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# **Nevada Advisory Committee on Traffic Safety**

ANNUAL REPORT

December 2023



# NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY

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February 1, 2024

The Honorable Joe Lombardo  
Governor of Nevada  
Capitol Building  
101 N. Carson St.  
Carson City, Nevada 89701

Director Brenda Erdoes  
Director of the Legislative Counsel Bureau  
Nevada State Legislature  
401 S. Carson St.  
Carson City, Nevada 89701

Dear Governor Lombardo and Director Erdoes:

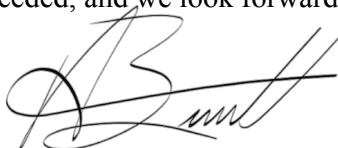
As the Chairman of the Nevada Advisory Committee on Traffic Safety (NVACTS), I have the pleasure of presenting the 2023 Annual Report on behalf of the committee. This report has been prepared per NRS 408.581(10) and was approved by the committee on January 3, 2024. The 2023 Annual Report includes statewide safety data, traffic safety policy recommendations, and a summary of the committee's activities in accordance with NRS 408.581(10).

While this report is statutorily required, we must remember that each number and each policy recommendation is connected to a person, a family, and a community deeply impacted by the safety, or lack thereof, of our roadways.

In 2022, Nevada experienced its deadliest year in over a decade on our roadways, with 416 fatalities. This year continues to trend in the wrong direction, with too many lives lost just in January alone. We cannot accept that roadway fatalities are an inevitable part of life in Nevada. To reduce this deadly trend, this committee has prioritized nine policy recommendations, enclosed in this report, that we believe will fundamentally improve safety for all:

- Road Safety Cameras in School Zones
- Road Safety Cameras
- Primary Seat Belt Law
- Higher Fines in School Zones
- Graduated Drivers Licenses
- Safe System Intersections
- Traffic Records
- Yield for Pedestrians to Stop for Pedestrians
- Appropriate Speed Limits for All Road Users

Working together, we can and must affect the change necessary to save lives on our roadways. Lives depend on it. Members of the committee and I are available to provide any further clarification needed, and we look forward to ongoing discussions around the implementation.



ANDREW THOMAS BENNETT  
Chair, Nevada Advisory Committee on Traffic Safety





# Nevada Advisory Committee on Traffic Safety (NVACTS)

## ANNUAL REPORT

December 2023

### *Committee Members:*

<b>Lacey Tisler</b>	Chief Traffic Safety Engineer	Nevada Department of Transportation
<b>Sondra Rosenberg</b>	Assistant Director, Planning	Nevada Department of Transportation
<b>Julia Peek</b>	Deputy Administrator	Department of Health and Human Services
<b>Sean Sever</b>	Deputy Administrator, Research and Project Management Division (NVACTS Vice Chair)	Department of Motor Vehicles
<b>Amy Davey</b>	Administrator	Nevada Department of Public Safety-Office of Traffic Safety
<b>Martin Mleczko</b>	Lieutenant Colonel	Nevada Department of Public Safety
<b>Christy McGill</b>	Director of the Office for a Safe and Respectful Learning Environment	Superintendent of Public Instruction/Nevada Department of Education
<b>Vacant</b>	Assemblyperson	Assembly Standing Committee on Growth and Infrastructure
<b>Vacant</b>	Senator	Senate Standing Committee on Growth and Infrastructure
<b>David Gordon</b>	Manager of Judicial Education	Administrative Office of the Courts
<b>Cliff Banuelos</b>	Tribal-State Environmental Liaison	Inter-Tribal Council of Nevada
<b>Shashi Nambisan</b>	Director, Transportation Research Center	Nevada System of Higher Education/University of Nevada, Las Vegas Transportation Research Center
<b>Deborah Kuhls</b>	Assistant Dean for Research, Professor and Chief, Acute Care Surgery Division	Nevada System of Higher Education/ Kirk Kerkorian School of Medicine at University of Nevada, Las Vegas
<b>Vacant</b>	Director of Planning	Regional Transportation Commission of Washoe County
<b>John Penuelas</b>	Senior Director of Engineering	Regional Transportation Commission of Southern Nevada
<b>Nick Haven</b>	Long Range Planning and Transportation Division Manager	Tahoe Regional Planning Agency
<b>Kelly Norman</b>	Senior Transportation Planner	Carson Area Metropolitan Planning Organization
<b>Andrew Bennett</b>	Director (NVACTS Chair)	Nevada Association of Counties/Clark County Office of Traffic Safety
<b>Joey Paskey</b>	Deputy Director, City Traffic Engineer	Nevada League of Cities/City of Las Vegas
<b>Jason Walker</b>	Sergeant	Nevada Sheriffs and Chiefs Association/Washoe County Sheriff's Office

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# 1. Purpose Of This Document

The Nevada Advisory Committee on Traffic Safety (NFACTS) was voted into the Nevada Revised Statutes (NRS) at the 2021 Nevada Legislative Session. As defined by [NRS 408.581](#) and described in the NFACTS Bylaws (**Appendix A**), the function of NFACTS is to:

- Review, study, and make recommendations regarding:
  - **Evidence-based best practices** for reducing or preventing fatalities and injuries related to motor vehicle crashes on roadways in Nevada;
  - **Data** on motor vehicle crashes in Nevada resulting in fatalities or serious bodily injuries, including, without limitation, factors that cause such crashes and measures known to prevent such crashes;
  - **Policies** intended to reduce or prevent deaths and injuries related to motor vehicle crashes on roadways in this State;
  - **Any other matter** submitted by the Chair.
- Prepare and submit an annual report to the Governor and to the Director of the Legislative Counsel Bureau for transmittal to the Legislature. Summarize activities of the Advisory Committee that address, without limitation, any issue reviewed or studied, and any recommendations made by the Advisory Committee.

This document satisfies the requirement as the NFACTS Annual Report.



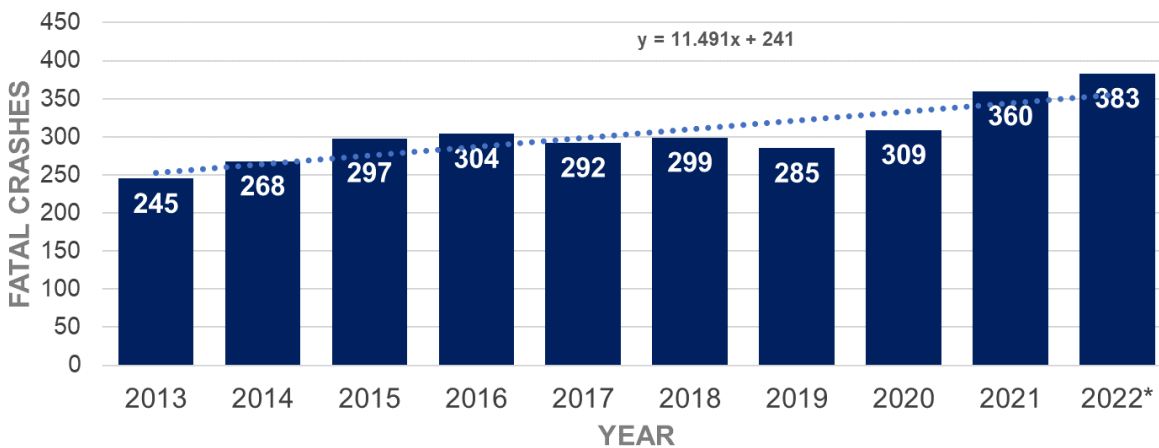
## 2. Statewide Safety Data

With a goal of **Zero Fatalities** since 2011, Nevada has focused on reducing fatalities on state and local roadways for the past decade. There have been some years that showed trends in the right direction. It is clear from the data below that fatalities on our roadways are climbing and the most common factors are speeding and impairment (alcohol and/or drugs). The latest fatality data for Nevada is summarized below. *2023 Nevada Crash Facts*, which includes the complete summary of the most recent five years of fatality data (2017-2021), is included in **Appendix B**.

