



## Vulnerable Road Users Task Force Meeting Summary



<b>Date/Time:</b>	Thursday, March 13, 2025   10:00am – 11:30am
<b>Chair:</b>	Rachel Shaw, Tahoe Regional Planning Agency
<b>Vice Chair Motorcycles:</b>	Justin McDonald, DPS–OTS, Nevada Rider
<b>Vice Chair Pedestrians:</b>	Erin Breen, UNLV Vulnerable Road Users Project
<b>Facilitator</b>	Lindsay Saner, Kimley-Horn

### Attendees

- See attached attendee list

### Topics

- Summary from December Quarterly Meeting – see attached. No questions or changes requested.
- Monthly Statewide Fatal Report, as of February 28 (see attached).
  - New look and format for the report. Please provide any comments to Anita Pepper ([a.pepper@dps.state.nv.us](mailto:a.pepper@dps.state.nv.us)).
  - Nevada crash data available at <https://zerofatalitiesnv.com/nevadacrashdata/>.
  - Monthly fatal reports sent by Anita Pepper, PIO for Office of Traffic Safety; if you would like to receive reports reach out to Anita ([a.pepper@dps.state.nv.us](mailto:a.pepper@dps.state.nv.us)).
  - The group discussed e-bikes and e-scooters, which are currently recorded in the “other” category, but oftentimes e-bikes can go up to 35 mph. Need to define and determine where to categorize them.
    - It was noted that the e-bike fatalities that we have seen this year in Nevada were adults.
    - Erin Breen noted that she is working on a brochure to educate parents about e-bikes.
    - E-bikes are getting national attention due to safety concerns and users displaying risky behaviors.
    - Clark County ordinance for 7' clearance.
    - **Action:** Research what other states/agencies are doing for e-bikes and e-scooters
- Traffic Records Coordinating Committee (TRCC)
  - Next meeting is March 18th.
  - Ongoing efforts to update the Crash Form to comply with the Model Minimum Uniform Crash Criteria (MMUCC) 6. Next workshop is in April.
  - Enforcement Mobile (Brazos) Working Group meeting quarterly.
- Agency/Organization Updates:
  - NDOT:
    - Working on the 2026-2030 SHSP Update and activities for the 2025 Legislative Session.
  - TRPA:
    - Finishing the Long Range Transportation Plan (public comment April-May). Focus on a shift to active transportation and transit.
  - OTS:
    - Grant applications and Letters of Interest due March 28<sup>th</sup>. <https://ots-nv.intelligrants.com/>
- Motorcycle CEA Updates
  - Developing advanced rider training beyond the basic skills course.

- Accident Scene Management (ASM) Training will continue with new grant funding. 500 people have been trained in Southern Nevada to date.
- Assessing current strategies and action steps, including accomplishments and challenges as we develop the next 5-year SHSP.
- Pedestrian CEA Updates
  - Lia Grimaldi from City of Las Vegas noted that initiating LPIs at two locations resulted in reductions in near-misses of 55% and 33%.
  - Review VRU road user reports and high scoring corridors and intersections to identify strategies.
  - Identify actions/countermeasures that align with the issues we are seeing in Southern Nevada.
    - Consider new technologies like leading pedestrian interval (LPI)
  - Focus on lighting – where are the issues? Lack of lighting, low light levels, damaged equipment
  - NDOT Research project to suppress the flashing yellow arrows (FYA)
  - UNR conducting a study for mid-block beacons.
  - TRPA indicated they have an ITS plan coming later this year to identify use of technologies like DERQ (near-miss).
  - Joining Forces held a Pedestrian Safety Event where 18 agencies participated. The agencies that participate in Joining Forces meet in July to set the calendar for events for the following year.
    - North Las Vegas PD and Clark County School District PD conducted Leprechaun in the Crosswalk in March.
    - It was discussed that some agencies fund high visibility enforcement (HVE) events outside of Joining Force because they are found to be effective.
    - Erin Breen can lead training for HVE events. Contact Erin ([scp.unlv@gmail.com](mailto:scp.unlv@gmail.com)) for more information.
  - Save a Life Win a Macbook competition goes through end of March ([pedsafe.vegas](http://pedsafe.vegas))
  - Pedestrian Forum on Victim Blaming scheduled for May 28. More information to come.
- Lia Grimaldi presented on City of Las Vegas's Vision Zero Plan and new safety improvements for City projects. The slides from the presentation are included as an attachment.
  - Las Vegas is an official "Vision Zero Network" Community ([Vision Zero Network](#))
  - The group discussed including different groups in the safety discussion and recognizing that safety is the priority. Include roadway design, operations and maintenance.
- Continued discussion on e-bikes and e-scooters
  - South Lake Tahoe proposed reduction of e-scooters (Lime, Byrd, etc.) by 50% but received pushback.
  - Clark County School District has new messaging for parents and are updating bike rack usage to regulate e-bikes.
  - Lots of coverage of groups of younger riders in the news, terrorizing other road users
  - Oregon law requires age 16 for e-bike and e-scooter

## Upcoming Meetings:

- Nevada Advisory Committee on Traffic Safety (NVACTS) – Monday, April 22, 2:00-4:00pm
- Pedestrian Forum on Victim Blaming – Wednesday, May 28 (more info to come)
- Pedestrian Action Update Meeting (Vice Chair, Action Step Leaders) – Thursday, May 8
- Motorcycles Action Update Meeting (Vice Chair, Action Step Leaders) – Thursday, May 8
- Next Vulnerable Road Users Key Area Meeting – Thursday, June 12, 10:00-11:30 am

## Attachments:

- A. Attendees List
- B. Summary from December 2024, Vulnerable Road Users Meeting (no attachments)
- C. Monthly Fatality Report
- D. City of Las Vegas Vision Zero Presentation
- E. Strategies and Action Steps

Vulnerable Road Users Task Force Meeting Sign-In (March 13, 2025)				
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## Vulnerable Road Users Task Force

### Meeting Summary



<b>Date/Time:</b>	Thursday, December 5, 2024   10:00am – 11:30am
<b>Chair:</b>	Rachel Shaw, Tahoe Regional Planning Agency
<b>Vice Chair Motorcycles:</b>	Justin McDonald, DPS–OTS, Nevada Rider
<b>Vice Chair Pedestrians:</b>	Erin Breen, UNLV Vulnerable Road Users Project
<b>Facilitator</b>	Lindsay Saner, Kimley-Horn

