

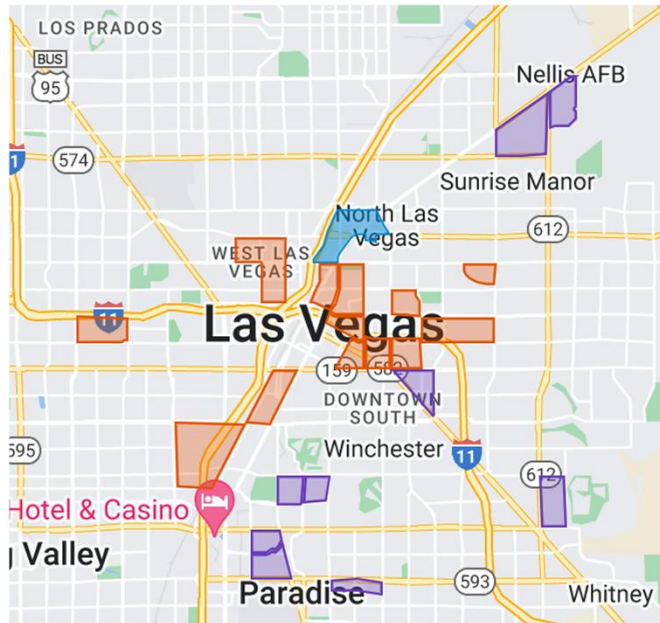


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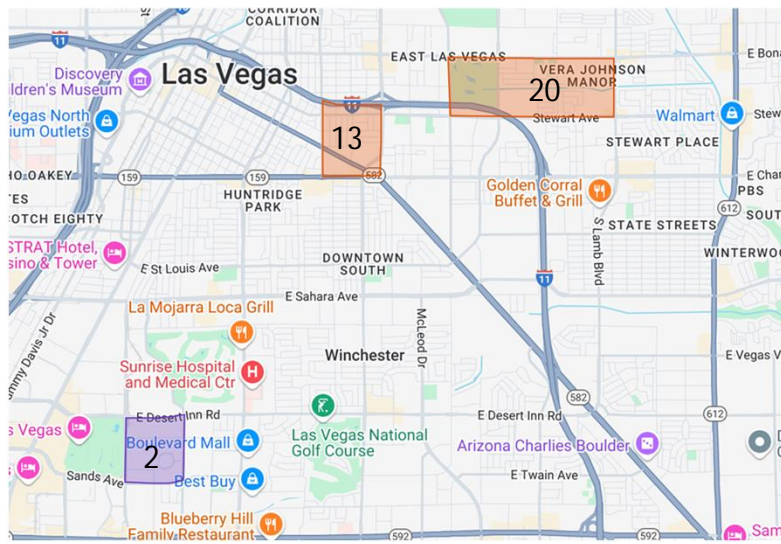
# Project background NDOT VRU Report



