
6/25/2022	07:30 AM	19	13
6/25/2022	07:45 AM	12	6
6/25/2022	08:00 AM	24	5
6/25/2022	08:15 AM	20	11
6/25/2022	08:30 AM	21	16
6/25/2022	08:45 AM	13	14
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6/25/2022	09:15 AM	20	16
6/25/2022	09:30 AM	21	22
6/25/2022	09:45 AM	48	11
6/25/2022	10:00 AM	29	19
6/25/2022	10:15 AM	31	26
6/25/2022	10:30 AM	47	27
6/25/2022	10:45 AM	41	16
6/25/2022	11:00 AM	37	13
6/25/2022	11:15 AM	17	15
6/25/2022	11:30 AM	32	23
6/25/2022	11:45 AM	31	34
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6/25/2022	12:15 PM	39	36
6/25/2022	12:30 PM	43	30
6/25/2022	12:45 PM	75	21
6/25/2022	01:00 PM	25	27
6/25/2022	01:15 PM	23	31
6/25/2022	01:30 PM	23	19
6/25/2022	01:45 PM	36	21
6/25/2022	02:00 PM	39	42
6/25/2022	02:15 PM	31	39
6/25/2022	02:30 PM	33	25
6/25/2022	02:45 PM	30	30
6/25/2022	03:00 PM	31	46
6/25/2022	03:15 PM	40	38
6/25/2022	03:30 PM	22	36
6/25/2022	03:45 PM	7	29
6/25/2022	04:00 PM	29	34
6/25/2022	04:15 PM	25	29
6/25/2022	04:30 PM	50	51
6/25/2022	04:45 PM	62	56
6/25/2022	05:00 PM	74	89
6/25/2022	05:15 PM	64	58
6/25/2022	05:30 PM	58	59
6/25/2022	05:45 PM	73	77
6/25/2022	06:00 PM	81	80
6/25/2022	06:15 PM	53	60
6/25/2022	06:30 PM	66	82

5/28/2022	06:45 PM	171	154
5/28/2022	07:00 PM	254	185
5/28/2022	07:15 PM	264	153
5/28/2022	07:30 PM	314	187
5/28/2022	07:45 PM	296	194
5/28/2022	08:00 PM	254	175
5/28/2022	08:15 PM	317	153
5/28/2022	08:30 PM	295	279
5/28/2022	08:45 PM	417	210
5/28/2022	09:00 PM	321	261
5/28/2022	09:15 PM	328	228
5/28/2022	09:30 PM	315	255
5/28/2022	09:45 PM	274	248
5/28/2022	10:00 PM	213	200
5/28/2022	10:15 PM	194	216
5/28/2022	10:30 PM	247	253
5/28/2022	10:45 PM	218	246
5/28/2022	11:00 PM	136	223
5/28/2022	11:15 PM	252	307
5/28/2022	11:30 PM	286	305
5/28/2022	11:45 PM	294	318
5/29/2022	12:00 AM	123	122
5/29/2022	12:15 AM	135	167
5/29/2022	12:30 AM	118	95
5/29/2022	12:45 AM	40	97
5/29/2022	01:00 AM	35	75
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5/29/2022	01:30 AM	47	26
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5/29/2022	03:00 AM	20	32
5/29/2022	03:15 AM	20	26
5/29/2022	03:30 AM	20	29
5/29/2022	03:45 AM	19	17
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5/29/2022	04:45 AM	3	12
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5/29/2022	05:30 AM	5	7
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5/29/2022	07:30 AM	14	14
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5/29/2022	08:15 AM	44	15
5/29/2022	08:30 AM	33	21
5/29/2022	08:45 AM	35	19
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5/29/2022	09:15 AM	58	12
5/29/2022	09:30 AM	38	26
5/29/2022	09:45 AM	54	16
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5/29/2022	11:00 AM	71	38
5/29/2022	11:15 AM	132	38
5/29/2022	11:30 AM	66	56
5/29/2022	11:45 AM	67	59
5/29/2022	12:00 PM	70	61
5/29/2022	12:15 PM	67	37
5/29/2022	12:30 PM	70	76
5/29/2022	12:45 PM	83	66
5/29/2022	01:00 PM	67	79
5/29/2022	01:15 PM	53	59
5/29/2022	01:30 PM	59	66
5/29/2022	01:45 PM	29	54

6/25/2022	06:45 PM	95	106
6/25/2022	07:00 PM	69	74
6/25/2022	07:15 PM	95	65
6/25/2022	07:30 PM	107	71
6/25/2022	07:45 PM	117	98
6/25/2022	08:00 PM	130	90
6/25/2022	08:15 PM	117	97
6/25/2022	08:30 PM	128	120
6/25/2022	08:45 PM	162	105
6/25/2022	09:00 PM	167	87
6/25/2022	09:15 PM	103	101
6/25/2022	09:30 PM	116	89
6/25/2022	09:45 PM	149	101
6/25/2022	10:00 PM	109	124
6/25/2022	10:15 PM	140	117
6/25/2022	10:30 PM	91	118
6/25/2022	10:45 PM	89	115
6/25/2022	11:00 PM	84	124
6/25/2022	11:15 PM	159	122
6/25/2022	11:30 PM	125	129
6/25/2022	11:45 PM	78	119
6/26/2022	12:00 AM	116	133
6/26/2022	12:15 AM	51	197
6/26/2022	12:30 AM	68	119
6/26/2022	12:45 AM	65	87
6/26/2022	01:00 AM	41	92
6/26/2022	01:15 AM	55	44
6/26/2022	01:30 AM	40	57
6/26/2022	01:45 AM	27	43
6/26/2022	02:00 AM	19	39
6/26/2022	02:15 AM	46	91
6/26/2022	02:30 AM	9	26
6/26/2022	02:45 AM	15	19
6/26/2022	03:00 AM	17	39
6/26/2022	03:15 AM	13	38
6/26/2022	03:30 AM	11	27
6/26/2022	03:45 AM	5	5
6/26/2022	04:00 AM	13	28
6/26/2022	04:15 AM	15	31
6/26/2022	04:30 AM	11	18
6/26/2022	04:45 AM	4	7
6/26/2022	05:00 AM	13	9
6/26/2022	05:15 AM	8	8
6/26/2022	05:30 AM	1	0
6/26/2022	05:45 AM	4	10
6/26/2022	06:00 AM	12	16
6/26/2022	06:15 AM	15	9
6/26/2022	06:30 AM	9	11
6/26/2022	06:45 AM	6	7
6/26/2022	07:00 AM	23	9
6/26/2022	07:15 AM	19	4
6/26/2022	07:30 AM	14	15
6/26/2022	07:45 AM	13	4
6/26/2022	08:00 AM	5	12
6/26/2022	08:15 AM	20	19
6/26/2022	08:30 AM	12	18
6/26/2022	08:45 AM	23	8
6/26/2022	09:00 AM	29	15
6/26/2022	09:15 AM	17	13
6/26/2022	09:30 AM	24	17
6/26/2022	09:45 AM	20	20
6/26/2022	10:00 AM	40	11
6/26/2022	10:15 AM	36	28
6/26/2022	10:30 AM	9	23
6/26/2022	10:45 AM	30	25
6/26/2022	11:00 AM	42	30
6/26/2022	11:15 AM	31	19
6/26/2022	11:30 AM	30	20
6/26/2022	11:45 AM	34	9
6/26/2022	12:00 PM	36	11
6/26/2022	12:15 PM	41	27
6/26/2022	12:30 PM	36	39
6/26/2022	12:45 PM	39	46
6/26/2022	01:00 PM	12	32
6/26/2022	01:15 PM	21	9
6/26/2022	01:30 PM	15	28
6/26/2022	01:45 PM	12	35

5/29/2022	02:00 PM	71	84
5/29/2022	02:15 PM	65	60
5/29/2022	02:30 PM	56	84
5/29/2022	02:45 PM	55	79
5/29/2022	03:00 PM	34	86
5/29/2022	03:15 PM	50	75
5/29/2022	03:30 PM	64	69
5/29/2022	03:45 PM	77	52
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6/1/2022	05:30 AM	1	9
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6/1/2022	06:00 AM	5	6
6/1/2022	06:15 AM	5	11
6/1/2022	06:30 AM	8	11
6/1/2022	06:45 AM	10	14
6/1/2022	07:00 AM	9	10
6/1/2022	07:15 AM	28	9
6/1/2022	07:30 AM	29	21
6/1/2022	07:45 AM	20	18
6/1/2022	08:00 AM	26	21
6/1/2022	08:15 AM	23	32
6/1/2022	08:30 AM	19	17
6/1/2022	08:45 AM	34	30
6/1/2022	09:00 AM	37	18
6/1/2022	09:15 AM	46	33
6/1/2022	09:30 AM	22	47
6/1/2022	09:45 AM	32	40
6/1/2022	10:00 AM	41	28
6/1/2022	10:15 AM	56	18
6/1/2022	10:30 AM	44	29
6/1/2022	10:45 AM	54	38
6/1/2022	11:00 AM	60	31
6/1/2022	11:15 AM	42	35
6/1/2022	11:30 AM	60	22
6/1/2022	11:45 AM	56	40
6/1/2022	12:00 PM	49	42
6/1/2022	12:15 PM	45	20
6/1/2022	12:30 PM	23	59
6/1/2022	12:45 PM	25	30
6/1/2022	01:00 PM	33	52
6/1/2022	01:15 PM	61	46
6/1/2022	01:30 PM	48	30
6/1/2022	01:45 PM	24	52
6/1/2022	02:00 PM	50	56
6/1/2022	02:15 PM	39	26
6/1/2022	02:30 PM	51	50
6/1/2022	02:45 PM	47	39
6/1/2022	03:00 PM	49	44
6/1/2022	03:15 PM	15	37
6/1/2022	03:30 PM	24	36
6/1/2022	03:45 PM	16	78
6/1/2022	04:00 PM	48	40
6/1/2022	04:15 PM	70	55
6/1/2022	04:30 PM	66	92
6/1/2022	04:45 PM	63	131
6/1/2022	05:00 PM	55	75
6/1/2022	05:15 PM	70	66
6/1/2022	05:30 PM	79	59
6/1/2022	05:45 PM	45	78
6/1/2022	06:00 PM	113	68
6/1/2022	06:15 PM	104	82
6/1/2022	06:30 PM	64	60
6/1/2022	06:45 PM	114	91

6/28/2022	11:45 PM	51	64
6/29/2022	12:00 AM	41	71
6/29/2022	12:15 AM	29	63
6/29/2022	12:30 AM	21	50
6/29/2022	12:45 AM	20	32
6/29/2022	01:00 AM	25	25
6/29/2022	01:15 AM	15	17
6/29/2022	01:30 AM	20	35
6/29/2022	01:45 AM	19	17
6/29/2022	02:00 AM	10	22
6/29/2022	02:15 AM	17	14
6/29/2022	02:30 AM	5	16
6/29/2022	02:45 AM	5	19
6/29/2022	03:00 AM	3	13
6/29/2022	03:15 AM	4	4
6/29/2022	03:30 AM	4	19
6/29/2022	03:45 AM	2	0
6/29/2022	04:00 AM	4	2
6/29/2022	04:15 AM	2	4
6/29/2022	04:30 AM	0	2
6/29/2022	04:45 AM	1	2
6/29/2022	05:00 AM	7	2
6/29/2022	05:15 AM	5	3
6/29/2022	05:30 AM	6	4
6/29/2022	05:45 AM	5	12
6/29/2022	06:00 AM	15	7
6/29/2022	06:15 AM	10	14
6/29/2022	06:30 AM	20	9
6/29/2022	06:45 AM	19	10
6/29/2022	07:00 AM	17	28
6/29/2022	07:15 AM	9	17
6/29/2022	07:30 AM	12	18
6/29/2022	07:45 AM	8	11
6/29/2022	08:00 AM	6	23
6/29/2022	08:15 AM	7	16
6/29/2022	08:30 AM	11	11
6/29/2022	08:45 AM	24	17
6/29/2022	09:00 AM	15	12
6/29/2022	09:15 AM	14	6
6/29/2022	09:30 AM	27	15
6/29/2022	09:45 AM	15	7
6/29/2022	10:00 AM	23	7
6/29/2022	10:15 AM	17	21
6/29/2022	10:30 AM	29	17
6/29/2022	10:45 AM	33	15
6/29/2022	11:00 AM	28	15
6/29/2022	11:15 AM	11	26
6/29/2022	11:30 AM	20	23
6/29/2022	11:45 AM	34	7
6/29/2022	12:00 PM	27	15
6/29/2022	12:15 PM	20	22
6/29/2022	12:30 PM	14	14
6/29/2022	12:45 PM	17	20
6/29/2022	01:00 PM	27	12
6/29/2022	01:15 PM	18	6
6/29/2022	01:30 PM	35	20
6/29/2022	01:45 PM	37	15
6/29/2022	02:00 PM	17	25
6/29/2022	02:15 PM	15	22
6/29/2022	02:30 PM	14	22
6/29/2022	02:45 PM	11	17
6/29/2022	03:00 PM	17	9
6/29/2022	03:15 PM	20	5
6/29/2022	03:30 PM	13	4
6/29/2022	03:45 PM	32	18
6/29/2022	04:00 PM	13	23
6/29/2022	04:15 PM	25	39
6/29/2022	04:30 PM	40	43
6/29/2022	04:45 PM	34	44
6/29/2022	05:00 PM	46	41
6/29/2022	05:15 PM	29	36
6/29/2022	05:30 PM	67	34
6/29/2022	05:45 PM	38	59
6/29/2022	06:00 PM	50	46
6/29/2022	06:15 PM	45	85
6/29/2022	06:30 PM	77	73
6/29/2022	06:45 PM	62	50

6/1/2022	07:00 PM	100	118
6/1/2022	07:15 PM	139	118
6/1/2022	07:30 PM	120	105
6/1/2022	07:45 PM	127	107
6/1/2022	08:00 PM	145	86
6/1/2022	08:15 PM	96	131
6/1/2022	08:30 PM	173	146
6/1/2022	08:45 PM	127	179
6/1/2022	09:00 PM	170	155
6/1/2022	09:15 PM	130	156
6/1/2022	09:30 PM	167	209
6/1/2022	09:45 PM	159	184
6/1/2022	10:00 PM	149	168
6/1/2022	10:15 PM	158	169
6/1/2022	10:30 PM	126	101
6/1/2022	10:45 PM	148	152
6/1/2022	11:00 PM	112	113
6/1/2022	11:15 PM	75	69
6/1/2022	11:30 PM	73	124
6/1/2022	11:45 PM	55	112
6/2/2022	12:00 AM	41	63
6/2/2022	12:15 AM	38	40
6/2/2022	12:30 AM	22	26
6/2/2022	12:45 AM	30	36
6/2/2022	01:00 AM	14	18
6/2/2022	01:15 AM	19	21
6/2/2022	01:30 AM	25	28
6/2/2022	01:45 AM	30	22
6/2/2022	02:00 AM	25	19
6/2/2022	02:15 AM	11	23
6/2/2022	02:30 AM	16	13
6/2/2022	02:45 AM	19	16
6/2/2022	03:00 AM	20	28
6/2/2022	03:15 AM	10	13
6/2/2022	03:30 AM	16	11
6/2/2022	03:45 AM	11	19
6/2/2022	04:00 AM	16	18
6/2/2022	04:15 AM	9	3
6/2/2022	04:30 AM	5	4
6/2/2022	04:45 AM	3	4
6/2/2022	05:00 AM	9	12
6/2/2022	05:15 AM	13	14
6/2/2022	05:30 AM	12	10
6/2/2022	05:45 AM	29	30
6/2/2022	06:00 AM	21	23
6/2/2022	06:15 AM	17	19
6/2/2022	06:30 AM	16	22
6/2/2022	06:45 AM	15	13
6/2/2022	07:00 AM	11	16
6/2/2022	07:15 AM	18	21
6/2/2022	07:30 AM	16	12
6/2/2022	07:45 AM	24	22
6/2/2022	08:00 AM	26	23
6/2/2022	08:15 AM	46	32
6/2/2022	08:30 AM	37	25
6/2/2022	08:45 AM	32	24
6/2/2022	09:00 AM	43	39
6/2/2022	09:15 AM	58	42
6/2/2022	09:30 AM	37	23
6/2/2022	09:45 AM	48	43
6/2/2022	10:00 AM	34	28
6/2/2022	10:15 AM	41	32
6/2/2022	10:30 AM	38	45
6/2/2022	10:45 AM	49	43
6/2/2022	11:00 AM	41	53
6/2/2022	11:15 AM	43	55
6/2/2022	11:30 AM	53	47
6/2/2022	11:45 AM	23	20
6/2/2022	12:00 PM	27	26
6/2/2022	12:15 PM	67	47
6/2/2022	12:30 PM	51	38
6/2/2022	12:45 PM	38	40
6/2/2022	01:00 PM	33	38
6/2/2022	01:15 PM	46	40
6/2/2022	01:30 PM	39	21
6/2/2022	01:45 PM	54	56
6/2/2022	02:00 PM	25	20

6/29/2022	07:00 PM	102	54
6/29/2022	07:15 PM	47	79
6/29/2022	07:30 PM	71	70
6/29/2022	07:45 PM	74	68
6/29/2022	08:00 PM	105	61
6/29/2022	08:15 PM	154	98
6/29/2022	08:30 PM	169	111
6/29/2022	08:45 PM	96	107
6/29/2022	09:00 PM	118	122
6/29/2022	09:15 PM	71	84
6/29/2022	09:30 PM	87	146
6/29/2022	09:45 PM	101	138
6/29/2022	10:00 PM	83	143
6/29/2022	10:15 PM	99	102
6/29/2022	10:30 PM	106	105
6/29/2022	10:45 PM	61	70
6/29/2022	11:00 PM	79	143
6/29/2022	11:15 PM	87	74
6/29/2022	11:30 PM	56	64
6/29/2022	11:45 PM	20	79
6/30/2022	12:00 AM	37	40
6/30/2022	12:15 AM	36	90
6/30/2022	12:30 AM	25	29
6/30/2022	12:45 AM	24	28
6/30/2022	01:00 AM	15	42
6/30/2022	01:15 AM	21	41
6/30/2022	01:30 AM	14	57
6/30/2022	01:45 AM	12	27
6/30/2022	02:00 AM	9	30
6/30/2022	02:15 AM	15	13
6/30/2022	02:30 AM	4	20
6/30/2022	02:45 AM	12	16
6/30/2022	03:00 AM	0	11
6/30/2022	03:15 AM	6	9
6/30/2022	03:30 AM	6	12
6/30/2022	03:45 AM	9	17
6/30/2022	04:00 AM	2	12
6/30/2022	04:15 AM	3	3
6/30/2022	04:30 AM	4	10
6/30/2022	04:45 AM	0	8
6/30/2022	05:00 AM	2	4
6/30/2022	05:15 AM	0	3
6/30/2022	05:30 AM	2	12
6/30/2022	05:45 AM	0	3
6/30/2022	06:00 AM	14	6
6/30/2022	06:15 AM	5	5
6/30/2022	06:30 AM	11	9
6/30/2022	06:45 AM	5	12
6/30/2022	07:00 AM	10	11
6/30/2022	07:15 AM	12	14
6/30/2022	07:30 AM	14	9
6/30/2022	07:45 AM	25	7
6/30/2022	08:00 AM	13	11
6/30/2022	08:15 AM	13	21
6/30/2022	08:30 AM	12	10
6/30/2022	08:45 AM	14	19
6/30/2022	09:00 AM	9	15
6/30/2022	09:15 AM	16	17
6/30/2022	09:30 AM	24	9
6/30/2022	09:45 AM	27	4
6/30/2022	10:00 AM	15	12
6/30/2022	10:15 AM	29	20
6/30/2022	10:30 AM	14	15
6/30/2022	10:45 AM	24	11
6/30/2022	11:00 AM	45	25
6/30/2022	11:15 AM	15	28
6/30/2022	11:30 AM	25	33
6/30/2022	11:45 AM	27	44
6/30/2022	12:00 PM	13	26
6/30/2022	12:15 PM	30	16
6/30/2022	12:30 PM	21	14
6/30/2022	12:45 PM	32	25
6/30/2022	01:00 PM	25	23
6/30/2022	01:15 PM	31	17
6/30/2022	01:30 PM	23	11
6/30/2022	01:45 PM	42	27
6/30/2022	02:00 PM	31	24

6/2/2022	02:15 PM	42	35
6/2/2022	02:30 PM	20	22
6/2/2022	02:45 PM	23	26
6/2/2022	03:00 PM	40	38
6/2/2022	03:15 PM	36	43
6/2/2022	03:30 PM	28	32
6/2/2022	03:45 PM	35	46
6/2/2022	04:00 PM	37	56
6/2/2022	04:15 PM	45	60
6/2/2022	04:30 PM	64	75
6/2/2022	04:45 PM	61	53
6/2/2022	05:00 PM	57	43
6/2/2022	05:15 PM	60	67
6/2/2022	05:30 PM	70	54
6/2/2022	05:45 PM	65	44
6/2/2022	06:00 PM	44	58
6/2/2022	06:15 PM	67	73
6/2/2022	06:30 PM	51	55
6/2/2022	06:45 PM	67	57
6/2/2022	07:00 PM	80	63
6/2/2022	07:15 PM	109	86
6/2/2022	07:30 PM	108	95
6/2/2022	07:45 PM	84	105
6/2/2022	08:00 PM	110	79
6/2/2022	08:15 PM	115	86
6/2/2022	08:30 PM	88	72
6/2/2022	08:45 PM	104	98
6/2/2022	09:00 PM	116	85
6/2/2022	09:15 PM	94	86
6/2/2022	09:30 PM	89	64
6/2/2022	09:45 PM	65	108
6/2/2022	10:00 PM	92	103
6/2/2022	10:15 PM	56	91
6/2/2022	10:30 PM	76	89
6/2/2022	10:45 PM	63	73
6/2/2022	11:00 PM	61	79
6/2/2022	11:15 PM	64	48
6/2/2022	11:30 PM	40	54
6/2/2022	11:45 PM	31	46
6/3/2022	12:00 AM	42	59
6/3/2022	12:15 AM	38	63
6/3/2022	12:30 AM	40	89
6/3/2022	12:45 AM	66	38
6/3/2022	01:00 AM	52	75
6/3/2022	01:15 AM	74	82
6/3/2022	01:30 AM	35	60
6/3/2022	01:45 AM	25	66
6/3/2022	02:00 AM	26	50
6/3/2022	02:15 AM	48	26
6/3/2022	02:30 AM	12	28
6/3/2022	02:45 AM	11	8
6/3/2022	03:00 AM	19	22
6/3/2022	03:15 AM	29	25
6/3/2022	03:30 AM	24	21
6/3/2022	03:45 AM	25	24
6/3/2022	04:00 AM	18	30
6/3/2022	04:15 AM	14	11
6/3/2022	04:30 AM	14	21
6/3/2022	04:45 AM	19	16
6/3/2022	05:00 AM	18	25
6/3/2022	05:15 AM	23	11
6/3/2022	05:30 AM	20	17
6/3/2022	05:45 AM	11	5

6/30/2022	02:15 PM	20	40
6/30/2022	02:30 PM	25	21
6/30/2022	02:45 PM	8	24
6/30/2022	03:00 PM	24	31
6/30/2022	03:15 PM	43	4
6/30/2022	03:30 PM	21	13
6/30/2022	03:45 PM	13	35
6/30/2022	04:00 PM	21	44
6/30/2022	04:15 PM	26	41
6/30/2022	04:30 PM	32	36
6/30/2022	04:45 PM	79	35
6/30/2022	05:00 PM	22	38
6/30/2022	05:15 PM	31	34
6/30/2022	05:30 PM	53	41
6/30/2022	05:45 PM	52	51
6/30/2022	06:00 PM	86	71
6/30/2022	06:15 PM	67	51
6/30/2022	06:30 PM	101	69
6/30/2022	06:45 PM	71	52
6/30/2022	07:00 PM	81	65
6/30/2022	07:15 PM	101	48
6/30/2022	07:30 PM	108	42
6/30/2022	07:45 PM	123	104
6/30/2022	08:00 PM	167	86
6/30/2022	08:15 PM	164	198
6/30/2022	08:30 PM	132	101
6/30/2022	08:45 PM	163	177
6/30/2022	09:00 PM	169	178
6/30/2022	09:15 PM	175	216
6/30/2022	09:30 PM	110	244
6/30/2022	09:45 PM	107	153
6/30/2022	10:00 PM	116	170
6/30/2022	10:15 PM	92	165
6/30/2022	10:30 PM	57	107
6/30/2022	10:45 PM	100	140
6/30/2022	11:00 PM	81	123
6/30/2022	11:15 PM	86	141
6/30/2022	11:30 PM	67	90
6/30/2022	11:45 PM	37	114
7/1/2022	12:00 AM	63	66
7/1/2022	12:15 AM	38	80
7/1/2022	12:30 AM	52	68
7/1/2022	12:45 AM	53	62
7/1/2022	01:00 AM	42	39
7/1/2022	01:15 AM	29	48
7/1/2022	01:30 AM	16	40
7/1/2022	01:45 AM	31	42
7/1/2022	02:00 AM	15	28
7/1/2022	02:15 AM	40	26
7/1/2022	02:30 AM	10	14
7/1/2022	02:45 AM	9	27
7/1/2022	03:00 AM	5	26
7/1/2022	03:15 AM	9	4
7/1/2022	03:30 AM	10	9
7/1/2022	03:45 AM	10	8
7/1/2022	04:00 AM	15	7
7/1/2022	04:15 AM	7	6
7/1/2022	04:30 AM	5	9
7/1/2022	04:45 AM	3	6
7/1/2022	05:00 AM	4	12
7/1/2022	05:15 AM	5	2
7/1/2022	05:30 AM	4	6
7/1/2022	05:45 AM	5	4

Park Avenue Pedestrian Bridge (#10)

Start Date: 5/28/2022

Date	Time	EB	WB
5/28/2022	12:00 PM	208	168
5/28/2022	12:15 PM	220	151
5/28/2022	12:30 PM	213	183
5/28/2022	12:45 PM	240	144
5/28/2022	01:00 PM	220	154
5/28/2022	01:15 PM	258	216
5/28/2022	01:30 PM	186	161
5/28/2022	01:45 PM	277	184
5/28/2022	02:00 PM	252	169
5/28/2022	02:15 PM	285	172
5/28/2022	02:30 PM	252	219
5/28/2022	02:45 PM	270	146
5/28/2022	03:00 PM	232	224
5/28/2022	03:15 PM	264	180
5/28/2022	03:30 PM	250	209
5/28/2022	03:45 PM	204	186
5/28/2022	04:00 PM	205	172
5/28/2022	04:15 PM	207	171
5/28/2022	04:30 PM	238	151
5/28/2022	04:45 PM	326	176
5/28/2022	05:00 PM	241	198
5/28/2022	05:15 PM	213	176
5/28/2022	05:30 PM	217	151
5/28/2022	05:45 PM	231	228
5/28/2022	06:00 PM	227	164
5/28/2022	06:15 PM	326	211
5/28/2022	06:30 PM	364	202
5/28/2022	06:45 PM	379	242
5/28/2022	07:00 PM	291	216
5/28/2022	07:15 PM	403	181
5/28/2022	07:30 PM	351	224
5/28/2022	07:45 PM	287	252
5/28/2022	08:00 PM	348	209
5/28/2022	08:15 PM	260	221
5/28/2022	08:30 PM	337	358
5/28/2022	08:45 PM	345	376
5/28/2022	09:00 PM	335	363
5/28/2022	09:15 PM	350	230
5/28/2022	09:30 PM	328	248
5/28/2022	09:45 PM	291	190
5/28/2022	10:00 PM	275	195
5/28/2022	10:15 PM	291	201
5/28/2022	10:30 PM	325	233
5/28/2022	10:45 PM	364	205
5/28/2022	11:00 PM	284	301
5/28/2022	11:15 PM	211	156
5/28/2022	11:30 PM	260	301
5/28/2022	11:45 PM	194	284

Start Date: 6/25/2022

Date	Time	EB	WB
6/25/2022	12:00 PM	217	174
6/25/2022	12:15 PM	154	130
6/25/2022	12:30 PM	183	137
6/25/2022	12:45 PM	184	190
6/25/2022	01:00 PM	176	168
6/25/2022	01:15 PM	177	212
6/25/2022	01:30 PM	198	158
6/25/2022	01:45 PM	253	114
6/25/2022	02:00 PM	151	200
6/25/2022	02:15 PM	223	184
6/25/2022	02:30 PM	242	173
6/25/2022	02:45 PM	201	191
6/25/2022	03:00 PM	196	169
6/25/2022	03:15 PM	167	136
6/25/2022	03:30 PM	189	107
6/25/2022	03:45 PM	186	147
6/25/2022	04:00 PM	184	128
6/25/2022	04:15 PM	196	141
6/25/2022	04:30 PM	175	151
6/25/2022	04:45 PM	153	115
6/25/2022	05:00 PM	155	165
6/25/2022	05:15 PM	243	152
6/25/2022	05:30 PM	137	157
6/25/2022	05:45 PM	154	140
6/25/2022	06:00 PM	182	151
6/25/2022	06:15 PM	142	154
6/25/2022	06:30 PM	155	135
6/25/2022	06:45 PM	201	156
6/25/2022	07:00 PM	231	176
6/25/2022	07:15 PM	196	173
6/25/2022	07:30 PM	263	134
6/25/2022	07:45 PM	278	184
6/25/2022	08:00 PM	261	161
6/25/2022	08:15 PM	260	247
6/25/2022	08:30 PM	318	230
6/25/2022	08:45 PM	303	200
6/25/2022	09:00 PM	290	233
6/25/2022	09:15 PM	281	238
6/25/2022	09:30 PM	239	201
6/25/2022	09:45 PM	223	178
6/25/2022	10:00 PM	215	194
6/25/2022	10:15 PM	261	199
6/25/2022	10:30 PM	189	182
6/25/2022	10:45 PM	225	217
6/25/2022	11:00 PM	183	196
6/25/2022	11:15 PM	240	283
6/25/2022	11:30 PM	222	239
6/25/2022	11:45 PM	143	193

Metro Food Court (#11)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	366	292
5/28/2022	12:15 PM	496	319
5/28/2022	12:30 PM	392	343
5/28/2022	12:45 PM	436	299
5/28/2022	01:00 PM	427	331
5/28/2022	01:15 PM	402	302
5/28/2022	01:30 PM	479	264
5/28/2022	01:45 PM	434	301
5/28/2022	02:00 PM	341	234
5/28/2022	02:15 PM	396	309
5/28/2022	02:30 PM	408	292
5/28/2022	02:45 PM	432	362
5/28/2022	03:00 PM	455	402
5/28/2022	03:15 PM	403	260
5/28/2022	03:30 PM	397	393
5/28/2022	03:45 PM	430	328
5/28/2022	04:00 PM	416	267
5/28/2022	04:15 PM	400	296
5/28/2022	04:30 PM	441	255
5/28/2022	04:45 PM	368	291
5/28/2022	05:00 PM	392	366
5/28/2022	05:15 PM	321	357
5/28/2022	05:30 PM	437	302
5/28/2022	05:45 PM	444	335
5/28/2022	06:00 PM	380	417
5/28/2022	06:15 PM	494	387
5/28/2022	06:30 PM	535	419
5/28/2022	06:45 PM	520	427
5/28/2022	07:00 PM	506	430
5/28/2022	07:15 PM	541	389
5/28/2022	07:30 PM	630	447
5/28/2022	07:45 PM	558	352
5/28/2022	08:00 PM	563	443
5/28/2022	08:15 PM	706	361
5/28/2022	08:30 PM	589	466
5/28/2022	08:45 PM	817	455
5/28/2022	09:00 PM	653	650
5/28/2022	09:15 PM	478	676
5/28/2022	09:30 PM	510	682
5/28/2022	09:45 PM	597	516
5/28/2022	10:00 PM	602	542
5/28/2022	10:15 PM	612	552
5/28/2022	10:30 PM	598	568
5/28/2022	10:45 PM	618	531
5/28/2022	11:00 PM	620	527
5/28/2022	11:15 PM	611	539
5/28/2022	11:30 PM	605	551
5/28/2022	11:45 PM	618	560

Start Date: 6/25/2022

Date	Time	NB	SB
25/06/2022	12:00 PM	258	243
25/06/2022	12:15 PM	292	196
25/06/2022	12:30 PM	306	230
25/06/2022	12:45 PM	276	214
25/06/2022	01:00 PM	285	187
25/06/2022	01:15 PM	316	255
25/06/2022	01:30 PM	256	249
25/06/2022	01:45 PM	310	228
25/06/2022	02:00 PM	332	285
25/06/2022	02:15 PM	381	338
25/06/2022	02:30 PM	338	320
25/06/2022	02:45 PM	310	250
25/06/2022	03:00 PM	328	268
25/06/2022	03:15 PM	342	285
25/06/2022	03:30 PM	338	349
25/06/2022	03:45 PM	352	260
25/06/2022	04:00 PM	296	248
25/06/2022	04:15 PM	286	216
25/06/2022	04:30 PM	234	225
25/06/2022	04:45 PM	223	204
25/06/2022	05:00 PM	214	171
25/06/2022	05:15 PM	257	223
25/06/2022	05:30 PM	269	209
25/06/2022	05:45 PM	210	238
25/06/2022	06:00 PM	276	294
25/06/2022	06:15 PM	333	257
25/06/2022	06:30 PM	294	260
25/06/2022	06:45 PM	376	192
25/06/2022	07:00 PM	277	235
25/06/2022	07:15 PM	313	286
25/06/2022	07:30 PM	357	291
25/06/2022	07:45 PM	379	296
25/06/2022	08:00 PM	336	392
25/06/2022	08:15 PM	360	397
25/06/2022	08:30 PM	450	444
25/06/2022	08:45 PM	430	397
25/06/2022	09:00 PM	437	453
25/06/2022	09:15 PM	452	399
25/06/2022	09:30 PM	455	488
25/06/2022	09:45 PM	478	366
25/06/2022	10:00 PM	387	397
25/06/2022	10:15 PM	397	432
25/06/2022	10:30 PM	451	521
25/06/2022	10:45 PM	386	427
25/06/2022	11:00 PM	390	423
25/06/2022	11:15 PM	519	319
25/06/2022	11:30 PM	628	364
25/06/2022	11:45 PM	534	291

CityCenter (#12)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	36	28
5/28/2022	12:15 PM	54	27
5/28/2022	12:30 PM	46	29
5/28/2022	12:45 PM	50	55
5/28/2022	01:00 PM	54	26
5/28/2022	01:15 PM	39	30
5/28/2022	01:30 PM	58	28
5/28/2022	01:45 PM	64	42
5/28/2022	02:00 PM	56	56
5/28/2022	02:15 PM	51	25
5/28/2022	02:30 PM	55	74
5/28/2022	02:45 PM	64	37
5/28/2022	03:00 PM	76	43
5/28/2022	03:15 PM	63	46
5/28/2022	03:30 PM	42	26
5/28/2022	03:45 PM	69	62
5/28/2022	04:00 PM	66	62
5/28/2022	04:15 PM	88	60
5/28/2022	04:30 PM	99	69
5/28/2022	04:45 PM	112	80
5/28/2022	05:00 PM	117	75
5/28/2022	05:15 PM	99	70
5/28/2022	05:30 PM	94	102
5/28/2022	05:45 PM	137	80
5/28/2022	06:00 PM	118	114
5/28/2022	06:15 PM	103	121
5/28/2022	06:30 PM	100	78
5/28/2022	06:45 PM	148	76
5/28/2022	07:00 PM	154	96
5/28/2022	07:15 PM	190	106
5/28/2022	07:30 PM	189	99
5/28/2022	07:45 PM	114	96
5/28/2022	08:00 PM	209	139
5/28/2022	08:15 PM	258	116
5/28/2022	08:30 PM	246	121
5/28/2022	08:45 PM	264	137
5/28/2022	09:00 PM	192	208
5/28/2022	09:15 PM	212	196
5/28/2022	09:30 PM	221	214
5/28/2022	09:45 PM	218	191
5/28/2022	10:00 PM	231	164
5/28/2022	10:15 PM	197	111
5/28/2022	10:30 PM	209	132
5/28/2022	10:45 PM	129	107
5/28/2022	11:00 PM	146	73
5/28/2022	11:15 PM	166	137
5/28/2022	11:30 PM	108	98
5/28/2022	11:45 PM	89	67

Start Time: 12:00:00 PM

Date	Time	NB	SB
6/25/2022	12:00 PM	34	14
6/25/2022	12:15 PM	29	28
6/25/2022	12:30 PM	45	46
6/25/2022	12:45 PM	52	28
6/25/2022	01:00 PM	47	37
6/25/2022	01:15 PM	32	43
6/25/2022	01:30 PM	46	45
6/25/2022	01:45 PM	33	27
6/25/2022	02:00 PM	42	64
6/25/2022	02:15 PM	33	58
6/25/2022	02:30 PM	61	66
6/25/2022	02:45 PM	37	54
6/25/2022	03:00 PM	62	60
6/25/2022	03:15 PM	59	27
6/25/2022	03:30 PM	36	58
6/25/2022	03:45 PM	69	48
6/25/2022	04:00 PM	47	46
6/25/2022	04:15 PM	41	26
6/25/2022	04:30 PM	58	71
6/25/2022	04:45 PM	74	72
6/25/2022	05:00 PM	44	47
6/25/2022	05:15 PM	74	79
6/25/2022	05:30 PM	90	82
6/25/2022	05:45 PM	70	71
6/25/2022	06:00 PM	68	52
6/25/2022	06:15 PM	83	74
6/25/2022	06:30 PM	115	50
6/25/2022	06:45 PM	57	86
6/25/2022	07:00 PM	128	58
6/25/2022	07:15 PM	83	103
6/25/2022	07:30 PM	140	86
6/25/2022	07:45 PM	137	104
6/25/2022	08:00 PM	123	66
6/25/2022	08:15 PM	74	93
6/25/2022	08:30 PM	118	88
6/25/2022	08:45 PM	202	121
6/25/2022	09:00 PM	170	128
6/25/2022	09:15 PM	224	150
6/25/2022	09:30 PM	187	102
6/25/2022	09:45 PM	237	184
6/25/2022	10:00 PM	202	176
6/25/2022	10:15 PM	225	158
6/25/2022	10:30 PM	265	164
6/25/2022	10:45 PM	125	183
6/25/2022	11:00 PM	187	149
6/25/2022	11:15 PM	161	117
6/25/2022	11:30 PM	189	142
6/25/2022	11:45 PM	163	183

Tex Mex (#13)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	272	272
5/28/2022	12:15 PM	265	251
5/28/2022	12:30 PM	356	238
5/28/2022	12:45 PM	369	274
5/28/2022	01:00 PM	367	262
5/28/2022	01:15 PM	348	241
5/28/2022	01:30 PM	359	297
5/28/2022	01:45 PM	428	274
5/28/2022	02:00 PM	365	265
5/28/2022	02:15 PM	296	267
5/28/2022	02:30 PM	304	289
5/28/2022	02:45 PM	377	300
5/28/2022	03:00 PM	379	323
5/28/2022	03:15 PM	364	322
5/28/2022	03:30 PM	334	284
5/28/2022	03:45 PM	371	261
5/28/2022	04:00 PM	384	251
5/28/2022	04:15 PM	357	274
5/28/2022	04:30 PM	350	295
5/28/2022	04:45 PM	387	241
5/28/2022	05:00 PM	300	303
5/28/2022	05:15 PM	365	321
5/28/2022	05:30 PM	331	348
5/28/2022	05:45 PM	368	351
5/28/2022	06:00 PM	390	388
5/28/2022	06:15 PM	422	364
5/28/2022	06:30 PM	463	350
5/28/2022	06:45 PM	410	341
5/28/2022	07:00 PM	376	359
5/28/2022	07:15 PM	447	385
5/28/2022	07:30 PM	469	372
5/28/2022	07:45 PM	411	359
5/28/2022	08:00 PM	422	341
5/28/2022	08:15 PM	468	372
5/28/2022	08:30 PM	518	424
5/28/2022	08:45 PM	528	492
5/28/2022	09:00 PM	535	600
5/28/2022	09:15 PM	441	587
5/28/2022	09:30 PM	439	562
5/28/2022	09:45 PM	428	550
5/28/2022	10:00 PM	471	444
5/28/2022	10:15 PM	449	409
5/28/2022	10:30 PM	501	478
5/28/2022	10:45 PM	477	501
5/28/2022	11:00 PM	498	428
5/28/2022	11:15 PM	523	396
5/28/2022	11:30 PM	497	402
5/28/2022	11:45 PM	389	314

Start Date: 6/25/2022

Date	Time	NB	SB
25/06/2022	12:00 PM	239	156
25/06/2022	12:15 PM	234	152
25/06/2022	12:30 PM	278	156
25/06/2022	12:45 PM	289	175
25/06/2022	01:00 PM	228	217
25/06/2022	01:15 PM	198	207
25/06/2022	01:30 PM	159	159
25/06/2022	01:45 PM	256	183
25/06/2022	02:00 PM	231	188
25/06/2022	02:15 PM	204	153
25/06/2022	02:30 PM	198	153
25/06/2022	02:45 PM	170	183
25/06/2022	03:00 PM	200	175
25/06/2022	03:15 PM	258	175
25/06/2022	03:30 PM	254	225
25/06/2022	03:45 PM	235	198
25/06/2022	04:00 PM	262	229
25/06/2022	04:15 PM	216	175
25/06/2022	04:30 PM	221	213
25/06/2022	04:45 PM	213	211
25/06/2022	05:00 PM	227	153
25/06/2022	05:15 PM	251	198
25/06/2022	05:30 PM	252	169
25/06/2022	05:45 PM	197	229
25/06/2022	06:00 PM	200	194
25/06/2022	06:15 PM	303	252
25/06/2022	06:30 PM	276	190
25/06/2022	06:45 PM	272	209
25/06/2022	07:00 PM	316	224
25/06/2022	07:15 PM	262	260
25/06/2022	07:30 PM	287	246
25/06/2022	07:45 PM	318	293
25/06/2022	08:00 PM	292	257
25/06/2022	08:15 PM	324	309
25/06/2022	08:30 PM	382	381
25/06/2022	08:45 PM	402	282
25/06/2022	09:00 PM	460	421
25/06/2022	09:15 PM	409	292
25/06/2022	09:30 PM	423	317
25/06/2022	09:45 PM	412	319
25/06/2022	10:00 PM	406	408
25/06/2022	10:15 PM	305	426
25/06/2022	10:30 PM	374	542
25/06/2022	10:45 PM	398	315
25/06/2022	11:00 PM	283	426
25/06/2022	11:15 PM	426	347
25/06/2022	11:30 PM	527	313
25/06/2022	11:45 PM	366	241

Harmon Avenue West Pedestrian Bridge (#14)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	274	302
5/28/2022	12:15 PM	256	275
5/28/2022	12:30 PM	277	265
5/28/2022	12:45 PM	268	255
5/28/2022	01:00 PM	266	269
5/28/2022	01:15 PM	240	286
5/28/2022	01:30 PM	231	267
5/28/2022	01:45 PM	210	288
5/28/2022	02:00 PM	247	316
5/28/2022	02:15 PM	236	312
5/28/2022	02:30 PM	221	316
5/28/2022	02:45 PM	235	325
5/28/2022	03:00 PM	252	322
5/28/2022	03:15 PM	256	302
5/28/2022	03:30 PM	268	288
5/28/2022	03:45 PM	242	268
5/28/2022	04:00 PM	210	258
5/28/2022	04:15 PM	266	267
5/28/2022	04:30 PM	265	268
5/28/2022	04:45 PM	255	288
5/28/2022	05:00 PM	278	299
5/28/2022	05:15 PM	271	301
5/28/2022	05:30 PM	260	302
5/28/2022	05:45 PM	295	310
5/28/2022	06:00 PM	301	344
5/28/2022	06:15 PM	312	362
5/28/2022	06:30 PM	316	358
5/28/2022	06:45 PM	302	334
5/28/2022	07:00 PM	265	358
5/28/2022	07:15 PM	268	367
5/28/2022	07:30 PM	293	362
5/28/2022	07:45 PM	265	375
5/28/2022	08:00 PM	312	366
5/28/2022	08:15 PM	293	399
5/28/2022	08:30 PM	302	428
5/28/2022	08:45 PM	355	436
5/28/2022	09:00 PM	402	438
5/28/2022	09:15 PM	399	422
5/28/2022	09:30 PM	468	428
5/28/2022	09:45 PM	452	435
5/28/2022	10:00 PM	444	467
5/28/2022	10:15 PM	458	445
5/28/2022	10:30 PM	426	421
5/28/2022	10:45 PM	456	401
5/28/2022	11:00 PM	399	412
5/28/2022	11:15 PM	385	445
5/28/2022	11:30 PM	395	416
5/28/2022	11:45 PM	375	415

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	186	184
6/25/2022	12:15 PM	243	192
6/25/2022	12:30 PM	200	242
6/25/2022	12:45 PM	252	240
6/25/2022	01:00 PM	276	276
6/25/2022	01:15 PM	237	218
6/25/2022	01:30 PM	218	279
6/25/2022	01:45 PM	243	226
6/25/2022	02:00 PM	334	230
6/25/2022	02:15 PM	233	265
6/25/2022	02:30 PM	286	281
6/25/2022	02:45 PM	266	272
6/25/2022	03:00 PM	260	262
6/25/2022	03:15 PM	246	274
6/25/2022	03:30 PM	194	382
6/25/2022	03:45 PM	224	237
6/25/2022	04:00 PM	212	206
6/25/2022	04:15 PM	234	234
6/25/2022	04:30 PM	204	231
6/25/2022	04:45 PM	222	241
6/25/2022	05:00 PM	298	245
6/25/2022	05:15 PM	249	307
6/25/2022	05:30 PM	247	282
6/25/2022	05:45 PM	238	294
6/25/2022	06:00 PM	200	232
6/25/2022	06:15 PM	265	243
6/25/2022	06:30 PM	275	227
6/25/2022	06:45 PM	262	232
6/25/2022	07:00 PM	285	318
6/25/2022	07:15 PM	334	304
6/25/2022	07:30 PM	344	288
6/25/2022	07:45 PM	297	289
6/25/2022	08:00 PM	320	324
6/25/2022	08:15 PM	352	396
6/25/2022	08:30 PM	274	397
6/25/2022	08:45 PM	453	389
6/25/2022	09:00 PM	414	449
6/25/2022	09:15 PM	461	527
6/25/2022	09:30 PM	406	325
6/25/2022	09:45 PM	449	477
6/25/2022	10:00 PM	369	487
6/25/2022	10:15 PM	369	503
6/25/2022	10:30 PM	378	470
6/25/2022	10:45 PM	321	433
6/25/2022	11:00 PM	327	460
6/25/2022	11:15 PM	265	369
6/25/2022	11:30 PM	331	407
6/25/2022	11:45 PM	250	416

Harmon Avenue East Pedestrian Bridge (#15)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	270	208
5/28/2022	12:15 PM	254	196
5/28/2022	12:30 PM	266	182
5/28/2022	12:45 PM	234	172
5/28/2022	01:00 PM	224	185
5/28/2022	01:15 PM	245	164
5/28/2022	01:30 PM	306	169
5/28/2022	01:45 PM	282	170
5/28/2022	02:00 PM	220	176
5/28/2022	02:15 PM	245	162
5/28/2022	02:30 PM	261	178
5/28/2022	02:45 PM	248	192
5/28/2022	03:00 PM	253	250
5/28/2022	03:15 PM	244	190
5/28/2022	03:30 PM	241	200
5/28/2022	03:45 PM	254	197
5/28/2022	04:00 PM	268	209
5/28/2022	04:15 PM	272	222
5/28/2022	04:30 PM	283	237
5/28/2022	04:45 PM	260	218
5/28/2022	05:00 PM	292	235
5/28/2022	05:15 PM	311	267
5/28/2022	05:30 PM	327	198
5/28/2022	05:45 PM	345	220
5/28/2022	06:00 PM	343	232
5/28/2022	06:15 PM	357	244
5/28/2022	06:30 PM	382	254
5/28/2022	06:45 PM	397	231
5/28/2022	07:00 PM	416	198
5/28/2022	07:15 PM	395	217
5/28/2022	07:30 PM	390	248
5/28/2022	07:45 PM	418	261
5/28/2022	08:00 PM	434	282
5/28/2022	08:15 PM	421	297
5/28/2022	08:30 PM	414	391
5/28/2022	08:45 PM	435	401
5/28/2022	09:00 PM	449	416
5/28/2022	09:15 PM	437	420
5/28/2022	09:30 PM	424	409
5/28/2022	09:45 PM	411	421
5/28/2022	10:00 PM	421	377
5/28/2022	10:15 PM	397	311
5/28/2022	10:30 PM	432	338
5/28/2022	10:45 PM	384	296
5/28/2022	11:00 PM	356	275
5/28/2022	11:15 PM	377	310
5/28/2022	11:30 PM	349	326
5/28/2022	11:45 PM	311	284

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	194	141
6/25/2022	12:15 PM	264	168
6/25/2022	12:30 PM	271	166
6/25/2022	12:45 PM	224	151
6/25/2022	01:00 PM	252	165
6/25/2022	01:15 PM	232	171
6/25/2022	01:30 PM	244	215
6/25/2022	01:45 PM	224	208
6/25/2022	02:00 PM	287	163
6/25/2022	02:15 PM	225	184
6/25/2022	02:30 PM	255	181
6/25/2022	02:45 PM	210	179
6/25/2022	03:00 PM	211	157
6/25/2022	03:15 PM	193	198
6/25/2022	03:30 PM	233	191
6/25/2022	03:45 PM	193	131
6/25/2022	04:00 PM	241	149
6/25/2022	04:15 PM	227	203
6/25/2022	04:30 PM	226	212
6/25/2022	04:45 PM	232	227
6/25/2022	05:00 PM	217	166
6/25/2022	05:15 PM	245	216
6/25/2022	05:30 PM	286	165
6/25/2022	05:45 PM	216	227
6/25/2022	06:00 PM	198	186
6/25/2022	06:15 PM	294	252
6/25/2022	06:30 PM	285	194
6/25/2022	06:45 PM	313	213
6/25/2022	07:00 PM	319	231
6/25/2022	07:15 PM	329	154
6/25/2022	07:30 PM	338	267
6/25/2022	07:45 PM	334	295
6/25/2022	08:00 PM	318	252
6/25/2022	08:15 PM	382	323
6/25/2022	08:30 PM	381	362
6/25/2022	08:45 PM	445	300
6/25/2022	09:00 PM	529	402
6/25/2022	09:15 PM	471	284
6/25/2022	09:30 PM	515	329
6/25/2022	09:45 PM	483	338
6/25/2022	10:00 PM	448	383
6/25/2022	10:15 PM	376	445
6/25/2022	10:30 PM	395	536
6/25/2022	10:45 PM	454	294
6/25/2022	11:00 PM	286	466
6/25/2022	11:15 PM	450	347
6/25/2022	11:30 PM	583	334
6/25/2022	11:45 PM	503	262

Harmon Avenue North Pedestrian Bridge (#16)

Start Date: 5/28/2022

Date	Time	EB	WB
5/28/2022	12:00 PM	264	318
5/28/2022	12:15 PM	241	298
5/28/2022	12:30 PM	268	284
5/28/2022	12:45 PM	251	241
5/28/2022	01:00 PM	279	252
5/28/2022	01:15 PM	248	274
5/28/2022	01:30 PM	212	258
5/28/2022	01:45 PM	227	268
5/28/2022	02:00 PM	257	304
5/28/2022	02:15 PM	248	322
5/28/2022	02:30 PM	235	305
5/28/2022	02:45 PM	249	303
5/28/2022	03:00 PM	262	314
5/28/2022	03:15 PM	240	311
5/28/2022	03:30 PM	258	296
5/28/2022	03:45 PM	264	251
5/28/2022	04:00 PM	168	284
5/28/2022	04:15 PM	271	247
5/28/2022	04:30 PM	287	258
5/28/2022	04:45 PM	284	262
5/28/2022	05:00 PM	296	288
5/28/2022	05:15 PM	294	271
5/28/2022	05:30 PM	281	298
5/28/2022	05:45 PM	289	320
5/28/2022	06:00 PM	293	350
5/28/2022	06:15 PM	297	347
5/28/2022	06:30 PM	304	362
5/28/2022	06:45 PM	291	354
5/28/2022	07:00 PM	280	377
5/28/2022	07:15 PM	288	352
5/28/2022	07:30 PM	281	374
5/28/2022	07:45 PM	275	364
5/28/2022	08:00 PM	294	370
5/28/2022	08:15 PM	310	386
5/28/2022	08:30 PM	327	419
5/28/2022	08:45 PM	368	420
5/28/2022	09:00 PM	421	442
5/28/2022	09:15 PM	410	434
5/28/2022	09:30 PM	445	412
5/28/2022	09:45 PM	431	427
5/28/2022	10:00 PM	464	487
5/28/2022	10:15 PM	479	463
5/28/2022	10:30 PM	419	441
5/28/2022	10:45 PM	438	356
5/28/2022	11:00 PM	387	421
5/28/2022	11:15 PM	401	436
5/28/2022	11:30 PM	412	378
5/28/2022	11:45 PM	364	428

Start Date: 6/25/2022

Date	Time	EB	WB
6/25/2022	12:00 PM	178	286
6/25/2022	12:15 PM	216	252
6/25/2022	12:30 PM	257	254
6/25/2022	12:45 PM	229	293
6/25/2022	01:00 PM	222	284
6/25/2022	01:15 PM	234	275
6/25/2022	01:30 PM	198	232
6/25/2022	01:45 PM	264	265
6/25/2022	02:00 PM	163	261
6/25/2022	02:15 PM	164	265
6/25/2022	02:30 PM	216	286
6/25/2022	02:45 PM	198	199
6/25/2022	03:00 PM	214	279
6/25/2022	03:15 PM	189	268
6/25/2022	03:30 PM	218	247
6/25/2022	03:45 PM	171	241
6/25/2022	04:00 PM	197	241
6/25/2022	04:15 PM	258	223
6/25/2022	04:30 PM	204	219
6/25/2022	04:45 PM	201	230
6/25/2022	05:00 PM	172	182
6/25/2022	05:15 PM	200	217
6/25/2022	05:30 PM	245	260
6/25/2022	05:45 PM	252	302
6/25/2022	06:00 PM	214	223
6/25/2022	06:15 PM	191	291
6/25/2022	06:30 PM	278	248
6/25/2022	06:45 PM	260	330
6/25/2022	07:00 PM	265	297
6/25/2022	07:15 PM	267	315
6/25/2022	07:30 PM	314	325
6/25/2022	07:45 PM	271	391
6/25/2022	08:00 PM	341	453
6/25/2022	08:15 PM	318	455
6/25/2022	08:30 PM	293	545
6/25/2022	08:45 PM	392	641
6/25/2022	09:00 PM	362	572
6/25/2022	09:15 PM	405	509
6/25/2022	09:30 PM	358	552
6/25/2022	09:45 PM	357	397
6/25/2022	10:00 PM	386	426
6/25/2022	10:15 PM	335	400
6/25/2022	10:30 PM	268	350
6/25/2022	10:45 PM	331	368
6/25/2022	11:00 PM	415	400
6/25/2022	11:15 PM	296	454
6/25/2022	11:30 PM	364	442
6/25/2022	11:45 PM	295	391

Bellagio South (#17)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	302	357
5/28/2022	12:15 PM	310	312
5/28/2022	12:30 PM	318	337
5/28/2022	12:45 PM	327	320
5/28/2022	01:00 PM	437	342
5/28/2022	01:15 PM	410	351
5/28/2022	01:30 PM	395	365
5/28/2022	01:45 PM	360	368
5/28/2022	02:00 PM	348	375
5/28/2022	02:15 PM	350	333
5/28/2022	02:30 PM	345	360
5/28/2022	02:45 PM	357	374
5/28/2022	03:00 PM	361	391
5/28/2022	03:15 PM	336	384
5/28/2022	03:30 PM	351	362
5/28/2022	03:45 PM	368	357
5/28/2022	04:00 PM	377	344
5/28/2022	04:15 PM	351	326
5/28/2022	04:30 PM	342	315
5/28/2022	04:45 PM	362	311
5/28/2022	05:00 PM	370	299
5/28/2022	05:15 PM	385	320
5/28/2022	05:30 PM	420	337
5/28/2022	05:45 PM	442	344
5/28/2022	06:00 PM	498	376
5/28/2022	06:15 PM	424	394
5/28/2022	06:30 PM	414	415
5/28/2022	06:45 PM	454	437
5/28/2022	07:00 PM	465	470
5/28/2022	07:15 PM	472	497
5/28/2022	07:30 PM	502	522
5/28/2022	07:45 PM	528	544
5/28/2022	08:00 PM	549	602
5/28/2022	08:15 PM	567	624
5/28/2022	08:30 PM	589	647
5/28/2022	08:45 PM	619	663
5/28/2022	09:00 PM	641	688
5/28/2022	09:15 PM	645	674
5/28/2022	09:30 PM	657	689
5/28/2022	09:45 PM	662	654
5/28/2022	10:00 PM	602	633
5/28/2022	10:15 PM	611	578
5/28/2022	10:30 PM	627	641
5/28/2022	10:45 PM	587	602
5/28/2022	11:00 PM	641	612
5/28/2022	11:15 PM	601	633
5/28/2022	11:30 PM	621	597
5/28/2022	11:45 PM	657	674

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	283	259
6/25/2022	12:15 PM	316	249
6/25/2022	12:30 PM	331	217
6/25/2022	12:45 PM	335	234
6/25/2022	01:00 PM	376	302
6/25/2022	01:15 PM	323	266
6/25/2022	01:30 PM	301	309
6/25/2022	01:45 PM	398	323
6/25/2022	02:00 PM	418	301
6/25/2022	02:15 PM	330	267
6/25/2022	02:30 PM	254	311
6/25/2022	02:45 PM	271	224
6/25/2022	03:00 PM	350	324
6/25/2022	03:15 PM	282	318
6/25/2022	03:30 PM	305	310
6/25/2022	03:45 PM	321	259
6/25/2022	04:00 PM	254	292
6/25/2022	04:15 PM	288	365
6/25/2022	04:30 PM	246	360
6/25/2022	04:45 PM	243	292
6/25/2022	05:00 PM	369	352
6/25/2022	05:15 PM	357	337
6/25/2022	05:30 PM	301	354
6/25/2022	05:45 PM	285	309
6/25/2022	06:00 PM	324	318
6/25/2022	06:15 PM	283	305
6/25/2022	06:30 PM	330	324
6/25/2022	06:45 PM	318	292
6/25/2022	07:00 PM	378	274
6/25/2022	07:15 PM	302	392
6/25/2022	07:30 PM	475	298
6/25/2022	07:45 PM	401	486
6/25/2022	08:00 PM	465	466
6/25/2022	08:15 PM	442	480
6/25/2022	08:30 PM	471	474
6/25/2022	08:45 PM	411	510
6/25/2022	09:00 PM	409	770
6/25/2022	09:15 PM	426	525
6/25/2022	09:30 PM	437	625
6/25/2022	09:45 PM	441	631
6/25/2022	10:00 PM	481	561
6/25/2022	10:15 PM	523	670
6/25/2022	10:30 PM	433	563
6/25/2022	10:45 PM	421	693
6/25/2022	11:00 PM	367	569
6/25/2022	11:15 PM	321	586
6/25/2022	11:30 PM	348	682
6/25/2022	11:45 PM	335	501

Paris (#18)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	500	418
5/28/2022	12:15 PM	481	429
5/28/2022	12:30 PM	420	435
5/28/2022	12:45 PM	391	449
5/28/2022	01:00 PM	378	443
5/28/2022	01:15 PM	352	422
5/28/2022	01:30 PM	328	419
5/28/2022	01:45 PM	315	426
5/28/2022	02:00 PM	329	434
5/28/2022	02:15 PM	334	458
5/28/2022	02:30 PM	351	462
5/28/2022	02:45 PM	362	459
5/28/2022	03:00 PM	344	472
5/28/2022	03:15 PM	369	441
5/28/2022	03:30 PM	371	415
5/28/2022	03:45 PM	358	400
5/28/2022	04:00 PM	380	396
5/28/2022	04:15 PM	372	422
5/28/2022	04:30 PM	388	438
5/28/2022	04:45 PM	396	448
5/28/2022	05:00 PM	385	422
5/28/2022	05:15 PM	408	431
5/28/2022	05:30 PM	428	448
5/28/2022	05:45 PM	459	469
5/28/2022	06:00 PM	494	487
5/28/2022	06:15 PM	511	499
5/28/2022	06:30 PM	542	487
5/28/2022	06:45 PM	561	516
5/28/2022	07:00 PM	578	527
5/28/2022	07:15 PM	558	539
5/28/2022	07:30 PM	482	520
5/28/2022	07:45 PM	461	500
5/28/2022	08:00 PM	405	511
5/28/2022	08:15 PM	412	529
5/28/2022	08:30 PM	429	534
5/28/2022	08:45 PM	419	572
5/28/2022	09:00 PM	442	597
5/28/2022	09:15 PM	452	581
5/28/2022	09:30 PM	430	574
5/28/2022	09:45 PM	419	522
5/28/2022	10:00 PM	448	542
5/28/2022	10:15 PM	433	576
5/28/2022	10:30 PM	424	512
5/28/2022	10:45 PM	378	476
5/28/2022	11:00 PM	399	435
5/28/2022	11:15 PM	421	471
5/28/2022	11:30 PM	377	403
5/28/2022	11:45 PM	354	389

Start Date: 6/25/2022

Date	Time	NB	SB
25/06/2022	12:00 PM	238	376
25/06/2022	12:15 PM	402	339
25/06/2022	12:30 PM	333	332
25/06/2022	12:45 PM	274	328
25/06/2022	01:00 PM	356	333
25/06/2022	01:15 PM	359	381
25/06/2022	01:30 PM	324	391
25/06/2022	01:45 PM	344	293
25/06/2022	02:00 PM	260	362
25/06/2022	02:15 PM	258	322
25/06/2022	02:30 PM	303	331
25/06/2022	02:45 PM	280	364
25/06/2022	03:00 PM	274	368
25/06/2022	03:15 PM	338	307
25/06/2022	03:30 PM	286	422
25/06/2022	03:45 PM	405	364
25/06/2022	04:00 PM	361	371
25/06/2022	04:15 PM	318	369
25/06/2022	04:30 PM	352	399
25/06/2022	04:45 PM	325	343
25/06/2022	05:00 PM	341	324
25/06/2022	05:15 PM	461	454
25/06/2022	05:30 PM	386	475
25/06/2022	05:45 PM	337	390
25/06/2022	06:00 PM	322	441
25/06/2022	06:15 PM	324	503
25/06/2022	06:30 PM	402	513
25/06/2022	06:45 PM	411	552
25/06/2022	07:00 PM	355	518
25/06/2022	07:15 PM	337	616
25/06/2022	07:30 PM	438	598
25/06/2022	07:45 PM	390	620
25/06/2022	08:00 PM	439	594
25/06/2022	08:15 PM	401	433
25/06/2022	08:30 PM	468	465
25/06/2022	08:45 PM	443	661
25/06/2022	09:00 PM	489	494
25/06/2022	09:15 PM	507	395
25/06/2022	09:30 PM	398	439
25/06/2022	09:45 PM	438	434
25/06/2022	10:00 PM	457	451
25/06/2022	10:15 PM	536	439
25/06/2022	10:30 PM	460	440
25/06/2022	10:45 PM	491	389
25/06/2022	11:00 PM	489	440
25/06/2022	11:15 PM	426	413
25/06/2022	11:30 PM	387	387
25/06/2022	11:45 PM	438	372

Bally's Hotel/Casino (#18)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	339	409
5/28/2022	12:15 PM	321	392
5/28/2022	12:30 PM	312	368
5/28/2022	12:45 PM	321	332
5/28/2022	01:00 PM	305	307
5/28/2022	01:15 PM	331	315
5/28/2022	01:30 PM	354	327
5/28/2022	01:45 PM	349	338
5/28/2022	02:00 PM	364	322
5/28/2022	02:15 PM	347	319
5/28/2022	02:30 PM	355	286
5/28/2022	02:45 PM	369	251
5/28/2022	03:00 PM	360	264
5/28/2022	03:15 PM	361	294
5/28/2022	03:30 PM	372	317
5/28/2022	03:45 PM	368	304
5/28/2022	04:00 PM	364	332
5/28/2022	04:15 PM	351	357
5/28/2022	04:30 PM	344	344
5/28/2022	04:45 PM	329	358
5/28/2022	05:00 PM	336	362
5/28/2022	05:15 PM	357	378
5/28/2022	05:30 PM	379	419
5/28/2022	05:45 PM	397	442
5/28/2022	06:00 PM	405	484
5/28/2022	06:15 PM	439	451
5/28/2022	06:30 PM	427	469
5/28/2022	06:45 PM	446	422
5/28/2022	07:00 PM	460	438
5/28/2022	07:15 PM	488	410
5/28/2022	07:30 PM	509	392
5/28/2022	07:45 PM	519	384
5/28/2022	08:00 PM	535	368
5/28/2022	08:15 PM	568	410
5/28/2022	08:30 PM	591	448
5/28/2022	08:45 PM	620	497
5/28/2022	09:00 PM	655	586
5/28/2022	09:15 PM	638	610
5/28/2022	09:30 PM	611	627
5/28/2022	09:45 PM	627	634
5/28/2022	10:00 PM	641	587
5/28/2022	10:15 PM	602	631
5/28/2022	10:30 PM	633	588
5/28/2022	10:45 PM	655	566
5/28/2022	11:00 PM	619	611
5/28/2022	11:15 PM	641	632
5/28/2022	11:30 PM	611	556
5/28/2022	11:45 PM	608	612

Start Date: 6/25/2022

Date	Time	NB	SB
25/06/2022	12:00 PM	287	223
25/06/2022	12:15 PM	299	242
25/06/2022	12:30 PM	311	265
25/06/2022	12:45 PM	305	255
25/06/2022	01:00 PM	300	259
25/06/2022	01:15 PM	338	341
25/06/2022	01:30 PM	369	275
25/06/2022	01:45 PM	291	288
25/06/2022	02:00 PM	284	337
25/06/2022	02:15 PM	268	312
25/06/2022	02:30 PM	301	330
25/06/2022	02:45 PM	402	250
25/06/2022	03:00 PM	221	334
25/06/2022	03:15 PM	293	285
25/06/2022	03:30 PM	288	268
25/06/2022	03:45 PM	349	251
25/06/2022	04:00 PM	304	279
25/06/2022	04:15 PM	276	265
25/06/2022	04:30 PM	320	261
25/06/2022	04:45 PM	244	301
25/06/2022	05:00 PM	285	267
25/06/2022	05:15 PM	320	307
25/06/2022	05:30 PM	286	271
25/06/2022	05:45 PM	248	236
25/06/2022	06:00 PM	370	267
25/06/2022	06:15 PM	364	247
25/06/2022	06:30 PM	404	378
25/06/2022	06:45 PM	371	284
25/06/2022	07:00 PM	402	282
25/06/2022	07:15 PM	451	366
25/06/2022	07:30 PM	350	430
25/06/2022	07:45 PM	397	419
25/06/2022	08:00 PM	481	374
25/06/2022	08:15 PM	514	412
25/06/2022	08:30 PM	519	410
25/06/2022	08:45 PM	463	369
25/06/2022	09:00 PM	449	345
25/06/2022	09:15 PM	427	239
25/06/2022	09:30 PM	343	300
25/06/2022	09:45 PM	312	234
25/06/2022	10:00 PM	400	234
25/06/2022	10:15 PM	510	277
25/06/2022	10:30 PM	482	276
25/06/2022	10:45 PM	477	387
25/06/2022	11:00 PM	381	366
25/06/2022	11:15 PM	356	372
25/06/2022	11:30 PM	325	290
25/06/2022	11:45 PM	324	291

Bally's Bazaar (#20)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	403	346
5/28/2022	12:15 PM	420	331
5/28/2022	12:30 PM	443	325
5/28/2022	12:45 PM	469	329
5/28/2022	01:00 PM	483	300
5/28/2022	01:15 PM	471	309
5/28/2022	01:30 PM	448	322
5/28/2022	01:45 PM	431	302
5/28/2022	02:00 PM	427	319
5/28/2022	02:15 PM	438	336
5/28/2022	02:30 PM	455	348
5/28/2022	02:45 PM	477	362
5/28/2022	03:00 PM	481	388
5/28/2022	03:15 PM	490	419
5/28/2022	03:30 PM	482	424
5/28/2022	03:45 PM	452	382
5/28/2022	04:00 PM	434	391
5/28/2022	04:15 PM	406	381
5/28/2022	04:30 PM	381	408
5/28/2022	04:45 PM	396	413
5/28/2022	05:00 PM	411	421
5/28/2022	05:15 PM	426	407
5/28/2022	05:30 PM	440	433
5/28/2022	05:45 PM	496	468
5/28/2022	06:00 PM	532	520
5/28/2022	06:15 PM	576	549
5/28/2022	06:30 PM	551	540
5/28/2022	06:45 PM	533	554
5/28/2022	07:00 PM	526	560
5/28/2022	07:15 PM	538	571
5/28/2022	07:30 PM	562	534
5/28/2022	07:45 PM	580	526
5/28/2022	08:00 PM	598	450
5/28/2022	08:15 PM	582	542
5/28/2022	08:30 PM	613	524
5/28/2022	08:45 PM	656	494
5/28/2022	09:00 PM	693	505
5/28/2022	09:15 PM	715	558
5/28/2022	09:30 PM	728	561
5/28/2022	09:45 PM	682	524
5/28/2022	10:00 PM	703	554
5/28/2022	10:15 PM	678	578
5/28/2022	10:30 PM	691	511
5/28/2022	10:45 PM	726	570
5/28/2022	11:00 PM	711	561
5/28/2022	11:15 PM	690	587
5/28/2022	11:30 PM	656	554
5/28/2022	11:45 PM	648	594

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	238	283
6/25/2022	12:15 PM	168	322
6/25/2022	12:30 PM	308	369
6/25/2022	12:45 PM	260	318
6/25/2022	01:00 PM	204	301
6/25/2022	01:15 PM	321	318
6/25/2022	01:30 PM	305	350
6/25/2022	01:45 PM	265	348
6/25/2022	02:00 PM	310	298
6/25/2022	02:15 PM	298	290
6/25/2022	02:30 PM	295	308
6/25/2022	02:45 PM	215	304
6/25/2022	03:00 PM	333	298
6/25/2022	03:15 PM	212	314
6/25/2022	03:30 PM	285	300
6/25/2022	03:45 PM	274	322
6/25/2022	04:00 PM	294	301
6/25/2022	04:15 PM	270	301
6/25/2022	04:30 PM	307	262
6/25/2022	04:45 PM	270	311
6/25/2022	05:00 PM	232	220
6/25/2022	05:15 PM	266	309
6/25/2022	05:30 PM	333	284
6/25/2022	05:45 PM	337	269
6/25/2022	06:00 PM	296	291
6/25/2022	06:15 PM	363	329
6/25/2022	06:30 PM	391	444
6/25/2022	06:45 PM	442	338
6/25/2022	07:00 PM	465	345
6/25/2022	07:15 PM	490	336
6/25/2022	07:30 PM	442	359
6/25/2022	07:45 PM	408	378
6/25/2022	08:00 PM	325	389
6/25/2022	08:15 PM	517	458
6/25/2022	08:30 PM	521	460
6/25/2022	08:45 PM	556	356
6/25/2022	09:00 PM	464	362
6/25/2022	09:15 PM	427	506
6/25/2022	09:30 PM	503	368
6/25/2022	09:45 PM	426	436
6/25/2022	10:00 PM	402	463
6/25/2022	10:15 PM	480	565
6/25/2022	10:30 PM	503	553
6/25/2022	10:45 PM	493	521
6/25/2022	11:00 PM	417	451
6/25/2022	11:15 PM	517	398
6/25/2022	11:30 PM	458	495
6/25/2022	11:45 PM	352	431

Bellagio North (#21)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	232	123
5/28/2022	12:15 PM	224	143
5/28/2022	12:30 PM	216	166
5/28/2022	12:45 PM	192	174
5/28/2022	01:00 PM	176	196
5/28/2022	01:15 PM	162	204
5/28/2022	01:30 PM	151	221
5/28/2022	01:45 PM	164	230
5/28/2022	02:00 PM	334	252
5/28/2022	02:15 PM	319	274
5/28/2022	02:30 PM	291	231
5/28/2022	02:45 PM	278	226
5/28/2022	03:00 PM	256	204
5/28/2022	03:15 PM	231	195
5/28/2022	03:30 PM	202	182
5/28/2022	03:45 PM	192	166
5/28/2022	04:00 PM	391	164
5/28/2022	04:15 PM	384	171
5/28/2022	04:30 PM	374	186
5/28/2022	04:45 PM	366	194
5/28/2022	05:00 PM	372	210
5/28/2022	05:15 PM	386	227
5/28/2022	05:30 PM	333	239
5/28/2022	05:45 PM	352	266
5/28/2022	06:00 PM	405	200
5/28/2022	06:15 PM	391	226
5/28/2022	06:30 PM	386	241
5/28/2022	06:45 PM	369	268
5/28/2022	07:00 PM	351	294
5/28/2022	07:15 PM	348	321
5/28/2022	07:30 PM	326	352
5/28/2022	07:45 PM	303	386
5/28/2022	08:00 PM	681	374
5/28/2022	08:15 PM	656	406
5/28/2022	08:30 PM	647	426
5/28/2022	08:45 PM	631	452
5/28/2022	09:00 PM	624	486
5/28/2022	09:15 PM	648	510
5/28/2022	09:30 PM	657	536
5/28/2022	09:45 PM	674	566
5/28/2022	10:00 PM	608	439
5/28/2022	10:15 PM	620	444
5/28/2022	10:30 PM	632	461
5/28/2022	10:45 PM	642	469
5/28/2022	11:00 PM	651	476
5/28/2022	11:15 PM	665	481
5/28/2022	11:30 PM	671	489
5/28/2022	11:45 PM	689	463

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	179	68
6/25/2022	12:15 PM	156	61
6/25/2022	12:30 PM	195	81
6/25/2022	12:45 PM	169	106
6/25/2022	01:00 PM	253	128
6/25/2022	01:15 PM	215	106
6/25/2022	01:30 PM	229	102
6/25/2022	01:45 PM	139	97
6/25/2022	02:00 PM	204	147
6/25/2022	02:15 PM	208	120
6/25/2022	02:30 PM	239	130
6/25/2022	02:45 PM	82	120
6/25/2022	03:00 PM	262	104
6/25/2022	03:15 PM	136	112
6/25/2022	03:30 PM	219	91
6/25/2022	03:45 PM	137	93
6/25/2022	04:00 PM	205	153
6/25/2022	04:15 PM	218	89
6/25/2022	04:30 PM	234	98
6/25/2022	04:45 PM	136	111
6/25/2022	05:00 PM	183	112
6/25/2022	05:15 PM	164	116
6/25/2022	05:30 PM	196	125
6/25/2022	05:45 PM	136	160
6/25/2022	06:00 PM	239	144
6/25/2022	06:15 PM	185	129
6/25/2022	06:30 PM	233	132
6/25/2022	06:45 PM	120	155
6/25/2022	07:00 PM	208	174
6/25/2022	07:15 PM	358	256
6/25/2022	07:30 PM	350	254
6/25/2022	07:45 PM	211	208
6/25/2022	08:00 PM	551	267
6/25/2022	08:15 PM	412	402
6/25/2022	08:30 PM	400	420
6/25/2022	08:45 PM	415	445
6/25/2022	09:00 PM	546	520
6/25/2022	09:15 PM	502	543
6/25/2022	09:30 PM	510	560
6/25/2022	09:45 PM	492	531
6/25/2022	10:00 PM	642	660
6/25/2022	10:15 PM	653	615
6/25/2022	10:30 PM	612	642
6/25/2022	10:45 PM	690	714
6/25/2022	11:00 PM	785	745
6/25/2022	11:15 PM	710	736
6/25/2022	11:30 PM	695	680
6/25/2022	11:45 PM	596	578

Flamingo Road South Pedestrian Bridge (#22)

Start Date: 5/28/2022

Date	Time	EB	WB
5/28/2022	12:00 PM	172	276
5/28/2022	12:15 PM	168	280
5/28/2022	12:30 PM	147	285
5/28/2022	12:45 PM	159	301
5/28/2022	01:00 PM	189	402
5/28/2022	01:15 PM	152	250
5/28/2022	01:30 PM	143	276
5/28/2022	01:45 PM	153	301
5/28/2022	02:00 PM	182	257
5/28/2022	02:15 PM	142	259
5/28/2022	02:30 PM	178	252
5/28/2022	02:45 PM	169	231
5/28/2022	03:00 PM	210	282
5/28/2022	03:15 PM	228	382
5/28/2022	03:30 PM	181	260
5/28/2022	03:45 PM	183	275
5/28/2022	04:00 PM	191	263
5/28/2022	04:15 PM	178	270
5/28/2022	04:30 PM	215	250
5/28/2022	04:45 PM	190	253
5/28/2022	05:00 PM	170	291
5/28/2022	05:15 PM	188	263
5/28/2022	05:30 PM	211	296
5/28/2022	05:45 PM	204	349
5/28/2022	06:00 PM	208	387
5/28/2022	06:15 PM	205	316
5/28/2022	06:30 PM	279	374
5/28/2022	06:45 PM	249	381
5/28/2022	07:00 PM	268	377
5/28/2022	07:15 PM	290	312
5/28/2022	07:30 PM	255	355
5/28/2022	07:45 PM	226	420
5/28/2022	08:00 PM	236	391
5/28/2022	08:15 PM	245	232
5/28/2022	08:30 PM	233	220
5/28/2022	08:45 PM	252	212
5/28/2022	09:00 PM	264	239
5/28/2022	09:15 PM	243	202
5/28/2022	09:30 PM	229	196
5/28/2022	09:45 PM	216	207
5/28/2022	10:00 PM	230	210
5/28/2022	10:15 PM	228	212
5/28/2022	10:30 PM	212	198
5/28/2022	10:45 PM	202	199
5/28/2022	11:00 PM	212	202
5/28/2022	11:15 PM	201	196
5/28/2022	11:30 PM	189	191
5/28/2022	11:45 PM	185	189

Start Date: 6/25/2022

Date	Time	EB	WB
6/25/2022	12:00 PM	99	126
6/25/2022	12:15 PM	134	200
6/25/2022	12:30 PM	135	217
6/25/2022	12:45 PM	179	279
6/25/2022	01:00 PM	126	232
6/25/2022	01:15 PM	159	149
6/25/2022	01:30 PM	195	251
6/25/2022	01:45 PM	144	214
6/25/2022	02:00 PM	158	251
6/25/2022	02:15 PM	191	218
6/25/2022	02:30 PM	186	227
6/25/2022	02:45 PM	148	206
6/25/2022	03:00 PM	176	196
6/25/2022	03:15 PM	163	193
6/25/2022	03:30 PM	168	213
6/25/2022	03:45 PM	244	256
6/25/2022	04:00 PM	206	227
6/25/2022	04:15 PM	185	223
6/25/2022	04:30 PM	201	213
6/25/2022	04:45 PM	205	226
6/25/2022	05:00 PM	164	217
6/25/2022	05:15 PM	165	237
6/25/2022	05:30 PM	166	208
6/25/2022	05:45 PM	230	179
6/25/2022	06:00 PM	158	292
6/25/2022	06:15 PM	215	250
6/25/2022	06:30 PM	216	324
6/25/2022	06:45 PM	209	289
6/25/2022	07:00 PM	245	218
6/25/2022	07:15 PM	246	286
6/25/2022	07:30 PM	246	272
6/25/2022	07:45 PM	183	316
6/25/2022	08:00 PM	211	323
6/25/2022	08:15 PM	304	327
6/25/2022	08:30 PM	325	357
6/25/2022	08:45 PM	372	381
6/25/2022	09:00 PM	269	338
6/25/2022	09:15 PM	266	373
6/25/2022	09:30 PM	370	345
6/25/2022	09:45 PM	293	281
6/25/2022	10:00 PM	302	271
6/25/2022	10:15 PM	396	351
6/25/2022	10:30 PM	329	289
6/25/2022	10:45 PM	302	296
6/25/2022	11:00 PM	228	229
6/25/2022	11:15 PM	354	213
6/25/2022	11:30 PM	302	252
6/25/2022	11:45 PM	296	241

Flamingo Road West Pedestrian Bridge (#23)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	498	292
5/28/2022	12:15 PM	513	340
5/28/2022	12:30 PM	520	342
5/28/2022	12:45 PM	532	350
5/28/2022	01:00 PM	550	365
5/28/2022	01:15 PM	572	384
5/28/2022	01:30 PM	648	424
5/28/2022	01:45 PM	652	401
5/28/2022	02:00 PM	592	410
5/28/2022	02:15 PM	468	399
5/28/2022	02:30 PM	450	375
5/28/2022	02:45 PM	462	405
5/28/2022	03:00 PM	478	420
5/28/2022	03:15 PM	520	474
5/28/2022	03:30 PM	564	523
5/28/2022	03:45 PM	570	540
5/28/2022	04:00 PM	584	520
5/28/2022	04:15 PM	610	515
5/28/2022	04:30 PM	631	508
5/28/2022	04:45 PM	610	495
5/28/2022	05:00 PM	592	482
5/28/2022	05:15 PM	550	475
5/28/2022	05:30 PM	510	464
5/28/2022	05:45 PM	570	500
5/28/2022	06:00 PM	612	584
5/28/2022	06:15 PM	695	567
5/28/2022	06:30 PM	716	577
5/28/2022	06:45 PM	722	555
5/28/2022	07:00 PM	745	612
5/28/2022	07:15 PM	766	651
5/28/2022	07:30 PM	782	701
5/28/2022	07:45 PM	812	720
5/28/2022	08:00 PM	814	735
5/28/2022	08:15 PM	815	764
5/28/2022	08:30 PM	812	764
5/28/2022	08:45 PM	820	748
5/28/2022	09:00 PM	835	757
5/28/2022	09:15 PM	750	777
5/28/2022	09:30 PM	789	746
5/28/2022	09:45 PM	754	735
5/28/2022	10:00 PM	816	763
5/28/2022	10:15 PM	824	790
5/28/2022	10:30 PM	871	814
5/28/2022	10:45 PM	839	806
5/28/2022	11:00 PM	861	823
5/28/2022	11:15 PM	855	841
5/28/2022	11:30 PM	834	873
5/28/2022	11:45 PM	788	864

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	397	248
6/25/2022	12:15 PM	408	251
6/25/2022	12:30 PM	417	277
6/25/2022	12:45 PM	302	322
6/25/2022	01:00 PM	555	292
6/25/2022	01:15 PM	464	325
6/25/2022	01:30 PM	410	333
6/25/2022	01:45 PM	457	452
6/25/2022	02:00 PM	390	388
6/25/2022	02:15 PM	452	340
6/25/2022	02:30 PM	442	374
6/25/2022	02:45 PM	436	379
6/25/2022	03:00 PM	524	431
6/25/2022	03:15 PM	529	355
6/25/2022	03:30 PM	685	455
6/25/2022	03:45 PM	549	475
6/25/2022	04:00 PM	449	456
6/25/2022	04:15 PM	584	436
6/25/2022	04:30 PM	401	411
6/25/2022	04:45 PM	389	333
6/25/2022	05:00 PM	431	363
6/25/2022	05:15 PM	454	350
6/25/2022	05:30 PM	524	385
6/25/2022	05:45 PM	468	447
6/25/2022	06:00 PM	390	414
6/25/2022	06:15 PM	618	475
6/25/2022	06:30 PM	534	480
6/25/2022	06:45 PM	396	446
6/25/2022	07:00 PM	401	540
6/25/2022	07:15 PM	648	463
6/25/2022	07:30 PM	591	438
6/25/2022	07:45 PM	482	505
6/25/2022	08:00 PM	805	440
6/25/2022	08:15 PM	818	545
6/25/2022	08:30 PM	630	583
6/25/2022	08:45 PM	695	632
6/25/2022	09:00 PM	586	586
6/25/2022	09:15 PM	601	601
6/25/2022	09:30 PM	702	715
6/25/2022	09:45 PM	593	580
6/25/2022	10:00 PM	615	632
6/25/2022	10:15 PM	633	645
6/25/2022	10:30 PM	642	596
6/25/2022	10:45 PM	596	632
6/25/2022	11:00 PM	620	601
6/25/2022	11:15 PM	590	623
6/25/2022	11:30 PM	612	585
6/25/2022	11:45 PM	568	601

Flamingo Road East Pedestrian Bridge (#24)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	263	288
5/28/2022	12:15 PM	242	341
5/28/2022	12:30 PM	267	369
5/28/2022	12:45 PM	278	349
5/28/2022	01:00 PM	241	325
5/28/2022	01:15 PM	259	314
5/28/2022	01:30 PM	295	329
5/28/2022	01:45 PM	333	302
5/28/2022	02:00 PM	364	286
5/28/2022	02:15 PM	324	271
5/28/2022	02:30 PM	302	292
5/28/2022	02:45 PM	296	310
5/28/2022	03:00 PM	320	342
5/28/2022	03:15 PM	291	321
5/28/2022	03:30 PM	280	338
5/28/2022	03:45 PM	276	354
5/28/2022	04:00 PM	290	362
5/28/2022	04:15 PM	281	384
5/28/2022	04:30 PM	274	399
5/28/2022	04:45 PM	256	416
5/28/2022	05:00 PM	274	432
5/28/2022	05:15 PM	261	402
5/28/2022	05:30 PM	307	428
5/28/2022	05:45 PM	282	431
5/28/2022	06:00 PM	295	442
5/28/2022	06:15 PM	306	458
5/28/2022	06:30 PM	319	464
5/28/2022	06:45 PM	326	422
5/28/2022	07:00 PM	331	412
5/28/2022	07:15 PM	314	429
5/28/2022	07:30 PM	339	441
5/28/2022	07:45 PM	342	457
5/28/2022	08:00 PM	369	467
5/28/2022	08:15 PM	356	478
5/28/2022	08:30 PM	351	444
5/28/2022	08:45 PM	376	430
5/28/2022	09:00 PM	391	458
5/28/2022	09:15 PM	386	462
5/28/2022	09:30 PM	409	428
5/28/2022	09:45 PM	412	419
5/28/2022	10:00 PM	363	443
5/28/2022	10:15 PM	374	432
5/28/2022	10:30 PM	334	466
5/28/2022	10:45 PM	381	483
5/28/2022	11:00 PM	364	469
5/28/2022	11:15 PM	321	476
5/28/2022	11:30 PM	341	497
5/28/2022	11:45 PM	311	421

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	273	372
6/25/2022	12:15 PM	310	286
6/25/2022	12:30 PM	373	335
6/25/2022	12:45 PM	342	404
6/25/2022	01:00 PM	339	354
6/25/2022	01:15 PM	343	350
6/25/2022	01:30 PM	364	346
6/25/2022	01:45 PM	361	334
6/25/2022	02:00 PM	354	373
6/25/2022	02:15 PM	269	378
6/25/2022	02:30 PM	386	304
6/25/2022	02:45 PM	322	300
6/25/2022	03:00 PM	277	381
6/25/2022	03:15 PM	324	372
6/25/2022	03:30 PM	313	364
6/25/2022	03:45 PM	335	386
6/25/2022	04:00 PM	325	304
6/25/2022	04:15 PM	299	418
6/25/2022	04:30 PM	311	394
6/25/2022	04:45 PM	352	395
6/25/2022	05:00 PM	284	346
6/25/2022	05:15 PM	312	352
6/25/2022	05:30 PM	314	399
6/25/2022	05:45 PM	331	420
6/25/2022	06:00 PM	289	452
6/25/2022	06:15 PM	404	427
6/25/2022	06:30 PM	451	468
6/25/2022	06:45 PM	416	510
6/25/2022	07:00 PM	333	491
6/25/2022	07:15 PM	391	477
6/25/2022	07:30 PM	360	545
6/25/2022	07:45 PM	432	441
6/25/2022	08:00 PM	411	429
6/25/2022	08:15 PM	477	404
6/25/2022	08:30 PM	559	778
6/25/2022	08:45 PM	570	744
6/25/2022	09:00 PM	541	714
6/25/2022	09:15 PM	555	696
6/25/2022	09:30 PM	563	712
6/25/2022	09:45 PM	660	620
6/25/2022	10:00 PM	614	552
6/25/2022	10:15 PM	653	730
6/25/2022	10:30 PM	613	612
6/25/2022	10:45 PM	682	586
6/25/2022	11:00 PM	602	639
6/25/2022	11:15 PM	639	540
6/25/2022	11:30 PM	653	610
6/25/2022	11:45 PM	662	552

Cromwell (#25)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	379	342
5/28/2022	12:15 PM	381	361
5/28/2022	12:30 PM	394	391
5/28/2022	12:45 PM	406	422
5/28/2022	01:00 PM	414	454
5/28/2022	01:15 PM	420	400
5/28/2022	01:30 PM	394	410
5/28/2022	01:45 PM	372	422
5/28/2022	02:00 PM	351	394
5/28/2022	02:15 PM	366	384
5/28/2022	02:30 PM	388	376
5/28/2022	02:45 PM	421	390
5/28/2022	03:00 PM	452	402
5/28/2022	03:15 PM	431	430
5/28/2022	03:30 PM	420	467
5/28/2022	03:45 PM	410	491
5/28/2022	04:00 PM	328	520
5/28/2022	04:15 PM	338	501
5/28/2022	04:30 PM	340	492
5/28/2022	04:45 PM	374	481
5/28/2022	05:00 PM	388	442
5/28/2022	05:15 PM	400	422
5/28/2022	05:30 PM	431	444
5/28/2022	05:45 PM	488	491
5/28/2022	06:00 PM	567	543
5/28/2022	06:15 PM	552	569
5/28/2022	06:30 PM	547	572
5/28/2022	06:45 PM	522	610
5/28/2022	07:00 PM	516	656
5/28/2022	07:15 PM	532	637
5/28/2022	07:30 PM	568	622
5/28/2022	07:45 PM	586	643
5/28/2022	08:00 PM	601	656
5/28/2022	08:15 PM	634	672
5/28/2022	08:30 PM	691	691
5/28/2022	08:45 PM	720	726
5/28/2022	09:00 PM	859	745
5/28/2022	09:15 PM	862	772
5/28/2022	09:30 PM	850	752
5/28/2022	09:45 PM	837	784
5/28/2022	10:00 PM	724	741
5/28/2022	10:15 PM	735	764
5/28/2022	10:30 PM	746	766
5/28/2022	10:45 PM	757	781
5/28/2022	11:00 PM	779	746
5/28/2022	11:15 PM	781	788
5/28/2022	11:30 PM	792	812
5/28/2022	11:45 PM	801	824

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	276	249
6/25/2022	12:15 PM	278	263
6/25/2022	12:30 PM	287	285
6/25/2022	12:45 PM	296	308
6/25/2022	01:00 PM	302	331
6/25/2022	01:15 PM	306	292
6/25/2022	01:30 PM	287	299
6/25/2022	01:45 PM	271	308
6/25/2022	02:00 PM	256	287
6/25/2022	02:15 PM	267	280
6/25/2022	02:30 PM	283	274
6/25/2022	02:45 PM	307	284
6/25/2022	03:00 PM	330	293
6/25/2022	03:15 PM	314	313
6/25/2022	03:30 PM	306	340
6/25/2022	03:45 PM	299	358
6/25/2022	04:00 PM	300	425
6/25/2022	04:15 PM	313	441
6/25/2022	04:30 PM	425	362
6/25/2022	04:45 PM	411	417
6/25/2022	05:00 PM	385	403
6/25/2022	05:15 PM	335	319
6/25/2022	05:30 PM	377	327
6/25/2022	05:45 PM	395	443
6/25/2022	06:00 PM	388	427
6/25/2022	06:15 PM	440	372
6/25/2022	06:30 PM	405	392
6/25/2022	06:45 PM	423	481
6/25/2022	07:00 PM	421	467
6/25/2022	07:15 PM	382	405
6/25/2022	07:30 PM	440	467
6/25/2022	07:45 PM	384	396
6/25/2022	08:00 PM	415	426
6/25/2022	08:15 PM	481	404
6/25/2022	08:30 PM	488	480
6/25/2022	08:45 PM	506	584
6/25/2022	09:00 PM	578	529
6/25/2022	09:15 PM	541	520
6/25/2022	09:30 PM	529	518
6/25/2022	09:45 PM	538	414
6/25/2022	10:00 PM	632	403
6/25/2022	10:15 PM	637	419
6/25/2022	10:30 PM	644	395
6/25/2022	10:45 PM	591	405
6/25/2022	11:00 PM	568	544
6/25/2022	11:15 PM	569	574
6/25/2022	11:30 PM	577	592
6/25/2022	11:45 PM	584	601

Flamingo Road North Pedestrian Bridge (#26)

Start Date: 5/28/2022

Date	Time	EB	WB
5/28/2022	12:00 PM	95	100
5/28/2022	12:15 PM	115	92
5/28/2022	12:30 PM	144	84
5/28/2022	12:45 PM	182	90
5/28/2022	01:00 PM	207	113
5/28/2022	01:15 PM	161	102
5/28/2022	01:30 PM	179	91
5/28/2022	01:45 PM	151	82
5/28/2022	02:00 PM	175	101
5/28/2022	02:15 PM	151	91
5/28/2022	02:30 PM	168	85
5/28/2022	02:45 PM	177	72
5/28/2022	03:00 PM	187	96
5/28/2022	03:15 PM	181	110
5/28/2022	03:30 PM	170	124
5/28/2022	03:45 PM	152	131
5/28/2022	04:00 PM	164	140
5/28/2022	04:15 PM	178	128
5/28/2022	04:30 PM	151	132
5/28/2022	04:45 PM	162	130
5/28/2022	05:00 PM	184	147
5/28/2022	05:15 PM	193	151
5/28/2022	05:30 PM	164	137
5/28/2022	05:45 PM	152	148
5/28/2022	06:00 PM	148	164
5/28/2022	06:15 PM	163	184
5/28/2022	06:30 PM	188	206
5/28/2022	06:45 PM	191	226
5/28/2022	07:00 PM	211	250
5/28/2022	07:15 PM	201	231
5/28/2022	07:30 PM	221	200
5/28/2022	07:45 PM	211	191
5/28/2022	08:00 PM	208	168
5/28/2022	08:15 PM	221	152
5/28/2022	08:30 PM	240	168
5/28/2022	08:45 PM	258	177
5/28/2022	09:00 PM	265	190
5/28/2022	09:15 PM	241	185
5/28/2022	09:30 PM	222	170
5/28/2022	09:45 PM	191	154
5/28/2022	10:00 PM	229	176
5/28/2022	10:15 PM	218	210
5/28/2022	10:30 PM	226	208
5/28/2022	10:45 PM	236	189
5/28/2022	11:00 PM	239	223
5/28/2022	11:15 PM	251	214
5/28/2022	11:30 PM	232	244
5/28/2022	11:45 PM	229	238

Start Date: 6/25/2022

Date	Time	EB	WB
6/25/2022	12:00 PM	147	119
6/25/2022	12:15 PM	184	101
6/25/2022	12:30 PM	171	144
6/25/2022	12:45 PM	152	110
6/25/2022	01:00 PM	154	139
6/25/2022	01:15 PM	156	123
6/25/2022	01:30 PM	112	131
6/25/2022	01:45 PM	179	194
6/25/2022	02:00 PM	200	131
6/25/2022	02:15 PM	156	121
6/25/2022	02:30 PM	176	112
6/25/2022	02:45 PM	160	134
6/25/2022	03:00 PM	217	119
6/25/2022	03:15 PM	209	109
6/25/2022	03:30 PM	175	158
6/25/2022	03:45 PM	160	119
6/25/2022	04:00 PM	211	105
6/25/2022	04:15 PM	128	81
6/25/2022	04:30 PM	202	124
6/25/2022	04:45 PM	145	139
6/25/2022	05:00 PM	121	101
6/25/2022	05:15 PM	171	133
6/25/2022	05:30 PM	220	135
6/25/2022	05:45 PM	163	152
6/25/2022	06:00 PM	183	115
6/25/2022	06:15 PM	186	171
6/25/2022	06:30 PM	191	153
6/25/2022	06:45 PM	216	172
6/25/2022	07:00 PM	237	165
6/25/2022	07:15 PM	210	156
6/25/2022	07:30 PM	192	182
6/25/2022	07:45 PM	221	196
6/25/2022	08:00 PM	230	176
6/25/2022	08:15 PM	293	228
6/25/2022	08:30 PM	338	268
6/25/2022	08:45 PM	389	241
6/25/2022	09:00 PM	205	169
6/25/2022	09:15 PM	266	203
6/25/2022	09:30 PM	251	195
6/25/2022	09:45 PM	296	217
6/25/2022	10:00 PM	237	201
6/25/2022	10:15 PM	265	195
6/25/2022	10:30 PM	291	187
6/25/2022	10:45 PM	282	198
6/25/2022	11:00 PM	212	161
6/25/2022	11:15 PM	248	166
6/25/2022	11:30 PM	247	117
6/25/2022	11:45 PM	195	121

Caesars Palace (#27)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	62	158
5/28/2022	12:15 PM	81	161
5/28/2022	12:30 PM	86	152
5/28/2022	12:45 PM	104	176
5/28/2022	01:00 PM	126	191
5/28/2022	01:15 PM	134	186
5/28/2022	01:30 PM	149	174
5/28/2022	01:45 PM	151	161
5/28/2022	02:00 PM	168	186
5/28/2022	02:15 PM	147	192
5/28/2022	02:30 PM	158	184
5/28/2022	02:45 PM	147	195
5/28/2022	03:00 PM	126	200
5/28/2022	03:15 PM	122	203
5/28/2022	03:30 PM	138	191
5/28/2022	03:45 PM	147	186
5/28/2022	04:00 PM	151	193
5/28/2022	04:15 PM	162	190
5/28/2022	04:30 PM	158	184
5/28/2022	04:45 PM	145	172
5/28/2022	05:00 PM	122	188
5/28/2022	05:15 PM	110	192
5/28/2022	05:30 PM	158	200
5/28/2022	05:45 PM	186	221
5/28/2022	06:00 PM	215	234
5/28/2022	06:15 PM	206	246
5/28/2022	06:30 PM	186	257
5/28/2022	06:45 PM	176	263
5/28/2022	07:00 PM	192	274
5/28/2022	07:15 PM	211	288
5/28/2022	07:30 PM	242	292
5/28/2022	07:45 PM	266	321
5/28/2022	08:00 PM	274	346
5/28/2022	08:15 PM	251	350
5/28/2022	08:30 PM	277	368
5/28/2022	08:45 PM	302	376
5/28/2022	09:00 PM	344	389
5/28/2022	09:15 PM	352	391
5/28/2022	09:30 PM	374	385
5/28/2022	09:45 PM	349	366
5/28/2022	10:00 PM	308	358
5/28/2022	10:15 PM	311	344
5/28/2022	10:30 PM	318	321
5/28/2022	10:45 PM	330	363
5/28/2022	11:00 PM	318	367
5/28/2022	11:15 PM	336	388
5/28/2022	11:30 PM	341	394
5/28/2022	11:45 PM	349	372

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	76	98
6/25/2022	12:15 PM	101	88
6/25/2022	12:30 PM	111	128
6/25/2022	12:45 PM	70	160
6/25/2022	01:00 PM	100	158
6/25/2022	01:15 PM	94	98
6/25/2022	01:30 PM	70	148
6/25/2022	01:45 PM	94	160
6/25/2022	02:00 PM	70	150
6/25/2022	02:15 PM	107	135
6/25/2022	02:30 PM	86	130
6/25/2022	02:45 PM	68	110
6/25/2022	03:00 PM	80	160
6/25/2022	03:15 PM	65	161
6/25/2022	03:30 PM	106	170
6/25/2022	03:45 PM	99	128
6/25/2022	04:00 PM	107	140
6/25/2022	04:15 PM	115	172
6/25/2022	04:30 PM	108	135
6/25/2022	04:45 PM	75	190
6/25/2022	05:00 PM	82	140
6/25/2022	05:15 PM	88	192
6/25/2022	05:30 PM	94	180
6/25/2022	05:45 PM	60	184
6/25/2022	06:00 PM	100	171
6/25/2022	06:15 PM	120	200
6/25/2022	06:30 PM	80	249
6/25/2022	06:45 PM	90	265
6/25/2022	07:00 PM	80	160
6/25/2022	07:15 PM	150	250
6/25/2022	07:30 PM	120	231
6/25/2022	07:45 PM	160	230
6/25/2022	08:00 PM	110	220
6/25/2022	08:15 PM	160	460
6/25/2022	08:30 PM	140	370
6/25/2022	08:45 PM	156	426
6/25/2022	09:00 PM	140	463
6/25/2022	09:15 PM	180	518
6/25/2022	09:30 PM	220	525
6/25/2022	09:45 PM	170	400
6/25/2022	10:00 PM	123	360
6/25/2022	10:15 PM	148	413
6/25/2022	10:30 PM	237	453
6/25/2022	10:45 PM	224	406
6/25/2022	11:00 PM	206	384
6/25/2022	11:15 PM	210	558
6/25/2022	11:30 PM	190	410
6/25/2022	11:45 PM	242	391

Flamingo-Margaritaville (#28)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	345	282
5/28/2022	12:15 PM	322	295
5/28/2022	12:30 PM	311	305
5/28/2022	12:45 PM	294	322
5/28/2022	01:00 PM	289	337
5/28/2022	01:15 PM	279	338
5/28/2022	01:30 PM	262	342
5/28/2022	01:45 PM	274	310
5/28/2022	02:00 PM	290	314
5/28/2022	02:15 PM	300	324
5/28/2022	02:30 PM	322	337
5/28/2022	02:45 PM	333	348
5/28/2022	03:00 PM	356	360
5/28/2022	03:15 PM	341	379
5/28/2022	03:30 PM	292	346
5/28/2022	03:45 PM	261	322
5/28/2022	04:00 PM	259	315
5/28/2022	04:15 PM	274	334
5/28/2022	04:30 PM	286	362
5/28/2022	04:45 PM	294	374
5/28/2022	05:00 PM	334	399
5/28/2022	05:15 PM	356	382
5/28/2022	05:30 PM	367	373
5/28/2022	05:45 PM	391	352
5/28/2022	06:00 PM	420	368
5/28/2022	06:15 PM	405	352
5/28/2022	06:30 PM	395	378
5/28/2022	06:45 PM	388	390
5/28/2022	07:00 PM	411	396
5/28/2022	07:15 PM	392	384
5/28/2022	07:30 PM	361	370
5/28/2022	07:45 PM	354	320
5/28/2022	08:00 PM	338	298
5/28/2022	08:15 PM	310	281
5/28/2022	08:30 PM	302	279
5/28/2022	08:45 PM	294	284
5/28/2022	09:00 PM	274	263
5/28/2022	09:15 PM	251	242
5/28/2022	09:30 PM	244	261
5/28/2022	09:45 PM	229	240
5/28/2022	10:00 PM	264	288
5/28/2022	10:15 PM	312	332
5/28/2022	10:30 PM	329	348
5/28/2022	10:45 PM	364	312
5/28/2022	11:00 PM	319	346
5/28/2022	11:15 PM	377	388
5/28/2022	11:30 PM	328	401
5/28/2022	11:45 PM	309	388

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	259	313
6/25/2022	12:15 PM	281	255
6/25/2022	12:30 PM	312	267
6/25/2022	12:45 PM	270	288
6/25/2022	01:00 PM	241	291
6/25/2022	01:15 PM	241	290
6/25/2022	01:30 PM	248	289
6/25/2022	01:45 PM	230	281
6/25/2022	02:00 PM	265	232
6/25/2022	02:15 PM	275	301
6/25/2022	02:30 PM	230	198
6/25/2022	02:45 PM	220	244
6/25/2022	03:00 PM	210	278
6/25/2022	03:15 PM	272	281
6/25/2022	03:30 PM	260	288
6/25/2022	03:45 PM	253	204
6/25/2022	04:00 PM	280	261
6/25/2022	04:15 PM	276	231
6/25/2022	04:30 PM	270	234
6/25/2022	04:45 PM	251	210
6/25/2022	05:00 PM	288	248
6/25/2022	05:15 PM	290	307
6/25/2022	05:30 PM	310	261
6/25/2022	05:45 PM	290	351
6/25/2022	06:00 PM	330	268
6/25/2022	06:15 PM	352	341
6/25/2022	06:30 PM	340	347
6/25/2022	06:45 PM	390	396
6/25/2022	07:00 PM	300	354
6/25/2022	07:15 PM	330	354
6/25/2022	07:30 PM	346	330
6/25/2022	07:45 PM	379	327
6/25/2022	08:00 PM	351	321
6/25/2022	08:15 PM	310	339
6/25/2022	08:30 PM	289	378
6/25/2022	08:45 PM	301	394
6/25/2022	09:00 PM	276	296
6/25/2022	09:15 PM	292	295
6/25/2022	09:30 PM	301	348
6/25/2022	09:45 PM	311	320
6/25/2022	10:00 PM	300	276
6/25/2022	10:15 PM	290	252
6/25/2022	10:30 PM	260	269
6/25/2022	10:45 PM	266	304
6/25/2022	11:00 PM	350	294
6/25/2022	11:15 PM	314	328
6/25/2022	11:30 PM	329	264
6/25/2022	11:45 PM	332	316