### Attendees

- See attached attendee list

### Topics

- Summary from September Quarterly Meeting – see attached. No questions or changes requested.
- Data Update – Monthly Statewide Fatal Report, as of October 31 (see attached). We are expecting the November report next week.
  - Nevada crash data available at <https://zerofatalitiesnv.com/nevadacrashdata/>.
  - Monthly fatal reports sent by Anita Pepper, PIO for Office of Traffic Safety; if you would like to receive reports reach out to Anita ([a.pepper@dps.state.nv.us](mailto:a.pepper@dps.state.nv.us)).
  - Vulnerable Road User fatalities most often occur on Community Streets with a posted speed between 30-49 MPH.
  - To date, there have been 95 Vulnerable Road User fatalities in Clark County.
    - 62 (73%) when dark
    - 79% dusk and dawn (and dark)
    - 18 (21%) daylight
    - 68% at night on 45 mph street
    - 35 (11%) at night on 50 mph+ street
  - Matt Cambron shared that he attended a presentation where the speaker said 1/3 of pedestrian fatalities happen on Boulder Highway. This is not true.
    - Boulder Highway's worst year was 2015. Wrong message to send. The task force discussed the need for positive, educational, factual information to share with people.
      - **Action:** \*\*Develop white paper on VRU crashes with facts/references to approach the conversation. Develop for both rural and urban areas statewide.
      - Rachael Shaw shared her info slides "How to Talk about Crashes" from Vision Zero project to educate TRPA staff (see attached).
    - Kelly Norman (CAMPO) shared there are differences in the data for Carson City, 5 K's vs 7K's from OTS data. It is important to monitor the data, particularly for counties where the numbers are smaller.
- Traffic Records Coordinating Committee (TRCC)
  - Next meeting is 12/10.
  - Changes coming to crash report form for all law enforcement agencies based on MMUCC 6 Recommendations from NHTSA.
  - Working on DMV Data and Traffic Records integration.
  - Crash locator App (NDOT) has been fixed. Planning to have all 2023 data completed by end of 2024.

- Provide supporting data on vulnerable road users and speed.
- Agency/Organization Updates:
  - NDOT:
    - Preparing for the 2026-2030 SHSP Update, as well as the 2025 Legislative Session, and a summary of the Safety Summit Recap.
    - McKenna Bacon, Lacey Tisler and Shara Thiesen are presenting on a panel on VRU Assessments on 12/12.
  - RTC SNV
    - Daniel Fazekas shared that the Safe Streets for Southern Nevada public Kick off meeting will be in February 2025. They are finalizing the engagement plan and ramping up for community engagement.
    - The Project Management Team for the plan includes all SNV jurisdictions.
  - Rachael Shaw shared that Douglas County received SS4A funds to do a Comprehensive Safety Action Plan.
- Motorcycle CEA Updates: Justin McDonald
  - Justin McDonald previewed the “Moto 101” Presentation for the group. A few highlights include:
    - “ATGATT” All the Gear All the Time
    - Links to videos and surveys
    - Looking for support to get the word out about the Moto 101 program. Looking into funding options similar to Drivers Edge (funded through an OTS grant).
    - Harley Davidson provides training. It was suggested to reach out to other providers for support of Moto 101.
    - Share with the media.
  - The group discussed the need for a similar training for parents and kids using e-Bikes.
    - Consider connecting with parents through large employers. Make it easy to sign-up.
  - World Day of Remembrance included a motorcycle rally.
- Pedestrian CEA Updates: Erin Breen
  - World Day of Remembrance held in November in Las Vegas.
  - Nevada Bike and Ped Board met recently. Include NBPB Board update at next task force meeting.
    - NBPB is providing letter of support for Old Highway 40.
    - NDOT Bike/Ped and Safe Routes to School Update:
      - Working Southwest Valley Rim Trail
      - S Virginia Street Bike and Ped Plan
  - Lighting – working on new solutions to fix the theft issue
    - Development of the RTCSNV’s new Design Criteria Manual (DCM) will be kicking off in 2025, and could include new standards for lighting.
    - In Reno, some crosswalks have lights on the signal mast arm (Moana near the swimming building) that seem to be effective for lighting the crosswalk.
      - LaShonn Ford from RTC Washoe noted these special cases with lights on the mast arm are due to constraints for light poles due to overhead power lines. They are currently studying this for future signal pole updates.
    - RTC Southern Nevada recently updated lights at bus stops using solar powered equipment.
      - RTC has installed 2,050 standalone solar-powered lights at bus stops without shelters to improve safety, security, and visibility.
      - 200 more will be installed by end of December 2024. As lighting technology has improved, RTC Transit Amenities staff is upgrading older solar-powered shelters with efficient LED fixtures that are brighter and consume less energy.
      - There is an intentionality of where we place lighting upgrades. Oftentimes, a shelter is dark due to theft, and we are working against the clock as we install lighting at shelters because of vandalism and theft.
      - This project was federally funded with FTA discretionary Bus and Bus Facilities,

FTA Community Project Funding (earmark) and FTA 5307 apportioned formula funding.

- **Action for Task Force:** Conduct lighting research study for Nevada. What has been done and what needs to be done?
- Erin Breen shared there is a need to address window tinting, and understanding the impacts to K and A crashes.
- Mohammad Fahran (RTCSNV) requested the next round of network screening results to be presented at RTC Committee meetings so everyone hears the information.

## Upcoming Meetings:

- Nevada Advisory Committee on Traffic Safety (NFACTS) – Monday, December 16, 10:00-11:00 am
- Pedestrian Action Update Meeting (Vice Chair, Action Step Leaders) – Wednesday, February 12
- Motorcycles Action Update Meeting (Vice Chair, Action Step Leaders) – Wednesday, February 12
- Next Vulnerable Road Users Key Area Meeting – Thursday, March 13, 10:00-11:30 am

## Attachments:

- A. Attendees List
- B. Summary from September 5, 2024, Vulnerable Road Users Meeting (no attachments)
- C. Monthly Fatality Report
- D. TRPA How to Talk about Traffic Crashes
- E. Strategies and Action Steps

## Links:

Roadmap of Laws: [2025-Advocates-Report-online-fnl2-120424.pdf](#)

[Nevada Rider Motorcycle Safety Program](#)

Surveys:

[Pre-test quiz link – Moto 101](#)

[Serious About Safety](#)

[Course feedback form](#)

# NEVADA STATEWIDE MONTHLY FATAL REPORT



**Zero Fatalities**  
Lives are on the Line

Date of Report: 3/5/2025

Current Reporting Period: January 1, 2025 - February 28, 2025

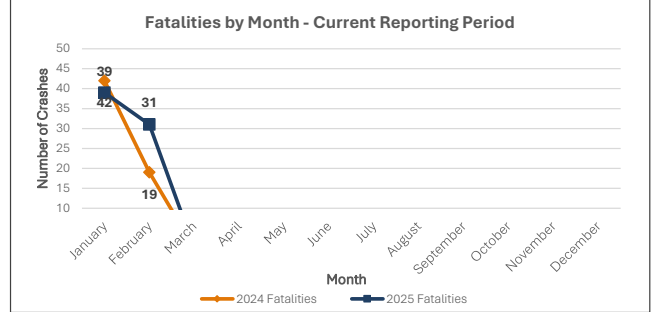
This report is compiled by the Office of Traffic Safety and includes detailed statistics on traffic fatalities in Nevada. The report breaks crash data down by behavior, county, and year-over-year changes, and includes monthly data, year-to-date data, and previous year data. The report aims to provide accurate data to help improve road safety and inform policy decisions while ensuring compliance with federal reporting requirements set by the National Highway Traffic Safety Administration (NHTSA).

