



# *Vision Zero Action Plan*

## TAC Meeting #3



# AGENDA

Roll Call

Vision Zero & TAC #2 Review

What is New in Transportation Safety

City of Las Vegas Existing Crash Conditions

Breakout Discussion

Group Discussion

Next Steps



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## ROLL CALL

**Please write your name and entity in the Comment Section (we will save the discussion until the Breakout Session)**

**In Addition, please answer the following question in the Comment Section:**



***Question #1: Have you personally been involved in a crash in Las Vegas?***





## WHAT IS VISION ZERO

**Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe – and now it's gaining momentum in major American cities.**

**VISION ZERO NETWORK**



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# REACTIVE VS. PROACTIVE

## TRADITIONAL APPROACH

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

**VS**

## VISION ZERO

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

<https://visionzeronetwork.org/about/what-is-vision-zero/>



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# LAS VEGAS VISION ZERO ACTION PLAN



**The City of Las Vegas *Vision Zero Action Plan* will develop strategies to eliminate all traffic fatalities and severe injuries by the year 2050. The *Vision Zero Action Plan* will be a collaborative effort, combining City of Las Vegas, elected officials, safety stakeholders, and public outreach to create safe, healthy, and equitable mobility for all.**



# REVISED VISION STATEMENT (TAC #2)



## ***VISION STATEMENT***

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



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# REVISED MISSION STATEMENT (TAC #2)



## ***MISSION STATEMENT***

**Engage everyone to create safe,  
healthy, and equitable mobility for all**



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## REVISED GOALS (TAC #2)

1. Collaborate between the City of Las Vegas and Stakeholders to identify processes (collaboration/communication, safety performance, implementation)





## ***REVISED SUB-GOALS (TAC #2)***

1. Collaborate between the City of Las Vegas and Stakeholders to identify processes (collaboration/ communication, safety performance, implementation)
  - a) **Short-Term Enforcement: Collaboration between the City and Metro regarding location, time, and conduct of fatalities**
  - b) **Short-Term Enforcement: Strategic locations for enforcement (targeted enforcement), with equity in mind to remove stigma**





## ***REVISED SUB-GOALS (TAC #2)***

1. Collaborate between the City of Las Vegas and Stakeholders to identify processes (collaboration/ communication, safety performance, implementation)
  - c) Short-Term Schools: Targeted enforcement at schools, including improved transportation engineering and consistent signage
  - d) Short-Term Schools: Continued partnerships with schools and other agencies





## ***REVISED SUB-GOALS (TAC #2)***

1. Collaborate between the City of Las Vegas and Stakeholders to identify processes (collaboration/ communication, safety performance, implementation)
  - e) Short-Term Education: Continued education – Keep the conversation going/ open with other entities regarding our goals
  - f) Short-Term Public/Private Developments: Collaboration with businesses to partner with rideshare – resorts, bars, lounges should offer discounted rideshare and advertise it





## **REVISED GOALS (TAC #2)**

**2. Create safe streets by giving equal importance to all roadway users**



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## **REVISED SUB-GOALS (TAC #2)**

2. Create safe streets by giving equal importance to all roadway users
  - a) Short-Term Public/Private Developments: Consistency with private developments and forethought regarding walkability
  - b) Middle-Term Engineering: Check engineering deficiencies including lighting, sidewalks, crosswalks, bicycle lanes, up-to-code





## **REVISED SUB-GOALS (TAC #2)**

2. Create safe streets by giving equal importance to all roadway users
  - c) Middle-Term Engineering: Make BRT/Bike Lane combination a priority and push for public transportation by lessening the travel time on buses and creating a positive experience for all road users
  - d) Long-Term Engineering: Create better public transit to/from Harry Reid International Airport





## **REVISED GOALS (TAC #2)**

### **3. Adopt a culture of safe speeds**







## **REVISED SUB-GOALS (TAC #2)**

3. Adopt a culture of safe speeds
  - a) Middle-Term Enforcement: Increase police presence/enforcement





## **REVISED GOALS (TAC #2)**

**4. Develop and promote a culture of safety through new public dialogue on roadway safety**



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## **REVISED SUB-GOALS (TAC #2)**

4. Develop and promote a culture of safety through new public dialogue on roadway safety
  - a) **Short-Term Education: Educating the public** – takes more than 20-minutes to get to places within the Las Vegas Valley – you do not save significant time by speeding
  - b) **Middle-Term Rentals: Make it more difficult for tourists to rent exotic cars and motorcycles** – including a public outreach campaign regarding watching out for motorcycles





## **REVISED SUB-GOALS (TAC #2)**

4. Develop and promote a culture of safety through new public dialogue on roadway safety
  - c) Long-Term Education: Change the Las Vegas message –  
*What you do will have consequences*





## REVISED GOALS (TAC #2)

**5. Leverage actionable data to ensure meaningful changes**





## **REVISED SUB-GOALS (TAC #2)**

5. Leverage actionable data to ensure meaningful changes
  - a) Short-Term Schools: Ensure traffic lights and school flashers make sense
  - b) Middle-Term Engineering: Plan for alternative modes of transit and determine where they make sense based off data driven decisions







## **REVISED GOALS (TAC #2)**

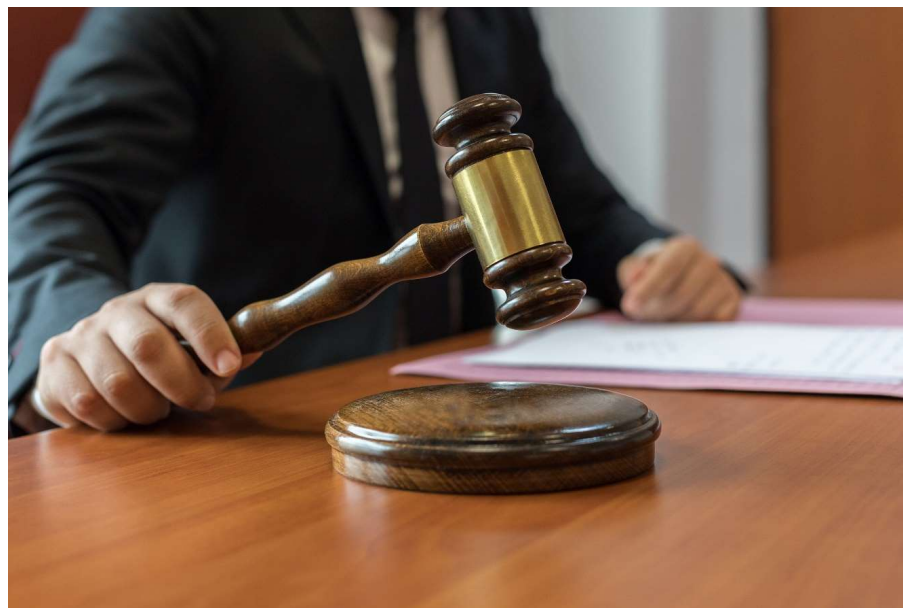
### **6. Influence and adopt policies and legislation to advance the Vision Zero Action Plan**