The Colosseum (#29)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	164	211
5/28/2022	12:15 PM	181	223
5/28/2022	12:30 PM	192	197
5/28/2022	12:45 PM	187	181
5/28/2022	01:00 PM	210	187
5/28/2022	01:15 PM	208	179
5/28/2022	01:30 PM	224	194
5/28/2022	01:45 PM	212	216
5/28/2022	02:00 PM	237	228
5/28/2022	02:15 PM	242	243
5/28/2022	02:30 PM	254	266
5/28/2022	02:45 PM	231	258
5/28/2022	03:00 PM	214	276
5/28/2022	03:15 PM	190	280
5/28/2022	03:30 PM	221	262
5/28/2022	03:45 PM	237	243
5/28/2022	04:00 PM	246	229
5/28/2022	04:15 PM	251	205
5/28/2022	04:30 PM	264	222
5/28/2022	04:45 PM	250	247
5/28/2022	05:00 PM	237	253
5/28/2022	05:15 PM	196	226
5/28/2022	05:30 PM	242	272
5/28/2022	05:45 PM	284	315
5/28/2022	06:00 PM	324	375
5/28/2022	06:15 PM	395	468
5/28/2022	06:30 PM	384	442
5/28/2022	06:45 PM	372	426
5/28/2022	07:00 PM	354	416
5/28/2022	07:15 PM	346	404
5/28/2022	07:30 PM	388	420
5/28/2022	07:45 PM	424	434
5/28/2022	08:00 PM	472	404
5/28/2022	08:15 PM	559	412
5/28/2022	08:30 PM	572	481
5/28/2022	08:45 PM	610	524
5/28/2022	09:00 PM	654	553
5/28/2022	09:15 PM	709	561
5/28/2022	09:30 PM	674	555
5/28/2022	09:45 PM	691	573
5/28/2022	10:00 PM	583	611
5/28/2022	10:15 PM	596	577
5/28/2022	10:30 PM	602	631
5/28/2022	10:45 PM	614	587
5/28/2022	11:00 PM	589	544
5/28/2022	11:15 PM	643	585
5/28/2022	11:30 PM	611	594
5/28/2022	11:45 PM	548	604

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	76	74
6/25/2022	12:15 PM	125	110
6/25/2022	12:30 PM	160	168
6/25/2022	12:45 PM	100	111
6/25/2022	01:00 PM	125	141
6/25/2022	01:15 PM	110	140
6/25/2022	01:30 PM	135	203
6/25/2022	01:45 PM	121	150
6/25/2022	02:00 PM	145	166
6/25/2022	02:15 PM	175	176
6/25/2022	02:30 PM	120	200
6/25/2022	02:45 PM	133	157
6/25/2022	03:00 PM	121	184
6/25/2022	03:15 PM	124	182
6/25/2022	03:30 PM	127	193
6/25/2022	03:45 PM	120	177
6/25/2022	04:00 PM	126	196
6/25/2022	04:15 PM	149	123
6/25/2022	04:30 PM	125	162
6/25/2022	04:45 PM	111	224
6/25/2022	05:00 PM	160	169
6/25/2022	05:15 PM	133	210
6/25/2022	05:30 PM	128	173
6/25/2022	05:45 PM	170	180
6/25/2022	06:00 PM	115	193
6/25/2022	06:15 PM	220	225
6/25/2022	06:30 PM	178	256
6/25/2022	06:45 PM	155	266
6/25/2022	07:00 PM	151	215
6/25/2022	07:15 PM	248	221
6/25/2022	07:30 PM	220	270
6/25/2022	07:45 PM	235	220
6/25/2022	08:00 PM	147	262
6/25/2022	08:15 PM	195	310
6/25/2022	08:30 PM	219	343
6/25/2022	08:45 PM	267	360
6/25/2022	09:00 PM	245	421
6/25/2022	09:15 PM	235	515
6/25/2022	09:30 PM	261	410
6/25/2022	09:45 PM	268	260
6/25/2022	10:00 PM	240	405
6/25/2022	10:15 PM	292	450
6/25/2022	10:30 PM	310	318
6/25/2022	10:45 PM	361	316
6/25/2022	11:00 PM	347	391
6/25/2022	11:15 PM	280	383
6/25/2022	11:30 PM	291	296
6/25/2022	11:45 PM	231	248

Forum Shops (#30)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	170	349
5/28/2022	12:15 PM	212	267
5/28/2022	12:30 PM	228	273
5/28/2022	12:45 PM	171	344
5/28/2022	01:00 PM	209	305
5/28/2022	01:15 PM	276	294
5/28/2022	01:30 PM	234	348
5/28/2022	01:45 PM	232	309
5/28/2022	02:00 PM	183	258
5/28/2022	02:15 PM	261	328
5/28/2022	02:30 PM	259	261
5/28/2022	02:45 PM	264	268
5/28/2022	03:00 PM	188	305
5/28/2022	03:15 PM	275	273
5/28/2022	03:30 PM	273	339
5/28/2022	03:45 PM	294	282
5/28/2022	04:00 PM	213	290
5/28/2022	04:15 PM	284	298
5/28/2022	04:30 PM	283	368
5/28/2022	04:45 PM	250	350
5/28/2022	05:00 PM	220	366
5/28/2022	05:15 PM	258	324
5/28/2022	05:30 PM	290	335
5/28/2022	05:45 PM	312	363
5/28/2022	06:00 PM	300	369
5/28/2022	06:15 PM	351	383
5/28/2022	06:30 PM	406	413
5/28/2022	06:45 PM	331	366
5/28/2022	07:00 PM	258	459
5/28/2022	07:15 PM	357	385
5/28/2022	07:30 PM	358	358
5/28/2022	07:45 PM	306	324
5/28/2022	08:00 PM	287	492
5/28/2022	08:15 PM	353	410
5/28/2022	08:30 PM	442	478
5/28/2022	08:45 PM	434	460
5/28/2022	09:00 PM	480	496
5/28/2022	09:15 PM	397	534
5/28/2022	09:30 PM	421	325
5/28/2022	09:45 PM	455	290
5/28/2022	10:00 PM	445	227
5/28/2022	10:15 PM	412	563
5/28/2022	10:30 PM	547	333
5/28/2022	10:45 PM	614	290
5/28/2022	11:00 PM	445	496
5/28/2022	11:15 PM	380	494
5/28/2022	11:30 PM	385	334
5/28/2022	11:45 PM	309	241

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	132	203
6/25/2022	12:15 PM	150	190
6/25/2022	12:30 PM	192	233
6/25/2022	12:45 PM	167	269
6/25/2022	01:00 PM	155	254
6/25/2022	01:15 PM	186	250
6/25/2022	01:30 PM	253	297
6/25/2022	01:45 PM	211	288
6/25/2022	02:00 PM	200	252
6/25/2022	02:15 PM	263	272
6/25/2022	02:30 PM	198	248
6/25/2022	02:45 PM	253	231
6/25/2022	03:00 PM	200	271
6/25/2022	03:15 PM	224	260
6/25/2022	03:30 PM	202	230
6/25/2022	03:45 PM	220	310
6/25/2022	04:00 PM	215	239
6/25/2022	04:15 PM	231	252
6/25/2022	04:30 PM	239	270
6/25/2022	04:45 PM	213	352
6/25/2022	05:00 PM	217	268
6/25/2022	05:15 PM	292	225
6/25/2022	05:30 PM	215	320
6/25/2022	05:45 PM	224	314
6/25/2022	06:00 PM	231	292
6/25/2022	06:15 PM	264	364
6/25/2022	06:30 PM	267	344
6/25/2022	06:45 PM	236	365
6/25/2022	07:00 PM	235	342
6/25/2022	07:15 PM	279	312
6/25/2022	07:30 PM	280	316
6/25/2022	07:45 PM	314	260
6/25/2022	08:00 PM	215	812
6/25/2022	08:15 PM	358	364
6/25/2022	08:30 PM	349	437
6/25/2022	08:45 PM	407	359
6/25/2022	09:00 PM	652	817
6/25/2022	09:15 PM	490	619
6/25/2022	09:30 PM	446	422
6/25/2022	09:45 PM	465	315
6/25/2022	10:00 PM	433	567
6/25/2022	10:15 PM	527	560
6/25/2022	10:30 PM	584	631
6/25/2022	10:45 PM	479	363
6/25/2022	11:00 PM	416	451
6/25/2022	11:15 PM	216	319
6/25/2022	11:30 PM	227	222
6/25/2022	11:45 PM	180	358

Harrah's (#31)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	375	281
5/28/2022	12:15 PM	364	251
5/28/2022	12:30 PM	357	246
5/28/2022	12:45 PM	349	250
5/28/2022	01:00 PM	368	273
5/28/2022	01:15 PM	320	251
5/28/2022	01:30 PM	294	233
5/28/2022	01:45 PM	272	227
5/28/2022	02:00 PM	284	248
5/28/2022	02:15 PM	291	257
5/28/2022	02:30 PM	311	241
5/28/2022	02:45 PM	318	220
5/28/2022	03:00 PM	321	223
5/28/2022	03:15 PM	304	234
5/28/2022	03:30 PM	295	256
5/28/2022	03:45 PM	286	247
5/28/2022	04:00 PM	278	261
5/28/2022	04:15 PM	264	259
5/28/2022	04:30 PM	258	247
5/28/2022	04:45 PM	269	223
5/28/2022	05:00 PM	273	244
5/28/2022	05:15 PM	305	268
5/28/2022	05:30 PM	344	310
5/28/2022	05:45 PM	396	345
5/28/2022	06:00 PM	424	387
5/28/2022	06:15 PM	416	408
5/28/2022	06:30 PM	432	421
5/28/2022	06:45 PM	456	400
5/28/2022	07:00 PM	446	411
5/28/2022	07:15 PM	457	426
5/28/2022	07:30 PM	462	438
5/28/2022	07:45 PM	437	417
5/28/2022	08:00 PM	441	424
5/28/2022	08:15 PM	492	441
5/28/2022	08:30 PM	521	438
5/28/2022	08:45 PM	552	426
5/28/2022	09:00 PM	598	449
5/28/2022	09:15 PM	582	462
5/28/2022	09:30 PM	573	479
5/28/2022	09:45 PM	584	495
5/28/2022	10:00 PM	524	470
5/28/2022	10:15 PM	541	487
5/28/2022	10:30 PM	538	463
5/28/2022	10:45 PM	519	446
5/28/2022	11:00 PM	531	488
5/28/2022	11:15 PM	548	501
5/28/2022	11:30 PM	533	514
5/28/2022	11:45 PM	503	521

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	204	213
6/25/2022	12:15 PM	245	247
6/25/2022	12:30 PM	335	174
6/25/2022	12:45 PM	293	217
6/25/2022	01:00 PM	186	183
6/25/2022	01:15 PM	259	241
6/25/2022	01:30 PM	273	190
6/25/2022	01:45 PM	265	186
6/25/2022	02:00 PM	227	176
6/25/2022	02:15 PM	194	142
6/25/2022	02:30 PM	198	134
6/25/2022	02:45 PM	210	143
6/25/2022	03:00 PM	186	160
6/25/2022	03:15 PM	243	198
6/25/2022	03:30 PM	191	171
6/25/2022	03:45 PM	205	160
6/25/2022	04:00 PM	183	141
6/25/2022	04:15 PM	203	144
6/25/2022	04:30 PM	204	114
6/25/2022	04:45 PM	159	128
6/25/2022	05:00 PM	160	143
6/25/2022	05:15 PM	194	147
6/25/2022	05:30 PM	209	189
6/25/2022	05:45 PM	221	216
6/25/2022	06:00 PM	247	162
6/25/2022	06:15 PM	268	232
6/25/2022	06:30 PM	290	223
6/25/2022	06:45 PM	275	208
6/25/2022	07:00 PM	364	255
6/25/2022	07:15 PM	360	315
6/25/2022	07:30 PM	345	340
6/25/2022	07:45 PM	352	246
6/25/2022	08:00 PM	370	270
6/25/2022	08:15 PM	303	290
6/25/2022	08:30 PM	398	320
6/25/2022	08:45 PM	374	370
6/25/2022	09:00 PM	365	353
6/25/2022	09:15 PM	423	382
6/25/2022	09:30 PM	424	426
6/25/2022	09:45 PM	438	389
6/25/2022	10:00 PM	458	405
6/25/2022	10:15 PM	410	380
6/25/2022	10:30 PM	520	389
6/25/2022	10:45 PM	466	320
6/25/2022	11:00 PM	400	390
6/25/2022	11:15 PM	445	302
6/25/2022	11:30 PM	438	324
6/25/2022	11:45 PM	452	350

Mirage (#32)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	96	142
5/28/2022	12:15 PM	92	134
5/28/2022	12:30 PM	80	140
5/28/2022	12:45 PM	114	147
5/28/2022	01:00 PM	97	129
5/28/2022	01:15 PM	131	163
5/28/2022	01:30 PM	97	122
5/28/2022	01:45 PM	90	182
5/28/2022	02:00 PM	136	141
5/28/2022	02:15 PM	105	209
5/28/2022	02:30 PM	133	135
5/28/2022	02:45 PM	167	133
5/28/2022	03:00 PM	128	187
5/28/2022	03:15 PM	145	146
5/28/2022	03:30 PM	129	196
5/28/2022	03:45 PM	114	152
5/28/2022	04:00 PM	136	126
5/28/2022	04:15 PM	141	185
5/28/2022	04:30 PM	173	176
5/28/2022	04:45 PM	123	179
5/28/2022	05:00 PM	132	155
5/28/2022	05:15 PM	120	188
5/28/2022	05:30 PM	138	189
5/28/2022	05:45 PM	166	192
5/28/2022	06:00 PM	210	208
5/28/2022	06:15 PM	169	198
5/28/2022	06:30 PM	150	219
5/28/2022	06:45 PM	177	182
5/28/2022	07:00 PM	145	325
5/28/2022	07:15 PM	216	201
5/28/2022	07:30 PM	230	187
5/28/2022	07:45 PM	370	253
5/28/2022	08:00 PM	191	380
5/28/2022	08:15 PM	202	289
5/28/2022	08:30 PM	223	300
5/28/2022	08:45 PM	328	229
5/28/2022	09:00 PM	322	460
5/28/2022	09:15 PM	294	306
5/28/2022	09:30 PM	344	223
5/28/2022	09:45 PM	317	130
5/28/2022	10:00 PM	428	231
5/28/2022	10:15 PM	261	449
5/28/2022	10:30 PM	363	210
5/28/2022	10:45 PM	367	173
5/28/2022	11:00 PM	357	456
5/28/2022	11:15 PM	229	314
5/28/2022	11:30 PM	274	226
5/28/2022	11:45 PM	244	192

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	30	105
6/25/2022	12:15 PM	51	63
6/25/2022	12:30 PM	68	90
6/25/2022	12:45 PM	98	123
6/25/2022	01:00 PM	60	139
6/25/2022	01:15 PM	52	115
6/25/2022	01:30 PM	80	100
6/25/2022	01:45 PM	73	104
6/25/2022	02:00 PM	75	78
6/25/2022	02:15 PM	75	104
6/25/2022	02:30 PM	66	92
6/25/2022	02:45 PM	52	50
6/25/2022	03:00 PM	34	60
6/25/2022	03:15 PM	71	108
6/25/2022	03:30 PM	74	86
6/25/2022	03:45 PM	47	55
6/25/2022	04:00 PM	62	76
6/25/2022	04:15 PM	79	78
6/25/2022	04:30 PM	72	115
6/25/2022	04:45 PM	91	116
6/25/2022	05:00 PM	41	77
6/25/2022	05:15 PM	92	110
6/25/2022	05:30 PM	60	84
6/25/2022	05:45 PM	76	137
6/25/2022	06:00 PM	100	115
6/25/2022	06:15 PM	76	120
6/25/2022	06:30 PM	98	110
6/25/2022	06:45 PM	135	125
6/25/2022	07:00 PM	142	243
6/25/2022	07:15 PM	241	253
6/25/2022	07:30 PM	350	320
6/25/2022	07:45 PM	375	415
6/25/2022	08:00 PM	160	496
6/25/2022	08:15 PM	208	271
6/25/2022	08:30 PM	303	281
6/25/2022	08:45 PM	360	351
6/25/2022	09:00 PM	215	460
6/25/2022	09:15 PM	219	235
6/25/2022	09:30 PM	235	185
6/25/2022	09:45 PM	295	215
6/25/2022	10:00 PM	216	356
6/25/2022	10:15 PM	335	325
6/25/2022	10:30 PM	345	175
6/25/2022	10:45 PM	330	220
6/25/2022	11:00 PM	270	335
6/25/2022	11:15 PM	265	260
6/25/2022	11:30 PM	165	125
6/25/2022	11:45 PM	211	140

Venetian South (#33)

Start Date: 5/27/2022

Date	Time	NB	SB
5/27/2022	06:00 AM	26	51
5/27/2022	06:15 AM	18	24
5/27/2022	06:30 AM	36	53
5/27/2022	06:45 AM	45	28
5/27/2022	07:00 AM	43	48
5/27/2022	07:15 AM	37	56
5/27/2022	07:30 AM	58	63
5/27/2022	07:45 AM	42	66
5/27/2022	08:00 AM	103	84
5/27/2022	08:15 AM	83	78
5/27/2022	08:30 AM	118	125
5/27/2022	08:45 AM	134	93
5/27/2022	09:00 AM	132	122
5/27/2022	09:15 AM	123	154
5/27/2022	09:30 AM	202	169
5/27/2022	09:45 AM	219	198
5/27/2022	10:00 AM	206	248
5/27/2022	10:15 AM	298	338
5/27/2022	10:30 AM	302	326
5/27/2022	10:45 AM	310	309
5/27/2022	11:00 AM	418	288
5/27/2022	11:15 AM	453	296
5/27/2022	11:30 AM	477	301
5/27/2022	11:45 AM	590	333
5/27/2022	12:00 PM	602	340
5/27/2022	12:15 PM	615	412
5/27/2022	12:30 PM	610	436
5/27/2022	12:45 PM	570	411
5/27/2022	01:00 PM	430	395
5/27/2022	01:15 PM	425	440
5/27/2022	01:30 PM	418	462
5/27/2022	01:45 PM	461	450
5/27/2022	02:00 PM	483	431
5/27/2022	02:15 PM	491	441
5/27/2022	02:30 PM	486	458
5/27/2022	02:45 PM	463	470
5/27/2022	03:00 PM	445	471
5/27/2022	03:15 PM	487	495
5/27/2022	03:30 PM	512	521
5/27/2022	03:45 PM	617	601
5/27/2022	04:00 PM	658	640
5/27/2022	04:15 PM	670	668
5/27/2022	04:30 PM	688	671
5/27/2022	04:45 PM	655	662
5/27/2022	05:00 PM	660	621
5/27/2022	05:15 PM	651	633
5/27/2022	05:30 PM	647	621
5/27/2022	05:45 PM	652	618
5/27/2022	06:00 PM	636	671
5/27/2022	06:15 PM	598	694
5/27/2022	06:30 PM	576	701
5/27/2022	06:45 PM	567	733
5/27/2022	07:00 PM	555	786
5/27/2022	07:15 PM	563	766
5/27/2022	07:30 PM	551	748
5/27/2022	07:45 PM	542	731
5/27/2022	08:00 PM	528	711
5/27/2022	08:15 PM	534	692
5/27/2022	08:30 PM	563	681
5/27/2022	08:45 PM	576	679
5/27/2022	09:00 PM	581	663
5/27/2022	09:15 PM	579	641
5/27/2022	09:30 PM	588	653
5/27/2022	09:45 PM	559	647
5/27/2022	10:00 PM	571	658
5/27/2022	10:15 PM	583	639
5/27/2022	10:30 PM	567	622
5/27/2022	10:45 PM	594	630
5/27/2022	11:00 PM	578	638
5/27/2022	11:15 PM	567	624

Start Date: 6/24/2022

Date	Time	NB	SB
6/24/2022	06:00 AM	36	23
6/24/2022	06:15 AM	35	35
6/24/2022	06:30 AM	36	34
6/24/2022	06:45 AM	27	44
6/24/2022	07:00 AM	58	51
6/24/2022	07:15 AM	32	42
6/24/2022	07:30 AM	60	57
6/24/2022	07:45 AM	62	69
6/24/2022	08:00 AM	73	58
6/24/2022	08:15 AM	74	71
6/24/2022	08:30 AM	61	114
6/24/2022	08:45 AM	106	134
6/24/2022	09:00 AM	119	141
6/24/2022	09:15 AM	125	152
6/24/2022	09:30 AM	148	164
6/24/2022	09:45 AM	214	195
6/24/2022	10:00 AM	167	268
6/24/2022	10:15 AM	229	193
6/24/2022	10:30 AM	204	198
6/24/2022	10:45 AM	271	204
6/24/2022	11:00 AM	292	260
6/24/2022	11:15 AM	345	197
6/24/2022	11:30 AM	310	250
6/24/2022	11:45 AM	325	310
6/24/2022	12:00 PM	314	267
6/24/2022	12:15 PM	353	322
6/24/2022	12:30 PM	328	272
6/24/2022	12:45 PM	321	285
6/24/2022	01:00 PM	332	292
6/24/2022	01:15 PM	322	270
6/24/2022	01:30 PM	240	253
6/24/2022	01:45 PM	310	255
6/24/2022	02:00 PM	338	279
6/24/2022	02:15 PM	317	270
6/24/2022	02:30 PM	281	230
6/24/2022	02:45 PM	261	311
6/24/2022	03:00 PM	298	302
6/24/2022	03:15 PM	327	218
6/24/2022	03:30 PM	330	279
6/24/2022	03:45 PM	334	270
6/24/2022	04:00 PM	243	329
6/24/2022	04:15 PM	256	282
6/24/2022	04:30 PM	279	230
6/24/2022	04:45 PM	269	296
6/24/2022	05:00 PM	315	248
6/24/2022	05:15 PM	328	273
6/24/2022	05:30 PM	396	323
6/24/2022	05:45 PM	278	329
6/24/2022	06:00 PM	188	277
6/24/2022	06:15 PM	338	300
6/24/2022	06:30 PM	332	262
6/24/2022	06:45 PM	302	376
6/24/2022	07:00 PM	327	268
6/24/2022	07:15 PM	246	255
6/24/2022	07:30 PM	347	286
6/24/2022	07:45 PM	271	237
6/24/2022	08:00 PM	302	316
6/24/2022	08:15 PM	279	365
6/24/2022	08:30 PM	316	231
6/24/2022	08:45 PM	311	283
6/24/2022	09:00 PM	400	403
6/24/2022	09:15 PM	385	310
6/24/2022	09:30 PM	350	230
6/24/2022	09:45 PM	243	237
6/24/2022	10:00 PM	344	254
6/24/2022	10:15 PM	443	213
6/24/2022	10:30 PM	333	162
6/24/2022	10:45 PM	285	234
6/24/2022	11:00 PM	363	234
6/24/2022	11:15 PM	305	346

5/27/2022	11:30 PM	572	613
5/27/2022	11:45 PM	569	609
5/28/2022	12:00 AM	586	566
5/28/2022	12:15 AM	541	518
5/28/2022	12:30 AM	496	483
5/28/2022	12:45 AM	452	368
5/28/2022	01:00 AM	397	211
5/28/2022	01:15 AM	348	228
5/28/2022	01:30 AM	281	210
5/28/2022	01:45 AM	238	197
5/28/2022	02:00 AM	187	186
5/28/2022	02:15 AM	196	174
5/28/2022	02:30 AM	211	153
5/28/2022	02:45 AM	193	129
5/28/2022	03:00 AM	184	119
5/28/2022	03:15 AM	208	147
5/28/2022	03:30 AM	239	189
5/28/2022	03:45 AM	282	197
5/28/2022	04:00 AM	293	211
5/28/2022	04:15 AM	186	173
5/28/2022	04:30 AM	121	111
5/28/2022	04:45 AM	74	67
5/28/2022	05:00 AM	46	26
5/28/2022	05:15 AM	41	32
5/28/2022	05:30 AM	39	29
5/28/2022	05:45 AM	31	30
5/28/2022	06:00 AM	28	27
5/28/2022	06:15 AM	31	30
5/28/2022	06:30 AM	38	36
5/28/2022	06:45 AM	41	45
5/28/2022	07:00 AM	45	48
5/28/2022	07:15 AM	52	62
5/28/2022	07:30 AM	63	68
5/28/2022	07:45 AM	70	73
5/28/2022	08:00 AM	73	81
5/28/2022	08:15 AM	87	92
5/28/2022	08:30 AM	95	101
5/28/2022	08:45 AM	106	111
5/28/2022	09:00 AM	110	119
5/28/2022	09:15 AM	132	149
5/28/2022	09:30 AM	186	187
5/28/2022	09:45 AM	228	225
5/28/2022	10:00 AM	266	252
5/28/2022	10:15 AM	276	261
5/28/2022	10:30 AM	297	247
5/28/2022	10:45 AM	301	231
5/28/2022	11:00 AM	311	229
5/28/2022	11:15 AM	319	224
5/28/2022	11:30 AM	301	219
5/28/2022	11:45 AM	324	216
5/28/2022	12:00 PM	327	212
5/28/2022	12:15 PM	381	333
5/28/2022	12:30 PM	409	394
5/28/2022	12:45 PM	453	418
5/28/2022	01:00 PM	479	487
5/28/2022	01:15 PM	518	510
5/28/2022	01:30 PM	564	562
5/28/2022	01:45 PM	593	594
5/28/2022	02:00 PM	611	610
5/28/2022	02:15 PM	649	668
5/28/2022	02:30 PM	689	708
5/28/2022	02:45 PM	718	738
5/28/2022	03:00 PM	741	782
5/28/2022	03:15 PM	782	790
5/28/2022	03:30 PM	753	775
5/28/2022	03:45 PM	733	824
5/28/2022	04:00 PM	728	813
5/28/2022	04:15 PM	719	802
5/28/2022	04:30 PM	711	783
5/28/2022	04:45 PM	715	762
5/28/2022	05:00 PM	701	750
5/28/2022	05:15 PM	697	736
5/28/2022	05:30 PM	691	741
5/28/2022	05:45 PM	688	733
5/28/2022	06:00 PM	685	726
5/28/2022	06:15 PM	691	739
5/28/2022	06:30 PM	713	748

6/24/2022	11:30 PM	373	227
6/24/2022	11:45 PM	360	202
6/25/2022	12:00 AM	385	273
6/25/2022	12:15 AM	394	234
6/25/2022	12:30 AM	409	193
6/25/2022	12:45 AM	222	179
6/25/2022	01:00 AM	241	200
6/25/2022	01:15 AM	218	192
6/25/2022	01:30 AM	246	161
6/25/2022	01:45 AM	222	182
6/25/2022	02:00 AM	153	140
6/25/2022	02:15 AM	206	118
6/25/2022	02:30 AM	195	107
6/25/2022	02:45 AM	143	103
6/25/2022	03:00 AM	118	99
6/25/2022	03:15 AM	135	127
6/25/2022	03:30 AM	129	80
6/25/2022	03:45 AM	139	86
6/25/2022	04:00 AM	113	56
6/25/2022	04:15 AM	97	47
6/25/2022	04:30 AM	83	32
6/25/2022	04:45 AM	54	48
6/25/2022	05:00 AM	55	35
6/25/2022	05:15 AM	43	34
6/25/2022	05:30 AM	55	19
6/25/2022	05:45 AM	38	14
6/25/2022	06:00 AM	30	20
6/25/2022	06:15 AM	20	20
6/25/2022	06:30 AM	34	46
6/25/2022	06:45 AM	31	47
6/25/2022	07:00 AM	47	33
6/25/2022	07:15 AM	49	51
6/25/2022	07:30 AM	48	68
6/25/2022	07:45 AM	74	62
6/25/2022	08:00 AM	99	89
6/25/2022	08:15 AM	79	87
6/25/2022	08:30 AM	108	104
6/25/2022	08:45 AM	99	154
6/25/2022	09:00 AM	137	106
6/25/2022	09:15 AM	154	174
6/25/2022	09:30 AM	170	173
6/25/2022	09:45 AM	192	144
6/25/2022	10:00 AM	185	163
6/25/2022	10:15 AM	190	161
6/25/2022	10:30 AM	229	161
6/25/2022	10:45 AM	271	167
6/25/2022	11:00 AM	243	210
6/25/2022	11:15 AM	276	269
6/25/2022	11:30 AM	286	242
6/25/2022	11:45 AM	311	294
6/25/2022	12:00 PM	250	278
6/25/2022	12:15 PM	355	269
6/25/2022	12:30 PM	379	242
6/25/2022	12:45 PM	372	294
6/25/2022	01:00 PM	372	374
6/25/2022	01:15 PM	341	404
6/25/2022	01:30 PM	435	339
6/25/2022	01:45 PM	395	433
6/25/2022	02:00 PM	417	343
6/25/2022	02:15 PM	338	290
6/25/2022	02:30 PM	449	393
6/25/2022	02:45 PM	335	338
6/25/2022	03:00 PM	382	327
6/25/2022	03:15 PM	386	391
6/25/2022	03:30 PM	337	461
6/25/2022	03:45 PM	389	382
6/25/2022	04:00 PM	323	361
6/25/2022	04:15 PM	386	321
6/25/2022	04:30 PM	341	296
6/25/2022	04:45 PM	279	337
6/25/2022	05:00 PM	242	352
6/25/2022	05:15 PM	341	325
6/25/2022	05:30 PM	348	350
6/25/2022	05:45 PM	326	384
6/25/2022	06:00 PM	277	321
6/25/2022	06:15 PM	302	370
6/25/2022	06:30 PM	154	427

5/28/2022	06:45 PM	728	722
5/28/2022	07:00 PM	731	762
5/28/2022	07:15 PM	729	730
5/28/2022	07:30 PM	752	718
5/28/2022	07:45 PM	770	728
5/28/2022	08:00 PM	755	719
5/28/2022	08:15 PM	742	731
5/28/2022	08:30 PM	739	742
5/28/2022	08:45 PM	762	748
5/28/2022	09:00 PM	741	751
5/28/2022	09:15 PM	731	782
5/28/2022	09:30 PM	764	774
5/28/2022	09:45 PM	758	766
5/28/2022	10:00 PM	739	752
5/28/2022	10:15 PM	741	742
5/28/2022	10:30 PM	752	756
5/28/2022	10:45 PM	774	781
5/28/2022	11:00 PM	795	789
5/28/2022	11:15 PM	805	762
5/28/2022	11:30 PM	826	743
5/28/2022	11:45 PM	848	711
5/29/2022	12:00 AM	810	724
5/29/2022	12:15 AM	762	631
5/29/2022	12:30 AM	681	588
5/29/2022	12:45 AM	632	471
5/29/2022	01:00 AM	558	346
5/29/2022	01:15 AM	482	352
5/29/2022	01:30 AM	391	317
5/29/2022	01:45 AM	342	293
5/29/2022	02:00 AM	285	251
5/29/2022	02:15 AM	267	239
5/29/2022	02:30 AM	226	218
5/29/2022	02:45 AM	207	188
5/29/2022	03:00 AM	180	159
5/29/2022	03:15 AM	162	143
5/29/2022	03:30 AM	133	127
5/29/2022	03:45 AM	118	107
5/29/2022	04:00 AM	91	87
5/29/2022	04:15 AM	82	79
5/29/2022	04:30 AM	75	63
5/29/2022	04:45 AM	63	57
5/29/2022	05:00 AM	58	44
5/29/2022	05:15 AM	62	53
5/29/2022	05:30 AM	71	68
5/29/2022	05:45 AM	53	60
5/29/2022	06:00 AM	42	52
5/29/2022	06:15 AM	48	66
5/29/2022	06:30 AM	56	74
5/29/2022	06:45 AM	59	61
5/29/2022	07:00 AM	53	52
5/29/2022	07:15 AM	61	69
5/29/2022	07:30 AM	68	81
5/29/2022	07:45 AM	72	88
5/29/2022	08:00 AM	75	91
5/29/2022	08:15 AM	83	98
5/29/2022	08:30 AM	108	110
5/29/2022	08:45 AM	134	109
5/29/2022	09:00 AM	154	102
5/29/2022	09:15 AM	173	165
5/29/2022	09:30 AM	219	178
5/29/2022	09:45 AM	235	211
5/29/2022	10:00 AM	258	279
5/29/2022	10:15 AM	335	377
5/29/2022	10:30 AM	341	362
5/29/2022	10:45 AM	332	332
5/29/2022	11:00 AM	426	301
5/29/2022	11:15 AM	471	310
5/29/2022	11:30 AM	489	321
5/29/2022	11:45 AM	605	358
5/29/2022	12:00 PM	621	371
5/29/2022	12:15 PM	633	427
5/29/2022	12:30 PM	640	452
5/29/2022	12:45 PM	593	439
5/29/2022	01:00 PM	452	411
5/29/2022	01:15 PM	433	451
5/29/2022	01:30 PM	429	481
5/29/2022	01:45 PM	474	467

6/25/2022	06:45 PM	318	270
6/25/2022	07:00 PM	401	378
6/25/2022	07:15 PM	337	326
6/25/2022	07:30 PM	273	315
6/25/2022	07:45 PM	282	349
6/25/2022	08:00 PM	354	349
6/25/2022	08:15 PM	307	360
6/25/2022	08:30 PM	335	413
6/25/2022	08:45 PM	364	376
6/25/2022	09:00 PM	378	426
6/25/2022	09:15 PM	358	407
6/25/2022	09:30 PM	476	341
6/25/2022	09:45 PM	443	457
6/25/2022	10:00 PM	409	322
6/25/2022	10:15 PM	414	396
6/25/2022	10:30 PM	417	412
6/25/2022	10:45 PM	488	354
6/25/2022	11:00 PM	405	470
6/25/2022	11:15 PM	452	374
6/25/2022	11:30 PM	422	337
6/25/2022	11:45 PM	461	330
6/26/2022	12:00 AM	425	318
6/26/2022	12:15 AM	436	284
6/26/2022	12:30 AM	431	232
6/26/2022	12:45 AM	311	219
6/26/2022	01:00 AM	290	171
6/26/2022	01:15 AM	271	186
6/26/2022	01:30 AM	221	102
6/26/2022	01:45 AM	207	172
6/26/2022	02:00 AM	214	152
6/26/2022	02:15 AM	151	137
6/26/2022	02:30 AM	94	79
6/26/2022	02:45 AM	136	95
6/26/2022	03:00 AM	114	92
6/26/2022	03:15 AM	108	127
6/26/2022	03:30 AM	99	101
6/26/2022	03:45 AM	91	63
6/26/2022	04:00 AM	53	65
6/26/2022	04:15 AM	57	59
6/26/2022	04:30 AM	57	44
6/26/2022	04:45 AM	58	44
6/26/2022	05:00 AM	51	27
6/26/2022	05:15 AM	23	36
6/26/2022	05:30 AM	38	26
6/26/2022	05:45 AM	28	17
6/26/2022	06:00 AM	37	31
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6/26/2022	06:45 AM	38	43
6/26/2022	07:00 AM	52	37
6/26/2022	07:15 AM	38	27
6/26/2022	07:30 AM	62	84
6/26/2022	07:45 AM	55	50
6/26/2022	08:00 AM	50	63
6/26/2022	08:15 AM	77	69
6/26/2022	08:30 AM	68	85
6/26/2022	08:45 AM	116	102
6/26/2022	09:00 AM	149	107
6/26/2022	09:15 AM	119	112
6/26/2022	09:30 AM	121	107
6/26/2022	09:45 AM	136	113
6/26/2022	10:00 AM	133	179
6/26/2022	10:15 AM	160	113
6/26/2022	10:30 AM	216	170
6/26/2022	10:45 AM	201	181
6/26/2022	11:00 AM	184	215
6/26/2022	11:15 AM	242	264
6/26/2022	11:30 AM	191	270
6/26/2022	11:45 AM	225	291
6/26/2022	12:00 PM	227	369
6/26/2022	12:15 PM	244	286
6/26/2022	12:30 PM	291	291
6/26/2022	12:45 PM	254	267
6/26/2022	01:00 PM	308	260
6/26/2022	01:15 PM	305	254
6/26/2022	01:30 PM	265	247
6/26/2022	01:45 PM	264	306

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5/29/2022	02:15 PM	513	471
5/29/2022	02:30 PM	493	481
5/29/2022	02:45 PM	472	486
5/29/2022	03:00 PM	462	483
5/29/2022	03:15 PM	493	517
5/29/2022	03:30 PM	571	583
5/29/2022	03:45 PM	607	621
5/29/2022	04:00 PM	681	663
5/29/2022	04:15 PM	691	684
5/29/2022	04:30 PM	683	674
5/29/2022	04:45 PM	672	662
5/29/2022	05:00 PM	660	621
5/29/2022	05:15 PM	658	630
5/29/2022	05:30 PM	640	627
5/29/2022	05:45 PM	642	627
5/29/2022	06:00 PM	642	683
5/29/2022	06:15 PM	591	691
5/29/2022	06:30 PM	582	705
5/29/2022	06:45 PM	573	742
5/29/2022	07:00 PM	563	761
5/29/2022	07:15 PM	572	752
5/29/2022	07:30 PM	531	729
5/29/2022	07:45 PM	552	752
5/29/2022	08:00 PM	542	734
5/29/2022	08:15 PM	563	710
5/29/2022	08:30 PM	577	692
5/29/2022	08:45 PM	583	693
5/29/2022	09:00 PM	597	672
5/29/2022	09:15 PM	577	658
5/29/2022	09:30 PM	493	662
5/29/2022	09:45 PM	566	663
5/29/2022	10:00 PM	592	672
5/29/2022	10:15 PM	573	653
5/29/2022	10:30 PM	551	637
5/29/2022	10:45 PM	601	612
5/29/2022	11:00 PM	583	641
5/29/2022	11:15 PM	572	637
5/29/2022	11:30 PM	561	627
5/29/2022	11:45 PM	574	631
5/30/2022	12:00 AM	597	581
5/30/2022	12:15 AM	563	531
5/30/2022	12:30 AM	510	495
5/30/2022	12:45 AM	472	389
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5/30/2022	01:15 AM	310	276
5/30/2022	01:30 AM	268	243
5/30/2022	01:45 AM	246	210
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5/30/2022	02:15 AM	211	181
5/30/2022	02:30 AM	201	146
5/30/2022	02:45 AM	181	132
5/30/2022	03:00 AM	172	120
5/30/2022	03:15 AM	191	164
5/30/2022	03:30 AM	215	174
5/30/2022	03:45 AM	259	218
5/30/2022	04:00 AM	274	231
5/30/2022	04:15 AM	220	187
5/30/2022	04:30 AM	167	101
5/30/2022	04:45 AM	82	73
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5/30/2022	05:30 AM	42	36
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5/30/2022	06:30 AM	42	39
5/30/2022	06:45 AM	47	51
5/30/2022	07:00 AM	51	41
5/30/2022	07:15 AM	57	61
5/30/2022	07:30 AM	67	72
5/30/2022	07:45 AM	82	66
5/30/2022	08:00 AM	79	85
5/30/2022	08:15 AM	91	97
5/30/2022	08:30 AM	101	110
5/30/2022	08:45 AM	116	123
5/30/2022	09:00 AM	124	131

6/26/2022	02:00 PM	284	254
6/26/2022	02:15 PM	302	311
6/26/2022	02:30 PM	315	294
6/26/2022	02:45 PM	273	325
6/26/2022	03:00 PM	406	362
6/26/2022	03:15 PM	277	273
6/26/2022	03:30 PM	253	270
6/26/2022	03:45 PM	230	388
6/26/2022	04:00 PM	266	337
6/26/2022	04:15 PM	230	356
6/26/2022	04:30 PM	275	353
6/26/2022	04:45 PM	280	258
6/26/2022	05:00 PM	275	274
6/26/2022	05:15 PM	304	374
6/26/2022	05:30 PM	260	382
6/26/2022	05:45 PM	268	423
6/26/2022	06:00 PM	252	279
6/26/2022	06:15 PM	258	290
6/26/2022	06:30 PM	309	403
6/26/2022	06:45 PM	263	459
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6/26/2022	08:30 PM	341	423
6/26/2022	08:45 PM	390	492
6/26/2022	09:00 PM	422	493
6/26/2022	09:15 PM	437	420
6/26/2022	09:30 PM	346	400
6/26/2022	09:45 PM	390	382
6/26/2022	10:00 PM	443	312
6/26/2022	10:15 PM	434	350
6/26/2022	10:30 PM	356	349
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6/26/2022	11:45 PM	289	235
6/27/2022	12:00 AM	168	147
6/27/2022	12:15 AM	224	116
6/27/2022	12:30 AM	163	116
6/27/2022	12:45 AM	134	87
6/27/2022	01:00 AM	159	97
6/27/2022	01:15 AM	130	74
6/27/2022	01:30 AM	127	110
6/27/2022	01:45 AM	97	54
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6/27/2022	07:45 AM	53	51
6/27/2022	08:00 AM	79	65
6/27/2022	08:15 AM	81	64
6/27/2022	08:30 AM	105	104
6/27/2022	08:45 AM	91	104
6/27/2022	09:00 AM	131	110

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5/30/2022	09:30 AM	196	201
5/30/2022	09:45 AM	210	219
5/30/2022	10:00 AM	241	267
5/30/2022	10:15 AM	260	253
5/30/2022	10:30 AM	284	268
5/30/2022	10:45 AM	218	255
5/30/2022	11:00 AM	331	318
5/30/2022	11:15 AM	342	254
5/30/2022	11:30 AM	327	241
5/30/2022	11:45 AM	351	241
5/30/2022	12:00 PM	313	269
5/30/2022	12:15 PM	358	311
5/30/2022	12:30 PM	381	367
5/30/2022	12:45 PM	432	395
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5/30/2022	01:30 PM	530	542
5/30/2022	01:45 PM	567	572
5/30/2022	02:00 PM	592	608
5/30/2022	02:15 PM	637	647
5/30/2022	02:30 PM	662	687
5/30/2022	02:45 PM	704	718
5/30/2022	03:00 PM	732	762
5/30/2022	03:15 PM	763	781
5/30/2022	03:30 PM	772	782
5/30/2022	03:45 PM	751	815
5/30/2022	04:00 PM	742	826
5/30/2022	04:15 PM	733	810
5/30/2022	04:30 PM	721	768
5/30/2022	04:45 PM	728	752
5/30/2022	05:00 PM	714	734
5/30/2022	05:15 PM	682	712
5/30/2022	05:30 PM	672	723
5/30/2022	05:45 PM	663	721
5/30/2022	06:00 PM	692	743
5/30/2022	06:15 PM	672	743
5/30/2022	06:30 PM	691	723
5/30/2022	06:45 PM	704	713
5/30/2022	07:00 PM	720	742
5/30/2022	07:15 PM	716	729
5/30/2022	07:30 PM	732	728
5/30/2022	07:45 PM	750	736
5/30/2022	08:00 PM	739	728
5/30/2022	08:15 PM	729	717
5/30/2022	08:30 PM	742	727
5/30/2022	08:45 PM	751	731
5/30/2022	09:00 PM	736	742
5/30/2022	09:15 PM	719	763
5/30/2022	09:30 PM	757	758
5/30/2022	09:45 PM	739	742
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5/30/2022	10:15 PM	723	731
5/30/2022	10:30 PM	746	761
5/30/2022	10:45 PM	761	771
5/30/2022	11:00 PM	802	796
5/30/2022	11:15 PM	813	772
5/30/2022	11:30 PM	805	762
5/30/2022	11:45 PM	831	728
5/31/2022	12:00 AM	813	689
5/31/2022	12:15 AM	742	521
5/31/2022	12:30 AM	686	459
5/31/2022	12:45 AM	592	436
5/31/2022	01:00 AM	397	211
5/31/2022	01:15 AM	348	228
5/31/2022	01:30 AM	281	210
5/31/2022	01:45 AM	238	197
5/31/2022	02:00 AM	187	186
5/31/2022	02:15 AM	196	174
5/31/2022	02:30 AM	211	153
5/31/2022	02:45 AM	193	129
5/31/2022	03:00 AM	184	119
5/31/2022	03:15 AM	208	147
5/31/2022	03:30 AM	239	189
5/31/2022	03:45 AM	282	197
5/31/2022	04:00 AM	293	211
5/31/2022	04:15 AM	186	173

6/27/2022	09:15 AM	93	98
6/27/2022	09:30 AM	145	86
6/27/2022	09:45 AM	179	151
6/27/2022	10:00 AM	185	113
6/27/2022	10:15 AM	149	135
6/27/2022	10:30 AM	191	173
6/27/2022	10:45 AM	198	123
6/27/2022	11:00 AM	175	163
6/27/2022	11:15 AM	217	126
6/27/2022	11:30 AM	218	163
6/27/2022	11:45 AM	228	148
6/27/2022	12:00 PM	289	237
6/27/2022	12:15 PM	292	240
6/27/2022	12:30 PM	303	222
6/27/2022	12:45 PM	291	228
6/27/2022	01:00 PM	318	249
6/27/2022	01:15 PM	293	300
6/27/2022	01:30 PM	373	307
6/27/2022	01:45 PM	254	251
6/27/2022	02:00 PM	213	214
6/27/2022	02:15 PM	363	310
6/27/2022	02:30 PM	319	300
6/27/2022	02:45 PM	339	290
6/27/2022	03:00 PM	295	298
6/27/2022	03:15 PM	213	298
6/27/2022	03:30 PM	262	385
6/27/2022	03:45 PM	237	316
6/27/2022	04:00 PM	257	308
6/27/2022	04:15 PM	272	254
6/27/2022	04:30 PM	334	264
6/27/2022	04:45 PM	252	253
6/27/2022	05:00 PM	290	335
6/27/2022	05:15 PM	342	209
6/27/2022	05:30 PM	337	292
6/27/2022	05:45 PM	426	234
6/27/2022	06:00 PM	271	263
6/27/2022	06:15 PM	324	342
6/27/2022	06:30 PM	419	367
6/27/2022	06:45 PM	299	347
6/27/2022	07:00 PM	335	322
6/27/2022	07:15 PM	305	324
6/27/2022	07:30 PM	326	372
6/27/2022	07:45 PM	274	427
6/27/2022	08:00 PM	292	363
6/27/2022	08:15 PM	297	330
6/27/2022	08:30 PM	335	322
6/27/2022	08:45 PM	317	411
6/27/2022	09:00 PM	375	396
6/27/2022	09:15 PM	389	397
6/27/2022	09:30 PM	339	348
6/27/2022	09:45 PM	351	324
6/27/2022	10:00 PM	320	399
6/27/2022	10:15 PM	319	346
6/27/2022	10:30 PM	404	316
6/27/2022	10:45 PM	269	292
6/27/2022	11:00 PM	362	261
6/27/2022	11:15 PM	375	393
6/27/2022	11:30 PM	256	177
6/27/2022	11:45 PM	268	148
6/28/2022	12:00 AM	194	136
6/28/2022	12:15 AM	167	100
6/28/2022	12:30 AM	121	88
6/28/2022	12:45 AM	121	90
6/28/2022	01:00 AM	147	81
6/28/2022	01:15 AM	80	60
6/28/2022	01:30 AM	73	49
6/28/2022	01:45 AM	87	50
6/28/2022	02:00 AM	65	54
6/28/2022	02:15 AM	66	54
6/28/2022	02:30 AM	51	40
6/28/2022	02:45 AM	27	35
6/28/2022	03:00 AM	36	42
6/28/2022	03:15 AM	25	29
6/28/2022	03:30 AM	18	30
6/28/2022	03:45 AM	29	11
6/28/2022	04:00 AM	21	21
6/28/2022	04:15 AM	17	22

5/31/2022	04:30 AM	121	111
5/31/2022	04:45 AM	74	67
5/31/2022	05:00 AM	46	26
5/31/2022	05:15 AM	41	32
5/31/2022	05:30 AM	39	29
5/31/2022	05:45 AM	31	30
5/31/2022	06:00 AM	28	27
5/31/2022	06:15 AM	31	30
5/31/2022	06:30 AM	38	36
5/31/2022	06:45 AM	41	45
5/31/2022	07:00 AM	45	48
5/31/2022	07:15 AM	52	62
5/31/2022	07:30 AM	63	68
5/31/2022	07:45 AM	70	73
5/31/2022	08:00 AM	73	81
5/31/2022	08:15 AM	87	92
5/31/2022	08:30 AM	95	101
5/31/2022	08:45 AM	106	111
5/31/2022	09:00 AM	110	119
5/31/2022	09:15 AM	132	149
5/31/2022	09:30 AM	186	187
5/31/2022	09:45 AM	228	225
5/31/2022	10:00 AM	266	252
5/31/2022	10:15 AM	276	261
5/31/2022	10:30 AM	297	247
5/31/2022	10:45 AM	301	231
5/31/2022	11:00 AM	311	229
5/31/2022	11:15 AM	319	224
5/31/2022	11:30 AM	301	219
5/31/2022	11:45 AM	324	216
5/31/2022	12:00 PM	327	212
5/31/2022	12:15 PM	381	333
5/31/2022	12:30 PM	409	394
5/31/2022	12:45 PM	453	418
5/31/2022	01:00 PM	479	487
5/31/2022	01:15 PM	518	510
5/31/2022	01:30 PM	564	562
5/31/2022	01:45 PM	586	571
5/31/2022	02:00 PM	611	610
5/31/2022	02:15 PM	649	668
5/31/2022	02:30 PM	689	708
5/31/2022	02:45 PM	718	738
5/31/2022	03:00 PM	741	782
5/31/2022	03:15 PM	782	790
5/31/2022	03:30 PM	753	775
5/31/2022	03:45 PM	733	824
5/31/2022	04:00 PM	728	813
5/31/2022	04:15 PM	719	802
5/31/2022	04:30 PM	711	783
5/31/2022	04:45 PM	715	762
5/31/2022	05:00 PM	701	750
5/31/2022	05:15 PM	697	736
5/31/2022	05:30 PM	691	741
5/31/2022	05:45 PM	688	733
5/31/2022	06:00 PM	685	726
5/31/2022	06:15 PM	691	739
5/31/2022	06:30 PM	713	748
5/31/2022	06:45 PM	728	722
5/31/2022	07:00 PM	731	762
5/31/2022	07:15 PM	729	730
5/31/2022	07:30 PM	752	718
5/31/2022	07:45 PM	770	728
5/31/2022	08:00 PM	755	719
5/31/2022	08:15 PM	742	731
5/31/2022	08:30 PM	739	742
5/31/2022	08:45 PM	762	748
5/31/2022	09:00 PM	741	751
5/31/2022	09:15 PM	731	782
5/31/2022	09:30 PM	764	774
5/31/2022	09:45 PM	758	766
5/31/2022	10:00 PM	739	752
5/31/2022	10:15 PM	741	742
5/31/2022	10:30 PM	752	756
5/31/2022	10:45 PM	774	781
5/31/2022	11:00 PM	795	789
5/31/2022	11:15 PM	805	762
5/31/2022	11:30 PM	826	743

6/28/2022	04:30 AM	10	20
6/28/2022	04:45 AM	18	17
6/28/2022	05:00 AM	17	25
6/28/2022	05:15 AM	23	17
6/28/2022	05:30 AM	16	20
6/28/2022	05:45 AM	77	33
6/28/2022	06:00 AM	32	49
6/28/2022	06:15 AM	31	50
6/28/2022	06:30 AM	40	65
6/28/2022	06:45 AM	36	48
6/28/2022	07:00 AM	35	45
6/28/2022	07:15 AM	54	45
6/28/2022	07:30 AM	84	49
6/28/2022	07:45 AM	58	47
6/28/2022	08:00 AM	65	47
6/28/2022	08:15 AM	91	48
6/28/2022	08:30 AM	91	74
6/28/2022	08:45 AM	83	63
6/28/2022	09:00 AM	121	69
6/28/2022	09:15 AM	123	109
6/28/2022	09:30 AM	152	65
6/28/2022	09:45 AM	141	116
6/28/2022	10:00 AM	172	80
6/28/2022	10:15 AM	174	136
6/28/2022	10:30 AM	157	142
6/28/2022	10:45 AM	197	137
6/28/2022	11:00 AM	201	139
6/28/2022	11:15 AM	221	174
6/28/2022	11:30 AM	233	115
6/28/2022	11:45 AM	258	113
6/28/2022	12:00 PM	289	239
6/28/2022	12:15 PM	297	254
6/28/2022	12:30 PM	253	179
6/28/2022	12:45 PM	265	214
6/28/2022	01:00 PM	249	234
6/28/2022	01:15 PM	261	237
6/28/2022	01:30 PM	230	201
6/28/2022	01:45 PM	254	224
6/28/2022	02:00 PM	226	258
6/28/2022	02:15 PM	246	259
6/28/2022	02:30 PM	257	210
6/28/2022	02:45 PM	213	236
6/28/2022	03:00 PM	211	217
6/28/2022	03:15 PM	202	264
6/28/2022	03:30 PM	221	239
6/28/2022	03:45 PM	225	234
6/28/2022	04:00 PM	213	234
6/28/2022	04:15 PM	271	272
6/28/2022	04:30 PM	302	293
6/28/2022	04:45 PM	225	305
6/28/2022	05:00 PM	256	273
6/28/2022	05:15 PM	273	251
6/28/2022	05:30 PM	263	322
6/28/2022	05:45 PM	274	203
6/28/2022	06:00 PM	338	308
6/28/2022	06:15 PM	307	342
6/28/2022	06:30 PM	386	335
6/28/2022	06:45 PM	427	272
6/28/2022	07:00 PM	358	308
6/28/2022	07:15 PM	354	276
6/28/2022	07:30 PM	390	323
6/28/2022	07:45 PM	345	306
6/28/2022	08:00 PM	327	363
6/28/2022	08:15 PM	341	315
6/28/2022	08:30 PM	335	323
6/28/2022	08:45 PM	351	417
6/28/2022	09:00 PM	393	449
6/28/2022	09:15 PM	463	431
6/28/2022	09:30 PM	342	326
6/28/2022	09:45 PM	270	417
6/28/2022	10:00 PM	461	372
6/28/2022	10:15 PM	424	290
6/28/2022	10:30 PM	334	316
6/28/2022	10:45 PM	309	384
6/28/2022	11:00 PM	314	309
6/28/2022	11:15 PM	243	264
6/28/2022	11:30 PM	239	239

5/31/2022	11:45 PM	848	711
6/1/2022	12:00 AM	810	718
6/1/2022	12:15 AM	762	624
6/1/2022	12:30 AM	681	571
6/1/2022	12:45 AM	632	443
6/1/2022	01:00 AM	411	381
6/1/2022	01:15 AM	298	276
6/1/2022	01:30 AM	277	243
6/1/2022	01:45 AM	258	210
6/1/2022	02:00 AM	232	191
6/1/2022	02:15 AM	241	178
6/1/2022	02:30 AM	221	158
6/1/2022	02:45 AM	196	148
6/1/2022	03:00 AM	167	132
6/1/2022	03:15 AM	189	124
6/1/2022	03:30 AM	204	118
6/1/2022	03:45 AM	547	110
6/1/2022	04:00 AM	261	108
6/1/2022	04:15 AM	210	98
6/1/2022	04:30 AM	173	84
6/1/2022	04:45 AM	81	72
6/1/2022	05:00 AM	52	51
6/1/2022	05:15 AM	47	41
6/1/2022	05:30 AM	43	38
6/1/2022	05:45 AM	38	36
6/1/2022	06:00 AM	31	24
6/1/2022	06:15 AM	34	27
6/1/2022	06:30 AM	41	36
6/1/2022	06:45 AM	46	48
6/1/2022	07:00 AM	51	40
6/1/2022	07:15 AM	54	58
6/1/2022	07:30 AM	63	69
6/1/2022	07:45 AM	80	64
6/1/2022	08:00 AM	71	83
6/1/2022	08:15 AM	92	91
6/1/2022	08:30 AM	98	111
6/1/2022	08:45 AM	111	127
6/1/2022	09:00 AM	118	136
6/1/2022	09:15 AM	148	185
6/1/2022	09:30 AM	185	207
6/1/2022	09:45 AM	198	221
6/1/2022	10:00 AM	236	247
6/1/2022	10:15 AM	251	253
6/1/2022	10:30 AM	274	268
6/1/2022	10:45 AM	295	289
6/1/2022	11:00 AM	328	318
6/1/2022	11:15 AM	339	283
6/1/2022	11:30 AM	342	276
6/1/2022	11:45 AM	353	263
6/1/2022	12:00 PM	347	291
6/1/2022	12:15 PM	352	310
6/1/2022	12:30 PM	389	360
6/1/2022	12:45 PM	425	382
6/1/2022	01:00 PM	438	431
6/1/2022	01:15 PM	467	463
6/1/2022	01:30 PM	521	531
6/1/2022	01:45 PM	557	551
6/1/2022	02:00 PM	586	601
6/1/2022	02:15 PM	624	632
6/1/2022	02:30 PM	651	672
6/1/2022	02:45 PM	698	710
6/1/2022	03:00 PM	712	758
6/1/2022	03:15 PM	745	779
6/1/2022	03:30 PM	758	793
6/1/2022	03:45 PM	742	810
6/1/2022	04:00 PM	731	816
6/1/2022	04:15 PM	730	821
6/1/2022	04:30 PM	725	779
6/1/2022	04:45 PM	724	749
6/1/2022	05:00 PM	704	741
6/1/2022	05:15 PM	682	725
6/1/2022	05:30 PM	677	736
6/1/2022	05:45 PM	661	741
6/1/2022	06:00 PM	683	751
6/1/2022	06:15 PM	670	740
6/1/2022	06:30 PM	688	721
6/1/2022	06:45 PM	713	711

6/28/2022	11:45 PM	227	226
6/29/2022	12:00 AM	204	171
6/29/2022	12:15 AM	161	143
6/29/2022	12:30 AM	151	115
6/29/2022	12:45 AM	111	105
6/29/2022	01:00 AM	128	72
6/29/2022	01:15 AM	117	61
6/29/2022	01:30 AM	77	44
6/29/2022	01:45 AM	70	65
6/29/2022	02:00 AM	71	61
6/29/2022	02:15 AM	54	66
6/29/2022	02:30 AM	57	50
6/29/2022	02:45 AM	44	21
6/29/2022	03:00 AM	52	31
6/29/2022	03:15 AM	45	36
6/29/2022	03:30 AM	32	26
6/29/2022	03:45 AM	26	30
6/29/2022	04:00 AM	20	25
6/29/2022	04:15 AM	28	17
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6/29/2022	06:45 AM	26	26
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6/29/2022	08:15 AM	78	48
6/29/2022	08:30 AM	64	73
6/29/2022	08:45 AM	119	95
6/29/2022	09:00 AM	108	94
6/29/2022	09:15 AM	181	96
6/29/2022	09:30 AM	140	74
6/29/2022	09:45 AM	130	85
6/29/2022	10:00 AM	178	140
6/29/2022	10:15 AM	162	105
6/29/2022	10:30 AM	152	174
6/29/2022	10:45 AM	167	125
6/29/2022	11:00 AM	215	161
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6/29/2022	11:30 AM	186	124
6/29/2022	11:45 AM	214	132
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6/29/2022	12:15 PM	266	220
6/29/2022	12:30 PM	268	215
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6/29/2022	01:45 PM	291	250
6/29/2022	02:00 PM	199	243
6/29/2022	02:15 PM	187	211
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6/29/2022	03:00 PM	228	214
6/29/2022	03:15 PM	206	296
6/29/2022	03:30 PM	234	290
6/29/2022	03:45 PM	238	257
6/29/2022	04:00 PM	235	226
6/29/2022	04:15 PM	233	243
6/29/2022	04:30 PM	183	256
6/29/2022	04:45 PM	276	249
6/29/2022	05:00 PM	245	283
6/29/2022	05:15 PM	329	234
6/29/2022	05:30 PM	284	307
6/29/2022	05:45 PM	287	353
6/29/2022	06:00 PM	308	244
6/29/2022	06:15 PM	334	351
6/29/2022	06:30 PM	400	283
6/29/2022	06:45 PM	455	245

6/1/2022	07:00 PM	723	739
6/1/2022	07:15 PM	727	725
6/1/2022	07:30 PM	731	723
6/1/2022	07:45 PM	746	730
6/1/2022	08:00 PM	731	724
6/1/2022	08:15 PM	725	715
6/1/2022	08:30 PM	731	723
6/1/2022	08:45 PM	748	732
6/1/2022	09:00 PM	731	748
6/1/2022	09:15 PM	742	759
6/1/2022	09:30 PM	761	752
6/1/2022	09:45 PM	743	741
6/1/2022	10:00 PM	728	732
6/1/2022	10:15 PM	736	729
6/1/2022	10:30 PM	741	758
6/1/2022	10:45 PM	758	782
6/1/2022	11:00 PM	792	788
6/1/2022	11:15 PM	811	779
6/1/2022	11:30 PM	802	767
6/1/2022	11:45 PM	824	731
6/2/2022	12:00 AM	807	677
6/2/2022	12:15 AM	721	517
6/2/2022	12:30 AM	691	455
6/2/2022	12:45 AM	572	429
6/2/2022	01:00 AM	172	151
6/2/2022	01:15 AM	174	170
6/2/2022	01:30 AM	147	151
6/2/2022	01:45 AM	177	133
6/2/2022	02:00 AM	156	118
6/2/2022	02:15 AM	121	120
6/2/2022	02:30 AM	103	96
6/2/2022	02:45 AM	142	66
6/2/2022	03:00 AM	132	79
6/2/2022	03:15 AM	80	71
6/2/2022	03:30 AM	78	62
6/2/2022	03:45 AM	71	31
6/2/2022	04:00 AM	52	25
6/2/2022	04:15 AM	40	32
6/2/2022	04:30 AM	35	24
6/2/2022	04:45 AM	36	20
6/2/2022	05:00 AM	28	21
6/2/2022	05:15 AM	34	32
6/2/2022	05:30 AM	27	43
6/2/2022	05:45 AM	31	50
6/2/2022	06:00 AM	52	46
6/2/2022	06:15 AM	80	50
6/2/2022	06:30 AM	74	55
6/2/2022	06:45 AM	82	68
6/2/2022	07:00 AM	66	82
6/2/2022	07:15 AM	72	96
6/2/2022	07:30 AM	89	72
6/2/2022	07:45 AM	93	65
6/2/2022	08:00 AM	106	116
6/2/2022	08:15 AM	124	134
6/2/2022	08:30 AM	172	186
6/2/2022	08:45 AM	154	142
6/2/2022	09:00 AM	166	135
6/2/2022	09:15 AM	195	200
6/2/2022	09:30 AM	186	192
6/2/2022	09:45 AM	210	186
6/2/2022	10:00 AM	236	256
6/2/2022	10:15 AM	249	265
6/2/2022	10:30 AM	258	274
6/2/2022	10:45 AM	267	254
6/2/2022	11:00 AM	286	256
6/2/2022	11:15 AM	310	286
6/2/2022	11:30 AM	301	219
6/2/2022	11:45 AM	310	216
6/2/2022	12:00 PM	334	256
6/2/2022	12:15 PM	381	351
6/2/2022	12:30 PM	409	391
6/2/2022	12:45 PM	453	420
6/2/2022	01:00 PM	480	487
6/2/2022	01:15 PM	518	510
6/2/2022	01:30 PM	530	527
6/2/2022	01:45 PM	562	541
6/2/2022	02:00 PM	602	610

6/29/2022	07:00 PM	498	336
6/29/2022	07:15 PM	404	274
6/29/2022	07:30 PM	372	297
6/29/2022	07:45 PM	347	312
6/29/2022	08:00 PM	366	391
6/29/2022	08:15 PM	432	402
6/29/2022	08:30 PM	461	372
6/29/2022	08:45 PM	362	281
6/29/2022	09:00 PM	373	421
6/29/2022	09:15 PM	394	487
6/29/2022	09:30 PM	444	377
6/29/2022	09:45 PM	261	337
6/29/2022	10:00 PM	358	421
6/29/2022	10:15 PM	339	380
6/29/2022	10:30 PM	382	378
6/29/2022	10:45 PM	233	330
6/29/2022	11:00 PM	265	309
6/29/2022	11:15 PM	294	291
6/29/2022	11:30 PM	282	208
6/29/2022	11:45 PM	215	157
6/30/2022	12:00 AM	183	125
6/30/2022	12:15 AM	195	163
6/30/2022	12:30 AM	176	135
6/30/2022	12:45 AM	104	90
6/30/2022	01:00 AM	75	67
6/30/2022	01:15 AM	70	63
6/30/2022	01:30 AM	95	85
6/30/2022	01:45 AM	57	74
6/30/2022	02:00 AM	94	83
6/30/2022	02:15 AM	47	62
6/30/2022	02:30 AM	78	38
6/30/2022	02:45 AM	46	46
6/30/2022	03:00 AM	40	60
6/30/2022	03:15 AM	47	62
6/30/2022	03:30 AM	18	46
6/30/2022	03:45 AM	38	40
6/30/2022	04:00 AM	20	32
6/30/2022	04:15 AM	23	49
6/30/2022	04:30 AM	15	26
6/30/2022	04:45 AM	17	14
6/30/2022	05:00 AM	31	31
6/30/2022	05:15 AM	21	22
6/30/2022	05:30 AM	13	13
6/30/2022	05:45 AM	12	21
6/30/2022	06:00 AM	15	9
6/30/2022	06:15 AM	6	9
6/30/2022	06:30 AM	27	23
6/30/2022	06:45 AM	41	47
6/30/2022	07:00 AM	47	32
6/30/2022	07:15 AM	53	30
6/30/2022	07:30 AM	33	47
6/30/2022	07:45 AM	72	47
6/30/2022	08:00 AM	65	68
6/30/2022	08:15 AM	44	58
6/30/2022	08:30 AM	66	80
6/30/2022	08:45 AM	63	49
6/30/2022	09:00 AM	94	105
6/30/2022	09:15 AM	127	99
6/30/2022	09:30 AM	125	132
6/30/2022	09:45 AM	182	121
6/30/2022	10:00 AM	151	96
6/30/2022	10:15 AM	237	114
6/30/2022	10:30 AM	235	162
6/30/2022	10:45 AM	271	229
6/30/2022	11:00 AM	265	185
6/30/2022	11:15 AM	255	226
6/30/2022	11:30 AM	287	156
6/30/2022	11:45 AM	310	251
6/30/2022	12:00 PM	208	212
6/30/2022	12:15 PM	227	254
6/30/2022	12:30 PM	210	304
6/30/2022	12:45 PM	200	221
6/30/2022	01:00 PM	180	231
6/30/2022	01:15 PM	220	187
6/30/2022	01:30 PM	156	234
6/30/2022	01:45 PM	219	210
6/30/2022	02:00 PM	204	216

6/2/2022	02:15 PM	649	668
6/2/2022	02:30 PM	669	689
6/2/2022	02:45 PM	618	692
6/2/2022	03:00 PM	685	710
6/2/2022	03:15 PM	695	675
6/2/2022	03:30 PM	720	701
6/2/2022	03:45 PM	733	721
6/2/2022	04:00 PM	728	736
6/2/2022	04:15 PM	719	802
6/2/2022	04:30 PM	711	783
6/2/2022	04:45 PM	715	762
6/2/2022	05:00 PM	725	740
6/2/2022	05:15 PM	697	712
6/2/2022	05:30 PM	691	741
6/2/2022	05:45 PM	688	733
6/2/2022	06:00 PM	685	672
6/2/2022	06:15 PM	691	624
6/2/2022	06:30 PM	713	748
6/2/2022	06:45 PM	728	722
6/2/2022	07:00 PM	731	762
6/2/2022	07:15 PM	729	730
6/2/2022	07:30 PM	752	718
6/2/2022	07:45 PM	770	728
6/2/2022	08:00 PM	751	732
6/2/2022	08:15 PM	762	720
6/2/2022	08:30 PM	676	650
6/2/2022	08:45 PM	641	663
6/2/2022	09:00 PM	652	641
6/2/2022	09:15 PM	620	653
6/2/2022	09:30 PM	610	647
6/2/2022	09:45 PM	571	602
6/2/2022	10:00 PM	583	572
6/2/2022	10:15 PM	567	530
6/2/2022	10:30 PM	594	557
6/2/2022	10:45 PM	578	532
6/2/2022	11:00 PM	567	515
6/2/2022	11:15 PM	572	529
6/2/2022	11:30 PM	569	542
6/2/2022	11:45 PM	572	538
6/3/2022	12:00 AM	570	532
6/3/2022	12:15 AM	550	520
6/3/2022	12:30 AM	500	496
6/3/2022	12:45 AM	451	468
6/3/2022	01:00 AM	397	450
6/3/2022	01:15 AM	348	320
6/3/2022	01:30 AM	281	210
6/3/2022	01:45 AM	238	202
6/3/2022	02:00 AM	172	170
6/3/2022	02:15 AM	186	164
6/3/2022	02:30 AM	191	142
6/3/2022	02:45 AM	181	132
6/3/2022	03:00 AM	184	123
6/3/2022	03:15 AM	208	167
6/3/2022	03:30 AM	220	198
6/3/2022	03:45 AM	250	200
6/3/2022	04:00 AM	261	225
6/3/2022	04:15 AM	240	235
6/3/2022	04:30 AM	206	192
6/3/2022	04:45 AM	197	162
6/3/2022	05:00 AM	150	120
6/3/2022	05:15 AM	92	81
6/3/2022	05:30 AM	72	65
6/3/2022	05:45 AM	52	81

6/30/2022	02:15 PM	181	300
6/30/2022	02:30 PM	204	324
6/30/2022	02:45 PM	217	270
6/30/2022	03:00 PM	230	235
6/30/2022	03:15 PM	211	206
6/30/2022	03:30 PM	213	344
6/30/2022	03:45 PM	184	320
6/30/2022	04:00 PM	231	197
6/30/2022	04:15 PM	185	223
6/30/2022	04:30 PM	235	233
6/30/2022	04:45 PM	251	212
6/30/2022	05:00 PM	221	228
6/30/2022	05:15 PM	200	248
6/30/2022	05:30 PM	246	210
6/30/2022	05:45 PM	197	201
6/30/2022	06:00 PM	314	303
6/30/2022	06:15 PM	398	399
6/30/2022	06:30 PM	425	417
6/30/2022	06:45 PM	358	535
6/30/2022	07:00 PM	428	466
6/30/2022	07:15 PM	313	344
6/30/2022	07:30 PM	325	371
6/30/2022	07:45 PM	322	403
6/30/2022	08:00 PM	249	321
6/30/2022	08:15 PM	460	404
6/30/2022	08:30 PM	480	427
6/30/2022	08:45 PM	353	429
6/30/2022	09:00 PM	551	484
6/30/2022	09:15 PM	550	586
6/30/2022	09:30 PM	460	436
6/30/2022	09:45 PM	465	385
6/30/2022	10:00 PM	550	410
6/30/2022	10:15 PM	542	525
6/30/2022	10:30 PM	495	434
6/30/2022	10:45 PM	410	433
6/30/2022	11:00 PM	488	371
6/30/2022	11:15 PM	495	416
6/30/2022	11:30 PM	402	323
6/30/2022	11:45 PM	324	177
7/1/2022	12:00 AM	225	167
7/1/2022	12:15 AM	197	171
7/1/2022	12:30 AM	223	147
7/1/2022	12:45 AM	176	111
7/1/2022	01:00 AM	141	162
7/1/2022	01:15 AM	143	134
7/1/2022	01:30 AM	121	143
7/1/2022	01:45 AM	139	103
7/1/2022	02:00 AM	125	83
7/1/2022	02:15 AM	91	114
7/1/2022	02:30 AM	139	81
7/1/2022	02:45 AM	95	84
7/1/2022	03:00 AM	74	48
7/1/2022	03:15 AM	83	75
7/1/2022	03:30 AM	64	44
7/1/2022	03:45 AM	60	37
7/1/2022	04:00 AM	55	21
7/1/2022	04:15 AM	30	40
7/1/2022	04:30 AM	26	39
7/1/2022	04:45 AM	25	29
7/1/2022	05:00 AM	28	23
7/1/2022	05:15 AM	27	20
7/1/2022	05:30 AM	29	27
7/1/2022	05:45 AM	23	19

Treasure Island Bus Stop (#34)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	118	141
5/28/2022	12:15 PM	124	132
5/28/2022	12:30 PM	106	126
5/28/2022	12:45 PM	119	107
5/28/2022	01:00 PM	114	138
5/28/2022	01:15 PM	126	121
5/28/2022	01:30 PM	115	136
5/28/2022	01:45 PM	102	120
5/28/2022	02:00 PM	126	149
5/28/2022	02:15 PM	95	156
5/28/2022	02:30 PM	77	147
5/28/2022	02:45 PM	69	168
5/28/2022	03:00 PM	89	171
5/28/2022	03:15 PM	92	167
5/28/2022	03:30 PM	116	154
5/28/2022	03:45 PM	113	134
5/28/2022	04:00 PM	127	124
5/28/2022	04:15 PM	134	129
5/28/2022	04:30 PM	135	135
5/28/2022	04:45 PM	125	162
5/28/2022	05:00 PM	113	141
5/28/2022	05:15 PM	122	159
5/28/2022	05:30 PM	136	164
5/28/2022	05:45 PM	149	151
5/28/2022	06:00 PM	154	176
5/28/2022	06:15 PM	169	184
5/28/2022	06:30 PM	141	197
5/28/2022	06:45 PM	128	212
5/28/2022	07:00 PM	133	237
5/28/2022	07:15 PM	162	200
5/28/2022	07:30 PM	186	196
5/28/2022	07:45 PM	206	154
5/28/2022	08:00 PM	241	165
5/28/2022	08:15 PM	262	185
5/28/2022	08:30 PM	289	205
5/28/2022	08:45 PM	291	247
5/28/2022	09:00 PM	303	286
5/28/2022	09:15 PM	321	305
5/28/2022	09:30 PM	335	316
5/28/2022	09:45 PM	315	295
5/28/2022	10:00 PM	274	304
5/28/2022	10:15 PM	241	323
5/28/2022	10:30 PM	269	314
5/28/2022	10:45 PM	282	369
5/28/2022	11:00 PM	240	328
5/28/2022	11:15 PM	292	344
5/28/2022	11:30 PM	264	311
5/28/2022	11:45 PM	284	326

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	107	141
6/25/2022	12:15 PM	94	143
6/25/2022	12:30 PM	86	133
6/25/2022	12:45 PM	174	276
6/25/2022	01:00 PM	124	203
6/25/2022	01:15 PM	90	135
6/25/2022	01:30 PM	127	147
6/25/2022	01:45 PM	111	153
6/25/2022	02:00 PM	136	186
6/25/2022	02:15 PM	190	136
6/25/2022	02:30 PM	237	195
6/25/2022	02:45 PM	258	195
6/25/2022	03:00 PM	144	153
6/25/2022	03:15 PM	127	155
6/25/2022	03:30 PM	91	166
6/25/2022	03:45 PM	101	156
6/25/2022	04:00 PM	193	230
6/25/2022	04:15 PM	126	190
6/25/2022	04:30 PM	167	182
6/25/2022	04:45 PM	160	199
6/25/2022	05:00 PM	63	114
6/25/2022	05:15 PM	101	119
6/25/2022	05:30 PM	150	134
6/25/2022	05:45 PM	128	76
6/25/2022	06:00 PM	142	143
6/25/2022	06:15 PM	125	161
6/25/2022	06:30 PM	142	170
6/25/2022	06:45 PM	138	178
6/25/2022	07:00 PM	110	195
6/25/2022	07:15 PM	210	208
6/25/2022	07:30 PM	274	275
6/25/2022	07:45 PM	244	265
6/25/2022	08:00 PM	240	284
6/25/2022	08:15 PM	171	287
6/25/2022	08:30 PM	321	210
6/25/2022	08:45 PM	266	358
6/25/2022	09:00 PM	304	276
6/25/2022	09:15 PM	260	295
6/25/2022	09:30 PM	297	329
6/25/2022	09:45 PM	248	284
6/25/2022	10:00 PM	210	179
6/25/2022	10:15 PM	206	197
6/25/2022	10:30 PM	232	226
6/25/2022	10:45 PM	212	253
6/25/2022	11:00 PM	384	329
6/25/2022	11:15 PM	322	269
6/25/2022	11:30 PM	251	174
6/25/2022	11:45 PM	204	121

Venetian North (#35)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	191	109
5/28/2022	12:15 PM	201	127
5/28/2022	12:30 PM	216	136
5/28/2022	12:45 PM	210	145
5/28/2022	01:00 PM	220	156
5/28/2022	01:15 PM	207	149
5/28/2022	01:30 PM	192	131
5/28/2022	01:45 PM	180	159
5/28/2022	02:00 PM	176	164
5/28/2022	02:15 PM	154	160
5/28/2022	02:30 PM	182	176
5/28/2022	02:45 PM	174	156
5/28/2022	03:00 PM	168	171
5/28/2022	03:15 PM	184	186
5/28/2022	03:30 PM	176	151
5/28/2022	03:45 PM	189	144
5/28/2022	04:00 PM	181	130
5/28/2022	04:15 PM	196	146
5/28/2022	04:30 PM	215	163
5/28/2022	04:45 PM	241	174
5/28/2022	05:00 PM	277	193
5/28/2022	05:15 PM	251	210
5/28/2022	05:30 PM	240	226
5/28/2022	05:45 PM	237	241
5/28/2022	06:00 PM	262	264
5/28/2022	06:15 PM	241	236
5/28/2022	06:30 PM	269	221
5/28/2022	06:45 PM	241	210
5/28/2022	07:00 PM	297	243
5/28/2022	07:15 PM	274	221
5/28/2022	07:30 PM	261	196
5/28/2022	07:45 PM	240	175
5/28/2022	08:00 PM	197	152
5/28/2022	08:15 PM	220	181
5/28/2022	08:30 PM	241	196
5/28/2022	08:45 PM	267	206
5/28/2022	09:00 PM	297	213
5/28/2022	09:15 PM	274	226
5/28/2022	09:30 PM	286	249
5/28/2022	09:45 PM	261	234
5/28/2022	10:00 PM	277	264
5/28/2022	10:15 PM	291	231
5/28/2022	10:30 PM	332	285
5/28/2022	10:45 PM	314	251
5/28/2022	11:00 PM	336	277
5/28/2022	11:15 PM	357	213
5/28/2022	11:30 PM	301	245
5/28/2022	11:45 PM	289	201

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	190	142
6/25/2022	12:15 PM	212	112
6/25/2022	12:30 PM	166	126
6/25/2022	12:45 PM	153	182
6/25/2022	01:00 PM	147	152
6/25/2022	01:15 PM	150	101
6/25/2022	01:30 PM	144	97
6/25/2022	01:45 PM	166	138
6/25/2022	02:00 PM	115	77
6/25/2022	02:15 PM	154	133
6/25/2022	02:30 PM	184	94
6/25/2022	02:45 PM	140	108
6/25/2022	03:00 PM	183	96
6/25/2022	03:15 PM	93	103
6/25/2022	03:30 PM	170	152
6/25/2022	03:45 PM	136	96
6/25/2022	04:00 PM	114	113
6/25/2022	04:15 PM	156	93
6/25/2022	04:30 PM	117	87
6/25/2022	04:45 PM	130	126
6/25/2022	05:00 PM	119	120
6/25/2022	05:15 PM	130	143
6/25/2022	05:30 PM	153	155
6/25/2022	05:45 PM	161	175
6/25/2022	06:00 PM	183	187
6/25/2022	06:15 PM	258	193
6/25/2022	06:30 PM	235	210
6/25/2022	06:45 PM	242	188
6/25/2022	07:00 PM	189	133
6/25/2022	07:15 PM	197	120
6/25/2022	07:30 PM	210	140
6/25/2022	07:45 PM	192	178
6/25/2022	08:00 PM	184	137
6/25/2022	08:15 PM	237	192
6/25/2022	08:30 PM	155	187
6/25/2022	08:45 PM	242	190
6/25/2022	09:00 PM	286	187
6/25/2022	09:15 PM	267	149
6/25/2022	09:30 PM	305	192
6/25/2022	09:45 PM	261	264
6/25/2022	10:00 PM	321	199
6/25/2022	10:15 PM	291	252
6/25/2022	10:30 PM	297	226
6/25/2022	10:45 PM	295	140
6/25/2022	11:00 PM	337	247
6/25/2022	11:15 PM	259	158
6/25/2022	11:30 PM	339	198
6/25/2022	11:45 PM	246	178

Venetian Pedestrian Bridge (#36)

Start Date: 5/28/2022

Date	Time	EB	WB
5/28/2022	12:00 PM	92	114
5/28/2022	12:15 PM	84	134
5/28/2022	12:30 PM	102	150
5/28/2022	12:45 PM	115	143
5/28/2022	01:00 PM	121	156
5/28/2022	01:15 PM	137	144
5/28/2022	01:30 PM	105	152
5/28/2022	01:45 PM	92	131
5/28/2022	02:00 PM	87	97
5/28/2022	02:15 PM	74	56
5/28/2022	02:30 PM	105	73
5/28/2022	02:45 PM	91	89
5/28/2022	03:00 PM	85	92
5/28/2022	03:15 PM	71	106
5/28/2022	03:30 PM	57	117
5/28/2022	03:45 PM	62	121
5/28/2022	04:00 PM	77	139
5/28/2022	04:15 PM	71	143
5/28/2022	04:30 PM	89	154
5/28/2022	04:45 PM	102	141
5/28/2022	05:00 PM	116	158
5/28/2022	05:15 PM	111	147
5/28/2022	05:30 PM	120	166
5/28/2022	05:45 PM	129	151
5/28/2022	06:00 PM	134	129
5/28/2022	06:15 PM	116	137
5/28/2022	06:30 PM	105	146
5/28/2022	06:45 PM	126	167
5/28/2022	07:00 PM	165	175
5/28/2022	07:15 PM	196	165
5/28/2022	07:30 PM	246	185
5/28/2022	07:45 PM	221	161
5/28/2022	08:00 PM	235	175
5/28/2022	08:15 PM	247	189
5/28/2022	08:30 PM	252	192
5/28/2022	08:45 PM	234	184
5/28/2022	09:00 PM	206	197
5/28/2022	09:15 PM	194	207
5/28/2022	09:30 PM	143	210
5/28/2022	09:45 PM	126	197
5/28/2022	10:00 PM	201	223
5/28/2022	10:15 PM	211	206
5/28/2022	10:30 PM	213	234
5/28/2022	10:45 PM	226	254
5/28/2022	11:00 PM	201	206
5/28/2022	11:15 PM	233	266
5/28/2022	11:30 PM	202	275
5/28/2022	11:45 PM	195	247

Start Date: 6/25/2022

Date	Time	EB	WB
6/25/2022	12:00 PM	94	69
6/25/2022	12:15 PM	82	90
6/25/2022	12:30 PM	86	101
6/25/2022	12:45 PM	136	105
6/25/2022	01:00 PM	140	100
6/25/2022	01:15 PM	89	105
6/25/2022	01:30 PM	105	87
6/25/2022	01:45 PM	100	105
6/25/2022	02:00 PM	103	105
6/25/2022	02:15 PM	108	101
6/25/2022	02:30 PM	76	95
6/25/2022	02:45 PM	108	130
6/25/2022	03:00 PM	87	108
6/25/2022	03:15 PM	83	88
6/25/2022	03:30 PM	103	124
6/25/2022	03:45 PM	127	115
6/25/2022	04:00 PM	111	91
6/25/2022	04:15 PM	75	145
6/25/2022	04:30 PM	81	118
6/25/2022	04:45 PM	115	118
6/25/2022	05:00 PM	100	132
6/25/2022	05:15 PM	130	88
6/25/2022	05:30 PM	110	103
6/25/2022	05:45 PM	112	125
6/25/2022	06:00 PM	99	107
6/25/2022	06:15 PM	128	137
6/25/2022	06:30 PM	87	175
6/25/2022	06:45 PM	104	120
6/25/2022	07:00 PM	109	133
6/25/2022	07:15 PM	73	136
6/25/2022	07:30 PM	119	151
6/25/2022	07:45 PM	107	109
6/25/2022	08:00 PM	146	149
6/25/2022	08:15 PM	113	128
6/25/2022	08:30 PM	201	190
6/25/2022	08:45 PM	225	205
6/25/2022	09:00 PM	191	202
6/25/2022	09:15 PM	169	159
6/25/2022	09:30 PM	178	175
6/25/2022	09:45 PM	131	165
6/25/2022	10:00 PM	133	126
6/25/2022	10:15 PM	102	171
6/25/2022	10:30 PM	80	160
6/25/2022	10:45 PM	93	182
6/25/2022	11:00 PM	220	180
6/25/2022	11:15 PM	175	117
6/25/2022	11:30 PM	160	135
6/25/2022	11:45 PM	143	117

Treasure Island South (#37)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	109	144
5/28/2022	12:15 PM	116	152
5/28/2022	12:30 PM	101	167
5/28/2022	12:45 PM	111	179
5/28/2022	01:00 PM	123	196
5/28/2022	01:15 PM	109	141
5/28/2022	01:30 PM	126	139
5/28/2022	01:45 PM	101	128
5/28/2022	02:00 PM	113	167
5/28/2022	02:15 PM	95	176
5/28/2022	02:30 PM	109	192
5/28/2022	02:45 PM	101	206
5/28/2022	03:00 PM	106	220
5/28/2022	03:15 PM	96	194
5/28/2022	03:30 PM	111	182
5/28/2022	03:45 PM	90	164
5/28/2022	04:00 PM	110	173
5/28/2022	04:15 PM	123	196
5/28/2022	04:30 PM	132	206
5/28/2022	04:45 PM	121	226
5/28/2022	05:00 PM	129	220
5/28/2022	05:15 PM	136	231
5/28/2022	05:30 PM	158	200
5/28/2022	05:45 PM	137	210
5/28/2022	06:00 PM	148	225
5/28/2022	06:15 PM	129	201
5/28/2022	06:30 PM	134	216
5/28/2022	06:45 PM	101	231
5/28/2022	07:00 PM	118	222
5/28/2022	07:15 PM	146	246
5/28/2022	07:30 PM	182	280
5/28/2022	07:45 PM	202	294
5/28/2022	08:00 PM	235	302
5/28/2022	08:15 PM	246	331
5/28/2022	08:30 PM	259	367
5/28/2022	08:45 PM	272	410
5/28/2022	09:00 PM	269	460
5/28/2022	09:15 PM	243	420
5/28/2022	09:30 PM	220	394
5/28/2022	09:45 PM	209	351
5/28/2022	10:00 PM	244	331
5/28/2022	10:15 PM	281	364
5/28/2022	10:30 PM	294	401
5/28/2022	10:45 PM	325	449
5/28/2022	11:00 PM	311	432
5/28/2022	11:15 PM	287	388
5/28/2022	11:30 PM	328	412
5/28/2022	11:45 PM	311	465

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	82	90
6/25/2022	12:15 PM	67	90
6/25/2022	12:30 PM	113	71
6/25/2022	12:45 PM	132	119
6/25/2022	01:00 PM	101	131
6/25/2022	01:15 PM	112	128
6/25/2022	01:30 PM	109	122
6/25/2022	01:45 PM	104	107
6/25/2022	02:00 PM	100	113
6/25/2022	02:15 PM	111	106
6/25/2022	02:30 PM	105	104
6/25/2022	02:45 PM	130	86
6/25/2022	03:00 PM	121	100
6/25/2022	03:15 PM	101	115
6/25/2022	03:30 PM	105	129
6/25/2022	03:45 PM	98	127
6/25/2022	04:00 PM	99	99
6/25/2022	04:15 PM	89	94
6/25/2022	04:30 PM	98	98
6/25/2022	04:45 PM	112	128
6/25/2022	05:00 PM	111	87
6/25/2022	05:15 PM	110	89
6/25/2022	05:30 PM	135	117
6/25/2022	05:45 PM	131	101
6/25/2022	06:00 PM	112	153
6/25/2022	06:15 PM	102	152
6/25/2022	06:30 PM	101	137
6/25/2022	06:45 PM	79	154
6/25/2022	07:00 PM	116	145
6/25/2022	07:15 PM	153	140
6/25/2022	07:30 PM	186	222
6/25/2022	07:45 PM	141	198
6/25/2022	08:00 PM	161	242
6/25/2022	08:15 PM	158	230
6/25/2022	08:30 PM	157	369
6/25/2022	08:45 PM	170	310
6/25/2022	09:00 PM	240	238
6/25/2022	09:15 PM	203	259
6/25/2022	09:30 PM	199	279
6/25/2022	09:45 PM	167	209
6/25/2022	10:00 PM	223	270
6/25/2022	10:15 PM	203	184
6/25/2022	10:30 PM	210	172
6/25/2022	10:45 PM	272	225
6/25/2022	11:00 PM	351	317
6/25/2022	11:15 PM	388	292
6/25/2022	11:30 PM	277	164
6/25/2022	11:45 PM	150	144

Treasure Island North (#38)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	55	85
5/28/2022	12:15 PM	71	72
5/28/2022	12:30 PM	95	71
5/28/2022	12:45 PM	114	93
5/28/2022	01:00 PM	126	77
5/28/2022	01:15 PM	134	81
5/28/2022	01:30 PM	140	86
5/28/2022	01:45 PM	110	61
5/28/2022	02:00 PM	90	50
5/28/2022	02:15 PM	86	45
5/28/2022	02:30 PM	98	36
5/28/2022	02:45 PM	102	41
5/28/2022	03:00 PM	93	52
5/28/2022	03:15 PM	101	62
5/28/2022	03:30 PM	108	59
5/28/2022	03:45 PM	92	66
5/28/2022	04:00 PM	84	58
5/28/2022	04:15 PM	83	61
5/28/2022	04:30 PM	90	65
5/28/2022	04:45 PM	106	76
5/28/2022	05:00 PM	112	84
5/28/2022	05:15 PM	110	91
5/28/2022	05:30 PM	115	110
5/28/2022	05:45 PM	122	102
5/28/2022	06:00 PM	146	96
5/28/2022	06:15 PM	172	73
5/28/2022	06:30 PM	182	60
5/28/2022	06:45 PM	161	81
5/28/2022	07:00 PM	153	76
5/28/2022	07:15 PM	136	85
5/28/2022	07:30 PM	123	99
5/28/2022	07:45 PM	102	113
5/28/2022	08:00 PM	100	126
5/28/2022	08:15 PM	116	146
5/28/2022	08:30 PM	126	117
5/28/2022	08:45 PM	137	121
5/28/2022	09:00 PM	121	136
5/28/2022	09:15 PM	112	140
5/28/2022	09:30 PM	136	152
5/28/2022	09:45 PM	141	164
5/28/2022	10:00 PM	154	172
5/28/2022	10:15 PM	162	189
5/28/2022	10:30 PM	149	183
5/28/2022	10:45 PM	177	145
5/28/2022	11:00 PM	189	212
5/28/2022	11:15 PM	155	179
5/28/2022	11:30 PM	164	168
5/28/2022	11:45 PM	131	155

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	76	48
6/25/2022	12:15 PM	81	22
6/25/2022	12:30 PM	75	63
6/25/2022	12:45 PM	106	54
6/25/2022	01:00 PM	116	48
6/25/2022	01:15 PM	66	38
6/25/2022	01:30 PM	66	32
6/25/2022	01:45 PM	82	44
6/25/2022	02:00 PM	89	43
6/25/2022	02:15 PM	94	40
6/25/2022	02:30 PM	95	37
6/25/2022	02:45 PM	96	50
6/25/2022	03:00 PM	104	60
6/25/2022	03:15 PM	86	58
6/25/2022	03:30 PM	84	63
6/25/2022	03:45 PM	77	37
6/25/2022	04:00 PM	102	42
6/25/2022	04:15 PM	99	60
6/25/2022	04:30 PM	88	52
6/25/2022	04:45 PM	76	28
6/25/2022	05:00 PM	99	31
6/25/2022	05:15 PM	65	29
6/25/2022	05:30 PM	95	53
6/25/2022	05:45 PM	76	27
6/25/2022	06:00 PM	71	46
6/25/2022	06:15 PM	94	56
6/25/2022	06:30 PM	88	26
6/25/2022	06:45 PM	80	56
6/25/2022	07:00 PM	67	38
6/25/2022	07:15 PM	119	55
6/25/2022	07:30 PM	122	73
6/25/2022	07:45 PM	98	76
6/25/2022	08:00 PM	86	112
6/25/2022	08:15 PM	89	90
6/25/2022	08:30 PM	146	106
6/25/2022	08:45 PM	130	113
6/25/2022	09:00 PM	85	149
6/25/2022	09:15 PM	159	113
6/25/2022	09:30 PM	101	134
6/25/2022	09:45 PM	64	103
6/25/2022	10:00 PM	86	96
6/25/2022	10:15 PM	120	93
6/25/2022	10:30 PM	60	80
6/25/2022	10:45 PM	122	128
6/25/2022	11:00 PM	112	135
6/25/2022	11:15 PM	279	60
6/25/2022	11:30 PM	189	86
6/25/2022	11:45 PM	112	54

Spring Mountain Road West Pedestrian Bridge (#39)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	132	160
5/28/2022	12:15 PM	121	142
5/28/2022	12:30 PM	138	139
5/28/2022	12:45 PM	146	126
5/28/2022	01:00 PM	169	137
5/28/2022	01:15 PM	143	151
5/28/2022	01:30 PM	131	176
5/28/2022	01:45 PM	119	191
5/28/2022	02:00 PM	129	201
5/28/2022	02:15 PM	136	216
5/28/2022	02:30 PM	126	221
5/28/2022	02:45 PM	144	210
5/28/2022	03:00 PM	150	236
5/28/2022	03:15 PM	143	210
5/28/2022	03:30 PM	175	191
5/28/2022	03:45 PM	169	173
5/28/2022	04:00 PM	155	188
5/28/2022	04:15 PM	168	175
5/28/2022	04:30 PM	159	193
5/28/2022	04:45 PM	164	206
5/28/2022	05:00 PM	172	226
5/28/2022	05:15 PM	186	210
5/28/2022	05:30 PM	164	219
5/28/2022	05:45 PM	150	192
5/28/2022	06:00 PM	172	203
5/28/2022	06:15 PM	153	221
5/28/2022	06:30 PM	149	200
5/28/2022	06:45 PM	151	211
5/28/2022	07:00 PM	127	207
5/28/2022	07:15 PM	132	226
5/28/2022	07:30 PM	127	234
5/28/2022	07:45 PM	119	246
5/28/2022	08:00 PM	132	257
5/28/2022	08:15 PM	151	286
5/28/2022	08:30 PM	164	310
5/28/2022	08:45 PM	159	335
5/28/2022	09:00 PM	173	395
5/28/2022	09:15 PM	186	361
5/28/2022	09:30 PM	194	336
5/28/2022	09:45 PM	212	321
5/28/2022	10:00 PM	184	313
5/28/2022	10:15 PM	196	319
5/28/2022	10:30 PM	202	326
5/28/2022	10:45 PM	225	335
5/28/2022	11:00 PM	226	344
5/28/2022	11:15 PM	194	312
5/28/2022	11:30 PM	189	339
5/28/2022	11:45 PM	197	329

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	77	117
6/25/2022	12:15 PM	98	133
6/25/2022	12:30 PM	137	129
6/25/2022	12:45 PM	177	149
6/25/2022	01:00 PM	158	127
6/25/2022	01:15 PM	131	112
6/25/2022	01:30 PM	143	84
6/25/2022	01:45 PM	137	113
6/25/2022	02:00 PM	117	131
6/25/2022	02:15 PM	143	103
6/25/2022	02:30 PM	171	129
6/25/2022	02:45 PM	114	102
6/25/2022	03:00 PM	178	137
6/25/2022	03:15 PM	202	126
6/25/2022	03:30 PM	208	122
6/25/2022	03:45 PM	135	130
6/25/2022	04:00 PM	118	134
6/25/2022	04:15 PM	167	121
6/25/2022	04:30 PM	125	122
6/25/2022	04:45 PM	143	132
6/25/2022	05:00 PM	151	138
6/25/2022	05:15 PM	157	80
6/25/2022	05:30 PM	144	125
6/25/2022	05:45 PM	148	106
6/25/2022	06:00 PM	179	75
6/25/2022	06:15 PM	172	140
6/25/2022	06:30 PM	189	121
6/25/2022	06:45 PM	187	138
6/25/2022	07:00 PM	141	113
6/25/2022	07:15 PM	169	146
6/25/2022	07:30 PM	168	178
6/25/2022	07:45 PM	189	131
6/25/2022	08:00 PM	212	92
6/25/2022	08:15 PM	206	121
6/25/2022	08:30 PM	247	203
6/25/2022	08:45 PM	225	150
6/25/2022	09:00 PM	248	120
6/25/2022	09:15 PM	200	188
6/25/2022	09:30 PM	215	145
6/25/2022	09:45 PM	192	110
6/25/2022	10:00 PM	176	73
6/25/2022	10:15 PM	209	191
6/25/2022	10:30 PM	183	90
6/25/2022	10:45 PM	208	115
6/25/2022	11:00 PM	178	126
6/25/2022	11:15 PM	144	263
6/25/2022	11:30 PM	80	170
6/25/2022	11:45 PM	87	115

Spring Mountain Road East Pedestrian Bridge (#40)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	318	173
5/28/2022	12:15 PM	295	184
5/28/2022	12:30 PM	281	176
5/28/2022	12:45 PM	262	191
5/28/2022	01:00 PM	251	210
5/28/2022	01:15 PM	244	231
5/28/2022	01:30 PM	215	246
5/28/2022	01:45 PM	231	261
5/28/2022	02:00 PM	226	276
5/28/2022	02:15 PM	239	251
5/28/2022	02:30 PM	248	285
5/28/2022	02:45 PM	250	231
5/28/2022	03:00 PM	262	210
5/28/2022	03:15 PM	244	197
5/28/2022	03:30 PM	251	177
5/28/2022	03:45 PM	241	202
5/28/2022	04:00 PM	236	239
5/28/2022	04:15 PM	221	251
5/28/2022	04:30 PM	205	240
5/28/2022	04:45 PM	216	264
5/28/2022	05:00 PM	200	286
5/28/2022	05:15 PM	198	290
5/28/2022	05:30 PM	210	321
5/28/2022	05:45 PM	226	301
5/28/2022	06:00 PM	282	316
5/28/2022	06:15 PM	319	310
5/28/2022	06:30 PM	351	295
5/28/2022	06:45 PM	322	272
5/28/2022	07:00 PM	291	263
5/28/2022	07:15 PM	266	242
5/28/2022	07:30 PM	257	203
5/28/2022	07:45 PM	276	221
5/28/2022	08:00 PM	261	249
5/28/2022	08:15 PM	253	263
5/28/2022	08:30 PM	241	288
5/28/2022	08:45 PM	236	310
5/28/2022	09:00 PM	225	381
5/28/2022	09:15 PM	217	352
5/28/2022	09:30 PM	210	332
5/28/2022	09:45 PM	205	310
5/28/2022	10:00 PM	233	317
5/28/2022	10:15 PM	211	331
5/28/2022	10:30 PM	235	313
5/28/2022	10:45 PM	206	334
5/28/2022	11:00 PM	241	307
5/28/2022	11:15 PM	209	291
5/28/2022	11:30 PM	233	278
5/28/2022	11:45 PM	197	264

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	183	205
6/25/2022	12:15 PM	193	161
6/25/2022	12:30 PM	201	170
6/25/2022	12:45 PM	256	202
6/25/2022	01:00 PM	192	182
6/25/2022	01:15 PM	199	129
6/25/2022	01:30 PM	162	186
6/25/2022	01:45 PM	209	171
6/25/2022	02:00 PM	276	193
6/25/2022	02:15 PM	229	211
6/25/2022	02:30 PM	286	206
6/25/2022	02:45 PM	212	243
6/25/2022	03:00 PM	264	155
6/25/2022	03:15 PM	196	239
6/25/2022	03:30 PM	212	228
6/25/2022	03:45 PM	189	150
6/25/2022	04:00 PM	157	239
6/25/2022	04:15 PM	165	241
6/25/2022	04:30 PM	142	152
6/25/2022	04:45 PM	166	215
6/25/2022	05:00 PM	198	226
6/25/2022	05:15 PM	178	175
6/25/2022	05:30 PM	158	261
6/25/2022	05:45 PM	169	192
6/25/2022	06:00 PM	165	270
6/25/2022	06:15 PM	198	255
6/25/2022	06:30 PM	230	180
6/25/2022	06:45 PM	208	165
6/25/2022	07:00 PM	191	179
6/25/2022	07:15 PM	267	240
6/25/2022	07:30 PM	207	199
6/25/2022	07:45 PM	211	232
6/25/2022	08:00 PM	146	201
6/25/2022	08:15 PM	194	274
6/25/2022	08:30 PM	189	261
6/25/2022	08:45 PM	123	246
6/25/2022	09:00 PM	161	253
6/25/2022	09:15 PM	182	262
6/25/2022	09:30 PM	195	285
6/25/2022	09:45 PM	263	198
6/25/2022	10:00 PM	305	310
6/25/2022	10:15 PM	321	204
6/25/2022	10:30 PM	298	215
6/25/2022	10:45 PM	283	188
6/25/2022	11:00 PM	274	166
6/25/2022	11:15 PM	293	147
6/25/2022	11:30 PM	299	136
6/25/2022	11:45 PM	183	139

Wynn (#41)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	11	22
5/28/2022	12:15 PM	12	40
5/28/2022	12:30 PM	30	57
5/28/2022	12:45 PM	7	30
5/28/2022	01:00 PM	22	27
5/28/2022	01:15 PM	19	55
5/28/2022	01:30 PM	19	28
5/28/2022	01:45 PM	10	42
5/28/2022	02:00 PM	21	19
5/28/2022	02:15 PM	18	28
5/28/2022	02:30 PM	26	28
5/28/2022	02:45 PM	21	38
5/28/2022	03:00 PM	28	39
5/28/2022	03:15 PM	21	44
5/28/2022	03:30 PM	6	22
5/28/2022	03:45 PM	23	41
5/28/2022	04:00 PM	25	37
5/28/2022	04:15 PM	9	34
5/28/2022	04:30 PM	11	47
5/28/2022	04:45 PM	39	45
5/28/2022	05:00 PM	40	100
5/28/2022	05:15 PM	30	45
5/28/2022	05:30 PM	22	71
5/28/2022	05:45 PM	45	104
5/28/2022	06:00 PM	35	59
5/28/2022	06:15 PM	41	111
5/28/2022	06:30 PM	30	73
5/28/2022	06:45 PM	79	80
5/28/2022	07:00 PM	50	57
5/28/2022	07:15 PM	43	43
5/28/2022	07:30 PM	30	29
5/28/2022	07:45 PM	29	40
5/28/2022	08:00 PM	47	71
5/28/2022	08:15 PM	44	56
5/28/2022	08:30 PM	26	62
5/28/2022	08:45 PM	54	57
5/28/2022	09:00 PM	24	68
5/28/2022	09:15 PM	56	101
5/28/2022	09:30 PM	41	51
5/28/2022	09:45 PM	36	43
5/28/2022	10:00 PM	46	44
5/28/2022	10:15 PM	51	66
5/28/2022	10:30 PM	44	73
5/28/2022	10:45 PM	52	61
5/28/2022	11:00 PM	61	85
5/28/2022	11:15 PM	66	76
5/28/2022	11:30 PM	53	91
5/28/2022	11:45 PM	65	94

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	8	39
6/25/2022	12:15 PM	8	13
6/25/2022	12:30 PM	7	29
6/25/2022	12:45 PM	14	28
6/25/2022	01:00 PM	4	26
6/25/2022	01:15 PM	9	10
6/25/2022	01:30 PM	14	13
6/25/2022	01:45 PM	15	12
6/25/2022	02:00 PM	24	34
6/25/2022	02:15 PM	7	14
6/25/2022	02:30 PM	12	20
6/25/2022	02:45 PM	10	29
6/25/2022	03:00 PM	9	2
6/25/2022	03:15 PM	6	9
6/25/2022	03:30 PM	8	22
6/25/2022	03:45 PM	4	7
6/25/2022	04:00 PM	7	9
6/25/2022	04:15 PM	1	8
6/25/2022	04:30 PM	4	16
6/25/2022	04:45 PM	8	26
6/25/2022	05:00 PM	4	27
6/25/2022	05:15 PM	13	38
6/25/2022	05:30 PM	22	44
6/25/2022	05:45 PM	20	32
6/25/2022	06:00 PM	11	28
6/25/2022	06:15 PM	7	54
6/25/2022	06:30 PM	8	22
6/25/2022	06:45 PM	6	21
6/25/2022	07:00 PM	23	19
6/25/2022	07:15 PM	13	34
6/25/2022	07:30 PM	6	47
6/25/2022	07:45 PM	14	38
6/25/2022	08:00 PM	18	34
6/25/2022	08:15 PM	27	62
6/25/2022	08:30 PM	21	77
6/25/2022	08:45 PM	18	46
6/25/2022	09:00 PM	6	41
6/25/2022	09:15 PM	32	56
6/25/2022	09:30 PM	34	33
6/25/2022	09:45 PM	28	93
6/25/2022	10:00 PM	21	61
6/25/2022	10:15 PM	22	40
6/25/2022	10:30 PM	21	38
6/25/2022	10:45 PM	12	52
6/25/2022	11:00 PM	22	35
6/25/2022	11:15 PM	19	37
6/25/2022	11:30 PM	20	26
6/25/2022	11:45 PM	24	28