[For more detailed information on traffic fatalities and the behaviors causing them, please refer to the Nevada Fatal Crash Dashboard.](#)

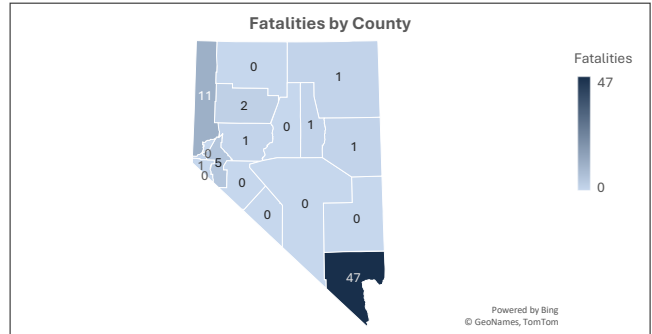
Data as of: February 28, 2025

## Crash Comparison by Month - Current Reporting Period

<p>2025 Fatal Crashes During Current Reporting Period</p> <p><b>69</b></p> <p>23.21% % Change from 2024</p>	<p>2025 Fatalities During Current Reporting Period</p> <p><b>71</b></p> <p>16.39% % Change from 2024</p>
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Month	2024 Fatal Crashes	2025 Fatal Crashes	% Change	2024 Fatalities	2025 Fatalities	% Change
January	39	39	0.00%	42	40	-4.76%
February	17	30	76.47%	19	31	63.16%
March	0	0	0.00%	0	0	0.00%
April	0	0	0.00%	0	0	0.00%
May	0	0	0.00%	0	0	0.00%
June	0	0	0.00%	0	0	0.00%
July	0	0	0.00%	0	0	0.00%
August	0	0	0.00%	0	0	0.00%
September	0	0	0.00%	0	0	0.00%
October	0	0	0.00%	0	0	0.00%
November	0	0	0.00%	0	0	0.00%
December	0	0	0.00%	0	0	0.00%
<b>Reporting Period Total</b>	<b>56</b>	<b>69</b>	<b>23.21%</b>	<b>61</b>	<b>71</b>	<b>16.39%</b>
<b>Year End Total</b>	<b>56</b>	<b>69</b>		<b>61</b>	<b>71</b>	



## Crash Comparison by County - Current Reporting Period

County	2024 Fatal Crashes	2025 Fatal Crashes	% Change	2024 Fatalities	2025 Fatalities	% Change	2024 Vehicle Occupants	2025 Vehicle Occupants	% Change	2024 Unrestrained	2025 Unrestrained	% Change
Clark	45	46	2.22%	50	47	-6.00%	14	16	14.29%	5	8	60.00%
Washoe	6	11	83.33%	6	11	83.33%	2	7	250.00%	1	1	0.00%
Lyon	1	4	300.00%	1	5	400.00%	0	4	400.00%	0	0	0.00%
Carson City	1	1	0.00%	1	1	0.00%	0	1	100.00%	0	1	100.00%
Nye	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
Elko	1	1	0.00%	1	1	0.00%	1	1	0.00%	0	0	0.00%
Douglas	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Churchill	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	0	0.00%
Humboldt	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
White Pine	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
Pershing	0	2	200.00%	0	2	200.00%	0	2	200.00%	0	1	100.00%
Lander	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Mineral	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Lincoln	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Storey	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Eureka	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	1	100.00%
Esmeralda	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
<b>Reporting Period Total</b>	<b>56</b>	<b>68</b>	<b>21.43%</b>	<b>61</b>	<b>70</b>	<b>14.75%</b>	<b>19</b>	<b>33</b>	<b>73.68%</b>	<b>6</b>	<b>12</b>	<b>100.00%</b>
<b>Year End Total</b>	<b>56</b>	<b>68</b>		<b>61</b>	<b>70</b>		<b>19</b>	<b>33</b>		<b>6</b>	<b>12</b>	

# NEVADA STATEWIDE MONTHLY FATAL REPORT



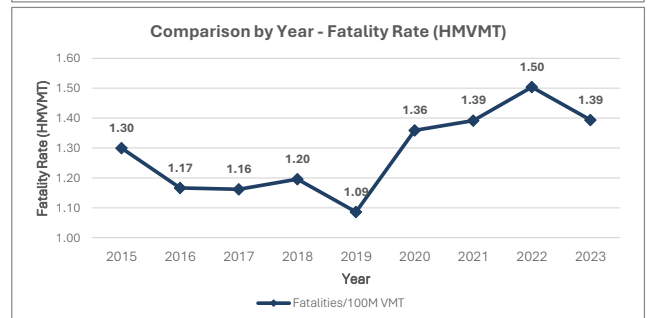
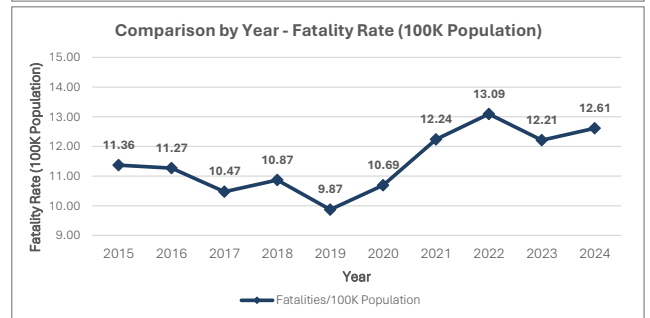
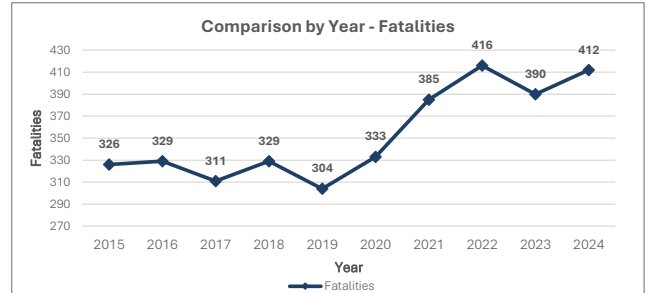
**Zero Fatalities**  
Lives are on the Line

## Vulnerable Road User and Motorcyclist Fatalities - Current Reporting Period

County	2024 Pedestrian	2025 Pedestrian	% Change	2024 Bicycle	2025 Bicycle	% Change	2024 Motorcycle	2025 Motorcycle	% Change	2024 Other Scooter, Moped, ATV	2025 Other Scooter, Moped, ATV	% Change
Clark	23	16	-30.43%	1	5	400.00%	10	10	0.00%	2	0	-100.00%
Washoe	2	3	300.00%	0	0	0.00%	2	1	-50.00%	0	0	0.00%
Lyon	1	0	0.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%
Carson City	1	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Nye	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Elko	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Douglas	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Churchill	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Humboldt	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
White Pine	0	0	0.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%
Pershing	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Lander	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Mineral	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Lincoln	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Storey	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Eureka	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Esmeralda	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
<b>Reporting Period Total</b>	<b>27</b>	<b>19</b>	<b>-17.39%</b>	<b>1</b>	<b>5</b>	<b>400.00%</b>	<b>12</b>	<b>13</b>	<b>8.33%</b>	<b>2</b>	<b>0</b>	<b>-100.00%</b>
<b>Year End Total</b>	<b>27</b>	<b>19</b>		<b>1</b>	<b>5</b>		<b>12</b>	<b>13</b>		<b>2</b>	<b>0</b>	

