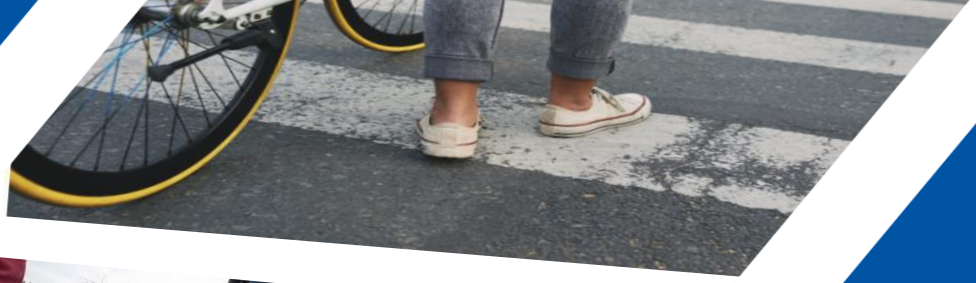

NEVADA DOT
SAFE AND CONNECTED

Nevada Department of Transportation

Vulnerable Road User Safety Assessment

November 15, 2023

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Office of the Governor

November 14, 2023

Tracy Larkin Thomason, P.E.
Director
Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712

Re: VRU Safety Assessment

Dear Director Larkin Thomason:

As Governor of the State of Nevada, in support of the Nevada Department of Transportation's (NDOT) request, with agreement and support of the Nevada Advisory Committee on Traffic Safety (NVACTS), I hereby approve for the 2021-2025 Nevada Strategic Highway Safety Plan (SHSP) to be amended to include the Vulnerable Road User (VRU) Safety Assessment as an addendum.

This assessment was required under (23 U.S.C. 148(l)(1)) and is to be included as part of the state's Strategic Highway Safety Plan (SHSP) (23 U.S.C. 148(a)(13)(G)). NDOT's Traffic Safety Engineering Division has developed the VRU Safety Assessment as described in 23 U.S.C. 148(1), as amended by the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)). NDOT has developed this VRU Safety Assessment as part of the Highway Safety Improvement Program in accordance with 23 U.S.C. (1).

I want to thank all the safety partners throughout the state of Nevada for their work to reduce fatal and serious injury crashes through the Vulnerable Road Users Safety Assessment, the Strategic Highway Safety Plan and daily efforts to ensure that all Nevadans travel safely.

Sincerely,

Joe Lombardo
Governor

NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY

October 31, 2023

The Honorable Joe Lombardo
Governor of Nevada
Capitol Building
101 N. Carson St.
Carson City, Nevada 89701

Dear Governor Lombardo,

As the Chairman of the Nevada Advisory Committee on Traffic Safety (NVACTS), authorized by NRS 408.581, I have the pleasure of informing your office that the committee voted unanimously to approve Nevada's Vulnerable Road Users Safety Assessment.

The Vulnerable Road User Safety Assessment is an innovative and comprehensive approach designed to enhance the safety of the most vulnerable road users in our State. The assessment has undergone rigorous evaluation and scrutiny by our committee members, who represent diverse perspectives and expertise in the field of traffic safety. The unanimous approval of this assessment reflects our shared belief in its potential to significantly reduce traffic crashes, injuries, and fatalities on Nevada's roadways.

We commend the Nevada Department of Transportation for their diligent efforts in developing the Vulnerable Road User Assessment. This initiative reflects the commitment of NDOT to prioritize safety and improve the overall quality of life for our State's residents and visitors.

Our committee looks forward to working closely with the Nevada Department of Transportation and your office to ensure the successful implementation of the Vulnerable Road User Safety Assessment. We are confident that, with your support, we can make significant strides in reducing traffic crashes and saving lives on Nevada's roads. Working together, we can and must affect the change necessary to save lives on our roadways. Lives depend on it.

Respectfully,

ANDREW THOMAS BENNETT
Chairman, Nevada Advisory Committee on Traffic Safety

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List of Acronyms

BIL	Bipartisan Infrastructure Law
GIS	Geographic Information System
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
IR	Interstate Road
MPO	Metropolitan Planning Organizations
NDOT	Nevada Department of Transportation
OTS	Office of Traffic Safety
RTC	Regional Transportation Commission
RTPO	Regional Transportation Planning Organization
VRU	Vulnerable Road User

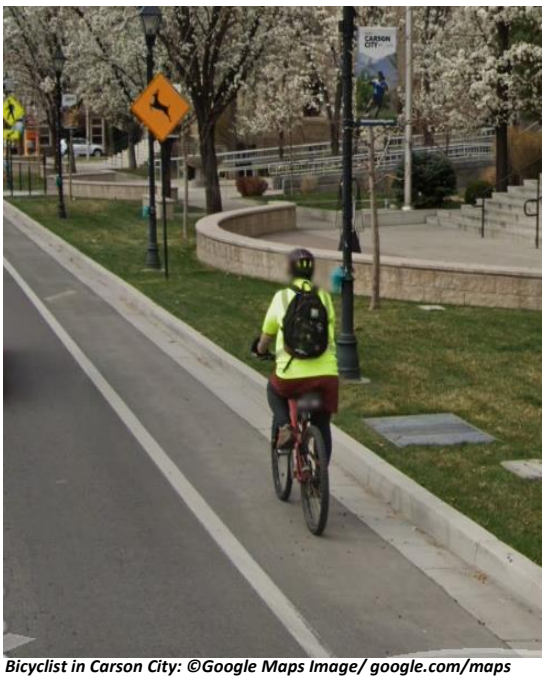
Project Background

The Nevada Department of Transportation (NDOT) Traffic Safety Engineering Division has developed the Vulnerable Road User (VRU) Safety Assessment as described in 23 U.S.C. 148(1), as amended by the Infrastructure Investment and Jobs Act (IIJA)(Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)). Traffic Safety Engineering has developed this VRU Safety Assessment as part of the Highway Safety Improvement Program (HSIP) in accordance with 23 U.S.C. (1).

A VRU is someone who faces an elevated risk of injury or harm in traffic scenarios due to the absence of protective features typically found in motor vehicles. VRUs encompass pedestrians, cyclists, and individuals using wheelchairs, among others. Below you will find NDOTs VRU Safety Assessment plan along with an approach to meeting each requirement and addressing their specific needs.

Overview of VRU Safety Performance

- Present historical trends for VRU fatalities and serious injuries over the past five years.
- Disaggregate trends by user type (pedestrian, pedal cyclist, wheelchair, etc.).
- Compare VRU safety performance to overall crash data performance.
- Describe progress towards meeting safety performance targets for nonmotorized users.



Bicyclist in Carson City: ©Google Maps Image/ google.com/maps

Summary of Quantitative Analysis

- The most current five years of VRU-involved crash data (2016 - 2020) was used to identify high-risk areas throughout Nevada.
- The data was cross-referenced with census data for an equity analysis to highlight community areas where poverty and racial disparities are present.
- The VRU pedestrian primary residence zip code was analyzed to determine specific areas where there is a higher population of affected persons.
- A list of high-risk areas for VRUs were identified based on Michelin data which is based on five major events: harsh braking, harsh acceleration, phone handling, near miss, and suspected collision.

Summary of Consultation

- NDOT Traffic Safety Engineering will engage rural communities during the County Consultation process in high-risk areas. Nevada Metropolitan Organizations (MPOs) collaborated with NDOT to share information with communities. Regional Transportation Commission (RTC) provided transit stop data for Clark and Washoe counties, shown in VRU maps (Appendix A and B). NDOT Provided a summary of the outcomes (i.e., safety concerns and potential solutions) at the consultation for each high-risk area.

Program of Projects or Strategies

- NDOT Identified the program of projects and strategies to reduce the safety risks for VRUs in the high-risk areas. These strategies and/or countermeasures were disseminated to all districts, counties, and MPOs.

Safe System Approach

- The Safe System Approach detailed in the National Roadway Safety Strategy by the United States Department of Transportation was integral to the NDOT VRU Safety Assessment.

Overview

Vulnerable road users: © New York State DMV / dmv.ny.gov

The VRU Safety Assessment is a positive step towards improving safety for VRUs in Nevada. The assessment outlines several strategies NDOT and all traffic safety entities throughout the state will work on together to implement. These strategies are important as they address the root causes of crashes involving VRUs. By investing in infrastructure, educating drivers, and enacting laws and ordinances, NDOT and stakeholders can make Nevada's roads safer for everyone.

From 2016-2020 fatal VRU crashes accounted for 6.11% of VRU crashes throughout Nevada. Non-serious injury crashes were the most prevalent VRU crash type in Nevada, accounting for over a third of all VRU crashes at 37.94%. Claim/possible injury crashes were the second most common type of VRU crash at 34.98%, followed by serious injury crashes at 12.73%, property damage-only crashes were the fourth most common at 7.18%, and 1.07% were unknown injury crashes. VRU involved fatal crashes account for the growing share of fatalities on Nevada's roadways.

The analysis found most VRU crashes occur near bus stops, fast food restaurants, grocery stores, health clinics, parks, and schools. The zip code data utilized from the U.S. Census Bureau determined VRUs are not necessarily involved in crashes in their own neighborhoods, rather neighborhoods they are traveling to in the community to use amenities.

The data also indicated VRUs are struck the last in July and the most in October. It can be assumed due to most of the crashes occurring in Clark County that the heat index makes people less active outdoors in July versus in October.

The most common time for VRUs to be struck by vehicles is between 1:00 PM and 6:00 PM. The least common times are between 10:00 PM and 4:00 AM. From 1:00 PM through 6:00 PM, people are more likely to be outside walking, biking, or using other forms of transportation. The increased exposure of VRUs means they are more likely to be seen by drivers, but it also indicates they are more likely to be involved in a collision. In contrast, there are fewer VRU's and vehicles on the road between 10:00 PM and 4:00 AM.

The number of VRU fatalities in Nevada has been on an upward trend in recent years. In the years 2016 through 2020, there were a total of 391 VRU fatalities. Preliminary data shows in the first nine months of 2023, there have been 73 VRU fatalities. This is a concerning trend, and it is important to take steps to reduce the number of VRU fatalities on Nevada roadways.

Prioritizing VRU Safety in All Investments and Projects

The VRU crash data revealed there are high-risk areas in some Nevada counties, with Clark County having the most. There is a strong correlation between VRU-involved crashes and bus stop locations in both Clark and Washoe counties. In rural Nevada, the connection between VRUs and rural roads is not as strong. Most VRU crashes happen in town centers and main traffic routes.

Transit Stop in Clark County: ©Google Maps Image/ google.com/maps

NDOT is working with traffic safety partners to improve the decision-making process by prioritizing allocation of funds for projects that will enhance VRU safety throughout the state. NDOT is also working with these organizations to develop a program of projects or strategies to reduce risks to VRUs in areas identified as high-risk. These projects or strategies could include:

- **Sidewalks:** provide a safe place for VRUs to walk, to reduce the number of crashes involving VRUs and vehicles.
- **Bike lanes:** provide a safe place for cyclists to ride, to reduce the number of crashes involving cyclists and vehicles.
- **Traffic calming measures**: such as speed bumps and narrower lanes, to reduce the speed of traffic and make it safer for all VRUs.
- **Bus stop safety:** Installing raised bus stops, traffic calming, and high visibility crossings, making it easier for VRUs to cross the street in front of bus stop locations.

In addition to these physical improvements, NDOT is collaboratively engaging with various stakeholders to institute continuous education and enforcement initiatives aimed at heightening awareness regarding the risks encountered by VRUs and fostering a greater sense of responsibility among drivers. These initiatives may encompass:

- **Prioritizing funding for VRU safety:** VRUs are more vulnerable to injury or death in crashes compared to motorists, so it is imperative to prioritize funding for projects that make roads safer for them.
- **Launching public awareness campaigns:** to educate drivers and VRUs about the importance of safety and how to avoid crashes.
- **Supporting Enforcement:** Law enforcement can help to deter dangerous driving behaviors by enacting and enforcing traffic laws.
- **Comprehensive approach to VRU safety:** there is no single solution to the problem of VRU safety. NDOT will take a comprehensive approach, which includes a variety of projects and strategies.
- **Ongoing NDOT monitoring**: to track the effectiveness of these projects or strategies to ensure they are making a positive impact on safety. This will be done by collecting data on crash rates and other metrics.

Equity

Equity Image: ©ctps.org/equity

Following a thorough examination of all 17 Nevada counties, the study concentrated on areas with annual incomes around or below $35,000. Despite not meeting the criteria, some counties were included in our report due to their high crash rates and/or frequency in areas with a high concentration of amenities utilized by VRUs. NDOT VRU crash data confirmed there is a correlation between VRU crashes and high-poverty neighborhoods in most counties, but not all. Pedestrian fatalities occur 184% more in households with an average household income less than $50,000, based on the Making Nevada Safer Fact Sheet in (*Appendix L)*.

Equity data (average income and racial disparity) from the U.S. Census Bureau was gathered and overlaid (a process of combining two or more layers of spatial data to create a new layer that contains the attributes and features of both layers) to highlight the neighborhoods. The data was then cross-referenced with NDOT VRU crash data to display on maps *(Appendix A-L)*. The study revealed a correlation between the two data sets, which showed VRUs who live in high-poverty neighborhoods often use public transportation as their main mode of transportation.

Our assessment found people in areas with low incomes are at a greater risk of being injured or killed in a traffic crash. This is because these individuals live in areas with poor infrastructure for pedestrians and cyclists, and they are more likely to walk or bike long distances to reach essential services. For example, a person living in a low-income area may have to walk several miles to get to a grocery store or a healthcare facility. These areas often have high traffic volumes and speeding drivers, which further increases the risk of a crash.

Driver age is an important factor to consider when assessing VRU crashes. The most common driver age group involved in VRU crashes is 25-64 years old, which represents the largest number of drivers in the United States. Drivers in this age group are more likely to engage in risky driving behaviors, such as speeding, distracted driving, and tailgating. They are also more likely to be fatigued, as they are more likely to be employed in jobs that require long hours.

Assessment

NDOT is committed to improving the safety of all road users and reducing the safety risks for VRUs in high-risk areas. Maps included in the appendix, represent the statistical analyses for the crashes in each area within each individual county which helped identify the following:

- **Identifying high-risk areas:** using a variety of data sources to identify areas where VRUs are more likely to be involved in crashes. This data includes crash reports, traffic counts, and land use information. Once high-risk areas have been identified, NDOT conducts a more detailed analysis of crash data to identify the factors that contribute to crashes involving VRUs.

Bike Lane in Reno, NV: ©Google Maps Image/ google.com/maps

- **Consulting with stakeholders:** including VRUs, law enforcement, and transportation engineers to identify potential solutions to improve safety for VRUs. This consultation helps to ensure the solutions are feasible and effective.
- **Investing in infrastructure**: designed to protect VRUs, such as sidewalks, bike lanes, and crosswalks. These features can help to reduce the risk of crashes by providing a safe place for VRUs to travel.
- **Educating drivers:** about the dangers of driving with VRUs present. This education can help drivers to be more aware of VRUs and to take extra precautions when driving near them.
- **Collaborating with MPOs and local government agencies:** to implement safety improvements for VRUs. This collaboration can help to ensure safety improvements are coordinated and effective.
- **Enacting laws and ordinances for drivers:** making it safer for VRUs to travel. These laws and ordinances can help to reduce the number of crashes involving VRUs.

NDOT is committed to working with all stakeholders to make Nevada's roads safer for all users. By taking the steps outlined in this assessment, it will be possible to reduce crashes involving VRUs.

Consultation with Local Governments, MPOs, and Regional Transportation Planning Organizations

The ability to share and receive information and data from different organizations provides a multifaceted insight. These organizations, along with NDOT, have staff with expertise in transportation planning, engineering, and traffic safety. This expertise was invaluable in identifying high-risk areas and implementing solutions for VRUs. Giving others the ongoing chance to share their community knowledge can be used to ensure VRU assessments are relevant to the needs of the people they are designed to protect.

RTC Bus station Reno, NV: ©Bob Conrad/ www.thisisreno.com

Bus stops or near bus stop areas were the most common location for VRU injuries and fatalities in Nevada. This is mainly due to distracted drivers, increased traffic in these areas, accessibility to a crosswalk in a reasonable distance to the stop, and poor visibility. RTC provided NDOT with data on transit stop locations throughout Clark and Washoe counties, which are displayed on the VRU maps *(Appendix A and B).* NDOT has invited RTC to meetings and will work with the commission to address concerns about safety for VRUs at or around RTC facilities. By collaborating, NDOT and RTC can work to address and improve safety concerns at bus stops.

NDOT collaborated with MPOs to disseminate data, participate in county commission meetings for rural outreach, and interacted and collected information from VRUs who regularly navigate these high-risk areas in their daily lives.

Program of Projects or Strategies

Listed below are some of the programs and strategies planned to be incorporated to reduce the risks for VRUs in high-risk areas.

Engineering improvements

- **Installing**: sidewalks, bike lanes, and traffic calming measures. Sidewalks and bike lanes provide a dedicated space for VRUs to travel.
- **Traffic calming measures**: can help to slow down traffic and make it safer for VRUs to cross the street.

Share the Road Sign Clark County: © Dan Burden / pedbikeimages.org

Innovative Solutions

- **Protected bike lanes:** are separated from traffic by a physical barrier, such as a curb or a barrier made of plastic or metal bollards. This helps to protect cyclists from traffic and make them more visible to other road users.
- **Low speed zones:** are areas where the speed limit is reduced to 20 mph or less. This helps to slow down traffic and make it safer for VRUs to cross the street or walk along the side of the road.
- **Shared space:** a type of road design that eliminates traditional traffic controls, such as stop signs and traffic lights. This forces drivers and VRUs to share the road and be more aware of each other.

Traffic Safety Management

- **Raising awareness:** raise awareness of the dangers faced by VRUs.
- **Education:** programs can teach VRUS about the importance of following the rules of the road and being aware of their surroundings.

It is important to note, there is no single solution that will work in every case. The best approach will vary depending on the specific circumstances of each high-risk area. However, implementing a combination of engineering improvements, innovative solutions, and traffic safety management, NDOT and stakeholders can make roads safer for VRUs and reduce the number of crashes involving them.

In addition to the above, there are other alternatives that can be done to improve safety for all road users:

- **Gear**: encourage VRUs to wear bright clothing and use reflective gear. This will make them more visible to drivers.
- **Be aware:** of your surroundings when driving, walking, or biking. Pay attention to traffic and be prepared to move out of the way.
- **Traffic Regulations:** Drivers respecting designated speed limits, coming to a complete halt at stop signs, and actively yielding the right-of-way to both VRUs and vehicles. Pedestrians and bicyclists should adhere to crosswalk signals, use designated paths, and prioritize their safety while navigating roadways.
- **Patience:** Stay calm whether waiting to cross the street or for a pedestrian to pass in front of your vehicle. Emphasize safety over speed.

Data Driven Process

A comprehensive analysis of VRU crash data from 2016 through 2020 was used to identify high-risk areas throughout Nevada. This crash data is based on events that generated a law enforcement response and is unlikely to be a complete data set. In addition, this data was overlaid with U.S. Census data to conduct an equity analysis, highlighting communities where poverty and racial disparities are present.

The VRU Safety Assessment separated crashes by severity type: fatal, suspected serious injury, suspected non-serious injury, claimed/possible injury, and property damage only. Using geographic information systems (GIS), these crashes were joined to all statewide routes to produce accurate locations where the crashes occurred. Each county's hospital, emergency clinic, fire station, law enforcement, and bus stop locations if available were added to the maps to determine what facilities were present in each area selected.

Vulnerable road user, Bicycle, Motorcycle © zerofatalitiesnv.com

Zip code data where the VRU resided, not where the crash occurred, was analyzed to determine if there were zip codes where there was a higher incidence of VRUs being involved in crashes.

The data was further analyzed and displayed in graphs showing demographics in multiple categories, such as time of day, age of driver and more. Maps and statistical analyses for the crashes in each area within each individual county were produced. A list of the high-risk areas to VRUs was identified based on the data and demographics information.

Michelin's "Near Miss/Vulnerable Road Users" service will also be utilized. This service employs a machine learning model to identify, locate, and assess potential near misses for VRUs. Historical and contextual data are used to identify VRU crash patterns and risky areas. This data is based on five major events: harsh braking, harsh acceleration, phone handling, near miss, and suspected collision. This information will use driving behavioral data to determine where and when road safety issues may occur. NDOT will use this data to help focus on areas of concern and improve road safety for VRUs.

Identification of High-Risk Areas

The following are the outcomes of the consultation for each high-risk area:

- High traffic volume
- Poor roadway conditions
- Lack of sidewalks and bike lanes
- Speeding drivers
- Distracted drivers
- Lack/Inadequate facilities.

The assessment focused on 10 out of 17 counties in Nevada. The seven excluded counties experienced a combined 16 crashes with 3 fatalities between 2016 and 2020. These exclusions were due to low crash rates, rare VRU incidents, or remote rural locations. The data will represent more injuries than crashes; this is because multiple VRUs can be injured in a single crash event.

These statistics are based on VRU data only. These crashes only include crashes which involved VRUs.

Clark County

Figure 1 Clark County VRU Crashes by Year

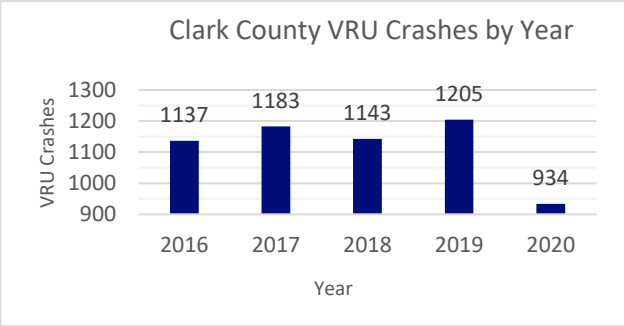
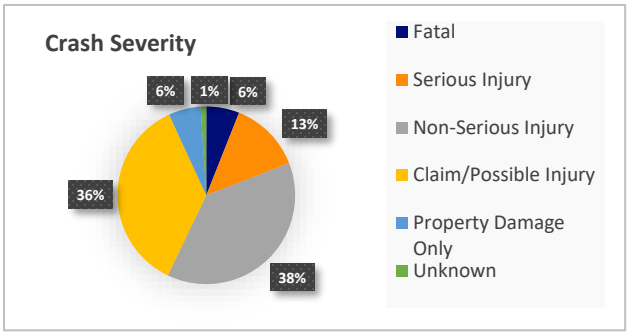


Figure 2 Clark County VRU Crash Severity



Clark County, Nevada has the highest number of VRU crashes in the state. In a five-year assessment from 2016 through 2020, there were 5,602 VRU crashes in Clark County, for an average of 1,120 crashes per year. The percentage of crashes varied slightly by year, with 2019 having the highest percentage of 22% and 2020 having the lowest percentage of 17%.

The top 5 zip codes involving VRUs in Clark County crashes are listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89101	**432**	Location: Las Vegas – Clark County Covers downtown Las Vegas, the Arts District, and residential areas.
89121	**275**	Residential neighborhoods near Flamingo Road and Eastern Avenue.
89119	**273**	Around McCarran International Airport, includes residential housing, hotels, and enterprises.
89030	**273**	Northern Part of Clark County, Nevada Mix of residential zones and community amenities
89108	**229**	Northwest of downtown Las Vegas, Nevada Residential neighborhoods, apartment complexes, and local businesses.

Table 1 Top zip codes involving VRUs in Clark County

In Clark County, most crashes are not fatal or serious. However, even non-serious crashes can result in injuries. The most common severity type of VRU-involved crashes in Clark County was non-serious injury, accounting for 38% of all crashes. Fatal crashes were one of the least common, accounting for 6% of all crashes. Claim/possible injury was the second most severe with 36%, followed by serious injury at 13%, property damage only at 6%, and the remaining crashes are unknown injury at 1%.

In Clark County, the most significant factor to VRU crashes was attributed to "apparently normal" driver behavior, constituting a substantial 68% of incidents. Those cases involved drivers who exhibited no evident impairment or distraction form a substantial portion. Other contributing factors in descending order include cases categorized as unknown at 22%, other improper driving at 3%, hit-and-run incidents at 2%, inattention/distraction at 2%, and driving under the influence at 2%. Drug involvement comprised 1% of incidents.

The most common age group for VRU crash drivers for Clark County was 25 - 64 years old, accounting for 55% of all crashes, while drivers 65 and older accounted for 12% of all crashes. Drivers from the age of 16-54 was at 11% and 22% of drivers age was unknown.

Washoe County

Figure 3 Washoe County VRU Crashes by Year

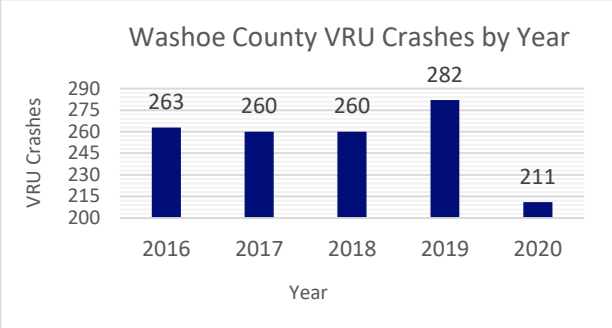
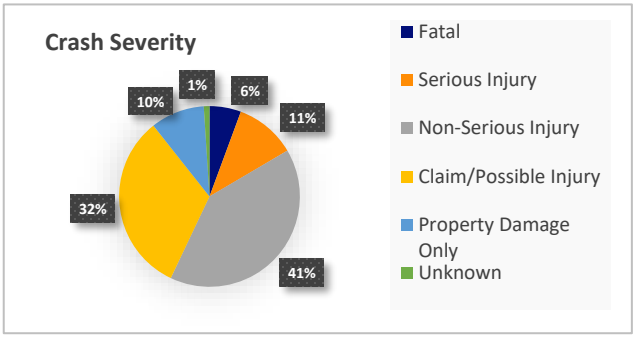


Figure 4 Washoe County VRU Crash Severity



In Washoe County, Nevada, there were 1,276 VRU crashes between 2016 through 2020. The number of VRU crashes in Washoe County has remained relatively stable over the past five years, with an average of 255 crashes per year. However, the percentage of crashes by year has varied, with 2019 having the highest percentage of 22% and 2020 having the lowest percentage of 17%.

The top 5 zip codes involving VRUs in Washoe County crashes are listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89502	**225**	Location: Reno – Washoe County Encompasses various neighborhoods and commercial zones.
89431	**155**	Located within the city of Sparks, Nevada Covers different neighborhoods and commercial areas.
89512	**115**	Located within the city of Reno, Nevada Includes neighborhoods and commercial districts.
89503	**74**	Located within the city of Reno, Nevada Encompasses neighborhoods and commercial districts
89434	**64**	Located East of Sparks Encompasses the towns of Lockwood, McCarren, and Patrick along Interstate Road (IR) 80.

Table 2 Top zip codes involving VRUs in Washoe County

The severity of VRU crashes in Washoe County varied widely, of which 6% of VRU crashes resulted in the death of the VRU, 11% of VRU crashes resulted in serious injuries, 41% of VRU crashes resulted in non-serious injuries, 32% of VRU crashes resulted in claimed/possible injuries, 10% of VRU crashes resulted in property damage only, and 1% of VRU crashes were of unknown severity.

The data underscores the prominence of "apparently normal" behavior as the leading factor in Washoe County incidents at 66%. Instances of unknown factors accounted for 24%, reflecting the complexities involved. Minor percentages involved other improper driving at 3% and obstructed views at 2%. Driver fatigue or impairment, as well as cases involving drivers under the influence, each contributed 2%. Drug involvement was minimal at 1%. Additionally, rare hit-and-run incidents made up 0.2%.

Many of the drivers involved in VRU crashes in Washoe County were between the ages of 25 and 64 at 52%, while drivers 65 and older accounted for 13%. Drivers from the age of 16-54 was at 13% and 22% of drivers age was unknown.

Carson City

Figure 5 Carson City VRU Crashes by Year

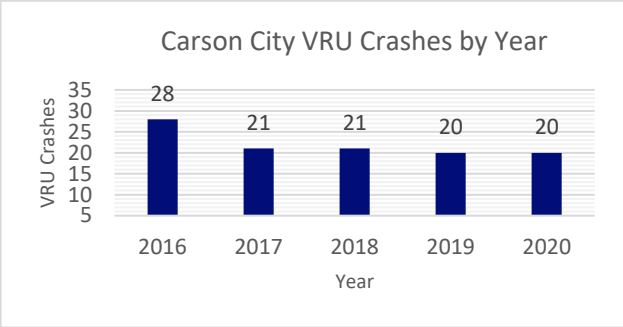
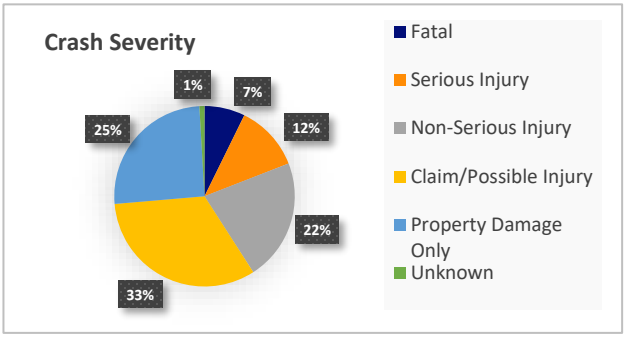


Figure 6 Carson City VRU Crash Severity



In Carson City, Nevada shows there were 110 VRU crashes in 2016-2020. A breakdown of this data showed 25% of crashes occurred in 2016, 19% of crashes occurred in 2017, 19% of crashes occurred in 2018, 18% of crashes occurred in 2019, and 18% crashes occurred in 2020.

Top 2 zip codes involving VRUs in Carson City crashes are listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89701	**82**	Location: Carson City Majority of city limits of Carson City, Nevada South of US 50 and East of US 395.
89706	**35**	Located in Carson City, Nevada Located North of US 50 and East of I-580.

Table 3 Top zip codes involving VRUs in Carson City

The severity of the 110 crashes are as follows: 7% were fatal, 12% resulted in serious injury, 22% resulted in non-serious injury, 33% resulted in a claimed/possible injury, 25% resulted in property damage only, and 1 % of the crashes were unknown.

In Carson City, “apparently normal" behavior emerged as the predominant contributor, representing a significant 76% of incidents. Unknown factors constituted 11% of incidents. Inattention or distraction played a role in 4% of crashes, whereas instances of driver fatigue or impairment were encountered in 2% of cases. Both drivers who had been drinking and other improper driving behaviors contributed 3% each. Drug involvement was minimal at 1%, as well as cases involving obstructed views.

The most common age group for drivers involved in VRU crashes in Carson City was 25 - 64 years old at 55%, followed by the 65 – 80-year-old age group at 18%. The 16 - 24 age group had 12%, 80+ years old had 6%. There was 1% of drivers who were below the age of 16, and the remaining 8% of drivers involved in crashes had an unknown age.

