

School Traffic Safety

Working Group

Final Report

June 2026





FINAL REPORT

FOR

SCHOOL TRAFFIC SAFETY WORKING GROUP

Prepared for:



togetherforbetter

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Executive Summary

The Clark County area is experiencing an increase in crashes involving school-aged people, particularly vulnerable road users. A vulnerable road user is a non-motorist who is walking, biking, or rolling, including people using e-bikes and other personal conveyances, such as scooters, e-scooters, and skateboards. As of May 2026, in the 2025–2026 school year, there have been 427 crashes, representing a **356% increase** compared with the 2024–2025 school year. This trend underscores the need for coordinated, actionable strategies to improve safety for students traveling to and from school, including those using e-devices such as e-bikes and e-scooters.

To address current crash trends involving students, the Clark County Office of Traffic Safety (CCOTS) established the School Traffic Safety Working Group (Working Group). The Working Group is a multi-agency, decision-focused working group dedicated to improving traffic safety in and around schools by analyzing risk, sharing data, developing actionable recommendations, and coordinating phased implementation of safety measures and policies. This report documents the Working Group’s first-year efforts and findings and outlines immediate, short-term, mid-term, and long-term recommendations to improve student safety. It should be noted that this report does not create unfunded mandates and the implementation of recommendations relies on available funding.

This project represents the first coordinated regional effort focused specifically on school traffic safety across Southern Nevada. Through collaboration among municipalities, school transportation partners, public agencies, and community stakeholders, the Working Group established a unified framework for improving safety conditions for students traveling to and from school, aligned with the Safe System Approach.

The report also establishes a clear path forward for implementation of the Assembly Bill 6 (AB6 2025) framework through coordinated engineering, education, enforcement, and policy initiatives.

Key outcomes of the Working Group include:

- Establishing the region’s first multi-jurisdictional school traffic safety initiative.
- Creating alignment among municipalities, school districts, transportation providers, and public safety partners.
- Identifying actionable recommendations across infrastructure, education, and operational practices.

A list of recommendations was developed by four sub-working groups – Education, Enforcement, Engineering + Planning, and Policy, including “immediate” recommendations that the Working Group has committed to commence or complete before the start of the 2026-2027 school year. Immediate recommendations are listed on the following pages.



Immediate Education Recommendations

Title	Recommendation	Lead (Support)
Back-to-School Safety Campaigns	Launch annual back-to-school traffic safety campaigns to remind drivers, parents, and students of school zone rules (e.g., slowing down, yielding at crosswalks, avoiding distractions).	Community Partners (CCSD, CCSDPD, LEAs, Regional Transportation Commission [RTC] of Southern Nevada, Nevada Department of Transportation [NDOT])
Driver Awareness through School Media	Use school and district communication channels (newsletters, social media, marquees, text/email alert systems) to share reminders and safety tips about slowing down in school zones, adhering to drop-off procedures, and the consequences of violations, especially during high-risk times.	CCSD, Charter Schools, Private Schools
Resource Toolbox for Principals	Develop a toolbox of resources for principals to pull ideas from for morning announcements, newsletters, assemblies, etc.	CCSD Safe Routes to School (SRTS) (PedSafe Vegas)
Walking School Buses & Bike Trains	Develop "walking school bus" and "bike train" programs in which groups of students walk or bike to school together under adult supervision.	Community Partners (CCSD)
Student Participatory Walk Audits	Conduct walk audits and engage students, crossing guard supervisors, school organizational teams (SOT), and parents (involve students who walk and bike).	Local Agencies (RTC of Southern Nevada, Southern Nevada Health District [SNHD])
Safety Tips for Parents and Students	Distribute easy-to-understand school zone safety tip sheets to parents and students at the start of each year (start at registration), covering crosswalk use, drop-off/pick-up etiquette, and safe walking/biking behaviors throughout the year.	CCSD, University Medical Center (UMC) (Community Partners)
Clarify Roles and Responsibilities	Publish clear guidelines for the public on who handles various school traffic safety issues.	CCSD, Charter Schools, Private Schools



Immediate Enforcement Recommendations

Title	Recommendation	Lead (Support)
Back-to-School Enforcement Blitz	Conduct an intensive enforcement campaign during the first two weeks of school. Include traffic safety in the Incident Action Plan for the first two weeks of school.	CCSDPD, LEAs (CCSD, Charter Schools, Private Schools)
Multi-Agency Enforcement Events	Coordinate multi-agency enforcement days where local law enforcement agencies, CCSDPD and Nevada Highway Patrol collaborate to cover numerous school zones simultaneously. Enhance coordination between CCSDPD and city police departments through regular meetings and joint operations. Clarify roles (e.g., CCSDPD focusing on campus and immediate frontage, city police focusing on surrounding streets) to close enforcement gaps.	CCSDPD (LEAs)
Increased Traffic Enforcement	As funding is available, increase staffing levels for traffic enforcement through reallocation of personnel, new officer positions, or target grant funding to ensure consistent coverage across jurisdictions.	CCSDPD (LEAs)

Immediate Engineering + Planning Recommendations

Title	Recommendation	Lead (Support)
High-Visibility Crosswalk Markings	Inspect annually and upgrade faded crosswalks around schools to high-visibility continental-style striping.	Local Agencies
Trim Vegetation and Clear Sightlines	Immediately trim overgrown trees or bushes near school crosswalks, signs, and driveways.	Local Agencies (CCSD, Charter Schools, Private Schools)
Local Control and Optimize School Zone Flashing Beacons	Review the timing of existing flashing beacons to ensure they cover all arrival and dismissal times (including late-start days or after-school programs). Set up a process where school principals or districts can request adjusted flasher schedules. Formalize across all agencies and standardize a waiver form.	Local Agencies (CCSD, Charter Schools, Private Schools)
Crossing Guard Request Process	Establish, streamline, and/or promote the process for schools or communities to request a new crossing guard or crosswalk. Establish a review process and an inventory of requests. Formalize across all agencies and standardize a request form.	Local Agencies (CCSD, Charter Schools, Private Schools)
Quick Audit and Fix of Signage	Conduct a quick signage audit around each school and immediately replace any missing or damaged signs (stop signs, speed limit signs, crosswalk signs). Ensuring all basic traffic control devices are present and visible is an immediate, low-cost action.	Local Agencies
Restrict U-Turns Near Schools	Install "No U-Turn" signs on streets in front of or adjacent to schools at appropriate locations as determined by the agencies.	Local Agencies



Immediate Policy Recommendations

Title	Recommendation	Lead (Support)
Standardize Safety Data Collection	Implement a standardized system for collecting and sharing data on school-related crashes and injuries across all jurisdictions.	Local Agencies, CCSDPD, LEAs (CCSD)
School Zone Timing Adjustments	Standardize the process for reviewing and adjusting school zone active times to match actual student presence.	Local Agencies (CCSD, Charter Schools, Private Schools)



ACKNOWLEDGMENTS

The Clark County Office of Traffic Safety (CCOTS), Clark County School District (CCSD), and local, regional, and state partners were instrumental in the formation of the Southern Nevada School Traffic Safety Working Group (Working Group). CCOTS and CCSD would like to express their appreciation to the supporting staff and partners for their participation and efforts to improve traffic safety for students going to and from school.

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LIST OF ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
ACR	Assembly Concurrent Resolution
ADA	Americans with Disabilities Act
CCSD	Clark County School District
CCSDPD	Clark County School District Police Department
CLV	City of Las Vegas
CNLV	City of North Las Vegas
COH	City of Henderson
DMV	Department of Motor Vehicles
DPS	Department of Public Safety
FAST	Freeway and Arterial System of Transportation
FHWA	Federal Highway Administration
HSM	Highway Safety Manual
LEA	Law Enforcement Agency
LVMPD	Las Vegas Metropolitan Police Department
MUTCD	Manual on Uniform Traffic Control Devices
NDOT	Nevada Department of Transportation
NHTSA	National Highway Traffic Safety Administration
PROWAG	Public Rights-of-Way Accessibility Guidelines
RRFB	Rectangular Rapid Flashing Beacon
RTC	Regional Transportation Commission
SNHD	Southern Nevada Health District
SRTS	Safe Routes to School
SOT	School Organizational Team
UMC	University Medical Center



1 Introduction

The Clark County Area is experiencing an increase in crashes involving school-aged people, particularly vulnerable road users. A vulnerable road user is a non-motorist who is walking, biking, or rolling and includes people using e-bikes and other personal conveyances, such as scooters, e-scooters, and skateboards. As of May 2026, in the 2025–2026 school year, there have been 427 crashes, representing a **356% increase** compared with the 2024–2025 school year. This trend underscores the need for coordinated, actionable strategies to improve safety for students traveling to and from school, including those using e-devices such as e-bikes and e-scooters.

To address current crash trends involving students, the Clark County Office of Traffic Safety (CCOTS) established the School Traffic Safety Working Group (Working Group). The Working Group is a multi-agency, decision-focused working group dedicated to improving traffic safety in and around schools by analyzing risk, sharing data, developing actionable recommendations, and coordinating phased implementation of safety measures and policies.

This project represents the first coordinated regional effort focused specifically on school traffic safety across Southern Nevada. Through collaboration among municipalities, school transportation partners, public agencies, and community stakeholders, the Working Group established a unified framework for improving safety conditions for students traveling to and from school.

A map of the existing school locations in the Clark County Area is shown in **Figure 1**.



2 Partner Involvement

The Working Group is comprised of the following partner agencies:

- Boulder City
- Boulder City Police Department
- City of Henderson
- City of Henderson Police Department
- City of Las Vegas
- City of Mesquite
- City of Mesquite Police Department
- City of North Las Vegas
- City of North Las Vegas Police Department
- Clark County Office of Traffic Safety (CCOTS)
- Clark County Public Works
- Clark County School District (CCSD)
- CCSD Police Department (CCSDPD)
- CCSD Safe Routes to School
- Las Vegas Metropolitan Police Department
- Nevada Department of Public Safety (DPS)
- Nevada Department of Transportation (NDOT)
- Nevada State Police Highway Patrol
- Nevada State Public Charter School Authority
- Regional Transportation Commission (RTC) of Southern Nevada
- RTC of Southern Nevada Freeway and Arterial System of Transportation (FAST)
- Southern Nevada Health District
- University Medical Center (UMC) Healthy Living Institute
- PedSafe Vegas

2.1 Sub-Working Groups

The Working Group includes four sub-working groups: 1) Education, 2) Enforcement, 3) Engineering and Planning, and 4) Policy. Each sub-working group was assigned specific responsibilities aligned with the Working Group’s purpose and goals. Details of each sub-working group’s responsibilities include:

- **Education:** Responsible for communication and outreach to students and parents, including community outreach, school-based programs, and communication strategies to promote safe behaviors.
- **Enforcement:** Focuses on preventing fatal and serious injury crashes by increasing law enforcement presence and compliance with school zone safety laws.
- **Engineering and Planning:** Responsible for establishing consistent standards for school zones, transparent processes for off-site infrastructure, and providing recommendations to locate new school sites.
- **Policy:** Aligns policies to support safe school environments across CCSD, Charter Schools, Private Schools, Clark County, municipalities, and state agencies.

Members of each sub-working group are listed in **Appendix A**.



3 Data Collection and Analysis

Data collection and analysis included the review of crash data, a review and summary of existing plans, policies, studies, and standards related to school safety within the Clark County area, and a stakeholder survey.

Through the course of this project, CCSDPD created, published, and currently maintains a public-facing online crash data dashboard that displays school-related crash data: [CCSDPD Student Non-Motorist Crash Data Dashboard](#).

3.1 Crash Data Analysis

Vulnerable road user crash data for the 2025–2026 school year, obtained by the CCSDPD, was analyzed to identify trends. The data analysis presented below is from August 2025 through May 2026 and includes data from 6:00 am to 6:00 pm on school days, for persons 18 and under (school-related crashes). A total of 427 crashes occurred through the end of the 2025–2026 school year, a **356% increase** from the 2024–2025 school year. Key trends observed in the crash data are summarized below.

3.1.1 Crash Location

Unincorporated Clark County (179 crashes, 42%) and the City of Las Vegas (121 crashes, 28%) recorded the highest number of school-related crashes (**Figure 2**). The City of North Las Vegas reported 76 crashes (18%), the City of Henderson reported 48 crashes (11%), Boulder City reported two crashes, and the City of Mesquite reported one school-related crash during the 2025–2026 school year.

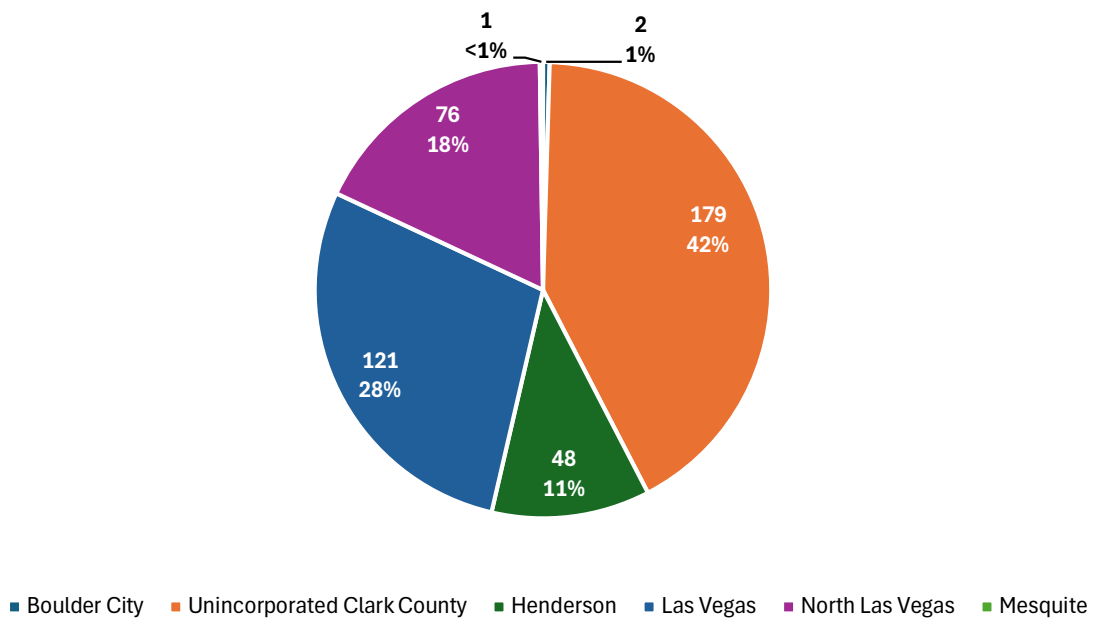


Figure 2 – School-Related Crashes by Jurisdiction



3.1.2 Crash Severity

Of the 427 crashes, four (1%) resulted in fatalities and 15 (4%) in serious injuries, with nearly half of the crashes resulting in suspected minor injury (207 crashes, 48%), as shown in **Figure 3**. Of the four fatalities, one was a 10-year-old victim, one was 11 years old, and the remaining two were 12 years old. Other crashes resulted in possible/claimed injuries (155, 36%) and no injuries/property damage only (30, 7%). For 16 crashes, injuries were either not reported or reported as unknown.