Wynn Pedestrian Bridge (#42)

Start Date: 5/28/2022

Date	Time	EB	WB
5/28/2022	12:00 PM	92	103
5/28/2022	12:15 PM	86	110
5/28/2022	12:30 PM	112	121
5/28/2022	12:45 PM	106	118
5/28/2022	01:00 PM	121	130
5/28/2022	01:15 PM	130	141
5/28/2022	01:30 PM	119	128
5/28/2022	01:45 PM	134	137
5/28/2022	02:00 PM	148	143
5/28/2022	02:15 PM	156	162
5/28/2022	02:30 PM	163	198
5/28/2022	02:45 PM	146	183
5/28/2022	03:00 PM	151	171
5/28/2022	03:15 PM	124	163
5/28/2022	03:30 PM	139	104
5/28/2022	03:45 PM	120	110
5/28/2022	04:00 PM	141	123
5/28/2022	04:15 PM	136	117
5/28/2022	04:30 PM	132	127
5/28/2022	04:45 PM	143	122
5/28/2022	05:00 PM	163	127
5/28/2022	05:15 PM	176	120
5/28/2022	05:30 PM	195	124
5/28/2022	05:45 PM	188	110
5/28/2022	06:00 PM	173	116
5/28/2022	06:15 PM	162	106
5/28/2022	06:30 PM	137	101
5/28/2022	06:45 PM	120	119
5/28/2022	07:00 PM	112	124
5/28/2022	07:15 PM	103	125
5/28/2022	07:30 PM	92	133
5/28/2022	07:45 PM	110	120
5/28/2022	08:00 PM	126	131
5/28/2022	08:15 PM	142	117
5/28/2022	08:30 PM	191	125
5/28/2022	08:45 PM	176	131
5/28/2022	09:00 PM	152	128
5/28/2022	09:15 PM	136	116
5/28/2022	09:30 PM	104	111
5/28/2022	09:45 PM	119	129
5/28/2022	10:00 PM	141	121
5/28/2022	10:15 PM	128	135
5/28/2022	10:30 PM	164	174
5/28/2022	10:45 PM	128	186
5/28/2022	11:00 PM	151	167
5/28/2022	11:15 PM	113	125
5/28/2022	11:30 PM	119	136
5/28/2022	11:45 PM	98	116

Start Date: 6/25/2022

Date	Time	EB	WB
6/25/2022	12:00 PM	113	143
6/25/2022	12:15 PM	104	128
6/25/2022	12:30 PM	131	115
6/25/2022	12:45 PM	109	137
6/25/2022	01:00 PM	121	109
6/25/2022	01:15 PM	147	86
6/25/2022	01:30 PM	111	167
6/25/2022	01:45 PM	148	109
6/25/2022	02:00 PM	165	129
6/25/2022	02:15 PM	99	145
6/25/2022	02:30 PM	113	146
6/25/2022	02:45 PM	154	111
6/25/2022	03:00 PM	138	167
6/25/2022	03:15 PM	175	149
6/25/2022	03:30 PM	137	147
6/25/2022	03:45 PM	119	111
6/25/2022	04:00 PM	194	135
6/25/2022	04:15 PM	134	109
6/25/2022	04:30 PM	130	99
6/25/2022	04:45 PM	135	125
6/25/2022	05:00 PM	146	108
6/25/2022	05:15 PM	134	79
6/25/2022	05:30 PM	77	116
6/25/2022	05:45 PM	133	95
6/25/2022	06:00 PM	88	110
6/25/2022	06:15 PM	84	123
6/25/2022	06:30 PM	116	125
6/25/2022	06:45 PM	102	97
6/25/2022	07:00 PM	73	120
6/25/2022	07:15 PM	95	104
6/25/2022	07:30 PM	135	96
6/25/2022	07:45 PM	110	88
6/25/2022	08:00 PM	98	113
6/25/2022	08:15 PM	111	81
6/25/2022	08:30 PM	160	115
6/25/2022	08:45 PM	139	85
6/25/2022	09:00 PM	122	59
6/25/2022	09:15 PM	143	72
6/25/2022	09:30 PM	105	105
6/25/2022	09:45 PM	85	101
6/25/2022	10:00 PM	74	109
6/25/2022	10:15 PM	75	92
6/25/2022	10:30 PM	62	76
6/25/2022	10:45 PM	79	80
6/25/2022	11:00 PM	111	47
6/25/2022	11:15 PM	78	51
6/25/2022	11:30 PM	49	66
6/25/2022	11:45 PM	45	54

North of Fashion Show Drive (#43)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	52	59
5/28/2022	12:15 PM	64	61
5/28/2022	12:30 PM	81	58
5/28/2022	12:45 PM	30	48
5/28/2022	01:00 PM	54	73
5/28/2022	01:15 PM	58	57
5/28/2022	01:30 PM	46	73
5/28/2022	01:45 PM	51	77
5/28/2022	02:00 PM	41	69
5/28/2022	02:15 PM	52	76
5/28/2022	02:30 PM	53	32
5/28/2022	02:45 PM	44	78
5/28/2022	03:00 PM	48	84
5/28/2022	03:15 PM	58	82
5/28/2022	03:30 PM	66	46
5/28/2022	03:45 PM	69	40
5/28/2022	04:00 PM	58	74
5/28/2022	04:15 PM	58	89
5/28/2022	04:30 PM	61	83
5/28/2022	04:45 PM	43	83
5/28/2022	05:00 PM	70	69
5/28/2022	05:15 PM	54	70
5/28/2022	05:30 PM	68	84
5/28/2022	05:45 PM	66	61
5/28/2022	06:00 PM	46	85
5/28/2022	06:15 PM	69	106
5/28/2022	06:30 PM	48	116
5/28/2022	06:45 PM	69	107
5/28/2022	07:00 PM	83	123
5/28/2022	07:15 PM	59	120
5/28/2022	07:30 PM	65	111
5/28/2022	07:45 PM	79	86
5/28/2022	08:00 PM	64	151
5/28/2022	08:15 PM	71	163
5/28/2022	08:30 PM	53	146
5/28/2022	08:45 PM	85	180
5/28/2022	09:00 PM	102	108
5/28/2022	09:15 PM	123	104
5/28/2022	09:30 PM	100	150
5/28/2022	09:45 PM	84	89
5/28/2022	10:00 PM	114	125
5/28/2022	10:15 PM	106	136
5/28/2022	10:30 PM	128	148
5/28/2022	10:45 PM	119	108
5/28/2022	11:00 PM	146	157
5/28/2022	11:15 PM	179	194
5/28/2022	11:30 PM	136	188
5/28/2022	11:45 PM	108	117

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	37	53
6/25/2022	12:15 PM	21	30
6/25/2022	12:30 PM	32	50
6/25/2022	12:45 PM	46	56
6/25/2022	01:00 PM	24	44
6/25/2022	01:15 PM	19	34
6/25/2022	01:30 PM	12	36
6/25/2022	01:45 PM	39	39
6/25/2022	02:00 PM	24	52
6/25/2022	02:15 PM	16	26
6/25/2022	02:30 PM	28	58
6/25/2022	02:45 PM	33	42
6/25/2022	03:00 PM	48	54
6/25/2022	03:15 PM	21	69
6/25/2022	03:30 PM	20	52
6/25/2022	03:45 PM	34	28
6/25/2022	04:00 PM	40	44
6/25/2022	04:15 PM	44	38
6/25/2022	04:30 PM	39	57
6/25/2022	04:45 PM	29	67
6/25/2022	05:00 PM	35	50
6/25/2022	05:15 PM	31	37
6/25/2022	05:30 PM	60	51
6/25/2022	05:45 PM	29	51
6/25/2022	06:00 PM	42	63
6/25/2022	06:15 PM	56	89
6/25/2022	06:30 PM	39	60
6/25/2022	06:45 PM	51	61
6/25/2022	07:00 PM	41	65
6/25/2022	07:15 PM	37	55
6/25/2022	07:30 PM	74	94
6/25/2022	07:45 PM	53	69
6/25/2022	08:00 PM	35	84
6/25/2022	08:15 PM	69	87
6/25/2022	08:30 PM	44	105
6/25/2022	08:45 PM	94	107
6/25/2022	09:00 PM	98	105
6/25/2022	09:15 PM	67	89
6/25/2022	09:30 PM	57	97
6/25/2022	09:45 PM	29	54
6/25/2022	10:00 PM	33	71
6/25/2022	10:15 PM	88	85
6/25/2022	10:30 PM	50	234
6/25/2022	10:45 PM	63	98
6/25/2022	11:00 PM	44	65
6/25/2022	11:15 PM	116	34
6/25/2022	11:30 PM	99	47
6/25/2022	11:45 PM	79	59

Resorts World (#44)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	9	55
5/28/2022	12:15 PM	29	57
5/28/2022	12:30 PM	29	72
5/28/2022	12:45 PM	12	43
5/28/2022	01:00 PM	27	86
5/28/2022	01:15 PM	11	69
5/28/2022	01:30 PM	21	67
5/28/2022	01:45 PM	22	55
5/28/2022	02:00 PM	25	52
5/28/2022	02:15 PM	10	73
5/28/2022	02:30 PM	17	43
5/28/2022	02:45 PM	34	64
5/28/2022	03:00 PM	23	60
5/28/2022	03:15 PM	22	60
5/28/2022	03:30 PM	34	36
5/28/2022	03:45 PM	34	32
5/28/2022	04:00 PM	25	95
5/28/2022	04:15 PM	56	53
5/28/2022	04:30 PM	46	89
5/28/2022	04:45 PM	40	84
5/28/2022	05:00 PM	45	64
5/28/2022	05:15 PM	49	101
5/28/2022	05:30 PM	44	78
5/28/2022	05:45 PM	33	100
5/28/2022	06:00 PM	30	103
5/28/2022	06:15 PM	29	112
5/28/2022	06:30 PM	32	103
5/28/2022	06:45 PM	47	113
5/28/2022	07:00 PM	48	150
5/28/2022	07:15 PM	24	79
5/28/2022	07:30 PM	49	117
5/28/2022	07:45 PM	53	133
5/28/2022	08:00 PM	34	202
5/28/2022	08:15 PM	37	166
5/28/2022	08:30 PM	46	188
5/28/2022	08:45 PM	40	107
5/28/2022	09:00 PM	65	130
5/28/2022	09:15 PM	56	137
5/28/2022	09:30 PM	82	127
5/28/2022	09:45 PM	67	154
5/28/2022	10:00 PM	54	138
5/28/2022	10:15 PM	77	164
5/28/2022	10:30 PM	91	144
5/28/2022	10:45 PM	83	127
5/28/2022	11:00 PM	64	166
5/28/2022	11:15 PM	79	132
5/28/2022	11:30 PM	86	114
5/28/2022	11:45 PM	58	118

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	23	38
6/25/2022	12:15 PM	18	32
6/25/2022	12:30 PM	10	50
6/25/2022	12:45 PM	17	49
6/25/2022	01:00 PM	10	41
6/25/2022	01:15 PM	8	47
6/25/2022	01:30 PM	19	22
6/25/2022	01:45 PM	4	33
6/25/2022	02:00 PM	11	55
6/25/2022	02:15 PM	8	22
6/25/2022	02:30 PM	19	22
6/25/2022	02:45 PM	16	30
6/25/2022	03:00 PM	26	44
6/25/2022	03:15 PM	18	43
6/25/2022	03:30 PM	10	36
6/25/2022	03:45 PM	8	36
6/25/2022	04:00 PM	25	24
6/25/2022	04:15 PM	27	67
6/25/2022	04:30 PM	36	79
6/25/2022	04:45 PM	43	47
6/25/2022	05:00 PM	15	46
6/25/2022	05:15 PM	9	24
6/25/2022	05:30 PM	27	43
6/25/2022	05:45 PM	39	51
6/25/2022	06:00 PM	22	65
6/25/2022	06:15 PM	36	74
6/25/2022	06:30 PM	26	81
6/25/2022	06:45 PM	42	47
6/25/2022	07:00 PM	15	64
6/25/2022	07:15 PM	24	61
6/25/2022	07:30 PM	23	97
6/25/2022	07:45 PM	36	79
6/25/2022	08:00 PM	25	101
6/25/2022	08:15 PM	22	84
6/25/2022	08:30 PM	27	100
6/25/2022	08:45 PM	33	104
6/25/2022	09:00 PM	69	105
6/25/2022	09:15 PM	34	99
6/25/2022	09:30 PM	56	94
6/25/2022	09:45 PM	51	65
6/25/2022	10:00 PM	26	99
6/25/2022	10:15 PM	46	108
6/25/2022	10:30 PM	96	154
6/25/2022	10:45 PM	37	73
6/25/2022	11:00 PM	43	95
6/25/2022	11:15 PM	40	61
6/25/2022	11:30 PM	97	50
6/25/2022	11:45 PM	71	60

Convention Center (#45)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	5	9
5/28/2022	12:15 PM	19	10
5/28/2022	12:30 PM	6	2
5/28/2022	12:45 PM	23	3
5/28/2022	01:00 PM	13	0
5/28/2022	01:15 PM	13	9
5/28/2022	01:30 PM	12	4
5/28/2022	01:45 PM	15	16
5/28/2022	02:00 PM	7	0
5/28/2022	02:15 PM	13	2
5/28/2022	02:30 PM	11	11
5/28/2022	02:45 PM	16	1
5/28/2022	03:00 PM	15	4
5/28/2022	03:15 PM	11	3
5/28/2022	03:30 PM	14	7
5/28/2022	03:45 PM	11	2
5/28/2022	04:00 PM	11	2
5/28/2022	04:15 PM	15	8
5/28/2022	04:30 PM	23	6
5/28/2022	04:45 PM	7	10
5/28/2022	05:00 PM	9	7
5/28/2022	05:15 PM	20	2
5/28/2022	05:30 PM	19	8
5/28/2022	05:45 PM	13	4
5/28/2022	06:00 PM	30	3
5/28/2022	06:15 PM	20	11
5/28/2022	06:30 PM	9	9
5/28/2022	06:45 PM	35	1
5/28/2022	07:00 PM	35	5
5/28/2022	07:15 PM	16	14
5/28/2022	07:30 PM	23	4
5/28/2022	07:45 PM	15	4
5/28/2022	08:00 PM	10	6
5/28/2022	08:15 PM	20	5
5/28/2022	08:30 PM	32	4
5/28/2022	08:45 PM	21	12
5/28/2022	09:00 PM	24	9
5/28/2022	09:15 PM	17	1
5/28/2022	09:30 PM	11	8
5/28/2022	09:45 PM	30	3
5/28/2022	10:00 PM	24	8
5/28/2022	10:15 PM	19	11
5/28/2022	10:30 PM	34	6
5/28/2022	10:45 PM	26	9
5/28/2022	11:00 PM	37	4
5/28/2022	11:15 PM	32	9
5/28/2022	11:30 PM	14	2
5/28/2022	11:45 PM	16	4

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	16	6
6/25/2022	12:15 PM	29	3
6/25/2022	12:30 PM	6	8
6/25/2022	12:45 PM	15	4
6/25/2022	01:00 PM	18	9
6/25/2022	01:15 PM	17	13
6/25/2022	01:30 PM	6	10
6/25/2022	01:45 PM	0	0
6/25/2022	02:00 PM	5	4
6/25/2022	02:15 PM	5	2
6/25/2022	02:30 PM	7	4
6/25/2022	02:45 PM	7	2
6/25/2022	03:00 PM	23	0
6/25/2022	03:15 PM	15	2
6/25/2022	03:30 PM	4	0
6/25/2022	03:45 PM	6	5
6/25/2022	04:00 PM	8	3
6/25/2022	04:15 PM	9	0
6/25/2022	04:30 PM	2	2
6/25/2022	04:45 PM	3	0
6/25/2022	05:00 PM	2	5
6/25/2022	05:15 PM	16	3
6/25/2022	05:30 PM	5	2
6/25/2022	05:45 PM	19	2
6/25/2022	06:00 PM	17	4
6/25/2022	06:15 PM	20	6
6/25/2022	06:30 PM	39	7
6/25/2022	06:45 PM	15	6
6/25/2022	07:00 PM	8	13
6/25/2022	07:15 PM	12	12
6/25/2022	07:30 PM	11	3
6/25/2022	07:45 PM	19	9
6/25/2022	08:00 PM	9	5
6/25/2022	08:15 PM	17	8
6/25/2022	08:30 PM	5	10
6/25/2022	08:45 PM	7	3
6/25/2022	09:00 PM	23	5
6/25/2022	09:15 PM	14	3
6/25/2022	09:30 PM	6	8
6/25/2022	09:45 PM	15	4
6/25/2022	10:00 PM	24	12
6/25/2022	10:15 PM	24	1
6/25/2022	10:30 PM	8	1
6/25/2022	10:45 PM	28	6
6/25/2022	11:00 PM	5	2
6/25/2022	11:15 PM	6	8
6/25/2022	11:30 PM	32	5
6/25/2022	11:45 PM	24	6

Circus Circus (#46)

Start Date: 5/28/2022

Date	Time	NB	SB
5/28/2022	12:00 PM	19	23
5/28/2022	12:15 PM	7	35
5/28/2022	12:30 PM	5	45
5/28/2022	12:45 PM	12	58
5/28/2022	01:00 PM	25	38
5/28/2022	01:15 PM	21	36
5/28/2022	01:30 PM	19	25
5/28/2022	01:45 PM	24	23
5/28/2022	02:00 PM	22	60
5/28/2022	02:15 PM	21	46
5/28/2022	02:30 PM	30	36
5/28/2022	02:45 PM	27	28
5/28/2022	03:00 PM	4	33
5/28/2022	03:15 PM	17	35
5/28/2022	03:30 PM	22	38
5/28/2022	03:45 PM	20	34
5/28/2022	04:00 PM	13	21
5/28/2022	04:15 PM	23	23
5/28/2022	04:30 PM	23	36
5/28/2022	04:45 PM	19	30
5/28/2022	05:00 PM	21	12
5/28/2022	05:15 PM	20	32
5/28/2022	05:30 PM	14	31
5/28/2022	05:45 PM	27	30
5/28/2022	06:00 PM	21	22
5/28/2022	06:15 PM	30	42
5/28/2022	06:30 PM	33	39
5/28/2022	06:45 PM	9	29
5/28/2022	07:00 PM	23	62
5/28/2022	07:15 PM	39	62
5/28/2022	07:30 PM	35	54
5/28/2022	07:45 PM	32	43
5/28/2022	08:00 PM	35	33
5/28/2022	08:15 PM	35	60
5/28/2022	08:30 PM	28	76
5/28/2022	08:45 PM	21	73
5/28/2022	09:00 PM	37	82
5/28/2022	09:15 PM	31	85
5/28/2022	09:30 PM	10	66
5/28/2022	09:45 PM	25	60
5/28/2022	10:00 PM	31	64
5/28/2022	10:15 PM	28	72
5/28/2022	10:30 PM	22	61
5/28/2022	10:45 PM	19	67
5/28/2022	11:00 PM	32	72
5/28/2022	11:15 PM	36	64
5/28/2022	11:30 PM	25	53
5/28/2022	11:45 PM	13	44

Start Date: 6/25/2022

Date	Time	NB	SB
6/25/2022	12:00 PM	10	41
6/25/2022	12:15 PM	17	29
6/25/2022	12:30 PM	8	45
6/25/2022	12:45 PM	15	20
6/25/2022	01:00 PM	9	29
6/25/2022	01:15 PM	9	21
6/25/2022	01:30 PM	15	13
6/25/2022	01:45 PM	17	23
6/25/2022	02:00 PM	6	28
6/25/2022	02:15 PM	2	23
6/25/2022	02:30 PM	24	25
6/25/2022	02:45 PM	10	38
6/25/2022	03:00 PM	7	19
6/25/2022	03:15 PM	14	17
6/25/2022	03:30 PM	8	23
6/25/2022	03:45 PM	14	12
6/25/2022	04:00 PM	13	17
6/25/2022	04:15 PM	14	18
6/25/2022	04:30 PM	14	17
6/25/2022	04:45 PM	23	31
6/25/2022	05:00 PM	16	25
6/25/2022	05:15 PM	15	21
6/25/2022	05:30 PM	11	18
6/25/2022	05:45 PM	20	23
6/25/2022	06:00 PM	14	13
6/25/2022	06:15 PM	20	11
6/25/2022	06:30 PM	9	14
6/25/2022	06:45 PM	13	40
6/25/2022	07:00 PM	15	25
6/25/2022	07:15 PM	17	32
6/25/2022	07:30 PM	5	26
6/25/2022	07:45 PM	18	44
6/25/2022	08:00 PM	21	51
6/25/2022	08:15 PM	27	18
6/25/2022	08:30 PM	16	68
6/25/2022	08:45 PM	26	20
6/25/2022	09:00 PM	25	27
6/25/2022	09:15 PM	22	48
6/25/2022	09:30 PM	37	27
6/25/2022	09:45 PM	26	42
6/25/2022	10:00 PM	32	56
6/25/2022	10:15 PM	31	48
6/25/2022	10:30 PM	46	38
6/25/2022	10:45 PM	31	39
6/25/2022	11:00 PM	31	16
6/25/2022	11:15 PM	15	27
6/25/2022	11:30 PM	14	26
6/25/2022	11:45 PM	14	34

Hilton Grand Vacations (#47)

Start Date: 5/28/2022

Date	Time	SB	NB
5/28/2022	12:00 PM	46	43
5/28/2022	12:15 PM	38	26
5/28/2022	12:30 PM	31	39
5/28/2022	12:45 PM	50	18
5/28/2022	01:00 PM	33	25
5/28/2022	01:15 PM	35	37
5/28/2022	01:30 PM	37	15
5/28/2022	01:45 PM	24	25
5/28/2022	02:00 PM	35	41
5/28/2022	02:15 PM	31	30
5/28/2022	02:30 PM	31	26
5/28/2022	02:45 PM	14	28
5/28/2022	03:00 PM	31	20
5/28/2022	03:15 PM	22	28
5/28/2022	03:30 PM	25	23
5/28/2022	03:45 PM	35	34
5/28/2022	04:00 PM	20	26
5/28/2022	04:15 PM	28	28
5/28/2022	04:30 PM	33	21
5/28/2022	04:45 PM	28	39
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5/28/2022	06:30 PM	48	18
5/28/2022	06:45 PM	39	29
5/28/2022	07:00 PM	43	49
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5/28/2022	08:30 PM	58	24
5/28/2022	08:45 PM	26	47
5/28/2022	09:00 PM	39	44
5/28/2022	09:15 PM	63	44
5/28/2022	09:30 PM	48	44
5/28/2022	09:45 PM	50	26
5/28/2022	10:00 PM	44	37
5/28/2022	10:15 PM	59	44
5/28/2022	10:30 PM	53	48
5/28/2022	10:45 PM	71	41
5/28/2022	11:00 PM	66	34
5/28/2022	11:15 PM	51	36
5/28/2022	11:30 PM	59	29
5/28/2022	11:45 PM	52	23

Start Date: 6/25/2022

Date	Time	NB	SB
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6/25/2022	01:00 PM	24	30
6/25/2022	01:15 PM	27	21
6/25/2022	01:30 PM	22	12
6/25/2022	01:45 PM	28	23
6/25/2022	02:00 PM	13	27
6/25/2022	02:15 PM	14	32
6/25/2022	02:30 PM	24	19
6/25/2022	02:45 PM	16	20
6/25/2022	03:00 PM	11	20
6/25/2022	03:15 PM	21	10
6/25/2022	03:30 PM	23	25
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6/25/2022	06:30 PM	19	25
6/25/2022	06:45 PM	17	26
6/25/2022	07:00 PM	13	21
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6/25/2022	07:30 PM	22	24
6/25/2022	07:45 PM	19	30
6/25/2022	08:00 PM	26	34
6/25/2022	08:15 PM	20	31
6/25/2022	08:30 PM	24	17
6/25/2022	08:45 PM	35	37
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6/25/2022	09:30 PM	17	38
6/25/2022	09:45 PM	40	24
6/25/2022	10:00 PM	28	44
6/25/2022	10:15 PM	24	31
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6/25/2022	10:45 PM	45	27
6/25/2022	11:00 PM	15	28
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6/25/2022	11:30 PM	17	37
6/25/2022	11:45 PM	34	53

Sahara (#48)

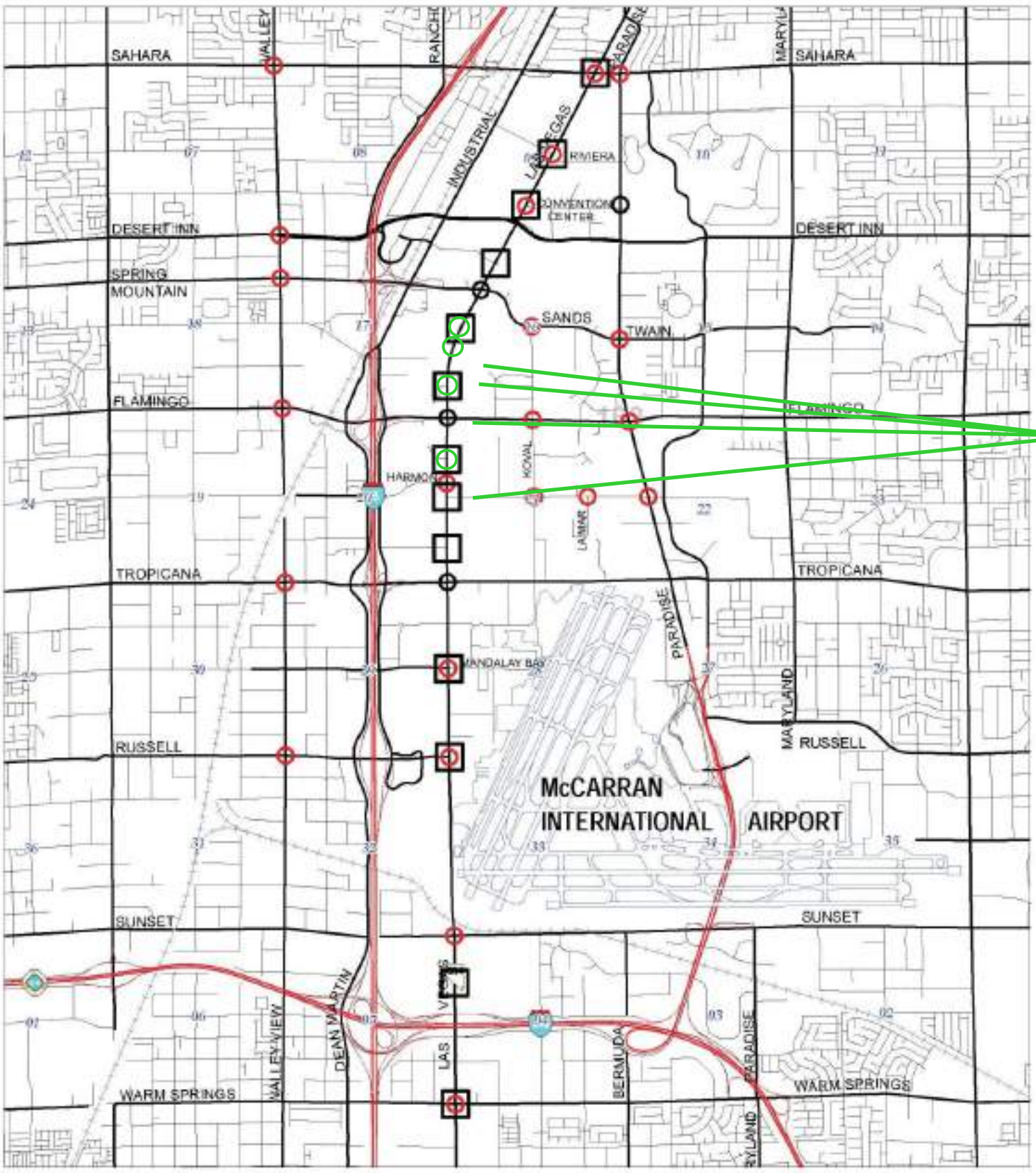
Start Date: 5/28/2022

Date	Time	NB	SB
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5/28/2022	12:30 PM	11	36
5/28/2022	12:45 PM	6	12
5/28/2022	01:00 PM	16	18
5/28/2022	01:15 PM	12	37
5/28/2022	01:30 PM	13	20
5/28/2022	01:45 PM	15	25
5/28/2022	02:00 PM	9	20
5/28/2022	02:15 PM	33	23
5/28/2022	02:30 PM	14	21
5/28/2022	02:45 PM	18	21
5/28/2022	03:00 PM	18	29
5/28/2022	03:15 PM	21	30
5/28/2022	03:30 PM	17	30
5/28/2022	03:45 PM	33	15
5/28/2022	04:00 PM	18	18
5/28/2022	04:15 PM	19	28
5/28/2022	04:30 PM	43	17
5/28/2022	04:45 PM	23	36
5/28/2022	05:00 PM	22	37
5/28/2022	05:15 PM	26	28
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5/28/2022	08:45 PM	24	10
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5/28/2022	09:30 PM	5	10
5/28/2022	09:45 PM	8	7
5/28/2022	10:00 PM	12	9
5/28/2022	10:15 PM	19	6
5/28/2022	10:30 PM	26	16
5/28/2022	10:45 PM	14	19
5/28/2022	11:00 PM	17	22
5/28/2022	11:15 PM	23	28
5/28/2022	11:30 PM	19	24
5/28/2022	11:45 PM	15	19

Start Date: 6/25/2022

Date	Time	NB	SB
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6/25/2022	12:15 PM	23	11
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6/25/2022	01:45 PM	17	18
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6/25/2022	02:15 PM	7	14
6/25/2022	02:30 PM	23	16
6/25/2022	02:45 PM	15	11
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6/25/2022	04:45 PM	25	25
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6/25/2022	05:15 PM	22	8
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6/25/2022	06:45 PM	13	23
6/25/2022	07:00 PM	24	39
6/25/2022	07:15 PM	10	19
6/25/2022	07:30 PM	16	12
6/25/2022	07:45 PM	15	32
6/25/2022	08:00 PM	24	23
6/25/2022	08:15 PM	8	33
6/25/2022	08:30 PM	31	29
6/25/2022	08:45 PM	9	30
6/25/2022	09:00 PM	27	31
6/25/2022	09:15 PM	40	26
6/25/2022	09:30 PM	39	38
6/25/2022	09:45 PM	17	56
6/25/2022	10:00 PM	26	28
6/25/2022	10:15 PM	15	30
6/25/2022	10:30 PM	25	21
6/25/2022	10:45 PM	17	24
6/25/2022	11:00 PM	17	17
6/25/2022	11:15 PM	18	27
6/25/2022	11:30 PM	7	11
6/25/2022	11:45 PM	11	10

EXHIBIT D
RECOMMENDED UPDATES TO THE CLARK COUNTY COMPREHENSIVE MASTER PLAN TRANSPORTATION ELEMENT MAP 13



Add additional recommended pedestrian bridge systems

Transportation Element

Map 13
Public Pedestrian Grade Separations and Transit Stations

0 750 1,500 3,000 4,500 6,000
SCALE IN FEET

Map Created On: February 23, 2009

This information is for display purposes only. No liability is assumed as to the accuracy of the data delineated hereon.

Existing Public Pedestrian Grade Separations

Planned Public Pedestrian Grade Separations

Future Transit Stations - General Locations

Comprehensive Planning

CC 42

EXHIBIT I

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CIVIL DIVISION
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Deputy District Attorney
Bar No. 14489
By: **JEFFREY S. ROGAN**
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E-Mail: Jeffrey.Rogan@ClarkCountyDA.com
Attorneys for Defendant Clark County

UNITED STATES DISTRICT COURT

DISTRICT OF NEVADA

LISA MCALLISTER, an individual; and BRANDON SUMMERS, an individual,

Plaintiffs,

vs.

CLARK COUNTY, a political subdivision of the state of Nevada.

Defendant(s).

Case No: 2:24-cv-00334

DEFENDANT CLARK COUNTY'S SECOND SUPPLEMENTAL ANSWERS TO PLAINTIFF'S FIRST SET OF INTERROGATORIES

TO: Plaintiff LISA MCALLISTER; and

TO: Plaintiff BRANDON SUMMERS; and

TO: CHRISTOPHER M. PETERSON, Nevada Bar No. 13932
TATIANA R. SMITH, Nevada Bar No. 16627
AMERICAN CIVIL LIBERTIES UNION OF NEVADA; and

MARGARET A. MCLETCHIE, Nevada Bar No. 10931
LEO S. WOLPERT, Nevada Bar No. 12658
MCLETCHIE LAW,
Plaintiff's counsel of record.

COMES NOW, Defendant CLARK COUNTY (hereinafter "Defendant"), through its attorney STEVEN B. WOLFSON, District Attorney, and by JOEL K. BROWNING, Deputy District Attorney, and JEFFREY S. ROGAN, Deputy District Attorney, and hereby answers PLAINTIFF'S FIRST SET OF INTERROGATORIES, pursuant to the requirements of Rule 33, as follows:

INTERROGATORY NO. 1:

DEFINE the term "disorderly offenses" as used in Clark County Code § 16.13.010, including but not limited to IDENTIFYING ALL specific conduct or criminal offenses included in the term "disorderly offense" as used in Clark County Code § 16.13.010 and IDENTIFYING ANY DOCUMENT, along with ANY relevant page and line citation, that DESCRIBES what a "disorderly offense" is in the context of Clark County Code § 16.13.010.

ANSWER:

Objection. Defendant objects to the extent that Plaintiffs' Interrogatory calls for a legal conclusion. The instant Interrogatory is further objectionable to the extent that it calls for a line-by-line explanation of an ordinance and/or the plain meaning and common definition of words equally available to both parties. Defendant further objects to the extent the instant Interrogatory seeks to impermissibly establish legislators' subjective motives or opinions protected under legislative privileges in First Amendment challenges such is the instant case. *See, e.g., City of Las Vegas v. Foley*, 747 F.2d 1294, 1298 (9th Cir. 1984). Inquiries for First Amendment purposes are strictly limited to the facial effect of the ordinance upon freedom of expression, not upon the legislative bodies' subjective intent or individual legislators' subjective understanding of the language of an ordinance absent objective indicators of illicit purpose which are not present here. *Id*; *see also Colacurcio v. City of Kent*, 163 F.3d 545, 552 (9th Cir. 1998). Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

The term "disorderly offenses" as used in Clark County Code § 16.13.010 is undefined in Clark County Code and should be attributed its plain meaning by the Court as a matter of law. Clark County cannot define a term where no definition has been provided by its legislative

body, the Clark County Board of County Commissioners, without engaging in speculation as each commissioner's understanding of the term is subjective and not discoverable in First Amendment challenges.

The legislative history on Chapter 16.13 of the Clark County Code indicates that "disorder" can refer to a broad range of conditions and behaviors that are not necessarily illegal (although they often are), but are nevertheless considered to be problematic in public places and that the term is often used interchangeably with quality-of-life concerns. *See*, *e.g.*, CC 088. The ordinance itself provides that disorder is conduct which "can lead to crime and serious safety issues." *See* CC 082. The legislative history provides that social disorder may include active behaviors, such as aggressive panhandlers who intimidate passersby, individuals engaging in street prostitution, people using drugs and alcohol in public, unruly teenagers who harass pedestrians, fights, suspicious persons, etc. *See* CC 088, CC103. The legislative history also provides that physical disorders may include things like litter along sidewalks, locations with evidence of public urination and defecation, or graffiti on walls of public buildings. *Id*. Merriam-Webster dictionary provides that conduct which is "disorderly" refers to conduct which is "offensive to public order."[1]

The foregoing should not be construed as a strict definition of the term "disorderly offenses" as used in Clark County Code § 16.13.010 nor should it be used to constrain the Court's understanding of the plain meaning of undefined term "orderly offenses" used therein.

Discovery is ongoing and Defendant Clark County reserves the right to supplement the instant Answer as additional information becomes available in the course of discovery.

INTERROGATORY NO. 2:

DEFINE the term "criminal disorder" as used in Clark County Code§ 16.13.010, including but not limited to IDENTIFYING ALL specific conduct or criminal offenses included in the term "criminal disorder" as used in Clark County Code § 16.13.010 and

[1] "Disorderly," MERRIAM-WEBSTER DICTIONARY ONLINE, https://www.merriam-webster.com/dictionary/disorderly (Last Accessed May 15, 2025).

IDENTIFYING ANY DOCUMENT, along with ANY relevant page and line citation, that DESCRIBES what a "criminal disorder" is in the context of Clark County Code § 16.13.010.

ANSWER:

Objection. Defendant objects to the extent that Plaintiffs' Interrogatory calls for a legal conclusion. The instant Interrogatory is further objectionable to the extent that it calls for a line-by-line explanation of an ordinance and/or the plain meaning and common definition of words equally available to both parties. Defendant further objects to the extent the instant Interrogatory seeks to impermissibly establish legislators' subjective motives or opinions protected under the legislative privileges in First Amendment challenges such is the instant case. *See, e.g.*, *City of Las Vegas v. Foley*, 747 F.2d 1294, 1298 (9th Cir. 1984). Inquiries for First Amendment purposes are strictly limited to the facial effect of the ordinance upon freedom of expression, not upon the legislative bodies' subjective intent or individual legislators' subjective understanding of the language of an ordinance absent objective indicators of illicit purpose which are not present here. *Id*; *see also Colacurcio v. City of Kent*, 163 F.3d 545, 552 (9th Cir. 1998). Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

The term "criminal disorder" as used in Clark County Code § 16.13.010 is undefined in Clark County Code and should be attributed its plain meaning by the Court as a matter of law. Clark County cannot define a term where no definition has been provided by its legislative body, the Clark County Board of County Commissioners, as each commissioner's understanding of the term is subjective and not discoverable in First Amendment challenges.

The legislative history on Chapter 16.13 of the Clark County Code indicates that "disorder" can refer to a broad range of conditions and behaviors that are not necessarily illegal (although they often are), but are nevertheless considered to be problematic in public places and that the term is often used interchangeably with quality-of-life concerns. *See, e.g.*, CC 088. The legislative history provides that social disorder may include active behaviors, such as aggressive panhandlers who intimidate passersby, individuals engaging in street prostitution, people using drugs and alcohol in public, unruly teenagers who harass

pedestrians, fights, suspicious persons, etc. *See* CC 088, CC103. The legislative history also provides that physical disorders may include things like litter along sidewalks, locations with evidence of public urination and defecation, or graffiti on walls of public buildings. *Id*. Merriam-Webster dictionary provides that conduct which is "criminal" is an adjective which indicates that the noun it modifies is "relating to, involving, or being a crime." refers to conduct which is "offensive to public order."[2] Accordingly, criminal disorder may refer to conduct which is problematic in public places that is related to, involved with, or is a crime.

The foregoing should not be construed as a strict definition of the term "criminal disorder" as used in Clark County Code § 16.13.010 nor should it be used to constrain the Court's understanding of the plain meaning of undefined term "orderly offenses" used therein.

Discovery is ongoing and Defendant Clark County reserves the right to supplement the instant Answer as additional information becomes available in the course of discovery.

INTERROGATORY NO. 3:

IDENTIFY ALL FACTS YOU relied upon to conclude Clark County Code§ 16.13.030 was necessary to address "captive audience[s]" on the PEDESTRIAN BRIDGES as stated in Clark County Code § 16.13.010, including but not limited to IDENTIFYING ALL instances where a "captive audience" occurred on the PEDESTRIAN BRIDGES and IDENTIFYING ANY DOCUMENT, along with ANY relevant page and line citation, that DESCRIBES the formation of a "captive audience" as used in Clark County Code§ 16.13.030.

ANSWER:

Objection. The instant Interrogatory seeks to impermissibly establish legislators' subjective motives or opinions protected under the deliberative process and legislative privileges in First Amendment challenges such is the instant case. *See*, *e.g.*, *City of Las Vegas v. Foley*, 747 F.2d 1294, 1298 (9th Cir. 1984). Inquiries for First Amendment purposes are strictly limited to the facial effect of the ordinance upon freedom of expression, not upon the legislative bodies' subjective intent or individual legislators' subjective understanding of the

[2] "Criminal", MERRIAM-WEBSTER DICTIONARY ONLINE, https://www.merriam-webster.com/dictionary/criminal (Last Accessed May 15, 2025).

language of an ordinance absent objective indicators of illicit purpose which are not present here. *Id*; *see also Colacurcio v. City of Kent*, 163 F.3d 545, 552 (9th Cir. 1998). Defendant further objects to the extent that Defendant Clark County is not the custodian of records for records about enforcement activity on the pedestrian bridges and, accordingly, lacks sufficient knowledge to answer Plaintiffs' Interrogatory as worded. Defendant further objects to the extent that the instant Interrogatory is vague and ambiguous as to time and as it pertains to the terms "DOCUMENT" or "page and line citation." The Interrogatory is further objectionable as it is overly broad and unduly burdensome as it seeks an accounting of "ALL instances" and is not reasonably calculated to lead to the discovery of admissible evidence.

Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

The language of CCC 16.13.010 provides that on pedestrian bridges, "pedestrian[s] are confined to the restricted space of the pedestrian bridge." CC 083. The legislative history provides that "people trying to cross a pedestrian bridge are a 'captive audience'" because "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 other side." CC 089; *see also* CC 103 ("The bridges are a confined environment with traffic flow in only two directions"). In the legislative history, Commissioner Gibson identified that the reasons for enactment of Chapter 16.13 were the same reasons underlying the proposed amendment to Chapter 16.11 in 2022, which was ultimately not enacted. *See* CC 111. The legislative history for the proposed amendment to Chapter 16.11 on May 3, 2022, included a presentation by LVMPD which indicated that "if [the pedestrian bridges are] obstructed, there's only one way on and off these bridges." CC 347645. The presentation also indicated that having just one or two people standing on the bridge "minize[s] the actual width of the bridge itself" and that "there's only one way in, and there's one way out of this area. It's very condensed. It makes people very close with one another." CC347646. LVMPD also cited to various incidents where a captive audience had been created like an incident where a stationary table operating a three-card monte game lead to a crowd gathering and ultimately an attack on pedestrian bridge users by the people

operating the game. *See*, *e.g.*, CC347648—CC347649. LVMPD also cited various incidents where people attempting to use the elevators on the pedestrian bridges were unable to avoid people engaging in lewd conduct, drug and alcohol use, or smoking in or near the access points to the elevators when attempting to use the elevators. CC347650. A presentation documenting these incidents was also given. CC 1449 – CC 1454, CC 1457 – CC 1459.

The foregoing should not be construed as an exhaustive list of all instances where a captive audience occurred on a pedestrian bridge nor as a representation that the Board of County Commissioners relied on the legislative history cited above in enacting the ordinance. Attempts to ascertain the legislative intent for an ordinance is not a permitted line of inquiry in First Amendment Challenges to ordinances and would require speculation on the part of the County to answer. The instant answer provides only some evidence in the legislative history which may have been considered.

Discovery is ongoing and Defendant Clark County reserves the right to supplement the instant Answer as additional information becomes available in the course of discovery.

INTERROGATORY NO. 4:

DEFINE the term "stop" as used in Clark County Code § 16.13.030, including IDENTIFYING ANY circumstance or activity where a person would be allowed to cease moving on a PEDESTRIAN BRIDGE without violating Clark County Code§ 16.13.030 and confirming whether a person would be allowed to cease moving on a PEDESTRIAN BRIDGE to engage in:

- "incidental and fleeting viewing of the Las Vegas Strip from the pedestrian bridge" as stated in Clark County Code§ 16.13.010;
- "brief or insubstantial variations in movement" as stated in DEFENDANT Clark County's Motion to Dismiss Plaintiffs Complaint, ECF No. 9, 15:22; and
- "taking photographs" as stated in DEFENDANT Clark County's Motion to Dismiss Plaintiffs Complaint, ECF No. 9, 15:2-3.

ANSWER:

Objection. The instant Interrogatory is compound with discrete subparts. Defendant further objects to the extent that Plaintiffs' Interrogatory calls for legal conclusions. The instant Interrogatory is further objectionable to the extent that it calls for a line-by-line explanation of an ordinance and/or the plain meaning and common definition of words equally available to both parties. Defendant further objects to the extent the instant Interrogatory seeks to impermissibly establish legislators' subjective motives or opinions protected under the deliberative process and legislative privileges in First Amendment challenges such is the instant case. *See, e.g., City of Las Vegas v. Foley*, 747 F.2d 1294, 1298 (9th Cir. 1984). Inquiries for First Amendment purposes are strictly limited to the facial effect of the ordinance upon freedom of expression, not upon the legislative bodies' subjective intent or individual legislators' subjective understanding of the language of an ordinance absent objective indicators of illicit purpose which are not present here. *Id*; *see also Colacurcio v. City of Kent*, 163 F.3d 545, 552 (9th Cir. 1998). Defendant further objects to the extent the instant Interrogatory is overly broad and unduly burdensome as it requires Clark County to "IDENTIFY[…] ANY circumstance or activity." Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

The term "stop" as used in Clark County Code § 16.13.010 is undefined in Clark County Code and should be attributed its plain meaning by the Court as a matter of law. Clark County cannot define a term where no definition has been provided by its legislative body, the Clark County Board of County Commissioners. As each commissioner's understanding of the term is subjective and not discoverable in facial First Amendment challenges and any attempts to define the term would constitute speculation and post hac legislation by public employees not authorized to create legislation under the law.

Merriam-Webster provides that one common definition among many for the term stop is "to cease to move on."[3] Accordingly, to the extent an individual intentionally "(1) [ceases to move on] within any Pedestrian Flow; or (2) engages in activity while within a Pedestrian

[3] "Stop", MERRIAM-WEBSTER DICTIONARY ONLINE, https://www.merriam-webster.com/dictionary/stop (Last Accessed May 15, 2025).

Flow Zone with the intent of causing another person who is within a Pedestrian Flow Zone to [cease to move on]" they may eligible for citation under the ordinance.

The discrete subparts of the instant Interrogatory as it pertains to enforcement of the ordinance constitute incomplete hypotheticals which require speculation on the part of Clark County, and which cannot be answered as written. While the legislative record makes clear that the Clark County Commissioners passed CCC § 16.13.030 with the anticipation that LVMPD would exercise its discretion in enforcing the subject ordinance fairly and uniformly to all people with a priority on educating and obtaining voluntary compliance from residents and visitors before taking any enforcement action, each application of CCC § 16.13.030 would need to be evaluated on its own merits, by the Court, in an "as applied" challenge specific to those facts and Clark County declines to speculate about potential applications of CCC § 16.13.030 based on incomplete and hypothetical facts.

Discovery is ongoing and Defendant Clark County reserves the right to supplement the instant Answer as additional information becomes available in the course of discovery.

INTERROGATORY NO. 5:

IDENTIFY ALL FACTS YOU were aware of at the time of the passage of Clark County Code § 16.13.030 that a prohibition on stopping or standing on the PEDESTRIAN BRIDGES would "ensur[e] public safety" as stated in Clark County Code§ 16.13.010.

ANSWER:

Objection. The instant Interrogatory seeks to impermissibly establish legislators' subjective motives or opinions protected under the deliberative process and legislative privileges in First Amendment challenges such is the instant case. *See*, *e.g.*, *City of Las Vegas v. Foley*, 747 F.2d 1294, 1298 (9th Cir. 1984). Inquiries for First Amendment purposes are strictly limited to the facial effect of the ordinance upon freedom of expression, not upon the legislative bodies' subjective intent or individual legislators' subjective understanding of the language of an ordinance absent objective indicators of illicit purpose which are not present here. *Id*; *see also Colacurcio v. City of Kent*, 163 F.3d 545, 552 (9th Cir. 1998). Defendant further objects to the extent the instant request is vague and ambiguous as to time and is overly

broad and unduly burdensome as it seeks identification of "ALL FACTS." Defendant further objects that the instant Interrogatory is not reasonably calculated to lead to the discovery of admissible evidence. Defendant further objects that the instant Interrogatory is not proportional to the needs of the case. Without waiving the foregoing objection and subject to the same, Defendant answers as follows:

The language of Clark County Code§ 16.13.010 provides that the purpose of the subject pedestrian bridges was to "separate[e] pedestrian traffic from vehicular traffic [and] to facilitate pedestrians crossing[s] [….] at all foreseeable levels of demand which can vary significantly and unpredictably regardless of the time of day." CC 081-CC 082. The ordinance provides that the bridges were not designed to accommodate stopping, standing, or congregating and that such stopping could create conditions which foment disorder, and which can lead to crime and serious safety issues. *Id*. Because of the bridges unique elevated construction, confined walkways, single points of ingress and egress, and their poor visibility from the street-level, by the time law enforcement becomes aware of a situation on the bridge where stopping or standing have contributed to disorder and crime "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." CC 082. The legislative histories for the unsuccessful proposed amendment to Chapter 16.11 and the enactment of Chapter 16.13 are rife with examples where standing and stopping on or near the pedestrian bridges may aggravate existing conditions and pose a significant risk to public safety. *See, e.g.*, CC 087 – CC 094; CC 103 – CC 109; CC 111; CC 1437 – CC1461; CC347645 – CC 347682.

The foregoing should not be construed as an exhaustive list of all the facts of which the Clark County Commissioners were aware of at the time of the passage of Clark County Code § 16.13.030 that a prohibition on stopping or standing on the PEDESTRIAN BRIDGES would "ensur[e] public safety" as stated in Clark County Code§ 16.13.010 nor as a representation that the Board of County Commissioners relied on the legislative history cited above in enacting the ordinance. Attempts to ascertain the legislative intent for an ordinance is not a

permitted line of inquiry in First Amendment Challenges to ordinances and would require speculation on the part of the County to answer. The instant answer provides only some evidence in the legislative history which may have been considered in the passage of CCC 16.13.030.

Discovery is ongoing and Defendant Clark County reserves the right to supplement the instant Answer as additional information becomes available in the course of discovery.

INTERROGATORY NO. 6:

IDENTIFY ALL FACTS supporting YOUR claim that at the time of the passage of Clark County Code § 16.13.030 there were "significant public safety and pedestrian traffic flow problems caused by the ever-increasing pedestrian congestion on the pedestrian bridges" as stated in DEFENDANT Clark County's Response to Plaintiffs Motion for Preliminary Injunction and Motion for Temporary Restraining Order, ECF No. 10, 18:19-21.

ANSWER:

Objection. The instant Interrogatory calls for a legal conclusion. Defendant further objects to the extent that instant Interrogatory impermissibly seeks the mental impressions or opinions of counsel. *Phillips v. C.R. Bard, Inc.*, 290 F.R.D. 615, 634 (D. Nev. 2013); *U.S. E.E.O.C. v. Caesars Ent., Inc.*, 237 F.R.D. 428, 435 (D. Nev. 2006). Defendant further objects to the extent the instant request is vague and ambiguous as to time and is overly broad and unduly burdensome as it seeks identification of “ALL FACTS.” Defendant further objects that the instant Interrogatory is not reasonably calculated to lead to the discovery of admissible evidence. Defendant further objects that the instant Interrogatory is not proportional to the needs of the case. Without waiving the foregoing objection and subject to the same, Defendant answers as follows:

The legislative histories for the unsuccessful proposed amendment to Chapter 16.11 and the enactment of Chapter 16.13 are rife with examples of significant public safety and pedestrian traffic flow problems caused by the ever-increasing pedestrian congestion on the pedestrian bridges and an express desire to prevent worse congestion and potential tragedy

moving forward. *See, e.g.*, CC 087 – CC 094; CC 103 – CC 109; CC 111; CC 1437 – CC1461; CC347645 – CC 347682; *see also* CC 1286 – CC 1325.

Discovery is ongoing and Defendant Clark County reserves the right to supplement the instant Answer as additional information becomes available in the course of discovery.

INTERROGATORY NO. 7:

IDENTIFY ALL actions YOU undertook before the enactment of Clark County Code § 16.13.030 to reduce the "pedestrian traffic flow problems" caused by "pedestrian congestion on the pedestrian bridges" as stated in DEFENDANT Clark County's Response to Plaintiffs Motion for Preliminary Injunction and Motion for Temporary Restraining Order, ECF No. 10, 18:19-21.

ANSWER:

Objection. The instant Interrogatory calls for a legal conclusion. Defendant further objects to the extent that instant Interrogatory impermissibly seeks the mental impressions or opinions of counsel. *Phillips v. C.R. Bard, Inc.*, 290 F.R.D. 615, 634 (D. Nev. 2013); *U.S. E.E.O.C. v. Caesars Ent., Inc.*, 237 F.R.D. 428, 435 (D. Nev. 2006). Defendant further objects that the instant Interrogatory is overly broad and unduly burdensome as it seeks to require Defendant to identify “ALL actions” of it and its employees and commissioners over an undefined time period. Defendant further objects that the instant Interrogatory is vague and ambiguous as to time. Defendant further objects that the subject information is a matter of public record and is equally available to both parties. The instant Interrogatory is further objectionable as it is not proportional to the needs of the case. Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

For decades the State of Nevada and Clark County have conducted studies on pedestrian traffic and safety and have taken affirmative steps to improve the flow of traffic and to protect pedestrians by, among other things, removing obstructions, improving lighting, widening sidewalks, increasing shade, adding traffic bollards, changing to more pedestrian-friendly infrastructure, constructing pedestrian bridges, enacting ordinances to decrease obstruction in high-traffic areas, engaging contractors to keep escalators and elevators

operating non-stop, hiring 24/7 cleaning crews to keep pedestrian bridges/escalators/elevators free of trash and debris and graffiti, and proposing additional amendments and ordinances to achieve those aims. This history has been summarized by Denis Cederburg in the May 3, 2022, legislative history proposing an amendment to Chapter 16.11 to declare the pedestrian bridges as no obstruction zones. CC347659-CC347660; *see also* related legislation and/or amendments proposed to Chapter 16.11 regarding time, place, manner restrictions for pedestrian bridges and other designated no obstruction zones at 1428 to CC 1437; CC347643; CC 2079 to CC 2464; CC 2465 to CC 2470; CC 2471 to CC 2477; CC 2478 to CC 2492; CC 2493 to CC 2496; CC347644 to CC347682; CC347683 to CC347684; CC347685 to CC347686; CC347687 to CC347688; CC347689; CC347690 to CC347691. The history provided by Denis Cederburg highlights the improvements made to pedestrian infrastructure following various pedestrian traffic studies conducted by Lee Engineering and Kimley-Horn on the Las Vegas Strip between 1994 and 2022 with particular emphasis on attempts to improve pedestrian traffic by constructing pedestrian bridges and then attempts to address congestion on bridges thereafter. *Id*. The Kimley-Horn studies also highlight some of the efforts taken by Clark County to improve the pedestrian experience on the Las Vegas Strip in response to recommendations provided in the studies. *See, e.g.*, CC 1118-CC 1124; CC 1170-CC 1178; CC 1219-CC 1223; CC 1286 – CC 1325. Kaizad Yazdani answered a related question in Answer to Plaintiffs' Third Set of Interrogatories, Interrogatory No. 13 which were served on Plaintiffs on or around March 26, 2025. Clark County also maintains 24/7 elevator/escalator maintenance repair contracts and cleaning contracts intended to keep the pedestrian bridges free of trash, debris and graffiti and to facilitate the continuous and convenient flow of pedestrians across the pedestrian bridges. See, e.g.,

The enactment of Clark County Code § 16.13.030 is only the latest step in a long history of action aimed at reducing pedestrian traffic flow problems on the Las Vegas Strip and Resort Corridor, including the pedestrian bridges, by Nevada governmental entities in order to promote public safety and support the economic viability of Nevada's primary tourist district.

Discovery is ongoing and Defendant Clark County reserves the right to supplement the instant Answer as additional information becomes available in the course of discovery.

INTERROGATORY NO. 8:

DESCRIBE the original "parameters for the pedestrian bridge design" as referenced in Clark County Code§ 16.13.010, including but not limited to IDENTIFYING ALL of the original parameters, IDENTIFYING ALL FACTS relied upon to determine the original parameters, IDENTIFYING ALL individuals involved in the creation of the original parameters, IDENTIFYING how the original parameters had been enforced before Clark County Code § 16.13.030 was enacted, and IDENTIFYING ANY DOCUMENT, along with ANY relevant page and line citation, that DESCRIBES the original parameters for the PEDESTRIAN BRIDGES.

ANSWER:

Objection. Defendant objects to the extent that Plaintiffs' Interrogatory calls for legal conclusions and is comprised of discrete subparts. The instant Interrogatory is further objectionable to the extent that it calls for a line-by-line explanation of an ordinance and/or the plain meaning and common definition of words equally available to both parties. Defendant further objects to the extent the instant Interrogatory seeks to impermissibly establish legislators' subjective motives, opinions or knowledge protected under the deliberative process and legislative privileges in First Amendment challenges such is the instant case. *See*, *e.g.*, *City of Las Vegas v. Foley*, 747 F.2d 1294, 1298 (9th Cir. 1984). Inquiries for First Amendment purposes are strictly limited to the facial effect of the ordinance upon freedom of expression, not upon the legislative bodies' subjective intent or individual legislators' subjective understanding of the language of an ordinance absent objective indicators of illicit purpose which are not present here. *Id*; *see also Colacurcio v. City of Kent*, 163 F.3d 545, 552 (9th Cir. 1998). Defendant further objects to the extent the instant Interrogatory is overly broad and unduly burdensome as it requires Clark County to "IDENTIFY[…] ALL FACTS." Clark County further objects to the extent the instant Interrogatory is premature and seeks expert testimony. An expert report will be disclosed in

accordance with the Discovery Plan and Scheduling Order in effect in the instant case. Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

To the extent it is responsive to Plaintiffs' Interrogatory, Clark County directs Plaintiffs to the legislative record and pedestrian bridge studies and manuals disclosed in Defendant Clark County's Initial Disclosure and Production of Documents per FRCP 26(a)(1) and all supplements thereto including, but not limited to: bates CC 987 ("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."), CC 1118 ("The pedestrian bridges have constrained widths and are an integral part of the pedestrian walkway system. Based upon the observed pedestrian volumes, and walkway LOS, it is appropriate to designate the pedestrian bridges as no-obstruction zones. Pedestrian bridges should be maintained free of any obstructions, including obstructions like trash enclosures. In addition the areas on and around stair landings, elevator waiting areas, along with escalator approach and departure landing zones should also be maintained free of any obstructions."), CC 1118 ("Pedestrian bridge escalators and elevators should be maintained with a schedule that provides a high reliability of service. It is important to have these facilities be fully operational during holiday weekends. The capacity of the pedestrian bridges is severely impacted when the escalators are not functioning."), CC 1122 ("Study the feasibility of a pedestrian bridge at this location to eliminate the at-grade pedestrian crossing."), CC 1197 ("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"), CC 1199 ("Construct pedestrian bridge systems to eliminate at-grade pedestrian crossings at locations with high demand."), CC 1334 ("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 nonpermanent)."), CC 1335 ("Construct pedestrian bridge systems to eliminate at-grade pedestrian crossings in compliance with the adopted Transportation Element of the Clark County Master Plan."), CC 1335 ("Coordinate with the Nevada Department of Transportation (NDOT) to remove trash enclosures located on existing pedestrian bridges."); *see also* diagrams for Flamingo, Harmon, Park, Spring Mountain, and Tropicana pedestrian bridges, disclosed as bates CC 2516 to CC 2657, CC 2658 to CC 2935, CC 2936 to CC 3086, CC 3087 to 3281, CC 3282 to CC 3910, respectively, which depict the bridge designs as elevated structures used in lieu of crosswalks to facilitate pedestrian crossings and which feature no look-outs, no alcoves, no benches, no landscaping, no viewing platforms, and no other additional infrastructure which might indicate the bridges' parameters were intended to facilitate the long-term presence of individual pedestrians on them.

Discovery is ongoing and Defendant Clark County reserves the right to supplement the instant Answer as additional information becomes available in the course of discovery.

INTERROGATORY NO. 9:

IDENTIFY ALL FACTS YOU were aware of at the time of the passage of Clark County Code § 16.13.030 that "pedestrian bridges create a unique opportunity for criminal disorder" as stated in Clark County Code § 16.13.010, including but not limited to:

- DESCRIBING how "a sidewalk . . . has a greater ability to avoid disorder" than the PEDESTRIAN BRIDGES as stated in Clark County Code § 16.13.010;
- DESCRIBING how YOU monitor instances of criminal disorder on PEDESTRIAN BRIDGES and grade-level sidewalks;
- DESCRIBING how YOU determined the difference between "calls for law enforcement services" and "service calls for disorderly offenses" as stated in Clark County Code §16.13.010; and

- IDENTIFYING ANY DOCUMENT, along with ANY relevant page and line citation, that DESCRIBES the increased likelihood of criminal disorder occurring on the PEDESTRIAN BRIDGES.

ANSWER:

Objection. Defendant objects to the extent that Plaintiffs' Interrogatory calls for legal conclusions and is comprised of discrete subparts. The instant Interrogatory is further objectionable to the extent that it calls for a line-by-line explanation of an ordinance and/or the plain meaning and common definition of words equally available to both parties. Defendant further objects to the extent the instant Interrogatory seeks to impermissibly establish legislators' subjective motives, opinions or knowledge protected under the deliberative process and legislative privileges in First Amendment challenges such is the instant case. *See, e.g., City of Las Vegas v. Foley*, 747 F.2d 1294, 1298 (9th Cir. 1984). Inquiries for First Amendment purposes are strictly limited to the facial effect of the ordinance upon freedom of expression, not upon the legislative bodies' subjective intent or individual legislators' subjective understanding of the language of an ordinance absent objective indicators of illicit purpose which are not present here. *Id*; *see also Colacurcio v. City of Kent*, 163 F.3d 545, 552 (9th Cir. 1998). Defendant further objects to the extent the instant Interrogatory is overly broad and unduly burdensome as it requires Clark County to "IDENTIFY ALL FACTS." Clark County further objects to the extent the instant Interrogatory is premature and seeks expert testimony. An expert report will be disclosed in accordance with the Discovery Plan and Scheduling Order in effect in the instant case. Without waiving the foregoing objections and subject to the same, Defendant answers as follows:

To the extent it is responsive to Plaintiffs' Interrogatory, Clark County directs Plaintiffs to the legislative record and pedestrian bridge studies and manuals disclosed in Defendant Clark County's Initial Disclosure and Production of Documents per FRCP 26(a)(1) and all supplements thereto including, but not limited to, bates CC 001 to CC 032, CC 033 to CC 070, CC 071 to CC 126, CC 127 to CC 131, CC 132 to CC 139, CC 140 to CC 145, CC 824 to CC 973, CC 974 to CC 1163, CC 1164 to CC 1206, CC 1207 to CC 1383, CC 1405 to CC 1418,

CC 1419 to CC 1427, CC 1428 to CC 1437, CC 1438 to CC 1446, CC 3941 to CC 4029.

In regard to the discrete subparts contained in Plaintiffs' instant Interrogatory, the legislative record and public documents cited support the following responses:

- Sidewalks are better able to avoid disorder because of their structural differences. In cases of panic or disorder, pedestrians on the street level may avoid hazards by stepping around bollards or over fences into the adjacent road or landscaping or by entering one of any number of properties abutting the street; whereas with pedestrian bridges, which feature high walls, structural choke points of ingress and egress, constrained widths, and highly elevated above-ground construction, avoiding panic, disorder and harm are substantially more difficult and dangerous.
- Defendant periodically conducts traffic surveys and studies of traffic on the Las Vegas Strip to assess the sufficiency of resources and infrastructure and to receive recommendations for potential ways to improve traffic flows and safety on the Las Vegas Strip. Defendant also periodically receives presentations from LVMPD and local businesses about the state of criminal disorder on the Las Vegas Strip. Defendant cannot speak to the efforts taken by third-party private entities or LVMPD to monitor criminal disorder on the pedestrian bridges and sidewalks outside of that which is reported to them.
- Defendant objects to the extent this calls for expert opinion. Dr. Sousa explained his understanding of the data which he received from LVMPD and relied upon in drafting his report which was incorporated in part into the subject ordinance. A more thorough explanation may be found therein.
- *See* the legislative record cited above; particularly at bates CC 071 to CC 126; CC 127 to CC 131, CC 132 to CC 139, CC 140 to CC 145, and CC 1428 to CC 1437; bates CC 3941 to CC 4029.

Discovery is ongoing and Defendant Clark County reserves the right to supplement the instant Answer as additional information becomes available in the course of discovery.

With the exception of the Answers to Interrogatories No. 7 and No. 8, Answers to Plaintiffs' Interrogatories are made in response to questions for legal conclusions and/or information based on the face of the legislative history, public record, the language of the subject ordinance and/or counsel's mental impressions when drafting motions or other filings with the Court and, accordingly, no separate verification is provided. A verification for Answers to Interrogatories No. 7 and No. 8 will follow.

DATED this 15th day of May, 2025.

STEVEN B. WOLFSON
DISTRICT ATTORNEY

By: */s/ Joel K. Browning*
JOEL K. BROWNING
Deputy District Attorney
Bar No. 14489
500 South Grand Central Pkwy., Suite 5075
Las Vegas, Nevada 89155-2215
Attorneys for Defendant

CERTIFICATE OF ELECTRONIC SERVICE

I hereby certify that I am an employee of the Office of the Clark County District Attorney and that on this 15th day of May, 2025, I served a true and correct copy of the foregoing **DEFENDANT CLARK COUNTY'S SECOND SUPPLEMENTAL ANSWERS TO PLAINTIFF'S FIRST SET OF INTERROGATORIES** (United States District Court Pacer System or the Eighth Judicial District Wiznet), by e-mailing the same to the following recipients. Service of the foregoing document by e-mail is in place of service via the United States Postal Service.

Christopher M. Peterson
Tatiana R. Smith
AMERICAN CIVIL LIBERTIES
UNION OF NEVADA
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/s/ Joel K. Browning
An Employee of the Clark County District Attorney's Office – Civil Division

EXHIBIT J

COVER SHEET FOR MINUTES

MEETING CODE. Board of County Commissioners Regular Meeting

MEETING DATE: May 3, 2022

SECRETARY: Robin Delaney

TYPED/PROOFED/COMPLETED: June 1, 2022

DISTRIBUTED:

SECRETARY: Robin Delaney

DATE: June 1, 2022

APPROVED BY BOARD:

DATE: June 7, 2022

Board of County Commissioners

CLARK COUNTY, NEVADA

JAMES B. GIBSON
Chair
JUSTIN JONES
Vice Chair
MARILYN K. KIRKPATRICK
WILLIAM MCCURDY II
ROSS MILLER
MICHAEL NAFT
TICK SEGERBLOM

COMMISSION CHAMBERS, GOVERNMENT CENTER
500 SOUTH GRAND CENTRAL PARKWAY
LAS VEGAS, NEVADA 89106
TUESDAY, MAY 3, 2022

The Board of County Commissioners of Clark County, Nevada met in joint regular session with the Clark County Water Reclamation District Board of Trustees and the University Medical Center of Southern Nevada Board of Trustees in full conformity with law and bylaws of said Board, at the regular place of meeting in the Commission Chambers, Government Center, Las Vegas, Clark County, Nevada on Tuesday, the 3rd day of May 2022 at the hour of 9:05 a.m. The meeting was called to order at 9:22 a.m. by Chair Gibson and on roll call, the following members were present, constituting all the members:

CALL TO ORDER

CHAIR AND COMMISSIONERS:
Jim Gibson
Justin Jones
Marilyn K. Kirkpatrick
William McCurdy II
Ross Miller
Michael Naft
Tick Segerblom

Absent:
None

Also Present:
Yolanda King, County Manager
Lisa Logsdon, Deputy District Attorney
Jewel Gooden, Assistant Clerk, BCC
Robin Delaney, Deputy Clerk

JIM GIBSON	We wel - we we'come you to the County Commission Meeting. The meeting will come to order. The first order of business will be a performance – uh - by the Monaco Middle School's Mariachi Los Gavilanes program. We're really proud to have you with us. We invite you to come down and play for us
MONACO MIDDLE SCHOOLS MARIACHI LOS GAVILANES	(Musical performance)
TICK SEGERBLOM	Can the -
UNIDENTIFIABLE	That's not working.
SEGERBLOM	- it's not working? Well, can the principal and the directors come on down, please? Thank you, guys. so much, that was great, really peps us up. So, on behalf of Clark County, I wanted to give this proclamation to the school - to the program. Um - and I know you're the Hawks and I've been told to pronounce this Gavilanes-
RAMIRO BENAVIDES	Yes, sir.
SEGERBLOM	So, thanks so much. Um they - this group, they're from Monaco High - Junior High, Middle School. They just went to Texas - Fort Worth, Texas and won a national award at Fort Worth. So, they're upholding the fact that Las Vegas has the best mariachi program in the country. Thank you so much. And I won't read the whole proclamation, but I'll just tell the students this gives you one day of free - free get out of school day pass.
BENAVIDES	You got that, Mister France?
FRANCE	Yeah
SPEAKER	(laughs)
SEGERBLOM	(laughs) So anyone wanna say a few words?
BENAVIDES	Uh sure. Just wanna say thank you, thank you to everybody on the Commission, and of course to our principal and everybody at our - at our school. Uh – a - round of applause for my coworkers and all the kids. All of these kids come um - to school when they don't have to. They're here on Saturday rehearsals from 9:00 in the morning 'til 1:00 in the afternoon almost every Saturday. Um - we're here after school, they're putting in 13-hour – 12-hour days on a school day and their hard work obviously shows off and thank you for allowing us to share their hard work to you guys. And we appreciate you and – uh - and your kind – uh - applauses. Thank you so much. Thank you. Mister - Mister Segerblom.
SEGERBLOM	Thank you. Thank you. And we have a little proclamation for each of you, so we'll just give them all to you, if you would. Then you can pass them out to the students.

BENAVIDES	Thank you
SEGERBLOM	Thank you so much, and there's -
BENAVIDES	Appreciate you.
CHRIS ERICKSON	Do you want to try to squeeze everyone in to take a picture?
SEGERBLOM	Yeah. Can we all come together? We'll take, we'll try to take a picture of all, everybody.
UNIDENTIFIABLE	Short ones (unintelligible)
SEGERBLOM	Can you believe these kids, junior high kids, get, they probably got up at 5:00 -
UNIDENTIFIABLE	Seventh and eighth graders.
SEGERBLOM	Seventh and eighth graders probably got up at 5:00 this morning to get all dressed up and come down here, so.
CHRIS ERICKSON	Squeeze in, squeeze in. Watch (unintelligible)
SEGERBLOM	Pretty spectacular
ERICKSON	Okay (unintelligible) squeeze in, squeeze in.
BENAVIDES	Squeeze a bit more. Little bit more, little bit more.
ERICKSON	All right, here we go. Count of three. One, two, three. Thank you.
SEGERBLOM	Thank you. Thank you so much.
BENAVIDES	Appreciate you. Thank you, sir. Thank you. Thank you, sir.
YOLANDA KING	Good morning, Chair Gibson -
GIBSON	Miss King.

ITEM NO. 1 Present a proclamation to recognize the Department of Environment and Sustainability and proclaim the week of May 2 through May 6, 2022, as Air Quality Awareness Week.

KING	... and Commissioners. Uh - the first item on your Commissioner County Manager Recognition Items. Item number 1 is to present a proclamation to recognize the Department of Environment and Sustainability and proclaim the week of May 2 through May 6, 2022, as Air Quality Awareness week.
JUSTIN JONES	All right, if we could have our – uh - fantastic Air Quality team – uh come join us down here. Each year, Air Quality Awareness Week is observed nationally by the U.S. Environmental Protection Agency, the

JONES

National Oceanic and Atmospheric Association – uh – The Centers for Disease Control and Prevention, and air pollution control agencies across the nation to raise awareness – uh - about the crucial role of air quality in the health of people – uh - and the planet. This year's theme is Be Air Aware and Prepared. For residents and visitors alike – uh - that is of especially important during the summer months when ground-level ozone is at its highest, and when wildfire smoke from hundreds of miles away can threaten local air quality.

Clark County is currently in attainment for five of the six pollutants defined by the EPA. That means that we're meeting all of our regulatory health-based standards – uh - of the - uh - of the Clear – uh - Clean Air Act. Um - through its Division of Air Quality, Department Environment Sustainability acts as – u - Clark County's Air Quality Regulatory Agency and just to give you a sense for – uh - the work that they're doing. In 2021, it managed and inspected 1,090 active permitted facilities in Clark County. That includes industrial plants, factories, and other types of uh – uh - polluting sources and – um - conducted more than 7,100 construction inspections, and more than 700 stationary source inspections. Uh - so we have a proclamation, right there – uh - to recognize the fantastic folks from our Air Quality team who are out there every single day protecting our air quality. And so – uh - I appreciate all you guys do. So, let's give them a round of applause. All right. Go ahead and hand this to eh, Marci. You wanna speak?

MARCI HENSON

Um - I'll say a few words.

GIBSON

(unintelligible)

KING

(laughs)

HENSON

Yeah, well we too prepared some music and songs, so - I'm just kidding. Thank you so much for the recognition today. Commissioner Jones, and, and the rest of the Commission. We appreciate it. Um - it's important to raise the public's awareness about air quality, and it's important to - uh - our public health. So, we appreciate this recognition.

We have with us today Pat Ringgenberg. She's gonna head out after this to do an inspection of a gas station and make sure that all of the emissions control devices are working properly. Um - Kevin MacDonald, he is our Public In - Information Administrator, so he makes sure that the public's aware of the condition of air, and that we're providing the information resources that people need to plan their day accordingly. Olivia Burns is a Sustainability and Climate Fellow with our Sustainability and Climate program. And – uh - Mary Taitino, she is working on our grants and incentives program. So, she is working on the Vehicle Rebate and Replacement Program that we talked about at the last meeting, and also our program to replace – uh - gas-powered – uh - landscaping equipment. And then Jodi Bechtel is our Assistant Director, and she does pretty much a little bit of all of that.

HENSON — So again, we appreciate the recognition and appreciate your willingness to bring this — uh - issue to the attention of the public and support our work. Thank you

GIBSON — (Unintelligible) Yeah. I'm gonna come over here

ERICKSON — Hold it straight up and down.

GIBSON — Thank you for what you do, you guys.

ITEM NO. 2 Proclaim May 2022 as National Foster Care Awareness Month and present a proclamation to Foster Change as we celebrate the importance of children, family and community in Southern Nevada.

KING — Next, we have Item Number 2, which is to proclaim May 2022 as National Foster Care Awareness Month and present a proclamation to Foster Change as we celebrate the importance of children, family, and community in Southern Nevada.

WILLIAM MCCURDY II — Uh - thank you, Madam County Manager and Mister Chairman. Uh - as many of you may know, May is National Foster Care Awareness Month Uh - childhood is a time for our young people to grow and learn while they are protected by their families in the safe environment of their homes. But unfortunately, there are children who are unable to remain at home through no fault of their own. This of course can make childhood a time of sadness, pain, and also separation. More than 3,400 children in Clark County are in foster care due to abuse and neglect. Foster and kinship parents provide a loving and nurturing home to these children until they can be safely reunified with their families. There are currently about 850 licensed caregivers, and 7 - 720 unlicensed relative care homes, ta - caregivers who work with the Department of Family Services to provide a home for our children in foster care.

One of the County's foster care community partners is an organization called the Foster Change. Foster Change was created to provide an official foster kinship and adoptive family association of Southern Nevada offering them extensive support networks by empowerment through legislative and community advocacy. Today, Cindy Tarrant, Program Manager, and Doctor Ah Ca -Coliendo, President, are all here to help tell us how Foster Change assists with increasing public awareness of the enduring and valuable contribution of foster kinship parents.

Thank you for being here with us, and we would like to present you with a proclamation declaring May 22 as National Foster Care Awareness Month here in Clark County. This — floor's all yours.

CINDY TARRANT — Yeah, thank you. Thank you, Commissioner. I just want to thank you on behalf of Foster Change and all of the foster kinship and adoptive families all over Clark County for the recognition. It is a job that often goes unseen and unheard, and it's a hard job. So, to be seen and heard is - is a very empowering feeling. Our — uh - mission at Foster Change is to empower the families through continued education, resources, and support. So, what

TARRANT — we do is we walk along with families to make sure that they're themselves pursuing excellence, so we can provide excellent care to all the children in Clark County.

MCCURDY — Well, can we give them a round of applause for all that they do?

JUL. MARANO — Um - thank you Commissioner. Thank you to the rest of the board for this recognition, and I would just even like to just tag for a moment onto what - what you have said about – um – the about 1,500 families that we have caring for our 3,400 children in care do – uh - amazing work.

Um - I think one of the things that is often not noticed is that these children are coming into care at what is the most traumatic time in their lives. These families are stepping in to help these children pick up the pieces, to provide them support, to provide them care – um - to even help their families get back on their feet so that the children can safely reunify. And um - the amount of work and the amount of dedication that that takes is - is not often noticed. So, this is - um - really appreciate everything that this Board continuously does to help us, and um - you know, thank you very much Cindy and to Doctor Caliendo for everything that they do to support these families. Because they couldn't do it by themselves.

GIBSON — We're gonna scrunch together

ERICKSON — Okay, hold it straight up and down

GIBSON — (laughs)

ERICKSON — There you go. All right, there you go. One, two ...

GIBSON — Thank you all.

ITEM NO. 3 Present a proclamation to nurse practitioner Anna Flores for her distinguished public service and unparalleled dedication to Clark County.

KING — Next, we have Item Number 3- um - is to present a proclamation to nurse practitioner Anna Flores for her distinguished public service and unparalleled dedication to Clark County

MCCURDY — Uh - thank you Madam Manager and Mister Chairman. It's my honor to recognize one of the many selfless healthcare providers that we have in our community – uh – Miss Anna Flores. Nurse practitioner Anna Flores was born in Los Angeles, California and moved to Las Vegas in 1987, where she soon started a family with Rodolfo Flores. In 2015, Flores became a registered nurse, and three years later in 2018 she received her Master of Science in Nursing - Family Practice Nurse - in Nursing from Chamber - Chamberlain University.

Flores is an extremely committed to our community and serving the Southern Nevada region. She has developed healthcare programs that promote wellness and service among vulnerable communities. She's hosted

MCCURDY: vaccine clinics, organized health fairs, and connected the community to healthcare resources. Additionally, Flores has hosted toy drives for our children who are battling cancer at UMC, organized clothing drives for house – um - unhoused patients that are discharged from hospitals and showed her appreciation to the Valley's hospital staff after the 1 October tragedy.

During the COVID-19 pandemic, Flores has gone above and beyond to help the community members battling the virus, including providing free medical care to those without medical insurance, being a resource to the community day and night organizing free COVID vaccine clinics.
With these accomplishments I've listed and – and - and many more, Anna Flores has demonstrated her unwavering commitment to our community. Please join me in recognizing Anna for her achievements and her contributions to our community.
Would you like to speak?

ANNA FLORES: Yes. Thank you, Mister McCurdy and the rest of the Board of Commissioners.

I wanna thank Clark County for their trust in me and allowing me to care for them in their time of need. I also wanna – uh - say it takes a village. And I wanna thank the Light of the World Church. Because without their support and assistance through all this I couldn't have done this. And also, for the mentorship and the example – um - set by my – our International Director, who has taught me to always – um - look for ways to help our community and be proactive in our community, and always being a good citizen in our community. Thank you.

GIBSON: (unintelligible)

FLORES: (unintelligible)

GIBSON: (laughs)

ERICKSON: Straight up and down for me? So, the proclamation – there you go. There we go. One, two, three.

GIBSON: Thank you.

FLORES: Thank you, guys, thank you guys. Thank you.

ITEM NO. 4 Present a proclamation to the American Public Works Association (APWA) proclaiming the week of May 15-21, 2022, as "National Public Works Week" in Clark County, Nevada

ACTION: Deleted from the agenda.

ITEM NO. 5 Present a proclamation to the Henderson Nevada Coronado High School Robotics Team for winning the Nevada State Robotics Championship.

KING: We can move to Item Number 5. Item 5 is to present a proclamation to the Henderson, Nevada Coronado High School Robotics Team for winning the Nevada State Robotics Championship.

GIBSON

We'd like to welcome the Coronado High School Robotics Team and the coaches to come up here with us. Commissioner Naft and I are happy to recognize the all-female Coronado High School Robotics Team for winning the Nevada State Championship Tournament in February. What an incredible achievement. The team is the first all-female team to win the high school state championship. We need to applaud that right now. Known as the Material Gworlz, the team is comprised of Seniors Megan Lea, Abigail Camara; Juniors Rebecca Fromer, Sarah Thorson, and Faith Turner. The teacher advisors are Mark Reed and Paul Guerrero. All the team members – um - have been involved in robotics for many years, some going back as far as elementary schoo.. What do you do in your spare time? Some team members still help with elementary and middle school competitions. Just recently, Megan served as head referee at the Nevada VEX IQ Elementary School State Competition and was named as their volunteer of the year. These young women serve as role models for other young women interested in STEM fields. We're excited for the Material Gworlz to - I say that right?

MEGAN LEA

Yeah. (laughs)

GIBSON

Yeah, to represent Nevada in the upcoming world competition in Dallas Texas this upcoming weekend and wish them the best of luck in that competition. Commissioner Naft, did you have a few thoughts?

MICHAEL NAFT

I'd just add how proud we all are of you, and y - you give us a lot of hope for what the future of Clark County residents - uh - have to offer this world. And we wish you a lot of luck in Texas.

GIBSON

So, which of the Gworlz (unintelligible)? You wanna hold the - the proclamation?

LEA

Uh - we just wanted to thank um - Mister Reed and Mister G, who could not be here unfortunately. But they are very supportive. They're our coaches. And we'd like to thank all our parents and families, most of who are in the audience – um - and they've always been supportive even back when we were in elementary (laughs) school, and now to when we're graduating. And uh - we wanted to thank the Board for recognizing us, and we leave tomorrow - uh - for the world competition and we hope to do Clark County and Nevada proud.

GIBSON

So, if you're a parent, would you wave to us up here so we can see you? Here's one over here, there's some back there. Thank you much for all you do, and for being here. Anyone else wants to say anything? Okay.

ERICKSON

All right, hold that proc straight up and down. One, two, three.

GIBSON

All right, I don't know what they say in – um - robotics but go kick butt.

MATERIAL GWORLZ

(laughs) Thank you.

GIBSON

All right. (laughs) Thank you so much for being here today.

ITEM NO. 6 Present a proclamation to the National Lacrosse League's CEO Mark Fine for "Desert Dogs", the League's Las Vegas expansion team.

KING: Item Number 6 is to present a proclamation to the National Lacrosse League CE - CEO Mark Fine for Desert Dogs, the league's Las Vegas expansion team.

NAFT: As the Desert Dogs are making their way up – uh - could we show the video?

MARK FINE (Video presentation): (music) We're so happy to be – uh - in the community, Lake, so we could come in and help you guys, and we'll get our players in, and - and we're gonna try to get you back into the box an - uh - you know, pick up your - your inside skills and all that kinda good stuff.

NAFT: So, we are so thrilled this logo and this name was just released. We learned a little while ago that we would be adding to the greatest arena on Earth here in Clark County with the Las Vegas Desert Dogs, our uh - latest professional sports team – uh - playing lacrosse. We're joined today by Mark Fine, the CEO of the Las Vegas Desert Dogs – uh - Coach Williams, and Keith - Keith Snedden. And uh - I am just so pleased that they're here because um - I've been wanting to brag on this.

The first time we heard about you - you came into the office, we got to know you and the - the team a little bit, and the organization. And the first thing they said is, "How can we help the County? How can we help the Parks and Recs Department? Uh - how can we help the kids in this community learn about lacrosse but also – uh - have the tools they need to - to – uh - join the lacrosse community?" So, they've already entered into a partnership, with us, with Dan, and RPM, and the Parks Department, and we're working on ways that we can – uh – really – uh - uh - well, they've embraced Clark County and now we're embracing them. So please join me in welcoming the Desert Dogs. Mark, can you say a few words?

FINE: Thank you, Commissioner Naft, and thank you to the Board for having us up here. We're really excited, obviously, to be uh - here in Clark County – uh - representing the Las Vegas Desert Dogs

Uh - our ownership group of Joe Tsai, Wayne Gretzky, Steve Nash, Dustin Johnson – uh - is very excited to bring the game of lacrosse – uh - to Clark County. Every kid who's playing lacrosse this spring will receive one of these pennies – uh - that we have up here. Uh - and we - uh - also plan on donating actual physical goals to the County as well. And we've worked with Commissioner Naft and the Department of Parks and Recreation to make that happen

Uh, thank you so much, and we look forward to more kids playing lacrosse out there in Ca - Clark County this coming year. Thank you.

NAFT: Thank you, Mark. So, we - we wanted to present this when we found out

NAFT — about you. But we had a blank spot here for the name. So now we finally get to present this proclamation to the Las Vegas Desert Dogs Lacrosse Team.

FINE — Thank you.

GIBSON — Let's get together so we'll all fit up front. Supposed to hold these up.

MARILYN KIRKPATRICK — (unintelligible)

GIBSON — (laughs) Ready?

ERICKSON — You guys ready?

GIBSON — Yup.

ERICKSON — Here we go.

GIBSON — (laughs)

NAFT — Desert Dogs.

GIBSON — All right. Well, where's Wayne? (unintelligible)

FINE — Thank you.

KIRKPATRICK — Congratulations.

FINE — Thank you so much.

ITEM NO. 7 Present a proclamation to the non-profit organization, Project REAL, as Project REAL's REAL Ready campaign is geared toward teaching youth about how their actions can have real, legal consequences.

KING — Item 7 is to present a proclamation to the nonprofit organization Project REAL, as Project REAL's RealReady Campaign is geared toward teaching youth about how their actions can have real legal consequences.

NAFT — Come on up, Mike. We're gonna be joined here by Project REAL Senior Director – uh - Mike Kamer - Kamer. Uh - Mike has been working really hard with Project REAL for quite some time now. Uh -we have developed a really strong partnership with the Clark County through a couple of our programs. and uh - Mike, if you'd like to talk a little bit more about why you're here, particularly today this month?

MIKE KAMER — Sure, thank you. Uh - so we've sent out RealReady to 60,000 - uh Clark County residents. Am I doing it right? There (laughs) okay. Uh - and uh - we're hoping that we can connect RealReady with every student grades 5 through 12 – uh - in CCSD before the end of the school year. We cannot do this on our own. By – uh - Friday this week, uh - my team will have contact - our team will have contacted every school - uh - middle school and high school in CCSD asking them to do their part, but they're already

KAMER

stretched thin. So, we're hoping parents become aware of this and use RealReady at home. That's why it's available for free on our website, and uh – we - the help you're doing by creating awareness with the proclamation is uh, immense, and we can't thank you all enough. So, thank you again.

NAFT

Thank you, and this coincides, - uh - May 1st was uh - National Law Day – uh - so that - that's the significance of this month, and uh - we're so glad you're - you're here and on behalf of this entire Board we get to present you with the proclamation declaring - uh, National Law Day here in Clark County. Thank you so much.

ERICKSON

Hold that straight up and down for me?

GIBSON

Thank you very much for what you do.

KIRKPATRICK

(unintelligible)

SEGERBLOM

(unintelligible) process of (unintelligible)

ITEM NO. 8 Present a proclamation to recognize the period of May - October 2022 as Nevada Wildfire Awareness Campaign: "Battle Born. Wildfire Ready" as a means for education and a call for residents of Clark County to work together to be ready for wildfire

KING

Item 8 is to present a proclamation to recognize the period of May through October 2022 as Nevada Wildfire Awareness Campaign, Battle Born, Wildfire Ready as a means for education and a call for residents of Clark County to work together to be ready for wildfire.

ROSS MILLER

Thank you. I'd like to invite Megan Kay, who's the Outreach Coordinator for Living with Fire at the UNR extension to come up with any other representatives.

Uh - the Living With Fire program is a multi-agency effort. They work with local, state, and federal firefighting agencies, and is managed under University of Nevada, Reno extension. The Living With Fire program was involved in the All-In Clark County Climate Vulnerability Assessment. Within the CVA, wildfire and wildfire smoke was noted as a climate hazard and concern. There's seven Clark County communities that have high or extreme hazard ratings, including Cold Creek, Kyle Canyon, Lee Canyon, Mountain Springs, Nelson, Torino Ranch, which are all high or extreme, and Trout Canyon, which is extreme. Five communities have moderate wildfire risk rating, including Cactus Springs, Good Springs, Moapa, Sandy, Sandy Valley, and Searchlight.

The Living With Fire program is holding two wildfire preparedness presentations in person and via Zoom with local, state, and federal partners in Clark County. The first one's today. They're holding an ozone and wildfire smoke presentation with Clark County Environment and Sustainability Department and the American Lung Association. Tomorrow, they're working with local, state, and federal firefighting agencies. The

ROSS MILLER

Office of Emergency Management in Clark County and the Las Vegas Metro Police on a wildfire evacuation and preparedness presentation. All these efforts are possible because of the combined collaboration of Southern Nevada fire agencies and federal fire - fire agen - firefighting agencies.
Thank you for all you do to bring awareness to all our citizens and visitors that enjoy the wonderful, natural recreation areas our County and State have to offer.

MEGAN KAY

Thank you, Commissioner. I just wanna quickly mention – um - the presentation you just - you just were talking about relating to the health hazard of wildfire smoke and ozone, which I think is very timely considering we just received a proclamation – um - declaring t - this week Air Quality Awareness Week.

So – um - Living With Fire was - was involved in the All-In Clark County Climate Vul - Vulnerability Assessment, where- uh - wildfire smoke was named as a significant health impact – um - due to climate change. So, I wanna thank - thank you guys for acknowledging – um - our efforts in that, and for looking out for the - the health of Clark County residents.
And I also wanna mention that Living With Fire – um - is a collaborative effort with our state, local, and federal, which are all - all represented right now. We have our, we st - local fire chief, state fire chief, and uh - federal FMO here. So, I'll pass the mic to them, but I just wanna thank you again.
And uh - the theme for this year's Nevada Wildfire Awareness campaign, we used to do just one month in May, but as we all know wildfire is no longer just a one-month thing. Wildfire knows no season, and it um - has major – uh - implications for our health all throughout the year. So, I just wanna say that our theme this year is we wanna empower residents of Nevada to become battle-born wildfire ready, and to visit livingwithfire.com an - for information about preparing for wildfire and u - nevadafireinfo.org for information about wildfires.
So, I'll pass it to Chief Jorge Gonzalez.

CHIEF JORGE GONZALEZ

Thank you to the Commission, thank you to all the members. Uh, we appreciate the – uh - recognition and the proclamation. We wanna make sure that the residents and – uh- all the visitors of the communities to make sure you're aware of the potential wildfire in these communities. Uh - make sure you – uh - create that defensible space, make sure you're ready for evacuations, make sure you're ready for any type of fire evacuation. So, thank you to the Commission, thank you to all the members for the recognition, and all the members on, on this panel.

BRENT WATERS

I just wanna take a moment to recognize the fires that are going on in Arizona and New Mexico. It's a good reminder that the effects of long-term drought and what that looks like for us, and to be thinking about what you're doing on public lands when you're recreating to be extra cautious this summer. Thank you.

TYLER HECHT

Hey, good morning, Commission, thank you very much for the recognition. Again, we are - we know we are continuing to be in a drought

HECHT — condition here. And – uh - our state is not exempt from that. So, as we all work together, what you can see here is how we all do work together, local, state, federal, to deal with our wildfire problem, as well as awareness and – uh - helping folks to be uh - keep our re - our communities resilient and our landscapes resilient for the long-term. So again, thank you so much. We appreciate all your support.

KAY — Would you like – uh - to mind this?

GIBSON — We're happy to hold that.

KAY — Yeah (unintelligible). Hold on. Thank you.

GIBSON — (unintelligible)

KAY — Yeah, I'll hold it there.

BOARD — (crosstalk)

KIRKPATRICK — There we g – you gotta hold it.

GIBSON — You have to – straight up. Yeah.

KAY — Straight up?

GIBSON — Straight up and down, yeah.

ERICKSON — Straight up and down.

KIRKPATRICK — Yes, straighten it out, at least. Just hold it tight.

ERICKSON — There you go. All right, here we go. One, two, three.

KAY — Thank you.

KIRKPATRICK — How are you?

GIBSON — Watch your step.

BOARD — (crosstalk)

KIRKPATRICK — I know, I know. (laughs)

ITEM NO. 9 Public Comment

KING — All right, Chair Gibson. We can now move to the first portion of the public forum, which is the public comment.

GIBSON — So, this is the time for public comment on items that are on our agenda. If you wish to make a comment on something that is on the agenda, please come forward. Tell us the agenda item number. Tell us your name. Please

GIBSON — spell your last name. And please keep your comments to three minutes.

ED UEHLING — Yes -

GIBSON — I- I should note that if you intend to comment on somethin - something that is listed on our agenda as a public hearing item, you can either make a comment before the meeting or you can comment during the time that the public hearing is open on the item.

UEHLING — Yes. Thank you. And - um - I just want to acknowledge the - the - uh - uh - arrival of lacrosse in this area. When I went to college in 1958, I went to Johns Hopkins. And Johns Hopkins was one of about ten universities in the whole United States that - uh - that was - uh - playing lacrosse and was frequently a - a national champion. And so, it's good to see it. U - uh - ri - I tr - I tried to play - but I wasn't (laughs) very good at it.

Um - u - uh - I think th - an - uh - this agenda really demonstrates the continuing war of the County against uh - business and in favor of government. Items 55 and fif - and 65, wars against a business.

Um - u - I - and Item 60 - 60 and 61 demonstrate the greed of the - of the government and the - u - the - um - uh - uh - u - u - u - the incredible greed of the government. W - uh - those are public hearings, so we'll be able to comment - uh - at that time. Uh - and it shows the double - it really shows the double standards. Plenty to punish businesses and individuals and have your shady attorneys as last week - uh - c - declare that the Cou - uh, the County doesn't have to obey any law. Any law can be suspended or d - dismissed a - as if it were nothing. But when it comes to - uh - private business - uh - the - u - the - uh - the laws are sacrosanct even as - sacrosanct, even the most - uh - minute - uh - u - minute laws.

Uh - th - u - th - the Commission is really setting a standard of criminality that is being imitated, is being spread through the whole community with – uh - with its action. And - uh - uh most incredible on this agenda – uh - (laughs) of all these items is Number 68, where a person is being removed from a - a com – a - a committee not because th - th - they did anything wrong, nor because u - th - u- they did - they were incomp - but simply because they have a different point of view politically than the Commission. And it - claims to be so - uh - tolerant of - uh - of - uh - uh - so diverse. And it's - it's removing someone who has - u - who - uh - has a different way of expressing their political views. Just incredible. Thank you.

PAUL CATHA — My name is Paul Catha. I represent the Culinary Union. That's C-A-T-H-A. I'm here to comment on Item Number 65. So, the Culinary Union uses pedestrian bridges on the Las Vegas Strip - uh - to engage in First Amendment protected right to protest. In the course of protesting for workers' rights – uh - Culinary Union members might march, handout informational leaflets while being stationary, rally, and hold up banners against the glass walls on the side of the bridges – um - so as to be visible from the street below. Uh - the Culinary Union wants to make sure that this

CATHA

ordinance wouldn't impede or infringe upon workers' ability to engage in these protected activities. Thank you.

GIBSON

Thank you.

BRANDON SUMMERS

Good morning, Commissioners. And for the record, my name is Brandon Summers. I'm a street performer, amongst many other things, also play violin, and I substitute teach for the Clark County School District. I'm speaking on Item 65. This is an ordinance that would amend – uh - Chapter 16 that would make pedestrian bridges into crosswalks. And as I've said before, I think this ordinance is reactionary, and it's – um – short-sighted, and that's going to impact a lot of people. And I know you're trying to get homeless people off the bridge, but this will also get street performers off the bridge, and it will impend upon - it will impend and impede First Amendment speech. Thank you.

ATAR HASEEBULLAH

Thank you.

GIBSON

Good morning.

HASEEBULLAH

Good morning, Chair Gibson, members of the Commission. My name is Atar Haseebullah. I serve as the Executive Director of the American Civil Liberties Union of Nevada.

I too am here in opposition to Item Number 65 with the request that this matter be trailed or tabled for the next 30 to 60 days to provide a meaningful opportunity for stakeholders – uh - to engage with the bill sponsor. Uh - I've had an opportunity to speak to the bill sponsor. We haven't reached a consensus yet. Um – our goal is to avoid threatening you with litigation. I know that's always the headline with the ACLU. As it stands right now though – um – we - we would be firmly opposed to this because of its chilling impact – uh - on the First Amendment. Uh - with 30 to 60 days to be able to trail this matter and have meaningful stakeholder conversations with individuals – uh - who are directly impacted, like street performers, with c- civil liberties groups like ours, with union members who often use those overpasses to engage in expressive conduct, and also with law enforcement and the District Attorney's Office. This will provide a meaningful opportunity for everybody to get together to sort through this. We may not end up reaching a resolution. But certainly, from our perspective, it would be – uh - prudent use of resources to be able to trail that conversation so this doesn't automatically result in litigation.

I will tell you, if this bill is passed today in its current iteration, uh - we'll be prepared to file a lawsuit within the next two weeks on it. We would rather avoid that and try to work towards a resolution. We don't think it's a good use of the County's resources to be – uh - going down this pathway at this point in time. But perhaps with 30 to 60 days, there could be – uh - consensus reached around language. Perhaps not, but at least it would be a good faith effort. We would hate to see the first-time a - all the stakeholders getting together on this item to be – uh - in depositions during – uh - an open matter – uh - proceeding with litigation.

HASEUBULLAH

Uh - with that, happy to answer any questions after this meeting for any of the Commissioners that might have interest. And looking forward, if this matter isn't voted upon today, to work with the bill sponsor to be able to have those conversations uh - at a wider level. Thank you.

GIBSON

Thank you. Good morning.

JARED CRAWFORD

Um - hello. My name is - uh - Jared Crawford, for the record. I am a Las Vegas Academy Alumni, and I'm a - a street performer. Um - I've been performing on - uh - Las Vegas Strip my whole life. I've been blessed enough to never have a quote unquote real job. All of my friends are winners of So You Think You Can Dance and things like that, and things that we all came – um - from street performing, all members of our community.

And Item 65 would - uh - c - classify the bridges as cle - as crosswalks, and that would impede on our ability to do that. As well as - um - those bridges are gathering places for when there's things like the fireworks in town or the NASCAR rally that was just here. Um - when they do things on the Strip, those are often - uh - common greeting grounds for anybody just to watch and participate. So, I feel like it would be just a huge hindrance.

Um - I'm out there every day, so I - I understand how the homeless problem can be. And I understand - uh - the way it can do, but I know that there's more effective - uh - solution, as someone who's out there every day, than classifying like that. Because that would affect a whole lot of people's livelihoods, their careers, and - uh - th - it - it doesn't work sending 1,000 s - street performers to Fremont Street, where there's 12 spots all taken up by palm weavers. Thank you.

GIBSON

Thank you.

ANGEL FARRAH FANNIN

Hello, my name is Angel Farrah Fannin. It's beautiful to be speaking with you all today. Um - I'm here to speak on Item 65. So, I am also a street performer - um - a college graduate, a - from Cal Poly Pomona. And recently, I was taken in jail f - for three days over playing the saxophone. Before I came here to play, I looked up the laws, and there was nothing saying that there was anything wrong with me playing, so that was very confusing for me, as I play nationwide.

I'm a respected member of my community in San Diego. Sorry, I'm getting a little emotional. Um - just a lot of traumatizing things happening, where I feel like definitely needs to be at least a plan to be set for musicians on the Strip. Um - and I've - I'm hoping we can possibly meet with all of us today. But besides that, I feel like passing this is counterintuitive because the bridge is not a crosswalk. There's always traffic going through, and we as musicians always try our best to stay out of the way.

Um - just so much going on with the unfairness when it comes to police reform. I feel like that's something that needs to be looked at. Um - and

FANNIN

definitely understanding where we need to move on from there - um - how we can work together. I know there's a homeless issue. And h - I like to say un-housed. But at the same time, I feel like this is a very unfair ordinance to pass because so many people have benefited.

I got out of transitional housing from street performing. And I know some of you are a part of Developmental Services and helping uplift com - the community, so I really do feel that street performing gives people opportunities that didn't have any before, especially when they have skill sets. That's very much important. I know college students who busk, who use the bridges and other places on the Strip to perform and make their money to pay for tuition, things of that nature. And I'm hoping that today, we can possibly meet or set aside a meeting to come up with a plan for the musicians. We're here together. And - um - street performers really set an ambience for the Strip, I'm just saying. If y'all been out there, y'all know. So, (laughs) that's all I really have to say, and I'm hoping you guys consider – um - what I said. And hopefully we, we can speak after and propose a meeting to come up with a plan. Thank you

GIBSON

Thank you

TISHAWNA BANKS

Hello. My name is Tishawna Banks. I am here opposing -

GIBSON

Would you spell your last name for us, please?

BANKS

Spell it?.

GIBSON

Your last name. I - supposed to ask all of you to do that for our re -

BANKS

(laughs)

GIBSON

For our reporter over here. So, would you do that, please? Just last name? Just spell it.

BANKS

Banks, B as in boy, A as in apple, N as in Nancy, K as in kite, S as in savings. Um – hashtag save the music, y'all. (laughs)
My name is Tishawna Banks. I'm a Philadelphia transplant. I've been here for the last 12 years. I am a street performer, a dancer, - um -college graduate, Computer Information Systems, minor in Business Administration.

I came here today to oppose – um - Item 65. Uh - according to lasvegasnevada.com, Las Vegas is known for as gambling, shopping, fine dining, entertainment, and nightlife. Street performers are part of nightlife scene. Vegas is a leading finance, commerce, and cultural hub. There are a lot of people who gather and perform on the Strip at night and on the bridges. Just to regenerate, bridges are crosswalks. They are not elevated sidewalks. Bridges go over vehicle traffic. Cars do not run through them. There are already tools in place for – um - obstructions and law ordinances to deal with illegal activities. Musicians should not be criminalized, whether local or out of state. This is – um - this process eliminates

BANKS

freedom, and expression, and our First Amendment rights. And I stand behind that as a performer, and I think everyone who comes here should have an opportunity to perform. And hopefully, we can all gather together to meet and come up with some type of solution other than arresting and displacing a lot of people who are making an honest living on the Strip. I did write like a whole, drawn-out three pages, but I'm just gonna save you all time. I am against opposition - well, I'm opposing Item 65. Thank you.

GIBSON

Thank you.

ROBERT MALSOM

Good morning. My name is Robert Malsom, spelled M-A-L-S- O-M. The last time I was in this chamber, Bill Young gave me an – uh - uh – s – uh - an appreciation award for helping capture the Ohio - Ohio Beltway shooter in Nevada. At that time, my transcripts filled a half a page of a - a journal, and they weren't very flattering to the Department - uh - the M - Metro, or the 9-1-1 people.

With that - uh - past. I've been a resident here since. I oppose 65 for the very same reasons that have been mentioned by a number of speakers, including the young lady that preceded me. And I want to expand a little bit on that, and I feel it's time for you to repeal 10.39.10, which is a prohibition of presence of animals on the Strip. And that goes out to state that animals are only allowed, and household pets are only allowed, between 5:00 a.m. and noon. I've been told that the reason that they have these ordinances from noon until 5:00 a.m. is to prevent biting. Makes no sense because it's okay to – uh - have the hazard of biting between 5:00 a.m. and noon, so it's senseless. It also states that the - the area covered is from Sahara to Sunset and 200 yards on each side of Las Vegas Boulevard, or the Strip as it's known.

Well, that's a little bit of a conflict because many of the hotels on the South Strip are now pet-friendly, and that includes 200 yards into their property. This ordinance makes no sense whatsoever. And the only exemption is given on the 12 noon to 5:00 a.m. prohibition is for service animals. It does not include ESA emotional support animals, which the State of Nevada gives all kinds of benefits to, but the County outlaws them from being present with their handlers in the after - from noon until 5:00 a.m. All of this makes no sense, and I think it's time to review and repeal this ordinance completely. Thank you.

GIBSON

Morning.