Douglas County

Figure 7 Douglas County VRU Crash Severity

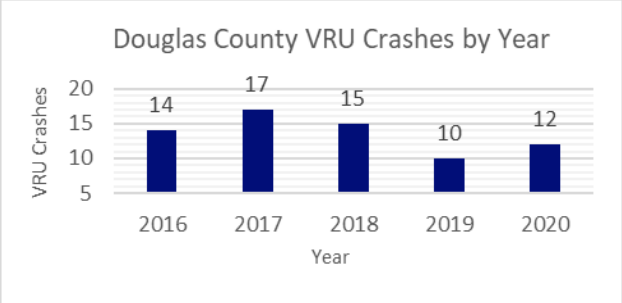
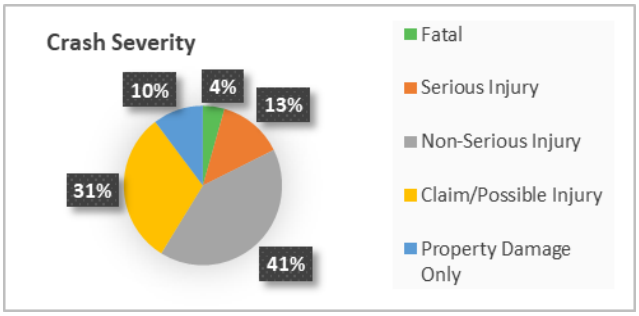


Figure 8 Douglas County VRU Crashes by Year



While Douglas County, Nevada did not have a census tract that met our criteria equity-wise, we included a census tract which offered VRUs access to grocery stores, schools, and places to eat. In Douglas County there were 68 vehicle crashes in 2016 through 2020. Twenty-one percent (21%) occurred in 2016, 25% occurred in 2017, 22% occurred in 2018, 15% occurred in 2019, and 18% occurred in 2020.

Top 2 zip codes involving VRU crashes in Douglas County are listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89410	**22**	Location: Gardnerville and Topaz – Douglas County Area from the town of Topaz to Gardnerville.
89423	**11**	Location Minden, Indian hills, Genoa, and Johnson Lane Situated along US 95, from Pinenut Road North to Zerolene Road

Table 4 Top zip codes involving VRUs in Douglas County

The severity of these 68 crashes are as follows: 4% of the crashes were fatal, 13% of crashes resulted in serious injury, 41% of crashes resulted in non-serious injury, 31% resulted in a claimed/possible injury, and 10% resulted in property damage-only.

Douglas County driver behaviors provided valuable insights into road safety patterns. The most prominent contributing factor was “apparently normal" behavior, accounting for a substantial 70% of incidents. Cases involving unknown factors were steady at 19%. Minimal percentages were observed in drug involvement and cases where drivers had been drinking, both at 3%. Other improper driving behaviors and instances of inattention/distraction each contributed 3% to the data. Illness and cases categorized as unknown each accounted for 1%.

The most common age group for drivers involved in crashes in Douglas County was 25 - 64 years old at 53%, followed by the 65 – 80-year-old age group at 15%. The 16 - 24 age group had 9%, 80+ age group had 6%, and the remaining 17% of drivers involved in crashes had their age unknown.

Elko County

Figure 9 Elko County VRU Crashes by Year

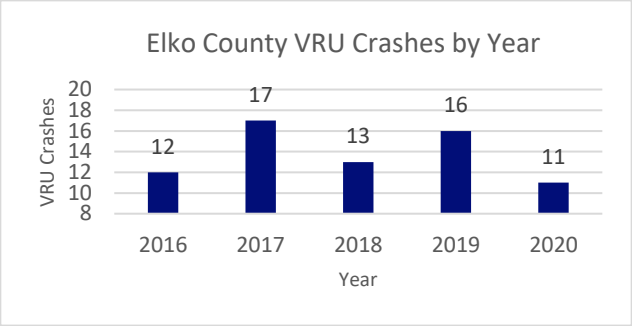
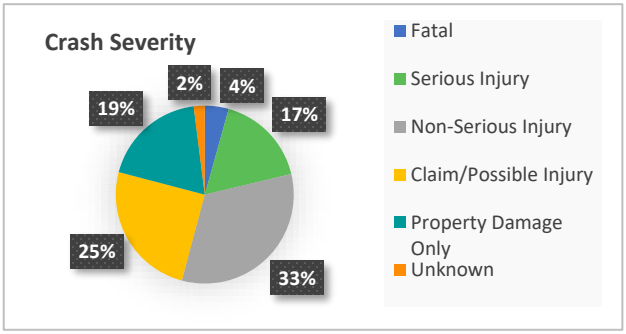


Figure 10 Elko County VRU Crash Severity



Elko County, Nevada experienced 69 VRU crashes between 2016 through 2020, averaging 13.8 crashes per year. The year with the highest frequency of VRU crashes was 2017, with 25% of the crashes occurring, while 2020 had the least number of crashes with 16%.

The zip code involving VRU crashes in Elko County is listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89801	**52**	Location: Elko, Wild Horse, Osino, Elburz, and Coin – Elko County Area is North of I-80 up to Wild Horse.

Table 5 Top zip code involving VRUs in Elko County

Of those 69 VRU crashes that occurred in Elko County, Nevada between 2016 through 2020, 4% of crashes resulted in a fatal injury to the VRU. Seventeen percent (17%) of these crashes resulted in serious injuries, 33% were non-serious injuries, 25% were claim/possible injuries, and 19% resulted in property damage only. Two percent (2%) of the crashes had an unknown severity.

Driver factors in Elko County show the predominant contributing factor was “apparently normal" behavior, accounting for 59% of incidents. Instances of unknown factors contributed 28%, reflecting complexities in certain cases. Minor percentages were observed in obstructed views 4%, other improper driving behaviors 4%, cases where drivers had been drinking 3%, and cases categorized as inattention or distraction 2%. This data, compiled from the analysis of 69 incidents, offers insights into the driving factors that influence road incidents within Elko County.

Amongst the drivers involved, 43% of the crashes being attributed to drivers aged 25 to 64. Additionally, an analysis of VRU-related collisions within the county reveals that drivers aged 16 to 24 were responsible for 22% of such crashes, while those falling within the 65 to 80 age brackets accounted for 7%. Remarkably, drivers aged 80 and above contributed to 3% of these incidents. It's worth noting that the category of the driver remained unknown in 25% of the reported crashes.

Elko County encompasses extensive rural landscapes characterized by roads of differing infrastructure standards. This diversity underscores the necessity of addressing VRU safety across a range of settings. Elko is a county that has both well-developed regions and areas with less advanced road infrastructure as well.

Nye County

Figure 11 Nye County VRU Crashes by Year

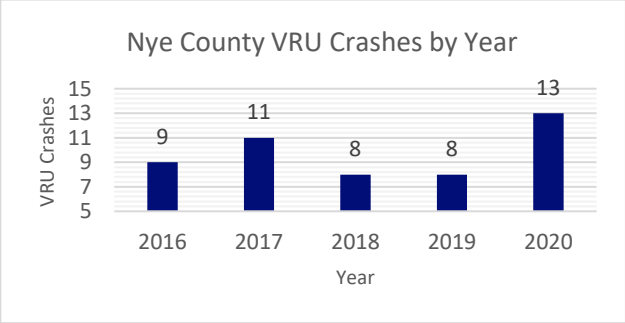
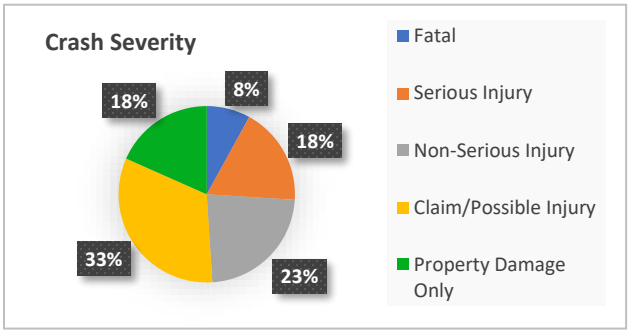


Figure 12 Nye County VRU Crash Severity



The data suggests the frequency of VRU crashes in Nye County, Nevada varied from year to year. There were 49 total VRU-involved crashes between 2016 through 2020. Eighteen percent (18%) occurred in 2016, 22% occurred in 2017, 16% occurred in 2018 and 2019, and 27% occurred in 2020. There were fewer VRU crashes in 2018 and 2019 than in other years. However, there was a significant increase in the number of VRU crashes in 2020.

The top 2 zip codes involving VRU crashes in Nye County are listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89048	**34**	Location: Pahrump – Nye County Extending from the Nevada-California border to the northeastern vicinity of SR 160 and encompassing Crystal, Nevada.
89060	**15**	Location: Pahrump – Nye County Covers the area along SR 160 and surrounding areas East and West up to US 95 in Pahrump.

Table 6 Top zip codes involving VRUs in Nye County

The percentage of crash severity in Nye County was consistent across most areas. Eight percent (8%) of crashes were fatal, 18% resulted in serious injury, 23% resulted in non-serious injury, 33% resulted in a claim or possible injury, and 18% resulted in property damage only. The likelihood of being involved in a fatal crash in Nye County was relatively low. However, even crashes that do not result in fatalities can still cause serious injuries.

Driver factors in Nye County show the most prominent contributing factor was "apparently normal" behavior, constituting a significant 72% of incidents. Instances of unknown factors follow at 20%. Minor percentages were observed in cases of inattention/distraction (4%), drug involvement (2%), and other improper driving behaviors (2%). This data, derived from the examination of 49 incidents, sheds light on the driving factors influencing road incidents within Nye County.

Of the 49 drivers involved in VRU crashes in Nye County from 2016-2020, 14% were between the ages of 16 and 24, 41% were between the ages of 25 and 64, 23% were between the ages of 65 and 80, 4% were over the age of 80, and 18% had an unknown age listed.

Humboldt County

Figure 13 Humboldt County VRU Crashes by Year

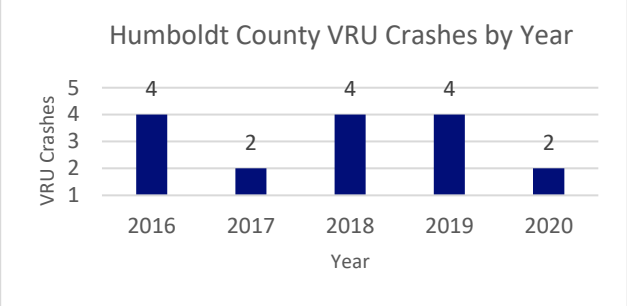
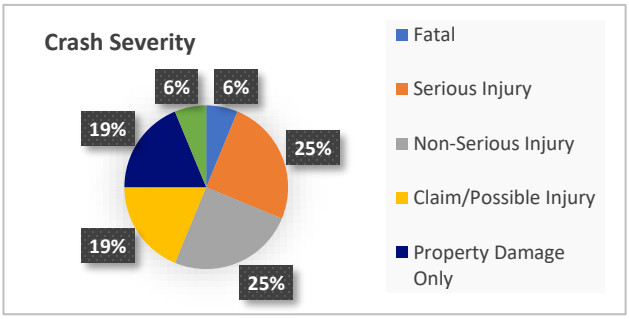


Figure 14 Humboldt County VRU Crash Severity



In Humboldt County, Nevada, 16 vehicle crashes occurred from 2016 through 2020. The numbers from the data vary with 25% occurring in 2016, 13% occurring in 2017, 25% occurring in 2018 and 2019, and 13% occurring in 2020.

The 2 zip codes involving VRU crashes in Humboldt County are listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89445	**13**	Location: Winnemucca – Humboldt County Covers various neighborhoods and areas within Winnemucca and the immediate vicinity.
89414	**1**	Location: Golconda, Red House, Nevada – Humboldt County Covers Golconda along IR 80 and Northeast to Kelly Creek Mountain.

Table 7 Top zip codes involving VRUs in Humboldt County

The severity of these 16 crashes was as follows: 6% of the crashes were fatal, 25% resulted in serious injury, 25% resulted in non-serious injury, 19% resulted in a claimed/possible injury, 19% resulted in property damage only, and 6% had an unknown severity.

Humboldt County revealed a significant pattern, with "apparently normal" behavior having been the most prevalent factor contributing to incidents, accounting for a substantial 62% of cases. Following closely, drivers who had consumed alcohol contributed to 13% of these incidents, highlighting the imperative of tackling alcohol-related concerns. Cases involving obstructed views amounted to 13%. Hit and run incidents, along with unknown contributing factors, each constituted 6% of the reported cases, further shedding light on noteworthy aspects within the area.

The most common age group for drivers involved in crashes in Humboldt County was 25 – 64 years old at 56%. The 16 – 24-year-old age group accounted for 13% of drivers involved in crashes, and the 65 –80-year-old age group accounted for 6%. The remaining 25% of drivers involved in crashes had an unknown age listed.

Churchill County

Figure 15 Churchill County VRU Crashes by Year

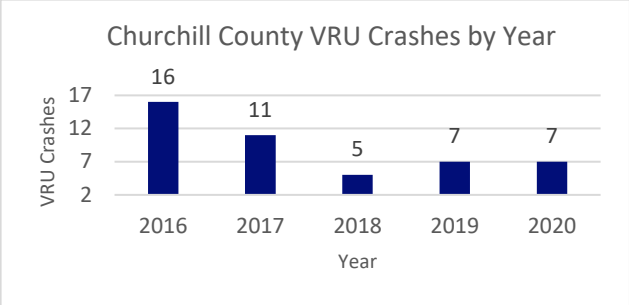
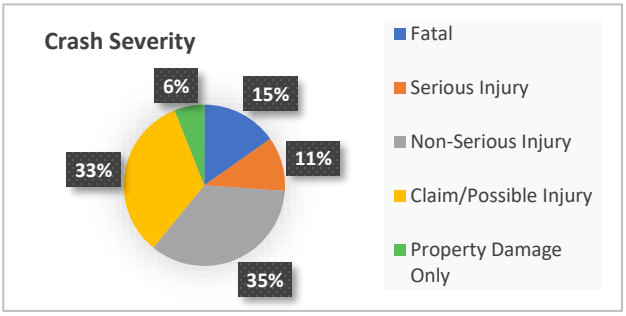


Figure 16 Churchill County VRU Crash Severity



A total of 46 vehicle crashes occurred in Churchill County, Nevada from 2016 through 2020. The number of crashes each year was relatively consistent, with 35% occurring in 2016, 24% occurring in 2017, 11% occurring in 2018, 15% occurring in 2019, and 15% occurring in 2020.

The 2 zip codes involving VRU crashes in Churchill County are listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89406	**47**	Location: Fallon – Churchill County Covers most neighborhoods and areas within Fallon, Dixie Valley, Stillwater, Eastgate, Middlegate
89408	**6**	Location: Fernley – Churchill County Covers Fernley along US 50 from Wadsworth to Hazen and Northeast on IR 80 for approximately 17 miles.

Table 8 Top zip codes involving VRUs in Churchill County

The severity of these 46 crashes are as follows: 15% of VRU crashes were fatal, 11% resulted in serious injury, 35% resulted in non-serious injury, 33% resulted in a claimed/possible injury, and 6% resulted in property damage only.

In Churchill County driver factors the most prominent contributing factor was "apparently normal" behavior, accounting for a significant 65% of incidents. Instances of unknown factors follow at 29%, revealing the complexity inherent in certain cases. Minor percentages were noted in cases of drug involvement, instances where drivers had been drinking, and instances of inattention/distraction, each comprising 2% of incidents.

The predominant age group among drivers involved in crashes was individuals aged 25 to 64 years, at 48%. Following, was the 16 to 24-year-old age group and the 65 to 80-year-old age group, each accounting for 11% of the reported cases. Drivers aged 80 and above constituted 4% of the total crashes, while the age category of the remaining 26% of drivers involved in crashes remained unknown.

Lyon County

Figure 17 Lyon County VRU Crashes by Year

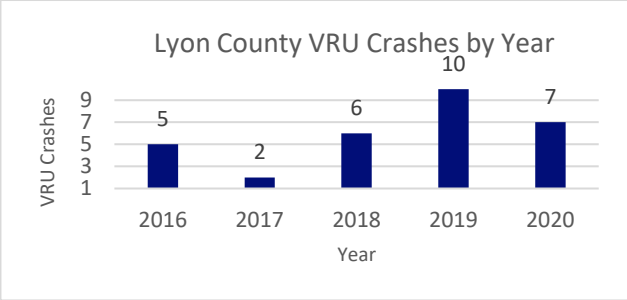
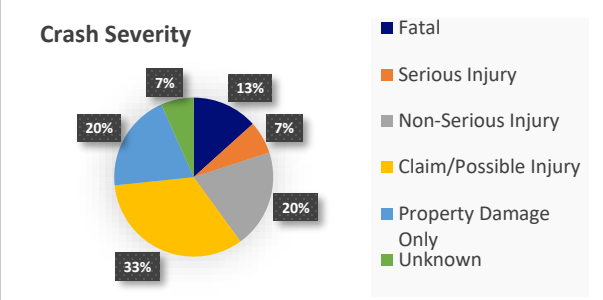


Figure 18 Lyon County VRU Crash Severity



In Lyon County, Nevada, there were 30 vehicle crashes from 2016 through 2020. A total of 17% of crashes occurred in 2016, 7% in 2017, 20% in 2018, 33% in 2019, and 23% in 2020.

The zip code involving VRU crashes in Lyon County is listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89408	**19**	Location: Fernley – Northern Lyon County Covers Fernley along US 50 from Wadsworth to Hazen and Northeast on IR 80 for approximately 17 miles.

Table 9 Top zip code involving VRUs in Lyon County

The severity of these 30 crashes was as follows: 13% of crashes were fatal, 7% resulted in serious injury, 20% resulted in non-serious injury, 33% resulted in a claimed/possible injury, 20% resulted in property damage only, and 7% had an unknown result of severity.

Within Lyon County, the most noteworthy contributing factor was identified as "apparently normal" behavior, constituting a substantial 53% of reported incidents. Following this, crashes that had an unknown factor trailed at 23%, while incidents attributed to falling asleep, fainting, or fatigue collectively accounted for a marginal 3% of crashes. Drivers who had consumed alcohol, had obstructed views, or engaged in other forms of improper driving conduct *each* represented 7% of the recorded incidents.

The most common age group for drivers involved in crashes in Lyon County was 25 – 64 years old at 63%. The 65–80-year-old age group accounted for 14% of drivers involved in crashes, the 16 – 24-year-old age group accounted for 3%, and the remaining 20% of drivers involved in crashes had an unknown age.

White Pine County

Figure 19 White Pine County VRU Crashes by Year

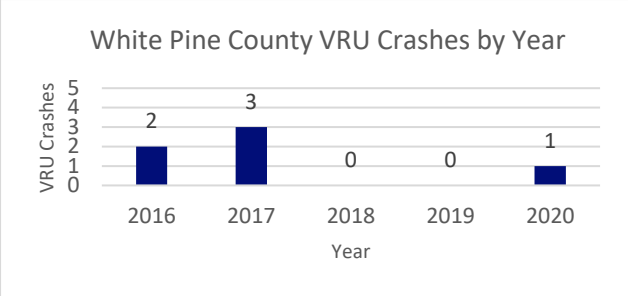
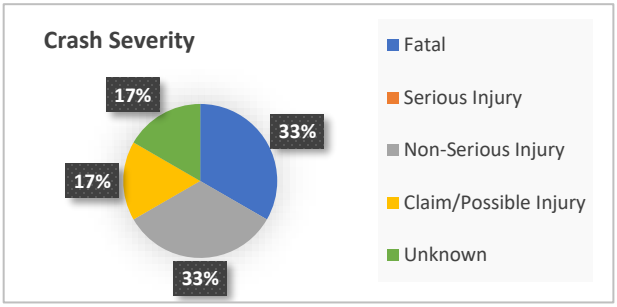


Figure 20 White Pine County VRU Crash Severity



There was a total of 6 vehicle crashes in White Pine County, Nevada from 2016 through 2020. The number of crashes each year was not evenly distributed, with 33% occurring in 2016, 50% occurring in 2017, there were 0 crashes in 2018 or 2019, and 17% of crashes in 2020.

The zip code involving VRU crashes in White Pine County is listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89301	**4**	Location: Ely, McGill, Cherry Creek, Schellbourne – White Pine County Located within the city of Ely and North, along US 93.

Table 10 Top zip code involving VRUs in White Pine County

The severity of these 6 crashes was as follows: 33% of the crashes were fatal, 33% resulted in non-serious injury, 17% resulted in a claimed/possible injury, and 17% had an unknown result of severity. There were no crashes which resulted in serious injury or property damage in White Pine County.

Within White Pine County, the predominant contributing factor was identified as "apparently normal" behavior, encompassing a substantial 62% of incidents. Following closely, instances involving drivers who had consumed alcohol accounted for 13%, thereby underscoring the significance of tackling alcohol-related issues. Furthermore, incidents attributed to obstructed views shared the same percentage, amounting to 13% of the total. Cases categorized as hit and run contributed 6% to the overall tally. Additionally, a further 6% of incidents were classified under the category of unknown factors.

The most common age group for drivers involved in crashes in White Pine County was 25 –64 years old at 67%. The 16 – 24-year-old age group accounted for 16% of drivers involved in crashes, and the remaining 17% of drivers involved in crashes had an unknown age.

Conclusion

The assessment of VRU crashes in Nevada found Washoe and Clark counties were two of the most high-risk areas for VRU users. Clark County had 4.4 times as many VRU crashes as Washoe County, but the overall severity of VRU crashes was higher in Washoe County. The most common age group for VRU crash drivers in both Washoe County and Clark County was 25-64 years old. Washoe and Clark counties are disproportionately affected by VRU crashes compared to the rest of Nevada. NDOT will collaborate with Clark and Washoe to gather their ideas for countermeasures, programs, projects, and strategies.

Bus transit stop map locations were only readily available for Clark and Washoe counties. The maps attached in the appendix demonstrate a significant correlation between bus stop locations and VRU crashes in these two counties. In Clark County 60% of VRU crashes occur within 250ft. of a bus stop. In Washoe County, a notable 35% of crashes manifest within the same 250 feet radius of a bus stop. It's worth highlighting that certain bus stops lack essential safety features like crosswalks, raised crossings, and other necessary infrastructure to ensure the safe passage of VRUs to their bus stop destinations. This underscores the urgent need for prioritizing bus stop safety improvements within these two counties.

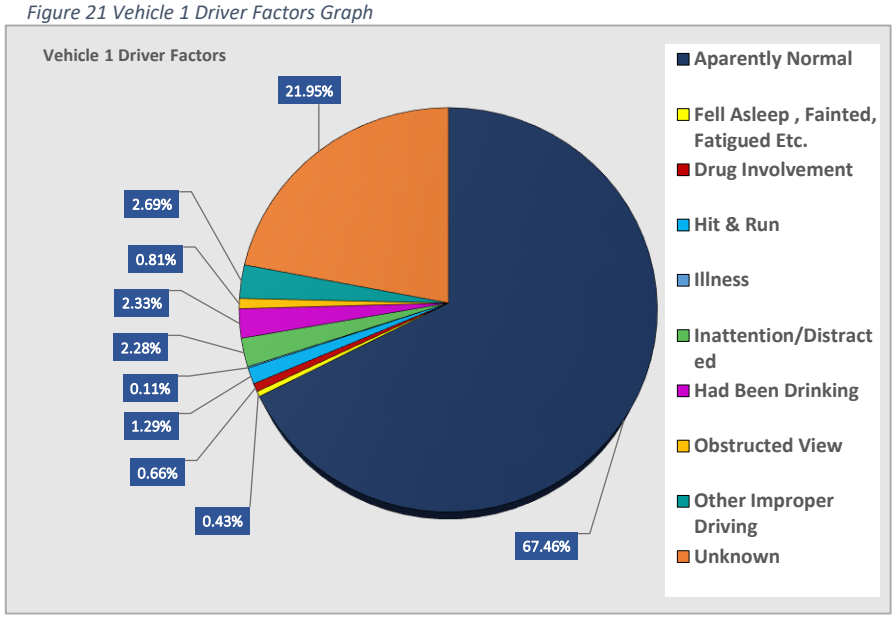
In the remaining 5 counties that fit the determined equity criteria, Carson City had the most VRU crashes, followed by Nye County, Churchill County, Humboldt County, and White Pine County. Although these counties had a lower amount of VRU crashes, this could be due to their rural location. The most common age group for VRU crash drivers in the above-mentioned counties was 25-64 years old.

Although Elko, Lyon, and Douglas counties were not initially included in the equity assessment, they were later added because VRUs frequently access amenities in those counties. This suggests VRU crashes can happen in any community, regardless of its demographics.

The assessment also found 50% or more of crashes occurred during the daytime in six counties: Clark, Washoe, Carson, Elko, Churchill, and Douglas. Humboldt and White Pine counties had 44%, Nye County 39%, while and Lyon had 37% of their crashes occurring in the daytime. This is concerning considering a majority of VRUs prefer to travel in the daytime when there is better visibility, access to appointments, grocery stores, and other destinations. While the findings of this study suggest it is almost safer for VRUs to travel at night, it is not practical for most. Nighttime travel for VRUs is a counter-intuitive finding, but it suggests that VRU safety education should emphasize the importance of being aware of the risks of driving around VRUs during the day and nighttime.

After analyzing the Making Nevada Safer Factsheet in *Appendix L*, the VRU safety assessment underscores substantial disparities in pedestrian fatality rates by race/ethnicity relative to Nevada's total population. Among all VRU pedestrians in Nevada, it is observed that black pedestrians exhibit a substantial 71% higher pedestrian fatality rate than the total population and white pedestrians demonstrate 7% higher fatality rate. Asian pedestrians maintain a lower fatality rate of 18% less, and Hispanic pedestrians present a diminished fatality rate at 27% less. Similarly, American Indian/Alaskan Native pedestrians exhibit an even lower rate of 40% less. The imperative to rectify these disparities is underscored as an essential measure in advancing road safety and fostering equitable outcomes, especially within high-risk, low-income areas throughout Nevada.

Figure 21 Vehicle 1 Driver Factors Graph



Alcohol and drug impairment is commonly believed by others to be a significant factor in many vehicle crashes. However, this was not confirmed in the data available for this assessment. In 67.47% of these crashes the driver was listed as "apparently normal". The next highest factor at 21.95% is "unknown". This could indicate the status of the driver was never confirmed before the report was submitted. "Had been drinking" came in at 2.33%, and drug involvement was on a relatively lower side at .66%.

Impairment data is based on preliminary findings. Further information is required from the Office of Traffic Safety (OTS) to address the existing data gaps within the NDOT crash database.

Functional Classification System, or F System is a framework used to categorize and classify roads and highways based on their primary functions and roles within the overall transportation network. Below, you'll find VRU crash percentages for each F class, accompanied by a brief description.

- **Local (31.44%):** The highest percentage is attributed to local roads, indicating that a substantial portion of VRU crashes occurs in residential neighborhoods and local commercial areas. These crashes often involve interactions between pedestrians, cyclists, and local vehicle traffic.
- **Minor Arterial (30.75%):** VRU crashes on minor arterial roads which involve pedestrians, often occur at intersections or mid-block crossings.
- **Minor Collector (17.90%):** VRU crashes on minor collector roads may involve interactions between residents and local traffic. These crashes could occur at residential intersections, near schools, or in shopping areas, emphasizing the importance of community-level safety initiatives.
- **Principal Arterial: Other (17.36%):** This category includes a wide range of road types. VRU crashes here may occur at intersections, crosswalks, and along major urban and suburban roads.
- **Interstate (1.70%):** While the Interstate category only accounts for a relatively small percentage of the total road network, it's important to note that VRU crashes on these high-speed, limited-access roads can be particularly severe. These incidents often involve pedestrians or cyclists at on-ramps or off-ramps.
- **Principal Arterial: Other Freeways/Expressways (0.40%):** VRU crashes on these types of roads may occur at interchanges, pedestrian crossings, or service roads adjacent to the freeways. Though the percentage is low, the high-speed nature of these roads can make VRU crashes particularly dangerous.
- **Major Collector (0.37%):** Although the percentage is low, VRU crashes on major collector roads can still be significant, as these roads often connect neighborhoods and commercial areas.

In summary, these percentages provided valuable insight into the primary locations where VRU crashes were most prevalent within the road network. This data served as a critical resource for identifying the specific roads with the highest incidence of VRU crashes, pinpointing areas where infrastructure assessments and improvements are needed.

As part of this assessment, NDOT will:

- Meet regularly with the other agencies to discuss progress on VRU safety initiatives. This will allow NDOT to stay up to date on the latest developments in VRU safety and to collaborate with the other agencies on developing and implementing effective safety measures.
- Share information and resources on VRU safety with the other agencies. This will help to ensure all agencies involved in the assessment have access to the latest information and resources on VRU safety. This can be done through a variety of means, such as sharing data, research reports, and best practices.
- Work with the other agencies to promote VRU safety education and awareness to the public. This will help to raise awareness of the dangers faced by VRUs and encourage drivers and VRUs to take steps to stay safe on the road. This can be done through a variety of means, such as public awareness campaigns, educational materials, and training programs.
- Initiate collaboration with high-risk counties to facilitate and hold meetings, distribute pertinent information regarding high-risk areas within their communities, and provide a summary of outcomes after each meeting.
- Utilize data to identify areas of concern for aggressive driving behavior, hard stops, and acceleration locations to focus on areas of concern for VRUs going forward.
- Hold meetings with Rural County Tour meetings, which are meetings throughout the state in different counties that address specific pressing issues, such as traffic safety.
- Work closer with RTC and other organizations to re-think or re-design bus stop locations to make them safer for VRUs. This could involve installing flashing lights or signs to warn drivers of bus stops or creating designated crossing areas for VRUs.

In conclusion, Nevada has witnessed VRU crashes occur annually across all its counties between 2016 and 2020. Notably, Mineral County recorded zero crashes during this period, yet it remains a vital part of our analysis, reflecting our commitment to ensuring equitable access to transportation modes for every county. This approach underscores the significance of addressing systemic factors that affect VRU safety, extending beyond individual communities. It emphasizes the need for comprehensive statewide initiatives.

Through collaborative efforts, NDOT is dedicated to enhancing safety on our roads. From the bustling streets of Clark County to the remote landscapes of Esmeralda County, NDOT is tirelessly working to reduce both the frequency and severity of crashes by implementing various safety enhancements. Our collective goal is to make our roads safer for all users, fostering a safer and more accessible transportation environment throughout the state.

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Downtown Reno bus station Image Page 7

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Share Road Sign Image Page 8

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VRU, Bicycle, Motorcycle Image Page 9

Image: Share the Road Sign, Zero Fatalities Nevada.

