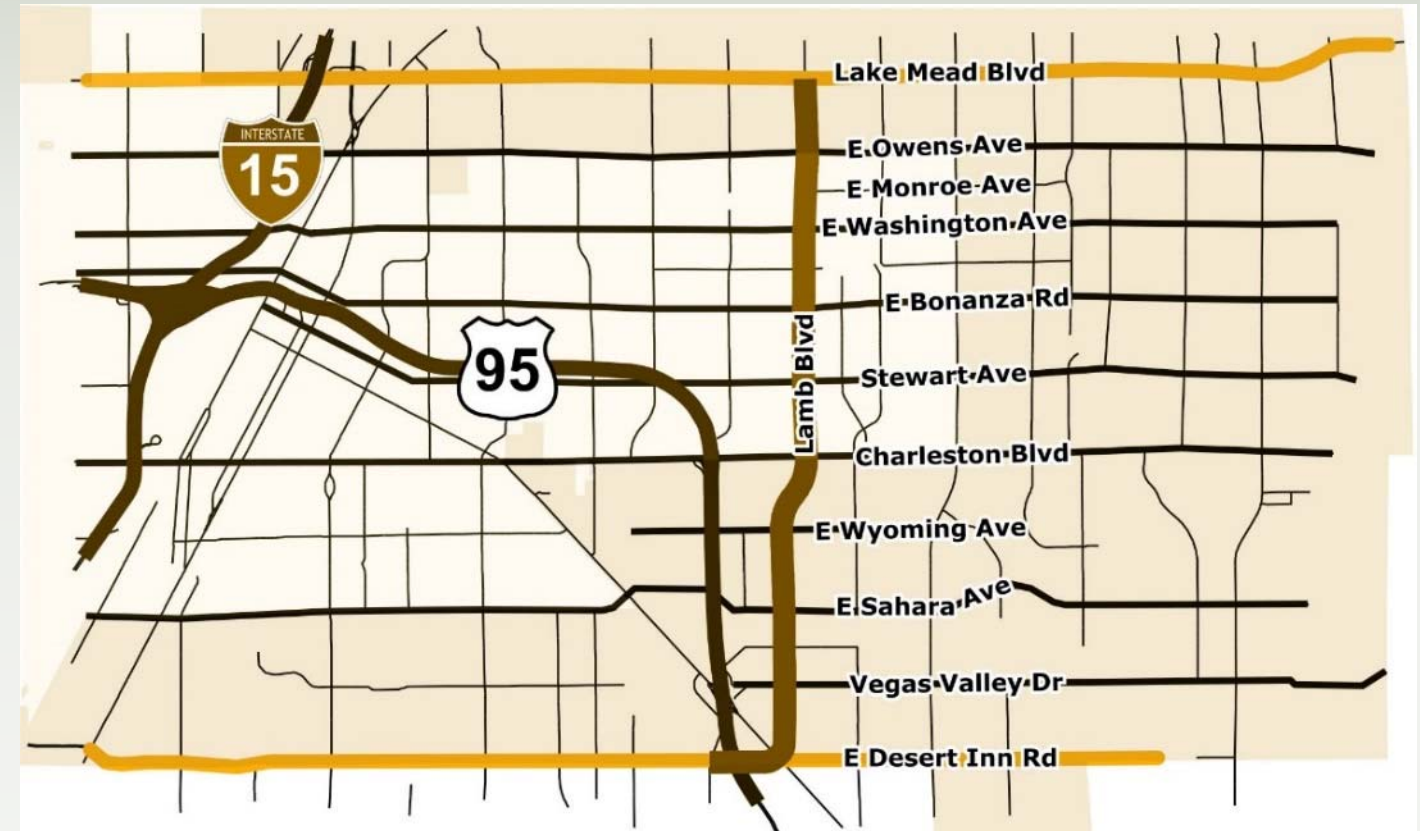


LAMB BLVD. SAFETY MANAGEMENT PLAN OVERVIEW

Study Limits

- Lamb Boulevard from E. Desert Inn Road to Lake Mead Boulevard
- Distance of 4.5 miles



What is a Safety Management Plan?

