



VISIONZERO

Action Plan Update



2026–2028







From the Office of Mayor Shelley Berkley

Dear Friends,

In 2022, the City of Las Vegas set an ambitious goal: Vision Zero—to eliminate all traffic-related deaths and serious injuries by 2050. Today, I am proud to reaffirm that commitment with the release of this bold update to our Vision Zero Action Plan.

Safety for all transportation system users is the cornerstone of everything we do at the City. We have established a dedicated Vision Zero program and embedded safety into our projects, policies, and daily operations. Staff are working collaboratively through a multidisciplinary approach to address safety concerns and protect our most vulnerable road users—those who walk, bike, and rely on public transit.

Despite our progress and ongoing efforts, crashes resulting in fatalities and serious injuries continue to occur. This reality reinforces the urgency of our mission and the need for renewed action. In this updated Vision Zero Action Plan, we are advancing several key strategies to help us achieve our goal:

- Strengthening partnerships with national, state, regional, and local agencies, including the United States Department of Transportation (USDOT), Nevada Department of Transportation (NDOT), and Regional Transportation Commission of Southern Nevada (RTC), to share best practices and coordinate safety initiatives
- Targeting the leading causes of serious and fatal crashes—such as reckless driving, speeding, and impaired driving
- Using data-driven analysis to focus resources on the most critical locations with serious injury crash patterns
- Engaging directly with our community to better understand and address safety concerns across our transportation network

Las Vegas is a dynamic and diverse city—home to residents and a destination for millions of visitors each year. Our commitment to Vision Zero ensures that everyone, whether walking, biking, riding transit, or driving, can travel safely on our streets.

The road ahead will not be easy, but we will not rest until we achieve Vision Zero—because even one traffic death or serious injury is one too many. I invite each of you to join me in this vital effort. Together, we can make Las Vegas a safer place for all.

Sincerely,

A handwritten signature in black ink that reads "Shelley Berkley".

Shelley Berkley
Mayor, City of Las Vegas

CITY OF LAS VEGAS
495 S. MAIN STREET
LAS VEGAS, NEVADA 89101

VOICE
702.229.6241

FAX
702.385.7960

TTY 711

EMAIL
officeofthmayor@lasvegasnevada.gov

WEBSITE
www.lasvegasnevada.gov

This page was intentionally left blank.

ACKNOWLEDGMENTS

City of Las Vegas

Lia Grimaldi
Project Manager

Brittany Brickman
Chris Craig
David Cross
Esther Capozzoli

Carly Helbert
Nicole Jolly
Anne Kilponen
Cesar Lopez
Tammy Malich
Joseph Norby
Joey Paskey

Jace Radke
Sean Robinson
Patrick Vaughn
Marco Velotta
Anthony Willis
Deanna Wilson

Technical Advisory Committee

City of Henderson

City of North Las Vegas

Clark County School District

GCW

Las Vegas Metropolitan Police Department

Nevada Department of Transportation

Parametrix

Regional Transportation Commission of
Southern Nevada

Southern Nevada Health District

University of Nevada, Las Vegas

Consultant Team

AtkinsRéalis

Scott Rickert
Project Manager

Alma Al Fawal
Deputy Project Manager

Tina Brand

Marc Cavallaro

Mariana Cosenza Lima

Rachel Dunne
Jorden Kaczmarek

Mike King

Khiem Ly

Abi Subramanian

Sam Ybarra

INRIX

Shaun Quayle

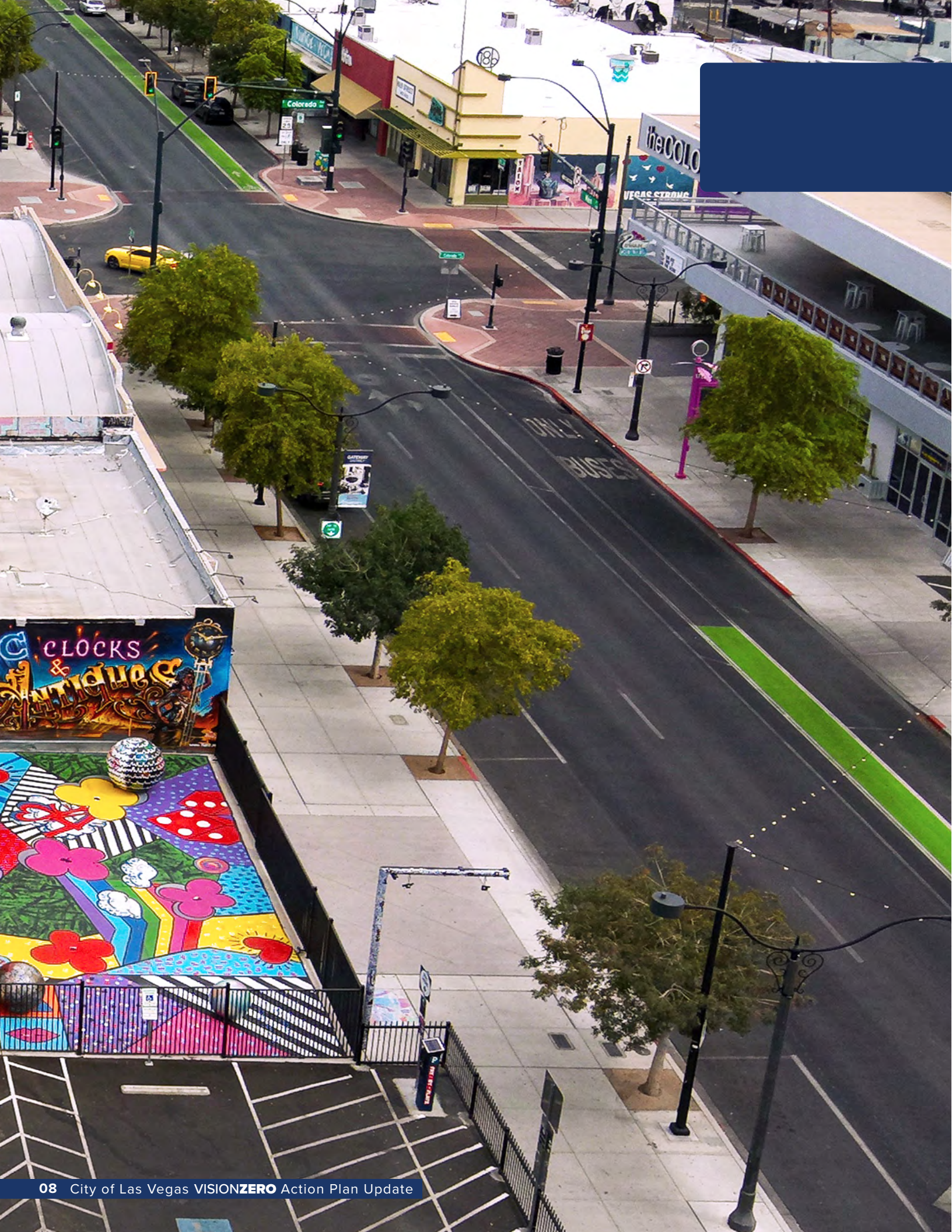
Zac Schafer

Table of Contents

From the Office of Mayor Shelley Berkley	page 03
Building Safer Streets through Vision Zero	page 09
• Understanding the Vision Zero Framework	
• City of Las Vegas’ Commitment to Safer Streets	
• The High Injury Network (HIN) – A Data-Driven Approach	
Strengthening our Commitment to Safety	page 19
• Our Vision, Mission, and Strategic Approach	
• Evolving our Action Plan for the Next Phase	
• Vision Zero Action Plan Update	
• Our Core Strategies	
Putting our Plan into Action	page 39
• How We Decide What to Do First	
Tracking Progress and Celebrating Success	page 41
• Key Projects and Accomplishments	
• Using Data to Drive Decisions – The Speed Setting Tool	
Measuring What Matters: Our Vision Zero Dashboard	page 51
• Systemic Improvements	
Dedication	page 54
Appendix A: Crash Analysis	page 55
Appendix B: Speed Setting Tool	page 63
Appendix C: Implementation Plan	page 71
Appendix D: 2022 Action Items Status	page 75
Appendix E: Funding Sources	page 81

List of Tables

Table 1 - Example of implementation guidance for an action item	page 21
Table A-1 - Fatal and Serious Injury Crash Data: Vehicle Action Summary	page 57
Table A-2 - Intersection Crash Data: Crash Type Summary	page 58
Table A-3 - Intersection Crash Data: Crash Injury Severity Summary	page 59
Table A-4 - Intersection Crash Data: Crash Mode Summary	page 60
Table A-5 - Intersection Crash Data: Lighting Conditions Summary	page 61
Table A-6 - Intersection Crash Data: Driver Factor Summary	page 62
Table B-1 - NDOT SMAP Roadway Environment Speeds (2022)	page 64
Table B-2 - Target Speeds	page 65
Table C-1 - Prioritization Criteria and Scoring Matrix – Projects	page 72
Table C-2 - Prioritization Criteria and Scoring Matrix – Processes	page 72
Table D-1 - CLV 2022 Action Items Resolution Status	page 76
Table E-1 - CLV Vision Zero Funding Sources	page 82



Building Safer Streets through Vision Zero

The City of Las Vegas is reaffirming its commitment to safer streets through an updated Vision Zero Action Plan, first adopted in 2022. With a **bold and unequivocal goal to eliminate all traffic-related fatalities and serious injuries by 2050**, the City continues to prioritize the safety and well-being of everyone who uses its streets, whether driving, walking, biking, riding transit, or working along the roadway.

In the face of rising crash trends, city leaders recognized the urgent need for a safer and more resilient transportation system. In response, the City of Las Vegas convened a dedicated Vision Zero task force to develop targeted strategies that address the root causes of traffic crashes and promote a culture of safety.

The Vision Zero Action Plan update builds on the progress made since 2022, evaluating what has worked, identifying areas for improvement, and laying out a clear roadmap for future action. Vision Zero is not just a policy, it is a shared responsibility. Every department, partner agency, and resident plays a vital role in shaping streets that support life, health, and mobility. Through collaboration, data-driven decision-making, and meaningful community engagement, the City of Las Vegas is working to ensure that every journey, regardless of mode or destination, is safe and reliable.

Understanding the Vision Zero Framework

Vision Zero is a global movement that originated in Sweden in the 1990s and has since been adopted by cities and countries around the world [1]. At its core, Vision Zero challenges the conventional belief that traffic deaths are inevitable. Instead, it is guided by the following core principles [2]:

- ➊ Humans make mistakes; those mistakes should not result in death or serious injury.
- ➋ Roadway design should be forgiving and engineered to encourage safe speeds.
- ➌ Responsibility for safe roads is shared between government entities, industry, non-profit/advocacy, researchers, and the public.
- ➍ Safety solutions should be proactive, not reactive to prevent dire crash trends from arising.

The Federal Highway Administration (FHWA) supports this philosophy through its **Safe System Approach**, which emphasizes that while human mistakes are unavoidable, traffic fatalities are not [3]. Transportation systems should be designed to minimize the consequences of those mistakes.

1 V. Z. Network, "What is Vision Zero?," [Online]. Available: <https://visionzeronetwork.org/about/what-is-vision-zero/>.

2 U.S. Department of Transportation, "What Is a Safe System Approach?," [Online]. Available: <https://www.transportation.gov/safe-system-approach>.

3 Federal Highway Administration (FHWA), "Zero Deaths and Safe System," [Online]. Available: <https://highways.dot.gov/safety/zero-deaths>.

WHAT

VisionZERO

The philosophy that road fatalities and serious injuries can and should be eliminated while providing safe, healthy, and accessible mobility of all road users.

HOW

SAFE SYSTEM APPROACH

An integrated and comprehensive process to improve the safety performance of the transportation system that makes allowance for errors, and eliminates predictable and preventable serious injuries [4] and fatalities.

Principles

- ◆ Deaths and serious injuries are unacceptable
- ◆ People make mistakes
- ◆ People are vulnerable
- ◆ Responsibility is shared
- ◆ Safety is proactive
- ◆ Overlapping measures are crucial



Safe System Approach Five Components:

- ▶ **Safer People:** Promote safe and responsible behaviors among all road users through education, awareness, and community engagement.
- ▶ **Safer Vehicles:** Advance vehicle technologies and safety features to prevent collisions and reduce the impact on both occupants and vulnerable road users (VRUs).
- ▶ **Safer Speeds:** Foster appropriate speed management across all roadway environments through thoughtful design, enforcement, and targeted public education.
- ▶ **Post-Crash Care:** Enhance crash survivability by ensuring rapid access to emergency medical services and maintaining a secure environment for first responders through robust traffic incident management strategies that help prevent secondary collisions.
- ▶ **Safer Roads:** Improve roadway design to reduce the likelihood of human error and minimize the severity of crashes.

4 Serious injuries are severe, non-fatal injuries—such as broken bones, unconsciousness, or significant trauma—that typically require hospitalization.

Traditional Approach

VS

VISION ZERO

Traffic deaths are **INEVITABLE**
PERFECT human behavior
Prevent **COLLISIONS**
INDIVIDUAL responsibility
Saving lives is **EXPENSIVE**

Traffic deaths are **PREVENTABLE**
Integrate **HUMAN FAILING** in approach
Prevent **FATAL AND SEVERE CRASHES**
SYSTEMS approach
Saving lives is not **EXPENSIVE**

Unlike traditional safety models that lean on a reactive approach and often respond to incidents after they occur, Vision Zero and the Safe System Approach focus on preventative measures. By analyzing crash data and identifying high-risk areas, cities can intervene before tragedies happen.

This approach ensures that every person, whether driving, walking, or biking, can move through the city safely and confidently, reaffirming the City's commitment that was put forth in the [2022 Vision Zero Action Plan](#).

City of Las Vegas' Commitment to Safer Streets

Traffic deaths are not statistics—they are lives cut short, families changed forever, and communities affected by preventable tragedy. For the City of Las Vegas, Vision Zero is both a moral obligation and a strategic priority. As one of the nation's most visited cities and a growing regional hub, the City must ensure that its streets are safe for residents, visitors, and workers alike.

With more than 40 million visitors each year, with the majority arriving by car, Las Vegas faces a unique roadway safety challenge: a large share of drivers are unfamiliar with local streets, and impaired driving adds to the conditions that raise the likelihood of errors and crashes [5]. To protect both residents and tourists, the City must prioritize a transportation system that is clear, accessible, and designed to minimize mistakes.

5 Las Vegas Convention and Visitors Authority Research Center, "Las Vegas Historic Tourism Statistics," [Online]. Available: https://res.cloudinary.com/simpleview/image/upload/v1740683821/clients/lasvegas/Las_Vegas_Historical_1970_to_2024_143e51ff-0c5d-4878-a682-9a85c2925c59.pdf.



Las Vegas Crashes From 2018-2022

70 Pedestrian Fatalities



Pedestrian Serious Injuries **174**

3 Bicyclist Fatalities



Bicyclist Serious Injuries **13**

45 Motorcycle/Moped Fatalities



Motorcycle/Moped Serious Injuries **102**

249 Total Fatalities (~50/Year)



Total Serious Injuries (~150/Year) **747**

In Las Vegas, When Compared To Vehicular Crashes . . .



Pedestrian crashes are **22x** more likely to result in a fatality



Motorcycle crashes are **24x** more likely to result in a fatality



Bicycle crashes are **6x** more likely to result in a fatality

Las Vegas Risky Behaviors 2018-2022

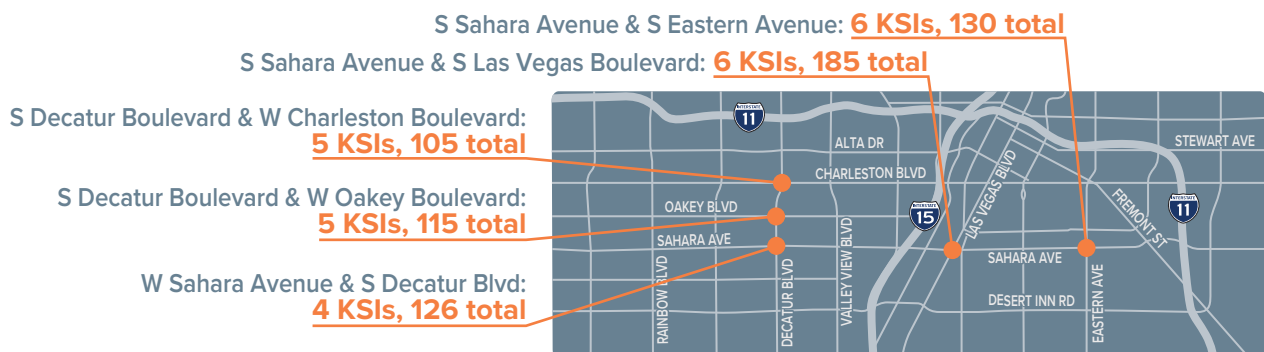


28.7% of all fatalities are a result of impaired driving



16.7% of all fatalities are a result of speeding

The five intersections within Las Vegas that experienced the highest number of fatal or serious injury (KSI) crashes are:

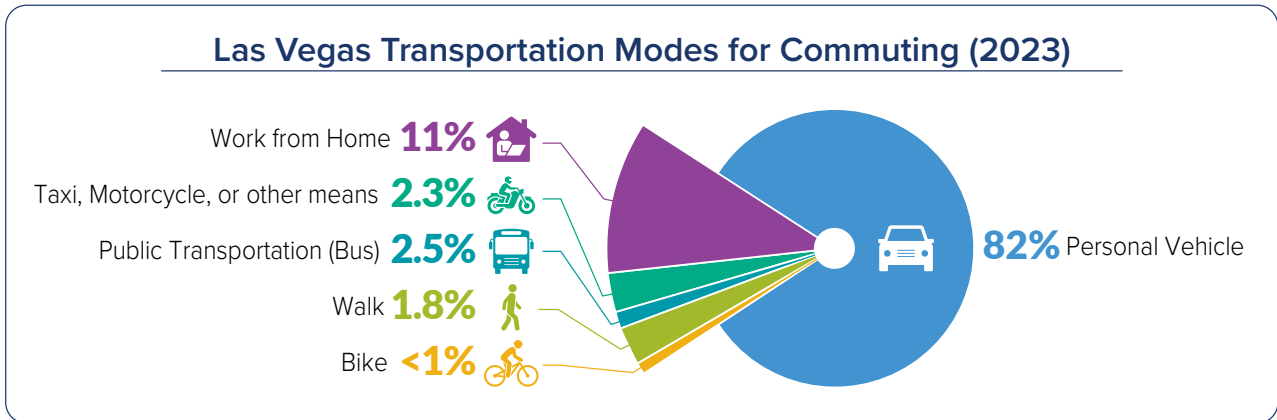


More detailed crash analysis can be found in [Appendix A](#).