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# VRU Project Hot Spots

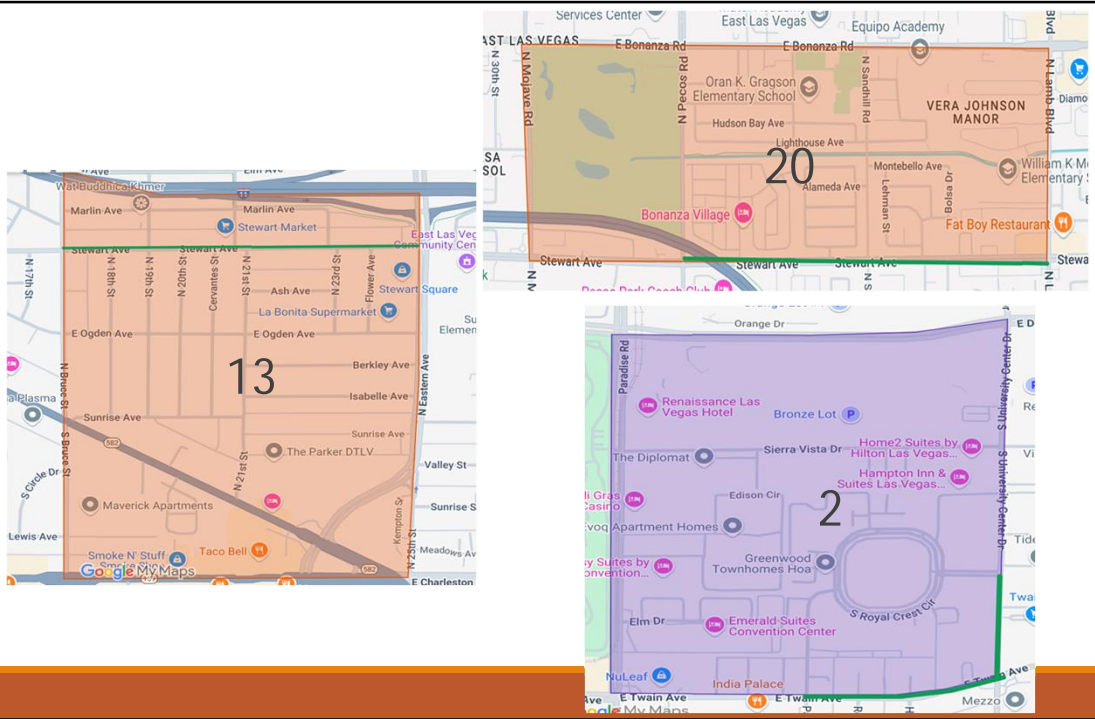
LEGEND - HOT SPOTS:  
City of Las Vegas  
Unincorporated Clark County



VRU Hotspot	Property Damage Crash	Claimed Injury Crash	Non-Serious Injury Crash	Serious Injury Crash	Fatal Crash	Crash Total	ADI	Bike	Walk	Bus Stop	Grocery Stores
2	4	11	9	2	2	28	8	1.80%	4.80%	9	0
13	2	11	15	5	2	35	9	0%	5.10%	15	0
20	0	13	19	2	1	35	9	0%	1.60%	31	0

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# Walk Audit Areas



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# Project Objectives

## Objective 2

*Engage community members and interested parties around the role that infrastructure plays in traffic safety and center community engagement in developing safer, data-driven infrastructure.*

- Timeline: October 2026
- Actions so far: Established Steering Committee, recruited two community partners – Make the Road Nevada and Puentes, began recruiting process for community members, attended community meetings and traffic safety events

## Objective 3

*Conduct Vulnerable Road User (VRU) assessments in selected Clark County VRU “hot spots”*

- Timeline: October 2025
- Actions so far: Selected three VRU hot spots with community and jurisdictional input, conducted PST assessment for all VRUs, began scheduling walk audits

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## Project Objectives

### Objective 4

*Validate the PST by cross-referencing its outputs with other information.*

- Timeline: December 2025
- Actions so far: Began exploring new sources to add to PST such as Social Vulnerability Index, Justice 40

### Objective 5

*Enhance the capability of the PST to assess existing infrastructure and infrastructure needs in Clark and Washoe counties moving forward.*

- Timeline: May 2026
- Actions so far: Began process of instructional and response updates for PST based upon source updates, met with RTC of Washoe County, Began exploring Washoe County data sources

### Objective 6

*Disseminate project work and findings to interested parties and partners.*

- Timeline: October 2026
- Actions so far: Began summarizing activities for final report

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PST background -  
Social determinants  
of health

Social determinants of health=Other sectors drive health

- Consider the transit-health nexus including crashes, walkability, bikeability
- Built environment changes can encourage physical activity
- Structural elements including sidewalks, crossings, roadways, intersections, transit & other measures impact injury rates through crashes involving pedestrians.<sup>1</sup>
- Shared roadways, biking facilities on roads, shared use paths, traffic calming, intersections, signage, maintenance & other measures impact crashes involving bicyclists.<sup>2</sup>

1. Institute of Medicine. *For the Public's Health: Revitalizing Law and Policy to Meet New Challenges* Washington, DC: The National Academies Press; 2011.