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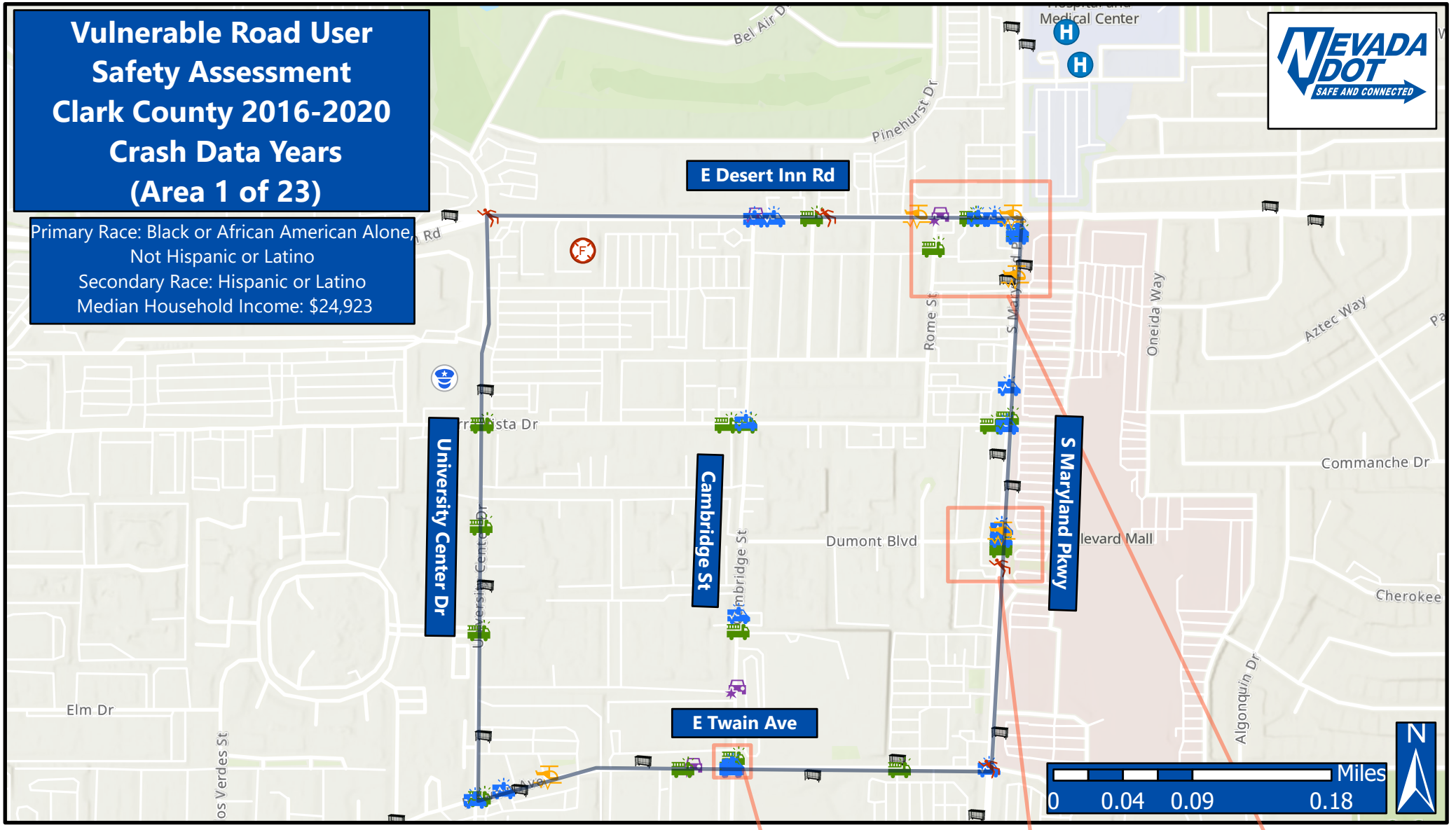
APPENDIX A

Clark County VRU Census Tract Maps

(23 areas)

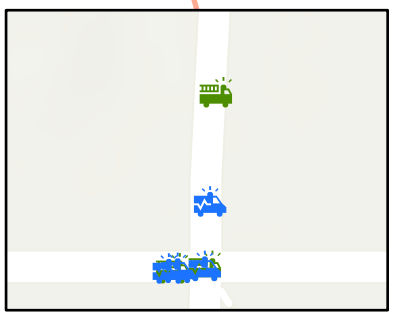
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 1 of 23)

Primary Race: Black or African American Alone, Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $24,923

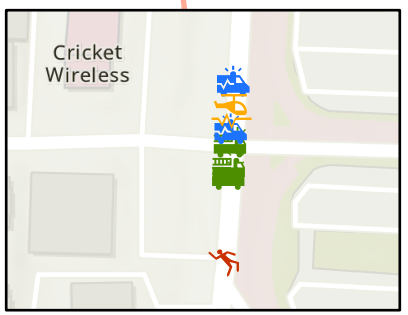


Legend

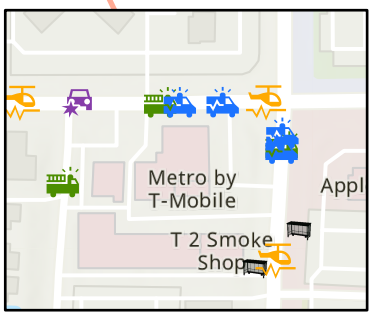
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



E Twain Ave & Cambridge St



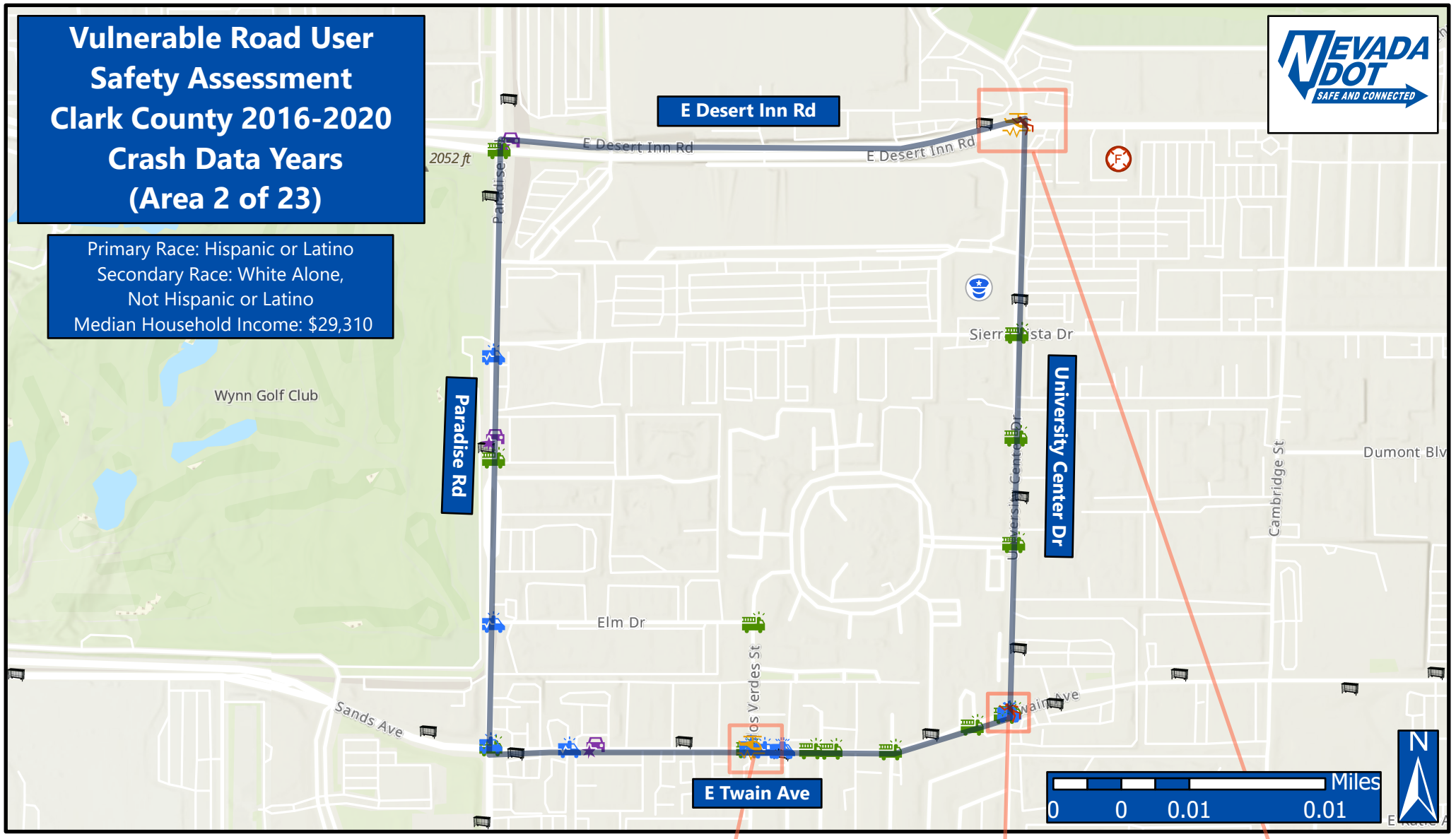
Dumont Blvd & S Maryland Pkwy



E Desert Inn Rd & S Maryland Pkwy

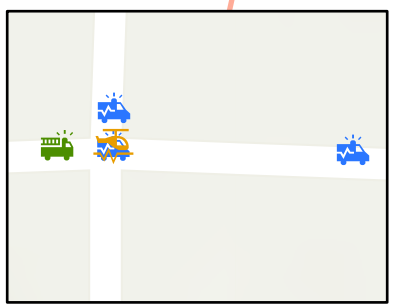
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 2 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $29,310

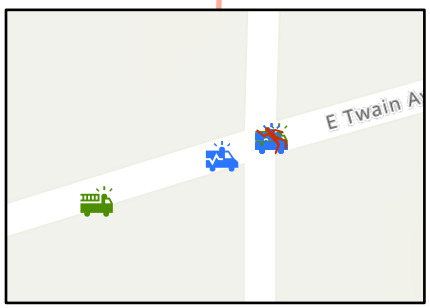


Legend

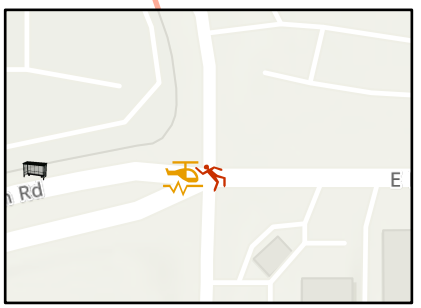
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



E Twain Ave & Palos Verdes St



University Center Dr & E Twain Ave



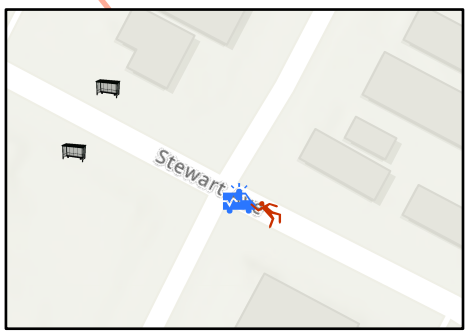
E Desert Inn Rd & University Center Dr

Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 3 of 23)

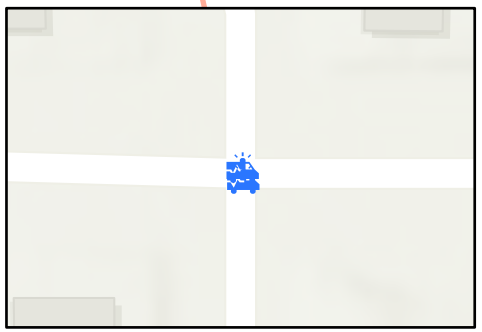
Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic of Latino
Median Household Income: $20,679

Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



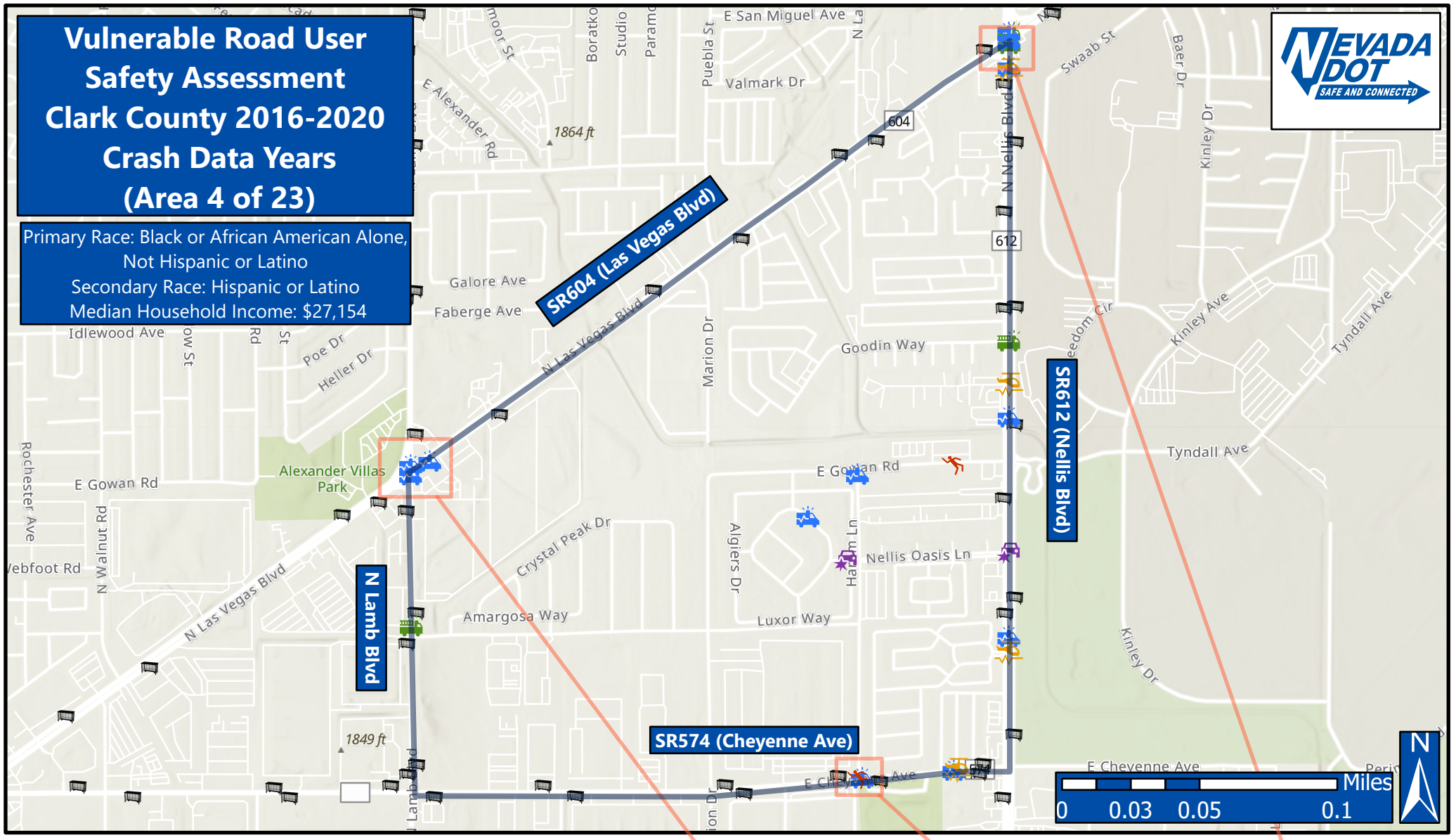
N 10th St & Stewart Ave



E Bonanza Rd & N Bruce St

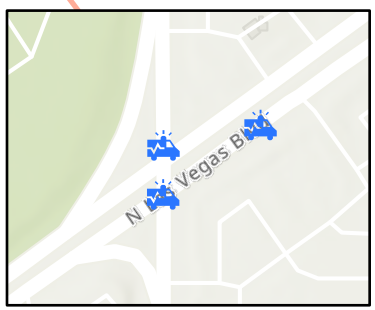
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 4 of 23)

Primary Race: Black or African American Alone, Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $27,154

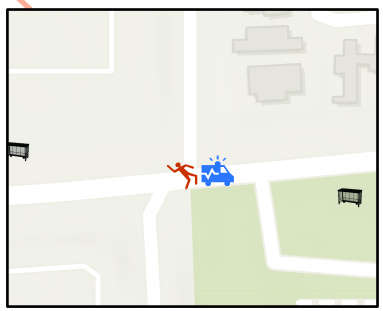


Legend

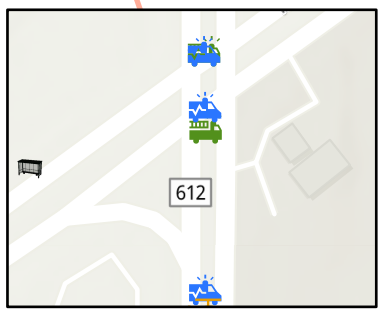
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



N Las Vegas Blvd & N Lamb Blvd



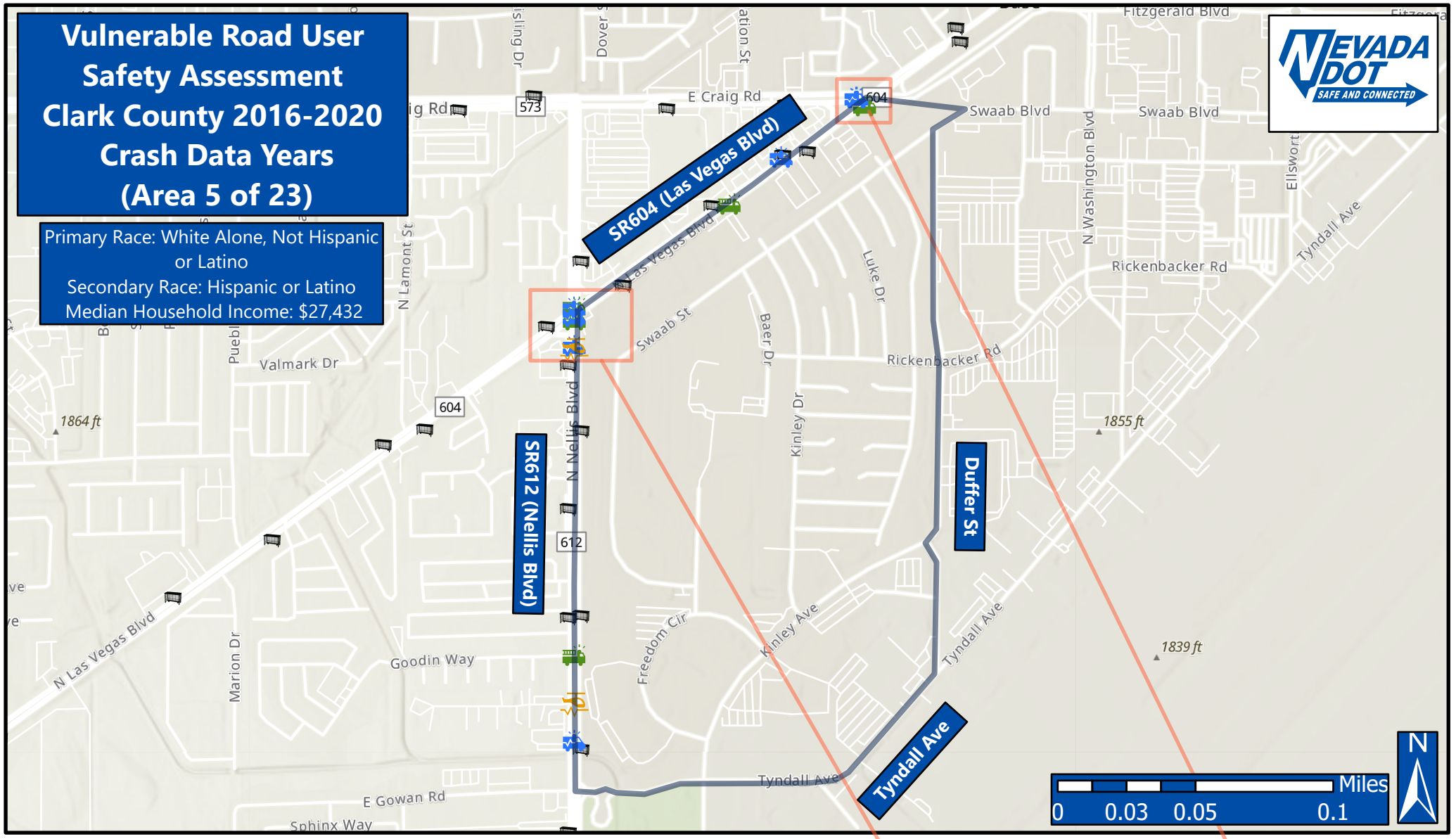
SR574 (Cheyenne Ave) & N Lamont St



SR604 (Las Vegas Blvd) & SR612 (Nellis Blvd)

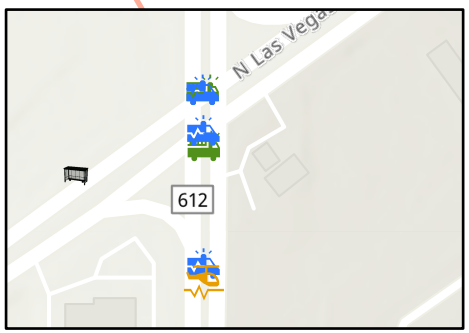
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 5 of 23)

Primary Race: White Alone, Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $27,432

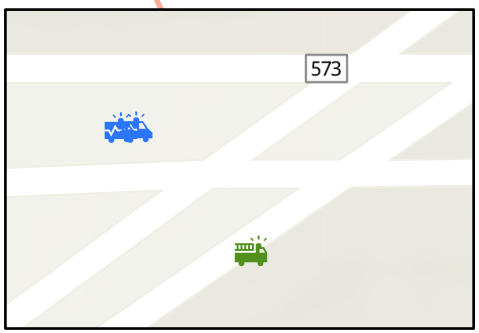


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



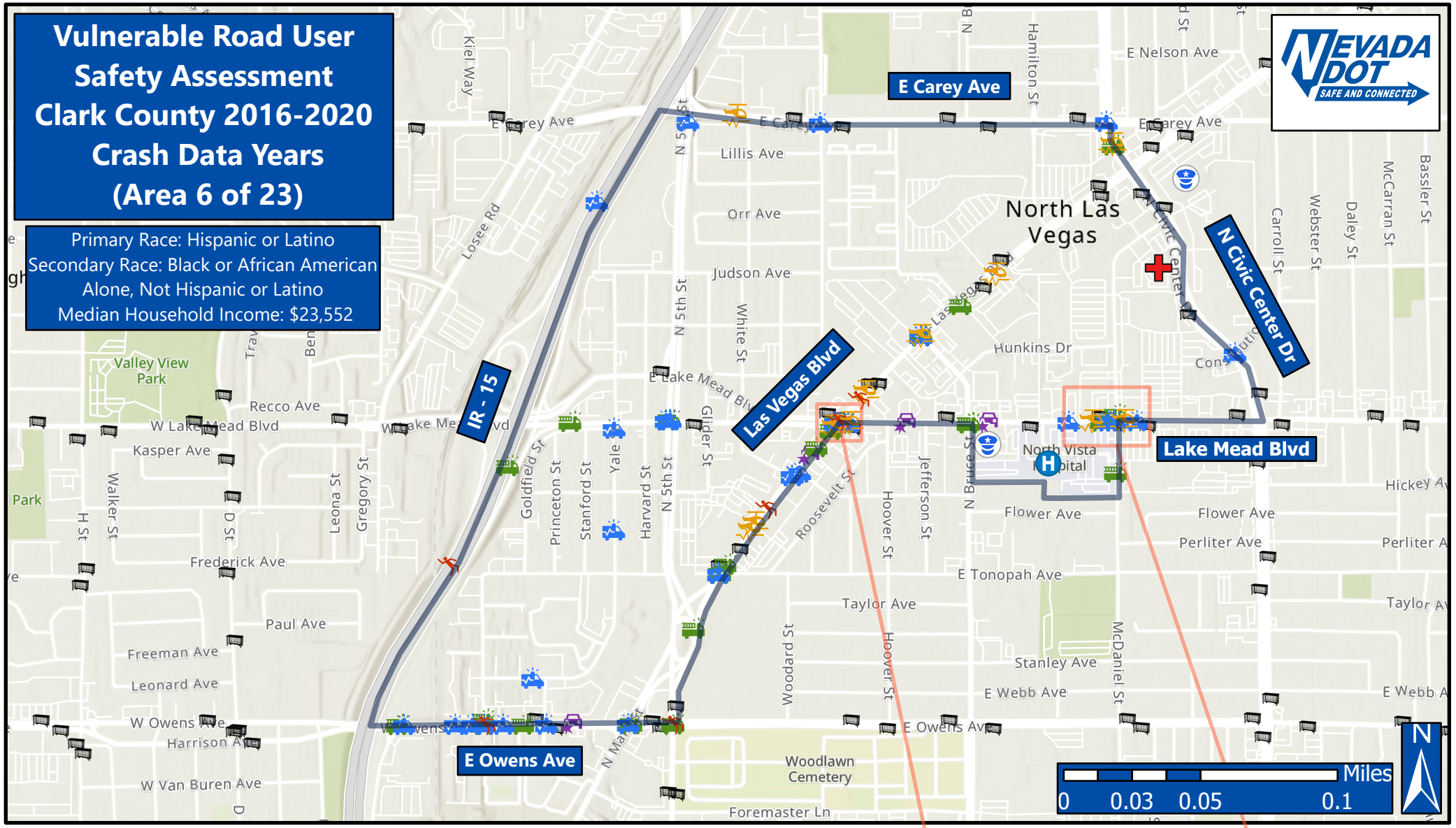
SR604 (Las Vegas Blvd) & SR612 (Nellis Blvd)



SR604 (Las Vegas Blvd) & Fitzgerald Blvd

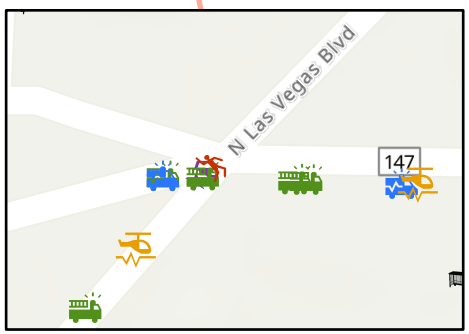
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 6 of 23)

Primary Race: Hispanic or Latino
Secondary Race: Black or African American Alone, Not Hispanic or Latino
Median Household Income: $23,552

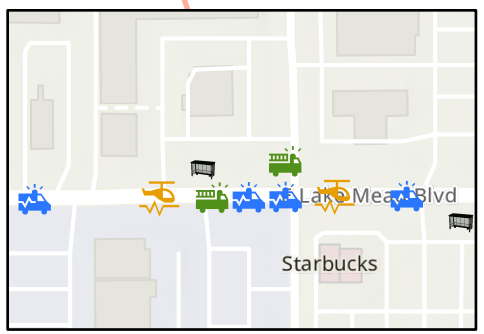


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



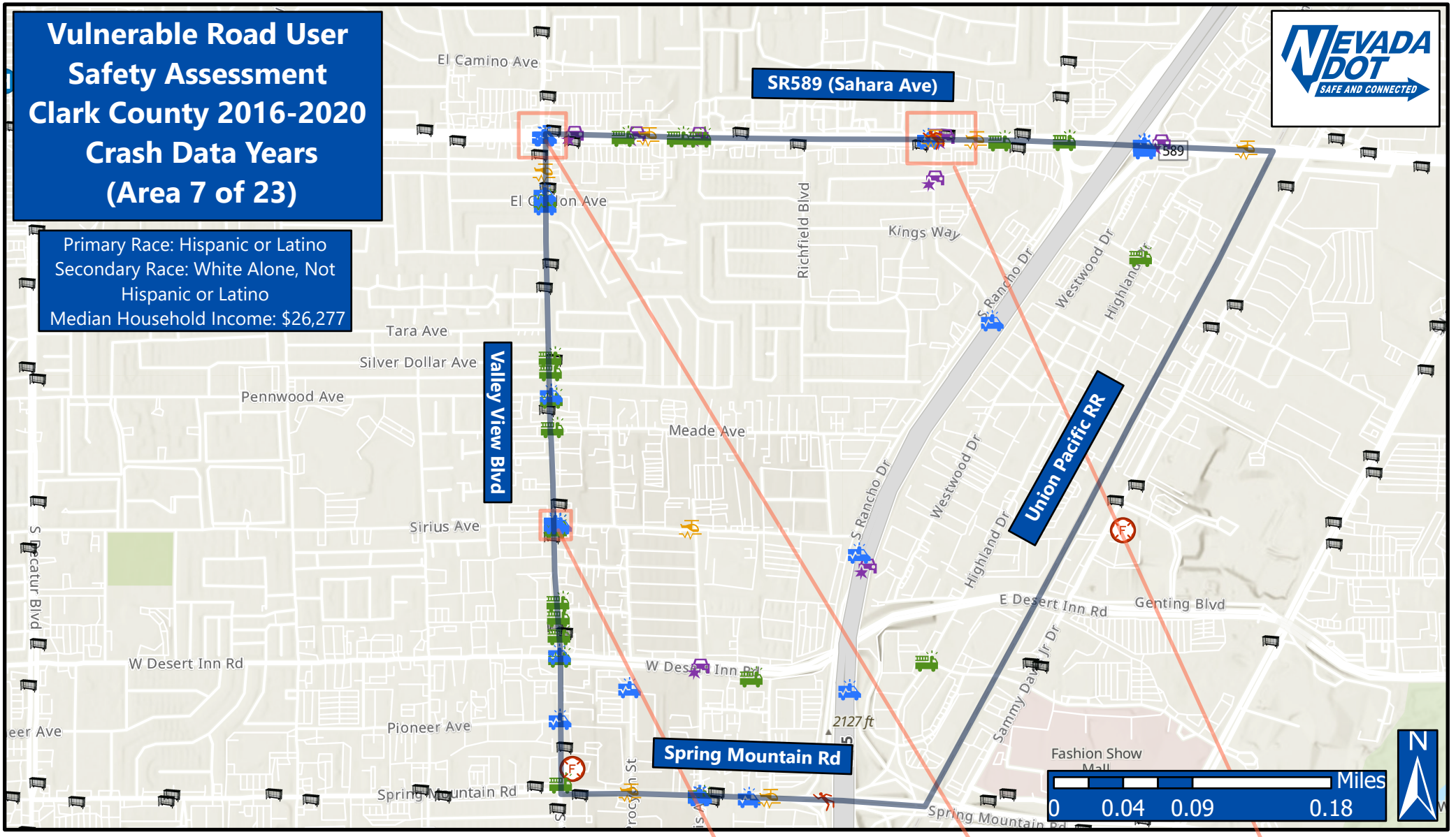
Las Vegas Blvd & Lake Mead Blvd



Lake Mead Blvd & McDaniel St

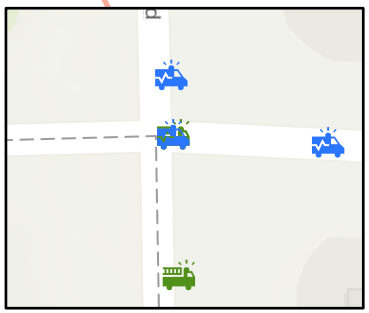
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 7 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $26,277

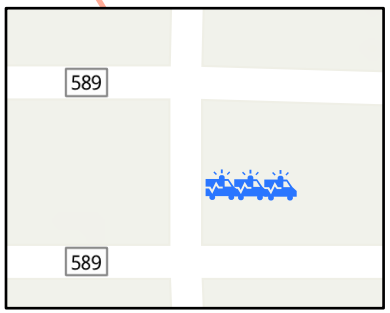


Legend

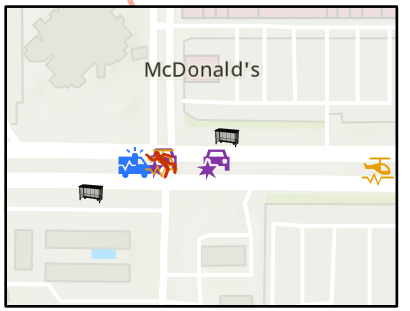
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