AMBER O'CONNOR

Hi, my name is Amber O'Connor. That's O, apostrophe, C-O-N-N-O-R. And – uh - I am also stating – um - an opposition to Item 65. Um - and also what the gentleman before me said - um, whatever item that was, 'cause I do work in pet care. And I think it's very silly to have – uh - animals not be allowed on the Strip from noon to 5:00 or whatever that was. Because – um - like he said, the casinos do allow pets already. And if the casinos are going to allow pets, then obviously, all of these restrictions that are attempted to put in place for people's behavior on the Strip is just going to punish the same people who come here to, you know, enjoy themselves

O'CONNOR — and have a good time

Um - so I think that as a musician, and a disabled person, physically disabled, that this is setting a dangerous precedent, not only – uh - for the people whom it is intended for, but also just, you know, disabled tourists, and anyone who just wants to be on these bridges and not feel like they're being shuttled through like a herd of cattle. So – um - that's really all I have to say that hasn't been already covered. But yes, opp – uh - 65 is not good. Thank you.

GIBSON — Thank you. Is there anyone else who wishes to speak during this public comment period? If not then, Miss King, we're ready to move on.

ITEM NO. 10 Approval of Minutes of the Regular Meeting on April 5, 2022. (For possible action) (Available in the County Clerk's Office, Commission Division)

KING — We can move onto Item Number 10, which is the approval of the minutes of the regular meeting of April 5, 2022.

GIBSON — There's a m - a motion to approve the minutes by Commissioner Jones. Any discussion? Please cast your votes. The motion carries

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the minutes of April 5, 2022, be approved

ITEM NO. 11 Approval of Agenda with the Inclusion of Any Emergency Items and Deletion of Any Items. (For possible action)

KING — Item Number 11 is the approval of the ag - agenda with the inclusion of any emergency items and deletion of any items. Um - Chair Gibson and Commissioners, I do have a few changes to – um - make to the record or to the agenda. Uh - first, Item Number 4, which we've mentioned under your Commissioner County Manager Recognition section - um - has been deleted from the agenda. Staff is requesting that Items Numbers 16 and 17, under your Consent Agenda, be deleted. And staff is requesting that Item Number 63, under the Public Hearing Section, be held until May 17, 2022 – uni - to the - I'm sorry, the May 17, 2022, Board of County Commissioners Meeting. And those are all the changes at this point.

GIBSON — Are there any other changes at the pleasure of the Board? I'll entertain a motion

JONES — Move for approval with changes stated by the County Manager.

GIBSON — There's a motion for approval of the agenda as indicated by Commissioner Jones. Please cast your votes. The motion carries.

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the agenda be approved

CONSENT AGENDA: Items No. 12 through No. 58

KING	We can move to Section 5 of your agenda, which is your Consent Agenda. Please note that - that Items Numbers 12 through 58 comprise of your Consent Agenda. Items Numbers 16 and 17 have been deleted, and I do not have any items to be taken separately at this time
GIBSON	Is there a - I'll entertain a motion on the Consent Agenda.
JONES	Move for approval of the Consent Agenda
GIBSON	Commissioner Jones has moved approval. Any discussion? Please cast your votes on the Consent Agenda. Motion carries.
ACTION:	It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the consent agenda be approved.

ITEM NO. 12 Approve the selection of Rite of Passage Adolescent Treatment Centers and Schools, Inc., for RFP No. 605939-21, for Alternative Living Services - Girls Program, and authorize the Chief Financial Officer or her designee to negotiate a Contract; or take other action as appropriate. (For possible action)

ACTION:	It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 13 Approve the award of Bid No. 606118-22, for Frank Sinatra Drive (Phase 2) - Park Avenue to Twain Avenue to the low responsive and responsible bidder, contingent upon submission of the required bonds and insurance. Staff recommends award to Las Vegas Paving Corporation; or take other action as appropriate. (For possible action)

ACTION:	It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 14 Approve the award of Bid No. 606119-22, for Frank Sinatra Drive (Phase 1) - Russell Road to Arena Drive to the low responsive and responsible bidder, contingent upon submission of the required bonds and insurance. Staff recommends award to Aggregate Industries - SWR, Inc.; or take other action as appropriate. (For possible action)

ACTION:	It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved

ITEM NO. 15 Ratify and approve the Contract with Asian Community Development Council, for CBE No. 606182-22, for Basic Needs Assistance, contingent upon submission of the required insurance; and authorize the Chief Financial Officer or her designee to sign the Contract, subject to approved budget appropriations, or take other action as appropriate. (For possible action)

ACTION:	It was moved by Commissioner Justin Jones, and carried by unanimous vote of the members present, that the recommendation be approved.

ITEM NO. 16 Ratify and approve the Contract with Medtrans Casa LLC dba Well Care Services, for CBE No. 606036-21, for Behavioral and Medical Clinic for Non-Congregate Shelter Services, contingent upon submission of the required insurance; and authorize the Chief Financial Officer or her designee to sign the Contract; or take other action as appropriate. (For possible action)

ACTION: Deleted from the agenda.

ITEM NO. 17 Ratify and approve the Contract with Charleston Residential Services LLC dba Crossroads of Southern Nevada, for CBE No. 606055-21, for Covid-19 Non-Congregate Shelter Services, contingent upon submission of the required insurance, and authorize the Chief Financial Officer or her designee to sign the Contract; or take other action as appropriate. (For possible action)

ACTION: Deleted from the agenda.

ITEM NO. 18 Ratify and authorize the Chair to sign Interlocal Agreement with City of North Las Vegas on behalf of the North Las Vegas Police Department, for CBE No. 606144-22, for National Incident-Based Reporting System (NIBRS) Program, or take other action as appropriate. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 19 Ratify and authorize the Chair to sign an Amendment to the Interlocal Agreement with United States Geological Survey, for CBE No. 604682-17, for Desert Tortoise Predator-Prey Dynamics; or take other action as appropriate. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 20 Authorize the Chair to sign an Interlocal Agreement with Southern Nevada Health District, for CBE No. 606087-21, for Thrive by Zero to Three Prevention Services; or take other action as appropriate. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 21 Authorize the Chair to sign Interlocal Agreement No. 606157-22 with National Park Service, for CBE No. 606157-22, for Riparian Reserves Plant Propagation, or take other action as appropriate. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 22 Ratify and approve an Amendment to the Contract with Nevada Partnership for Homeless Youth, for CBE No. 604673-17, for RHY Transitional Living Program and Maternity Group Home, and authorize the Chief Financial Officer or her designee to sign the Amendment; or take other action as appropriate. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 23 Ratify and Approve an Amendment to the Contracts with 180 Community Wellness Centers, LLC, Apple Grove Treatment Center, LLC dba Apple Grove Foster Care Agency, Bamboo Sunrise, LLC, Eagle Quest, Greater Hope Foundation for Children, Inc. dba Greater Hope Foundation, National Youth Advocate Program, Inc., Olive Crest, Shining Star Community Services LLC, Specialized Alternatives for Families and Youth of Nevada, Inc. and St. Jude's Ranch for Children-Nevada Region, Inc. dba St. Jude's Ranch for Children, for RFQ No. 604131-16, for Foster Care Services; and authorize the Chief Financial Officer or her designee to sign the Amendment; or take other action as appropriate. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 24 Note for the record the following Town Advisory Board (TAB) and/or Citizens Advisory Council (CAC) Minutes: Enterprise TAB - March 30, 2022; Moapa Valley TAB - January 12, 2022; Paradise TAB - March 8 & 29, 2022, Sunrise Manor TAB - March 10, 2022; and Winchester TAB - March 29, 2022.

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 25 Approve the application for an Importer/Wholesaler Liquor License for Besosagrado LLC (A Nevada Limited Liability Company), located at 3111 S Valley View Blvd Suite N-102, Las Vegas, NV 89102 in accordance with Nevada Revised Statute 369. Commission District: G (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 26 Appoint Rebecca Choi as the County's representative and Samantha Baker as the County's alternate representative to the Conservation District of Southern Nevada for two-year terms expiring November 2022. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 27 Approve and authorize the County Manager or her designee to sign Supplemental No. 1 to the professional engineering services contract between Clark County and Poggemeyer Design Group, Inc. (Larry V. Carroll, Senior Managing Principal) to increase total funds for additional design services for the Pyle Avenue between Las Vegas Boulevard and Bermuda Road and Starr Avenue between Las Vegas Boulevard and Bermuda Road project. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 28 Approve and authorize the County Manager or her designee to sign a professional engineering services contract between Clark County and Horrocks Engineers, Inc. (Brian Atkinson, Executive Vice President) for the update of Emergency Action Plans for Clark County-maintained detention basins. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 29 Approve and authorize the County Manager or her designee to sign a professional services contract for staff augmentation between Clark County and Aztech Inspections & Testing, LLC (Claire Kohatsu, P.E., Member) for quality assurance or independent assurance testing and inspection on various Clark County Department of Public Works projects. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 30 Approve and authorize the County Manager or her designee to sign a professional services contract for staff augmentation between Clark County and Geotechnical & Environmental Services, Inc. (GES) (Gregory DeSart, P.E.,

President) for quality assurance or independent assurance testing and inspection on various Clark County Department of Public Works projects. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved

ITEM NO. 31 Approve and authorize the County Manager or her designee to sign a professional services contract for staff augmentation between Clark County and Ninyo & Moore Geotechnical & Environmental Sciences Consultants (Robert Morrison, P.E., Principal & Chief Engineer Construction Services) for quality assurance or independent assurance testing and inspection on various Clark County Department of Public Works projects. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 32 Approve and authorize the County Manager or her designee to sign a professional project administration and construction management services contract between Clark County and Diversified Consulting Services, Inc. (Jeffrey Radke, P.E., Treasurer) for construction management services for the Las Vegas Boulevard Improvements - Phases E and F project. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 33 Approve and authorize the Chair to sign Interlocal Agreement No. 140295-A between Clark County and Las Vegas Valley Water District for the construction of water facilities in conjunction with the County's project in Desert Inn Road between Nellis Boulevard and Blue Ash Lane. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 34 Approve and authorize the Chair to sign Supplemental No. 1 to the interlocal contract between Clark County and Regional Flood Control District to decrease total funds for the Silverado Ranch Detention Basin, Collection and Outfall project. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 35 Approve and authorize the Chair to sign Supplemental No. 3 to the interlocal contract between Clark County and Regional Flood Control District to change the project scope and extend contract term for the State Route 163 at Casino Drive project. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 36 Approve and authorize the Chair to sign Supplemental No. 1 to Interlocal Contract No. 1343 between Clark County and Regional Transportation Commission of Southern Nevada to increase total funds for the Hualapai Way between Russell Road and Flamingo Road project. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved

ITEM NO. 37 Approve and authorize the Chair to sign Supplemental No. 2 to Interlocal Contract No. 1265 between

Clark County and the Regional Transportation Commission of Southern Nevada to increase total funds for the Moapa Valley Airport Road Relocation project. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 38 Approve and authorize the Chair to sign Interlocal Contract No. 3016 between Clark County and Regional Transportation Commission of Southern Nevada for the Complete Streets Planning project. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 39 Approve and authorize the Chair to sign Interlocal Contract No. 3017 between Clark County and Regional Transportation Commission of Southern Nevada for the Intersection Improvements Program - Traffic Signals at Various Locations #206 and Sunset Road between Hualapai Way and Clark County 215 Beltway project. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 40 Approve and authorize the Chair to sign Interlocal Contract No. 3018 between Clark County and Regional Transportation Commission of Southern Nevada for the Intersection Improvements Program - Roundabouts at Various Locations Phase II project. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 41 Approve and authorize the Chair to sign Interlocal Contract No. 3019 among Clark County, City of Las Vegas, and Regional Transportation Commission of Southern Nevada for the Elkhorn Road between Tenaya Way and Jones Boulevard project. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 42 Approve and authorize the Chair to sign Interlocal Contract No. 3020 between Clark County and Regional Transportation Commission of Southern Nevada for the Dean Martin Drive between Tompkins Avenue and Sammy Davis Jr. Drive project. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 43 Approve and authorize the Chair to sign Interlocal Contract No. 3029 among Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, City of Mesquite, and Regional Transportation Commission of Southern Nevada for the Dynamic Rumble Strips project. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 44 Approve a list of public land sale nominations for disposal by the Bureau of Land Management (BLM) and authorize the Director of the Department of Comprehensive Planning to submit the land sale nomination list to the BLM (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 45 Approve and authorize the purchase of ±7.38 acres of undeveloped vacant land located in Las Vegas, Nevada, known as Assessor's Parcel Number 161-25-301-005; fund the purchase price of $662,000 and associated closing costs; ratify the appraisal dated March 3, 2022, by Valbridge Property Advisors; and authorize the Director of Real Property Management or her designee to sign any escrow documents and any other related documents to complete the transaction. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 46 In accordance with NRS 244.210 and 354.220 through 354.250, approve, adopt, and authorize the Chair to sign a resolution to authorize refunds as shown on Exhibit "A." (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation (including the adoption of resolution No. 5-3-22-1) be approved.

ITEM NO. 47 Approve, adopt, and authorize the Chair to sign a resolution to change the name of the Air Quality Management Fund (2270) to the Environment and Sustainability Management Fund (2270). (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation (including the adoption of resolution No. 5-3-22-2) be approved.

ITEM NO. 48 Approve, adopt, and authorize the Chair to sign a resolution establishing a fund entitled the Eighth Judicial District Court Grant Fund (2761). (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation (including the adoption of resolution No. 5-3-22-3) be approved.

ITEM NO. 49 Approve and authorize the Board of County Commissioners, the Clark County Water Reclamation District Board of Trustees, and the Board of Hospital Trustees of University Medical Center of Southern Nevada to submit the quarterly economic condition reports to the State of Nevada Department of Taxation pursuant to NRS 354.6015 and NAC 354.559 for Clark County. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 50 Approve, adopt, and authorize the Chair to sign Resolution 22-001, which approves collection of delinquent sewer charges and fees on the Clark County tax roll; direct staff to prepare and file with the Secretary of the Board of Trustees a written report of delinquent accounts; set a public hearing on Tuesday, June 7, 2022, at 10:00 a.m., to consider any objections or protests; and notify affected customers as required by law; or take other action as appropriate. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 51 Approve and authorize the Chair to sign the correction of the 2020-2021 thru 2021-2022 Secured and the

2021 2022 Unsecured Assessment Roll AR-0503-22-9 and order the corrections to be made (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 52 Receive a report of the projected expenditures related to the County Clerk Technology Fee of the Office of the County Clerk for Fiscal Year 2023. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 53 Accept a $10,000 Wi-Fi donation from Cox Communications in support of the April 15, 2022, Job Fair hosted by Clark County Commissioners Jim Gibson and Tick Segerblom. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved

ITEM NO. 54 Receive and approve the report on the projected expenditures for costs related to the technology of the Office of the County Assessor for Fiscal Year 2023. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 55 Authorize the District Attorney's Office to commence an action in the Eighth Judicial District Court of Clark County to enforce various provisions of the Nevada Revised Statutes, Clark County Code and other rules and regulations against persons and entities that own, manage, and use property located at 4180 S Sandhill Rd in Clark County, Nevada in violation of the public nuisance law, other laws and operating without the required permits. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 56 Ratify and accept the submission of the annual budget in the amount of $76,000 for the Access and Visitation Program to the State of Nevada, Department of Health and Human Services by the Eighth Judicial District Court Family Division for the grant award period of October 1, 2021 through September 30, 2022; authorize the Court Executive Officer or his designee to sign grant documents as necessary; and approve and authorize the continuation of two part-time Family Facilitation / Mediation Specialist positions. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 57 Ratify the acceptance of the donation of nine (9) Charlie Stations from GPS Family of Companies to the Clark County Fire Department with an estimated total value of $427,500. (For possible action)

ACTION: It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 58 Receive the annual report of estimated collections and expenditures of technology fees for FY 2022-2023 in accordance with NRS 247.306 for the County Recorder to upgrade, modernize, refresh and maintain the technology to support recordation and records management (For possible action)

ACTION:	It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 59 Conduct a public hearing; and approve, adopt, and authorize the Chair to sign a Resolution to Augment the Fiscal Year 2022 Medical Assistance to Indigent Persons Fund (2380) (For possible action)

ACTION:	It was moved by Commissioner Justin Jones, and carried by unanimous vote, that the recommendation be approved
KING	Chair Gibson, it is now past 10:00 a.m. We can move to the Public Hearing Section of the agenda. The first item that we have is Item Number 59, which is to conduct a public hearing and approve, adopt, and authorize the Chair to sign a resolution to augment the Fiscal Year 2022, Medical Assistance to Indigent Persons Fund, 23 - 2380.
GIBSON	Is there gonna be any additional comment or - or a - discussion by staff on this item?
KING	We can make a few comments on what, or -
GIBSON	Uh, yeah. I think a few comments -
KING	Okay
GIBSON	U -
KING	Okay. Miss Colvin?
GIBSON	Miss Colvin?
JESSICA COLVIN	Commissioners, this augmentation as a result from ending fund balance as of June 30, 2021, exceeding the budget – um - and the – well - the excess fund balance, we'll use to pay for long-term medical care.
GIBSON	Thank you. So, this is a public hearing which is now open. Is there anyone who wishes to offer testimony on this item? There being no one, the public hearing is closed. Any - uh - what are the - what's the pleasure of the Board? Any discussion on the item? And I'll entertain a motion.
NAFT	I move for approval.
GIBSON	There's a motion for approval by Commissioner Naft. Please cast your votes. The motion carries.
ACTION:	It was moved by Commissioner Michael Naft, and carried by unanimous vote, that the recommendation (including the adoption of Resolution No. R-5-3-22-4) be approved.

ITEM NO. 60 Conduct a public hearing; and approve, adopt, and authorize the Chair to sign a Resolution to Augment the Fiscal Year 2022 Las Vegas Metropolitan Police Department Fund (2080). (For possible action)

KING

Item 60 is to conduct a public hearing and approve, adopt, and authorize the Chair to sign a resolution to augment the Fiscal Year 2022, Las Vegas Metropolitan Police Department Fund, 2080

GIBSON

Miss Colvin?

COLVIN

Commissioners, this is another augmentation where the ending fund balance as of June 30, 2021, exceeded budget. The augmentation will be rolled into FY '22 to pay for – um - additional s - service and supply costs and reserved for capital outlay.

GIBSON

Thank you. S - if there is nothing more from the Board, I'd entertain a motion.

NAFT

Motion to approve

GIBSON

There's a m - motion for approval by Commissioner Naft.

UEHLING

Commissioner, public hearing?

GIBSON

Oh, excuse me. You're right, Ed. You're right and as a matter of fact, you look like you're ready to be first. I'm opening the public hearing. We'll defer on action on the motion. Public hearing's open.

UEHLING

Uh - thank you. (laughs) Um - if anything, th - (laughs) uh - the Commission should be reducing the budget for this - uh - agency. Uh - they're - u - th - th - they're like flies on the, th - on the - uh - on the Strip. It looks like a war zone every night down there. Flashing red lights - uh - it - uh - it's really creating a situation which is e - eventually going to make the tourists feel afraid.

It reminds me of the situation – uh - on the Avenida de - de la Revolución in Tijuana, where the police were always present there, and they basically destroyed the business. Or in Westwood. Westwood used to have a dynamic - uh - nighttime business, and the police u - got heavily involved there. And, um - I have - uh - I have - uh - uh - two - uh – incidents that I want to - uh - tell about the police u - that should be correct - uh - that should be corrected. And, and it won't require any money.

Um - one was that I - I was taking a video of a policeman giving a ticket. He - uh - you can see in my video, the policeman walking up to me and grabbing me. And - uh - then he calls - uh - the Metro and has me arrested - uh - uh – uh - instead of having himself arrested. He's the one that committed the assault, I didn't assault anyone. And it's interesting - w - u - w- that was fascinating to be there in that - in that - uh – booking room for eight hours while th - th - the policeman wrote, took five hours to write his report and all the lies that he had in it. And - uh - to watch how every time they have a chance, the police escalate. They don't u - u – calm down things. They escalate things with the people, particularly the black people, particularly the prostitutes, and the - uh - or the people that are being arrested, a- arrested for - for prostitution, and people with - uh - with - uh -

OEHLING

mental deficiencies. And they - uh - take joy in screaming, in e - elevating, and you guys can get the tapes of what is going on in that booking room and see the out- outrage, outrageous conduct of the Metro u - Police in that room - uh - at any time

I wish you would do that. And - uh - they take p - particular joy in being able to - uh - uh - provoke someone to a level that they - w - uh - that they - th - that's aggressive. And then they get to put them in this room that apparently has a terrible smell and put - uh - leave them there for - for a day, and then book them the next day. They love doing that. And it, it - wh - who they're picking on are the black people, and the - and the - uh - uh - uh - uh - th - the - um - the -the people who have mental problems. And t - it - it's just an outrage, the way that - uh - the - u - uh - police department's conducting itself. And you're giving them more money. No.

GIBSON

Is there anyone else who wishes to offer comment on the – uh - on this item?

JORGE RIVEROS

My name is Jorge Riveros. Last name, R-I-V-E-R-O-S. I have been in Nevada for only ten days. Uh - I came from Utah. I work with - uh - several issues there, especially the police and the Senate. And I think that yesterday, I saw a person - uh - robbing a car in the parking lot. He opened the window, opened the door, and took - uh - some wires cable from the bottom. And started to - I called the police. I was behind them, you know, and the police answer, you know. They, "Okay, leave a message. W - we'll call you later." (laughs) Uh - this is outrageous. I mean, o - over there, the police are getting five minutes, three minutes, they're there. Even before that. And here, they never come back. In the morning the same day, I saw a hole in a wall of a person - of some neighbors there in the street that they tried to get through. They have cameras, you know, going there. We call the police. We wait more than an hour and a half, and then nobody show up. Okay? So th - that's - uh - the thing they need to solve, you know? Crimes, not go against people.

Also, another thing that I need to tell you is that police always, you know, they need to study a little bit more. We - I try to propose that in Utah. They - they graduated after a year and a half or two years. It should be like a profession, four years, five years. And that way, they will study psychology. They will be able to treat. Uh - over there, they were shooting people in the back. I - I was, you know, thrown a wall. They - they may s - I said, "Why did you do that? Why police do that?" And then you know, just a - a person, a woman, running, and shot in the back. Destroy her. You know? Why? Let me tell you why. I told him. I stood up. I didn't know, I didn't realize that the Chief of Police were there from another city. Because it was, you know, we – just - see, real close. And I said, I asked them all like you – uh – all the – the - or the attorneys, you know, everybody. I say, "Well, tell me. Why you have to shoot so many time a person? Why you, don't shoot one? Don't you practice?" You know, what happened? Nobody wanted, they look each other, nobody want to answer. I say, "Well, I'm gonna answer. I have 500 people behind me in an auditorium." And what did they, I said, "The reason, guys, I'm going to tell you because

RIVEROS — you're not answering me. The reason why you get your gun and shot them is because every morning, you go out for your breakfast, and you eat a lot of donuts. And look how fat you are. You're overweight. You cannot run."

KIRKPATRICK — Seriously?

RIVEROS — I can run and stop – uh

GIBSON — Sir?

RIVEROS — Sir, that's important.

GIBSON — Sir, this is on the Las Vegas Metropolitan Police Department.

RIVEROS — Yeah. But they -

GIBSON — It's not on a Utah Dep -

RIVEROS — So, I think (unintelligible). I am going to be here living now, so I think it's important you understand that. It will be better. They're - they're solving all the problems in Utah that way. And you can call the Chief of Police and he can tell you that thing have changed, and the crime is way down now. Thank you for your time.

O'CONNOR — Hello. Amber O'Connor back again. O, apostrophe C-O-N-N-O-R. Um, I didn't know that this item was being discussed today, but - um, have y'all ever been tear gassed? Because I have. And it wasn't because I was committing any crime. It was because I saw people who had been zip-tied in a group in the middle of - uh - Las Vegas Boulevard, right outside the Luxor/Mandalay Bay, right in that block.

And I saw, through the clouds of tear gas, that they were still continuing to grab people. So, I walked out into the street. You know, there were no cars at this point because they had stopped the flow of traffic with SWAT vehicles. And I said, "Why are these people being detained?" That was exactly what I said. Why are these people being detained? And the Metro officers said, "Back off or you're next." And I said next for what? And then my husband watched five of them grab me and throw me into the same type of vehicle that Freddie Gray was murdered in in Maryland.

And – uh - yeah, it's just ridiculous that after the rule to not arrest people during COVID was broken so many times for so many people. And then when we were in jail, we were denied soap. We were denied hand sanitizer. We were treated like animals, worse than animals. We were treated like the absolute scum of the Earth for exercising our First Amendment right to protest. And then some people had just been grabbed on the assumption that they were part of the protest when they were just locals, you know, walking their dogs and stuff, or you know just having an evening stroll. There was literally a woman who was next to me, who lived on the next block, and had no idea what was even happening, but Metro grabbed her too. So, if they're going over budget, that's their problem, not the taxpayers.

O'CONNOR — Thank you

GIBSON — Next?

KIRKPATRICK — (unintelligible)

FANNIN — Hello. My name is Angelo Fannin. Let me spell my last name, F as in Frank. A-N-N-I-N So, what happened to me, I'm not even from Las Vegas. I'm from San Diego. When I came, I had the presumption – um - that you know, not even the presumption, the knowledge of knowing I could play on the Strip legally What I had on me was a speaker, a portable speaker, while I was busking.

I don't take much room. I always perform outside of the walkway There's also - if you are familiar with the bridge between – um - the Cosmo and the ARIA, there's a section that breaks off. It's like – um - it's almost like a structure, so it does not get in the way of oncoming traffic. Um - I was arrested February 20th. Um - I was playing late night. Everybody was vibing. Literally, I had people on the bridge who were just enjoying passing by Like good job. Out of nowhere, m - Metropolitan Police come. I don't need to mention any officers' names today. Um - the same officer harassed me, constantly. Um - I showed him my ID twice. This third time, he came by and asked me for it again, saying I need to pick up my speaker off the ground. And I was like, "I know my rights There's nothing wrong with it, me setting it down for a moment." And he's like, "So you don't want to show me your ID?" I'm like, "I've showed you my ID multiple times." So, this - at this point was harassment and all of a sudden, out of nowhere, I get arrested, bruised, my arm pulled back. My shoulder was bruised. I'm never expected any type of treatment like that and (laughs) that's what ridiculous I'm laughing out of stress because never have I been treated like that. I'm a respected member of community as I mentioned before. Um - I felt like this was definite - a definite abuse of power and when I was taken in, I seen atrocities that were committed towards - uh - people who were in there for, maybe soliciting. Hearing their stories, some of them were just, you know, being approached by undercover cops in a very - um - suspected manner I mean, talking more about that -

GIBSON — So, excuse me, ma'am So, this, this item is an item to cover not over expenditure but to supplement and augment the budget.

FANNIN — Okay

GIBSON — Um - it's not - this is not about training. This is not about a – a - a lot of other things, so if you could maybe focus yourself a bit on what's really in front of us. We understand from what you said earlier and what you've said today that you have some unique personal experience that is important to you and to us -

FANNIN — Yes. Okay, so let me focus on - I feel like funding more of Metro is detrimental to the community just because of, you know, there's other things that need to be taken into account. Say, for example - um, w - we're

FANNIN — wasting taxpayer money on officers who are - aren't trained well. Maybe that should be something else and that's all I really have to say if I can't really speak on the issue too much but – um - I just want to speak on the treatment of the Metropolitan Police and the people who were there. There was no tampons or extra clothing provided to people who were bleeding out. Woman. And it was very sad to see, and I feel like since (laughs), for paying taxpayer money, why aren't we being treated in a fair manner in these - um - facilities. I just want to leave it at that. Thank you for letting me speak.

GIBSON — Thank you. Is there anyone else who wishes to speak on this item? Public hearing is closed. And – uh - I'll entertain a motion on this item.

KIRKPATRICK — Mister Chair – um – I - I would like to approve the motion for this approval. But I also want to highlight some of the things why this is super important. Um – so - this is a requirement of the NRS Statute that if the dollars come in, over and above on what you anticipated to begin with, that you have to come back and – and show and so there are some really good things coming out of this. I knew on the east side that – uh - Commissioner Gibson and Commissioner Segerblom and I've been working to get a substation that – so - so that's a piece there. So – um - these are some good things. So – uh - I make a motion to approve, but I didn't want the public to – um - not understand the NRS requirements. And also, it's pretty spelled out on where this - these dollars are gonna go to. And I know Commissioner Segerblom and I and Gibson been working a while to get that Hollywood substation, so thank you.

GIBSON — Is there any discussion on the motion? Please cast your - your votes. The motion carries.

ACTION: — It was moved by Commissioner Marilyn Kirkpatrick, and carried by unanimous vote, that the recommendation (including the adoption of Resolution No. R-5-3-22-5) be approved.

ITEM NO. 61 Conduct a public hearing; and approve, adopt, and authorize the Chair to sign a Resolution to Augment the Fiscal Year 2022 General Fund (1010). (For possible action)

KING — Item 61 is to conduct a public hearing and approve, adopt and authorize the Chair to sign a resolution to augment the Fiscal Year 2022 General Fund 1010.

GIBSON — Miss Colvin?

COLVIN — Commissioner, this augmentation as a result again of the June 30, 2021, ending fund balance exceeding the budget in addition to additional grant revenues received in the - in Fiscal Year 2022. These funds will be used to pay for government services – um – capital - future capital projects and recovery programs as a result of the pandemic.

GIBSON — Thank you. This is a public hearing. Is there anyone who wishes to speak on this item?

UEHLING	Yes, my name is Ed Uehling. We don't need the government to be getting more money and having more of these services. The – uh - government is attacking. You are conducting a war against the people. Uh – uh - just listen to the testimony today. The - the hotel cowards aren't here to talk to you. The police aren't here. They don't talk to you. Uh – uh – uh - but lots of people come here and tell their stories about how they're being attack and - and giving more funds to the government is more attacks on the people. And this is an incredible sum of money $500,000,000. Five - five. half a billion dollars – uh – uh - just to increase. That's more than – uh – uh - we collect in property tax around $400 million of all 600,000 properties in - uh - Clark County. And – uh - this is an augmentation of the budget of $500 million that will be used in more war against the people and in favor of government employees, in favor of your own – uh - own pocketbooks in favor of – uh - of more a - aggressive action against the people of Clark County. Please – uh - well, of course - you're going to pass this because you're so greedy. Yes
GIBSON	Not only that, I'm going to comment. $271,000 go to additional COVID relief. That has nothing to do with any of the things you mentioned. We have a Community Housing Fund that gets $104 - no, you're finished - you're finished. $140 million in the Community Housing Fund. We have tens of thousands of affordable units that were short in this valley. The – uh - our social services are stretched all the way to the end of the earth, with the challenges that we have – uh - dysfunctional families with children who are at risk or who have been abused and neglected. Uh - we have people who are working the clock around who did work the clock around during the pandemic, and they continue to do that. To hear this kind of stuff about what we're doing with this money, quite honestly, is a travesty. I know you, and I know you're better than that Mister Uehling and this is - this whole idea that you get up and you just repeat the same thing every time. These dollars are so critical to the functioning that we do to support the people who need something. This is for the people who need something. Um - I'm ready for a motion.
SEGERBLOM	Amen
NAFF	Jim, you got it. (laughs)
GIBSON	Okay, we got a motion. (laughs) Please cast your votes. The motion carries.
ACTION:	It was moved by Commissioner Michael Naff, and carried by unanimous vote, that the recommendation (including the adoption of Resolution No R-5-3-22-6) be approved

ITEM NO. 62 Conduct a public hearing and approve, adopt and authorize the Chair to sign a resolution approving the issuance by the Public Finance Authority (Wisconsin), in one or more series, of 501(c)(3) revenue bonds in an amount not to exceed $35,000,000 in order to (a) finance and/or refinance the acquisition, construction, improvement, renovation, equipping and furnishing of charter educational facilities situated on an approximately 3.15 acre lot located at or adjacent

to 8941 Hillpointe Road, Las Vegas, Nevada 89134 for use by Discovery Charter School, (b) fund a debt service reserve fund for the Bonds, (c) pay capitalized interest and working capital with respect to the Bonds, and (d) pay certain costs of issuance of the Bonds (For possible action)

KING	Item Number 62 is to conduct a public hearing and approve, adopt and authorize the Chair to sign a resolution approving the issuance by the Public Finance Authority in one or more series of 501(c)3 revenue bonds in an amount not to exceed $35 million in order to finance and, or refinance the acquisition, construction, improvement renovation, equipping and the furnishing of a charter school facility situated on approximately 3.15 acre lot located at or - located at or adjacent to 8941 Hillpointe Road, Las Vegas, Nevada 89134 for use by Discovery Charter School, and also to fund a debt service reserve fund for bonds in third, um - to pay, capitalized interest and working capital with respect to the bonds and pay certain costs of issuance of bonds
GIBSON	The school is in Commissioner Miller's district, is that correct?
MILLER	Yeah.
GIBSON	And do you have a preference on this item, Mister Miller?
MILLER	No, Mister Chairman. Uh - I'm ready to make a motion. (unintelligible)
GIBSON	Please do that. Oh, we got to do a public hearing.
LISA LOGSDON	Yeah. We got to do public hearing.
GIBSON	Okay. This is a public hearing. It's now open. I'd invite anyone who wishes to speak, come forward.
TRICIA WILBOURNE	Hi, good morning. I'm Tricia Wilbourne – um - W-I-L-B-O-U-R-N-E. I'm, I'm the Principal Executive Director EMO of Discovery Charter School – um - and I appreciate you paying attention to this agenda item. It is an important need for students in Las Vegas. Our mission is to serve all students in Las Vegas and to give them a school choice. Um - we are a growing school. We are tiny and we're trying to offer more educational op - opportunities to our families. And we do some really great things at Discovery. So – um - thank you for taking time for this agenda item.
GIBSON	Thank you.
JESSICA SHAHAM	Hi, I'm Jessica Saham, S-H-A-
GIBSON	Would you stand right up against that mic or pull it to you?
SHAHAM	Is this better?
GIBSON	Yes.
SHAHAM	I am Jessica Shaham, S-H-A-H-A-M. I'm Bond Counsel to the school and

SHAHAM — the issues for the tax-exempt bonds. Um - we appreciate um - staff time and helping us get this set up. We appreciate your time and hearing it. And – um - I just wanted to say that - that, you know, the - the school gets whatever approvals it needs for the project. This is specifically to allow the school to acce - to access lower financing costs, and every single do - saved dollar goes to backs - back into the program for the education. So, this is really important, and we appreciate your time.

GIBSON — Thank you. Is there anyone else who wishes to speak on this item?

UEHLING — Yes, we can really appreciate the State of Wisconsin or the Public Authority – uh - Finance Authority of the State of Wisconsin for providing funds that will actually help the community. It's too bad that the – uh - Commission can't use part of their $500 millinn to – uh - to be doing things like this and helping the diversity of the education – uh - process here in the - in like - in the – uh - in the Clark County, which is absolutely the worst - one of the worst in the - in the world, really. Thank you.

GIBSON — Did you ever go to a School Board meeting, Ed? They need to hear from you. Is there anyone else who wishes to speak on this item? Public hearing is closed. Commissioner Miller?

MILLER — Move for approval of Agenda Item Number 62.

GIBSON — Please cast your votes. The motion carries.

ACTION: — It was moved by Commissioner Ross Miller, and carried by unanimous vote, that the recommendation (including the adoption of Resolution No R-5-3-22-7) be approved.

ITEM NO. 63 Conduct a public hearing and approve, adopt, and authorize the Chair to sign an ordinance to amend Clark County Code Title 6, by adding a new Chapter 6.105 - Peer-to-Peer Car Sharing Program, providing for the licensure of peer-to-peer car sharing programs and shared vehicle owners; establishing license application requirements, providing for business license fees, and providing for other matters properly related thereto. Commission District: All (For possible action)

KING — Commissioners – uh - as they – uh - re - repeat Item Number 63 has been held until the May 17, 2022, Board of County Commissioners meeting.

ACTION: — Deleted from the agenda and held until the May 17, 2022 Board meeting.

ITEM NO. 64 Conduct a public hearing and approve, adopt, and authorize the Chair to sign an ordinance to amend Clark County Code Title 6, Chapter 6.10, to remove childcare providers from the work identification card requirements, and providing for other matters properly related thereto. Commission District: All (For possible action)

KING — We can move to Item 64 which is to conduct a public hearing and approve, adopt and authorize the chair to sign an ordinance to amend Clark County Code Title 6, Chapter 6.10 to remove childcare providers from the work identification card requirements and providing for other matters properly related thereto.

GIBSON — Mister Queano.

VINCENT QUEANO — Good morning, Mister Chair, members of the Commission, Vince Queano, Director of Business License. The proposed changes are to remove childcare from the non-gaming categories listed in the Work Identification Code requirement - um - Chapter 6.10.020, and also to remove reference to childcare from the Work Denial Code 6.10.040. If approved, the background check process will no longer be conducted by the Las Vegas Me - Metropolitan Police Department. They'll be transferring responsibility to the State licensing agency working directly with the Department of Public Safety. And please let me know if you want me to go into detail as far as the reason behind the transfer of responsibility. Thank you

GIBSON — The - the net of it is the backgrounding continues. It's where it's focused, where it happens. Commissioner - uh - Kirkpatrick.

KIRKPATRICK — Uh - thank you, Mister Chairman. And that really is streamlining the process so that - um - our childcare providers only have to do things once. Um - but it does go through the same rigorous - uh - childcare background licensing that - um - we require.

GIBSON — Thank you. This is a public hearing. Is there anyone here who wishes to speak on this item?

KIRKPATRICK — Oh, my bell.

UEHLING — Well, I've got to take advan- my name is Ed Uehling. I've got to take advantage of this. Actually, the Commission reduced a requirement on - uh - on - uh - private people and businesses. Uh - it should look to streamline other processes that are - uh - uh - very onerous in the County to make it easier for people to - uh - uh - recover their businesses that the COVID response by the County and by the State had de - destroyed thousands of businesses or hundreds of businesses and thousands of jobs. So - uh - on - congratulations. I'd have to take advantage of this (laughs) opportunity to to - uh - uh - it's my first chance in the last couple of years that I've been able to - uh - to do something like this. Thank you

GIBSON — Was that in favor or against the item?

UEHLING — In favor.

GIBSON — Never mind. I - I was just - all right. Is there anyone else who wishes to speak on this item? The public hearing is closed. Entertain a motion. There's a motion for approval by Commissioner Jones. Any discussion on the motion? Please cast your votes. The motion carries

ACTION: — It was moved by Commissioner Justin Jones, and carried by unanimous vote of the members present, that the recommendation (including the adoption of Ordinance No. 4938) be approved

ITEM NO. 65 Conduct a public hearing; approve, adopt, and authorize the Chair to sign 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; providing for other matters properly related thereto; or take other actions as appropriate. (For possible action)

KING — Chair Gibson – um - the next Item Number 65 is also related to Item Number 69. So, if I may, I'd like to read both 65 and 69 together.

GIBSON — Thank you.

KING — Item 65 is to conduct a public hearing to approve, adopt, and authorize the Chair to sign an ordinance to amend Title 16 Chapter 16.11 Section 16.11.020, and Section 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, providing for other matters properly related thereto and take other action as appropriate.

Item Number 69 is to approve and adopt an updated no obstruction use zone map for Las Vegas Boulevard between Russell Road and Sahara Avenue in accordance with Clark County Code 16.11.050 to include pedestrian overpasses along Las Vegas Boulevard as no obstructive zones in the areas in, on, or up to 20 feet from the landing area of touchdown structures associated with pedestrian overpasses.

GIBSON — Thank you. Um - I think the best way to proceed then would be for the attorneys to - uh - share with us what this is and maybe what it is not. Would you do that for us please. Lisa?

LOGSDON — Yeah, Lisa Logsdon for the record. So, this ordinance - um - amends Chapter 16.11 to update the definition of crosswalk by clarifying the current reference to, above, or below grade structures to include the pedestrian overpasses and underpasses. The ordinance also adds a new definition for touchdown structures which includes the elevators, escalators, and stairways associated with the pedestrian overpasses. The ordinance adds touchdown structures and the landing areas – um - that which could be included in no obstructive – uh - use zones, if permitted by an updated map. This ordinance does not amend the definition of obstructive uses, which allows for First Amendment activity. So, basically, this amendment does not infringe on any of the First Amendment – um - protections.

Um - in addition – um - to this ordinance change under Item 69, which was also read, staff is recommending that the Board update their no obstruction zone map to include the pedestrian overpasses in the associated touchdown structures as crosswalks due to the significant threat and degra - degradation of the pedestrian safety caused by obstructive uses on the pedestrian overpasses. Again, thereby prohibiting only obstructive uses on the pedestrian overpasses and not - and this does not prohibit any protected First Amendment speech

LOGSDON

Um - we also have Metro here today to provide a presentation detailing the pedestrian safety concerns and the degradation to pedestrian – uh - public safety – um - that is resulting on the pedestrian overpasses on the Strip.

GIBSON

Captain Bitsko and whomever else is with you, would you please come forward?

CAPTAIN JOSHUA BITSKO

Good morning, Commissioners. Um - I want to thank you guys for the opportunity to be here to – uh - present to you guys.

As we know, the Las Vegas Resort Corridor and Las Vegas in general is seeing an increase in tourism. January and February, we saw more than 2.2 million more visitors in 2022 than we did in 2021. With more people on the Strip, there are more people using pedestrian bridges as a safe way to c - cross the Strip. But unfortunately, the pedestrian bri - pedestrian bridges are far from safe. They have become a very dangerous part of Las Vegas, one that our tourists are - have to use to cross the street.

Some of the crimes, the felony crimes that are occurring on these bridges, we've seen murders, stabbing, shootings, battery with substantial bodily harm, robberies, larcenies from person, arsons, narcotic sales and use, sex crimes to include open and gross lewdness and also firearm-related crimes. The stagnation of movement on the pedestrian bridges is causing opportunity for these crimes. So, what happens is th - the bridges are becoming obstructed – uh - by multiple - multiple sources, and when crowds form on these bridges, it creates the opportunity for criminal activity and our officers with the LVMPD in attempting to enforce – um - the obstructive uses and no obstructions, they're impeded by the confusing nature of the – um - of the ordinance and also - that's why we need the no obstruction zone map amended – uh – as - as going to be presented today. Because of their elevated position, it is difficult for our officers at street level to see the crimes being occurred or crimes occurring. The bridges are dimly lit and during an emergency, if obstructed, there's only one way on and off of these bridges. So, our - if our tourists have to get off quickly, any obstruction on these bridges, they're going to – uh – the – uh - that causes a threat to the public safety as well.

If the stagnation of the pedestrian flow on the bridges is not addressed, the bridges are - are going to become pedestrian barriers, and that will force our pedestrians to then jaywalk across Las Vegas Boulevard creating another public safety issue as well. There are made for walking, not for stopping and blocking.

Our aim is not to issue tickets – um - or conduct enforcement but really have the opportunity to first issue a warning and remove the confusion around what our officers can do and what they can enforce.

The stagnation of movement on the bridges as a resulting in a significant threat to and the degradation of the safety of our pedestrians. Um - so I'm going to turn it over to – uh - my Area Command Intelligence Officer, Mo - Monica Aines. And she's going to be able to give the presentation and

CAPTAIN BITSKO

show some of the issues that I'm talking about and then I'll come up to close.

MONICA ALNES

Good morning. My name is Officer Monica Alnes. I work at the Convention Center Area Command for LVMPD. I'm going to be showing you a series of pictures and videos today that really showcase our issue that we're having up on these pedestrian bridges, starting with this series of images. So, you'll see circled in yellow, these are some people that are immobile, right? They're not using the bridge to actually actively cross from one side to the other over Las Vegas Boulevard. They're stationary.

You can also see these lines. So, it just takes one or two people. Sometimes even one just to minimize the actual width of the bridge itself, and – um - the useful space where somebody can come and go freely and use that pedestrian bridge for pedestrian travel. You'll also see this elevated position itself in this very unique structure, which is the pedestrain bridge. It is above grade. Officers, we operate most of the time at grade. So, that means, you know, at the street level, we're on the sidewalks. It's hard for us to see the actual activities that are taking place when we're down there on the street. And somebody might be you know, stationary, sitting – um sleeping, wh - whatnot and – um - carrying out any kind of activity up on that bridge.

It's also unique. And it's ki - it's sort of like an alleyway that you could say it – it's an enclosed space. There's only a way in – there's only one way in, and there's one way out of this area. It's very condensed. It makes people be very close with one another. Sometimes having these individuals that might be sitting and reducing the size of the pedestrian – um – walkway – uh - that can cause an issue, right? That can cause some disruptions. And it does turn into a hotspot for crime because it does allow more interactions between people which, you know, crime could result from this.

So, we do see some unique things up on the bridge. For example, animals, right? Um - dogs is something common that we see up on the bridge. Sometimes they're on leash, sometimes they're not on leash. Even when they are on leash, they might be wandering to and fro across the bridge. You can see this gentleman wearing the red. His only option is to either walk over the dog in this picture or, of course, go around. If he's going around that dog, he's going to be face to face with oncoming pedestrian traffic. And again, that does cause an obstruction. And that is a threat to public safety.

You'll also see circled, right, the small children there are - are about to come face to face with these animals, right? Again, this is - this is – um - causing an issue and it is a threat to public safety.

We see soliciting and selling items very often as well. Um - people will erect their tables. They'll bring their, you know, water coolers out. They'll sell to individuals. Again, the transaction that's happening between somebody that might be buying one of these items, that again causes a stagnation of pedestrian flow, and therefore it opens up an opportunity

ALNES

right for either crime or for just impeded, you know, pedestrian flow altogether.

This is a video. You can see the individuals, they're walking around this gentleman who's selling the shirts, and they're walking around uh - the woman who's actually purchasing a shirt. So, again, this is - this is – um - you know, an obvious example of how that really does reduce the walking path for people that are trying to use those bridges.

We see showgirls and sign holders also. This is very common. You'll notice here with these lines um - the show girls that are standing there – uh - they are immobile. They're not using it to cross back and forth across the boulevard. They are just mobile and - or sorry, immobile in place. But you can see that the pedestrian bridge has also been reduced right in size just because of them standing there.

Usually, there's always a couple more people as well that are stationary on the bridge at any given time. And this green portion, this shows that the pedestrians, they really only have two choices. They have to bottleneck on the right side, right, to continue their pathway across the bridge, or they would have to go into oncoming pedestrian traffic to keep traveling across that bridge. And again, for us, this does show a degradation of public safety. These people are going to be forced to be face to face in a close proximity with other people. This allows for negative interactions and other issues to arise.
I will warn you – um - the following slides and videos, they do show a lot of extreme violence and sexual acts or lewd acts – um - nudity, et cetera, so I just - I just do warn you that - that content is going to be visible.

GIBSON

Could I just ask while you're starting that?

ALNES

Yes, sir.

GIBSON

Th - this is just the normal – uh - video that is shot all the time, the security video that is on the bridges, right?

ALNES

Yes, sir.

GIBSON

This is, somebody stationed up there to get this for us?

ALNES

Yes, sir. This is Fusion Watch video. Yes, sir.

GIBSON

Okay.

ALNES

So, here, you'll see this individual is urinating on the bridge, and you'll notice how people avoid this person. And they come - they come in contact with other people on the other side. It's oncoming traffic, it creates a blockage, it creates a hindrance, right, for people that are trying to cross that bridge.

We see a lot of nar - or narcotic-related activities that are up on the bridge

ALNUS

as well. Um - these gentlemen above in those slides, it's day or night, they appear to be using narcotics up on the bridge. This individual is holding a knife and there're syringes that are also strewn out across the pedestrian bridge

These are hotspots for crime. They're - they're dimly lit. It's somewhat like an alley. This individual, they were pickpocketed multiple times within about a 10-minute timeframe of each other. This individual is holding a knife We also see lewd acts and indecent exposure. This has been something that we've, we've been seeing quite often lately. I'll go to this video. It's a longer video but it shows a lot. I'd like you to take notice of this woman in the black. Right before this video starts, she actually goes up the escalator appearing to want to cross the bridge, but she sees this man who's completely nude with his genitals exposed. She sees him and she actually goes back down the other escalator. So, it could be assumed that she's trying to avoid this and not use the pedestrian bridge because of his presence

Again, he's completely nude. You'll notice this gentleman in the black shirt. He approaches him. He appears to be putting – um - some kind of cash on the ground next to him. They have an interaction You'll see the little girl passed by right now with her family It's assumed that she would be able to see his genitals completely with how he's completely naked And you can see this man's reaction is negative to him. He's shaking his head. He looks back. And this just shows, when somebody is immobile, when there's a - activity that's happening up on the bridge, and it's not being used for – uh - passage and active passage across the street, it's almost like a moth to the flame effect.
You'll see another man approaching, this gray shirt, he has an interaction with this individual now. The man with the hat, he's pulling up his phone. We can assume he might be wanting to take pictures or video of this because it's very bizarre situation. The man is completely nude And you'll actually notice the man in the gray, he appears to actually bend down and pick up the money that was dropped by the other gentleman. He'll dip down He'll put something in his pocket. And then in turn, these two individuals start to have an interaction with each other. And it's a negative experience for everyone.

We also see Three-Card Monte table games. This is something unique. Um - they're oftentimes setting up their table games on a pedestrian bridge. For anyone that's not familiar of what a table game is. It usually involves a crew of 5 to 10 people, there's usually decoys, right, individuals that are pretending to play the game to actually lure in people to play with them and draw a crowd. There are spotters that are actively looking for police to actually approach so they can - um - they can tip off their crew. And then there's the dealer. Again, they operate on the pedestrian bridges because they have an elevated position where they can see police coming and they can - they can be able to disperse before we're able to make contact.
I'll warn you This is a - this is a violent video. So, this interaction happened last year. Our pedestrians, they entered the pedestrian bridge. They were walking over the pedestrian bridge, and they started to have a

AINES

verbal altercation with individuals involved in those table games. Our victims were going to be the gentleman in the gray hooded sweatshirt, the woman that's holding the yellow bag and the other man that has the black sweatshirt that's going to be approaching. And these victims were kicked and punched multiple times in the head. If you pay attention to the man wearing red, you'll see him kick both of the males in the head and the woman is being punched in the face. Again, this interaction happened because there was something stationary up on the bridge. It just wasn't free flow pedestrian traffic. This interaction, you know, occurred from them having the table game up on the bridge.

This is another fight from last year. Again, you'll notice how dimly lit the bridges are, how it forces people to come in each other's paths. This appears to be multiple pedestrians that are involved in this. And this victim, he gets punched multiple times in the head, kicked multiple times in the head by - by different - uh - pedestrians. You'll see him get kicked in the head again. And then this individual punches him multiple times in the face. And he appears to be unconscious. And you'll notice the other individuals that were walking from the opposite, or opposite side of the bridge, now, they're involved with this interaction. They're forced to, to be involved with this interaction.

This is a stabbing that occurred last year. So, you'll notice in the very top – uh - there's an individual in the mobility scooter and there's an individual wearing the pink pants. So, the man in the mobility scooter, he actually quickly gets up and you'll see him stab that person that's wearing those orange shorts in the abdomen one time. And then you'll notice that, that victim check his wound. That was the stabbing, and you'll see the victim check his wound. And this victim, he actually ended up going down into the street - uh - in vehicular or vehicular traffic to actually ask people for help. And you'll see him come into frame two and pull up his shirt. You can see where he's bleeding.

This is an unprovoked fight resulting in death. I know it's a - it's little bit of an elevated position. But you can see here in this circle, that's a group of individuals that are just standing stationary on the bridge. So, they're not using it to come and go. Um - you know, they're there, they're congregating. And our victim, they walked through that group of individuals. The victim is going to be approaching those escalators on the south portion of the bridge. And our suspect is going to be running right now across the bridge and going down that staircase. You'll notice too that group that's still up on the bridge – uh - they're going to move their position so they can see the interaction that happens below. Now, our suspect is down at the bottom of the bridge or the escalator rather, and our victim just got down the escalator. He gets struck in the head and unfortunately, he passes away. And you'll see the suspect actually goes back up the escalator in the stairs.

Activities in elevators has become something very unique. This is commonplace. Uh - people, you know, they treat them as kind of their personal apartments. They sleep - um - you know, they meet each other in

ALNES

there, whatnot. You can see the tourists that are up on the left-hand corner. This is something that we commonly see. They're forced to - to have this interaction with people when they're just simply trying to use the elevator. This individual is in the elevator for an extended period of time. Up on the top, you can see that he's injecting himself with an unknown narcotic. On the top right, he's masturbating. He was masturbating on and off for an hour and a half. He had about 10 to 12 interactions with people that came in that elevator at that time and observing this.

And down below, you'll see this - this man picks up the syringe that he was actually using in the top left and puts it back down. And if you notice just the look on these - in these people's faces that they're forced to have to interact with this and - and be in a cigarette filled elevator as they're going down.

This individual's lighting fires. He actually lit two fires in two different elevators that day. But we see a lot of this. We also see people they defecate inside the elevators; they urinate in the elevators as well and that becomes a - a major issue as well for the cleaning crews that are out there. Thank you very much for your time. I'm gonna turn it back to Captain Bitsko.

CAPTAIN BITSKO

So, a lot of the people that - um - you saw these crimes were committed were arrested. But our goal is, again, is to be able to start with a warning to move people along because as these crowds gather on these bridges, it creates - uh - the opportunity for some of the crimes that you saw. But we have hours, and hours, and hours of video - oh - like this.
So, when we do have to, when it does rise to enforcement, as I spoke earl - as we saw earlier, that we have the Community Impact Court which is a small intimate court with a Clark County judge where we can divert people from the criminal justice system into resources. So, it's not just arresting our way out of a problem. But as you see, these are a problem and we're asking for the Commission to - to deem the pedestrian bridges as no obstruction zone 24 hours a day, seven days a week. Uh - do you guys have any questions?

GIBSON

Commissioner Naft or Jones?

NAFT

Well, I-

GIBSON

Go ahead Commissioner.

NAFT

- I - I - I know we'll have questions about the policy that's before us but I - I think we probably can't proceed without a - at least having a conversation about the social services work that we're providing. And - um - Mister Schiller could probably speak better to that. But - um - Captain I - I've, in the past year with your predecessor over there, I've walked the Strip. I've seen some of the social service elements. We've done a - a - a regular work with Help of Southern Nevada and I don't know if they're here to speak to that partnership. But maybe Kevin if you could

KEVIN SCHILLER

Uh - Commissioners, I'd just echo - um - we have multiple partnerships, Help with Southern Nevada one of the largest as you know with our NCIT intervention and ongoing efforts. And I think that's been the constant - um - I guess I would say over the last three to four years - um - we've continued to do that. But we actually increased our staffing related to that NCIT about two years ago and continue to provide ongoing intervention to try to really inter - intervene specific – um - in conjunction with – um - Social Service And then also – um - as you're aware, inner f -inter - uh - coding with Metro related to that response so that we can get them into housing and treatment services. And we've actually been increasing that pretty significantly over the past six months.

NAFT

Captain has that partnership since you - you've been at command center - at command a couple of months now, has that partnership, aside from this policy that we're considering today um - can you speak a little bit more to that and is there - obviously there's more work we need to do - um - but how has - how has the interaction been for you and your officers?

CAPTAIN BITSKO

It actually has been very, very good and very effective. Um - we do have - every shift has intervention officers which are trained to work with those resources that were mentioned. So, I have officers on each shift that are out walking the pedestrian bridges. We're covering them 24 hours a day right now. And those officers they're - they have the training, we have CIT - um - we have the critical response team with the County that does respond to - um - does respond to - uh - people with addiction, the unhoused, mental ill - mentally ill - um – our homeless outreach team with LVMPD.

So, we discuss daily in our briefings not just to go out and make arrests, but how are we offering services to our unhoused, to our mentally ill, and to, to those that suffer from addiction? Uh - because we know that, again, it's not just the arrest that's gonna solve the problem, it's how we're offering resources and how we get, um, these people that need them the resources so we can solve the problem, so they're not back out in ten hours cruising -

NAFT

Right.

CAPTAIN BITSKO

The same problems.

NAFT

Okay, thank you

GIBSON

Commissioner Jones?

JONES

Uh - thank you and I - I sort of thought I knew what this was a - about today, but I - I'm a little confused. Um - uh - can - can you give me a little more direction? In - in looking back through s - Chapter 16.11 - um - of the examples that, that you put up today I - I could certainly see how this ordinance would help some of those. Others I - I wasn't really sure how. Like with the stabbing, from what I could tell, it was a gentleman in a wheelchair who was just wheeling himself down the pedestrian bridge, got up and stabbed somebody. So, in in - in a situation like that would, how,

JONES — how would this change to the code have helped?

CAPTAIN BITSKO — So, what we've seen and what we've seen in the past is when there's stagnation of movement and we have crowds that are forming on these pedestrian bridges, that leads to these negative inter - ch - interactions that Officer Alnes talked about is we're forcing crowds together which create fights, which create issues.

Now the no obstruction zone - um - to her - the - the obstructing law on the sidewalk currently, like if we're going to be down on the sidewalk not up on the pedestrian bridges, is we have to show that an obstruction occurred and that there was a significant threat to public safety because of that obstruction.

What we're asking on this no obstruction zone is the pedestrian bridges themselves are creating the significant threat. Because of the crimes that we're seeing, the stabbings that we're seeing is we need people to move along - um - and not obstruct our pedestrians and that's the intent of the - the of adopting the map to cover the bridges so we have that ability to enforce the no obstructing.

LOGSDON — Let -

JONES — So how is that different from - so sorry, Lisa.

LOGSDON — Yeah – um - let me just – uh - clarify a little bit. So, in order to be a no obstruction zone, there are two things the County needs to prove. So, either it goes, it – um - decreases pedestrian traffic to a certain level of service or there's a threat to public safety, or it - um - and so here we're trying to designate the pedestrian bri - uh - bridges as a no obstruction zone based on pedestrian safety. That still allows for First Amendment protected speech to occur up there. It doesn't prohibit, you know – um - standing around or things like that. But what it does prohibited is the aid of um - defined obstructive uses in the current code. So just to clarify that.

JONES — Okay, but if somebody's just going down the pedestrian bridge, gets up and stabs somebody, I don't - I don't understand how that how - how would that have helped there?

ALNES — So that's probably not, you know, the best example -

JONES — Okay

ALNES — - um, of what that would be. But this is more – um - for like what they showed as far as the card table gathering around -

JONES — Sure, and I get that.

ALNES — - all of those other kinds of things. But -

JONES — Of course

ALNES

- prob - and what we're hoping to with, you know, what by designating these as no obstruction zones, there will be posted signage and things like that informing the public, you know, that this is an area - um - where there, you know, you can't be obstructing - um - the flow of pedestrian traffic. So, we're hoping, you know, education to the community and signage will also help with that - um - any potential - um - congregation of people and things like that.

JONES

How - how do you - and [- I -] mean, it seems like I'm looking at 16.11.040, you know, 020E which defines obstructive use. Mean, several of them are pretty obvious: sleeping on public sidewalk, placing erecting and un-permitted fixed sign. And then there's sub seven which says, "Obstructing, delaying, hindering, blocking, hampering, or interfering with pedest - pedestrian pa - passage which seems more subjective, right? I mean, if my family and I are on the pedestrian bridge and we stopped to look at, you know, the Bellagio fountains versus some of the stuff they've been showing here today, how - how do - how'd we make sure that that's different? I mean, that's exactly what's happening on sidewalks down on the Boulevard right now. Obviously, people walking by the Bellagio fountains will be congregating there every 15 minutes. So, I - I - I guess I'm trying to understand how - how that distinction is made.

LOGSDON

I mean, I think - I think this is, you know - um - part of, in - you know, interpreting the stat - or in the code. But I mean, it really goes to whether or not you're interfering with the pedestrian passage. So, if you're up against, you know, the side of the bridge taking a photo or something like that. But if you've got maybe a group of 50 people, you know, that are - are doing that kind of thing that starts causing people to go around you, you know, then I think at that point, you know, Metro could give the, you know, "Can we please keep moving?" And - and designate to a no obstruction zone that we need to keep this area free standing as long - you know, but you could be up there - um - doing those things, it's just not interfering with the pedestrian passage.

CAPTAIN BITSKO

And Commissioner, I think it comes down to reasonableness and how we train our officers moving forward from here too is, you know, somebody setting up a camp and -um - literally taking a - a bath with wipes is different than a family -

JONES

Sure.

CAPTAIN BITSKO

- stopping for 15 seconds and, you know, we'd - we'll train our officers to ensure that moving forward with this is there is that reasonableness that is applied to that and officer discretion.

CAPTAIN BITSKO

JONES

Okay.

GIBSON

Commissioner McCurdy.

MCCURDY

Uh - thank you Mister Chairman and thank you for the presentation. Uh -

MCCURDY

we certainly appreciate the work that our officers do each and every day to maintain public safety not only for our tourists, but also for our community, and I'll begin there.

Um - we have to, you know, e - collectively evaluate, you know, is this going to be the policy that we wanna move ahead for ahead - ahead with - um - to help achieve the goals that have been outlined here today but also - uh - create an opportunity for there to be clear - um - guidance - uh - from us to our offices, to the, you know, to - to the rank and file to - to be able to enforce this law. And from the sounds of it especially, you know, with listening to my colleague, I don't know that we're actually clear. So, I want to make sure that we get some data presented to us today as to what we're seeing on our bridges.

I did see the video clips; they're horrendous. If there were, you know, tourists watching today, I apologize for them seeing that. And that's precisely why you're here today to make sure that we identify more tools to improve our public safety. Correct? So, can you let us know - uh - what the data looks like - um in terms of how many incidents we're seeing - uh - how many are, you know, acts of violence versus acts of lewdness, indecent exposure - uh - and so forth - uh -just so that we can have a better picture as to what's really going on? And what will we be able to measure against with advancing this policy with adding another tool in our tool belt? And I have a few more questions.

CAPTAIN BITSKO

Okay yeah, I can definitely get that data for you.

MCCURDY

So, we don't have data here today?

CAPTAIN BITSKO

I don't have the specific nu - crime numbers of the - the bridges so -

MCCURDY

Okay. So, I think we're definitely gonna need to see that just so we were able to measure the effectiveness of this policy. Um - but can you walk us through some of the tools that you currently have available to you and how we are applying those tools today?

CAPTAIN BITSKO

Okay, so currently for our officers - um - when we go up on the bridges is without that being deemed a no obstruction zone, they have to prove not only that a person is obstructing the flow of pedestrian traffic, but also how that creates a danger to the public. So, and that's especially in a pedestrian bridge that's closed off like that, that's very difficult to do and, honestly, it's confusing for our officers. Which is why the signage that would be associated with this - um - this change and the - the designating a - a no obstruction zone would make it clear not only for our officers, but - but for the tourists and the pedestrians that are on the bridges. Because right now, it's just we have inconsistent signage or no signage and there is, to prove that is extremely difficult for our officers.

We heard the attorney talking about levels of service as part of the statute for us to enforce. But again, how do I have my - uh - rank and file patrol officer to describe levels of service on a pedestrian bridge to establish

CAPTAIN BITSKO

probable cause - uh - to make an arrest, or even move somebody along, or co - conduct a - a probable cause stop?

MCCURDY

And you would say that the goal of this, as was stated, is to st - decrease stopping and blocking, correct?

CAPTAIN BITSKO

Yes, is to stop the - to stop the stagnation of movement on the pedestrian bridges so we don't have these large crowds that generate which is leading to the violent crime and some of the crimes that we saw today.

MCCURDY

Which leads me to the idea that, you know, it was - uh - it was a question raised earlier um - you know, we have our union - uh - entities the, you know, Culinary for example, who often, you know, march and, you know - um -speak their - their - their opinions on - on what's happening within some of their their workplaces. And oftentimes they do utilize, you know, the bridges as well. It would probably be, you know - uh - pretty well recognized that they would probably slow the traffic. Uh - in this case what then would happen? Would that then, you know, convolute what we're - what we're trying to achieve? Just as an example - uh - would - would, how would that go? Could you speak to that, Lisa?

LOGSDON

Yeah, exactly. So um as you can see um - From the definitions - um - in obstructive use and then there's also a - um - definition of permitted obstructive uses, and - u - and it includes conduct that's arguably protected by the National Labor Relations Act. So, the conduct of unions, or protesting, or any of those types of things is actually - um - accepted from that definition of obstructive use.

MCCURDY

Okay.

LOGSDON

So, it would be protected – um - under the code.

MCCURDY

And since we don't have the d data here with us today to, you know, take a look at, you know, the - the violent crimes versus, you know, the - the misdemeanors - um - is there anyone that could speak to - uh - the amount of, um - so we don't have any arrest rate data as well, right?

CAPTAIN BITSKO

Uh no I do not have the number of arrests today with me.

MCCURDY

Okay, so you don't have that. All right. So, all right, let's speak to things that we can control. Um - dimly lit e - bridges. Has there been any proposal - uh - or recommendation made from Metro or, you know, our resort partners to speak to how we can increase the lighting on the bridges so that you can better see on the bridge?

CAPTAIN BITSKO

I would have to speak with - uh - Public Works on that to see if that's something that we can do

MCCURDY

Is Denis here? Thank you, Denis.

DENIS CEDERBURG

Denis Cederburg, Department of Public Works. As far as the lighting goes,

CEDERBURG

we have known of certain areas where that - um - in enclosed areas such as the stairway at Harmon Corner - uh - we have added additional lighting. Uh - we do have handrail lighting in some of our - our - our bridges and it does get broke, and we've looked at different types of materials to keep those from being broke. But as to ask for an increase in intensity, directly we haven't received that but we - we can certainly look at that and add - see where we can add the additional lighting.

MCCURDY

Would - are - are there any impacts to the traffic – um - with increased lighting?

CEDERBURG

Uh - no. I - we don't believe, and we use more directional lighting that would shine down on the bridge deck rather than and spill - than spill over into traffic. Um - but where there's a lot of ambient lighting in a lot of these corners with their LED - uh - type billboards in their marquees, so we see a lot of that. To measure it is going to be somewhat difficult, but we can, we'll do some measurements and make a determination as to what we can do to increase the intensity.

MCCURDY

Thank you so much.

RUTH MILLER

Hi, good morning. My name is Ruth Miller. I'm Assistant General Counsel with LVMPD and I just wanted to make - maybe add some clarification. First of all, the pedestrian bridges already - the Tropicana bridge is already deemed a no obstruction zone - um - and it's at certain hours. What we're asking because the stagnation of the movement, we want all of the bridges to be deemed as no obstruction zones.

Um - and how this - I think the confusion with the ordinance is it's not an ordinance made for enforcement, it's an ordinance that's ambitious and it has - it's more advisory. So, when you try to look at enforcing the ordinance, it becomes confusing for our officers. And - um - it is going to be difficult to tie on the pedestrian bridges certain data because it's not a call for service area. We may be able to give you overall statistics of the crime on the Strip but pinpointing it so specifically to the bridge is gonna be difficult because you don't get calls. You know, it's either officers are patrolling the area and they observe a crime, there isn't anybody calling for service at - on the bridge. So, the data may be difficult to get what you want. If you want overall crime statistics on the bridge, that would be easier for us to obtain.

CAPTAIN BITSKO

I agree.

GIBSON

On the Strip or on the bridge?

MILLER

On the Strip.

GIBSON

Yeah.

MCCURDY

So, Mister Chairman -

GIBSON — Yes.

MCCURDY — I - I think that that is the type of data that we will need to see especially if we were going to move this type of policy forward. Because our goal is to maintain the health and safety te - certainly the public safety of not only, you know, our tourists but also our community members.

So, you know, one request that I would have, you know, if the Board desires to continue to move this conversation along is that we have some data that we will be able to point to it in case that there, you know, is a reevaluation of how the policy is working. Um - we have to make sure that, you know, we continue to keep our, our bridges safe because certainly, you know, this is not what we want – uh - at all - uh, here in - in, on the Strip. But how is it that we are going to – um - consider this if we don't really intend to enforce it? Or you, can you just clarify that a little bit?

RUTH MILLER — Well, I think you want – it - it's the stagnation of the movement which is creating opportunities for the crime. And what's unique about the bridge is it's different than a sidewalk it's because it's elevated, because it's secluded, because it's dimly lit there are you - there allows more opportunity of crime to occur there. People can commit crimes and be um - not seen in the crowd. It's a unique situation. It – it - it can't really be – uh - analyzed as if it's a sidewalk because of the uniqueness of it.

MCCURDY — So, what's occurring -

RUTH MILLER — And we want to create a free flow. We're not saying somebody can't stop or sit there, but what we are saying is if you start to block any kind of movement then, potentially, there can be enforcement which is really what we wanna to do is warn and change the behavior of the pedestrians on the flow to cr - create the flow.

KIRKPATRICK — Uh – Mis- Mister Chair, may I?

GIBSON — Yeah.

KIRKPATRICK — May I -

MCCURDY — I'm actually - I was actually still - Keep going-

GIBSON — Okay.

KIRKPATRICK — I - I just feel like it-

GIBSON — Well -

KIRKPATRICK — - it would -

GIBSON — - just - just one minute. Go ahead.

MCCURDY — Thank you, Mister Chair. Uh - and just a few final thoughts. Just I think it's

MCCURDY

important to gain clarity. Um - uh - uh - especially with this consideration. So, it is um - I guess I would like to know, please educate the Board on what's currently being done to intensify so - you know, the security efforts near and around the bridge.

CAPTAIN BITSKO

Currently, I have every bridge intersection covered by two officers, 24 hours a day, seven days a week. Um - they are pa - patrolling, conducting stops, looking for crimes, conducting proactive steps. However, if we have people stopped sitting at - some of the - some of the situations that you guys were able to see on the video, which is just a small percentage of the video and – um - I mean, that's what we see every day on those bridges.

Sometimes our officers ask someone to move along, and they say, "No." And our officers don't have the ability to, you know, conduct any kind of enforcement with that even if they are obstructing without being able to articulate why that's a safety hazard, which is why the no obstruction zone is so important 'cause it is a significant drain on my resources as well as my officers are covering these bridges 24/7 without the ability to conduct enforcement on them

MCCURDY

And this is the last question, Mister Chairman and thank you. So currently when we do have someone that's sitting on the bridge, urinating on the bridge, you're saying that we can't do anything about that? Or even nude on the bridge, we can't do anything about that?

CAPTAIN BITSKO

Well so the gentleman that was nude was arrested. We do have if they urinate on the bridge, yes. But to be able to conduct enforcement on the initial stagnation that's causing it, to move people along, to warn people; we can't. We have to wait until the crimes that you see occur before we can do anything.

MCCURDY

Thank you, Mister Chairman. Commissioner Kirkpatrick.

GIBSON

Commissioner Kirkpatrick

KIRKPATRICK

Thank, thank you Mister Chairman. I apologize to my colleague for I'm just - I feel that it's important that maybe the history kinda be told as to where the pedestrian bridges came from, and I think that Denis knows that. And I re - you know, we spent a lot of money on a study that showed obstructions as a whole and I just think that it's important for the rest of the Board to - to understand how all of that came about long before us.

Because we had – um - pedestrians were getting killed every single day before the bridges came in and I was at the State, ironically, when we were - uh, paying for 'em and they're very expensive. Um - so how that partner slice - formed. But I mean, Chris - Chris G worked on the obstruction language and - and that we're not changing. And she worked pretty hard to find – um - to figure out what was the balance for everyone. So, I just think that it's important that maybe Denis give us some history on how and why we got to here. So, if you don't mind Denis?

CEDERBURG

Okay I got two que- history on the bridges or history on non-obstructive uses?

KIRKPATRICK

A little bit of both. (laughs)

CEDERBURG

Well, the bridges were – uh - initially proposed as an alternative. Actually, there was - was proposal for a grade separated intersection at - um - Tropicana and Las Vegas Boulevard - uh - in the early '90s. And so that would've depressed Tropicana and it would've - um - taken traffic and given more time for pedestrians. But that was so intrusive into the right-a-way and for construction and the alternative came up for the bridges. And so, Tropicana and Las Vegas Boulevard was our first experiment in use of pedestrian bridges to improve pedestrian crossings - crossing times not having to wait on - not having people crossing while the red lights still or the green light's going because they're lagging behind on the red light. Uh - so we built those first bridges, and they were very successful and all the - the - the hotels all wanted to attach and connect to those bridges. And so that started the ball - ball rolling.

Uh - the next one was Bellagio came on board and we originally looked at an underground system of tunnels to cross the bridge - um - but because of the high ground water and the concern for the visibility similar to the above grade – uh - we went with - uh - the upgrade and Bellagio built two bridges there and then we built the other two bridges at Flamingo.

Uh - we identified in the transportation element of the comprehensive plan because the bridges were so successful in alleviating hazards for pedestrians crossing at intersections and improving traffic flow that we now have a map that shows potential or locations where we have planned pedestrian overpasses and crossings.

Uh - so we moved from Flamingo to the Tl. Venetian built their own bridge between their two properties and then we've added the bridges at Spring Mountain. City Center came in and built two bridges there. The third bridges was built by the private property owner on the northeast corner. So that's how the bridges came about basically was to improve pedestrian flow, pro- improve the pedestrian experience up and down the Strip and leading - eliminating the need for the - the at grade crosswalks in these locations.

Um - as far as the obstructive use ordinance, it's just because we developed more and more pedestrians on - on Las Vegas Boulevard and things started being a ha - a hazard and impeding traffic. The first one we did was with news racks. So, we eliminated and reduced the number of news racks on the strips by s - congregating them in certain areas every so often and – uh- did a permitting process, a lottery process for those locations.

So, the first we - element was removing the news racks, next we removed the streetlights. Streetlights used to be in the sidewalk area on the side. Uh - when we did the beautification project, we moved all the streetlights off of the sidewalk into the median to, a - again, allow more space for

CEDERBURG

pedestrians.

Uh - then we started getting other - um - uses and – uh - excuse me, showgirls-types things and people handing out cards, and doing other things on the Strip and pamphlets. So, we started, and we did a study, and we did the obstructive use ordinance where we'd lose the certain areas identified as – uh - safety concerns at corners, at crosswalks, and pedestrian site or a site zones for vehicles turning and turning movements. So, we designated those.

And then we did a level of service calculation. Uh - we actually hired a consultant to go out there and do certain times of day, two weekends, a holiday weekend, and a regular weekend and count pedestrians - count pedestrians on the sidewalk, compute the sidewalk width, and determined on the speed of a – a pedestrian what the level of service would be. Uh - we did that in 2012 was the first one. We updated that in 2015 and we developed we - that's when we started updating the maps. 'Cause the map was about 20 years old before that level of service study and it just identified those intersections and driveways.
And so, we have the level of service – uh - if map was adopted, we went out there and we put signs.

As she mentioned, two or three of the bridges have level of service (unintelligible) during certain time periods and during certain days. Some of 'em are holiday, some of 'em are weekends, some of 'em are dif just different times of days, five to nine or something like that, and we put all those signs up back in 2012, 2013 – uh - we updated again in 2016. So, there are certain areas that we did identify based upon the counts, the width of the sidewalks, the widths of the bridges where there are certain times where there are no - none obstruct no obstructive uses.

KIRKPATRICK

That – uh – Mister Chairman. Thank you, Denis. That makes me feel a lot more comfortable. I – oh - thought I remembered it correctly but that was why and they've always been considered pedestrian – um - movement so that people could keep moving through and I believe that the obstruction piece was just - and I remember the Tropicana when I was here in '15 and '16 when they made those changes, so thank you.

NAFT

Commish - Sure.

GIBSON

Promised Commissioner Naft, you can go now.

NAFT

Thank you, Chairman. Um - and Denis thank you for that history that - that is so valuable and - and Commissioner Kirkpatrick and reminding us of Commissioner Giunchigliani's work on this is really helpful because I - I remember that and how hard she worked – um - on it.

But – uh - and - and I'm certain, this is probably directed towards the Captain, but this isn't really a hypothetical. You - you just heard it mentioned. So, we already have this on the Tropicana - um - bridge. So, I guess, I know it's limited hours, but I guess what I need to understand from

NAFT

a law enforcement perspective how is that policy being applied on the bridge? And I'm not sure if there's someone here can address this, but has it been a hindrance to – uh – free speech? Has it been a hindrance to labor organizing – um – or anything else that we should be aware of above and beyond the policies that are in place everywhere? So that specific policy being – um – observed on that one bridge currently, how has that helped the department?

CAPTAIN BITSKO

So, I'm gonna speak to the issues even with that bridge – um – currently as we need more clear signage to explain what a no obstruction zone is or that it's not explained, but there's a no obstruction zone and the uses. So, although that bridge for a cou – you know, certain hours on the weekends, in the evenings is classified based on level of service as an obstruction zone, that's still very confusing for the people walking on the bridge. We still have to show – our officers still have to show that they're actual – actual – actually obstructing people – um – based on their behavior walking around with, say, like the Three-card Monte and the – uh – people that are laying across the bridge on the – on the floor.

As far as to that – issues with – um – union activities, I – I can't speak to that because I haven't received any complaints of that. I can tell you that the LVMPD, when we do have organized protest – protests with unions, I mean, we had four during the draft over the weekend. Uh – we're very forward about having conversations with the – the organizers and es – establishing, "This is what you can do, this is what – you know, please communicate what your plans are." And we rarely, if ever, have issues with them. So, I can't speak to any issues or complaints specifically on the bridges to that

NAFT

Okay, so other than, from a County's perspective, improving the signage to correspond with the policy that's already in place on the Tropicana bridge, there wouldn't be anything different by applying this policy to additional bridges.

CAPTAIN BITSKO

So, the difference is, o – on the additional bridges is, to remove that need for officers to prove the – because, by designating a no obstruction zone, we're saying that it is a signi – it is a significant threat to public safety, or a danger to public safety, the bridge itself creates that. So-

NAFT

Right. That's what we've done at Tropicana already.

CAPTAIN BITSKO

Yes. So, that just – our officers just need to show that that threat is there because of the no obstructing zone, and the person is actually still obstructing people walking. Because yes, as – as – um – uh – Ruth Miller, our General Counsel spoke to, Assistant General Counsel is – we're not saying you can't stop on the bridge. We're not saying that a – a street performer can't stop. What we're saying is, you can't create that um – obstruction which then leads to the crimes that we've talked about and th – has created these bridges. It's a very dangerous part of Las Vegas currently, today, right now.

NAFT

A – and then um – and – is there anyone here maybe, Lisa, who can address

NAFT — the history that went into the no obstruction zone being applied to the LV br - to the Tropicana bridge? Um - maybe, Mister Cederburg?

CEDERBURG — Uh - Denis Cederburg. When we did our pedestrian study and our counts along there, we counted, over periods of time, the pedestrians on the bridge, calculated the width and look at the effect of some obstruction on those bridges. I believe we have one at the Tropicana intersection. I believe the Cosmo City Center one, and then the one between Caesar's and Bellagio. Those have restrictive times - days of the week and times, where you can have no obstructive uses on those three bridges. All the other bridges don't have those restrictions on them – uh because we couldn't calculate the level of service.

There did come out of the recommendation in a study, that you should look at these bridges in - because of the timing of when people come and when people go, and the timing of the obstructive uses on the bridges, that there was an initial recommendation that they be designated as no obstructive use zones in the - in the actual study. But we couldn't prove the level of service and the safety concerned the pedestrian - the - the public safety concern wasn't raised

NAFT — Okay. Miss Logsdon?

LOGSDON — So that's kind of the distinction right now. Back in 2016, when we updated that, we used the level of service as the reason for that. Now we're presenting you with the reason of the threat of public safety and the um - degradation to the safety of pedestrians. Which is another um - option in the - in the code; to designate these areas as no obstruction zones.

NAFT — Okay. And then just - I'll just - last question, wrapping up, Captain. Can you address the, from a legal perspective or from a crime prevention perspective, the bridge versus the elevators? Is there nothing from a - from ADA or anything else we can do on the br - I mean people habitating in the elevator is, that's a problem.

GIBSON — Yeah, I'm right with you.

CAPTAIN BITSKO — Also, that's why in the ordinance, including the elevators is part of it.

NAFT — Right.

CAPTAIN BITSKO — Because let's say you are a person in a wheelchair, you can't get in and out.

NAFT — But aside from this ordinance, there's nothing already on the books to protect people?

GIBSON — (unintelligible)

KIRKPATRICK — You said you'd (unintelligible)

CAPTAIN BITSKO — No, it's solely this ordinance for the obstructive uses and the no obstruction

CAPTAIN BITSKO

zone, from- from the way I understand the law.

NAFT

Okay, thanks. Mister Chairman.

GIBSON

So, one of the things that – um -has concerned me about all of this is that we have uns - we have unsafe conditions that persist, virtually all of the bridges today. We don't have all of the video. We have - we have enough video to show that there is a threat to person and life and property uni present on the bridges. Um - what - we've, the video- I saw another video that was more graphic, I think it was pretty much the same thing, but it was, there wasn't anything that was shaded or kept off, I mean, we saw everything the way that the public would have seen it.

There actually were a couple of killings. There was a killing where a man you know, scratched a dog and made a comment about the dog, probably shouldn't he, you know, homeless. I mean it's hot in the summer, cold in the winter and maybe you ought to get a place for the dog. And he came back the second day and scratched the head of the dog, and the guy next to him got up and stabbed the man in the heart. And he died. It can be really unsafe up there.

And so, when you - when you start thinking about it, the - the lack of safety is something that you can't catch every time. And we have people that are down and around the landing place, the touch down structure, the areas around where the uh - elevators um - open, below the - where the escalators run to, at the steps, take you down to these touch down structures or s - the touch down areas.

Um - there is already enough of a threat to life or property um - that we need to do something there Uh - I - it only intensifies. Uh – as I understand it, and as I understood what I was watching before, it only intensifies when people are allowed to - or people just do, I don't know what they're allowed to do, when they congregate. So that it becomes even more difficult to see the crime being committed, or it becomes easier for a pickpocket or someone to steal uh - or do other things to people that are unobserved by anyone else except the person who's a victim and the person who's a perpetrator.

A – all of that is a threat in a way that undermines the safety and the notion that this is a community and a destination that people should want to go to uh - on their vacation. It's also a threat to people who live here, people who work on Las Vegas Boulevard, people who use those pedestrian bridges to get to work or to get to their parking or to catch a bus or to get somewhere else in the area. So, there are all kinds of reasons why we've got to do something here, we really do. We need to ensure that the – the entire Strip is as safe as we can make. Uh you can't arrest yourself out of a problem like these, nor can you really educate yourself out of a problem like these. But one thing I think is clear is that the congregating of people poses a real problem for us. It isn't just an - an enforcement problem, but it poses a hazard.

GIBSON

Now one of the things that's come up is the - we've - we've talked a little bit about union activity. I think it's clear that we intend not to do anything that would adversely affect the rights of the unions to organize activities and use the pedestrian bridges for those activities. Uh - street performers are a part of Las Vegas and - and maybe every big city. Um - the way I have understood what has been put to us is, that the language of this ordinance has withstood a court review uh - and the protected First Amendment right - uh - is protected yet in this ordinance. We're not after people who would play a violin or that would play a guitar or that would play anything, that would be performing in the public. That's not what we're after here. In fact, we - we share that there is in fact value that comes to a community where the arts are on display. I - I don't think any of us would dispute that.

I'm con - concerned about whether or not we feel that the enforceability, whether there is any um - shading at all that would lead to confusion about the enforceability. And I - I - I would give us some sense of what - have we been in court on this ordinance? And what - what do we know about it, the language. Because we already have the um - obstruction zone language in our ordinance. We've applied it on two or three bridges. I think Dennis said three, I thought it was two. On three bridges. Um - and yet it has - we've been to court with this ordinance. What - what can you tell us about what we've - what our experience has been with it there?

LOGSDON

Yeah. That - that is correct. This ordinance has been challenged as being uh - facially unconstitutional and it's been upheld um - in the U.S. District Court here in Nevada as a facially valid um - ordinance. Based on the fact that the definition of obstructive use permits first amendment conduct, unless they are actually obstructing. So, by the designation of a no obstruction zone, it means that you cannot be obstructing. And so, based on our definition of obstructive uses, you can still permit first amendment conduct as long as those – um - actions do not, you know, begin to actually obstruct pedestrian traffic. So, the courts have upheld our ordinance as protecting the first amendment – um - speech and being constitutionally - uh - valid.

GIBSON

So, the - and I - I don't know that I am trained well enough to understand the enforcement issues that you've mentioned, Captain, but uh - m - my concern is that uh - we have a safety condition that exists today. There – there - there, whatever the data is - the data is. But we have seen evidence, we've experienced it. I get calls from hotels. I was in a meeting on the Strip uh – just – Uh - the other day, last Thursday. And the issues associated with the criminal activity that is occurring – uh - on the streets around their properties, inside their properties and on the pedestrian bridges - movement of those who were responsible for that act - that activity is threatening the core of the economy of this valley. There's something we must do, and we must do it now.

The - I'm - I'm - I'm not concerned about whether or not this ordinance will withstand scrutiny. I'm certain that there's got to be a way to train up so that there's clarity around what we're trying to do. But at the end of the day,

GIBSON — we allow first amendment speech, your officers understand that. Is that correct?

CAPTAIN BITSKO — Yes sir.

GIBSON — So, a person might have -

AUDIENCE — (crosstalk) Liar.

GIBSON — Y - you need to abide by the rules, right? We – we - we speak when we come to the pulpit here. Pulpit, right? (Laughs) he podium. And we'll get - we've given you an opportunity to do that. There will be another public comment period. Those of you who have already spoken on this item have spoken. There will be some others I think, who want to speak who have not yet spoken. They'll be invited to speak in just a minute, when we open up the public comment period.

But your officers are trained when it comes to these people who are the street performers. And we understand, and you understand that - uh - we allow the expression of views. And - and that can be done through music, and it can be done through a multitude of different means of expression. And that is training you've undergone. We've actually settled lawsuits, and we learned from the settlement of those lawsuits, that there are certain things that we do that we don't, we shouldn't do anymore in our police department, right? I mean that's - that's just the reality.

CAPTAIN BITSKO — Correct.

GIBSON — So, when it - when it comes to managing all of this, it's going to end up being a a jointly done thing. I mean our Public Works department has responsibility to make sure that these signs are written in a way that convey a very clear message. Um - the Police Department is going to have responsibility for understanding really, what its limits are and what really is and is not allowed.

Uh - the Three-Card Monte is not allowed. That's real easy. That's real easy. We don't allow sleeping. We don't allow defecating, urinating or any of the other terrible – uh - lewd acts that are open for view by the public. We don't allow bathing – uh - in public. We don't do that. We already can take care of those kinds of things. But we could move those people along before they get to that point, if we had clarity. And that's, I think, what you're saying. We need to move them along before we get to that point. And the reality is, that when there are those kinds of activities, some people rush by, other people stand and gawk. We need to make sure that we create an environment where there is a safer um - circumstance, on every single bridge. And part of that, not all of it, but part of that is, we need to make sure that people are moving through, and we don't have a situation where the illegal activity can really fester and - and be a real problem for us. We need to be able to detect it. People need to be safe themselves. They need to understand who's around them. They're better off if they're moving.

GIBSON

Now, Commissioner McCurdy. You had a couple of thoughts you wanted to express.

MCCURDY

Yeah, just final thoughts. Thank you, Mister Chairman. And thank you Captain. Uh - it's very clear - uh - to me - uh - based on you know, what's been said today that - that we have some mechanisms in place to combat what we're seeing out there. Uh - I am interested in making sure that we maintain public trust and in that same vein, maintain public safety. And in order for that to happen – uh - we have to know that, and trust that we are managing in a way that we can have both. Uh - and with that being said, I would like to know, you know, what's the level of coordination between you and our - our - our - our properties on the strip as it relates to escalators, stairways. Uh - because some of the things that we've briefly got a chance to see on these clips, it's - it's unacceptable. You know, but we can't - I don't know how, we can't arrest our way out of folks who are experiencing homelessness. We can't do that. So, what is that level of coordination going to be, moving forward, so that we can have like, you know, the – the - the conflict in knowing that we're not going to have more folks who are street performers that are, you know, unduly being targeted – uh - to move people along.

Uh - we got to make sure that we're not having folks who are going to be, you know, lewd, especially as it relates to our current – um - obstruction zone that we have off of Tropicana. Walk us through the level of col- collaboration that's currently happening. How are you managing it and how can we have the level of security and comfort in you, knowing that we're going to do any and everything that we can to um - maintain order, to maintain public safety.

CAPTAIN BITSKO

So, my team has several points of contact with the resort - uh - our resort partners. Be it through the security chiefs meeting, which is monthly, the zone meeting for the clubs which occurs monthly. Uh - my CAT Team goes out – uh - on a weekly basis and conducts training with the security – um – teams and has that communication. We do our first Tuesday - our first Tuesday – uh - unlike other area commands is set at a different resort property uh – each - each month to have that communication. So, each part of the communica - or, each - each issue that arises, e - even including these bridges – uh - I've been in con - contact with my counterparts on each of the different resorts, in discussing the issue. And I can tell you, they have the same concerns about the bridges that we do, because they receive the same complaints from their customers – um – as - as we do as a police agency, or you guys do as Commissioners.

MCCURDY

Uh, thank you Mister Chair. And, you know, as we move forward - I don't want to belabor this. I know we have other business to take care of. But I would just ask – um - if were - if it's the desire of this Board to move this policy forward – um - that we have a quarterly review of what's happening - um - on our Strip, to include data you know, that reflects the - the types of arrests that are being made as it relates to the obstruction zones. And – um - you know, we - we move forward in that manner. Because I do - do believe that the public needs to know that we're answering a call to – to have more

MCCURDY

public safety for sure. That is our number one priority. But number two, we have to have the data that's going to support us moving forward - uh - with increasing the safety and also having public trust within our community.

GIBSON

Thank you. Um - Commissioner Segerblom. And then I think we - we need to start taking public comments.

SEGERBLOM

All right. Thank you. So - um - to attorney - uh - so I'm not - still not clear. Right now, you're not allowed to obstruct the bridge, right?

LOGSDON

Currently, right now, the only non-obstruction zones for the bridges are the - I think the three that Dena mentioned. So, the other bridges do not have any no obstruction signs on them.

SEGERBLOM

But - but are you allowed just to - so right now, you could obstruct on a bridge?

LOGSDON

I mean, technically it's not a violation of the ordinance right now, because it's not been deemed as a no obstruction zone.

SEGERBLOM

Okay. Um so and the sign that – that - that they want to put up – uh - would say what?

LOGSDON

Um - I think we're looking at – um - a sign that says no obstruction zone in big red letters. And then it would um - below that say, no obstructive uses are allowed on the pedestrian bridges, elevators, stairs, escalators, and within the marked zones at the touchdown structures. So, it encompassed the whole pedestrian area.

SEGERBLOM

Okay. So, it wouldn't define what obstruction zones - what obstruction is, that you mentioned -

LOGSDON

Oh - it would not define on the actual sign what obstructed use does, but we are going to put a QR code on the bottom of the um - sign, so that somebody could pull that up if they needed to know what an obstructive use is.

SEGERBLOM

Okay. And – um - is a - is a street entertainer – uh - because of the First Amendment, exempted from - from the obstruction zone or -

LOGSDON

I'm sorry. Say that again.

SEGERBLOM

I -I - is a street entertainer because of their – their - this expressive first amendment activity, are they exempted from the obstruction zone?

LOGSDON

Right. Under our definition of obstruction zone, under the current code – um - first amendment speech is protected, unless they're actually obstructing. So, if they're in the middle, you know, or - or pedestrians can't get by them. But if they're, you know, performing their first amendment – um – protect – uh – activity – um - in a manner that's not obstructing, they're allowed to be up there.

SEGERBLOM

And you also said the - there's a section that says, the National Labor Relations Act, anything that's - that's – uh - protected by that is not considered to be an obstruction?

LOGSDON

Correct.

SEGERBLOM

And is that still the same where - I mean I - I - if the union stands on the side of the bridge, they're covered. But if they walk down the middle, they wouldn't be covered or -

LOGSDON

Well, I think – I - I - it's permitted activity. So, it wouldn't be considered a non-obstruction. So, it would be o - okay if they're doing permitted obstructive uses.

SEGERBLOM

Okay. All right. Um – and - and you said that that – uh - language has been – uh – um - approved or - or legally, survived a legal challenge both here and in the - in the Ninth Circuit?

LOGSDON

Um - I - I believe it's been upheld at the Ninth Circ – no, only in District Court here. Only in our U.S. District Court here in Nevada. It hasn't been challenged in the Ninth Circuit.

SEGERBLOM

Are you familiar with the - the case of the, I think the violinist who we just - who - Metro just paid some money to, what - what he was doing that - uh - would this ordinance affect that?

LOGSDON

Sa - so, I believe the challenge in that case, there - um - the County was also sued in that - in that case.

SEGERBLOM

We got off, right?

LOGSDON

The County got dismissed because the - the - um - the ordinance is constitutionally valid because it does allow for first amendment - um - speech, but what happened is, it was, as Metro, as - as applied challenge, it's called. So, as - as Metro enforced the ordinance - um - you know, that was their allegation. Um - I believe that lawsuit was - was settled. Um - so, the court didn't make a ruling on Metro's – um -

SEGERBLOM

Could - could we please ask Miss Miller to come up and just explain what - what Metro was accused of doing in that case that was - did that violate the ordinance or was that -

RUTH MILLER

I think it's correct. There was two - um - allegations. One, against the County as to the constitutionality of the ordinance, which was, they challenge it facially, and the County was dismissed on it. Then the second challenge is, how did the Police Department enforce that ordinance. And we didn't - um - continue with litigation because we settled it. But the allegations were that the individual was being cited for obstructive use when he was not actually obstructing.

SEGERBLOM — So -

RUTH MILLER — So, he may have received a ticket when he was not actually obstructing anyone. And - and a lot of that happened because of the confusion on the pedestrian bridge as in, you know, alluding to it as a crosswalk. 'Cause in a traditional crosswalk, you - you can't, because of being hit by a car, you can't sit - stand on the crosswalk or sit in the crosswalk or lie in the crosswalk because you could be hit.

And so, I think the interpretation were officers that that should apply also on the bridge, you shouldn't be able to stand there, lie there, or sit there. But that's not what the - the ordinance provides. The ordinance provides that you actually have to be - uh - anybody has to actually be obstructing somebody's pedestrian passage. And in that case, there was evidence that the individual was not actually obstructing anyone.

SEGERBLOM — So, by - my interpretation would be if - if the street performer was standing to the side of the bridge, playing their instrument or whatever, that - and there was not like a thousand people going across the bridge, that would not be obstruction?

RUTH MILLER — That's correct.

GIBSON — Or even if there were a thousand people moving across the bridge, it wouldn't be an obstruction if it weren't stopping the flow of the traffic across the bridge.

RUTH MILLER — Right. And - and that's the key. If there's a lot of can - congregation because they love the music, then that therein causes the obstruction. Because people can't pass. And it depends on the situation. It's like you said, it's like you know it when you see it, the obstruction. And that's what's very hard, because it is subjective. But that's what the - the ordinance provides, provisions if you're hindering, obstructing and - and how you can tell that is from body-worn camera. And that was what's very important, is the officer has to show that the person is blocking or hindering. And that is - can be done through body-worn camera footage.

GIBSON — Okay. So - so what we're -

SEGERBLOM — Just - just one. I just had one more question, Mister Chair. That - it sounds like this - what we're doing is enabling to post these - these signs and like, for trespassing, at least there's a warning to people that this is protect - I mean they're - you're not supposed to do certain things. And then the officer or you or the - our department could, the District Attorney, could si - say that there's a sign here that says you can't do this. We've relied on that sign. You knew that it was illegal. Um - and - and then prove that, in fact, there was an obstruction going on, but -

RUTH MILLER — Well, I - well, you need the signage if you're deeming the area as a no obstruction zone, because that gives notice to the individual.

SEGERBLOM — Okay.

RUTH MILLER — So, say perhaps if somebody's sitting there and they're not obstructing, you may be able to engage in a conversation, and officers could say, "Sir this is a no obstruction zone". It's supposed to be, you know, clear. If you - if we find at any time you're blocking, obstructing or any of those obstructive uses, you could receive a ticket. It's to change the behavior, to keep it flow. But you have to show obstruction. The person has to be obstructing. So, if they're sitting there in the middle of the night, at 2 a.m. in the morning, and there isn't any pedestrian flo - flow, we can't prove blocking, obstructing, hindering.

SEGERBLOM — Okay. But part of this ordinance would be requiring - uh - the posting of these signs, I - I assume. So that would be part of what we want to make sure we do. All right. No further - no f -

GIBSON — Uh - just before we open public comment, I think another thing we probably ought to look at is um - something more than a QR code, I mean I – I - if I'm walking, I got my pocket full and I'm - my wallet's in it some- or my - my phone is in it, and I'm not - I'm thinking of doing something there, I'm, you know, I don't think it makes sense for us to make people, you know, try and figure out how to get their phone out so they can take a picture so they can figure out what they can do

SEGERBLOM — You're showing your age.

AUDIENCE — (laughs)

GIBSON — Well, yeah. But I think it's a reality, I mean I think it's a reality. My kids don't respond to me in the moment. There, it must be other things that people do.
Uh - I think at this point – um - it's appropriate. And so, I'll open the hearing now to – uh - public comment. This is a public hearing which is now open. Uh - those who have spoken already on this item will – uh - are not invited to come up. Um - they've spoken on the item. The – uh – p - final public comment period - and I - am I correct in that?

LOGSDON — N - that's at the discretion of the Chair, if you'd like to do that

GIBSON — Yeah. Okay. Let's do this. Let's do this. I'm going to let you speak even if you've already spoken. And um - we're going to – uh - start with – uh - Miss Valentine.

VIRGINIA VALENTINE — Uh, thank you very much Mister Chairman and members of the Commission. My name is Virginia Valentine, and I am with the Nevada Resort Association. And I want to thank you for bringing forward this ordinance. I heard - it's an interesting conversation today. I think it's – um – clearly - this is a sidewalk. These pedestrians on the bridges have no choice. There - there are no other crosswalks for them. They have no alternative but to cross these bridges.

VALENTINE: And in terms of who's hindered, I will tell you, it's our visitors, it's our guests, it's our - our employees. It's the people who are using these bridges to get from one side of the street to the other. And if you read any tourism blog, any review of Las Vegas, you will undoubtedly come across - some of the most horrifically negative reviews of Las Vegas are crossing these bridges. I can tell you: people do not like them. They don't enjoy having to walk a gauntlet through all kinds of different commercial activities.

So, I would strongly urge you, for the safety of these pedestrians, I know this is not the end all for Metro, we have a very good working relationship with Metro, and I want to thank them for that. They work very closely with the security chiefs. Um - but this is - so, this isn't going to solve entirely the problem, but - but this is something that they can do, and it will help, and so I strongly urge you to support this ordinance. Thank you very much.

GIBSON: Thank you. Yes, sir.

DEAN CATTORINI: Um - my name is Dean Cattorini. I'm essentially the reason we're talking about this.

GIBSON: One thing that I've been a bit lax on, is I'd like you to, if you would please, some of your names, we all ought to know how to spell them. But I'd like you to spell them anyway.

CATTORINI: Okay.

GIBSON: Just so that the person who is keeping a record of all of your comments can get that straight. So would you start that way please?

CATTORINI: Yes, sir.

GIBSON: And you get your three minutes starts over again.

CATTORINI: Okay. Uh, my name is Dean Cattorini. That's – uh - C-A-T-T-O-R-I-N-I. I am essentially – uh - part of the reason that we're – uh - even discussing this today. It was – uh - my dogs that were involved in the murder of the – uh – off-duty officer. And -uh - excuse me - I'm here to -uh - support all of the artists and the musicians. Um - it's what happening is, they're taking away the right that these people have practiced their whole life to – um - chase their dream. And - um - they add a little bounce to the step when – uh - people go across these bridges. I was a dealer here, 30 years ago at The Flamingo. There were no bridges. Um - and let me tell you, people crossed the street then. Um - is- is what - there was no footage. She - she mentioned that – uh - I'm the guy with the dogs, that the person had to walk around my dogs. If moving 18 inches to your left is ruining your vacation, you're playing way too much Cleo Keno.

Also, - um - it's - what was left out was – um - the 30 people that I saw on St. Patrick's Day weekend getting carried across the bridge – um - is the over serving of alcohol. Every time I see an incident on the bridge, it's from inebriated people. Um – uh - there's a young man, he plays the

CATTORINI

electronic violin. He is – uh - made it to the final round on America's Got Talent. Going to be an – uh - success story from the buskers that – uh - are trying to make a living doing what they love. Um - he carries a 35-pound – uh - speaker on his back. In ten years, he's going to look like the letter C, because he can't have anything on the ground. But – um - the cello player, - um - my friend Travis, people stop, and they dance, and they sing. You know, I mean, it's - it's - it's a moment. It's ambience that is caused.

Yes – um - genitals and fires, we need to get rid of that stuff. No doubt about it. But – um - let these people have their – um - income. It – it - it's not the obstruction of – uh - they're finding that - okay that's how we get to tell everybody to move along. So now, none of us get to go on the bridge. Um - it's uh - they're - they're- they're it's - they're taking away the panhandling and the homelessness. And the article says, when the – uh - officer got stabbed, "Homeless Guy Stabs Tourist". No, no, no. Drunk guy stabs drunk guy. That - that's what it was. It was - it was an argument. It would've happened anywhere. All that footage that she showed can be filmed in any city across America right now. It's out of control.

And there's a community of us. We all look out for each other. Olivia, the wonderful old lady that cleans the MGM bridge, I've had to save her twice from getting her ass kicked. They're - I mean like, we want the good. I - this town was Xanadu to me - $3.99 prime rib. Now, I pay $18 for a Bud Light at MGM. You know what I mean? It's - I - we, as a -

GIBSON

Thank you, sir. Thank you.

CATTORINI

Yeah. We – I just want - thank you.

GIBSON

Thank you.

CRAWFORD

Uh - hello, my name is Jared Crawford. It's - uh - C-R-A-W-F-O-R-D. Um - I just want to say, look, we - we, as Vegas performers, we love Vegas, we want to see her safe, yo. And I know for a fact, 'cause I'm there more than any Metro officer, I'm there on that bridge 24 hours a day, for real. The safest of bridges is when we're performing on the bridge. There's no homeless people on the bridge doing any - there's no activities that are bad, there's no - none of that happens on the bridge. I promise you, me, TXR, anybody that's there every day, we go out of our way to get all that out of there. And the - anyways, when people are on the bridges - uh - they're - they're dancing and - but they don't congregate. When we play music on the bridge, it's kind of like playing in a subway, where it's a passing thing. They give us a dollar and they keep it moving. And no one - we make sure of that. Um - that's something that happens. I think it's really important that they said - uh - things that are not for a doubt street performing is deemed protected under our first amendment right. It's al - it's already been taken to court, but I've been to jail 14 times for street performing, for obstruction of the sidewalk. I've never once obstructed the sidewalk. All of these charges have all been thrown away. I've had undercover cops take me to jail for obstruction of the sidewalk. I think that is a - they're - they should be doing anything else.

CRAWFORD

Um - I promise that they said that they need to be - uh - there's only one exit in - yeah, exit in way in and way out of the bridges. When we're on there, that's not true. Um - there are multiple elevators and escalators, if they worked - um - they don't, none of them work. If they worked there would be - uh - way more.

The, the bridges are not dimly lit, especially that Aria Cosmo bridge. There's so many signs. Uh - it's like Times Square, it's freaking bright. And I think that it's super important to note that we all want - we all like, as a community, we all want the best and we all want this.

Um - but - uh - taking away that and the - the way that they already use - uh - oh, they say that you guys are not able to enforce - uh - that these - these things, right. But they are being enforced because we are - we're just taken to jail immediately for not obstructing and not doing that. And if there's already a no obstruction zone on the Tropicana bridge, no one here has made the note that that is the - the bridge where the incident happened - where the rest in peace - where the officer was killed. It was on that bridge that - so obviously it's not working if that's the bridge that this already happened on. So that's all I gotta say. Thank y'all.

GIBSON

Thank you.

HASEEBUBULLAH

For the record, Athar Haseebubullah, first name is spelled A-T-H-A-R, last name H-A-S-E-E-B-U-L-L-A-H, Executive Director for the American Civil Liberties Union of Nevada. I was not intending on commenting again. However, after the presentation that just occurred, I - I feel I'd be remise if I didn't.

The notion that data is not collectable when they just put together a propaganda video to show a series of incidents from fusion center surveillance is ridiculous. Quite frankly, it's ridiculous. Even the notion that the Tropicana bridge already – uh - has this regulation in place and no data's been provided from the Tropicana bridge to show it's available.

I have not seen a non-data driven decision made by this County in some time, this would be a travesty of significant proportions. Not only is this unconstitutional and - and regardless of what said this has not been upheld by a circuit court, the United States Supreme court's progeny of law since would deem this unconstitutional. It's terrible policy to suggest we have selective enforcement is ripe for abuse.

We can talk about the unions, but why don't we talk about the protest of summer of 2020 when individuals did not recognize that they were gonna unlawfully be detained for exercising their first amendment right. Effectively, what we're being told right now is street performers won't be targeted. You have an individual here that's testifying that literally received $100,000 payout for poor enforcement. It would be financially imprudent for this County to do so. It would be illogical.