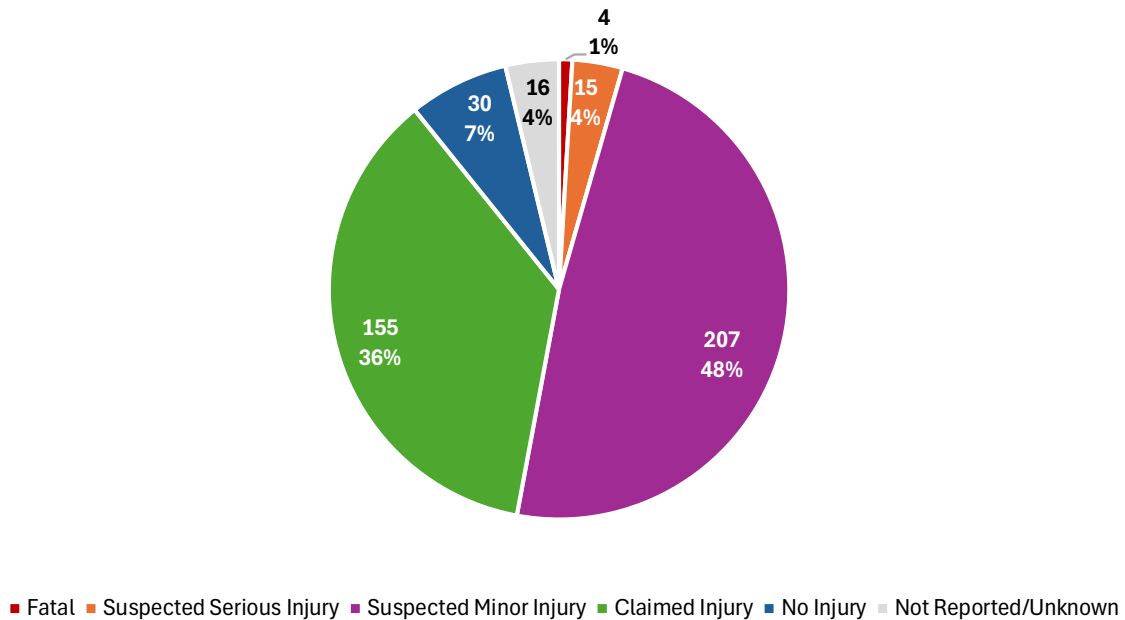


Figure 3 – School-Related Crashes by Severity

3.1.3 Crashes by Mode

According to the data collected by CCSDPD during the 2025-2026 school year, nearly half (209 crashes, 48%) of all school-related vulnerable road user crashes involved e-bikes or e-scooters (see **Figure 4** and **Figure 5**). E-device crashes were most prevalent in Unincorporated Clark County and the City of Las Vegas, as shown in **Figure 6**.

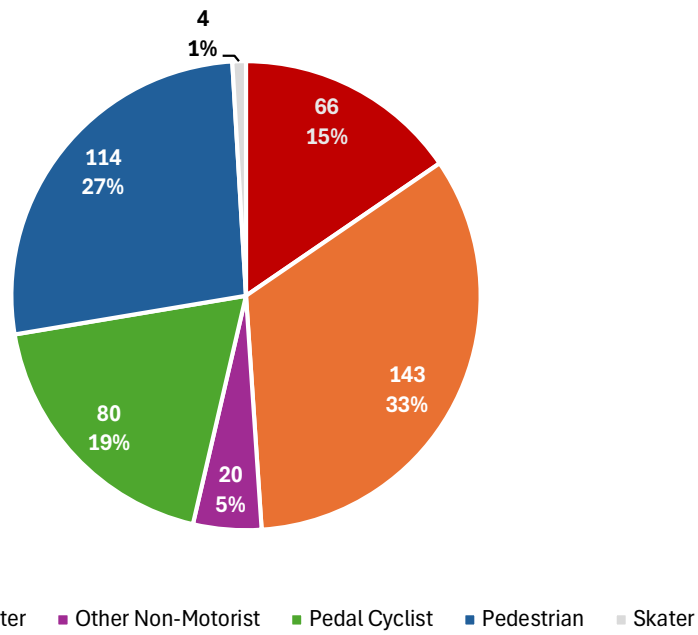


Figure 4 – School-Related Crashes by Mode

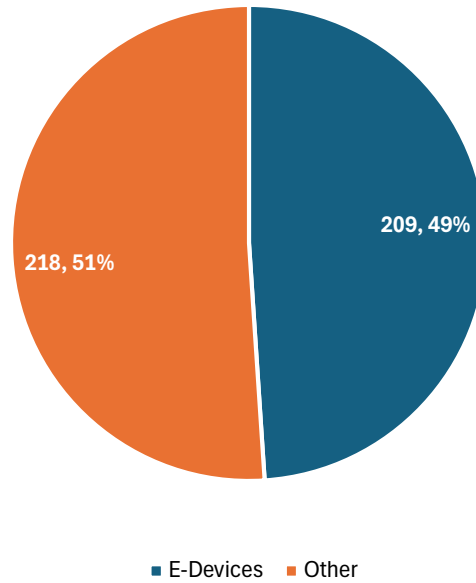


Figure 5 – Breakdown of E-Devices Involved in Non-Motorist Crashes

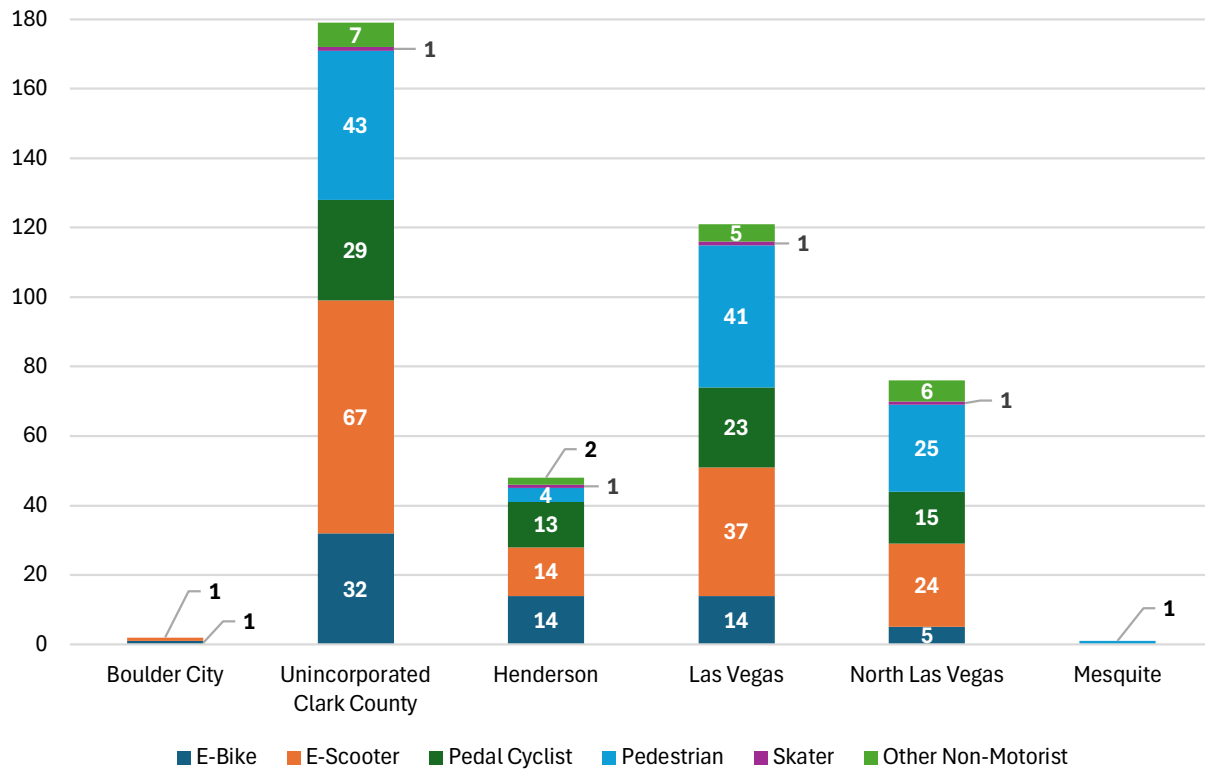


Figure 6 – School-Related Crashes by Jurisdiction and Mode

3.1.4 Age

There are significantly more crashes involving students ranging from 12–17 years old (317, 74%), with over half of all school-related crashes involving students aged 14 years (60 crashes, 14.1%), 15 years (64 crashes, 15.0%), 16 years (50 crashes, 11.7%), and 17 years (54 crashes, 12.6%), as shown in **Figure 7**.

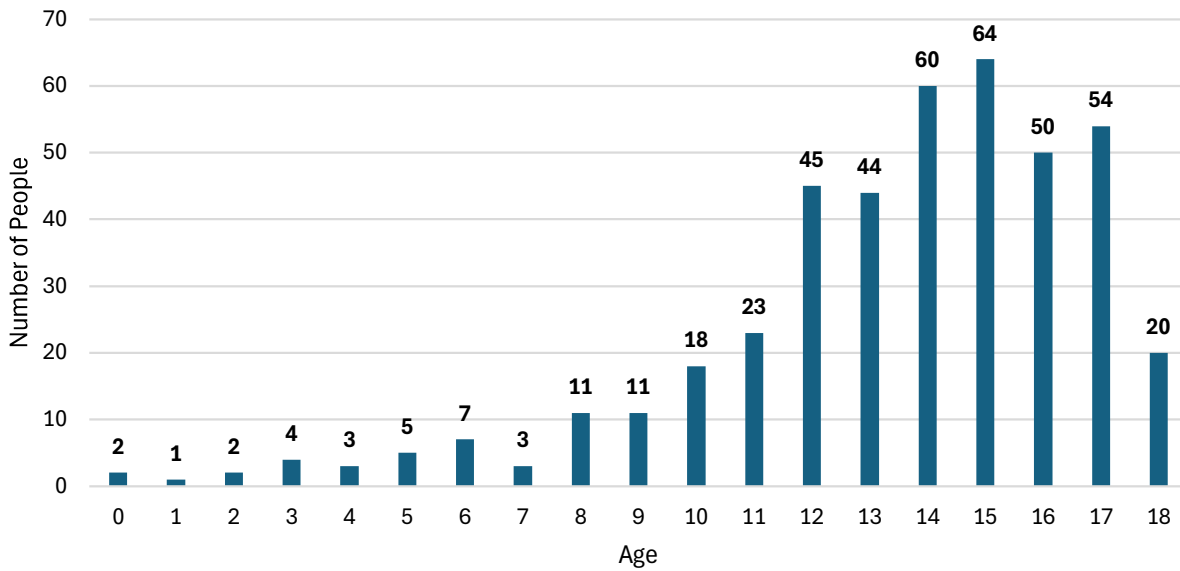


Figure 7 – School-Related Crashes by Age

3.1.5 Time of Day

Crash frequency generally peaked during school arrival and dismissal periods, when school-related traffic volumes are highest. In the morning, most crashes occurred between 7:00 AM and 8:00 AM. In the afternoon, crashes were more frequent between 1:00 PM and 4:00 PM, reflecting staggered school dismissal times.

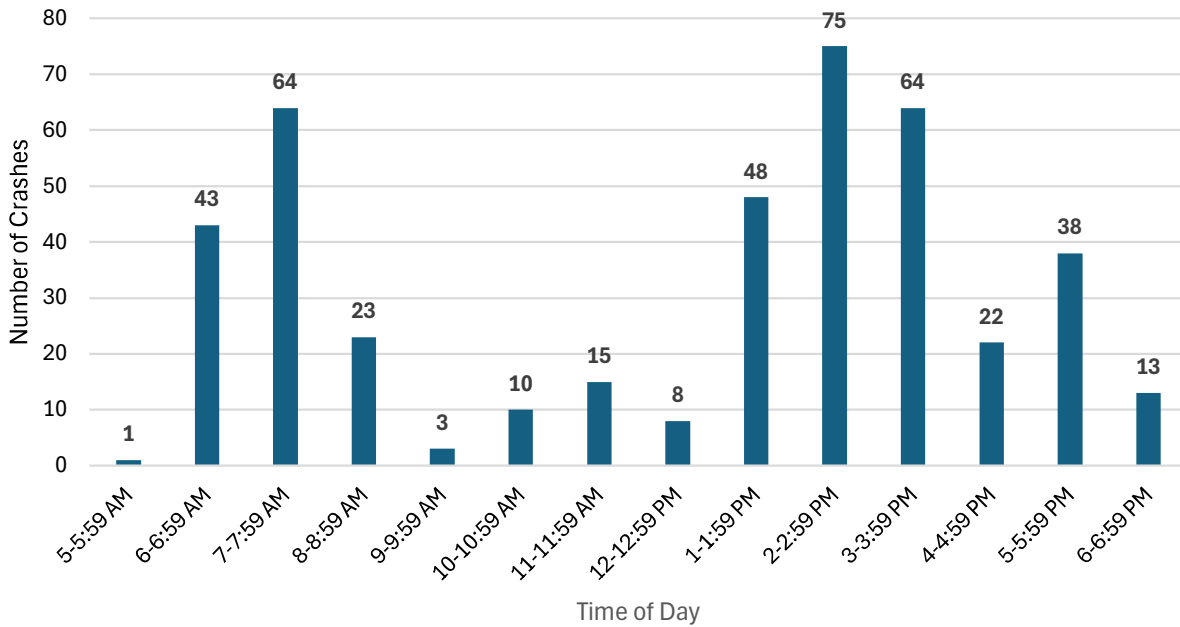


Figure 8 – School-Related Crashes by Time of Day



3.1.6 Day of the Week

In reviewing days of the week, Tuesdays through Thursdays saw a greater number of crashes, with the peak occurring on Wednesdays (102 crashes, 23.9%), as illustrated in **Figure 9**. Fridays experience the fewest crashes (73, 17.1%).

