



Pedestrian Movement in the Resort Corridor

The Las Vegas Strip is a one-of-a-kind pedestrian environment, regularly accommodating tens of thousands of walkers concentrated along four miles of Las Vegas Boulevard. Walking along the Strip remains a popular method of transportation for many visitors, despite long blocks that stretch a half mile or more and the often lengthy distances between resort entrances. Pedestrian flow is restricted at many locations because of narrow sidewalks and other infrastructure limitations. In Downtown Las Vegas, heavy pedestrian movement is concentrated around the Fremont Street Experience and the Fremont East Entertainment District. As visitor volume continues to grow, so will the challenges of moving a growing number of pedestrians in the Resort Corridor.

- ❖ In 2014, 55 percent of visitors reported walking during their trips, according to the Las Vegas Convention and Visitors Authority Visitor Profile Study. This figure represented an 11-year high (56 percent reported walking in 2003) and continued a three-year trend of near-50 percent walking rates.
- ❖ Pedestrian traffic on Las Vegas Boulevard generally coincides with overall visitor peak periods. The day of peak foot traffic is Saturday, followed by Sunday and Friday, while Wednesday has the lowest pedestrian traffic, according to a 2010 study by Caesars International. The study also found that September reported the highest levels of monthly foot traffic, and December reported the lowest. In general, daily foot traffic is lowest around 6:30 a.m. and gradually rises until about 2:00 p.m. It remains near that level throughout the afternoon and evening before declining again around midnight.
- ❖ In 2012, Clark County commissioned a study of pedestrian movement along the Strip. The study measured foot traffic at 24 locations and 14 pedestrian bridges during a summer holiday Saturday and a typical summer Saturday. Each location was graded based on its peak-volume level of service, which is a measure of the freedom of walkway mobility. In general, locations south of Tropicana Avenue and north of Spring Mountain Road received better than acceptable level of service scores. By comparison, most locations between Tropicana Avenue and Spring Mountain Road scored at or below acceptable levels of service. Overall, pedestrian bridges received better than acceptable scores, and only one bridge was below acceptable.
- ❖ The quality of pedestrian movement can be influenced by many factors. Although sidewalk width is generally considered the primary factor, the effective width of a sidewalk can be reduced by permanent obstacles such as light poles, trash cans, and bus stop shelters, or non-permanent obstacles such as street performers, handbillers, and vendors. The greater the number of obstacles along a sidewalk, the more congested it can become when demand is heavy.
- ❖ Since 2012, Clark County has empaneled a blue ribbon working group, enacted law changes, and undertaken public works projects to improve pedestrian movement on the Strip. Recent ordinance changes banned pets during peak pedestrian traffic times and prohibited unlicensed vendors from selling goods on pedestrian bridges and Strip sidewalks. Additionally, ongoing construction projects are focused on widening sidewalks and relocating sign posts, fire hydrants and other physical obstructions to improve the flow of foot traffic.
- ❖ Between 2008 and 2011, about 14 percent of all fatal auto-pedestrian crashes in Clark County involved visitors. About half of the 19 total visitor fatalities occurred in the Core Area that includes the Resort Corridor.



Pedestrian Movement in the Resort Corridor Background Resources

Clark County Pedestrian Study

Kimley-Horn and Associates, Inc.

http://www.clarkcountynv.gov/blob/public_communications/pedestrianstudykha2012.pdf

A comprehensive study of pedestrian traffic trends along Las Vegas Boulevard South between Russell Road and Sahara Avenue. The study involved observation and analysis of foot traffic at 38 locations along the Las Vegas Strip, identified pedestrian choke points, and listed common impediments to pedestrian movement. Those impediments included infrastructure limitations, such as narrow sidewalks, fire hydrants, and sign posts, as well as non-permanent sidewalk obstructions, such as street performers, vendors, and handbillers. The study included detailed recommendations for improving pedestrian flow along the Strip corridor.

Las Vegas Downtown Pedestrian Circulation Study

Kimley-Horn and Associates, Inc.

[http://www.rtcnv.com/mpo/plansstudies/downtownpedestrian/Final%20Report\(small\).pdf](http://www.rtcnv.com/mpo/plansstudies/downtownpedestrian/Final%20Report(small).pdf)

A study on behalf of the Regional Transportation Commission of Southern Nevada that analyzed pedestrian traffic trends in Downtown Las Vegas and provided a guide for future development of a pedestrian-friendly downtown.

Pedestrian Traffic Deaths Among Residents, Visitors, and Homeless Persons – Clark County, Nevada, 2008-2011

Centers for Disease Control and Prevention

<http://www.cdc.gov/mmwr/preview/mmwrhtml/mm6328a1.htm>

A statistical study of trends in fatal pedestrian traffic collisions throughout Clark County. The study includes an analysis of fatal crashes involving visitors, many of which occur in the Resort Corridor.