## **REVISED SUB-GOALS (TAC #2)**

6. Influence and adopt policies and legislation to advance the Vision Zero Action Plan
  - a) Short-Term Policy: Policies for setting safe speed limits
  - b) Middle-Term Enforcement: Automated traffic enforcement – Start small, with legislation changes, and in targeted areas – Need to increase criminal justice in order to make roads safe

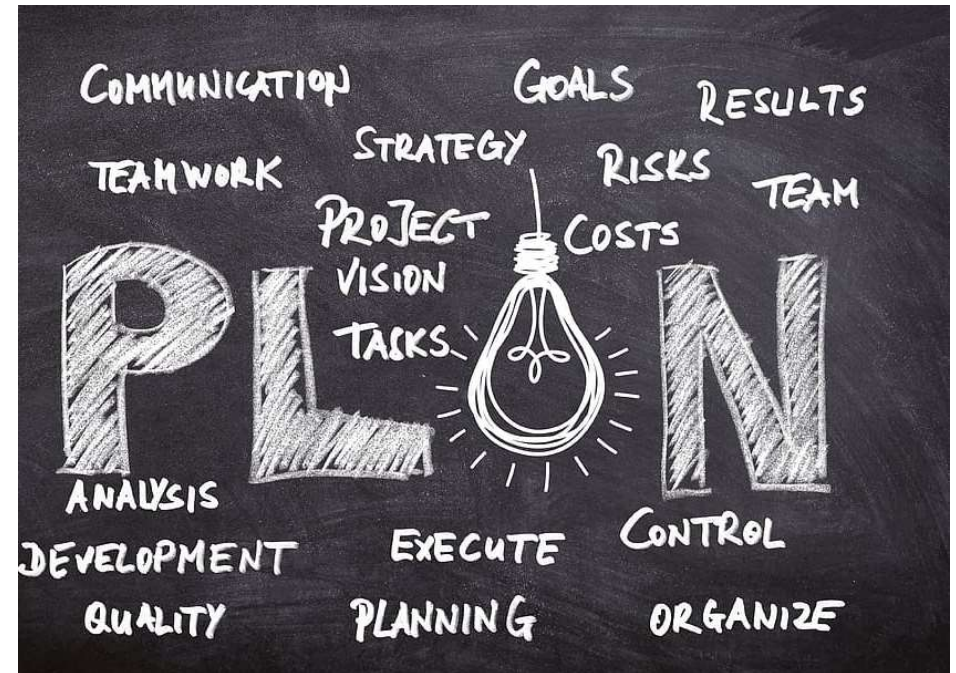






## REVISED GOALS (TAC #2)

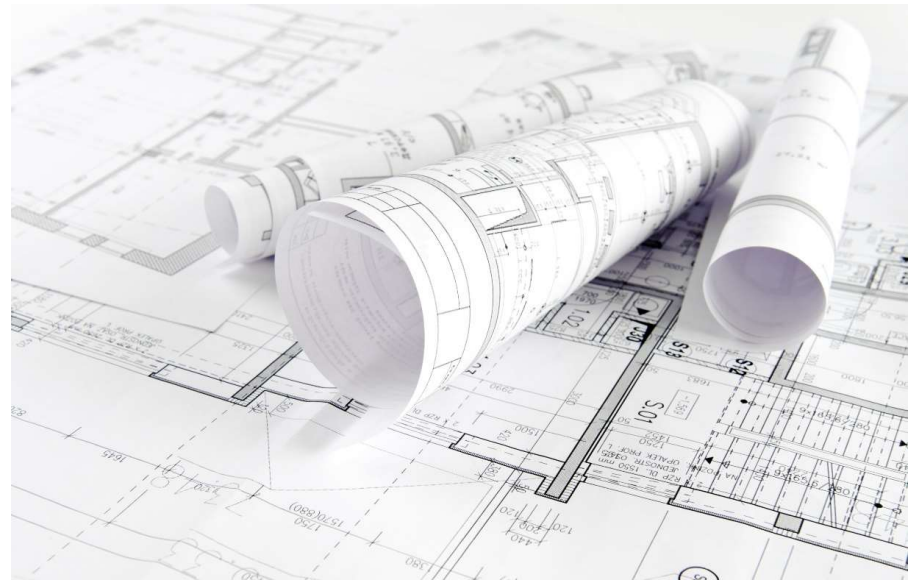
### 7. Develop safe street design standards and regulations





## **REVISED SUB-GOALS (TAC #2)**

7. **Develop safe street design standards and regulations**
  - a) **Middle-Term Engineering: Create new engineering standard plans to help reduce speeds**
  - b) **Middle-Term Engineering: Make sure the road classification matches the speed limit**





## REVISED GOALS (TAC #2)

8. Incorporate Vision Zero Action Plan action items into the RTC's Regional Transportation Plan/Transportation Improvement Program (RTP/TIP)





## **REVISED SUB-GOALS (TAC #2)**

8. Incorporate Vision Zero Action Plan action items into the RTC's RTP/TIP
  - a) Short-Term Funding: Continued funding and resources for Vision Zero until 2050
  - b) Middle-Term Funding: Continued funding and resources for Vision Zero until 2050
  - c) Long-Term Funding: Continued funding and resources for Vision Zero until 2050







# WHAT IS NEW IN TRANSPORTATION SAFETY

## Denver, Colorado

- Dropping speed limits on neighborhood streets from 25 MPH to 20 MPH

## Austin, Texas

- Vision Zero staff led development of a new data-driven framework that has resulted in more projects being selected in locations that better reflect the racial disparities seen in their crash data

## Clark County, Nevada

- Andrew Bennett new Director of the Clark County Office of Traffic Safety (01/24/2022)