Sirius Ave & Valley View Blvd



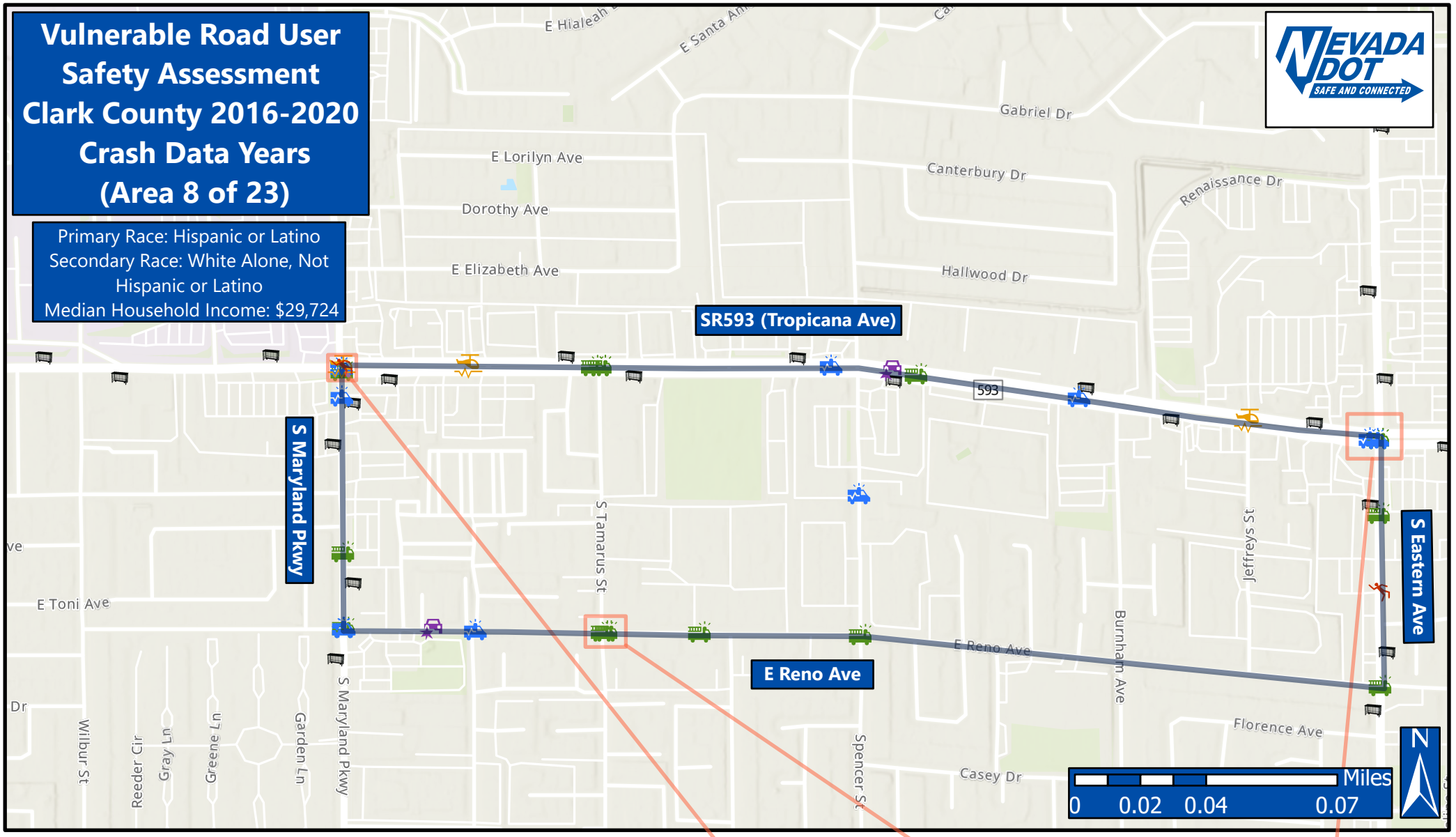
SR589 (Sahara Ave) & Valley View Blvd



SR589 (Sahara Ave) & Teddy Dr

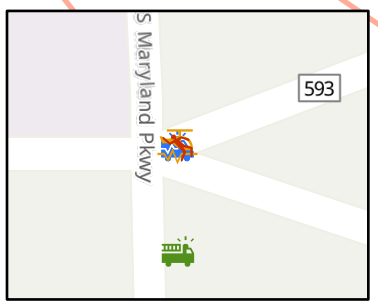
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 8 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $29,724

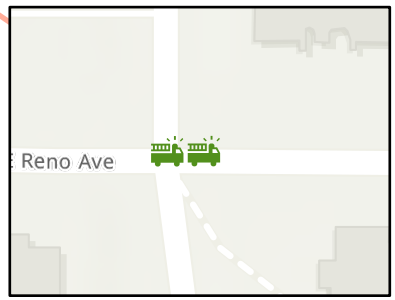


Legend

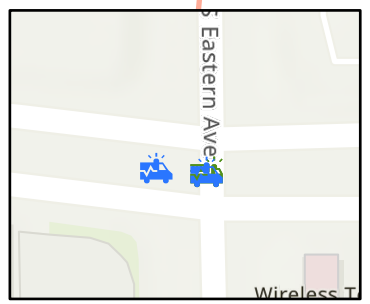
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



SR 593 (Tropicana Ave) & S Maryland Pkwy



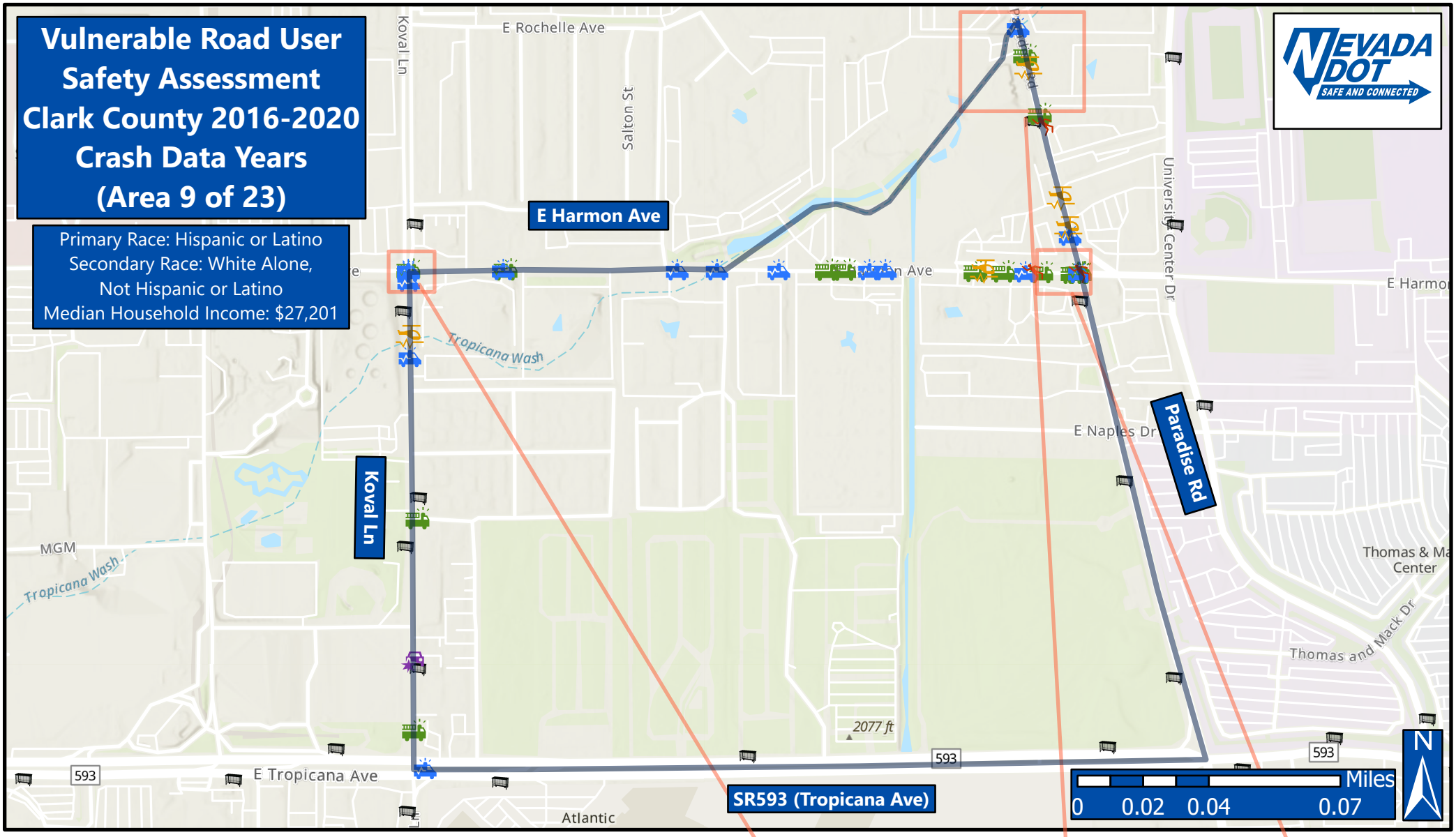
S Tamarus St & E Reno Ave



SR593 (Tropicana Ave) & S Eastern Ave

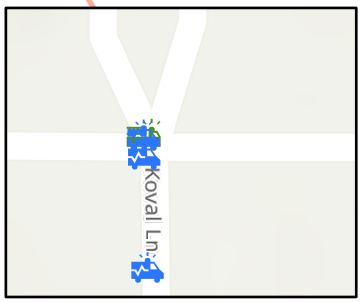
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 9 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $27,201

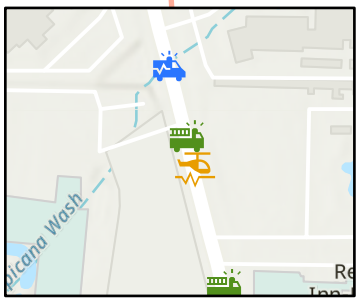


Legend

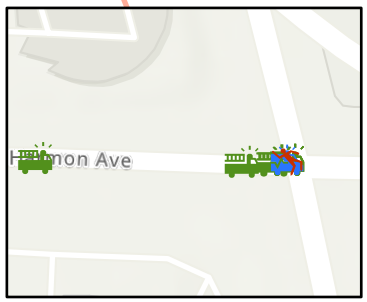
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



Koval Ln & E Harmon Ave



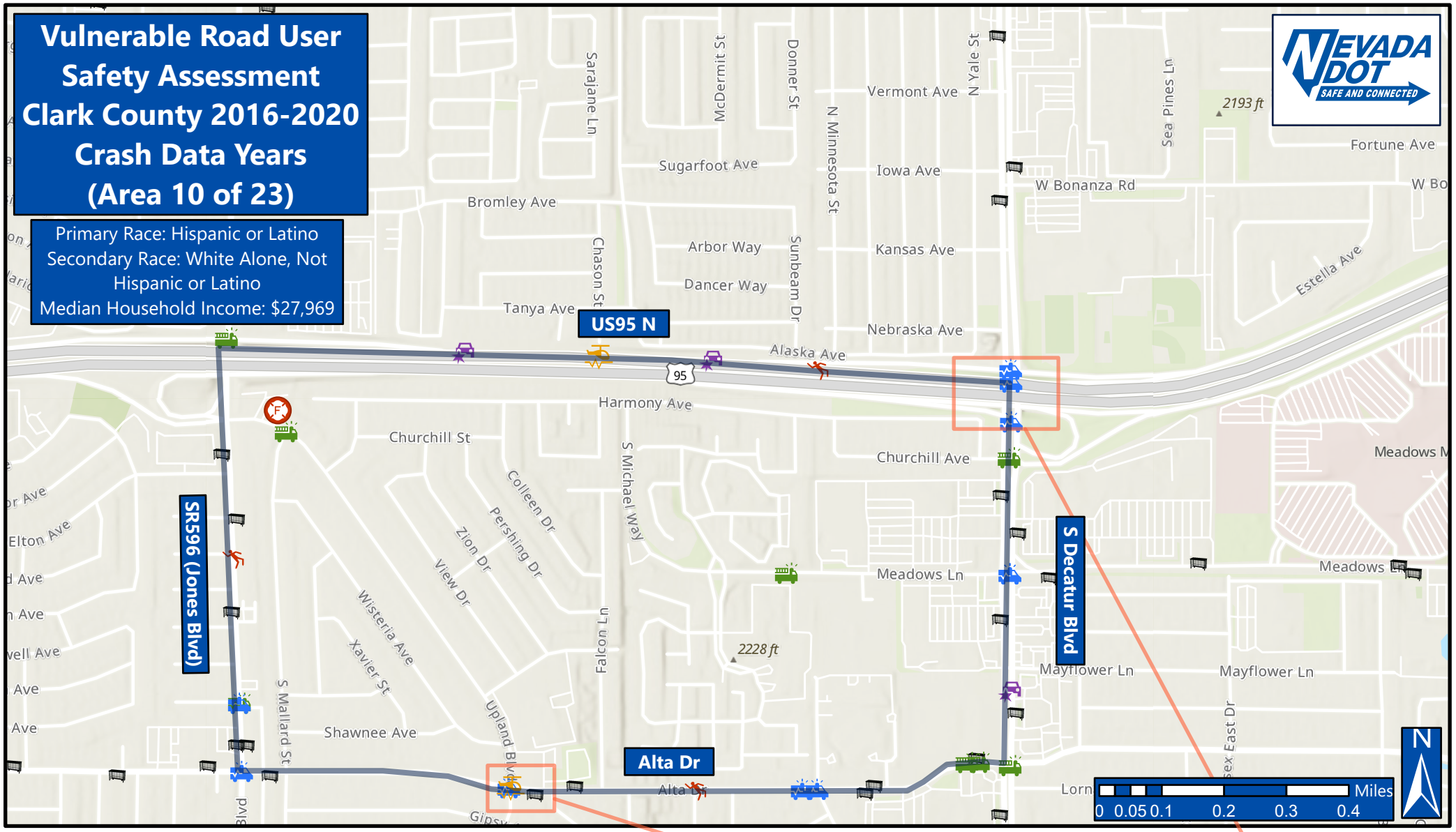
Paradise Rd



E Harmon Ave & Paradise Rd

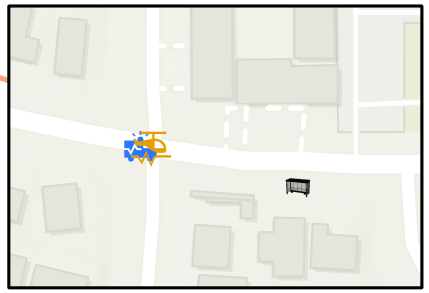
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 10 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $27,969

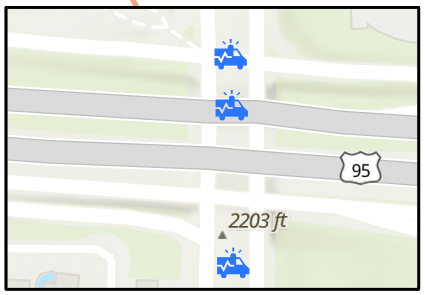


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



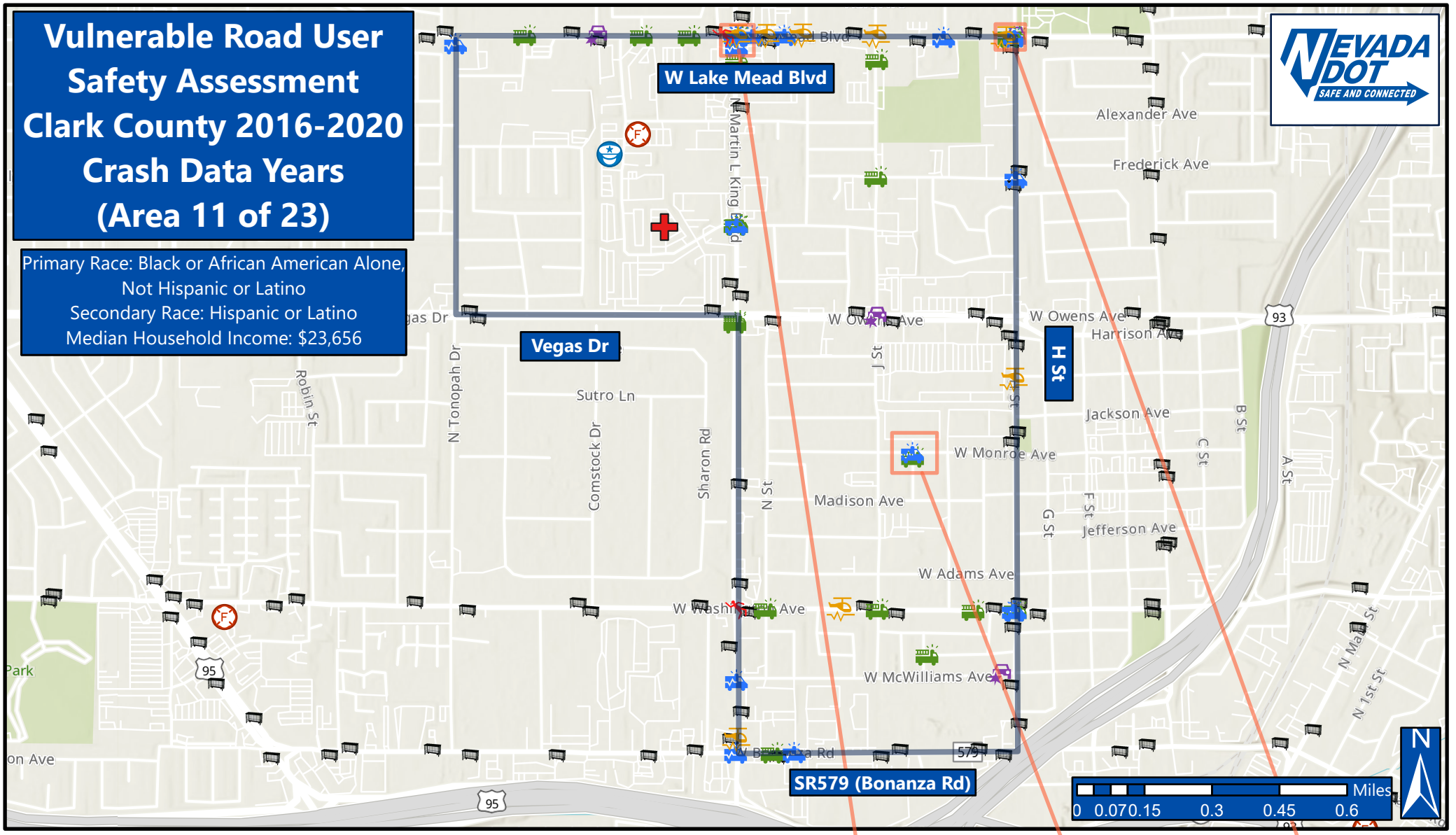
Alta Dr. & Upland Blvd



US 95 N & Decatur Blvd

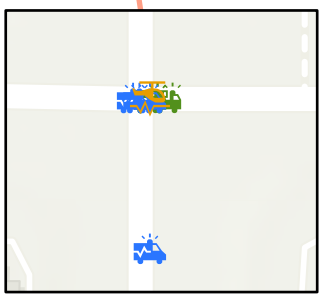
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 11 of 23)

Primary Race: Black or African American Alone, Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $23,656

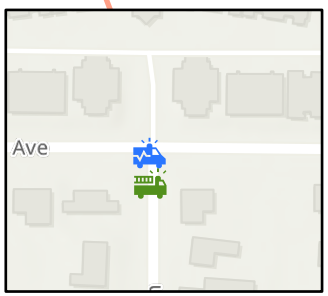


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



W Lake Mead Blvd & N MLK Blvd

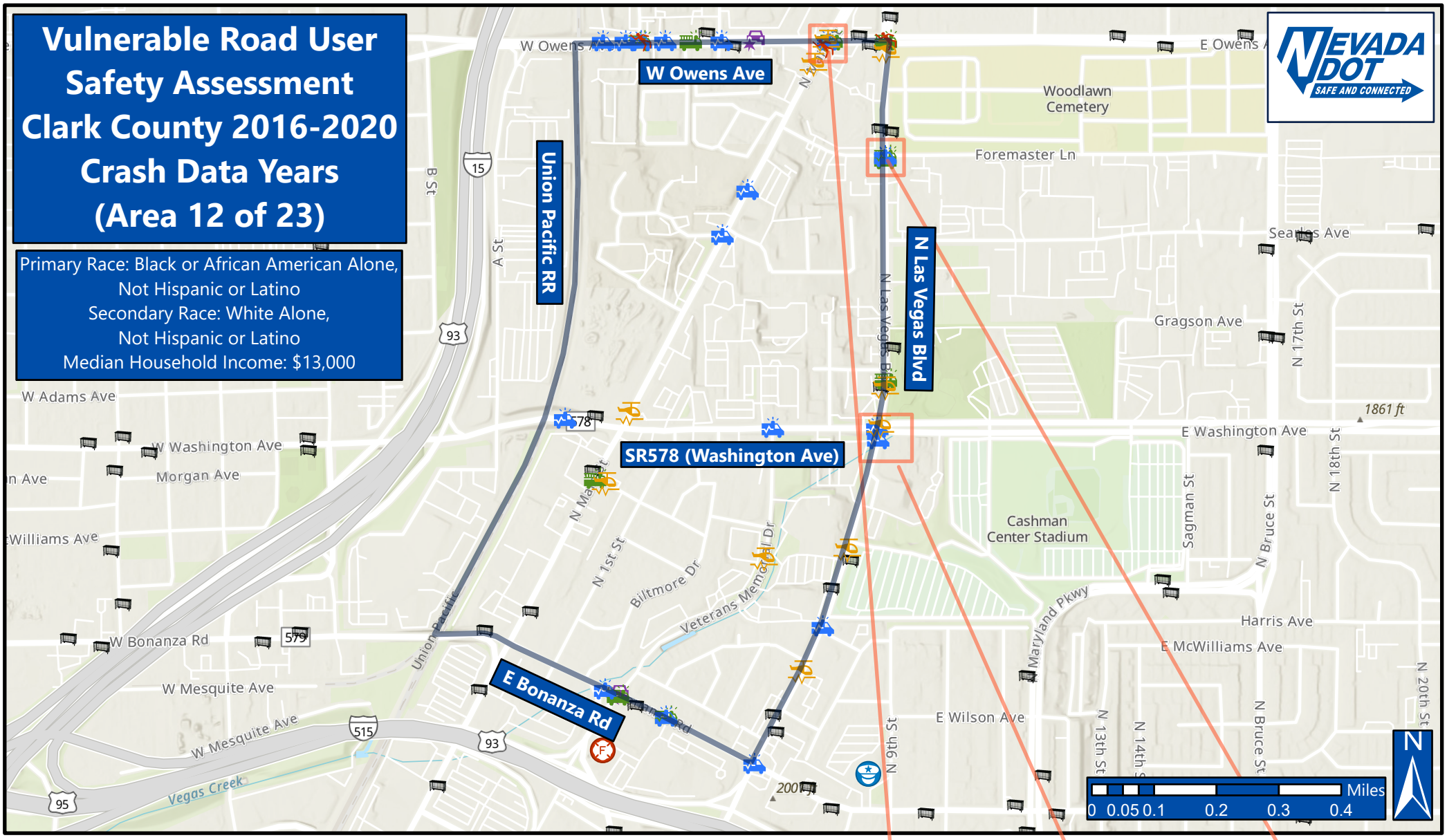


W Monroe Ave & Ivy Ln

W Lake Mead Blvd & Revere St

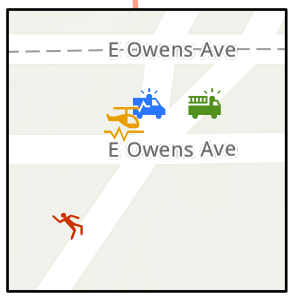
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 12 of 23)

Primary Race: Black or African American Alone, Not Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $13,000

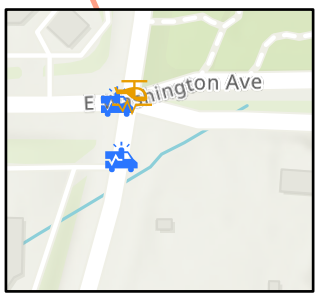


Legend

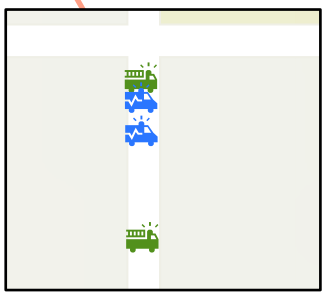
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



E Owens Ave & N Main St



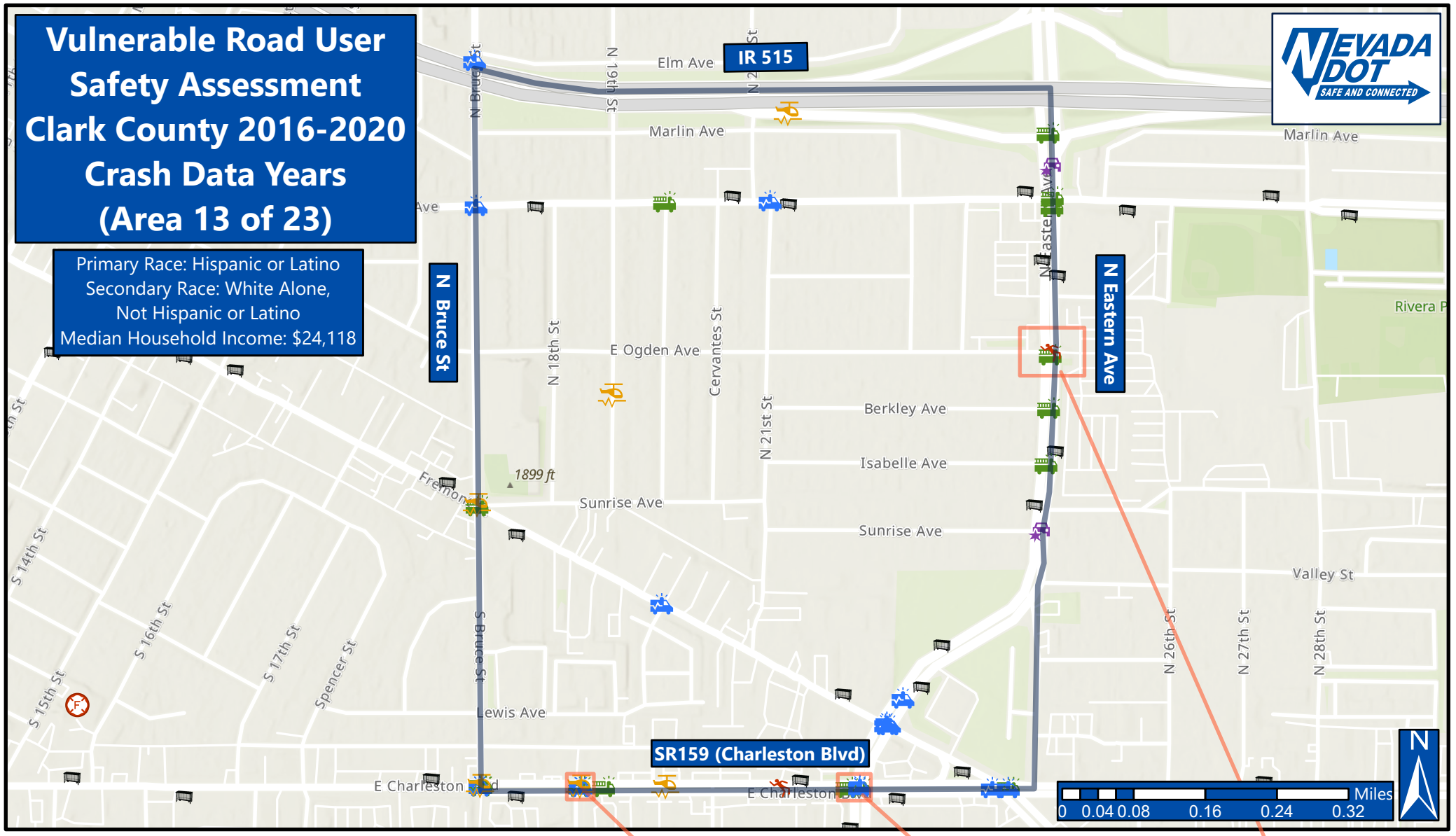
SR578 (Washington Ave) & N Las Vegas Blvd



N Las Vegas & Foremaster Ln

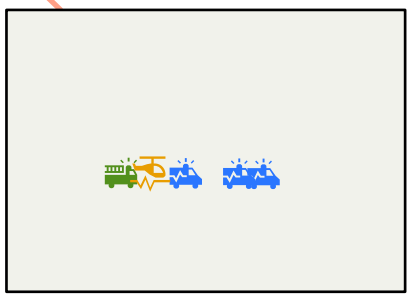
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 13 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $24,118

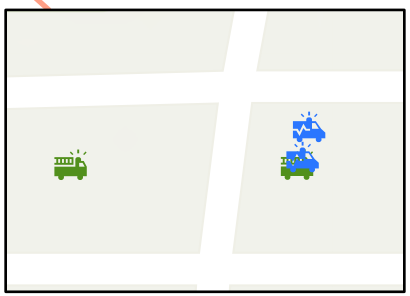


Legend

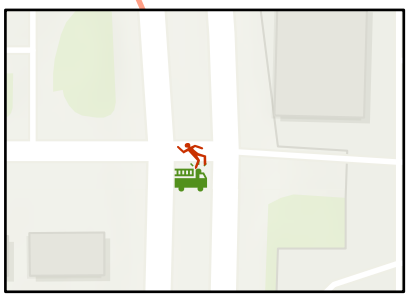
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract boundary



SR159 (Charleston Blvd) & Burnham Ave



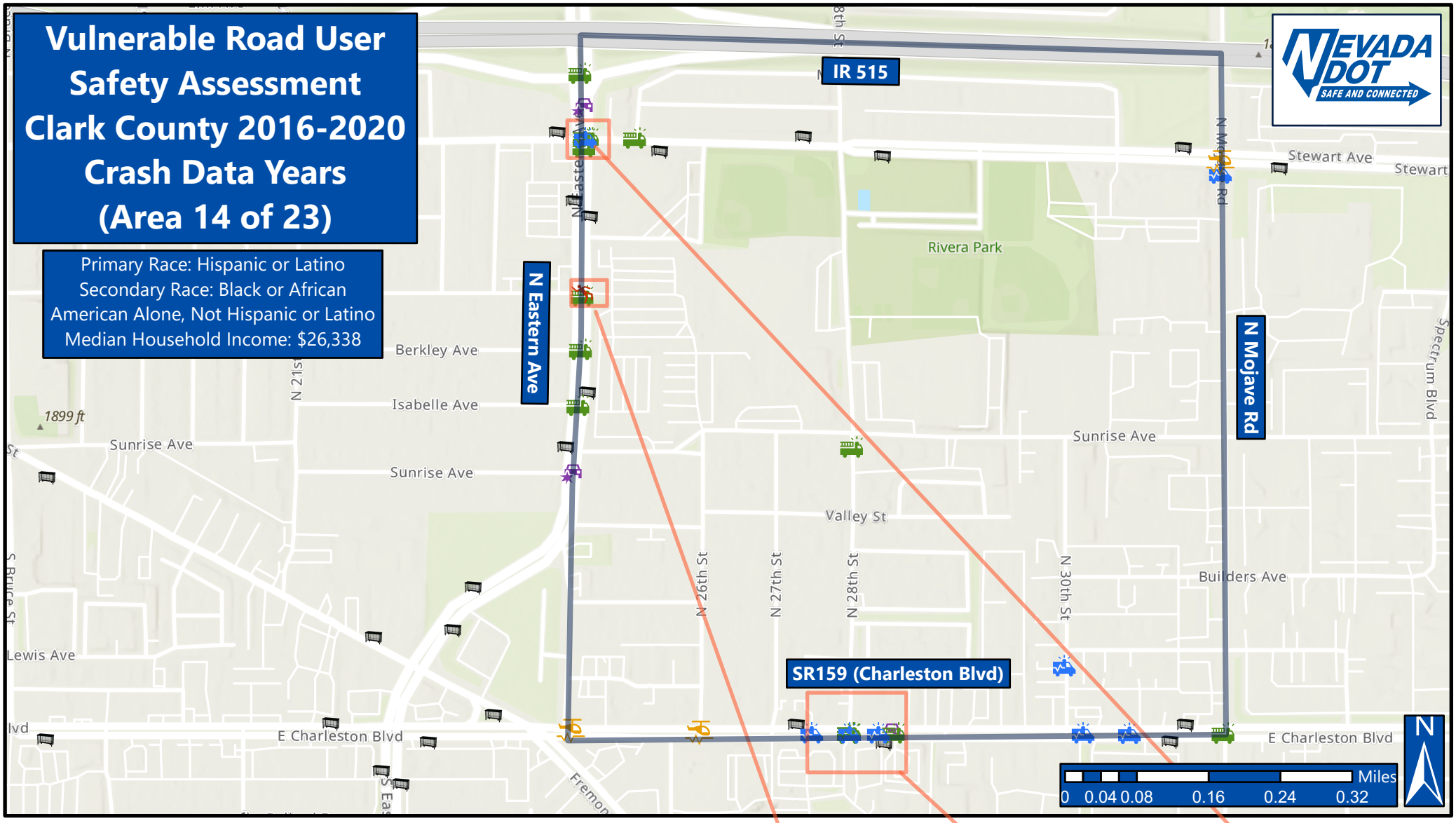
SR159 (Charleston Blvd) & Eastern Ave



Eastern Ave & Ogden Ave

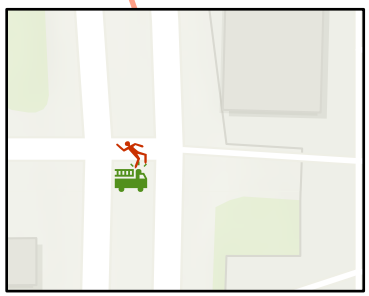
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 14 of 23)