Source: *NDOT Crash Data 2018-2022*

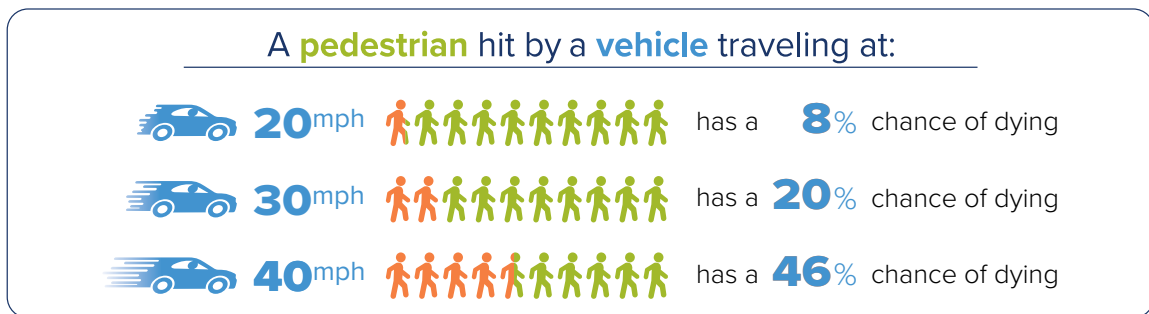
Angled crashes and rear-end crashes make up most intersection-related collisions in Las Vegas. Together, these two crash types account for roughly **three-quarters** of all intersection crashes. Additionally, **five percent of crashes** within these intersections involved pedestrians.

The City's population **grew by approximately 2% between 2018 and 2022, yet serious injury and fatal crashes rose far faster, from 19% to 25%** during the same time period [6]. This disproves the notion that crash increases are solely due to population growth and underscores the need to prioritize safety.



According to census data, **over 80%** of Las Vegas residents commute using personal vehicles, while less than 2% regularly travel by foot or bicycle [7]. Despite their smaller presence on the roads, **pedestrians and other VRUs are disproportionately represented in serious and fatal crash statistics.**

As vehicle speeds increase, so does the risk to VRUs. Higher speeds reduce driver reaction time and impair visibility [8].



The City remains committed to Vision Zero because safety is the foundation of economic vitality, livability, and public trust. Achieving this vision requires sustained investment, innovation, and cross-agency collaboration. To that end, the City of Las Vegas assembled a Technical Advisory Committee (TAC) working closely with the Regional Transportation Commission of Southern Nevada (RTC), the Nevada Department of Transportation (NDOT), law enforcement, public health agencies, and local advocacy groups to implement coordinated strategies that save lives.

6 "City and Town Population Totals: 2020-2024," [Online]. Available: <https://www.census.gov/data/tables/time-series/demo/popest/2020s-total-cities-and-towns.html>.

7 United States Census Bureau, "Commuting Characteristics by Sex," [Online]. Available: https://data.census.gov/table?q=commute&g=040XX00US32_050XX00US32003.

8 V. Z. Network, "Fundamentals of the Safe System Approach," [Online]. Available: <https://visionzeronetwork.org/fundamentals-of-the-safe-system-approach/>.

Vision Zero Technical Advisory Committee (TAC)

Vision Zero is a multidisciplinary approach and requires a mix of diverse stakeholders to collaborate to address the complexity of eliminating fatal and serious injury crashes. The City of Las Vegas Vision Zero TAC combines City of Las Vegas staff, elected officials, safety stakeholders, and the public to create safe and healthy mobility for all.

Members of the Vision Zero TAC include:

- City of Las Vegas
- Local Safety Consultants
- Nevada Department of Transportation (NDOT)
- Clark County
- City of Henderson
- City of North Las Vegas
- Regional Transportation Commission of Southern Nevada
- Clark County School District (CCSD) Police Department
- Las Vegas Metropolitan Police Department
- University of Nevada Las Vegas
- Clark County Safe Routes to School (SRTS)
- Nevada Bicycle and Pedestrian Advisory Board
- Southern Nevada Health District
- Southern Nevada Bicycle Coalition
- Southern Nevada Pedestrian Task Force
- Mothers Against Drunk Driving
- Taxi and Transportation Network Companies
- Citizens



The High Injury Network (HIN) – A Data-Driven Approach

Comparison of the High Injury Network:

2018-2022 (below) vs 2015-2019 (next page)

HIGH INJURY NETWORK 2018–2022



The HIN reveals that fatal and serious injury crashes tend to cluster in specific areas;

10% of city street miles contributed to 62% of fatal and serious injuries among all road users.

By identifying these high-risk corridors, the City can better prioritize safety interventions and infrastructure investments that benefit all users, regardless of how they travel.



The City of Las Vegas takes a proactive, data-driven approach to traffic safety by identifying high-risk areas and implementing targeted solutions. As part of the original Vision Zero Action Plan, the City developed a HIN using crash data from 2015 to 2019. The HIN highlights the relatively small percentage of streets where a majority of serious injury and fatal crashes occur. This focused approach ensures that:

- ➊ Resources are directed where they can make the greatest impact.
- ➋ Safety improvements are based on actual crash patterns.
- ➌ Progress is measurable, with HIN trends serving as a key performance indicator.

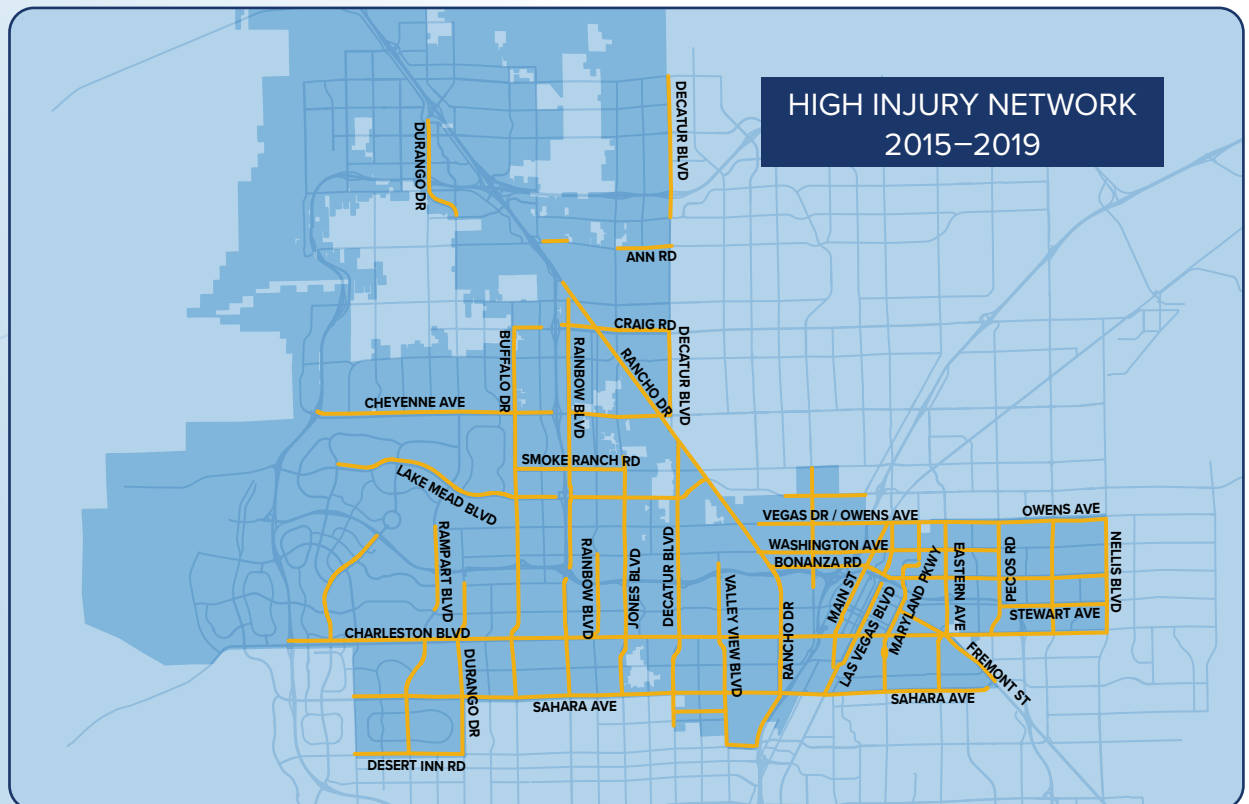
The HIN now serves as the analytical backbone of Vision Zero in Las Vegas; guiding priorities, tracking outcomes, and confirming that each project contributes meaningfully to saving lives. **In this updated Action Plan, the HIN has been refreshed using crash data from 2018 to 2022**, ensuring that current safety efforts reflect the most recent trends and continue to protect all users on Las Vegas streets.

The criteria for the HIN evolved between the two periods. Originally, the HIN included only corridors with the highest rates of serious injury and fatal crashes, making it more selective. The updated HIN builds off of this criteria but broadens the threshold to include three or more KSI crashes to capture a larger share of these occurrences across the network. This method captures more of the City’s streets and offers a more complete picture of where safety improvements are needed. Segments with lower KSI crash density can still be addressed through systemic safety strategies by identifying the most common crash types and applying replicable, lower cost countermeasures. However, segments with higher concentrations of KSI crashes should receive greater priority for targeted safety improvements.



While many road segments remain consistent across both versions of the HIN, several notable changes have occurred.

Bruce Street, Craig Road, Pennwood Avenue, and Town Center Drive have been removed from the updated network.





Strengthening our Commitment to Safety

Since the adoption of the first Vision Zero Action Plan in 2022, the City of Las Vegas has embraced a cultural shift that prioritizes safety above all else in infrastructure improvements. This commitment ensures that safety is fully integrated throughout the entire project lifecycle, **from planning and design to construction and long-term maintenance**. High-injury intersections were redesigned, context-based traffic calming measures piloted, and safety reviews integrated into capital projects. These efforts are supported by strong partnerships.

Through this work, the City has learned that lasting change requires sustained investment, cross-departmental alignment, and flexibility to adapt strategies to neighborhood context. These lessons—and the progress they enabled—inform the updates in this revised Action Plan.

This section distills what the City has learned, highlights how approaches have evolved, and outlines the next phase of the Vision Zero Program. The refinements that follow strengthen accountability, sharpen focus, and reaffirm the City’s commitment to ending serious injury and fatal crashes on Las Vegas streets.

Our Vision, Mission, and Strategic Approach

The City of Las Vegas is committed to eliminating traffic-related fatalities and serious injuries through a clear and focused strategy. The **Vision Zero Action Plan** is guided by the six core principles of the **Safe System Approach**:

- 1 Death and Serious Injuries are Unacceptable**
While crashes may occur, they should never result in death or serious injury.
- 2 People Make Mistakes**
People are fallible, and our transportation network must be designed to anticipate and forgive human error.
- 3 People Are Vulnerable**
The human body has limited capacity to withstand crash forces; therefore, transportation systems must be designed with these physical vulnerabilities at the forefront.
- 4 Shared Responsibility**
Safety is a collective effort, involving City leadership, planners, engineers, and every person who uses the transportation system.
- 5 Proactive Prevention**
Decisions are guided by data and focused on preventing crashes before they happen, rather than reacting after the fact.
- 6 Redundancy is Crucial**
Multiple safety strategies must be put in place so that if one fails, another can reinforce safety and prevent tragedy.

Additionally, the City will integrate the following principles into their approach:


Citywide Safety Focus


Improvements are designed to benefit all neighborhoods and road users, ensuring safety efforts are distributed across the entire community.

Accountability and Transparency

Progress is tracked, measured, and communicated openly to the public.

These principles form the foundation for every action item and performance measure in this plan, reinforcing the City’s commitment to protecting all users—regardless of how they travel. The **Vision and Mission** established in the City’s 2022 Vision Zero Action Plan remain central to all safety initiatives:

 **VISION** Eliminate all transportation fatalities and serious injuries in the City of Las Vegas by 2050.

 **MISSION** Engage everyone to create safe and healthy mobility for all.

While the vision and mission remain constant, the City’s strategic approach continues to evolve. Since 2022, the City of Las Vegas has expanded its use of crash data and system performance analysis to focus safety investments where they can make the greatest impact. This shift ensures that every project contributes meaningfully to saving lives and improving travel conditions for all users.

Evolving our Action Plan for the Next Phase

As part of this update, the City of Las Vegas undertook a thorough review of the original Vision Zero Action Plan to assess progress, identify areas for improvement, and ensure continued alignment with community needs and best practices. This process led to a thoughtful refinement of the action items to make the plan more focused, streamlined, and actionable.

Lessons Learned and Improvement Opportunities

The first phase of Vision Zero Program implementation provided valuable insights into the complexities of advancing traffic safety in a dynamic urban environment like Las Vegas. Through this experience, the City identified several key challenges and opportunities for improvement that have directly informed the development of this updated Action Plan.

Initial implementation efforts highlighted the importance of ensuring that action items are not only achievable but also **clearly defined and easy to operationalize**. In some cases, early action items were broad or multifaceted, which made them challenging to implement and track. This underscored the need for greater focus. In response, the updated plan emphasizes the value of **simplicity and specificity**.

To achieve this, the City of Las Vegas has created an implementation plan based on the new action items, including details regarding the knowledge, skills, and abilities, and recommended implementation guidance required to accomplish each item, as illustrated in [Table 1](#). Each action item includes clear success measures to ensure they are more targeted, measurable, and aligned with available resources. Additional information about this step can be found in the section [Putting our Plan into Action](#) and in [Appendix E](#). As a result of this refinement process, the City will focus its efforts on 69 action items, compared with the 97 identified in the previous version.

Table 1 - Example of implementation guidance for an action item

2026 Action Item	KSA (Knowledge, Skills, Abilities)
5.2.1. Publish before-and-after evaluations of projects and systemic improvements to demonstrate their effectiveness.	K: Evaluation methods, project portfolio management S: Data collection and analysis, project management A: Summarize findings clearly, report results effectively

Moreover, Las Vegas is a city of contrasts; ranging from dense urban corridors to sprawling suburban neighborhoods. Early implementation efforts revealed that **uniform strategies often failed to account for the unique needs and characteristics of different communities**. Recognizing this, the City adopted a **more flexible, context-sensitive approach**. Tailored solutions—such as customized corridor designs, localized speed management strategies, and community-specific outreach efforts—have led to more effective outcomes.

Another key challenge was not having access to readily available crash data. This gap hindered the City’s ability to evaluate the effectiveness of implemented projects and make data-driven decisions. Enhancing data collection, analysis, and sharing capabilities is now a **top priority to support ongoing and future safety initiatives**.

Additionally, while the formation of a comprehensive TAC was initially beneficial, sustaining momentum and engagement proved difficult over time. To address this, the City introduced smaller, more focused subcommittees within the TAC structure as follows:

- SUB-COMMITTEE 1:** Implement Safe Speeds
- SUB-COMMITTEE 2:** Reform the City’s Approach to Transportation Safety
- SUB-COMMITTEE 3:** Create Safe Streets for All

These groups are designed to maintain engagement, streamline decision-making, and drive progress on specific objectives and strategies. The smaller subcommittee format fostered open and productive discussions, as participants felt more comfortable sharing input than they did in larger group settings.

Our Refinement Process

Some action items have been consolidated to reduce overlaps and better reflect the interconnected nature of safety strategies. Others have been updated, modified, or removed based on implementation experience, data insights, and stakeholder input.

In addition to refining existing actions, new items have been introduced to address emerging priorities and evolving transportation challenges. The result is a more strategic and adaptable plan that builds on past progress while positioning the City for continued success in the next phase of the Vision Zero program implementation.

Vision Zero Action Plan Update

The Vision Zero Action Plan update was developed through a collaborative process involving experts from multiple areas of transportation and safety. Input from stakeholders was carefully reviewed through several rounds to ensure the plan reflects community priorities and industry best practices. Building on lessons learned from previous efforts, the updated plan provides practical strategies aimed at reducing traffic fatalities and serious injuries.

The following section outlines all 2026 action items and objectives, organized around the strategies defined in the original Vision Zero plan. Potential funding sources can be found in [Appendix E](#).

Our Core Strategies

The City remains committed to the **five core strategies** outlined in the original 2022 Vision Zero Action Plan. These strategies continue to guide our efforts to eliminate traffic-related fatalities and serious injuries, while evolving to reflect lessons learned and community feedback. This update reaffirms our focus on emphasizing transportation safety in every decision, designing streets for all users, managing speeds effectively, fostering a culture of safety, and strengthening transparency and accountability.



Strategies

The following five strategies were established, which shaped the development of the Vision Zero Action Items:

- ➔ **Strategy 1 – Reform the City’s Approach to Transportation Safety**
- ➔ **Strategy 2 – Create Safe Streets for All**
- ➔ **Strategy 3 – Implement Safe Speeds**
- ➔ **Strategy 4 – Promote a Culture of Safety**
- ➔ **Strategy 5 – Enhance Communication, Transparency, and Accountability**



Strategy 1: Reform the City's Approach to Transportation Safety

The City of Las Vegas is institutionalizing its Vision Zero efforts by embedding its principles into all aspects of city operations. This strategy focuses on two key objectives:

- ▶ **Advancing and maintaining the Vision Zero program**
- ▶ **Continuing advocacy for and implementing policy changes to improve transportation safety**

Action items pertaining to these objectives include strengthening interdepartmental partnerships—such as with the Streets & Sanitation division within the Department of Public Works—and collaborating with external stakeholders like the TAC. To support program longevity, the City will pursue diverse funding opportunities at the federal, state, and local levels, including regular grant applications.