Our request was a 30-to-60-day period to discuss, to see if any – uh -

HASEEBULLAH

resolutions could be reached, to try to cram something through without any data to support that notion would be ridiculous.

One more thing – uh - that I might add at this point, there is no exigent circumstance that's occurring because if we have 33 million visitors to Southern Nevada each year, 33 million, that was during a - a down year in 2021. And we can point to ten incidents when there's a fusion center that is surveilling that area consistently. What is the actual number? Certainly, with the $50 million increase that LVMPD just sought out, they can equip staff to be able to review and actually collect data there. But to say that there is no data is totally absurd.

I - I - I would've appreciated if at least if they came forward and shared what that data perspective looked like, we have 5,000 incidents or 10,000 incidents, or even the number of complaints they've received, not one single portion of what was shared besides sleeping would be something that they can't already – uh: – uh - ticket someone for, arrest somebody for masturbating in public - public urination. They're citing people constantly for this. There are already criminal offenses for this. So effectively what we're doing is creating an exception so people can't sleep on these overpasses, or they can't perform on the street.

If it's uh - issue related to sleeping, then call this the City of Las Vegas's camping ordinance. And that could also probably be challenged under Boise versus Martin. And if it's to target street performers, that goes far beyond the pale of what was said. I'd encourage this County again, to put this over for the period that was asked for, to coalesce the stakeholders, do not cram this through. And if there is a need, they can pull the data or at least pull their complaint statistics to be able to show what's going on. It's - it's totally absurd to not have any data for presentation of this nature when it's collectible. Thank you.

TRAVIS NUTSCH

Ready?

GIBSON

Yep

NUTSCH

Uh - hi, my name's Travis Nutsch, it's T-R-A-V-I-S, last name's N-U-T-S-C-H. Uh - I'm a - I'm a street performer. I've been playing the cello for over 24 years. And for the last three months I've been performing on the Strip daily. Uh - I do not believe the reclassification to crosswalk will be beneficial in any way, because like all these, e - everything's already illegal. all - all the things on the video is already illegal that can already be enforced. They got a cam - video of - of - of a guy starting a fire and they - and you point out they did it twice. So, what - what, we've seen him start the fire. Let's do something about it before he - before he does it again.

Um - the existing terminology in - uh -NRS chapter 16.11 is vague and confusing. Last night, less than 12 hours ago, I was playing near Ballys in a corner adjacent a wall and a chained-off area. I was not on a bridge. Um - I was in no way a danger to anyone nor was I blocking any flow of pedestrian traffic. Um - in the middle of my performance, I was

NUTSCH

approached by two police officers and told I was in violation of the storage of materials NRS. And - um - and I was already familiar with the statute and have read it carefully. And I still do not believe, I agree with you guys. It sounds like you guys understand the law that it does not - uh - pre - prevent first amendment - uh - practice. Uh - it's not being enforced that way.

Um - and - uh - and I've read the statute carefully and I - that's - that's what I believe. And it doesn't do any good to argue with the police officers when they come up. So - um - uh sorry. I lost my spot here. Um - uh - the - my performances, sorry. I obviously still cooperated fully with the police despite my objections.

And while I was putting my - uh - cello away, I had a conversation with the officers and mentioned this - uh - crosswalk reclassification. And - um - the blatant response by one of the officers was that how is making the bridge a crosswalk gonna change anything, it's already that way. So, they already think that they're - they're enforcing it properly.

Um - the officer was - uh - clearly - uh - pointing out that they are currently already arbitrarily enforcing the NRS in its proposed new crosswalk classification wording. Um - and my suggestion would be to clarify the NRS and establish a standard for enforcement rather than further confuse and already - something already confusing or thing already vague, misenforced and likely unconstitutional. Uh - I - I think that's all I got. So, I donate my time to whoever else is.

GIBSON

Thank you. Next.

O'CONNOR

My name is Amber O'Connor, O'-C-O-N-N-O-R. And - um - just to echo what some have already said - um - McCurdy is ask for data was very on point and necessary because if you have the Captain saying, "Oh, we get complaints from the casinos and we get all these complaints, all these complaints." So, then there should be data for that.

It should be easily collectible. And if it's not, then y'all need to reevaluate why this is even being introduced because the legal wording here was very confusing of - oh, it protects or - or free speech is still protected unless there's an obstruction, that unless is so vague, that is so like, that is so subjective. And that is as - um - someone else said rife for abuse of LVMPD against citizens because how are you going to tell a street performer, "Oh, your crowd is too big. So now you're an obstruction," even though you're just playing - uh - exercising your free speech.

The, the videos that were shown in this presentation were depicting crimes, but were - was a street performer in any one of those videos? No. So this is just, this wording is too vague and it's going to hurt people, not only uh - street performers, but also people with disabilities because it's like, there's no seating.

If you want to - um - encourage people to move along then that is just

O'CONNOR

going to harm disabled citizens who, you know, might need to stand for like five minutes or more to catch their breath because the Strip is already not disability friendly whatsoever. So, thank you.

GIBSON

Thank you.

SUMMERS

All right. Hello, once again, and I am Brandon Summers, violinist and street performer, substitute teacher. So, I'm the individual who received $100,000 settlement. And it's right here. Also, on that settlement, you'll - not the settlement, the - uh - the page, you'll see a settlement to the Las Vegas Review Journal. You'll see other settlements related to civil rights.

Again, Metro's asking for more money. And every time we - we get them more money, they continue their behavior, which is – um - harassment and - and transparency. Um - I want to echo definitely what Mister Haveebullah and Mister Crawford said regarding the unco - unco - the unconstitutionality and - and just that everything we saw in those videos was already illegal, but so I'm gonna use this time to talk about a little bit of the history of - of the - um - the pedestrian ordinance and what happened. 'Cause I was here 10 years ago when Commissioner Weekly and Giuncalani - Giunchigliani and Sisolak were sitting where you're sitting.

And during that time, the Resort Corridor Work Group was established - um - with people such as Virginia Valentine, who's in the audience today and Maryanne Miller. Um - they met in secret to - um - and mo - and - and they found a – um - a court in Philadelphia called the Philadelphia Night Court. And that's where they modeled the Community Impact Court after.

I can't speak on the Philadelphia Night Court, but I can tell you about the - the Community Impact Court. Its existence is the reason why so many performers are being ticketed at such a high rate because before that court existed, it wasn't possible to send all those chronic nuisance or misdemeanors to the - to the - um – RJC to the re - um - so instead of doing that, they said, we'll create a court that's near the Strip that we'll – we'll funnel the street performers, the show girls, the homeless people, show – we'll – we'll funnel them all over there. And that will give us an opportunity to deal with these citations.

The problem with that is that court doesn't ac - actually function to deliver - to adjudicate cases. All they can offer you is 30 days off the Strip, 60 days off the Strip, 90 days off the Strip, and then we'll dismiss the ticket. So, it's just - you will still have to plead guilty and it's a - um - deferred adjudication. So that's not the way - so it's actually not an effective court and it should actually be abolished. That being said, the fact that Metro would show up here and show these videos with no data is laughable. If they did have the data, it would show that if the obstructive use ordinance is being abused, that street performers are routinely cited, arrested, and have their instruments impounded as evidence with no real reason to actually take these to court and to show this in front of a judge. How can Metro come here and say, "Hey, trust me, bro. I would never vi - violate anyone's rights," and blow six figures on litigation and settlements. I am

SUMMERS

living proof that you cannot trust Mat - that you cannot trust Metro to do the right thing. You cannot trust to be nounced. Thank you.

GIBSON

Thank you.

FANNIN

Hello. My name is Angel Fannin, F-A-N-N-[-N. I wanna speak again. Um - there is no operational definition regarding what obstruction is. I was a late-night performer. I was on the bridge February 20th from 12:00 a.m. to 2:00 a.m. before I got arrested. So, the fact that - um - there shouldn't be any - any ticketing going or any arresting going on, especially in me practicing my first amendment right at 2:00 a.m. - um - shows that there is no communication between the higher ups of LVMPD - um - regarding this law.

To the officers patrolling, I was stopped by bike patrollers. Um - not the officers who normally patrol the bridge, which was also a red flag. There is no communication. I feel like if there - this is gonna be something that pass, that there really needs to be communication to officers that this is the first amendment right. Quit harassing musicians

This is the way a lot of people, especially me have made a living for a long time. It got me outta transitional housing, as I mentioned before, and it's changed my life. I'm a professional. I make very good money on the Strip. I'm not somebody that - that just is there to, you know, take advantage

So, one other thing I wanna say is understand that this or this being passed will cause so much more confusion than it already has because listening to what's going on, the back and forth has been very confusing for me. And I felt - um - the officer speaking was lying because I got stopped at 2:00 a.m. when there shouldn't have been any issues, got arrested, manhandled, got searched - um - by male officers, all of my clothing, all over me. And it's very traumatizing to speak on this today. And I just wanna let you know, please think about this before passing this, 'cause it'll give a lot more rights to officers to abuse us as street performers.

And I'm speaking here today. I'm trying not to get emotional, but what I went through was very traumatizing. And what I seen these women go through in these holding cells was also traumatizing. The review of this and the show of data is very much necessary 'cause it would show the harassment that we are going through as street performers. Thank you.

GIBSON

Thank you

BANKS

Hello. I'm back here again. My name is Tishawna Banks. Last name is Banks. Um - who would've thought, what happens here stays here would have such haunting effects on entertainers and musicians from all walks of life. I wanted this to be a representation today of the disconnect between locals and visitors and musicians and police.

Uh - a lot of musicians and performers have been violated in the entertainment capitable - capital, and this is unacceptable. So many artists

BANKS

make an honest living playing for people and providing for their families as well as entertaining traffic and interest in all of the sites and attractions that the valley has to offer.

In closing, I'm asking that the Las Vegas Council, Chairman and Chairwoman meet with me to help build a bridge and not a wall for many of the future entertainers who currently are attending UNLV, UVA or simply getting mentors to preserve the vibe of this city and save the arts. What happens here stays here. What happens when we silence the raw talent that is the heart of this city. Let this echo, what happens here, stays here, the entertainment capital. Thank you.

GIBSON

Thank you

TYRONE ROGERS

Um - my name is Tyrone Rogers. Um - I'm a street performer. Um - we all know why we're here today. Off duty cop got killed. Um - and I'm out there - I'm out there every day. Don't nobody get killed. Don't nobody get in fights. I don't wanna obstruct no sidewalk, I live the sidewalk, you know – um - I've been to jail for this about five, six times and I still come back. You know, this is - this is what I do. I make the most money I ever had just doing me. I don't work for nobody, you know. Um - shit, man

This is – um - this is just kind of demoralizing that y'all think it's street performer's fault. Like we got plenty videos of people having a good time. They want to show that negative stuff, which is expected, but you know, it's - it's positive when we're out there most of the time, you know, it's definitely, you know, some performers that don't need to be out there, whatever the case may be.

But you know, that's just, you know, perspective about what the cops see when he come up. 'Cause you know, there's plenty of cops that like me, I've built relationship with cops, the cops that - the cop that locked me up five times is the same cop. And he right - right by me now I'm rapping about, you know.

So – um - I just hope y'all, you know, just think with logic on this about why we're really here? And it's off-duty cop that got killed, you know, we not here when, you know, somebody getting a - a scuffle and get killed or something like that. Or, you know – um - you know, with all due respect, I don't obstruct no sidewalk. I - I live the sidewalk. I - I live the bridge. I lift people's spirits when they come up, people might be in a bad mood and they look at me and they like – um - you know, shit could be worse. They might think I'm this or that. And I put them in a - in a better mood. They laughing at me, forgetting about the money that they just lost or whatever's going on in they life. Um - I got 40 more seconds. Um - there's definitely some people that don't need to be up there. Definitely. And that's just on good training from the cop, you know. Um. I appreciate all my street performers, you know, that they came out here and said what they had to say, you know, some street performers probably didn't even know about this and if they did, they probably would be here. Um - I just appreciate y'all letting us come and, you know, speak up for ourselves 'cause it's not

ROGERS — the street performers fault that off-duty cop got killed.

GIBSON — Thank you.

DANIEL BRAISTED — County Commission, Daniel Braisted, B-R-A-I-S-T-E-D. I - I like the idea of extending this and continuing the discussion. A possible solution is maybe we can have spots along the Strip where performers could do a lottery and they could play along the Strip, but not necessarily on the bridges.

Now another option is that if you wanna perform on the bridge, you can only be at either end and you have a radio to Metro and you're trained on how to react so you can stay there and play, but you're now another set of eyes for Metro. They said they only have two officers – a – a - a shift or whatever, allow the street performers that want to perform, let them have different areas along the Strip and they could change or whatever.

But if you're going to be a street performer and impede traffic on our bridges, you need to consider being part of the – uh - eyes to report and maybe know how to disarm people. So that's another option. I encourage you to continue this idea.

GIBSON — Thank you. Ma'am.

SOPHIA ROMERO — Sophia Romero, R-O-M-E-R-O. Senior Staff Attorney, ACLU of Nevada. I think we can all agree that the language as it's currently written is ambiguous. None of us seem to know what would be allowed or not allowed. We don't know if we can stop and take pictures. We don't know if we can be a street performer. All we do know is that things are already ill - that are already illegal, is what we hope to be targeting, but these things are already illegal.

Somebody cannot just sleep in an elevator for an hour and a half. That's already illegal. It's already in your code. Okay? The only time that this mentions the first amendment is under obstructive use. It's not - there's no carve out under permitted uses for street performers. There's no carve out for protests. There's no other than for the National Labor Relations Board. Passing this ordinance will just be a basis for prete - pretextual stops and will affect street performers, and those wishing to exercise their free speech more than anyone else.

Again, we ask for a 30-to-60 day extension in order to get all of the stakeholder - stakeholders together and come up with a - a realistic solution. This unfortunately seems to be more of an enforcement or resource issue. We do not believe that this ordinance, this legislation would be the solution to the problem that you guys are seeking. Thank you.

GIBSON — Thank you. Is there anyone else who wishes to speak on this item?

KIRKPATRICK — Okay. Going on (unintelligible).

UEHLING

Yes I've decided that I would speak on this item. Um - the problem here is that - um – the resorts believe that every single tourist dollar should pass through their wallets first and that the community deserves nothing. That is the problem and the – and – and – and in order to do this, they have hired every single elected official on this state, including this Commission to do their talking. And so, it's laughable to think that seven people here who are already hired by the – uh – resort association are going to vo - vote against this ordinance. That's - uh - uh - that's just not gonna happen.

Um -the-uh -the -the -the - the -the - the attorneys here, the three attorneys that spoke pre -uh - th - th - spoke in very typical. It's - this whole thing shows-uh -uh - the ills of American society. The three attorneys that spoke here presented a very distorted image of what's going on. Their theme was - it that the - that the blockages are causing these problems, that the heavy traffic is causing the problem. Every single image they showed didn't have a lot of people around them. The guy urinating didn't have a lot of people around. The guy masturbating didn't have a lot of people around. The - those people aren't gathering around the fountains of Bellagio. They're gathering - uh - they're - they're by themselves on - on the – on the bridges. And they come here, these attorneys come here and lie to you about the - what the circumstances are. They change the whole- uh - th - th- in typical attorney fashion, they change the whole a – a - argument to something that isn't even- uh - I - isn't – is - is totally different from what they saying – they're - they're saying.

They're - uh – and – uh – th - the, it's not surprising that the police - uh - th - uh – it - it – the, the way the police treat people here is caused by the huge amounts of money that you're giving them. I'll bet each of these people are getting $200,000 a year, at least paid by taxpayers. And the - the average wage here in the County and the people that - that they are picking on earn - earn maybe $50,000. Maybe the - the average wage is around $50,000.

The - the - the -the more money that goes into this, the more problems we're going to have. There's more violence today, since they're getting all this money than there was before. It's - it's a total disaster. Until the community is able to participate in this industry, th - th - this problem is going to grow.

GIBSON

Thank you. Is there anyone who has not yet spoken on this item? We're not going to have any second shots, so our rules are you get one crack at it. Uh - but thank you very much for your participation.

Um - so it, it occurs to me that there probably are some things that would - we could benefit from - um – a – a continuance of this item – uh – for a brief time. I don't know what that means, but in order to be meaningful in terms of the time, it probably is like a 30-day extension. I - we try to move things from one meeting to the next. Two weeks is not enough, I think, in order for us, I would say to you that you have the identity of our lawyers on the inside, you know of Ruth Miller, who's over at – uh - Metro.

Um – we, if you haven't already provided us with contact information, we

GIBSON: have - we have mailing addresses, but we don't have phone numbers. So, if you wanna participate in – uh - a discussion or provide additional feedback to us, then I would recommend that you will provide a signup sheet and maybe Blanca, you could help. You can see her raising her hand there. That lady will – uh - get a - a piece of paper out for you to sign your name and your telephone number too. If you represent someone or an agency or - or an entity, then please note – uh – that – um - and we will – uh - put this matter – item - this item - I – I – I - haven't moved that yet, but I'm about to – um - I don't think there's any objection to doing that. What - when would we be continuing this item too? A time, certain 30 days out or so.

KIRKPATRICK: I won't be here the first meeting in June.

GIBSON: Then we do this the second meeting.

KIRKPATRICK: (laughs)

GIBSON: No, really, I – I - we all need to be here. What date is the second meeting? The – um – 12th?

KING: It would be June 21st.

GIBSON: The 21st?

KING: June 21st -

GIBSON: June 21st.

KING: - it's the second meeting.

GIBSON: Okay. Then we'll continue it to June 21st if that's acceptable to people. And - um - I think that there are a couple of things that I - I feel like saying - um

LOGSDON: Commiss- Commissioner?

GIBSON: Yes.

LOGSDON: Are you making that as a motion?

GIBSON: It's gonna be.

LOGSDON: Okay.

GIBSON: This is in support of it.

LOGSDON: Okay.

GIBSON: Um - first of all – uh - I think you heard, I think everyone heard that – uh - there's not any intent on our part, nor is there any intent on the part of the people that we've been working with here at Clark County, whether it is Metro or – uh - our staff to make it unlawful to perform – uh - on the

GIBSON bridges or wherever else you perform. We're - we're not interested in – uh - causing a problem that is a first amendment violation. That's - that's not something we're into, that's not something that we plan to do. It's not something that we've gonna allow to happen.

Secondly, I think that the – um - crime that we're having occur on the – uh – bridges – um - and the crime, whether it is misdemeanor crime or felony crime, is something that we need to address and shame on us for not having addressed it a long time ago. It by in what form – uh - we'll see - we'll see how that comes out.

Um - the other thing is that it's uh -easy to talk about what it's like being – what - what police do. I think it's a whole lot tougher to do what the police do. And I think that one of the things that we need to understand all of us, I hope is that - uh - this department has – a - the confidence of our Board. I think they have the confidence of most of the people in this community. And hopefully a dialogue will help enable more confidence even with the group that's here.

Uh - so I thank you for putting together what you put together for us. I know that you had to edit it severely in order to actually present it to us. Um - and we know that there are - um - thousands of hours of material that we didn't see and that we didn't bring forward.

Um - so I – I – I - what I hope everyone understands is that we're trying to do something that would protect us all, including – um - street performers, including the public, including the tourists, including the people that work on the Strip. Uh - with that, I move that we continue this matter until June, what did you tell me?

LOGSDON 21st

GIBSON 21st. And it'll be a public hearing. So, it'll be on at 10 o'clock. That's how it'll be noticed on our agenda.

LOGSDON And then also um - that same motion would apply to Item 69?

GIBSON Yeah, we'll - we'll - these are coupled today, and we'll couple them for that hearing as well. Thank you very much. Oh, okay. Now you can cast your votes on that motion. And it carried. Thank you.

ACTION: It was moved by Commissioner Jim Gibson, and carried by unanimous vote, that Item Nos. 65 and 69 be continued to the June 21, 2022, BCC regular meeting.

ITEM NO. 66 Identify emerging issues to be addressed by staff or by the Board at future meetings; receive updates on the activities of the various regional boards and commissions; and direct staff accordingly.

KING Commissioners, we can now move to Item Number 66 under the business section of your agenda. Item 66 is to identify emerging issues to be addressed by staff or by the Board at future meetings to receive updates on

KING

the activities of the various regional boards and commissions and direct staff accordingly.

GIBSON

All right. So, we're gonna talk fast here as we get through the emerging issues. Commissioner McCurdy, you get to go first.

MCCURDY

Thank you, Mister Chairman. Um – I just want to – uh - thank Booker Elementary School for the invitation to present during career week on April 25th. I was able to share with over three classes about my duties as a Clark County Commissioner and former roles that I've held in public office. And it's amazing to see that our future leaders are so eager to not only inquire as to how they can get involved, but also – uh - share what they're interested in as well.

On April 26th, I hosted progressive leader's summit here at the Clark County Government Building focused – uh - with our groups, so, on LGBTQ rights, voting, civil rights and also environmental protection. I want to thank Comprehensive Planning Director, Nancy Amundsen, and also Sami Real for presenting to our participants. And thank you to everyone who joined us for this meeting.

And additionally, our monthly faith leader summit continues to grow. This summit is an opportunity to hear from leaders of our faith institutions from all across District D. I would like to thank our County Assessor (County Recorder) Debbie Conway for presenting to our group. Uh - and if you are a progressive leader or faith leader and would like to attend our monthly summits, please reach our office at district@clarkcountynv.gov or at 702-455-3239.

Uh - and like many of the other - uh - colleagues, last week I had an opportunity to attend multiple events as part of Clark County hosting NFL draft. On Friday, I helped kicked off the Strong Youth, Strong Community Summit – uh – with some of our pro football hall of famers, and the Silver Summit Healthcare. Uh - I also got a chance to catch a glimpse of the behind the scenes – uh – work – uh - that's put in to make sure that we deliver – uh – a - and show the world our diamond in the desert that we call home.

And as a few more updates, yesterday we teamed up with the National Alliance on Mental Illnesses of Southern Nevada, also called NAMI of Southern Nevada – uh - for Mental Health Month as we turned our fabulous Las Vegas sign green – uh - as we increase awareness of mental health and also decreased stigmas associated around mental health. Um – we - it's estimated right now that one in five Americans will face a mental health condition throughout our lives, and we want people to know it's okay not to be okay, so make sure you check in with yourself, check in with family and check in with those who may need you the most.

On May 6th – uh - myself and Councilman Olivia Diaz – uh - we will be hosting the historic Battle of Puebla at Freedom Park located on 3051 East Washington Avenue. Uh - this is a free event to the family and – and - and

MCCURDY

community members. The event starts at 5:00 p.m. and we invite you to help us celebrate the 160th anniversary of Cinco de Mayo. There'll be music, food, dancing, uh - beauty contests, vaccines, and also community resource available. So, we hope to see you there

And lastly, I'm excited to partner with Peaceful Mind Psychiatric Services and Mingle Health Solutions to present a 2022 walkathon on Saturday, May 14th from 10:00 to 12:00 at the Pearson Community Center. Uh - this mental health awareness walkathon will feature a live DJ, food raffle, vendors, and fundraising, and a fundraiser for Solutions of Change and Positive Teams of Southern Nevada. And those are my updates, Mister Chairman.

GIBSON

Thank you, Commissioner. Commissioner Naft?

NAFT

Thank you, Chairman. Uh - at the last – uh County Audit Committee Meeting, we – uh – discu - Commissioner Miller and McCurdy and I serve on that. We had a discussion about potentially removing the requirement to have an annual audit of the Arts Department. It's - as far as I know, it's the only department that is required through ordinance, I think it's 2.9, to be audited annually. Um - it takes a significant amount of that staff's time away from auditing other departments. Um - so I just wanted to – uh - see what the pleasure of this Board is, but maybe if - if there is no comment on that, ask the Manager to look into 2.9.

Um - other are updates from District A. Uh - we di - we joined the Nevada Donor Network to change the sign – um - on the welcome sign. Uh - we know that uh - currently more than 100,000 Americans, including almost 600 Nevadans, are waiting for an organ transplant. So, we were pleased to participate with them on that project

On April 27th, we celebrated the reopening of the Palms Casino. Um - this was really something to celebrate. Uh - they brought back, you know, an astounding 950 members from their team who had been there – um - in the past. 78 original 2002 members of their team came back – uh - and it was just really exciting to see some of those people who hadn't worked in a couple of years now be back on the floor. And – uh - it was - it was such a good feeling with the team members there. I congratulate them on that.

On Wednesday, May 4th at 5:30, we'll be holding a short-term rental information session uh - at the Windmill Library to discuss AB363 and the draft ordinance that the County has put out.

On Thursday, May 19th at 5:30, I'll be joining – uh - State Treasurer Zach Conine at the Enterprise Library uh - to discuss the Nevada College Kickstart Program for anybody interested in learning more about saving for college.

And on the 21st at 9:00 a.m., we'll be having the renovation celebration of the Silverado Ranch Dog Park. Uh - we'll have all kinds of activities and - and fun there, free food trucks – uh - the Metro's K9 Divisions will be

NAFT

there. Uh - and if you don't have a dog, you can come and get one, thanks to uh – uh - thanks to the adoption that we'll be having on site. With that, I pass.

GIBSON

Commissioner Jones.

JONES

Thank you, Mister Chair. Uh - the week before last we had a neighborhood block party in – uh - historic sections 10 and 11. It was uh - great to see all the neighbors out there. We had a very – uh - great turnout - taco trucks – um - and was joined by Congresswoman Susie Lee – uh - our congressional uh uh - member out there, as well as our State Legislative Representatives – uh – and – uh - trustees from the School Board. Um - it was a great opportunity and thank you to - uh - Yvette Williams for really leading the efforts there.

Uh - continue on the NFL Draft. Um, I - as Chair of the Springs Preserve Board, I was grateful to have joined Councilman Knudson at the recognition ceremony at Spring Preserve – uh - for the NFL Draft Community Greening Grant. Uh - they committed to planting trees there at the – uh - Springs Preserve, but also to more than 5,000 trees in Southern Nevada. Um - so appreciate uh - their efforts - um - in being good corporate citizens while they're in town.

Uh - Commissioner Naft and I were able to go visit the uh - Building Department, get to know the folks over there. And it was also Take Your Kids to Work Day, so we got to – uh - hang out with the kids and deliver – uh - an inordinate number of doughnuts uh - to the Building Department.

Um – uh - this last weekend – uh - it was an opportunity to - to get out there and – um - enjoy tacos and tamales – uh - give a shout out to our Parks and Rec department, the folks at, uh, the Desert Breeze. Brian Saliba, who put in a tremendous amount of effort to - to – uh - put together a great – uh - opportunity out there. And – uh – if - if none of you have seen Lucha Libre, you need to go next year and - and experience it. I've challenged – um - Jason from my team, who apparently wrestled in high school uh - to form our own Lucha Libre team for the next – uh - event.

Um - and then also – uh - last but not least, it's Teacher Appreciation Week. Uh - very grateful for all of the - the teachers, administrators out there – uh - who do so much to – uh – uh - teach our kids. Um – and – uh - we were able to deliver bagels to Wright Elementary School yesterday – uh - and to Berkeley Square - Elementary School today – uh - to thank them for all they do. Thank you.

GIBSON

Thank you. Commissioner Miller? Commissioner Segerblom?

SEGERBLOM

Thank you, Mister Chair. Um - if we can have the roll. There we go. So – um - a couple weeks ago I went and celebrated the 20th anniversary of the Flamingo's X Burlesque - um - which as you know, on the Strip, for anything to last 20 years is pretty amazing. And particularly when they're

SEGERBLOM

beautiful women. So, it was a - a real pleasure to see them and - and honor them, and hopefully they'll have another 20 years.

And then – um - later on I went to the Library District and there they - they did a program where they gave out $200,000 worth of cell phones - um - that they got from an - a grant from the Institute of Museum and Library Services, for homeless people. Um - as you know - um - the best thing you can be if your homeless is have access to – um – so – to – uh - services. The phone came loaded with apps, so you can push for food, push for anything, for whatever services, help. Um - so it was - it was very exciting to see that.

Um – then – uh - last week I went to Las Vegas High School. Earlier we had the Monaco – uh - Middle School Mariachi. This is the best - uh - mariachi band in - in the - in the - in the state, I believe. Las Vegas High School.

They're - they're all just so impressive. And – and – uh - just can't imagine how great these - these young kids are. So, an - anytime they g – g'ves - badmouths young kids, they haven't seen the mariachi programs in Southern Nevada.

Um – then - uh, went over to see the – um - Youth Powwow at – at - for the Planet at UNLV, which was very exciting also. Um - we had a huge turnout - uh - lots of members from different tribes – um - and really appreciate the fact that Native Americans are - are coming to the forefront. And we're starting to appreciate the - their understanding that the earth is – is - it needs to be sustained and we can learn so much from them.

And then finally, the - the children's event over at the - uh - Winchester Dondero Cultural Center where again we had lots of outdoor activities – um - lots of kids and - and of course Inca, who makes everybody jump. So, it was a great last couple of weeks. Thank you.

GIBSON

Thank you. Commissioner Kirkpatrick?

KIRKPATRICK

Thank you. Mister Chair. And in the interest of time – uh - I have health district today and it's not prudent for me to be hungry. I am gonna forgo all of my - um - items, but I just wanna remind people to please come out for our Cinco de Mayo on Thursday. It's at Boli Price. It's our sixth year. And, let the Commissioners know that I'm gonna be – uh - giving you some information on childcare to please give out to your constituents.

GIBSON

Thank you. I likewise will pass on much of what I intended to say. I - the NFL Draft took a lot of time – uh - from some of us, from all of us really in some respects. Uh - but it was a remarkable experience. What we did was we demonstrated that whatever it is, we can handle it. Um - the City was nearly full for the Draft. We changed the name of Las Vegas Boulevard for the - the intersection of Flamingo and Las Vegas Boulevard to Draft Drive for three days. The free – the – uh - NFL experience was free to the public, and we had – uh - hundreds of thousands of bureau - over a hundred

GIBSON

thousand people – uh - go there. I don't know what the final count is, but it was a lot. Um - Roger Goodell, the Commissioner of the NFL - um uh – was - is quoted as having told – uh - the folks at the LVCVA that the weekend, or the - and the weekend, was perfect. And we think that and it's good to know that the NFL think - thinks that. Clark County played an immense role in getting ready for and carrying off – uh - the Draft, and I want to thank all of the departments that worked together to help us. Not only the Public Safety with police and fire, but Public Works was busy – um - changing street names and doing other things, closing streets and rerouting streets. We thank you all. And the entire community did a good job. We had effectively zero crime or issues at all at the Draft. It was - it went off without a hitch.

Um - we had the second annual Commissioner's Cup Pickleball Tournament, and I promised I would not avoid or ignore that tournament. That was an incredible tournament. It was a two-day tournament, Saturday and Sunday last week. Um - there were a lot of people that had fun, but one of 'em was uh - Commissioner Gibson who had fun. I did not play – uh - but I look forward to any – uh - playing any of you – uh - who actually end up with pickleball courts in your - in your districts at some point in time. But you have to play it on my court. Um – we - the Parks and Rec department was – uh - incredible in the way they put it together and served up a remarkable tournament. Tony Spurlin of Excel Pickleball – uh - is an incredible tournament organizer. We'll - I'll refer him to any of you that decide you want to get in that business.

Um - and then finally – uh - Assemblywoman Venicia Considine, and I will be hosting - co-hosting a Mother's Day community event at Whitney from 9:00 to 11:00. We'll be distributing food and fresh produce. There will be games and crafts for kids, vaccinations, information on housing assistance and the Del Sol High School Folklorico students will be performing as well. And I don't know that that's mariachi, but they have a really good mariachi – uh - program over there at Del Sol too.

And we'll - we'll report on the rest of it another time. We're ready to keep going now. Miss King?

ACTION: No action taken by the Board.

ITEM NO. 67 Appoint one qualified individual to serve on the Clark County Asian-American Pacific Islanders Community Commission for the remainder of a term ending June 30, 2023, from the list of following applicants: Carmen Gilbert, Naomi Gregoryan, Alfredo Jaro, Lisa North, Sanjit Pullarkat, and Ropati Atimalala Tagovailoa. (For possible action)

KING

Item 67 is to appoint one qualified individual to serve on the Clark County Asian-American Pacific Islander's Community Commission for the remainder of the term ending June 30, 2023, from the list of applicants noted on your agenda.

GIBSON

Commissioner Segerblom?

SEGERBLOM	Mister Chair, I would recommend - uh - Carmen Gilbert be appointed to the A - A - API - um - Community Commission
GIBSON	Uh - you heard the motion. Please cast your votes. Motion carries.
KING	Item 67 is to appoint one qualified individual to serve on the Clark County Asian-American Pacific Islander's Community Commission for the remainder of the term ending June 30, 2023, from the list of applicants noted on your agenda.
GIBSON	Commissioner Segerblom?
ACTION:	It was moved by Commissioner Tick Segerblom, and carried by unanimous vote, that the recommendation (including the appointment of Carmen Gilbert for the remainder of the term ending June 30, 2023) be approved.

ITEM NO. 68 Remove Jenna Waltho as Planning Commissioner, and appoint 1 qualified member to the Clark County Planning Commission for the remainder of a four-year term ending January 6, 2025, from the list of the following individual: Liane Lee. (For possible action)

KING	Item Number 68 is to remove Jenna Waltho as the Planning Commissioner and appoint one qualified member to the Clark County Planning Commission for the remainder of the term - for the four-year term, ending January 6, 2025, from the list of the following – um - individual Liane Lee.
GIBSON	Commissioner Naft?
NAFT	Move for the approval of – uh Miss Liane Lee to the Planning Commission.
JONES	Mister Chair, I will be abstaining on this vote due to the fact that Miss Waltho was running against me in my election.
GIBSON	You've heard the motion for – uh - the appointment of Liane Lee. Please cast your votes. Motion carries. Is there additional action that is required? Okay. Item 70.
ACTION:	It was moved by Commissioner Michael Naft, and carried by the following vote, that the recommendation (including the removal of Jenna Waltho as the Planning Commissioner and the appointment of Liane Lee to the Planning Commission for the remainder of the four-year term ending January 6, 2025) be approved.
	VOTING AYE: James Gibson, Marilyn Kirkpatrick, William McCurdy, Russ Miller, Michael Naft, and Tick Segerblom.
	VOTING NAY: None
	ABSENT: None
	ABSTAIN: Justin Jones

ITEM NO. 69 Approve and adopt an updated "No Obstruction Use Zone" map for Las Vegas Boulevard between Russell Road and Sahara Avenue in accordance with Clark County Code 16.11.050 to include pedestrian overpasses along Las Vegas Boulevard as no obstructive zones and the areas in, on and up to 20 feet from a landing area of touchdown structures associated with pedestrian overpasses. (For possible action)

ACTION: It was moved by Commissioner Jim Gibson, and carried by unanimous vote of, that Item Nos. 65 and 69 be continued to the June 21, 2022, Board Meeting.

ITEM NO. 70 Discuss proposed amendments to the Clark County Water Reclamation District Service Rules requiring Board approval, or take other action as appropriate. (Sitting as the CCWRD Board of Trustees) (For possible action)

KING: Next - Next we have Item Number 70, which is to discuss proposed amendments to the Clark County Water Reclamation District Service Rules requiring Board approval and take other action as appropriate.

TOM MINWEGEN: Good after -

GIBSON: Mister Minwegen.

MINWEGEN: - noon, Mister Chair, members of the Board. Tom Minwegen with the Clark County Water Reclamation District. Uh - Commissioners, as we have briefed you – uh - on these matters – uh - we are needing to introduce these items to you prior to setting a public hearing. This is a part of the County standard for a public hearing process. Uh - along with establishing the public, I just wanted to make sure the Board is aware we are also advancing the Business Impact Statement to – uh - make sure the process to assess – uh - these – uh – uh - proposals are not unreasonable to any of our customers. Also, let me - I'm sorry, let me -

GIBSON: We're - We were just making sure we're on the same page.

MINWEGEN: No, you were on the same page, but is there a presentation I could have pop up please? No? The - there it is, thank you, thank you. Next slide, please.

Commissioners, as we have mentioned, anytime the Water Reclamation District considers amending or modifying its rates, charges or fees, we do basically engage and solicit the feedback from the Citizen Advisory Committee. Uh, these are the members of our CAC that are composed of our community stakeholders and rate-paying customers. I would like to take this time to thank them for their time and their efforts to review the proposed changes we will introduce to you today – uh - that also comes with their endorsements.

Commissioners, just as a matter of grounding as far as – uh - again, to make sure we understand, our service rules is the way we conduct business with our customers. So, they're very important. That, as we go through processes such as a public hearing and are introducing changes – uh - they do eventually get amended into our service rules

MINWEGEN

Commissioners, the first matter – uh - of the proposed changes that we would like to present to you today is uh uh - comes at the response of the County's action back in March of 2021. You rece - call that the County passed a resolution and subsequent ordinances - uh - which in part has the District incentivizing – uh - new, affordable housing units by providing a discount to our connection fees. Okay, - uh, we will provide the enabling language within the – uh - service rules to address the County's resolutions and ordinances to make sure that the projects and meeting the County's eligibility standards are then followed through within our District Service Rules.

Commissioners, the next item we would like to seek your proposal – uh - during a subsequent public hearing process, would be to – um - increase our Reclaimed Water Sales Rate. Uh - that was last established in 2004. Uh - during these challenging and ongoing water drought conditions throughout the community – uh - we all recognize more and more that the return flow credits will continue to be our most stable and reliable source of water for the community. So, in doing so, we will basically not entertain - or part of this proposal is not to entertain any new – uh – wa – uh - reclaimed water customers, and I'm proposing a rate increase to $2.33 per 1,000 gallons. Uh - that matches the Las Vegas Valley Water District public rate or - and/or any future adopter rate by the Water District – uh - for the last couple remaining customers we actually have on reclaimed water.

And Commissioners, the last item – uh - for your consideration uh - is we would like to – uh - recognize some of the challenges we have with our shell-only development agreements and our temporary capacity agreements. These agreements originated as a convenience for the businesses. Uh - we created an alternative path to sewer service, and these agreements have caused and continue to cause an abundant amount of additional staffing time, uh, to undertake and manage them. So, we're just seeking, and we'll continue to work with the uh - commercial sector – uh - to establish this administrative fee for those two agreements.

And Commissioners, I'd pause here. I - I- we do request your support to advance these proposals – uh - through a public hearing process, and I'll be glad to try to answer any questions you may have on these three items.

GIBSON

So, are there members of the Board that have any questions on the item? Oh, I'm sorry. Tick?

SEGERBLOM

I have a question. Who's in charge here? Hm - actually, as the Chair of the Water Reclamation District – um - does anyone have any questions? No? All right. You did a great - good presentation. Thank you. There's - there's- there's no - it's not a public hearing or anything. Don't need to do anything?

GIBSON

No.

MINWEGEN

Right. Introducing just the items and then we'll bring a public hearing schedule back to the Board.

SEGERBLOM — Thank you so much.

MINWEGEN — Okay. Thank you, members.

ACTION: No action was taken by the Board.

ITEM NO. 71 Conduct a random drawing for assignment of priority application positions for pawnshop licenses pursuant to Clark County Code Section 6.24.100 (b). (For possible action)

KING — Next, we have Item Number 71, which is to conduct a random drawing for assignment of priority application positions for pawn shop licenses pursuant to Clark - pursuant to Clark County Code Section 6.24.100, Subsection B.

GIBSON — Mister Queano.

QUEANO — Hello Mister Chair, members of the Commission. Vince Queano, Director of Business License. Actually, let me share this.

SEGERBLOM — Three, three pawn shops.

KIRKPATRICK — We wanna make sure.

QUEANO — Spin it or? So, pursuant to Clark County Code 6.24.100, pawn shop licenses are limited for each township and unincorporated Clark County. And the - the number of licenses are - are available depending on the population. Each unincorporated township receives one, and then before you can add another one, you would have to hit 100,000 inhabitants for each - uh - town, and then it goes by increments of 50,000.

So, on March 1 to March 30, 2022, we opened application period for pawn shop licenses. And if you could - if you see on the right side, the Paradise Township - sorry, the Paradise Township, there are two available licenses and we received three. So pursuant to Clark County Code 6.24.100, we're required to make a determination on the application priority – uh - through a random drawing at the Board of County Commission meeting. So, if there's any questions – uh - I'd be more than happy to answer 'em before we -

GIBSON — I don't see any questions up here.

QUEANO — Okay.

GIBSON — So, proceed to - this is - this is really interesting, so we're anxious to get - document this. I think Commissioner Naft is gonna film the whole thing for the Commission. Go ahead, Vince. And -

QUEANO — All right. So, I have – uh - Assistant Operations Manager, Tina McCall to assist me.

GIBSON — And she's a trustworthy-

TINA MCCALL — Yes.

QUEANO — Yes, she is.

GIBSON — - turner? Okay.

QUEANO — So, she'll place the - there's three - three entries, three applicants, so she'll place those so everyone can see. Yeah. And I'll read each entry and as I read 'em she'll place 'em into the envelope and each one will have an envelope. She'll place it into the golden tumbler.

MCCALL — (unintelligible) thing, so-

GIBSON — Oh, my goodness.

QUEANO — And then she will make – uh - she'll spin the tumbler and then I'll - I'll draw them randomly and - and that's it.

GIBSON — All right. Thank you.

QUEANO — So -

MCCALL — Are you gonna read?

QUEANO — Yup. So, the first entry, is - in no – uh - particular order, is TNT Pawn and Jewelry located at 4565 West Post Road, Las Vegas, Nevada, 89118. ID Number is 2022-100. You can go ahead and place that and we'll just do it one by one.

Second is Max Pawn Luxury, address 4050 South Decatur Boulevard, Las Vegas, Nevada, 89103. ID Number, 2022-200.

And last but not least, EZPawn, 1621 East Sunset Road, Las Vegas, Nevada, 89119. ID Number, 2022-300.

SEGERBLOM — Blindfold Vince. (laughing)

QUEANO — So, Tina will proceed with – um - spinning it. I think it'd be appropriate if I - if I look away. (laughing)

GIBSON — Talk about integrity.

QUEANO — All right. So, open the tumbler and I'll reach in and pick a random number. And again, I just wanted to – um - mention again that the first - uh - entry that I select is - is for the application priority number one, which is - so they would get the first out of the two available licenses.

GIBSON — All right.

QUEANO	All right. So, let me look away. Uh, let me just grab one. All right. All right. So, Application - Application Priority Number One is for EZPawn, 1621 East Sunset Road, Las Vegas, Nevada. 89119. ID Number 2022-300.
GIBSON	Is there someone here from EZPawn? Congratulations.
SEGERBLOM	You're the winner.
QUEANO	So, you can continue on with – um - spinning and then I'll select the Application Priority Number Two.
MCCALL	Okay. Priority Number Two
QUEANO	I think it opened. Oh, did you - go ahead and give it a - give it a few revolutions to be consistent with the last...
KIRKPATRICK	Mr. Chair, I was wondering as – uh - Vince, is this something that you're gonna put on your resume under twirler so that - I know your kids watch the meeting, so I'm just wondering if you're gonna - (laughs)
QUEANO	All right. So - all right. So, this is Number Two.
MCCALL	Yeah
QUEANO	All right. So, Application Priority Number Two goes to Max Pawn Luxury, 4050 South Decatur Boulevard, Las Vegas, Nevada. 89103. ID number 2022-200. So that would leave the -
GIBSON	Congratulations.
QUEANO	- Application Priority Number Three. (laughs) So we'll - we'll just - I'll just remove the last one. Just go ahead and-
MCCALL	Yeah.
GIBSON	You're looking.
KIRKPATRICK	Don't matter now
GIBSON	(laughs)
QUEANO	So, Application Priority Number Three goes to TNT Pawn and Jewelry, 4565 West Post Road, Las Vegas, Nevada, 89118. So, the first two – um - application priorities will have six months to complete the process. So, from now, we'll – uh - when we get back to the office, staff will notify the applicants immediately and to continue that process.
GIBSON	So, I would entertain a motion to confirm all of what we just saw and heard.
JONES	Motion confirmed

GIBSON — There's a motion on the floor. Please cast your votes. And that's final. Thank you very much. Thank you very much.

QUEANO — Thank you.

ACTION: — It was moved by Commissioner Justin Jones, and carried by unanimous vote confirming the following order of application priority; EZ Pawn, Max Pawn Luxury and TNT pawn and Jewelry.

ITEM NO. 72 Go into closed session, pursuant to NRS 241.015(3)(b)(2), to receive information from the District Attorney regarding potential or existing litigation involving a matter over which the Board has supervision, control, jurisdiction or advisory power, and to deliberate toward a decision on the matter, and pursuant to NRS Chapter 288.220, to receive a report on the status of ongoing labor negotiations; and direct staff accordingly. (For possible action)

ACTION: — No closed session was held. No action was taken by the Board.

PUBLIC COMMENT

KING — Chair Gibson, we are now at the second portion of the public comment.

GIBSON — Is there anyone who wishes to make comment during this the final public comment period?

BRAISTED — Mister Chairman, Daniel Braisted, B-R-A-I-S-T-E-D. Just a short comment. At the last meeting I mentioned the Chamber of Commerce Expo event in - in June at the World Trade Center. And when I left here, I went to the Chamber of Commerce, and I found out that only chamber members can go there. So, I asked if they would reconsider and allow any business to be there for an added fee, and they haven't gotten back to me. They haven't gotten back to me on questions I had about the Southern Nevada Forum 2020. Um - I even asked one of the individuals that I had a challenge with who their supervisor was, and I haven't even heard that back. And I found out that they told people not to tell me.

So, I encourage this body to consider setting up a Chamber of Commerce for Clark County. I'll allow the other 48 Chambers of Commerce in the County to deal with the – um – uh - politicking, the trips to DC, the meetings and all that stuff, but I can encourage you to have a solid Chamber of Commerce for Clark County and you focus on setting up joint tenant – joint – um – uh - agreements with other counties and other businesses. The one here would be marketing the skills of your businesses to other counties to build business and – uh – uh - increase resa – uh - revenue. But I do - I will try again to see if we can get any business that wants to pay a debted fee to the expo in June. Thank you.

GIBSON — Thank you. I'm afraid if we were to do that - it's not a bad idea, but if we were to do that, Ed Uehling would come in and tell us we're wasting taxpayer money. So -

BRAISTED — No, people would pay for their - their fee, sir.

GIBSON — All right. Well, thank you very much. Is there anyone else who wishes to comment during the final comment period? There being no one, this meeting is - actually, it's recessed until tomorrow at 9:00 a.m. when we'll have our zoning meeting. Thank you.

There being no further business to come before the Board at this time, at the hour of 1:04 p.m. Chair Gibson recessed the meeting to the hour of 9:00 a.m. Wednesday May 4, 2022, for the Zoning agenda.

APPROVED:

JAMES B. GIBSON, CHAIR

ATTEST:

LYNN MARIE GOYA, COUNTY CLERK

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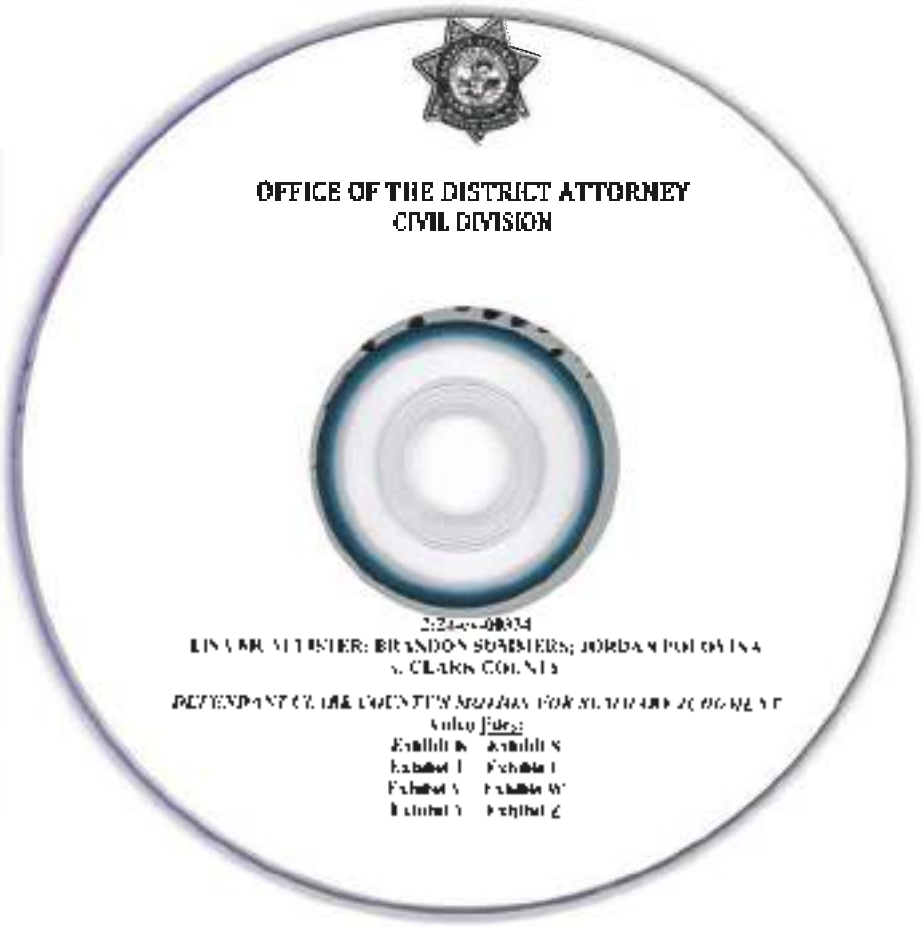

OFFICE OF THE DISTRICT ATTORNEY
CIVIL DIVISION
2:24-cv-00334
LISA MARIE SUTTER; BRANDON SOMMERS; JORDAN POLOVINA
v. CLARK COUNTY
DEFENDANT CLARK COUNTY'S MOTION FOR SUMMARY JUDGMENT
Volume Files:

EXHIBIT L (1 of 2)

McAllister et al., vs Clark County, et al.

Deposition of

DEVIN VAL MOORE, 30(B)(6) FOR NON-PARTY KIMLEY-HORN

August 18, 2025



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UNITED STATES DISTRICT COURT

DISTRICT COURT OF NEVADA

LISA McALLISTER, an individual; BRANDON SUMMERS, in individual; and JORDAN POLOVINA, an individual,

Plaintiffs,

vs. Case No. 2:24-CV-00334

CLARK COUNTY, a political subdivision of the state of Nevada,

Defendant.
_____/

DEPOSITION OF THE 30(b)(6) NON-PARTY KIMLEY-HORN

WITNESS: DEVIN VAL MOORE

Taken on Monday, August 18, 2025

At 1:00 p.m.

4362 W. Cheyenne Avenue

North las Vegas, Nevada

Reported By: Rhonda Aquilina, Nevada #979, RMR, CRR

A P P E A R A N C E S

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LAS VEGAS, NEVADA; Monday, August 18, 2025
1:00 p.m.
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DEVIN VAL MOORE,
As the 30(b)(6) Designee of Non-Party Kimley-Horn,
Having been called as a witness and having been first duly sworn, was examined and testified as follows:

(Prior to the commencement of the deposition, all counsel present agreed to waive statements by the court reporter pursuant to Rule 30(b)(4) of the NRCP.)

EXAMINATION

BY MR. VALENTINE:

Q. Please state your full name for the record.
A. Devin Val Moore.
Q. And could you spell it for me?
A. D-E-V-I-N, V-A-L, M-O-O-R-E.
Q. Thank you. And what is your current position at Kimley-Horn & Associates?
A. I'm an engineer.
Q. Engineer. And how long have you been employed with Kimley-Horn?
A. Since January 2012, so 13 years and 8 months.

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Q. And are you here today as the designated corporate representative?
A. Yes.
Q. Okay. Under Rule 30(b)(6)?
A. Correct.
Q. Thank you.
MR. PETERSON: You want to go through and ID everybody in the room?
MR. VALENTINE: Oh, okay. yeah.
So I am Jacob Valentine here on behalf of plaintiffs.
MR. PETERSON: Chris Peterson from the ACLU of Nevada, again, here on behalf of the plaintiffs.
MR. BROWNING: Joel Browning on behalf of Clark County, Nevada.
BY MR. VALENTINE:
Q. And Devin Moore.
So do you understand that you're testifying on behalf of Kimley-Horn, not just as an individual?
A. Yes.
Q. And if you state you do not know the answer to the question, are you stating that Kimley-Horn does not know the answer to the question?
A. Yes.
Q. And if you do not know the answer to a

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question but believe someone else at Kimley-Horn would know, how would you handle that situation?
A. Hmm, I don't believe someone at Kimley-Horn would know the answer if I don't know the answer.
Q. Okay. And if that were to happen, though, would you be able to identify that person?
A. Sure, yep.
Q. Okay. And have you ever been deposed before?
A. No.
Q. And did you review any documents to prepare for today's deposition?
A. Yes.
Q. What were those documents?
A. I believe those documents that you have right there (indicating). So the 2012 Pedestrian Study, 2015 Pedestrian Study of Las Vegas Boulevard, so these are all Clark County projects, the 2015 Update, as well as the 2022 Update.
Q. And any other documents, any other emails along those lines?
A. Just in the document production for you guys, so I ran through everything that I could find in my emails and gave those to you guys.
Q. Okay. So those documents that were produced through the subpoenaed documents; is that correct?

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A. Correct, yeah.
Q. And did you speak with anyone at Kimley-Horn to prepare for this deposition?
A. Our legal counsel.
Q. Legal counsel. And who was that?
A. So Nicole, she's new. I don't remember her last name.
Q. Nicole, would it be Nicole T-H-A-L?
A. That's the one, Thal, yep, Nicole Thal.
Q. And what was discussed, other than things that would be protected under attorney-client protections?
A. We talked about the process of a deposition, how it works, what questions would likely be asked, the content of our documents. You know, we just talked about that.
Q. And did you conduct any investigation or research specifically for this deposition?
A. Just in review of the documents, as mentioned.
Q. And why were you selected as Kimley-Horn's corporate representative for this deposition?
A. I'm an owner of Kimley-Horn, and I'm also one of the most tenured in our Las Vegas office, and the only person that currently works at Kimley-Horn that

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worked on all of those documents.
Q. Okay. And what do you think this deposition is about, just generally?
A. About the contents of the documents, I suppose. You know, my understanding is that I'm a factual witness in the case here. I don't know what the case is actually about, but I'm assuming with the pile of documents over here, this is what we're here to talk about.
Q. Those reports being?
A. The Pedestrian Studies of Las Vegas Boulevard, yep.
Q. Awesome. Thank you.
And why do you think there's a court reporter here to record everything we say?
A. To -- I guess that's probably the rules, I don't know.
Q. Would it be to record everything we say so that we can reference it back --
A. Sure.
Q. -- in future filings?
A. Yeah, that makes sense, yeah.
Q. What will you do if you don't hear a question clearly?
A. I'll ask you to repeat it, please, or clarify

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it.
Q. And if you don't understand a question or are confused by it?
A. Then I'll ask you to clarify it.
Q. And will you do your best to answer loud enough for everyone to hear?
A. Yes.
Q. And is there anything on your mind that might make it difficult to concentrate today?
A. No, I'm good.
Q. And are you taking any medications that might affect your ability to answer questions?
A. No, sir.
Q. What will you do if I interrupt your answer?
A. Listen to your interruption, I suppose.
Q. And would you repeat the question or repeat the answer?
A. If you need me to, sure.
Q. Yeah, if it's unclear, that way the court reporter can get a clear record of everything that's said.
A. Sure.
Q. And what will you do if you need to look at a document to answer a question?
A. I'll ask you for said document, I guess. I

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didn't bring anything, so -- looks like you got a good pile there.
Q. Yeah, we do.
And if you realize an answer was wrong or inaccurate, will you let us know right away?
A. For sure.
Q. I think that's all the --
MR. PETERSON: Ms. Reporter, do you mind if I ask one question?
THE COURT REPORTER: No, sure.
BY MR. PETERSON:
Q. Just to clarify, sometimes you'll accidentally get interrupted during an answer.
A. Sure.
Q. So --
A. If I'm not done answering?
Q. So if you're not done answering, right. So if you still had some additional information to share, will you let us know if you weren't done answering?
A. For sure, yeah. You got it.
Q. Thank you. The one other thing I'd say is obviously the reporter is writing down everything we're talking about. Would you be willing to wait until we finish asking the question to answer, just for the clarity of the record?

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A. Yes.
MR. PETERSON: All right. Thank you, sir. I appreciate it.
BY MR. VALENTINE:
Q. So I think we'll dive in.
We're going to talk mostly about the Pedestrian Bridge Studies today.
How many Pedestrian Bridge Studies has Kimley-Horn completed for Clark County?
A. I guess clarify the question, because we haven't done any Pedestrian Bridge Studies.
Q. Or, sorry, Pedestrian Studies for the Resorts Corridor.
A. So what you have here are four documents, I would assume. So in 2012 we did the first update to the 1994 Lee Engineering study of Las Vegas Boulevard between Sahara and Russell, so those four miles of sidewalks, 8 miles, you know, four miles on each side.
So in 2012 we did the east and west walkways, including the pedestrian bridges, and they're east and west, but we didn't study -- or north and south, excuse me, but we didn't study any of the east-west bridges. But it was a study of the pedestrian walkways, so not just of the bridges. So the bridges were included, but it was a study of all the pedestrian walkways.

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So then in 2015 there was an update to just one section of the 2012 study. And then did I skip one in there? No, 2015 was an update to all the identified -- let's say we had recommendations in the 2012 study. The 2015 study was a study of only the recommendations from what we had in 2012: Were they improved; what was the result of the work that we did there. And so that was a more limited scope than the 2012 study.
The 2016 study, that's the one that was an update to the non-permanent obstructions in those -- along the Resort Corridors, so not just on the pedestrian bridges, but on all the sidewalks up and down Las Vegas Boulevard between Russell and Sahara.
And then the '22 study, which we revised in 2024, was a restudy, so kind of back to the original scope of 2012, and, again, studying all the pedestrian walkways, including the crosswalks and the pedestrian bridges, north-south and east-west.
Q. Okay. And for clarity later on, can you identify each study if I give you a copy? That way we can reference it later on.
A. Yeah.
MR. VALENTINE: May I introduce -- mark this document as Exhibit 1. It will be CC974 through

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CC1163.
(Plaintiff's Exhibit 1 was marked for identification.)
BY MR. VALENTINE:
Q. And if you were to identify this study, what would you identify it as?
A. This appears to be our 2012 Pedestrian Study of Las Vegas Boulevard from Russell Road to Sahara.
Q. Is that a fair and accurate representation of your 2012 study?
A. It's a little smaller and in black and white as opposed to color, but otherwise yes.
MR. VALENTINE: Move to admit Exhibit 1. Exhibit 1 has CC974 through 1163, the Clark County Pedestrian Study of 2012.
(Plaintiff's Exhibit 1 received in evidence.)
MR. VALENTINE: Can you mark this one as Exhibit 2? This will be the 2015 study, CC1207 through 1383.
(Plaintiff's Exhibit 2 was marked for identification.)
MR. VALENTINE: Showing opposing counsel for the record.
BY MR. VALENTINE:
Q. And would this be a fair and accurate

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reflection of the 2015 study?
A. It appears to be, yep, 2015 study, correct.
MR. VALENTINE: Move to admit Exhibit 2, 2015 study.
(Plaintiff's Exhibit 2 received in evidence.)
MR. VALENTINE: Can you mark this one as Exhibit 3? It will be the 2016 update, CC4262 through 4329.
(Plaintiff's Exhibit 3 was marked for identification.)
MR. VALENTINE: Handing to opposing counsel for the record.
THE WITNESS: Do you want this sticky?
MR. VALENTINE: Oh, sure.
BY MR. VALENTINE:
Q. And would this be a fair and accurate representation of the 2016 update?
A. It appears to be, yes.
MR. VALENTINE: Move to admit 2016 update as Exhibit 3.
(Plaintiff's Exhibit 3 received in evidence.)
MR. VALENTINE: And will you mark this as Exhibit 4. It will be the 2022 Pedestrian Study CC4049 through 4261.

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(Plaintiff's Exhibit 4 was marked for identification.)
MR. VALENTINE: Thank you. And handing to opposing counsel for the record.
BY MR. VALENTINE:
Q. And would this be a fair and accurate reflection of the 2022 study that was revised in 2024?
A. It appears to be, yes.
MR. VALENTINE: Move to admit as Exhibit 4.
(Plaintiff's Exhibit 4 received in evidence.)
BY MR. VALENTINE:
Q. So who was the primary author or drafter of these Pedestrian Bridge Studies?
A. So I was the primary author of the 2012 study.
Q. Exhibit 1?
A. Exhibit 1. So Exhibit 2 the primary author was Emily -- no, let's see. 2012, no, that would have been me as well on this one (indicating).
So on the 2016 update, the primary author on this one would have been -- and when you say primary author, I guess that's a question on our side, because we have analysts who work on things, and then, you know, supervising engineers are stamping. So I guess which -- who are you looking for there?

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Q. Yeah, just generally who worked on the studies?
A. Okay. So our team in Las Vegas worked on the studies generally. So as you can see on the first three documents, Ken Ackeret who is currently retired but is still living here in Las Vegas, he was the sealing engineer on all of them, but I was involved in all the projects. We have, you know, a team of 12 people that work on each of these projects, for example.
The primary author is Jasmin Mohyuddin Montenegro who was on this project, but I was the stamping and sealing engineer on this one, on Exhibit 4.
We can go look maybe through those for the record. So Exhibit 1, 2 and 3, Ken Ackeret, myself being the primary author, and then Exhibit 4 I was the sealing engineer and reviewing engineer on this one.
Q. And what is a sealing engineer? And could you spell that just so I --
A. Yeah, sealing with an S, so S-E-A-L-I-N-G. So on the inside of the document you'll see an engineer seal.
MR. PETERSON: And you're turning to page? Sorry.

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THE WITNESS: This is the second page, so CC4050 on Exhibit 4. It has my seal there and the state of Nevada. So to be able to act as a civil engineer here in the state of Nevada you have to go through a licensure process, and you get a seal in order to do that, and so that's my seal and my signature on that document.

BY MR. VALENTINE:

Q. And why would you seal that document?

A. Ultimately it's a -- it's the deciding factor that the document is complete, that the document has been reviewed by a professional engineer, that it meets the standard of care in our industry. That's generally the reason why.

Q. And in order to get one of those seals, you had to go through rounds of testing to get your professional certifications; is that correct?

A. Correct.

Q. Thank you. Who all were you in contact with when you conducted these studies, the Pedestrian Studies?

A. Who all?

Q. Generally?

A. So the initial study we counted 4 million pedestrians. I don't know all of their names, but

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through each of the projects we had a variety of stakeholders that were involved, including obviously Clark County Public Works, who were the project manager on the project with the County Attorneys' Office, you know, throughout this process as well, so county staff as we worked there, but also with the Resort Corridor Working Group, with individual resort owners up and down Las Vegas Boulevard, with Metropolitan police department here in Las Vegas, we coordinated a lot with them, with the Regional Transportation Division of Southern Nevada, RTC, a lot with them, so individual, private, you know, shareholders up and down that own property up and down Las Vegas Boulevard as well as the public entities, the Nevada Department of Transportation was involved.

I think that's it from the agency standpoint.

Q. Okay. And so your seal was one of the ways to validate the accuracy of the report?

A. Correct.

Q. Was there anyone else within Kimley-Horn that validates the accuracy of the report?

A. No.

Q. No. And did any external parties review the report for accuracy?

A. Clark County.

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Q. Okay. And who at Clark County?

A. So Kaizad Yazdani is the deputy, deputy assistant. Let's see, what is his title right now? Senior Deputy Assistant Public Works Director, and he was the project manager for the project, so he reviewed that. I'm not sure who internally within Clark County reviewed that in addition to that. I know that it was sent to the Clark County, the attorney's office. I'm not sure who there reviewed it.

Q. And was Kaizad the primary contact with Clark County for these projects?

A. Yes.

Q. And did you happen to have any discussions with a Dr. William Souza regarding these studies?

A. No, I don't know that name.

Q. What was the purpose of these Pedestrian Studies?

A. Well --

MR. BROWNING: Objection, vague, overbroad.

THE WITNESS: Okay. Well, I'll answer, because it's written here in each one of these documents in the first couple pages, if you don't mind.

MR. PETERSON: Also, just to clarify, in a deposition you can answer even if there's an objection.

THE WITNESS: Okay.

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MR. PETERSON: Unless it's a very special type of objection, which I'm sure --

MR. BROWNING: I'm not your attorney, so I'm not going to make any of those today.

THE WITNESS: Sure.

MR. PETERSON: Exactly. So you can still answer, but he makes them for the record.

THE WITNESS: Sure, understood.

So, yeah, in the beginning of each of these documents there's an introduction, which really succinctly, I would say, determines or documents what the purpose of the study is, so --

MR. VALENTINE: Do you mind reading off that page number and the exhibit?

THE WITNESS: Sure, yeah. So this is Exhibit 1, page number CC982 under Section 1.1 Study Purpose. It says: The unobstructed movement of pedestrians along Las Vegas Boulevard is important to maintaining the economic vitality of Las Vegas. The purpose of the study is to identify locations and time periods of pedestrian congestion along Las Vegas Boulevard, the "Strip," to aid in the enforcement of the County's obstructive use ordinance.

And so there's a little bit variety in the purpose, but generally that same purpose for each of

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them as they're updated.
BY MR. VALENTINE:
Q. Okay. And was it Kimley-Horn that determined the purpose for these studies; was it Clark County?
A. Clark County determined the purpose. As a consultant we do what we're asked to do, and generally, you know, obviously a meeting with the scope, so the scope, it was developed as part of the project, we proposed on that to complete the scope, and this was the purpose of the project all along.
Q. Was there any other role Clark County played in shaping the content of the studies?
A. Clark County aided us as a stakeholder, so they, Clark County purchased cameras, for example, to help us with data collection as part of the process, so that was really helpful to identify some areas that we didn't have good coverage from our private partners and stakeholders, that they share their security footage with us. But other than that it was coordination of reviewing deliverables and providing feedback.
Q. Were any other reports drafted for a different purpose than just collecting pedestrian data?
A. No.
Q. Does that include the 2016 Update?
A. Correct.

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Q. Okay. And the 2015 Update?
A. Correct.
Q. When did Kimley-Horn first begin working on the most recent Pedestrian Bridge Study, which would be Exhibit 4, the 2022, 2024 I'm assuming?
A. Hmm --
Q. I guess before that -- sorry to interrupt.
A. Yeah, sure.
Q. But is this the most recent Pedestrian Study?
A. Yes, that is Exhibit 4, the 2022 Update and 2024 revised then is the most recent Pedestrian Study of Las Vegas Boulevard, Russell Road to Sahara.
We began either in 2020 or 2021, is when our contract began on that.
Q. All right. And when was a near final draft of the 2022 Pedestrian Study provided to Clark County?
A. I would assume that it was likely November 2022.
MR. VALENTINE: Introducing this. May I introduce this as Exhibit 5. It will be CC -- sorry, marked CC383874 through 384108.
(Plaintiff's Exhibit 5 was marked for identification.)
MR. VALENTINE: This is the 2022 Draft Pedestrian Study, handing to Mr. Browning.

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You can take the rubber bands off if you need to. Just didn't have a binder clip big enough.
THE WITNESS: Oh, we have bigger binder clips.
BY MR. VALENTINE:
Q. And would you say this is a fair and accurate representation of a draft of the 2022 Pedestrian Study?
A. It appears to be, yes.
Q. Would this be the document that would be provided to the County in November of 2022?
A. Yes, something similar to this, yes. I'm not sure specifically where you grabbed this from, but I'm assuming this was part of our document production, so...
Q. Would it be, like, an email or something to that --
A. Mm-hmm, could be, yeah.
Q. And were there multiple drafts of this study?
A. Yes.
Q. Multiple drafts sent to the County or would it just be this final draft?
A. There would have been initial drafts before this final draft that would have been sent, yes.
Q. Approximately how many, would you say?
A. As a complete document, I would say this is

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the only draft.
So generally in our process what we will do is we'll send the literature review, for example, as a draft, right? And so there's the initial section of the document here, if they have any questions on this, concerns as we go through the methodology, just to make sure that we're meeting with the scope that was established.
And so, you know, over the course of a year or two-year long process there's, you know, I mean, this project specifically maybe four or five different drafts.
Q. Okay. And do you happen to know what changes were made between the initial draft and the final version?
A. A little, I would say a few changes, a few material changes. Generally, it's the comments that we've got at this point, after having done a number of these Pedestrian Studies and coordinated with the county for many years on these projects, they're pretty minimal changes.
I would say the biggest change on this one from the 2022 to the revision in 2024, if that's helpful, was the Pedestrian Flow Zones that was, you know, the new county code ordinance that was put into

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place, we were asked to include that in the study as well.
Q. And who asked you to include that in the study? Would that be --
A. Clark County.
Q. Clark County?
A. Mm-hmm.
Q. And specifically?
A. Kaizad, our project manager.
Q. Okay. Would any of the data have changed between the 2022 and the 2024 -- or the 2022 --
A. Not in the document. I mean, there's more -- the data that was collected has not changed, yeah.
Q. I see. So all the data collected in Exhibit 5 would be the same as the data collected in Exhibit 4?
A. Correct.
Q. Has anyone from Clark County requested any followup reports since the 2022, 2024 study?
A. Nope.
Q. Have any errors been discovered in the 2022 report since publication?
A. Not that I'm aware of.
Q. And if errors were found, is there a process for correcting them or is it addressed in the next

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study?
A. That's up to Clark County how they'd like to do that. Our contract currently has ended with Clark County, and so, you know, we would need a contract with them or they have -- they could make an errata, I guess, you know, addendum.
MR. VALENTINE: And do you want me to just follow up?
(Counsel consult.)
BY MR. VALENTINE:
Q. And when were you first asked to include the Pedestrian Flow Zone information within the 2022 study?
A. Hmm, I don't recall specifically. But in this process of completing the document toward December 2022 or November when we provided it to when it was completed in June of 2024, during that process. So it was after the code ordinance had been approved, but I don't recall specifically on the date.
Q. Okay. I think that's the end of this section, so I'm going to pass it over to Chris if he has anything to add.
So is the term "non-permanent obstruction" used within the Pedestrian Studies?
A. Yes.
Q. And for the purpose of this deposition would

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you be okay with us using interchangeably non-permanent obstruction or the phrase NPO?
A. Yes.
Q. And what is an NPO?
A. Great question.
So this is defined in each of the exhibits as well, as you saw. I'll just flip to that page of this to make sure that we're clear here.
Q. What exhibit are you looking at?
A. I am looking at Exhibit 1 right now, but these definitions are in all of them.
Q. There should be a Post-it note?
A. Oh, you found it before I did. Well done.
So on page CC1008 of Exhibit 1, 2012 Pedestrian Study, I'll just read this whole section. It includes the definition, so: During the peak period walking study, non-permanent obstructions were observed by the 12 walking speed agents. For this study, non-permanent obstructions (or obstructive uses) are defined as individuals who could obstruct the pedestrian walkway while hand billing, performing, soliciting or selling. Under County Ordinance 16.11 an "obstructive use" means "obstructing, delaying, hindering, blocking, hampering or interfering with pedestrian passage, including passage to or from

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private property." And that's from the Obstructive Uses of Public Sidewalks 16.11.020 General Definitions by Clark County.
"On May 26 and June 16 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 data collection walks. For this study, non-permanent obstructions were classified into four categories with the following definitions for uniformity and data collection:
"Hand billers - any person within the pedestrian walkway attempting to give away literature of any kind. No financial transaction occurs, and the hand biller 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 accepting tips -- expecting tips for photographs or any display of talent for a tip.
"Solicitors - any person within the pedestrian walkway soliciting donations. A solicitor provides nothing to those who donate.

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"Vendors - any person within the pedestrian walkway with the intent of selling some items. There is a financial transaction that takes place and some item is exchanged for money."

Q. And who determined that definition of an NPO?

A. Kimley-Horn.

Q. Kimley-Horn. And what was that based on?

A. The definition -- I mean, the definition of a non-permanent obstruction is an obstruction that is not permanent. And so when you have permanent obstructions that are defined in the County ordinance as well, I don't have that. Actually, I do have that on hand, because it's in here.

Q. It's okay, unless it helps with the definitions.

A. But, generally, I mean -- so the ordinance is in the back of each of these reports as well. It's probably just easier to read that from there, because they do define permanent obstructions as well.

So these permanent obstructions are in -- so on page 1161 of the same document, Exhibit 1, 16.11.020, General Definitions, G1, says: "Any obstructive use in the public sidewalk by public safety equipment, including but not limited to"...

Q. You can unbind it if you need to.

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A. -- "street signs, traffic signals, fire hydrants, utility poles, and street and sidewalk lighting." For example, permanent obstructions that are physically built into the right-of-way.

Any obstructive -- this is number 2: "Any obstructive use of the public sidewalk for purposes of construction, maintenance or repair of the public safety equipment right-of-way, et cetera."

So that was kind of the definition of non-permanent compared to permanent. So non-permanent obstructions included other things, and this is also in here what's within the public sidewalk.

Here's another example. This is Section E, number 1, so an obstructive use -- "An unobstructive use can mean placing, correcting or maintaining an unpermitted table, chair or 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."

And so in that way what we were trying to do and understand is what obstructions were in the public right-of-way, or potential obstructions were in the

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public right-of-way, so that included everything. So we looked at all the physical and permanent obstructions as well and clarified these as non-permanent obstructions to help the County understand there's not a project to go remove this fire hydrant, for example, but that there was an individual who might be -- that had the potential to obstruct in that area.

Q. And are those definitions consistent through the Pedestrian Studies?

A. Yes.

Q. So that would be Exhibit 1 through 5?

A. Correct.

Q. And when talking about NPOs, you mentioned four categories. How are those categories developed?

A. It was just a review of what we saw, you know, during our data collection. As was mentioned, we had 12 different individuals that were out there in the 2012 study collecting data and to try to get an understanding of the location and quantity of these NPOs, and so it was really to help identify, help our data collection agents identify them.

There were -- there are other temporary obstructions or non-permanent obstructions that we did not include in here. So, for example, if somebody sat

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down on a bench to take a phone call, for example, they weren't out there for this express -- one of these express reasons to be out there, and so that's why we identify them in this way as they were on the walkway, not to move on the walkway, but to be there for another purpose.

And so as we looked at all the activity that was happening on Las Vegas Boulevard, they all generally fit into these four categories.

Q. Okay. So all of the track data on NPOs was related to those four categories?

A. Correct.

Q. And it was based on observations --

A. Correct.

Q. -- from Kimley-Horn?

A. Correct.

Q. And this might seem redundant, but we're going to go through each one.

A. Sure.

Q. Would hand billers be considered NPOs?

A. Yes.

Q. Why?

A. Well, per the definition of the study, they were any person within the pedestrian walkway attempting to give away literature of any kind, and so

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that's why they fit in the category.
Q. And why did Kimley-Horn decide to include them within that category?
A. Because per County Ordinance 16.11, unobstructive use means someone who could be obstructing, delaying, hindering, blocking, hampering or interfering with pedestrian passage.
Q. And how would a hand biller be obstructing pedestrian flow?
A. So, I mean, if they're in the way of somebody else moving, I mean, they're not moving along the walkway, and so that's how they could be hindering. So they're -- technically they're taking up the amount of the -- a certain amount of capacity that the sidewalk has.
And so from an engineering standpoint we calculate the capacity of anything, you know, based off of how wide it is or how deep it is, you know, those kind of things. So on a pedestrian walkway, for example, is what is the unencumbered path that you can move forward on. And so, you know, if there was containment and a wall, for example, those -- the feet or the space in between those is the ultimate capacity; and if there's anything in the way of that, then that obstructs that capacity.

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Q. And are performers considered NPOs?
A. Yes.
Q. Why?
A. And I guess when I say yes, I mean per the studies, yes.
Q. Why?
A. For the same reasons performers individually can reduce the capacity of the walkway, performers also -- and all of the NPOs do at certain periods, but the performers specifically can attract larger crowds, and so there are individuals who are not categorized as NPOs in the study, for example, who are pedestrians who do stop as well and they get attracted to that performance, so it could cause additional capacity constraints.
MR. PETERSON: Sorry. I just want to briefly go back to hand billers just to clarify something.
THE WITNESS: Sure.
BY MR. PETERSON:
Q. So are you saying that you categorize hand billers as NPOs because they would be stopped in the pedestrian flow?
A. Correct.
Q. Are you categorizing them as NPOs because they were also trying to have other people stop to engage with them?
A. No.
Q. Okay.
A. Yeah, that's a good clarifying question, because there are some hand billers that we observed on Las Vegas Boulevard who would walk and hand bill at the same time, and those we did not classify.
Q. Okay. So just to clarify, you only classified people who had stopped while engaging in this activity?
A. Correct. Yes, that's correct.
Q. Okay.
BY MR. VALENTINE:
Q. Solicitors. Are solicitors considered NPOs?
A. In the studies, yes.
Q. And why?
A. For the same reason if they're in the, I guess per the definition, any person within the pedestrian walkway soliciting donations could be obstructing the free-flow movement of pedestrians within the right-of-way.
MR. PETERSON: I would like to go back, actually, to performers to what you said there.
THE WITNESS: Sure, yeah.
///

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BY MR. PETERSON:
Q. So you were categorizing performers as NPOs because they would be stopped in the walkway?
A. Mm-hmm, correct.
Q. But you also would categorize them as NPOs because they were drawing crowds to where they're performing; is that correct?
A. Hmm, that's not why we categorize them that way. They were categorized as an NPO because they were performing within the pedestrian walkway attempting to entertain with the expectation of receiving a tip. So they may or may not have had a crowd, but that was their purpose there was why they were categorized that way.
Q. Okay. If a performer was moving, they weren't categorized?
A. Correct.
Q. Okay. Did you guys observe any performers that were moving?
A. During their performance, yes. I mean, there's a number of performers that will cone off an area, for example, and do acrobatics within the area; and so they're not moving up and down the walkway, so they're contained in an area that they have defined as their area, and so those NPOs we did categorize as

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well.
Q. Okay. But they were deemed -- even when they were moving up and down, they were deemed to be obstructive?
A. Correct.
Q. Can you explain why they would be considered obstructive?
A. So, and what I was referring to are the performers that have kind of cordoned off an area. So, for example, there are some performers that walk up and down Las Vegas Boulevard and they're moving with the flow, so those we did not categorize, for example.
Q. If a performer is trying to draw a stationary crowd, did you category them as NPOs?
A. Yes.
BY MR. VALENTINE:
Q. Vendors. Would vendors be considered NPOs?
A. Yes.
Q. And, again, why?
A. Yeah, for the same way they're taking -- they're using the right-of-way not for free-flowing movement in the sidewalk, and so per our definition any person within the pedestrian walkway with the intent of selling some item is categorized.
Q. And, again, if they were walking up and down

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vending from a cooler, or something like that, would they still be considered NPOs?
A. If they were moving, they would not be.
BY MR. PETERSON:
Q. Did you observe any vendors moving?
A. So, yes. Let's just say, for example, there was an individual with a cooler, you know, they were selling water, for example. If they were moving from one spot to another when we saw them, they were not categorized. If we saw them in one location stopped with their cooler open, using a pedestrian walkway and stopped, whether they're making transactions or not at that time we categorize them as an NPO.
Q. Did you observe any vendors that were actively engaging in vending that were moving?
A. No.
BY MR. VALENTINE:
Q. So just to clarify, these four categories, the hand billing, performing, soliciting and selling, that's the complete list of NPO activities that were tracked?
A. Correct.
Q. And were the data collectors told to track the number of hand billers?
A. Yes.

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Q. Were the data collectors told to track the number of performers?
A. Yes.
Q. Were the data collectors told to track the number of solicitors?
A. Yes.
Q. And were the data collectors told to track the number of vendors?
A. Yes.
Q. And were the data collectors told to track any other behavior?
A. No.
Q. And just to ask it one more time: Who chose these activities to be tracked?
MR. BROWNING: Asked and answered.
THE WITNESS: Yeah, like I said before, Kimley-Horn decided these categories.
BY MR. VALENTINE:
Q. And it was based on observations Kimley-Horn had seen?
A. Correct.
Q. Was sleeping considered a non-permanent obstruction?
A. It was not.
Q. And why wasn't it?

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A. It didn't fit into one of these four categories. Generally, we didn't see that as an obstruction in the same way that the intent of them being there was another activity.
So it's a good question. I feel like we could have classified that that way, but did not.
Q. And how about being seated, someone sitting?
A. That was not either. So that was actually one of the examples in the study, somebody sitting down to eat their lunch. You know, we saw that as well, so that was not included as an NPO.
Q. And did Clark County approve the definition of NPOs before the studies were --
A. Yes.
Q. And how were the data collectors trained on how to identify these different activities?
A. We had a training meeting in our office where we showed pictures of our initial reconnaissance to help identify the four different categories of hand billers, performers, solicitors or vendors, and they were given tracking sheets that were just maps, essentially, of Las Vegas Boulevard to help identify where they were located and the quantity as well, as they walked up and down Las Vegas Boulevard. So each group of agents went through that training with

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pictures and instruction.
MR. VALENTINE: Could you hand me the training there.
And could you mark this as Exhibit 6, and it will be M-S001401 through 001760.
(Plaintiff's Exhibit 6 was marked for identification.)
MR. VALENTINE: Joel, passing to opposing counsel for the record.
MR. BROWNING: This is one of the ones you're going to disclose?
MR. VALENTINE: Yeah, this will be disclosed.
MR. BROWNING: Pardon me, because I haven't seen this one.
MR. PETERSON: I think Maggie McLetchie sent you a batch of documents before. They hadn't been Bates-stamped yet. Did she send you the batch of them?
MR. BROWNING: I don't believe so. I talked to Maggie. The only thing I'm waiting on from Maggie is certain emails she wants me to Bates the exhibits for.
MR. PETERSON: All right. I thought she had sent the unstamped documents to you last Friday, but I'm not sure.
MR. BROWNING: I can double check, but I

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don't believe she did.
MR. VALENTINE: I can send them too.
MR. PETERSON: It's all right. Obviously, if you need more time, let us know.
MR. BROWNING: Thank you.
MR. VALENTINE: Move to admit Exhibit --
BY MR. VALENTINE:
Q. Oh, can you identify, there should be three different documents there, one starting M-S, the first one, I can't see it from here, the second being an agenda, and the third being a training, it looks like. Can you identify those records for us?
A. They are what you just said they are.
Q. Okay. So we have a list of what an NPO would be?
A. Yeah.
Q. An agenda for the training?
A. Correct.
Q. And then the training itself, correct?
A. Correct.
Q. And is that a fair and accurate reflection of the training --
A. Yes.
Q. -- that would have been reflected that you recently talked about?

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A. This was for the 2022 Restudy, but, yes. So we had similar trainings for the previous studies as well.
MR. VALENTINE: Move to admit Exhibit 6.
(Plaintiff's Exhibit 6 received in evidence.)
BY MR. VALENTINE:
Q. And those pictures you were talking about of what would and wouldn't be an NPO, would those be contained within that document?
A. Yes.
Q. And so through those pictures and through that training you had determined -- you trained your data collectors on how to distinguish between a performer and somebody that's just stopped to wait?
A. Correct.
Q. And similarly, through that training you would train your data collectors on how to determine whether someone is soliciting versus just having a conversation?
A. Correct.
Q. And the difference between vending or somebody who was carrying their personal items?
A. Correct.
Q. And what criteria exactly did the data collectors use to make the determinations between those

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things?
A. Yeah, it's kind of going back to the original definition. You know, we were very specific, you know, on who we're looking for, and it was, as we discussed, those who were stopped.
And so those hand billers were persons within the pedestrian walkway attempting to give away literature of any kind. A performer was any person within the pedestrian walkway attempting to entertain with the expectation of receiving a tip, so sometimes that would mean they would have a tip jar out or that kind of thing. Solicitors were any person within the pedestrian walkway soliciting donations, so, you know, a lot of times it's with a sign or a bowl or a cup or some sort, a hat. Vendors were any person within the pedestrian walkway with the intent of selling some item.
So that one, you know, varies, but it was looking for a transaction, is what we were looking for, in that stationary vendor.
Q. And --
BY MR. PETERSON:
Q. Can I ask a clarifying question? So basically with each one of these four categories, the data collectors were trained to determine if the person

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had stopped for the purpose of engaging in one of these activities; is that correct?
A. Correct, that's correct.
Q. Okay.
BY MR. VALENTINE:
Q. And of these four categories for the 2022 Study, did any of them -- would one of them be occurring more frequently than any of the others?
A. Yes.
Q. Can you determine which one?
A. I don't recall specifically, but we can look it up.
Q. Yeah, if you want to look at the 2022 study CC4152, I believe. You can correct me if I'm wrong.
A. Sounds about right. Yep, that's correct, so Clark County CC4152 of Exhibit 4 I've been looking at. Table 5.21 has the non-permanent obstructions that were observed on the holiday Saturday of May 28th, 2022 as well as a typical Saturday was June 25th, 2022.
And so on the holiday Saturday the majority were performers, a 24 out of the 35 that were observed between 9 p.m. and 12:00 a.m., that was the highest period that were recorded in here, and during the typical Saturday was also performers, so 14 of the 23.
Q. Okay. And would it be true that more than

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half of the NPOs on pedestrian bridges were performers, based on the 2022 study?
A. On the pedestrian bridges, that's correct, yes. Oh, that's a great point. Sorry. That table is only on pedestrian bridges.
So to make that clear, table 5.21 is the distribution of NPOs on pedestrian bridges, so that would include all pedestrians within that 8-mile study corridor.
Q. Do you have any data on NPOs or people who were stopped for any other reason other than those four reasons: The hand billers, performers, solicitors, and vendors?
A. We do not.
Q. And --
A. Well, that's not true. We have data on them as pedestrians, because we would have counted them as pedestrians, but not as NPOs.
Q. And was there a reason that the other types of activities were excluded from the data collection?
A. Excluded?
Q. Mm-hmm.
A. They were just counted as pedestrians as they're moving along the walkway or the bridges.
Q. And does that include people that were either

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sitting or laying down?
A. Those people would not have been counted at all.
Q. Not even counted, okay. So completely excluded?
A. Correct.
Q. I think that wraps up that section, unless you have other things. Data collection?
So who at Kimley-Horn also -- sorry, before I continue on --
A. Sure.
Q. -- if you need to use the restroom or anything, just let me know.
A. Okay.
Q. We can take a break if you need to.
A. I'll let you know.
Q. We might take a 15-minute break about halfway through --
A. Okay.
Q. -- and then continue on.
Who at Kimley-Horn was responsible for collecting this data or managing the data collectors?
A. So I was responsible starting with the 2012 study managing the data collection, and concluded with the 2022 study as well.

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So the middle two studies were primarily managed by Ken Ackeret.
Q. Okay. And who -- would it be you that would be presenting that Power Point --
A. Yes.
Q. -- contained within Exhibit 6?
A. In Exhibit 6, yes. I presented -- well, I presented a version of this. It was very similar, actually, some of the same pictures in 2012 for that study. One of my staff members, Jasmin Mohyuddin Montenegro, she presented this one.
Q. Okay. And the data you collected or you had the data collectors collect, how was that data collected?
A. Manually.
Q. Manually?
A. Mm-hmm.
Q. And was there any other process for collecting data on the pedestrian bridges?
A. Not in non-permanent obstructions.
Q. Other than non-permanent obstructions?
A. So we counted pedestrian data on the boulevard with cameras, so we had data collection sub consultant work with us, and they installed the cameras and counted the number of pedestrians that were moving

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back and forth.
Q. Okay. And going back to when you said the NPO data was collected manually, what do you mean by that?
A. Literally with a piece of paper and a clipboard, so everybody -- all of our agents were out there walking with a pen and a pencil, you know, and a clipboard identifying on the maps of the walkway, including the pedestrian bridges where they identified NPOs.
Q. And Kimley-Horn provided those maps?
A. Correct.
MR. VALENTINE: Can you hand me -- should be under data collection, probably the last pile.
Can we mark this as Exhibit 7, please? It will be M-S001434 through 1726.
(Plaintiff's Exhibit 7 was marked for identification.)
MR. VALENTINE: And I'm handing to opposing counsel for the record. Here you go, Joel. This is another one of those documents.
MR. BROWNING: It doesn't appear anything sneaky snuck in.
BY MR. VALENTINE:
Q. And would you say that's a fair and accurate

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representation of the maps that were provided to the data collectors?
A. Yes, it appears that these are filled out forms, so these are the maps that were given to individual data collectors, and they had included the data that they collected on these maps.
MR. VALENTINE: Move to admit Exhibit 7.
(Plaintiff's Exhibit 7 received in evidence.)
BY MR. VALENTINE:
Q. And was there a specific procedure the data collectors had to follow when they're filling out one of those forms, one of those maps?
A. Yeah, what we asked them to do, so on the bottom of the form itself it says, you know, here are the non-permanent obstructions; when you see one, basically you put this. So if there's a hand biller you write an "H" and a circle, if there's a solicitor, you write an "S" and a circle, a "V" for a vendor, a "P" for a performer. And then we also included a "C" for a crowd, so if there was a performer with a crowd, we asked them to identify roughly how many people were in the crowd that were stopped and observing a performer as well.
Q. And could you identify what page that's on?
A. Oh, I'm sorry. I'm just looking. I mean,

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it's on every single page, but I'm looking at the first page of Exhibit 7.
Q. And that will be CC -- or, sorry, M-S -- sorry, it's covered by the exhibit, M-S001434.
And going through just any of those at random that has either an "H" or any of those circles you mentioned, would you be able to describe exactly, you know, what the data collector wrote down and what it means?
A. Sure. Let me go to the middle of the board here. So, for example --
Q. And, sorry, before you go, can you identify the page? It's on the top.
A. Oh, there's the page number. I see it.
So M-S001552, 001552, and so this is an example sheet, for example, in front of Bellagio. So along Las Vegas Boulevard in front of the Bellagio fountain we have an "X" on here. It was kind of just pointing to the location, it appears. So per the instruction, they should have wrote -- they should have had three Ps that were all circled, but they did a P3 identifying that there were three performers in that location along with pedestrians walking on the west side of Las Vegas Boulevard in front of the Bellagio fountains.

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Q. And if you happen to see one or if you can find one that has a hand biller or a vendor?
A. Sure. This one has an "H" on it as well, so just south of Bellagio Drive within that corner area there, just south of the Bellagio Drive there's an H2 that's circled, so two hand billers would have been identified to be in that location stopped and attempting to hand some literature out.
Q. And --
A. Also on this page is two more Ps and an "S" as well. So it has a solicitor on top of the bridge on this one, and then two performers down in the southwest corner of the intersection of Flamingo and Las Vegas Boulevard on the sidewalk there.
Q. And is this pretty standard how the data collectors would collect the data?
A. Yes. Yep.
Q. And following these maps that are provided, what's the next step? What does Kimley-Horn do with these maps?
A. So all of these maps were consolidated by time of day, by location. And we had a number of agents that walked after one another. So, for example, this first data collector left, walking from Russell Road north all the way to Sahara in the heat, and half

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an hour after he departed another would follow him.
Q. Okay.
A. And so we did that in sets of three on both sides of Las Vegas Boulevard to be able to get a representative sample and to get an understanding of how often the non-permanent obstructions moved as well. So if they were in one location and they stayed there for two hours, we needed that. If they were there for one of our agents and then not there for the next one, that also gives another piece of data, for example.
So all of that was consolidated into some graphics that are in the final report as well that summarized their location and the classification as well.
Q. And can you just identify one of those graphics that would have been a result of that data?
A. Yeah. Yes.
Q. It's Exhibit --
A. This is Exhibit 1. Nope. Just kidding. What am I looking at? I'm looking at Exhibit 4.
Exhibit 4. So we have a number of graphs, for example, on page CC4154 that shows the average number of non-permanent obstructions, so this is all of them combined. So we didn't break them into the category, for example, on this graphic, but from 1:00

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to 4:00 p.m., from 5:00 to 8:00 p.m. and from 9:00 to 12:00 p.m., so you can see the distinction there.
And I guess it's before this one. There we go. So on page 4148 of Exhibit 4, figure 5.59 is the average non-permanent obstructions observed on the Saturday of June 25th, for example, on the previous pages on the holiday weekend. So it's a heat map that kind of just shows the density of the non-permanent obstructions.
And we, in the title of the figure, it says "average," because we did have a number of people that went through and counted, as was mentioned, going northbound and also going southbound, and so we averaged those. So if somebody saw one performer and somebody saw three performers on this graphic, for example, we just went two performers.
Q. And the data collectors were sent out specific times, specific days?
A. Correct.
Q. And what were those specific times and specific days?
A. Yeah. So each -- each study, including the 2012 studies helped study a non-holiday weekend and a holiday weekend, and it was Memorial Day I believe each time.

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I'm not positive on the 2016. I think 2016 might have been a separate date, but the others all included Memorial Day and then another typical Saturday that wasn't a major holiday that was included there. And we always did our walks or data collection between 1:00 p.m. and I think I said midnight, right? That was when the last one started, or started at 9:00. So, yeah, 1:00 to 4:00 p.m., 5:00 to 8:00 p.m., and 9:00 to 12:00 a.m.
Q. Great. And why was there a difference -- or why were these two days, the holiday and the non-holiday both tracked?
A. Yeah, ultimately, kind of getting back to the purpose of the study was to identify -- well, I'll go back to it.
So this was the purpose, from Exhibit 4: "The hospitality experience of Las Vegas relies on the unobstructed movement of pedestrians along Las Vegas Boulevard. The purpose of this study is to review and revise as needed previously identified locations and time periods of pedestrian congestion along Las Vegas Boulevard to aid in the enforcement of the County's obstructive use ordinance."
So as I already discussed, within the ordinance itself -- actually, I don't think I did

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discuss that.
So in the ordinance itself, obstructive use, obstructive use can be defined based on the level of service, so the amount of capacity that's actually able to be used and how much of that capacity is being used. That was in this document as well.
We can go back to this one here.
Q. And which one are you --
A. Sorry. I'm going to pull up Exhibit Number 1. So in, I believe it's Exhibit 3 of Exhibit -- or Exhibit C of Exhibit Number 1 of the actual document.
Q. What page of the exhibit would that be?
A. We use letters here. I was on page 1161, CC1161.
And as part of the ordinance, Level of Service C is referenced. So Level of Service C level of service means a series of measures that define the relative degree of convenience for different pedestrian traffic volumes and densities, as determined by the Highway Capacity Manual. And within this ordinance there is a requirement of Level of Service C to be maintained. I'll find that here real quick.
Yeah, so it helps define what an obstructive use is, so: Any use of the public sidewalk that causes the level of service for the public sidewalk to decline

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below Level of Service C determined by the methodology used in Chapter 13 of the Highway Capacity Manual and the Las Vegas Boulevard South Pedestrian Walkway Study, and that was the 1993 Clark County study.

MR. VALENTINE: Okay. Since we're talking about it, actually, let's go ahead and introduce -- sorry.

Can you mark this as Exhibit 8, and it will be M-S001404 through 1433.

(Plaintiff's Exhibit 8 was marked for identification.)

MR. VALENTINE: Passing to opposing counsel for the record.

BY MR. VALENTINE:

Q. So I do want to go into the level of service you mentioned earlier, a little bit deeper.

A. Sure.

Q. But first I want to establish exactly where the data went and what was done with it.

Can you identify what that document is a PDF of?

A. Yeah. So this document, Exhibit 8, is a summary of the field data collected by the agents in Excel format, so the location and time of day and categorization of non-permanent obstructions within the

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corridor study, study corridor.

Q. So how would Exhibit 7, the maps, influence Exhibit 8?

A. Exhibit 8 is just a more tabulated version of Exhibit 7.

Q. And the document itself that was used to tabulate it, was that in Microsoft Excel?

A. Correct, yes.

Q. So you mentioned level of service. Is it okay for the purposes of deposition to switch between level of service and LOS?

A. Yes.

Q. And what is LOS, or level of service?

A. It's a measure of capacity, essentially, so it's defined in the Highway Capacity Manual, but as stated here in the Clark County ordinance, it's defined --

Q. And can you read the page? Sorry.

A. Yeah. I guess you don't have -- do you have an exhibit of the ordinance itself?

Q. The --

A. Of Clark County, 16.11 Obstructive Use of the Public Sidewalks.

Q. No, only the one --

A. Only in the exhibit, okay.

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Q. It shows in the exhibit of the studies we have.

A. Okay. Got it.

Q. We have one elsewhere, but not printed.

A. Yeah. So the general definition here is level of service as a means of -- LOS means a series of measures that define relative degree of convenience for different pedestrian traffic volumes and density as determined by the Highway Capacity Manual.

Q. So it's a term defined by the Highway Capacity Manual, not defined by Kimley-Horn?

A. Correct, yes.

Q. And do NPOs, non-permanent obstructions, affect level of service?

A. They can.

Q. Okay. When can they?

A. So when they're stationary. So if they're being defined appropriately, as we've talked about in the study here where somebody is stopped using the capacity of the walkway itself, they can impact the level of service.

So level of service are thresholds, so they're defined as A, B, C, D, E and F - A being the least amount of friction between pedestrians, and F being the most congested, for example, so same thing as

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we do with vehicles but measured a little differently.

But they're -- so I'm answering your question to say that there could be a walkway that experiences level of service A, for example, and you add a non-permanent obstruction and it still experiences level of service A, but the delay or the friction is higher, so it might not impact level of service.

Does that make sense?

Q. Okay. So these are kind of threshold amounts --

A. Correct.

Q. -- the level of service and then --

A. Correct.

Q. Is there a specific formula used to calculate level of service on walkways?

A. Yes.

Q. And was that formula used within the Pedestrian Studies?

A. Yes.

Q. Has it changed throughout the Pedestrian Studies?

A. It has not changed. It was defined in 1971 and stayed the same since then.

Q. And what is that formula?

A. So I can find it for you, but basically it's

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the peak 15-minute volume of pedestrians compared to the effective walkway width.

And, yeah, so let's go to page CC1010, and this is in Exhibit 1. And, again, this has not changed. There's been various versions of the Highway Capacity Manual since this, but this equation is the same.

So equation 2.2 on this page 1010, pedestrian flow rate per unit width of walkway. So the pedestrian flow per unit is equal to the pedestrian flow rate during a peak 15-minute period divided by 15 times the effective walkway width, and the effective walkway width can be impacted by other things that are in the walkway.

So the -- if the sidewalk, for example, is 10 feet wide, but there's a fire hydrant in the middle of it, the effective walkway width cannot be 10 feet, because you can't walk through the fire hydrant, so...

Q. And -- oh, sorry.

A. So I was just going to say, so a non-permanent obstruction could impact the effective walkway width in that same way.

Q. So directly impacting the level of service would be effective walkway width and then the pedestrian flow rate?

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A. Correct, yeah, and the volume of pedestrians that are out there.

Q. Indirectly would be something like a permanent obstruction or a non-permanent obstruction?

A. Well, that defines what the effective walkway width is, so it's still directly, yeah.

Q. What else -- oh, sorry.

BY MR. PETERSON:

Q. So just to clarify, there are two potential variables here; is that right?

A. Mm-hmm, correct.

Q. So one is the pedestrian flow, that's variable one?

A. Correct.

Q. Variable 2 is the effective walkway width?

A. Effective walkway width, yes.

Q. And it's obstructions impact the second variable?

A. Correct.

Q. So if you don't have high pedestrian flow, even if you have a shortened walkway width, you wouldn't necessarily have crowding or --

A. Precisely.

Q. -- or degraded LOS?

A. Precisely.

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MR. PETERSON: Okay.

BY MR. VALENTINE:

Q. And what are some other things that might impact level of service?

A. For pedestrians?

Q. Mm-hmm.

A. So there are two. In the Highway Capacity Manual currently there are two definitions for pedestrian level of service: One is based off of the pedestrian flow rate, and the other is based off of walkway speed or walking speed, average walking speed of pedestrians.

So in the -- so on the second page, or the page after the one we were just talking about, 1011 in table 2.3 is the walking speed analysis methodology summarized, and so level of service can be defined by the average speed of a pedestrian as well.

So, for example, in this table a Level of Service A is 4.25 feet per second or faster. And lower than a Level of Service C, like per the code, would be less than 4 feet per second.

Q. Okay. Would things like time of day impact the level of service?

A. No.

Q. Okay.

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A. Not directly anyway.

Q. How would it not directly affect the level of service?

A. People walk differently at different times of day. People walk differently depending on the heat or the shade or, you know, their personal ability, and so those things change based on time of day, but generally I would say they don't impact level of service.

Q. Have you noticed a change within the flow rate of pedestrians, depending on the time of day?

A. Not in walking speed. In flow rate most assuredly, yeah. When there are more people out there, there are more, you know, there's a higher flow rate.

Q. Okay. At what times were there typically more people out there to change this flow rate?

A. Yeah, so generally between 9 and 12 was the highest peak times when we saw most pedestrians out there, so the higher flow rates out there, but it varies up and down Las Vegas Boulevard.

So we collected data at dozens of locations up and down the Boulevard, so it changed dramatically. Some, you know, had very high flow rates at 1:00 p.m. and others at 11:00 p.m., but, generally, I would say between 9:00 p.m. to 12:00 a.m. were the highest flow rates we saw.

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Q. And would that have an impact on the level of service during that time?
A. Yes.
Q. And would the presence of a holiday or a special event impact level of service kind of in the same way that time of day would?
A. Yes.
Q. And is where the bridge or sidewalk located affect level of service?
MR. BROWNING: Objection, vague.
THE WITNESS: What I would say is it's directly tied to the number of pedestrians that are at that location. I mean, that's how level of service is defined. So a pedestrian bridge in any location could be the exact same bridge, but if there are a different number of people on it, the level of service changes.
And so what we saw in our study is the middle two miles of Las Vegas Boulevard between Spring Mountain and Tropicana -- yeah, Tropicana, for example, those two miles had more pedestrian activity than the outer two miles, for example, and so the level of service was lower in those middle two miles as opposed to the outer two miles.
BY MR. VALENTINE:
Q. And using the more inner two miles, would

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that be considered the inner corridor?
A. Yes.
Q. And so the outer corridor would be?
A. The outer two miles, yeah.
Q. Outer two miles?
A. Mm-hmm.
Q. And do you know the crossroads of those?
A. Yeah, so Spring Mountain up to Sahara, that's the northern outer mile, and then Tropicana down to Russell is the southern mile. Those are what we define as the outer corridor.
Q. And other than that trend, were there any other trends you saw in the data based on level of service?
A. Lots of trends. The whole document is based on trends, and so that's what we were defining, and that's what we were trying to find as part of this, to help meet that purpose to define where there were locations that could be supported through the ordinance, right, we talked about in the purpose. And so, I guess, yes was the answer to that one.
So there were 17 locations that were found in our first study. There were updates made to those specific locations to provide more physical space, so to increase the effective walkway width, for example,

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that happened, and that's why we're doing the restudy, generally is to get an understanding of what we studied previously, what recommendations still needed to be implemented, and which ones were successfully implemented.
BY MR. PETERSON:
Q. Now you completed multiple Pedestrian Studies over multiple years; is that right?
A. That is correct.
Q. Are there any patterns of pedestrian flow that remained constant amongst each one of those studies?
A. Yes.
Q. What patterns remained constant?
A. I would say all of the patterns are generally consistent. Those inner two miles of the corridor, the inner corridor are more congested, that we see on holiday weekends, since that's the majority of the activity where that's happening.
The attractors that we all know and love, like the Bellagio fountains, for example, you know, brought a lot of activity at the time when the fountains are going off, or the volcano at the Mirage before that was decommissioned, you know, had a lot. And in 2012 the siren show in front of TI, for example,

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brought a lot of activity. So those are always -- those are generally consistent as we went throughout each of those studies.
Obviously, there was, you know, the volcano was still going, but the siren show wasn't, for example, in our update, our most recent study, and so that changed dramatically the amount of capacity that was available in front of Treasure Island, for example.
But, yeah, we saw the holiday weekends, you know, drew bigger crowds, and so there was more people on the walkways there.
Generally saw -- I guess some of the trends that we saw is when there were more pedestrians on the sidewalks. That was a pretty close correlation with the number of non-permanent obstructions out on the roadway or on the sidewalks. And so that was a trend that we saw which, to my mind, makes sense if you want to be out there and touch people, like, that's when they're out there, right? And that's when you can have your biggest touch point, so that was a pretty general trend that stayed consistent through all of them.
But I would say not much has changed. Some of the volumes decreased, you know, coming back from Covid, for example, and just general tourism here in Las Vegas was different, and so that changed.

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There are fewer pedestrians out on the roadway, or there were in 2022 than there were in 2012, for example. I said the roadway, excuse me, on the sidewalks.

Outside of the Pedestrian Study we've seen trends, increasing trends of Uber and Lyft and Rideshare increasing, and so, you know, that kind of makes sense, again, that there would be less pedestrians out there.