### Traffic Fatalities

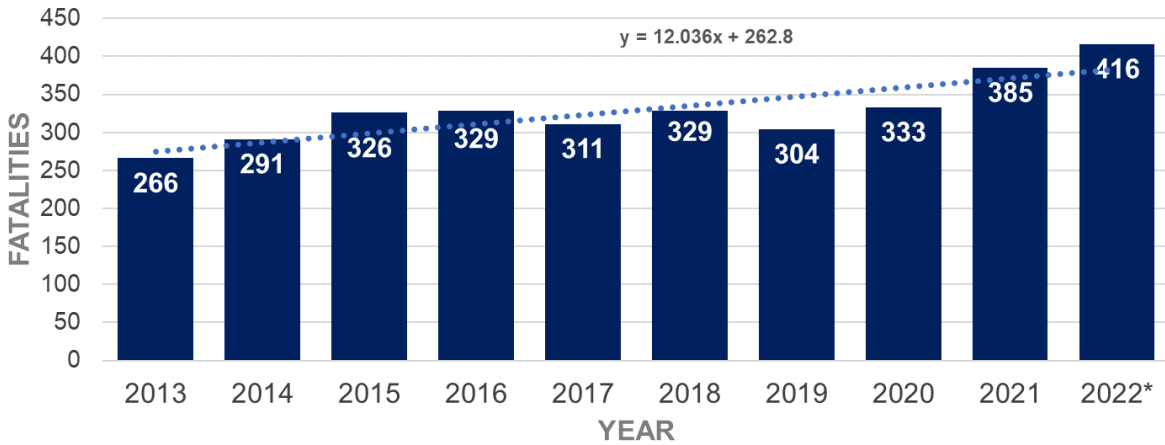
Fatalities and fatal crashes have generally increased over the last 10 years, with 2022 being the worst year in the last decade with **416 fatalities**, or 13.7% of all fatalities over the 10-year period (2022 data is preliminary until 2024). Fatality rates, when compared to vehicle miles traveled (VMT) and population, are also on the rise. The following figures show fatal crashes, fatalities, and fatality rates (per 100M vehicle miles traveled and 100K population) for 2013 to 2022. This section also includes five-year fatality data for impaired driving, intersections, pedestrians, speeding-related, unrestrained occupants, and younger driver fatalities.

**Figure 1: Fatal Crashes in Nevada (2013-2022)**



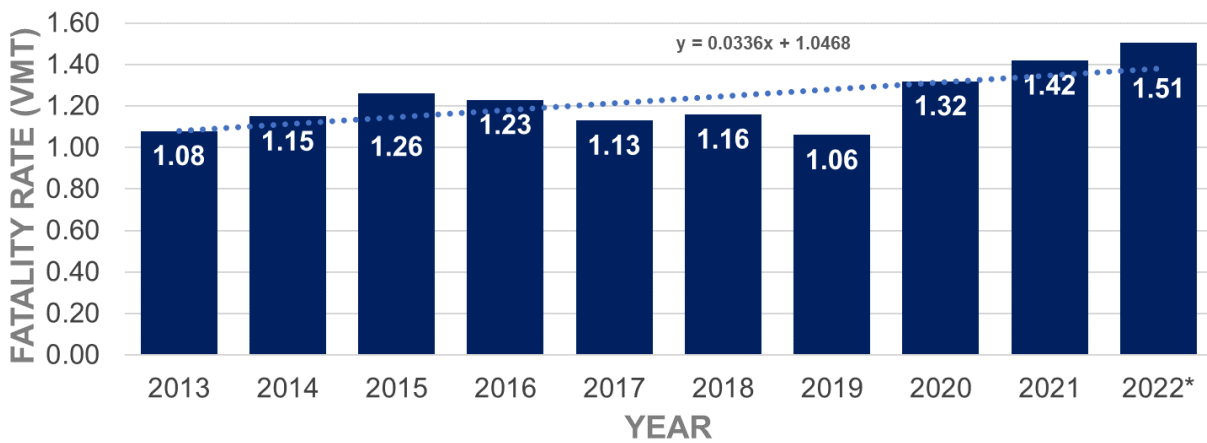
Source: 2013 to 2021 Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration (NHTSA); 2022 State Fatal Report, Nevada Office of Traffic Safety (NV OTS) (2022 data is preliminary until 2024).

**Figure 2: Nevada Traffic Fatalities (2013-2022)**



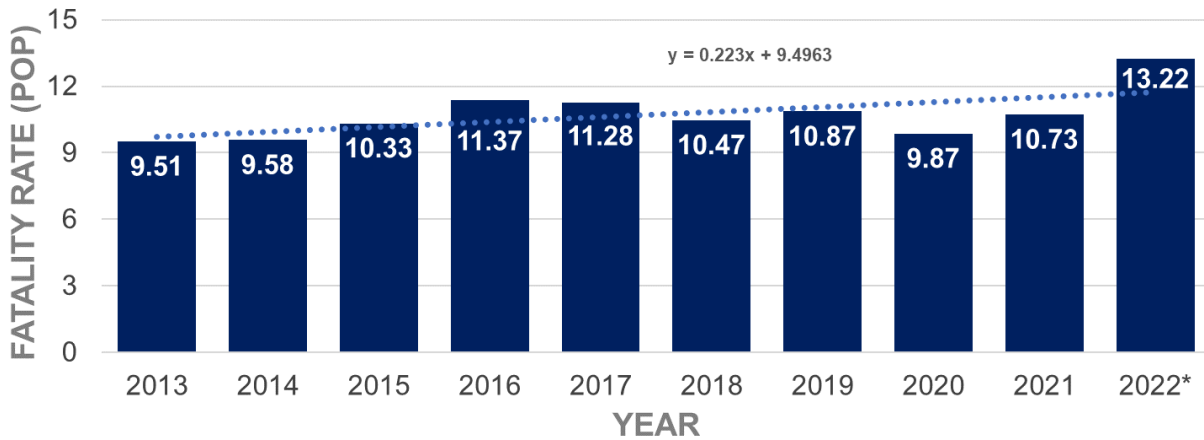
Source: 2013 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary until 2024).

**Figure 3: Nevada Traffic Fatality Rate per 100 million VMT (2013-2022)**



Source: 2013 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary until 2024).