1.1 Advance and maintain the City of Las Vegas Vision Zero program

1.1.1	Convene regular targeted meetings with the TAC sub-committees.	1 Program Consultant	K: TAC priorities and Vision Zero strategies S: Facilitate meetings A: Coordinate and align stakeholders
1.1.2	Identify and pursue potential Vision Zero Program funding opportunities; federal, state, regional, or local funding.	1 Consultant	K: Funding programs and opportunities S: Grant writing A: Prioritize projects and secure diverse funding sources
1.1.3	Review progress and provide an updated Vision Zero Action Plan in 2029.	1 TAC, Consultant	K: Vision Zero program evaluation S: Data analysis, project management, report writing A: Develop strategic plans, set measurable goals, align stakeholders, deliver solutions to close gaps between past and current plans

1.2 Continue to advocate and implement policy changes to enhance transportation safety

1.2.1	Continue to support legislative efforts related to advancing Vision Zero principles.	1 CLV elected officials	K: Legislative process and key officials S: Policy advocacy A: Engage stakeholders effectively
1.2.2	Actively participate in NVACTS meetings to align with statewide safety initiatives.	1 4	K: Statewide safety initiatives, Vision Zero elements S: Collaboration A: Sustained participation
1.2.3	Conduct a thorough review of existing Public Works programs and align them to Vision Zero goals, ensuring each program directly supports measurable safety outcomes.	1	K: Program management roles S: Portfolio alignment A: Integrate Vision Zero objectives
1.2.4	Collaborate with City Public Works Streets and Sanitation division to standardize maintenance practices and equipment requirements that support protected bike lanes.	1 Streets and Sanitation	K: Streets and sanitation roles and practices S: Project coordination A: Implement updated maintenance practices
1.2.5	Develop and implement procedures that improve work zone safety for Public Works field staff performing construction, maintenance, and repair activities.	1 Streets and Sanitation, Transportation Engineering Field Operation (TEFO)	K: Manual of Uniform Traffic Control Devices (MUTCD) and Occupational Safety and Health Administration (OSHA) standards S: Standard operating procedures (SOP) development A: Ensure field compliance

Lead Department

- | | | |
|--------------------------------|----------|-----------------------|
| 1 CLV Public Works | 4 NVACTS | 6 RTC/FAST |
| 2 CCSD | 5 RTC | 7 YDSI CLV Department |
| 3 CLV Office of Communications | | |

CLV - City of Las Vegas **CCSD** - Clark County School District
NVACTS - Nevada Advisory Committee on Traffic Safety
RTC - Regional Transportation Commission of Southern Nevada
RTC/FAST - Regional Transportation Commission of Southern Nevada/Freeway & Arterial System of Transportation
YDSI - Youth Development & Social Initiatives

➔ Strategy 2: Create Safe Streets for All

The City of Las Vegas is committed to creating a transportation network that prioritizes safety for everyone, including areas near schools and senior centers.

Key objectives include:

- ▶ Leveraging FHWA's Proven Safety Countermeasures, the Safe System Approach, and Complete Streets principles
- ▶ Implementing enhancements to improve safety and operations for VRUs
- ▶ Advancing safe access to parks and schools through planning, community engagement, and regional coordination

This strategy focuses on enhancing safety through multiple initiatives. Key actions include integrating Vision Zero principles into broader city projects such as the arterials reconstruction program, and partnering with the Streets & Sanitation division to install crosswalk ramps and raised medians. Additionally, the Safe Routes to School program remains a cornerstone of this strategy, with the City of Las Vegas continuing school walk audits, public engagement efforts, and active participation in Clark County's School Traffic Safety Working Group.



Objectives/Action Items	Lead Dept	Supporting Stakeholders	KSA (Knowledge, Skills, Abilities)
2.1 Implement safety treatments using the Safe System Approach, FHWA Proven Safety Countermeasures, and Complete Streets principles			
2.1.1 Prioritize safety in the identification of short-, mid-, and long-term multimodal improvements in the Mobility Master Plan Update, and CLV Capital plans.	1	RTC, NDOT	K: Multimodal planning S: Prioritization of improvements/projects A: Benefit-cost analysis
2.1.2 Continue to incorporate Vision Zero elements and safety improvements in the City's arterial reconstruction program.	1	Consultant	K: Vision Zero elements, arterial reconstruction program S: Design integration A: Project delivery
2.1.3 Deploy focused engineering improvements at problem locations through in-house traffic studies and expertise to rapidly address safety and operational concerns.	1		K: Quickbuild methods S: Rapid design and stakeholder management A: Execute agile improvements
2.1.4 Plan/fund/construct improvements strategically from CLV's Intersection Improvement Master List.			
2.1.4.1 Safety improvement project at Buffalo Drive & Del Rey Avenue (Wards 1 and 2).	1	Consultant, contractor	K: Intersection safety and Vision Zero elements S: Design coordination, Project management, Stakeholder alignment A: Project delivery
2.1.4.2 Safety improvement project at Lake Mead Boulevard & Hillpointe Road (Wards 2 and 4).	1	Consultant, contractor	K: Intersection safety and Vision Zero elements S: Design coordination, Project management, Stakeholder alignment A: Project delivery
2.1.4.3 Safety improvement project at Sirius Avenue & Arville Street (Ward 3).	1	Consultant, contractor	K: Intersection safety and Vision Zero elements S: Design coordination, Project management, Stakeholder alignment A: Project delivery
2.1.4.4 Safety improvement project at Centennial Parkway & Shaumber Road (Ward 4).	1	Consultant, contractor	K: Intersection safety and Vision Zero elements S: Design coordination, Project management, Stakeholder alignment A: Project delivery
2.1.4.5 Safety improvement project at Peak Drive & Rainbow Boulevard (Wards 1 and 5).	1	Consultant, contractor	K: Intersection safety and Vision Zero elements S: Design coordination, project management, Stakeholder alignment A: Project delivery
2.1.4.6 Safety improvement project at Skye Canyon Park Drive & Skye Village Road (Ward 6).	1	Consultant, contractor	K: Intersection safety and Vision Zero elements S: Design coordination, project management, stakeholder alignment A: Project delivery

Lead Department

- | | | |
|--------------------------------|----------|-----------------------|
| 1 CLV Public Works | 4 NVACTS | 6 RTC/FAST |
| 2 CCSD | 5 RTC | 7 YDSI CLV Department |
| 3 CLV Office of Communications | | |

Objectives/Action Items	Lead Dept	Supporting Stakeholders	KSA (Knowledge, Skills, Abilities)
2.1.5 Enhance streetlighting to improve visibility along corridors and at intersections.			
2.1.5.1 Streetlight upgrades in Wards 1 and 2 on: – Buffalo Drive from Sahara Avenue to Westcliffe Drive – Torres Pines Drive from Charleston Boulevard to Vegas Drive	1	Consultant, contractor	K: Lighting standards and FHWA Proven Safety Countermeasures S: Lighting design, Project management, Stakeholder alignment A: Corridor implementation
2.1.5.2 Streetlight upgrades in Ward 2 on: – Hualapai Way, Fort Apache Road, and Durango Drive from Sahara Avenue to Charleston Boulevard	1	Consultant, contractor	K: Lighting standards and FHWA Proven Safety Countermeasures S: Lighting design, Project management, Stakeholder alignment A: Corridor implementation
2.1.5.3 Streetlight upgrades in Ward 3 on: – Stewart Avenue from Maryland Parkway to Mojave Roads – Fremont Street from Charleston Boulevard to Sahara Avenue	1	Consultant, contractor	K: Lighting standards and FHWA Proven Safety Countermeasures S: Lighting design, Project management, Stakeholder alignment A: Corridor implementation
2.1.5.4 Streetlight upgrades in Ward 4 on: – Durango Drive from Cheyenne Avenue to Alexander Road – Durango Drive from La Madre Way to El Campo Grande Avenue	1	Consultant, contractor	K: Lighting standards and FHWA Proven Safety Countermeasures S: Lighting design, Project management, Stakeholder alignment A: Corridor implementation
2.1.5.5 Streetlight upgrades in Ward 5 on: – Torrey Pines Drive from Vegas Drive to Cheyenne Avenue – Torrey Pines Drive from Buckskin Avenue to Lone Mountain Road – Craig Road from I-11 to Decatur Boulevard – Stewart Avenue from 6th Street to Maryland Parkway	1	Consultant, contractor	K: Lighting standards and FHWA Proven Safety Countermeasures S: Lighting design, Project management, Stakeholder alignment A: Corridor implementation
2.1.5.6 Streetlight upgrades in Ward 6 on: – Torrey Pines Drive from Lone Mountain Road to CC-215 – Rainbow Boulevard from Rancho Drive to CC-215 – Jones Boulevard from Rome Boulevard to Farm Road – Rainbow Boulevard from Whispering Sands Drive to Horse Drive	1	Consultant, contractor	K: Lighting standards and FHWA Proven Safety Countermeasures S: Lighting design, Project management, Stakeholder alignment A: Corridor implementation
2.1.6 Integrate safety improvements, such as pedestrian crossing upgrades, speed management, and traffic calming measures, into the entitlement and site development review process.	1	Consultant	K: Traffic Impact Analysis (TIA) review S: Policy drafting A: Negotiation

Lead Department

- | | | |
|--------------------------------|----------|-----------------------|
| 1 CLV Public Works | 4 NVACTS | 6 RTC/FAST |
| 2 CCSD | 5 RTC | 7 YDSI CLV Department |
| 3 CLV Office of Communications | | |

Objectives/Action Items	Lead Dept	Supporting Stakeholders	KSA (Knowledge, Skills, Abilities)
2.2 Implement transportation safety enhancements to improve safety and operations for vulnerable users			
2.2.1 Identify the bike network and upgrade facilities with protected lanes, and bike signals to improve cyclists' safety and comfort on priority corridors based on the City's Bike Lane Study.	1	Consultant, contractor	K: Bikeway standards and CLV Bike Lane Study S: Multimodal planning A: Project delivery
2.2.2 Collaborate with Public Works Streets and Sanitation to install missing curb ramps and bring existing ramps into compliance identified through engineering studies and walk audits.	1	Streets and Sanitation	K: Americans with Disabilities Act (ADA), Public Right-of-Way Access Guidelines (PROWAG) S: Field survey and stakeholder engagement A: Ramp delivery
2.2.3 Plan/fund/construct improvements strategically from CLV's Pedestrian Safety Master List.			
2.2.3.1 Safety improvement project at Tenaya Way & Eugene Avenue (Ward 1).	1	Consultant, contractor	K: Intersection safety and Vision Zero elements S: Design coordination, Project management, Stakeholder alignment A: Project delivery
2.2.3.2 Safety improvement project at Hillpointe Road & Pinewood Hills Drive (Ward 2).	1	Consultant, contractor	K: Intersection safety and Vision Zero elements S: Design coordination, Project management, Stakeholder alignment A: Project delivery
2.2.3.3 Safety improvement project at Pecos Road & Marlborough Avenue (Ward 3)	1	Consultant, contractor	K: Intersection safety and Vision Zero elements S: Design coordination, Project management, Stakeholder alignment A: Project delivery
2.2.3.4 Safety improvement project at Gowan Road & Rustic Woods Street (Ward 4).	1	Consultant, contractor	K: Intersection safety and Vision Zero elements S: Design coordination, Project management, Stakeholder alignment A: Project delivery
2.2.3.5 Safety improvement project at MLK Boulevard & Balzar Avenue (Ward 5).	1	Consultant, contractor	K: Intersection safety and Vision Zero elements S: Design coordination, Project management, Stakeholder alignment A: Project delivery
2.2.3.6 Safety improvement project at Buffalo Drive & Bridlehorne Avenue (Ward 6).	1	Consultant, contractor	K: Intersection safety and Vision Zero elements S: Design coordination, Project management, Stakeholder alignment A: Project delivery
2.2.4 Develop a City methodology to integrate walkability, bikeability, transit access, and micromobility considerations into the entitlement and site development review process.	1	Consultant, private developer	K: Vision Zero elements (Complete Streets) S: Development review A: Align stakeholders on Vision Zero goals
2.2.5 Establish City guidance that integrates access management strategies such as landscaped or raised medians on HIN corridors to separate traffic, reduce conflict points, and create safer pedestrian refuge areas.	1	Consultant, contractor	K: Vision Zero elements and FHWA Proven Safety Countermeasures (access management) S: Corridor design (AutoCAD) A: Project delivery

Lead Department

- | | | |
|--------------------------------|----------|-----------------------|
| 1 CLV Public Works | 4 NVACTS | 6 RTC/FAST |
| 2 CCSD | 5 RTC | 7 YDSI CLV Department |
| 3 CLV Office of Communications | | |

Objectives/Action Items	Lead Dept	Supporting Stakeholders	KSA (Knowledge, Skills, Abilities)
2.3 Advance safe access to schools and parks through planning, community engagement, and regional coordination			
2.3.1 Maintain the City's efforts to support the CCSD Safe Routes to School (SRTS) program.	1 2		K: SRTS program, Vision Zero elements S: Walk audits, Stakeholder collaboration A: Sustained participation
2.3.2 Perform SRTS walk audits and implement improvement recommendations at elementary, middle, and high schools.	1 2		K: SRTS program, Vision Zero elements S: Walk audits, Stakeholder collaboration A: Project delivery
2.3.3 Engage with the CCSD to regulate the site development of new education facilities in the Facilities Master Plan.	1 2		K: Facilities Master Plan, Site selection for new schools, Lessons from walk audits (Vision Zero & SRTS) S: Interagency coordination A: Integrate plans across agencies, Maintain consistent participation
2.3.4 Actively participate in Clark County's School Traffic Safety Working Group to develop and adopt standardized regional policies that improve school area safety.	1	Clark County Office of Traffic Safety	K: SRTS program, Vision Zero elements S: Collaboration A: Sustained participation
2.3.5 Continue to coordinate and be involved with the RTC Design Criteria Manual update.	5	CLV Public Works	K: RTC's Design Criteria Manual S: Technical review A: Standards alignment
2.3.6 Maintain the Safe Routes to Parks Program to support safe access to parks through community engagement and engineering design.	1	Consultant, contractor, CLV Parks, Recreation & Cultural Affairs	K: Safe Routes to Parks program, Vision Zero elements S: Community engagement A: Sustained participation, Project delivery
2.3.7 Establish a process that calls for safety impact statements during the traffic impact analysis phase of the entitlement process, with defined thresholds for initiating a full safety-based review.	1	Consultant	K: Understanding safety needs of affected areas S: Technical writing A: Analyze safety data holistically, Define clear thresholds for decision-making, Translate complex requirements into actionable steps
2.3.8 Prioritize park improvements in areas serving populations identified as high-need by the Centers for Disease Control and Prevention (CDC) and Southern Nevada Health District (SNHD), and implement projects that create safe, activity-friendly connections between parks, neighborhoods, and key destinations.	1	SNHD, Consultant, contractor, CLV Parks & Recreation	K: Safe Routes to Parks program, Vision Zero elements, Racial and Ethnic Approaches to Community Health (REACH) Program population areas S: Community engagement A: Sustained participation, Project delivery
2.3.9 Apply for and achieve Bicycle Friendly Community certification through the League of American Bicyclists.	1		K: Implemented CLV projects and processes that align with the 5E's. S: Data collection, Technical writing A: Strategic planning and organization-wide process integration

Lead Department

- | | | |
|--------------------------------|----------|-----------------------|
| 1 CLV Public Works | 4 NVACTS | 6 RTC/FAST |
| 2 CCSD | 5 RTC | 7 YDSI CLV Department |
| 3 CLV Office of Communications | | |





Strategy 3: Implement Safe Speeds

Recognizing the critical role of speed in crash severity, the City of Las Vegas is prioritizing speed management to protect all road users. Each year, at least one corridor within the HIN will be selected for a pilot study aimed at reducing vehicle speeds.

Key objectives include:

- ▶ **Encouraging safer vehicle speeds through policies and optimized traffic operations**
- ▶ **Strengthening speed compliance and enhancing safety for all road users through build infrastructure improvements**

This strategy emphasizes engineering solutions to improve safety and reduce crash risks. Key actions include retiming traffic signals along HIN corridors to discourage speeding, upgrading permissive left-turn signals to protected or protected-permissive configurations in line with the City's flashing yellow arrow (FYA) policy, and incorporating traffic calming measures into capital improvement projects rather than relying solely on enforcement. Collectively, these efforts aim to create a safer, more predictable travel environment that minimizes both the likelihood and severity of crashes.



Objectives/Action Items	Lead Dept	Supporting Stakeholders	KSA (Knowledge, Skills, Abilities)
3.1 Encourage safer vehicle speeds through policies and optimized traffic operations			
3.1.1 Establish a City safe speeds practice that sets consistent standards for achieving target speeds through roadway design.	1	Consultant	K: Speed setting policies, safe system approach S: Stakeholder engagement, Excel and tool development A: Citywide adaptation
3.1.2 Establish a City protocol to incorporate speed management strategies that promote safer mobility for all users in capital projects.	1	Consultant, contractor	K: Vision Zero elements, safe system approach, speed setting tool S: Design (e.g.: AutoCAD) and project management, data collection and analysis A: Stakeholder engagement, project delivery
3.1.3 Develop City guidelines promoting context-sensitive design in new developments to support safe, consistent speeds throughout the entitlement and site review process.	1	Consultant, contractor, private developer	K: Traffic calming strategies S: Design & build, development review, project management, stakeholder collaboration A: Project delivery
3.1.4 Systematically convert permissive left-turns to protected left-turns along HIN corridors, following the City of Las Vegas FYA policy and coordinating with RTC FAST to ensure signal timing supports both safety and mobility for all road users.	1 6	TEFO	K: FYA policy S: Signal phasing/timing, fiber/cabinet programming A: Implementation
3.1.5 Partner with RTC FAST to retime signals along the HIN corridors to establish context-sensitive target speeds that balance safety and mobility.	1 6		K: Signal timing S: Coordination, data collection, and analysis A: Timing implementation
3.1.6 Establish a City policy for consistent speed limit sign placement on HIN corridors, including optimal spacing and speed feedback signage in context-sensitive areas.	1	TEFO	K: MUTCD, Vision Zero elements S: Sign planning, coordination with operations A: Implementation
3.2 Strengthen speed compliance and enhance safety for all road users through built infrastructure improvements			
3.2.1 Implement at least one annual pilot project on an HIN corridor, or other location with documented speeding concerns, to test countermeasures that achieve target speeds.	1	Consultant	K: Speed setting tool, Vision Zero elements, Safe System Approach S: Design (e.g.: AutoCAD) and project management, public outreach, data collection, and analysis A: Stakeholder engagement, project delivery
3.2.2 Establish and pilot Neighborhood Safety Zones with 20–25 mph target speeds, guided by the City of Las Vegas Neighborhood Transportation Management Plan.	1	Consultant	K: Vision Zero elements, multimodal master plans S: Design (e.g.: AutoCAD) and project management, public outreach, data collection, and analysis A: Stakeholder engagement, project delivery
3.2.3 Use Highway Safety Improvement Program funding to deliver neighborhood traffic calming projects on residential streets with documented speeding and crash concerns.	1	NDOT, Consultant, contractor	K: Vision Zero elements, traffic calming strategies S: Design, project management, data collection, and analysis A: Stakeholder engagement, project delivery
3.2.4 Implement speed humps and other calming measures on residential and school-area streets, guided by the City of Las Vegas Neighborhood Transportation Management Plan.	1		K: Vision Zero elements, traffic calming strategies S: Program management, data analysis A: Program deployment

Lead Department

1 CLV Public Works

4 NVACTS

6 RTC/FAST

2 CCSD

5 RTC

7 YDSI CLV Department

3 CLV Office of Communications

Strategy 4: Promote a Culture of Safety

The City of Las Vegas recognizes that fostering a culture of safety begins with community empowerment through education, engagement, and active participation. To that end, the City will continue to pursue the following objectives:

- ▶ **Promoting transportation safety through public education campaigns and Vision Zero messaging**
- ▶ **Engaging the community and partners on transportation safety improvements**
- ▶ **Promoting safer driving through targeted education and certification programs designed to change high risk driver behaviors**

The City of Las Vegas will maintain a strong focus on community outreach by:

- ▶ **Hosting public events and distributing surveys to gather feedback**
- ▶ **Encouraging residents to communicate through their Homeowners Associations (HOAs) and the CLV Office of Communications**
- ▶ **Collaborating with the Department of Cultural Affairs to incorporate public art into transportation safety projects where appropriate**

Targeted educational efforts will address key risk factors contributing to serious injury crashes, such as:

- ▶ **Distracted driving**
- ▶ **Speeding**
- ▶ **Aggressive driving**
- ▶ **Impaired driving**

The City will also establish an internal Vision Zero curriculum with training programs employees must complete on a biannual basis.