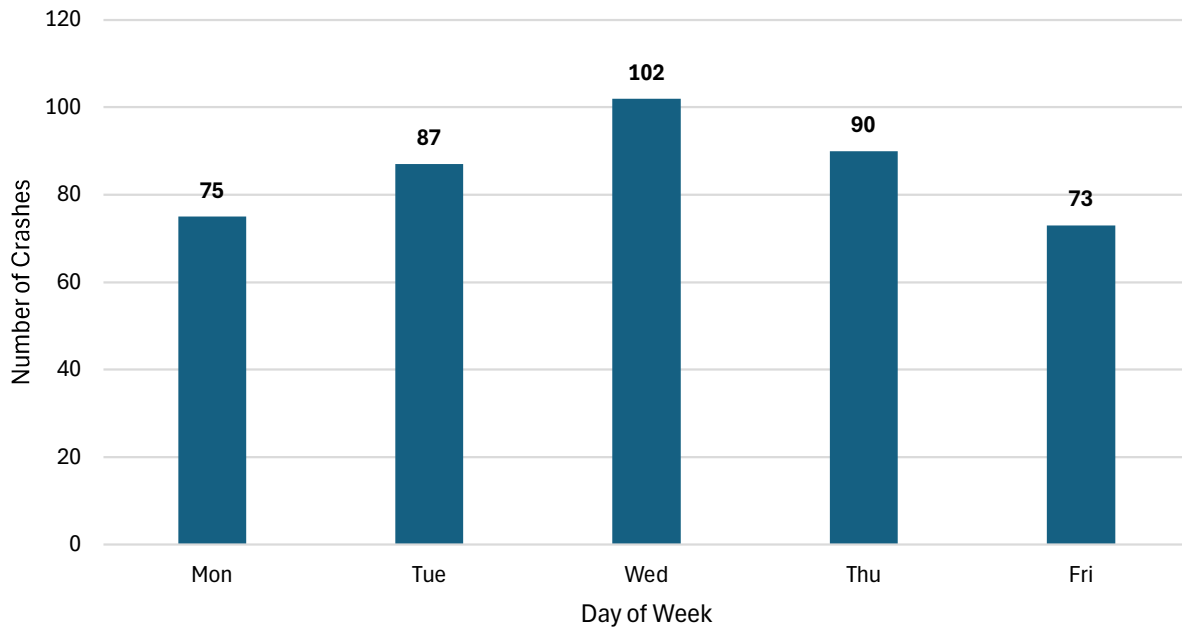


Figure 9 – School-Related Crashes by Day of Week



3.2 Existing School Traffic Safety Efforts in Southern Nevada

This section summarizes discussions that took place over the course of the project with the sub-working groups and local agencies, and responses from a survey effort to gather information on existing policies and procedures, identifying ongoing efforts across Southern Nevada. A summary of the survey results is included in **Appendix B**.

3.2.1 Engineering + Planning

Local jurisdictions have standards and policies in place that address the day-to-day operation of school zones through consistent design and traffic control practices that follow the Manual on Uniform Traffic Control Devices (MUTCD) guidance and Nevada Revised Statutes (NRS), while partnering with CCSD SRTS, CCSDPD, and other local and state partners to identify concerns, respond quickly, and deliver longer-term improvements. In addition, RTC of Southern Nevada recently adopted the “Let’s Go Safely – Safe Streets for All Southern Nevada Action Plan” ([RTC Lets Go Safely](#)).

On the engineering and operations side, agencies are actively managing school zone infrastructure, including installing and maintaining school zone signs and pavement markings, managing timed school zone flashers based on bell schedules (30 minutes before and 30 minutes after bell time), and applying appropriate crossing treatments where students walk and bike. Details for each agency are summarized below:

- **Clark County** requires 15 mph school speed zones adjacent to school sites and the use of flashing beacons on arterial and collector roadways, with an installation preference near school boundaries when feasible.
- **City of Henderson** continues to tailor sign placement to school frontages and crossings and activates flashers around bell times.
- **City of Las Vegas** is refining placement practices in more complex corridors (including areas near signals), so drivers receive clear, consistent cues through the school zone area.

Agencies are also continuously identifying improvements through walk and bike audits, road safety audits, and field observations. Walk and bike audits are conducted according to the Southern Nevada Walk Audit Plan, developed by RTC of Southern Nevada in collaboration with local agencies, NDOT, and SNHD. The plan describes roles, priority locations, community engagement approaches, checklists, reporting methods, and an action plan (Assembly Bill 343). Current agency programs include:

- **City of Las Vegas** completes multiple (currently eight) school walk audits each year to develop prioritized short-, medium-, and long-term improvement lists. They issue immediate work orders for quick maintenance improvements (signing and marking) and identify funding opportunities for larger upgrades (such as Americans with Disabilities Act [ADA]/Public Right-of-Way Accessibility Guidelines [PROWAG] ramps, pedestrian refuge islands, flashers, and other infrastructure).
- **City of Henderson** conducts four school walk audits per year for a 10-minute walkshed and maintains a [public-facing map of suggested walking routes](#).
- **Clark County** reviews walking routes and crossing guard placement on an annual basis.
- **NDOT** participates in plan reviews and walk audits to support local jurisdictions in identifying opportunities for safety improvements.



Local agencies fund crossing guard programs at elementary and middle schools and pair them with pedestrian crossing enhancements. Key details of these programs include the following:

- **Clark County** operates a crossing guard program.
- **Boulder City** provides crossing guards at school crossings.
- **City of Las Vegas** and **City of North Las Vegas** identify needs for crossing guards as part of their approach.
- **City of Henderson** operates a crossing guard program and is advancing pedestrian crossing improvements that include rectangular rapid flashing beacons (RRFBs), overhead flashing beacons, and refreshed/repainted markings, and has identified added lighting at RRFB locations as a safety priority, an example of how agencies are increasing visibility and strengthening driver yielding behavior at pedestrian crossings.

3.2.2 Enforcement

Enforcement and on-the-ground presence remain key parts of the overall school safety strategy, especially during arrival and dismissal times and during the first weeks of the school year and after winter break. **CCSDPD** works with other local law enforcement agencies, including **City of North Las Vegas Police Department**, **City of Henderson Police Department**, and **Las Vegas Metropolitan Police Department (LVMPD)** to coordinate and leverage mutual aid to support multi-agency school zone enforcement when additional coverage is needed. **CCSDPD** promotes highly visible deterrence by encouraging officers who are not on call to be present at schools or school zones with emergency lights activated. In other communities, such as **Boulder City**, officers patrol school zones and approaches on school days, reinforcing safe driving behavior during peak arrival and dismissal periods.

Recent enforcement and education efforts have focused on the proper use and policies for e-scooters and e-bikes. **LVMPD** released education materials about properly walking e-bikes and e-scooters in crosswalks. The **City of Henderson** and **Boulder City** have conducted targeted enforcement events, issuing warnings and citations for improper use of e-scooters and e-bikes. Other high-visibility enforcement events are held throughout the year, such as “Leprechaun in the Crosswalk,” which focuses on pedestrian safety in crosswalks.

3.2.3 Education

Education and outreach for students and parents of students who walk, bike, or roll to and from school, continue to be expanded through **CCSD SRTS** and agency partners. **CCSD SRTS** provides resources for families and supports schools in developing safer walking and biking plans. **RTC of Southern Nevada** coordinates with **CCSD SRTS** to deliver bicycle safety education at school events and to distribute safety equipment such as lights, helmets, and reflectors, and it also uses a mobile crosswalk at events to teach safe, legal crossing behavior. **SNHD** has supported **CCSD SRTS** for more than 15 years and recently provided funding to sustain and grow these efforts, including the planned expansion of “Girls in Gear” to build bicycle skills and safety through school-based programming.

Similarly, communications teams are amplifying safety messaging and hosting community events, such as the **City of Henderson’s** e-bike/e-scooter safety campaign and youth bike and scooter skills workshops, and **SNHD’s** ongoing radio and outreach efforts to keep students, families, and drivers informed and engaged. Funded through a grant from the Nevada Office of Traffic Safety, **College of Southern Nevada** offers free hybrid training courses in e-bike and e-scooter safety



to inform users about proper use, proper fit, and selection of safety gear, and Nevada's road safety laws for e-bikes and e-scooters.

3.2.4 Funding

Agencies are backing these efforts with funding, regional programs, and public communication. **RTC** of Southern Nevada supports school safety through regional planning and by funding local School Safety Improvements and Traffic Safety Improvement programs., as well as through Transportation Alternatives Program (TAP) funds that help sustain SRTS. **NDOT** administers federal TAP funding for SRTS agreements and supports local work through plan reviews and assessments, while the **Nevada Office of Traffic Safety** funds and manages a range of school and youth safety initiatives and grant projects across the region.



3.3 Summary of New Legislation and Ordinances

3.3.1 Local Agency Ordinances

Southern Nevada agencies are responding to rapid growth in micromobility use near schools by updating policies, increasing education, and focusing enforcement where risk is the highest. **CCSD** reinforces school property expectations by requiring students to walk e-devices on campus and shares family-facing reminders about school-zone laws and safe behaviors. As of May 2026, the **County and all local municipalities** have ordinances for e-scooters and bikes, demonstrating that local policy tools are being used alongside education to improve safety.

3.3.2 AB6 (2025)

Throughout the course of this project, the Nevada State Legislature held its 36th Special Session in November 2025. During the special session, Assembly Bill 6 (AB6 [2025]) was passed and approved by the Governor. AB6 (2025) will take effect on July 1, 2026, and is summarized below:

This bill updates rules for school zones by setting specific time periods when school zone restrictions apply and allowing enhanced penalties including doubled fines and demerit points for certain traffic violations in active school zones. It also adds new privacy protections by prohibiting schools from including or sharing certain pupil contact information.

3.3.3 ACR4 (2025)

During the 36th Special Session in November 2025, the Nevada State Legislature also passed Assembly Concurrent Resolution 4 (ACR4 [2025]), which directs the Joint Interim Standing Committee on the Judiciary to study road safety regarding e-devices, particularly e-scooters and e-bikes. The goal of the study is to address recent rising concerns about safe usage and regulations for e-devices. ACR 4 has three sections. Section 1 is the review of electric devices. Section 2 includes an examination of data and best practices. Section 3 is an evaluation of the power of local governments. The study could lead to new laws on helmet use, minimum age requirements, training, and permitting/licensing.



3.4 Existing Plans, Policies, Studies, and Standards

This section provides a summary that details existing plans, policies, studies, and standards in the region. Documents reviewed include references and sources from other states and local jurisdictions, the federal government, and technical guidelines such as MUTCD and American Association of State Highway and Transportation Officials (AASHTO).

3.4.1 MUTCD Part 7: Signage Compliance, Placement Criteria, and Proven Effectiveness

The MUTCD provides national standards for school signage used by road managers nationwide (per title 23 United States Code, Section 109(d) and Title 23, Code of Federal Regulations, Part 655.603). Some states have additional requirements or use another set of guidelines. Per the MUTCD, school zone signage generally uses fluorescent yellow-green signage (previous guidance allowed traditional yellow-colored signage, but this practice has been updated). The MUTCD also provides guidelines for placement of signage, distances school zone signage should be placed from schools, as well as road markings and sign or device-sizing guidelines (often based on posted speed limit). School route plans are also provided by the MUTCD.

The MUTCD encourages uniformity in the use of school area traffic controls, which should be developed systematically for each school by a group consisting of school representatives, law enforcement, traffic officials, and others responsible for school pedestrian safety. Established walking routes and designated school crossings should be identified by the group or responsible parties. The MUTCD indicates that the maximum beginning point of a reduced school speed limit zone should not be greater than 500 feet in advance of the school grounds or a school crossing.

School zone warning devices must conform to MUTCD Section 7B. Engineering best practices to consider include:

- Advance warning sign placement within the distances noted in Table 2C-3 to the designated school zone, typically based on approach speed and stopping sight distance.
- Pavement markings (e.g., “SCHOOL XING”) using thermoplastic or markings for durability and visibility.
- Installation of actuated or time-based flashing beacons synchronized with school hours. Solar or underground power sources should be used.
- A routine audit of visibility and reflectivity of all signage should be conducted. Mitigations should be automatically and immediately deployed.

Empirical studies and pilot implementations show that such interventions decrease 85th percentile speeds by 5–10 mph and reduce incident rates involving minors by approximately 25% (NHTSA, SRTS).

3.4.2 General State or Jurisdiction Strategies and Laws

States and local jurisdictions typically adopt traffic control laws that are specific for use in school zones¹. Examples of traffic control laws and local enforcement strategies as documented in other states include:

¹ <https://www.ncsl.org/transportation/states-roll-out-electric-scooter-laws>



- Reduced speed limits (e.g., during arrival/dismissal or “when children are present”). Some states allow school zones to be lengthened upon request in some instances².
- Restrictions on passing school buses with activated stop arms and lights. Many states have issued laws allowing enforcement via camera systems and on-vehicle monitoring³.
- Restrictions on turning movements (e.g., U-turns, overtaking, or on-street parking) within school zones
- Many states have adopted enforcement through ticketing or automated license plate recognition (ALPR) systems⁴.
- Many states have adopted graduated fine schedules for infractions, with multipliers applied within school zones to deter noncompliance⁵.