## 10-Year Historical Crash Comparison

Year	Fatalities	Serious Injuries	Population	HMVMT
2015	326	1,333	2,868,531	250,789
2016	329	1,267	2,919,555	282,141
2017	311	1,086	2,969,900	267,641
2018	329	893	3,027,300	275,103
2019	304	982	3,080,200	279,938
2020	333	964	3,115,840	245,055
2021	385	1,097	3,146,632	276,617
2022	416	1,130	3,177,421	276,617
2023	390	1,176	3,194,176	279,845
2024	412	N/A	3,267,467	0.000
<b>10-Year Total</b>	<b>3,535</b>	<b>9,928</b>		
<b>10-Year Average</b>	<b>353.5</b>	<b>1,103.1</b>		



**DISCLAIMER: THIS REPORT IS A POINT IN TIME COMPARISON. THIS DATA DOES NOT INCLUDE DATA FIELDS MARKED BY THE OFFICER AS UNKNOWN. 2024 DATA IS PRELIMINARY AND DOES NOT NECESSARILY INCLUDE FINAL REPORTS (FORM 5, CORONER, AND/OR TOXICOLOGY). 2024 DATA IS NOT FINAL UNTIL FARS RELEASE IN 2026. 2025 DATA IS NOT FINAL UNTIL FARS RELEASE IN 2027. 2024 VMT DATA IS NOT AVAILABLE UNTIL 2025. NOTE: THE MONTHLY REPORT WILL BE DISTRIBUTED BY THE 7TH OF EACH MONTH.**

### KEY

- Fatalities:** Total number of reported deaths (vehicle occupants, pedestrian, motorcyclist, bicyclist, and other).
- Vehicle Occupants:** Driver and occupant fatalities in a motor vehicle.
- Vehicle Unrestrained:** Driver and occupant fatalities in a motor vehicle unrestrained.
- Pedestrian:** Any person on foot, on a personal conveyance, or in a building.
- Bicyclist:** A person on an other road vehicle that can be propelled by pedaling (bicycle, tricycle, unicycle, pedal car, electric bike).
- Motorcyclist:** A person riding any motor vehicle that has a seat or saddle for the use of its operator and is designed to travel on not more than three wheels in contact with the ground.
- Other:** A person on a scooter, moped, ATV, or other motorized vehicle not captured above on a roadway.
- 100 Million Vehicle Miles Traveled (HMVMT):** The total distance driven by all vehicles statewide, scaled to units of 100 million miles.

### SOURCES

State Fatal Crash, Office of Traffic Safety  
Population Data, United States Census Bureau



**VISIONZERO**

Vision Zero Program

Subcommittee #1 – Implement Safe  
Speeds  
March 13, 2025



1



**VISIONZERO**

## Agenda

1. Vision Zero network
2. Michael Way history
3. Michael Way proposed improvements
4. Corridor rehabilitation project
5. Corridor rehabilitation project prioritization



2

# Vision Zero Network

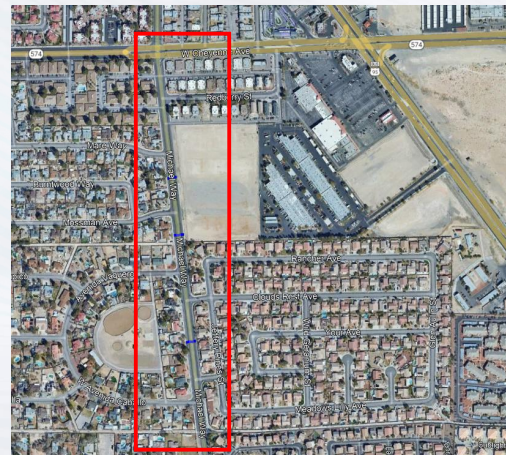
- Officially recognized by the National VZ network as a VZ community
- Benefits:
  - Public recognition
  - Peer learning and networking
  - Resource and support
  - Funding opportunities



3

# Michael Way History

- Michael Way, south of Cheyenne Ave.
  - Speed Limit is 25 mph
  - Collector – 80' ROW
  - 50% fronting residential
- Timeline
  - 2023 – restriped the corridor for one lane each direction, buffer, bike lane and parking
  - 2024 – installation of speed feedback sign
  - 2025 – installation of lane shifting bumper blocks



➤ Speed data

	Pre-striping (Nov 2022)	Post striping and pre-speed feedback sign (Oct 2023)	Post-speed feedback sign (April 2024)
<b>85%ile speed</b>	35	48	41
<b>Average speed</b>	28	39	32



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# Michael Way Proposed Improvements

**CONSTRUCTION NOTES:**

- INSTALL BUMPER BLOCKS PER DETAIL 'A' (SHEET 2).
- INSTALL YELLOW/WHITE POLYMER CONCRETE. SEE DETAIL 'X' (SHEET 3).
- INSTALL TYPE 1 CENTERLINE, TYPE 2 TWO WAY YELLOW (SQUARE) AND TYPE A YELLOW (CIRCULAR) DOUBLE PMS. SEE DETAIL 'C' & 'D'.
- INSTALL TYPE 1 WHITE (CIRCULAR) SINGLE PMS 4 FT SPACED.
- REFRESH EXISTING 6" WHITE LINES (TYPE F FILM OR THERMOPLASTIC).
- REFRESH EXISTING CENTERLINE (USE PAINT OR TYPE H FILM OR THERMOPLASTIC).

**DEPARTMENT OF PUBLIC WORKS**  
**MICHAEL WAY BUMPER BLOCKS**  
**CHEYENNE AVENUE TO NEVADA DRIVE**  
**SIGNS AND MARKINGS**

DATE: 10/20/2024  
 DRAWN BY: [Name]  
 SHEET: 1 OF 3

SCALE: 1" = 40'

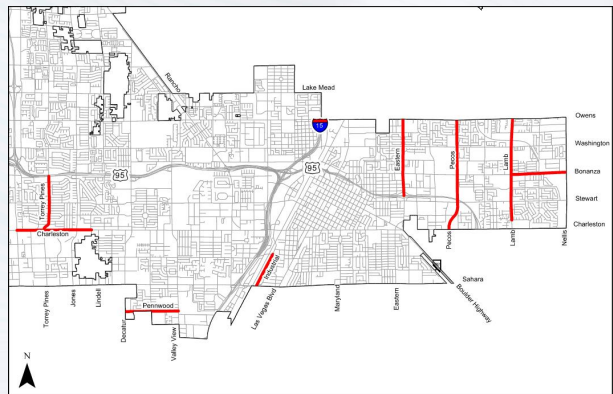
MATCH ABOVE: A-A  
 MATCH BELOW: A-A  
 MATCH LEFT: 2-B-B  
 MATCH RIGHT: 2-B-B