Q. Would it be fair to say that you observed increased pedestrian activity in the evenings and at night than in the mornings and during the day?

A. Yes.

Q. Did that remain constant through each one of your studies?

A. Yes.

Q. So just to go through, you noticed routine patterns when it came to time of day, an increase and decrease of Pedestrian Studies?

A. Yes.

Q. You noticed patterns regarding the holiday weekends being more -- more pedestrian traffic on holiday weekends?

A. Yes.

Q. You observed that there would be more NPOs

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out when pedestrian traffic went up?

A. Yes.

Q. Okay. And you observed that pedestrian traffic increased where there were attractions, and in that were you referring to attractions offered by the resorts?

A. Correct, yes.

Q. Okay. Any other broader patterns you observed?

A. Not that I can think of right now.

Q. Would you say the pedestrian flow was generally predictable?

A. Yes.

MR. PETERSON: Okay. Go ahead.

BY MR. VALENTINE:

Q. So other impacts of level of service, you mentioned permanent obstructions?

A. Yes.

Q. Have those changed --

A. Yes.

Q. -- throughout the years? And how?

A. Clark County has put significant investment into the pedestrian walkways up and down Las Vegas Boulevard, as have the individual property owners themselves. So increasing the width of sidewalks, you know, the installation of bollards, for example, to protectant errant vehicles or hostile vehicles from the pedestrians, from injuring the pedestrians, have gone in, which in one way reduces the effective walkway width, but has been compensated by expanding the walkways.

Changing landscaping plans, removing actual physical infrastructures, so fire hydrants, for example, Clark County had a big project to move all of those out of the walkway that they could, and signposts, light poles, bus stops have been moved out, so a lot of infrastructure improvements to increase that effective walkway width.

BY MR. PETERSON:

Q. If I can, I'd just like to go back to a term we used earlier: The inner and the outer corridors, and I believe you stated that was the difference between sort of the outside stretch of sidewalks on the pedestrian -- on the pedestrian walkways in the Resort Corridor versus in the middle walkways.

A. Correct.

Q. Now, this turns --

A. Well --

Q. Yes, go ahead.

A. I would say of the 4 miles, so the middle of

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the 4 miles, so not -- where it's related to the roadway.

Q. Correct.

A. But those inner two miles.

Q. Did you -- those terms, are those original to Kimley-Horn?

A. I mean, they're specific to this study, right, because the study area -- I'm trying to remember.

So here, for example, on page 4056 of Exhibit 4, figure 1.1 identifies the inner study corridor and the outer study corridor, so it's quite common that we call any study corridor a corridor. So those 4 miles are defined, the entire corridor, and we defined those middle two-ish miles as the inner study corridor. But I don't believe that that's been defined in that way or it wasn't at least in the Lee Engineering Study of 1994.

Q. So it wasn't used that way in the Lee Engineering Study?

A. Correct, I don't believe so.

Q. Okay. So to your knowledge that term is original to Kimley-Horn?

A. Yes.

Q. Okay.

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BY MR. VALENTINE:
Q. So do -- I think we've already been over this, but do non-permanent obstructions have an impact on level of service?
A. It can.
Q. Can. Okay. And did the studies analyze the difference between an impact to level of service between an NPO that's in the middle of the walkway versus to one side?
A. Yes.
Q. And how does that change?
A. So in addition to the physical limitation -- and maybe I should point you to an exhibit here to make sure we're all consistent.
So let's look at Exhibit 4, when we calculate the impact of pedestrians. So it says page 4057 of Exhibit 4. So an individual has their own specific body depth and shoulder breadth, and so their physical space, you know, that they would take up with their body, but the Highway Capacity Manual also defines the impact of individual entities or things, like a light pole, traffic signal, fire hydrant and their impact to effective walkway width.
And so our analysis process took a non-permanent obstruction that was 24 inches wide,

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shoulder to shoulder, and put them next to a wall, for example, on a pedestrian bridge. So you have a defined effective walkway width, and then we remove some of the effective walkway width or some of that width to remain to give us the remainder of the effective walkway width with them there.
So if an individual's shoulder is against a wall there's no shy distance from the wall, but there is shy distance from the person's shoulder because people don't -- our human tendencies and our natural proclivities are to not walk right next to something if we can help it. You don't want to hit your knee on a fire hydrant, for example, so you're going to step a little bit farther away; you're not going to walk right next to it. And so there's a shy distance associated with that as well.
So the non-permanent obstruction in the middle of the bridge removes more of the effective walkway width than if they were to the side.
Q. And you used a term "shy distance." Can you just define that?
A. Yeah. So shy distance -- I'm trying to figure out if we put that in here or not.
Q. The general definition can work, too.
A. Yeah, generally the definition, but it is

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defined in the Highway Capacity Manual, is a buffer zone that an individual would walk away from an obstruction in its path.
So, for example, there's a -- if there is a subway staircase, you know, it's leading down into this deep hole, people are going to walk farther away from that than they would a tree, for example, because they feel there's potentially more hazard there, and so it has a bigger impact, has a larger shy distance. If you're just walking next to a wall, there's a foot and a half shy distance, but if you're walking next to something -- a fire hydrant has a 3-foot shy distance.
Q. Would it be fair to say that there's an established --
A. Yes.
Q. -- within the Nevada Highway -- or the Highway Capacity Manual, there's an established shy distance for common objects?
A. Yes.
Q. Or common obstructions?
A. Yes, mm-hmm.
Q. In the 2022 study specifically, which should be Exhibit 4, were NPOs present on all of the bridges studied during all observation periods?
A. I don't believe so.

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Q. I believe that chart you're going to be looking for is on CC4152.
A. Oh, that's the exhibit I was looking for right there. 4156 was describing the shy distances there.
4152, we did have some bridges during our data collection that did not have non-permanent obstructions on it. Well, I guess just one, the wind pedestrian bridge did not but all the others did during at least one of the data collection periods.
Q. Can you identify any of the bridges that at least during one of the data collection periods didn't have non-permanent obstructions on it?
A. Did not?
Q. Yes.
A. I think most of them had at least one period that did not. But the Tropicana Avenue south pedestrian bridge, for example, that crosses between the old Tropicana and Excalibur did not have a non-permanent obstruction between 5:00 to 8:00 or between 9:00 to 12:00.
Q. Okay. And based on that chart, is there a specific time of day there was more NPOs present on the pedestrian bridges?
A. I mean, in these three categories, yes. It

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was not -- it's not a huge trend or change that was always this way. But, for example, on the holiday Saturday there were more non-permanent obstructions in the 9 to 12:00 a.m., but in the typical Saturday there was the same amount from 1 to 4 as 9 to 12.

Q. And that would be 9:00 p.m. to 12:00 a.m.?

A. Correct, yes.

Q. And in the 2022 study, Exhibit 4, which specific bridges were found to have an LOS before LOS-C?

A. Good question. I believe it was only the Flamingo west bridge. So what I'm going to look for here, I believe that's the only bridge, was the Flamingo west bridge.

Q. It might help to look at CC4162, which I believe might have the chart.

A. 4162. So, yeah, location is exceeding Level of Service C, that's correct, with no NPOs. So, yep, I guess it did not include without any NPOs, it did not in level of service in the 2022 study.

Q. And you mentioned pedestrian containment features also might impact level of service?

A. They can.

Q. And then you also mentioned one of those direct variables would be sidewalk width?

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A. Correct.

Q. Does sidewalk length impact level of service?

A. No.

Q. And is there anything that would impact the level of service on bridges that wouldn't be on a sidewalk?

A. No.

Q. And would escalators impact the level of service?

A. On the bridge? The escalators could impact the flow rate.

Q. Okay.

A. So, for example, an escalator can move people faster than stairs, depending on how fast the pedestrians walk up and down the stairs. And so there can be more pedestrians, you know, per a time unit on the bridge if the escalator is operating than if it were not, for example.

Q. All right. So an out-of-order escalator might affect level of service in that way?

A. Correct, mm-hmm.

Q. And how frequently did Kimley-Horn note that escalators were out of order on the pedestrian bridges?

A. I would say it was frequent.

Q. Frequent?

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A. Yeah, we encountered at least one pedestrian bridge. Every time there was a data collection process or when we were out there collecting data, there was an escalator under repair.

And it's challenging because there's an emergency shut-off button that anyone can push on an escalator, and so whether it was under disrepair or just not working, it's hard to know.

Q. Okay.

A. Some of them we saw were actively in repair, you know, with staff there making repairs, but others were not working, and then we have no idea why. So it's hard to determine the reason why, but...

And I can confirm here now, I found the level of service summary that I was looking for, which is on page 4128, table 5.5, that all the pedestrian bridges provided Level of Service C, B or A during our time studying, during our study periods in the 2022 study.

MR. VALENTINE: All right. We'll take a 15-minute break. Be back at 2:45?

MR. BROWNING: How much longer do you guys have?

MR. PETERSON: About halfway done.

MR. BROWNING: Are you guys going to do the square footage email too?

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(Discussion held off the record.)

(Recess taken at 2:30 p.m.)

(Proceedings resumed at 2:40 p.m.)

MR. VALENTINE: It's 2:40, let's return.

Do you want me to go through and discuss any thing?

MR. PETERSON: Just always ask. It's good practice.

BY MR. VALENTINE:

Q. Okay. Did you review any documents while we were on break?

A. Nope.

Q. Did you discuss anything with an attorney or anything related to the case?

A. Nope.

Q. Thank you. I'm going to go through and wrap some things up, and then we'll continue on.

A. Okay.

Q. So does Kimley-Horn track crowding in any of these studies?

A. In the -- no, maybe we'll just go with that.

So in the data collection process, we had crowds identified to try to understand the impact of them, but we didn't do anything with the data other than have it in part of this data collection.

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Q. Okay. And does Kimley-Horn track disorder in any of the studies?
A. No.
Q. Why doesn't Kimley-Horn track disorder in the studies?
A. How do you define disorder?
Q. That's a good --
BY MR. PETERSON:
Q. Does Kimley-Horn have a definition of disorder?
A. No, not in these studies.
Q. Can I ask you a question about the crowding you just said?
A. Sure, yeah.
Q. Now, you said that you didn't do anything with the data, but you did identify crowds?
A. Correct.
Q. How did you define "crowd?"
A. So if there -- they were always associated with performers, because based on our observation, that was when crowds formed. So if there was more than three people around a performer, we asked our data collection agents to estimate the size of the crowd around that.
So it's pretty typical in data collection,

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particularly in-field data collection we'll ask for as much, just like you do in deposition, you ask for as much information as you can get - some you don't use and some you do. And so that way when you have trained individuals out in the field, we've asked them to gather whatever information they could. The crowd information didn't end up making it into -- impacting any of our results.
Q. So just to clarify, observers were trained to document if they saw a crowd forming around a street performer, and that was three or more people around a street performer?
A. Correct. Correct.
Q. As far as data collected about the crowd, it was the number of people in the crowd or at least an estimate?
A. Correct.
Q. Did they document how long the crowd was there?
A. No. So in the same way that I was describing. So we had an agent followed by another agent 30 minutes later, followed by another agent 30 minutes later. So if they were to document the crowd again, you know, we don't know if it persisted for that 30 minutes, but we would have documented again a second

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time.
Q. So basically you collected the raw data, but you didn't do anything to determine whether or not there were themes or patterns related to that?
A. Correct.
BY MR. VALENTINE:
Q. And it was only around performers that you identified crowds?
A. Correct.
Q. Were there crowds around vendors that were tracked at all?
A. I personally observed some, but they were not recorded that way.
Q. Okay. So only recording around a performer?
A. Correct.
BY MR. PETERSON:
Q. Why not document other types of crowds?
A. We didn't see them as being as substantial or impactful.
I would say probably the biggest crowd I saw was with an illegal activity, based on the way it's described in the ordinance, of somebody having an actual table setup on a pedestrian bridge with glasses laid out. For example, they were selling those, so per the ordinance that's prohibited to have that on a

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pedestrian bridge, or was at the time anyway. And so there was a larger crowd wrapped around that activity, but, again, it didn't persist for very long.
Q. What was that person doing?
A. They were selling sunglasses off of a table that they had installed on a pedestrian bridge.
BY MR. VALENTINE:
Q. And what ordinance are you identifying when you're talking about that ordinance?
A. Yeah, so 16.11, the same one we've been referencing here.
Q. As opposed to 16.13?
A. Correct, yeah, the non-obstructive use ones.
Q. Was any data collected by Kimley-Horn on crime rates --
A. No.
Q. -- in or around pedestrian bridges?
A. No.
Q. Was any data provided to Kimley-Horn regarding crime rates in or around bridges?
A. No.
Q. Did Kimley-Horn review any police incident reports related to the bridges?
A. Nope.
Q. You mentioned that there was both the

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in-field, I think you called it manual data collection.
A. Mm-hmm.
Q. And then also cameras installed, correct?
A. Correct.
Q. Does -- I'm just going to have it identified.
MR. VALENTINE: Can you mark this one as Exhibit 9, please? It will be M-S001339 through 1398.
(Plaintiff's Exhibit 9 was marked for identification.)
MR. PETERSON: Before you move on to it, I want to ask something related to data collected.
BY MR. PETERSON:
Q. Do you know what crowd crush is?
A. No.
Q. Okay. I'll put that aside then.
Asking about, did you collect any data on crowd-related injuries?
A. No.
MR. VALENTINE: Handing Exhibit 9 to opposing counsel.
BY MR. PETERSON:
Q. Did you collect any data on pedestrian volume related injuries?
A. Nope.
Q. Okay.

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MR. VALENTINE: Moving to admit Exhibit 9.
(Plaintiff's Exhibit 9 received in evidence.)
BY MR. VALENTINE:
Q. Would you say that is a fair and accurate representation of where those cameras that were placed on the pedestrian bridges would be located, in the -- for the 2022 study?
A. Yeah, they're not the location where the cameras were placed, but where they were trying to obtain the data, if that makes sense.
Q. Could you elaborate?
A. Yeah. The cameras themselves were placed on the edge of the pedestrian bridge looking toward the middle of the pedestrian bridge, so more closer to where the elevator corridors are or the top of the escalators looking toward the -- or down the pedestrian bridge.
Q. So Exhibit 9 would represent where the cameras are focusing?
A. Where they're focused, exactly.
Q. Okay. And for this, what was the observation period for those cameras?
A. So it ranged, so there was a number of locations, and this is documented in the study as well. So there are some locations that accounted for a full

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week of data, 24/7 for a full week, and there were others that were just during the peak periods that we talked about, you know, from 1:00 o'clock to midnight, essentially. So the majority of the data was collected from 12:00 o'clock, excuse me, so from the 12 hours from noon to midnight.
Q. And what document are you referencing there?
A. I'm looking at Exhibit 4, which is the 2022 study. Page 4125 is just an example of one of the data collection points that shows noon to midnight data that that was collected.
Q. Okay. And that's what the data that the cameras would have collected?
A. Correct, yep.
Q. And how did those cameras collect that data, was it a manual process, somebody counting, or was it automatically tracked through some software?
A. Yeah, it was video data, so we used a sub consultant to collect the data, so Paul Traffic Data is who we used to process the data, so they provided the cameras, they installed the cameras. We reviewed them to make sure they were in the right spots and seeing what we wanted them to see to collect the pedestrian volume data. But they recorded the videos, and as I mentioned, we verified that they were doing it in the

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right spot, then they processed the data. I'm not positive as to their processes, whether they were using software or manually counting.
Q. So Kimley-Horn determined if the cameras were in the correct spot --
A. Correct.
Q. -- and focused on the specific location that you wanted to focus on?
A. Correct.
Q. Did the County have any input into where the cameras were going to be located?
A. Yes. So in the 1994 study by Lee Engineering they identified 9 locations. I'm not sure how those were identified.
But in the 2012 study we had, I believe, 39 locations, and so those included those initial 9 locations, then expanded upon those. And then as we did the updates, we tried to get data as close to the original locations that we had from the 2012 study, but some of the sidewalk locations have changed. The pedestrian bridges, for example, were all in the same locations, but besides the new one crossing between MGM and New York-New York there, Park MGM. But all the rest of the pedestrian bridges were in the same locations.

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But from what I recall of the conversation, we had made recommendations to the County, and they confirmed that our locations were appropriate.

Q. Thank you. So you had indicated that some data was collected -- or have you indicated that some data was collected on people stopped, standing, sitting or laying in the walkways?

A. Data was not -- well, data was not collected on them, no. If they were moving along the walkway, we would have counted them as a pedestrian walking along the walkway.

Q. And did Clark County ever ask you to collect that data?

A. No.

Q. Okay. Did Clark County ever ask you to collect data on hand billers, performers, solicitors or vendors?

A. No.

Q. It was informed by Kimley-Horn's observation of the view --

A. Correct.

BY MR. PETERSON:

Q. Can I ask a question? I would like to turn to -- where is draft study?

A. It's here.

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MR. BROWNING: It's 5.

BY MR. PETERSON:

Q. Looking at Exhibit 5, turn to CC383907. If you can look at this paragraph right here (indicating). There's a sentence that says, "For the purposes of this 2022 study, per the direction of Clark County, specific data was collected identifying locating individuals who are loitering, sleeping or performing, selling or soliciting beneath pedestrian bridges at the elevator waiting areas."

A. Oh, yeah, that's true. I had forgotten about that.

Q. So can you tell me what exactly that means?

A. So let me just repeat what you just said, so I can make sure I respond appropriately.

So for purposes of this 2022 study, which was new. We hadn't done it in previous studies.

Per the direction of Clark County, specific data was collected identifying and locating individuals who were loitering, sleeping or performing, selling or soliciting, so we had -- so we had the hand -- or the non-permanent obstructions in there: Performing, selling and soliciting beneath pedestrian bridges and in elevator waiting areas, in addition to those loitering, sleeping, who we had not previously counted.

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Q. So I guess my first question is, this was different than what you've done --

A. It is, yes.

Q. -- in the previous, correct?

A. That's correct.

Q. And this is specifically asking -- so this was done at Clark County's direction?

A. Correct.

Q. All right. And can you tell me what exactly was being collected for the 2022 study that was not being collected for the previous studies?

A. Yeah, thank you. So it was specific to those locations, so beneath pedestrian bridges at the elevator waiting areas.

And so as we've defined in, back to the 2012 study as well, but there's a safety zone recommended at the top of escalators and the bottom of escalators, the top of stairs as well as the bottom of stairs, and we had recommendations in front of the elevators as well to have that be documented as an area for non-obstructive use, so people can move in and out of the elevators.

And so the County was asking us to see if there were loiterers or anyone loitering or sleeping in front of those elevator waiting areas.

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So that was documented in the same way as the other non-permanent obstructions, and so it was just a note as we were walking past or going up or down the escalators from the pedestrian bridges to see if there was anyone that was loitering, sleeping or performing, selling or soliciting in front of the elevator waiting areas.

Q. So just to be clear, you were documenting people who were loitering and sleeping beneath the pedestrian bridges?

A. Correct.

Q. Were you doing the same for the 2022 study for the people on the deck of the bridge itself?

A. No.

Q. All right. At the same time you were documenting people who were performing, selling -- I assume you mean vending by that?

A. Yes, mm-hmm.

Q. Or soliciting both beneath the pedestrian bridge and on the deck?

A. Correct.

Q. Now, did Clark County not ask you to collect data of people loitering and sleeping on the deck of the bridge?

A. Correct, they did not.

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Q. Okay. Do you know why they only asked for underneath the bridge?
A. I don't know. I would -- I mean, I could make assumptions, but I'm not sure.
Q. What do you mean you could make assumptions?
MR. BROWNING: Objection, calls for conclusion.
BY MR. PETERSON:
Q. Well, I mean, what do you mean by that?
A. I mean, I would -- I would think that it would be more of a safety concern in the areas that aren't as observable from an enforcement standpoint. They're a little more protected from view in the elevator waiting areas below the bridges as compared to above bridges.
Q. How did Clark County give you this direction?
A. From what I recall it would have been in a meeting with Kaizad, you know, talking with staff about the data collection process that he asked us to count that information as well.
Q. Would you have asked whether or not they wanted you to do that, the same thing on the decks of the bridges?
A. I don't recall the conversation specifically. I might have asked that, but I don't recall.

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Q. Could you have collected information on loitering and sleeping on the decks of the bridges?
A. Most certainly, yeah.
Q. And by "deck" you understand I mean the upper level of the bridge?
A. Yeah, mm-hmm.
Q. Compared to the categories you have here of hand billers, performers, solicitors and vendors, did you also observe a significant number of people sleeping on the decks of the bridges?
A. No.
Q. By comparison did you observe a significant number of people sleeping or loitering underneath the bridges?
A. No.
Q. So most of the people you saw stopping on the bridges were engaging in one of these four categories?
A. Yes.
Q. Would you say all of them were engaging in one of these four categories?
A. That were on the bridges?
Q. Mm-hmm.
A. I don't think I could say all of them, as I was not present during all of the observation. But the vast majority, as mentioned, we didn't note all these individuals, if they were sleeping or loitering, for example, you know, on top of the pedestrian bridges, so I can't respond to that, I guess, in that way.
Q. Okay.
A. But definitely -- it was definitely a lower percentage, most certainly.
BY MR. VALENTINE:
Q. Did you manually collect any of the data yourself going on those walks?
A. Yes.
Q. And during those walks did you see anybody lying or loitering or sitting or lying or sitting on the deck of the pedestrian bridge?
A. Not that wasn't engaged in one of the other activities.
BY MR. PETERSON:
Q. And just to clarify, all of the data that you've collected here in these reports, these are based upon the actual personal observations of a Kimley-Horn employee?
A. Correct.
Q. Okay.
BY MR. VALENTINE:
Q. What about how many of the manual data collection walks did you go on, would you say?

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A. So I did all of them in 2012. In 2022, I did four myself personally. I didn't do any of the walks in 2015 or 2016.
BY MR. PETERSON:
Q. And just to clarify with the cameras, did you guys -- did you do live feed with the cameras or did you actually review recordings from the cameras?
A. Reviewed recordings.
Q. Do you still have those recordings?
A. No.
Q. Did anyone else have access to those recordings?
A. Metropolitan Police Department provided us with some recordings that we used, but we don't have that data anymore, so I would assume that they don't have it either. I don't think they keep it this long, but other than that, no.
MR. PETERSON: Sorry. I just wanted to clarify.
BY MR. VALENTINE:
Q. So I'm going to move on to a similar, but --
MR. PETERSON: Sorry, one last thing. I just want to wrap this up.
MR. VALENTINE: Yeah.
///

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BY MR. PETERSON:
Q. Other than the statement in, you know, in CC383907 about direction from Clark County, did you receive any other direction from Clark County about specific data to collect related to NPOs?
A. No.
Q. Okay.
BY MR. VALENTINE:
Q. So did the overall level of service, in other words corridor, increase or decrease between 2012 and 2015?
A. Repeat the question, please.
Q. Did the overall level of service in the resorts corridor, the study corridor, increase or decrease between 2012 and 2015?
A. So that's a hard question, because is it good if it increases or is it good if it decreases?
Q. That's good point, yeah.
A. So the level of service generally improved, is the way that we described it, so, you know, moved from a lower level of service to a higher level of service, so you could say that increased, but...
Q. Why did the level of service in the resorts corridor improve during that time?
A. Yeah, primarily the two factors that we

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discussed, right. So the two independent variables are effective walkway width or pedestrian flow rate, and so having less pedestrians out on the boulevard in 2022 than we counted in 2012, you know, changes that numerator, and then the denominator also increases with increased actual capacity or effective walkway width.
And so due to the work that Clark County put in, as well as the private entities and increasing the capacity of the walkways themselves, that's included in level of service. And then having less -- based on the data that we collected the date that we went out there, having less pedestrian flow rate there was -- the result of that was increased or improved level of service.
Q. Okay. And did it improve specifically between 2012 and 2015, those two studies?
A. Yes, mm-hmm.
Q. Okay. And did the level of NPOs decrease, the amount of NPOs, sorry.
A. I believe so. I think we have a draft look of that in our study as well of a comparison of non-permanent obstructions from the different years that we collected.
You might know where that exhibit is. I'm not positive.

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Q. I don't have it written down --
A. Yeah, it's on --
Q. -- the change in time between --
MR. BROWNING: Which exhibit are you looking at?
THE WITNESS: This is Exhibit 4, so page 4151; it's table 5.17 and table 5.18 show the NPOs on the holiday Saturday during the peak study period, and then the typical Saturday as they compared between 2012, '15 and '22, for example.
BY MR. VALENTINE:
Q. So between 2012 and 2015, you mentioned a few reasons why the level of service might have improved.
Can you just go through and list those again of your conclusions for why it would have improved?
A. Sure, yeah. So level of service improved because the walkways were expanded, so landscaping was changed, physical sidewalk was added.
Q. And that's the sidewalk length -- or width, correct?
A. Or width, sidewalk width, yep. The permanent obstructions were removed, like fire hydrants and poles. Bus stops were relocated. There were some of the permanent obstructions that were removed out of the walkway width.

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And so trashcans, for example, were pulled off of the Tropicana bridges, for example, so they expanded the capacity without any actual physical construction. They just moved the trashcans off of the bridges themselves.
And then the impact of having less pedestrians in the numerator of the equation actually improves the level of service as well.
Q. And did that improvement on level of service also apply to pedestrian bridges between 2012 and 2015?
A. Yes.
Q. And then how about 2015 to 2022, did the level of service improve overall in the resorts corridor?
A. Yes. Yes, generally the same reasons and same answers for that as well.
Q. And so, like, less people in the resorts corridor --
A. Mm-hmm.
Q. -- sidewalks, the effective width getting wider, permanent obstructions being removed.
Did the number of non-permanent obstructions decrease?
A. Yeah, so that was the figure that I was referring to here, 5.17 and 5.18 on page 4151 of

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Exhibit 4.
So, for example, in the holiday Saturday in 2012 we saw a total of 259 non-permanent obstructions. In 2015, 278, so that increased a little bit. And in 2022 there was 210, so a drop there on the holiday weekend.
If we look at the non-holiday weekend, it's the typical weekend. In 2012 we had 252, so very similar to what it was for the holiday weekend. And in 2015 it dropped to 226, so a substantial decrease from the holiday weekend. And similarly -- did I say 2015? In 2022 it was 176, so a steady decline on the typical weekend, but not -- but also a decline on the holiday weekend, but not as drastic.
Q. Okay. And does that apply to the pedestrian bridges as well as the resorts corridor at large?
A. I'm not positive that we have that comparison in here, but generally I would agree that, yeah, it's probably pretty typical.
I don't think in the study we did that summary specific to the bridges.
Q. I'm going to shift topics a bit here.
A. Okay.
Q. You mentioned that the bridge or a sidewalk width would affect the level of service; is that

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correct?
A. It can, yep.
Q. Can. Who did the calculation for the width of the bridges for these reports?
A. So there, we physically measured the width, the width of the bridges, so we were out there with, you know, we went out with a tape measure and measured all the widths of all the bridges. So that was done for the 2012 study, the '15, '16 and '22 study as well.
Q. I'm going to get this document.
A. So those widths were updated as well. For example, the Tropicana bridges were all replaced in 2016, 2017, and so the width of those bridges are a little bit wider than they were in the 2012 study.
MR. VALENTINE: Can you mark this as Exhibit 10, I believe we're on. It will be M-S001399 through 1400.
(Plaintiff's Exhibit 10 was marked for identification.)
MR. VALENTINE: Handing that to opposing counsel for the record.
THE WITNESS: Thank you.
BY MR. BROWNING:
Q. And would this be a fair and accurate reflection of the handwritten notes you're talking

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about to measure bridges?
A. Yes. Yep.
Q. And who exactly wrote these notes?
A. This, I believe, are Jasmin Mohyuddin Montenegro's handwriting.
Q. Okay. And that would be the manual measurements of the bridges?
A. Correct.
Q. And sidewalks?
A. Yep.
Q. Did Kimley-Horn measure the length of the bridges?
A. No.
Q. So why did Kimley-Horn calculate the bridge sizes for the report?
A. To determine the level of service of the bridges, the same way that we did for all of the walkway widths up and down the boulevard.
Q. Through that formula we had talked about earlier?
A. Correct.
Q. Why did Kimley-Horn calculate bridge sizes manually instead of just asking the county for a number?
A. Generally, engineering calculations are based

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on the engineer's judgment, and so to be more -- to be more sure, I guess, of the answer, we verified the width of what's actually built in the environment.
BY MR. PETERSON:
Q. Sorry. Can you clarify, how did you get the lengths?
A. The widths of the bridges?
Q. The lengths?
A. We didn't get the lengths of the bridges.
Q. You didn't measure length? Okay.
A. We don't use length as part of the level of service calculations, so that was not interesting to us.
MR. VALENTINE: I'll come back to all of that towards the end.
Let me make sure I'm getting the right one here.
(Discussion between Mr. Peterson and Mr. Valentine.)
Would you mark this as Exhibit 11? It will be CC378920 through 378927.
(Plaintiff's Exhibit 11 was marked for identification.)
MR. VALENTINE: Handing to opposing counsel for the record. And I'll take it back so I can specify a specific page.

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MR. BROWNING: Which page do you need?
BY MR. VALENTINE:
Q. Could you identify what you believe that document is?
A. Looks like email correspondence between Kimley-Horn and Clark County.
Q. And who at Kimley-Horn was the person corresponding?
A. Looks like Daniel Wolf.
Q. Daniel Wolf. And who is Daniel Wolf, and what was his position?
A. Daniel Wolf is an analyst at Kimley-Horn primarily focused on roadway design.
Q. And --
A. Specific to this project he helped with updating the exhibits that are the non-obstructive use maps, so he was working in AutoCAD to help define those, put those in.
Q. And AutoCAD is a software?
A. Mm-hmm, it's a drafting software.
Q. Drafting software. Okay.
Has Kimley-Horn, to your knowledge, ever provided Clark County with estimates of the bridge sizes other than the width, so the length or the area?
A. Not that I'm aware of. I mean, the only

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thing, as I was trying to dig through, like, how, when would we have ever given the length. So I think there might be a summary stat in the document that is all of the -- maybe a percentage of. I'm trying to remember.
If there's a percentage of all the walkways compared to the percentage that are deemed as non-obstructive use zones. So the bridges could potentially have been included in that, that's all I can think of.
Q. Could you turn to -- here, I'll grab it, so I know exactly which one it is.
A. Sure.
Q. CC378925. Okay. And I'll hand back the rest of it to you as well.
A. There we go.
Q. Yeah, the bottom towards slightly below the middle there.
A. Mm-hmm.
Q. What does that email correspondence say?
A. It looks like Daniel to Kaizad. It says: "Hi, Kaizad. Based off of the PDF attached," which I'm not sure which PDF is attached, "there is approximately 225,000 square feet of the sidewalk within the public right-of-way. This does not include sidewalk within the public access easements. As for the bridge decks,

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there is approximately 73,100 square feet. We've received your comments and we'll incorporate them into the rest of the maps. I will not be able to get around to the maps until later this week due to another project."
So it looks like Daniel did calculate, so I'm guessing this is on a request from Kaizad. So the previous email: Can you give me a rough estimate of the sidewalk square footage that we have from Russell to Sahara within the public right-of-way and the square foot for bridge decks.
So it looks like Daniel did respond to that. I haven't seen this correspondence.
Q. Okay. And why would square-footage of the bridge decks be compared?
A. I'm not sure why Kaizad would want this information, other than from a maintenance standpoint.
Q. How would Kimley-Horn calculate the square footage of the bridge decks and the rest of the pedestrian -- or the rest of the walkways?
A. Yeah. So this would have been based off of the actual CAD drawings. Substantial work to put together the CAD drawings on Exhibit 1, for example. I'll take you to the back of this document.
So Exhibit B of Exhibit 1, and this has been

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updated here a couple of times, but page 1136 of Exhibit 1 is the Pedestrian Study on Las Vegas Boulevard, Russell to Sahara Avenue. What this document is, is the no obstructive use drawings.
And so they coordinated with Clark County on identifying the locations of sidewalks up and down Las Vegas Boulevard, for example. And so we would have used these as-built drawings, so there's a drawing that's produced for a construction document that gets constructed, and then as those drawings are built after that to document what was actually constructed in the field. So this is really the best measure of -- besides physically going out and measuring it for a distance, for example, or an area.
So I would expect that Daniel would have used these drawings which have the pedestrian bridges on them as well, for example.
So page 1141 in this exhibit -- and we've got -- these are in all the studies as well, but these pedestrian bridges here is what was actually constructed in those as-built drawings.
But we take these drawings as are provided by the county, because they're all conceptuals, so these aren't used for design, for example.
Q. And if you were tasked with measuring the

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deck bridges, what process would you have gone through?
BY MR. PETERSON:
Q. Let me rephrase.
Do you know how that number for the deck bridges is calculated?
A. I don't.
Q. Okay. Is there somebody at Kimley-Horn that would have known?
A. Daniel would have known, yes.
Q. Daniel would know?
A. He did -- he went through the process of calculating, yes.
Q. Okay.
BY MR. VALENTINE:
Q. And would you be confident with that number if you knew Daniel --
A. Oh, for sure, yeah.
BY MR. PETERSON:
Q. The number for the surface area or the square footage of the -- what was that? Can I see it again?
A. Sidewalk.
Q. All right. So as far as the calculation here on CC378925 of 202 -- sorry, 225,000 square feet of sidewalk within the public right-of-way, do you know how Daniel Wolf calculated that?

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A. I would assume the same way based off of the drawings that we have.
Q. Would Daniel be able to answer that question?
A. Yes.
Q. Okay. Could you walk me through how these drawings could be used to calculate that, that number I just provided?
A. Sure. So the drawings that we have, I mean, these drawings, but, you know, Clark County is in possession of all these drawings, and so, for example, the Tropicana has a new development that's going there currently, right, and so there are design plans for that project. Some that are inside the right-of-way and some that are outside the right-of-way as they pertain to the pedestrian walkway.
And so we have a line that goes -- let's just say, for example, there's a portion of the sidewalk where the right-of-way goes through that sidewalk, and so a portion of the sidewalk that's out of the right-of-way and a portion that's inside the right-of-way. So we can calculate that based off of the curb line in here. So you basically just draw an area inside of AutoCAD, which, again, is that drafting program, and it calculates the area inside of the space that you draw.

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And so I would assume that that's what Daniel did. It's probably the easiest way to do it. What's inside of the right-of-way, clip everything what's inside of the right-of-way and inside the curb or outside the curb. And after finishing the walkway, go through and clean out, take out areas that have landscaping, for example, that aren't publicly accessible that way, or bus stops or other permanent obstructions you can pull out, like transformers, things like that.
Q. So the map you're looking at right now, who provided that?
A. Who provided this map?
Q. Yeah.
A. So Kimley-Horn updated this map for Clark County. So Clark County gave us the files that they had. We would have reviewed all the easements and construction documents up and down Las Vegas Boulevard from Russell to Sahara, and we updated those with graphics and CAD files or design files provided by the properties that Clark County was in possession, and we cobbled those all together and built this four-mile corridor.
Q. Okay. Can I see this first?
A. Sure.

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Q. Just the whole thing.
So do you have an updated version, because it looks like this is the 2012 Pedestrian Study. Do you have a version that's in the 2022 study?
A. Correct, yes. That should be -- so there's the volume data in Exhibit C. So this is a separate document here, the 2022 study. There's a right-of-way and pedestrian easement referenced.
So maybe not. I thought we did. Maybe this hasn't been updated yet.
Q. Do you have an updated version of this for the 2022 study of the maps you've just been looking at for the 2012 study?
A. I thought we did, but maybe we didn't provide that, actually, for the county, so...
Q. When you say, "provide," do you mean you might have them but they're not in the report or you don't have that at all?
A. Both. I'm not confident that we are in possession of them, but there's definitely not in the study here itself.
Q. So I guess the question is if that email is from 20 -- what is that?
A. 2022.
Q. 2022, do you know if Daniel was relying on

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the 2012 maps or he had updated maps that he was using?
A. No, he was updating the maps for sure. But you -- I mean, in the documents they produced that we sent to you guys, you didn't find it in there either?
MR. VALENTINE: I don't believe so, but we can double check.
THE WITNESS: Okay.
BY MR. PETERSON:
Q. But basically with these CAD, these maps uploaded into AutoCAD, you'd be able to determine the total surface area of the bridge decks; is that correct?
A. Correct.
Q. And you could calculate the total surface area of the sidewalks in the Resort Corridor?
A. Yes.
Q. How long would that take to calculate the total surface area of the sidewalks in the Resort Corridor?
A. It would take a while to calculate all the sidewalks, because there are so many obstructions that need to be pulled out. It's not -- I mean, it's not one layer that has public sector walkways, you know, public right-of-way walkways, for example, so they would have to be created.

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Q. Do you know how long that would take?
A. How fast Daniel could do it?
Q. Mm-hmm. Yes, I should clarify for the record. Yes.
A. A couple of days, a couple of days I would assume it would take for Daniel to do that.
Q. What about the sidewalk in the public right-of-way?
MR. BROWNING: Objection, vague.
BY MR. PETERSON:
Q. So that number, that 225,000 square foot number, how long --
A. Compared to what's outside the public right-of-way?
Q. Yeah.
A. Same amount of time. I mean, what I would say is probably he would probably have calculated all of it and then substracted that that was not or that was outside the public right-of-way.
Q. How accurate would the numbers be using AutoCAD for the total surface area of the sidewalks?
A. They would be quite accurate.
Q. And how long would it take to calculate the surface area of the pedestrian bridge decks?
A. That would be much faster.

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Q. How quickly could that be calculated?
A. In an hour or two.
Q. Okay. And by a couple days, going back to the surface area of the entire sidewalk system in the Resort Corridor area, you said that would take a couple days?
A. Yes.
Q. Is that working constantly for a couple days or is that based upon your schedule?
A. Yeah, that would be working constantly.
Q. Okay.
BY MR. VALENTINE:
Q. When you're talking about the surface area of the pedestrian bridge of the surface deck, I think you described it, what exactly would that be? Could you describe that for me?
A. So surface area of the bridge -- and, again, I'm not sure why the -- what the request was for. So when I think of surface area of pavement or construction, I generally think of maintenance costs, you know, how much does it take to repave that or repaint that or, you know, go clean that, or something like that. So generally what I would think of are the joints between where the bridge enters the landing, is what I would think of as the pedestrian bridge square

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footage.
So we have two landings where the bridges touch the ground, you know, and then have a column that they stand on, and then there's a joint in between those, and that area in between the actual surface area that you can walk on, that's what I would -- that's how I would calculate it, and I would assume that that's how Daniel would do it as well.
MR. PETERSON: Can I see the exhibit again in front of you, the emails?
THE WITNESS: Yep.
BY MR. VALENTINE:
Q. And when your data collectors were tracking level of service, were they only collecting -- or collecting data regarding non-permanent obstructions, were they only collecting data on non-permanent obstructions within that deck area you defined or was it also including the landing zones?
A. No, they included the landings as well.
Q. So NPOs were tracked within the landing zones?
A. Correct, yeah.
BY MR. PETERSON:
Q. Looking at Exhibit 11 again at CC378924. There's an email from Daniel to Kaizad that says, "The

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area of the sidewalk within the pedestrian access easement is approximately 365,000 square feet."

Is that an accurate statement of what Daniel said?

A. Yes.

Q. Do you know how that was calculated?

A. I would assume the same way that we were just describing.

Q. Daniel would know how he calculated that?

A. Mm-hmm, yeah.

Q. Is Daniel still employed by Kimley-Horn?

A. He is.

Q. Okay.

BY MR. VALENTINE:

Q. All right. We can move on from that.

So within the Pedestrian Studies, does Kimley-Horn use the term no-obstruction zone?

A. Yes.

Q. Where did that term come from?

A. It's from Clark County Code 16.11.

Q. Okay. And has the meaning of no-obstruction zones maintained, has it been consistent throughout the reports?

A. Yes.

Q. As used within the Pedestrian Studies?

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A. Yes.

Q. So the meaning within the 2022/2024 study of no-obstruction zone would also be the meaning of the 2012 study no-obstruction zone?

A. Correct, yes.

Q. So is it accurate to say that Kimley-Horn's definition or meaning of no-obstruction zones has not changed over time?

A. Yes.

Q. Who is the final say in determining where Kimley-Horn recommends no-obstruction zones be located?

A. In the studies?

Q. Yes.

A. So I was for the final study, and Ken Ackeret was for the previous studies.

Q. Okay. And what criteria does Kimley-Horn use to recommend that somewhere some location is designated as a no-obstruction zone?

A. So in the results or conclusions of the document we kind of go through that process, so I can point you to Exhibit 4, and the recommendations and conclusions that are associated with that. So I'm happy to read it all to you. How much do you want?

MR. PETERSON: You can just identify the section where you make that recommendation.

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THE WITNESS: Okay, so, yeah. So General Conclusions is 6.1 on page 4166 of Exhibit 4. So the no-obstruction zones are identified in here a couple of different times.

So bullet 1, 2, 3, 4, 5, the fifth bullet in the left column recommends that Clark County entitlement require on new construction projects in the Resort Corridor should incorporate the removal or placement or installation of no-obstruction zone signs and a white painted sidewalk markings as appropriate into the project civil improvement drawings. Depending on the scope of these improvements, the development should work with Clark County Department of Public Works to update the no-obstructive zones map for adoption by the Board of County Commissioners, so referenced in those no-obstruction zones there.

That was the general impact there.

Oh, the next -- yeah, I guess in the next bullet as well: The study observed a significant number of individuals creating undue obstruction in the current and new obstruction zone -- in the current no-obstruction zones at intersections and driveways. The study provides additional support and justification to maintain these areas free from obstructions during peak walkway usage. That was in the original

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recommendation from the 1994 study as well.

Maintaining no-obstruction zones at intersections, mid walk, crosswalks, and access drive entrances reduces pedestrian congestion which allows for increased visibility, and, hence, walkway safety.

It says noted there, and --

BY MR. VALENTINE:

Q. Would these no-obstructions zones indicated within the report be the same as those pedestrian flow zones?

A. They're not -- they're not all the same, no.

Q. Okay. And what would you say the difference is between the no-obstructions zones that Kimley-Horn recommends and the pedestrian flow zones?

A. So it's Chapter 16.11 is the Obstructive Uses of Public Sidewalks. So 16.13, 16.13 is the pedestrian flow zones. So per the ordinance, and I can read this to you as well.

Q. No, it's okay.

A. But there's more of a focus on the pedestrian bridges themselves and the pedestrian flow zones compared to the non-obstructive use zones, which are generally applied throughout all of the corridor, not just on pedestrian bridges.

Q. Did Kimley-Horn make any recommendations

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regarding flow zones or was it just based on these no-obstructions zones?

A. Yeah, based on the no-obstruction zone. No, is the answer to your question.

Q. Okay. And then recommendations of the study generally, who makes recommendations that are contained within the Pedestrian Studies?

A. Kimley-Horn does.

Q. And who specifically approves them?

A. So that would be me as the stamping engineer on this 2024 study.

Q. And were these recommendations developed jointly with Clark County at all?

A. We gave the recommendations to Clark County. They reviewed and did make some comments, but, generally, yeah, there are recommendations.

Q. For the 2022 study, do you remember what those comments were?

A. So as I mentioned before, the draft that was provided in 2022 was updated to include pedestrian flow zones as that ordinance had been accepted or adopted, but that was the only change, substantial change was the addition of the pedestrian flow zones since the initial draft.

Q. And did that change any of the

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recommendations?

A. Yes, kind of. I mean, they got added into the recommendations, so it didn't change the recommendations.

So what I would say is this bullet point, for example, was added to. So on page 4166, in the middle column, the top bullet we had the first half of this bullet already written, and then we added this note, so: "Note: During the preparation of this study, Clark County adopted the Pedestrian Flow Zones Ordinance, Chapter 16.13, designating pedestrian bridges as Pedestrian Flow Zones, and making it unlawful for any person to stop, stand or engage in any activity that causes another person to stop or stand within the Pedestrian Flow Zone."

So that was the change that we added that note onto the recommendation that we already had about the pedestrian bridges.

Q. And was that note added throughout the study?

A. Yes.

Q. Was there any other changes other than that note?

A. Not that I recall or that were consequential.

Q. So no substantial changes?

A. Correct. Correct.

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Q. Does Clark County ever request specific types of recommendations?

A. No.

Q. Does Clark County ever request specific data to be collected?

A. Yes.

Q. What is that usually based upon?

A. So, I mean, it's their project ultimately, right, and so they set the parameters on what data is collected. We negotiate and talk through what can be collected for the scope and the fee that's put forward on this part of any individual project.

But, generally, the way the Clark County's projects and a lot of agencies are very similar, but they'll develop the scope and send that out for bid, and we'll propose on the project, and this is the way that we intend to get to that end product and find the results that we're interested in learning about.

And so for our process, for example, going through this 2024 study, it was here -- the desire or the purpose, again, is to update what we had previously done: Let's go collect similar amounts of data in the same locations. Well, since 2012 it's a little more inexpensive to collect data than it used to be. We don't need to go buy a $20,000 camera and install it.

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With permanent power we can go put a little battery, you know $50 camera out there for a couple of days. So technology has improved to allow us to collect data more efficiently. So because of that, we're able to collect more data, for example, or process it faster.

And so in some of those ways we had recommended that we collect more data. I don't think Clark County ever asked us to collect more than we had previously, but we felt that we could supplement it and have the data be better because of the technology.

BY MR. PETERSON:

Q. So maybe just to be slightly more specific --

A. Sure.

Q. Now, Clark County did direct you to collect more data as discussed previously?

A. Correct.

Q. Related to identify and locate any individuals who are loitering, sleeping or performing, selling or soliciting underneath pedestrian bridges and the elevator waiting areas.

A. Mm-hmm.

Q. Did Clark County direct you to collect any other types of information related to pedestrian bridges?

A. No.

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BY MR. VALENTINE:
Q. What specific recommendations did Kimley-Horn make in the 2012 study?
MR. BROWNING: Objection, overbroad.
THE WITNESS: Yeah, we got a couple pages worth of recommendations in there.
BY MR. VALENTINE:
Q. If you could identify the pages and state that those are accurate.
A. Sure.
Q. Specifically the recommendations regarding pedestrian bridges.
A. Okay. So in Section 4 of Exhibit 1 on page CC1118, are -- we have a section of General Conclusions and Recommendations including on a pedestrian bridge. This recommendation was: "Pedestrian bridges have constrained widths and are an integral part of the pedestrian walkway system. Based upon the observed pedestrian volumes and walkway level of service, it is appropriate to designate the pedestrian bridges as no-obstruction zones. Pedestrian bridges should be maintained free of any obstructions, including obstructions like trash enclosures. In addition, the areas on and around stair landings, elevator waiting areas along with escalator approach and departure

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landing zones should also be maintained free of any obstructions."
Q. By no-obstructions zones, what definition that we've talked about would most accurately reflect the no-obstruction zones recommended for pedestrians?
A. So 16.11 of the Clark County Code, no-obstruction zones.
Q. And that's the old ordinance?
A. Correct, mm-hmm.
Q. And the same question regarding the 2015 study. Or I believe that -- sorry, let me --
A. Whatever couple of additional pedestrian bridge improvements that are recommended are part of the 2012 study as well.
Q. Okay.
A. They made recommendations to some of the stairwells for improved lighting. Pedestrian bridge lighting should be staggered view and light levels adjusted as appropriate to provide and improve nighttime security and safety.
For example, it talks about escalator functioning, as we discussed earlier as well.
We made recommendations for new installation of new pedestrian bridges at some congestion locations where there were no pedestrian bridges.

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So this one, for example, on page 1122 study of feasibility of pedestrian bridge at the location to eliminate the at-grade pedestrian crossing. This is on the north end of Planet Hollywood over to the Bellagio, for example.
We also had recommendations for time, place and manner of no-obstructive use zones in the 2012 study, so those were specific locations, and some of them included pedestrian bridges where we had recommended during specific times around the holiday weekend or on a Saturday of a holiday weekend, for example, that it should be determined or that that pedestrian bridge could be a level -- or could degrade beyond the Level of Service C --
Q. And --
A. -- during those time frames.
Q. And why did Kimley-Horn specifically suggested time, place and manner restrictions there?
A. So to be able to maintain a Level of Service C, we're recognizing that there were times where regardless, or irregardless, you know, regardless of any non-permanent obstruction being on the bridge, that it was still maintained at an appropriate level of service, but we did study the pedestrian bridges that were close to Level of Service C, that C/D threshold,

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and analyze, you know, a theatrical impact of non-permanent obstruction there.
And so what we said here on page 1124, on the right columns, that: Walkway segments that resulted in a LOS-C were considered further an analyzed to determine if the addition of an obstruction would result in the LOS-C deteriorating to D or greater. A reduction of the effective walkway width of 2.25 feet associated with the obstruction of one person standing on the side of the walkway was applied for the analysis.
And so going through that analysis where there was LOS-C already determines some locations where we had some time, place and manner restriction recommendations.
Q. And did Kimley-Horn recommend increased enforcement of 16.11?
A. No.
Q. Is it accurate that the increased enforcement that occurred was studied within the 2015 report?
A. We identified, yeah, where when we saw police presence, I think is what we shared --
Q. Okay.
A. -- as part of that study while we were out making observations of the pedestrian -- of, yeah, of

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the NPOs, correct, in the 2016 update.
Q. 2016 update?
A. Not the 2015, yeah.
Q. And for the 2022 recommendations, same question specifically related to bridges: What were those recommendations?
A. Yeah, the similar recommendations as mentioned with the improvement of the pedestrian walkways and some reconstruction of some of the bridges and removal of some of the permanent obstructions, like those trash enclosures, the effective walkway width of the bridges, you know, was increased, so we didn't have as many.
And as was mentioned earlier, that there were no bridges that were level of service beyond Level Service C, and so there were no time, place and manner restrictions recommended for the bridges in the 2022 study based off of the effective walkway width and the volumes that were observed.
But we ended up with the general conclusion very similar to the other one. So I already read half of this referring to the Pedestrian Flow Zones, but the first part is, you'll hear, is very similar to the 2012 study: "The pedestrian bridges are an integral part of the pedestrian walkway system, and they have

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constrained widths. Based upon the observed pedestrian volumes and walkway LOS, it is appropriate to designate pedestrian bridges as No-Obstruction Zones. Pedestrian bridges should be maintained free of any obstruction, whether permanent or non-permanent in nature. In addition, the area on or around stair landings, elevator waiting areas, at-grade and at-bridge level, as well as escalator -- an escalator as escalator approach and departure landing zones should be maintained free of any obstructions, permanent or non-permanent."
Q. And so the time, place and manner of restrictions weren't suggested, because the LOS was already above --
A. On the pedestrian bridges, correct. Yeah, it was Level C or better.
Q. And that's -- is that where you generally want to be, LOS-C, or why was that determined as the cutoff?
A. Where do you want to be? That's where I want to be.
So that was determined in the 1994 Lee Engineering Study. That was -- I'm not sure why that criteria was chosen, but that's what was chosen and put into code.

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Q. Okay.
A. So we can definitely make argument for Level of Service B. There's less congestion or Level of Service D could be acceptable after an event, for example, or E or F could be for a short period of time, like in front of the Mirage, you know, after the fountain show went off -- or the volcano show went off or the siren show that used to be in front of TI, or Treasure Island. Like, those were generally accepted by the populace. You know, no one was out crying, like, why is it so crowded over here.
But Clark County standard has been Level of Service C since 1993, actually. 1994 can confirm that as well.
Q. Were there any walkways tested during the 2022 study that dropped below a level of service or --
A. Yes.
Q. -- worse than a Level of Service C?
A. Yep. Yeah, so those ones were identified in -- on page 4163 of Exhibit 4. So these are locations exceeding Level of Service C.
Q. Page number for that? Sorry.
A. 4163. And so it wasn't all of the observed times, but there were times that were observed in various locations, none of which were pedestrian

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bridges.
Oh, that's not true. We did have -- we did have one level -- oh, excuse me, that's with one non-permanent obstruction.
Previous page, so 4162. So the Casino Real Access Drive to Moving Ramp, so that's just north of Casino Royale had a location underneath the Venetian pedestrian bridge on the east side of Las Vegas Boulevard, had a Level of Service D. So both those locations had a Level of Service D during data collection process and valuation process.
BY MR. PETERSON:
Q. I just had a followup question related to the time, place and manner restriction recommendation we discussed earlier.
To your knowledge has any time, place and manner restriction been imposed on any of the pedestrian bridges in the Resort Corridor?
A. I believe that signs were installed after the 2012 study based on the recommendations of that study.
Q. Did you collect any data from a bridge that had the time, place and manner restrictions imposed on them?
A. After?
Q. Yes.

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A. We would have during the 2015 study, and I don't believe they had been removed in the 2022 study, so yes, would be answer to that.

Q. And you made -- you would have made the same recommendation for time, place and manner restrictions after the 2015 study for bridges that were suffering from congestion?

A. If they were at -- if they were exceeding a Level of Service C, yes.

Q. And to clarify, you made the recommendation for time, place and manner restrictions because LOS was degrading predictably at certain times of the day; is that correct?

A. Correct. Correct.

Q. And it would regularly be that specific time of day where the LOS would drop an unacceptable amount?

A. Correct, yep.

Q. Okay.

BY MR. VALENTINE:

Q. So with the 2016 update and the 2015 study, why was there a 2016 update?

A. So the 2016 update was a question of were there changes -- and maybe I'll just read about the purpose in here in the study here.

Q. And that's -- could you identify the exhibit?

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A. Yes. Yeah, so Exhibit 3, page 4266, Study Purpose: "So in 2016 additional funding was provided to increase the presence of Las Vegas Metropolitan Police Department along Las Vegas Boulevard in order to observe the effectiveness of increased enforcement that began on May 28, 2016. The number of NPOs was documented to prepare an update to the NPO analysis portion of the Las Vegas Pedestrian Study. The following section provides a summary of the 2016 data and the subsequent analysis."

Q. So would it be fair and accurate to say that this was a study conducted to test the effectiveness of increased enforcement?

A. Yes, correct.

Q. Is this --

A. I wouldn't say enforcement necessarily, but presence.

Q. Increased presence?

A. Yeah, we didn't do any tracking of enforcement of arrests records or of citations issued or anything like that. It was purely -- from our perspective we're not sure what Metro is doing out there, but they are there, and so what has been the impact of non-permanent obstructions from them being out there.

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Q. Okay. And so would a similar test be effective to determine whether or not the ordinance 16.13 is effective. A similar further study. Sorry, not test.

A. When you say, "effective," what do you mean by that?

Q. Whether it's decreasing level of service or improving level of service?

MR. BROWNING: Objection, calls for speculation.

THE WITNESS: Yeah, hard to know without studying it. I mean, with a study we could determine if it is effective in that way, if we're defining effectiveness by improving level of service.

The challenge is that, you know, there are a number of independent variables that we talked about. So the effective walkway width can be impacted by a non-permanent obstruction being there, for example. But a Metro police officer can be a non-permanent obstruction as well if he's up there or she's up there obstructing, right?

So in that same way it's kind of hard to tell the effectiveness of it based off of the engineering study.

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BY MR. VALENTINE:

Q. Would a Metro officer be considered in that tabulation of non-permanent obstructions that --

A. Not what we previously calculated, no, that were put together.

Q. So it would have to be a new column?

A. Mm-hmm.

Q. Did the City ever reach out to --

A. The county?

Q. Or, county, sorry.

Did the county ever reach out to Kimley-Horn to conduct another study regarding the effectiveness?

A. Haven't yet.

Q. Okay. And generally, how frequently should these studies be conducted in the Resorts Corridor?

A. I would say that's subjective.

MR. BROWNING: Objection, speculation.

THE WITNESS: Yeah, subjective.

BY MR. VALENTINE:

Q. How frequently have they been conducted so far?

A. So it was 1994 or 1993 when the first one came out that Clark County independently, or as an agency put together, and they hired a consultant in 1994 to expand upon that. So from 1994 to 2012 was the

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first one after that, and a couple of updates in the interim.

The 2015 update to the 2012 study was really to see and document the amount of impact of the actual infrastructure improvements that were made, because they were substantial in that time frame.

And so a 10-year horizon, I would assume, you know, would make sense, based off of this process, just with the ever-changing Las Vegas Boulevard. It seems to make sense. I am guessing that's why the county reached out in 2020, 2022 to update that, the original study in 2020 or 2012.

MR. VALENTINE: Do you have anything else?

MR. PETERSON: Yeah. Yeah.

BY MR. PETERSON:

Q. Talking a lot about LOS, can LOS degrade to the point where it actually puts people at risk of physical harm?

A. Yes.

Q. Do you know what level that is?

A. That, again, is also subjective just depending on the tenor of the crowd, I guess, you know, if you think about it that way.

What we saw most frequently from a level of service concern physically was that the walkway would

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overflow; and so instead of people being crushed or stepped on or trampled, they would walk out into the roadway as opposed to staying on the sidewalk. And so from a safety standpoint that was where we were most concerned: Were pedestrians leaving the pedestrian realm and entering the vehicle realm, and so that's what we were seeing as congestion exceeded E or F.

You know, when you're getting to that level, you can't exceed F, technically, because that's the bottom level. But when it's at that level, that's when people -- you can't -- the way it's described to me, and maybe I can -- let me just read it this way, from Highway Capacity Manual, because I feel like they spent a lot of time trying to make sure this is worded well: But your ability to pass someone else or to control your path is impeded by level of service, E or F.

Yeah, so this is -- I'm looking at Exhibit 4, page 4058, Table 1.2, so Level of Service C. So let's say Level of Service A is the ability to move in a desired path. No need to alter your movement.

Level of Service C, which again is the standard of Clark County, is frequent need to adjust path to avoid conflicts. So people are walking faster than you. They are trying to go past you. People are walking slower than you that you need to go around or

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there are other obstacles in your way that you need to move your path.

When we get to speed or Level of Service E, for example, it says "speed restricted, very limited ability to pass slower pedestrians." So, you know, depending, again, on who is in the crowd, that can create anger, it could create angst, it could create fear, right, like, all these things could happen to an individual pedestrian.

Level of Service F is your speed is severely restricted, and there are frequent contact with other users. And so depending on the comfort of the crowd, you know, that could be no problem at all, you know, or it could be a significant problem.

Q. What page are you on?

A. This is page 4058 of Exhibit 4.

Q. What is the lowest level of LOS did you observe on the pedestrian bridges?

MR. BROWNING: Objection, vague as to time.

THE WITNESS: Yeah, when?

BY MR. PETERSON:

Q. Any time, what's the lowest level of service you've observed on the pedestrian bridges on any of these studies?

A. I feel like we saw a Level of Service E in

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2012 on the Flamingo west bridge. Level of Service D. Level of Service D on the Flamingo west bridge, I think that was the highest that we saw.

BY MR. VALENTINE:

Q. What exhibit was that? Sorry.

A. So I think we were on Exhibit 1 on page 1052.

BY MR. PETERSON:

Q. So you observed LOS-D on the Flamingo west bridge for the 2012 survey; is that correct?

A. Correct.

Q. Did you observe any level of service lower than D on any of the bridges at any time?

A. I don't believe so. I think that was -- I'm pretty sure that that was the lowest level of service that we saw on a pedestrian bridge.

Q. Did you see low -- LOS-D or worse at any time when conducting the 2022 pedestrian survey?

A. No.

Q. Of the pedestrian bridges, just to be clear.

A. On the pedestrian bridges they were all Level of Service C or better.

Q. Now, you mentioned before about the safety concern related to the dropping or worsening LOS. You specifically referred to pedestrians stepping into roadways and coming into conflict with vehicular

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traffic; is that correct?
A. Correct.
Q. Is it fair to say that can't happen when you're on a pedestrian bridge?
A. That is fair.
Q. Okay. Is there any other safety concerns that you're aware of related to LOS dropping or worsening, besides the risk of pedestrians being moved into vehicular traffic?
A. Yeah, I think the risk, physical risk would be more on -- yeah, I'm trying to think. I'd say in a life --
MR. BROWNING: I'll add a speculation, scope objection.
THE WITNESS: Yeah, I think in the life safety aspect of it, you know, if there was an emergency and people need to move quickly, from that standpoint, generally that's not the case on Las Vegas Boulevard, so they're leisurely placed on purpose.
Some people don't move in that way, but if there were a life safety event or an emergency that people were needing to move quicker, that would be my concern if there was already a Level of Service D or E or F, and now we need to move people faster. That, to me, seems perilous or could be. Someone could fall.

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Someone could be trampled, for example.
Q. So that means D, E, F, LOS-DEF, when that becomes a concern?
A. Yeah.
Q. It's less of a concern with LOS-C?
A. Correct. Yeah, LOS-C, as mentioned, you have the ability to pass other people, so if you want to move faster you can.
Q. During the course of your Pedestrian Studies, did you all observe pedestrians step into the roadways for the grade level sidewalks due to worse levels of LOS?
A. Yes.
Q. How often did you observe that?
A. At specific locations, often. At other locations, it never happened, right. So inside that inner corridor, for example, every time after the volcano show went off or the siren show went off, the walkway in front of the Bellagio fountain is extremely wide comparatively to most of the sidewalk on Las Vegas Boulevard, for example, so infrequently there. But even at that location, depending on the scale of pedestrians that were out there, we would see that in those locations. So associated with those events that were on the Resort Corridor, frequently.

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Outside of bus stops, for example, if there were -- if the bus stop was behind the sidewalk, so the bus -- you have the road, the sidewalk, and then the bus stop as opposed to the bus stop in front instead of behind, in those locations we would see people walking out to avoid the crowds in front of the bus stop, for example. We would see that.
And there are some constrained areas along Las Vegas Boulevard where there's pinch points that happen, so people avoid those pinch points by walking out into the street as well.
Q. Did you observe people walking into the street in the 2022 Pedestrian Study?
A. Yes.
Q. Is that documented in the Pedestrian Study?
A. They're not documented in that way, no, specific locations where they walked off the roadway or walked off the sidewalk.
Q. Do you have any materials related to when that was occurring?
A. No.
Q. You don't say anything about that. That was just observed by your employees?
A. Correct.
Q. What locations did they observe that

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occurring at in the 2022 Pedestrian Study?
A. Various locations. So I'm just going to pull up the map here really quick to find that.
So I'm looking at Exhibit 4, page 4063, for example. Nope, those are the ones received in 2012. Excuse me.
I'm going to look at 4066. No, not that one either.
I'm going to keep going a little bit.
That one will work. That one will work. So 4066, these are in Exhibit 4. These are the 2012 and the 2015 recommendations for where we saw Level of Service C being exceeded. So I can't remember if we have the same graphic. I think we do, actually.
Let me go back, though, to 2022 results. The time of day restriction recommendations -- well, I can point out to you anyway from the same exhibit.
So 4066, so if we're looking at that one, the location, which we were referring to as R15 in here underneath the pedestrian bridge of the Venetian, in that location there's a break of a pedestrian containment where there's a bus stop, so people try to get around that location as an example.
R10 is a location in front of the Caesar Coliseum, that little rotunda that they have out there

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in front of Caesars Drive, just off of Caesar's Drive. That's a location where people will walk off into the roadway as well. There's significant grade crossings east and west there of Las Vegas Boulevard, so we'd see people out there.

R9 in front of Caesars Palace there's bollards that -- pedestrian safety bollards along that frontage, but people still walk in between the bollards out there. We saw those out there, a significant amount.

That's primarily it, though.

Q. During the course of your 2022 Pedestrian Study, did you observe anything on the pedestrian bridges that you believe was significant or was just a safety concern?

A. No.

MR. PETERSON: Can we just take a brief break?

MR. VALENTINE: Sure. 4:00 o'clock.

(Recess taken at 4:00 p.m.)

(Proceedings resumed at 4:06 p.m.)

MR. PETERSON: We have a few more questions, just to close out. It shouldn't take that much longer.

MR. VALENTINE: Hopping back in at 4:06.

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BY MR. VALENTINE:

Q. So as you were flipping through the 2022 Pedestrian Study I heard you mention time of day restrictions?

A. Mm-hmm.

Q. Could you identify those and kind of describe what they were within the 2022 study?

A. Sure. So we had -- so this is Exhibit 4, page 40160, it discusses our time of day restriction analysis. So based on the pedestrians that we observed out there, the calculated count location and segment level of service, and the walkway conditions, 9 segment pinch point locations were identified, which are in figure 5.68.

So these ones -- so these locations would be considered four NPO restrictions during specific days and weeks and time of the day. So they identified time of day and day of week and month of year that locations in the study corridor should be considered for restrictions for non-permanent obstructions.

The following steps were taken, so we kind of talked about this already, but those locations that were Level of Service C, we added a non-permanent obstruction to it, theoretically, and then calculated that level of service, and we saw level of service

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degrade to D with the addition of a non-permanent obstruction on the bridge.

Q. Okay.

A. And so those locations were the Flamingo Road west pedestrian bridge, the Flamingo Margarita wall landscaping area, and the Casino Royale Access Ramp, Access Drive to the Moving Ramp, and then underneath the Venetian pedestrian bridge. So we did make that restriction recommendation -- I think I missed this before -- on the Flamingo west pedestrian bridge that we had previously discussed where we saw the most pedestrians before.

Q. Okay. And with the data collection, and the ways that you were collecting data, was Clark County informed on how you were collecting that data?

A. Yes.

Q. So they knew about the manual collection as well as the camera collection?

A. Yes.

Q. Did Clark County ever ask for the raw data from those collections?

A. I don't recall specifically, but we included it in the back of the study, so I'm guessing we probably did, that's why we included it.

Q. Referencing Exhibit 7, these sheets that were

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filled out with the maps, did Clark County ever request this data?

A. Not that I recall.

Q. Was Clark County aware that these sheets were filled out?

MR. BROWNING: Calls for speculation.

THE WITNESS: Yeah, I don't recall specifically.

BY MR. VALENTINE:

Q. Was Clark County ever informed by Kimley-Horn of these sheets? Were these sheets ever provided by Kimley-Horn to the county?

A. I don't believe so, no.

Q. Would you have provided them if you were asked?

A. Most certainly.

Q. And then the raw data, too?

A. For sure.

MR. VALENTINE: Anything else? Should we close out?

BY MR. PETERSON:

Q. Time, place and manner restrictions recommendation you gave at CC4160, this is based upon the observations that Kimley-Horn made during this Pedestrian Study?

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A. Correct.
Q. And just to be clear, you have made time, place and manner restrictions recommendations in each one of the Pedestrian Studies?
A. Correct.
Q. And you make these recommendations based upon your observations that this does improve LOS?
A. Correct.
Q. Okay. And just to be clear, if LOS improves, then a congestion improves in those areas?
A. Correct. Yeah, and I think the comparative analysis, if we look at the 2012 study, there were 17 locations where we recommended time, place and manner restrictions. Where in the 2022 to 2024 study, it was only four locations.
And so the work and the effort that's gone into improving level of service has been recognized formally, you know, in the study to say that there's not nearly as many linear feet or specific locations where time, place and manner restrictions need to be or are recommended to be installed or located because of those improvements, and the pedestrian volumes are lower as well.
Q. So your observations over time is that LOS is improving in the Las Vegas Resort Corridor?

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A. That's what happened since we've started doing our studies, yeah, and the application of the recommendations that we had for physical improvements as well.
MR. PETERSON: Great.
BY MR. VALENTINE:
Q. Is there anything else you believe is important for understanding Kimley-Horn's Pedestrian Studies?
A. You read all of them, right?
Q. Yes.
A. Nope.
Q. Are there any corrections to your earlier testimony that you need to make?
A. No.
Q. Have you answered all questions to the best of your knowledge and ability?
A. Yes.
Q. And is there any information that Kimley-Horn might have that would contradict the testimony you've given today?
A. No.
BY MR. PETERSON:
Q. I guess I just have one final question or two.

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Is there anything in any of these studies that you later determined to be inaccurate?
A. No.
Q. So all of these studies, to Kimley-Horn's knowledge, reflect accurate data?
A. Yes.
Q. And you still stand by the recommendations you've made in each instance?
A. Yes. Yeah, I mean, they supercede each other, right? So the recommendations we have in 2012 aren't applicable if they were already addressed, but otherwise, yes.
Q. But they were accurate at the time they were published?
A. Yes, mm-hmm.
EXAMINATION
BY MR. BROWNING:
Q. I just have a few followup questions. It will be somewhat disjointed --
A. Sure.
Q. -- given that I'm following their train of thought going in and out.
So earlier you talked about the shy distance. Do you happen to recall what the manual defines the shy distance for, like, the side of a bridge to be?

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A. I think it's a foot and a half from an object line or a building face.
Q. Okay. So if you had a pedestrian bridge with an effective width of 15 feet -- or, sorry -- with a width of 15 feet --
A. Total width, mm-hmm.
Q. What would the effective width of the pedestrian bridge be?
A. Yeah, so if it was 15 feet, I believe that it would be a foot and a half off each side, so it would be 12 feet.
Q. Okay. And so then if you had a non-permanent obstruction standing in the middle of the bridge, you indicated earlier that you gave it 24 inches?
A. Mm-hmm.
Q. And then would there also be a shy distance from the sides of the person?
A. Mm-hmm.
Q. What would the effective width of the bridge be with just one person on there now?
A. So we went from 15 feet total width --
Q. Correct.
A. -- to 12 feet of effective width. You put an individual in the middle and you take 2 and a half feet out there, so we're at 9 and a half feet. And we have

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8 inches on either -- 9 inches on either side, so another foot and a half, so 4 feet out of that. So 6 feet.

Q. Okay. So a total --

A. Is that right? 15 down to 12 minus 4 -- 8 feet.

Q. Okay. So you go from 15 feet to 8 feet of effective width; is that fair?

A. Correct.

Q. And that's just one from non-permanent obstruction?

A. From total width to effective width.

Q. Correct. Sorry.

So it's fair to say then earlier you indicated that one non-permanent obstruction was able to degrade the level of LOS from C to D by themselves; is that correct?

A. It could, yeah.

Q. And then, again, in all of these studies, except for the 2022 study where the county directed you to look at people under the bridge and near the elevators, homeless people, people sitting on the sidewalk not asking for money, people standing on the sidewalk not interacting with other pedestrians, potentially Metro officers - all of these people could

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functionally serve as non-permanent obstructions, but they weren't reflected in the data; is that fair?

A. That's correct.

Q. Okay. And then I think you answered this earlier, but when you identified a performer with a crowd, you indicated that you put a "C" with a circle and the number of the members of the crowd?

A. Mm-hmm.

Q. Was there any attempt to determine what sort of shy distance or what sort of space was occupied by the crowds in these cases?

A. On the data collection form itself we ask people to kind of circle or create a little blob or bubble, you know, the amount of space that they were taking up. But, again, we didn't end up using that information as part of any of the recommendations.

Q. Okay. Were these bubbles included in these forms that you turned over to Plaintiff's counsel?

A. They would be if anybody recorded them.

Q. Okay. But you can't be sure that anybody recorded them?

A. Well, I'm not positive, because I didn't review each of these individually.

Q. Okay. But then the shy distances that you referenced earlier in reference to the non-permanent

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obstructions, those same shy distances would apply to the crowds as well?

A. Correct.

Q. Would there be -- and I don't know if this is indicated in the Highway Manual or not, but when you have a crowd and a performer interacting, is the space between them, is there some sort of functional shy distance that's maybe more extreme than you would expect from a normal human interaction passage?

A. I think that's hard to determine as well depending on what the performer is doing, right? And so if there's a performer that's playing a fiddle versus, you know, doing a Michael Jackson dance or Spiderman, like, they use different amounts of space, right? And so I think just the general populace is going to react to that, how they're, you know, feel safer in, more safe in.

And the general shy distances are just that, like, not everybody feels the same way about walking close to a wall, depending on how nice your shirt is, maybe you might want to move a little farther out, maybe you don't.

Q. Okay. So would the nature of the non-permanent obstruction also affect the shy distance?

A. Yep, could, I suppose.

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Q. Is there any indication in the Highway Manual about how a dog would affect shy distance?

A. No.

Q. Or about how someone who is menacing or, you know, a homeless person versus a performer, what the shy distance difference would be?

A. Nope.

Q. Okay. So is it fair to say then it's difficult to capture --

A. Yes.

Q. -- the exact shy distance that each of these non-permanent obstructions create?

A. Yes. And we did not study that. So the Highway Capacity Manual is more focused on permanent obstructions. So as their examples, they have, like I mentioned, fire hydrants, street signs, poles, trashcans, bus stops. Like, those are the kind of things that they defined shy distances from. It's based off of literature and data collection and observations and watching people.

We did some analysis of -- I mean, analysis is a pretty strong word, I guess. We did observations to try to understand the shy distances from the bollards, because that was a new thing compared to 2012 when we studied, that are ubiquitous now up and down

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Las Vegas Boulevard, the hazardous vehicle bollards, protection bollards, but that was the only thing that we really looked at, at all, from shy distances.

Q. So earlier we talked about the, you know, the non-permanent obstructions individually creating the shy distance, and, you know, functionally reducing the effective width of the sidewalk, but we didn't really talk about the non-permanent obstructions' impact on the flow rate.

You know, for the case of performers and the case of people who are trying to talk to you or solicit you or interact with you, were you able to measure how that affected the other aspect of the LOS calculation about whether these people walked slower as they were observing or --

A. So short answer is no, but in the 2012 study we studied both pedestrian walking speed as well and determined level of service based on that as well as the walkway widths.

What we found in the study is that on Las Vegas Boulevard the travel speeds, they're documented in the Highway Capacity Manual are not really applicable to the leisurely pace of pedestrians on Las Vegas Boulevard.

More than you need to know, but in that 1971

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study that I mentioned, Dr. Fruin studied pedestrians walking on university campuses and walking in airports, and that was the pace of pedestrians that he had figured out for level of service.

And so I imagine people walk a little differently if they're on their way to catch an airplane as they do walking to Margaritaville.

So we found out that we were hoping that that would be a really good indicator of where congestion was, was travel speed, but it was not a good indicator of that, so we recommended that that be pulled from consideration for level of service in Las Vegas Boulevard.

MR. BROWNING: You guys have Exhibit 10, the emails?

MR. VALENTINE: Exhibit 10 is the handwritten notes.

THE WITNESS: 11?

MR. BROWNING: Exhibit 11 is the emails. I must have skipped one in my notes.

BY MR. BROWNING:

Q. All right. I think there's some misunderstanding about some of these terms in here that I wanted to kind of clarify.

All right. So I think these are going

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backward in time. Let me double check. Yeah, that's 3:35 p.m.

So we'll start with this. Can you read me the first two sentences in that 3:01 p.m. email on Exhibit 11 at CC378925?

A. "Based off the PDF attached, there is approximately 225,000 square feet of sidewalk within the public right-of-way. This does not include sidewalk within the public access easements."

Q. Okay. If you know, can you kind of explain what the public access easement is?

A. Yeah. And I think after reading this a little more carefully, this one PDF might be one page, honestly, of that map in that document we were talking about, not the complete Las Vegas Boulevard. I don't have the attachment to be able to determine that.

But, generally, there -- so where there is -- so when a resort or when a property is built, it has to provide, it's required to provide movement through the property for the public. And so generally we do that within the right-of-way, and we call that a sidewalk, and you build that for people to be able to move through it.

Some properties take it upon themselves to improve or change or make different that pedestrian

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accommodation, and so sometimes they do that within the pedestrian right -- or within the public right-of-way, and sometimes they do it on their private property.

So we could take, for example, Planet Hollywood. So this is an elevated pedestrian walkway in front of the Planet Hollywood, so there's no grade access from the street to Planet Hollywood, except for around the corners. But as you walk across the front of the property, they've elevated that all, so that has the benefit of safety, you know, from a vehicle/pedestrian, it separates that. But there is portions of that that are still in the public right-of-way, even though it's elevated off of the ground. But they have, I think, 5 or 10 feet of -- and it kind of meanders, like, you know, to the left and the right as it goes across the property frontage. There are portions of it, 5 or 10 feet, within the public right-of-way, and they've got 10 to 30 feet behind the public right-of-way that is still sidewalk.

So some of that is private property, and some of that has been designated as a pedestrian easement that can be used for anybody to move through, and it has the same -- my understanding it has the same rights as the public right-of-way does, because the property is granted that as an easement for the public to access

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it.
So that would be the determination that was gone through to figure out where the back of public right-of-way line compared to where the easement has been documented for through movement of pedestrians.
Q. So it's fair to say then that there's county-owned and maintained public right-of-way sidewalk?
A. Yes.
Q. And there's privately owned and maintained sidewalk --
A. Yes.
Q. -- that is functionally a public sidewalk?
A. Yes. And there's also privately maintained sidewalk that is private.
Q. That is private. All right.
A. Not in all cases, but in some, all three of those entities exist up and down the corridor.
Q. And so when Daniel talks about the public access easement here, is he measuring the legal description of the easement itself?
A. Yes, that's what he would be measuring.
Q. Okay. And I don't know if you've looked into it too much, but is that a uniform, even system across all of the sidewalks?

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A. It is very much not, no. It's defined by every property specifically when that's going through entitlements.
Q. Are you aware if all of those are up to date and accurate?
A. When we were updating the maps, we requested all the most recent easements from Clark County and used what we were provided.
Q. Okay. And in reviewing them, did you find gaps? Did you find places where the easement was not on existing sidewalk?
A. No.
Q. No. I'm going to provide you a map from another case I had, just to see if you can kind of make heads or tails of it here.
MR. PETERSON: Are you going to mark that as an exhibit?
MR. BROWNING: Yeah. Can we mark this as an exhibit?
(Plaintiff's Exhibit 12 was marked for identification.)
BY MR. BROWNING:
Q. So do you recognize the location in Exhibit 12? The roads are labeled if that helps.
A. Las Vegas Boulevard and Flamingo, yep.

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Mm-hmm.
Q. And so the property that is on the top portion of the exhibit, which property would that be?
A. Caesars.
Q. All right. And if I represented to you that the right of ways were designated, drawn in by county surveying, what's your understanding of what the orange easement is?
A. Based off of this document?
Q. Correct.
A. Pedestrian access easement.
Q. And where does the pedestrian access easement go in this diagram?
A. Into the fountain.
Q. Okay. And the roadway and utility access easement, where is that located?
A. Closer to the road than the pedestrian access easement.
Q. But is it fair to say that the roadway access easement is also on the sidewalk?
A. Yes, correct.
Q. All right. Between where the roadway and utility easements and the pedestrian access easement end and the location of the pedestrian bridge, do you know where that would be on this diagram?

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A. Well, say that again.
Q. Where would the pedestrian bridge escalators be on this diagram?
A. Oh, up here (indicating).
Q. Okay. What about the ones on Flamingo?
A. Over here (indicating).
Q. And I'll just indicate that the deponent --
A. To the north and to the west, I guess you could say it that way.
Q. Okay. On the pedestrian escalators to the west, is there any right-of-way or public access easement on that section of the sidewalk?
A. No.
Q. But functionally, that's still a public sidewalk?
A. Per this map, yes, agreed, yes.
Q. So assuming this map is correct, and that county surveying didn't miss anything, is it fair to say that the easements don't exactly align --
A. Yes.
Q. -- with the reality?
A. Yes.
Q. All right. And so, first of all, you didn't do these calculations, correct?
A. Correct.

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Q. So you don't know if Daniel relied on the access easement?
A. Well, I don't know what Daniel calculated based on, like, what the PDF was, so I'm not sure to what extent he was calculating; were those all pedestrian bridges or was that just one-on-one PDF or was that just -- you know what I mean?
Q. Right. Well, I think he was talking about sidewalks.
A. I'm not sure what the extent was that he was calculating, though. So I'm not sure if this specific area was included, I guess is what I'm saying.
Q. Okay. But then -- so you don't know whether he would have calculated based on the orange area alone or whether he would have drawn a CAD diagram around the functional sidewalk that's in the public area?
A. Correct, I do not.
Q. Okay. Is it fair to say that the relinquishments and easements and dedications along the Las Vegas Boulevard are not uniform?
A. They're definitely not uniform. A lot of history.
Q. And does that pose a problem in calculating the effect of square footage of any public easement?
A. Yes.

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Q. Okay. And then to go to the next page on Exhibit 11, and I mean the page in front of it, I think?
A. This one?
Q. Yeah, for the email on CC378924, can you tell me what that measurement for square-footage is?
A. So the area of the sidewalk within the pedestrian access easement is approximately 365,000 square feet. "I've also attached the updated maps at Harmon Avenue to address the red line."
So, again, not knowing what this is referring to, this might be a specific property update that he was asking for.
Q. Okay. But it's fair to say, though, that he references the public access easement again as its base of measure?
A. Yes, correct.
Q. Okay. And the public access easement, again, is also not co-extensive with the public area of the sidewalk?
A. I'm not sure in this location, but...
Q. You indicated earlier that LOS-D, E and F are problematic, but you also indicated that the problematic nature of the LOS can be determined by the tenor of the crowd; is that correct?

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A. Correct.
Q. So, you know, if it was an emergency situation, maybe an evacuation, a mass casualty event, some sort of panic, LOS-C could also be problematic; is that fair?
A. Sure, yes.
Q. LOS-B could be problematic as well?
A. Could be. And I guess the challenge, if I could clarify, I think the challenge with level of service is that it's a static measurement and flow is a dynamic situation, right? So we're trying to define something very statically that is actually quite dynamic, right?
So let's say there is a pedestrian bridge, to your point there. Could Level of Service B be a concern? Well, it wouldn't be a Level of Service B if it got concerning, right? If there was a mass casualty event or evacuation, you're going to all of a sudden, because everyone is moving faster, you're going to have a higher flow rate in that same effective walkway width, and so your level of service will increase momentarily during that period of time.
Q. So earlier you indicated that the data, the trends are somewhat predictable; is that fair?
A. Mm-hmm, yes.

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Q. But is it fair to say that there are also outlier events?
A. Hundred percent.
Q. And those outlier events are not contemplated or captured in the data that Kimley-Horn collected; is that fair?
A. Correct.
Q. I think that's all I have. Oh, I'm sorry. I do have one more. Sorry.
And you've already read this. Maybe you want to pull it out again. It's Exhibit 1. You can read this one so you know where I'm going with it, but it's the same. It's just the recommendation section from 2012.
A. Page 1118.
Q. So this is Exhibit 1, CC1118.
Can you read that first highlighted section for us over there on the left?
A. "The pedestrian bridges have constrained widths and are an integral part of the pedestrian walkway system. Based on the observed pedestrian volumes, the walkway level of service, it is appropriate -- and the walkway level of service, it is appropriate to designate the pedestrian bridges as non-obstruction zones. Pedestrian bridges should be

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maintained free of any obstructions, including obstructions like trash enclosures. In addition to areas on and around stair landings, elevator waiting areas along with escalator approach and departure landing zones should be maintained free of any obstructions."

Q. So is it fair to say since Kimley-Horn's very first study that they've recommended that the bridges and the areas around the bridges be no-obstruction zones?

A. Yes.

Q. Okay. Does the fact that Kimley-Horn has recommended additional time, place, manner restrictions on more severe areas in any way impact this general recommendation that those areas be no-obstruction zones?

A. No.

MR. BROWNING: That's all I have.

FURTHER EXAMINATION

BY MR. PETERSON:

Q. All right. Just starting where Mr. Browning left off, is it fair to say that the no-obstruction zone recommendation and the time, place and manner restrictions are different recommendations?

A. Yes.

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Q. Is it fair to say that if you impose a no-obstruction zone, you don't need a time, place and manner restriction?

A. I agree.

Q. Because it's 24 hours a day, right?

A. I agree.

Q. So the time, place and manner is an alternative that's available?

A. It's a less restrictive recommendation, right.

Q. Okay. And that is one recommendation they could have addressed with the problems that they had?

A. Correct.

Q. Okay. Next, tenor of the crowd and its impact on the analysis.

Is it fair to say that your testimony about that is speculative?

A. Yes.

Q. Yeah. And so the idea of, like, outlier effects and how they would impact the bridges, that would be speculative?

A. Hundred percent.

Q. Okay. The map you had as Exhibit 12, have you seen this map before?

A. Nope.

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Q. Okay. Now, you've reserved -- reviewed maps of the Resort Corridor that do document where the public easements are; is that correct?

A. Yes?

Q. Do you see anything as odd as this one in 12?

A. Oh, yeah, constantly.

Q. That being said, in the maps that you have, you said earlier you'd still give some sort of calculation on the amount of surface space on the sidewalks that are being designated as public easements; is that correct?

A. Yep.

Q. Okay. And regardless of the maps -- this is -- the maps that you'd been using, they would be provided by Clark County, correct?

A. Yes.

Q. So if there was an error on the map, that would be on Clark County; is that fair to say?

A. Correct.

Q. But with the maps they give you, you could calculate the public easement?

A. Correct.

Q. And you could calculate the amount of sidewalk that's actually owned by the public; is that correct?

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A. Correct.

Q. And you could also calculate the service area of the decks and pedestrian bridges; is that right?

A. Yes, mm-hmm.

Q. Going back to the calculations that are in the email in Exhibit 11. Just to clarify, there are some calculations in this email?

A. Yes.

Q. You did not make those calculations?

A. Correct.

Q. Okay. So in the email here on CC378925, from Daniel to Mr. Yazdani, there was approximately 225,000 square feet of sidewalk within the public right-of-way.

You don't know exactly how those got calculated; is that correct?

A. Correct.

Q. Daniel Wolf would need to tell us how he got to that?

A. Correct.

Q. As to the deck, there's approximately 73,100 square feet; you don't know exactly how that was calculated?

A. Correct.

Q. Daniel Wolf would have to tell us how it's calculated?

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A. Yes.
Q. Okay. Then, finally, the area of the sidewalk within the pedestrian access easement is approximately 365,000 square feet. That's at CC378924; you don't know how that's calculated?
A. Correct.
Q. Daniel Wolf would have to tell us that, correct?
A. Correct.
Q. Now, the county asked you about shy distance in the context of non-permanent obstructions; is that right?
A. Yes.
Q. Okay. Now, is it fair to say that if your Pedestrian Study Report for 2022, you explain the theoretical analysis related to non-permanent obstructions; is that right?
A. Yes.
Q. And that's at -- I'm going to show you Exhibit 4 again.
So at CC4156, that is the theoretical analysis --
A. Correct.
Q. -- for non-permanent obstructions?
A. Yes.

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Q. And that incorporates the concept of shy distance; is that correct?
A. Correct.
Q. Okay. And that's what you used in conducting the study; is that right?
A. Correct. We had one non-permanent obstruction on the edge of the bridge. So the example that was described previously by Joel was a pedestrian -- or a non-permanent obstruction in the middle of the bridge. What we calculated was one non-permanent obstruction on the edge or two on either edge.
Q. How often were you observing non-permanent obstructions in the middle of the bridge?
A. Uncommonly.
Q. So is it fair to say that most of the obstructions you were observing were on one side of the bridge?
A. Yes.
Q. And that's why you used that as your basis to determine how non-permanent obstructions would potentially impact LOS; is that correct?
A. Correct.
Q. And to be clear, ultimately, you know, when you were observing the impact of non-permanent

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obstructions on LOS on these bridges, this was based upon your observations in the field; is that correct?
A. Yes.
Q. Okay. Also when you refer to the manual, what exactly is that manual?
A. The manual?
Q. You referred to the manual a few times during this deposition. What is the manual?
A. The Highway Capacity Manual?
Q. Yes.
A. So the Highway Capacity Manual is a technical document that's put together by the Transportation Research Board. Every four or five years they come out with a new edition, but it's the standard of how we calculate capacity for all transportation, so transit, pedestrians, vehicles, bicycles, et cetera.
Q. So during this deposition when you referred to the manual, that's what you're referring to?
A. Yes.
Q. Okay.
BY MR. VALENTINE:
Q. So the county asked you if Level of Service B could be problematic in a mass panic. Could Level of Service A?
A. Again, I think to clarify that, it's a

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dynamic situation but a static evaluation, right, and so maybe if I retract that thought, that B could be problem -- Level of Service B could quickly deteriorate into Level of Service E or F if the capacity -- or if the flow rate increased that quickly.
Q. Okay. And would that be similar with Level of Service A?
A. Yes.
Q. And when you were conducting or collecting the data, did you collect any data about outliers, outlier situations?
A. Not specifically. So I'm remembering a case, I believe it was in 2012, where there was an end of a boxing event, for example, at MGM Grand Garden, and so there was a peak on the pedestrian bridges following that event, for example. So that was a little bit of an outlier. You know, it happens with regularity, but that specific time that we were there counting was after that event had ended, and so there was a higher volume of pedestrians on that bridge at that time.
But it was not -- it was not the predictable, this is what's happening at this time of day or this kind of a weekend event. It was for a mass event on the Boulevard specific to a local -- it was more localized, I guess.

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Q. And how, when you're collecting or analyzing this data, do you deal with outliers?
A. Either evaluate it individually, and so that, that max was discussed specifically on that bridge at that time of saying, well, this was an event scenario as opposed to a background condition.
Q. And for the non-obstructive zone that the county mentioned that was recommended, was that the non-obstruction zone based on one of the ordinances, and, if so, which ordinance?
A. Say that again.
Q. Yeah, that was worded poorly. Sorry.
The county had indicated that you had -- that Kimley-Horn had recommended a non-obstructive zone be placed on the pedestrian bridges and on the -- below them in the landing zones.
What is the definition of that non-obstructive zone?
A. Oh, so, yeah, that would be the same as the 16.11 ordinance there, yeah.
Q. So not the pedestrian flow zone, but the --
A. Correct.
MR. VALENTINE: Okay. I think that's all I have.
///

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BY MR. PETERSON:
Q. I think I have one last thing.
Is there any data establishing the time, place and manner of restrictions are less effective than an overall no-obstruction zone?
A. No.
MR. BROWNING: Objection, speculation.
MR. PETERSON: Okay.
FURTHER EXAMINATION
BY MR. BROWNING:
Q. I have a couple more, just based on your guys' question.
Can I get the 2016?
And then so while I look for what I'm looking for, so similar to how after the fight the pedestrian numbers peaked on the bridge, is it fair to say that pedestrian numbers might also peak after a Golden Knights game?
A. Yes.
Q. Is it fair to say that pedestrian numbers might peak during CES?
A. Yes.
Q. Is it fair to say they might peak during the EDM Festival, or Def Con or the NFL Draft?
A. Yes. Yes.

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Q. Or a BTS concert?
A. Yes.
Q. Or a Taylor Swift concert?
A. Yes.
Q. And while those are nominally outliers in the definition of a study, those things happen with semi-frequency in Las Vegas; is that fair?
A. Yes.
MR. PETERSON: Objection, speculation.
BY MR. BROWNING:
Q. I can't find it, but you indicated that you didn't see a lot of non-permanent obstructions standing in the middle of the bridges. I believed it was 2016, but maybe it was a different study.
But I do recall seeing, you know, two showgirls standing side-by-side in the middle of the pedestrian bridges at one point.
Do you recall that?
A. Not on the bridges, I don't recall that, no.
Q. Let me see if I can find it.
A. There's a picture in the training materials, but that is in front of the --
Q. So the one I'm thinking about, it's an overhead view, and there's two showgirls on the bridge, and there's one gentleman sitting over on the bridge,

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and you have, like, these narrow highlighted lanes on either side of the showgirls, and then, like, a green lane and yellow lanes.
Does this ring a bell?
A. I don't remember.
Q. No? All right.
You know, I figured it was going to be in 2016, but maybe it's not.
A. I would say not that we didn't see it, but it was infrequent that they would be in the middle of the bridge.
Q. Is it fair to say that two non-obstructive, two NPOs side-by-side would further decrease the functional width of the bridge?
A. Yes.
Q. Is it fair to say that NPOs in succession, whether they're on the side of the bridge or in the middle will alter flow of the traffic?
A. Yes.
MR. BROWNING: That's all I have.
Chris is going to want to get the last word.
MR. PETERSON: You always give me new ideas. You always give me new ideas.
I had something and it's gone.
All right. I guess we'll wrap it up.

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THE COURT REPORTER: Would everyone like a copy of this transcript?
MR. PETERSON: Yes, please.
MR. BROWNING: Yeah.
I was going to ask for more, but I guess we're off.
(Discussion held off the record.)
(Deposition concluded at 4:46 p.m.)

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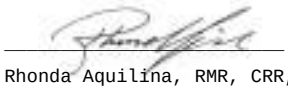
C E R T I F I C A T E O F R E P O R T E R

STATE OF NEVADA)
SS:
COUNTY OF CLARK)

I, Rhonda Aquilina, a Certified Court Reporter, duly licensed by the State of Nevada, do hereby certify:
That I reported the deposition of DEVIN VAL MOORE, commencing on Monday, August 18, 2025.
That prior to being deposed, the deponent was duly sworn by me to testify to the truth;
That I thereafter transcribed my said stenographic notes into written form;
That the typewritten transcript is a complete, true, and accurate transcript of my said stenographic notes;
I further certify that pursuant to ^FRCP ^NRCP Rule 30(e)(1) that the signature of the deponent:
_____ was requested by the deponent or a party before the completion of the deposition;
____x__ was waived by the deponent or a party before the completion of the deposition;
The original transcript and exhibits will be forwarded to JACOB T.S. VALENTINE, ESQ..

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I further certify that I am not a relative or employee of counsel or of any of the parties involved in the proceeding, nor a person financially interested in the proceeding.
IN WITNESS WHEREOF, I have set my hand in my office in the County of Clark, State of Nevada, this 25th day of August, 2025.



Rhonda Aquilina, RMR, CRR, Cert. #979

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EXHIBIT M


soliciting w/ hands
Implementing
NO OBSTRUCTION ZONES
S Las Vegas Blvd – Resort Corridor
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.)

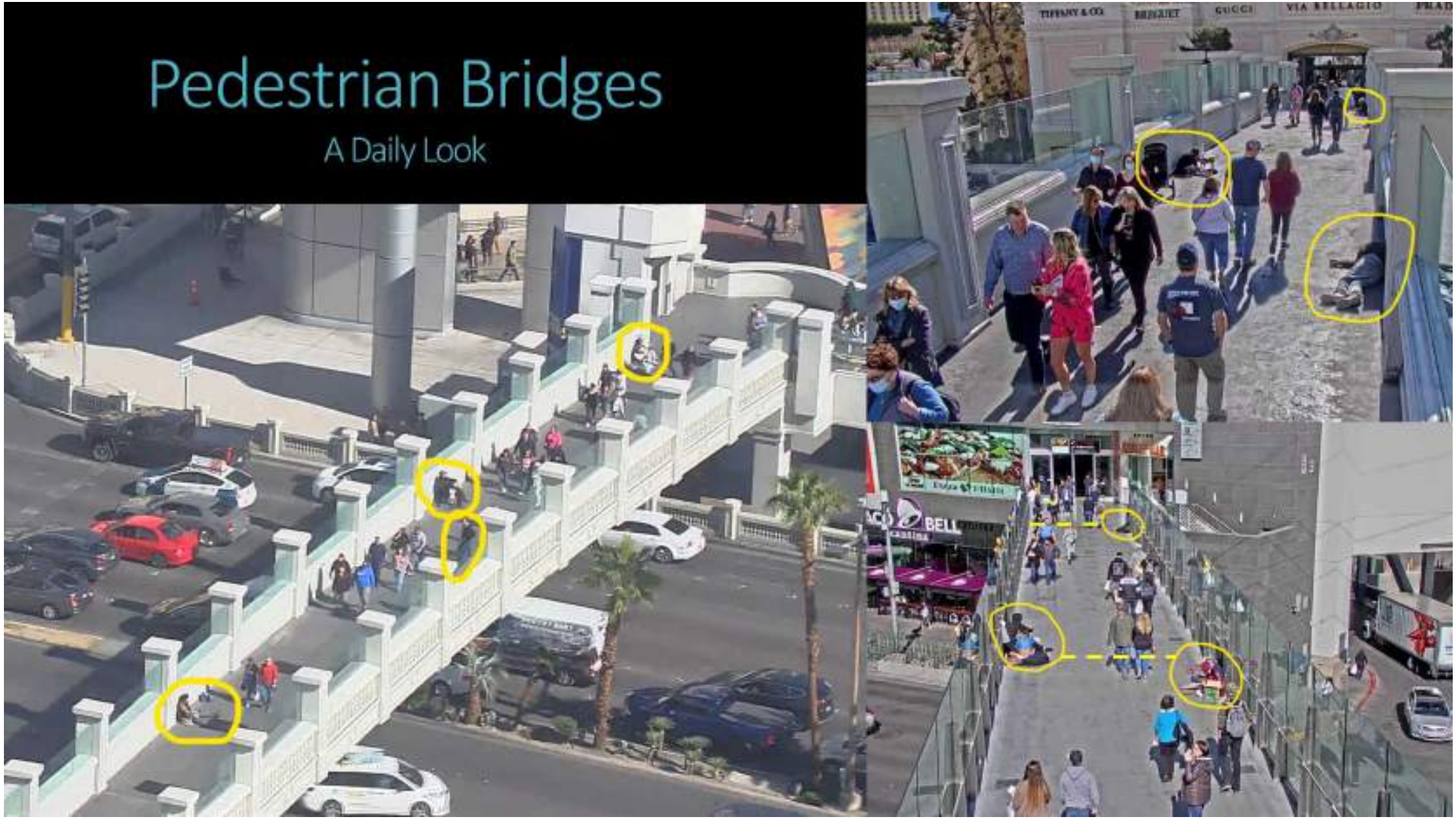
2) Issue Citations (Utilize Community Impact Center)

3) Arrest as a Last Resort (Connecting the Individual with On-Site Social Workers and Resources at Jail)



LAS VEGAS TOWNSHIP
COMMUNITY
IMPACT
CENTER
HELP
OF SOUTHERN NEVADA
helping people help themselves

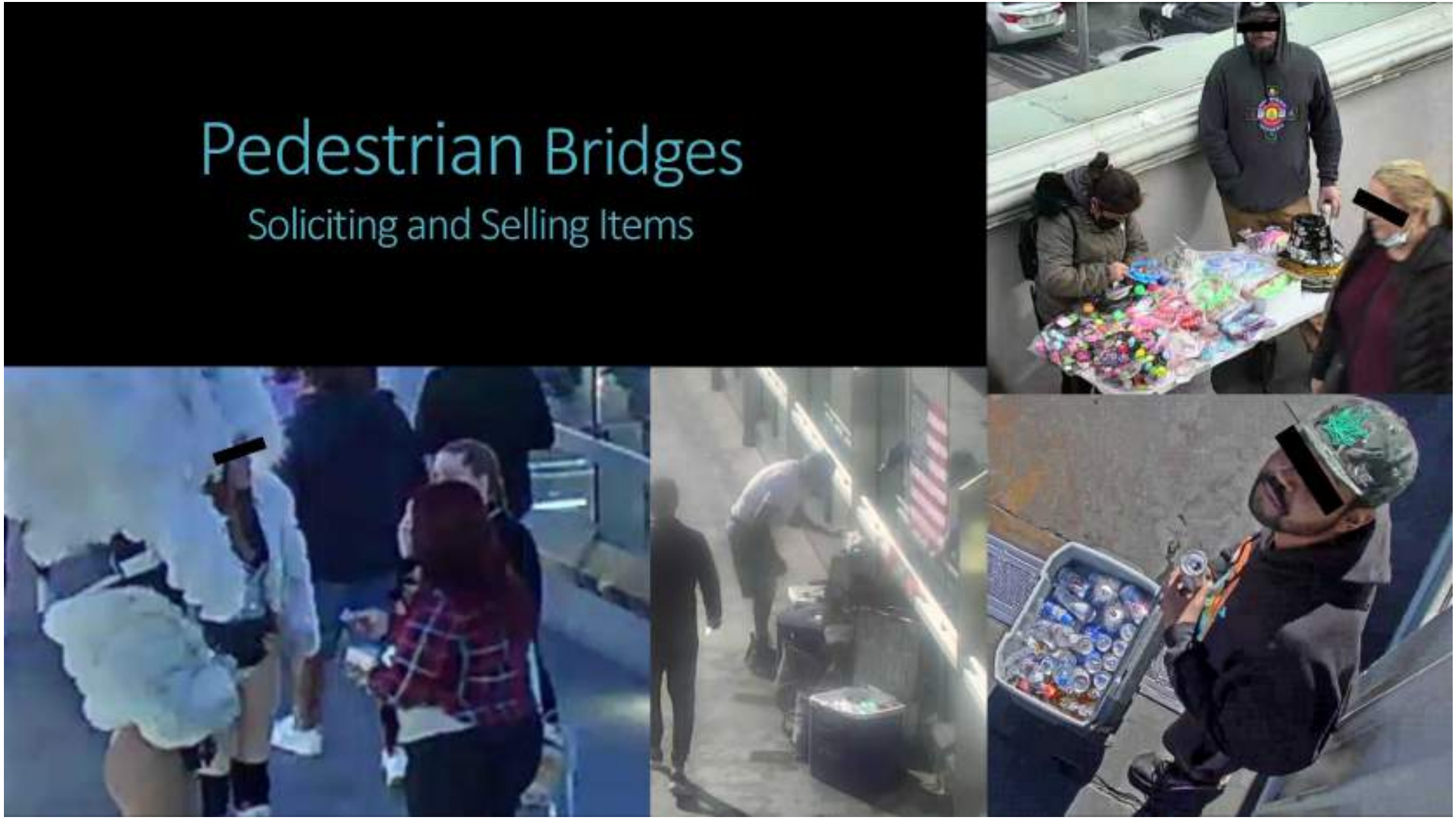



Pedestrian Bridges
A Daily Look
BELL

Pedestrian Bridges

Animals and Multiple Subjects




Pedestrian Bridges
Soliciting and Selling Items

Pedestrian Bridges

Selling Items Causing Obstruction



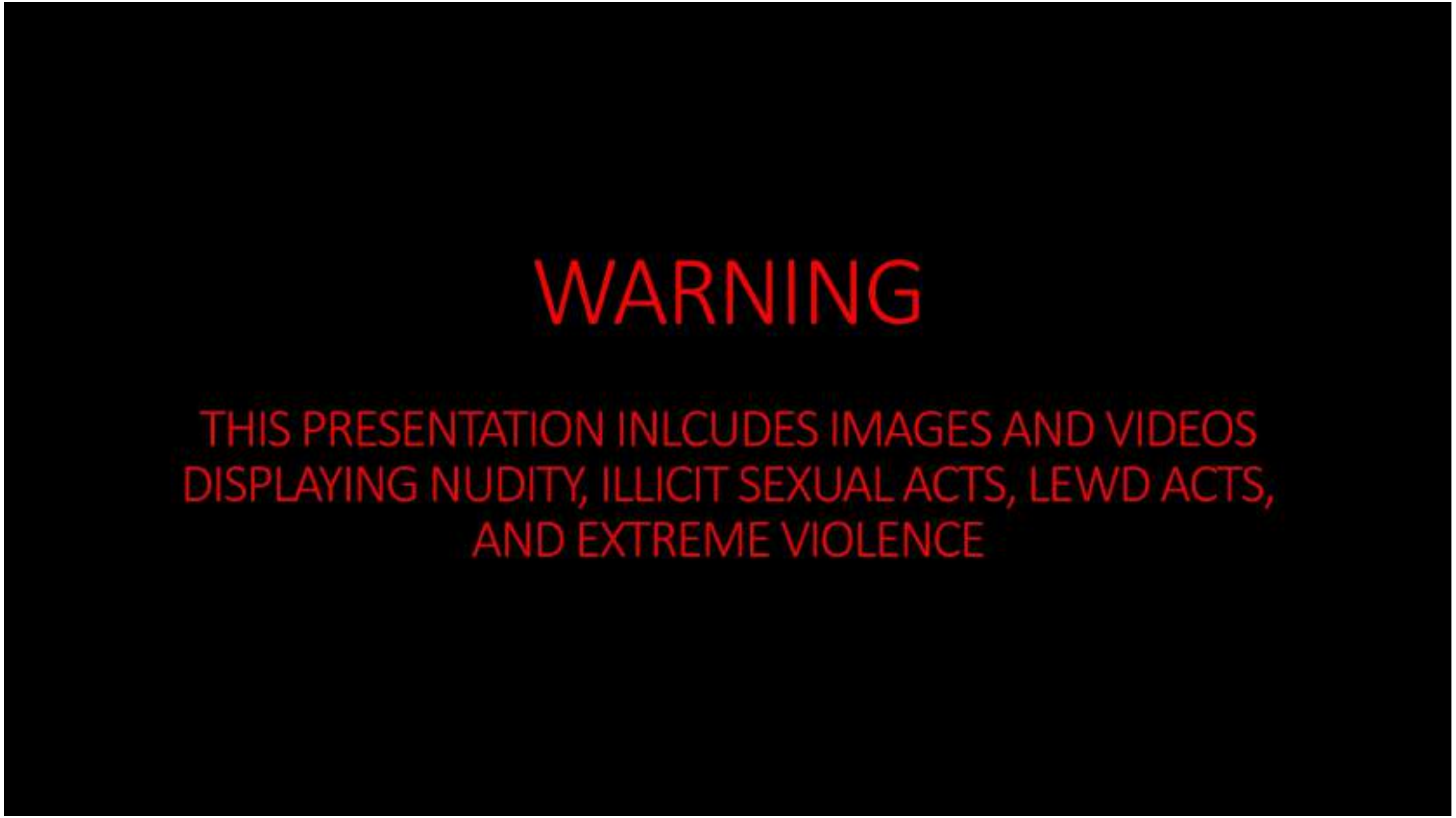
Pedestrian Bridges

Showgirls
and
Sign Holders





CC 1444


WARNING
THIS PRESENTATION INLCUDES 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



CC 1449

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

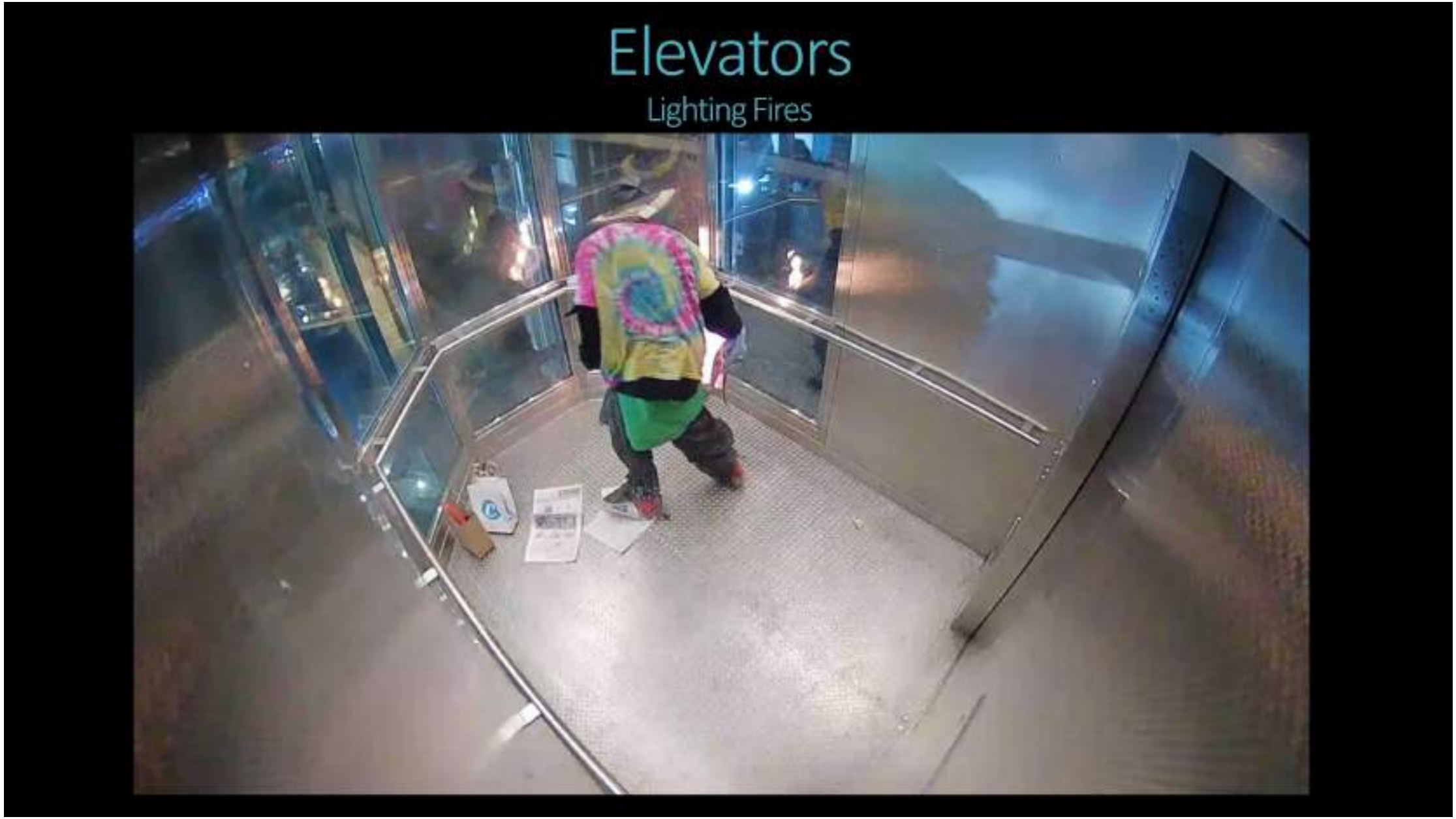
Unprovoked Fight – Resulting in Death



CC 1456


Activities in
Elevators


Elevators
Lewd Acts, Indecent Exposure, Narcotics Use
!!!WARNING!!!
GRAPHIC LEWD and SEXUAL CONTENT


Elevators
Lighting Fires


Thank You


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TRUE AND CORRECT COPY OF
THE DOCUMENT OR DATA ON FILE
MINUS ANY REDACTED PORTIONS
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EXHIBIT N

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CLERK OF THE COURT

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E-service: court@lesstovall.com
Attorney for Plaintiffs

CASE NO: A-19-796711-C
Department 16

DISTRICT COURT

CLARK COUNTY, NEVADA

TRENIA WOODS, Plaintiff. vs. MGM RESORTS INTERNATIONAL dba NEW YORK NEW YORK HOTEL & CASINO LLC AND EXCALIBUR HOTEL CASINO; CLARK COUNTY: DOES I-X. and ROE CORPORATIONS I-X. inclusive. Defendants.	CASE NO.: DEPT. NO.:

VERIFIED COMPLAINT

COMES NOW Plaintiff, by and through her attorneys, STOVALL & ASSOCIATES, alleges as follows:

I.