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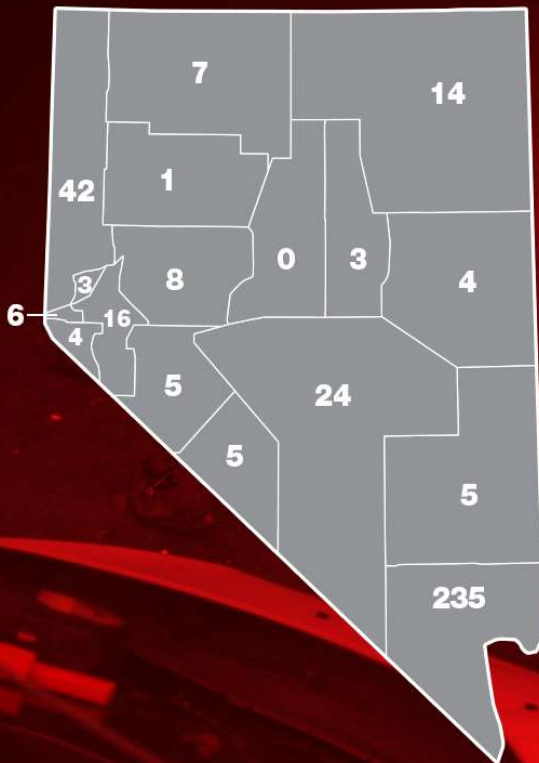


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# WHAT IS NEW IN TRANSPORTATION SAFETY

## FATALITIES BY COUNTY:



TOTAL LIVES LOST IN 2021:

**382**  17.9%

UP 17.9% FROM LAST YEAR

TOP CAUSES: **IMPAIRMENT & SPEEDING**

FATALITIES



PEDESTRIANS

**85**



UNRESTRAINED  
MOTORISTS

**74**







# MENTIMETER QUESTION TIME

Please go to  
[menti.com](https://menti.com) and use  
the code 3340 6938

*Question #2: What  
are your top 3  
concerns why crashes  
occur?*





# CITY OF LAS VEGAS EXISTING CRASH CONDITIONS

## Vision Zero Data Driven Process



**NDOT 5-Year Crash Data**



**City of Las Vegas & RTC Road & Facilities Network Datasets**



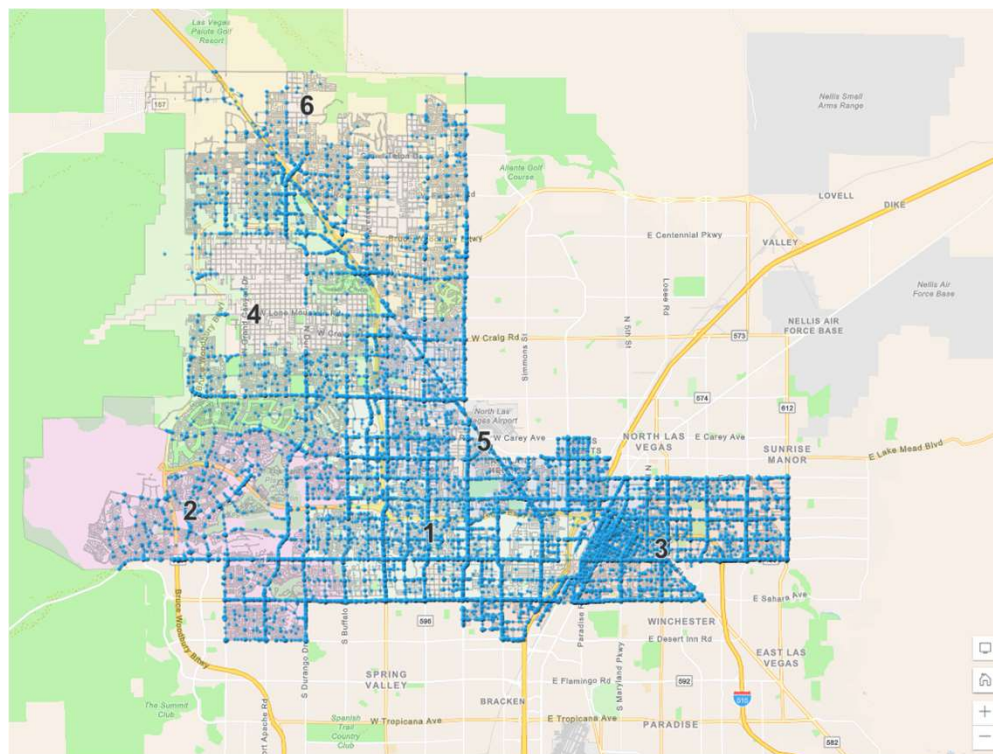
**GIS Compilation**



**High Injury Network (HIN) Analysis**



**Phasing and Implementation**

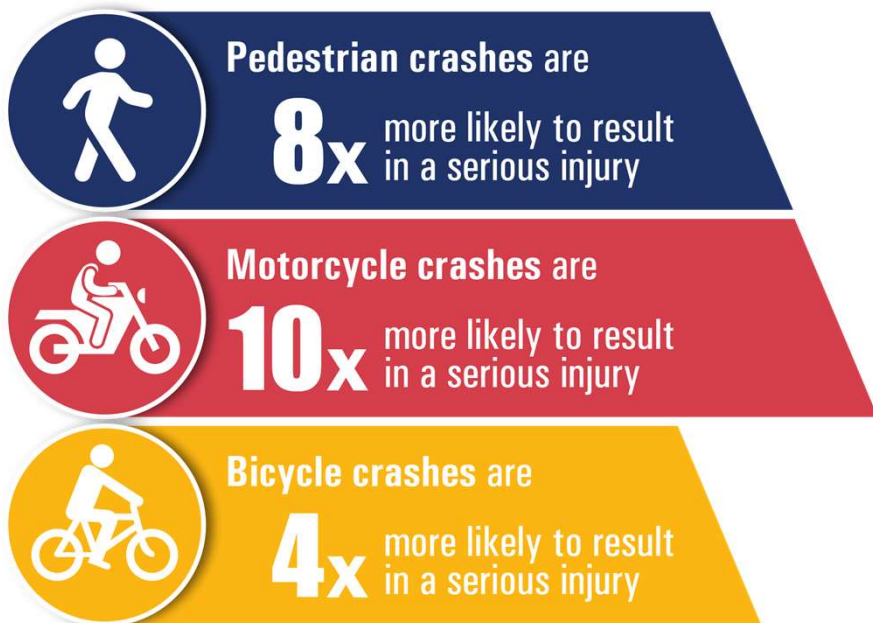






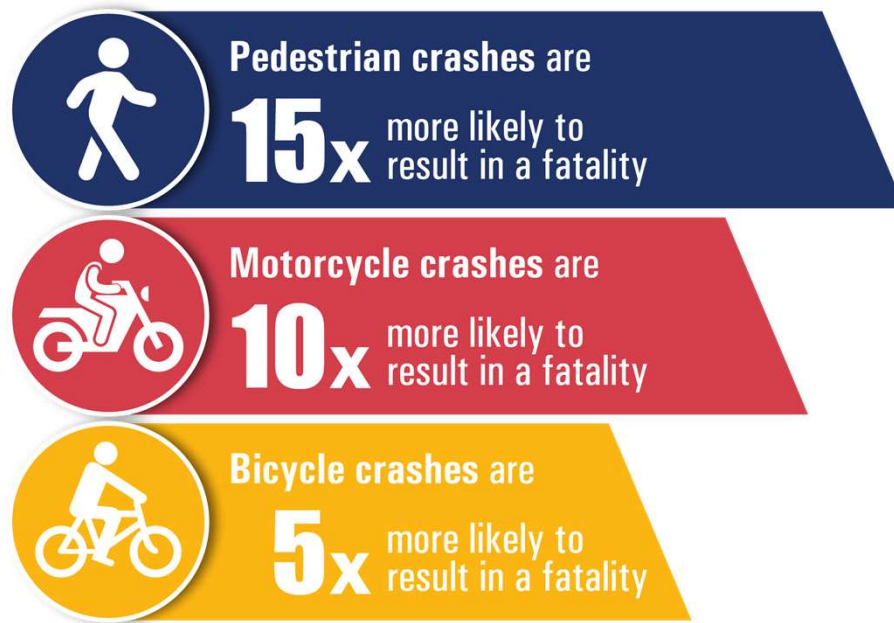
# CITY OF LAS VEGAS EXISTING CRASH CONDITIONS

In Las Vegas, when compared to vehicular crashes...



Source: NDOT Crash Data (Years 2015 - 2019)

In Las Vegas, when compared to vehicular crashes...

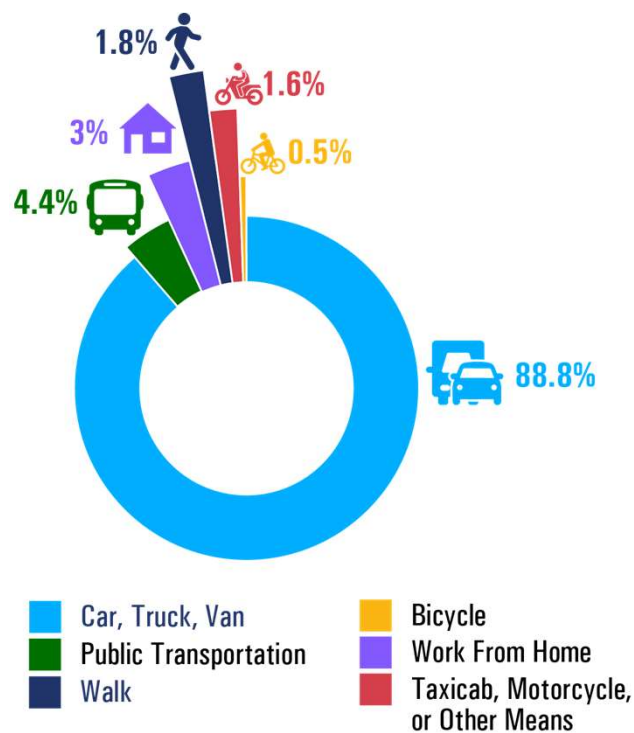


Source: NDOT Crash Data (Years 2015 - 2019)