**Figure 4: Nevada Traffic Fatality Rate per 100 thousand Population (2013-2022)**



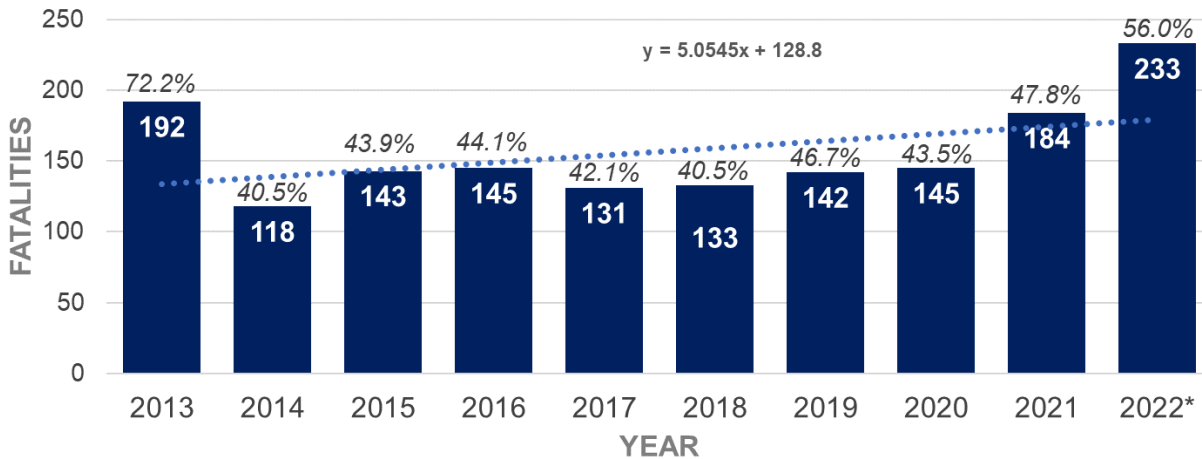
Source: 2013 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary until 2024).



## Impaired Driving

Since 2013, a total of **1,566 fatalities** resulted from traffic crashes involving an impaired driver, equating to 47.6% of all fatalities in the state over the 10-year period. As shown in **Figure 5**, impaired driving fatalities have increased between 2013 and 2022.

**Figure 5: Impaired Driving Fatalities (2013-2022)**

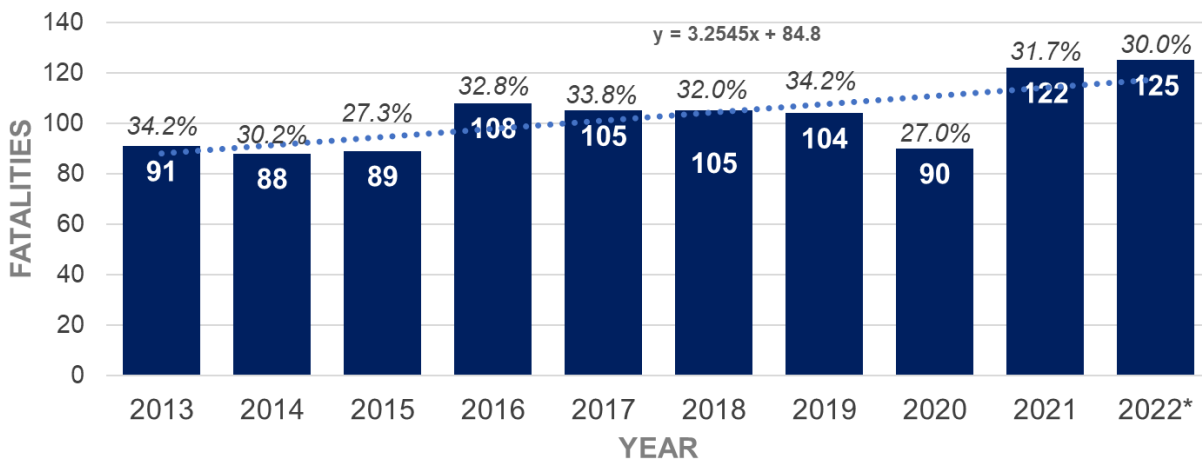


Source: 2013 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary until 2024).  
 Note: Percentages shown are the ratio of impaired driving fatalities to total Nevada fatalities for that year.

## Intersections

From 2013 to 2022, a total of **1,027 fatalities**, or 31.2% of all of Nevada's fatalities, occurred at intersections during that time frame. The intersection fatalities for the last ten years are shown in **Figure 6**.

**Figure 6: Intersection Fatalities (2013-2022)**

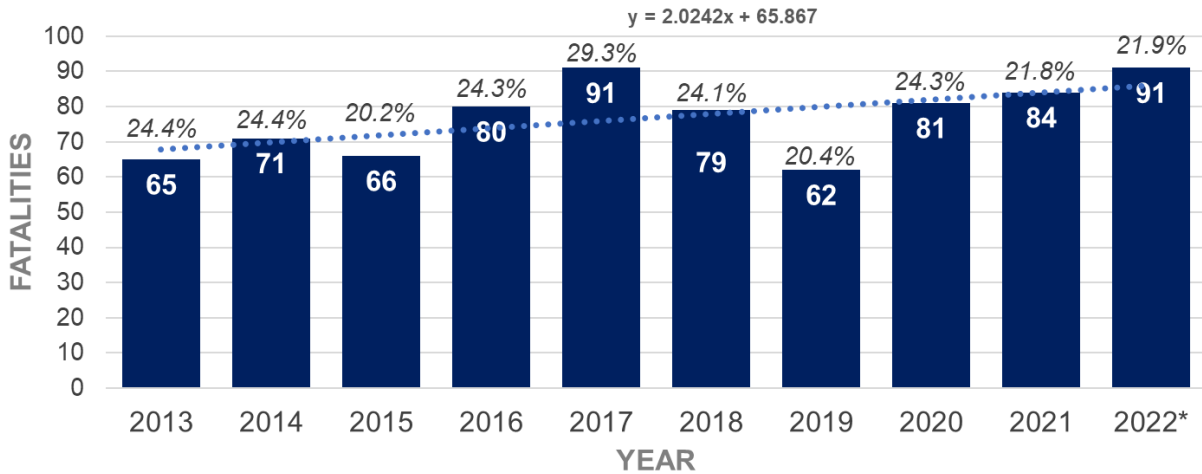


Source: 2013 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary until 2024).  
 Note: Percentages shown are the ratio of intersection fatalities to total Nevada fatalities for that year.

## Pedestrians

Between 2013 and 2022, there was a total of **770 pedestrian fatalities**, representing 23.4% of all fatalities in the state over the same time frame. Pedestrian fatalities reached a high of 91 in 2022 (2022 data is preliminary). The pedestrian fatalities for the last five years are shown in **Figure 7** below.

**Figure 7: Pedestrian Fatalities (2013-2022)**

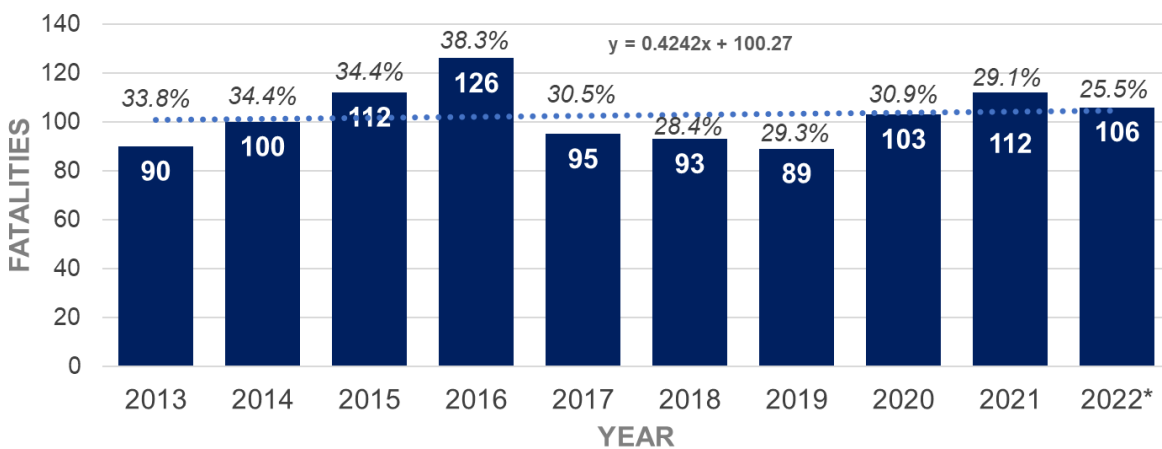


Source: 2013 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary until 2024).  
 Note: Percentages shown are the ratio of pedestrian fatalities to total Nevada fatalities for that year.