That Plaintiff, TRENIA WOODS, is and at all times mentioned herein, a resident of Cass County, State of Indiana.

II.

That Defendant, MGM RESORTS INTERNATIONAL, is and at all times mentioned

Case Number: A-19-796711-C

herein was a limited liability corporation registered as a foreign corporation with the Nevada Secretary of State, duly authorized and licensed to do business in the state of Nevada as the Excalibur Hotel and Casino and New York New York Hotel and Casino.

III.

That Clark County is a political subdivision of the State of Nevada.

IV.

That the identities and capacities of the defendants designated as Does I – X and Roe corporations I – X, are unknown to the plaintiff at this time, are believed to be individuals, partnerships, companies and corporations who acted negligently resulting in the plaintiff being bitten in the face by a dog on June 29, 2017 on the property of New York New York Hotel and Casino located at 3790 S. Las Vegas Blvd., Las Vegas, NV, are presently unknown to plaintiff at this time, who therefore, sues said defendants by such fictitious names and when their true names and capacities are ascertained, plaintiff will amend her Complaint accordingly to insert the same herein.

V.

That all times mentioned herein, the named defendants, including but not limited to those I – X and Roe corporations I – X, were agents, servants, employees, or joint ventures of every other defendant named herein, and all times mentioned herein were acting within the scope and course of said agency, employment or joint venture with the knowledge and permission and consent of all other named defendants in the negligence that resulted in the plaintiff being bitten in the face by a dog on June 29, 2017 on the property of New York New York hotel and casino located at 3790 S. Las Vegas Blvd., Las Vegas, NV,

VI.

That the defendants constructed a pedestrian bridge crossing north to south above

Tropicana Avenue and running between the Excalibur Hotel and Casino and the New York New York Hotel and Casino.

VII

That the plaintiff is informed and believes that the defendants entered into agreements for the construction, maintenance, supervision, management and indemnification of one and another regarding the construction and operation of the pedestrian bridge crossing between the Excalibur Hotel and Casino and the New York New York Hotel and Casino.

VIII

That the defendants had actual knowledge that individuals were loitering, panhandling and squatting on pedestrian bridges in Las Vegas and Clark County including the subject pedestrian bridge running between the Excalibur Hotel and Casino and the New York New York Hotel and Casino prior to June 29, 2017.

IX

That defendants had actual knowledge that the individuals loitering, panhandling and squatting on the pedestrian bridges in Las Vegas and Clark County, including the subject pedestrian bridge running between the Excalibur Hotel and Casino and the New York New York Hotel and Casino, engaged in behaviors that deviated from those of a reasonable person, creating a risk of injury and harm to pedestrians using pedestrian bridges, including the plaintiff, prior to June 29, 2017.

X.

The defendants had actual knowledge that certain breeds of dogs, and particularly the breed known as "pit bull" dogs are frequently owned or in the possession of persons with aggressive and antisocial behaviors, and that pit bull dogs, owned or in the possession of persons with aggressive and antisocial behaviors, have a significantly higher rate of unexpected attacks

on humans, and that pit bull dogs owned or in the possession of persons with aggressive and antisocial behavior have even a higher rate of unexpected attacks on humans, prior to June 29, 2017.

XI

The defendants had actual knowledge that individuals accompanied by pit bull dogs were loitering, panhandling and squatting on the pedestrian bridge running between the New York New York Hotel and Casino to the Excalibur Hotel Casino prior to June 29, 2017.

XII

The defendants had a duty to maintain the pedestrian bridge in a reasonably safe condition and to protect pedestrians from known risks while upon the subject pedestrian bridge.

XIII

That on June 29, 2017 the defendant allowed an unidentified woman accompanied by a pit bull dog to enter the subject pedestrian bridge and loiter and solicit donations from pedestrians near the escalator located on the property of New York New York.

XIV

That the unidentified woman and pit bull dog were clearly visible to security guards standing at the entrance of the escalator located at the north end of the pedestrian bridge on the property of the New York New York Hotel and Casino.

XV

That the plaintiff in the company of relatives was walking north on the pedestrian bridge from the Excalibur Hotel and Casino to the New York New York Hotel and Casino.

XVI

That the plaintiff stopped, and was petting the pitbull dog, while speaking to the unidentified woman.

XVII

That the pitbull unexpectedly lunged and bit the plaintiff in the face, causing severe facial lacerations, loss of facial tissue and facial nerve damage to the plaintiff.

XVIII

That the unidentified woman and the pitbull left the scene of the attack, by riding the north escalator down to the street level and entering the New York New York Hotel and Casino.

XIX

That on June 29, 2017 the defendants negligently failed to maintain the pedestrian bridge in a reasonably safe condition by:

A. Allowing the unidentified woman and pit bull dog to loiter in the pedestrian walkway.

B. Allowing the unidentified woman and pit bull dog while loitering to engage pedestrians in such a way that they would come in close proximity to the pit bull dog.

C. Failing to warn pedestrians utilizing the pedestrian bridge of the risk of attack by coming into close proximity to pit bull dogs in the possession of individuals loitering on the pedestrian bridge.

D. Failing to instruct police and security personnel to remove loitering individuals accompanied by pit bull dogs from the pedestrian bridge.

E. Failing to supervise police and security personnel in a reasonable manner to assure that loitering individuals accompanied by pit bull dogs would be removed from the pedestrian bridge.

F. Failing to adopt and implement regulations which would in a reasonable manner assure that loitering individuals accompanied by pit bull dogs would be removed from the pedestrian bridge, or that pedestrians would be warned not to come into close proximity of individuals accompanied by pit bull dogs.

XX

That as a direct and proximate result of the aforementioned negligent acts of the defendants, the plaintiff suffered injuries to her body and limbs, organs and systems, and suffered severe emotional and physical pain, and disfigurement, all of some of which may be permanent in nature, and all to the plaintiff's damages in the sum in excess of $50,000.

XXI

That as a direct and proximate result of the aforementioned negligence of the defendants, the plaintiff did receive past medical and other treatment for her injuries and that said services, care and treatment are continuing and shall continue in the future, all to the plaintiff's damages in a sum in excess of $50,000.

XXII

That the injuries complained of herein, diminished the plaintiff's ability and capacity to engage in activities to the same extent as prior to the attack, which is the subject of this complaint, all to the plaintiff's damages in a sum in excess of $50,000

Wherefore, plaintiff expressly reserving her right to amend this complaint at the time of, or prior to trial, prays judgment against the defendants, as follows:

1. For general damages sustained by the plaintiff and some in excess of $50,000;

2. For special damages sustained by the plaintiff in some in excess of $50,000

3. For attorney fees and cost of suit incurred herein.

4. For attorney's fees and cost of suit incurred herein

5. Interest at the statutory rate

6. For such other and further relief as the court deems just and proper under the premises

DATED this 13 day of June, 2019.

STOVALL & ASSOCIATES

JESSE MARK STOVALL, ESQ.
Nevada Bar No. 2566
ROSS MOYNIHAN, ESQ.
Nevada Bar No. 11848
2301 Palomino Lane
Las Vegas, NV 89107
Attorneys for Plaintiff

VERIFICATION

STATE OF NEVADA)
) ss
COUNTY OF CLARK)

TRENIA WOODS, being first duly sworn upon his oath, according to law, deposes and says:

That she has read the foregoing VERIFIED COMPLAINT and knows the contents thereof; that the same is true of her own knowledge, or to the best of her information and belief, and as to those matter, she believes them to be true.

Executed this 14 day of June, 2019.

TRENIA WOODS

Subscribed and sworn to before me
this 14 day of June, 2019.

Notary Public in and for Said
County and State

EXHIBIT O

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-5-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Convention Center and 1 SB Strip @ Tropicana.
- During morning drive I observed the following units out of service; FE-10, HP-1 & all Tropicana escalators.
- 12:00pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. While onsite I observed trash throughout bridge, SCS was notified and will clean bridge later today.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators, HP-1, FE-10 & SE-2.

Bright View:

- I observed Jamie and irrigation tech repairing leak in N-16.
- I observed 6 BV workers doing landscape maintenance N-1.
- 10:00am-10:30am onsite @ N-18. While onsite I observed Jamie and irrigation tech with BV repairing leaks/missing admitters that Metro reported.
- 1:00pm-1:30pm checked Frank Sinatra.

Spring Mountain Pedestrian Bridge:

- 10:30am-11:30am onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-4 and 1 cleaning handrail on escalator #2.
- Cameron with TK is @ Flamingo.

Flamingo Pedestrian Bridges:

- 9:00am-10:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on escalator #8 and 1 cleaning glass on N bridge.
- I also observed Mile, Rick and Harold with TK onsite repairing handrail drive axle on escalator #10.

Harmon Pedestrian Bridges:

- 8:30am-9:00am onsite. While onsite I observed 3 SCS custodians, 2 cleaning glass on W bridge and 1 cleaning skirting on escalator #4.
- I also observed Tim with TK onsite.
- While onsite I gave Miracle Mile worker access to electrical room for power reading.

Park Pedestrian Bridge:

- 7:00am-8:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on bridge and 1 mopping P-2.
- I also observed Tim with TK onsite.
- While onsite I met Pablo with Granite Construction, Rosendin Electric and NAT'L Field Service for infrared scan on electrical equipment.
- 1:30pm-2:00pm onsite to check ACM cladding repair, (punch list item.)

Tropicana Pedestrian Bridges:

- 6:00am-7:00am onsite. While onsite I observed 4 SCS custodians, 1 using floor machine to scrub W bridge deck, 1 cleaning glass on N bridge, 1 mopping P-3 and 1 cleaning glass on S bridge.
- I also observed Tim with TK onsite @ T-3.
- While onsite I observed multiple tags in elevators and throughout bridges. AG was notified and will remove.

Down Unit List:

- Flamingo escalator #10 is out of service due to handrail drive axle repair.
- Spring Mountain escalator #2 is out of service for troubleshooting.
- Harmon elevator P-1 is out of service due to emergency phone issue.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Both Harmon Retail Center elevators appear to be in-service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 1-5-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-6-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Elvis Presley and 1 NB Strip @ Mandalay Bay.
- During morning drive I observed the following units out of service; SE-2, SE-9, SE-10, SE-11, SE-12, FE-5, FE-10, FE-12, HP-1, HE-2, & all Tropicana escalators.
- 8:00am-8:30am @ warehouse. Picked 1 Schindler step up for FE-10. Mile found broken step riser while doing handrail drive axle repair. I logged step and sent email to Casey with TK.
- 12:00pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. Bridge looks good, SCS cleaned yesterday.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators, PE-3, HP-1 & SE-2.

Bright View:

- I observed Jamie and 7 BV workers doing landscape maintenance S-3.
- I also observed Omar with DI Electrical working in median N-16.
- 11:00am-11:30am checked Frank Sinatra.

Spring Mountain Pedestrian Bridge:

- 7:00am-8:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on escalator #5 and 1 cleaning skirting on escalator #10.
- I also observed Cameron with TK onsite troubleshooting and servicing escalator #2. Unit went down yesterday on 30 different fault codes.

Flamingo Pedestrian Bridges:

- 8:30am-10:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning skirting on escalator #7 and 1 scrapping gum on S bridge.
- I observed Rick with TK onsite working on escalator #5.
- I also observed Mile and Harold with TK onsite repairing handrail drive axle on escalator #10.

Harmon Pedestrian Bridges:

- 10:00am-11:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on W bridge staircase and 1 on E bridge.

Park Pedestrian Bridge:

- 1:00pm-2:00pm onsite. While onsite I observed 2 SCS custodians, 1 cleaning P-1 and 1 mopping sidewalk @ T-2.
- While onsite I barricaded PE-3, Mile with TK wad notified and will look at unit.

Tropicana Pedestrian Bridges:

- 6:00am-7:00am onsite. While onsite I observed Felipe and 4 SCS custodians, 1 cleaning glass on S bridge, 1 cleaning glass on E bridge, 1 cleaning P-6 and 1 talking to Felipe @ T-1.
- I also observed Tim with TK onsite checking elevators.

Down Unit List:

- Spring Mountain escalator #2 is out of service for troubleshooting.
- Harmon elevator P-1 is out of service due to emergency phone issue.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Both Harmon Retail Center elevators appear to be in-service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 1-6-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-7-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 SB Strip @ Sahara and 1 SB Strip @ Reno.
- During morning drive I observed the following units out of service; SE-2, FE-7, FE-12, HP-1 & all Tropicana escalators.
- During drive I observed AG patrolling for graffiti on SB Strip @ Harmon & LV Sign.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators & SE-2.

Bright View:

- I observed Jamie and 7 BV workers doing landscape maintenance in median-16.
- 1:00pm-1:30pm checked Frank Sinatra.
- 1:30pm-2:00pm checked rat traps and flowers in median N-1 & N-2.

Spring Mountain Pedestrian Bridge:

- 12:00pm-1:00pm onsite. While onsite I observed 2 SCS custodians, 1 mopping P-5 and 1 mopping sidewalk @ T-2.
- I also observed Cameron and Tim with TK onsite troubleshooting escalator #2.

Flamingo Pedestrian Bridges:

- 7:00am-8:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning toe kick on W bridge and 1 mopping P-6.
- I observed Rick with TK onsite restarting escalator #7.
- I also observed Mile and Harold with TK onsite changing packing in FP-6.

Harmon Pedestrian Bridges:

- 8:30am-11:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on escalator #4 and 1 cleaning glass on W bridge.
- While onsite I met David Black with CenturyLink for HP-1 emergency phone line repair. Phone line and elevator is back in-service

Park Pedestrian Bridge:

- Did not make it to site.

Tropicana Pedestrian Bridges:

- 6:00am-7:00am onsite. While onsite I observed Felipe and 4 SCS custodians, 1 cleaning stainless on S bridge, 1 cleaning glass on E bridge, 1 cleaning glass on N bridge and 1 cleaning glass on W bridge.
- I also observed Tim with TK onsite @ T-3.

Down Unit List:

- Spring Mountain escalator #2 is out of service for troubleshooting.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center South elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 1-7-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 LLC on SB Strip @ N-16. BV doing landscape maintenance. TC appeared to be setup correctly.
- I observed I RLC on SB Strip @ Harmon. MOB provided TC for True Net. TC appeared to be setup correctly.
- I observed 1 RLC on NB Strip @ Tropicana. RoadSafe provided TC for LVVWD. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-8-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Convention Center and 1 NB Strip @ Four Seasons.
- During morning drive I observed the following units out of service; SE-2, FE-5, HE-4 & all Tropicana escalators.
- During drive I observed AG patrolling for graffiti on NB Strip @ Tropicana.
- 6:00am-6:30am checked for sign @ warehouse.
- 12:30pm-1:30pm checked Frank Sinatra. Bridge looks good, nothing to report.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators & SE-2.

Bright View:

- I observed Jamie and 5 BV workers replacing dead flowers in median N-5 & N-7.
- I observed 2 BV workers blowing turf in median S-1.
- I also observed Omar with DI Electrical working in median S-2.
- During morning drive I observed large irrigation leak on south end of median N-19. I texted pictures to Bisrat and Miguel with Atkins.
- 11:00am-11:30am checked Frank Sinatra. Jamie with BV fixed multiple irrigation leaks and baited rat traps earlier today.
- 1:30pm-2:00pm checked BV flower replacement in N-7 & N-5.

Spring Mountain Pedestrian Bridge:

- 6:30am-8:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on P-3 and 1 cleaning skirting on escalator #9.
- I also observed Cameron and Tim with TK onsite troubleshooting escalator #2.

Flamingo Pedestrian Bridges:

- 9:00am-10:00am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning handrail on escalator #4 and 1 mopping P-5.
- I observed Rick with TK onsite @ T-3.

Harmon Pedestrian Bridges:

- 10:00am-11:00am onsite. While onsite I observed Felipe and 2 SCS custodians mopping electrical room and custodial room @ T-1.
- I also observed Mile and Harold with TK onsite working on HP-2. Homeless person lodged beer can in doors causing the doors to time out.

Park Pedestrian Bridge:

- 8:00am-8:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on escalator #4 and 1 cleaning skirting on escalator #3.
- While onsite I inspected Sahara Concrete warranty punch list sidewalk panel repair on East side.
- 12:00pm-12:30pm checked First Choice plant warranty replacement in N-6.

Tropicana Pedestrian Bridges:

- 8:30am-9:00am onsite. While onsite I observed 4 SCS custodians, 1 mopping sidewalk @ T-3, 1 cleaning glass on escalator #10, 1 mopping P-8 and 1 mopping sidewalk @ T-1.

Down Unit List:

- Spring Mountain escalator #2 is out of service for troubleshooting.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Miracle Mile up escalator appears to be out of service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	of	1
DATE: 1-8-21	SHIFT: 5:00am-3:00pm			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 LLC on SB Strip @ N-16. BV doing landscape maintenance. TC appeared to be setup correctly.
- I observed I RLC on SB Strip @ Harmon. MOB provided TC for True Net. TC appeared to be setup correctly.
- I observed 1 RLC on NB Strip @ Tropicana. RoadSafe provided TC for LVVWD. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	OF	1

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-12-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 WB on Convention Center and 1 NB Strip @ Russell
- During morning drive I observed the following units out of service; SE-2, FE-3, HE-2 & all Tropicana escalators.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators, FE-3, FE-12 & SE-2

Bright View:

- I observed Jamie and 7 BV workers replacing dead flowers in median N-8.
- 10:00am-11:30am. 12:00pm-2:00pm did BV close-out walk in median S-4 to N-2.

Spring Mountain Pedestrian Bridge:

- 6:30am-8:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on W bridge and 1 cleaning glass on E bridge.
- I also observed Cameron with TK onsite troubleshooting escalator #2.

Flamingo Pedestrian Bridges:

- 8:00am-10:00am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 mopping P-3 and 1 cleaning glass on S bridge.
- I observed Mile and Harold with TK onsite removing gearbox and motor.
- Rick with TK is attending training @ office.

Harmon Pedestrian Bridges:

- 6:00am-6:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on escalator #3 and 1 cleaning glass on West staircase.
- While onsite I observed broken bridge glass panel on East Bridge. Broken glass is barricaded and pictures sent to Chris.

Park Pedestrian Bridge:

- Did not make it to site.

Tropicana Pedestrian Bridges:

- Did not make it to site.

Down Unit List:

- Flamingo escalator #3 is out of service due to gear box and motor repair.
- Spring Mountain escalator #2 is out of service for troubleshooting.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 1-12-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-13-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 SB Strip @ Sahara and 1 NB Strip @ Tropicana.
- During morning drive I observed the following units out of service; SE-2, FE-3 & all Tropicana escalators.
- During morning drive I observed 1 AG worker removing graffiti from magazine rack on SB Strip @ Tropicana.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators, FE-3, SE-3 & SE-2

Bright View:

- I observed Jamie and 7 BV workers working in median N-15.
- I also observed Omar with DI Electrical working in median N-17.

Spring Mountain Pedestrian Bridge:

- Did not make it to site.

Flamingo Pedestrian Bridges:

- Did not make it to site.

Harmon Pedestrian Bridges:

- Did not make it to site.

Park Pedestrian Bridge:

- 6:00am-2:00pm onsite. While onsite I observed 2 SCS custodians cleaning bridge.
- While onsite I met Pablo with Granite, Mohave Electrical Electrician and SW Metalsmith for east stair case handrail lighting warranty repair. Wires feeding west side of the east handrail shorted out and fried all the wire. Mohave pulled new THHN 10 wire from driver to staircase handrail. Southwest replaced multiple pieces of LED handrail lighting and connections on both sides of the East staircase handrail. Pablo with Granite and Southwest remained on site after I left to finish the LED lighting repairs.

Tropicana Pedestrian Bridges:

- Did not make it to site.

Down Unit List:

- Flamingo escalator #3 is out of service due to gear box and motor repair.
- Spring Mountain escalator #2 is out of service for troubleshooting.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 1-13-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 LLC on SB Strip @ N-16. BV doing landscape maintenance. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-14-21	SHIFT:5:00AM-3:00PM

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 SB Strip @ Circus Circus and 1 SB Strip @ Mandalay Bay.
- During morning drive I observed the following units out of service; SE-2, SE-6, SE-9, FE-3, FE-7 & all Tropicana escalators.
- 6:00am-6:30am changed sign @ LV Sign.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators, FE-3 & SE-2.

Bright View:

- I observed Jamie and 7 BV workers working in median N-10.
- I also observed Omar and Dana with DI Electrical working in median N-2 & N-3.
- 8:00am-11:30am 12:00pm-2:00pm did BV close-out inspections in median N-3 to N-14.

Spring Mountain Pedestrian Bridge:

- Did not make it to site.

Flamingo Pedestrian Bridges:

- Did not make it to site.

Harmon Pedestrian Bridges:

- Did not make it to site.

Park Pedestrian Bridge:

- 6:30am-7:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass and 1 mopping bridge.
- While onsite I checked east staircase handrail lighting warranty repair from yesterday. All LED lights are now burning but SW metalsmiths needs to silicon 1 spot that they missed yesterday. I told Pablo with Granite Construction about silicon this morning, he will coordinate repair with SW metalsmiths.

Tropicana Pedestrian Bridges:

- 7:00am-8:00am onsite. While onsite I observed Felipe and 4 SCS custodians, 1 cleaning stainless on E bridge, 1 cleaning stainless on N bridge, 1 cleaning glass on W bridge and 1 cleaning stainless on S bridge.
- I also observed Tim with TK onsite working on TP-5, doors got racked.
- While onsite I replaced door handle on custodial room door @ T-5.

Down Unit List:

- Flamingo escalator #3 is out of service due to gear box and motor repair.
- Spring Mountain escalator #2 is out of service for troubleshooting.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 1-14-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 LLC on SB Strip @ N-10. BV doing landscape maintenance. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-15-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		**YES**
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Convention Center and 1 NB Strip @ Tropicana.
- During morning drive I observed the following units out of service; SE-2, FE-3, FE-5, FE-7, FE-10, HE-1, HE3, HE-4, PE-1, PE-3, PE-4 & all Tropicana escalators.
- During morning drive I observed 1 AG worker removing graffiti form jersey wall on NB Strip @ Reno.
- 12:00pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. While onsite I observed some trash, SCS was notified and will clean.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators, PE-1, FE-3 & SE-2.

Bright View:

- I observed Jamie and 1 BV workers power washing LV Sign parking lot.
- I observed 2 BV workers blowing turf in median S-4.
- I observed 1 BV worker picking trash in median N-3.
- I observed 3 BV workers working in median N-10.
- I also observed Omar and Dana with DI Electrical working in median N-2 & N-3.
- 7:00am-11:30am did BV close-out inspections in medians N-16 to N-18, S-5 to S-7 and Frank Sinatra.

Spring Mountain Pedestrian Bridge:

- 6:00am-7:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping P-1 and 1 cleaning glass on escalator #8.
- -**Incident-**Casey with TK texted myself and Dave @ 12:20am to report incident with SP-4. TK received call through the ADA phone in the elevator from a homeless man who stated he broke his leg. TK's on call mechanic, CCFD and Metro all responded to call. 6:00am- Myself and Cameron with TK arrived onsite and elevator was in-service and operating correctly. Per Casey and on call mechanic (Kelly) with TK- Metro determined that the injured party was assaulted with a pipe elsewhere and did not sustain his injuries in our elevator so I did not call the State. Wynn security cameras captured the homeless person entering our elevator @ 8:30pm and call was received @ 11:01pm.

Flamingo Pedestrian Bridges:

- Did not make it to site.

Harmon Pedestrian Bridges:

- Did not make it to site.

Park Pedestrian Bridge:

- 1:00pm-1:00pm onsite. While onsite I observed 2 SCS custodians, 1 mopping P-1 and 1 mopping sidewalk @ T-2.
- I also observed Mile and Tim with TK onsite working on escalator #1. Unit keeps shutting down on handrail slack.

Tropicana Pedestrian Bridges:

- Did not make it to site.

Down Unit List:

- Park escalator #1 is out of service due to handrail tensioning issue.
- Flamingo escalator #3 is out of service due to gear box and motor repair.
- Spring Mountain escalator #2 is out of service for troubleshooting.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 1-15-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 3 LLC on SB Strip @ Park. MOB provided TC for Harris Construction. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-19-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	**X**

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:00am-5:30am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Sahara and 1 NB Strip @ Reno.
- During morning drive I observed the following units out of service; FE-1, FE-3, FE-7, FE-10 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Tropicana.
- 1:00pm-2:00pm onsite @ Maryland Parkway Pedestrian Bridge. While onsite I observed bedding materials, SCS was notified and will clean.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators & FE-3.

Bright View:

- 5:30am-6:00am onsite @ N-7. While onsite I observed large main line leak. I turned main off and notified Jamie with BV. Jamie and crew are onsite digging to expose broken line.
- I also observed Dana and Omar with DI Electrical working in median N-1.
- 7:00am-8:00am onsite @ N-7. While onsite I observed Hector, Jamie and 2 BV workers exposing main line leak. The 4'PVC tee is cracked. BV will continue to dig back and Hector will make repair. BV will have the far left turn lane closed overnight.
- 11:00am-11:30am onsite @ N-7. While onsite I checked main line leak repair. Jamie and crew completed digging and Hector is onsite starting repair. I informed Darrin with CCPW via email that TC will be up overnight.
- 12:00pm-12:30pm checked Harmon Interchange.
- 12:30pm-1:00pm checked Frank Sinatra.

Spring Mountain Pedestrian Bridge:

- 8:00am-9:00am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning skirting on escalator #10 and 1 mopping sidewalk @ T-3.
- I also observed Cameron with TK onsite doing PM on escalator #5.

Flamingo Pedestrian Bridges:

- 9:00am-9:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on S bridge and 1 mopping P-5.
- I also observed Rick with TK onsite replacing handrail roller cluster on escalator #10.

Harmon Pedestrian Bridges:

- 10:30am-11:00am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning glass on N bridge and 1 cleaning skirting on escalator #3.

Park Pedestrian Bridge:

- 9:30am-10:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on bridge and 1 cleaning stainless on bridge.
- I observed Jesus with TK onsite doing HVAC PM in T-2 rooms.
- I also observed Mile and helper with TK onsite doing PM on escalator #4.

Tropicana Pedestrian Bridges:

- 6:00am-7:00am onsite. While onsite I observed 4 SCS custodians, 1 cleaning sidewalk @ T-3, 1 cleaning skirting on escalator #10, 1 cleaning glass on W bridge and 1 cleaning glass on escalator #3.
- I also observed Tim with TK onsite @ T-3.

Down Unit List:

- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Miracle Mile up escalator appears to be out of service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	of	1
DATE: 1-19-21	SHIFT: 5:00am-3:00pm			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 RLC on NB Strip @ Flamingo. TBC provided TC for Vision Signs. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	OF	1

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-20-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Elvis Presley and 1 SB Strip @ Tropicana.
- During morning drive I observed the following units out of service; SE-8, FE-3 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Mirage.
- 1:00pm-1:30pm onsite @ Maryland Parkway Pedestrian Bridge. While onsite I observed Felipe with SCS cleaning bridge. I also observed graffiti; AG was notified and will remove.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators & FE-3.

Bright View:

- During morning drive I observed Jamie and 7 BV workers replacing dead flowers in median N-5.
- I also observed Omar with DI Electrical working in median N-5 & N-7.
- 6:00am-6:30am onsite @ median N-7. While onsite I inspected irrigation main line repair.
- 9:00am-10:00am onsite @ median N-7. BV has water turned back on and they are backfilling and compacting trench.
- 11:00am-11:30am checked Frank Sinatra. Multiple leaks observed, BV was notified and will fix tomorrow AM.
- 12:30pm-1:00pm checked irrigation repair in N-7.

Spring Mountain Pedestrian Bridge:

- 6:30am-8:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping P-2 and 1 cleaning glass on escalator #11.
- I also observed Cameron with TK onsite working on escalator #8.

Flamingo Pedestrian Bridges:

- 1:30pm-2:00pm onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-6 and 1 mopping P-3.
- I also observed Rick with TK @ T-4.

Harmon Pedestrian Bridges:

- 10:00am-11:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping elevator and 1 cleaning handrail on escalator #2.
- I also observed Mile and Harold with TK onsite doing PM on escalator #4.

Park Pedestrian Bridge:

- 12:00pm-12:30pm onsite. While onsite I observed 2 SCS custodians @ T-1.

Tropicana Pedestrian Bridges:

- 8:00am-9:00am onsite. While onsite I observed 4 SCS custodians, 1 using floor machine to scrub W bridge, 1 mopping sidewalk @ T-7, 1 cleaning handrail on N bridge and 1 cleaning glass in P-4.
- I observed Jesus and helper with EMCOR onsite doing HVAC PM in rooms.
- I also observed Tim with TK onsite @ T-3.

Down Unit List:

- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 1-20-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-21-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Circus Circus and 1 SB Strip @ Reno.
- During morning drive I observed the following units out of service; FE-3, FE-9, HE-1 & all Tropicana escalators.
- 7:00am-8:00am took truck to Automotive.
- 1:00pm-2:00pm onsite @ Maryland Parkway Pedestrian Bridge. Bridge looks good; graffiti from yesterday has been removed.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators, FE-3 & SE-6.

Bright View:

- During morning drive I observed Jamie and 6 BV workers backfilling dirt in N-7 where main leak was.
- I observed 1 BV worker picking trash in median N-6.
- 12:00pm-12:30pm checked Frank Sinatra. BV has yet to repair irrigation leaks in oleanders, I will follow-up with Jamie again tomorrow.
- 12:30pm-1:00pm checked Harmon Interchange. BV is scheduled to service interchange tomorrow.

Spring Mountain Pedestrian Bridge:

- 10:30am-11:30am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning glass on escalator #8 and 1 mopping P-4.
- I observed Michael Jackson and Rich with TK onsite replacing handrail on escalator #6.
- I also observed Cameron with TK onsite doing PM on escalator #7.

Flamingo Pedestrian Bridges:

- 9:30am-10:30am onsite. While onsite I observed 2 SCS custodians, 1 mopping N bridge and 1 cleaning glass on W bridge.
- I also observed Rick with TK onsite @ T-2.

Harmon Pedestrian Bridges:

- 8:00am-8:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on escalator #2 and 1 cleaning glass on W staircase.

Park Pedestrian Bridge:

- 6:00am-7:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass and mopping P-2.
- I also observed Mile and Harold with TK onsite moving supplies for clean-downs next week.

Tropicana Pedestrian Bridges:

- 8:30am-9:30am onsite. While onsite I observed 4 SCS custodians, 1 cleaning glass on S bridge, 1 mopping sidewalk @ T-8, 1 cleaning glass on escalator 12 and 1 cleaning glass on N bridge.
- I also observed Jesus with EMCOR and Tim with TK onsite replacing exhaust fan motor in T-5.

Down Unit List:

- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 1-21-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-22-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Convention Center and 1 NB Strip @ Mandalay Bay.
- During morning drive I observed the following units out of service; SE-6, FE-1, FE-3, HE-2 & all Tropicana escalators.
- During drive I observed AG patrolling for graffiti on SB Strip @ Mirage and Tropicana.
- 7:30am-8:00am @ warehouse. Restocked 1 Park escalator #2 TK step & 1 Flamingo escalator #10 Schindler step.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators, FE-11 & FE-3.

Bright View:

- During morning drive I observed Jamie and 1 BV worker power washing crosswalk in median N-15.
- I observed 2 BV workers blowing turf in median S-3.
- I observed 2 BV workers picking trash in median N-3 & N-12.
- 2 BV workers are servicing Frank Sinatra.
- I also observed Omar with DI Electrical working in median N-1.
- 11:00am-11:30am checked Frank Sinatra. BV repaired irrigation leaks.
- 12:00pm-1:00pm onsite @ Harmon Interchange. While onsite I observed 2 additional BV workers picking trash.

Spring Mountain Pedestrian Bridge:

- 9:00am-9:30am onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-4 and 1 mopping sidewalk @ T-2.
- I observed Michael Jackson and Rich with TK onsite replacing handrail on escalator #6. Unit was down over night, I did not have it on my report.
- I also observed Cameron with TK onsite.

Flamingo Pedestrian Bridges:

- 1:00pm-2:00pm onsite. While onsite I observed 2 SCS custodians, 1 mopping P-3 and 1 picking trash on S bridge.
- I also observed Rick with TK onsite @ T-2.

Harmon Pedestrian Bridges:

- 8:00am-9:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on W staircase and 1 mopping E bridge.
- I also observed Mile and Harold with TK onsite doing PM on escalator #3.

Park Pedestrian Bridge:

- 9:30am-11:00am onsite. While onsite I observed 2 SCS custodians, 1 sweeping trash in P-2 and 1 cleaning handrail on PE-1.
- While onsite I did Phishing awareness and Security awareness online classes.

Tropicana Pedestrian Bridges:

- 6:00am-7:30am onsite. While onsite I observed 4 SCS custodians, 1 cleaning glass on S bridge, 1 cleaning glass on W bridge, 1 mopping N bridge and 1 mopping sidewalk @ T-3.
- I also Tim with TK onsite checking elevators.

Down Unit List:

- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	of	1
DATE: 1-22-21	SHIFT: 5:00am-3:00pm			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	OF	1

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-26-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Sahara and 1 SB Strip @ Tropicana.
- During morning drive I observed the following units out of service; All Spring Mountain escalators, FE-3, All Harmon escalators, PE-1, PE-2 are all out of service due to rain & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Harmon.
- 12:00pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. Bridge looks good, SCS cleaned yesterday.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators, FE-1, FE-3 & SE-9.

Bright View:

- During morning drive I observed Jamie and 7 BV workers @ sign ridding out the rain. After sign they will be cleaning the yard.
- 11:00am-11:30am checked Frank Sinatra.
- 1:00pm-1:30pm checked Harmon interchange. Multiple graffiti tags observed throughout interchange. I will follow-up with Mike from AG.

Spring Mountain Pedestrian Bridge:

- 7:00am-8:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping P-5 and 1 mopping P-3.
- I also observed Cameron with TK onsite @ T-5.
- All escalators are out of service due to rain.
- 1:30pm-2:00pm onsite. While onsite I observed Cameron onsite restarting escalators, all escalators are back in-service.

Flamingo Pedestrian Bridges:

- 9:00am-10:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping up water on T-1 staircase and cleaning glass on W bridge.
- I also observed Rick with TK onsite @ T-3. Rick has all escalators back in-service.

Harmon Pedestrian Bridges:

- 10:00am-11:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on N bridge and 1 mopping up standing water on sidewalk @ T-1.
- All escalators are out of service due to rain.

Park Pedestrian Bridge:

- 6:00am-7:00am onsite. While onsite I observed 2 SCS custodians mopping up standing water.
- I also observed Mile and Harold with TK onsite checking elevators.
- All escalators are out of service due to rain.

Tropicana Pedestrian Bridges:

- 8:00am-9:00am onsite. While onsite I observed 4 SCS custodians, 1 cleaning glass on escalator #2, 1 cleaning glass on E bridge, 1 cleaning glass on N bridge and 1 cleaning glass on W bridge.
- I also Tim with TK onsite @ T-3.

Down Unit List:

- Flamingo escalator #1 is out of service due to handrail issue.
- Spring Mountain escalator #9 is out of service due to annual clean down.
- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be out of service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 1-26-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-27-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Site Observation:

- 5:00am-6:00am Team Meeting.
- 6:00am-6:30am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Elvis Presley and 1 SB Strip @ Reno.
- During morning drive I observed the following units out of service; SE-9, FE-1, FE-3 & all Tropicana escalators.
- 12:00pm-1:00pm @ Maryland Parkway Pedestrian Bridge. While onsite I observed some trash, SCS is scheduled to clean tomorrow.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators, HE-1, FE-3 & SE-9.

Bright View:

- During morning drive I observed Jamie and 7 BV workers working in median N-8.
- 10:30am-11:30am onsite @ Frank Sinatra. While onsite I observed Jamie with BV repairing irrigation leaks.

Spring Mountain Pedestrian Bridge:

- 9:30am-10:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on N bridge and 1 mopping sidewalk @ T-2.
- I observed Cameron with TK onsite doing PM on escalator #11.
- I also observed Derrick and Rich with TK onsite doing clean-down on escalator #9.
- While onsite I did SCS walk with Felipe.
- 1:00pm-2:00pm onsite. While onsite I inspected clean-down on escalator #9.

Flamingo Pedestrian Bridges:

- 8:30am-9:30am onsite. While onsite I observed 2 SCS custodians, 1 sweeping broken glass @ escalator #4 and 1 cleaning glass on escalator #2.
- I also observed Rick with TK onsite doing PM on escalator #11.
- While onsite I did SCS walk with Felipe.

Harmon Pedestrian Bridges:

- 8:00am-8:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on E bridge and 1 cleaning handrail on escalator #1.
- I observed AG patrolling for graffiti on N bridge.
- I also observed Mile and Harold with TK onsite doing PM on escalator #2.
- While onsite I did SCS walk with Felipe.

Park Pedestrian Bridge:

- 7:30am-8:00am onsite. While onsite I observed 2 SCS custodians, 1 scrubbing sidewalk @ T-2 and 1 cleaning bridge glass.
- While onsite I did SCS walk with Felipe.

Tropicana Pedestrian Bridges:

- 6:30am-7:30am onsite. While onsite I observed 4 SCS custodians, 1 cleaning glass on S bridge, 1 cleaning glass on E bridge, 1 scrubbing toe kick on N bridge and 1 cleaning doors on TP-8.
- I also Tim with TK onsite working on P-6, doors are getting stuck.
- While onsite I did SCS walk with Felipe.

Down Unit List:

- Spring Mountain escalator #9 is out of service due to annual clean down.
- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 1-27-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 RLC on SB Strip @ TI. RoadSafe provided TC for LVVWD. TC appeared to be setup correctly.
- I observed 3 RLC on SB Strip @ Tropicana. HD provided TC Dielco. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-28-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Sahara and 1 SB Strip @ Mandalay Bay.
- During morning drive I observed the following units out of service; SE-9, SE-10, FE-1, FE-2, FE-3, FE-5, FE-11, PE-4, TP-6 & all Tropicana escalators.
- During morning drive I observed 2 SCS workers power washing sidewalks in zone 1.
- 12:00pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. Trash from yesterday has been removed.
- 2:00am-2:30am did final drive. During drive I found the following units out of service; All Tropicana escalators, FE-3 & SE-9.

Bright View:

- During morning drive I observed Jamie and 7 BV workers working in median N-8.
- I also observed Dana and Omar with DI Electrical working in medians N-10 & N-16.
- 6:00am-7:00am onsite @ N-8. While onsite I observed BV crew replacing dead flowers.
- 1:00pm-2:00pm onsite @ Harmon interchange. While onsite I observed Mike and AG worker removing graffiti.

Spring Mountain Pedestrian Bridge:

- 7:00am-8:00am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 mopping P-5 and 1 cleaning skirting on escalator #4.
- I also observed Derrick and Rich with TK onsite doing clean-down on escalator #9.
- While onsite I did TK walk with Casey.

Flamingo Pedestrian Bridges:

- 8:00am-9:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on W bridge and 1 mopping P-4.
- I also observed Rick with TK onsite doing PM on escalator #5.
- While onsite Dave and I did TK walk with Casey.

Harmon Pedestrian Bridges:

- 9:00am-9:30am onsite. While onsite I observed 3 SCS custodians, 1 using floor machine to scrub sidewalk @ T-1, 1 cleaning glass on W bridge and 1 cleaning handrail on escalator #2.
- I observed Freddy with SCS onsite replacing graffiti film on N bridge.
- I also observed Mile and Harold with TK onsite @ T-2.
- While onsite Dave and I did TK walk with Casey.

Park Pedestrian Bridge:

- 9:30am-10:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping P1 and 1 mopping P-2.
- While onsite Dave and I did TK walk with Casey.

Tropicana Pedestrian Bridges:

- 10:00am-11:30am onsite. While onsite I observed 4 SCS custodians taking break @ T-1.
- I also Tim and Cameron with TK onsite working on door interlock on TP-6.
- While onsite Dave and I did TK walk with Casey.

Down Unit List:

- Spring Mountain escalator #9 is out of service due to annual clean down.
- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be out of service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 1-28-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 RLC on NB Strip @ Tropicana. RoadSafe provided TC for LVVWD. TC appeared to be setup correctly.
- I observed 2 RLC on NB Strip @ Flamingo.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:1-29-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Hilton and 1 NB Strip @ Reno.
- During morning drive I observed the following units out of service; SE-9, FE-3, FE-10, PE-4, TP-6 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on NB Strip @ Mandalay Bay.
- 11:00am- I had SCS shut down all escalators due to the rain.
- 12:00pm-1:30pm worked on invoices @ warehouse.
- 1:30pm-2:00am did final drive. During drive I found the following units out of service; All Tropicana escalators & FE-3.
- 2:00pm-3:00pm @ office for cellphone upgrade.

Bright View:

- During morning drive I observed Jamie and 1 BV worker power washing crosswalk @ N-15.
- I observed 2 BV workers blowing turf in median S-3.
- I observed 4 BV workers servicing S-7.
- I also observed Dana and Omar with DI Electrical working in medians N-10 & N-12.
- 10:00am-11:00am onsite @ Harmon interchange. While onsite I observed 2 additional BV workers picking trash and racking rocks.

Spring Mountain Pedestrian Bridge:

- 8:30am-10:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping P-4 and 1 cleaning trash can @ T-2.
- Mile and Harold with TK installed brushed stainless on broken cab glass in SP-5. TK is still waiting for vendor to provide rigid stainless, this is a temporary repair @ no cost to CCPW.
- I observed Michael Jackson and Shawn with TK onsite stepping up clean-down on escalator #9.
- I also observed Darren with TK onsite doing PM on escalator #8.

Flamingo Pedestrian Bridges:

- 6:00am-6:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on N bridge and 1 cleaning glass on E bridge.
- I observed Mile and Harold with TK onsite installing brushed stainless on broken cab glass in FP-2. TK is still waiting for vendor to provide rigid stainless, this is a temporary repair @ no cost to CCPW.
- I also observed Cameron with TK onsite starting escalator #10.

Harmon Pedestrian Bridges:

- 8:00am-8:30am onsite. While onsite I observed Felipe, Freddy and 2 SCS custodians, 1 cleaning glass on W staircase and 1 cleaning handrail on E bridge.
- While onsite I observed outside skirting on escalator #2 @ the top left barricade off. I shut down/ barricaded unit and notified Mile with TK.

Park Pedestrian Bridge:

- 11:00am-11:30am onsite. While onsite I observed 2 SCS custodians shutting down escalators due to rain.

Tropicana Pedestrian Bridges:

- 6:30am-8:00am onsite. While onsite I observed Felipe and 4 SCS custodians, 1 cleaning skirting on escalator #6 ,1 cleaning glass on N bridge, 1 cleaning glass on W bridge and 1 cleaning handrail on S bridge.
- I also Tim with TK onsite working on TP-6. Elevator had another Interlock issue last night causing an entrapment.

Down Unit List:

- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be out of service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 1-29-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-2-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Hilton and 1 SB Strip @ Russell.
- During morning drive I observed the following units out of service; SE-12, FE-1, FE-3, FE-12, HE-2 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Caesars Palace.
- 12:30pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. Bridge looks good, SCS cleaned yesterday.
- 2:00pm-3:00pm @ office for computer repair.

Bright View:

- During morning drive I observed 6 BV workers doing landscape maintenance in median S-2.
- 6:00am-6:30am onsite @ N-3. While onsite I helped Jamie and BV worker remove pedestrian fence that was damaged yesterday in accident.
- 12:00pm-12:30pm checked Frank Sinatra. While onsite I observed some trash.
- 1:00pm-2:00pm onsite @ Harmon interchange. While onsite I observed 2 AG workers removing graffiti from bridge structure.

Spring Mountain Pedestrian Bridge:

- 9:30am-11:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning skirting on escalator #6 and 1 cleaning glass on escalator #10.
- I observed Rich and TK mechanic onsite doing clean-down on escalator #12.
- I also observed Darren with TK onsite doing PM on escalator #1.

Flamingo Pedestrian Bridges:

- 8:30am-9:30am onsite. While onsite I observed 2 SCS custodians, 1 removing gum from sidewalk @ T-6 and 1 mopping FP-2.
- I also observed Cameron with TK onsite doing PM on escalator #4

Harmon Pedestrian Bridges:

- 8:00am-8:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrails on escalators #1 & #2 and 1 cleaning handrail on west staircase.
- While onsite I gave Miracle Mile access to electrical room for power reading.

Park Pedestrian Bridge:

- 7:30am-8:00am onsite. While onsite I observed 2 SCS custodians, 1 using floor machine to scrub bridge and 1 scrubbing bridge toe kick.
- I observed Tim with TK onsite doing PM on escalator PE-1.
- I also observed Mile and Harold with TK onsite cleaning oil on PE-3 steps, punch list item.

Tropicana Pedestrian Bridges:

- 6:30am-7:30am onsite. While onsite I observed Felipe and 4 SCS custodians, 1 cleaning glass on S bridge, 1 mopping E bridge, 1 cleaning glass on N bridge and 1 cleaning glass on W bridge.

Down Unit List:

- Spring Mountain escalator #12 is out of service due to annual clean-down.
- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be out of service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	of	1
DATE: 2-2-21	SHIFT: 5:00am-3:00pm			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 LLC on NB Strip @ S-2. BV doing landscape maintenance. TC appeared to be setup correctly.
- I observed 1 RLC on NB Strip @ Aria. RoadSafe provided TC for LVVWD. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	OF	1

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-3-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		**YES**
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 WB Convention Center and 1 SB Strip @ Four Seasons.
- During morning drive I observed the following units out of service; SE-12, FE-1, FE-3, HE-3, HE-4 & all Tropicana escalators.
- During morning drive I observed 3 person SCS power washing crew cleaning sidewalks in zone 1.
- 2:00pm-2:30pm did final TC drive. During drive I observed the following units out of service; all Tropicana escalators, FE-3, SE-12.

Bright View:

- During morning drive I observed Jamie and 7 BV workers doing landscape maintenance in median S-2 & S-1.
- I also observed Omar with DI Electrical working in median N-12.
- 11:00am-11:30am checked Frank Sinatra.
- 12:00pm-1:00pm did invoices in N-18.

Spring Mountain Pedestrian Bridge:

- 1:00pm-2:00pm onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-2 and 1 mopping sidewalk @ T-4.
- I observed Rich and TK mechanic onsite doing clean-down on escalator #12. Clean-down looked good, TK will start stepping unit up tomorrow.
- I also observed Darren with TK onsite starting escalator #3.

Flamingo Pedestrian Bridges:

- 9:30am-11:00am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning handrail on escalator #2 and 1 mopping sidewalk @ T-1.
- I observed Mile and Harold with TK onsite replacing handrail track and rollers on FE-8.
- I also observed Cameron with TK onsite doing PM on escalator FE-5.

Harmon Pedestrian Bridges:

- 8:00am-9:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning skirting on escalator #3 and 1 cleaning handrail on West Bridge.

Park Pedestrian Bridge:

- 6:00am-7:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on escalator #2 and 1 mopping bridge.
- I also observed Tim with TK onsite doing PM on escalator #2.
- While onsite I called into WebEx meeting.

Tropicana Pedestrian Bridges:

- 7:00am-8:00am onsite. While onsite I observed 4 SCS custodians, 1 mopping sidewalk @ T-3, 1 cleaning glass on escalator #3, 1 cleaning stainless on W bridge and 1 cleaning TP-5.

Down Unit List:

- Spring Mountain escalator #12 is out of service due to annual clean-down.
- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be out of service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Brad Pollock		**SHEET**	**1**	**of**	**1**
DATE: 2-3-21	**SHIFT: 5:00am-3:00pm**				

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 RLC on SB Strip @ Mandalay Bay. MOB provided TC for SCS power washing crew. TC appeared to be setup correctly.
- I observed 1 LLC on NB Strip @ S-2. BV doing landscape maintenance. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-4-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Elvis Presley and 1 NB Strip @ Reno.
- During morning drive I observed the following units out of service; SE-12, SE-5, FE-1, FE-3, PE-3 & all Tropicana escalators.
- 12:00pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. Bridge looks good.
- 2:00pm-2:30pm did final TC drive. During drive I observed the following units out of service; all Tropicana escalators, FE-3, SE-12.

Bright View:

- During morning drive I observed Jamie and 7 BV workers doing landscape maintenance in median N-1.
- 6:00am-6:30am onsite @ N-1. While onsite I observed BV crew doing landscape maintenance and punch list.
- 10:00am-11:30am Typed EMCOR punch-list in N-6.
- 1:00pm-1:30pm checked Frank Sinatra.
- 1:30pm-2:00pm checked Harmon Interchange.

Spring Mountain Pedestrian Bridge:

- 9:00am-10:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning trench drain on E bridge and 1 mopping sidewalk @ T-2.
- I observed Rich and TK mechanic onsite stepping up clean-down on escalator #12.
- I also observed Darren with TK onsite doing PM on escalator #3.
- While onsite I did EMCOR project walk with Randy and Jesus.

Flamingo Pedestrian Bridges:

- 8:30am-9:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on escalator #1 and 1 filling up mop bucket @ T-4.
- I also observed Cameron with TK onsite doing PM on escalator #4.
- While onsite I did EMCOR project walk with Randy and Jesus.

Harmon Pedestrian Bridges:

- 8:00am-8:30am onsite. While onsite I observed 3 SCS custodians, 1 using floor machine to scrub sidewalk @ T-1, 1 cleaning handrail on E bridge and 1 cleaning glass on W staircase.
- I also observed Mile and Harold with TK onsite R&R broken plastic D- marks on escalator #1.
- While onsite I did EMCOR project walk with Randy and Jesus.

Park Pedestrian Bridge:

- 7:30am-8:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-2 and 1 mopping P-2.
- I also observed Tim with TK onsite doing PM on escalator #4.
- While onsite I did EMCOR project walk with Randy and Jesus.

Tropicana Pedestrian Bridges:

- 6:30am-7:30am onsite. While onsite I observed 4 SCS custodians, 1 cleaning skirting on escalator #4, 1 cleaning glass on escalator #7, 1 mopping N bridge and 1 cleaning TP-7.
- While onsite I did EMCOR project walk with Randy and Jesus.

Down Unit List:

- Spring Mountain escalator #12 is out of service due to annual clean-down.
- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 2-4-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-9-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 WB on Convention Center and 1 NB Strip @ Mandalay Bay.
- During morning drive I observed the following units out of service; SE-3, FE-3, FE-8, FE-11 & all Tropicana escalators.
- 2:00pm-2:30pm did final TC drive. During drive I observed the following units out of service; all Tropicana escalators & FE-3.

Bright View:

- During morning drive I observed Jamie and 7 BV workers doing landscape maintenance in median N-7.
- 6:00am-10:00am onsite in median N-14. While onsite I met BV for irrigation leak from yesterday. We found leak in poly line for shrubs in median N-12 causing water to run through conduit in median N-14.
- 12:30pm-1:00pm checked Frank Sinatra.
- 1:00pm-1:30pm checked Harmon Interchange.

Spring Mountain Pedestrian Bridge:

- 10:30am-11:30am onsite. While onsite I observed 2 SCS custodians, 1 mopping P-2 and 1 mopping sidewalk @ T-5.
- I also observed Darren with TK onsite eating lunch @ T-2.

Flamingo Pedestrian Bridges:

- Did not make it to site.

Harmon Pedestrian Bridges:

- 1:30pm-2:00pmonsite. While onsite I observed 2 SCS custodians, 1 putting barricades away and 1 cleaning handrail on escalator #2.

Park Pedestrian Bridge:

- 12:00pm-12:30pm onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-2 and 1 mopping P-2.
- Tim with TK also onsite.

Tropicana Pedestrian Bridges:

- 10:00am-10:30am onsite. While onsite I observed 4 SCS custodians, 1 mopping P-3, 1 cleaning glass on escalator #12, 1 cleaning glass in P-7 and 1 mopping sidewalk @ T-1.

Down Unit List:

- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 2-9-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-10-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 WB on Convention Center and 1 NB Strip @ Mandalay Bay.
- During morning drive I observed the following units out of service; FE-2, FE-3, FE-10, FE-11, FP-1, PE-3, PE-4 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Mandalay Bay.
- 7:30am-3:00pm interviews @ Road Division.

Bright View:

- During morning drive I observed Jamie and 6 BV workers doing landscape maintenance in median N-8.
- I observed BV irrigation tech working in median N-6.
- I also observed Omar with DI Electrical working in median N-5.
- 6:00am-7:00am onsite @ N-15. While onsite I observed Jamie with BV repairing irrigation leak from yesterday.

Spring Mountain Pedestrian Bridge:

- Did not make it to site.

Flamingo Pedestrian Bridges:

- Did not make it to site.

Harmon Pedestrian Bridges:

- Did not make it to site.

Park Pedestrian Bridge:

- Did not make it to site.

Tropicana Pedestrian Bridges:

- Did not make it to site.

Down Unit List:

- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

DATE: 2-10-21	**SHIFT: 5:00am-3:00pm**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 RLC on SB Strip @ Mandalay Bay. TBC provided TC for GAIT. TC appeared to be setup correctly.
- I observed 2 RLC on NB Strip @ Harrah's. Road Safe provided TC for Enterprise. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-11-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		**YES**
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Elvis Presley and 1 SB Strip @ Reno.
- During morning drive I observed the following units out of service; SE-8, FE-2, FE-3, FE-5, FE-7, FE-10, FE-12 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Mirage.
- 7:30am-1:30pm interviews @ Road Division.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators, FE-5 & FE-3.

Bright View:

- During morning drive I observed 2 BV workers weeding in median N-16.
- I observed 4 BV workers picking and weeding in north medians.
- I observed 1 BV irrigation tech working in median S-1.
- 6:00am-7:00am onsite @ N-15. While onsite I observed Jamie with BV repairing irrigation.
- 1:30pm-2:00pm checked Harmon interchange.

Spring Mountain Pedestrian Bridge:

- Did not make it to site.

Flamingo Pedestrian Bridges:

- Did not make it to site.

Harmon Pedestrian Bridges:

- Did not make it to site.

Park Pedestrian Bridge:

- Did not make it to site.

Tropicana Pedestrian Bridges:

- Did not make it to site.

Down Unit List:

- Flamingo escalator #5 is out of service due to brake fault.
- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 2-11-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 LLC on SB Strip @ N-12. BV doing irrigation repair. TC appeared to be setup correctly.
- I observed 1 RLC on SB Strip @ Tropicana. TBC provided TC for GAIT. TC appeared to be setup correctly.
- I observed 2 RLC on NB Strip @ Harrah's. Road Safe provided TC for Enterprise. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-12-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)	x	**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Circus Circus and 1 NB Strip @ Russell.
- During morning drive I observed the following units out of service; SE-8, FE-3, FE-5, FE-10, HE-1 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Sahara.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators, FE-3, SE-3 & SE-9.

Bright View:

- During morning drive I observed 2 BV workers blowing turf in median S-4.
- I observed 1 BV irrigation tech working in median N-12.
- I observed Jamie and 1 BV worker power washing crosswalk in median N-15.
- I observed 3 BV picking trash in medians S-2, N-5 & N-16.
- I also observed Omar with DI Electrical working in median N-10.
- 12:00pm-12:30pm onsite @ Harmon interchange. While onsite I observed 2 BV additional workers picking trash.
- 12:30pm-2:00pm onsite @ N-16. While onsite I responded to slingshot vehicle accident that damaged multiple shrubs, landscape lights and irrigation. Metro event # LLV210200051476. I called Dana and Omar with DI Electrical out to make the damaged landscape lighting safe until permanent repair can be scheduled. They were onsite @ 1:20pm.

Spring Mountain Pedestrian Bridge:

- 10:30am-11:30am onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-5 and 1 putting barricades away @ T-2.
- I also observed Darren with TK onsite restarting escalators after the rain.

Flamingo Pedestrian Bridges:

- 7:30am-9:00am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning glass on N bridge and 1 mopping P-6.
- I observed Mile, Harold and Jason with TK onsite installing gearbox and motor in FE-3.
- I also observed Darren with TK onsite working on FE-5.

Harmon Pedestrian Bridges:

- 9:00am-10:00am onsite. While onsite I observed 2 SCS custodians shutting off escalators due to rain.
- I also observed Michael and Shawn with TK onsite installing refurb steps on HE-4.

Park Pedestrian Bridge:

- 10:00am-10:30am onsite. While onsite I observed 2 SCS custodians, 1 dry mopping P-1 and 1 mopping up water @ T-1.
- I also observed Jesus with EMCOR onsite doing HVAC PM @ T-1.

Tropicana Pedestrian Bridges:

- 6:00am-7:30am onsite. While onsite I observed Jamie and 4 SCS custodians, 1 mopping P-3, 1 cleaning handrail on N bridge, 1 cleaning glass on W bridge and 1 cleaning glass on S bridge.
- I also observed Tim with TK onsite @ T-3.

Down Unit List:

- Flamingo escalator #3 is out of service due to gear box and motor repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	of	1
DATE: 2-12-21	SHIFT: 5:00am-3:00pm			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 RLC on NB Strip @ Harrah's. Road Safe provided TC for Enterprise. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	OF	1

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-16-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 WB on Convention Center and 1 NB Strip @ Reno.
- During morning drive I observed the following units out of service; FE-3 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Park.
- 12:30pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. While onsite I observed graffiti, AG was notified and will remove.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators & SE-9.

Bright View:

- During morning drive I observed 6 BV workers working in median S-1 & N-1.
- I observed Jamie with BV working in median N-18.
- I observed 1 BV irrigation tech working in median N-3.
- 6:00am-8:30am did BV follow-up inspections.
- 1:00pm-1:30pm checked Frank Sinatra.
- 1:30pm-2:00pm checked Harmon Interchange.

Spring Mountain Pedestrian Bridge:

- Did not make it to site.

Flamingo Pedestrian Bridges:

- 9:30am-11:00am onsite. While onsite I observed 2 SCS custodians, 1 flushing drain on S bridge by P-1 and 1 cleaning skirting on escalator #4.
- I observed Mile, Harold and Derrick with TK onsite working on escalator #3. Gearbox and motor are installed but unit keep throwing brake fault. TK isn't getting the required 24v to sensor.

Harmon Pedestrian Bridges:

- 11:00am-11:30am onsite. While onsite I observed 2 SCS custodians @ T-1 eating lunch.

Park Pedestrian Bridge:

- 12:00pm-12:30pm onsite. While onsite I observed Felipe and 2 SCS custodians trying to remove graffiti from bridge deck. They couldn't get it removed so I called AG.

Tropicana Pedestrian Bridges:

- 8:30am-9:30am onsite. While onsite I observed 4 SCS custodians, 1 mopping P-1, 1 cleaning handrail on E bridge, 1 fixing barricades and T-5 and 1 cleaning glass on escalator #15.
- I observed Jesus with EMCOR working on AC in custodial room @ T-1, (punch list.)
- I also observed Tim with TK onsite cleaning pit on escalator #5.

Down Unit List:

- Spring Mountain escalator #9 is out of service due to annual clean-down.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 2-16-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-17-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		**YES**
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Elvis Presley and 1 SB Strip @ Russell.
- During morning drive I observed the following units out of service; SE-9, FE-1, FE-2, FE-3, FE-6, FE-7, FE-8, PE-4 & all Tropicana escalators.
- 12:00pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. Nothing to report, bridge looks good.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators, HE-3 & SE-10.

Bright View:

- During morning drive I observed Jamie and 6 BV workers weeding and picking trash in medians N-31 to N-28.
- I observed BV irrigation tech working in median N-3.
- I also observed Omar with DI Electrical working in median N-10.
- 10:30am-11:30am checked BV irrigation box replacement in medians N-6 & N-7.
- 1:00pm-1:30pm checked Frank Sinatra.
- 1:30pm-2:00pm checked Harmon interchange.

Spring Mountain Pedestrian Bridge:

- 9:00am-9:30am onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-3 and 1 cleaning glass on escalator #11.
- I also observed Jason and Rich with TK onsite doing clean-down on escalator #10.

Flamingo Pedestrian Bridges:

- 6:30am-8:30am onsite. While onsite I observed 2 SCS custodians, 1 mopping S bridge and 1 cleaning glass on escalator #3.
- I also observed Cameron and Darren with TK onsite working on escalator #7, handrail isn't driving.
- 9:30am10:00am -fixed broken door handle @ T-4 electrical room. Tail piece was broken off.

Harmon Pedestrian Bridges:

- 10:00am-10:30am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning handrail on escalator #1 and 1 cleaning handrail on W bridge.
- I also observed Mile and Harold with TK onsite doing PM on escalator #3.

Park Pedestrian Bridge:

- 6:00am-6:30am onsite. While onsite I observed 3 SCS custodians, 1 cleaning bridge glass, 1 mopping P-2 and 1 using floor machine to scrub bridge.

Tropicana Pedestrian Bridges:

- 8:30am-9:00am onsite. While onsite I observed 4 SCS custodians, 1 cleaning glass on S bridge, 1 mopping W bridge, 1 mopping N bridge and 1 mopping sidewalk @ T-3.
- I observed Jesus with EMCOR working on AC in custodial room @ T-1, (punch list.)
- I also observed Tim with TK onsite @ T-3.

Down Unit List:

- Spring Mountain escalator #10 is out of service due to annual clean-down.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 2-17-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-18-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Circus Circus and 1 SB Strip @ Reno.
- During morning drive I observed the following units out of service; SE-10, FE-6, FE-10, HE-1, HE-3, HE-4 & all Tropicana escalators.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators & SE-10.

Bright View:

- During morning drive I observed 6 BV workers working in median N-10.
- I observed Jamie with BV working in N-6.
- I observed BV irrigation tech working in median S-2.
- 6:00am-7:00am onsite @ N-6. While onsite I checked BV irrigation box replacement.
- 10:30am-11:00am met Jamie in N-7 for irrigation box repair/leveling.
- 12:00pm-12:30pm checked Frank Sinatra.
- 1:30pm-2:00pm checked Harmon Interchange.

Spring Mountain Pedestrian Bridge:

- 8:00am-9:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on escalator #4 and 1 cleaning glass on E bridge.
- I observed Jason and Rich with TK onsite doing clean-down on escalator #10.
- I also observed Darren with TK onsite working on escalator #3. Unit is tracking funny into combs, needs new step chain.
- 12:30pm-1:30pm onsite to inspect SE-10 clean-down. Unit looked good TK will step unit up tomorrow.

Flamingo Pedestrian Bridges:

- Did not make it to site.

Harmon Pedestrian Bridges:

- 9:30am-10:30am onsite. While onsite I observed Felipe and 3 SCS custodians, 1 removing sticker from HE-3 handrail, 1 cleaning glass on E bridge and 1 using floor machine to scrub N bridge.
- I observed Jesus with EMCOR and Tim with TK working on car top AC.
- I also observed Mile and Harold with TK onsite working on HE-4. They are repairing step track on right side.

Park Pedestrian Bridge:

- 11:00am-11:30am onsite. While onsite I observed 2 SCS custodians eating lunch @ T-1.

Tropicana Pedestrian Bridges:

- 7:00am-8:00am onsite. While onsite I observed 4 SCS custodians, 1 cleaning glass on E bridge, 1 cleaning handrail on escalator #10, 1 cleaning staircase handrail @ T-7 and 1 mopping P-1.
- I observed Freddy with SCS onsite replacing graffiti film on S bridge.
- I also observed Tim with TK onsite working on P-2. COP got kicked in last night.

Down Unit List:

- Spring Mountain escalator #10 is out of service due to annual clean-down.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 2-18-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-19-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Circus Circus and 1 NB Strip @ Tropicana.
- During morning drive I observed the following units out of service; SE- 8, SE-10, FE-1, HE-4, PE-1, TP-2 & all Tropicana escalators.
- During morning drive I observed AG removing graffiti on SB Strip @ Mirage.
- 12:00pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. Bridge looks good, SCS cleaned today.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators.

Bright View:

- I observed Jamie with BV working in medina N-7.
- I observed BV irrigation tech working in median N-16.
- I observed 2 BV workers blowing turf in median S-3.
- I observed 2 BV workers picking trash in S-1 and 2 picking trash in N-12.
- I also observed Omar with DI Electrical working in median N-12.
- 6:00am-6:30am onsite with Jamie @ N-7 for irrigation box replacement/leveling.
- 11:00am-11:30am checked Frank Sinatra.
- 1:00pm-2:00pm checked Harmon Interchange and N-7 irrigation box replacement & leveling.

Spring Mountain Pedestrian Bridge:

- 7:30am-8:30am onsite. While onsite I observed 2 SCS custodians, 1 mopping W bridge and 1 mopping E bridge.
- I observed Jason and Rich with TK onsite stepping up escalator #10.
- I also observed Tim with TK and Jesus with EMCOR onsite doing car top HVAC PM on SP-4.
- Last night someone broke hall door glass on SP-2. Tim with TK taped it up until new piece can be installed.

Flamingo Pedestrian Bridges:

- 6:30am-7:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on escalator #11 and 1 cleaning glass on E bridge.
- I observed Mile and Harold with TK onsite working on escalator FE-1, unit keeps shutting down.
- I also observed Cameron with TK onsite doing PM on escalator #10.

Harmon Pedestrian Bridges:

- 8:30am-9:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on W staircase and 1 sweeping sidewalk @ T-1.

Park Pedestrian Bridge:

- 10:30am-11:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-2 and 1 mopping P-2.

Tropicana Pedestrian Bridges:

- 9:30am-10:30am onsite. While onsite I observed 4 SCS custodians, 1 cleaning glass on escalator #3, 1 cleaning handrail on escalator #7, 1 cleaning doors on TP-6 and 1 mopping sidewalk @ T-8.
- I observed Freddy with SCS onsite replacing graffiti film on S bridge.
- I also observed Allen with TK onsite working on TP-2. Unit had a blown fuse and wasn't calling cab to street level.

Down Unit List:

- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 2-19-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 RLC on SB Strip @ Tropicana. TBC provided TC for VCI. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-23-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 EB on Convention Center and 1 SB Strip @ Mandalay Bay.
- During morning drive I observed the following units out of service; SE- 8, FE-1, FE-3, FE-7, FE-11, HE-1 & all Tropicana escalators.
- 12:00pm-12:30pm onsite @ Maryland Parkway Pedestrian Bridge. Bridge looks good, nothing to report.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators.

Bright View:

- I observed Jamie and 6 BV working in medina S-2.
- I observed BV irrigation tech working in median S-4.
- I also observed Omar with DI Electrical working in median N-12.
- 11:00am-11:30am checked Frank Sinatra. Observed irrigation leak, BV was notified and will repair tomorrow.
- 12:30pm-1:00pm checked BV's final irrigation box replacement in N-7.
- 1:00pm-2:00pm checked Harmon Interchange. BV additional workers serviced area yesterday.

Spring Mountain Pedestrian Bridge:

- 8:00am-9:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on escalator #3 and 1 cleaning glass E bridge.
- I also observed Darren with TK onsite working on escalator #8.

Flamingo Pedestrian Bridges:

- 7:00am-8:00am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning glass on W bridge and 1 cleaning glass on S bridge.
- I observed Mile and Harold with TK onsite doing handrail drive chain repair on escalator #7.
- I also observed Cameron with TK onsite doing PM on escalator #12.

Harmon Pedestrian Bridges:

- 9:30am-10:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on W bridge and 1 scraping gum from sidewalk.
- I also observed Freddy with SCS onsite doing graffiti film on N bridge.

Park Pedestrian Bridge:

- 10:30am-11:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning doors on P-1 and 1 eating lunch @ T-1.
- Tim with TK also onsite checking units.

Tropicana Pedestrian Bridges:

- 6:00am-7:00am onsite. While onsite I observed Felipe and 5 SCS custodians, 1 mopping sidewalk @ T-3, 1 cleaning glass on escalator #10, 1 using floor machine to clean W bridge, 1 cleaning glass on W bridge and 1 cleaning glass on escalator #2.
- I also observed Tim with TK onsite cleaning pits on escalator #8.

Down Unit List:

- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be out service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 2-23-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 3 RLC on SB Strip @ Aria. HD provided TC for Dielco. TC appeared to be setup correctly.
- I observed 1 RLC on SB Strip @ Reno. TBC provided TC for Amigo. TC appeared to be setup correctly.
- I observed 1 LLC on NB Strip @ S-2. BV doing landscape maintenance. TC appeared to be setup correctly.
- I observed 2 RLC on NB Strip @ LINQ. STS provided TC for Yesco. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	OF	1

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-24-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Convention Center and 1 SB Strip @ Reno.
- During morning drive I observed the following units out of service; FE-12 & all Tropicana escalators.
- 6:00am-6:30am changed sign out.
- 12:00pm-2:00pm checked magazine racks for vandalism.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators & FE-11.

Bright View:

- I observed Jamie and 6 BV working in median N-2.
- I observed BV irrigation tech working in median N-17.
- I also observed Omar and Dana with DI Electrical working in median N-12.

Spring Mountain Pedestrian Bridge:

- 6:30am-8:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on escalator #6 and 1 cleaning glass on E bridge.
- I also observed Darren with TK onsite doing PM on escalator #11.

Flamingo Pedestrian Bridges:

- 8:30am-10:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping FP-2 and 1 cleaning glass on S bridge.
- I observed Mile and Harold with TK onsite replacing left handrail, handrail drive belt and newel ends.
- I also observed Cameron with TK onsite working on brake sensor on FE-5.

Harmon Pedestrian Bridges:

- Did not make it to site.

Park Pedestrian Bridge:

- 10:30am-11:00am onsite. While onsite I observed 2 SCS custodians taking lunch @ T-1.

Tropicana Pedestrian Bridges:

- 10:00am-10:30am onsite. While onsite I observed Felipe and 4 SCS custodians, 1 mopping sidewalk @ T-5, 1 cleaning glass in TP-7, 1 mopping custodial room @ T-1 and 1 cleaning trash can @ T-3.
- I also observed Tim with TK onsite cleaning machine room floor @ T-5.

Down Unit List:

- Flamingo escalator #11 is out of service due to handrail replacement.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 2-24-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 3 RLC on SB Strip @ Aria. HD provided TC for Dielco. TC appeared to be setup correctly.
- I observed 1 RLC on SB Strip @ Reno. TBC provided TC for Amigo. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-25-21	SHIFT:5:00AM-3:00PM

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 WB Strip on Convention Center and 1 SB Strip @ Mandalay Bay.
- During morning drive I observed the following units out of service; SE-6, FE-8, FE-11 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Mirage.
- 1:30pm-2:00pm checked Maryland Parkway Pedestrian Bridge. Bridge looks good, nothing to report.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators & FE-11.

Bright View:

- I observed Jamie and 6 BV working in median N-6. BV is 1 worker short today per contract requirements.
- 11:15am-11:30am checked BV flower removal in S-1.
- 12:00pm-12:30pm checked Frank Sinatra.
- 1:00pm-1:30pm measured graffiti sq. ft. on backside of warehouse.

Spring Mountain Pedestrian Bridge:

- 9:00am-10:30am onsite. While onsite I observed 2 SCS custodians, 1 mopping P-2 and 1 cleaning glass on N bridge.
- I also observed Darren and Cameron with TK onsite @ T-2.

Flamingo Pedestrian Bridges:

- 7:00am-9:00am onsite. While onsite I observed Felipe and 2 SCS custodians talking to Metro. Homeless person pushed SCS custodian.
- I observed Mile and Harold with TK onsite replacing right handrail on escalator #11.
- I also observed Cameron with TK onsite doing PM on escalator #3.

Harmon Pedestrian Bridges:

- 10:30am-11:15am onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-2 and 1 cleaning handrail on escalator #2.

Park Pedestrian Bridge:

- 12:30pm-1:00pm onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-2 and 1 cleaning handrail on escalator #2.
- Tim with TK also onsite checking units.

Tropicana Pedestrian Bridges:

- 6:00am-7:00am onsite. While onsite I observed Felipe and 4 SCS custodians, 1 cleaning skirting on escalator #5, 1 cleaning glass on escalator #9, 1 mopping P-8 and 1 talking to Felipe @ T-1.
- I also observed Tim with TK onsite cleaning pit on escalator #10.

Down Unit List:

- Flamingo escalator #11 is out of service due to handrail replacement.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 2-25-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 3 RLC on SB Strip @ Aria. HD provided TC for Dielco. TC appeared to be setup correctly.
- I observed 1 RLC on SB Strip @ Reno. TBC provided TC for VCI. TC appeared to be setup correctly.
- I observed 1 RLC on NB Strip @ Venetian. Road Safe provided TC for LVVWD. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:2-26-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Hilton and 1 NB Strip @ Mandalay Bay.
- During morning drive I observed the following units out of service; FE-2, FE-6, FE-7, FE-8, FE-11, FP-6, HE-1, PE-2 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on NB Strip @ Tropicana.
- 12:00pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. Bridge looks good, nothing to report.
- 1:00pm-2:00pm did follow-up inspection on magazine racks with graffiti. All graffiti has been removed.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators & FE-11.

Bright View:

- I observed Jamie working in median N-12.
- I observed 2 BV workers blowing turf in median S-4.
- I observed 1 BV worker picking trash in median S-3.
- 4 BV workers are servicing Frank Sinatra.
- I also observed Omar with DI Electrical working in median S-7.
- 10:30am-11:30am checked Frank Sinatra. BV serviced project today, looks good.

Spring Mountain Pedestrian Bridge:

- 9:30am-10:30am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning trench drain on N bridge and 1 cleaning SE-3 handrail.
- I observed Freddy and helper with SCS onsite replacing graffiti film on W bridge.
- I also observed Darren with TK onsite @ T-2.

Flamingo Pedestrian Bridges:

- 8:00am-9:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-2 and 1 mopping sidewalk @ T-4.
- I observed Mile, Derrick and Harold with TK onsite replacing right handrail on escalator #11.

Harmon Pedestrian Bridges:

- 6:00am-7:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on escalator #4 and 1 cleaning handrail on escalator #1.
- I observed AG onsite patrolling for graffiti.
- I also observed Mile and Harold with TK onsite starting escalator #2.

Park Pedestrian Bridge:

- 9:00am-9:30am onsite. While onsite I observed 3 SCS custodians, 1 mopping P-1, 1 @ T-1 and 1 using floor machine to scrub bridge.

Tropicana Pedestrian Bridges:

- 7:00am-8:00am onsite. While onsite I observed Felipe and 4 SCS custodians, 1 cleaning glass on S bridge, 1 cleaning glass on E bridge, 1 mopping N bridge and 1 mopping P-7.
- I also observed Tim with TK onsite cleaning TE-14 pit.

Down Unit List:

- Flamingo escalator #11 is out of service due to handrail replacement.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 2-26-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 RLC on SB Strip @ Reno. TBC provided TC for VCI. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-2-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 WB on Convention Center and 1 SB Strip @ Tropicana.
- During morning drive I observed the following units out of service; FE-1, FE-12, HE-3, HE-4, PE-2, TP-4 & all Tropicana escalators.
- 6:00am-6:30am @ warehouse. Picked up 1 TK step for PE-2 crash that happened over the weekend. I logged step and sent Casey with TK email.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators & PE-2.

Bright View:

- I observed Jamie and 7 BV workers doing color change in median S-3.
- 11:00am-11:30am checked BV color change in median S-3.

Spring Mountain Pedestrian Bridge:

- 8:30am-11:00am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning on glass on E bridge and 1 cleaning glass on N bridge.
- I observed Freddy and helper with SCS onsite replacing graffiti film on E bridge.
- I also observed Darren with TK onsite doing PM on escalator #1.
- While onsite I did TK follow-up inspection.

Flamingo Pedestrian Bridges:

- 12:00pm-2:00pm onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-2 and 1 mopping sidewalk @ T-4.
- I also observed Joe with TK onsite doing PM on escalator #12.
- While onsite I did TK follow-up inspections.

Harmon Pedestrian Bridges:

- 7:30am-8:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on N bridge and 1 cleaning glass on E bridge.
- While onsite I did TK follow-up inspection.

Park Pedestrian Bridge:

- 6:30am-7:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning skirting on escalator #1 and 1 cleaning glass on bridge.
- I also observed Mile and Harold with TK onsite working on escalator #2, unit crashed over the weekend. I gave them 1 TK step.
- While onsite I did TK follow-up inspection.

Tropicana Pedestrian Bridges:

- Did not make it to site.

Down Unit List:

- Park escalator #2 is out of service due to step track repair.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 3-2-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed all SB lanes detoured to NB lanes @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-3-21	SHIFT:5:00AM-3:00PM

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 SB Strip @ Hilton and 1 NB Strip @ Reno.
- During morning drive I observed the following units out of service; SE-4, PE-2 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti @ LV Sign.
- 12:00pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. While onsite I observed Felipe and SCS custodian power washing bridge.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators.

Bright View:

- I observed Jamie and 7 BV workers doing color change in median S-2.
- I also observed Omar with DI Electrical working in median N-10.
- 1:00pm-1:30pm checked BV's color change in median S-2.
- 1:30pm-2:00pm checked Frank Sinatra.

Spring Mountain Pedestrian Bridge:

- 8:30am-10:30am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning outside skirting on escalator #4 and 1 cleaning glass in P-5.
- I also observed Darren with TK onsite doing PM on escalator #2.

Flamingo Pedestrian Bridges:

- 10:30am-11:00am onsite. While onsite I observed 2 SCS custodians eating lunch @ T-3.
- I also observed Joe with TK onsite replacing light bulb in FP-3, punch list item.

Harmon Pedestrian Bridges:

- 11:00am-11:30am onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-2 and 1 cleaning handrail on escalator #4.

Park Pedestrian Bridge:

- 7:30am-8:30am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning T-2 hoist-way and 1 talking to Felipe @ T-1.
- I also observed Tim with TK onsite doing PM on escalator #3.

Tropicana Pedestrian Bridges:

- 6:00am-7:30am onsite. While onsite I observed Felipe and 4 SCS custodians, 1 cleaning glass on S bridge, 1 mopping E bridge, 1 mopping N bridge and 1 cleaning glass on W bridge.
- I also observed Tim with TK onsite talking to Casey @ T-3.

Down Unit List:

- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Miracle Mile down escalator appears to be out of service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 3-3-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 LLC on SB Strip @ S-2. BV doing color change. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-4-21	SHIFT:5:00AM-3:00PM

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 WB on Convention Center and 1 SB Strip @ Tropicana.
- During morning drive I observed the following units out of service; FE-1 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Mirage.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators.

Bright View:

- I observed Jamie and 4 BV workers doing color change in median S-1. BV did not have the required head count today.
- 12:00pm-12:30pm onsite on Frank Sinatra. While onsite I observed irrigation leak, I will notify BV tomorrow AM.
- 12:30pm-1:00pm checked Harmon interchange.
- 1:00pm-2:00pm checked BV color change in median S-1 to S-4.

Spring Mountain Pedestrian Bridge:

- 6:00am-7:30am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning glass on W bridge and 1 cleaning glass on N bridge.
- I observed Freddy and helper with SCS replacing graffiti film on E bridge.
- SP-1 door glass was broken last night.
- I also observed Darren with TK onsite measuring hydro pipe to repair leak on the punch list.

Flamingo Pedestrian Bridges:

- 7:30am-9:30am onsite. While onsite I observed Felipe and 1 SCS custodians mopping FP-6. SCS is short 1 custodian @ Flamingo today.
- I also observed Joe with TK onsite adjusting cab leveling on FP-4.

Harmon Pedestrian Bridges:

- 11:00am-11:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning skirting on escalator #2 and 1 cleaning handrail on escalator #3.

Park Pedestrian Bridge:

- 10:30am-11:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on bridge and 1 cleaning handrail on E staircase.
- I also observed Tim with TK onsite doing PM on escalator #1.

Tropicana Pedestrian Bridges:

- 9:30am-10:30am onsite. While onsite I observed Felipe and 4 SCS custodians, 1 mopping sidewalk @ T-3, 1 cleaning handrail on N bridge, 1 cleaning doors on P-7 and 1 cleaning glass on S bridge.

Down Unit List:

- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 3-4-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 RLC on SB Strip @ Reno. TBC provided TC for VCI. TC appeared to be setup correctly.
- I observed 1 LLC on SB Strip @ S-1. BV doing color change. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	OF	1

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-5-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 SB Strip @ Circus Circus and 1 NB Strip @ Reno.
- During morning drive I observed the following units out of service; SE-3, SE-4, SE- 12, FE-1, FE-7, FE-11, FE-12, FP-6, PE-1, PE-2 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Mirage.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators.

Bright View:

- I observed Jamie and 5 BV workers doing color change in median N-1.
- I observed 2 BV workers power washing sign parking lot.
- I also observed Omar with DI Electrical working in median N-7.
- 10:30am-11:30am checked BV color change in median N-1 & N-2.
- 12:00pm-12:30pm checked Frank Sinatra. BV repaired leak from yesterday.
- 12:30pm-1:00pm checked Harmon Interchange.

Spring Mountain Pedestrian Bridge:

- 9:00am-10:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-6 and 1 mopping elevator P-1.
- I also observed Darren with TK onsite working on SE-5 inlet with gap, punch list item.
- 1:00pm-200pm onsite. While onsite I spoke to Darren about SE-5 punch list repair and had him tape broken door glass on SP-1.

Flamingo Pedestrian Bridges:

- 8:00am-9:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on E bridge and 1 mopping W bridge.
- I observed Freddy and helper with SCS replacing graffiti film on S bridge.
- I also observed Joe with TK onsite working on FP-1. Doors got knocked off by scooter.

Harmon Pedestrian Bridges:

- 10:00am-10:30am onsite. While onsite I observed 2 SCS custodians, 1 sweeping trash on N bridge and 1 cleaning handrail on escalator #2.

Park Pedestrian Bridge:

- 6:00am-7:00am onsite. While onsite I observed Felipe and 3 SCS custodians, 1 using floor machine to scrub bridge, 1 cleaning glass on escalator #1 and 1 cleaning glass on escalator #3.
- I also observed Mile and Harold with TK onsite starting escalator #1 & #2, units down on E-stop.

Tropicana Pedestrian Bridges:

- 7:00am-8:00am onsite. While onsite I observed 4 SCS custodians, 1 mopping P-7, 1 cleaning glass on escalator #12, 1 cleaning glass on E bridge and 1 cleaning glass on S bridge.
- I also observed Tim with TK onsite @ T-3.

Down Unit List:

- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 3-5-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 RLC on SB Strip @ Russell. TBC provided TC for VCI. TC appeared to be setup correctly.
- I observed 1 LLC on SB Strip @ N-1. BV doing color change. TC appeared to be setup correctly.
- I observed 2 RLC on NB Strip @ Park. MOB provided TC for Yesco. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-9-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 SB Strip @ Hilton and 1 NB Strip @ Four Seasons.
- During morning drive I observed the following units out of service; SE-4, FE-11, HE-1, HE-2, HE-4 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Flamingo.
- 12:00pm-1:30pm onsite @ Maryland Parkway Pedestrian Bridge. While onsite I observed feces and W staircase, SCS was notified and will remove.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; FE-11 & all Tropicana escalators.

Bright View:

- I observed Jamie and 7 BV workers doing color change in median N-5.
- 1:30pm-2:00pm checked Frank Sinatra.

Spring Mountain Pedestrian Bridge:

- 6:00am-8:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping E bridge and 1 mopping W bridge.
- I also observed Darren with TK onsite starting escalator #4.

Flamingo Pedestrian Bridges:

- 8:00am-9:00am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning skirting on escalator #4 and 1 cleaning FP-5.
- I also observed Mile and Harold with TK onsite working on escalator #11. Handrail keep stalling, possible bad handrail form vendor.

Harmon Pedestrian Bridges:

- 10:30am-11:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on E bridge and 1 cleaning handrail on escalator #1.

Park Pedestrian Bridge:

- 11:00am-11:45am onsite. While onsite I observed 2 SCS custodians, 1 cleaning skirting on escalator #1 and 1 mopping P-1.

Tropicana Pedestrian Bridges:

- 9:00am-10:30am onsite. While onsite I observed 4 SCS custodians, 1 cleaning handrail on W bridge, 1 cleaning glass in TP-6, 1 cleaning skirting on escalator #5 and 1 mopping P-2.
- I also observed Tim with TK onsite cleaning pit on escalator #15.

Down Unit List:

- Flamingo escalator #11 is out of service due to handrail drive wheel replacement.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 3-9-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-10-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 EB on Convention Center and 1 SB Strip @ Tropicana.
- During morning drive I observed the following units out of service; FE-6, FE-7, FE-11 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Mirage.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Tropicana escalators.

Bright View:

- I observed Jamie and 7 BV workers doing color change in median N-6 & N-7.
- I also observed Dana ad Omar with DI Electrical working in median N-16.
- 6:00am-7:30am onsite @ N-6. While onsite I observed BV doing color change.
- 12:00pm-1:00pm checked Harmon interchange and did Kone step inventory @ warehouse.

Spring Mountain Pedestrian Bridge:

- 9:00am-10:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on escalator #6 and 1 mopping sidewalk @ T-4.
- I also observed Darren with TK onsite troubleshooting and cleaning handrail on escalator #5. Unit has large amount of oil on left handrail and Darren doesn't know why.

Flamingo Pedestrian Bridges:

- 7:30am-9:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping P-5 and 1 mopping W bridge.
- I observed Mile and Harold with TK onsite doing handrail drive wheel replacement.
- I also observed Joe with TK onsite doing PM on escalator #5.

Harmon Pedestrian Bridges:

- 1:30pm-2:00pm onsite. While onsite I observed 2 SCS custodians, 1 sweeping trash on E bridge and 1 on W bridge.

Park Pedestrian Bridge:

- 1:00pm-1:30pm onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on bridge and 1 cleaning skirting on escalator #4.

Tropicana Pedestrian Bridges:

- 10:00am-11:30am onsite. While onsite I observed 4 SCS custodians, 1 fixing barricades on escalator #2, 1 cleaning handrail on W bridge, 1 cleaning trash can @ T-5 and 1 mopping sidewalk @ T-3.
- I also observed Tim with TK onsite cleaning pit on escalator #16.

Down Unit List:

- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 3-10-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-11-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		**YES**
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Elvis Presley and 1 SNB Strip @ Mandalay Bay.
- During morning drive I observed the following units out of service; SE-6, SE-7, FE-2, FE-11, FP-6, HE-4 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Mandalay Bay.
- 12:00pm-12:30pm onsite @ Maryland Parkway Pedestrian Bridge. Bridge looks good nothing to report.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; FP-6 & all Tropicana escalators.

Bright View:

- I observed Jamie and 10 BV workers doing color change in median N-7 & N-8.
- 6:00am-6:30am onsite @ N-8. While onsite I observed BV doing color change.
- 10:30am-11:30am checked BV's color change in median N-7 & N-8.
- 12:30pm-1:00pm onsite @ Frank Sinatra. While onsite I observed leak in oleander irrigation, BV was notified and will repair tomorrow AM.
- 1:00pm-2:00pm checked Harmon interchange.

Spring Mountain Pedestrian Bridge:

- 8:30am-9:00am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 scrubbing wall @ T-4 and 1 mopping sidewalk @ T-1.
- I observed Jesus with EMCOR onsite doing room HVAC PM.
- Darren with TK is onsite doing online safety training.

Flamingo Pedestrian Bridges:

- 9:00am-10:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping FP-3 and 1 cleaning handrail on escalator #6.
- I observed Mile and Harold with TK onsite working on FE-11 handrail. Unit went down again last night; Mile believes they got a bad handrail from supplier. They have replaced both handrails, drive wheels, rollers and belts but right handrail continues to stall.
- Joe with TK is onsite doing online safety training.

Harmon Pedestrian Bridges:

- 10:00am-10:30am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning glass on escalator #2 and 1 talking to Felipe.

Park Pedestrian Bridge:

- Did not make it to site.

Tropicana Pedestrian Bridges:

- 6:30am-8:30am onsite. While onsite I observed Felipe and 4 SCS custodians, 1 cleaning glass on S bridge, 1 cleaning handrail on escalator #16, 1 cleaning skirting on escalator #12 and 1 sweeping trash on E bridge.
- I also observed Tim with TK onsite cleaning pit on escalator #2.

Down Unit List:

- Flamingo elevator P-6 is out of service due to electrical issue.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	of	1
DATE: 3-11-21	SHIFT: 5:00am-3:00pm			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	OF	1

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-12-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 WB on Convention Center and 1 SB Strip @ Reno.
- During morning drive I observed the following units out of service; all escalators due to rain & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Harmon.
- 1:00pm-2:00pm onsite @ Maryland Parkway Pedestrian Bridge. While onsite I observed AG removing graffiti, nothing else to report.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; all Park escalators, all Harmon escalators, FP-6, FE-1 & all Tropicana escalators.

Bright View:

- I observed Jamie and 10 BV workers are @ the yard ridding out the rain.
- BV left @ 8am due to the rain.
- 10:30am-11:30am onsite @ N-6 with Jamie from BV. Jamie did not leave early due to the rain, he stayed the full shift.
- 12:00pm-12:30pm checked Frank Sinatra. Leak I reported yesterday has been repaired.
- 12:30pm-1:00pm checked Harmon interchange.

Spring Mountain Pedestrian Bridge:

- 6:00am-8:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping P-2 and 1 mopping P-6.
- I also observed Darren with TK onsite working on elevator P-4, unit keeps blowing fuse
- All escalators are out of service due to the rain.

Flamingo Pedestrian Bridges:

- 8:00am-9:30am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 sweeping trash on E bridge and 1 mopping P-3.
- I also observed Joe, Mile and Harold with TK onsite working on P-6. Top haul button isn't working.
- All escalators are out of service due to the rain.

Harmon Pedestrian Bridges:

- 9:30am-10:00am onsite. While onsite I observed 2 SCS custodians squeezing standing water on N bridge.
- All escalators are out of service due to the rain.

Park Pedestrian Bridge:

- 10:00am-10:30am onsite. While onsite I observed 2 SCS custodians, 1 mopping P-1 and 1 cleaning T-2 staircase handrail.
- All escalators are out of service due to the rain.

Tropicana Pedestrian Bridges:

- Did not make it to site.

Down Unit List:

- Flamingo elevator P-6 is out of service due to electrical issue.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Harmon Retail Center East elevator appears to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 3-12-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 RLC on NB Strip @ LINQ. HD provided TC for Yesco. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	SHEET	1	OF	1

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-16-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 WB on Convention Center and 1 SB Strip @ Reno.
- During morning drive I observed the following units out of service; all Spring Mountain escalators, FE-1, FE-11 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Harmon.
- 6:30am-7:00am @ Warehouse. Gave Jason and Rich with TK 10 Kone steps for SE-4 refurb NOV.
- 7:00am-7:30am changed sign out.
- 11:00am-11:30am @ Warehouse. Gave Jason and Rich with TK another 10 Kone steps for SE-4 refurb NOV. (20 total.)
- 12:00pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. While onsite I observed graffiti, AG was notified and will remove.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; FP-6, FE-1, SE-4 & all Tropicana escalators.

Bright View:

- I observed Jamie and 10 BV workers picking and weeding North medians that are under construction.
- I also observed BV irrigation tech working in median S-3.
- 1:00pm-1:30pm checked Frank Sinatra.
- 1:30pm-2:00pm checked Harmon Interchange.

Spring Mountain Pedestrian Bridge:

- 8:30am-10:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning skirting on escalator #5 and 1 mopping sidewalk @ T-5.
- I observed Jason ad Rich with stepping up escalator #4, step refurb due to NOV's.
- I also observed Darren and Harold with TK onsite doing PM on escalator #9 and working on SP-1, SP-1 rollers needed replaces.

Flamingo Pedestrian Bridges:

- Did not make it to site.

Harmon Pedestrian Bridges:

- 7:30am-8:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on escalator #1 and 1 cleaning handrail on escalator #3.
- I also observed Mile and Harold with TK onsite working on escalator #2. Unit shut down on brake fault, possible rain related.

Park Pedestrian Bridge:

- 6:00am-6:30am onsite. While onsite I observed 2 SCS custodians @ T-1.
- I also observed Freddy with SCS onsite replacing graffiti film on bridge.
- While onsite we turned off water valve to custodian sink @ T-1.

Tropicana Pedestrian Bridges:

- 10:00am-11:00am onsite. While onsite I observed 4 SCS custodians, 1 cleaning handrail on S bridge, 1 cleaning glass in TP-6 and 2 @ T-1 taking lunch
- I observed Mile and Jesus with EMCOR onsite doing car top HVAC PM on elevator # TP-6.
- I also observed Joe and Tim with TK onsite working on TE-11 alteration.

Down Unit List:

- Spring Mountain escalator #4 is out of service due to step replacement.
- Flamingo elevator P-6 is out of service due to electrical issue with upper hall call button.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Miracle Mile down escalator appears to be out of service.
- Both Harmon Retail Center elevators appear to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 3-16-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 RLC on SB Strip @ Cosmopolitan. STS provided TC for Yesco. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-17-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 SB Strip @ Sahara and 1 SB Strip @ Tropicana.
- During morning drive I observed the following units out of service; SE-4, FE-1, FP-6 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Aria.
- 12:00pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. SCS serviced earlier today, bridge looks good.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; SE-4, FP-6 & all Tropicana escalators.

Bright View:

- I observed Jamie and 7 BV workers blowing, picking trash and weeding north medians under construction.
- I also observed Omar with DI Electrical working in median N-8.
- 7:00am-7:30am onsite in median N-10 with Jamie from BV for irrigation leak I reported yesterday. Leak is in ¾ PVC line, Jamie will repair today.
- 11:00am-11:30am checked Frank Sinatra.
- 1:30pm-2:00pm checked Harmon interchange.

Spring Mountain Pedestrian Bridge:

- 7:30am-9:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning SP-2 and 1 cleaning glass on escalator #10.
- I observed AG onsite patrolling for graffiti.
- I also observed Darren with TK and Jesus with EMCOR onsite doing car top HVAC PM.

Flamingo Pedestrian Bridges:

- 6:00am-7:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping P-2 and 1 sweeping trash on E bridge.
- I also observed Joe with TK onsite starting escalator FE-1 and he will continue to troubleshoot FP-6.

Harmon Pedestrian Bridges:

- 10:30am-11:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning skirting on escalator #2 and 1 cleaning handrail on West staircase.

Park Pedestrian Bridge:

- 9:00am-10:30am onsite. While onsite I observed 1 SCS custodians mopping bridge. SCS is shorthanded 1 custodian today.
- I also observed Mile and Harold with TK onsite installing new key switches on escalator #1. (Punch list.)

Tropicana Pedestrian Bridges:

- 1:00pm-1:30pm onsite. While onsite I observed Felipe and 4 SCS custodians, 1 mopping P-1, 1 mopping sidewalk @ T-3, 1 cleaning call button on P-6 and 1 @ T-8.
- While onsite I picked up floor drain grates from Felipe for Harmon Bridge.
- Tim with TK hurt his back and was sent home early by TK office.

Down Unit List:

- Spring Mountain escalator #4 is out of service due to step replacement.
- Flamingo elevator P-6 is out of service due to electrical issue with upper hall call button.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Both Harmon Retail Center elevators appear to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 3-17-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-18-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 WB on Convention Center and 1 SB Strip @ Mandalay Bay.
- During morning drive I observed the following units out of service; SE-3, SE-4, SE-7, FE-1, FE-2, FE-6, FP-6, HE-3, HE-4 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Park.
- 6:00am-6:30am changed Sign @ LV Sign.
- 6:30am-7:30am field meeting with AG @ warehouse.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; HE-3, SE-3, SE-7, SE-11, FP-6, FE-1 & all Tropicana escalators.

Bright View:

- I observed Jamie and 7 BV workers blowing, picking trash and weeding north medians under construction.
- 7:30am-8:30am onsite @ N-7. While onsite I observed Jamie and Hector with BV installing new irrigation clock for 7-B.
- 1:00pm-1:30pm onsite @ Frank Sinatra.
- 1:30pm-2:00pm checked Harmon Interchange.

Spring Mountain Pedestrian Bridge:

- 9:00am-12:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-2 and 1 cleaning glass on E bridge.
- I also observed Darren with TK onsite working on escalator #4. Unit is back in-service.
- While onsite Dave and I had field meeting with Eric and Casey from TK for refurb step issue.

Flamingo Pedestrian Bridges:

- Did not make it to site.

Harmon Pedestrian Bridges:

- 8:30am-9:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on N bridge and 1 cleaning glass on E bridge.
- I also observed Mile and Harold with TK onsite doing PM on escalator #3.

Park Pedestrian Bridge:

- 12:30pm-1:00pm onsite. While onsite I observed 2 SCS custodians, 1 mopping P-2 and 1 mopping sidewalk @ T-2.
- I also observed Freddy with SCS onsite replacing graffiti film on bridge.

Tropicana Pedestrian Bridges:

- Did not make it to site.

Down Unit List:

- Harmon escalator #3 is out of service due to electrical relay issue.
- Spring Mountain escalators #3, #7 & #11 are all out of service due to step demark NOV's.
- Flamingo elevator P-6 is out of service due to electrical issue with upper hall call button.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Both Harmon Retail Center elevators appear to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 3-18-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-19-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 SB Strip @ Elvis Presley and 1 NB Strip @ Russell.
- During morning drive I observed the following units out of service; SE-3, SE-4, SE-5, SE-7, SE-11, SE-12, FE-1, FE-5, FE-7, FE-10, FE-11, FP-6, HE-3, PE-4 & all Tropicana escalators.
- During morning drive I observed AG removing graffiti @ LV Sign.
- TK did not have required head count. Tim and Harold are both off and no replacements workers provided.
- 12:00pm-1:00pm onsite @ Maryland Parkway Pedestrian Bridge. While onsite I observed some trash, SCS was notified and will clean.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; PE-3, SE-3, SE-7, SE-11, FP-6, FE-10 & all Tropicana escalators.

Bright View:

- I observed Jamie and 2 BV workers power washing LV Sign parking lot.
- I observed 1 BV tech working in median N-10.
- I observed 2 BV blowing turf in median S-4.
- I observed 1 BV worker picking trash in median N-3.
- I observed 1 BV worker picking trash in median N-12.
- I also observed Omar with DI Electrical working in median N-7.
- 7:00am-8:00am met Omar with DI Electrical @ warehouse. Gave him 2 old HYDCO LED lights for median N-12 light 64 & 82.
- 1:00pm-1:30pm checked Frank Sinatra.
- 1:30pm-2:00pm checked Harmon Interchange.

Spring Mountain Pedestrian Bridge:

- 9:00am-10:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on W bridge and 1 cleaning glass on N bridge.
- I also observed Darren with TK onsite doing PM on escalator #10.

Flamingo Pedestrian Bridges:

- 8:00am-9:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on escalator #1 and 1 cleaning glass on S bridge.
- I also observed Joe with TK onsite installing new upper call button board on FP-6.

Harmon Pedestrian Bridges:

- 6:00am-7:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping E bridge and 1 mopping W bridge.
- I also observed Mile with TK onsite working on escalator #3 E-stop relay.

Park Pedestrian Bridge:

- 11:00am-11:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on escalator #1 and 1 cleaning glass on escalator #2.

Tropicana Pedestrian Bridges:

- 10:00am-11:00am onsite. While onsite I observed 4 SCS custodians, 1 mopping P-2, 1 cleaning handrail on escalator #7, 1 cleaning handrail on N bridge and 1 mopping sidewalk @ T-8.