**CITY OF LAS VEGAS NEVADA**

5

# Streets for Safety Improvements For Corridor Rehabilitation Project

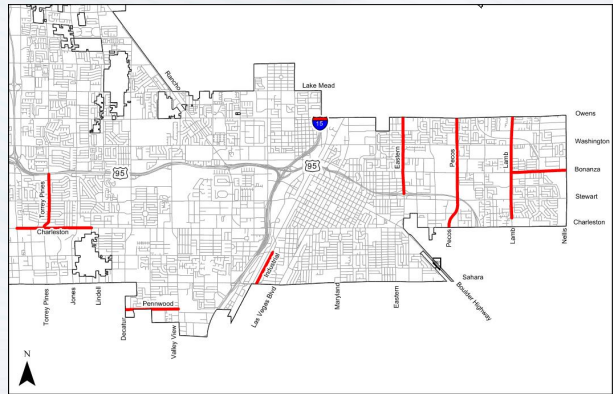
- Street Corridor Rehabilitation Safety Evaluations (Action Plan Item 2.1.7)
  - Bonanza Road, Lamb Blvd. to Nellis Blvd.
  - Eastern Avenue, US 95 to Owens Ave.
  - Lamb Blvd., Sherrill Ave. to Owens Ave.
  - Pecos Road, Charleston Blvd. to Owens Ave.



6

# Mentimeter

- If you had to pick between making small improvements at all corridors or complete improvements at a few of them, what would you choose?
- 70% said few improvements at all corridors
- 30% said complete improvements on a few corridors

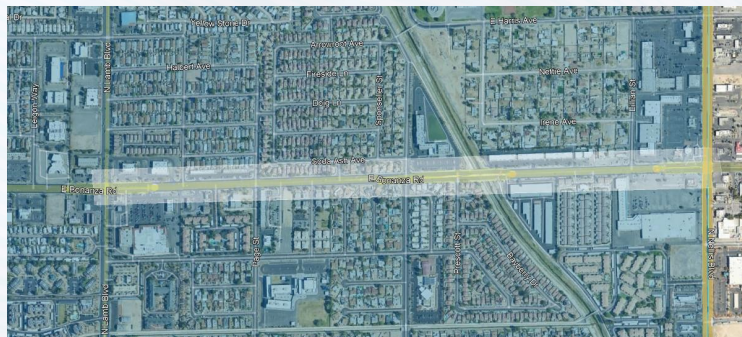


7

## Corridor Rehabilitation Project Bonanza Road

- Bonanza Road, Lamb Boulevard to Nellis Boulevard

- Length: 1 mile
- Width: 80' to 100' (6 Lanes)
- Posted Speed: 35 mph
- AADT: 25,000 vehicles/day
- Signalized Intersections: 4
- Uncontrolled Pedestrian Crossings: 2
- School Zones: 1 (Robison MS)



- 1 Fatal Crash and 5 Serious Injury Crashes in the past 5 years



8

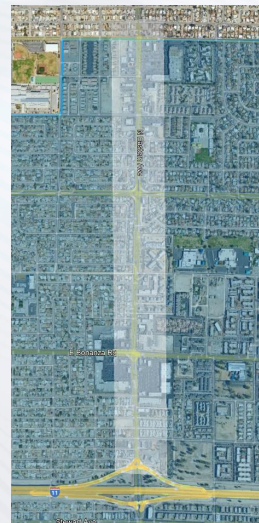
## Corridor Rehabilitation Project Bonanza Road



9

## Corridor Rehabilitation Project Eastern Avenue

- Eastern Avenue, US 95 to Owens Avenue
  - Length: 1.35 miles
  - Width: 100' (6 Lanes)
  - Posted Speed: 35 mph
  - AADT: 28,000 to 48,000 vehicles/day
  - Signalized Intersections: 6
  - Uncontrolled Pedestrian Crossings: 3
  - School Zones: 1 (Lunt ES)
- 6 Fatal Crashes and 12 Serious Injury Crashes in the past 5-Years
  - 2 Fatal Crashes and 3 Serious Injury Crashes involved Pedestrians



10

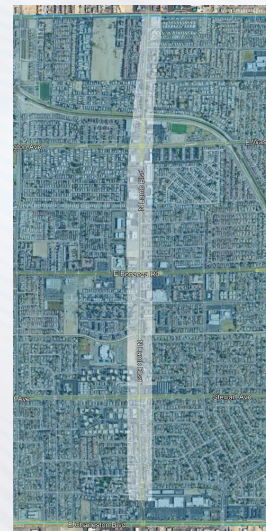
## Corridor Rehabilitation Project Eastern Avenue



11

## Corridor Rehabilitation Project Lamb Boulevard

- Lamb Boulevard, Sherril Avenue to Owens Avenue
  - Length: 1.9 miles
  - Width: 100' (6 Lanes)
  - Posted Speed: 35 mph
  - AADT: 33,500 to 42,500 vehicles/day
  - Signalized Intersections: 4
  - Uncontrolled Pedestrian Crossings: 4
  - School Zones: 2 (Moore Elementary and Future Academy)
- 1 Fatal Crash and 17 Serious Injury Crashes in the past 5 years
  - 1 Fatal Crash and 3 Serious Injury Crashes involved Pedestrians



12

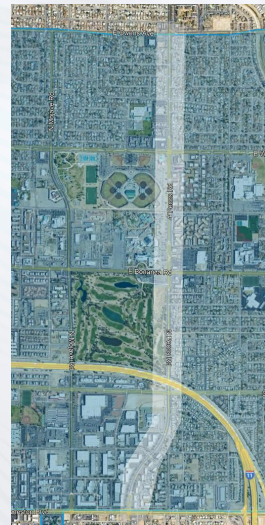
## Corridor Rehabilitation Project Lamb Boulevard



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## Corridor Rehabilitation Project Pecos Road

- Pecos Road, Charleston Boulevard to Owens Avenue
  - Length: 2.1 miles
  - Width: 100' (6 Lanes)
  - Posted Speed: 35 to 45 mph
  - AADT: 24,000 to 25,000 vehicles/day
  - Signalized Intersections: 6
  - Uncontrolled Pedestrian Crossings: 4
  - School Zones: 2 (Ronnow ES and Miley Achievement Center)
- 4 Fatal Crashes and 13 Serious Injury Crashes in the past 5 years.
  - 0 Fatal Crashes and 3 Serious Injury Crashes involved Pedestrians



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# Corridor Rehabilitation Project

## Pecos Road



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## Mentimeter

Given these roadway characteristics, do you believe the speed limit should be reduced at any of these locations?

- Bonanza Road
- Eastern Avenue
- Lamb Boulevard
- Pecos Road
- None of the above

Results

- 88% said Pecos Rd
- 13% said Eastern Ave



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# Mentimeter

What are the most important considerations for improvement implementation?