Primary Race: Hispanic or Latino
Secondary Race: Black or African American Alone, Not Hispanic or Latino
Median Household Income: $26,338

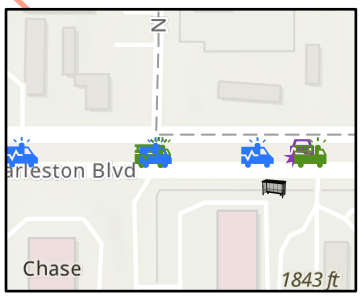


Legend

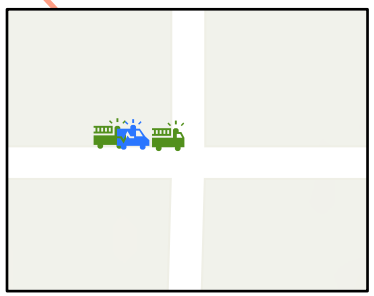
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



Eastern Ave & E Ogden Ave



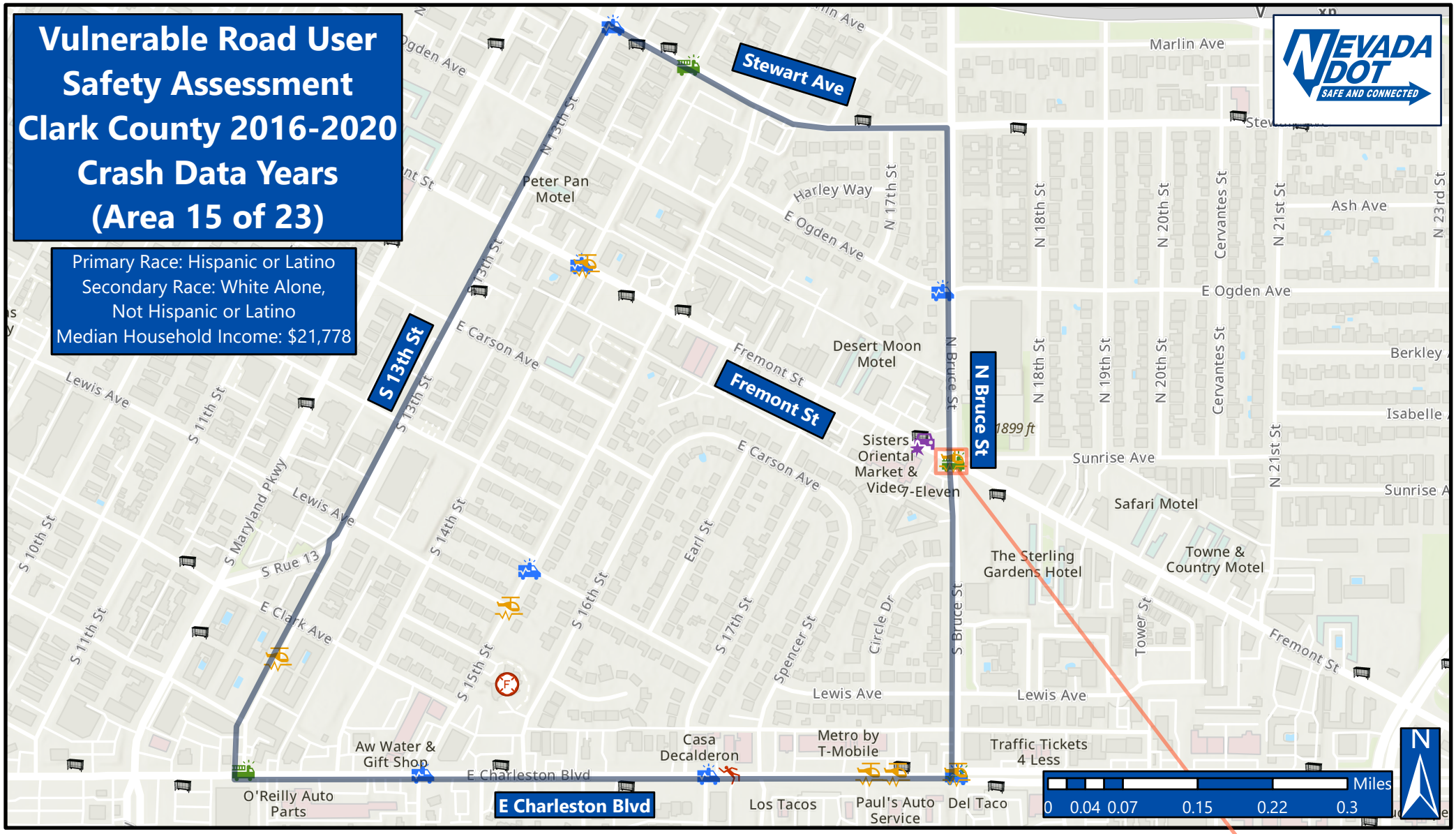
SR159 (Charleston Blvd) & 28th St



Stewart Ave & N Eastern Ave

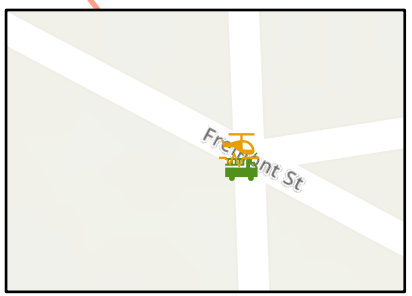
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 15 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $21,778



Legend

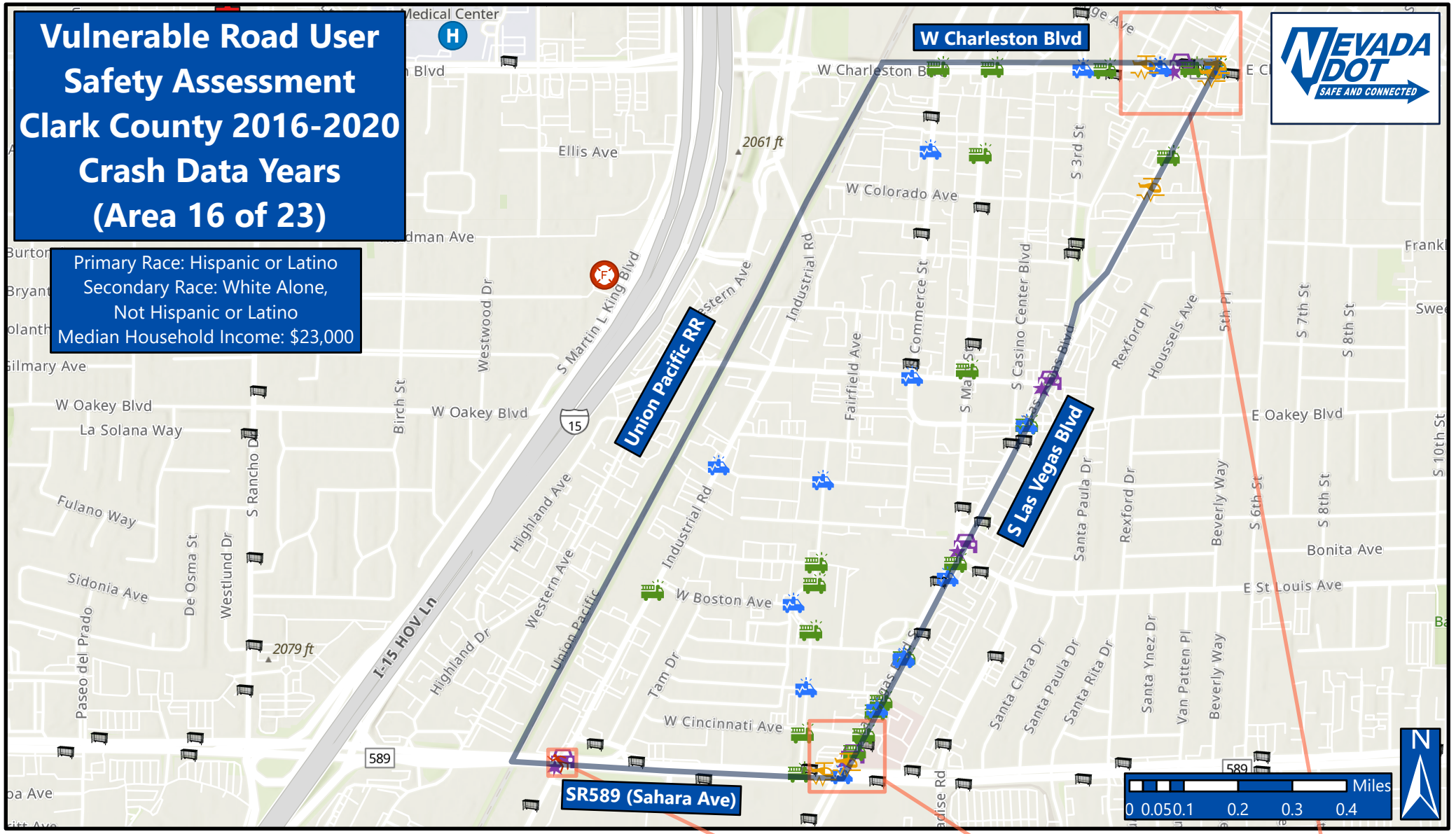
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



S Bruce St & Fremont St

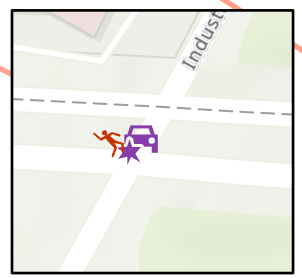
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 16 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $23,000

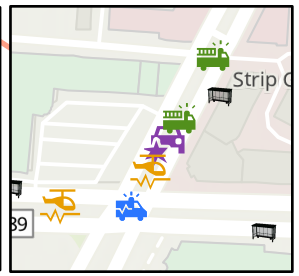


Legend

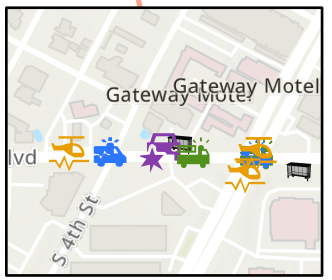
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



SR589 (Sahara Ave) & Industrial Rd



SR 589 (Sahara Ave) & S Las Vegas Blvd



W Charleston Blvd & S 4th St

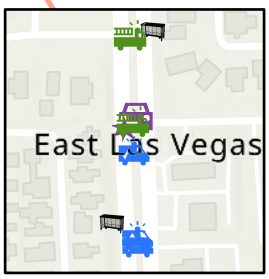
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 17 of 23)

Primary Race: White Alone, Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $27,181

Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary

SR612 (Nellis Blvd) & E Flamingo Rd

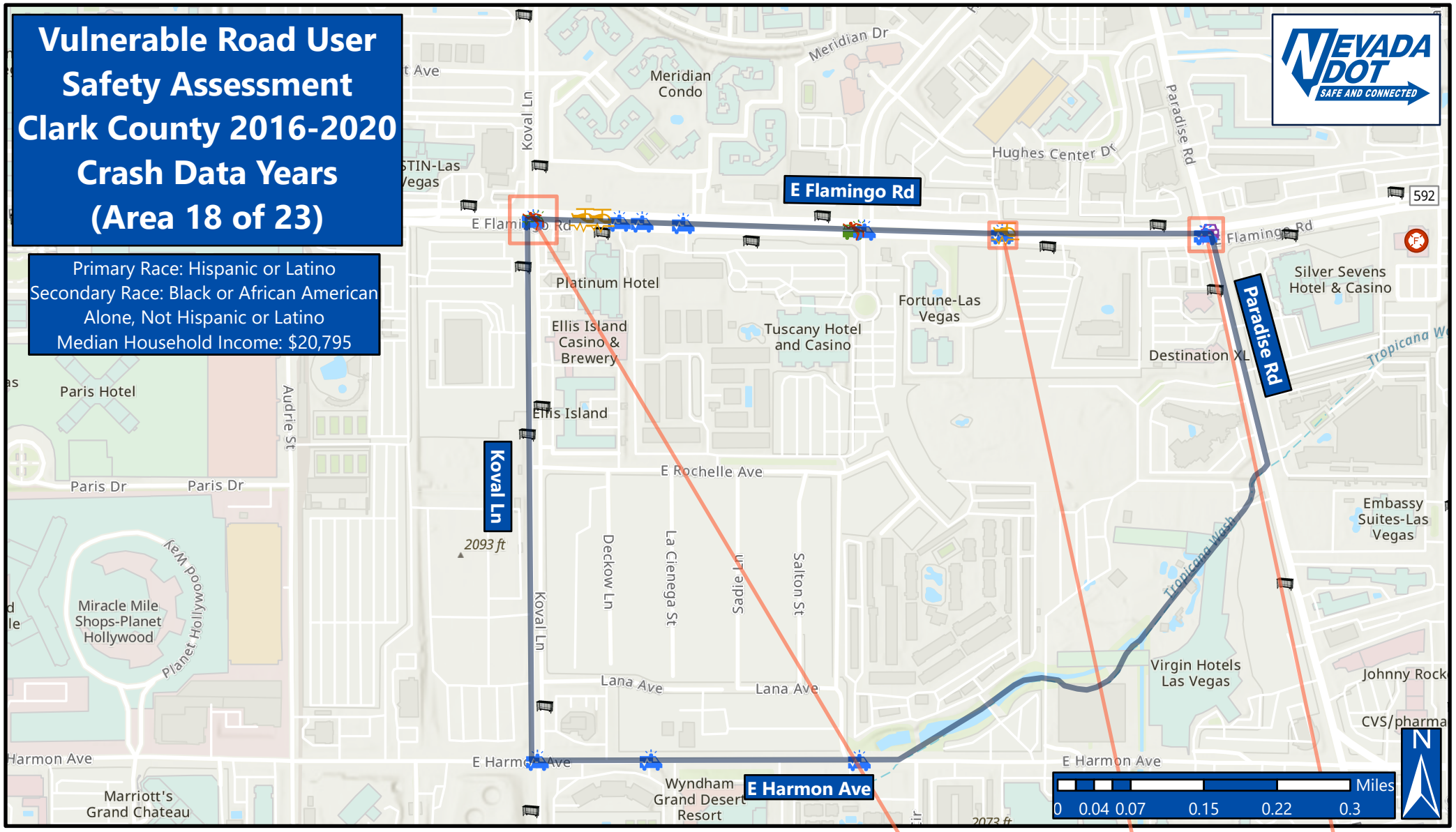


SR612 (Nellis Blvd) & Twain Ave

E Flamingo Rd & W Cabana Dr

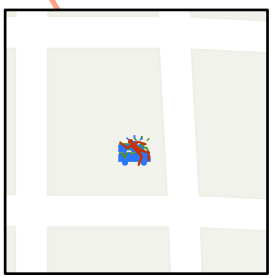
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 18 of 23)

Primary Race: Hispanic or Latino
Secondary Race: Black or African American Alone, Not Hispanic or Latino
Median Household Income: $20,795

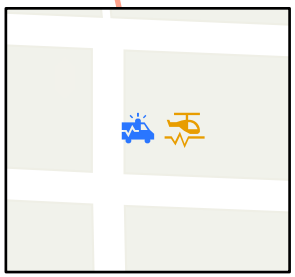


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possbile Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



Flamingo Rd & Koval Ln

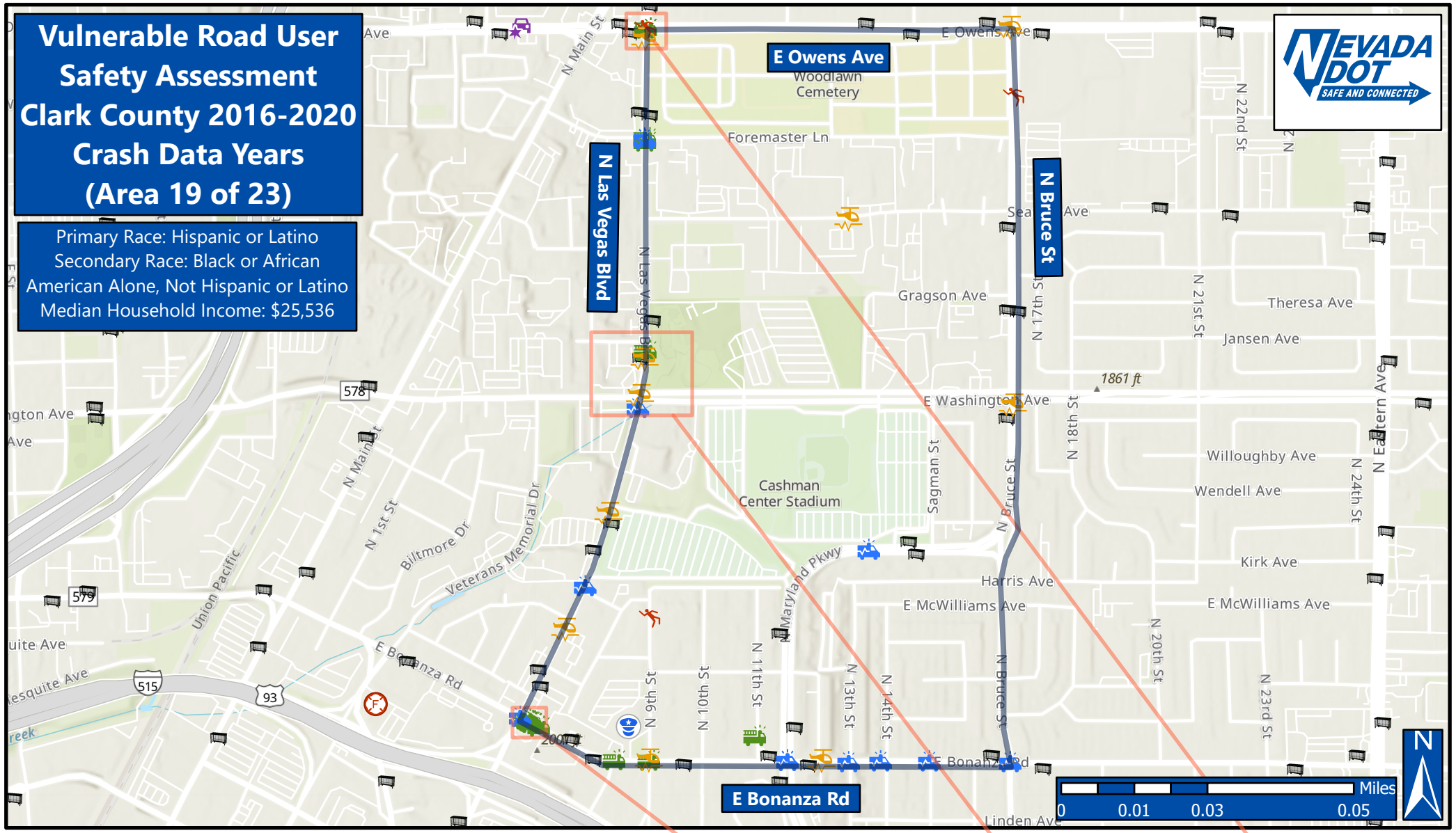


Flamingo Rd & Hospitality Cir

Flamingo Rd & Paradise Rd

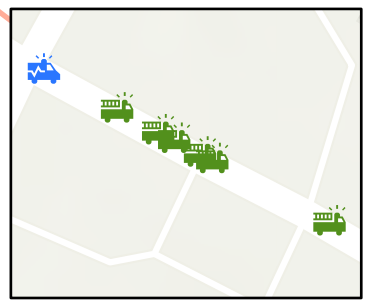
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 19 of 23)

Primary Race: Hispanic or Latino
Secondary Race: Black or African American Alone, Not Hispanic or Latino
Median Household Income: $25,536

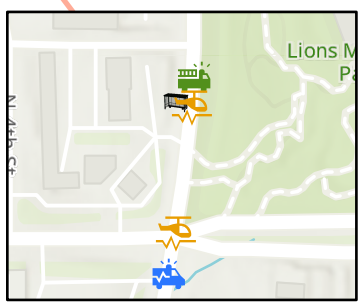


Legend

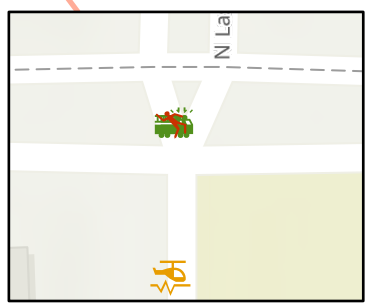
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



N Las Vegas Blvd & E Bonanza Rd



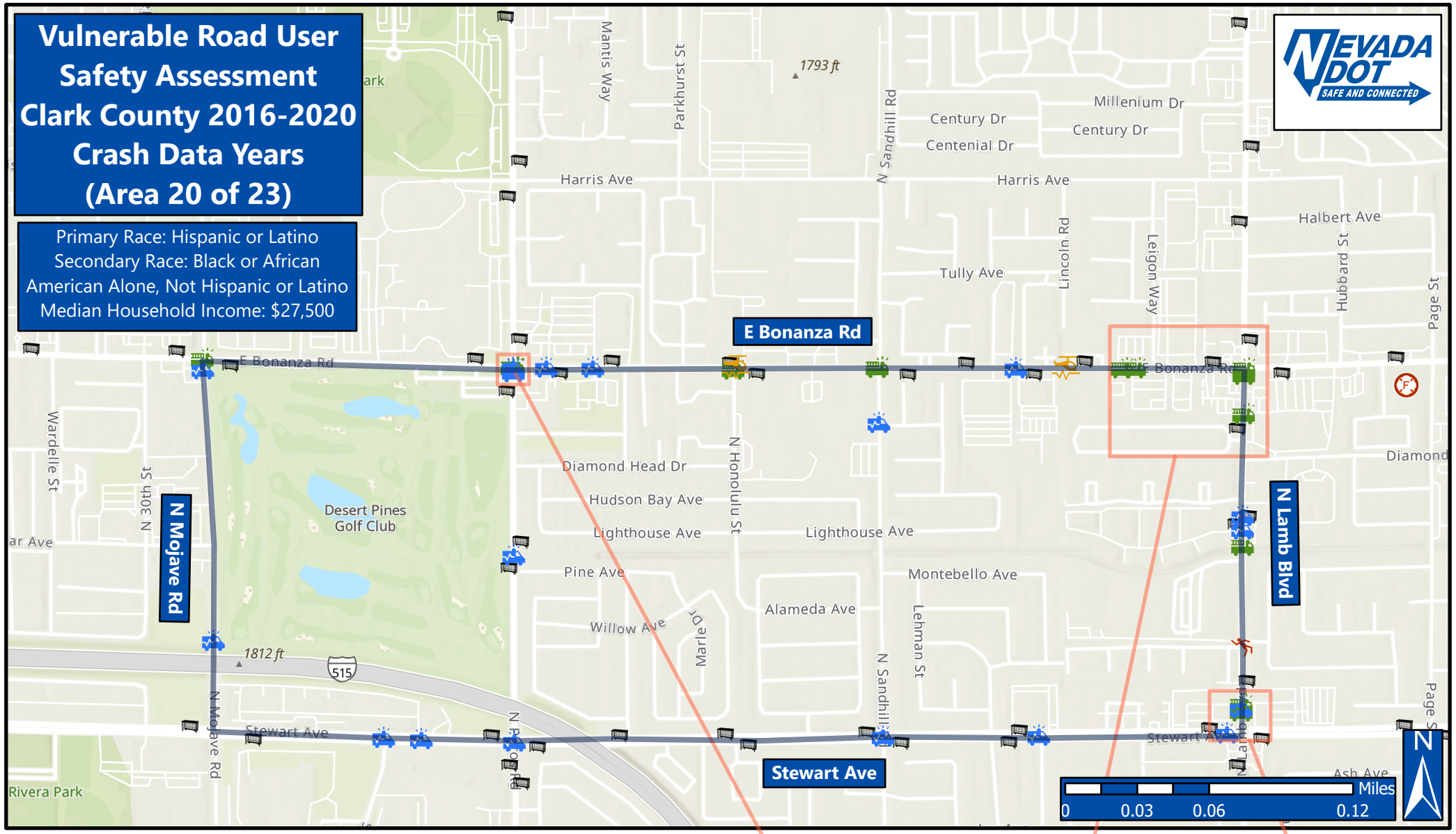
N Las Vegas Blvd



E Owens Ave & N Las Vegas Blvd

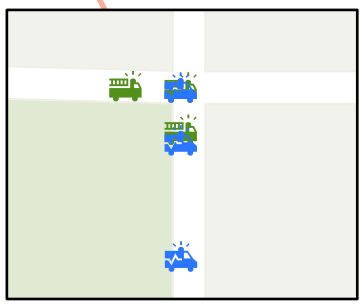
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 20 of 23)

Primary Race: Hispanic or Latino
Secondary Race: Black or African American Alone, Not Hispanic or Latino
Median Household Income: $27,500

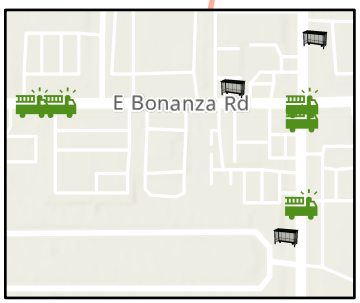


Legend

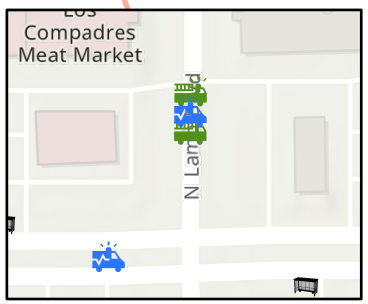
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



E Bonanza Rd & N Pescos Rd



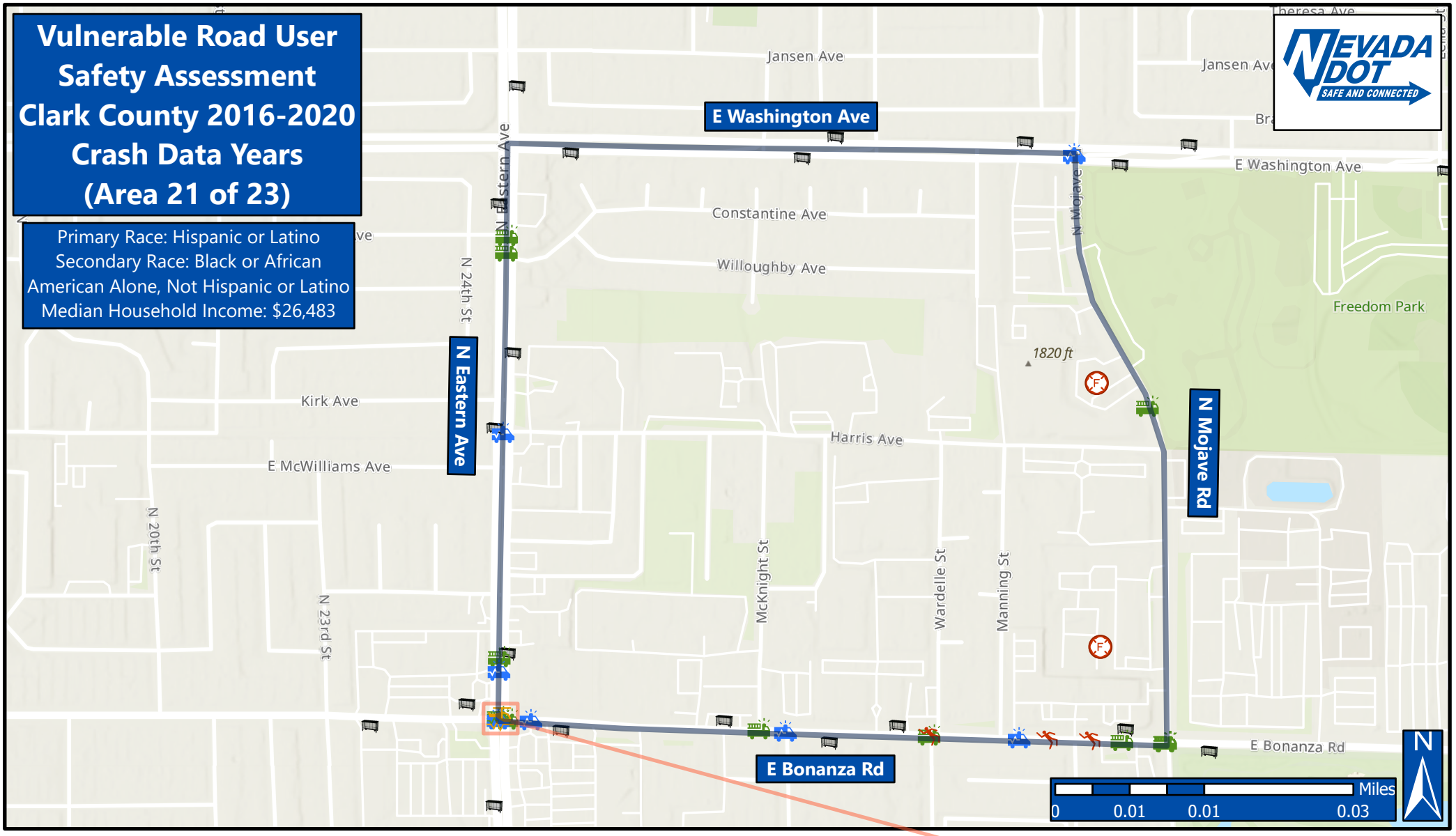
E Bonanza Rd & N Lamb Blvd



Stewart Ave & N Lamb Blvd

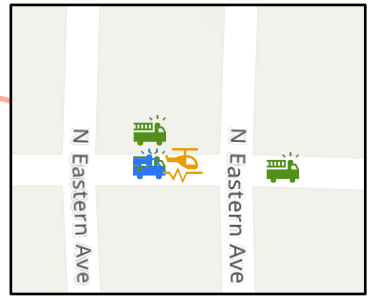
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 21 of 23)

Primary Race: Hispanic or Latino
Secondary Race: Black or African American Alone, Not Hispanic or Latino
Median Household Income: $26,483