## Speeding-Related

From 2013 to 2022, **1,026 fatalities**, or 42.6% of the state's fatalities over the same time frame, were the result of crashes where excessive speed was a factor. Since 2018, the number of speeding-related fatalities has generally increased (2022 data is preliminary). Speeding-related fatalities for 2013 to 2022 are shown in **Figure 8**.

**Figure 8: Speeding-Related Fatalities (2013-2022)**



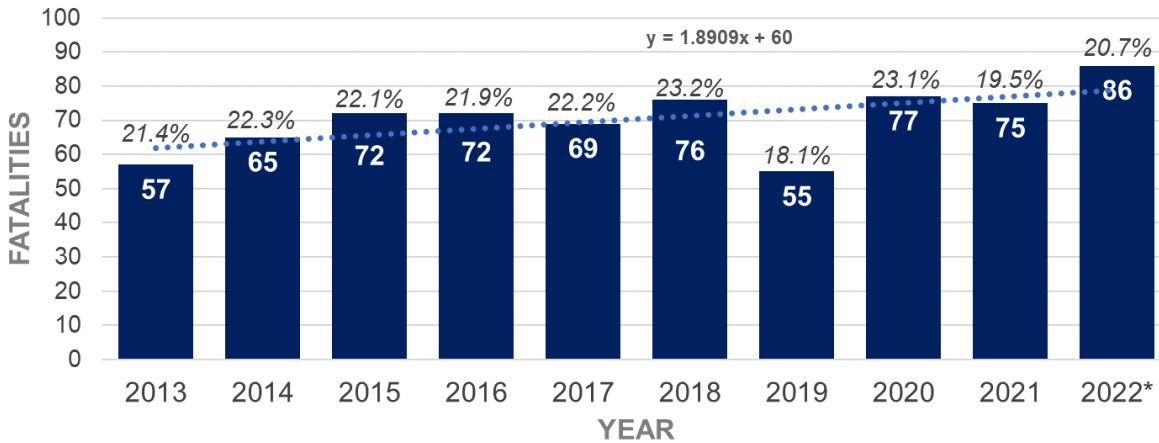
Source: 2013 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary until 2024).  
 Note: Percentages shown are the ratio of speeding-related fatalities to total Nevada fatalities for that year.



## Unrestrained Occupants

Between 2013 and 2022, **704 fatalities**, or 21.4% of the state's fatalities, included unrestrained occupants on Nevada roadways. Unrestrained occupant fatalities reached a high of 86 in 2022 (2022 data is preliminary). See **Figure 9**.

**Figure 9: Unrestrained Occupant Fatalities (2013-2022)**

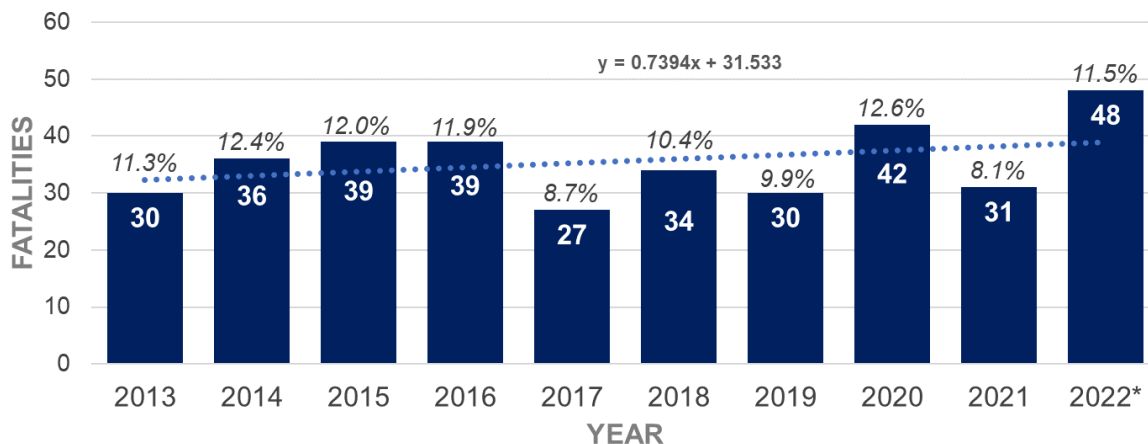


Source: 2013 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary until 2024).  
 Note: Percentages shown are the ratio of unrestrained occupant fatalities to total Nevada fatalities for that year.

## Young Drivers

From 2013 to 2022, a total of **356 fatalities**, or 10.8% of Nevada's fatalities, were the result of crashes involving a driver between the ages of 15 and 20. Young driver fatalities reached a high of 48 in 2022 (2022 data is preliminary). See **Figure 10** below for young driver fatalities each year.

**Figure 10: Young Driver Fatalities (2013-2022)**



Source: 2013 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary until 2024).  
 Note: Percentages shown are the ratio of young driver fatalities to total Nevada fatalities for that year.

## 3. Recommendations

### Traffic Safety Policy Priorities

The following policy priorities were approved by NVACTS as the most important policy priorities that would lead to the reduction of fatalities and serious injuries on Nevada's roadways based on a review of the current traffic safety issues. Additional information for the recommended traffic safety policy priorities is included in **Appendix C**.

#### *Road Safety Cameras (Automated Traffic Enforcement)*

The existing NRS prohibiting automated traffic enforcement is from 1999. In 2019, Senate Bill 43 (SB43) was proposed to change NRS to allow agencies to use Road Safety Cameras (RSCs), however, there was a strong negative response due to ongoing concerns of personal privacy. It was again unsuccessful in the 2023 Nevada Legislative Session.

The policy priority presented is the same: to eliminate the current NRS that limits local agencies' ability to use RSCs. There is continued work to be done to understand the concerns of those who have opposed this policy in previous sessions. Regional Transportation Commission of Washoe County (RTC Washoe) is considering a bill draft request (BDR) for use of RSCs specifically in school zones. There could be an opportunity to combine these proposals. Another consideration is to install RSCs specifically on school bus mast arms.

#### *Road Safety Cameras in School Zones*

Similar to the previous recommendation, this policy priority recommendation is to eliminate the current NRS that limits local agencies' ability to use RSCs, add language that enables the use of RSCs in school zones, and add language that enables the use of RSCs on school buses to enforce stop arm violations.

#### *Higher Fines in School Zones*

While "higher fines in school zones" may be posted in some jurisdictions, there is no specific language in NRS for higher fines in school zones (NRS 484B.363) and this has been dismissed in court due to lack of specific NRS language. This policy priority recommends strengthening NRS to specify higher fines and/or points in school zones, similar to work zones (NRS 484B.130) and pedestrian safety zones (NRS 484B.135).

#### *Primary Seat Belt Law (PBL)*

This policy priority is to create a PBL for Nevada. A PBL allows law enforcement to stop and ticket a driver or passenger for not wearing their seat belt. Currently, it is a secondary offense in Nevada. At this time, 37 states have a PBL in place (only 13 do not, including Nevada). Results from a recent awareness survey showed that there is the perception that there is a PBL in Nevada.

#### *Graduated Driver License (GDL) Additions*

Changes to the GDL include extending the GDL through 20 years of age, or for all new drivers; installing a three-stage intermediate GDL for 6-12 months; and requiring additional training after a permit is earned. It was discussed that the current requirement for 50 hours of training is not closely tracked. Defensive driving courses (NRS 483.727) approved by the Department of Motor Vehicles (DMV) may provide a more structured curriculum for driver training than logging hours with parents. A statewide driver education program could be established in the future.