3.4.3 E-Bike and E-Scooter Trends and Regulations

E-bike and e-scooter crashes among school-aged kids are a growing concern, with significant increases in emergency department visits, especially for children under age 14, who make up approximately 36% of recorded e-transportation injuries. Recent reports show growth in pediatric injuries with common problems including head trauma, fractures, and scrapes, often occurring in urban areas with little helmet use, highlighting urgent safety gaps in e-transportation.

3.4.3.1 Key E-device Statistics and Trends

- **Rising Injuries:** UMC reports a 400 percent increase in e-bike and e-scooter-related injuries over the last three years.⁶
- **Youth Impact:** Children 14 and younger accounted for roughly 36% of all e-device injuries nationwide.⁷
- **Head Injuries Common:** Head trauma, including concussions, are common among e-device riders.⁸
- **Crash Location and Helmets:** Most e-device crashes happen in urban settings on paved roadways, with many young riders not wearing helmets.⁹

3.4.3.2 Why the Rise?

Over the last few years, there has been an increase in the popularity of the private use of e-scooters and e-bikes, particularly among school-aged users going to and from school. Many riders are less experienced and do not know the rules of the road. Additionally, inadequate bike or pedestrian infrastructure may be contributing factors.¹⁰

² <https://codes.ohio.gov/ohio-revised-code/section-4511.21>

³ <https://www.ncsl.org/transportation/state-school-bus-stop-arm-camera-laws>

⁴ <https://www.ncsl.org/transportation/traffic-safety-review-state-speed-and-red-light-camera-laws-and-programs>

⁵ <https://www.ncsl.org/transportation/traffic-safety-review-state-speed-and-red-light-camera-laws-and-programs>

⁶ <https://www.clarkcountynv.gov/news/120425-e-bike-safety-outreach>

⁷ <https://www.cpsc.gov/Newsroom/News-Releases/2024/E-Scooter-and-E-Bike-Injuries-Soar-2022-Injuries-Increased-Nearly-21>

⁸ <https://www.cpsc.gov/Newsroom/News-Releases/2024/E-Scooter-and-E-Bike-Injuries-Soar-2022-Injuries-Increased-Nearly-21>

⁹ <https://pmc.ncbi.nlm.nih.gov/articles/PMC10277324/>

¹⁰ <https://www.ucsf.edu/news/2024/07/428096/electric-scooter-and-bike-accidents-are-soaring-across-us>



3.4.3.3 Current E-Device Laws in Nevada

In Nevada, e-bike definitions are contained in NRS 484B.017. The NRS considers e-bikes to be bicycles subject to the same set of rules (NRS 484B.777). Nevada has no statewide helmet law; however, many local jurisdictions may require minors to wear helmets.¹¹ NRS 484B.760–790 applies bicycle and e-bike operational rules to e-scooters and assigns responsibility for infractions by minors to a parent or guardian.¹²

3.4.3.4 Modernizing Nevada's Electric Mobility Laws

Proposed changes to Nevada's state laws regarding e-devices are in development for the next legislative session (see summary in **Table 1** on the following page). These recommendations could include the following:

1. Define two new device categories in statute.

- **Electric motorcycle:** any two- or three-wheeled electric device with motor >750W or capable of >20 mph on motor power alone (no pedaling). Full motorcycle compliance: registration, insurance, driver's license with M endorsement, DOT helmet under NRS 486.231.
- **High-power electric device:** same speed/power profile but operated off-highway or by riders not pursuing full motorcycle compliance. Operator must be 16+ with either a state safety certificate or M endorsement.

2. Add an anti-tampering clause.

- Any e-bike modified or programmed to exceed its class limits is automatically reclassified as a high-power electric device.

3. Tier age and helmet rules by device risk.

- Under 11: no motorized e-mobility device on public roads.
- Age 11+: Class 1 e-bike, and low power e-scooters allowed with state safety certificate (online, low-cost, modeled on Utah's \$10 DPS course).
- Age 14+: Class 1, 2, and e-scooters allowed with state safety certificate (online, low-cost, modeled on Utah's \$10 DPS course).
- Ages 11–16: Class 1, 2, and e-scooters allowed with adult supervision or a state safety certificate (online, low-cost, modeled on Utah's \$10 DPS course).
- Class 3 e-bikes: 16+ only.
- Helmets required for operators under 21 on any e-bike, e-scooter, high-power device, or electric motorcycle, when on a highway. DOT Helmet required for Class 2, Class 3, High-powered throttle device, and electric motorcycles.
- Exempt bike-share and scooter-share programs (which already require 18+).

4. Extend DUI and impound authority.

- Apply NRS DUI and open-container provisions explicitly to e-bikes and electric motorcycles. (Closes the current gap where impaired e-biking is charged as reckless endangerment.)
- Grant officers authority to temporarily impound a device when a minor is violating these safety provisions.

¹¹ <https://www.leg.state.nv.us/NRS/NRS-484B.html>, https://nevada.public.law/statutes/nrs_484b.777

¹² https://nevada.public.law/statutes/nrs_484b.760



Table 1 – Proposed E-Device Laws at a Glance

Device Tier	Helmet	Min. Age	Safety Cert. / License	Insurance	Impaired (DUI)	Sidewalk
Pedal bicycle	Bicycle	—	No	No	No	Yes
Pedal (kick) scooter	Bicycle	—	No	No	No	Yes
Class 1 e-bike — pedal-assist (≤20)	Bicycle	11	Cert	No	Yes	Yes
Class 2 e-bike — throttle (≤20)	DOT	14	Cert	No	Yes	No
Class 3 e-bike — pedal-assist (≤28)	DOT	16	Cert	Yes	Yes	No
E-scooter (≤100 lb, ≤20)	Bicycle	11	Cert	No	Yes	Yes
High-power throttle device	DOT	16	Cert	Yes	Yes	No
Electric motorcycle	DOT	16	Full license	Yes	Yes	No

Modeled on Utah HB 381 (signed March 24, 2026; effective May 6, 2026). Affected Nevada statutes: NRS 484B.017, 484B.763, 484B.785, 484A.469, 486.038, 486.231.



3.5 School Traffic Safety Communications Calendar

A shared communications calendar was developed to display traffic safety outreach and education activities and events and where they align within the school year. The calendar is intended to be updated regularly and published online. The communications calendar is included in **Appendix C**.



4 Declaration of Safe System in School Zones

The Safe System Approach has been adopted as the standard approach for improving road and traffic safety in Nevada. The collaborative approach of the Safe System Approach (see **Figure 10**) mirrors the approach that stakeholders took with document development and the recommendations contained herein. Not only was the approach aligned with the Safe System Approach but the implementation of recommendations will align with the Safe System Approach to ensure that moving forward, collaboration, redundancy in prevention, and multiple layers of protection are in place to both prevent crashes from happening but to minimize harm caused to those involved when crashes do occur.

The recommendations emphasize the need to prioritize safety for students, staff, parents, guardians, and visitors on or near school properties. These individuals are often without the protection of being within vehicles and are vulnerable road users. As such, stakeholders, partners, and participants recognize the importance of providing extra levels of protection, with safety as the paramount consideration. Recommendations developed by the Working Group that are aligned with the Safe System Approach provide that extra level of protection.



Source: US Department of Transportation

Figure 10 – Safe System Approach



5 National Best Practices

A summary of the review of national best practices is included in **Table 2**, providing details on policies and standards that may benefit Southern Nevada schools.

Table 2 – Summary of National Best Practices

Resource and Organization	Description	Key Takeaways
MUTCD Part 7 (Federal Highway Administration [FHWA])	Provides best principles and standards for the “design, application, installation, and maintenance of all traffic control devices...and other controls...for the special pedestrian conditions in school areas.”	<ul style="list-style-type: none"> ▪ General guidance on school signage (type, placement, etc.) ▪ Recommends the development of school route plans for all schools –elementary through high school (provides general guidance and samples) ▪ Encourages local/regional coordination to establish consistent school traffic control ▪ All school zone warning devices must conform to MUTCD Section 7B ▪ Engineering best practices: <ul style="list-style-type: none"> ▪ Advanced warning signs ▪ School zone pavement markings ▪ Flashing beacons synchronized with school hours ▪ Routine auditing of all signage
National Safety Council	Provides general safety rules for students traveling to/from schools.	<ul style="list-style-type: none"> ▪ Walk on sidewalks where possible <ul style="list-style-type: none"> ▪ Where there is no sidewalk, students should walk against/facing traffic ▪ Only cross at crosswalks ▪ Bicyclists should ride single-file on the right side of the street <ul style="list-style-type: none"> ▪ Bicyclists must obey traffic laws
National Conference of State Legislators Report “States Roll out Electric Scooter Laws”	Provides a summary of best principles and practices as they have been applied by various states, including State E-Scooter Laws, Definitions, Operator/Operating Requirements, Age Restrictions, Manufactured and Operating Speed Limits, and Roadway Use.	<ul style="list-style-type: none"> ▪ 28 states and Washington D.C. have enacted or amended e-scooter laws to address minimum age requirements, speed limits, roadway use, and other operator restrictions ▪ Nevada has set minimum operator age at 16 ▪ Nevada set the manufacturing speed at 20 mph and the operating speed at 15 mph ▪ Nevada allows local governments to determine whether e-scooters can operate on sidewalks



6 Southern Nevada School Safety Recommendations

Recommendations to improve school traffic safety include education and outreach, increased enforcement coordination, infrastructure improvements, policy updates and changes, driver-related countermeasures and student-related countermeasures. Recommendations include the agencies responsible, along with phased implementation strategies, within the following timeframes:

- Immediate (committed to commence or complete before the start of the 2026-2027 school year)
- Short-Term (0 to 2 Years)
- Mid-Term (2 to 5 Years)
- Long-Term (5+ Years)

Please note that “Local Agencies” includes Boulder City, Clark County, City of Henderson, City of Las Vegas, City of Mesquite and City of North Las Vegas.

6.1 Education

The recommendations developed by the Education sub-working group are summarized in **Table 3** below. Implementation will depend on available staffing, funding, and school-level operational capacity.

Table 3 – Summary of Education Recommendations

No.	Time Frame	Title	Recommendation	Lead Agency
1	Immediate	Back-to-School Safety Campaigns	Launch annual back-to-school traffic safety campaigns to remind drivers, parents, and students of school zone rules (e.g., slowing down, yielding at crosswalks, avoiding distractions).	Community Partners
2		Driver Awareness through School Media	Use school and district communication channels (newsletters, social media, marquees, text/email alert systems) to share reminders and safety tips about slowing down in school zones, adhering to drop-off procedures, and the consequences of violations, especially during high-risk times.	CCSD, Charter Schools, Private Schools
3		Resource Toolbox for Principals	Develop a toolbox of resources for principals to pull ideas from for morning announcements, newsletters, assemblies, etc.	CCSD SRTS
4		Walking School Buses & Bike Trains	Develop "walking school bus" and "bike train" programs in which groups of students walk or bike to school together under adult supervision.	Community Partners
5		Student Participatory Walk Audits	Conduct walk audits and engage students, crossing guard supervisors, SOT, and parents (involve students who walk and bike).	Local Agencies



Table 3 – Summary of Education Recommendations (cont.)

No.	Time Frame	Title	Recommendation	Lead Agency
6	Immediate	Safety Tips for Parents and Students	Distribute easy-to-understand school zone safety tip sheets to parents and students at the start of each year (start at registration), covering crosswalk use, drop-off/pick-up etiquette, and safe walking/biking behaviors throughout the year.	CCSD, Charter Schools, Private Schools, UMC
7		Clarify Roles and Responsibilities	Publish clear guidelines for the public on who handles various school traffic safety issues.	CCSD, Charter Schools, Private Schools
8		School Safety Assemblies	Continue to hold regular safety assemblies or classroom sessions to teach students pedestrian and bicycle safety, using engaging activities to reinforce looking both ways, using crosswalks, and avoiding risky behaviors.	CCSD, Charter Schools, Private Schools
9	Short-Term	Enhanced Penalties Communication	Ensure the new doubled penalties under AB6 (2025) for school zone violations are well-publicized and reflected in signage as budget and resources permit. Mid-term enforcement efforts should include checking that signs warning of doubled fines are posted and that officers issue citations under the new penalties to maximize deterrence.	Local Agencies
10		School Traffic Safety Day	Establish a formal CCSD-wide School Traffic Safety Day that includes safety assemblies or classroom sessions for students at all schools on the same day to teach pedestrian and bicycle safety. Information and activities will reinforce the practice of looking both ways, using crosswalks, and avoiding risky behaviors.	CCSD
11		Student Safety Patrols	Expand student safety patrol programs (with older students assisting younger ones at school drop-off areas) to promote peer-to-peer education and model safe behaviors. Present (with videos) at back-to-school event for school safety leads about the safety patrol program.	CCSD, Charter Schools, Private Schools
12		Bus ridership etiquette	Distribute information on RTC of Southern Nevada Transit policies and procedures and proper etiquette for riding the public buses for students who take transit to and from school.	RTC of Southern Nevada
13		Safety Signage and Posters on Campus	Post child-friendly safety posters and banners at school entrances and drop-off areas (designed by students, if possible), reminding everyone to slow down, watch for kids, and cross at crosswalks.	CCSD, Charter Schools, Private Schools



Table 3 – Summary of Education Recommendations (cont.)