2. Mead, J., Zegeer, C., & Bushell, M. (2014). *Evaluation of pedestrian-related roadway measures: A summary of available research*. Pedestrian & Bicycle Information Center (for the Federal Highway Administration). [https://www.pedbikeinfo.org/cms/downloads/PedestrianLitReview\\_April2014.pdf](https://www.pedbikeinfo.org/cms/downloads/PedestrianLitReview_April2014.pdf).

3. Mead, J., McGrane, A. Zegeer, C., & Thomas, L. (2014). *Evaluation of bicycle-related roadway measures: A summary of available research*. Pedestrian & Bicycle Information Center (for the Federal Highway Administration). [https://www.pedbikeinfo.org/cms/downloads/06%2013%202014%20BIKESAFE%20Lit%20Review\\_FINAL.pdf](https://www.pedbikeinfo.org/cms/downloads/06%2013%202014%20BIKESAFE%20Lit%20Review_FINAL.pdf).

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## Infrastructure for Healthy Living Project Scoping Tool (PST)

<https://pst.rtcsv.com/intro/>



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## PST Overview

- Step 1: Assess area's existing need
- Step 2: Assess existing infrastructure
- Step 3: Select proposed infrastructure

➔

Area Existing Need

		Existing Infrastructure		
		Below Average	Average	Above Average
High	Best	Best	Best	Best
Medium	Best	≥ Better	≥ Good	≥ Good
Low	≥ Better	≥ Good	≥ Good	Minimal potential for benefit

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**Jurisdiction:** Choose the appropriate jurisdiction

- City of Las Vegas
- City of North Las Vegas
- Clark County
- City of Henderson
- Boulder City
- City of Mesquite

[Go to Step 1](#)

**Step 1: Assess Area's Existing Need** Jurisdiction: City of Las Vegas

Existing Needs Assessment											Domain	Points
Q1: How underserved is the geographic area where the project will be built? Use U. of Wisconsin Area Deprivation Index (state deciles) <a href="#">available here</a>											Equity	/10
ADI	1	2	3	4	5	6	7	8	9	10		
Q2: What is the current rate of biking to work in the proposed project's Census Tracts? Use U.S. Census data <a href="#">available here</a>											Active Transport	/5
Rate: 0-2%												
Q3: What is the current rate of walking to work in the proposed project's Census Tracts? Use U.S. Census data <a href="#">available here</a>												
Rate: 0-1.3%												
Q4: What is the pedestrian crash rate in the proposed project's Census Tracts? Use pedestrian crash data from <a href="#">pedcrash.com</a>												

The health-promoting features recommended for this project are highlighted below. These recommendations are based on answers to questions in Steps 1 & 2. They are intended to promote walkability and bicyclability and to reduce crashes in a targeted manner. Please consider these recommendations in your project design decisions.

To complete Step 3, please choose the features that you plan to include in the project. You are highly encouraged to select features that correspond to the recommendations generated by this tool. However, you may choose not to follow a recommendation (i.e., select a feature that is not recommended or select not to include a recommended feature), if you believe a specific recommendation is inappropriate for this particular project. If you choose not to follow a recommendation, please use the "justify" column below "Justification" to explain why you are choosing not to follow a recommendation and what you are choosing instead and why.

Area's Existing Need: **Medium Need**

Existing Infrastructure: **Average**

Recommendation: **a Better**

Category	Good for health promotion	Better for health promotion	Best for health promotion	Justification
1: Speed Limit	<input type="radio"/> 35 mph	<input type="radio"/> 30 mph	<input checked="" type="radio"/> 25 mph	
2: Traffic Calming	<input type="radio"/> Reduce lane widths with centerlines, edge lines or other pavement markings.	<input type="radio"/> Reduce lane widths with raised center medians to discourage passing in two-way turn lanes.	<input checked="" type="radio"/> Reduce lane widths and/or reduce number of lanes.	Did not install chicanes and speed warning flashing beacons
	<input type="radio"/> Install painted curb extensions at crosswalks.	<input checked="" type="radio"/> Install painted curb extensions at crosswalks.	<input checked="" type="radio"/> Install raised center medians.	
	<input type="radio"/> Install painted chicanes with lane delineators.	<input checked="" type="radio"/> Install painted chicanes with lane delineators.	<input type="radio"/> Install chicanes.	
	<input type="radio"/> Install speed warning flashing beacons.	<input type="radio"/> Install speed warning flashing beacons.	<input type="radio"/> Install speed warning flashing beacons.	

