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Drive Safe Nevada

Public Information Meeting

February 21, 2013

All information presented is preliminary and subject to revision.



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WELCOME!

Commenting on this Study:

- A court reporter will be recording the presentation and is available to take comments before and after the presentation.
- Fill out a comment form, included in your handout packet and place it in the comment box.
- Submit comment forms by mail to: Jim Ceragioli, Nevada Department of Transportation, 1263 S. Stewart St., Carson City, NV., 89712.
- Via email to info@dot.state.nv.us (reference Kietzke Lane Safety Management Plan) in your correspondence.
- ***Comments will be accepted until 5:00 p.m. Friday, March 8, 2013***



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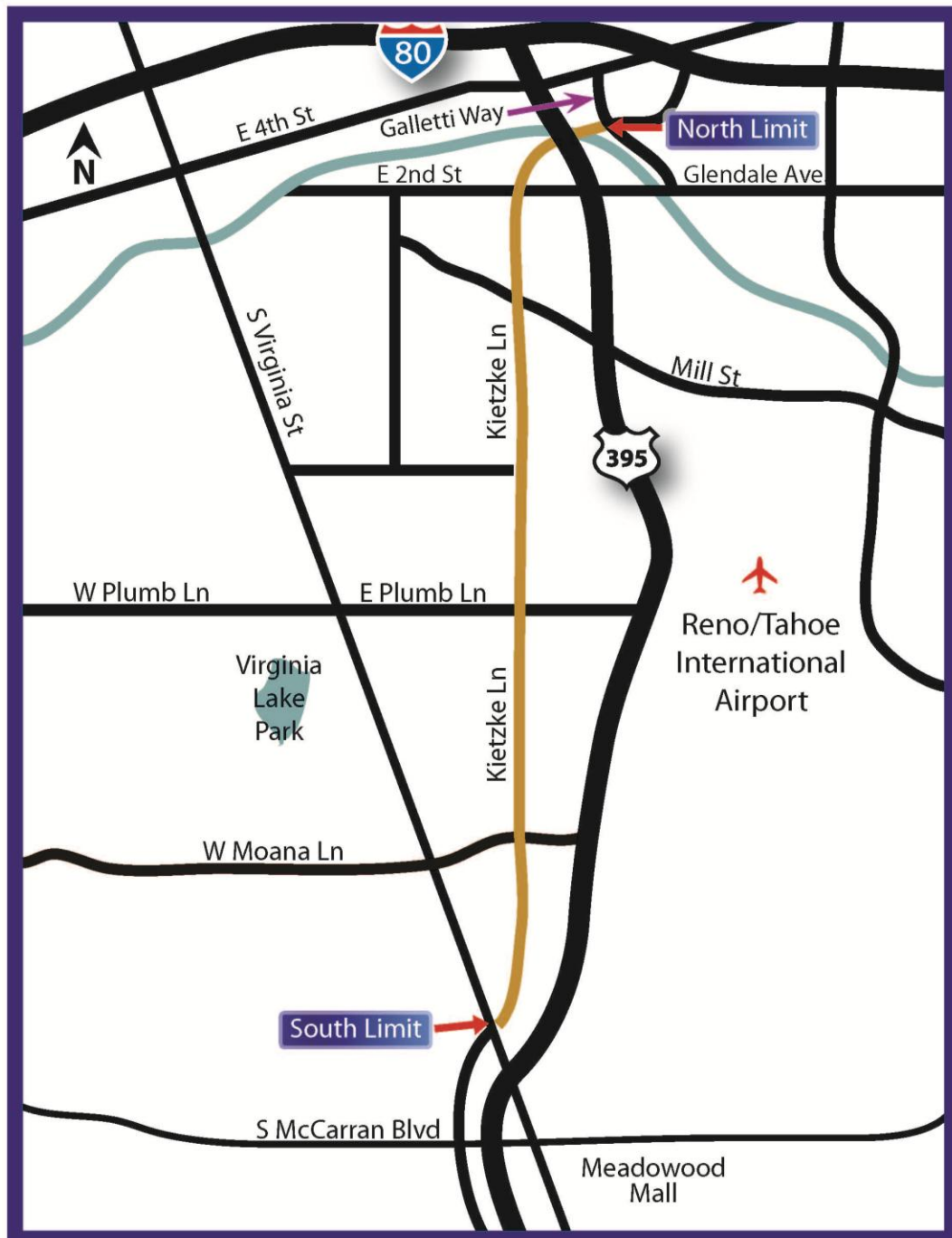
KIETZKE LANE