Objectives/Action Items	Lead Dept	Supporting Stakeholders	KSA (Knowledge, Skills, Abilities)
4.1 Promote transportation safety through public education and aligned Vision Zero messaging			
4.1.1 Continue to educate the public and raise awareness of transportation safety through various CLV communication channels.	1 3	CLV elected officials	K: Vision Zero elements S: Presentation skills, public outreach A: Public speaking
4.1.2 Align Vision Zero program messaging with the NDOT's Zero Fatalities program, the RTC, and NVACTS.	1	RTC, NVACTS	K: Vision Zero elements, State's Zero Fatalities program, RTC Southern Nevada Safety Action Plan, Nevada Advisory Committee on Traffic Safety (NVACTS) S: Communication A: Stakeholder engagement and coordination, Messaging
4.1.3 Implement targeted, data-driven outreach in communities to engage residents on transportation safety concerns and solutions.	1	CLV Office of Communications	K: Vision Zero elements S: Presentation skills, public outreach A: Public speaking
4.1.4 Partner with the City YDSI Department to deliver principal roundtables that incorporate Vision Zero principles and community input.	1 7	CCSD	K: Vision Zero elements S: Coordinating stakeholders, planning and organizing events A: Deliver engaging presentations, communicate key messages effectively
4.2 Engage with the community and partners on transportation safety improvements			
4.2.1 Encourage homeowners to work as a community and approach the City through their Homeowners Association (HOA).	1	CLV Office of Communications	K: Vision Zero elements S: Public outreach A: Public speaking and messaging, communicate key messages effectively
4.2.2 Collaborate with the City's Business Licensing Office to advance and update the transportation safety requirements checklist.	1	CLV Business Licensing Office	K: Vision Zero elements S: Stakeholder coordination A: Summarize needs effectively, communicate priorities clearly, align new requirements with past achievements
4.2.3 Work with City's Office of Cultural Affairs to determine appropriate art installations along roadways.	1	CLV Cultural Affairs	K: Transportation design options that integrate art, opportunities for incorporating art into infrastructure S: Stakeholder coordination A: Identify and evaluate suitable project sites for art integration
4.3 Promote safer driving through targeted education and certification programs designed to change high-risk driver behaviors			
4.3.1 Pilot Vision Zero training programs for City employees as part of their biannual driver's training.	1	Consultant	K: Vision Zero elements S: Instructional design and media development, engaging communication and teaching A: Deliver presentations confidently, integrate content effectively into training

Lead Department

- | | | |
|--------------------------------|----------|-----------------------|
| 1 CLV Public Works | 4 NVACTS | 6 RTC/FAST |
| 2 CCSD | 5 RTC | 7 YDSI CLV Department |
| 3 CLV Office of Communications | | |

A background image showing children crossing a street. In the foreground, a child in a grey shirt and blue jeans with a red backpack is walking. To their left, another child in a teal shirt and khaki shorts is walking. In the background, a child is riding a purple bicycle, and another child is on a skateboard. The scene is set on a paved street with white crosswalk markings under a clear blue sky.

➔ Strategy 5: Enhance Communication, Transparency, and Accountability

The City of Las Vegas is committed to maintaining transparency and accountability in its Vision Zero efforts through the following objectives:

- ▶ **Reporting Vision Zero efforts and effectiveness to the public**
- ▶ **Improving the quality of relevant transportation safety data**
- ▶ **Conducting evaluation studies to determine impacts of the Vision Zero program**

The City will provide annual updates on Vision Zero initiatives and maintain a public-facing dashboard that displays key transportation safety metrics, including completed action items, and ongoing and completed projects.

To further enhance public engagement and responsiveness, the City will continue using its [SeeClickFix](#) platform to collect citizen requests for traffic studies and safety improvements.

A key element of this strategy is enhancing the quality and accessibility of data to drive informed decision-making. The City of Las Vegas will collect before-and-after data to evaluate the effectiveness of safety projects, conduct comprehensive studies to measure the impact of Vision Zero initiatives—such as changes in crash rates and policy outcomes—and leverage these findings to guide future planning, update policies, and prioritize infrastructure investments.

Objectives/Action Items	Lead Dept	Supporting Stakeholders	KSA (Knowledge, Skills, Abilities)
5.1 Report Vision Zero efforts and effectiveness to the public			
5.1.1 Maintain a Vision Zero website that shows progress on implementing the Action Plan.	1	CLV Office of Communications	K: Program process, dashboard functionality S: Basic computer proficiency A: Monthly updates
5.1.2 Maintain a publicly available data dashboard to visually communicate transportation safety metrics, trends, and maps.	1		K: Program process, dashboard functionality S: GIS tools (if maintenance is required) A: Monthly updates, maintenance/quality assurance
5.2 Improve the quality of relevant transportation safety data			
5.2.1 Publish before-and-after evaluations of projects and systemic improvements to demonstrate their effectiveness.	1	Consultant	K: Evaluation methods, project portfolio management S: Data collection and analysis, project management A: Summarize findings clearly, report results effectively
5.2.2 Coordinate with the City Office of Communications to incorporate a “Safety Justification” section, rooted in crash and safety data, in all media releases for Regional Transportation and Capital Improvement projects.	1 3		K: Vision Zero elements S: Communication and messaging, stakeholder coordination A: Ensure transparency in processes and reporting
5.2.3 Continue to explore new data collection technologies and refine data collection processes to enhance accuracy, efficiency, and timeliness of traffic studies.	1	Consultant	K: Data collection methodologies, project scoping principles S: Benefit cost analysis A: Negotiation and citywide implementation
5.3 Conduct evaluation studies to determine impacts of Vision Zero program			
5.3.1 Evaluate the GOMed project’s impact on safety, mobility, and technological innovation, including access, efficiency, user experience, and crash reduction.	1	GOMed project team	K: Basic autonomous technology and project progress S: Communication and stakeholder coordination A: Insight translation
5.3.2 Develop and maintain crash rate data to inform long-term evaluation of Crash Reduction Factors (CRFs) and Crash Modification Factors (CMFs).	1	Consultant	K: Data collection, safety performance (CRF and CMF methodologies) S: Data consolidation and interpretation A: Content summarization
5.3.3 Partner with the RTC Unified Planning and Work Program (UPWP) to support regional effort to update TIA guidelines and procedure.	1 5		K: TIA policy S: Interagency coordination, stakeholder engagement A: Policy and procedure review

Lead Department

- | | | |
|--------------------------------|----------|-----------------------|
| 1 CLV Public Works | 4 NVACTS | 6 RTC/FAST |
| 2 CCSD | 5 RTC | 7 YDSI CLV Department |
| 3 CLV Office of Communications | | |



Putting our Plan into Action

The City of Las Vegas has developed an implementation plan to help the City and its partners quickly and effectively put safety initiatives into action. This plan outlines how to:

- Allocate resources efficiently
- Prioritize the most critical actions
- Understand interdependencies among initiatives
- Define clear and measurable success criteria to determine when an action is considered complete

These goals make it easier to monitor progress, recognize completed actions, and maintain momentum for future initiatives.

How We Decide What to Do First

STEP 1: Priority Scoring	Each action item was ranked using a composite score that considered community priority, anticipated safety benefits, and alignment with strategic Vision Zero goals. This scoring approach ensured that the most impactful actions were identified and addressed first.
STEP 2: Resource Identification	The resources required for each action item were documented, including staffing, cost estimates, etc. This step confirmed feasibility and informed planning for implementation. A list of potential funding sources can be found in Appendix E .
STEP 3: Dependency Mapping	Relationships between action items were outlined to establish logical sequencing and identify prerequisites. This mapping helped determine which actions needed to occur first and which could proceed in parallel.
STEP 4: Timeframe Definition	Implementation timelines were set for each action item, including start and end dates and key milestones. These timeframes provided structure and supported progress tracking.
STEP 5: Success Measures	Completion criteria and performance indicators were established for each action item. These measures ensured clarity on what success looks like and allows for evaluation of outcomes. More details regarding the framework and process created to prioritize and define resources for the updated plan can be found in Appendix C .



Tracking Progress and Celebrating Success

Safe Routes to School (SRTS)

As part of the 2022 Vision Zero Action Plan, the City has actively pursued SRTS opportunities to identify and implement safety countermeasures around school zones. These efforts include both short-term quick-build treatments—such as signage and pavement markings—and long-term infrastructure improvements.

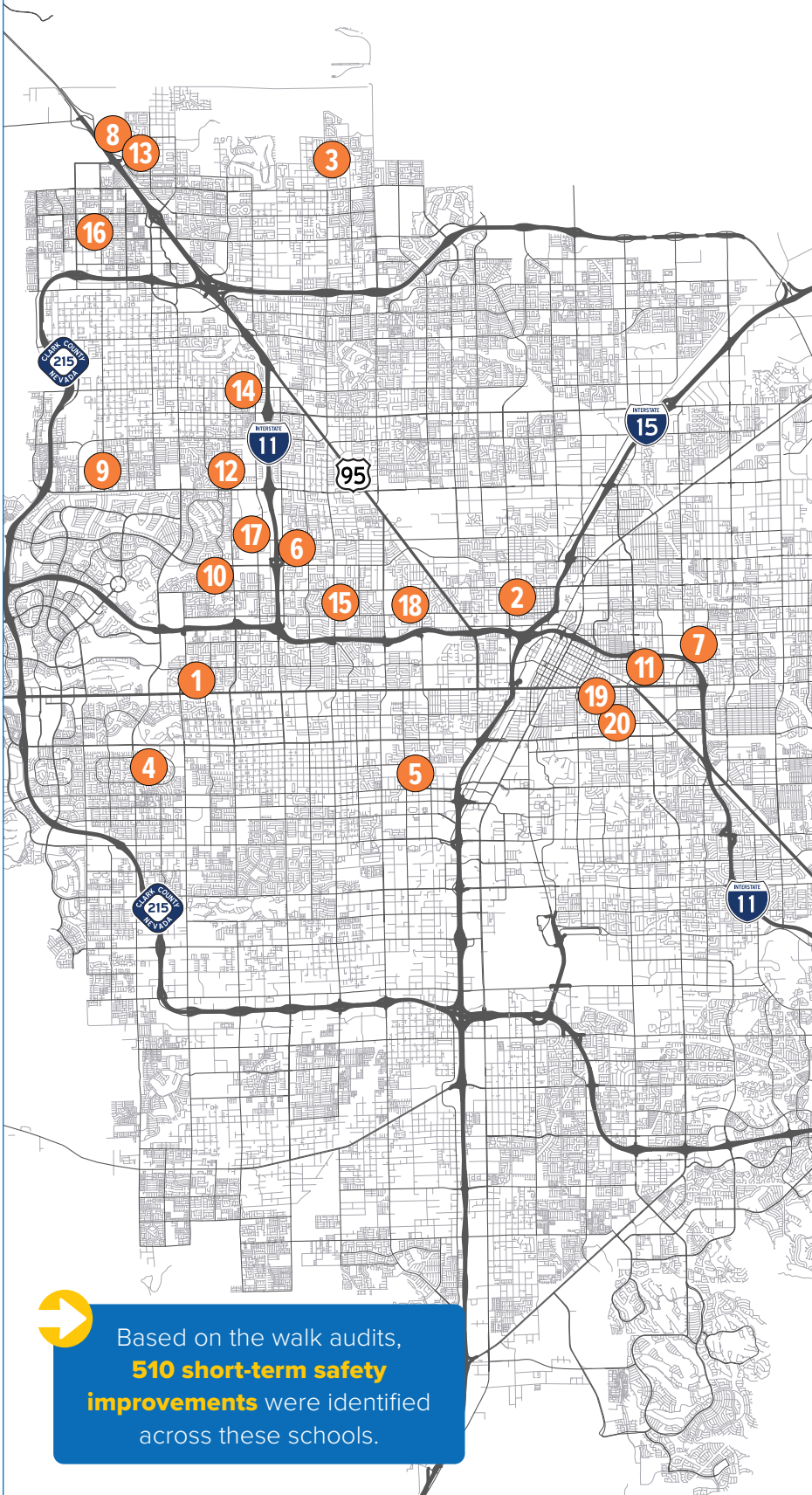
For the FY23-FY24 and FY24-FY25 school years, 22 schools were prioritized for walk audits and safety assessments. The Vision Zero Task Force coordinated with school principals and administrative staff to introduce the program and gather feedback during site visits.

Walk audits were conducted during peak school drop-off/pickup periods and bell times to capture traffic patterns and issues during the busiest times of day.

These improvements only include short-term improvements that have been implemented by city field staff. An additional **223 long-term improvements** were identified for future implementation for items that require significant investment and will be included either as part of comprehensive roadway improvement or school redevelopment projects. The City has been working with the CCSD to proactively include safety improvements as part of school redevelopment plan reviews. These enhancements reflect the City's commitment to creating safer environments for students and families, and to fostering a culture of safety from the ground up.



Schools Improved by the Safe Routes to School Program



School	Number of Improvements Identified
1 Walter E Jacobson Elementary School	50
2 Wendell Williams Elementary School	45
3 Kitty McDonough Ward Elementary School	43
4 Christiansen Elementary School	42
5 Clark High School	35
6 Fong, Wing, and Lilly Elementary School	32
7 Oran K. Gragson Elementary School	31
8 William & Mary Scherkenbach Elementary School	29
9 Tarr Elementary School	27
10 Richard H Bryan Elementary School	26
11 Roy Martin Middle School/ Sunrise Acres Elementary School	26
12 Marc Kahre Elementary School/Eisenberg Elementary School	19
13 James H. Bilbray Elementary School	18
14 Leavitt Middle School	18
15 Culley Elementary School	14
16 Kenneth Divich Elementary School	13
17 Cimarron Memorial High School	12
18 Gibson Leadership Academy	12
19 Crestwood Elementary School	9
20 John C Fremont Professional Development Middle School	9

See, Click, Fix

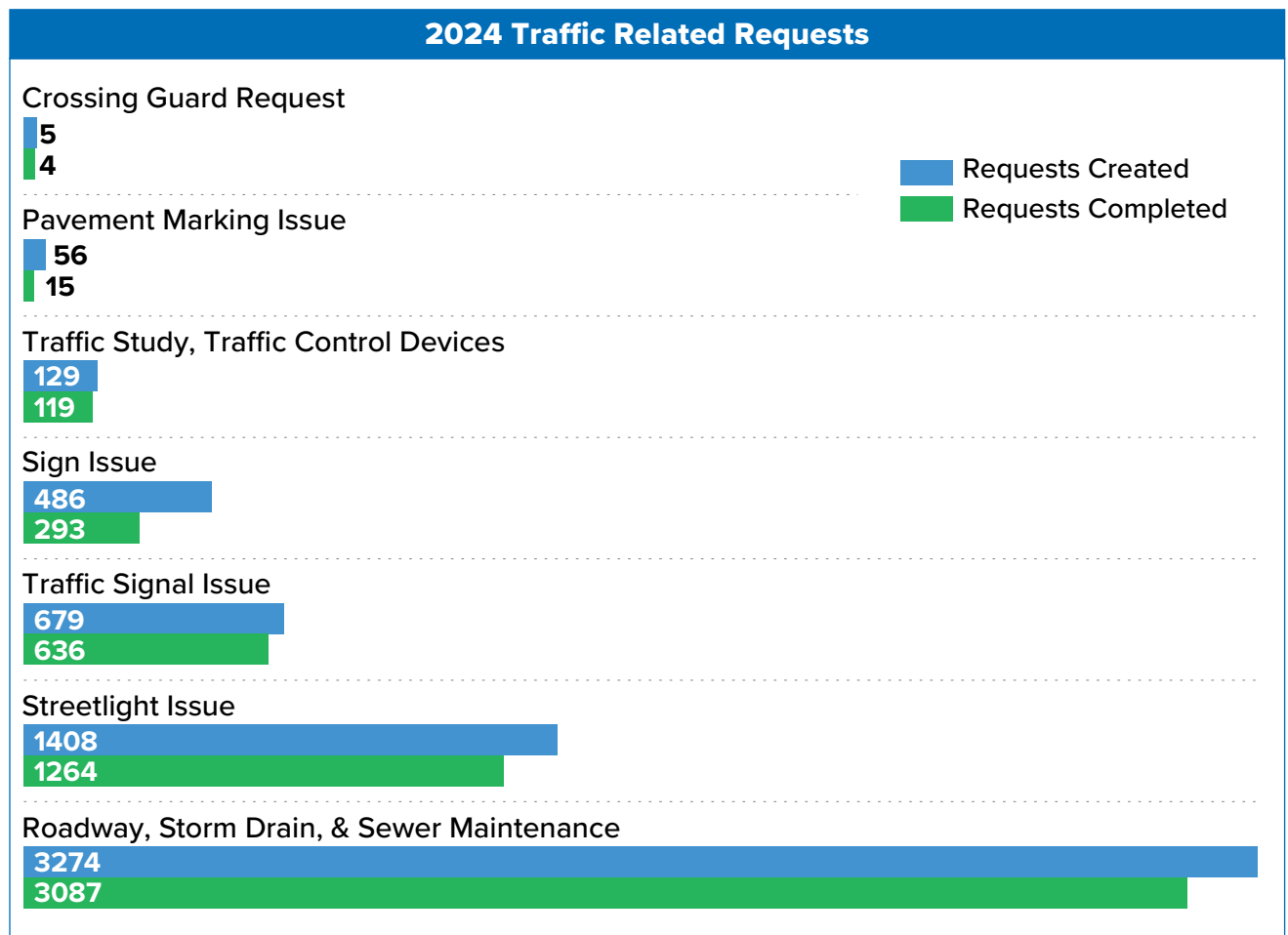
The City of Las Vegas utilizes an online website called [SeeClickFix](#) to streamline maintenance requests and empower residents to report issues such as potholes, malfunctioning streetlights, and other concerns. While the platform supports a wide range of service requests—not all traffic-related—it plays a vital role in identifying and addressing transportation safety issues.