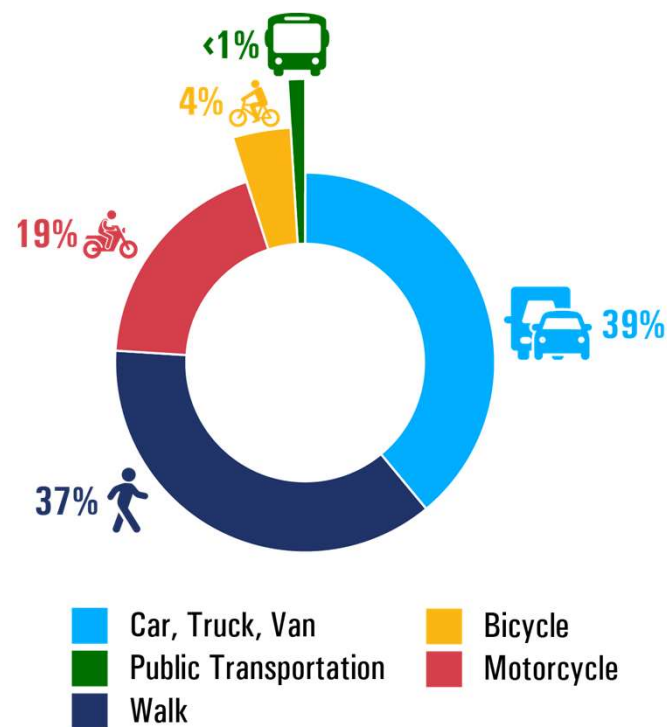


# CITY OF LAS VEGAS EXISTING CRASH CONDITIONS



Las Vegas Transportation Modes

Source: City of Las Vegas Mobility Master Plan, 2016



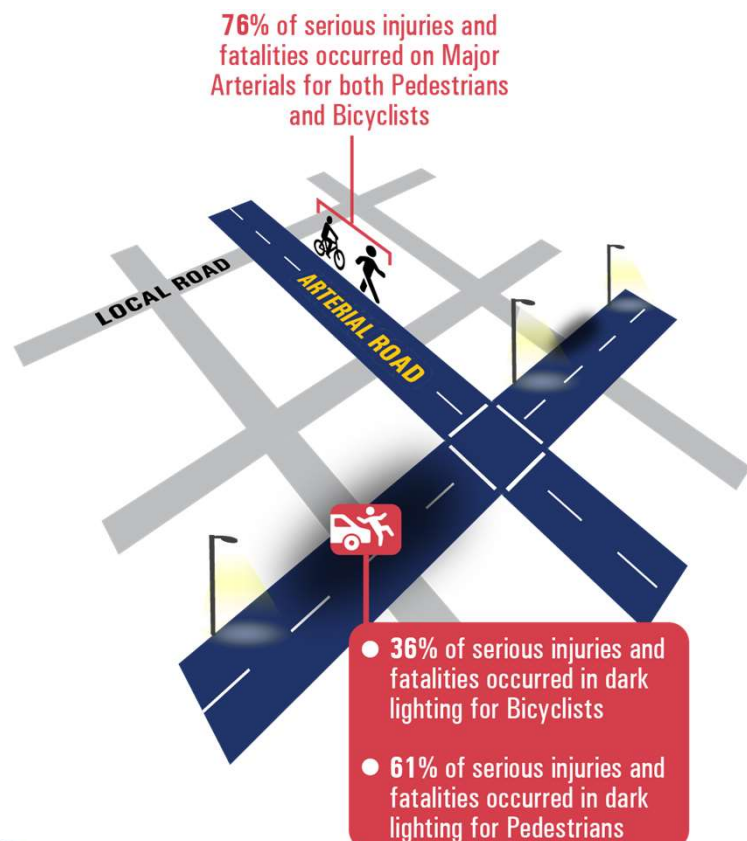
Las Vegas Traffic Fatalities

Source: NDOT Crash Data (Years 2015 - 2019)



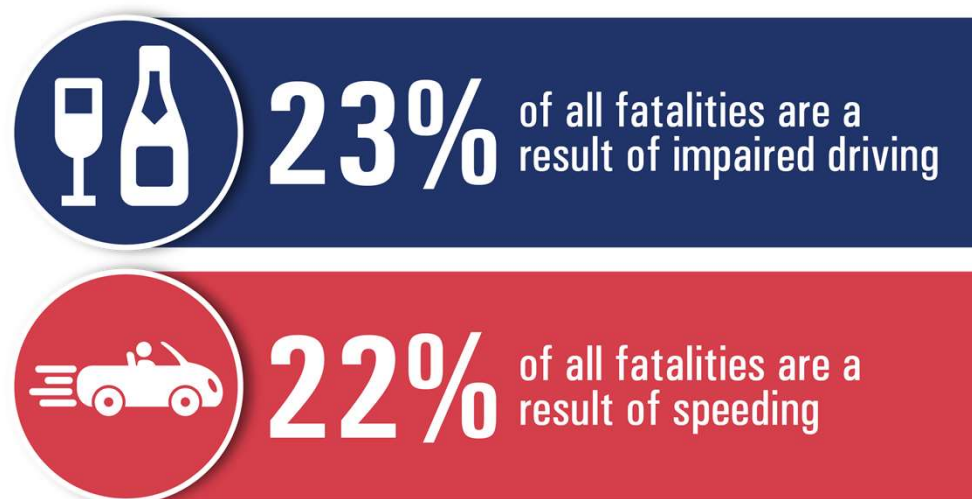


# CITY OF LAS VEGAS EXISTING CRASH CONDITIONS



Source: NDOT Crash Data (Years 2015 - 2019)

## Las Vegas Risky Behaviors

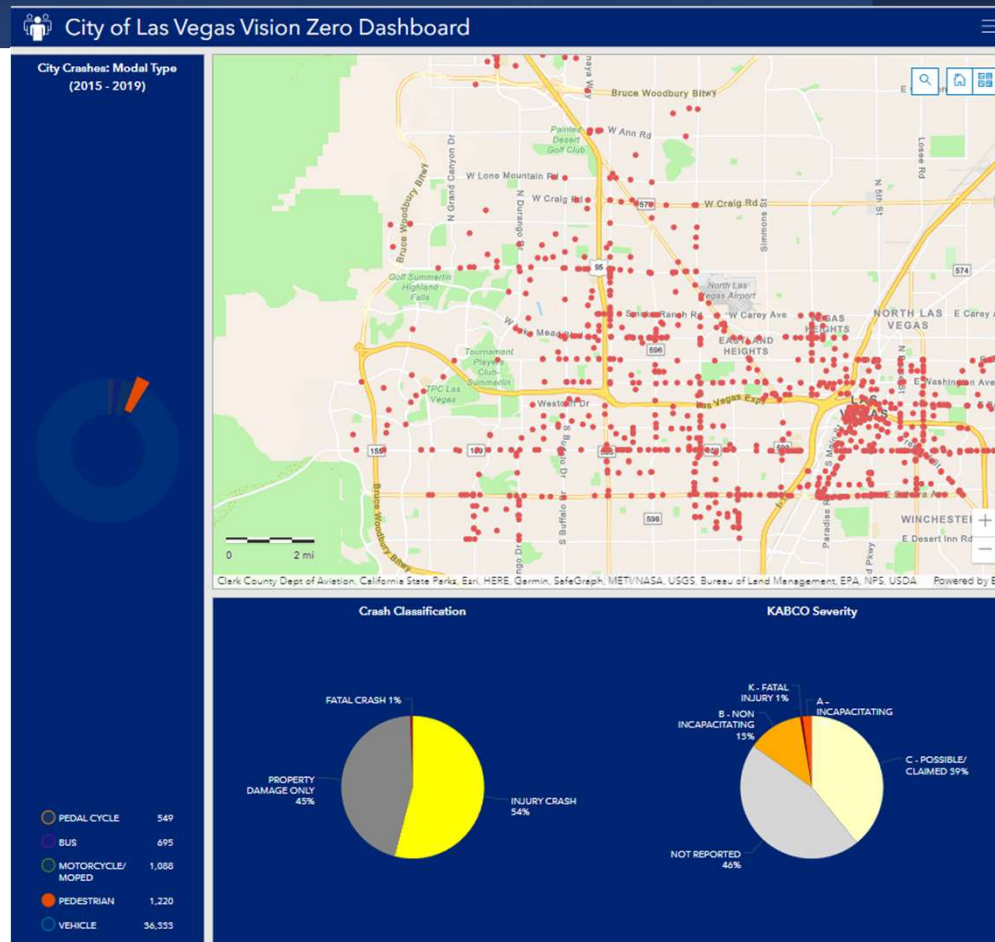


Source: NDOT Crash Data (Years 2015 - 2019)