Legend

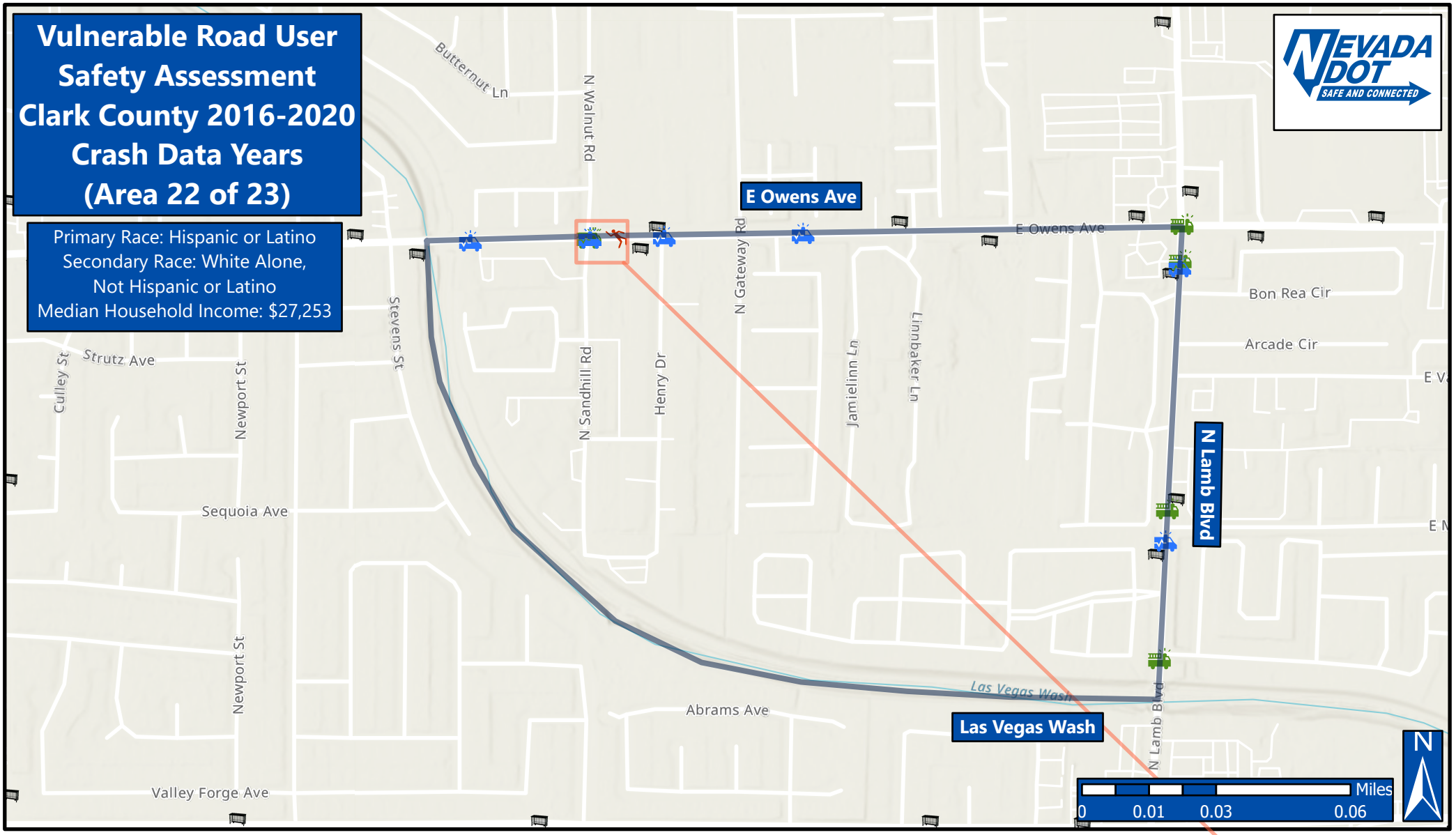
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



E Bonanza Rd & N Eastern Ave

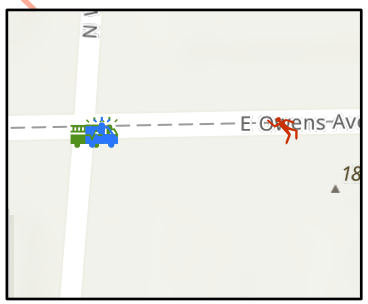
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 22 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $27,253



Legend

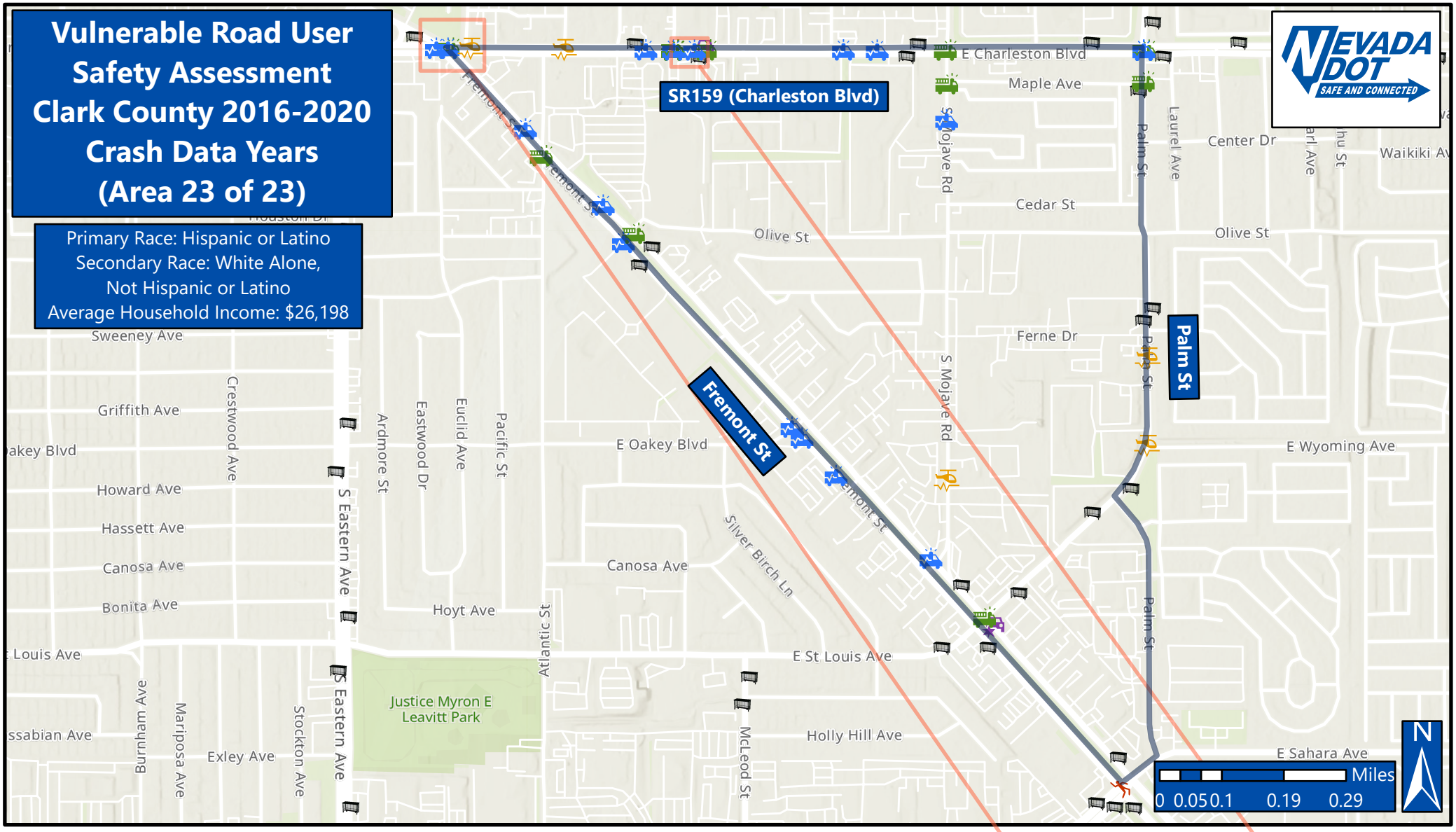
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



E Owens Ave & N Walnut Rd

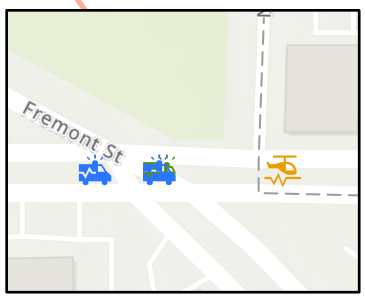
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 23 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Average Household Income: $26,198

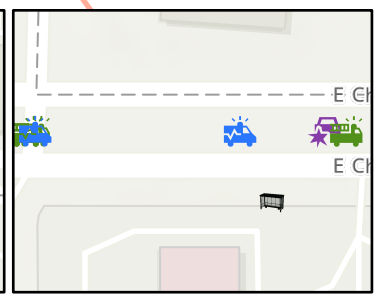


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



SR159 (Charleston Blvd) & Fremont St



SR159 (Charleston Blvd) & N 28th St

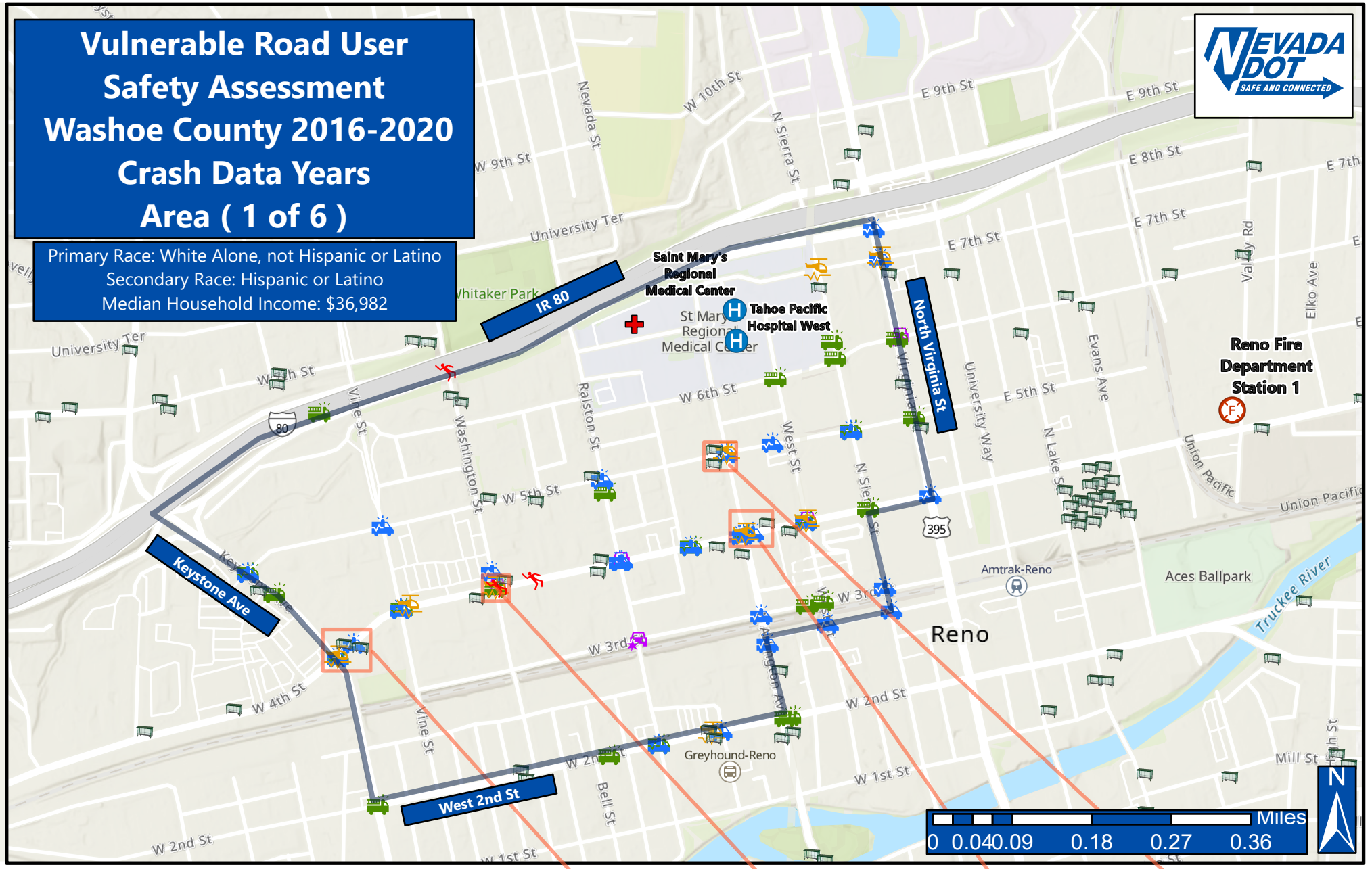
APPENDIX B

Washoe County VRU Census Tract Maps

(6 areas)

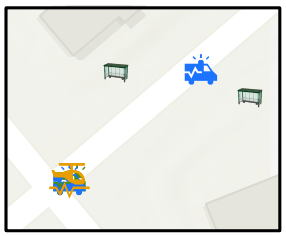
Vulnerable Road User Safety Assessment Washoe County 2016-2020 Crash Data Years Area (1 of 6)

Primary Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $36,982

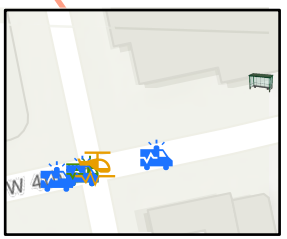


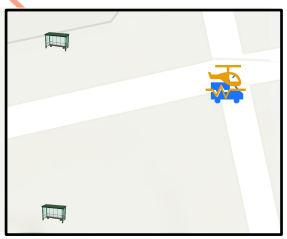
Legend

- Fatal Crashes
- Serious Injury Crashes
- Non-Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Hospital
- Fire Station
- Nevada Health Centers
- Tract Boundary


W 4th St & Keystone Ave

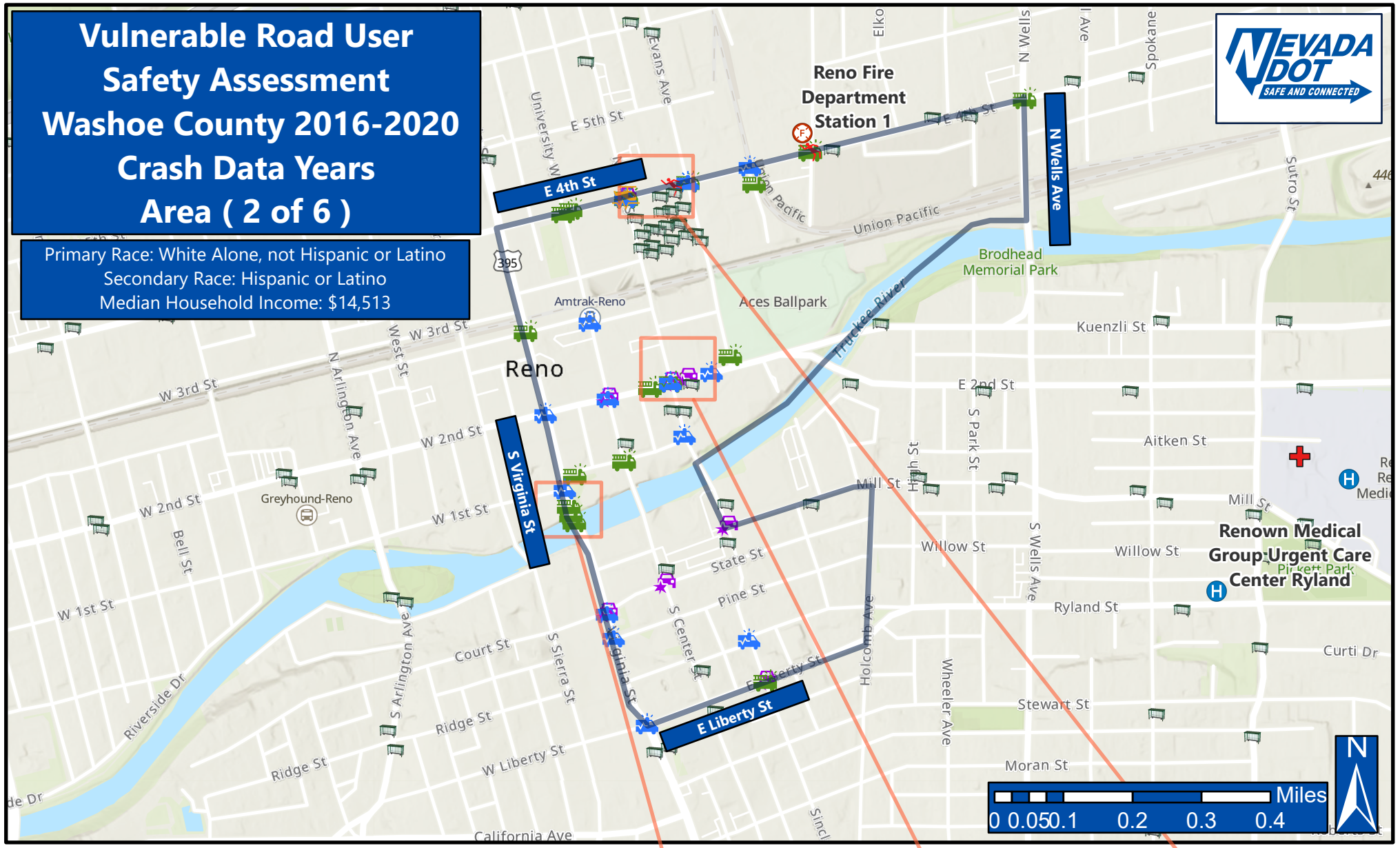
4th St & Washington St


4th St & N. Arlington Ave


5th St. & N. Arlington Ave

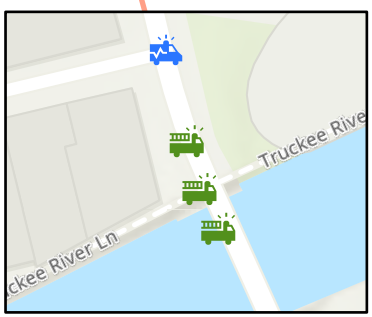
Vulnerable Road User Safety Assessment Washoe County 2016-2020 Crash Data Years Area (2 of 6)

Primary Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $14,513



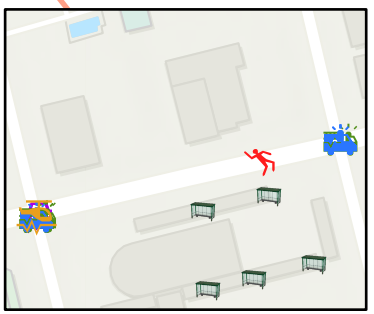
Legend

- Fatal Crashes
- Serious Injury Crashes
- Non-Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Nevada Health Centers
- Hospitals
- Fire Stations
- Tract Boundary



W 1st St & S Virginia St

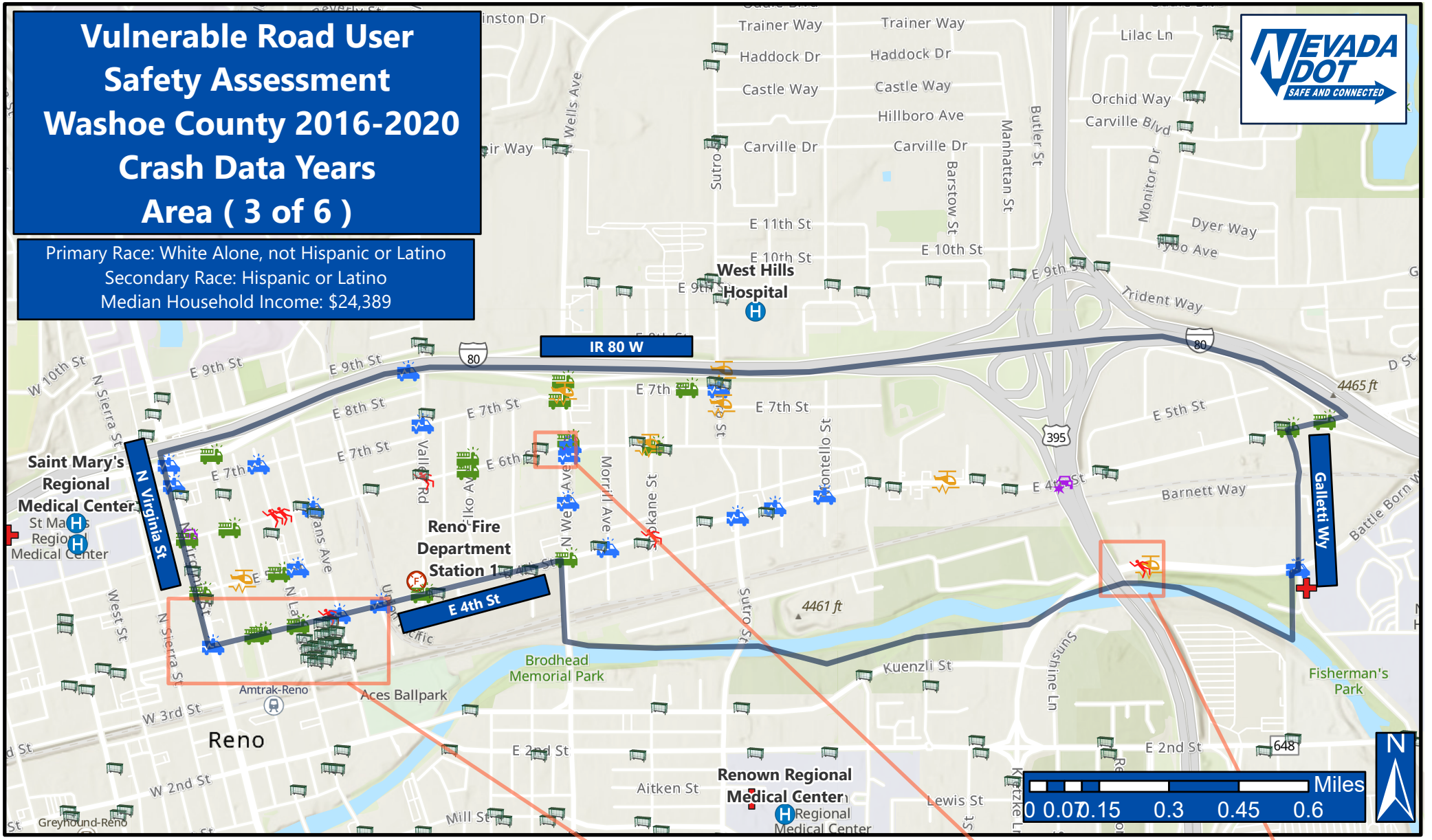
N Lake St & W 2nd St



E 4th St

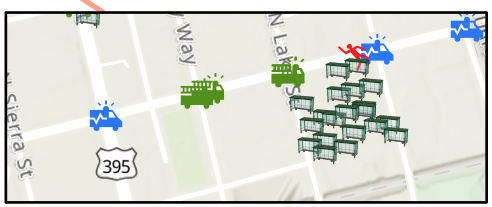
Vulnerable Road User Safety Assessment Washoe County 2016-2020 Crash Data Years Area (3 of 6)

Primary Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $24,389

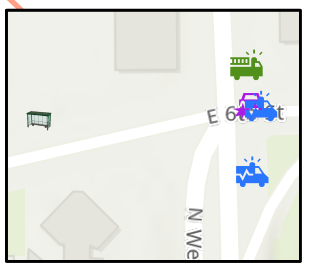


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non-Serious Injury Crashes
- Claimed Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Nevada Health Centers
- Hospitals
- Fire Stations
- Tract Boundary



E 4th St

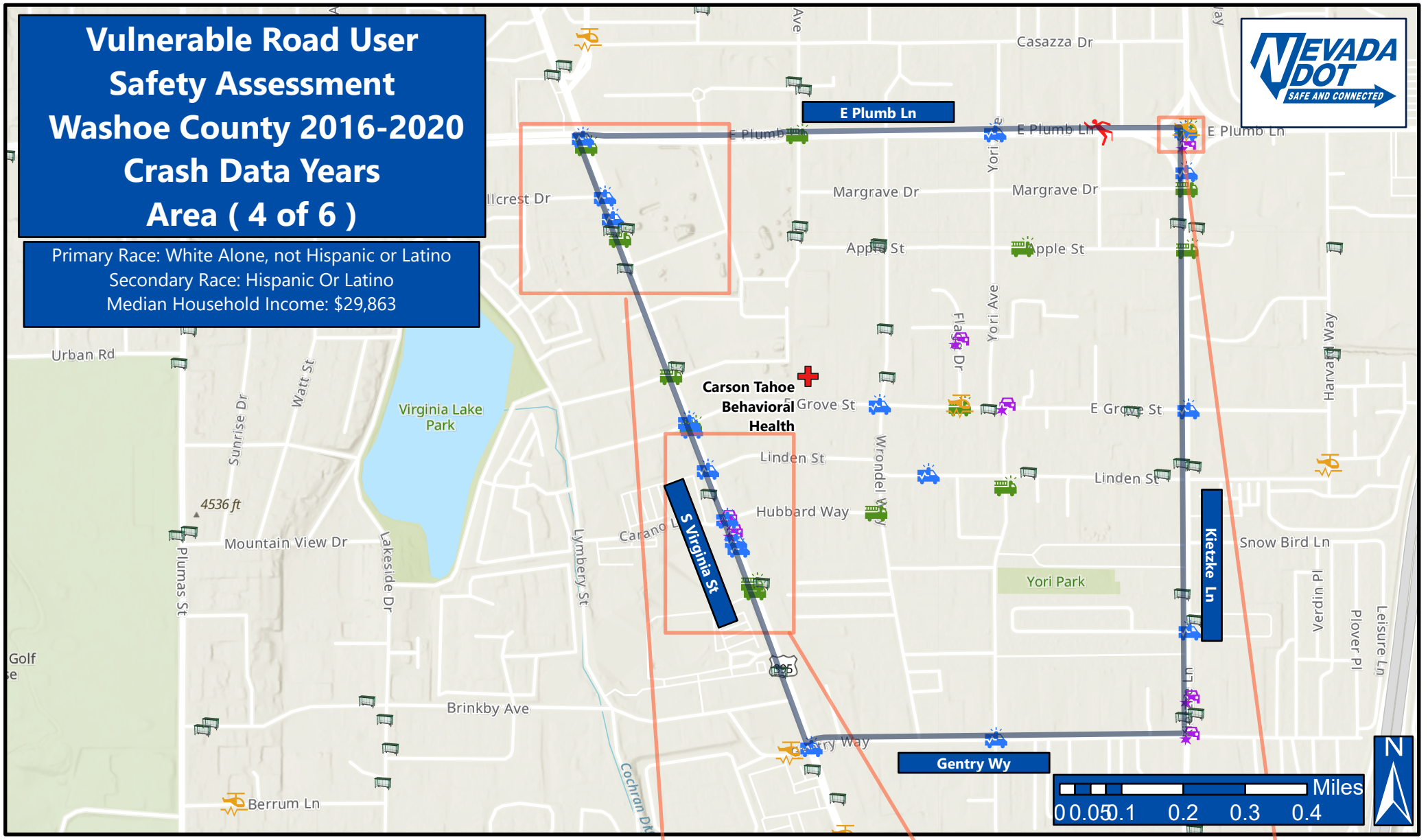


N Wells Ave & E 6th St

N Kietzke Ln

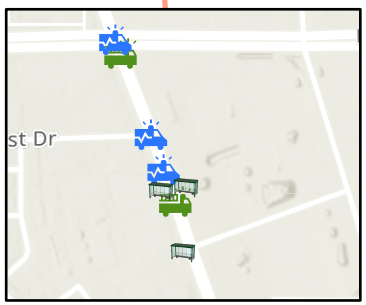
Vulnerable Road User Safety Assessment Washoe County 2016-2020 Crash Data Years Area (4 of 6)

Primary Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic Or Latino
Median Household Income: $29,863

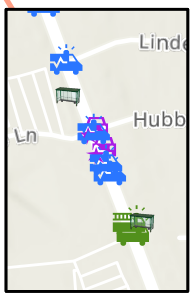


Legend

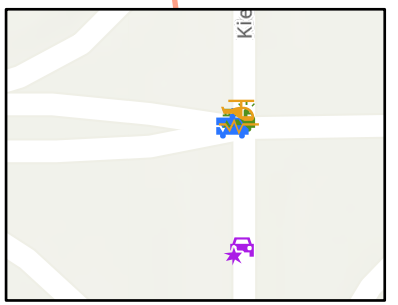
- Fatal Crash
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Nevada Health Centers
- Hospitals
- Fire Stations
- Tract Boundary



S Virginia St



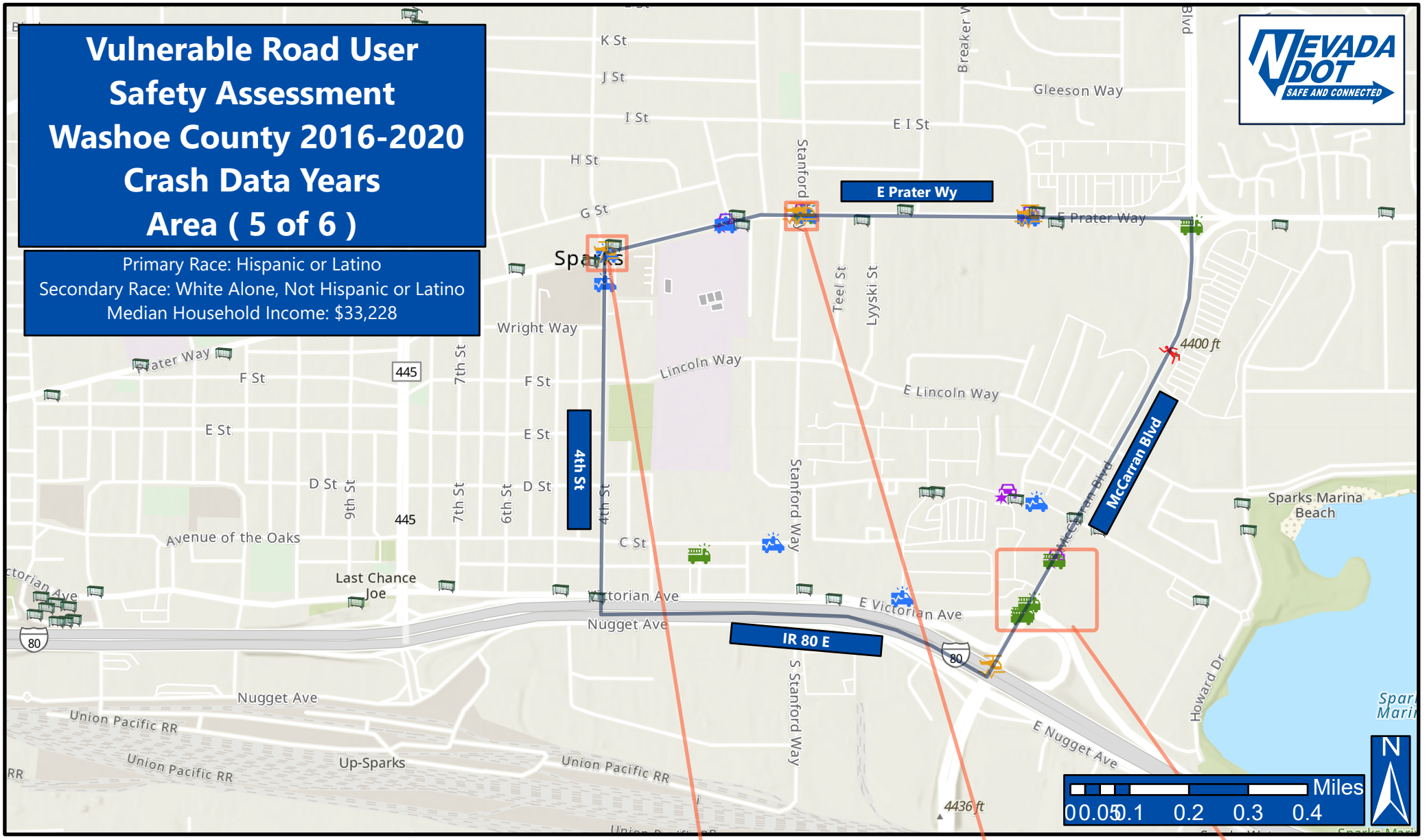
S Virginia St & Hubbard Wy



Plumb Ln & Kietzke Ln

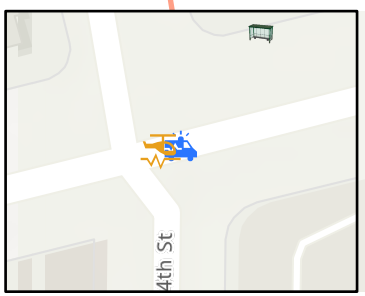
Vulnerable Road User Safety Assessment Washoe County 2016-2020 Crash Data Years Area (5 of 6)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $33,228