SAFETY MANAGEMENT PLAN

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Project Limits



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Why Kietzke Lane?

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NEVADA STRATEGIC HIGHWAY SAFETY PLAN

The Nevada Strategic Highway Safety Plan identifies five critical emphasis areas where there are a relatively high number of traffic crashes:



Seat Belts



Impaired
Driving



Lane
Departures



Intersections



Pedestrians

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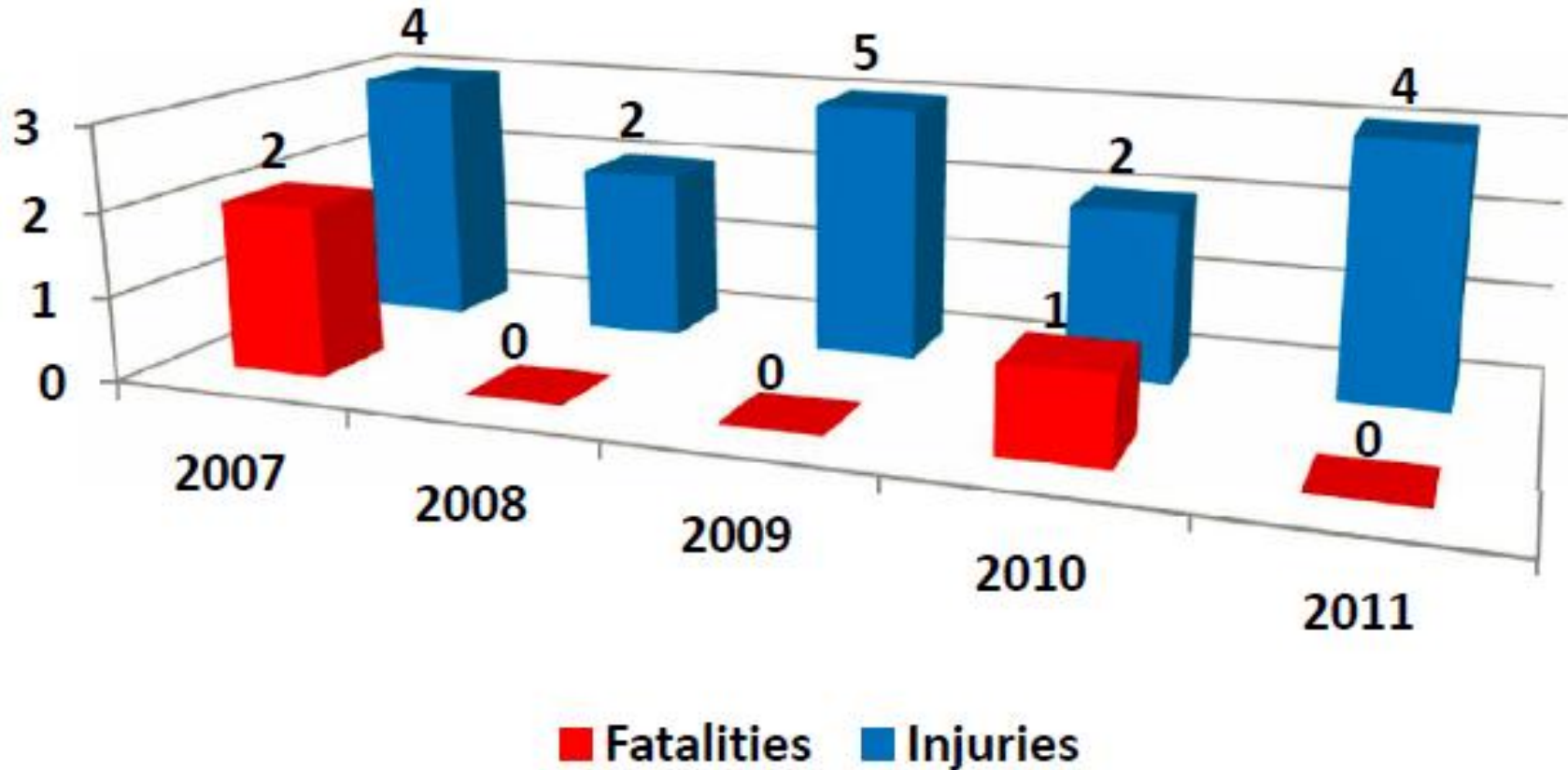
Why was this study needed?