# CITY OF LAS VEGAS EXISTING CRASH CONDITIONS

## Findings Dashboard



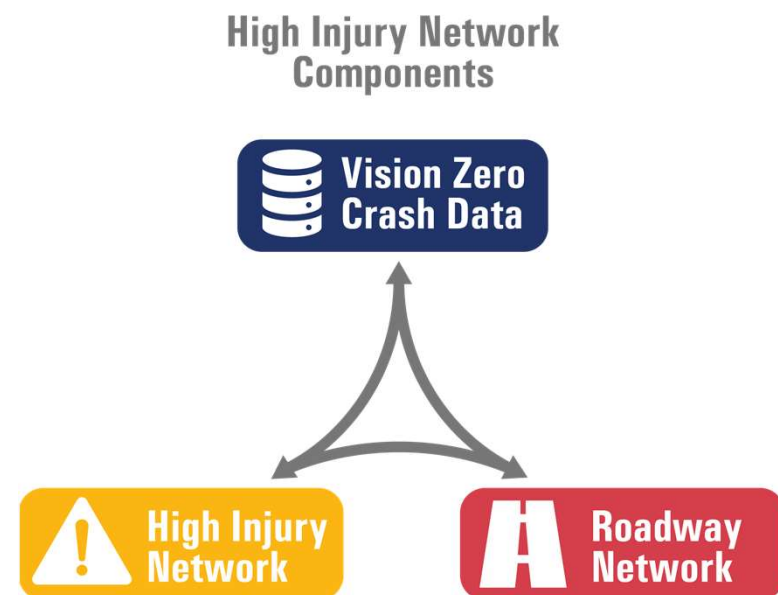
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# CITY OF LAS VEGAS EXISTING CRASH CONDITIONS

## High Injury Network (HIN)

- Identifies roadways with most traffic-related fatalities & serious injuries
  - Indicates where fatalities and serious injuries are most concentrated, NOT whether the roadway is dangerous
- Aides in prioritizing where improvements will have biggest impact
- Helps in understanding patterns of fatalities and serious injuries
  - Informs more sustainable, more effective engineering measures to ultimately save lives





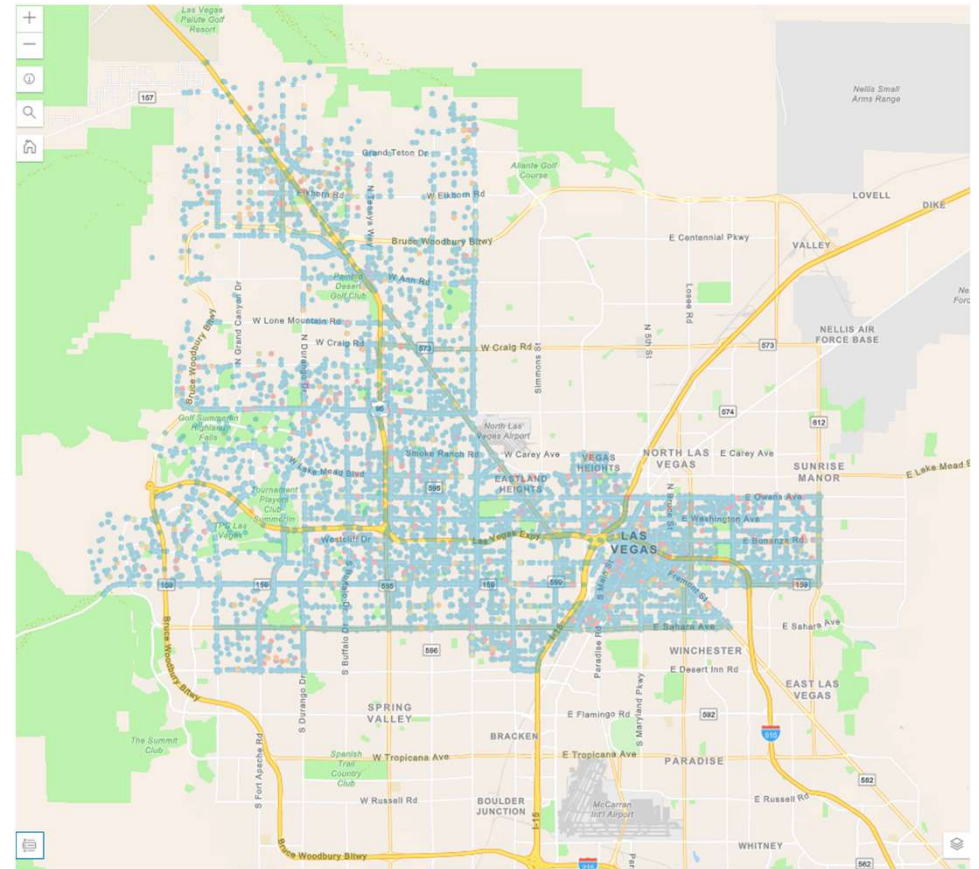


# CITY OF LAS VEGAS EXISTING CRASH CONDITIONS

## HIN Development Steps

### 1. Collection and Cleaning of Data

- NDOT 2015-2019 Crash Data
- Exclude highways, ramps, alleys, parking lots, etc.
- 250' buffer for intersection/roadway segments



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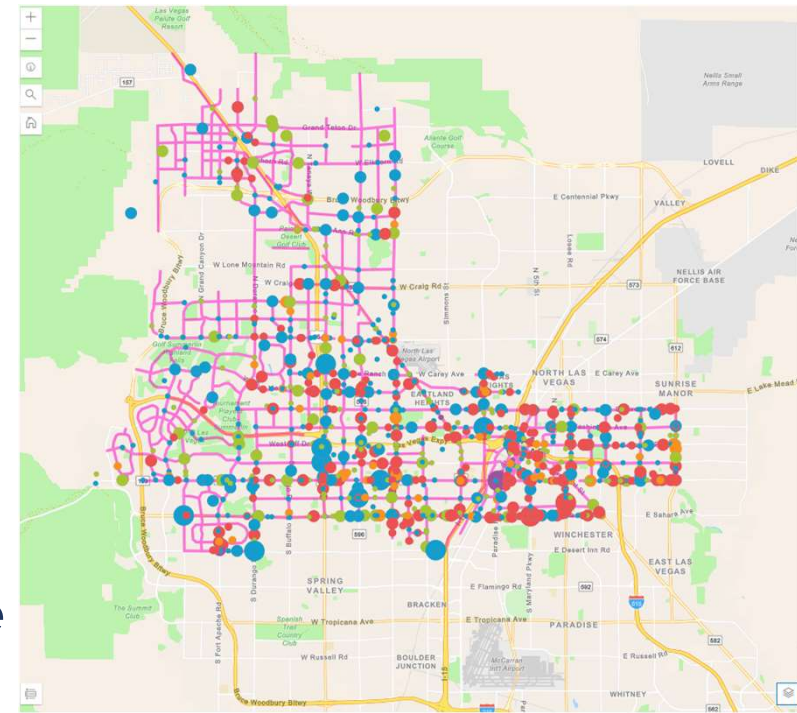