- Reduction of crash numbers
- Reduction of crash severity
- Reduction of crash per mile
- Benefit Cost Ratio
- Adjacent land use/context (higher VRU presence)

Results

- 1<sup>st</sup> Reduction of crash severity
- 2<sup>nd</sup> Adjacent land use/context consideration
- 3<sup>rd</sup> Reduction of crash numbers
- 4<sup>th</sup> Increased Benefit Cost Ratio
- 5<sup>th</sup> Reduction of crashes per mile



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## Corridor Rehabilitation Project 5-Year Crash History

	Predominant Crash Types			Pedestrian Crashes	Total Crashes	Crashes/ Mile
	Angle	Rear-End	Non- Collision			
Bonanza Road	218	96	38	17	402	244
Eastern Avenue	317	288	95	25	791	586
Lamb Blvd	431	248	78	25	843	444
Pecos Road	347	167	60	13	626	298



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## Corridor Rehabilitation Project 5-Year Crash Severity

	Fatal	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage Only
Bonanza Road	1	5	42	178	170
Eastern Avenue	6	12	84	320	369
Lamb Boulevard	1	17	88	389	348
Pecos Road	4	13	78	311	220



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## Corridor Rehabilitation Project Estimated Costs & Crash Reduction Benefit

	Estimated Construction Cost (millions)	Estimated 20-Year Crash Reduction Benefit (millions)	Benefit Cost Ratio
Bonanza Road	\$2.4	\$18.5	7.7
Eastern Avenue	\$2.4	\$11.6	4.8
Lamb Boulevard	\$3.1	\$70.2	22.6
Pecos Road	\$5.4	\$105.3	19.5



20

# Mentimeter

Which 2 corridors do you think should have the highest priority, assuming the other 2 would not be selected?

- Bonanza Road
- Eastern Avenue
- Lamb Boulevard
- Pecos Road
- None of the above

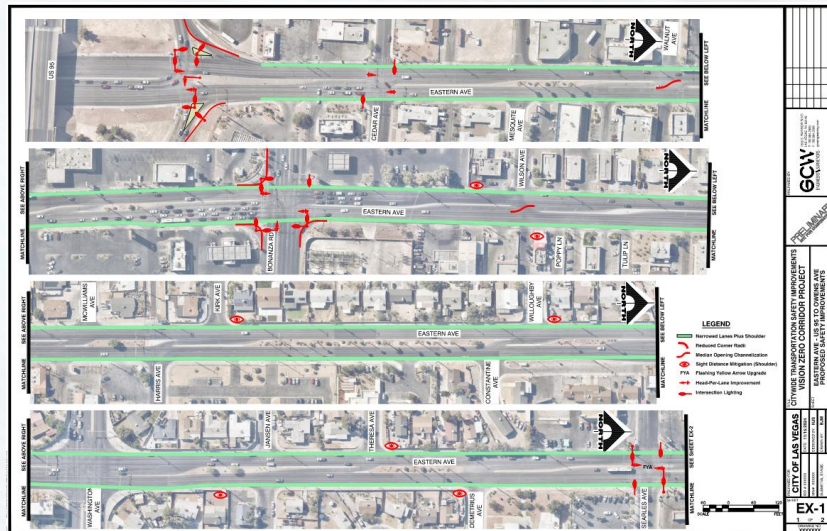
## Results

- 80% said Eastern Ave.
- 30% said Pecos Rd.



