



PEDESTRIAN SAFETY

Accomplishments	
<p>Problem ID</p> <ul style="list-style-type: none"> • Middle aged male pedestrians (46-55) is the largest victim group, and male pedestrians represent a majority of K & As • Almost half of pedestrian K & As occurred in the roadway, followed by almost a quarter that occurred in crosswalks • Improper crossing and darting into the roadway accounted for more than half of the K & As • October/November have the highest K & As • Majority of the injuries are during daylight, but majority of fatalities are at night 	
<p>PREDICTIVE ANALYTICS UPDATE</p> <p>Derq provided an update on a predictive analytics Pilot Program that was conducted at Flamingo Road/Maryland Parkway. A webinar was developed and presented to the Task Force after the February meeting. 50 people attended the webinar.</p>	<p>Strategy:</p> <p>Strategy 1: Implement geometric improvements through engineering, Step 1.1: Provide data and tools for practitioners to choose appropriate safety mitigation measures for Intersections, Step 1.2: Modifications to signal timing to provide accommodations for bicyclists and pedestrians</p>
<p>PEDESTRIAN LIGHTING STUDY</p> <p>A pedestrian lighting study is being conducted in NNV. This is a result of the Vision Zero recommendations.</p>	<p>Strategy 1 and 2:</p> <p>Implement geometric improvements through engineering, Action Step 1.2 Provide pedestrian-focused lighting at pedestrian crossing locations</p> <p>Training, education and awareness, Action Step 2.1 Implement Vision Zero in Northern Nevada</p>



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<p>IMPLEMENT VISION ZERO IN NORTHERN NEVADA</p> <p>Reno is actively pursuing Vision Zero. In the next few months, Rebecca Kapuler will be attending local agency board meetings to gain support for the draft plan.</p> <p>Explanation: <i>Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now it’s gaining momentum in major American cities.</i></p> <p><i>15 different agencies have been involved in the process so far. A pedestrian campaign is currently running in Northern Nevada based on the Don’t Kill A Dream campaign. Retroreflective wristbands are being provided to the Downtown Ambassadors to distribute to pedestrians along with REMSA brochures on pedestrian safety.</i></p>	<p>Strategy 2:</p> <p>Training, education and awareness, Action Step 2.1: Implement Vision Zero in Northern and Southern Nevada</p>
<p>LAW ENFORCEMENT TRAINING</p> <p>Law enforcement training for pedestrian enforcement waves is taking place in SNV twice a year.</p>	<p>Strategy 3:</p> <p>Legislative and Enforcement, Step 3.1 Provide and publicize targeted law enforcement events so that law enforcement can educate/ticket noncompliant motorists and pedestrians</p>
<p>PEDESTRIAN CITATION CLASS</p> <p>Continuing to conduct class on a regular basis in Southern Nevada.</p>	<p>Strategy 3:</p> <p>Legislative and Enforcement, Step 3.3 Pedestrian Citation Class</p>
<p>Priorities/Actions</p>	
<p>REVIEW STRATEGIES AND ACTIONS</p> <p>Review of strategies and actions along with the latest intersection data to determine if modifications need to be made as part of the SHSP Update.</p>	<p>Strategy:</p> <p>All.</p>
<p>BENEFITS OF PEDESTRIAN SAFETY DESIGNS</p> <p>A PowerPoint summarizing the FHWA Proven Safety Countermeasures that apply to is being developed and will be presented at the next Task Force meeting.</p>	<p>Strategy:</p> <p>Strategy 1: Implement geometric improvements through engineering, Step 1.1: Provide data and tools for practitioners to choose appropriate safety mitigation measures for Intersections</p>



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<p>IMPLEMENT VISION ZERO IN SOUTHERN NEVADA</p> <p>Erin Breen has been giving a Vision Zero presentations to the City of Las Vegas.</p> <p>Explanation: <i>Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now it’s gaining momentum in major American cities.</i></p>	<p>Strategy 2:</p> <p>Training, education and awareness, Action Step 2.1: Implement Vision Zero in Northern and Southern Nevada</p>
<p>Questions</p>	
<p>N/A</p>	
<p>Subcommittees</p>	
<p>Southern Nevada Pedestrian Task Force</p> <p>The Southern Nevada Pedestrian Task Force meets every other month and is led by Erin Breen.</p>	
<p>Vision Zero</p> <p>Contact Rebecca Kapuler if you would like to be included in the Northern Nevada Vision Zero.</p>	
<p>Advisory Opinions</p>	
<ul style="list-style-type: none"> ▪ Add NRS language to double fines in active school zones. There is currently no language allowing double fines in active school zones. <ul style="list-style-type: none"> ▪ Mimic construction zones. ▪ Add pedestrian safety zones as well. ▪ Revise NRS 484B.063 to allow the governing body of a local government or the Department of Transportation to determine the physical length of school zones. <ul style="list-style-type: none"> ▪ NRS 484B.060 “School crossing zone” defined. “School crossing zone” means those sections of streets not adjacent to school property that pupils cross while following a designated walking route to school. (Added to NRS by 1993, 2586) — (Substituted in revision for NRS 484.1485) ▪ NRS 484B.063 “School zone” defined. “School zone” means those sections of streets which are adjacent to school property. (Added to NRS by 1993, 2586) — (Substituted in revision for NRS 484.149) ▪ NRS 484B.363 The governing body of a local government or the Department of Transportation shall designate school zones and school crossing zones. An area must 	



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not be designated as a school zone if imposing a speed limit of 15 miles per hour would be unsafe because of higher speed limits in adjoining areas.

- MUTCD – no guidance on size of school zones.