In 2024, a total of 19,805 issues were reported through [SeeClickFix](#), with 19,118 (96.5%) successfully resolved.

Among these, over 6,000 traffic-related concerns were submitted, and nearly 5,500 were closed during the same period—demonstrating the City’s responsiveness and commitment to maintaining safe road conditions. The remaining 500 requests involve more detailed analysis and require longer time periods to be resolved.

This data reflects the effectiveness of [SeeClickFix](#) as a tool for community engagement and real-time issue resolution, reinforcing the City’s dedication to transparency and proactive safety management.



Key Projects and Accomplishments

The City of Las Vegas is proud to be making meaningful progress toward building a safer transportation network. **Since the launch of the Vision Zero program, the City of Las Vegas has completed 49 of the 97 identified action items, with an additional 23 currently in progress as presented in Appendix D.** Several notable projects are described in the following section, where all four corridors previously experienced significant cut-through traffic and are located near schools or residential neighborhoods, where VRUs such as children and families are present. The traffic calming measures were implemented to promote safer driving behaviors, reinforce posted speed limits, and enhance overall safety for all road users.



The implementation of chicanes on Michael Way has been a successful, cost-effective traffic calming measure [9]. Speed data was collected before and after installation to evaluate the impact of the treatment. Prior to the improvements, compliance with the posted 25 mph speed limit was poor, with the **85th percentile speed reaching 50 mph.**

This project demonstrates a successful execution of a cost-effective traffic calming measure that resulted in a significant improvement in traffic safety and speed reduction [10].

Key results from the pre- and post-installation analysis include:

7% ↓
reduction in vehicles
traveling 5–15 mph over
the posted speed limit

49% ↓
reduction in vehicles
traveling more than 20 mph over
the speed limit

9 A chicane is a series of alternating curb extensions on road segments that force drivers to slow and carefully navigate the area.

10 85th percentile speeds are the speeds at which 85% of drivers feel comfortable navigating a road. This metric is commonly used in engineering speed studies to determine speed issues.

Cimarron Road



To discourage cut-through traffic and encourage safe vehicle speeds, three mini-roundabouts were installed along Cimarron Road at El Parque Avenue, O'Bannon Drive, and Via Olivero Avenue. These roundabouts introduce interruptions along otherwise long, continuous stretches of roadway.

Post-implementation analysis indicates:

28% ↓
decrease in
**Average Daily Traffic
(ADT)**
on Cimarron Road

13% ↓
reduction in
average speed,
from
35 mph before installation
to 31 mph after

12.5% ↓
reduction in
85th percentile speed,
from
42 mph pre-installation
to 37 mph post-installation

Bedford Road



To improve safety, painted channelizing islands with flexible posts and rubberized curbing were installed at the intersection of Alpine Place and Bedford Road. These modifications reduced excess roadway width and created dedicated right-turn lanes for vehicles traveling between Bedford Road and Alpine Place. They also eliminated the opportunity for reckless driving behaviors such as “donuts” at the intersection.

Additionally, speed humps were installed along Bedford Road between Charleston Boulevard and Alta Drive to reduce cut-through traffic and promote compliance with the posted 25 mph speed limit.

Pre- and post-installation analysis shows:

29% ↓

decrease in
Average Daily Traffic (ADT) on Bedford Road

22% ↓

reduction in
average speed,
from 23 mph to 18 mph

23% ↓

reduction in
85th percentile speed,
from 30 mph to 23 mph

Iron Mountain Road



To reduce speeds and enhance safety, chicanes were introduced along Iron Mountain Road between Skye Canyon Park Drive and El Capitan Way. These were implemented using alternating painted bulb-outs with flexible posts and rubberized curbing, creating an “S” curve that requires drivers to slow down.

Year-over-year analysis shows:

13% ↓

reduction in
85th percentile speed,
from 45 mph in 2023 to
39 mph in November 2024

11% ↓

reduction in
average speed, from
36 mph to 32 mph

36% ↓

decrease in the
**proportion of vehicles
exceeding the
posted 25 mph limit**
by 10 mph or more

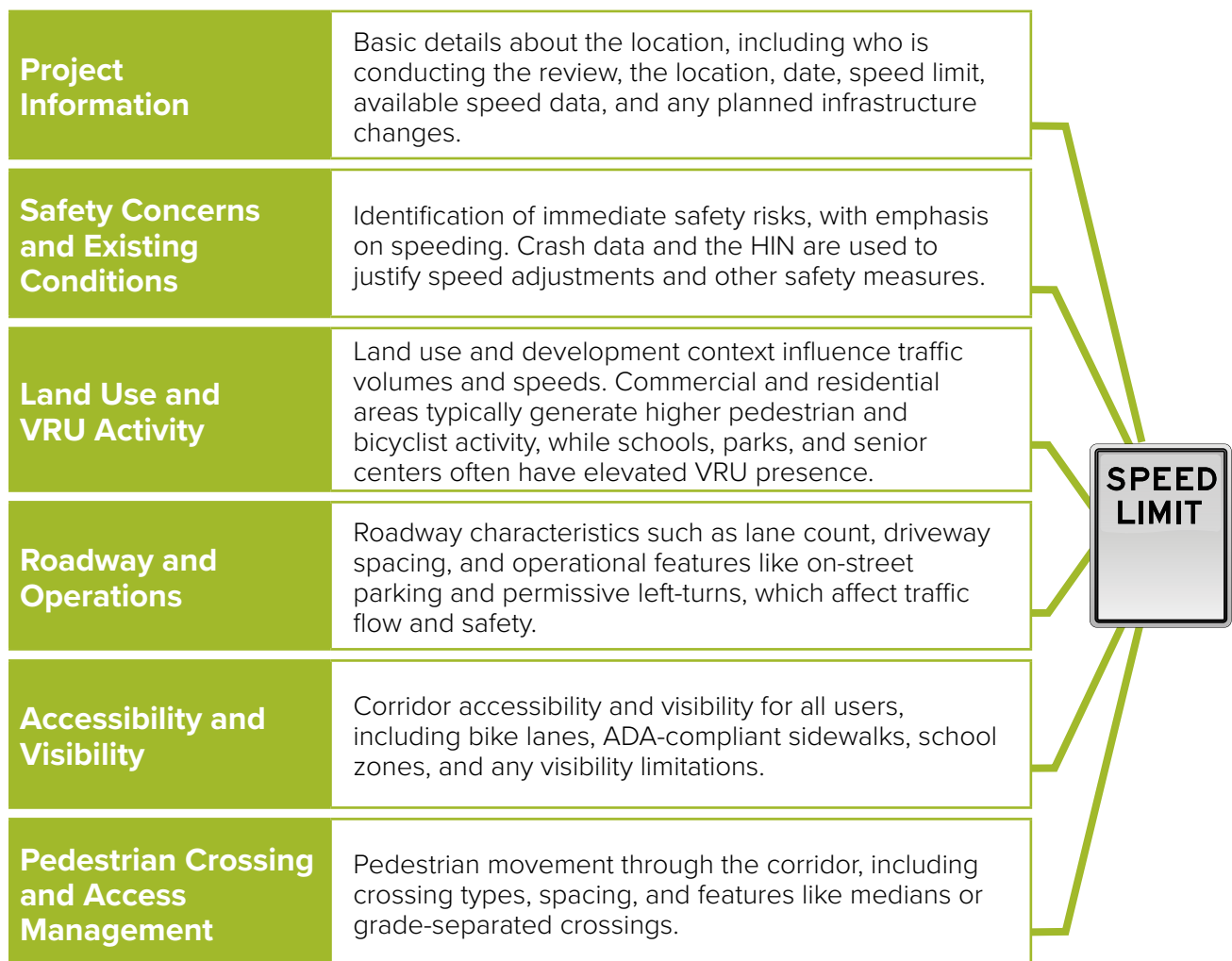
Using Data to Drive Decisions – The Speed Setting Tool

Unsafe speeds are prevalent contributors to serious injury and fatal crashes. Existing speed setting practices, such as the USLIMITS2 Expert System, are determined via inconsistent methods including engineering judgment. While this approach has value, it lacks repeatability and transparency, which conflicts with the Vision Zero principles^[11]. To address these challenges, the City of Las Vegas developed a Speed Setting Tool that applies a data-driven, context-specific methodology for determining appropriate speed limits.

The tool was designed with the following design principles in mind:




- ➔ **User-Friendly** – Accessible for engineers, planners, and decision-makers
- ➔ **Safety First** – Alignment to Vision Zero Principles
- ➔ **Transparency** – Recommendations driven by user inputs and clear criteria
- ➔ **Scalable** – Built to support regional adoption and consistency

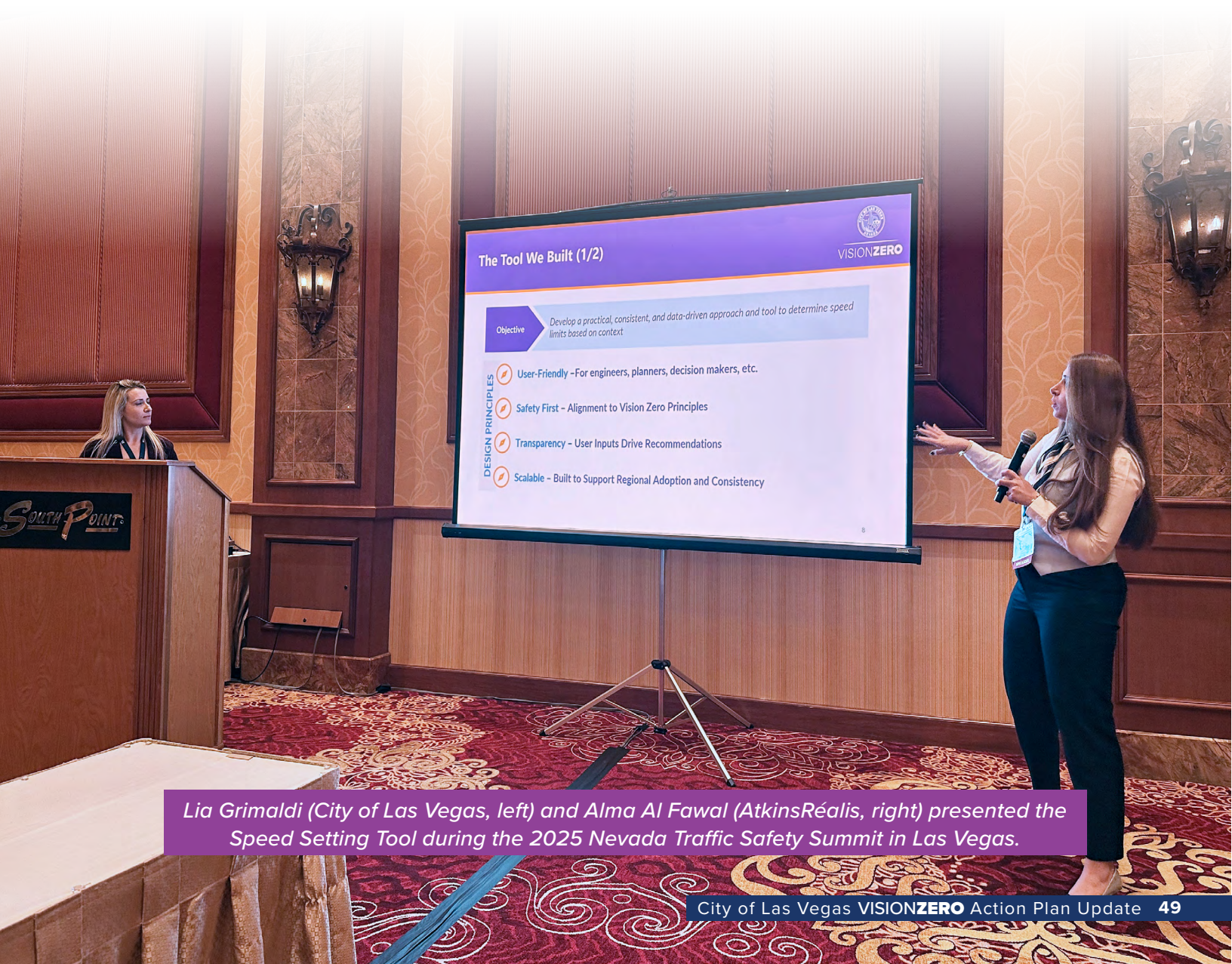
To provide input, the Speed Setting Tool considers the following categories:



11 Federal Highway Administration (FHWA), "USLIMITS2".

As a result of the analysis, based on user-defined inputs, the Speed Setting Tool provides three recommended speed ranges. The three recommended speed ranges provide decision-makers with flexible options based on the tool’s criteria and user-defined inputs. More information on the City's Speed Setting Tool can be found in [Appendix B](#).

<p>Proposed Average</p>		<p>The calculated average speed limit, rounded to the nearest five miles per hour.</p>
<p>Satisfying Every Category</p>		<p>The speed limit that meets all category requirements.</p>
<p>Satisfying 66% or More of Categories</p>		<p>The speed limit that meets at least two-thirds of the category requirements.</p>



Lia Grimaldi (City of Las Vegas, left) and Alma Al Fawal (AtkinsRéalis, right) presented the Speed Setting Tool during the 2025 Nevada Traffic Safety Summit in Las Vegas.

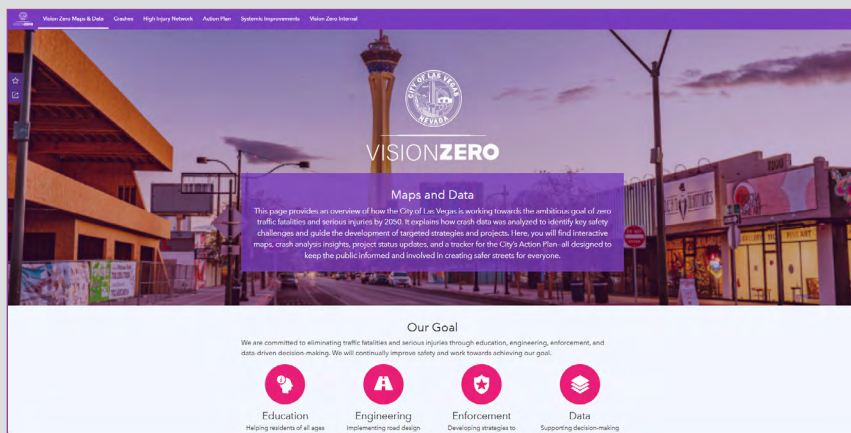


Measuring What Matters: Our Vision Zero Dashboard

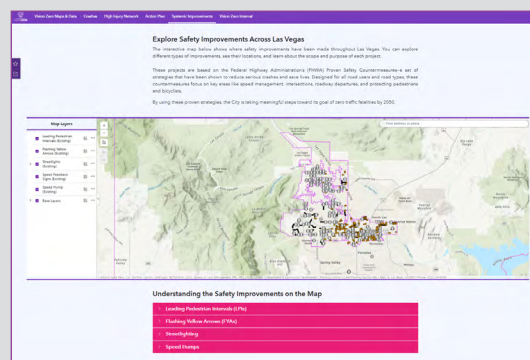
The Vision Zero Dashboard was created to provide a clear and accessible view of the City of Las Vegas' safety initiatives. It serves as a centralized resource where users can easily explore and understand the City's efforts to improve traffic safety.

The webpage is organized into several tabs, each offering interactive tools. Together, these tools empower the public, stakeholders, and partner agencies to stay informed and engaged with the City's ongoing safety efforts.