No.	Time Frame	Title	Recommendation	Lead Agency
14	Short-Term	Community Partnerships for Safety Education	Invite local police officers, firefighters, or safety professionals to speak at schools or School Organizational Team (SOT) meetings about traffic safety, bringing a real-world perspective and credibility to educational efforts.	CCSD, Charter Schools, Private Schools
15		Route Maps for Families	Provide families with suggested safe route maps for walking or biking to each school (using available sidewalks, crossing guards, and traffic signals) that should be updated regularly, so parents and students can plan the safest trip.	Local Agencies
16	Mid-Term	Teacher and Staff Training Modules	Provide teachers, staff, and parents with maps and traffic safety resources during back-to-school orientation and other outreach communication with parents.	CCSD, Charter Schools, Private Schools
17		High School Safe Driving Clinics	Reestablish the “Cars and Cops” program, 30 minutes of car maintenance and 30 minutes on what to do if you get pulled over.	DPS, NDOT, CCSDPD, LEAs
18		After-School Program Integration	Integrate traffic safety activities into after-school programs and clubs (e.g., Boy/Girl Scouts, Boys & Girls Clubs, Safe Key).	Community Partners
19		Drivers Education	Work with state authorities to ensure individuals can obtain the certification necessary to teach Drivers Education in Nevada.	NSHE
20	Long-Term	Drivers Education	Develop a comprehensive network of in-person Drivers Education certification opportunities so every student has the opportunity to participate in an in-person course.	NHSE
21		Integrate Safety into Curriculum	Work with state and district curriculum developers to integrate pedestrian and bicycle safety education into the school curriculum (e.g., PE or health classes), ensuring that every student learns safe crossing and biking skills by a specified grade.	NVDOE
22		Traffic Safety in Driver Education	Explore expanded access to drivers education opportunities through partnerships, online coursework, community providers, and pilot programs.	NVDOE
23		Traffic Safety Education Center	Create a regional traffic safety education center or “safety town” (traffic gardens) where students can take field trips to practice street crossing, bicycling, and school bus safety in a controlled, interactive environment.	Local Agencies



Table 3 – Summary of Education Recommendations (cont.)

No.	Time Frame	Title	Recommendation	Lead Agency
24	Long-Term	Continuous Funding for Education Programs	Secure dedicated funding streams (grants, budget allocations) to sustain traffic safety education programs (like SRTS, safety fairs, and training) over the long term, preventing reliance on one-time grants.	NVDOE
25		Driver's License Testing Enhancements	Work with the Nevada DMV to incorporate school zone safety questions and emphasis into driver's license tests and renewal processes.	DMV
26		Safety in School Culture	Institutionalize traffic safety as part of school culture and expectations – for example, including safety rules in student handbooks and codes of conduct.	CCSD, Charter Schools, Private Schools

6.2 Enforcement

The recommendations developed by the Enforcement sub-working group are summarized in **Table 4**.

Table 4 – Summary of Enforcement Recommendations

No.	Time Frame	Title	Recommendation	Lead Agency
1	Immediate	Back-to-School Enforcement Blitz	Conduct an intensive enforcement campaign during the first two weeks of school. Include traffic safety in the Incident Action Plan for the first two weeks of school.	CCSDPD, LEAs
2		Multi-Agency Enforcement Events	Coordinate multi-agency enforcement days where local law enforcement agencies, CCSDPD, and Nevada Highway Patrol collaborate to cover numerous school zones simultaneously. Enhance coordination between CCSDPD and law enforcement agencies through regular meetings and joint operations. Clarify roles (e.g., CCSDPD focusing on campus and immediate frontage, city police focusing on surrounding streets) to close enforcement gaps.	CCSDPD, LEAs
3		Enhanced Penalties Communication	Ensure the new, doubled penalties under AB6 (2025) for school zone violations are well publicized and reflected in signage. Mid-term enforcement efforts should include checking that signs warning of doubled fines are posted and that officers issue citations under the new penalties to maximize deterrence.	Local Agencies
4		Increased Traffic Enforcement	As funding is available, increase staffing levels for traffic enforcement through reallocation of personnel, new officer positions, or target grant funding to ensure consistent coverage across jurisdictions.	CCSDPD, LEAs



Table 4 – Summary of Enforcement Recommendations (cont.)

No.	Time Frame	Title	Recommendation	Lead Agency
5	Short-Term	Heightened Police Presence at Peak Times	Assign law enforcement officers (school police or local police) to be visibly present in school zones (including charter and private schools) during drop-off and pick-up times.	CCSDPD, LEAs
6		Parking & Drop-off Violation Enforcement	Enforce parking regulations around schools (no parking in crosswalks, bus zones, or double parking during pickup). Ticket or warn drivers who create hazardous conditions by improper stopping or parking.	CCSDPD, LEAs
7		Targeted, Data-Driven Enforcement at Problem Schools	Identify schools with the highest incidence of traffic complaints or near-misses and focus enforcement efforts on those locations on a rotating basis. Use data (crash reports, speeding data from signs, complaints) to periodically adjust enforcement deployment. Regularly review and redeploy resources to hotspots.	Local Agencies
8		Evening Event Traffic Control	Provide law enforcement or security at school events (sports, festivals) that occur outside normal hours to manage traffic and ensure drivers still observe school zone rules when students are present (flashing lights can be activated for these events under AB6 [2025]).	Local Agencies
9	Mid-Term	Judicial Partnerships for School Zone Safety	Educate local courts and prosecutors on the recent AB6 (2025) special session updates to ensure school zone violations are enforced consistently with legislative intent, with an emphasis on meaningful accountability measures	CCSDPD, LEAs
10		Bicycle and Foot Patrols	Expand the use of bicycle officers or foot patrols for school zone enforcement pending available staffing and funding.	CCSDPD
11	Long-Term	Dedicated Funding for School Zone Enforcement	Establish a dedicated funding source for school zone enforcement (for example, allocate a portion of traffic fine revenue to fund school safety enforcement or secure grants) so that police can maintain a strong presence without straining budgets.	CCSDPD, LEAs
12		Transparency and Accountability in Enforcement	Publish annual reports or dashboards on school zone enforcement (number of citations, changes in speeds or crashes) to maintain public awareness and accountability.	CCSDPD, LEAs



6.3 Engineering + Planning

The recommendations developed by the Engineering + Planning sub-working group are summarized in **Table 5** below.

Table 5 – Summary of Engineering + Planning Recommendations

No.	Time Frame	Title	Recommendation	Lead Agency
1	Immediate	High-Visibility Crosswalk Markings	Inspect annually and upgrade faded crosswalks around schools to high-visibility continental-style striping.	Local Agencies
2		Trim Vegetation and Clear Sightlines	Immediately trim overgrown trees or bushes near school crosswalks, signs, and driveways.	Local Agencies
3		Local Control and Optimize School Zone Flashing Beacons	Review the timing of existing flashing beacons to ensure they cover all arrival and dismissal times (including late-start days or after-school programs). Set up a process where school principals or districts can request adjusted flasher schedules. Formalize across all agencies and standardize a waiver form.	Local Agencies
4		Crossing Guard Request Process	Establish, streamline, and/or promote the process for schools or communities to request a new crossing guard or crosswalk. Establish a review process and an inventory of requests. Formalize across all agencies and standardize a request form.	Local Agencies
5		Quick Audit and Fix of Signage	Conduct a quick signage audit around each school and immediately replace any missing or damaged signs (stop signs, speed limit signs, crosswalk signs). Ensuring all basic traffic control devices are present and visible is an immediate, low-cost action.	Local Agencies
6		Restrict U-Turns Near Schools	Install "No U-Turn" signs on streets in front of or adjacent to schools at appropriate locations as determined by the agencies.	Local Agencies
7	Short-Term	In-Street Pedestrian Signs	Place in-street "Yield to Pedestrians" signs at high-traffic, unsignalized school crosswalks (center-line flexible paddles) at appropriate locations, as determined by the agencies.	Local Agencies
8		Traffic Signal Timing Check	Have traffic engineers check and adjust (if needed) the signal timing at intersections near schools. Upgrade signals to include Leading Pedestrian Intervals (LPIs) as appropriate and pedestrian countdown timers. In the short term, ensure walk signals are functioning and timed to allow children sufficient time to cross, and consider adding LPIs if possible.	Local Agencies. RTC FAST



Table 5 – Summary of Engineering + Planning Recommendations (cont.)

No.	Time Frame	Title	Recommendation	Lead Agency
9	Short-Term	Double Fines and Penalties Enforcement	Install signage indicating doubled penalties for traffic violations in active school zones at appropriate locations, as determined by the agencies.	Local Agencies
10		Reroute Foot Traffic to Safe Crossings/School Perimeter Fencing/Channels	Use available fencing or staff guidance to funnel student foot traffic to the safe exit and crossing points. Use fencing (pending available funding) to prevent students from darting out into a busy street and direct them to crosswalks/crossing guards.	CCSD, Charter Schools, Private Schools
11		Circulation Plans from Traffic Impact Studies	Share approved traffic studies with school principals. Apply best practices across all agencies, including a 60-day review of circulation once school is open.	Local Agencies
12	Mid-Term	Paint Curb No-Parking Areas	Paint curbs red and install signage near crosswalks and intersections (e.g., 20 feet from crosswalks) as determined by the agencies to prevent vehicles from stopping too close. This quick measure improves visibility of crossing children by keeping corners clear.	Local Agencies
13		RRFBs	Consider upgrading traffic control at mid-block crosswalks or uncontrolled crossings near schools at appropriate locations as determined by the agencies.	Local Agencies
14		Curb Extensions (Bulb-outs)	Add curb extensions at intersections around schools. By extending the sidewalk into the parking lane at crosswalks, bulb-outs shorten crossing distances and force cars to slow down when turning, protecting waiting pedestrians.	Local Agencies
15		Pedestrian Refuge Islands	Install pedestrian refuge islands at wide, multi-lane crossings near schools so children can cross one direction of traffic at a time. Refuge islands provide a safe halfway point and have been shown to improve crossing safety.	Local Agencies
16		School Zone Length & Coverage Review	Review each school zone's extents and adjust if needed. Some zones may need to be extended farther from the school if children walk further out, or additional streets may be designated as school zones. AB6 (2025) now allows local authorities greater control over expanding zones where necessary.	Local Agencies



Table 5 – Summary of Engineering + Planning Recommendations (cont.)

No.	Time Frame	Title	Recommendation	Lead Agency
17	Mid-Term	Traffic Flow Changes	Work with traffic engineers to modify traffic patterns around schools: e.g., implement one-way streets or turn restrictions during school hours on a permanent basis, if short-term trials proved successful in reducing conflicts.	Local Agencies, CCSD, Charter Schools, Private Schools
18		Safe Bus Stop Locations	Work with school transportation partners, including CCSD, charter schools, private schools, and RTC of Southern Nevada, to review the locations of bus stops and related safety considerations.	Local Agencies, CCSD, Charter Schools, Private Schools
19		Full Sidewalk Connectivity Projects	Implement projects to fill moderate-length gaps in sidewalks within a 1/4- to 1/2-mile radius of schools. Prioritize routes heavily used by students. This might involve constructing new sidewalk segments or asphalt paths where none exist to improve safe walking access.	Local Agencies, CCSD, Charter Schools, Private Schools
20	Long-Term	Dedicated Bike Lanes or Paths	Develop a network of protected bike lanes, multi-use paths, or trails connecting neighborhoods to schools and leading to schools. On streets commonly used by student cyclists, stripe bike lanes or protected lanes so that kids can ride separately from traffic.	RTC of Southern Nevada, Local Agencies, CCSD, Charter Schools, Private Schools
21		School Frontage Redesigns	Undertake capital projects to redesign the roads directly in front of schools. This could involve adding curbs where none exist, building bus pull-out bays, adding median islands, or moving the curb to widen sidewalks or add a landscape strip to create a safer buffer for students.	Local Agencies, CCSD, Charter Schools, Private Schools
22		Future Schools - Safe Design Criteria	Ensure all new school constructions or major renovations incorporate traffic safety by design. This means having separate on-site circulation for buses and parents, ample on-site queuing space, multiple pedestrian entry points connected by sidewalks, and traffic impact analyses that add signals or other mitigations if needed. Codify these requirements in planning regulations.	Local Agencies, CCSD, Charter Schools, Private Schools



6.4 Policy

The recommendations developed by the Policy sub-working group are summarized in **Table 6**.

Table 6 – Summary of Policy Recommendations

No.	Time Frame	Title	Recommendation	Lead Agency
1	Immediate	Standardize Safety Data Collection	Implement a standardized system for collecting and sharing data on school-related crashes and injuries across all jurisdictions.	Local Agencies, LEAs
2		School Zone Timing Adjustments	Standardize the process for reviewing and adjusting school zone active times to match actual student presence.	Local Agencies
3	Short-Term	Adopt School Traffic Safety Plan Recommendations	Have all relevant agencies (school district, cities, county, law enforcement) formally adopt the School Traffic Safety Working Group's recommended best practices across education, enforcement, engineering, and policy.	Local Agencies
4		Private and Charter School Collaboration	Bring private and charter schools into the fold by inviting them to join the safety initiatives. For example, ensure they receive the same safety materials and are included in communications about traffic safety policies. Develop a website as a repository of communications materials.	Local Agencies, Charter Schools, Private Schools
5		Safety Technology	Use every available and lawful technology to reduce crashes and injuries to students boarding and exiting school buses including the use of automated stop-arm enforcement now authorized under Nevada law.	CCSDPD, LEAs, Local Agencies, CCSD
6	Mid-Term	Permanent School Safety Task Force	Make the School Traffic Safety Working Group a permanent task force that continues to meet (2 meetings/year) and guides implementation.	Local Agencies
7		Active Transportation Plan Integration	Integrate Safe Routes to School principles into regional transportation planning documents. For example, update the county's transportation plan or RTC of Southern Nevada plans to explicitly prioritize pedestrian and bicycle improvements around schools.	RTC of Southern Nevada
8		Land Development Coordination	Adopt policies requiring that any new residential development near a school must include pedestrian safety improvements (e.g., sidewalks, crosswalks, traffic calming) or developer contributions to school safety.	Local Agencies
9		Automated Enforcement Legislation	If Nevada law still limits automated enforcement, develop and advocate for state legislation to allow speed cameras in school zones, or to make any pilot programs permanent.	CCSDPD, LEAs, Local Agencies



Table 6 – Summary of Policy Recommendations (cont.)