### ***Safe System Intersections***

Nevada and the Southern Nevada RTC are designated by the Federal Highway Administration (FHWA) Focus Approach to Safety as an intersection focused state due to the high number of intersection fatalities. This designation is based on FHWA data analysis that identifies overrepresentation within the Focus Areas.

A safe system intersection design policy can include strategies such as:

- Minimizing and modifying conflict points
- Reducing speed of vehicles
- Improving visibility at intersections
- Providing space and protection for pedestrians and bicyclist

Safe systems intersections are built to accommodate the needs of all users. Many of the intersections in the transportation system today were constructed at a time when the emphasis was moving automobiles not people. The present and future focus is on all road users. An effective complete intersections policy will ensure cohesive action strategies that create a safe and homogenous roadway.

### ***Yield to Stop***

Nevada Law (NRS 484B.283) requires a driver to yield to a pedestrian in a marked or unmarked crosswalk while the pedestrian is on their half of the road or if approaching in a manner which could be unsafe. If a driver passes through the crosswalk while the person walking is still on their half of the road, or entire road if no center divider is present, that driver may be ticketed if an officer observes them for failure to yield to a pedestrian. The law is classified as a yield to pedestrians law and all signage in the state for pedestrians reinforces this, as do the pavement markings. The yield to pedestrians gives drivers the idea they can proceed once the walker is no longer in their lane. Changing the law to STOP for pedestrians clarifies that the driver must stop.

Even communicating to drivers that “In Nevada, drivers are required to stop for pedestrians” has far more weight than “drivers must yield to pedestrians.”

### ***Traffic Records***

The Office of Traffic Safety proposes, for consideration, the following conceptual changes to improve traffic records data collection:

- Add clarifying language to NRS 484E.110 to require crash notification within 10 days of the date of the crash (10 days after the investigation) or date of death.
- Require law enforcement agencies to report traffic incident arrest data within the central e-crash/e-citation system, i.e., DUI arrest, reckless driving arrest, etc.
- Require reporting of traffic offense adjudication data to the State.
- Add clarifying language to NRS 484C.170 to add required testing of prohibited substances in addition to alcohol.

### ***Appropriate Speed Limits for All Road Users***

The National Roadway Safety Strategy and the Safe Systems Approach identifies Safer Speeds as a critical component to the reduction of fatal and serious injury crashes. The Safe System Approach recognizes the

impacts of kinetic energy on the human body and the fact that effective speed management will reduce the kinetic energy in crashes.

The Federal Highway Administration (FHWA) has listed Appropriate Speed Limits for All Road Users as a Proven Safety Countermeasure due to broad consensus among roadway safety experts that speed control is one of the most important methods for reducing fatalities and serious injuries. Speeding, exceeding the posted speed limits, or traveling too fast for conditions is a repeating trend. Of the 42,939 fatalities that occurred on our Nation's roadway in 2021, 29% were speeding related. The Nevada Speed Management Action Plan (SMAP) studied speeding related data from 2015-2019 and found that 31% of the fatal crashes in Nevada listed speeding as a contributing factor.

## Citation Process Recommendations

To address the challenges associated with the lack of data related to traffic citations, a set of comprehensive recommendations is proposed to establish an organized and efficient system ensuring accuracy and accessibility. The recommendations are summarized below.

- **The adoption of a centralized digital database** has been determined to be the key to success. This database could either be a custom-built system or a specialized software solution designed for law enforcement or traffic management. Additionally, the utilization of cloud storage, provided by platforms such as AWS, Azure, or Google Cloud, is recommended to enhance accessibility, scalability, and data security.
- To ensure the integrity of the data within the system, **standardized entry procedures and validation checks** are essential. Standardized entry promotes consistency and facilitates efficient information retrieval, while validation checks, such as cross-referencing against existing records and verifying information against official databases, guarantee the accuracy of entered data.
- Security measures are crucial in managing access to the citation database. Among the required measures are **implementing secure user authentication and defining user roles and permissions to control access**. Access should be restricted to authorized personnel only to protect sensitive information.
- **Integration with external systems**, such as the Department of Motor Vehicles (DMV) and court systems, is recommended to streamline the exchange of information and maintain data consistency across different platforms.
- For analysis and decision-making purposes, **the development of custom reports and real-time dashboards** is suggested. This enables the identification of patterns, assessment of officer performance, and generation of insights related to traffic citations.
- In terms of data protection, **regular backups of the citation database, along with the implementation of data encryption**, are advised to prevent data loss and protect sensitive information, particularly when stored on the cloud or involving personally identifiable information.
- Training programs for personnel responsible for data entry and management, coupled with comprehensive documentation outlining procedures and troubleshooting steps, are vital components to ensure the effective use of the system.
- The **establishment of an audit trail system** is recommended to log all changes made to the citation data, enhancing accountability, and facilitating investigations into any discrepancies.
- Continual maintenance, including keeping the database software up to date, conducting regular optimization, and ensuring data integrity, is essential for the sustained effectiveness of the system.



- **Regular reviews and updates** should be conducted to ensure legal compliance with relevant laws and regulations regarding data storage and privacy. To foster collaboration and coordination, **the creation of a proposed Traffic Records Coordinating Committee**, as a standing subcommittee of NVACTS, with defined membership requirements is suggested.

## 4. Summary of Activities

The following subsections summarize the 2023 annual activities under NVACTS.

### NVACTS Meetings

NVACTS meets quarterly on the second Thursday of the month. Meetings are held in person in Las Vegas and Carson City, with video conference/virtual option for members and the public. The quarterly meetings for NVACTS were held on March 9<sup>th</sup>, June 8<sup>th</sup>, September 14<sup>th</sup>, and December 14<sup>th</sup> in 2023. A special meeting of the NVACTS was held on October 31, 2023 to view a presentation and take action on the Vulnerable Road Users Safety Assessment, present the Traffic Safety Policy Priorities, and reinstate the Traffic Safety Policy Priority Task Force Working Group. Information for NVACTS, including meeting minutes and upcoming meetings, can be found here: [Nevada Advisory Committee on Traffic Safety - Zero Fatalities \(zerofatalitiesnv.com\)](https://www.zerofatalitiesnv.com).

### Task Forces

#### *Traffic Safety Policy Priority Task Force Working Group*

NVACTS established the Traffic Safety Policy Priority Task Force Working Group to research and develop Traffic Safety Policy Priorities for 2022/2023, in preparation of the 2023 Nevada Legislative Session. The task force was reinstated by NVACTS at the meeting on October 31, 2023. Sean Sever of the Nevada Department of Motor Vehicles (DMV) served (and is serving) as Chair. Traffic Safety Policy Priority Task Force Working Group Members include:

- Sean Sever, DMV, Chair
- Andrew Bennett, Clark County Office of Traffic Safety
- Erin Breen, UNLV Transportation Research Center
- Shannon Bryant, Traffic Safety Resource Prosecutor
- Tim Burrows, Kimley-Horn
- Mike Colety, Kimley-Horn
- Amy Davey, Department of Public Safety-Office of Traffic Safety (DPS-OTS)
- David Gordon, Administrative Office of the Courts
- Kevin Honea, Nevada State Police
- Deborah Kuhls, University of Nevada, Las Vegas (UNLV) Kirk Kerkorian School of Medicine
- Meg Matta, DPS-OTS