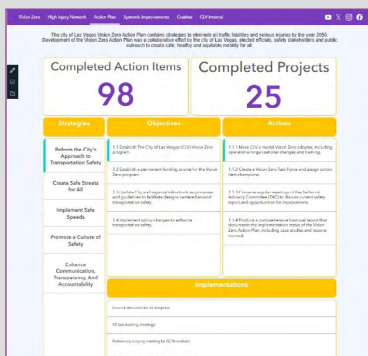
Vision Zero – Main page providing an overview of the program and details about the full webpage



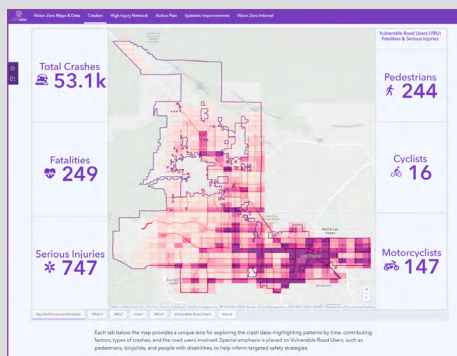
Systemic Improvements – Section showcasing infrastructure and policy changes implemented across the city



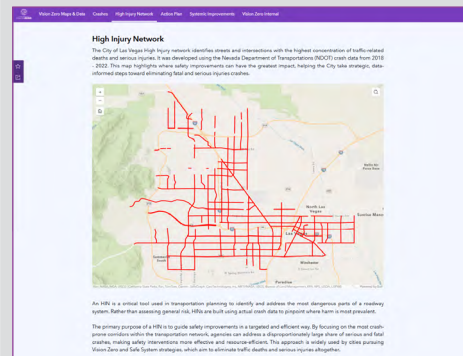
Action Plan – Tracker allowing users to monitor the progress of each initiative



Crashes – Dashboard providing most recent data analysis on traffic incidents across the city



HIN – Map identifying corridors with the highest concentration of serious injury crashes

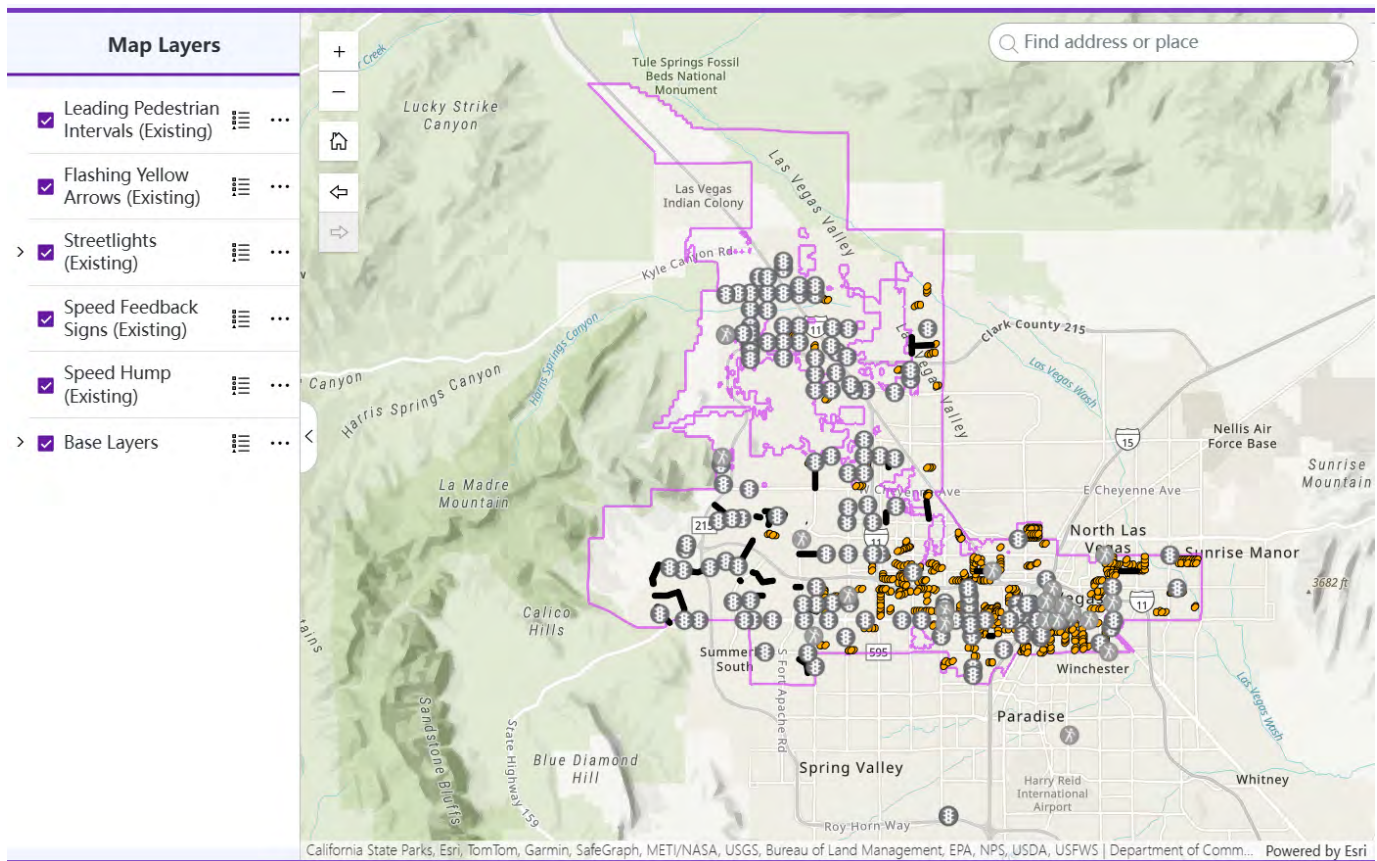


Systemic Improvements

The City of Las Vegas is implementing data-driven safety improvements citywide, guided by [FHWA's Proven Safety Countermeasures](#), to enhance infrastructure and system reliability. Systemic improvements are proactive measures applied across the network (rather than at isolated crash hot spots) to improve safety and efficiency before crash patterns emerge.

The map below illustrates the locations where systemic improvements have been applied, demonstrating significant progress toward the City's Vision Zero goals.

Systemic Improvements Implemented by the City through 2025



Key treatments include:



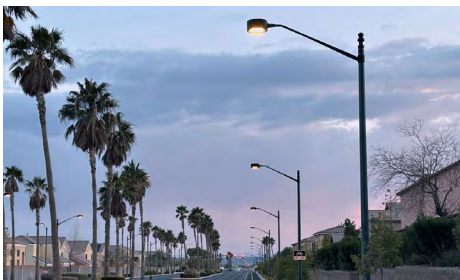
Leading Pedestrian Intervals (LPI): LPIs adjust signal timing at intersections to give pedestrians a head start before vehicles receive a green light. This early start increases pedestrian visibility and reduces conflicts with turning vehicles. LPIs are especially effective in high-foot-traffic areas such as near schools and parks, significantly improving safety for pedestrians and bicyclists.



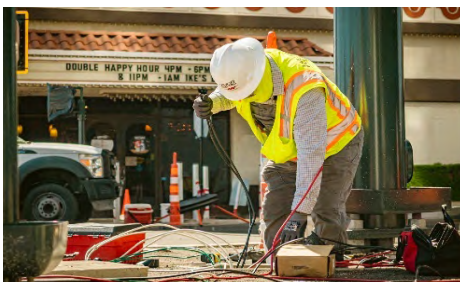
Flashing Yellow Arrows (FYA): FYAs are installed at intersections with moderate left-turn volumes that do not justify a protected-only phase. This signal provides both a protected left-turn phase and a permissive left-turn phase (where drivers yield to oncoming traffic). FYAs enhance intersection efficiency while maintaining safety.



Speed Feedback Signs (SFS): These dynamic signs display the speed of approaching vehicles alongside the posted speed limit, encouraging drivers to adjust their speed accordingly. SFS are particularly effective in areas with curves, school zones, work zones, and long, uninterrupted road segments.



Streetlight Upgrades: The City is prioritizing the replacement of lighting infrastructure with energy-efficient LED streetlights. Improved lighting enhances visibility and safety, especially for VRUs during nighttime hours.



Fiber Upgrades: Upgrading to fiber optic connectivity at signal cabinets enables remote programming and real-time traffic signal management. This infrastructure supports advanced traffic operations, including signal coordination along key corridors, ultimately improving traffic flow and reducing delays.

The City of Las Vegas has developed fact sheets providing additional detail on potential treatments under consideration. These are available on this [webpage](#) under the “Services/FAQ” section.

As part of this updated plan, eligible locations were identified using the city’s HIN and a robust GIS database. Key datasets—such as crash history, signal locations, intersection geometry, road widths, and speed data—were analyzed to determine priority areas. Each treatment was assigned specific criteria; for example, locations with a high number of speed-related crashes were prioritized for SFS installation. This data-driven approach ensures that the most appropriate safety improvements are implemented where they are most needed.

Dedication



Hal Goldblatt

is an active member in his Jewish community, a father to ten children, and the husband of his loving wife Shawn.

On the evening of November 25, 2022, Hal was leaving the synagogue after service for the Sabbath. At the intersection of Del Rey Avenue and Arville Street, he checked both sides of the road to ensure it was clear, and crossed in the crosswalk - a crosswalk that he and his wife were instrumental in advocating to be installed - and was struck by a driver exiting the adjacent parking lot. The driver called the ambulance, and Hal lost consciousness.



In the weeks that followed, when asked about the crash, Hal had trouble recalling what had exactly transpired. He later learned from the police report that he flew 79 feet into the air before landing on the road behind the car. Upon being struck by the car, his head shattered the driver's windshield. He broke 15 bones including both arms and legs, his spine in three places, several ribs, and skull. The recovery process was long and agonizing. He is still in disbelief that he survived.

Hal spent weeks in intensive care with his wife by his side. Having come out on the other side, he is forever changed.

What was a moment of distraction for the driver ended in a permanent change in Hal's life, who will never fully recover.

Now, he is more motivated than ever to speak up for traffic safety and save lives. Hal is a supporter of Vision Zero and was involved in the City of Las Vegas' decision to put forth a Vision Zero Action Plan.





APPENDIX A:
Crash
Analysis



Table A-1 through Table A-6 present the results of the intersection crash analysis, focusing on crashes that resulted in fatal or serious injuries. The analysis included crashes that occurred within 250 feet of the intersection center point. Together, the tables summarize the total number of crashes at each intersection and identify the top five intersections for fatal crashes and for serious injury crashes. They also provide various breakdowns that offer additional detail on crash patterns. These findings informed the development of safety focused action items for the City. To support interpretation of the tables, a map is provided that visually depicts the study intersections and clarifies the naming convention used throughout Tables A-1 through A-6. The map links each intersection label to its geographic location, helping readers more easily understand how the table titles and intersection names correspond to on-the-ground conditions.

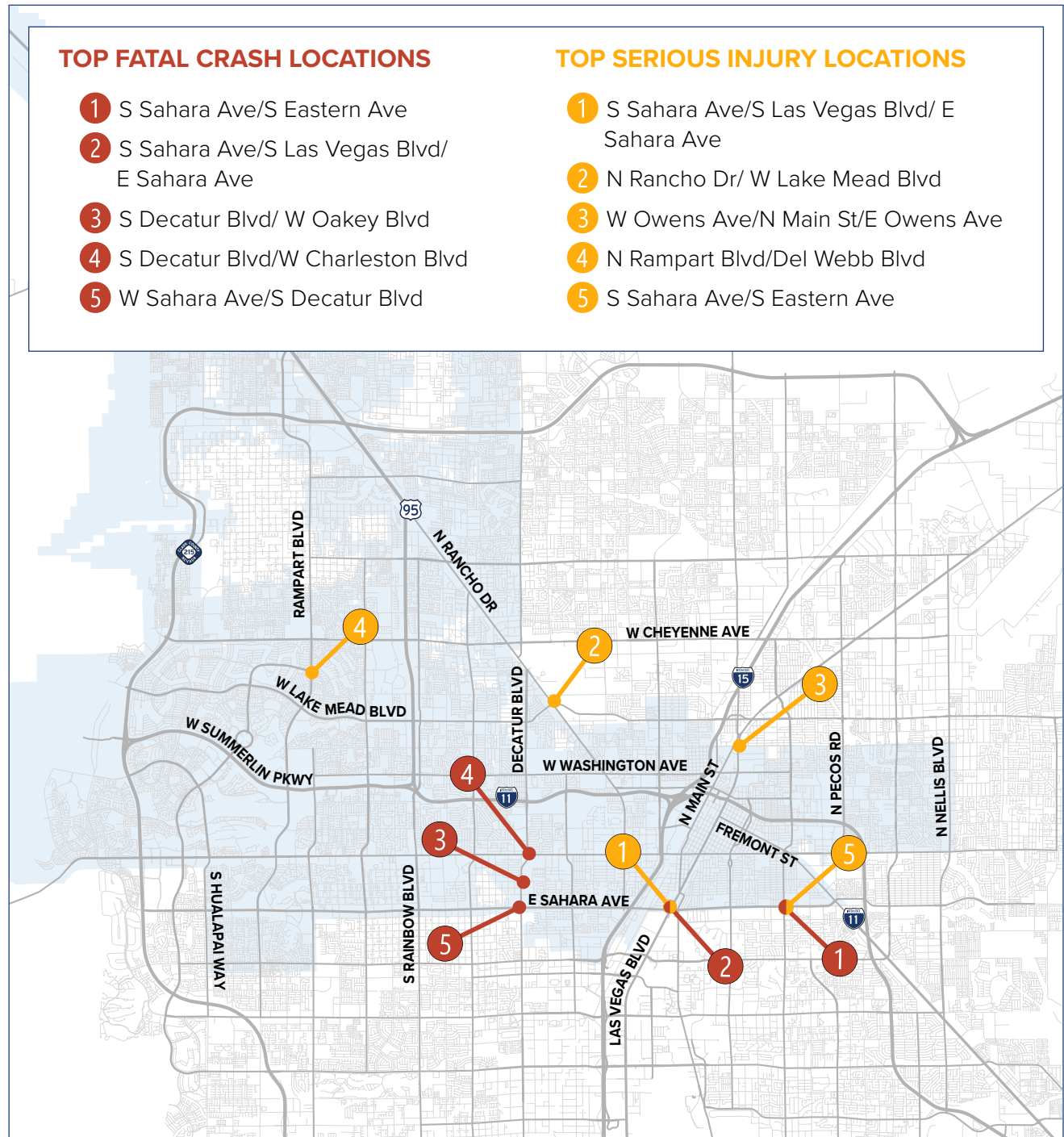


Table A-1 - Fatal and Serious Injury Crash Data: Vehicle Action Summary

Vehicle Action \ ID. Intersection	1. (5) S Sahara Ave / S Eastern Ave	2. (1) S Sahara Ave / S Decatur Blvd	3. S Decatur Blvd / S Las Vegas Blvd / E Sahara Ave	4. S Decatur Blvd / W Oakey Blvd	5. W Sahara Blvd / W Charleston Blvd	(2) N Rancho Dr / S Decatur Blvd	(3) W Owens Ave / N Main St / E Owens Ave	(4) N Rampart Blvd / Del Webb Blvd	Total
BACKING	2	2	1	3	1	0	0	0	9
DRIVERLESS VEHICLE	0	0	0	0	0	0	0	1	1
ENTERING LANE	0	1	1	3	4	2	0	1	12
LANE CHANGE	4	15	4	4	5	4	0	0	36
LEAVING LANE	2	3	0	2	2	0	0	1	10
LEFT-TURN	12	16	22	14	10	9	10	6	99
NEGOTIATING A CURVE	0	1	1	0	0	1	0	0	3
PARKED	1	0	0	0	0	0	0	1	2
PASSING	1	1	0	0	0	1	1	1	5
RIGHT-TURN	12	4	8	10	9	1	4	3	51
STOPPED	25	40	16	20	30	16	6	2	155
STRAIGHT	70	95	60	48	64	33	20	10	400
UNKNOWN	1	3	1	0	1	3	0	0	9
U-TURN	0	4	1	0	0	0	0	0	5
WRONG WAY	0	0	0	1	0	0	0	0	1
Total	130	185	115	105	126	70	41	26	798

*Note: Top fatal crash locations are designated by “#.”

Top serious injury crash locations are designated by “(#)”

Sources: Crash Data: NDOT 5 year 2018 - 2022

Table A-2 - Intersection Crash Data: Crash Type Summary

Crash Type \ ID. Intersection	1. (5) S Sahara Ave / S Eastern Ave	2. (1) S Sahara Ave / S Decatur Blvd / W Oakey Blvd / E Sahara Ave	3. S Decatur Blvd / S Las Vegas Blvd / E Sahara Ave	4. S Decatur Blvd / W Oakey Blvd	5. W Sahara Ave / W Charleston Blvd	(3) W Owens Ave / N Main St / E Owens Ave	(2) N Rancho Dr / W Lake Mead Blvd	(4) N Rampart Blvd / Del Webb Blvd	Total
UNKNOWN	0	0	0	1	0	0	0	0	1
ANGLE	38	44	69	48	45	30	24	12	310
BACKING	3	3	1	4	3	0	1	1	16
HEAD-ON	0	0	1	3	1	1	2	0	8
NON-COLLISION	15	19	11	12	10	3	6	2	78
REAR-END	56	81	26	24	52	29	7	6	281
REAR-TO-REAR	0	1	0	0	0	0	0	0	1
REAR-TO-SIDE	0	1	0	0	0	0	0	0	1
SIDESWIPE - MEETING	4	1	2	2	1	1	0	0	11
SIDESWIPE - OVERTAKING	14	35	5	11	14	6	1	5	91
Total	130	185	115	105	126	70	41	26	798

*Note: Top fatal crash locations are designated by “#.”

Top serious injury crash locations are designated by “(#)”

Sources: Crash Data: NDOT 5 year 2018 - 2022

Table A-3 - Intersection Crash Data: Crash Injury Severity Summary

Injury Severity \ ID. Intersection	1. (5) S Sahara Ave / S Eastern Ave	2. (1) S Sahara Ave / S Decatur Blvd / S Las Vegas Blvd / E Sahara Ave	3. S Decatur Blvd / W Oakey Blvd	4. S Decatur Blvd / W Charleston Blvd	5. W Sahara Ave / S Decatur Blvd	(3) W Owens Ave / N Main St / E Owens Ave	(4) N Rampart Blvd / Del Webb Blvd	Total
UNKNOWN	1	3	2	0	0	1	0	7
A	3	4	3	3	2	4	4	27
B	16	13	24	16	9	7	5	94
C	55	52	51	46	57	30	15	316
K	3	2	2	2	2	0	0	12
PDO	52	111	33	38	56	28	17	342
Total	130	185	115	105	126	70	41	798

*Note: Top fatal crash locations are designated by “#.”

Top serious injury crash locations are designated by “(#)”

Sources: Crash Data: NDOT 5 year 2018 - 2022

Table A-4 - Intersection Crash Data: Crash Mode Summary

Crash Mode \ ID. Intersection	(5) S Sahara Ave / S Eastern Ave	(1) S Sahara Ave / S Las Vegas Blvd / E Sahara Ave	(2) N Rancho Dr / W Charleston Blvd	(3) W Owens Ave / N Main St / E Owens Ave	(4) N Rampart Blvd / Del Webb Blvd	W Sahara Ave / W Oakey Blvd	S Decatur Blvd / W Decatur Blvd	S Decatur Blvd / S Eastern Ave	Total
BUS	0	3	0	0	3	2	0	0	8
MOTORCYCLE/MOPED	1	2	2	0	1	0	2	2	10
PEDAL CYCLE	1	0	0	2	2	0	0	0	5
PEDESTRIAN	9	9	6	6	4	1	1	0	36
VEHICLE	119	171	107	97	116	67	38	24	739
Total	130	185	115	105	126	70	41	26	798

*Note: Top fatal crash locations are designated by “#.”

Top serious injury crash locations are designated by “(#)”

Sources: Crash Data: NDOT 5 year 2018 - 2022

Table A-5 - Intersection Crash Data: Lighting Conditions Summary

Lighting Condition\ ID. Intersection	(5) S Sahara Ave / S Eastern Ave	(1) S Sahara Ave / S Las Vegas Blvd / E Sahara Ave	(2) N Rancho Dr / W Charleston Blvd	(3) W Owens Ave / N Main St / E Owens Ave	(4) N Rampart Blvd / Del Webb Blvd					Total
DARK - CONT ROADWAY LIGHTING	40	46	27	37	28	17	15	6		216
DARK - SPOT ROADWAY LIGHTING	5	23	6	7	7	8	0	2		58
DAWN	2	1	1	0	1	0	0	0		5
DAYLIGHT	78	107	79	54	77	40	24	15		474
DUSK	3	3	2	4	5	0	2	1		20
UNKNOWN	2	5	0	3	8	5	0	2		25
Total	130	185	115	105	126	70	41	26		798

*Note: Top fatal crash locations are designated by “#.”