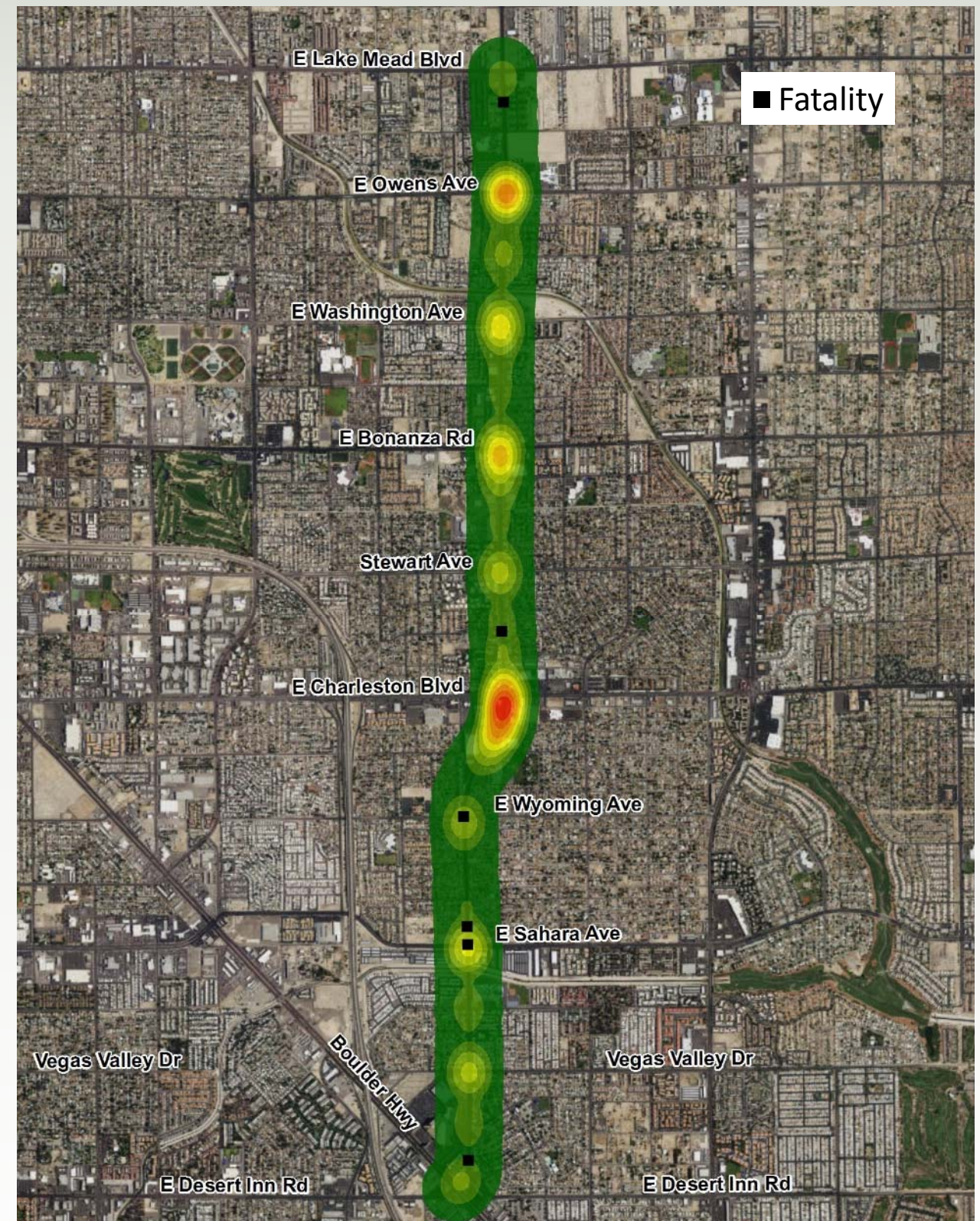
A Safety Management Plan (SMP) is a transportation analysis effort that focuses on traffic safety for all road users incorporating corridor studies, access management, public and stakeholder input, crash analysis, roadway engineering and applications of the Highway Safety Manual methods to reduce roadway crashes. The SMP process is consistent with the Nevada Strategic Highway Safety Plan's (SHSP) goals of significantly reducing the number of fatalities and serious injuries on Nevada's roadways.