- Christy McGill, Department of Education
- Kelly Norman, Carson City Area MPO
- Nick Nordyke, DPS-OTS
- Tiffany Patrick, Kimley-Horn
- John Penuelas, RTC Southern Nevada
- Kevin Tice, DPS-OTS
- Lacey Tisler, NDOT
- Pete Vander Aa, DPS-OTS

### ***Citation Process Working Group***

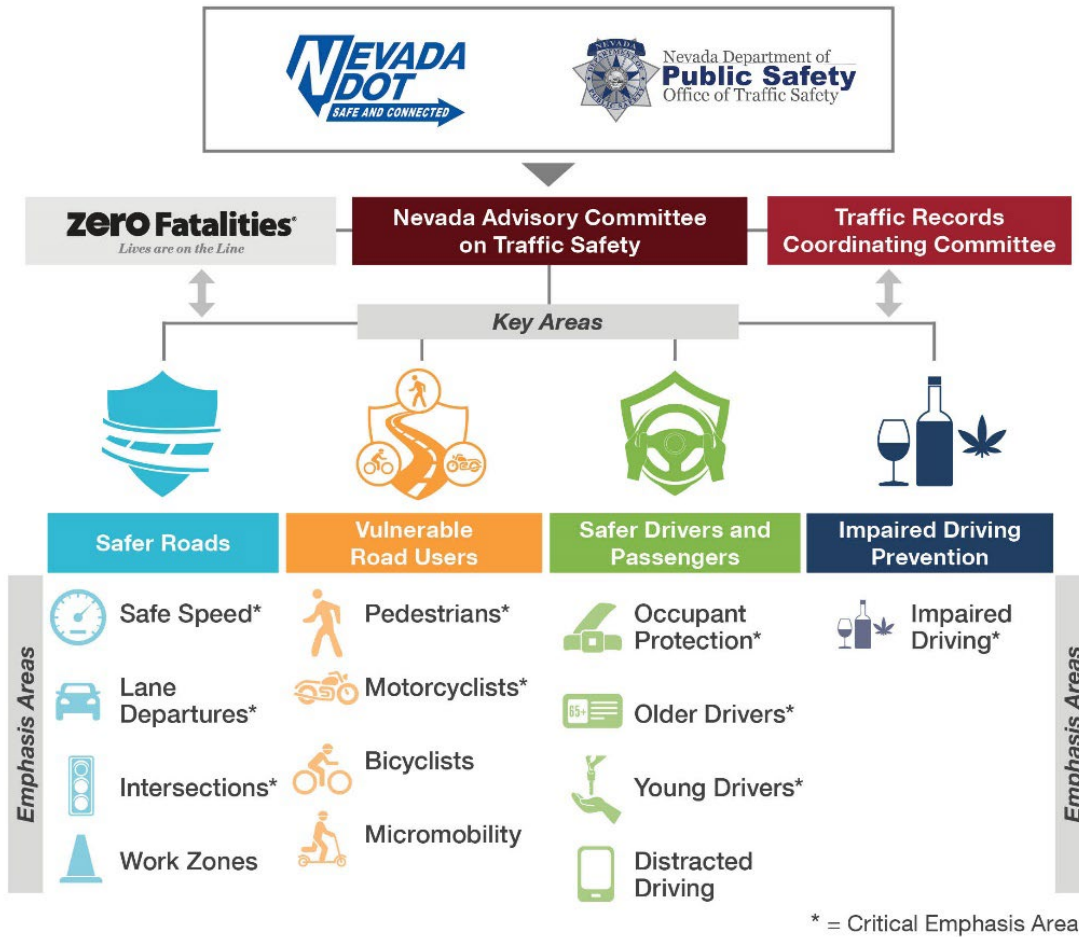
NVACTS established the Citation Process Working Group at the September 8, 2022 meeting to research and discuss the current processes for citations in Nevada. Mr. David Gordon from the Administrative Office of the Courts served as Chair. The group met quarterly, starting in November 2022. The working group meeting summaries are included in **Appendix D**. Citation Process Working Group Members include:

- The Honorable Sam Bateman, Henderson Township Justice Court
- The Honorable Stephen Bishop, White Pine County Justice Court
- Amy Davey, Administrator, DPS-OTS
- David Gordon, Chair and Manager of Judicial Education AOC, Nevada Supreme Court
- Dr. Shashi Nambisan, UNLV Transportation Research Center
- Julia Peek, Deputy Administrator, Nevada Department of Health and Human Services
- Amber Putz, IT Manager, AOC, Nevada Supreme Court
- The Honorable Karen Stephens, Lake Township Justice Court

### ***Traffic Safety Task Forces***

Nevada's Strategic Highway Safety Plan (SHSP) includes five task forces that meet quarterly. Task forces are organized as shown in **Figure 11**: Safer Roads, Vulnerable Road Users, Safer Drivers and Passengers, Impaired Driving, and the Traffic Records Coordinating Committee(See **Figure 11**). Meeting agendas, meeting minutes, and resources can be found here: [STRATEGIC HIGHWAY SAFETY PLAN - Zero Fatalities \(zerofatalitiesnv.com\)](https://www.zerofatalitiesnv.com). The 2021-2025 Nevada SHSP is included as **Appendix E**.

Figure 11: Nevada Traffic Safety Task Forces



# APPENDIX A

## NVACTS Bylaws

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# **NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY (NVACTS) BYLAWS**

## **ARTICLE 1 – NAME**

- 1.1 This organization shall be called the Nevada Advisory Committee on Traffic Safety (NVACTS) hereinafter referred to as the NVACTS.

## **ARTICLE 2- AUTHORITY**

- 2.1 The authority for establishing NVACTS is found in the State of Nevada Revised Statutes (NRS) Chapter 408, which creates the Advisory Committee on Traffic Safety within the Department of Transportation.
- 2.2 The Advisory Committee shall review, study and make recommendations regarding:
  - 2.2.1 Evidence-based best practices for reducing or preventing deaths and injuries related to motor vehicle crashes on roadways in this State;
  - 2.2.2 Data on motor vehicle crashes resulting in death or serious bodily injury in this State, including, without limitation, factors that cause such crashes and measures known to prevent such crashes;
  - 2.2.3 Policies intended to reduce or prevent deaths and injuries related to motor vehicle crashes on roadways in this State; and
  - 2.2.4 Any other matter submitted by the Chair.
- 2.3 NVACTS shall prepare and submit to the Governor and to the Director of the Legislative Counsel Bureau for transmittal to the Legislature an annual report concerning the activities of the Advisory Committee that addresses, without limitation, any issue reviewed or studied, and any recommendations made by the Advisory Committee.

## **ARTICLE 3 - PURPOSE AND FUNCTION**

- 3.1 The NVACTS shall review, study and make recommendations regarding:
  - 3.1.1 Evidence-based best practices for reducing or preventing deaths and injuries related to motor vehicle crashes on roadways in this State;
  - 3.1.2 Data on motor vehicle crashes resulting in death or serious bodily injury in this State, including, without limitation, factors that cause such crashes and measures known to prevent such crashes;
  - 3.1.3 Policies intended to reduce or prevent deaths and injuries related to motor vehicle crashes on roadways in this State; and
  - 3.1.4 Any other matter submitted by the Chair.