Top serious injury crash locations are designated by “(#)”

Sources: Crash Data: NDOT 5 year 2018 - 2022

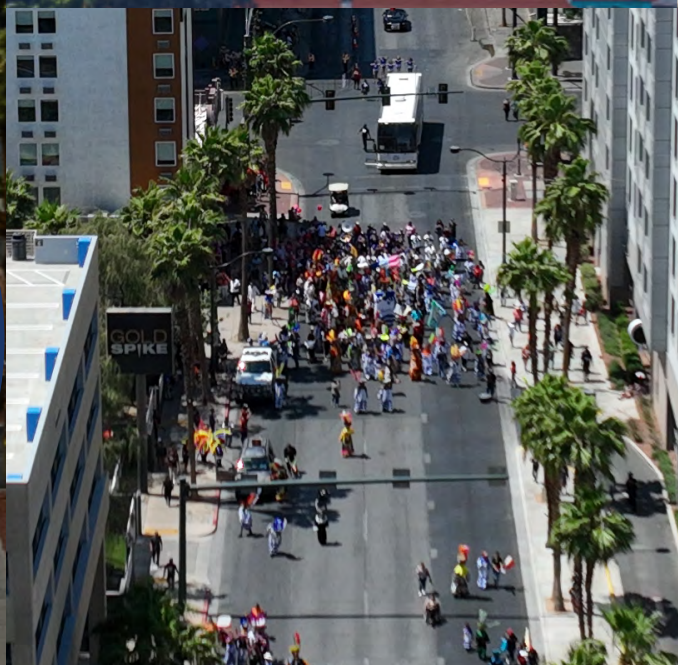
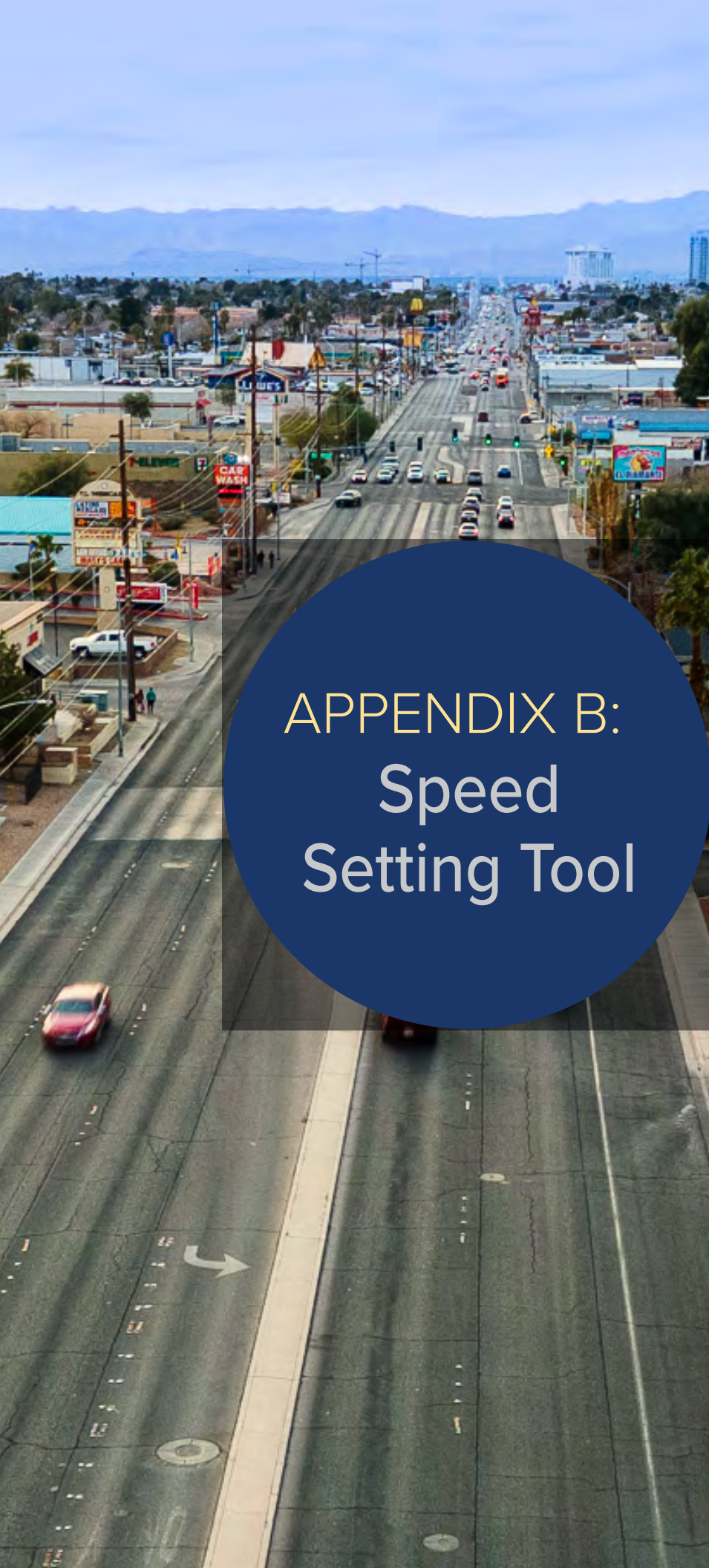
Table A-6 - Intersection Crash Data: Driver Factor Summary

Driver Factor \ ID. Intersection	1. (5) S Sahara Ave / S Eastern Ave	2. (1) S Sahara Ave / S Eastern Ave	3. S Decatur Blvd / S Las Vegas Blvd / E Sahara Ave	4. S Decatur Blvd / W Oakey Blvd	5. W Sahara Blvd / W Charleston Blvd	(2) N Rancho Dr / S Decatur Blvd	(3) W Owens Ave / N Main St / E Owens Ave	(4) N Rampart Blvd / Del Webb Blvd	Total
AGGRESSIVE DRIVING	0	0	0	0	0	1	0	0	1
DISREGARD CONTROL DEVICE	10	4	7	7	6	3	3	0	40
DRIVERLESS VEHICLE	0	0	0	0	0	0	0	1	1
FAILED TO MAINTAIN LANE	8	12	6	3	8	4	4	1	46
EXCEEDING SPEED LIMIT	0	4	2	0	0	1	0	0	7
FAILED TO YIELD	5	6	21	7	5	2	7	5	58
FOLLOWING TOO CLOSE	18	12	5	3	8	1	0	0	47
HIT-AND-RUN	3	14	1	7	5	1	1	1	33
IMPROPER TURN	2	2	1	1	1	1	0	1	9
IMPROPER DRIVING	9	10	6	3	8	5	3	3	47
OBJECT AVOIDANCE	0	1	0	0	0	0	0	0	1
RECKLESS DRIVING	0	0	0	1	0	1	0	0	2
UNSAFE LANE CHANGE	4	14	1	4	2	1	0	1	27
UNSAFE BACKING	2	2	0	1	0	0	0	0	5
UNKNOWN	69	104	65	68	83	48	23	13	473
WRONG WAY	0	0	0	1	0	0	0	0	1
Total	130	185	115	106	126	69	41	26	798

*Note: Top fatal crash locations are designated by “#.”

Top serious injury crash locations are designated by “(#)”

Sources: Crash Data: NDOT 5 year 2018 - 2022



APPENDIX B:
Speed
Setting Tool

The Speed Setting Tool uses a data-driven approach to evaluate speed limits based on a defined set of qualitative and quantitative criteria, with multiple parameters applied to estimate the quantitative components. The tool is designed to promote consistent speed setting practices throughout Nevada.

The tool is organized into three components that support its development and implementation:

- Zoning and Roadway
- Target Speed Ranges
- Built-In Hard Stops

The **Zoning and Roadway** section focuses on the integration of zoning and roadway environment data, enabling the alignment of local land-use patterns with statewide roadway environments. The criterion reflects the diverse land use zones across the City of Las Vegas and supports alignment with NDOT’s Speed Management Action Plan (SMAP) Environment descriptions, as shown in [Table B-1](#). By leveraging the SMAP’s roadway environment classifications, the tool establishes target speed ranges based on surrounding land use, roadway function, and conditions.

Table B-1 - NDOT SMAP Roadway Environment Speeds (2022)

Roadway Environment	Description	Target Speed (mph)
Suburban Residential	Mostly residential uses within large blocks and a disconnected/sparse roadway network	40-45
		30-35
		≤25
Suburban Commercial/Industrial	Mostly non-residential uses with large building footprints and large parking lots.	40-45
		35
		≤30
Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	40-45
		35
		30
Urban/Small Town Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the community, town, or city of a civic or economic center.	35
		30
		25
Urban Core	Areas with the highest densities and with building heights typically greater than four floors within urbanized areas (population >250,000). Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	30-35
		25
Entertainment District	Areas with casinos and other tourist-related land uses such as hotels, gaming establishments, and large crowd generators such as arenas, theaters, and other tourist-related attractions.	30-35
		25

The **Target Speed Ranges** section introduces the methodology used to establish target speeds, which are based on the relationship between land use, roadway function, and physical conditions. Each environment type was assigned a corresponding set of speed brackets categorized as low, medium, and high, as shown in Table B-2.

Table B-2 - Target Speeds

CLV Land Use	NDOT Roadway Environment	Low Speed	Medium Speed	High Speed
Urban General Core	RE4 Urban General	30	35	45
	RE5 Urban/Small Town Center	25	30	35
	RE6 Urban Core	25	30	35
	RE7 Entertainment District	25	30	35
Corridor	RE3C Suburban Commercial-Industrial	30	35	45
	RE3R Suburban Residential	25	35	45
Industrial	RE3C Suburban Commercial-Industrial	30	35	45
Residential	RE3R Suburban Residential	25	35	45
Maker	RE3C Suburban Commercial-Industrial	30	35	45
	RE4 Urban General	30	35	45
	RE5 Urban/Small Town Center	25	30	35
Mixed Use	RE3C Suburban Commercial-Industrial	30	35	45
	RE3R Suburban Residential	25	35	45
	RE4 Urban General	30	35	45
	RE5 Urban/Small Town Center	25	30	35
	RE6 Urban Core	25	30	35
Offices	RE3C Suburban Commercial-Industrial	30	35	45
	RE4 Urban General	30	35	45
	RE5 Urban/Small Town Center	25	30	35
	RE6 Urban Core	25	30	35
	RE7 Entertainment District	25	30	35

The **Built-in Hard Stops** component defines the “hard stops”, or critical thresholds, used to limit proposed speeds based on specific criteria entered into the City of Las Vegas Speed Setting Tool. A “hard stop” is a condition or input that immediately and definitively determines the output either halting further analysis or overriding other factors.

There are five built-in hard stops to limit the maximum speed that the tool can recommend:

1. VRU Activity

The VRU Activity hard stop is activated when there is “Very High” VRU activity and there is no plan to use grade separated crossings. This hard stop limits the proposed speeds to 25 mph.

2. VRU Crossing Treatments

The VRU Crossing Treatments hard stop is activated when an Rectangular Rapid Flashing Beacon (RRFB) or Uncontrolled Marked Crosswalk is selected as the VRU crossing treatment. This hard stop limits the proposed speeds to a maximum of 35 mph; however, if a speed lower than 35 mph is recommended, the lower speed will still be recommended.

3. Sidewalk Conditions

The Sidewalk Conditions hard stop is activated when the user does not check the box to indicate there are continuous ADA/PROWAG compliant sidewalks or better. This hard stop limits the proposed speeds to a maximum of 25 mph.

4. Number of Lanes

The Number of Lanes hard stop is activated when there are five or less lanes on the corridor. This hard stop limits the proposed speeds to a maximum of 35 mph.

5. School Zone Proximity

The School Zone Proximity hard stop is activated when there is a school within five miles of the corridor or along the corridor. This hard stop limits the proposed speeds to a maximum of 35 mph.

After all inputs have been completed, a final report can be generated, allowing users to easily review the results and recommendations for implementation.

Speed Setting Tool (Part 1 of 5)

PROJECT INFORMATION	
Users Name:	Test
Street Name and Limits:	Test
Date and Time:	1/29/2026 12:03
What is the current posted speed limit?	35
What is the 85th Percentile Speed? (If Known)	40
Is there an upcoming Capital Improvement Project at this location?	<input type="checkbox"/>
85th Percentile Speed is Higher Than Posted Speed Check the Box for 'Is Speeding a Potential Issue?' in Cell B19	
Please Consider Existing and/or Future Land-Use	
INPUTS: Land Use and VRU activity	
Modified CLV Land-Use	Residential
Expected NDOT Roadway Environment	RE3R Suburban Residential
Valid Configuration	
Is there a potential safety concern?	<input checked="" type="checkbox"/>
Is speeding a potential issue?	<input checked="" type="checkbox"/>
What is the VRU activity?	Medium
Are there nearby pedestrian generators?	Nearby Pedestrian Generators

Speed Setting Tool (Part 2 of 5)

INPUTS: Roadway and Operations	
How many lanes are there?	4
What is the shortest distance between driveways in feet?	250
Is there street parking?	<input type="checkbox"/>
Are there Permissive Left Turns on Major Roadway?	<input type="checkbox"/>

INPUTS: Accessibility and Visibility	
What type of bike lane is being used?	None
Are there ADA/PROWAG sidewalks or better?	<input type="checkbox"/>
Is there a school zone on the corridor or within 5 miles of the corridor?	<input checked="" type="checkbox"/>
Are there any potential sight distance issues?	<input checked="" type="checkbox"/>

INPUTS: Pedestrian Crossings and Access Management	
Pedestrian Crossing Type	Uncontrolled Marked Crosswalk
Is there, or will there be grade separated crossings?	<input type="checkbox"/>
What is the distance between pedestrian crossings in miles?	2.00
Is there access management/divided median?	<input type="checkbox"/>

Speed Setting Tool (Part 3 of 5)

Project Information	
Users Name: Test	
Street Name and Limits: Test	
Current Posted Speed Limit	
	35
85th Percentile Speed	
	40
Speed Range Based on Roadway Environment	
High Speed	45
Medium Speed	35
Low Speed	25
Speed Range Based on Vision Zero Safety Screening	
Proposed Average:	25
Satisfying Every Category:	25
Satisfying 66% or More of Categories:	25

Speed Setting Tool (Part 4 of 5)

Project Information	
Users Name: Test	
Street Name and Limits: Test	
General Disclaimers	
Distance between pedestrian crossings is large and should be evaluated	
Proposed Average Speed Disclaimers	
Look Into Traffic Calming Measures:	
Traffic Calming Measures to Help Speed Compliance for Intersections Include:	Increase Visibility, Roundabout, Small Modern Roundabouts and Mini-Roundabouts, Bulb-Outs/Neck Down, Texted Surfaces, Diagonal Diverter, Raised Intersection/Vertical Deflection
Traffic Calming Measures to Help Speed Compliance for Segments Include:	Lane Narrowing, Technology-Driven Solutions, Addition of Median or TWLTL, Horizontal Deflection, Medians and Pedestrian Refuge Islands, Roadway Configuration, Landscaping, Terminated Vista, On-street Parking, On-street Parking, Vertical Deflection

Speed Setting Tool (Part 5 of 5)

Project Information
Users Name: Test
Street Name and Limits: Test

Satisfying Every Category Disclaimers				
Look Into Traffic Calming Measures:				
<table style="width: 100%; border: none;"> <tr> <td style="width: 40%; padding: 5px; vertical-align: top;">Traffic Calming Measures to Help Speed Compliance for Intersections Include:</td> <td style="padding: 5px;">Increase Visibility, Roundabout, Small Modern Roundabouts and Mini-Roundabouts, Bulb-Outs/Neck Down, Texted Surfaces, Diagonal Diverter, Raised Intersection/Vertical Deflection</td> </tr> <tr> <td style="padding: 5px; vertical-align: top;">Traffic Calming Measures to Help Speed Compliance for Segments Include:</td> <td style="padding: 5px;">Lane Narrowing, Technology-Driven Solutions, Addition of Median or TWLTL, Horizontal Deflection, Medians and Pedestrian Refuge Islands, Roadway Configuration, Landscaping, Terminated Vista, On-street Parking, On-street Parking, Vertical Deflection</td> </tr> </table>	Traffic Calming Measures to Help Speed Compliance for Intersections Include:	Increase Visibility, Roundabout, Small Modern Roundabouts and Mini-Roundabouts, Bulb-Outs/Neck Down, Texted Surfaces, Diagonal Diverter, Raised Intersection/Vertical Deflection	Traffic Calming Measures to Help Speed Compliance for Segments Include:	Lane Narrowing, Technology-Driven Solutions, Addition of Median or TWLTL, Horizontal Deflection, Medians and Pedestrian Refuge Islands, Roadway Configuration, Landscaping, Terminated Vista, On-street Parking, On-street Parking, Vertical Deflection
Traffic Calming Measures to Help Speed Compliance for Intersections Include:	Increase Visibility, Roundabout, Small Modern Roundabouts and Mini-Roundabouts, Bulb-Outs/Neck Down, Texted Surfaces, Diagonal Diverter, Raised Intersection/Vertical Deflection			
Traffic Calming Measures to Help Speed Compliance for Segments Include:	Lane Narrowing, Technology-Driven Solutions, Addition of Median or TWLTL, Horizontal Deflection, Medians and Pedestrian Refuge Islands, Roadway Configuration, Landscaping, Terminated Vista, On-street Parking, On-street Parking, Vertical Deflection			

Satisfying 66% or More of Categories Disclaimers				
Look Into Traffic Calming Measures:				
<table style="width: 100%; border: none;"> <tr> <td style="width: 40%; padding: 5px; vertical-align: top;">Traffic Calming Measures to Help Speed Compliance for Intersections Include:</td> <td style="padding: 5px;">Increase Visibility, Roundabout, Small Modern Roundabouts and Mini-Roundabouts, Bulb-Outs/Neck Down, Texted Surfaces, Diagonal Diverter, Raised Intersection/Vertical Deflection</td> </tr> <tr> <td style="padding: 5px; vertical-align: top;">Traffic Calming Measures to Help Speed Compliance for Segments Include:</td> <td style="padding: 5px;">Lane Narrowing, Technology-Driven Solutions, Addition of Median or TWLTL, Horizontal Deflection, Medians and Pedestrian Refuge Islands, Roadway Configuration, Landscaping, Terminated Vista, On-street Parking, On-street Parking, Vertical Deflection</td> </tr> </table>	Traffic Calming Measures to Help Speed Compliance for Intersections Include:	Increase Visibility, Roundabout, Small Modern Roundabouts and Mini-Roundabouts, Bulb-Outs/Neck Down, Texted Surfaces, Diagonal Diverter, Raised Intersection/Vertical Deflection	Traffic Calming Measures to Help Speed Compliance for Segments Include:	Lane Narrowing, Technology-Driven Solutions, Addition of Median or TWLTL, Horizontal Deflection, Medians and Pedestrian Refuge Islands, Roadway Configuration, Landscaping, Terminated Vista, On-street Parking, On-street Parking, Vertical Deflection
Traffic Calming Measures to Help Speed Compliance for Intersections Include:	Increase Visibility, Roundabout, Small Modern Roundabouts and Mini-Roundabouts, Bulb-Outs/Neck Down, Texted Surfaces, Diagonal Diverter, Raised Intersection/Vertical Deflection			
Traffic Calming Measures to Help Speed Compliance for Segments Include:	Lane Narrowing, Technology-Driven Solutions, Addition of Median or TWLTL, Horizontal Deflection, Medians and Pedestrian Refuge Islands, Roadway Configuration, Landscaping, Terminated Vista, On-street Parking, On-street Parking, Vertical Deflection			

This page was intentionally left blank.



