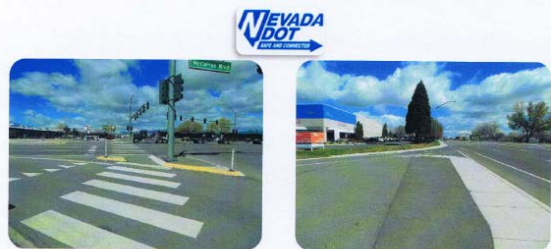


NDOT TRAFFIC SAFETY ENGINEERING

McCarran Blvd Safety Projects



McCarran Boulevard

Greg Street to Probasco Way in Sparks, Nevada

SAFETY MANAGEMENT PLAN

Final Report

January 2018

zero Fatalities
Drive Safe Nevada



City of Sparks



CA Group, Inc.
CHAD ANSON

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.



SAFETY MANAGEMENT PLAN

MCCARRAN BOULEVARD GREG STREET TO PROBASCO WAY

COMPLETED JANUARY 2018



Collaboration Efforts

- **Technical Advisory Committee**
 - Nevada Department of Transportation
 - City of Sparks
 - Regional Transportation Commission
- **Stakeholder Working Group**
 - Nevada Department of Transportation
 - City of Sparks
 - Regional Transportation Commission
 - Nevada Highway Patrol
 - Special interest groups, local business, neighborhood groups

All information
presented is preliminary
and subject to revision.



McCarran Boulevard Safety Management Plan Greg Street to Probasco Way

Public Information Meeting
November 16th, 2017

All information
presented is preliminary
and subject to revision.



HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

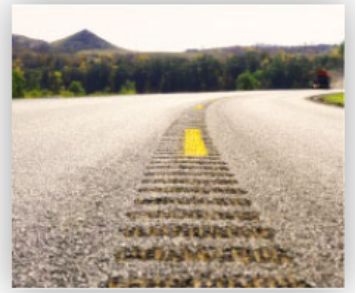


- Addresses a priority in the SHSP
- Is identified through a data-driven process
- Targets an identified safety problem
- Contributes to a reduction in fatalities and serious injuries

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.


The HSIP is legislated under Section 148 of Title 23, *United States Code* (23 U.S.C. 148) and regulated under Part 924 of Title 23, *Code of Federal Regulations* (23 CFR Part 924). The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects and the Railway-Highway Crossing Program (RHCP). In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads. Click [here](#) to view a short video about the HSIP.



Phase 1 SCOPE:

100% Design – Summer 2019

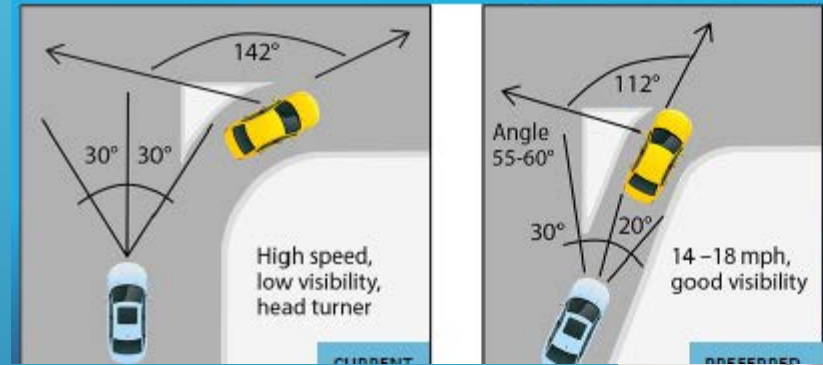
Construction – Spring 2020

- ▶ Roundabout at Baring
 - ▶ New right turn slip lanes @ Greg St. & Glendale Ave. intersections
 - ▶ Pedestrian Fencing in the existing raised medians (between E. Victorian Ave. and Prater Way)
- 

- Construct roundabout at the intersection of McCarran Boulevard and Baring Boulevard



- Slip right turn lane
 - Greg Street
 - Glendale Avenue




PHASE 1



Phase 2 SCOPE:

100% Design – Summer 2020

Construction – Spring 2021

- ▶ 10-foot shared use path on the eastside and/or curb &/or gutter, sidewalk, retaining wall on the west side
 - ▶ Mid Block Pedestrian Crossing between Prater and Lincoln Way
 - ▶ ADA ramps within the two sections of the project
 - ▶ Buffered bike lanes
- 



PHASE 2

Thanks,
Lori

Lori Campbell
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Nevada Department of Transportation
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A series of three parallel white lines of varying lengths, slanted diagonally upwards from left to right, located in the bottom right corner of the slide.