LAMB BOULEVARD SMP CRASH ANALYSIS

Crash Analysis Summary

- 5 Years of Data Analyzed From 2011 to 2016
- A total of 1,286 crashes:
 - **6 fatalities**
 - **26 serious injury crashes**
 - **25 pedestrian crashes**
 - **16 bicycle crashes**
 - **31 motorcycle crashes**
 - **12 bus crashes**
- Crash rates are 15% higher than the statewide average

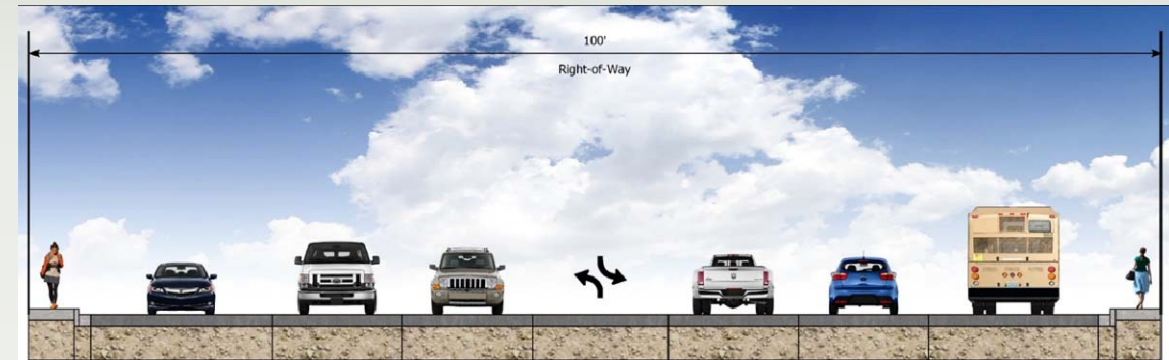


Crash Density Map

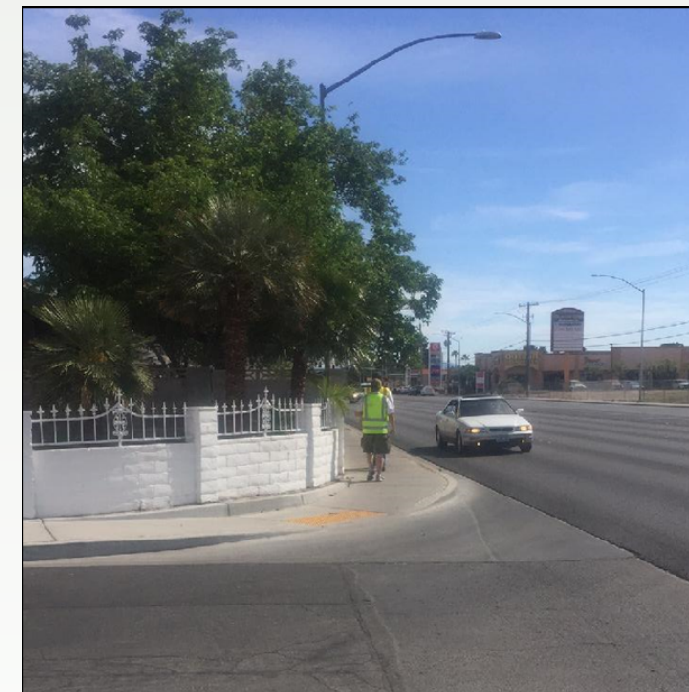


LAMB BOULEVARD KEY SAFETY ISSUES

- **High Speeds** – An NDOT speed study confirms average vehicular speeds exceed the speed limit
- **Modal Infrastructure** – Minimum width sidewalks have numerous obstructions, high speeds adjacent to pedestrians are uncomfortable and there are no bicycle facilities
- **Congested Intersections** – 10 of 17 intersections perform below Level of Service standards
- **Sight Distance** – Residential walls at cross streets make it hard to see oncoming traffic