Down Unit List:

- Spring Mountain escalators #3, #7 & #11 are all out of service due to step demark NOV's.
- Flamingo elevator P-6 is out of service due to electrical issue with upper hall call button.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Both Harmon Retail Center elevators appear to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 3-19-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-23-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 604047-16- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		**YES**
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 WB on Convention Center and 1 NB Strip @ Tropicana.
- During morning drive I observed the following units out of service; SE-3, SE-7, SE-11, SP-2, FE-1, FE-7, FE-11, HE-2 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Harmon.
- 12:00pm-1:00pm onsite @ Maryland Parkway. While onsite I observed graffiti, AG was notified and will remove.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; SP-2, SE-3, SE-7, SE-11, PE-3, PE-4, HE-2 & all Tropicana escalators.

Bright View:

- I observed Jamie and 7 BV workers doing color change in median N-12.
- 1:00pm-1:30pm checked Frank Sinatra.
- 1:30pm-2:00pm checked BV color change in medians N-8 to N-12.

Spring Mountain Pedestrian Bridge:

- 7:00am-8:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on escalator #6 and 1 mopping sidewalk @ T-6.
- I observed AG onsite removing graffiti on E bridge.
- I also observed Darren, Mile and Harold with TK onsite working on elevator P-2. Unit has oil in piston. TK removed 36 gallons of oil from piston.

Flamingo Pedestrian Bridges:

- 6:00am-7:00am onsite. While onsite I observed 2 SCS custodians, 1 sweeping W bridge and 1 mopping elevator P-5.
- I also observed Michael Jackson with TK onsite starting escalators.

Harmon Pedestrian Bridges:

- 10:30am-11:00am onsite. While onsite I observed 2 SCS custodians, 1 sweeping sidewalk @ T-1 and 1 on cleaning glass on W bridge.
- Escalator #2 is out of service; Mile was notified and will look at it when he gets a chance.

Park Pedestrian Bridge:

- Did not make it to site.

Tropicana Pedestrian Bridges:

- 8:00am-10:30am onsite. While onsite I observed 4 SCS custodians, 1 cleaning glass on W bridge, 1 cleaning glass on N bridge, 1 mopping sidewalk @ T-3 and 1 mopping elevator TP-1.
- I also observed Joe and Shawn with TK onsite working on controller alteration on escalator #11.

Down Unit List:

- Spring mountain elevator P-2 is out of service due to piston repair.
- Spring Mountain escalators #3, #7 & #11 are all out of service due to step demark NOV's.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be out of service.
- Both Harmon Retail Center elevators appear to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 3-23-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 RLC on NB Strip @ Flamingo. Road Safe provided TC for LVVWD. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- 11:00am-11:30am did final TC drive. During drive I observed RoadSafe TC still in-place. Took pictures and sent email to Niccole and Darren with CCPW.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-24-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 605682-20- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Sahara and 1 NB Strip @ Four Seasons.
- During morning drive I observed the following units out of service; SE-3, SE-7, SE-9, SE-11, SP-2, FE-1, FE-11, PE-3 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on NB Strip @ Harmon.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; SE-3, SE-7, SE-11, HP-2, FE-1 & all Tropicana escalators.

Bright View:

- I observed Jamie and 9 BV workers doing color change in median N-10. BV completed color change today.
- I also observed Omar with DI Electrical working in median N-12.

Spring Mountain Pedestrian Bridge:

- Did not make it to site.

Flamingo Pedestrian Bridges:

- 8:00am-10:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping P-4 and 1 mopping E bridge.
- 11:00am-11:30am installed and taped stainless plate on missing floor drain cover @ T-2.

Harmon Pedestrian Bridges:

- 6:45am-8:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on E bridge and 1 cleaning glass on West staircase.
- While onsite we had pre-con meeting for cab mod with TK. Jason and Rich with TK are the TK workers doing the work.
- 12:00pm-1:30pm onsite. While onsite I checked cab mod. TK was installing aluminum diamond plating not the stainless that was spec. We stopped them from installing more and will huddle up with TK office tomorrow AM. TK put up 3 out of service signs, 2 on E bridge and 1 on sidewalk by escalator #4.

Park Pedestrian Bridge:

- 6:00am-6:45am onsite. While onsite I observed 2 SCS custodians, 1 getting cart ready @ T-1 and 1 sweeping trash on bridge.
- PE-3 went down last night due to broken handrail cluster on left side.
- 1:30pm-2:00pm checked P-1 floor.

Tropicana Pedestrian Bridges:

- 10:00am-11:00am onsite. While onsite I observed 4 SCS custodians, 1 mopping sidewalk @ T-6, 1 cleaning handrail on W bridge, 1 cleaning trash can @ T-1 and 1 cleaning handrail on escalator #5.
- I also observed Joe and Tim with TK onsite working on controller alteration on escalator #11.

Down Unit List:

- Flamingo escalator #1 is out of service due to handrail not driving.
- Harmon elevator P-2 is out of service due to cab modification.
- Spring Mountain escalators #3, #7 & #11 are all out of service due to step demark NOV's.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Both Harmon Retail Center elevators appear to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 3-24-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 LLC on SB Strip @ N-10. BV doing color change. TC appeared to be setup correctly
- I observed 2 RLC on NB Strip @ Flamingo. Road Safe provided TC for LVVWD. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- 11:00am-11:30am did final TC drive. During drive I observed RoadSafe TC still in-place. Took pictures and sent email to Niccole and Darren with CCPW.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-25-21	SHIFT:5:00AM-3:00PM

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 605682-20- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 WB on Convention Center and 1 NB Strip @ Mandalay Bay.
- During morning drive I observed the following units out of service; SE-3, SE-7, SE-11, FE-1, FE-11, FE-12, HE-3, HP-2, PE-1, PP-2, TP-7 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Spring Mountain.
- 10:00am-12:00am took truck to Automotive.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; SE-3, SE-7, SE-11, HP-2 & all Tropicana escalators.

Bright View:

- I observed Jamie and 7 BV workers doing maintenance in median N-16.
- 9:30am-10:00am checked Frank Sinatra.

Spring Mountain Pedestrian Bridge:

- Did not make it to site.

Flamingo Pedestrian Bridges:

- 8:30am-9:30am onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-3 and 1 cleaning handrail on staircase @ T-1.
- While onsite I gave Mile and Harold 1 Schindler step for FE-12. It appears that plastic demark fell off step and wedged into comb causing step to break. I logged step into inventory and sent Casey with TK email.

Harmon Pedestrian Bridges:

- 6:00am-8:30am onsite. While onsite I observed 3 SCS custodians, 1 using floor machine to scrub West Bridge, 1 cleaning glass on N bridge and 1 cleaning glass on E bridge.
- While onsite I checked on HP-2 cab mod. I observed Jason and Rich with TK installing correct stainless steel flooring. They used silicon under stainless @ the seam.

Park Pedestrian Bridge:

- 1:30pm-2:00pm onsite. While onsite I observed 2 SCS custodians, 1 mopping P-2 and 1 mopping sidewalk @ T-2.

Tropicana Pedestrian Bridges:

- 12:30am-1:30pm onsite. While onsite I observed Felipe and 4 SCS custodians,1 mopping N bridge, 1 cleaning handrail on T-8 staircase, 1 mopping P-1 and 1 mopping sidewalk @ T-4.
- I also observed Joe with TK onsite oiling step chain on escalator #11. Sounds like alteration to controller are completed and working correctly. Tomorrow AM TK will step up escalator; Joe wasn't sure if or when the State will inspected tomorrow.

Down Unit List:

- Harmon elevator P-2 is out of service due to cab modification.
- Spring Mountain escalators #3, #7 & #11 are all out of service due to step demark NOV's.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Both Harmon Retail Center elevators appear to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 3-25-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 RLC on NB Strip @ Flamingo. Road Safe provided TC for LVVWD. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-26-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 605682-20- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 SB Strip @ Circus Circus and 1 NB Strip @ Tropicana.
- During morning drive I observed the following units out of service; SE-3, SE-4, SE-7, SE-11, FE-11, FP-6, HE-1, HE-2, HP-2, PE-1, PE-4 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Park.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; SE-3, SE-7, SE-11, SE-12, FE-12, FE-7 & all Tropicana escalators.

Bright View:

- I observed Jamie and 3 BV workers working in median N-5.
- I observed 2 BV workers blowing turf in median S-3.
- I observed 2 BV worker picking trash in median N-1.
- I also observed Omar with DI Electrical working in median N-12.
- 1:30pm-2:00pm checked Frank Sinatra.

Spring Mountain Pedestrian Bridge:

- 10:00am-11:30am onsite. While onsite I observed 2 SCS custodians, 1 mopping sidewalk @ T-4 and 1 cleaning handrail on escalator #2.
- I also observed Darren with TK onsite installing new glass on SP-2. SCS was notified to install graffiti film.

Flamingo Pedestrian Bridges:

- 9:30am-10:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on escalator #9 and 1 sweeping trash on E bridge.

Harmon Pedestrian Bridges:

- 6:00am-7:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on W bridge and 1 cleaning glass on E bridge.
- While onsite I checked on HP-2 cab mod. I observed Jason, Rich, Jesse and Billy with TK onsite laying out template and drilling for Snap Cab celling. State is scheduled to inspect modifications around noon.
- I also observed Mile and Harold with TK onsite working on escalator #2. Unit might have a bad service brake solenoid.
- 12:30pm-1:30pm onsite for cab mod. Mod is completed, Jason and Rich onsite cleaning up. State inspected and passed modification, unit is back in-service.

Park Pedestrian Bridge:

- 12:00pm-12:30pm onsite. While onsite I observed 2 SCS custodians, 1 cleaning glass on escalator #2 and 1 cleaning skirting on escalator #1.

Tropicana Pedestrian Bridges:

- 7:30am-9:30am onsite. While onsite I observed Felipe and 4 SCS custodians, 1 sweeping sidewalk @ T-1, 1 cleaning stainless on W bridge, 1 cleaning glass on N bridge and 1 cleaning glass on E bridge.
- I also observed Joe and Derrick with TK onsite stepping up escalator #11. State is schedule to inspect on Monday. TK will keep fence up and run the unit over the weekend during swing shift while mechanic are working.

Down Unit List:

- Spring Mountain escalators #3, #7 & #11 are all out of service due to step demark NOV's.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Tropicana escalator #11 is out of service due to annual clean-down/State inspection.
- Miracle Mile up escalator appears to be out of service.
- Both Harmon Retail Center elevators appear to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**of**	**1**
DATE: 3-26-21	**SHIFT: 5:00am-3:00pm**			

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-30-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 605682-20- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Convention Center and 1 NB Strip @ Reno.
- During morning drive I observed the following units out of service; SE-3, SE-7, SE-10, SE-11 & all Tropicana escalators.
- During morning drive I observed AG patrolling for graffiti on SB Strip @ Park.
- 8:00am-9:00am onsite @ N-25. While onsite I met LVP, Atkins and IQC for landscape lighting meeting.
- 9:00am-9:30am picked sign up from Jones yard.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; SE-3, SE-7, SE-11 & all Tropicana escalators.

Bright View:

- I observed Jamie and 7 BV worker doing landscape maintenance in median N-15.
- 12:00pm-12:30pm checked Frank Sinatra.

Spring Mountain Pedestrian Bridge:

- 9:30am-11:00am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on escalator #9 and 1 mopping sidewalk @ T-1.
- I also observed Darren with TK onsite doing comb testing on escalator #12.

Flamingo Pedestrian Bridges:

- 6:00am-8:00am onsite. While onsite I observed 2 SCS custodians, 1 mopping E bridge and 1 cleaning glass on W bridge.
- I also observed Joe with TK onsite working on FP-2, door timed out.
- While onsite I observed graffiti on escalator #4 step. Javier with AG is trying to remove. Joe shut off escalator for removal.
- While onsite I checked ped wall repair. I observed no workers onsite, it appears most of the wall balusters on NW corner have been replaced. No work to bridge has taken place yet.

Harmon Pedestrian Bridges:

- 11:00am-11:30am onsite. While onsite I observed 2 SCS custodians, 1 cleaning handrail on escalator #2 and 1 mopping elevator floor.
- I also observed Mile with TK onsite doing PM on escalator #1.

Park Pedestrian Bridge:

- Did not make it to site.

Tropicana Pedestrian Bridges:

- 12:30pm-2:00pm onsite. While onsite I observed Felipe and 4 SCS custodians, 1 cleaning stainless on S bridge, 1 mopping P-3, 1 cleaning glass on escalator #12 and 1 cleaning glass on W bridge.
- I also observed Tim with TK monitoring escalator #1.

Down Unit List:

- Spring Mountain escalators #3, #7 & #11 are all out of service due to step demark NOV's.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band.
- Tropicana escalator #13 is out of service due to annual clean-down/State inspection.
- Both Miracle Mile escalators appear to be in-service.
- Both Harmon Retail Center elevators appear to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 3-30-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 LLC on SB Strip @ N-15. BV doing landscape maintenance. TC appeared to be setup correctly.
- I observed 2 RLC on NB Strip @ Flamingo. RoadSafe provided TC for LVVWD. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION-MAINTENANCE
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT

DATE:3-31-21	**SHIFT:5:00AM-3:00PM**

PROJECTS:

1. Bid 605299-19- Annual Requirements Contract For Las Vegas Blvd Pedestrian Bridge and Sidewalk Custodial Service
2. Bid 605682-20- Graffiti Abatement within Resort Corridor
3. Bid 605340-19- Ped Bridge Elevator and Escalator Maintenance
4. Bid 605352-19- Ped Bridge HVAC Maintenance
5. Bid 604706-17 -Las Vegas Blvd Landscape Maintenance

CONTRACTORS:

1. Smart Cleaning Solutions (SCS)
2. American Graffiti (AG)
3. ThyssenKrupp Elevator (TK)
4. EMCOR Nevada Services (EMCOR)
5. Bright View Landscape (BV)

	YES		YES
Accident(s)		**Utility Issues/Breaks(s)**	

SITE OBSERVATION / WORK BEING PERFORMED / EQUIPMENT OUT OF SERVICE / SERVICE & REPAIR REQUESTS:

Site Observation:

- 5:30am-6:00am drove Strip from Sahara to Sign, I also drove Convention Center.
- During drive I observed 2 SCS sidewalk custodians, 1 NB Strip @ Sahara and 1 NB Strip @ Russell.
- During morning drive I observed the following units out of service; SE-3, SE-7, SE-10, SE-11, FE-11, FP-6, HE-1 & all Tropicana escalators.
- 12:00pm-12:30pm @ warehouse.
- 12:30pm-1:30pm onsite @ Maryland Parkway Pedestrian Bridge.
- 2:00pm-2:30pm did final drive. During drive I observed the following units out of service; SE-3, SE-7, SE-11 & all Tropicana escalators except TE-11.

Bright View:

- I observed Jamie and 7 BV worker doing landscape maintenance in median N-12.
- I observed Omar with DI Electrical working in median N-10.
- I observed Dana with DI Electrical working in median N-1.
- 9:30am-10:30am onsite @ N-1. While onsite I observed Jamie and Hector with BV replacing irrigation ball valve. Previous BV irrigation tech installed ball valve backwards.
- 10:30am-11:00am checked Frank Sinatra.
- 11:00am-11:30am checked Harmon Interchange.
- 1:30pm-2:00pm checked flowers in median S-4 to S-1.

Spring Mountain Pedestrian Bridge:

- 7:30am-8:30am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 mopping P-5 and 1 cleaning glass on escalator #2.
- I also observed Darren with TK onsite shutting escalator #12 off so AG can remove graffiti on steps.

Flamingo Pedestrian Bridges:

- 6:30am-7:30am onsite. While onsite I observed Felipe and 2 SCS custodians, 1 cleaning glass on escalator #10 and 1 mopping elevator P-3.
- I also observed Mile and Harold with TK onsite working on escalator #11. Mile believes it has a bad brake solenoid.
- I also observed Javier with AG onsite removing graffiti from escalator #1. #2 and machine room door @ T-3.

Harmon Pedestrian Bridges:

- 8:30am-9:30am onsite. While onsite I observed 2 SCS custodians using scolding to clean outside glass on N bridge.

Park Pedestrian Bridge:

- 6:00am-6:30am onsite. While onsite I observed 2 SCS custodians cleaning glass on bridge.

Tropicana Pedestrian Bridges:

- Did not make it to site.

Down Unit List:

- Spring Mountain escalators #3, #7 & #11 are all out of service due to step demark NOV's.
- All Tropicana escalators are out of service due to safety concerns of mechanics working within step-band. TE-11 returned to service today.
- Miracle Mile down escalator appears to be out of service.
- Both Harmon Retail Center elevators appear to be out of service.
- No other units reported out of service as of 2:45am.

CLARK COUNTY REPRESENTATIVE

Brad Pollock	**SHEET**	**1**	**of**	**1**

CLARK COUNTY PUBLIC WORKS
CONSTRUCTION MANAGEMENT DIVISION
DENIS CEDERBURG, Director

DAILY INSPECTION REPORT CONTINUED

DATE: 3-31-21	SHIFT: 5:00am-3:00pm

TRAFFIC CONTROL / LANE CLOSURES:

Site Observation:

- 5:30am-6:00am did TC drive from Sahara to Sign.
- I observed 2 LLC on SB Strip @ Sahara. LVP doing median modifications. TC appeared to be setup correctly.
- I observed 1 LLC on SB Strip @ N-12. BV doing landscape maintenance. TC appeared to be setup correctly.
- I observed 2 LLC NB Strip @ Spring Mountain. LVP doing median modifications. TC appeared to be setup correctly.
- Did not do final TC drive.

CLARK COUNTY REPRESENTATIVE				
Brad Pollock	**SHEET**	**1**	**OF**	**1**

EXHIBIT P

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,[1] issues related to pedestrian safety on Las Vegas Boulevard,[2] efforts to manage major crowd events along Las Vegas Boulevard,[3] concerns related to unhoused youth in Southern Nevada,[4] and violence prevention efforts in Las Vegas neighborhoods.[5]

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.[6] 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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[1] 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.
[2] 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.
[3] 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.
[4] 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.
[5] 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.
[6] 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.[7] 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.[8]

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,[9] and that people will often alter their behavior to avoid confrontations with disorderly actors or conditions.[10] Other studies demonstrate that relatively little disorder, if left unchecked, can generate more disorder.[11] Furthermore, although it is not inevitable, locations with permissive atmospheres toward disorder are more susceptible to serious criminal activity.[12] 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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[7] Wes G. Skogan (1990). *Disorder and Decline: Crime and the Spiral of Decay in American Neighborhoods*. New York: The Free Press.

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

[9] 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.

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

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

[12] 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."[13] 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.

[13] 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).[14] 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.[15]

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.

[14] See, generally, John J. Fruin (1984). "Crowd dynamics and auditorium management." *Auditorium News*, May ed.
[15] 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.[16] 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.[17] 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.

[16] Miliaikeala 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.
[17] 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.[18] 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.

[18] 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.

UNLV CENTER FOR CRIME AND JUSTICE POLICY

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.

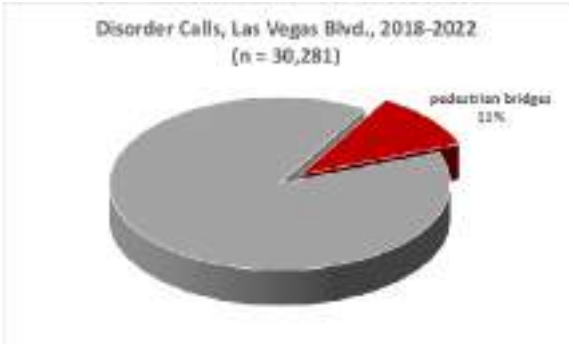
Key Stats



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.

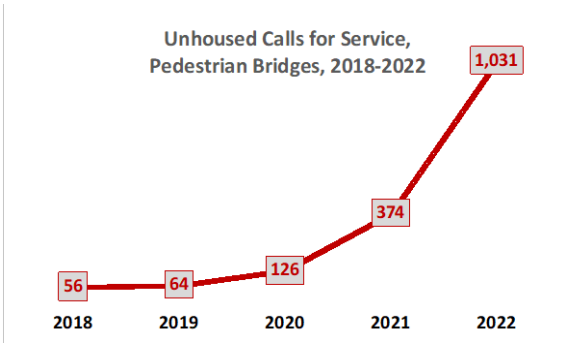
Calls specifically for disorderly offenses jumped from 6,981 in 2018 to 8,570 in 2022 – an increase of 23%.



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.[1]

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.[2]

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%.

[1] Data were provided by the LVMPD Research & Analysis Unit and the Clark County Public Works Department.
[2] 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.

EXHIBIT Q

AGENDA

JOINT MEETING OF THE

CLARK COUNTY BOARD OF COMMISSIONERS

CLARK COUNTY REDEVELOPMENT AGENCY

CLARK COUNTY WATER RECLAMATION DISTRICT BOARD OF TRUSTEES

9:00 AM TUESDAY, JANUARY 2, 2024

COMMISSION CHAMBERS, GOVERNMENT CENTER

500 SOUTH GRAND CENTRAL PARKWAY

LAS VEGAS, NEVADA 89106

This meeting has been properly noticed and posted online at https://clarkcountynv.gov/agendas and Nevada Public Notice at https://notice.nv.gov/ and in the following location:

CC Government Center 500 S. Grand Central Pkwy. Las Vegas, NV (Principal Office)

If you wish to speak on an item marked "For Possible Action" appearing on this agenda, please fill out a Public Comment Interest Card which is located in front of the Commission Chambers and submit the comment card to staff sitting in the Commission Chambers. If you wish to speak to the Board about items within its jurisdiction but not appearing as an "Action" item on this agenda, you must wait until the "Comments by the General Public" period listed at the end of this agenda. Comments will be limited to up to three minutes. Please step up to the speaker's podium, clearly state your name and address and please spell your last name for the record. If any member of the Board wishes to extend the length of a presentation, this will be done by the Chair, or the Board by majority vote.

- Items on the agenda may be taken out of order.
- The Board of County Commissioners, Board of Trustees, and Licensing Board may combine two or more agenda items for consideration.
- The Board of County Commissioners, Board of Trustees, and Licensing Board may remove an item from the agenda or delay discussion relating to an item at any time.

Contracts, zoning matters, or ordinances that do not comply with the County's disclosure requirement as outlined in Section 10(2) of the County Ethics Policy are subject to being voided.

The main agenda is available on Clark County's website, ClarkCountyNV.gov. For copies of agenda items and supporting backup materials, please contact Agenda Coordinator, at (702) 455-3530, Clark County Manager's Office, 500 S. Grand Central Parkway, 6th Floor, Las Vegas, Nevada 89106. This meeting will be broadcast live in the Las Vegas area. Clark County Television is available in the Las Vegas area on Channel 4/1004 on Cox cable and on CenturyLink on Channels 4 and 1004 as well as in Laughlin on Channel 14 via Suddenlink. Live streaming of CCTV programming is available at www.ClarkCountyNV.gov and https://www.youtube.com/ClarkCountyNV. CCTV is also available in Boulder City on Channel 4 and in Moapa Valley on Digital Channel 50.3. For more information about the program schedule, please refer to https://clarkcountynv.gov/CCTV4/ or contact CCTV Channel 4 at (702) 455-6890.

SEC. 1. OPENING CEREMONIES

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

SEC. 2. COMMISSIONERS' / COUNTY MANAGER'S RECOGNITION

1. Present a proclamation to Fire Chief, Jorge Gonzalez in recognition of his retirement and years of service to the Mt. Charleston Fire District and Clark County.

2. Recognize all sponsors from the 2023 Annual District D Toy Giveaway.

SEC. 3. PUBLIC FORUM

This is the first of two portions of the meeting devoted to the Public. Public comment during this portion of the agenda must be limited to matters on the agenda for action. If you wish to speak during this portion of the agenda, please fill out a Public Comment Interest Card located in front of the Commission Chambers and submit a comment card to staff sitting in the Commission Chambers. After completing and submitting a Public Comment Interest Card, please step up to the speaker's podium, clearly state your name and address, and spell your last name for the record.

3. Public Comment

SEC. 4. AGENDA

4. Approval of Minutes of the Regular Meeting on December 5,2023. (For possible action) (Available in the County Clerk's Office, Commission Division)

5. Approval of Agenda with the Inclusion of Any Emergency Items and Deletion of Any Items. (For possible action)

6. Designate a Chair and Vice Chair of the Clark County Board of County Commissioners; and

Designate a Chair and Vice Chair of the Liquor & Gaming License Board; and

Designate a President and a Vice President to the Board of Directors, Las Vegas Valley Water District; and

Designate a Chair and a Vice Chair to the following Boards of Trustees: Big Bend Water District, Clark County Water Reclamation District, Kyle Canyon Water District, University Medical Center of Southern Nevada, and Coyote Springs Water Resources General Improvement District; and

Designate a Chair for the following fire protection districts: Moapa Valley Fire Protection District and Mount Charleston Fire Protection District; and

Appoint Commissioners to the following boards and councils: Family & Juvenile Justice Services Policy and Fiscal Affairs Board, Las Vegas Global Economic Alliance Board of Directors, the Nevada Association of Counties Board of Directors, and the Southern Nevada Civilian Military Council; and

Pursuant to NRS 459.0091 (2) (c), select a Commissioner to be presented to the NACO Board of Directors to be placed on a nominee list to be appointed to the Nevada Commission on Nuclear Projects by the Governor of Nevada. (For possible action)

SEC. 5. CONSENT AGENDA: Items No. 7 through No. 37

NOTE:
- The Board of County Commissioners, Board of Trustees, and Licensing Board may remove an item from the agenda or delay discussion relating to an item at any time.
- Consent Agenda - All matters in this sub-category are considered by the Board of County Commissioners, Board of Trustees, and Licensing Board to be routine and may be acted upon in one motion. Most agenda items are phrased for a positive action. However, the Board/Trustees may take other actions such as hold, table, amend, etc.
- Consent Agenda items are routine and can be taken in one motion unless a Commissioner/Trustee/Licensing member requests that an item be taken separately. The Chair will call for public comment on these items before a vote. For all items left on the Consent Agenda, the action taken will be staff's recommendation as indicated on the item.
- Items taken separately from the Consent Agenda by Commission/Trustees/Licensing members at the meeting will be heard following the Commissioners'/County Manager's Recognition Section.

Purchasing & Contracts

7. Approve an Amendment to the Contract with Aspire Mental Health, LLC, for CBE No. 606108-22, for Mental Health Services for Juveniles; and authorize the Chief Financial Officer or her designee to sign the Amendment; or take other action as appropriate. (For possible action)

8. Approve an Amendment to the Contract with Unifirst Corporation, for Bid No. 604900-18, for Annual Requirements Contract for Uniform Rental; and authorize the Chief Financial Officer or her designee to sign the Amendment; or take other action as appropriate. (For possible action)

9. Ratify and approve an Amendment to the Master Contract for RFQ No. 604131-16, for Foster Care Services; and authorize the Chief Financial Officer or her designee to sign the Amendments; or take other action as appropriate. (Previous Amendments and original Contract are available for public viewing at the County Clerk's Office, Commission Division) (For possible action)

10. Approve an Amendment to the Contract with MasterCorp Commercial Services, for Bid No. 606517-23, for Annual Requirements Contract for Power Washing; and authorize the Chief Financial Officer or her designee to sign the Amendment; or take other action as appropriate. (For possible action)

11. Approve the award of Bid No. 606697-23, for Peace Way Bridge at Clark County 215 Beltway to the low responsive and responsible bidder, contingent upon submission of the required bonds and insurance. Staff recommends award to Las Vegas Paving Corporation; or take other action as appropriate. (For possible action)

12. Approve the award of Bid No. 606780-23, for Annual Requirements Contract for Street Name Sign Materials and Panels, to the sole bidder. Staff recommends award to Southwest Traffic Systems for Package 1 and cancel Package 2; or take other action as appropriate. (For possible action)

13. Approve the Competitive Bidding Exception with Stryker Sales, LLC, for CBE No. 606908-23, for Stryker Power Gurneys and Auto-Load Systems; and authorize the Chief Financial Officer or her designee to issue purchase orders, subject to approved budget appropriations; or take other action as appropriate. (For possible action)

14. Approve an Amendment to the Contract with SAP Public Services, Inc, for RFP No. 5459-03, for Enterprise Resource Planning System; and authorize the Chief Financial Officer or her designee to sign the Amendment; or take other action as appropriate. (Previous Amendments and original Contract are available for public viewing at the County Clerk's Office, Commission Division) (For possible action)

15. Authorize the Chair to sign Interlocal Agreement CFDA #14.239 with State of Nevada, Department of Business and Industry, Nevada Housing Division, for CBE No. 606896-23, for 2023 Agreement to Use Home Investment Partnerships Program (HOME) Funds by Clark County; or take other action as appropriate. (For possible action)

16. Ratify and approve the Contract with Legal Aid Center of Southern Nevada, Inc., for CBE No. 606905-23, for Operation and Management of the Vegas Strong Resiliency Center, contingent upon submission of the required insurance; and authorize the Chief Financial Officer or her designee to sign the Contract; or take other action as appropriate. (For possible action)

17. Approve the Contract with Binti, Inc, for CBE No. 606901-23, for Licensing and Placement Master Subscription and Services Agreement, contingent upon submission of insurance; and authorize the Chief Financial Officer or her designee to sign the Contract; or take other action as appropriate. (For possible action)

Town Services

18. Note for the record the following Town Advisory Board (TAB) and/or Citizens Advisory Council (CAC) Minutes: Indian Springs TAB - November 16, 2023; Moapa Valley TAB - November 29, 2023; Paradise TAB - November 28, 2023; Spring Valley TAB - November 14, 2023 and November 28,2023 and Sunrise Manor TAB - November, 30, 2023.

Business License

19. Accept the application of Google Fiber Nevada, LLC for a Franchise to provide telecommunication services in unincorporated Clark County; cause public notice of the application pursuant to NRS 709.070; and set a public hearing to consider awarding a franchise for February 6, 2024, at 10 a.m. following the public notice period; and providing for other matters properly related thereto. Commission Districts: All (For possible action)

Environment and Sustainability

20. Approve and authorize the Department of Environment and Sustainability (DES) to submit applications to the U.S. Environmental Protection Agency (EPA) for Clean Air Act Sections 103, 103 Inflation Reduction Act (IRA), and 105 grants not to exceed $2.2 million to fund air quality projects and programs through January 31, 2025; authorize acceptance of grant funds awarded; and authorize the Director to execute any necessary documents relating to the application or award, including an EPA Assistance Amendment to extend the budget/project period. (For possible action)

Parks & Recreation

21. Ratify the submission of grant application by the Clark County Parks and Recreation in the amount of up to $85,410 from the Nevada Department of Wildlife; authorize the Director of Parks and Recreation or his designee to sign grant documents as necessary; and accept any funds awarded. (For possible action)

22. Ratify the Clark County Parks & Recreation Director's recommendation for reappointment of Alfredo Fernandez-Gonzalez, as the Professional Architect/Landscape Architect Representative to the Art Committee for a three-year term ending October 2026. This is his second term. (For possible action)

23. Ratify the Clark County Parks & Recreation Director's recommendation for appointment of Heather Harmon, At Large Professional Artist Representative to the Art Committee for a three-year term ending January 2027, with the option of reapplying for an additional three-year term. (For possible action)

Public Works

24. Approve and authorize the County Manager or his designee to sign Supplemental No. 1 to the professional project administration and construction management services contract between Clark County and WSP USA, Inc. (Derich Sukow, P.E., Vice President) to extend the contract term for construction management services for the project for Laughlin - Bullhead City Bridge between Needles Highway in Laughlin, Nevada to State Route 95 in Bullhead City, Arizona. (For possible action)

25. Ratify the approval of a professional services contract between Clark County and ELM Utility Services for locating and marking Public Works' subsurface facilities. (For possible action)

Real Property Management

26. Approve and authorize the Director of Real Property Management or designee to sign Amendment No. 6 to Contract for Consulting Services for Ground Lease Portfolio Phase II with JABarrett Company, LLC (James A. Barrett, President) for the financial report reviews of Clark County's portfolio of ground leases on Department of Aviation lands. (For possible action)

27. Approve and authorize the Acting Director of Real Property Management (Director) or her designee to sign Amendment III to Sublease agreement (Amendment III) between Clark County and Changing Smiles Pediatric Dentistry for ±3,971 square feet of dental office space located at 1750 Wheeler Peak Drive, Las Vegas, NV 89106 (APN 139-21-416-011) known as the Enterprise Dental Clinic; and sign any other related documents to complete the transaction and manage the Sublease. (For possible action)

Budget & Finance

28. In accordance with NRS 244.210 and 354.220 through 354.250, approve, adopt, and authorize the Chair to sign a resolution to authorize refunds as shown on Exhibit "A." (For possible action)

29. Approve the revised Fiscal Year 2023 Transfer Reconciliation Schedule and authorize the listed transfer amounts for various County funds. (For possible action)

30. Approve a resolution to amend the purpose of the Redevelopment Agency Special Revenue Fund (2350). (Also sitting as Clark County Redevelopment Agency) (For possible action)

31. Approve and authorize the reallocation of $2,000,000 in Clark County Recovery Funds (County Recovery Funds) to Legal Aid Center of Southern Nevada from the Children's Attorneys Project Stability project to the Vegas Resiliency Center capital project; and authorize the County Manager or his designee to execute the required grant resolutions per NRS 244.1505; or take other action deemed appropriate. (For possible action)

Clark County Water Reclamation District (Board of County Commissioners sitting as the CCWRD Board of Trustees)

32. Approve and authorize the award of Project No. 23502, "Rapid Response Construction Services 2025", to the lowest responsive and responsible bidder and authorize the General Manager to sign a contract contingent upon the submission of the required bonds and insurance. Staff recommends award to Las Vegas Paving Corp. (Jay N. Smith, President); or take other action as appropriate. (For possible action).

General Administration

33. Approve and authorize the Chair to sign the correction of the 2021-2022 thru 2023-2024 Secured and the 2023-2024 Unsecured Assessment Roll AR-0102-24-1 and order the corrections to be made. (For possible action)

34. Approve and authorize the Chair to reallocate a total of $19,906 in FY 2021-2022 Edward Byrne Justice Assistance Grant (JAG) funds, originally awarded to Clark County District Attorney Office (CCDA): $16,406 to the following eight (8) programs in the amount of $2,050.75 each - Refuge for Women LV-Trafficking Prevention, Real Talk Youth Impact Program, Clark County Law Foundation, The Police Athletic League, Family and Child Treatment, Rite of Passage, Community Counseling Center, and Refuge for Women LV-Transitional Living; and $3,500 for Clark County Social Service administrative costs; and authorize the County Manager, or his designee, to execute any necessary agreements related thereto. (For possible action)

35. Approve and authorize the adoption of a Critical Home Repair Program; authorize the annual allocation of funds in the amount of $1,000,000 for the operation of the Program, pursuant to Assembly Bill 309 of the 2019 Nevada Legislature; and authorize the County Manager, or his designee, to sign any additional Program documents related thereto; or take other action as deemed appropriate. (For possible action)

36. Receive and accept the Annual Report for Fiscal Year 2023 from the Clark County Law Library. (For possible action)

37. Award a salary increase of nine percent and a five percent bonus to County Manager Kevin Schiller based on the performance evaluation, and take any action as deemed appropriate. (For possible action)

END CONSENT AGENDA

SEC. 6. ITEMS TAKEN SEPARATELY FROM CONSENT AGENDA

SEC. 7. PUBLIC HEARINGS - 10 AM

38. Conduct a public hearing and approve, adopt and authorize the Chair to sign 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; or take other actions as appropriate. (For possible action)

39. Conduct a public hearing to receive comments or objections from the public concerning the granting of a telecommunications franchise to Gigapower, LLC to provide telecommunication services in certain unincorporated areas of Clark County; and to approve and authorize the Chair to sign a Telecommunications Utility System Franchise Agreement between Clark County and Gigapower, LLC to construct, operate and maintain a telecommunications utility system to provide subscription service in certain unincorporated areas of Clark County, Nevada for a term of ten years, with one five-year renewal option; and providing for other matters properly related thereto. Commission District: All (For possible action)

END PUBLIC HEARINGS

SEC. 8. BUSINESS ITEMS

40. Identify emerging issues to be addressed by staff or by the Board at future meetings; receive updates on the activities of the various regional boards and commissions; and direct staff accordingly.

41. Receive an update on Community Engagement and Communications Strategy for Clark County. (For possible action)

42. Appoint two qualified members to serve on the Clark County Law Library Board of Trustees for a two-year term ending December 31, 2025; from the list of following applicants: Karen Byrd and Jennifer Green; or take other action as appropriate. (For possible action)

43. Approve the appointment of Susan Bush and Sam Bateman as Clark County hearing officers for a term ending January 2, 2028; Continue the appointment of Lucinda Coumou, Adam Edwards, Robert Gower, Brian Rutledge and Holly Stoberski as Clark County hearing officers for a term ending January 2, 2028; or take other action as appropriate. (For possible action)

44. Go into closed session, pursuant to NRS 241.015(3)(b)(2), to receive information from the District Attorney regarding potential or existing litigation involving a matter over which the Board has supervision, control, jurisdiction or advisory power, and to deliberate toward a decision on the matter, and pursuant to NRS Chapter 288.220, to receive a report on the status of ongoing labor negotiations; and direct staff accordingly. (For possible action)

PUBLIC COMMENTS

Comments by the General Public

A period devoted to comments by the general public about matters relevant to the Board's/Trustees' jurisdiction will be held. No vote may be taken on a matter not listed on the posted agenda. Comments will be limited to up to three minutes. Please step up to the speaker's podium, clearly state your name and address and please SPELL your last name for the record. If any member of the Board/Trustees wishes to extend the length of a presentation, this will be done by the Chair, or the Board/Trustees by majority vote.

All comments by speakers should be relevant to Board/Trustees action and jurisdiction.

ZONING AND SUBDIVISIONS **Wednesday, January 3, 2024, 9:00 a.m.** **Separate Agenda**

THE REGULAR JOINT MEETINGS OF THE CLARK COUNTY BOARD OF COMMISSIONERS, THE CLARK COUNTY WATER RECLAMATION BOARD OF TRUSTEES, THE UNIVERSITY MEDICAL CENTER OF SOUTHERN NEVADA BOARD OF TRUSTEES, THE CLARK COUNTY LIQUOR AND GAMING LICENSING BOARD, AND THE CLARK COUNTY REDEVELOPMENT AGENCY HELD ON THE FIRST AND THIRD TUESDAYS OF EACH MONTH, ARE VIDEO-TAPED BY CLARK COUNTY TELEVISION (CCTV). THIS MEETING WILL BE BROADCAST LIVE IN THE LAS VEGAS AREA. CLARK COUNTY TELEVISION IS AVAILABLE IN THE LAS VEGAS AREA ON CHANNEL 4/1004 ON COX CABLE AND ON CENTURYLINK ON CHANNELS 4 AND 1004 AS WELL AS IN LAUGHLIN ON CHANNEL 14 VIA SUDDENLINK. LIVE STREAMING OF CCTV PROGRAMMING IS AVAILABLE AT WWW.CLARKCOUNTYNV.GOV AND WWW.YOUTUBE.COM/CLARKCOUNTYNV. CCTV IS ALSO AVAILABLE IN BOULDER CITY ON CHANNEL 4 AND IN MOAPA VALLEY ON DIGITAL CHANNEL 50.3. FOR MORE INFORMATION ABOUT THE PROGRAM SCHEDULE, PLEASE REFER TO HTTPS://CLARKCOUNTYNV.GOV/CCTV4/ OR CONTACT CCTV CHANNEL 4 AT (702) 455-6890.

THE COUNTY CLERK KEEPS THE OFFICIAL RECORD OF ALL PROCEEDINGS OF THE COUNTY COMMISSION, THE CCWRD BOARD OF TRUSTEES, THE UMC HOSPITAL BOARD OF TRUSTEES, THE CLARK COUNTY LIQUOR AND GAMING LICENSING BOARD, AND THE CLARK COUNTY REDEVELOPMENT AGENCY. IN ORDER TO MAINTAIN A COMPLETE AND ACCURATE RECORD OF ALL PROCEEDINGS, ANY PHOTOGRAPH, MAP, CHART, OR ANY OTHER DOCUMENT USED IN ANY PRESENTATION TO THE BOARD/TRUSTEES SHOULD BE SUBMITTED TO THE COUNTY CLERK. IF MATERIALS ARE TO BE DISTRIBUTED TO COMMISSIONERS/TRUSTEES, PLEASE PROVIDE SUFFICIENT COPIES FOR DISTRIBUTION TO THE COUNTY MANAGER, COUNTY COUNSEL, AND COUNTY CLERK.

WHEN OPEN TO THE PUBLIC, THE CLARK COUNTY COMMISSION CHAMBERS ARE ACCESSIBLE TO INDIVIDUALS WITH DISABILITIES. WITH TWENTY-FOUR (24) HOUR ADVANCE REQUEST, A SIGN LANGUAGE INTERPRETER MAY BE MADE AVAILABLE (PHONE: (702) 455-3530 OR TDD (702) 385-7486) OR RELAY NEVADA TOLL FREE (800) 326-6868, TT/TDD. ASSISTIVE LISTENING DEVICES ARE AVAILABLE UPON REQUEST AT THE STAFF TABLE.

CLARK COUNTY BOARD OF COMMISSIONERS
AGENDA ITEM

Petitioner: Kevin Schiller, County Manager
Abigail Emerson, Deputy County Manager

Recommendation:

Conduct a public hearing and approve, adopt and authorize the Chair to sign 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; or take other actions as appropriate. (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.

The ordinance was introduced at the Board of County Commissioners' meeting on November 21, 2023, and a public hearing was set for December 5, 2023, at 10:00 a.m. On December 5, 2023, this item was continued until January 2, 2024. Staff recommends approval of this ordinance.

**ACTION: CONDUCTED, APPROVED AND AUTHORIZED (WITH CORRECTION READ INTO THE RECORD AS FOLLOWS: UNDER SECTION 1 OF THE PROPOSED PEDESTRIAN FLOW ZONE ORDINANCE, SECTION 16.13.030 SHALL BE AMENDED TO READ: "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;
AND ADOPTION OF ORDINANCE NO. 5090) AS RECOMMENDED.**

Moved to Agenda
01/02/2024
Item No.
23-1715

[Bracketed] material is that portion being deleted
Underlined material is that portion being added

BILL NO. 11-21-23-1

SUMMARY – Establishes Pedestrian Flow Zones on Pedestrian Bridges and up to 20 feet surrounding a touchdown structure.

ORDINANCE NO. 5090
(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 THERETO.

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 21st day of November, 2023.

PROPOSED BY: Commissioner James B. Gibson

PASSED on the 2nd day of January 2024.

AYES: Tick Segerblom
James B. Gibson
Justin Jones
Marilyn K. Kirkpatrick
William McCurdy II
Michael Naft
Tick Segerblom

NAYS: None

ABSTAINING: None

ABSENT: None

BOARD OF COUNTY COMMISSIONERS
CLARK COUNTY, NEVADA

By: _____
TICK SEGERBLOM, Chair

ATTEST:

_____
LYNN GOYA, County Clerk

This ordinance shall be in force and effect from and after the 16th day of January 2024.

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,[1] issues related to pedestrian safety on Las Vegas Boulevard,[2] efforts to manage major crowd events along Las Vegas Boulevard,[3] concerns related to unhoused youth in Southern Nevada,[4] and violence prevention efforts in Las Vegas neighborhoods.[5]

   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.[6] 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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[1] 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.
[2] 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.
[3] 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.
[4] 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.
[5] 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.
[6] 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.[7] 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.[8]

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,[9] and that people will often alter their behavior to avoid confrontations with disorderly actors or conditions.[10] Other studies demonstrate that relatively little disorder, if left unchecked, can generate more disorder.[11] Furthermore, although it is not inevitable, locations with permissive atmospheres toward disorder are more susceptible to serious criminal activity [12] 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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[7] Wes G. Skogan (1990). *Disorder and Decline: Crime and the Spiral of Decay in American Neighborhoods*. New York: The Free Press.

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

[9] 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

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

[11] Kees Keizer, Siegwart Lindenberg, and Linda Steg (2008). "The spreading of disorder." *Science, 322*. 1681-1685.

[12] 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."[1] 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.

[1] 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).[14] 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.[15]

   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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[14] See, generally, John J. Fruin (1984). "Crowd dynamics and auditorium management." *Auditorium News*, May ed.
[15] 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.[16] 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.[17] 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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[16] Mihaikeala 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.
[17] 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.[15] 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.

[15] 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.

UNLV CENTER FOR CRIME AND JUSTICE POLICY

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.

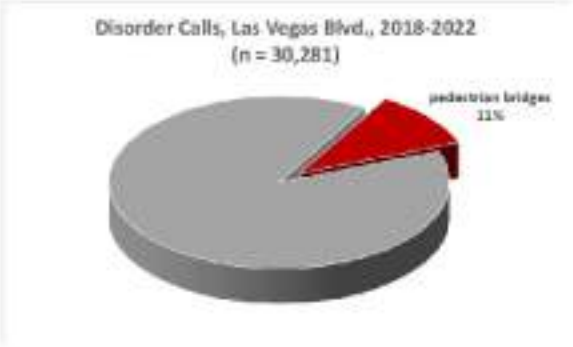
Key Stats



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.

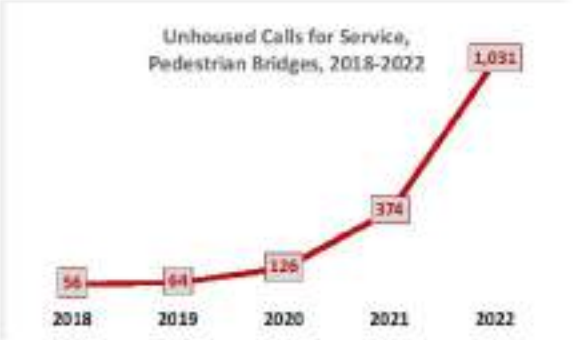
Calls specifically for disorderly offenses jumped from 6,981 in 2018 to 8,570 in 2022 – an increase of 23%.



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.[1]

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.[2]

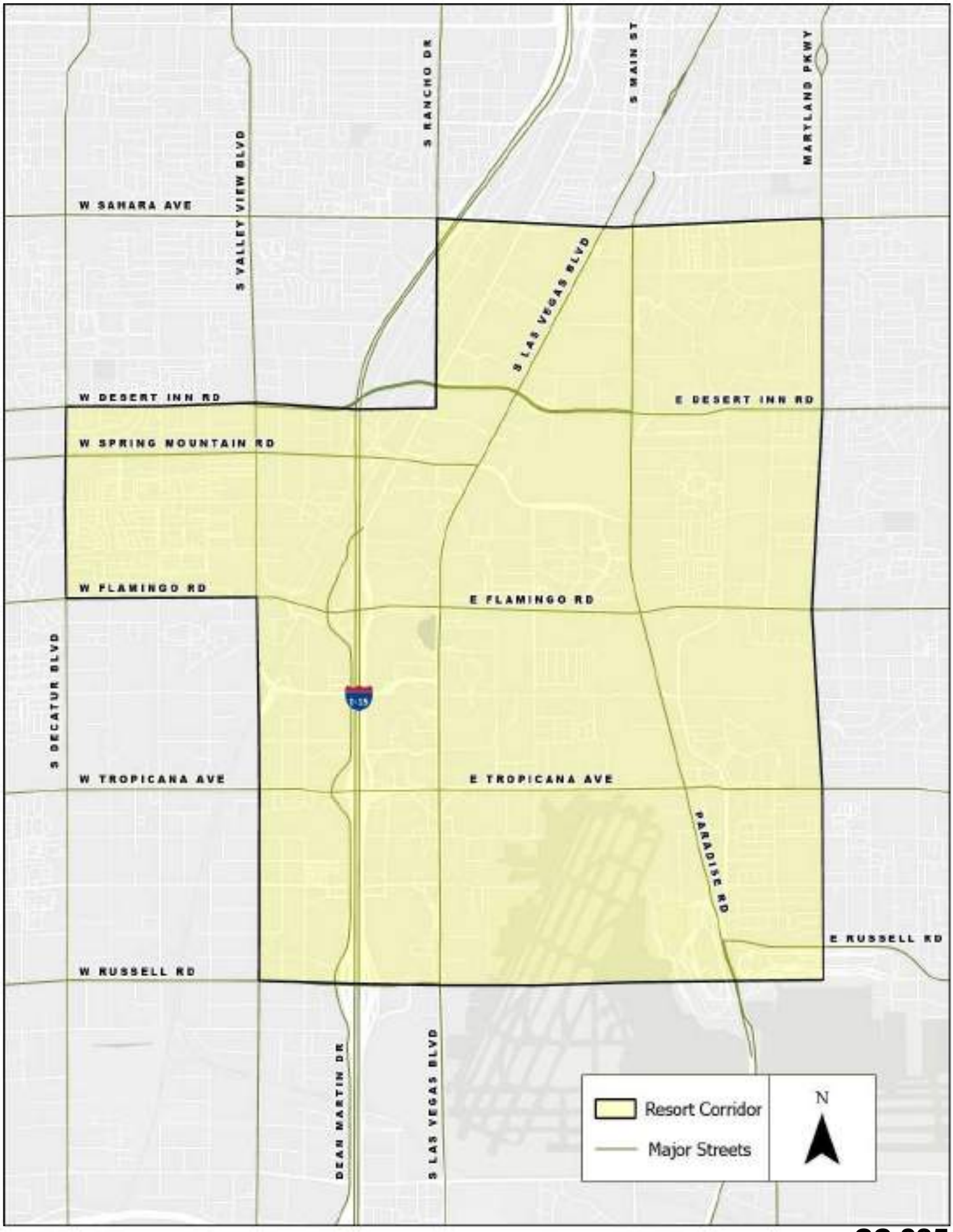
Unhoused Individuals

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%.

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[1] Data were provided by the LVMPD Research & Analysis Unit and the Clark County Public Works Department.
[2] 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.

RESORT CORRIDOR



[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 THERETO.

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.

ITEM NO. 36 Receive and accept the Annual Report for Fiscal Year 2023 from the Clark County Law Library. (For possible action)

ACTION: It was moved by Commissioner Tick Segerblom, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 37 Award a salary increase of nine percent and a five percent bonus to County Manager Kevin Schiller based on the performance evaluation, and take any action as deemed appropriate. (For possible action)

ACTION: It was moved by Commissioner Tick Segerblom, and carried by unanimous vote, that the recommendation be approved.

ITEM NO. 38 Conduct a public hearing and approve, adopt and authorize the Chair to sign 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; or take other actions as appropriate. (For possible action)

SCHILLER: Commissioners, it's now 10:00 a.m. so we can move to the public hearing section of the agenda. Item 38 is to conduct a public hearing and approve, adopt, and authorize the chair to sign an ordinance to amend Title 16 of the Clark County Code to add a new chapter 16.13 to establish pedestrian flow zones and pedestrian bridges and up to 20 feet surrounding a touchdown structure and providing for other matters properly related thereto or take other action as appropriate.

LOGSDON: Good morning, Commissioners.

SCHILLER: I can reread it.

LOGSDON: I have a brief presentation for you. So, the proposed ordinance will create pedestrian flow zones on the pedestrian bridge up to 20 feet surrounding the touchdown structures to maintain safe and continuance movement of pedestrian traffic. The ordinance will apply to pedestrian bridges in the area surrounding them such as the elevators and escalators, which are located in the Reson Corridor. The Resort Corridor is defined from Russell Road to the south and Sahara Avenue to the north and Valley View to the west and Maryland Parkway to the east.

The pedestrian bridges are part of the overall sidewalk system of the Resort Corridor and were created for the purposes of separating pedestrian traffic from vehicular traffic to facilitate pedestrians safely crossing in the Resort Corridor. The pedestrian bridges were designed in a manner to facilitate the flow of pedestrian traffic in the most efficient manner possible. The bridges were not designed for pedestrians to stop, stand, or congregate other than for incidental and brief views of the Las Vegas Strip.

The pedestrian flow zone is similar to pedestrian zones located in other large cities such as New York City, which ensure the safe and continuance movement of pedestrian traffic. The proposed ordinance prohibits stopping, standing, or engaging in activity while in the pedestrian flow zone with the intent of causing another person who was within the pedestrian flow zone to stop or stand. The ordinance is necessary as the pedestrian bridges create a unique public safety issue. In reviewing and preparing the ordinance to address the significant public safety issue, the County has

LOGSDON relied on a report prepared by Dr. William Sousa. Dr. Sousa is here to provide you with a brief summary of the report regarding the public safety concerns on the pedestrian bridges. After Dr. Sousa's presentation, Metro will have a few additional comments.

SEGERBLOM Thank you. Dr. Sousa.

BILL SOUSA Good morning. As Miss Logsdon mentioned, my name is Bill Sousa. I'm a professor in the Department of Criminal Justice at UNLV and I'm also the Director of UNLV's Center for Crime and Justice Policy. My primary area of research is crime and public safety in public spaces. I was asked to repair the report on the state of disorder on the Strip, specifically as it relates to the pedestrian bridges. I will summarize that report in the following points. First, disorder has been increasing on the Strip. From 2018 through 2022, calls for disorderly offenses such as fights, suspicious persons, public intoxication, and public drug activity. Calls for these types of offenses were up by nearly 25% during that time. It's significant to note however, that disorder on the Strip concentrates disproportionately on the pedestrian bridges. Although the bridges make up less than 6% of the total sidewalk system, they accounted for 11% of calls for disorderly offenses.

Disorder on the bridges is a concern for several reasons that I outlined in the report. Research indicates that increased levels of disorder can impact people's perceptions of personal safety and fear of victimization. Disorder can also generate conditions that are favorable for more disorder and potentially for more serious crime and violence. But disorder is especially problematic within the context of a pedestrian bridge because it often encourages people to stop walking. Regardless of whether people who are stopped or engaged in inappropriate conduct, the relatively limited space along a bridge generates a higher chance for obstructions and increased crowd density.

Obstructions and crowd density are significant public safety concerns on the bridges. The bridges are a confined environment with traffic flow in only two directions. Should an incident occur that triggers rapid group movement in one of those directions, a bottleneck could quickly develop that could lead to serious injuries as the result of crowd crush. Importantly, crowd density caused by people who are trying to rapidly exit a bridge can block the efforts of first responders who are then trying to enter the bridge, making their jobs more difficult, indeed, more dangerous.

Research demonstrates that when the nature of an environment is such that there are limited points of entry and exit. Efforts should be made to facilitate the orderly movement of people and make the flow of traffic as efficient as possible. In practical terms, this means that we should encourage people to keep moving on the bridges. We should discourage people from stopping or congregating and we should manage disorderly conditions that may cause people to stop walking. An ordinance that prohibit stopping would provide a mechanism to manage the orderly movement of people along the bridges. This will make the bridges safer for everyone to use. That is what I have to discuss. If there are any questions.

SEGERBLOM I don't hear any questions. Thank you so much.

SOUSA Thank you.

LOGSDON

And now I believe we have a representative from Metro here.

UNDERSHERIFF ANDY WALSH

Good morning, Commissioners. I'm Andy Walsh. I'm the Undersheriff with Metro. And we're here today to discuss why Metro supports the ordinance that establishes the free flow zones on the pedestrian bridges in the tourist corridor. For us, the pedestrian bridges present the public safety challenge and essentially there are two major problems for the police when it comes to policing and keeping those bridges safe. First, it's the crime and disorder as Dr. Sousa just mentioned, that could occurs due to the bridges that are congested and the concealed nature of the bridges. And for officers, there's a challenge of not being able to see what is happening on the bridges when they're on foot patrol and when they're on the street below. And even when they are present on the bridges, officers have the challenge to keep the bridges safe. And without this ordinance, they do not have the tools that they need to help stop the atmosphere of disorder that's created when people congregate on the bridges.

And it is our belief that this ordinance where pedestrians are mandated to keep moving will greatly diminish the crime and disorder that occurs on the bridges and will improve public safety. For some time, we have been concerned about crowd crush with the ever-growing number of tourists and large events that occur on Las Vegas Boulevard. We've seen large crowds on bridges during major events, and what we see is when the pedestrian bridges get packed, it's very difficult for officers to get onto those bridges and to maintain order. It is our concern about these times where there's heavy traffic and heavy use of the bridges.

And we can think of several times where the bridges were not crowded with pedestrians, but when incidents have happened in the Resort Corridor calls of active shooter type events where crowds come rushing at a casino properties. If there were folks that were congregating on those bridges, standing on those bridges, standing there with property on those bridges, it would be very difficult for people to use those bridges as an exit from what their perceptions are of the danger and also be very difficult for officers to address the threat if that were existing.

If the bridges are crowded and people are not moving and their property is still there, it creates an exceptional public safety event for us. We've been very lucky so far that we have not had a crowd crush type incident on those bridges where people were injured, but the old saying where it's predictable, it's preventable, is staring us right in the face. I know that there's going to be questions and there should be questions and concerns about how we're going to enforce this. My understanding is that there'll be the creation of the signage that says free flow zones similar to what Dr. Sousa mentioned exists in New York City and that Public Works will be posting those signs along the bridges on Las Vegas Boulevard.

For those that disobey the signage, officers will first be instructed to inform them, educate them on the law in an attempt to generate voluntary compliance with the law and keep the pedestrians moving. Officers will issue a warning and ask folks to move along. If they refuse, officers will have the ability based on this law to issue a citation or make an arrest, but our goal obviously is to generate voluntary compliance from members of the community and tourists alike who've used the bridges. And we believe this ordinance will help us reduce crime and disorder on the pedestrian bridges and help keep our tourist and local communities safe. That's all I have. If you have any questions.

SEGERBLOM — I had a question. So right now, or in the future, will we have good cameras on both sides of the bridges so we'll be able to see what's happening and then also what happened retroactively?

WALSH — Yes. We have a very robust camera system for Las Vegas Boulevard, obviously to protect our tourist corridor, but the cameras, even when we see something on cameras, getting an officer up onto the bridge and responding also takes time. So, the cameras are useful, the cameras definitely generate our ability to respond.

SEGERBLOM — But the flip side is if anyone's complaining that we'll be able to see what happened and we make sure that the enforcement is being done evenly and no one's being picked out.

WALSH — Yeah, I think one of the great things about doing this in this forum is that the goal is to generate voluntary compliance. So, it's not just the role of the police department to educate the folks in our community and tourists alike on what the law is. It's something that if we can all work together and educate and generate voluntary compliance with the law, then the question of enforcement obviously will... People will, if they obey the signage, there'll be very little questions about how it's being enforced.

SEGERBLOM — Thank you.

LOGSDON — Thank you, Commissioners. So, this ordinance addresses a significant government interest in public safety. The ordinance is content neutral as it applies equally to everyone and is narrowly tailored to address the public safety issues of pedestrians in the Resort Corridor and leaves ample alternative channels of communication as the pedestrian bridges are a small part of the entire sidewalk system in the Resort Corridor. This ordinance will provide our public safety officers and first responders with the tools necessary to address public safety issues and quickly manage emergency situations. I'm happy to answer any questions.

SEGERBLOM — Commissioner Miller? I'm sorry, Commissioner Gibson

GIBSON — Thank you, Mister Chair. So, Lisa, when it comes to the, there are a number of interests here, have we had discussion with any of the union leadership and if so, to what extent has anything that they've been concerned about in terms of their need to assemble and the things that become important during contract time or at other times have been incorporated into this ordinance?

LOGSDON — Yes, Commissioner, I did work with Culinary's counsel out of San Francisco. They did have some concerns with the little bit of the language, which was what was read into the record today. And so that is clarification on that when they're engaging in activity within the pedestrian flow zone and they have to be intending to cause another person to stop in the pedestrian flow zone. So, if there is picketing or different activity going down on the street level and somebody stops up at the bridge, that is not covered under this ordinance. And then we also added language that is not a violation of this section if a person stops or waits for access to an elevator for the purposes of using the facilities.

GIBSON — So, in the case of Culinary, we've heard from them and this addresses the concerns

GIBSON — that they raised?

LOGSDON — That is correct.

GIBSON — Okay. And we've heard from, and in the past, we've heard from street performers. What effect does this have on street performers?

LOGSDON — So again, as the ordinance is content neutral, it doesn't have any impact. So, they can still do all of their street performing things down on the street level where they're continuing to walk while they do any First Amendment activity, but there's also, as I think in the report, the bridges are 6% of the entire overall sidewalk system. So, this is a time, place and manner restriction that is narrowly tailored because there's other avenues in which to provide the First Amendment activity.

GIBSON — So, we're not saying they can't be on sidewalks? Stopping on a sidewalk is not a problem. It is when you get onto the pedestrian bridges and the area that has been designated in the ordinance, that's when we have an issue.

LOGSDON — Correct. Due to the unique public safety issues that are created on the bridges that this ordinance is necessary and the least restrictive means to address that significant public safety issue and government interest.

GIBSON — I don't have any other questions right this minute.

SEGERBLOM — Any other questions?

LOGSDON — I think you can go ahead and open the public hearing.

SEGERBLOM — Please. Alright. This is a public hearing. Anyone who wish to speak on this proposed ordinance, please come forward.

VIRGINIA VALENTINE — Good morning, Commissioners. My name is Virginia Valentine, 10000 West Charleston Boulevard, and I'm here today on behalf of the Nevada Resort Association and I would like to note that there are many of my colleagues in the room represented from the resort. You may not hear from them today, but I do want to point out that they are here to point out and underscore what important issue safety on the pedestrian bridges is for all of us.

We appreciate the time, effort, and science that went into the thoughtful crafting of the ordinance. The work of Dr. Sousa clearly demonstrates the challenges of maintaining a safe environment on the bridge for guests, for resort employees, and for first responders on the bridges. It's important to note that unlike at grade sidewalks, those wishing to cross Las Vegas Boulevard South or the intersecting arterials have no choice but to cross on the bridges. The bridges were designed to convey pedestrians from one side to the other and for no other purpose.

The Las Vegas Visitors and Convention Authority estimated that nearly 400,000 people were expected for New Year's Eve. Most of those will have visited the Strip. Visitation to the Strip has increased and large events have grown in size and number. Please consider this ordinance an ounce of prevention, one that may prevent significant injury should there be a need for rapid evacuation across the bridge or

VALENTINE

access by first responders. The ordinance will reduce the potential for chaos. It may also reduce tripping hazards and will increase the effective capacities of the bridges by reducing obstructions. Today you have an opportunity to proactively improve the safety of the pedestrian bridges for guests and employees. We urge your support. Thank you on behalf of all the resorts on Las Vegas Boulevard.

ATHAR HASEEBULLAH

Good afternoon. Oh, sorry. Good morning, Commissioners. I'm still in foreign time. I had a nice vacation for the holidays, but my name is Athar Haseebullah. First name spelled A-T-H-A-R, last name H-A-S-E-E-B-U-L-L-A-H. I'm the Executive Director for the ACLU of Nevada. I'm also a civil rights attorney. I don't think it comes as a surprise to this Commission, since we've been here, we've shared with all of you that we're vehemently opposed to this proposal. We do thank Deputy County Manager Frierson as well as District Attorney Logsdon for bringing us into the conversation early and sharing that there was an intent to do this, but we're still opposed. We're opposed for a number of reasons. We're not alone in our opposition. In fact, we submitted a letter on behalf of a few different groups. ACLU of Nevada, Progressive Leadership Alliance of Nevada, NAACP Las Vegas, the Nevada Partnership for Homeless Youth, Nevada NOW, Nevada Homeless Alliance, Make the Road Nevada, the Clark County Black Caucus and SEIU Local 1107 who are all opposed to this proposal and still opposed to this proposal regardless of the minor change that was put into place today.

See, what you heard was a presentation that suggested that there's data surrounding dangerous conduct, negative behavior and increased elements surrounding crime stats being up on these bridges. You haven't heard any specificity with respect to what that crime looks like. These are general anecdotes, right? If we say that crime is up and then we decide to criminalize the mere act of stopping, your crime rate naturally will increase if that is put into place. Much the same way if you criminalized breathing, your crime rate would be 100%. So, this notion that crime rates are up are not actually telling. I can assure you that if this passes, this will result in litigation because despite buzzwords being used about this being narrowly tailored and the least restrictive alternative, it's not.

You in fact have all the power right now to work with Metro to have officers placed on these bridges permanently, if crime is so bad on the bridges. That's not been done, not a single time. These bridges are being surveilled. That's also not been done. There's not been any sort of additional elements. You're asking for or Metro is asking for another tool in the toolbox and we keep hearing this phrase. This is the same tool that's been used. It's another carceral policy that's put in place.

I encourage you if you're in support of the First Amendment, to not move forward with this proposal. There's a multitude of things that can be done, but why aren't you asking the questions today about why Metro's not assigned to be on the bridges? They certainly can be if it's so dangerous up there. That hasn't happened. Again, regardless if you sign off on this today or not, I can assure you that there's going to be further questions surrounding this.

We're going to end up having to litigate this. We don't want to be in that posture. And again, if I'm the Resorts Association, I understand it from their perspective, I would want to have the ability to remove whoever I wanted as well. That goes without saying. They're business enterprises, but you have a responsibility as

HASEEBULLAH

commissioners to ensure there's a check and a balance. And simply asking for data on the backend of what's going to end up being disproportionate enforcement is insufficient. We need this to be stopped now. If it's not stopped now, again, this is going to end up resulting in litigation. I know that many of you are strong advocates for the First Amendment, so I'd encourage you to vote no today and not move this forward. Thank you.

SEGERBLOM

Thank you.

EVE HANAN

Good morning, Chair, Commissioners. My name is Eve, E-V-E Hanan, H-A-N-A-N. I am a professor at the Boyd School of Law at UNLV and I'm the director of the Misdemeanor Clinic in the Thomas and Mack Legal Clinic there. I'm speaking to you today not representing the views of UNLV, but representing the interests of our clients in the misdemeanor clinics where our students, our law students, particularly third year law students have the opportunity to represent clients charged with misdemeanors in the justice courts. Many of the cases do arise out of incidents and arrests and citations that occur in the Strip Corridor as well.

I speak today opposed to this for constitutional and policy reasons. I think it's bad policy for at least two reasons. One is that it takes an issue, which is essentially an urban planning and a crowd control issue, which is pedestrian flow and makes it into a criminal matter, carrying up to six months in jail. Pedestrian flow is a matter for urban planners and it is to a certain extent a matter for police insofar as they enforce the existing laws, but it is not traditionally seen as a crime. So, this is an overcriminalization problem which has downstream consequences. Our clients are working class people. They're sometimes working class people who have fallen through the cracks. They're people who may be trying to make money doing something without the proper license, perhaps vending or something like that. Those are existing crimes. To add more crimes, to put more fines on them, to put them in positions where they have open cases for months and years, which inhibits them from getting jobs, it's simply not good policy for this Commission.

The law is simple. Even with the changes that are proposed today, this law is void for vagueness. This is not a First Amendment argument, it's a due process argument with clear Supreme Court case law in Desertrain and Morales being the two foundational cases. Stopping, standing, the intent to cause someone else to stop or stand, this is simply too vague and the elevator exception doesn't cure it.

If someone says, "Excuse me, could you please stop and give me directions? Excuse me, could you please take our picture as we stand here with the view in the background?" These actions would be criminalized under this law. That makes it void for vagueness. It's impossible for an ordinary person to know when they're in compliance with the law.

Now, Metro has told us that they will use their discretion to not arrest those folks, but to let those folks know what the law is and to only arrest others. But that, Commissioners is exactly what Desertrain and Morales and the Supreme Court case law teaches us is where the problem lies. It's selective prosecution. They have in mind and this Commission may have in mind who ought to be prosecuted under this. So, it's a law not meant for equal enforcement. So, with that, I'll conclude my time and I'd be happy at a later date to provide more information on those constitutional

HANAN — issues.

SEGERBLOM — Thank you.

HANAN — Thank you.

SEGERBLOM — This is a public hearing. Anyone else here wishing to speak on ordinance? He already spoke once. I'm sorry you already spoke on this ordinance.

MITCHEL LANGBERG — Good morning, Commissioners. Mitchell Langberg from Brownstein Hyatt. One thing that you have not heard except from Dr. Sousa and from Metro is about the unique nature of these bridges. This issue about the bridges being just 6% of the overall sidewalk system is very important because all of the speech-related issues that you've heard about can occur if not otherwise prevented in the other 94% of the sidewalk system. And this is a critical aspect of this time, place, or manner restriction as County Counsel has told you. The Supreme Court recognizes that there are times where a legislative body needs to make a law that might have an incidental effect on speech. That is speech isn't the target, as it is not the target here. And when an ordinance such as this, has an incidental effect on First Amendment activity and is merely a restriction on either the time, the place or the manner of speech, and this is a restriction that could impact the place or manner of speech, the Supreme Court instructs that it needs to be content neutral, which this is. That is, there's no specific content. It's not even speech that's being directly targeted, that it needs to be narrowly tailored to a significant government interest.

You've heard from Metro, Dr. Sousa and County Counsel what this significant interest is. It's the unique nature of these bridges. It is the fact that by the time something happens that creates urgency in a crowd flow, it is too late to take action to clear the bridges and make them unobstructed. It's because it is a funnel on both ends that people going down the escalators are going to prevent first responders from going up. And anything that creates additional blockage is going to make things more dangerous. So, that significant government interest is targeted by preventing people from stopping or standing on that 6% of the sidewalk system. And the last thing the Supreme Court cares about it, thinks as important, says is important, is that there'd be alternate alternative, sorry, ample alternative channels for the speech that might be impacted.

And the truth is is that people who are engaged in First Amendment activity that are earning their livings from tips, presumably from entertainment activities, all they need to do is go down to the surface level. And for the most part, they will be speaking to the exact same audience that they would speak to if they were on the bridges themselves. Because almost everybody is either going to come up or down those escalators except for the few that come out on the second level. And based on that, based on this government interest, based on the fact that this is nearly tailored for that and based on those ample alternative channels, this passes constitutional muster. There is no question to any reasonable person about what's allowed and what's not allowed. It's not vague. There is no stopping, there is no standing. Thank you.

SEGERBLOM — Thank you. Anyone else here wishing to speak? If not, I'll go ahead and close the public hearing and ask for comments by the Commissioners.

JUSTIN JONES I had a question.

SEGERBLOM Commissioner Jones.

JONES Yeah. I know there's going to be some signage that's going to be put up. With regards to the 20 feet from touchdown structures, will there be markings for the 20 feet so that those who want to still do whatever they want to do will will know where the 20 feet is?

LOGSDON That is correct and that's why it says up to, because in some areas, there's not even up to 20 feet around there. So, it would be no more than the 20 but in some areas it will be smaller than that, around those areas.

SEGERBLOM Commissioner McCurdy, and also if the IT person could come up. I need my password again.

MCCURDY Thank you, Mister Chairman. I think that it's important just to get a few things on the record. Thank you to all of our presenters and also those who've spoke in public comment during this period. I think that we should get clearly on the record that the application of the law will be done equally. We need to make sure that there is data that's kept by our law enforcement officers to ensure that is not being applied in an unequitable manner. So if there is, for example, a street performer performing and there's a showgirl, I expect for both to have the same type of interaction with law enforcement and as it relates to law enforcement, I think that we need to have some assurances that as we seek to enforce this law, we need to be made aware of how we are going to position our law enforcement officers in and around the flow zone to ensure that we're not deploying resources where they're not needed.

I know that we do have surveillance in the area, and we have a high level of surveillance in the corridor, but we do certainly need to make sure that the education that's done around the law that is to be passed today, that the officers know that we can't disproportionately target one group or another. I think that that's where a large majority of the concern is coming from and I think that that's also valid because at the end of the day, it's our responsibility to ensure that we are creating policy that is going to be equitably applied to all of our residents and also tourists alike. And also to this notion of the discretion, how are we going to make sure that one person that's worn first time, second time comes before a body after receiving a misdemeanor, how are we going to make sure that that person's not getting a slap on the wrist and another person who may have done the exact same thing is not getting up to six months in jail.

I think that that's a very, very important question that we have to answer, and I know that we don't have any jurisdiction over what our judges do, but I think that's a great consideration that we need to have as we move forward this policy. And lastly, I certainly understand that it is incredibly important that we maintain the health and safety of our residents and tourists alike and also protect our remaining lifeblood of our economy which is a resort corridor that we just make sure that we're doing it in a manner that's consistent with our Board's vision. Which we know we just had a historic month, not only through the Airport, but also through the heads that's been going in our beds. But we just need to make sure that if this is to be passed and it is litigated that we are sure that we have firm footing to stand on it. It sounds like there

MCCURDY is footing but I guess that's yet to be determined.

SEGERBLOM Anything further? Commissioner Gibson?

GIBSON Very often our focus in our discussion has been about tourists. What do they think? What do they experience? Are they afraid for themselves? Is it a safe environment as we move to continue to move this destination forward and grow it and grow its appeal. One of the things that has motivated me very heavily is the fact that we have over a hundred thousand of our residents who work in this area and utilize those bridges themselves. And I've been very concerned for their safety as well.

Notionally... Well, before I do that, I'm aware because the Convention Center Area Command covers half of the Strip that I have, most of the Strip, I guess all of the Strip and all that I have and I have a lot. I've spent a lot of time with Captain Cornell to get a sense of what the stresses are in terms of managing what's happening on the Strip. And it's really clear to me that there is already an awful lot of police presence out there. The police are on the bridges, they are surged to areas when they need to be, but they need additional support, additional help as we've heard today from the Undersheriff. And I think that the reality is we have provided for a fair and I think adequate, more than adequate notice to the public. I think that there is ample opportunity for speech, ample alternatives I think is the term that Counsel used. When you get right down to it, the unique nature of these bridges and the unique nature of this city and the unique nature of Las Vegas Boulevard when there can be a hundred thousand people moving up and down the street at the same time and accessing the bridges and moving along as they do, that becomes really important.

It's essential to us that we provide the tools to the Police Department to be able to do what needs to be done in the rare occasion that someone is going to object, where someone is going to refuse to abide by an ordinance that is a lawful ordinance, that makes all the sense in the world and has its objective to keep every pedestrian that would move along around those bridges up and down the elevator safe. It is for those reasons that... And those reasons were important a year ago or more when we started thinking about and before we had thought it through fully came with an ordinance that was not this ordinance, that was a different approach. And after the hearing, it was apparent that some of the things that have been discussed today were not a part of that ordinance. This ordinance, I think is really clean.

I think it's clear, it's direct, it's short, not a lot to know. And I think that we obviously must trust that our police department will be fair and equitable in the way they exercise their discretion. I have every confidence that they will be. To the extent that they're not, then there will be a price to be paid. But it is my view that with the education that will occur there, that we won't have issues. And so, unless there's something more that would compel us to do otherwise, I would move the adoption of this ordinance.

SEGERBLOM Just taking a point of personal privilege, I did have a comment I wanted to make in conjunction with what you said and that is, this is a work in progress, so we need to really monitor this. So, I would urge everyone to really make sure that this is enforced correctly because the lifeblood of the Strip is these walkways. We wouldn't be here unless there was a need for it but we also need to make sure that we don't over correct something. So anyway, move for, or cast your votes. And that passes.

ACTION: It was moved by Commissioner Jim Gibson, and carried by unanimous vote, that the recommendation (including the adoption of Ordinance No. 5090) be approved.

ITEM NO. 39 Conduct a public hearing to receive comments or objections from the public concerning the granting of a telecommunications franchise to Gigapower, LLC to provide telecommunication services in certain unincorporated areas of Clark County; and to approve and authorize the Chair to sign a Telecommunications Utility System Franchise Agreement between Clark County and Gigapower, LLC to construct, operate and maintain a telecommunications utility system to provide subscription service in certain unincorporated areas of Clark County, Nevada for a term of ten years, with one five-year renewal option; and providing for other matters properly related thereto. Commission District: All (For possible action)

SCHILLER Okay. Commissioners, we can now move to Item 39, which is to conduct a public hearing to receive comments or objections from the public concerning the granting of a telecommunications franchise to Gigapower LLC, to provide telecommunication services in certain unincorporated areas of Clark County and to approve and authorize the chair to sign a telecommunications utility system franchise agreement between Clark County and Gigapower LLC to construct, operate, and maintain a telecommunications utility system to provide subscription service in certain unincorporated areas of Clark County, Nevada for a term of 10 years with one five-year renewal option and providing for other matters properly related thereto.

MIKE HARWELL Good morning, Chair, Commissioners. Mike Harwell for Business License. Gigapower applied for telecommunication franchise agreement a few months ago. And according to state law, the Board accepted the application on November 21 and according to NRS 709, we published the public notice of this meeting in the Review Journal once a week for four weeks and also three locations in each of the towns that is in their service area. The notice was to notify the public of the public hearing and to request that if they have any comments or concerns, to address those to the Clerk's office. As of this date, we've not received any comments or the Clerk's office has not received any comments either. And this following the public hearing, the franchise agreement that's attached to this item, the staff is recommending approval of that and I'm here for any questions.

SEGERBLOM This is a public hearing. Is anyone here wishes to speak? I'll close the public hearing. I had a couple of questions. So, it indicates it's a franchise, but I know I'm talking to staff before today. There is no franchise fee or there's no payment to the County on this?

HARWELL It depends. The franchise fee, the franchise would allow Gigapower to put infrastructure in the public rights of ways to provide telecommunication services or broadband services and depending on what services they provide. For example, if their customers or other telecommunication companies like AT&T or T-Mobile or I mean other telecom companies, they could be paying us fees but state law limits local government's telecommunication fees to be no more than 5% of retail intrastate revenue. If they provide broadband service, broadband is considered by the Federal Communication Commission as an intrastate information service. So, it's possible if they provide only broadband, that we would not receive any revenue unless obviously, if state law changes to allow us to do that. But right now, the way that state laws were written, we're limited to intrastate retail telecommunication services.

SEGERBLOM And do they pay any kind of a fee they use to cut open our streets or?

SEC. 7. PUBLIC HEARINGS - 10 AM

38. Conduct a public hearing and approve, adopt and authorize the Chair to sign 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; or take other actions as appropriate. (For possible action)

MOVED BY: Jim Gibson

ACTION: CONDUCTED, APPROVED AND AUTHORIZED (WITH CORRECTION READ INTO THE RECORD AS FOLLOWS: UNDER SECTION 1 OF THE PROPOSED PEDESTRIAN FLOW ZONE ORDINANCE, SECTION 16.13.030 SHALL BE AMENDED TO READ: "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; AND ADOPTION OF ORDINANCE NO. 5090) AS RECOMMENDED.

VOTE: 7

Voting Aye:	Jim Gibson Tick Segerblom Marilyn Kirkpatrick William McCurdy II Ross Miller Michael Naft Justin Jones
Voting Nay:	None
Absent:	None
Abstain:	None

39. Conduct a public hearing to receive comments or objections from the public concerning the granting of a telecommunications franchise to Gigapower, LLC to provide telecommunication services in certain unincorporated areas of Clark County; and to approve and authorize the Chair to sign a Telecommunications Utility System Franchise Agreement between Clark County and Gigapower, LLC to construct, operate and maintain a telecommunications utility system to provide subscription service in certain unincorporated areas of Clark County, Nevada for a term of ten years, with one five-year renewal option; and providing for other matters properly related thereto. Commission District: All (For possible action)

MOVED BY: William McCurdy II

ACTION: CONDUCTED, APPROVED AND AUTHORIZED AS RECOMMENDED.

BOARD OF COUNTY COMMISSIONERS
PUBLIC COMMENT – INTEREST CARD
Please Print

DATE: 1-2-2024
NAME: Shawn Sorrentino
ADDRESS: Las Vegas NV

✓ I WISH TO SPEAK ON ITEM # 38

✓ I WISH TO SPEAK ON A MATTER NOT CURRENTLY ON THE AGENDA

AT THE CALL OF THE CHAIRMAN, ANYONE WISHING TO SPEAK ON AN ITEM ON THE AGENDA WILL BE GIVEN AN OPPORTUNITY TO SPEAK EITHER AT THE BEGINNING OF THE MEETING OR WHEN EACH ITEM IS CALLED. ANYONE WISHING TO SPEAK ON AN ITEM ON THE CONSENT AGENDA SHOULD SPEAK AT THE FIRST PUBLIC COMMENT PERIOD AT THE BEGINNING OF THE AGENDA. IF YOU WISH TO SPEAK ON A MATTER NOT ON THE AGENDA, YOU WILL BE CALLED AT THE PUBLIC COMMENT PERIOD HELD AT THE CLOSE OF EACH MEETING.

SHOULD YOU WISH TO SPEAK, WE RESPECTFULLY REQUEST THAT YOU OBSERVE THE FOLLOWING: (1) PLEASE COMPLETE INTEREST CARD. (2) PLEASE STATE YOUR NAME AND HOME ADDRESS FOR THE RECORD. (3) IN FAIRNESS TO OTHERS, GROUPS OR ORGANIZATIONS ARE REQUESTED TO DESIGNATE ONE SPOKESPERSON. (4) IN THE INTEREST OF TIME, YOU ARE ENCOURAGED TO GIVE BRIEF, NON-REPETITIVE STATEMENTS TO ENSURE THAT ALL RELEVANT INFORMATION IS PRESENTED TO AID THE BOARD IN REACHING A DECISION. ACCORDING TO NRS 203.090, ANY PERSON WHO WILLFULLY DISTURBS ANY MEETING, SHALL BE GUILTY OF A MISDEMEANOR. NRS 241.030 PROVIDES FOR THE REMOVAL OF ANY PERSON WHO WILLFULLY DISRUPTS A MEETING TO THE EXTENT THAT ITS ORDERLY CONDUCT IS MADE IMPRACTICAL.

The Board of County Commissioners has been entrusted with the responsibility of conducting legitimate County business on behalf of all residents of the County of Clark. The Board of County Commissioners encourages citizens to participate in public hearings and to provide relevant testimony to aid in the formulation of public policy and provide information relevant to Board decisions. In order to assure that such business is conducted in an efficient and effective manner, citizens providing testimony to the Board must adhere to the following rules of conduct:

- When speaking on a specific agenda item, keep comments relevant to the item.
- Keep all comments relevant to the purview of the Clark County Board of Commissioners and the conduct of Clark County business. Items related to the actions of the State and Federal government fall outside of the authority of the Board of County Commissioners.
- Do not use the meeting as a forum to utter personal, impertinent, accusatory, slanderous or profane remarks.
- Do not disrupt, disturb, or otherwise impede the conduct of the meeting.
- Keep comments as concise and to the point as possible. The Chairman of the Board of County Commissioners has the discretion to impose a time limit on all speakers addressing the Board.

According to NRS 203.090, any person who willfully disturbs any meeting shall be guilty of a misdemeanor. NRS 241.030 provides for the removal of any person who willfully disrupts a meeting to the extent that its orderly conduct is made impractical.

I have read and understand, and agree to abide by the Code of Conduct.

Signed by: Shawn L.

CC 115

BOARD OF COUNTY COMMISSIONERS
PUBLIC COMMENT – INTEREST CARD
Please Print

DATE: 1-2-2023
NAME: Michael Esquivel
ADDRESS: 3685 Pressoir Rd

✓ I WISH TO SPEAK ON ITEM # 38

_____ I WISH TO SPEAK ON A MATTER NOT CURRENTLY ON THE AGENDA

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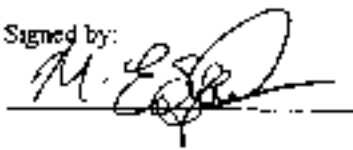
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I have read and understand, and agree to abide by the Code of Conduct.

Signed by:



CC 117

BOARD OF COUNTY COMMISSIONERS
PUBLIC COMMENT – INTEREST CARD
Please Print

DATE: 1/2/23
NAME: Eve Hanan, Director of Misdemeanor Clinic, UNLV
ADDRESS: [illegible]

✓ I WISH TO SPEAK ON ITEM # 38 Proposed Chapter No 13 (pedestrian bridges)

___ I WISH TO SPEAK ON A MATTER NOT CURRENTLY ON THE AGENDA

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Signed by:



CC 119

BOARD OF COUNTY COMMISSIONERS
PUBLIC COMMENT – INTEREST CARD
Please Print

DATE: 1/2/2024
NAME: David Johnson
ADDRESS: 220 Whitney Breeze Ave N, Las Vegas, NV, 89031

X I WISH TO SPEAK ON ITEM # 6

X I WISH TO SPEAK ON A MATTER NOT CURRENTLY ON THE AGENDA

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CC 121

BOARD OF COUNTY COMMISSIONERS
PUBLIC COMMENT – INTEREST CARD
Please Print

DATE:
NAME: MARCUS Hanson
ADDRESS: 517 N. 14th Street #3 Las Vegas NV, 89101

✓ I WISH TO SPEAK ON ITEM # 38

_____ I WISH TO SPEAK ON A MATTER NOT CURRENTLY ON THE AGENDA

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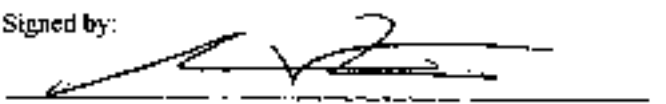
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Signed by:



CC 123

CERTIFIED COPY
DOCUMENT ATTACHED IS A
TRUE AND CORRECT COPY OF
THE DOCUMENT OR DATA ON FILE
MINUS ANY REDACTED PORTIONS

SEP 05 2024

Lynn Marie Goeyan
CLERK

EXHIBIT R

NEVADA RESORT ASSOCIATION
10000 W. CHARLESTON BLVD., SUITE 165
LAS VEGAS, NV 89135
PH: (702) 735-4888 FAX: (702) 735-4620

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.[1]

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

[1] 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,



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 McMahill, 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

EXHIBIT S

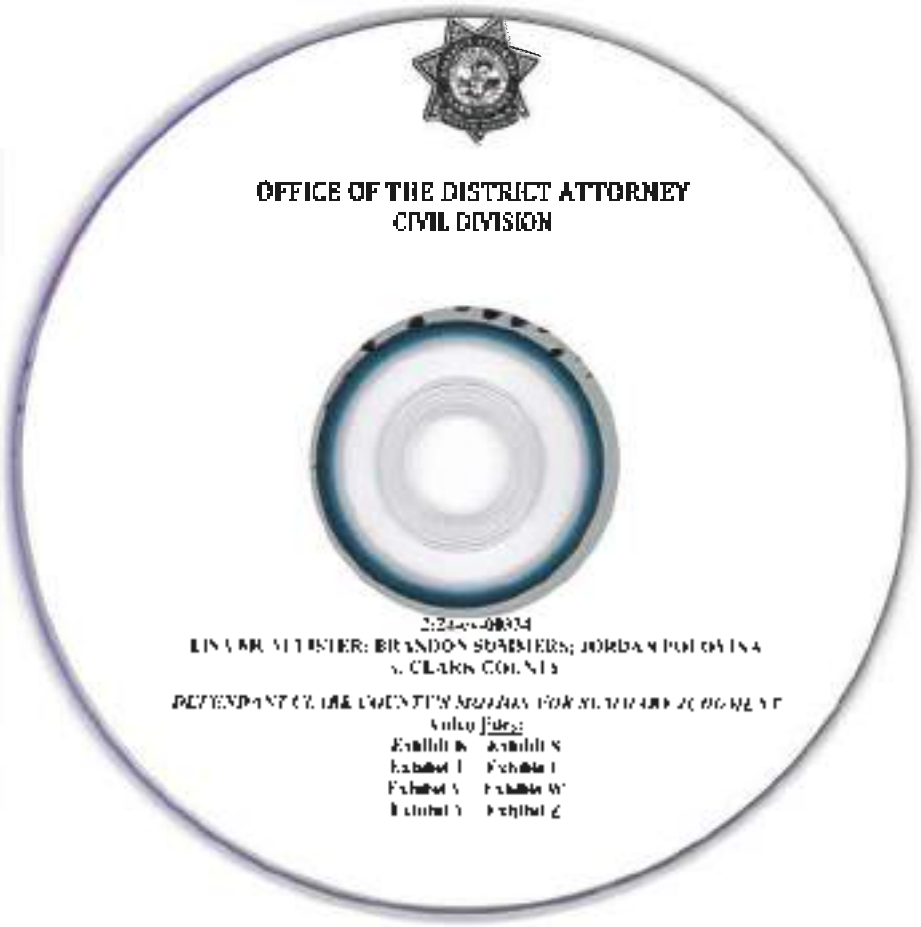

OFFICE OF THE DISTRICT ATTORNEY
CIVIL DIVISION
2:24-cv-00334
LISA MARIE SUTTER; BRANDON SOMMERS; JORDAN POLOVINA
v. CLARK COUNTY
DEFENDANT CLARK COUNTY'S MOTION FOR SUMMARY JUDGMENT
Volume Files:

EXHIBIT T

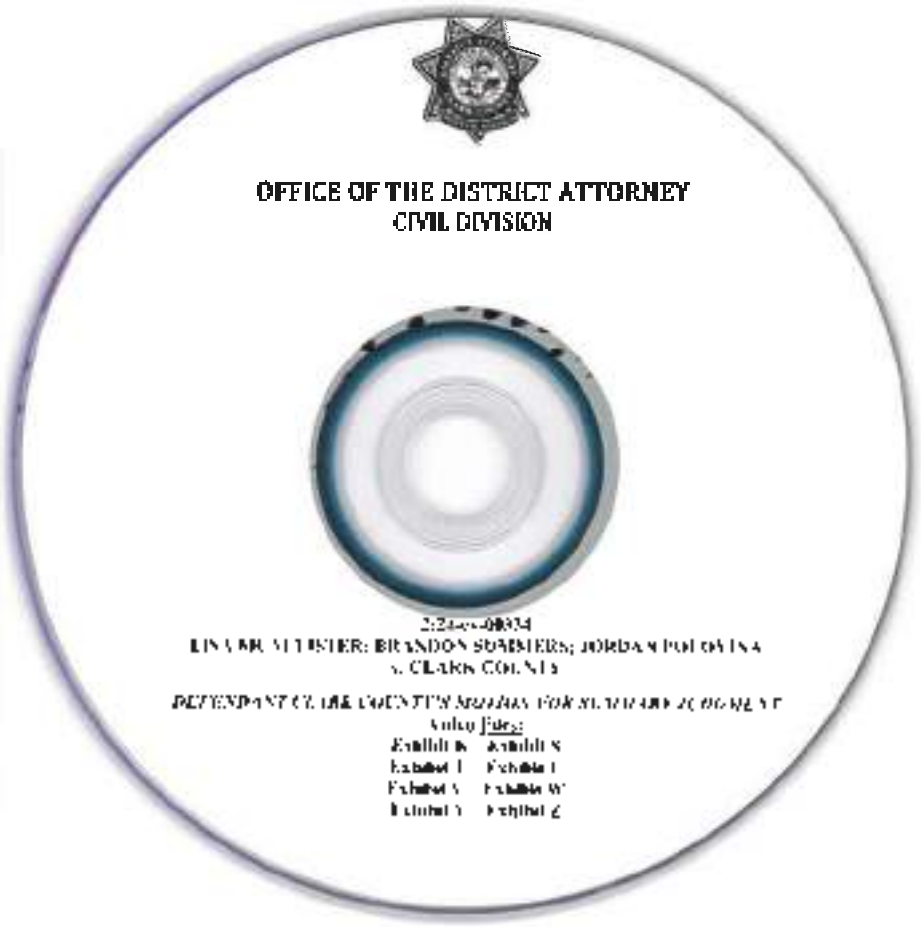

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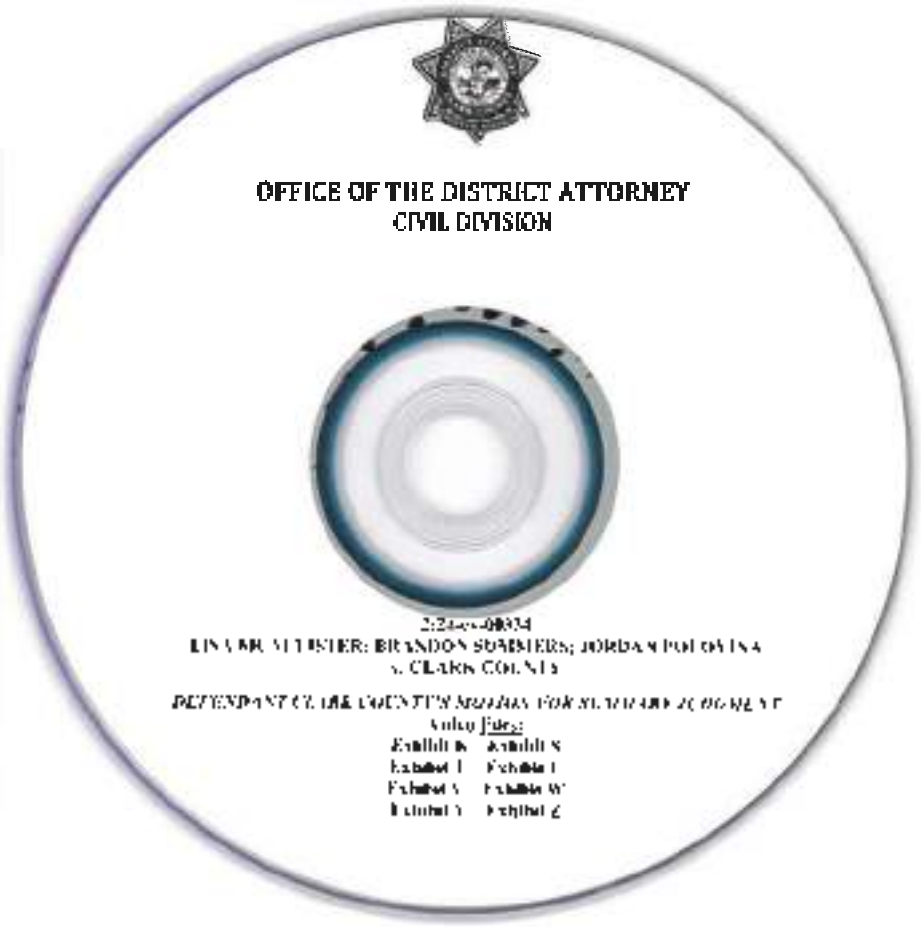

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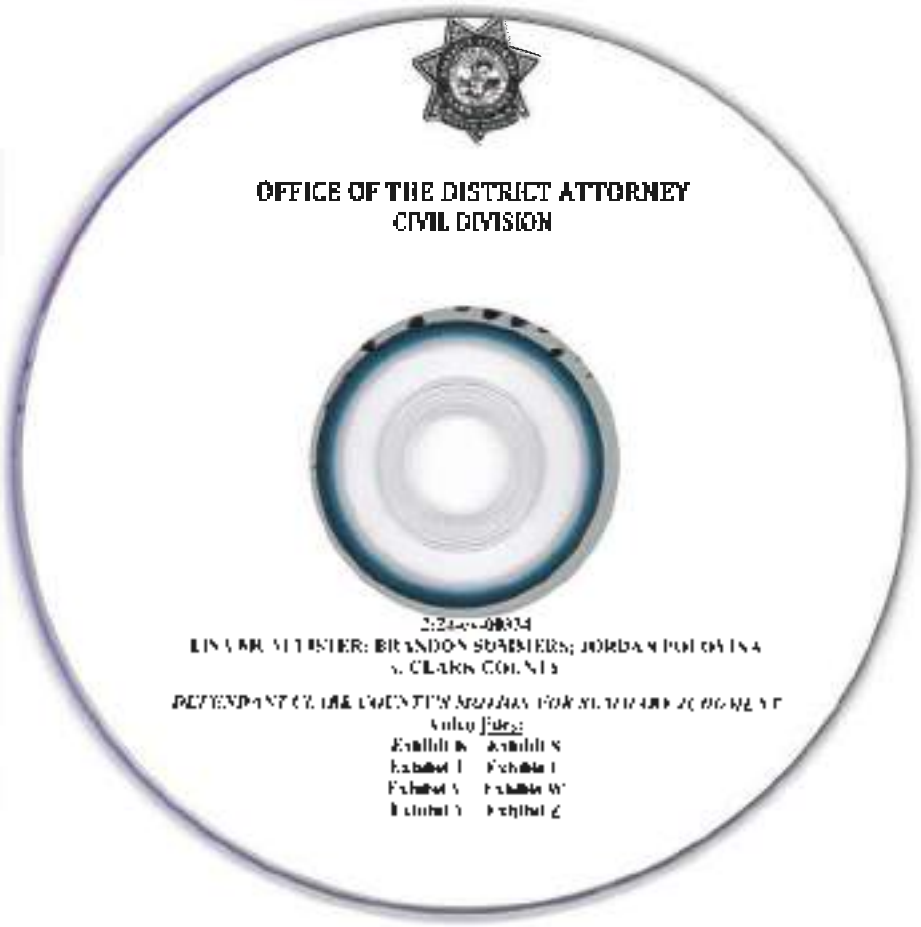

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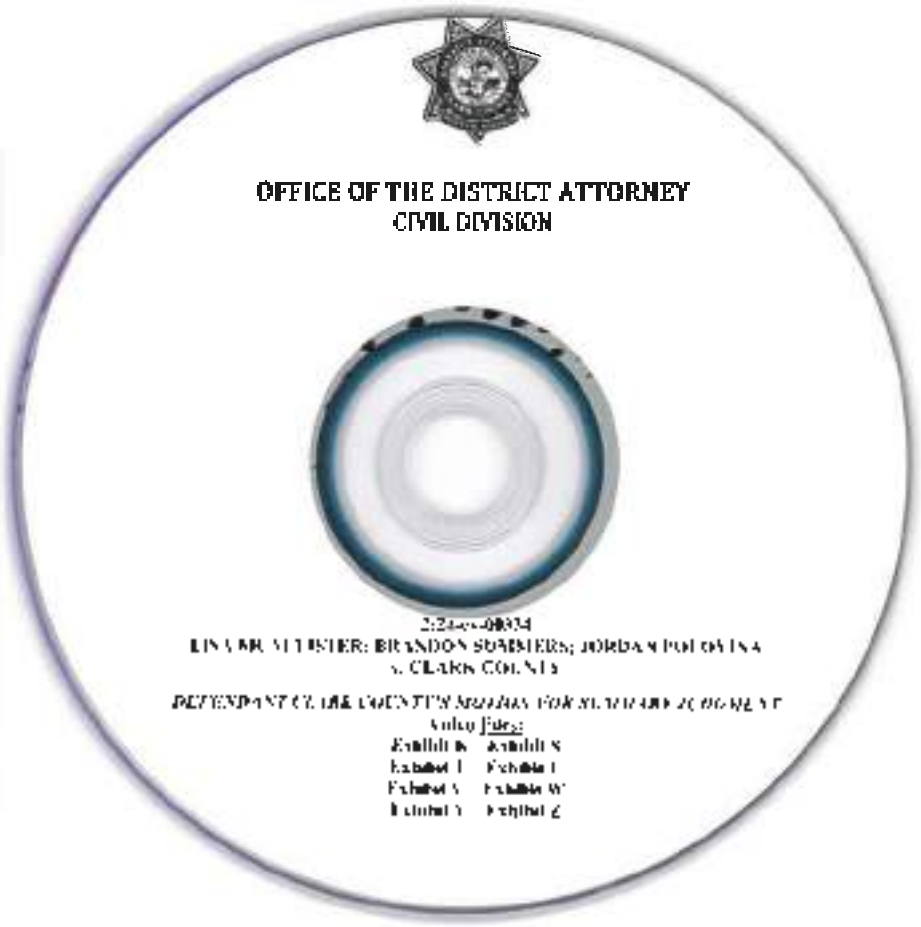

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Volume Files:
Exhibit A
Exhibit S
Exhibit T
Exhibit W
Exhibit Y
Exhibit Z

EXHIBIT X



EXHIBIT Y

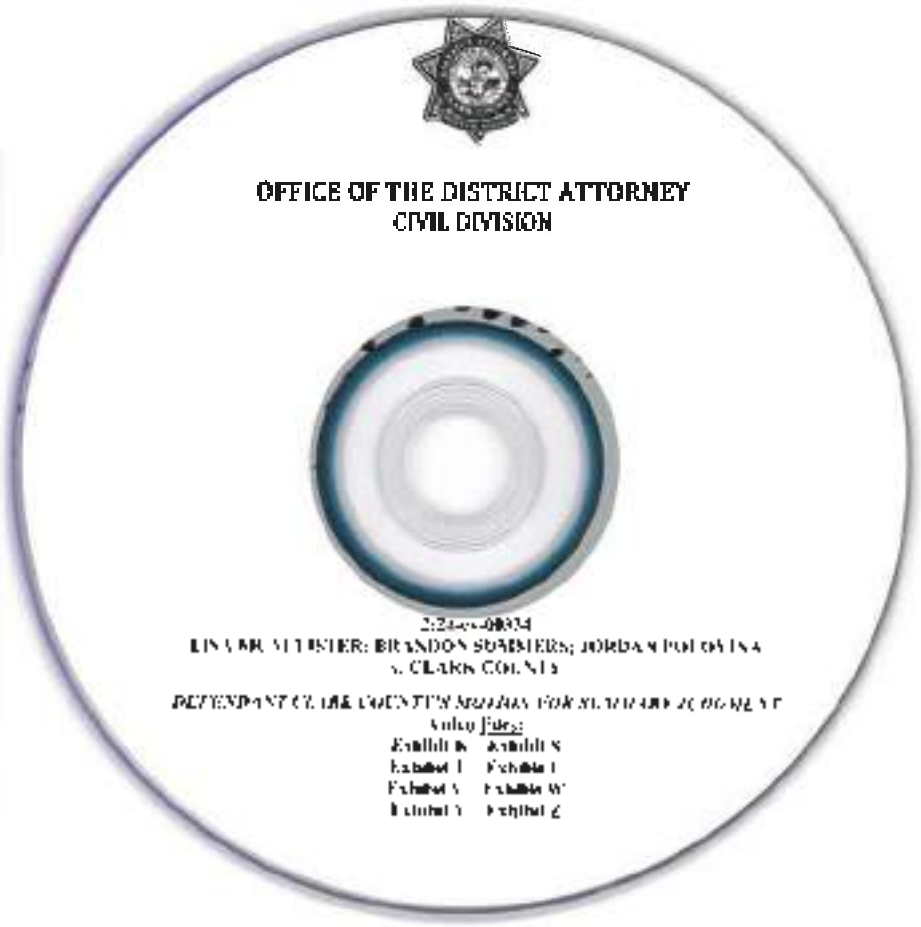
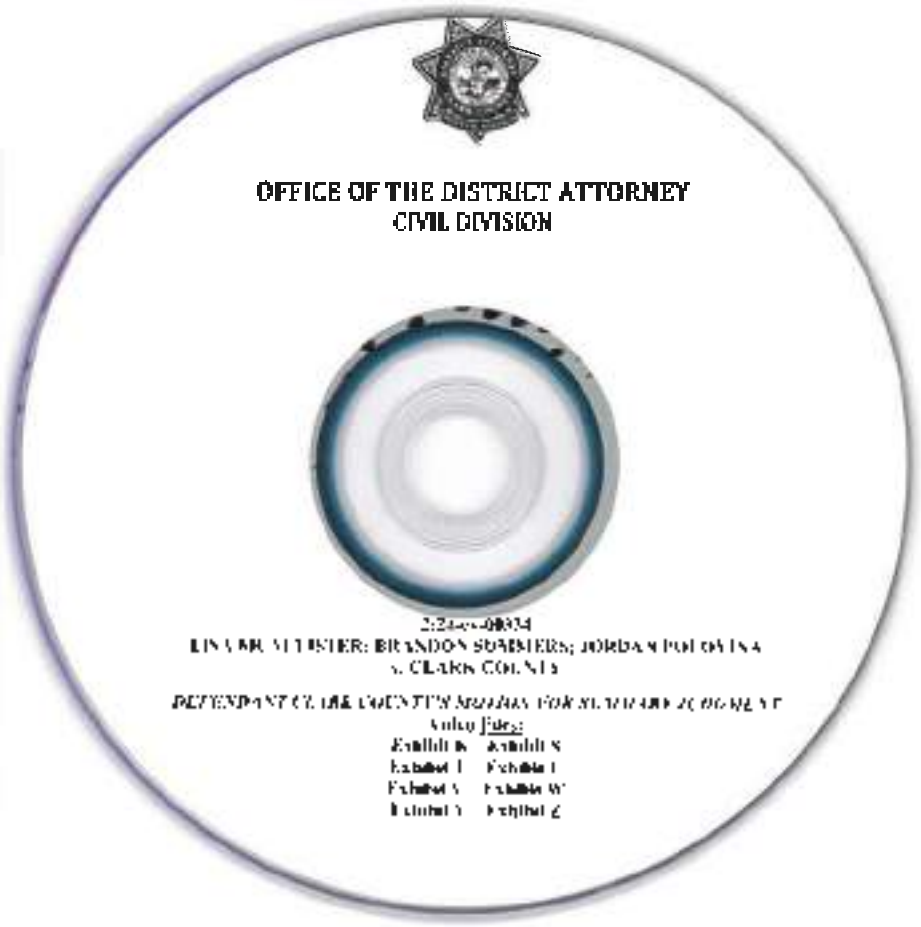

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EXHIBIT Z


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Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F
Exhibit G
Exhibit H
Exhibit I
Exhibit J