# CITY OF LAS VEGAS EXISTING CRASH CONDITIONS

## HIN Development Steps

### 2. Identification & Analysis of Roadway Network

- Focus on KSI (Killed or Seriously Injured)
- Special emphasis on Pedestrians and Bicyclists
- Compared to Peer Cities (Los Angeles, Philadelphia, Denver, etc.) – Followed Direction for Vision Zero City Acceptance
- Weighted measure of KSI/mile for metric prioritization



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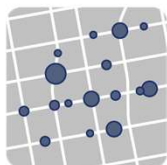


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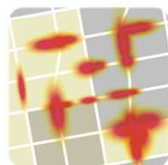
## HIN Development Steps

### 3. Assignment of Collision Concentration Corridor Priority Score Formula

Prioritization Score Formula



Number of Fatal & Severe Injury Collisions



(0.5 x Number of **Fatal Collisions** that involved any type of travel mode)



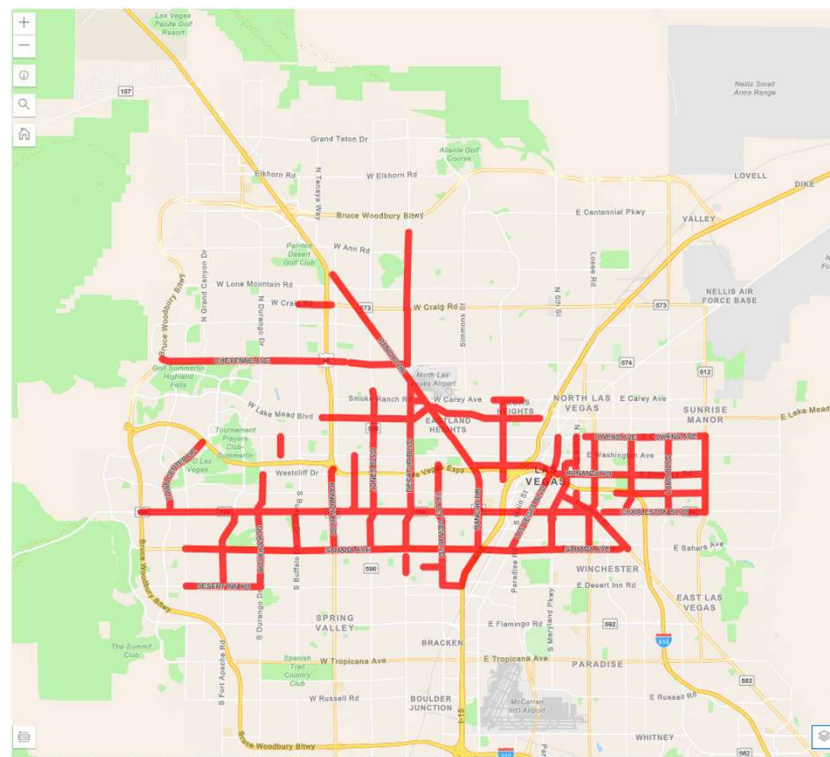
(0.25 x Number of Fatal and Severe Injury Collisions that involved **vulnerable users**)

Collision  
Concentration  
Corridor Priority  
Score



Segment Length

Note: A minimum of 0.5-mile segment length for any location resulting in three or more fatal and/or serious injury crashes was utilized. Minimum segment length requirements and weighted factors correlate with the Los Angeles County Vision Zero Action Plan methodology.





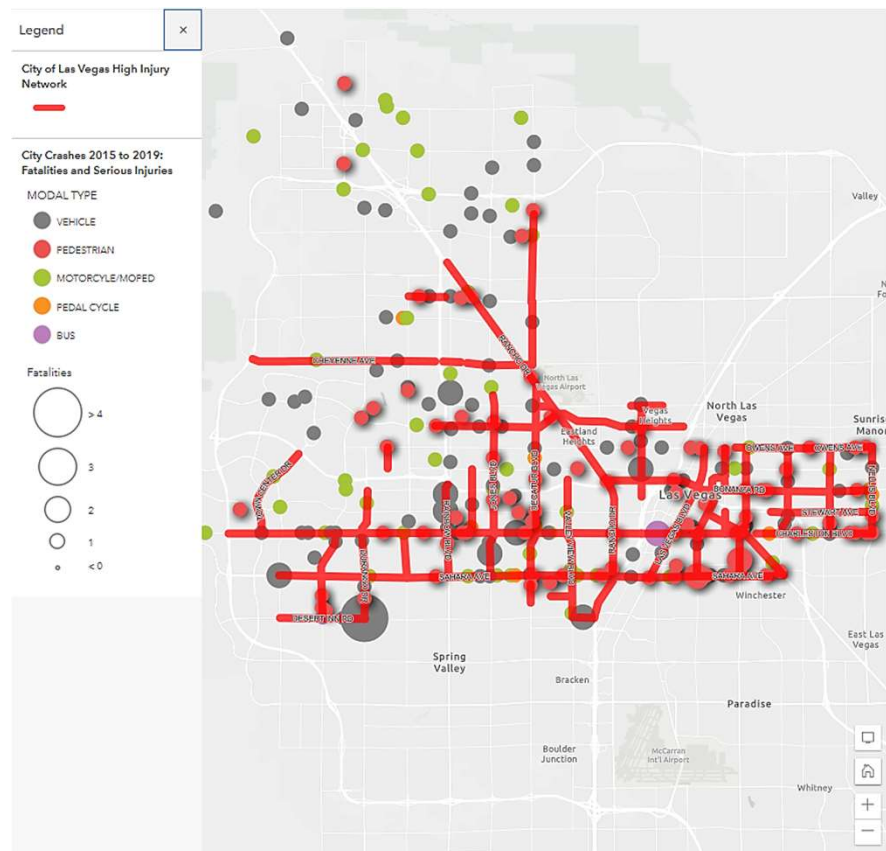


# CITY OF LAS VEGAS EXISTING CRASH CONDITIONS

## Initial HIN: Prioritized Arterials

### *City of Las Vegas Results:*

- HIN identified by Red Lines
  - ~117-miles
  - 5% of City Surface Streets contributes to 67% of Transportation Fatalities and Serious Injuries
- <https://arcg.is/SPbW5>