The wide, 6-lane roadway with center turn lane encourages higher speeds and lacks multi-modal infrastructure



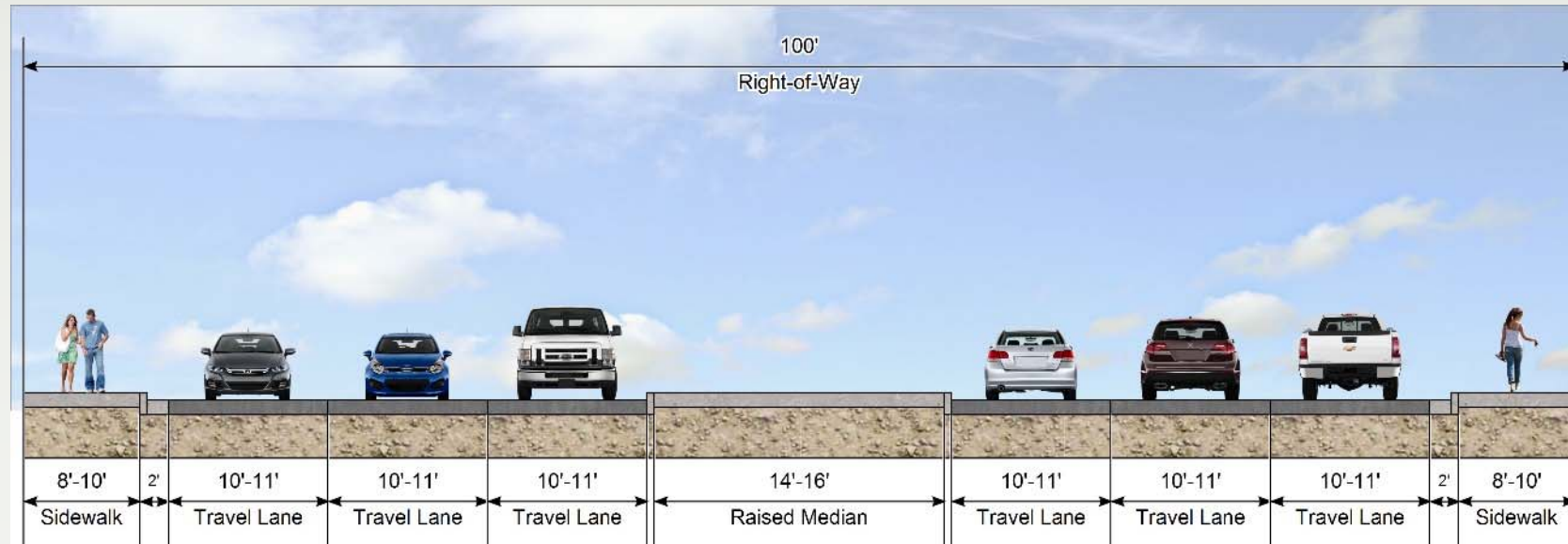
Minimal sight distance from cross-streets