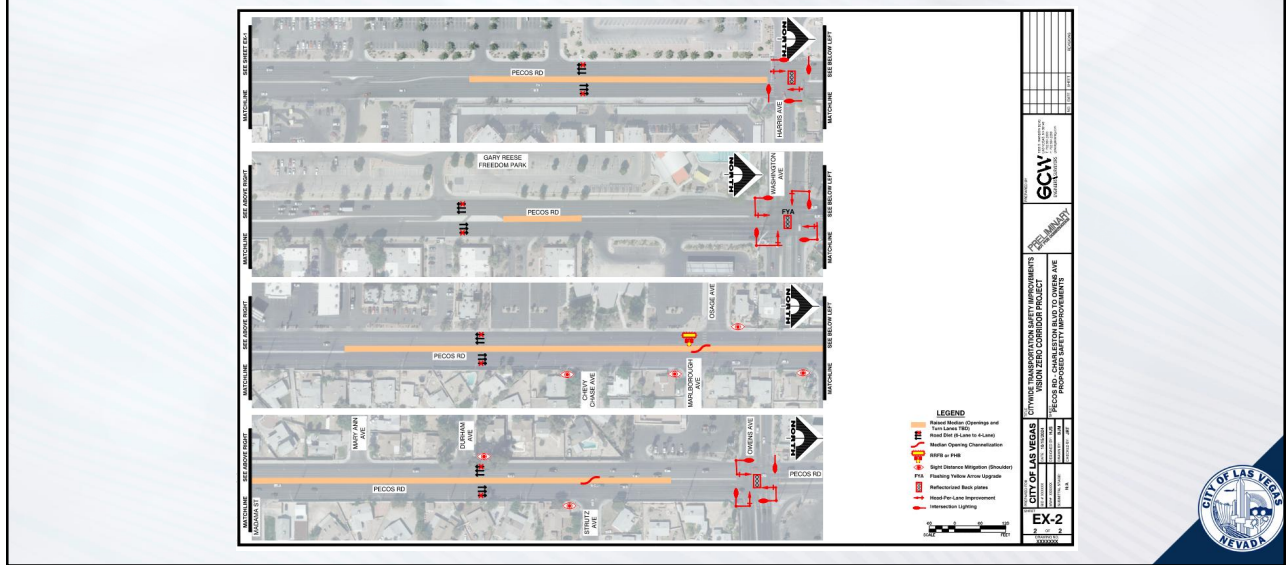
21

# Proposed Improvements Eastern Ave.



22

# Proposed Improvements Pecos Rd.



23



24

## Key Area: Vulnerable Road Users (VRU)

### Critical Emphasis Area: Pedestrians (P)

**Strategy #1:** Screen the roadway network for high-risk signalized intersections and apply effective and/or innovative countermeasures for pedestrians.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
1.1	Screen the network annually to identify the top high-crash pedestrian locations at signalized intersections and distribute results.	<a href="#">Shara Thiesen (NDOT)</a>	Dec 2025	12/04/2024	○ Not Started	Top high-crash pedestrian locations at signalized intersections.	Annual network screening to be done in 2025.
1.2	Screen the network annually to identify the top high-crash pedestrian locations at unsignalized intersections and distribute results.	<a href="#">Shara Thiesen (NDOT)</a>	Dec 2025	12/04/2024	○ Not Started	Top high-crash pedestrian locations at unsignalized intersections.	Annual network screening to be conducted in 2025.
1.3	Screen the network annually to identify the top-high crash pedestrian locations at unsignalized midblock locations and distribute results.	<a href="#">Shara Thiesen (NDOT)</a>	Dec 2025	12/04/2024	○ Not Started	Top high-crash pedestrian locations at unsignalized midblock locations.	Annual network screening to be conducted in 2025.
1.4	Identify countermeasures to apply to the top high-crash pedestrian signalized intersections.	<a href="#">Erin Breen (UNLV)</a>	Dec 2025	12/04/2024	○ Moderate Progress	Identify projects to improve pedestrian safety at top high-crash signalized intersections.	End date was updated from 12-30-2023 to 12-31-2025.
1.5	Identify countermeasures to apply to the top high-crash pedestrian unsignalized intersections.	<a href="#">Erin Breen (UNLV)</a>	Dec 2025	12/04/2024	○ Moderate Progress	Identify projects to improve pedestrian safety at top high-crash unsignalized intersections.	End date was updated from 12-30-2023 to 12-31-2025.
1.6	Identify countermeasures to apply to the top high-crash pedestrian mid-block crossing locations.	<a href="#">Erin Breen (UNLV)</a>	Dec 2025	12/04/2024	○ Moderate Progress	Identify projects to improve pedestrian safety at top high-crash mid-block crossing locations.	End date was updated from 12-30-2023 to 12-31-2025.

1.7	Conduct pedestrian safety analysis throughout the state to determine potential systemic countermeasures to apply to improve pedestrian safety.	<a href="#">Erin Breen (UNLV)</a>	Dec 2025	12/04/2024	 Moderate Progress	Systemic safety analysis and identification of proven safety countermeasures.	End date was updated from 6-30-2022 to 12-31-2025.
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**Strategy #2:** Screen the roadway network for high-risk segments and apply effective and/or innovative countermeasures for pedestrians.


No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
2.1	Explore existing lighting studies and develop plan for lighting studies in Nevada.	<a href="#">Xu Hao (UNR)</a>	Dec 2025	06/04/2024	○ Not Started	DEVELOP WHITE PAPER for Lighting Study. List of recommendations from previous lighting studies and plan to conduct lighting studies in Nevada.	End date was updated from 1-1-2023 to 12-31-2025.
2.2	Modify the NDOT Unsignalized Crosswalk Guidelines to support the installation of medians and pedestrian crossing islands.	<a href="#">Maurilio Olivares (NDOT)</a>	Dec 2024	06/04/2024	○ Substantial Progress	Updated NDOT Unsignalized Crosswalk Guidelines. Apply the NDOT guidance for pedestrian crossings at the top high-crash mid-block crossing locations.	Incorporating the PHB study. Planned to be completed in October 2024.
2.3	Support and document roadway lane reconfigurations to support pedestrian safety throughout the state.	<a href="#">Maurilio Olivares (NDOT)</a> <a href="#">GenaKendall (RTCSNV)</a>	Jun 2025	06/04/2024	○ Substantial Progress	Education on roadway lane reconfigurations that benefit pedestrian safety. Reach out to agencies and ask them to self-report lane reconfiguration projects.	Coordinating with RTC's Design Criteria Manual and Design Standards updates.
2.4	Use before and after data to show impacts of safety project improvements.	<a href="#">Erin Breen (UNLV)</a>	Jun 2025	06/04/2024	○ Initiated	Identify safety improvement projects and track crash data before and after installation.	Looking at changes at intersections where FYA is now protected during peak hours.

**Strategy #3:** Conduct outreach and education initiatives for target audiences that focus on eliminating highrisk pedestrian behaviors. Action

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
3.1	Conduct pedestrian awareness campaigns incorporating media outreach and education material on Nevada Revised Statutes (NRS) to provide to violators (drivers and pedestrians).	<a href="#">Andrew Bennett (CCOTS)</a> <a href="#">Rebecca Kapuler (NDOT)</a>	Dec 2024	06/04/2024	 Substantial Progress	Number of events, campaigns, outreach materials.	On-going pedestrian education and outreach.
3.2	Conduct HVE events focused on pedestrian safety.	<a href="#">Carrie Krupp (DPS-OTS)</a>	Jun 2024	08/09/2023	 Substantial Progress	Number of events, number of citations (driver and pedestrian). Obtain citation data locations from pedestrian citation class.	End date was updated from 6-30-2023 to 6-30-2024.
3.3	Implement pedestrian safety zones.	<a href="#">Jason Stallcop (RPD)</a>	Jun 2024	06/04/2024	 Substantial Progress	Number of pedestrian safety zones implemented.	Proposal for 3rd location in Reno (Kitzche and Gentry). Maryland Parkway (SNV) groundbreaking for BRT project. Much of the Maryland Parkway corridor will be a pedestrian safety zone.
3.4	Expand the pedestrian citation class.	<a href="#">Erin Breen (UNLV)</a> <a href="#">Rebecca Kapuler (NDOT)</a>	Dec 2023	01/31/2023	 Not Started	Number of classes and participants. Implement pedestrian citation class in Washoe County. Pilot program with middle schools requiring them to take citation class.	On hold for new civil infractions as of 1/2023 to see how they are handled in the courts. Citations are being written.
3.5	Continue advancing Vision Zero in Northern Nevada.	<a href="#">Rebecca Kapuler (NDOT)</a>	Dec 2024	06/04/2024	 Substantial Progress	Report output from Vision Zero in Northern Nevada.	Truckee Meadows Vision Zero ongoing efforts. Additional Comprehensive Safety Action Plans and Local Road Safety Plans are underway or complete in CAMPO, Douglas County, etc.
3.6	Start Vision Zero in Southern Nevada.	<a href="#">Lia Grimaldi (CLV)</a>	Dec 2025	06/04/2024	 Completed	Development of Vision Zero in Southern Nevada.	City of Las Vegas is updating the Vision Zero Plan. RTCSNV is getting started. RTCSNV received additional SS4A funds to update the Design Criteria Manual. CNLV applied for SS4A funds (coordinating with NDOT).
3.7	Prepare the Vulnerable Road Users Safety Assessment Update for 2026.	<a href="#">Shara Thiesen (NDOT)</a> <a href="#">McKenna Bacon (NDOT)</a>	Dec 2024	12/28/2023	 Not Started	Summary of data needs, best practices, strategies and priorities for the 2026 Vulnerable Road Users Safety Assessment Update.	Output measure for 2024.
3.8	Removed		Dec 2025	12/04/2024	 Not Started	Removed.	End date was updated from NaN-NaN-NaN to 12-31-2025.




## Critical Emphasis Area: Motorcyclists (MO)

**Strategy #1:** Conduct public education programs for high-risk motorcyclist behaviors (speeding, aggressive, reckless, and impaired riding) and for motorists to yield to motorcycles.