- This is a diverse corridor (industrial, commercial, schools, residential) with a number of opportunities to enhance its safety
 - Significant number of injury crashes
 - Substantial road use by pedestrians, bikes and vehicles
 - Numerous driveways



Crash Data

Pedestrian Crashes





Crash Data

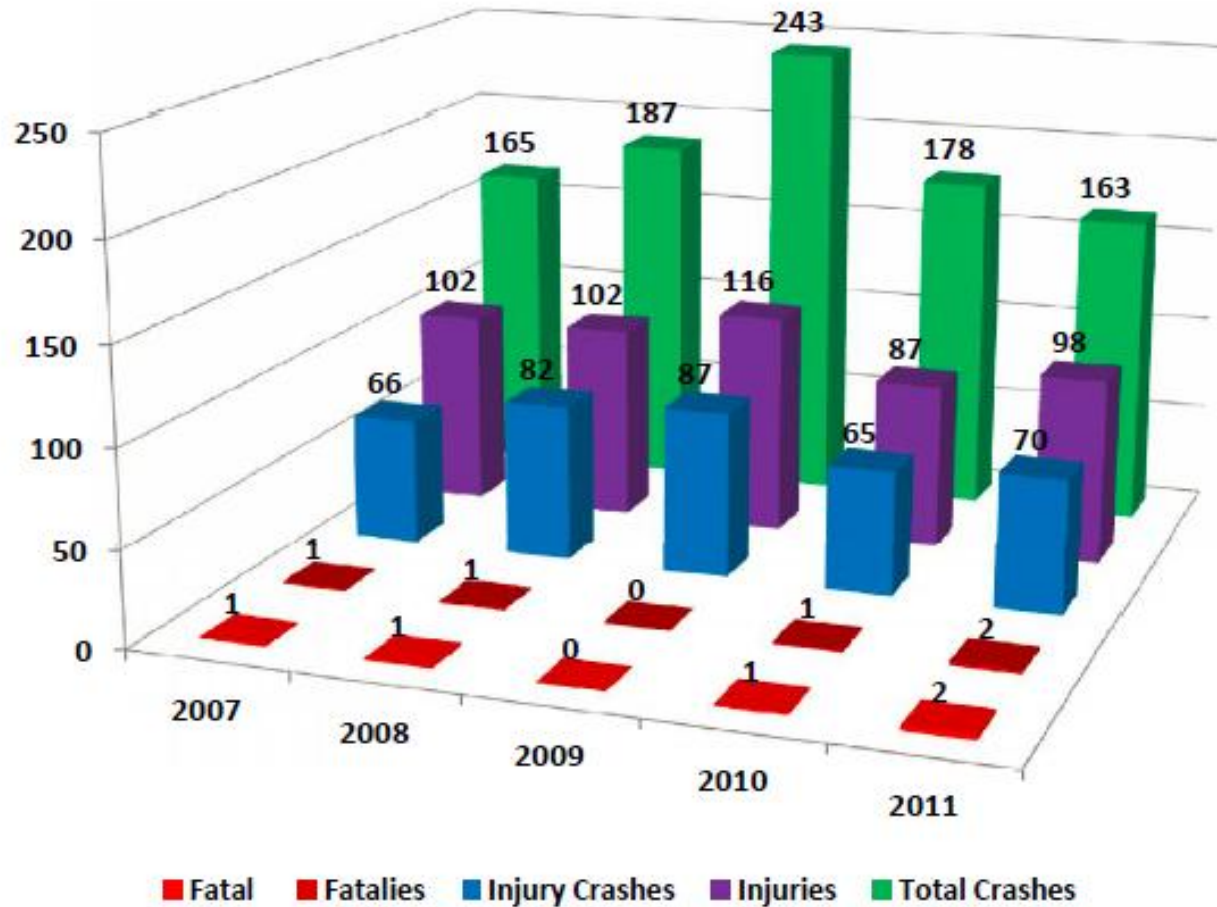
Bicycle Crashes





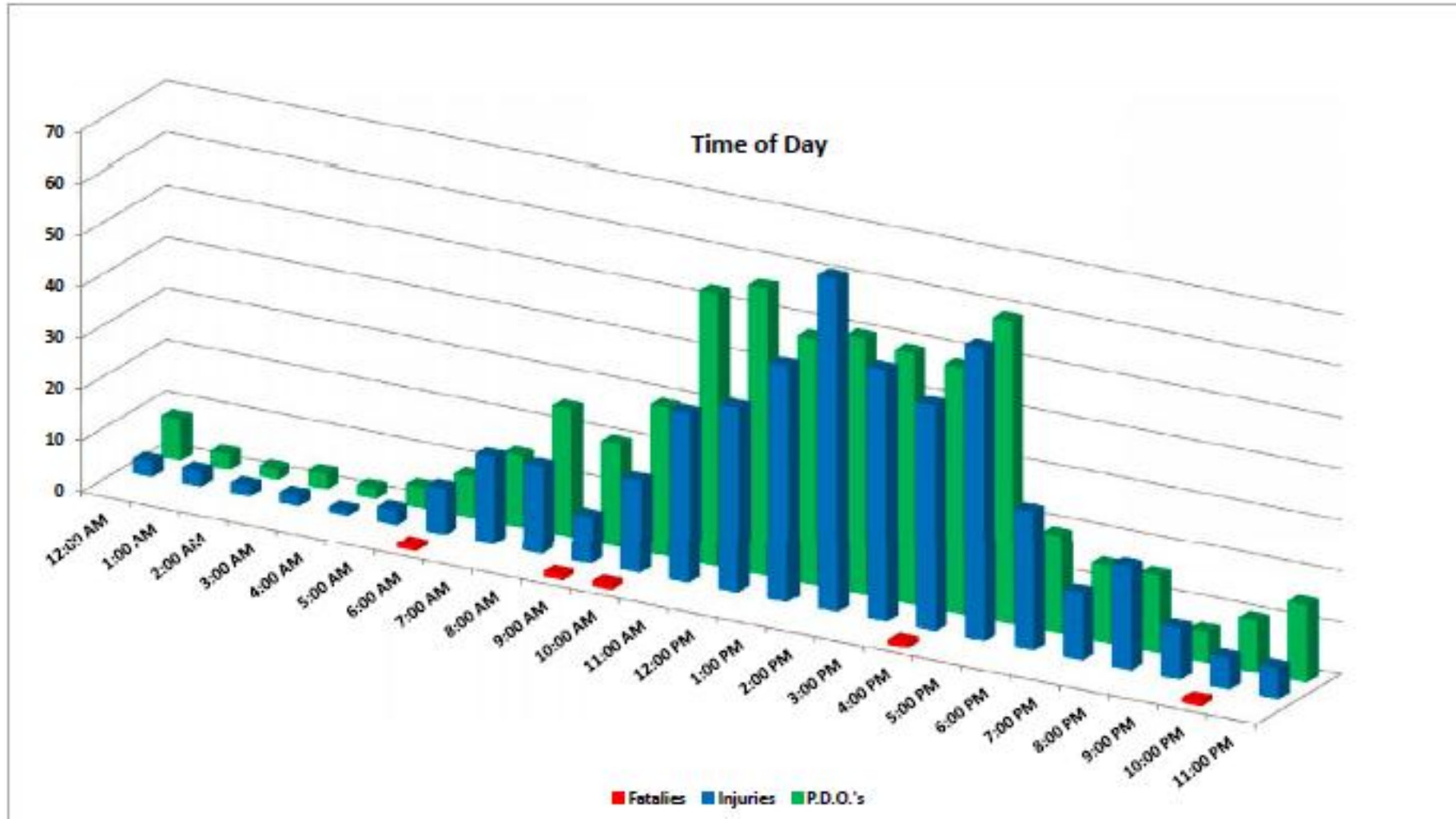
Crash Data

Crash Severity





Crash Data



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Issues and Concerns on Kietzke Lane

- Pedestrian Crossings and Sidewalks
- Bicycle Operations
- Street Infrastructure
- Sight Distance Issues
- Access Management
- Street Lighting
- Bus Stops

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Where are we now?

- Reviewed data and analyzed safety issues and previous road safety audits for this corridor
- Reviewed policies, plans and studies
- Developed a list of short and long-term, project recommendations to enhance safety on Kietzke Lane
- Seeking public comment on proposed recommendations in order to move forward

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Proposed Recommendations: Pedestrian



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Proposed

Recommendations:

Pedestrian Crash Reductions

- **85%** for Pedestrian Connectivity (All crashes, Install Sidewalk where missing)
- **72%** for Pedestrian Activated Flashers (All crashes)
- **36%** for Pedestrian Refuge Island (Pedestrian crashes)
- **29%** for Pedestrian Midblock Crossing (All crashes)
- **28%** for Installation of Street Lighting (All nighttime crashes)