LAMB BOULEVARD CORRIDOR ALTERNATIVES

Alternative 1

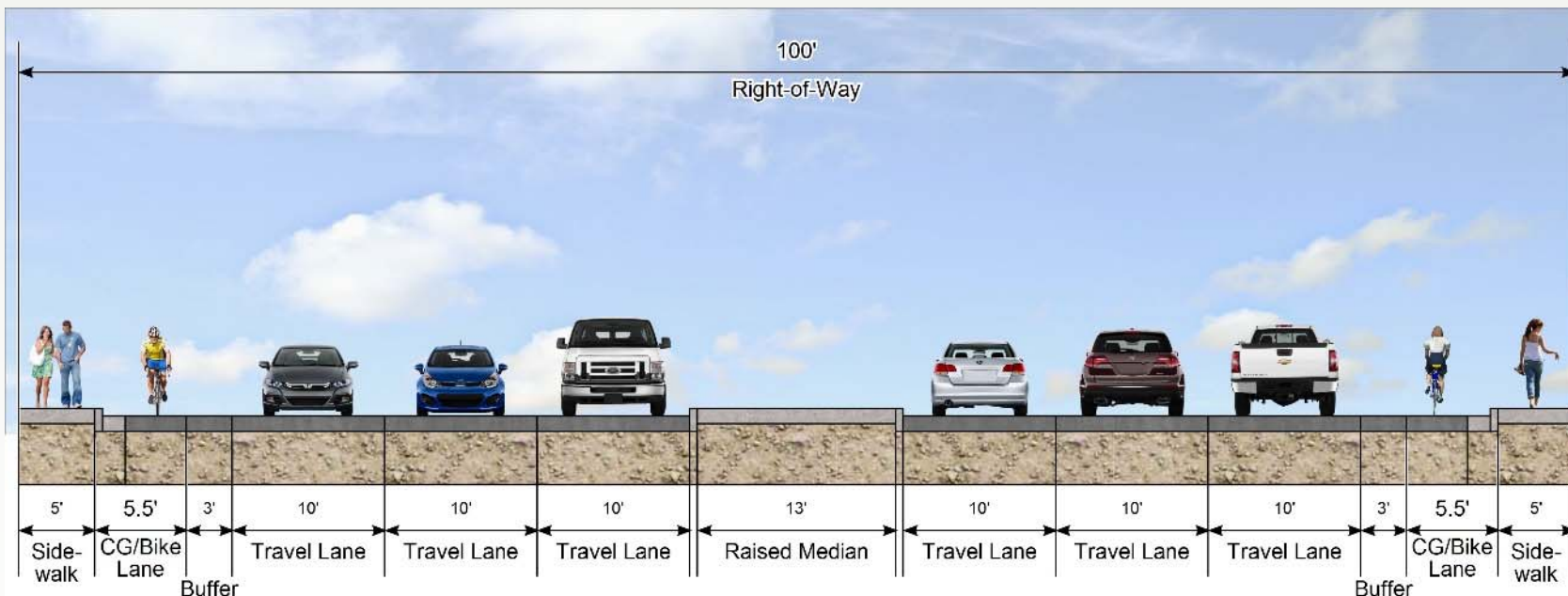
Widen Sidewalk



- Narrowed driving width to reduce speeds
- Raised center median
- Widen 5' sidewalk to 8'-10'
- Must reconstruct roadway