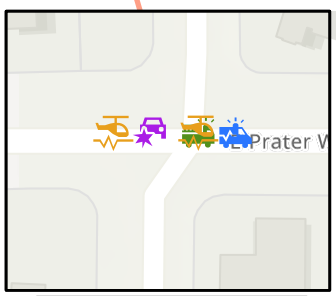


Legend

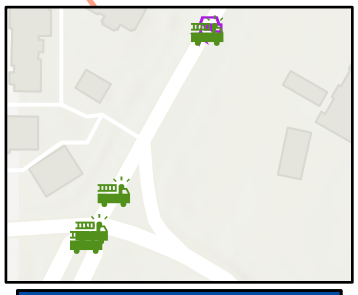
- Fatal Crashes
- Serious Injury Crashees
- Non Serious Injury Crashes
- Claim Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Nevada Health Centers
- Hospitals
- Fire Stations
- Tract Boundary



Prater Wy & 4th St



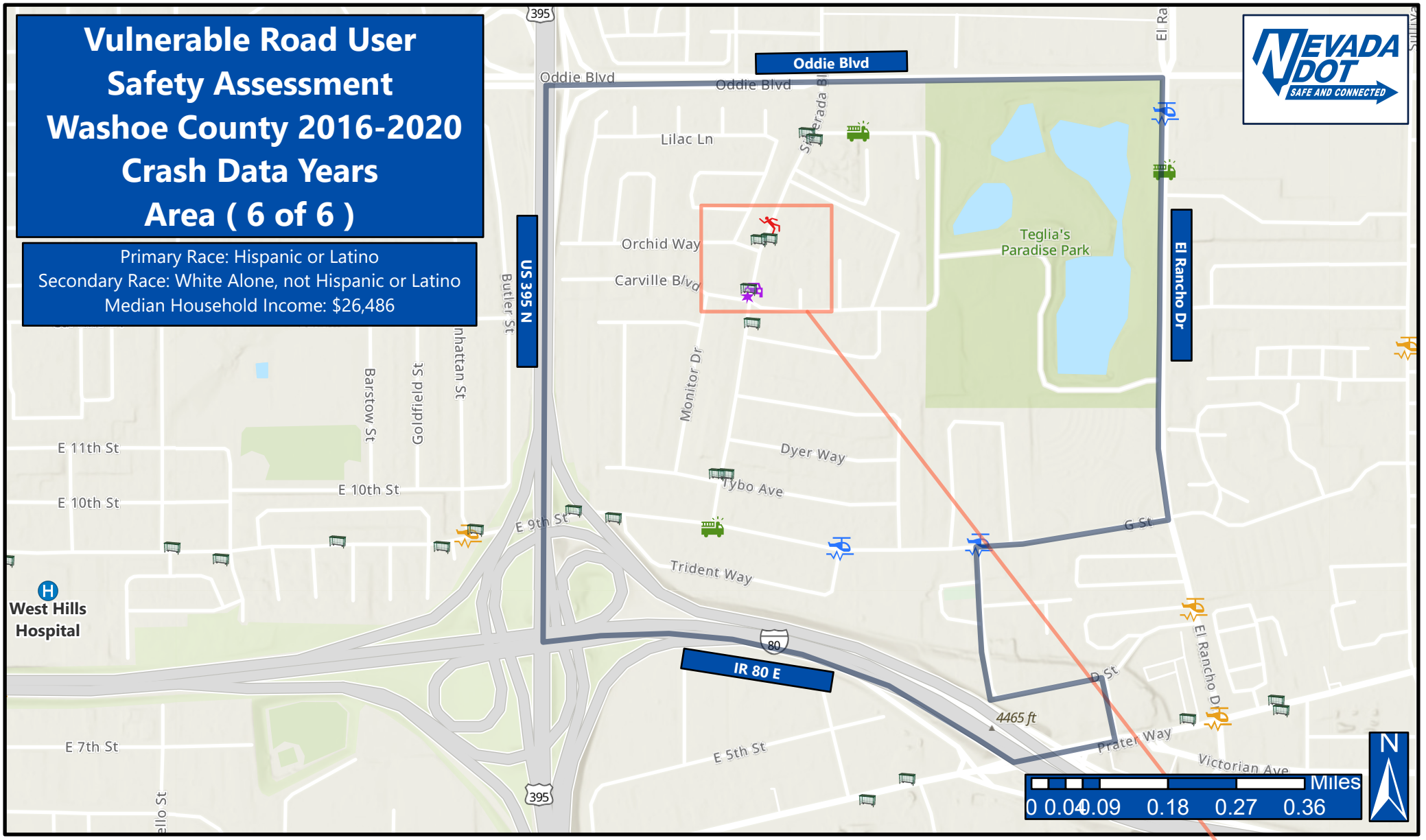
E Prater Wy & Stanford Wy



E Victorian Ave & N McCarran

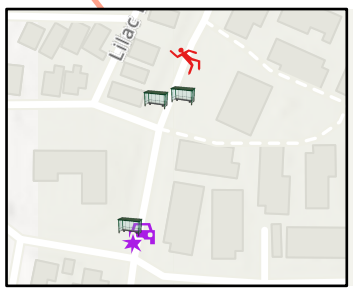
Vulnerable Road User Safety Assessment Washoe County 2016-2020 Crash Data Years Area (6 of 6)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, not Hispanic or Latino
Median Household Income: $26,486



Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claim Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Nevada Health Centers
- Hospitals
- Fire Stations
- Tract Boundary



APPENDIX C

Carson City VRU Census Tract Map

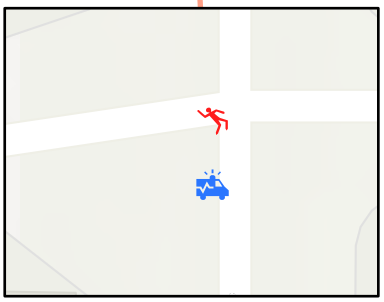
(2 areas)

Vulnerable Road User Safety Assessment Carson City 2016-2020 Crash Data Years (Area 1 of 2)

Race: Hispanic or Latino
Secondary Race: White Alone, not Hispanic or Latino
Median Household Income: $46,457

Legend

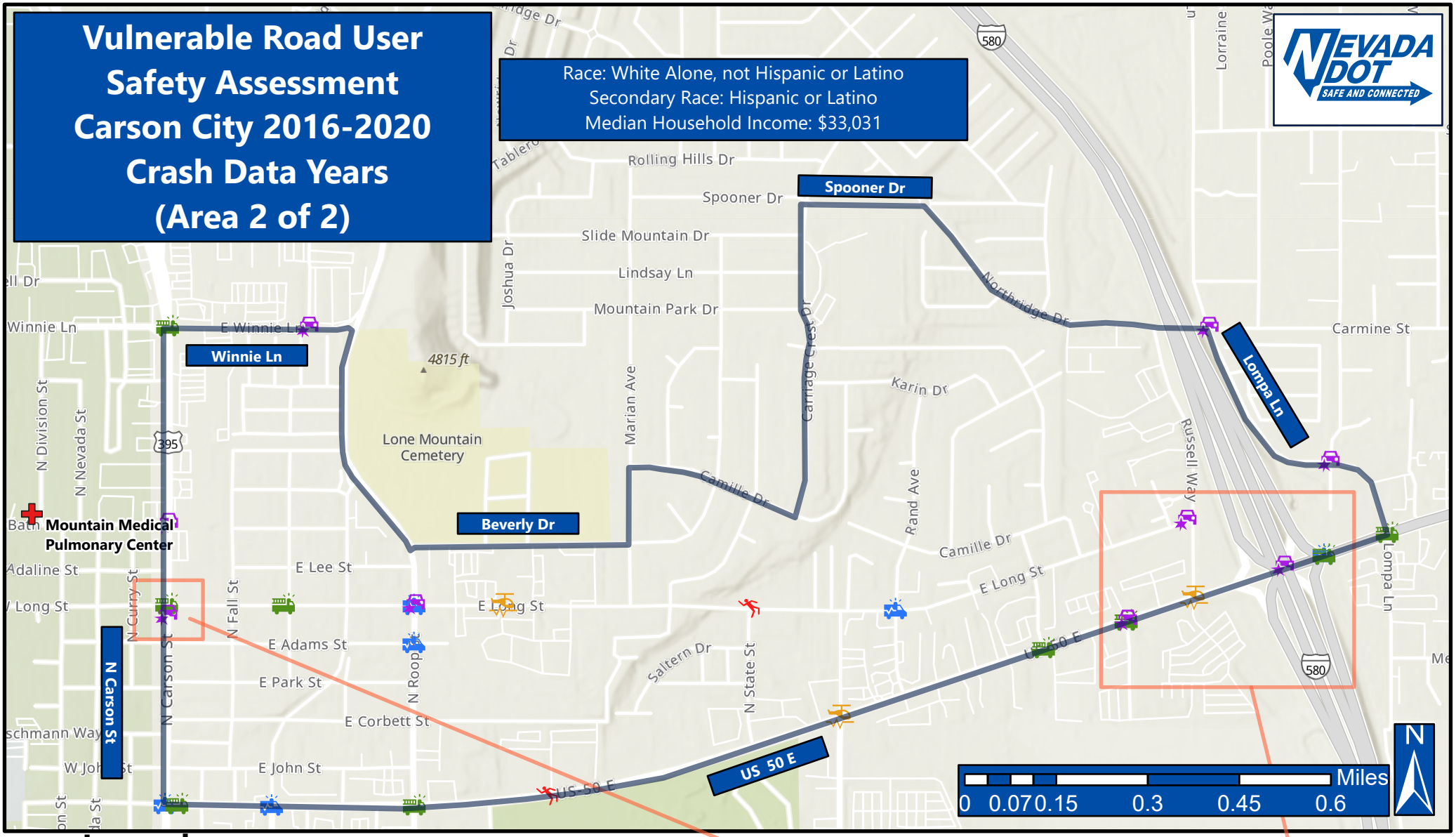
- Fatal Injury
- Serious Injury Crashes
- Non-Serious Injury Crashes
- Claim Possible Injury Crashes
- Property Damage Only Crashes
- Hospitals
- Fire Stations
- Nevada Health Centers
- Tract Boundary



Gordan St & Fairview Dr

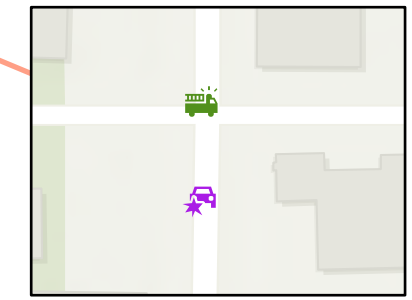
Vulnerable Road User Safety Assessment Carson City 2016-2020 Crash Data Years (Area 2 of 2)

Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $33,031

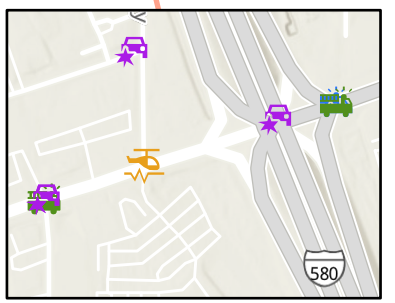


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claim Possible Injury Crashes
- Property Damage Only Crashes
- Hospitals
- Fire Stations
- Nevada Health Centers
- Tract Boundary



N Carson St & E Long St



US 50 E

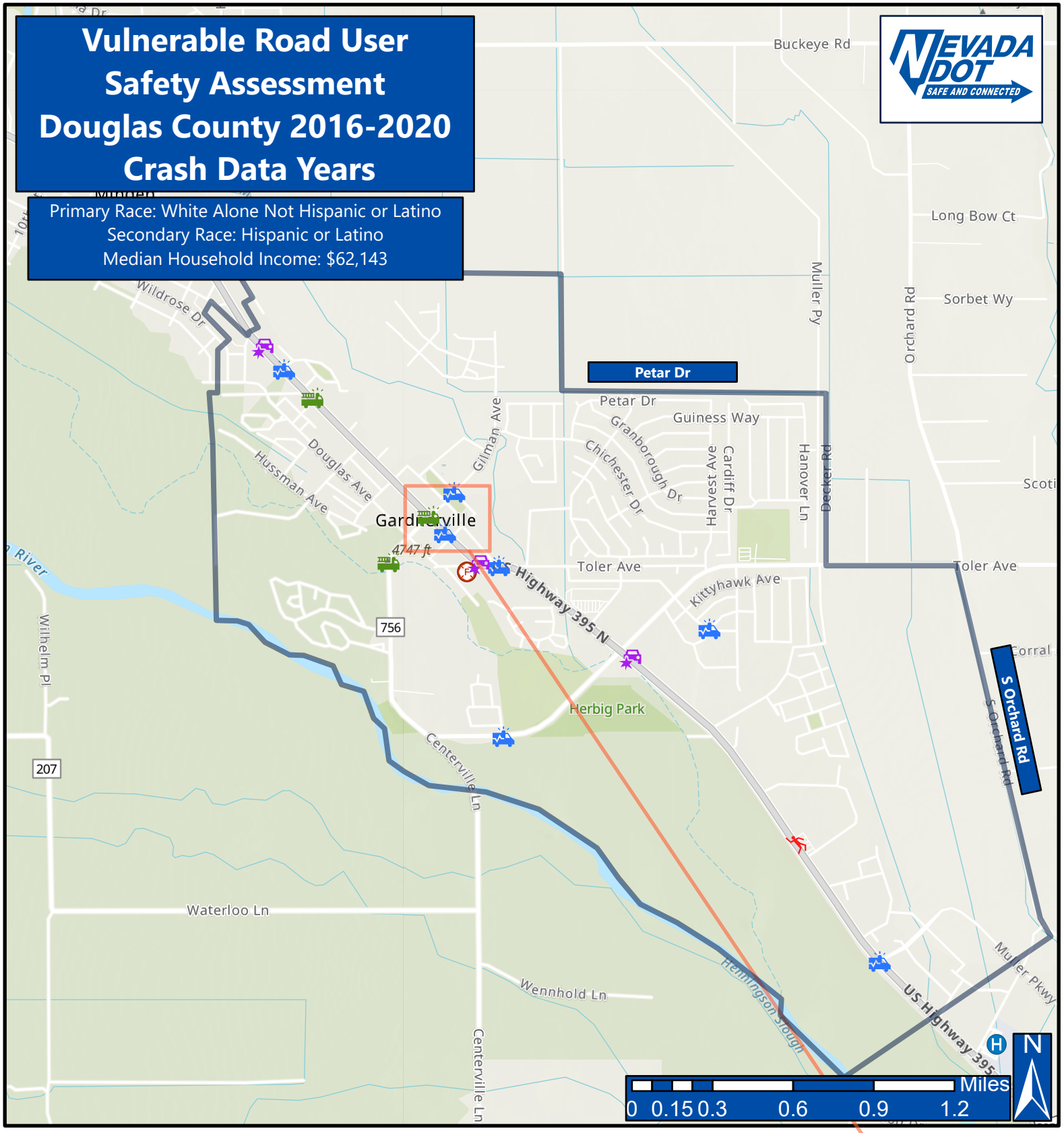
APPENDIX D

Douglas County VRU Census Tract Map

(1 area)

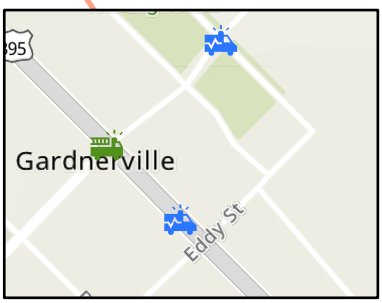
Vulnerable Road User Safety Assessment Douglas County 2016-2020 Crash Data Years

Primary Race: White Alone Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $62,143



Legend

- Fatal Injury
- Serious Injury Crashes
- Non-Serious Injury Crashes
- Claim Possible Injury Crashes
- Property Damage Only Crashes
- Hospitals
- Fire Stations
- Nevada Health Centers
- Tract Boundary



N US395 & Gillman Ave

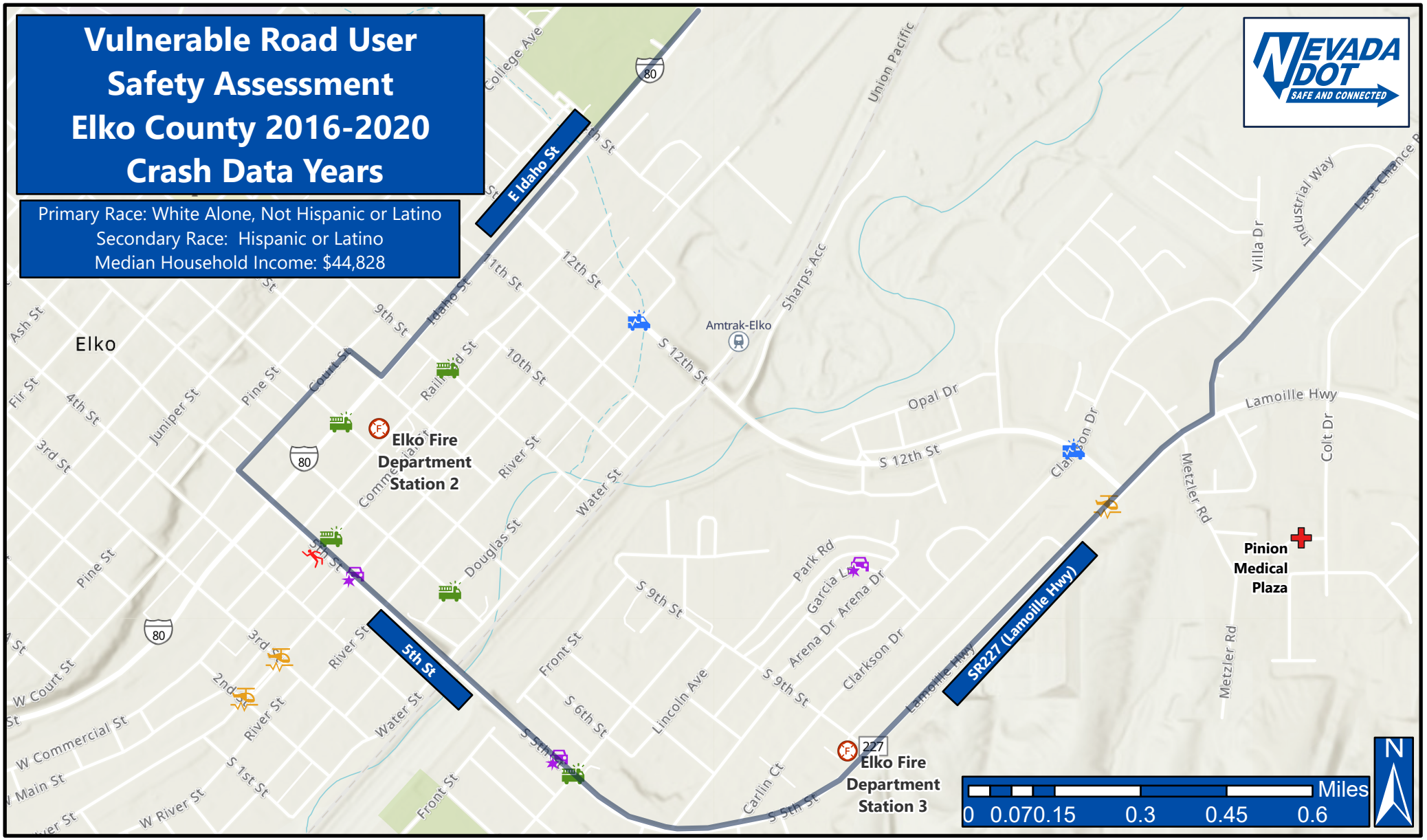
APPENDIX E

Elko County VRU Census Tract Map

(1 area)

Vulnerable Road User Safety Assessment Elko County 2016-2020 Crash Data Years

Primary Race: White Alone, Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $44,828



Legend

- Fatal Injury
- Serious Injury Crashes
- NonSerious Injury Crashes
- Claimed Possible Injury Crashes
- Property Damage Only Crashes
- Nevada Health Centers
- Hospitals
- Fire Stations
- Tract Boundary

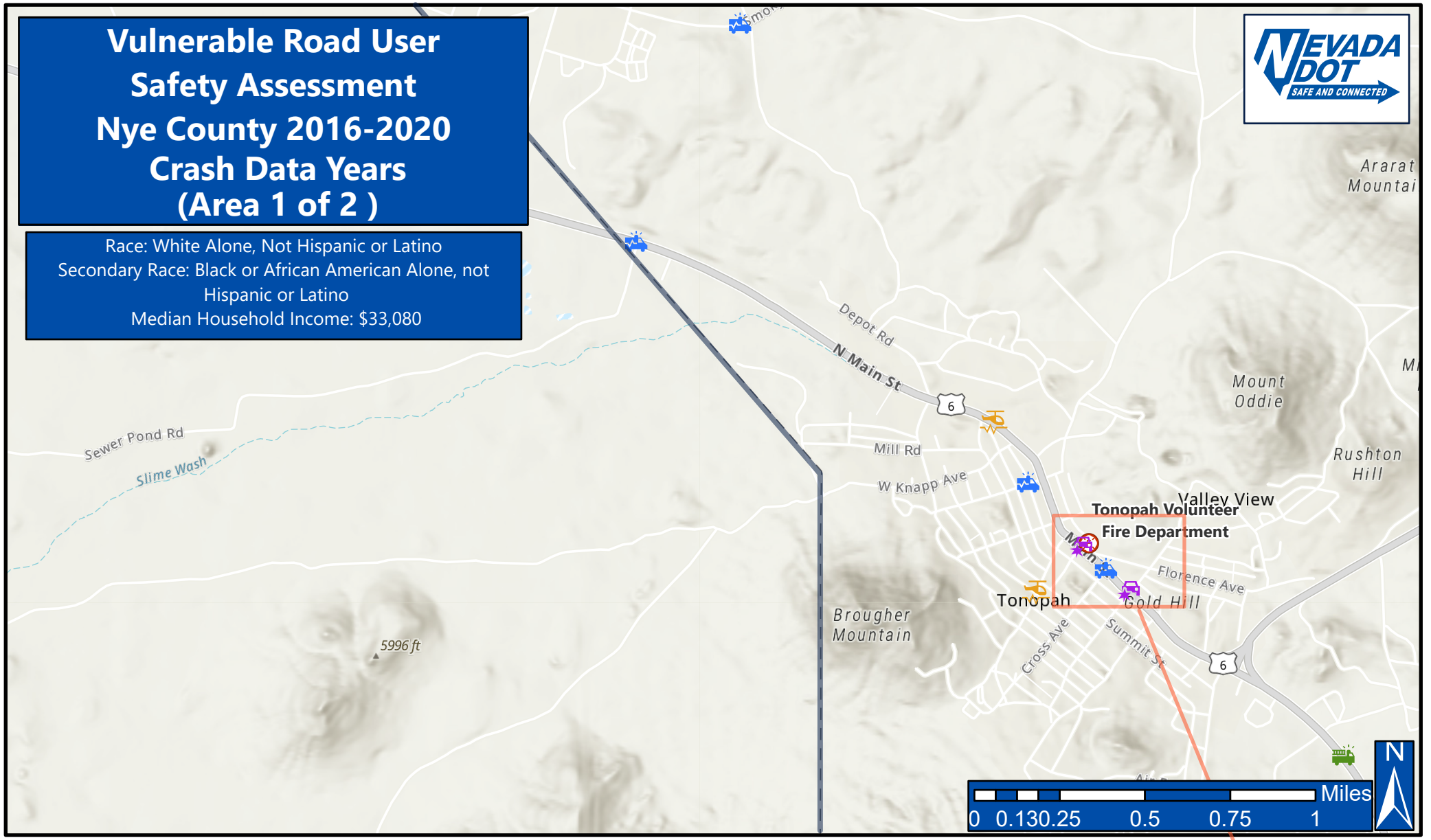
APPENDIX F

Nye County VRU Census Tract Maps

(2 areas)

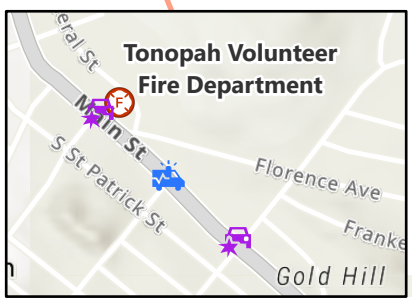
Vulnerable Road User Safety Assessment
Nye County 2016-2020 Crash Data Years
(Area 1 of 2)

Race: White Alone, Not Hispanic or Latino
Secondary Race: Black or African American Alone, not Hispanic or Latino
Median Household Income: $33,080



Legend

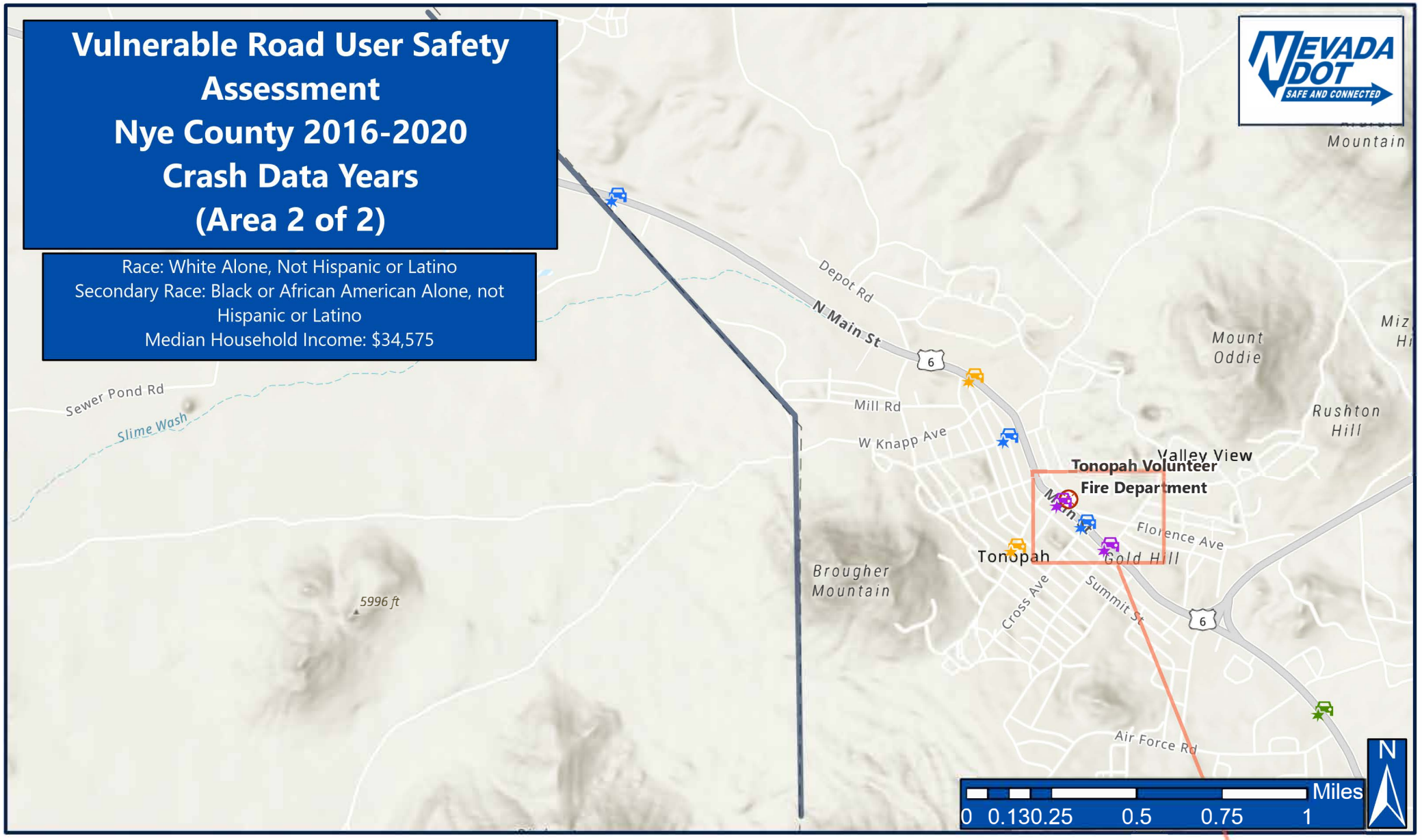
- Fatal Injury
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed Possible Injury Crashes
- Property Damage Only Crashes
- Nevada Health Centers
- Hospitals
- Fire Stations
- Tract Boundary



Main St & Florence Ave

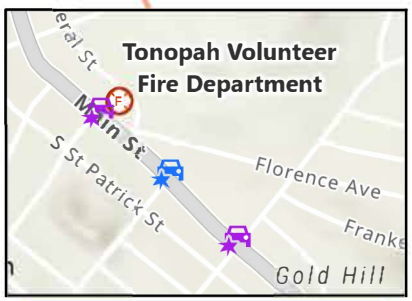
Vulnerable Road User Safety Assessment
Nye County 2016-2020 Crash Data Years
(Area 2 of 2)

Race: White Alone, Not Hispanic or Latino
Secondary Race: Black or African American Alone, not Hispanic or Latino
Median Household Income: $34,575



Legend

- Nevada Health Centers
- Hospitals
- Fire Stations
- Serious Injury
- Non Serious Injury
- Claimed Possible Injury
- Property Damage Only
- Boundary Line of Zone

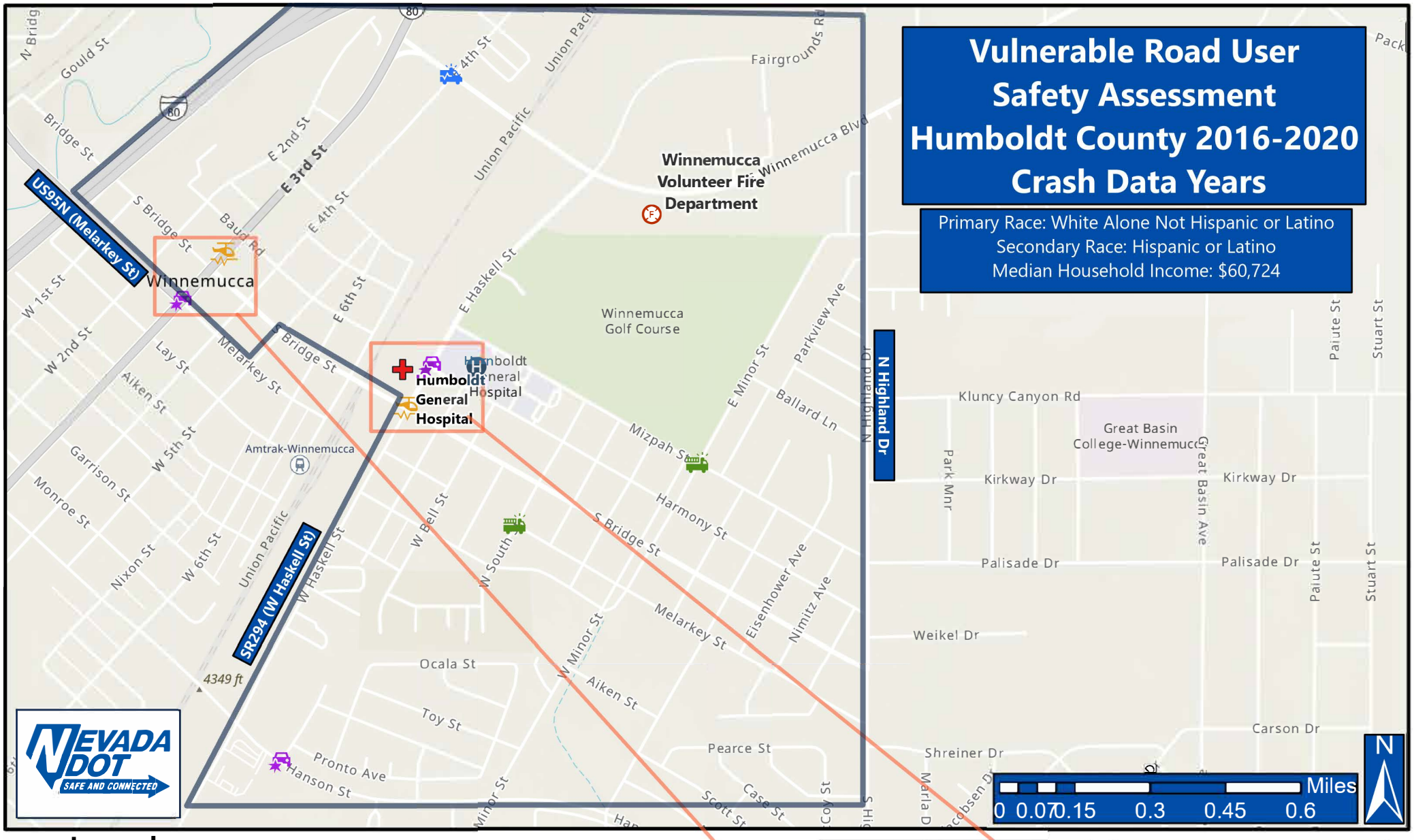


Main St. & Florence Ave.