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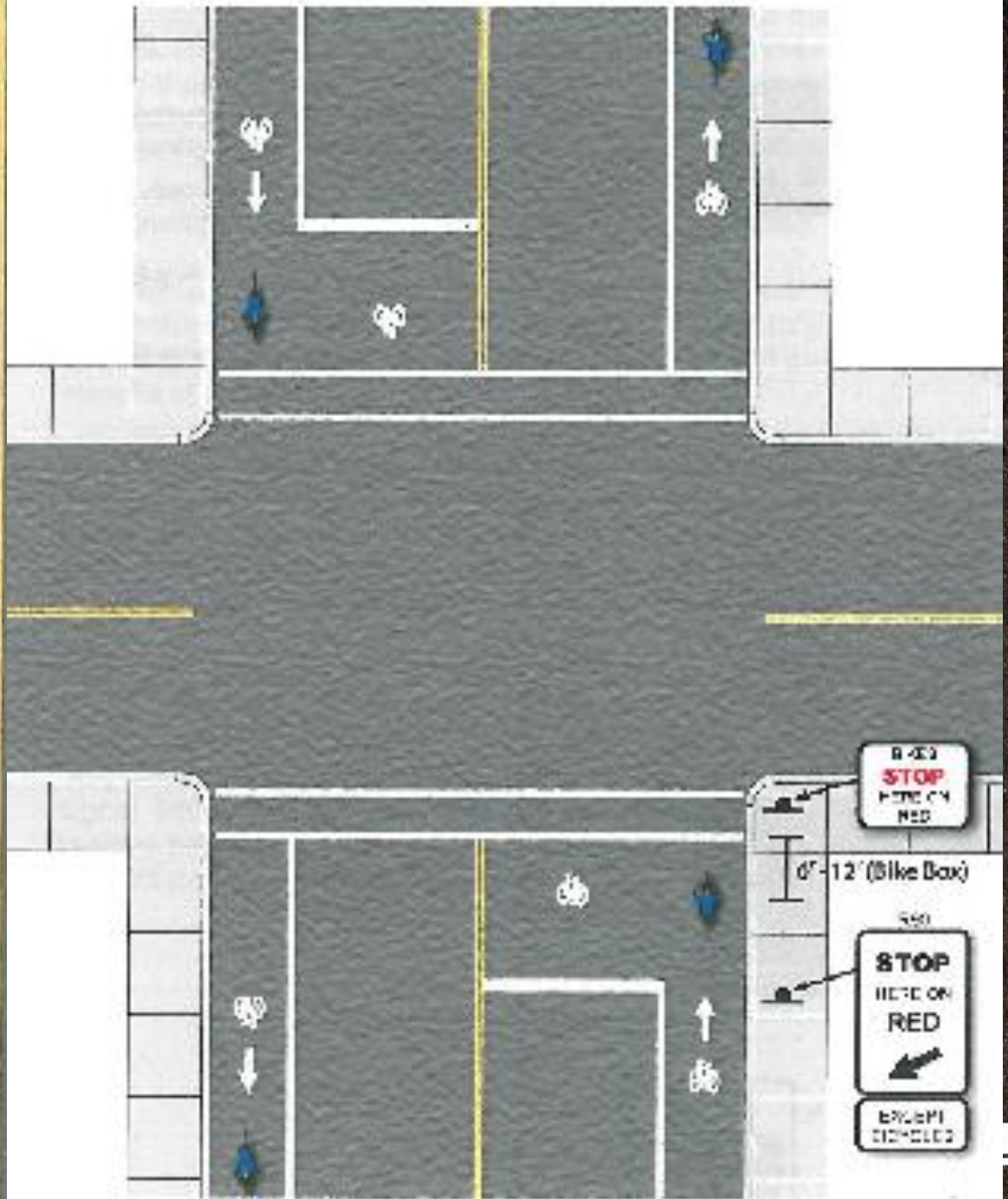


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Proposed Recommendations: Bicycle Crash Reductions

- **74%** Reinstate Bike Lane North and South of Moana Lane and where no bike lane exists.
(Bicycle, injury)
- **42%** for Buffered Bike Lane, Prohibit On-Street Parking
(All crashes)
- ****%** for Bike Boxes
(This concept is still under review)

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Proposed Recommendations: Roadway





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Proposed Recommendations: ADA & Roadway Crash Reductions

- **67%** for Construction of a Roundabout
(All Crashes)
- **42%** for Removal of on Street Parking
(All crashes)
- **39%** for installation of Median Islands
(All crashes)
- **38%** for Sweeping Right turns to Right Turn
Slip Lane with Storage and Deceleration Lane
(Right Turn & Angle crashes)
- **37%** Roadway Lighting
(All nighttime crashes)



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Priority of Recommendations

- **Priority 1**
(Improvements or actions in the immediate future, 1-2yrs)
- **Priority 2**
(Improvements included in future projects, 2-5yrs)
- **Priority 3**
(Improvements in long range plan projects, 5-15yrs)

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Next Steps

- Wrap up Kietzke Safety Management Plan
- Develop Project(s) from recommendations
- Implementation of Project(s) pending funding availability



Project Schedule

- December 2011 – Spring 2012:
Driver Cycle Return Analysis
- Spring 2012 – Summer 2012:
Driver type & safety recommendations
- Summer 2012 – Spring 2013:
Driver type & safety recommendations
- April 2013:
Final Report Complete

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THANK YOU!

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