Alternative 2

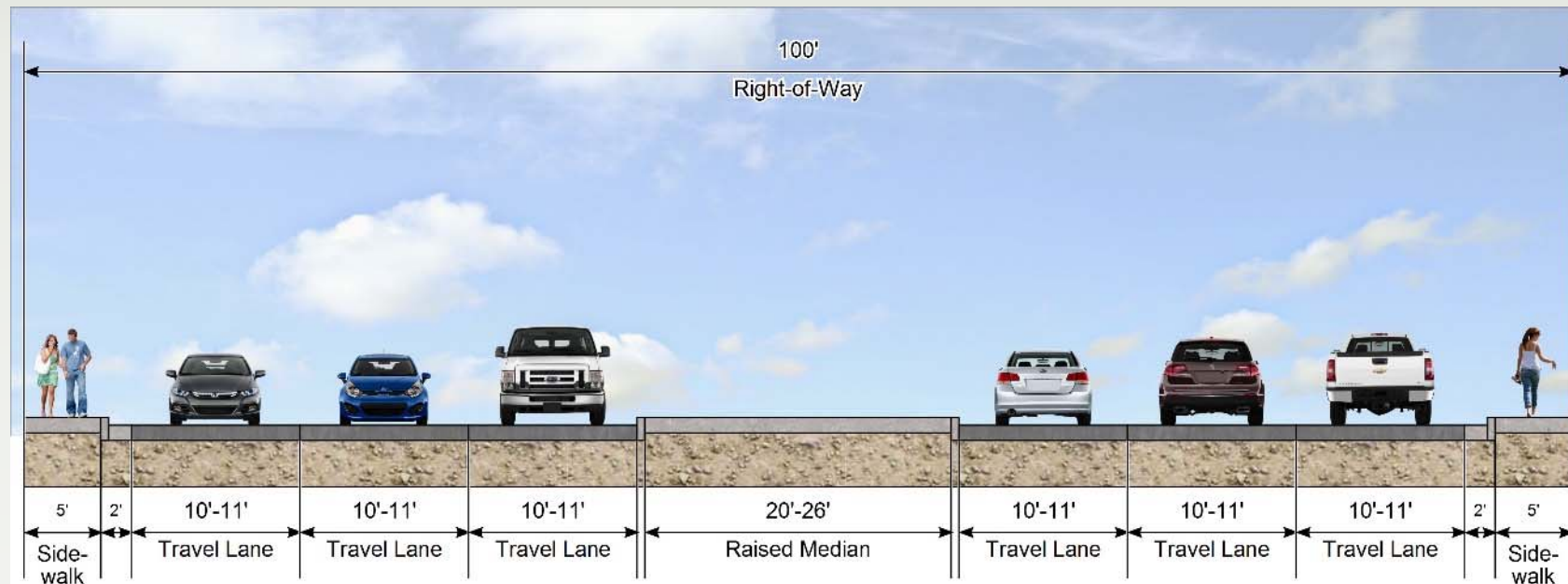
Buffered Bike Lanes



- Narrowed driving width to reduce speeds
- Raised center median
- Bike lanes with 3' buffer
- Maintain existing sidewalk