APPENDIX G

Humboldt County VRU Census Tract Map

(1 area)


Vulnerable Road User Safety Assessment Humboldt County 2016-2020 Crash Data Years
Primary Race: White Alone Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $60,724
US95N (Melarkey St)
SR294 (W Haskell St)
E 3rd St
Winnemucca
Humboldt General Hospital
Winnemucca Volunteer Fire Department
Winnemucca Golf Course
Amtrak-Winnemucca
Great Basin College-Winnemucca
N Highland Dr
4349 ft
Miles
0 0.07 0.15 0.3 0.45 0.6
N
Legend
Fatal Injury
Serious Injury Crashes
Non Serious Injury Crashes
Claim Possible Injury Crashes
Property Damage Only
Hospitals
Fire Stations
Nevada Health Centers
Tract Boundary
3rd St
E Haskell St

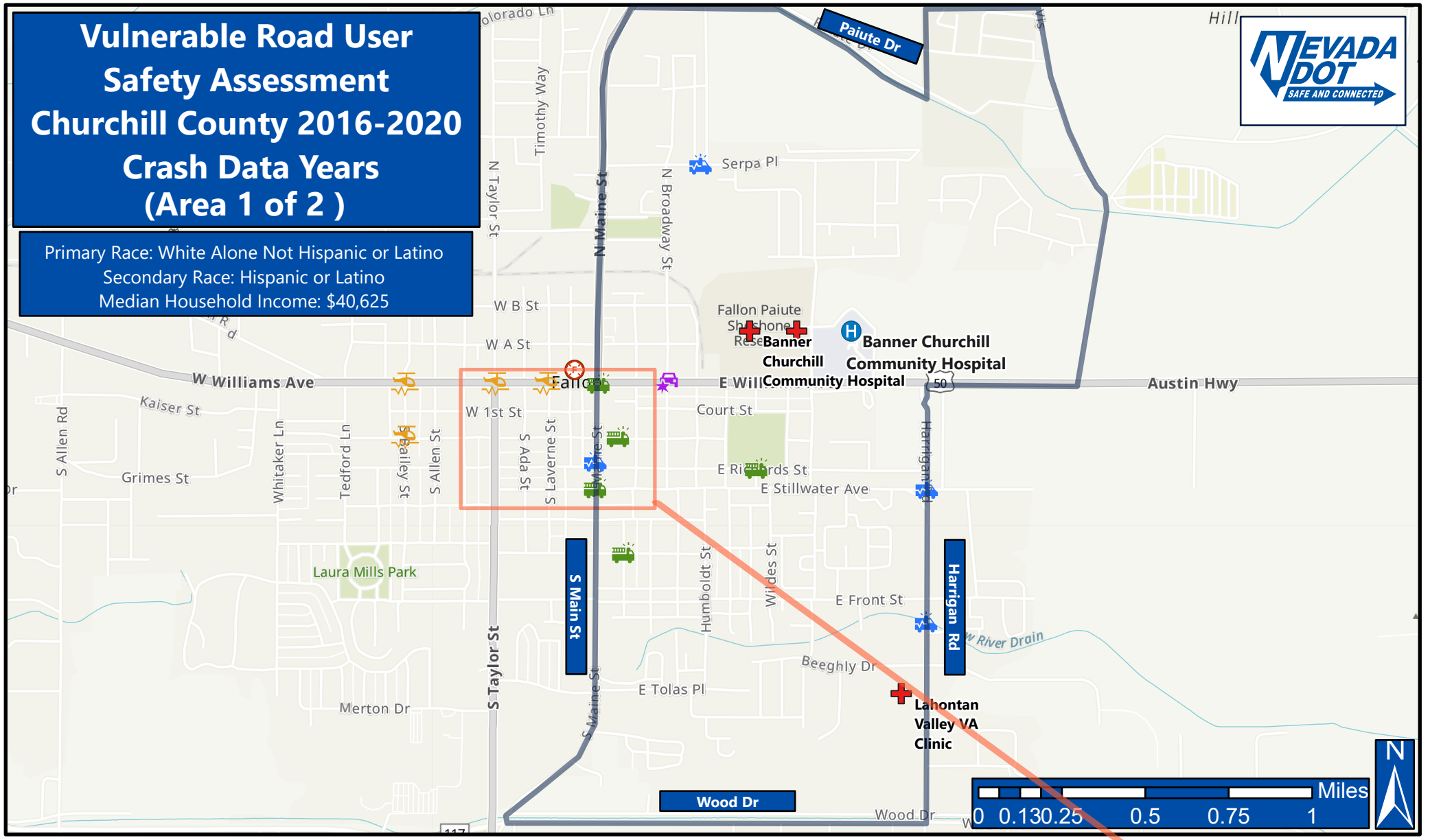
APPENDIX H

Churchill County VRU Census Tract Maps

(2 areas)

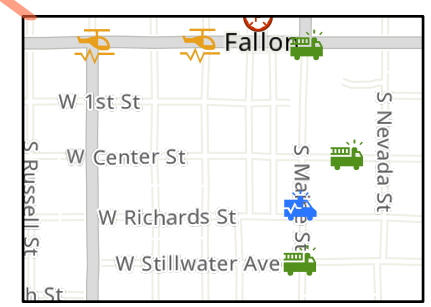
Vulnerable Road User Safety Assessment Churchill County 2016-2020 Crash Data Years (Area 1 of 2)

Primary Race: White Alone Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $40,625

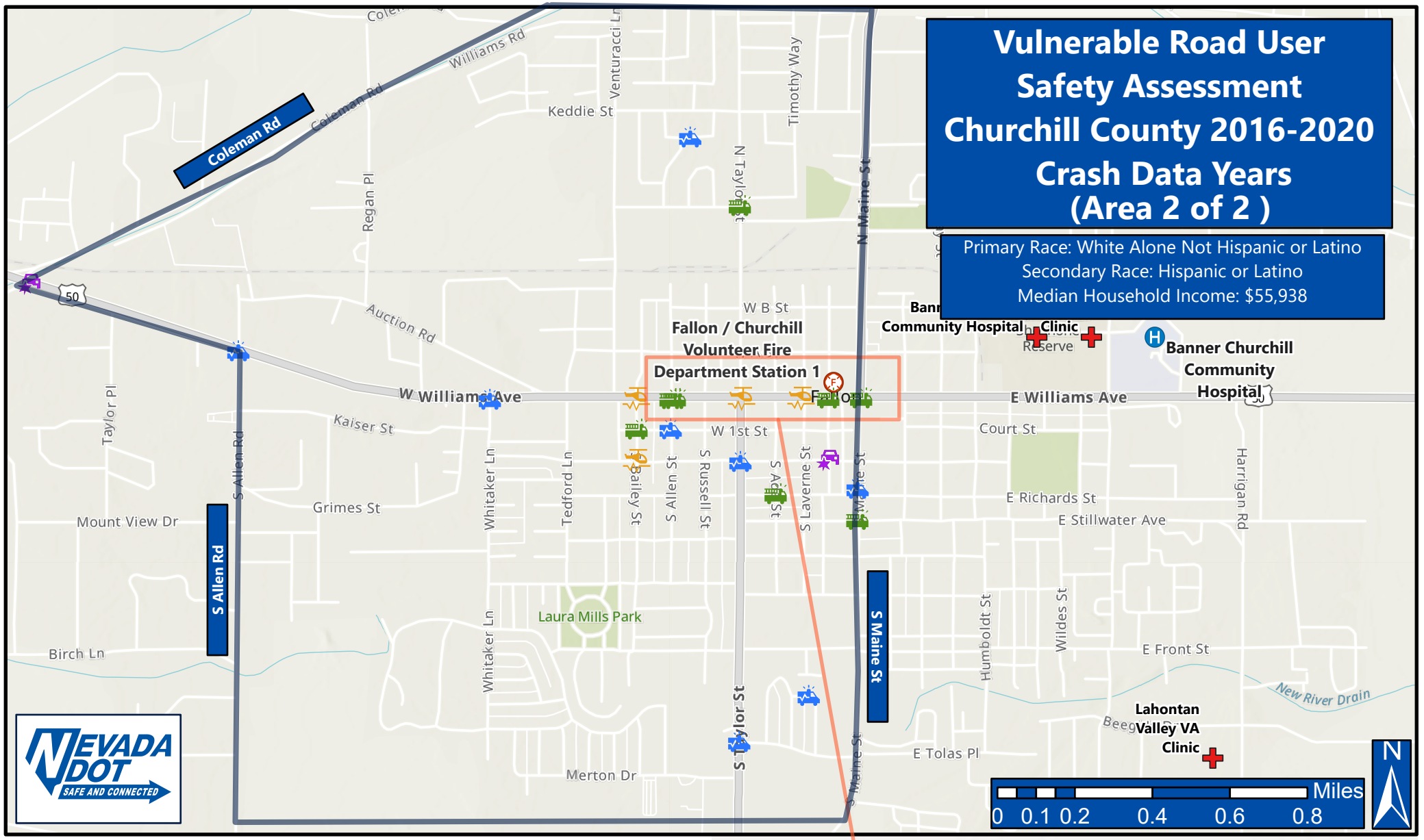


Legend

- Fatal Injury
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claim Possible Injury Crashes
- Property Damage Only Crashes
- Hospitals
- Fire Stations
- Nevada Health Centers
- Tract Boundary



3rd St


Vulnerable Road User Safety Assessment
Churchill County 2016-2020 Crash Data Years
(Area 2 of 2)
Primary Race: White Alone Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $55,938
Coleman Rd
Williams Rd
Keddie St
Venturacci Ln
Timothy Way
N Taylor St
N Maine St
Regan Pl
50
Auction Rd
W B St
Fallon / Churchill Volunteer Fire Department Station 1
Banner Community Hospital Clinic
Banner Churchill Community Hospital
W Williams Ave
E Williams Ave
Kaiser St
W 1st St
Court St
Taylor Pl
S Allen Rd
Grimes St
Whitaker Ln
Tedford Ln
S Bailey St
S Allen St
S Russell St
S Alder St
S Laverne St
E Richards St
E Stillwater Ave
Harrigan Rd
Mount View Dr
Laura Mills Park
S Maine St
Humboldt St
Wildes St
E Front St
Birch Ln
New River Drain
S Taylor St
Lahontan Valley VA Clinic
E Tolas Pl
Merton Dr
Miles
0 0.1 0.2 0.4 0.6 0.8
N
W Williams Ave
Fallon
W Williams Ave
Legend
Fatal Injury
Serious Injury Crashes
Non-Serious Injury Crashes
Claim Possible Injury Crashes
Property Damage Only Crashes
Hospitals
Fire Stations
Nevada Health Centers
Tract Boundary

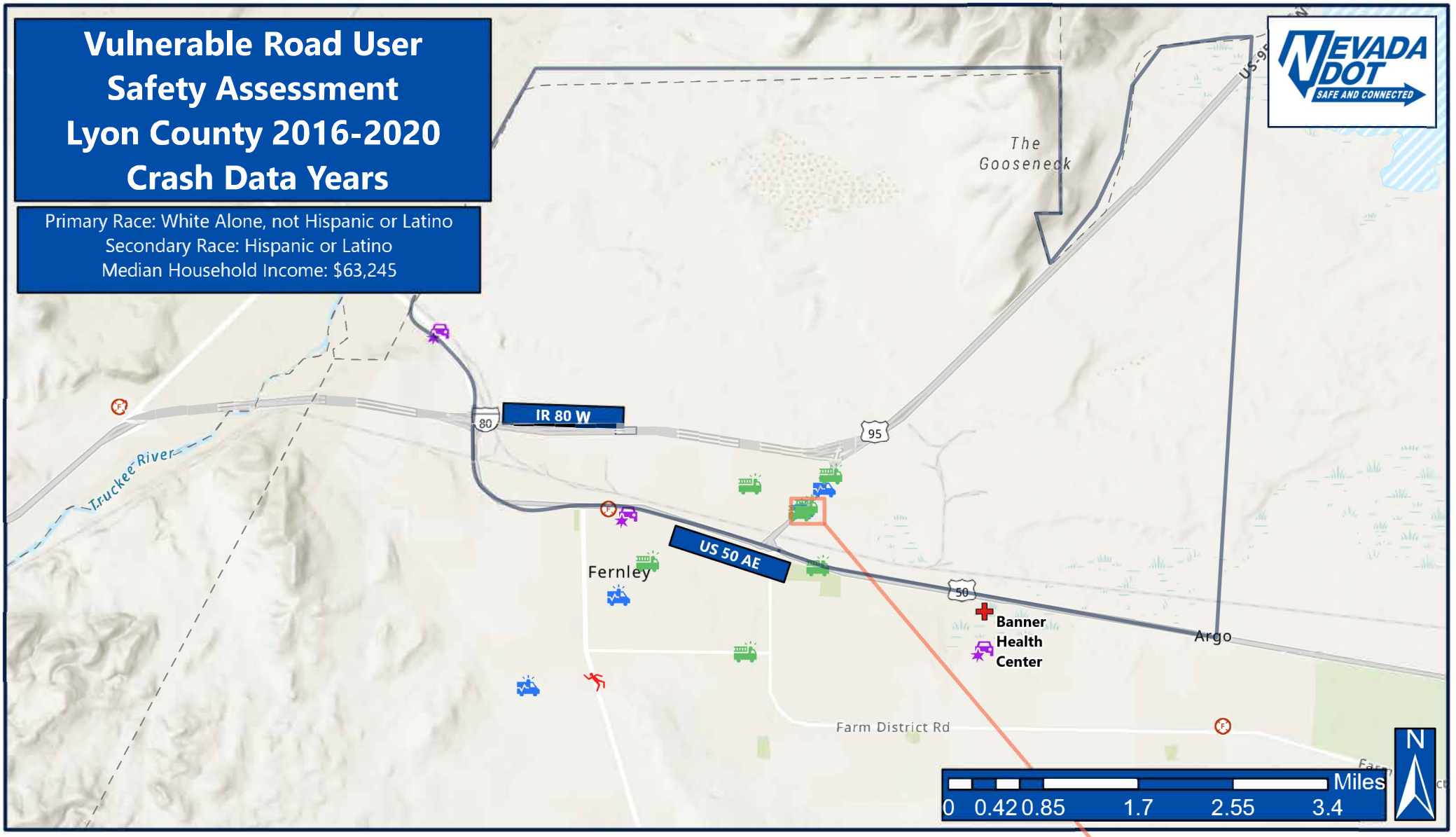
APPENDIX I

Lyon County VRU Census Tract Maps

(1 area)

Vulnerable Road User Safety Assessment Lyon County 2016-2020 Crash Data Years

Primary Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $63,245



Legend

- Fatal Injury
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed Possible Injury Crashes
- Property Damage Only
- Bus Stop Location
- Hospitals
- Fire Stations
- Nevada Health Centers
- Tract Boundary

US95 AN & Fremont St

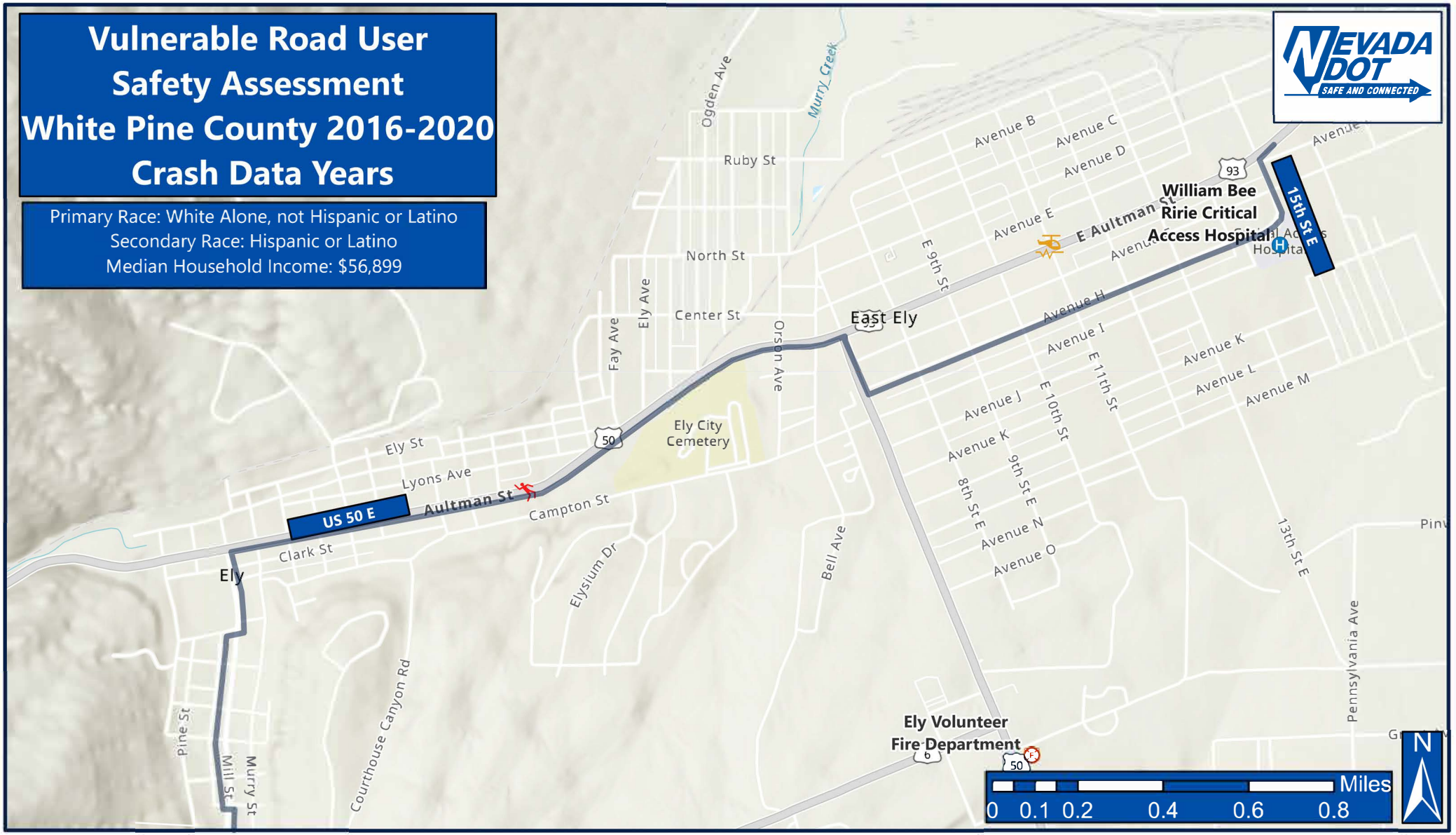
APPENDIX J

White Pine County VRU Census Tract Maps

(1 area)

Vulnerable Road User Safety Assessment White Pine County 2016-2020 Crash Data Years

Primary Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $56,899



Legend

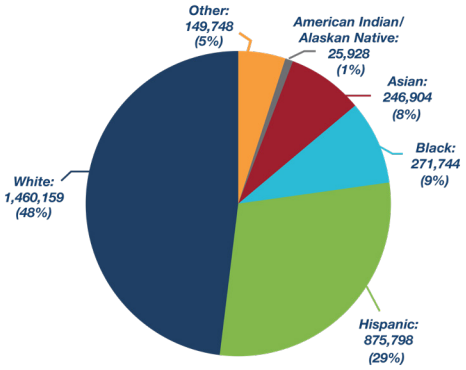
- Fatal Injury
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claim/ Possible Injury Crashes
- Property Damage Only Crashes
- Hospitals
- Fire Stations
- Nevada Health Centers
- Tract Boundary

APPENDIX K

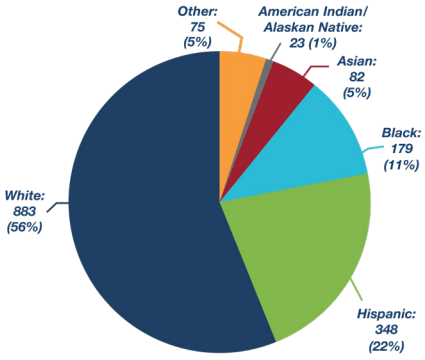
Nevada Equity Fact Sheet

Racial Equity in Traffic Fatalities in Nevada

Distribution of Nevada Traffic Fatalities by Race/Ethnicity

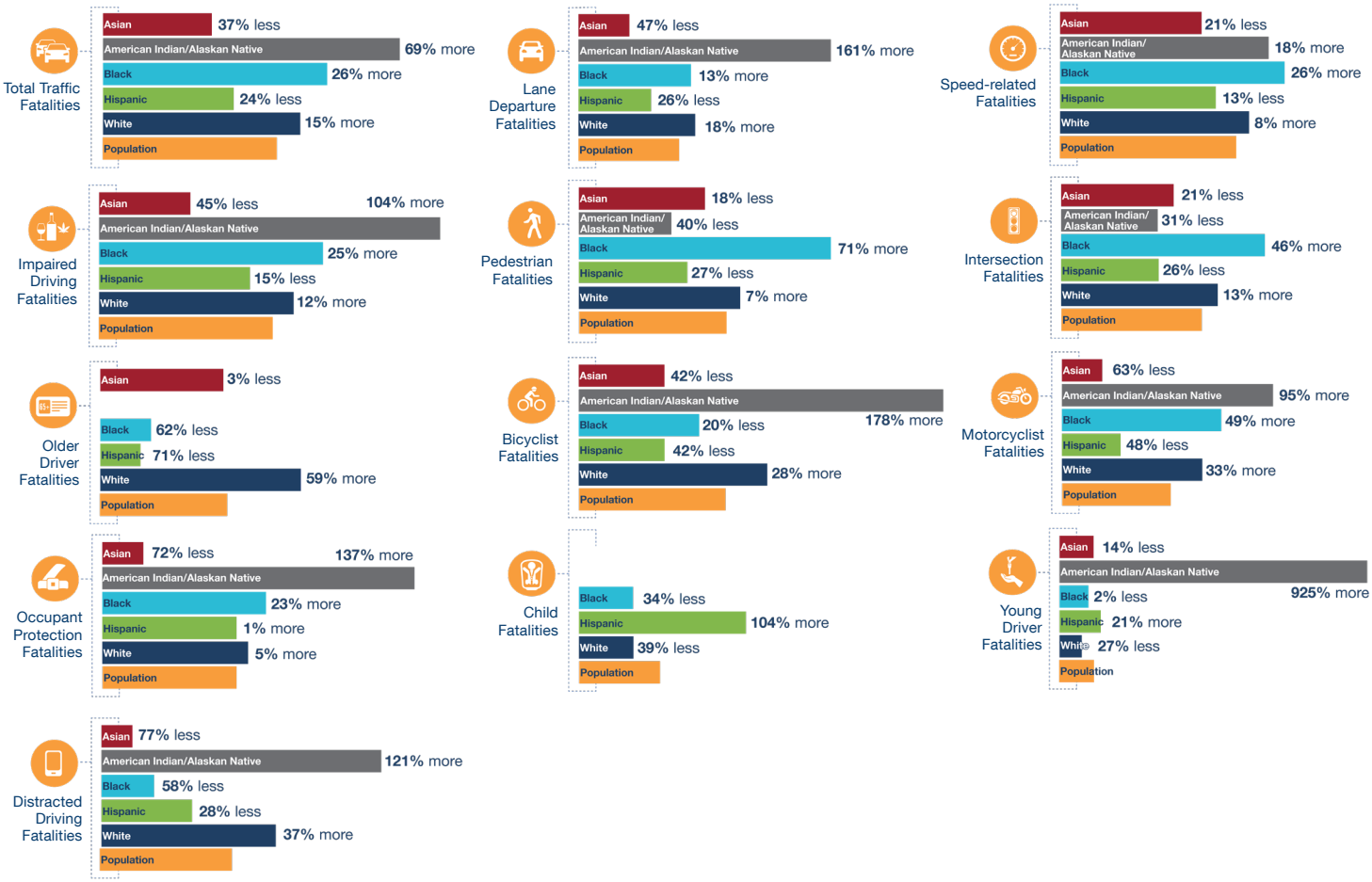


Number and Percent of Population



Number and Percent of Fatalities

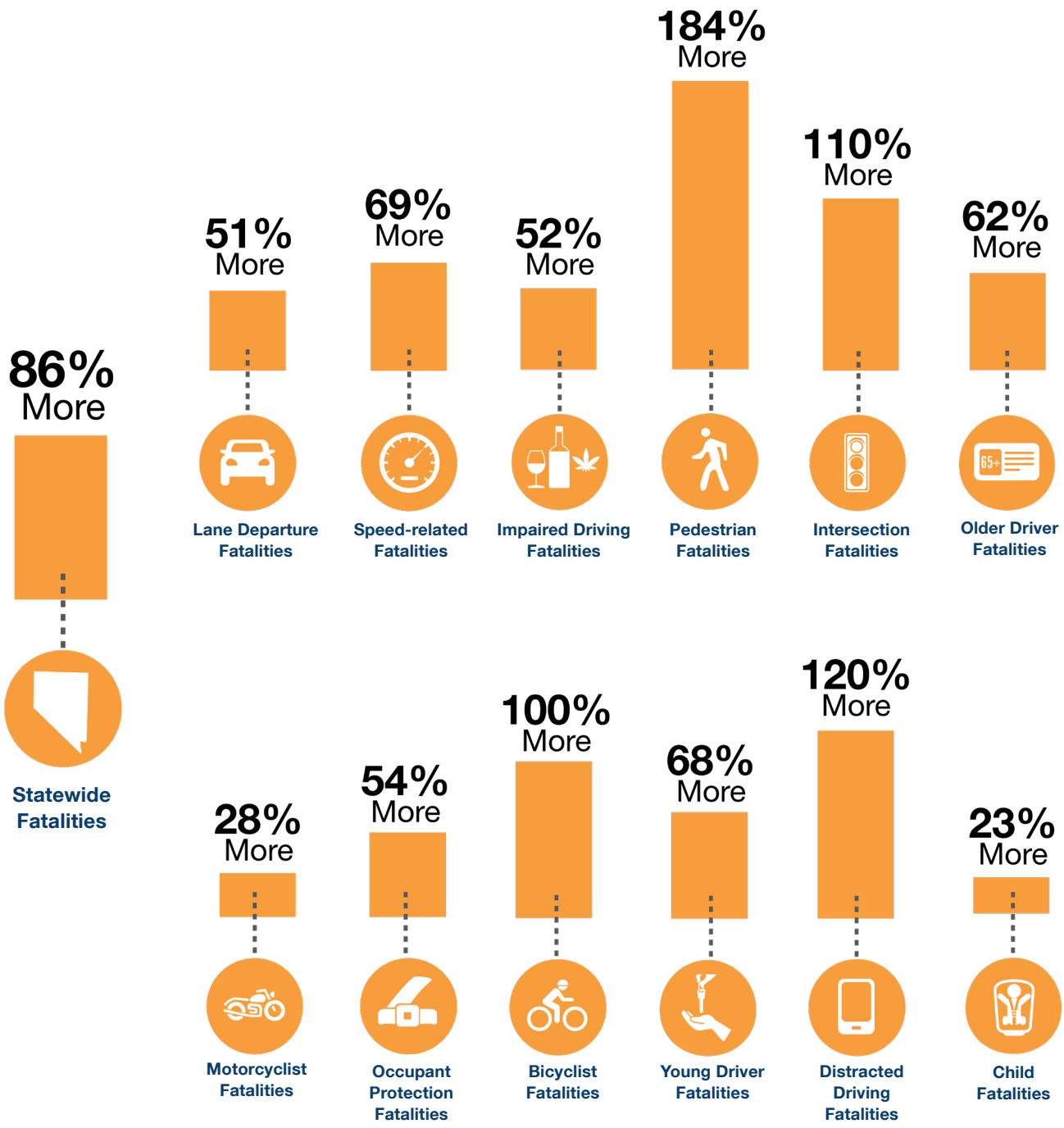
Fatality Rate by Race/Ethnicity Compared to Total Population (Comparison of Fatality Rate by Population)



Data Source: *US Census Bureau ACS and FARS (2016-2020)*
1. *The race/ethnic groups presented above summarizes groups that could be consistently compared across the different data sets.*

Income Equity in Traffic Fatalities in Nevada

Increased Rate of Fatalities for Census Block Groups with Household Income Less than $50,000 Compared to Income Greater than $50,000



Data Source: *American Community Survey (ACS) collected by U.S. Census Bureau, FARS*

1. *Income data is available for the Census Block Groups where a traffic fatality occurs and not the individual (i.e. this data represents the income information of the Census Block Groups where the crash occurs and not the income of the crash victim.)*
2. *The ACS 5-Year Estimates for 2020 were used to determine per-capita fatality rates.*