APPENDIX C:
Implementation
Plan

To guide implementation, the City applied a structured prioritization framework for the proposed action items. Each action was first classified as either a project or a process. Based on this classification, actions were scored according to the following factors:

- Alignment with FHWA Proven Safety Countermeasures (for projects only)
- Staff-assigned priority, based on input from the Vision Zero Task Force and program staff
- Community input, including feedback from outreach efforts and the TAC

This prioritization is documented in [Table C-1](#) and [Table C-2](#) that identify near-term, high-impact actions Las Vegas should focus on to advance toward Vision Zero. The matrix is intended to be a living tool, updated with each Action Plan cycle to reflect evolving priorities and conditions.

Table C-1 - Prioritization Criteria and Scoring Matrix – Projects

Metric	Project Score			
	3	2	1	0
Transformative/ High Impact ¹	Not Applicable	Not Applicable	FHWA Proven Safety Countermeasure	Not a FHWA Proven Safety Countermeasure
Staff Priority ²	High priority item	Medium priority item	Low priority item	Not Applicable
Community Priority ³	High priority item	Medium priority item	Low priority item	Not Applicable

Notes:

¹ FHWA's Proven Safety Countermeasures: <https://highways.dot.gov/safety/proven-safety-countermeasures>.

² Staff priority is based on feedback from the Vision Zero Task Force and program staff.

³ Community priority is informed by TAC feedback and the volume of public feedback.

Table C-2 - Prioritization Criteria and Scoring Matrix – Processes

Metric	Project Score		
	3	2	1
Staff Priority ¹	High priority item	Medium priority item	Low priority item
Community Priority ²	High priority item	Medium priority item	Low priority item

Notes:

¹ Staff priority is based on feedback from the Vision Zero Task Force and program staff.

² Community priority is informed by TAC feedback and the volume of public feedback.

Resource Evaluation (Supplementary to Prioritization)

Although not part of the scoring framework, the City also evaluated for each action item the knowledge, skills, and abilities required by the staff to accomplish successfully each task.

- **Knowledge:** The information and concepts required to perform a job. Examples include: Vision Zero principles, MUTCD standards, and grant funding programs.
- **Skills:** The learned capacity to perform tasks effectively. Examples include: data analysis, workshop facilitation, and grant writing.
- **Abilities:** The enduring attributes that enable applying knowledge and skills in real-world scenarios. Examples include: strategic planning, stakeholder alignment, and integrating new processes citywide.

This assessment supports strategic planning for Vision Zero workforce development and funding allocation.

This page was intentionally left blank.



APPENDIX D:
2022
Action Items
Status

























TIRE SHOP

Table D-1 shows the overall status of the action items created in the previous plan. The City initiated the execution of 75% of the proposed action items and fully completed 50% of the total 97 items. Some items were redefined to achieve more specific and targeted results or incorporated into the new action items developed for this report.




















Table D-1 - CLV 2022 Action Items Resolution Status

2022 Action Items		Status
1.1.1	Make CLV a model Vision Zero adopter, including operational/organizational changes and training.	●
1.1.2	Create a Vision Zero Task Force and assign action item champions.	●
1.1.3	Convene regular meetings of the TAC to discuss current safety topics and opportunities for improvement.	●
1.1.4	Produce a comprehensive biannual report that documents the implementation status of the Vision Zero Action Plan, including case studies and lessons learned.	➔
1.2.1	Develop a plan to establish a permanent, dedicated funding source for Vision Zero implementation and coordination.	●
1.2.2	Apply for federal grants, regional funds, and local funds for programmatic planning and infrastructure to implement the Vision Zero Program.	●
1.2.3	Collaborate with the RTC to determine inclusion of Vision Zero action items in the RTC's Regional Transportation Plan/Transportation Improvement Program (RTP/TIP).	●
1.3.1	Evaluate local roadway design standards to ensure consistency with Vision Zero goals and Safe System approach. Include at least one additional Safe System element at each standard plans update.	⋯
1.3.2	Establish CLV Vision Zero internal processes to ensure that a Safe System approach is evaluated and implemented for all transportation projects.	●
1.3.3	Finalize the CLV Neighborhood Traffic Management Program (NTMP) guidelines and hold trainings to educate staff.	➔
1.3.4	Establish multi-discipline response team for crashes involving fatal and serious injuries – responsible for holistic analysis of contributing factors and recommendation of potential countermeasures through Safe System analysis.	➔
1.4.1	Support legislative efforts related to advancing Vision Zero principles.	➔
2.1.1	Perform Road Safety Audits (RSAs) utilizing the ArcGIS template developed by Vision Zero. Develop a process that can be replicated for all City corridors.	⋯
2.1.2	Reduce crashes through low-cost engineering solutions, enforcement, and education efforts.	●
2.1.3	Plan and develop long-term multimodal improvements on targeted corridors, transforming City streets through major projects designed to ensure safe travel for all.	➔
2.1.4	Plan/fund/construct improvements strategically and equitably from CLV's Intersection Improvement Master List.	●

⋯ Refined ➔ In progress ● Completed

2022 Action Items	Status
2.1.4 Safety improvement project at Sahara Avenue and Valley View Boulevard (Wards 1 and 3)	
2.1.4 Safety improvement project at Sahara Avenue and Ft Apache Road (Ward 2)	
2.1.4 Safety improvement project at Lake Mead Boulevard and Greenspring Street (Wards 2 and 4)	
2.1.4 Safety improvement project at Peak Drive and Rainbow Boulevard (Wards 1 and 5)	
2.1.4 Safety improvement project at Deer Springs Way and Jones Boulevard (Ward 6)	
2.1.5 Enhance streetlighting to improve visibility along corridors and at intersections.	
2.1.5 Streetlight upgrades on Decatur from Pennwood Avenue to Washington Avenue (Ward 1)	
2.1.5 Streetlight upgrades on Lake Mead Boulevard from Anasazi Drive to US-95 (Ward 2)	
2.1.5 Streetlight upgrades on Charleston Boulevard from I-15 to Nellis Boulevard (Ward 3)	
2.1.5 Streetlight upgrades on Cheyenne Avenue from CC-215 to US-95 (Ward 4)	
2.1.5 Streetlight upgrades on Lake Mead Boulevard from US-95 to Rancho Drive (Ward 5)	
2.1.5 Streetlight upgrades on Decatur Boulevard from Iron Mountain Road to El Campo Grande Avenue (Ward 6)	
2.1.6 Implement traffic signal system and operational modifications that are proven to reduce serious injury and fatal crashes.	
2.1.7 Evaluate the feasibility of road diets/reassignment of lanes on streets targeted for overlays.	
2.2.1 Plan/fund/construct improvements strategically and equitably from CLV's Pedestrian Safety Master List.	
2.2.1 Safety improvement project at Charleston Boulevard and Rainbow Boulevard (Ward 1)	
2.2.1 Safety improvement project at Charleston Boulevard and Warbonnet Way (Ward 2)	
2.2.1 Safety improvement project at St. Louis Avenue and Eastern Avenue (Ward 3)	
2.2.1 Safety improvement project at Buffalo Drive and Gilmore Avenue (Ward 4)	
2.2.1 Safety improvement project at Decatur Boulevard and Washington Avenue (Ward 5)	
2.2.1 Safety improvement project at Decatur Boulevard and El Campo Grande Avenue (Ward 6)	
2.2.2 Analyze all new and existing arterials with a posted speed limit of 35 MPH or less for incorporation of buffered bicycle lanes, cycle tracks, and/or shared-use paths.	
2.2.3 Continue building the enhanced bikeway network and the amenities that support it (bicycle detection, parking), and phase implementation to ensure connectivity.	
2.2.4 Improve pedestrian safety and access to transit stops and stations.	

 Refined
  In progress
  Completed

2022 Action Items		Status
2.2.5	Require all new developments to assess walkability, bikeability, access to transit, and micromobility.	
2.2.6	Create a quick planning program to assess all Wards every two years for low-cost pedestrian safety improvement projects.	
2.3.1	Establish a SRTS Program to provide transportation safety education to students, identify safety enhancements around schools, and promote walking and bicycling.	
2.3.2	Establish a Safe Routes to Parks Program to support safe and accessible access to parks through community engagement and education, park design, and signage.	
2.3.3	Establish a Safe Routes for Seniors program that provides transportation safety education to seniors, identifies transportation safety enhancements in areas populated or frequented by older adults, and promotes walking, bicycling, and transit use.	
2.3.4	Perform SRTS walk audits and implement improvement recommendations at public elementary, middle, and high schools.	
2.3.5	Improve coordination among agencies regulating site selection for new education facilities. When new public school facilities open or relocate to a new site, ensure appropriate agencies work together to develop a transportation plan for the new school facility.	
3.1.1	Create and implement a uniform procedure of setting safe speeds.	
3.1.2	Perform a pilot project to reduce arterial speed limits, with an emphasis along the HIN.	
3.1.3	Lower speed limits when implementing street design changes with capital or adjacent development projects.	
3.1.4	Implement a speed feedback sign policy.	
3.1.5	Perform a citywide evaluation of speed limits vs. speeds vehicles are traveling.	
3.2.1	Create and implement a policy for the setting of speed limits adjacent to residential, Downtown, schools, parks, and other areas with high concentrations of vulnerable users.	
3.2.2	Perform a pilot project to reduce residential area speed limits, with an emphasis along the HIN and within CoC.	
3.3.3	Perform a pilot project to reduce Downtown area speed limits, with an emphasis along the HIN and within CoC.	
3.3.4	Perform a pilot project to reduce school area speed limits, with an emphasis along the HIN and within CoC.	
3.3.5	Perform a pilot project to reduce park area speed limits, with an emphasis along the HIN and within CoC.	
3.3.6	Reevaluate the NTMP and expand to a shared street implementation program which prioritizes people walking and biking, and includes countermeasures to slow vehicle speeds.	
4.1.1	Create a public brand for CLV Vision Zero efforts and implement procedures for incorporating it into engagement, construction, education, and evaluation work for transportation safety-focused projects.	

 Refined  In progress  Completed

2022 Action Items		Status
4.1.2	Develop the City's Vision Zero webpage.	
4.1.3	Share Vision Zero messages regularly on City-owned communications media.	
4.1.4	Create a message toolkit to get key safety messages out consistently.	
4.1.5	Create Vision Zero communications and education materials in multiple languages.	
4.1.6	Utilize and reinforce messages created through the State's Zero Fatalities program.	
4.1.7	Develop City-specific Vision Zero signage to be displayed with Vision Zero improvement projects during construction.	
4.1.8	Create a collaborative Public Service Announcement (PSA) program regarding driver safety.	
4.1.9	Coordinate a communications campaign around speed limit change to educate travelers about the key connection between speed and safety, and increase understanding of new speed limits.	
4.2.1	Develop demographic, geographic, and modal-specific safety outreach materials, including SRTS and pedestrian safety materials for seniors.	
4.2.2	Develop transportation fact sheets to educate all roadway users on safety countermeasures and rules of the road.	
4.2.3	Partner with advocacy organizations and other agencies to create a transportation safety education kit that community groups, schools, and others can use to promote Vision Zero.	
4.2.4	Conduct targeted outreach in schools – educating students about protecting themselves as safe pedestrians and cyclists, and working with their families for safer school zones.	
4.2.5	Conduct targeted outreach in senior communities to discuss transportation safety concerns.	
4.3.1	Engage with the community to deliver effective and relevant transportation projects to improve safety and serve community needs.	
4.3.2	Perform follow-up engagement efforts to determine effectiveness of transportation safety improvements as part of project evaluation.	
4.3.3	Identify a Transportation Safety Liaison within each interested Homeowners Association (HOA) or Neighborhood Association to discuss transportation safety topics.	
4.3.4	Work with local employers to commit to the Vision Zero initiative and disseminate safety messaging to their employees.	
4.3.5	Collaborate with businesses that sell alcohol and/or marijuana to partner with TNCs/Taxis to offer discounted rides for patrons.	
4.3.6	Identify strategies for integrating art and culture into Vision Zero outreach and projects.	
4.4.1	Establish safety targets and track performance for City-owned fleet.	
4.4.2	Work with CLV Fleet to recommend safety-related devices and designs for City vehicles.	

 Refined  In progress  Completed

2022 Action Items		Status
4.4.3	Use technology to track speed and other dangerous driving behaviors in City fleet vehicles.	●
4.4.4	Provide access to Defensive Driving transportation safety education for operators of City fleet vehicles.	●
5.1.1	Maintain a Vision Zero website that shows progress on implementing the Action Plan.	➔
5.1.2	Create a publicly available data dashboard to visually communicate transportation safety metrics, trends, and maps.	➔
5.1.3	Provide publicly accessible ways for residents to contribute qualitative data regarding transportation safety and risks.	●
5.1.4	Update procedures for responding to community transportation safety requests to make responses more transparent, consistent, and accessible.	●
5.1.5	Conduct Vision Zero presentations across the City.	●
5.2.1	Develop and implement a speed data collection program that covers a high percentage of the city street network, focusing on the HIN. Publish citywide existing conditions, slow zone information, and speed data collection results on the CLV Vision Zero site.	➔
5.2.2	Use speed data to proactively identify areas that need enforcement or engineering measures.	➔
5.2.3	Explore traffic data collection technologies to supplement the City's collection efforts, including data on vulnerable users.	●
5.2.4	Develop data-driven citywide enforcement strategy.	➔
5.3.1	Conduct crash data analysis post project implementation to identify populations impacted and trends.	●
5.3.2	Document effects of all transportation infrastructure projects, including speed reduction along the HIN (if applicable), and share findings with the public.	➔
5.3.3	Develop City-specific corridor and intersection crash rates, Crash Reduction Factors (CRFs), and Crash Modification Factors (CMFs).	⋯
5.3.4	Study and evaluate potential for autonomous and connected vehicles to improve safety through vehicle-to-vehicle and vehicle-to-infrastructure data transmission to reduce crash frequency and severity.	➔
5.3.5	Partner with the RTC Unified Planning and Work Program (UPWP) and/or the University of Nevada, Las Vegas (UNLV) to study the most effective form of traffic citation penalty.	➔
5.3.6	Evaluate potential changes in LVMPD reporting for traffic crashes.	➔

 Refined
  In progress
  Completed



APPENDIX E:
Funding
Sources

TIRE SHOP

Table E-1 outlines the potential funding sources that the City of Las Vegas intends to pursue to sustainably support its Vision Zero Program and advance completion of the associated action items.

Table E-1 - CLV Vision Zero Funding Sources

No.	Program Name	Award Range (Min-Max)	Year	Short Descriptions	Entity
F=Federal					
F1	Safe Streets and Roads for All (SS4A)	\$100k-\$5million <i>(planning and demonstration)</i>	2026	Supports local, regional, and tribal initiatives to eliminate roadway fatalities and serious injuries.	USDOT
F2	Highway Safety Improvement Program (HSIP)	\$30,507,174	2026	Funds data-driven safety projects that reduce fatalities and serious injuries on public roads.	FHWA
F3	Transportation Alternatives Program (TAP)	\$100k-\$1.5million	2026	Supports non-motorized transportation projects, including pedestrian and bicycle infrastructure.	FHWA
F4	The State and Community Safety Grants (Section 402)	\$3,600,000	2026	Supports multifaceted state highway safety programs designed to reduce traffic crashes and the resulting deaths and injuries.	National Highway Traffic Safety Administration (NHTSA)
F5	The National Priority Safety (Sections 405)	\$232,000	2026	Supports occupant protection, state traffic safety information system improvements, impaired and distracted driving counter measures, motorcyclist and nonmotorized safety, officer safety, and roadside death prevention.	National Highway Traffic Safety Administration (NHTSA)
F6	Road to Zero Community Traffic Safety Grants	50k-200k award / project	Annually	Annual grants supporting innovative safety projects aligned with Vision Zero principles. (Must be a member of coalition to be eligible for funding)	National Safety Council
F7	Better Utilizing Investments to Leverage Development	\$25,000,000	2025*	Annual competitive grants for infrastructure projects that improve safety and equity.	FHWA
F8	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	\$2,000,000	2025*	Funds innovative technology solutions for traffic safety and mobility improvements.	FHWA

*2026 funding amount is undetermined

No.	Program Name	Award Range (Min-Max)	Year	Short Descriptions	Entity
F9	Reconnecting Communities Pilot Grant Program	\$50,000,000	2026	Improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation.	USDOT
F10	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	<i>(Varies by State - Formula Fund Calculation) For Nevada FY25 - \$37.7 million</i>	2026	Funds projects to reduce traffic congestion and improve air quality, supporting urban air quality goals.	USDOT
S=State					
S1	Transportation Alternatives Program	\$1,000,000	2026	Sidewalks, bikeways, trails, Safe Routes to School, crosswalks, and other pedestrian/bike infrastructure.	NDOT
S2	Highway Safety Improvement Program (HSIP)	<i>No maximum - tentative projects are listed in the state's STIP list and prioritized by specific criteria.</i>	2026	Projects that reduce fatalities and serious injuries including intersection improvements, pedestrian crossings, and systemic safety upgrades.	NDOT
S3	Nevada Office of Traffic Safety Grants	25k-500k	2025-2026	(Competitive) funds for projects or programs that reduce fatal and serious injury crashes in Nevada communities and on Nevada's roads.	NDOT
S5	Bond Measures	N/A	TBD	Voter-approved funding for infrastructure upgrades.	TBD
P=Private					
P1	Vision Zero Network - Seed Fund Grants	\$20,000	2025	Offers grants and technical support to communities advancing Vision Zero	America's Seed Fund
P2	FIA Foundation	\$117,000	2024*	Nonprofit supporting road safety in underserved communities.	Federation of International Automobiles
P3	America Walks	\$2000 / project	2026	Provides microgrants for pedestrian safety and walkability projects.	America Walks

*2026 funding amount is undetermined



VISIONZERO ACTION PLAN

Update | April 2026

Prepared by

 **AtkinsRéalis**

2270 Corporate Circle, Suite 200
Henderson, NV 89074