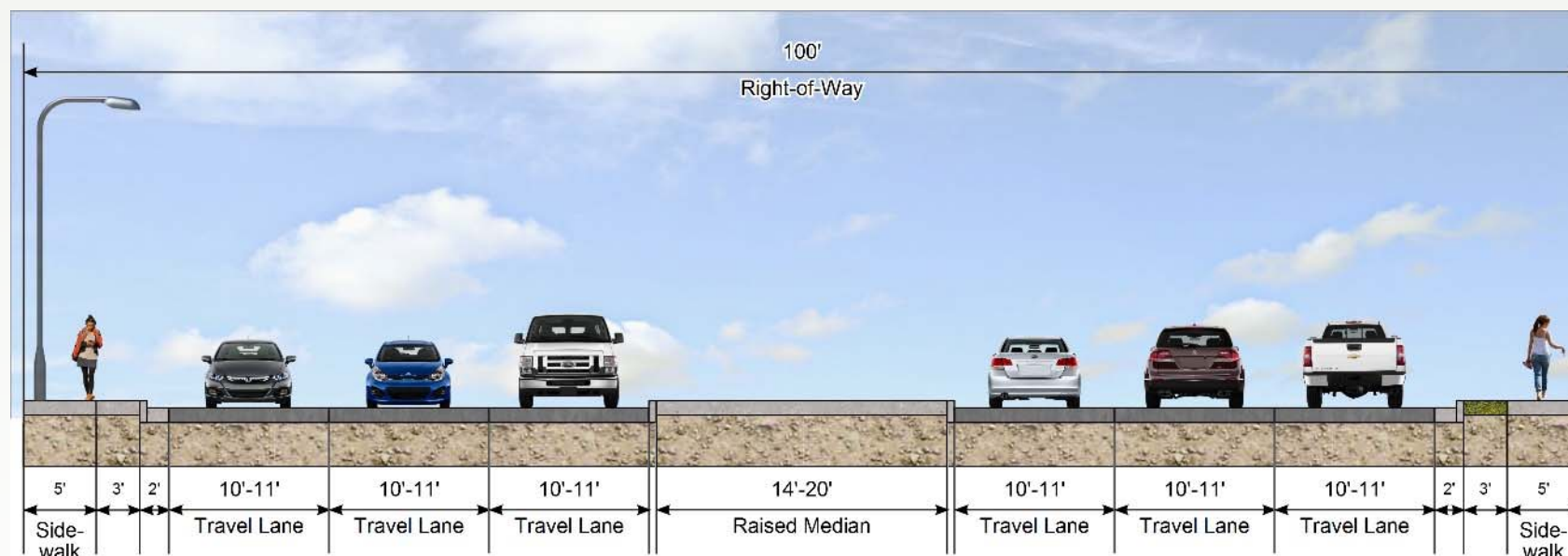
LAMB BOULEVARD CORRIDOR ALTERNATIVES



Alternative 3

Wider Raised Median

- Narrowed driving width to reduce speeds
- Wider 20'-26' raised center median
- Maintain existing sidewalk



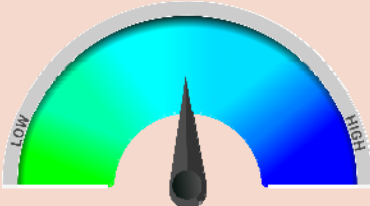
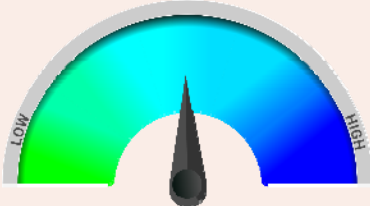


Alternative 4

Pedestrian Buffer

- Narrowed driving width to reduce speeds
- 14'-20' raised center median
- 3' compacted pedestrian buffer with concrete around pole obstructions



LAMB BOULEVARD CORRIDOR ALTERNATIVES COMPARISON

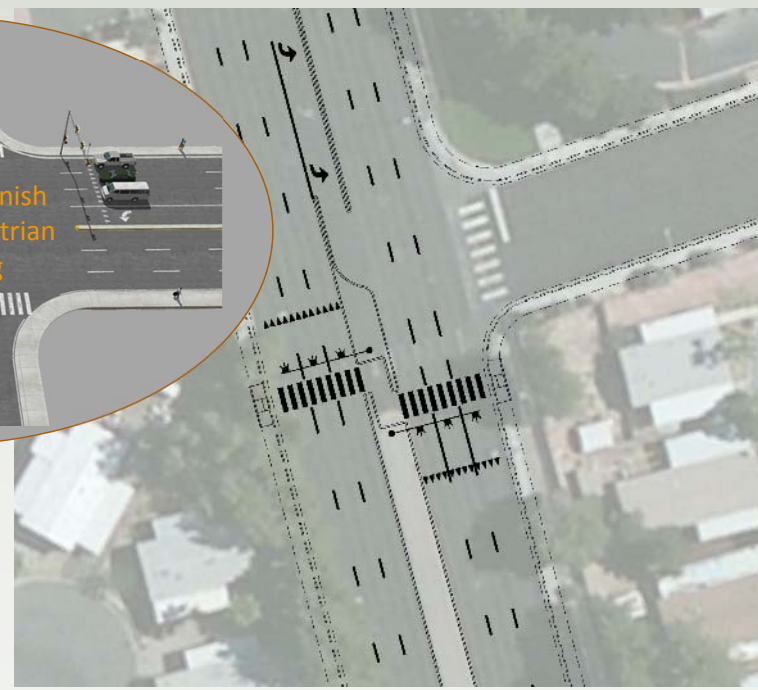
Alternative Description	Cost Estimate	Benefit /Cost Ratio	Multi-Modal Support	Improved Sight Distance
Alternative 1 Widen Sidewalk	\$34M	0.84		76%
Alternative 2 Buffered Bike Lane	\$14M	1.64		134%
Alternative 3 Wider Raised Median	\$10M	3.03		22%
Alternative 4 Pedestrian Buffer	\$15M	1.9		76%



LAMB BOULEVARD SHORT-TERM SAFETY RECOMMENDATIONS



Potential Pedestrian Crossing at Colorado Ave.



Improved Crossing at Monroe Ave.



Bus Stop Amenities



Driveway Removals & Consolidations



Signal Timing Optimization



ADA Upgrades to Current Standards