# PST Design and Results

# Acknowledgements & Thanks

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Southern Nevada Health District Office of Chronic Disease Prevention & Health Promotion

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UNLV School of Public Health

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City of Las Vegas Department of Public Works

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Regional Transportation Commission of Southern Nevada

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UNLV College of Engineering

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Nevada Minority Health & Equity Coalition

## Next steps for VRU Safety Project

- Recruit community members and a third community partner organization
- Conduct walk audits with community partners and community members in May 2025
- Gather input on PST and update the tool
- Scout additional data sources for PST
- Explore Washoe County data sources and tools

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\*Interested in helping us to further develop the PST?

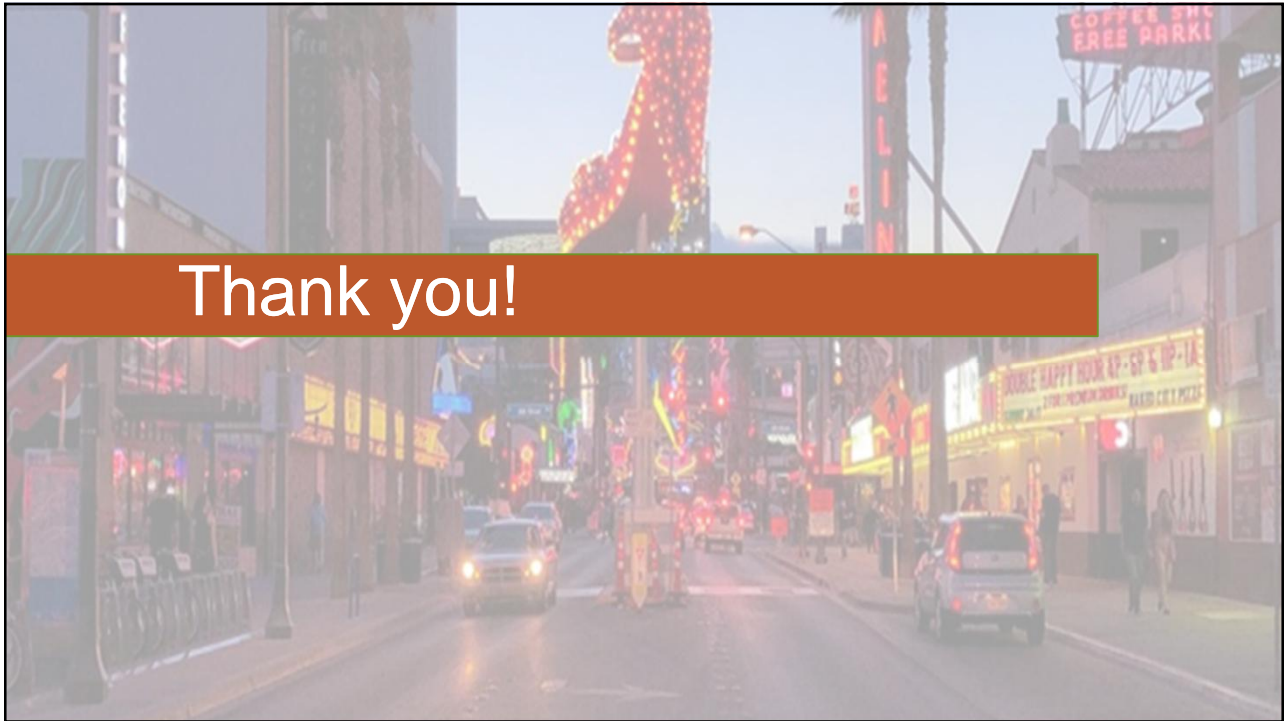
\*Are you aware of any additional secondary data sources, web map tools, or other publicly available datasets at the community or neighborhood level?

## Contact Information

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