No.	Time Frame	Title	Recommendation	Lead Agency
10	Mid-Term	Crisis Response Protocol	Develop a protocol that if a student is hit (fatal or serious injury) near a school, a rapid response team is deployed to evaluate and mitigate hazards (e.g., add temporary traffic controls, accelerate a crossing guard placement).	Local Agencies, CCSD, Charter Schools, Private Schools
11		Special Event Traffic Management Policy	Require that schools develop a traffic management plan for large events (e.g., football games, carnivals). The policy could mandate coordination with local police for traffic control for events expected to generate unusual traffic, ensuring student safety during non-routine events.	Local Agencies, CCSD, Charter Schools, Private Schools
12	Long-Term	Statewide School Zone Safety Support	Advocate for sustained state-level programs focused on school zone safety (e.g., NDOT grants, technical assistance).	Local Agencies
13		Safe School Siting and Design Policy	Adopt policies that ensure new schools or major school expansions undergo thorough traffic impact analysis and incorporate all necessary safety features before opening.	Local Agencies
14		Driver's License Renewal Requirements	Propose that the DMV include a school zone safety module for driver's license renewals (e.g., a short online course or questionnaire focusing on new laws like AB6 (2025), and reminders about yielding to pedestrians and school bus rules).	DMV
15		School Zone Included in Driver Exams	Advocate that the state driving exam (both written and road test) include specific scenarios or questions about school zones and pedestrian right-of-way.	DMV



7 Implementation

7.1 Immediate Recommendations

To double down on the region's commitment to school traffic safety, Working Group stakeholders have identified the following "immediate" recommendations as local agency commitments (or quick "wins") to establish or complete before the start of the 2026-2027 school year:

Education

- Launch annual back-to-school traffic safety campaigns to remind drivers, parents, and students of school zone rules (e.g., slowing down, yielding at crosswalks, avoiding distractions).
- Use school and district communication channels (e.g., newsletters, social media, marquees, text/email alert systems) to share reminders and safety tips about slowing down in school zones, adhering to drop-off procedures, and the consequences of violations, especially during high-risk times.
- Develop a toolbox of resources for principals to pull ideas from for morning announcements, newsletters, assemblies, etc.
- Develop "walking school bus" and "bike train" programs in which groups of students walk or bike to school together under adult supervision.
- Conduct walk audits and engage students, crossing guard supervisors, SOT, and parents (involve students who walk and bike).
- Distribute easy-to-understand school zone safety tip sheets to parents and students at the start of each year (start at registration), covering crosswalk use, drop-off/pick-up etiquette, and safe walking/biking behaviors throughout the year.
- Publish clear guidelines for the public on who handles various school traffic safety issues.

Enforcement

- Conduct an intensive enforcement campaign during the first two weeks of school. Include traffic safety in the Incident Action Plan for the first two weeks of school.
- Coordinate multi-agency enforcement days where local law enforcement agencies, CCSDPD, and Nevada Highway Patrol collaborate to cover numerous school zones simultaneously.
- Enhance coordination between CCSDPD and law enforcement agencies through regular meetings and joint operations. Clarify roles (e.g., CCSDPD focusing on campus and immediate frontage, city police focusing on surrounding streets) to close enforcement gaps.
- As funding is available, increase staffing levels for traffic enforcement through reallocation of personnel, new officer positions, or target grant funding to ensure consistent coverage across jurisdictions.

Engineering + Planning

- Inspect annually and upgrade faded crosswalks around schools to high-visibility continental-style striping.
- Immediately trim overgrown trees or bushes near school crosswalks, signs, and driveways.



- Review the timing of existing flashing beacons to ensure they cover all arrival and dismissal times (including late-start days or after-school programs). Set up a process where school principals or districts can request adjusted flasher schedules. Formalize across all agencies and standardize a waiver form.
- Establish, streamline, and/or promote the process for schools or communities to request a new crossing guard or crosswalk. Establish a review process and an inventory of requests. Formalize across all agencies and standardize a request form.
- Conduct a quick signage audit around each school and immediately replace any missing or damaged signs (e.g., stop signs, speed limit signs, crosswalk signs). Ensuring all basic traffic control devices are present and visible is an immediate, low-cost action.
- Install "No U-Turn" signs on streets in front of or adjacent to schools at appropriate locations as determined by the agencies.

Policy

- Implement a standardized system for collecting and sharing data on school-related crashes and injuries across all jurisdictions.
- Standardize the process for reviewing and adjusting school zone active times to match actual student presence.

7.1.1 Prioritization

Each agency as well as CCSD has their own prioritization methodology for school and school zone improvements. With 499 campuses across the county, regional improvements need to be prioritized for phased implementation across each jurisdiction.

7.1.2 Implementation Costs

Traffic safety improvements have seen a significant rise in costs due to several interconnected factors. Recent increases in inflation have led to higher prices for materials like signage, paint, asphalt, and safety barriers. Labor-related expenses for infrastructure projects have also surged as competitive wages, benefits, and staffing shortages put pressure on budgets. Limited staffing further delays project timelines, compounding costs when additional resources are needed to meet deadlines along with the strain that fewer personnel for law enforcement and school staffing for monitoring impacting the availability of immediate safety improvements. Supply chain disruptions caused by the tightening global market have added to this financial strain, as transportation and production expenses climb. Together, these factors create a challenging landscape for implementing necessary traffic safety enhancements efficiently and affordably.

Investing in traffic safety within school zones is not just an option, it is necessary. Protecting children as they travel to and from school should be a priority for all communities, yet gaps in funding often leave these areas vulnerable to increased likelihood of crashes and conditions that are less than optimal. Proper funding is critical to provide updated signage, crosswalks, traffic calming measures, and enforcement tools that effectively safeguard students, staff, and parents. These targeted improvements and recommendations made within this document not only prevent potential tragedies but also demonstrate a commitment to creating a safe environment for education and the children that attend the institutions. Now is the time to prioritize funding for school zone safety—it is an essential investment in the wellbeing of our youngest and most vulnerable community members.



The costs below are planning-level estimates intended to support phased prioritization and funding decisions; they are not estimates for specific locations.

7.1.2.1 Assessment and Data Collection

Establishing a complete, consistent baseline of existing conditions across all school zones supports objective prioritization and design. A one-time regional LIDAR scanning program would provide a level-set dataset for every campus countywide. A summary of the program is included in **Table 7**.

Table 7 – Summary of Assessment and Data Collection Costs

Program	Description	Planning-Level Cost
Regional LIDAR Scanning Program	One-time mobile LIDAR survey of all school zones across Southern Nevada to establish a baseline, level-set dataset of existing conditions (geometry, signage, markings, sightlines, and infrastructure) supporting prioritization, design, and ongoing condition tracking.	\$1.45M (499 campuses; ≈ \$2,900 per campus)

7.1.2.2 Construction and Improvement Unit Costs

The following unit costs span the immediate, low-cost maintenance items through larger capital improvements. Maintenance treatments (signage, striping) are the most cost-effective immediate actions, while crossing enhancements and frontage-scale improvements represent larger, phased capital investments. A summary of improvements and planning-level costs are shown in **Table 8**.



Table 8 – Summary of Construction and Improvement Unit Costs

Improvement	Basis / Notes	Planning-Level Cost (2026\$)
Sign replacement (stop, speed limit, "No U-Turn," crosswalk)	Per sign, installed; varies with size and mounting.	\$300 – \$700
Crosswalk striping / restriping	Per crosswalk; high-visibility continental-style thermoplastic.	\$2,000 – \$3,000
Speed feedback (radar) sign	Per sign, installed.	\$10,000
RRFB	Per crossing (pole-mounted, solar)	\$25,000 – \$60,000
Curb ramps (ADA / PROWAG)	Per ramp; typically installed in pairs.	\$30,000+
School zone flasher – pole-mounted	Per location; Southern Nevada delivered cost (structure, electrical, traffic control).	\$92,000
School zone flasher – overhead	Per location; Southern Nevada delivered cost for mast-arm structure, electrical, and traffic control on major arterials.	\$990,000
On-site school circulation changes	Dependent on individual school site	TBD



8 Next Steps

Next steps for the Working Group include:

- Coordinate with Working Group stakeholders to implement immediate recommendations.
- Develop prioritization criteria for short-, mid-, and long-term recommendations.
- Continue to monitor and report school-related crashes.
- Track implementation of recommendations and report on successes and challenges.
- Continue to communicate with regional partners to encourage collaboration and sharing best practices.



APPENDIX A

SCHOOL TRAFFIC SAFETY WORKING GROUP LIST

School Traffic Safety Working Group

School Traffic Safety Working Group

	First	Last	Title	Agency	E+P	Enforcement	Education	Policy
1	Irma	Albarran		UMC			X	
2	Travis	Anderson	City Engineer/Public Works Director	City of Mesquite				
3	Reginald	Atkinson	Sr. Engineering Associate	City of Las Vegas	X			
4	Jae	Beasley	Director, Department of School Safety and Emergency Management	Clark County School District	X		X	X
5	Andrew	Bennett	Director	Clark County Office of Traffic Safety	X	X	X	X
6	Henry	Blackeye		Clark County School District Police Department		X		
7	Kai	Boulware		CLV Youth Leadership Advisory Council Member				
8	Erin	Breen		PedSafe, UNLV Transportation Research Center)			X	X
9	Zachary	Bucher	Manager, Government Affairs	City of North Las Vegas				X
10	Nicole	Bungum	Supervisor	Southern Nevada Health District			X	X
11	Tim	Burrows		Kimley-Horn	X	X	X	X
12	Michael	Campbell	Traffic Bureau Lieutenant	Clark County School District Police Department		X		
13	Denis	Cederburg	Director	Clark County Public Works				
14	Brian	Cole		LVMPD				
15	Kelly	Crompton	Government Affairs Manager	City of Las Vegas				X
16	Marinna	Cutler	Director of School Support	Nevada State Public Charter School Authority				
17	Amy	Davey	Administrator	Nevada Department of Public Safety-Office of Traffic Safety				
18	Zach	Davis	Associate Engineer	NDOT Traffic Safety Engineering	X			X
19	Michael	DeMers	Coordinator IV	Clark County School District Transportation	X			
20	Justin	Dera	Sergeant	City of Henderson Police Department		X		
21	Justin	Diebold	Lieutenant	LVMPD		X		
22	Chris	Dingell	Real Property Management	Clark County School District	X			
23	Erin	Dixon	Director of Transit	RTC Southern Nevada	X	X	X	X
24	Jhone	Ebert	Superintendent	Clark County School District				
25	Chantelle	Ewing	Transportation Planner Analyst	NDOT Multimodal Planning			X	
26	Tracy	Fails	Chief of Police	City of Mesquite Police Department				
27	Alejandra	Fazekas	Principal Planner	City of Henderson	X			X
28	Daniel	Fazekas	Transportation PM	RTC Southern Nevada				X
29	Cody	Fulwiler	Lieutenant	LVMPD				
30	Theresa	Gaisser	Sr. Director of FAST	RTC-FAST	X			
31	Sabrina	Glenn	Senior Director of Transit	RTC Southern Nevada	X	X	X	X
32	Felicia	Gonzales	Deputy Superintendent	Clark County School District				
33	Kimberly	Goodwin	Assistant Chief	NDOT Traffic Safety Engineering				
34	Lia	Grimaldi	Project Manager	City of Las Vegas	X			
35	Jennifer	Grube	SRTS Coordinator	Clark County School District	X		X	X
36	Keith	Habig	ZTF Lead Instructor	Clark County School District Police Department		X	X	
37	Michael	Harris	Assistant Chief	City of North Las Vegas Police Department	X	X		
38	Eric	Hawkins	City Traffic Engineer	City of Henderson	X			
39	Kevin	Honea	Major	Nevada Highway Patrol				
40	Tory	Jackson	Sustainability & Climate Manager	City of Henderson	X	X	X	X
41	Joanna	Jacob	Government Affairs Manager	Clark County				X
42	Scott	Jarvis	Manager, Engineering Services	City of North Las Vegas				
43	Dudley	Jarvis	Captain	LVMPD		X		
44	Aaron	Johnson	Deputy Chief	Boulder City Police Department				

School Traffic Safety Working Group

45	Ingrid	Johnson	Division Head for Education Initiatives and Charter Sponsoring Officer	City of North Las Vegas			X	
46	Xochitl	Kambak		UMC Healthy Living Institute			X	
47	Rebecca	Kapuler	Assistant Director	NDOT Planning				
48	Jim	Keane	City Engineer	Boulder City				
49	Brad	Keating	Director, Government Affairs	Clark County School District				
50	Andrew	Kjellman	Director MPO	RTC Southern Nevada				X
51	Kimberly	Krumland	Director III	Clark County School District			X	
52	Keith	Letus	Engineering Project Manager	City of Las Vegas	X			
53	Melissa	Mackedon	Executive Director	Nevada State Public Charter School Authority				
54	Ruiko	Maharjan		Clark County	X			
55	Tammy	Malich	Director, Youth Development and Social Innovation	City of Las Vegas			X	
56	Cara	McAnallen		CLV Youth Leadership Advisory Council Member				
57	Mindy	Meacham	Walk Around Nevada Coordinator	Southern Nevada Health District			X	
58	Maverick	Meiries		Clark County	X			
59	Anara	Minnalez		CLV Youth Leadership Advisory Council Member				
60	Mathew	Morris	Active Transportation Manager	NDOT Multimodal Planning	X			
61	Daniel	Musgrove	Senior Vice President	AAA Travel Club/Strategies 360			X	X
62	David	Myhre	Engineer	City of Henderson	X			
63	Maria	Nieto Orta	Government Affairs Media Marketing	RTC Southern Nevada			X	X
64	Joseph	Norby	Manager of Engineering	RTC-FAST	X			
65	Lucien	Paet	Project Manager	City of Las Vegas	X			
66	Antonio	Papazian	Deputy Director, Development Review	Clark County				
67	Joey	Paskey	Director Public Works	City of Las Vegas				X
68	Jamaine	Patton	Traffic Signal Technician	City of Las Vegas	X			
69	Richard Brian	Paul	Officer	City of Henderson Police Department		X		
70	Rebecca	Perl	Community Advocacy Director	American Heart Association				X
71	Chip	Peterson	Coordinator for Curriculum and Instruction	Clark County School District			X	
72	Tara	Phebus	Division Head of Education Initiatives	City of Henderson				
73	Gary	Poindexter	Director Public Works	Boulder City				
74	Timothy	Reesman	City Traffic Engineer	City of North Las Vegas	X			
75	Amber	Rideout	Transportation Operations Assistant	Clark County School District				
76	Christopher	Ries	Detective	LVMPD				
77	Randy	Robison	Director, Government and Community Affairs	City of Las Vegas				X
78	Emma	Rodriguez	Communications & Legislative Affairs Administrator	Southern Nevada Health District				X
79	Nicole	Rourke	Government Affairs	City of Henderson				X
80	Lindsay	Saner	Project Engineer	Kimley-Horn	X	X	X	X
81	Maggie	Saunders					X	
82	Kirsten	Searer	Chief Community Engagement Officer	Clark County School District				
83	Tim	Shea	Police Chief	Boulder City Police Department		X	X	X
84	David	Smith	Manager, Traffic Management Division	Clark County Public Works	X			
85	Sue	Smith	Teacher					
86	David	Stanton	Superintendent	Boulder City Public Works	X			
87	Aleiya	Stone		CLV Youth Leadership Advisory Council Member				
88	Glen	Taylor	Zero Teen Fatalities Program Coordinator	Nevada Department of Public Safety-Office of Traffic Safety			X	
89	Lacey	Tisler	Chief Traffic Safety Engineer	NDOT Traffic Safety Engineering	X			X
90	Emilia	Tsai		CLV Youth Leadership Advisory Council Member				