No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
1.1	Create and run motorcycle safety campaigns for motorcyclists and other motorists to watch out for motorcyclists.	Anita Pepper (DPS-OTS) Justin McDonald (DPS-OTS)	Dec 2024	02/12/2025	 Moderate Progress	Minimum of two motorcycle safety campaigns each year - one directed at motorcyclists and another directed at motorists.	Update the due date to 12/31/2025
1.2	Develop a motorcycle safety topic/article to include in the SHSP quarterly newsletter.	Justin McDonald (DPS-OTS) Danny Banda (DPS-OTS)	Dec 2024	02/12/2025	 Moderate Progress	One topic/quarter.	Sent in a 2024 Q4 and 2025 Q1 item for the newsletter. Reassign to Justin. Every year, change end date to 12/31 as this is ongoing.
1.3	Include motorcycle safety in presentations to corporate partners.	Justin McDonald (DPS-OTS)	Dec 2024	02/12/2025	 Moderate Progress	Traffic safety presentations to include motorcycle safety message.	Off-the-shelf presentation was created, next step is to market and present. Remove Matt, replace with Mark Fontaine Change end date to 12/31/2025
1.4	Increase outreach and partnering with dealerships and clubs in the Las Vegas area to educate riders and to gain dealership support for motorcycle safety initiatives.	Mark Fontaine (DPS-OTS) Justin McDonald (DPS-OTS)	Dec 2024	02/12/2025	 Moderate Progress	Develop outreach program as part of strategic plan.	World Day of Remembrance attended, low participation by motorcyclists, communication improvement needed. Change end date to 12/31/2025

1.5	Develop Nevada-specific materials to educate riders about selecting a motorcycle compatible with skill level, the need for hi-visibility riding gear, proper protective gear, danger of excessive speed, etc.	Anita Pepper (DPS-OTS) Justin McDonald (DPS-OTS)	Dec 2024	02/12/2025	○ Initiated	Distribute through Nevada Rider booths at outreach events and at dealerships.	Formulate plan to revamp website to include these components. Reassign to Justin Change end date to 12/31/2025
1.6	Develop and conduct rider surveys.	Justin McDonald (DPS-OTS)	Dec 2024	02/12/2025	◐ Moderate Progress	Develop online survey for use virtually and in person at outreach events.	Some surveys created, more in the queue with Reno NHP, awaiting questions. Change end date to 12/31/2025
1.7	Encourage law enforcement agencies to conduct education sessions, social media outreach and on-cycle training for the public.	Todd Hartline (DPS-OTS) Rob Honea (DPS-OTS)	Dec 2023	02/08/2024	○ Not Started	Track what agencies are doing, develop plan to expand outreach and education.	It appears the insurance/liability at the higher stages up is the sticking point. Nobody wants to take this component on.
1.8	(COMBINED WITH 1.4) Outreach/partnering with motorcycle clubs.		Jun 2022	08/11/2021	○ Not Started	Combined with 1.4.	N/A

**Strategy #2:** Increase the percentage of motorcyclists that are trained and licensed.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
2.1	Expand availability of mid-level and advanced motorcycle courses in Northern and Southern Nevada.	<a href="#">Laurie Sanders (CSN)</a>	Jun 2025	02/12/2025	 Substantial Progress	Offer Circuit Rider Course with elite instructors.	Ongoing task to encourage mid/advanced level training courses. Perhaps develop media campaign to assist. Change end date to 12/31/2025 Remove Matt, add Mark Fontaine
2.2	Conduct virtual Moto 101 Training for Teens.	<a href="#">Justin McDonald (DPS-OTS)</a>	Dec 2024	02/12/2025	 Initiated	Convert Moto 101 training curriculum to virtual platform, promote and schedule online sessions.	Curriculum update via Matt, observed ZTF class, updated quizzes in new software and developed post quiz messaging. Change end date to 12/31/2025
2.3	Increase number of rider coaches with increased recruitment and retention.	<a href="#">Laurie Sanders (CSN)</a>	Jan 0001	02/12/2025	 Not Started	Fill each training course to 12 attendees max to increase number of active coaches (45 at CSN, 20 at WNC, 6 at TMCC, 15 at Nevada Rider, 10 at HHD, 15 at LVHD, 15 at RRHD, 3 at NAFB).	Recruitment efforts have increased, currently 9 candidates in LV and 9 in Carson City. Add Mark Fountain as a leader with Matt Change End date to 12/31/2025

**Strategy #3:** Integrate the unique characteristics of motorcycles and rider vulnerability into motorcycle-friendly roadway design, traffic control, construction, and maintenance policies and practices.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
3.1	Implement the use of motorcycle-specific signage and/or countermeasures where unavoidable hazardous conditions exist or where data indicates higher levels of motorcycle crashes.	<a href="#">Sam Ahiamadi (NDOT)</a> <a href="#">Lacey Tisler (NDOT)</a>	Dec 2023	05/10/2023	 Moderate Progress	Develop list of signage and countermeasures that are effective for motorcycles and develop implementation plan.	Coordinating with NDOT. End date was updated from 6-30-2022 to 12-30-2023.
3.2	Review and evaluate recommendations in the National Cooperative Highway Research Program (NCHRP) Scan Team Report Leading Practices for Motorcyclist Safety. Implement recommendations that are in alignment with NDOT policies and procedures.	<a href="#">Sam Ahiamadi (NDOT)</a> <a href="#">Lacey Tisler (NDOT)</a>	Dec 2023	05/10/2023	 Initiated	Review Scan Team Report and develop action plan for Nevada roads.	End date was updated from 6-30-2022 to 12-30-2023.
3.3	Include DPS motorcycle safety staff on Road Safety Assessment (RSA) teams and as appropriate in the SMP process.	<a href="#">Sam Ahiamadi (NDOT)</a> <a href="#">Lacey Tisler (NDOT)</a> <a href="#">Kimberly Goodwin (NDOT)</a>	Dec 2023	03/13/2025	 Completed	Invite motorcycle safety staff to participate in all RSA field reviews.	NDOT to report on the new RSA Guidelines in FY 2026.
3.4	Develop process/policy and update permitting process and requirements for temporary signs and messaging during motorcycle events.		N/A	03/13/2025	 Not Started	Updated permitting process and requirements for temporary signs.	N/A
3.5 (New)	Meet at start of the new fiscal year to report on upcoming projects that impact motorcyclists.		N/A	02/12/2025	 Not Started	One meeting each year to identify motorcycle impacts.	N/A

**Strategy #4: Increase crash survivability through education and training.**

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
4.1	Increase and support bystander assistance training for motorcyclists.	<a href="#">Justin McDonald (DPS-OTS)</a>	Dec 2024	02/12/2025	○ Not Started	Develop plan for bystander training seminars in Nevada.	Hold bystander assistance grant with potential subgrantee Change end date to 12/31/2025
4.2	Monitor legislative proposals that impact motorcycles safety.	<a href="#">Justin McDonald (DPS-OTS)</a>	Apr 2025	02/12/2025	○ Substantial Progress	Unhelmeted crash data presentation for 2025 Legislative Session. Tracking sheet of BDRs related to motorcycle safety.	OTS PIO is monitoring 2025 BDRs for potential motorcycle rider impacts.
4.3	Conduct data assessment and analysis for motorcycle crashes.		N/A	03/13/2025	○ Not Started	Identify the sources of data needed for the analysis.	N/A