- 3.1.5 NVACTS will provide guidance to state, county, all local agencies, and tribal communities that incorporate a commitment to traffic safety in their mission and/or organization.
- 3.1.6 NVACTS will review and approve a strategic plan that will impact the present and predicted statistics on vehicle-related deaths and injuries, focusing on key emphasis areas and containing strategies designed to improve major problem areas or to advance effective practices by means that are both cost-effective and acceptable to the majority of Nevada's citizens.
- 3.1.7 NVACTS will establish and publish statewide highway safety goals and objectives.
- 3.1.8 NVACTS will create the mechanisms to foster multidisciplinary efforts to resolve statewide traffic safety problems and issues through communication and cooperative agreements.
- 3.1.9 NVACTS will serve as the Traffic Records Executive Committee (TREC) for the State of Nevada and oversee the activities of the Traffic Records Coordinating Committee (TRCC). Each NVACTS member agency is eligible to have one responsible representative designated by their agency on the TRCC.

#### **ARTICLE 4 – MEMBERSHIP**

- 4.1 The members of the Advisory Committee shall elect from their voting membership a Chair and a Vice Chair. The Chair shall preside at the meetings of the NVACTS. If the Chair is unable to attend, then the Vice Chair shall assume the duties of the Chair.
- 4.2 The term of office of the Chair and the Vice Chair is 2 years. If a vacancy occurs in the office of Chair or Vice Chair, the members of the Advisory Committee shall elect a Chair or Vice Chair, as applicable, from among its voting members to serve for the remainder of the unexpired term.
- 4.3 NVACTS shall consist of:
  - Director (or designee), Department of Transportation (NDOT)
  - Representative (appointed by NDOT Director) of NDOT
  - Director (or designee), Department of Health and Human Services (DHHS)
  - Director (or designee), Department of Motor Vehicles (DMV)
  - Director (or designee), Department of Public Safety (DPS)

Representative (appointed by DPS Director) of DPS

Superintendent (or designee), Department of Education (DED)

Member, Nevada State Assembly Standing Committee on Growth and Infrastructure  
(appointed by Speaker of the Assembly)

Member, Nevada State Senate Standing Committee on Growth and Infrastructure  
(appointed by Majority Leader of the Senate)

Representative (appointed by the Chief Justice of the Supreme Court of Nevada),  
Administrative Office of the Courts (AOC)

Representative (appointed by Inter-Tribal Council of Nevada (ITCN)), Tribal  
Governments

Representative (appointed by NDOT Director), Nevada System of Higher Education

Representative (appointed by NDOT Director), Nevada System of Higher Education

Representative, Regional Transportation Commission of Southern Nevada (RTCSNV)

Representative, Regional Transportation Commission of Washoe County (RTC)

Representative, Carson Area Metropolitan Planning Organization (CAMPO)

Representative, Tahoe Regional Planning Agency (TRPA)

Representative, Nevada Association of Counties (NACO)

Representative, Nevada League of Cities

Representative, Nevada Sheriffs' and Chiefs' Association (NSCA)

The Director of the Department of Transportation may appoint as nonvoting members of NVACTS such other persons as the Director deems appropriate.

4.3.1 The term of office of each member appointed to the Advisory Committee is 2 years. Such members may be reappointed for additional terms of 2 years in the same manner as the original appointments. Any vacancy occurring in the appointed voting membership of the Advisory Committee must be filled in the same manner as the original appointment not later than 30 days after the vacancy occurs.

4.3.2 Member organizations may designate a proxy to serve on the committee when the member identified in 4.3 is unable to attend. This notice shall be in writing and directed to the Chair.

## **ARTICLE 5 - VOTING**

- 5.1 A majority of the voting members of the Advisory Committee constitutes a quorum for the transaction of business. If a quorum is present, the affirmative vote of a majority of the voting members of the Advisory Committee present is sufficient for any official action taken by the Advisory Committee.

## **ARTICLE 6 - COMPENSATION**

- 6.1 Each member of the Advisory Committee serves without compensation and is not entitled to receive a per diem allowance or travel expenses.

## **ARTICLE 7 – MEETINGS**

- 7.1 The Advisory Committee shall meet at least once each calendar quarter and may meet at such further times as deemed necessary by the Chair.
- 7.2 NVACTS members may submit agenda items no later than 12 working days before a scheduled meeting, to the Nevada Department of Transportation Traffic Safety Engineering Division. These agenda items will be approved by the Chair and will be distributed to the NVACTS members seven days prior to the scheduled NVACTS meeting date.
- 7.3 Meetings will comply with the Nevada Open Meeting Law (NRS 241).
- 7.4 The deliberations at NVACTS meetings shall be in accord with Robert's Rules of Order-Newly Revised.

## **ARTICLE 8 - TASK FORCE WORKING GROUPS**

- 8.1 The Advisory Committee may establish such working groups, task forces and similar entities from within or outside its membership as necessary to address specific issues or otherwise to assist in its work.
- 8.2 Each Task Force Working Group will be required to analyze the issue assigned, determine cause and develop solutions and strategies for addressing the contributing factors of the subject matter assigned.
- 8.2.1 A member of NVACTS shall chair each Task Force Working Group.
- 8.2.2 The size and composition of a Task Force Working Group will be determined by the appointed chair.
- 8.2.3 Task Force membership should not be limited to members of the NVACTS, and when possible, they will be composed of a diverse selection of representatives

from state, federal, county, local, and tribal agencies in an effort to ensure all aspects of the topic are identified and addressed.

- 8.2.4 Task Force Working Groups should meet as frequently as needed.
- 8.2.5 Meetings/discussions may be conducted by video teleconference, conference call and/or e-mail.
- 8.2.6 The Task Force Working Group members shall receive no compensation other than that received from their own agency/organization. The Task Force Working Group shall not reach a decision by a vote or consensus. No motions or resolutions are to be presented. No decisions for or recommendations to the board are to be made. The Task Force Working Groups shall not speak to or be recognized by the board as a single voice on any issue.
- 8.2.7 Task Force Working Groups will be considered working groups and therefore not subject to the provisions of Nevada Open Meeting laws, rules, and regulations.

Note: If a Task Force Working Group engages in deliberation or decision making, is assigned by NVACTS to formulate policy or carry out planning functions, is delegated the task of making decisions for or recommendations to NVACTS, or is recognized by NVACTS as speaking with one voice, it shall be subject to the Nevada Open Meeting Law.

- 8.3 Task Force Working Groups will report to the NVACTS as directed.

## **ARTICLE 9 - TECHNICAL SUPPORT STAFF**

- 9.1 The Department of Transportation shall provide administrative support to NVACTS. The Staff shall:
  - 9.1.1 Coordinate the activities of NVACTS to include making all logistical arrangements required for meetings.
  - 9.1.2 Provide a note taker and staff person to comply with the Nevada Open Meeting Law.
  - 9.1.3 Provide research assistance and statistical data to the NVACTS.
  - 9.1.4 Prepare and publish plans and documents at the direction of NVACTS.
  - 9.1.5 Establish and maintain a website for NVACTS designed to further the sharing of crash data, organizational safety planning, research, and other relevant information pertinent to the Committee.

## **ARTICLE 10 - ADOPTION and AMENDMENTS**



- 10.1 These bylaws shall be initially adopted by a majority vote of the members present at the second meeting.
- 10.2 These bylaws may be amended at any regular meeting of NVACTS by a majority vote of the voting members present.