School Traffic Safety Working Group

91	Joanna	Wadsworth	Director of Engineering	RTC Southern Nevada	X			
92	Brittany	Walker		Boulder City				
93	Jesse	Welsh	Deputy Superintendent, Teaching and Learning	Clark County School District				
94	Lonnie	Wilborn	Associate Engineer	Clark County Public Works	X			
95	Laura	Wise	Asst. Chief Multimodal Program Development	NDOT Planning				X
96	William	Wittwer	Assistant Transportation Manager	City of Las Vegas	X			



APPENDIX B

SURVEY RESPONSE SUMMARY

An informational survey was distributed to all agency stakeholders to identify agencies' existing policies and practices regarding school zones and school traffic safety. The survey focused on the following:

- Policies and procedures for school zones
- Policies and procedures for school traffic safety
- Standards for school zone design and operation
- Agreements with other organizations regarding school traffic safety
- Standards for school signage and road markings
- Procedures for managing school access, drop-off, and pick-up zones
- Programs or policies for students who walk or bike to school
- Policy for e-scooters or e-bikes

Agency responses are summarized below.

Stakeholder Survey Response Summary

Topic	Responses
School Zone Design & Management	<ul style="list-style-type: none"> ▪ Agencies primarily rely on the MUTCD Part 7, Clark County Area Uniform Standard Drawings & Specifications, and local codes and laws to guide the design and planning of school zones. <ul style="list-style-type: none"> ▪ Las Vegas and Clark County have additional guidance for school flasher placement beyond what is provided in the MUTCD Part 7. ▪ Per state law, speed limits are limited to 15 mph within school zones and 25 mph on side streets with school crossings. ▪ CCSD PD occasionally suggests improvements based on in-field observations.
School Traffic Safety	<ul style="list-style-type: none"> ▪ CCSD has internal transportation procedures regarding school buses, student loading and unloading, and on-site maneuvers, and partners with jurisdictions to conduct walk and bike audits. ▪ Cities have begun partnering with schools and the Safe Routes to School program to perform routine walk and safety audits around school zones. ▪ Boulder City, Henderson, Las Vegas, and North Las Vegas provide crossing guards. ▪ Many agencies are either practicing or encouraging increased police presence within and around school zones.
School Drop-Off and Pick-Up	<ul style="list-style-type: none"> ▪ School drop-off and pick-up procedures are typically left to the individual schools to set up and maintain. ▪ Traffic studies are typically required when a school is built or rebuilt, and these are reviewed by CCSD and the Cities. ▪ Existing procedures/conditions are typically observed during walk audits.
Walk/Bike Programs and Policies	<ul style="list-style-type: none"> ▪ Clark County, the City of Las Vegas, and the City of Henderson have developed maps with recommended walk/bike routes in partnership with Safe Routes to School.

	<ul style="list-style-type: none">▪ CCSD and RTC of Southern Nevada collaborate to present pedestrian and bike safety information/demonstrations at school events.
E-Device Programs and Policies	<ul style="list-style-type: none">▪ There are multiple references to e-bikes and e-scooters within the Clark County Municipal Code (ex., CC Code Title 14.52.025).▪ The Cities of Henderson, Las Vegas, North Las Vegas and Boulder City have ordinances regarding e-scooters and e-bikes.▪ E-devices are not permitted to be ridden on school property; they must be walked.▪ Safe Routes to School has safety material regarding e-devices, but does not have any policies in place yet.



APPENDIX C

COMMUNICATIONS CALENDAR



08 AUGUST 2026

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Classes Begin:
Aug. 10

09 SEPTEMBER 2026

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Labor Day:
No school Sept. 7

Staff Development:
No school for students Sept. 21

Child Passenger Safety Week:
Sept. 20-26

National Seat Check Saturday:
Sept. 26

10 OCTOBER 2026

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Nevada Day:
No School Oct. 30

Pedestrian Safety Month/Biketoberfest

Walk & Roll to School:
Oct. 7

Teen Driver Safety Week:
Oct. 18-24

National School Bus Safety Week:
Oct. 19-23

11 NOVEMBER 2026

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Staff Development:
No school for students Nov. 3

Veterans Day:
No school Nov. 11

Thanksgiving:
No school Nov. 25 - 27

Ruby Bridges Walk to School Day:
Nov. 13

12 DECEMBER 2026

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	

Winter Break:
No school Dec. 21 - Jan. 1

01 JANUARY 2027

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Winter Break:
No school Dec. 21 - Jan. 1

Staff Development:
No school for students Jan. 4

Martin Luther King Day:
No school Jan. 18

CCSD Safe Travels Day:
Jan. 20

02 FEBRUARY 2027

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

Presidents' Day:
No School Feb. 15

03 MARCH 2027

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Spring Break:
No school Mar. 15 - 19

Contingency Day:
If needed Mar. 26

Staff Development:
No school for students Mar. 29

Nevada Moves Day:
Mar. 24

04 APRIL 2027

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

National Distracted Driving Awareness Month

05 MAY 2027

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Last day of School:
May 20

Contingency Day:
If needed May 21

Bike & Roll to School Day:
May 5



APPENDIX D RECOMMENDATIONS

SNV School Traffic Safety
 Education Recommendations
 6/22/2026

No.	Category	Timeframe	Audience	Title	Sub-Category	AB6	DRAFT Recommendation	Lead Agency	Support Agency
1	Education	Immediate	Drivers, Parents, Staff, Students	Back-to-School Safety Campaigns	Back-to-School		Launch annual back-to-school traffic safety campaigns to remind drivers, parents, and students of school zone rules (e.g., slowing down, yielding at crosswalks, avoiding distractions).	Community Partners	CCSD, CCSDPD, LEAs, RTC, NDOT
2	Education	Immediate	Parents, Students	Driver Awareness through School Media	Communications		Use school and district communication channels (newsletters, social media, marquees, text/email alert systems) to share reminders and safety tips about slowing down in school zones, adhering to drop-off procedures, and the consequences of violations, especially during high-risk times.	CCSD Charter Private	
3	Education	Immediate	Parents, Staff, Students	Resource Toolbox for Principals	Toolbox		Develop toolbox of resources for principals to pull ideas from for morning announcements, newsletters, assemblies, etc.	CCSD SRTS	PedSafe Vegas
4	Education	Immediate	Parents, Students	Walking School Buses & Bike Trains	Programs		Develop "walking school bus" and "bike train" programs in which groups of students walk or bike to school together under adult supervision.	Community Partners	CCSD
5	Education	Immediate	Students	Student Participatory Walk Audits	Programs		Conduct walk audits and engage students, crossing guard supervisors, SOT, parents (involve students that walk and bike).	Local Agencies	RTC, SNHD
6	Education	Immediate	Local	Clarify Roles and Responsibilities	Communications		Publish clear guidelines for the public on who handles various school traffic safety issues.	CCSD Charter Private	
7	Education	Immediate	Parents, Students	Safety Tips for Parents and Students	Toolbox		Distribute easy-to-understand school zone safety tip sheets to parents and students at the start of each year (start at registration), covering crosswalk use, drop-off/pick-up etiquette, and safe walking/biking behaviors throughout the year.	CCSD, UMC	Community Partners
8	Education	Short-Term	Drivers, Parents	Enhanced Penalties Communication	Communications	AB6	Ensure the new doubled penalties under AB6 (2025) for school zone violations are well-publicized and reflected in signage as budget resources permit. Mid-term enforcement efforts should include checking that signs warning of doubled fines are posted and that officers issue citations under the new penalties to maximize deterrence.	Local Agencies	CCSDPD, LEAs
9	Education	Short-Term	Students	School Safety Assemblies	Assemblies		[FORMALIZE] Continue to hold regular safety assemblies or classroom sessions for students to teach pedestrian and bicycle safety, using engaging activities to reinforce looking both ways, using crosswalks, and avoiding risky behaviors.	CCSD Charter Private	

SNV School Traffic Safety
 Education Recommendations
 6/22/2026

10	Education	Short-Term	Students	School Traffic Safety Day	School Traffic Safety Day	Establish a formal CCSD-wide School Traffic Safety Day that includes safety assemblies or classroom sessions for students at all schools on the same day to teach pedestrian and bicycle safety. Information and activities will reinforce looking both ways, using crosswalks, and avoiding risky behaviors.		
11	Education	Short-Term	Students	Student Safety Patrols	Programs/Back-to-School	Expand student safety patrol programs (with older students assisting younger ones at school drop-off areas) to promote peer-to-peer education and model safe behaviors. Present (with videos) at back-to-school event for school safety leads about the safety patrol program.	CCSD Charter Private	
12	Education	Short-Term	Parents, Students	Bus ridership etiquette	Communications	Distribute information on RTC Transit policies and procedures and proper etiquette for riding the public buses for students that take transit to and from school.	RTC	CCSD Charter Private
13	Education	Short-Term	Parents, Students	Safety Signage and Posters on Campus	Toolbox	Post child-friendly safety posters and banners at school entrances and drop-off areas (designed by students if possible) reminding everyone to slow down, watch for kids, and cross at crosswalks.	CCSD Charter Private	
14	Education	Short-Term	Parents, Students	Community Partnerships for Safety Education	Education	Invite local police officers, firefighters, or safety professionals to speak at schools or School Organizational Team (SOT) meetings about traffic safety, bringing real-world perspective and credibility to the education efforts.	CCSD Charter Private	Community Partners
15	Education	Short-Term	Parents, Students	Route Maps for Families	Walking Routes	Provide families with suggested safe route maps for walking or biking to each school (using available sidewalks, crossing guards, and traffic signals) that is updated annually, so parents and students can plan the safest trip.	Local Agencies	
16	Education/ Engineering + Planning	Mid-Term	Parents, Staff, Students	Teacher and Staff Training Modules	Back-to-School	Provide teachers, staff and parents with maps and traffic safety resources during back to school orientation and other outreach communication with parents.	CCSD Charter Private	Local Agencies
17	Education	Mid-Term	Students	High School Safe Driving Clinics	Education	Resurrect the "Cars and Cops" program, 30 minutes of car maintenance and 30 minutes on what to do if you get pulled over.	DPS, NDOT, LEAs	Community Partners
18	Education	Mid-Term	Students	After-School Program Integration	Toolbox	Integrate traffic safety activities into after-school programs and clubs (e.g., Boy/Girl Scouts, Boys & Girls Clubs, Safe Key).	Community Partners	

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19	Education	Mid-Term	Staff	Drivers Education	Curriculum		Work with state authorities to ensure individuals can obtain the certification necessary to teach Drivers Education in Nevada.	NSHE	NVDOE
20	Education	Long-Term	Staff	Drivers Education	Curriculum		Develop a comprehensive network of in-person Drivers Education certification opportunities so every student has the opportunity to participate in an in-person course.	NSHE	NVDOE
21	Education	Long-Term	Staff, Students	Integrate Safety into Curriculum	Curriculum		Work with state and district curriculum developers to integrate pedestrian and bicycle safety education into the school curriculum (e.g., in PE or health classes), ensuring every student learns safe crossing and biking skills by a certain grade.	NVDOE	CCSD Charter Private
22	Education/ Policy	Long-Term	Students	Traffic Safety in Driver Education	Curriculum		Explore expanded access to drivers education opportunities through partnerships, online coursework, community providers, and pilot programs.	NVDOE	CCSD Charter Private
23	Education	Long-Term	Students	Traffic Safety Education Center	Facility		Create a regional traffic safety education center or "safety town" (traffic gardens) where students can take field trips to practice street crossing, bicycling, and school bus safety in a controlled, interactive environment.	Local Agencies	RTC
24	Education/ Policy	Long-Term	Drivers, Parents, Staff, Students	Continuous Funding for Education Programs	Funding		Secure dedicated funding streams (grants, budget allocations) to sustain traffic safety education programs (like SRTS, safety fairs, and training) over the long term, preventing reliance on one-time grants.	NVDOE	CCSD Charter Private
25	Education/ Policy	Long-Term	Drivers, Parents, Staff, Students	Driver's License Testing Enhancements	Testing		Work with Nevada DMV to incorporate school zone safety questions and emphasis into driver's license tests and renewal processes.	DMV	NVDOE
26	Education	Long-Term	Students	Safety in School Culture	School Culture		Institutionalize traffic safety as part of school culture and expectations - for example, including safety rules in student handbooks and codes of conduct.	CCSD Charter Private	