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# CITY OF LAS VEGAS EXISTING CRASH CONDITIONS

## Communities of Concern

- Identify pattern areas with Communities of Concern in mind
  - Concentration of vulnerable residents (low income, no vehicle access, no high school diploma, people of color, disabled, etc.)
- Engage with data partners and key City and community stakeholders (TAC, Safe Routes to School, UNLV)
- Integrate TAC input/data subsets into the HIN to account for Equity





# MENTIMETER QUESTION TIME

Please go to [menti.com](https://menti.com) and use the code  
1015 3587

*Question #3: What are 3 checklist items you would like to see on all crash reports?*



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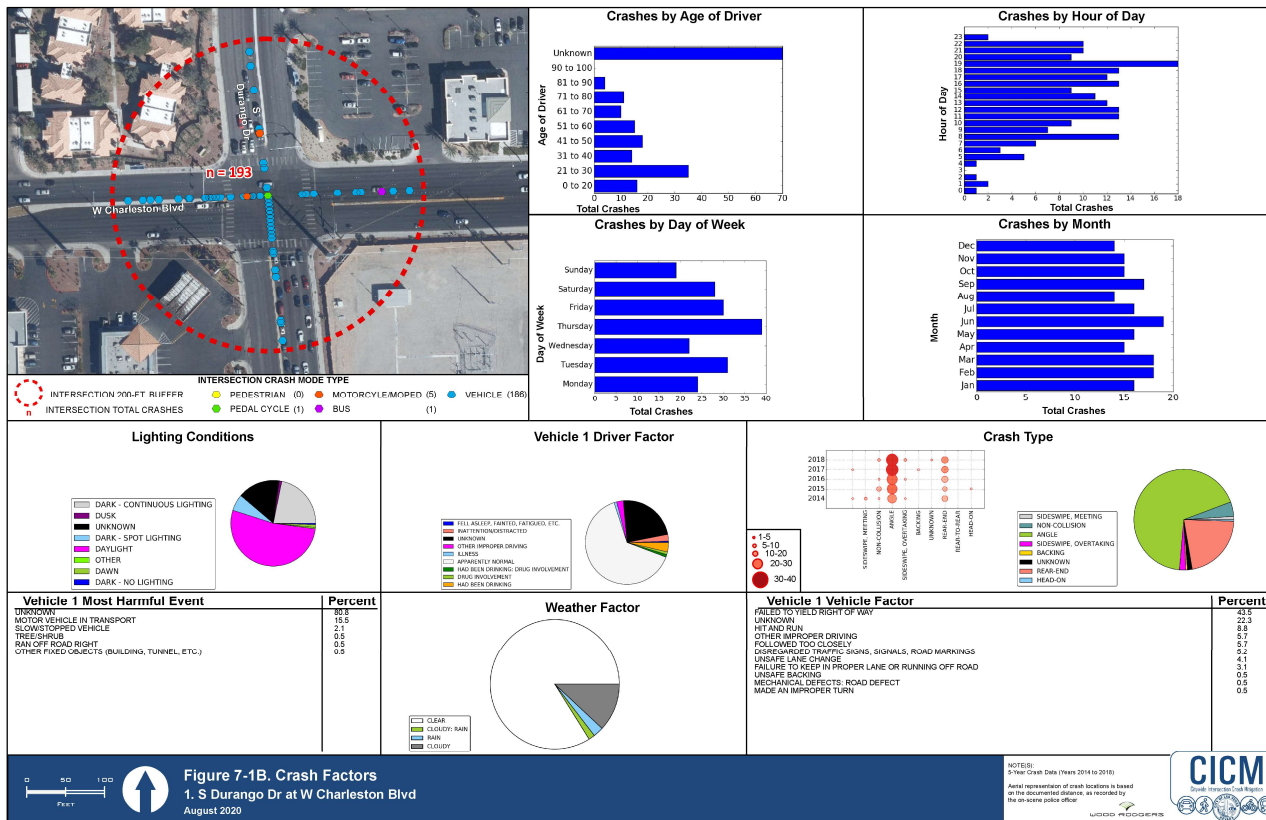
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# CITY OF LAS VEGAS EXISTING CRASH CONDITIONS

## Crash Report Category Examples:

- Age
- Year/Month/Day/Hour
- Lighting
- Driver/Vehicle Factor
- Crash Type
- Most Harmful Event
- Weather





# MENTIMETER QUESTION TIME

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## **BREAKOUT DISCUSSION**

### **GROUP TASKS**

- **Your Areas of Concern**
- **Additional Goals**







# GROUP DISCUSSION

## ALL GROUPS DISCUSSION

- Your Areas of Concern
- Additional Goals





# NEXT STEPS

## FOURTH TAC MEETING

- **What:** Fourth TAC Meeting
- **Where:** City of Las Vegas &/or Virtually
- **When:** Tuesday, March 22, 2022  
3:00 PM – 6:00 PM





# TENTATIVE TAC SCHEDULE

## TAC MEETING #1 (10/25/2021)

- Informational Meeting

## TAC MEETING #2 (11/16/2021)

- Vision Statement, Mission Statement, Goals

## TAC MEETING #3 (01/18/2022)

- Existing Conditions

## TAC MEETING #4 (03/22/2022)

- Remembering Victims, Crash Reduction Examples, Benchmarks & Implementation Plan

## TAC MEETING #5 (TBD)

- Public Meeting & Surveys (BOTH Online & In-Person)

## TAC MEETING #6 (TBD)

- Draft Report



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ADJOURN

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Las Vegas Vision Zero Action Plan Website:  
<https://www.lasvegasnevada.gov/vision-zero>