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No.	Category	Timeframe	Title	AB6	DRAFT Recommendation	Lead Agency	Support Agency
1	Enforcement	Immediate	Back-to-School Enforcement Blitz		Conduct an intensive enforcement campaign during the first two week of school. Include traffic safety in Incident Action Plan for first two weeks of school.	CCSDPD, LEAs	CCSD Charter Private
2	Enforcement	Immediate	Multi-Agency Enforcement Events		Coordinate multi-agency enforcement days where law enforcement agencies, CCSDPD, and Nevada Highway Patrol collaborate to cover numerous school zones simultaneously. Enhance coordination between CCSD Police and law enforcement agencies through regular meetings and joint operations. Clarify roles (e.g., CCSD Police focusing on campus and immediate frontage, city police on surrounding streets) so enforcement gaps are closed.	CCSDPD, LEAs	
3	Enforcement Policy	Immediate	Increased Traffic Enforcement		As funding is available, increase staffing levels for traffic enforcement through reallocation of personnel, new officer positions, or target grant funding to ensure consistent coverage across jurisdictions.	CCSDPD, LEAs	
4	Enforcement	Short-Term	Heightened Police Presence at Peak Times		Assign law enforcement officers (school police or local police) to be visibly present in school zones (including charter and private schools) during drop-off and pick-up times.	CCSDPD, LEAs	
5	Enforcement	Short-Term	Parking & Drop-off Violation Enforcement		Enforce parking regulations around schools (no parking in crosswalks, in bus zones, or double-parking during pickup). Ticket or warn drivers who create hazardous conditions by improper stopping or parking.	CCSDPD, LEAs	Local Agencies
6	Enforcement	Short-Term	Targeted, Data-Driven Enforcement at Problem Schools		Identify schools with the highest incidence of traffic complaints or near-misses and focus enforcement efforts on those locations on a rotating basis. Use data (crash reports, speeding data from signs, complaints) to periodically adjust enforcement deployment. Regularly review and redeploy resources to hotspots.	Local Agencies	CCSDPD, LEAs
7	Enforcement	Short-Term	Evening Event Traffic Control	AB6	Provide law enforcement or security at school events (sports, festivals) that occur outside normal hours to manage traffic and ensure drivers still observe school zone rules when students are present (flashing lights can be activated for these events under AB6 (2025)).	Local Agencies	CCSD Charter Private
8	Enforcement	Mid-Term	Judicial Partnerships for School Zone Safety	AB6	Educate local courts and prosecutors on the recent AB6 (2025) special session updates to ensure school zone violations are enforced consistent with legislative intent, with an emphasis on meaningful accountability measures	CCSDPD, LEAs	

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9	Enforcement	Mid-Term	Bicycle and Foot Patrols		Expand the use of bicycle officers or foot patrols for school zone enforcement pending available staffing and funding.	CCSDPD	LEAs
10	Enforcement	Long-Term	Dedicated Funding for School Zone Enforcement		Establish a dedicated funding source for school zone enforcement (for example, allocate a portion of traffic fine revenue to fund school safety enforcement or secure grants) so that police can maintain strong presence without straining budgets.	CCSDPD, LEAs	CCSD Charter Private
11	Enforcement	Long-Term	Transparency and Accountability in Enforcement		Publish annual reports or dashboards on school zone enforcement (number of citations, changes in speeds or crashes) to maintain public awareness and accountability.	CCSDPD, LEAs	

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 Engineering + Planning Recommendations
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No.	Category	Timeframe	Sub-Category	Title	AB6	DRAFT Recommendation	Lead Agency	Support Agency
1	Engineering/ Planning	Immediate	Maintenance	High-Visibility Crosswalk Markings		Inspect annually and upgrade faded crosswalks around schools to high-visibility continental style striping.	Local Agencies	
2	Engineering/ Planning	Immediate	Maintenance	Trim Vegetation and Clear Sightlines		Immediately trim overgrown trees or bushes near school crosswalks, signs, and driveways.	Local Agencies	CCSD Charter Private
3	Engineering/ Planning	Immediate	School Zones	Local Control and Optimize School Zone Flashing Beacons	AB6	Review the timing of existing flashing beacons to ensure they cover all arrival and dismissal times (including late-start days or after-school programs). Set up process where schools principals or districts can request adjusted flasher schedules. Formalize across all agencies and standardize waiver form.	Local Agencies	CCSD Charter Private
4	Engineering/ Planning	Immediate	Crossing Guards	Crossing Guard Request Process		Establish, streamline, and/or promote the process for schools or communities to request a new crossing guard or crosswalk. Establish review process and inventory of requests. Formalize across all agencies and standardize request form.	Local Agencies	CCSD Charter Private
5	Engineering/ Planning	Immediate	Signage	Quick Audit and Fix of Signage		Conduct a quick signage audit around each school and immediately replace any missing or damaged signs (stop signs, speed limit signs, crosswalk signs). Ensuring all basic traffic control devices are present and visible is an immediate low-cost action.	Local Agencies	
6	Engineering/ Planning	Immediate	Signage	Restrict U-Turns Near Schools		Install "No U-Turn" signs on streets in front of or adjacent to schools at appropriate locations as determined by the agencies.	Local Agencies	

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7	Engineering/ Planning	Short-Term	Signage	In-Street Pedestrian Signs		Place in-street "Yield to Pedestrians" signs at high traffic unsignalized school crosswalks (center-line flexible paddles) at appropriate locations as determined by the agencies.	Local Agencies	CCSD Charter Private
8	Engineering/ Planning	Short-Term	Operations	Traffic Signal Timing Check		Have traffic engineers check and adjust (if needed) the signal timing at intersections near schools. Upgrade signals to include Leading Pedestrian Intervals (LPIs) and pedestrian countdown timers. In the short term, ensure walk signals are functioning and timed to allow children sufficient time to cross, and consider adding LPIs if possible.	Local Agencies, RTC FAST	
9	Engineering/ Planning	Short-Term	Signage	Double Fines and Penalties Enforcement	AB6	Install signage for doubling penalties for traffic violations in active school zones at appropriate locations as determined by the agencies.	Local Agencies	
10	Engineering/ Planning	Short-Term	Pedestrian containment	Reroute Foot Traffic to Safe Crossings/School Perimeter Fencing/Channels		Use available fencing or staff guidance to funnel student foot traffic to the safe exit and crossing points. Use fencing (pending available funding) to prevent students from darting out into a busy street and direct to crosswalks/crossing guards.	CCSD Charter Private	
11	Engineering/ Planning	Short-Term	Operations	Circulation Plans from Traffic Impact Studies		Share approved traffic studies with school principals. Apply best practices across all agencies, including a 60-day review of circulation once school is open.	Local Agencies	
12	Engineering/ Planning	Mid-Term	Maintenance	Paint Curb No-Parking Areas		Paint curbs and install signage near crosswalks and intersections (e.g., 20 feet from crosswalks) as determined by the agencies to prevent cars from stopping too close. This quick measure improves visibility of crossing children by keeping corners clear.	Local Agencies	CCSD Charter Private
13	Engineering/ Planning	Mid-Term	Pedestrian crossings	Rectangular Rapid Flashing Beacons (RRFBs)		Consider upgraded traffic control at mid-block crosswalks or uncontrolled crossings near schools at appropriate locations as determined by the agencies.	Local Agencies	
14	Engineering/ Planning	Mid-Term	Traffic Calming	Curb Extensions (Bulb-outs)		Add curb extensions at intersections around schools. By extending the sidewalk into the parking lane at crosswalks, bulb-outs narrow the crossing distance and force cars to slow down when turning, protecting waiting pedestrians.	Local Agencies	
15	Engineering/ Planning	Mid-Term	Pedestrian crossings	Pedestrian Refuge Islands		Install pedestrian refuge islands at wide multilane crossings near schools so children can cross one direction of traffic at a time. Refuge islands provide a safe halfway point and have been shown to improve crossing safety.	Local Agencies	
16	Engineering/ Planning	Mid-Term	School Zones	School Zone Length & Coverage Review	AB6	Review each school zone's extents and adjust if needed. Some zones may need to be extended farther from the school if children walk further out, or additional streets designated as school zones. AB6 (2025) now allows local authorities more control to expand zones where necessary.	Local Agencies	CCSD Charter Private

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17	Engineering/ Planning	Mid-Term	Operations	Traffic Flow Changes		Work with traffic engineers to modify traffic patterns around schools: e.g., implement one-way streets or turn restrictions during school hours on a permanent basis, if short-term trials proved successful in reducing conflicts.	Local Agencies	CCSD Charter Private
18	Engineering/ Planning	Mid-Term	Bus Stops	Safe Bus Stop Locations		Work with school transportation partners, including CCSD, charter schools, private schools, and RTC, to review the locations of bus stops and related safety considerations.	Local Agencies, CCSD, Charter, Private	RTC
19	Engineering/ Planning	Mid-Term	Sidewalk infill	Full Sidewalk Connectivity Projects		Implement projects to fill moderate-length gaps in sidewalks within a 1/4- to 1/2- mile of schools. Prioritize routes heavily used by students. This might involve constructing new sidewalk segments or asphalt paths where none exist, improving safe walking access.	Local Agencies, CCSD, Charter, Private	
20	Engineering/ Planning	Long-Term	Bike Lanes	Dedicated Bike Lanes or Paths		Develop a network of protected bike lanes, multi-use paths, or trails connecting neighborhoods to schools and leading to schools. On streets commonly used by student cyclists, stripe bike lanes or protected lanes so that kids can ride separately from traffic.	Local Agencies, CCSD, Charter, Private	
21	Engineering/ Planning	Long-Term	Off-site improvements	School Frontage Redesigns		Undertake capital projects to redesign the roads directly in front of schools. This could involve adding curbs where none exist, building bus pull-out bays, adding median islands, or even moving the curb to widen sidewalks or add a landscape strip to create a safer buffer for students.	Local Agencies, CCSD, Charter, Private	
22	Engineering/ Planning	Long-Term	New School Design	Future Schools - Safe Design Criteria		Ensure all new school constructions or major renovations incorporate traffic safety by design. This means having separate on-site circulation for buses and parents, ample on-site queuing space, multiple pedestrian entry points connected by sidewalks, and traffic impact analyses that add signals or other mitigations if needed. Codify these requirements in planning regulations.	Local Agencies, CCSD, Charter, Private	

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Policy Recommendations
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No.	Category	Timeframe	Sub-Category	Title	AB6	DRAFT Recommendation	Lead Agency	Support Agency
1	Policy	Immediate	Local	Standardize Safety Data Collection		Implement a standardized system for collecting and sharing data on school-related crashes and injuries across all jurisdictions.	Local Agencies/LEAs	CCSD
2	Policy	Immediate	Local	School Zone Timing Adjustments	AB6	Standardize the process to review and adjust school zone active times to match actual student presence.	Local Agencies	CCSD Charter Private
3	Policy	Short-Term	Local	Adopt School Traffic Safety Plan Recommendations		Have all relevant agencies (school district, cities, county, law enforcement) formally adopt the School Traffic Safety Working Group's recommended best practices across education, enforcement, engineering, and policy.	Local Agencies	
4	Policy	Short-Term	Local	Private and Charter School Collaboration		Bring private and charter schools into the fold by inviting them to join the safety initiatives. For example, ensure they receive the same safety materials and are included in communications about traffic safety policies. Develop website as repository of communications materials.	Local Agencies Charter Private	
5	Policy	Short-Term	Local	Safety Technology		Use every available and lawful technology to reduce crashes and injuries to students boarding and exiting school buses including the use of automated stop-arm enforcement now authorized under Nevada law.	CCSDPD, LEAs	Local Agencies, CCSD
6	Policy	Mid-Term	Local	Permanent School Safety Task Force		Make the School Traffic Safety Working Group a permanent task force that continues to meet (2 meetings/year) and guide implementation.	Local Agencies	CCSD Charter Private
7	Policy	Mid-Term	Local	Active Transportation Plan Integration		Integrate Safe Routes to School principles into regional transportation planning documents. For example, update the county's transportation plan or RTC plans to explicitly prioritize pedestrian and bicycle improvements around schools.	RTC	Local Agencies
8	Policy	Mid-Term	Local	Land Development Coordination		Adopt policies requiring that any new residential development near a school must include pedestrian safety improvements (sidewalks, crosswalks, traffic calming) or developer contributions to school safety.	Local Agencies	
9	Policy	Mid-Term	Legislative	Automated Enforcement Legislation		If Nevada Law still limits automated enforcement, develop and advocate for state legislation to allow speed cameras in school zones, or to make any pilot programs permanent.	CCSDPD, LEAs, Local Agencies	CCSD
10	Policy	Mid-Term	Local	Crisis Response Protocol		Develop a protocol that if a student is hit (fatal or serious injury) near a school, a rapid response team is deployed to evaluate and mitigate hazards (e.g., add temporary traffic controls, accelerate a crossing guard placement).	Local Agencies	LEAs
11	Policy	Mid-Term	Local	Special Event Traffic Management Policy		Require that schools develop a traffic management plan for large events (e.g., football games, carnivals). The policy could mandate coordination with local police for traffic control or use of crossing guards for events expected to generate unusual traffic, ensuring student safety during non-routine events.	Local Agencies CCSD Charter Private	

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12	Policy	Long-Term	Legislative	Statewide School Zone Safety Support		Advocate for sustained state-level programs focused on school zone safety (e.g., NDOT grants, technical assistance).	Local Agencies	
13	Policy	Long-Term	Local	Safe School Siting and Design Policy		Adopt policies ensuring that new schools or major school expansions undergo thorough traffic impact analysis and incorporate all needed safety features before opening.	Local Agencies	CCSD Charter Private
14	Policy	Long-Term	State	Driver License Renewal Requirements		Propose that the DMV includes a school zone safety module for driver's license renewals (e.g., a short online course or questionnaire focusing on new laws like AB6 (2025), and reminders about yielding to peds and school bus rules).	DMV	
15	Policy	Long-Term	State	School Zone Included in Driver Exams		Advocate that the state driving exam (both written and road test) include specific scenarios or questions about school zones and pedestrian right-of-way.	DMV	