Approved by action of the Committee at the meeting on Tuesday, February 1, 2022

# APPENDIX B

## 2023 Nevada Crash Facts

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# Nevada Traffic Safety Crash Facts



395 NORTH  
Susanville  
LEFT 3 LANES

EXIT 68B  
80 WEST  
Reno  
Sacramento  
EXIT ONLY

EXIT 68A  
80 EAST  
Sparks  
Elko  
EXIT ONLY

January 2024

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**Statutory Notice 23 U.S.C. § 409: US Code -**

**Section 409: Discovery and admission as evidence of certain reports and surveys**

*Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway- highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.*

## List of Acronyms

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<b>BAC</b>	Blood Alcohol Content
<b>CEA</b>	Critical Emphasis Area
<b>DPS</b>	Department of Public Safety
<b>FARS</b>	Fatality Analysis Reporting System
<b>FHWA</b>	Federal Highway Administration
<b>FTP</b>	File Transfer Protocol
<b>HSIP</b>	Highway Safety Improvement Program
<b>HSP</b>	Highway Safety Plan
<b>NDOT</b>	Nevada Department of Transportation
<b>NHTSA</b>	National Highway Traffic Safety Administration
<b>OTS</b>	Office of Traffic Safety
<b>SOE</b>	Sequence of Events
<b>SHSP</b>	Strategic Highway Safety Plan
<b>STSI</b>	State Traffic Safety Information
<b>VMT</b>	Vehicle Miles Traveled



## Introduction

The Nevada Traffic Safety Crash Facts documents the analysis of Fatality Analysis Reporting System (FARS) data from the National Highway Traffic Safety Administration (NHTSA) (<https://www.nhtsa.gov/content/nhtsa-ftp/251>). The primary purpose of the Nevada Traffic Safety Crash Facts is to provide the appropriate data to effectively guide strategies and actions for the Strategic Highway Safety Plan (SHSP), the Highway Safety Plan (HSP) for the Nevada Office of Traffic Safety (OTS), the Highway Safety Improvement Program (HSIP) for the Nevada Department of Transportation (NDOT), and other traffic safety efforts within the state.

FARS data is updated continuously and published on the FARS website each year. For the purpose of a historical understanding, 10 years worth of overall crash data is reported. However, all trends and emphasis area analyses were conducted using the most recent five years of data (2017-2021).

Nevada's five-year fatality data is available on an online platform and is updated with the latest data available from FARS (2017-2021). The Nevada Fatal Crash Data Dashboard is located here: <https://app.powerbi>.

Following a data-driven approach enables implementers to inform change in policy, infrastructure, and education for the six Es of Nevada's SHSP (Equity, Engineering, Education, Enforcement, Emergency Response, and Everyone). This report provides information related to the following five key questions:

- **What** fatalities have occurred?
- **Where** did these fatalities occur?
- **Who** was responsible/who was affected?
- **When** did these fatalities occur?
- **Why** did these fatalities occur?

The intent is for traffic safety implementers to use this data to gain a better understanding of the factors that contribute to crashes. Once the applicable crash causes are understood, implementers and policymakers are better positioned to support the appropriate proven countermeasures and innovative approaches that target the largest factors in causing crashes.

Critical emphasis areas (CEAs) are topics of concern that experience high frequency of crashes and, as such, are the focus of efforts to reduce crash occurrences. A total of 10 CEAs have been identified within the Nevada SHSP, which are organized under four Key Areas: Safer Roads, Vulnerable Road Users, Safer Drivers and Passengers, and Impaired Driving Prevention. The graphic on the right shows the relationship between key areas, emphasis areas, and CEAs.

Figure 1: Key Areas, Emphasis Areas, and CEAs



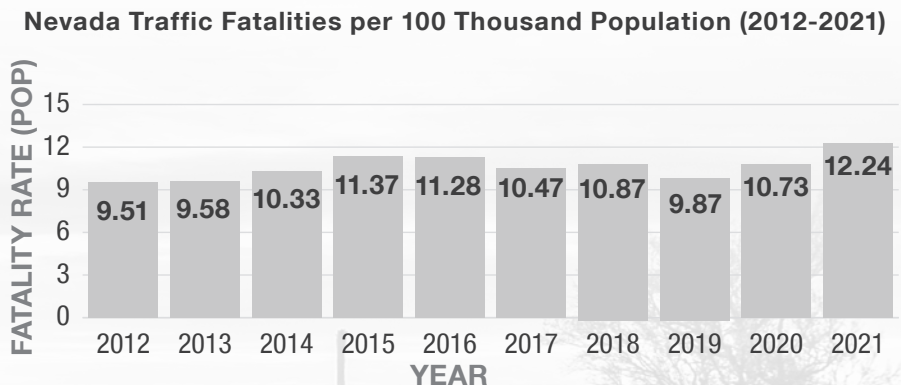
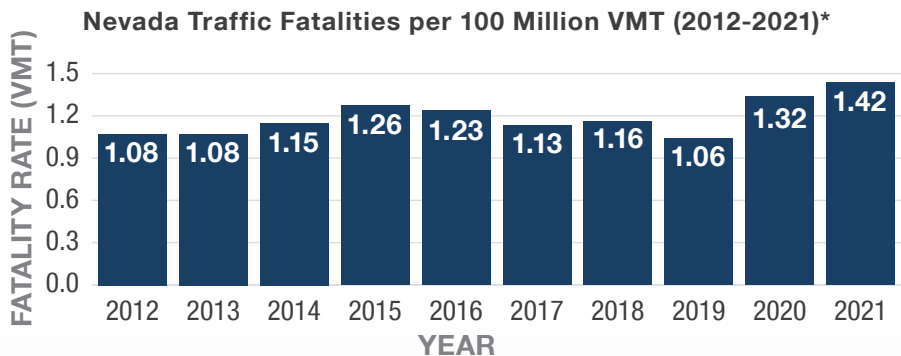
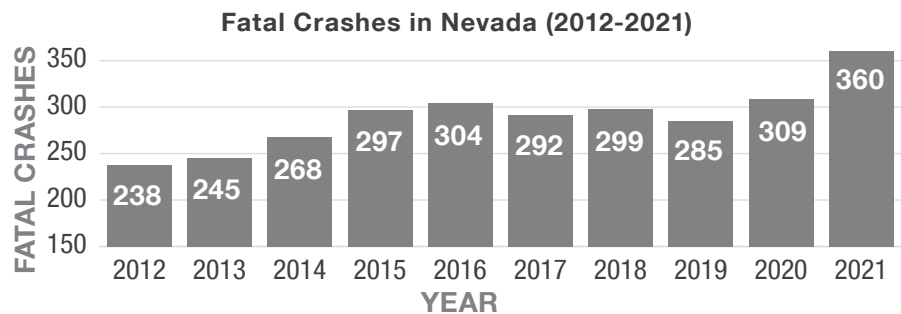
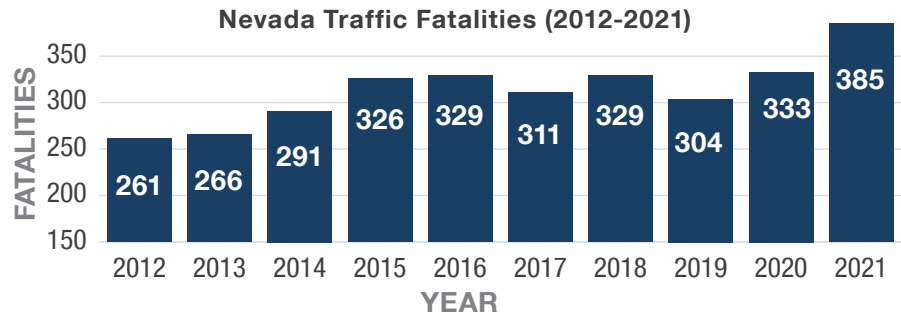
## Overall Crash Data

This section analyzes the overall crash data for Nevada from 2012 to 2021. Official FARS data from a File Transfer Protocol (FTP) site maintained by NHTSA was used to determine the numbers of traffic fatalities and fatal crashes (<https://www.nhtsa.gov/content/nhtsa-ftp/251>). This data is used to determine where to focus efforts and resources and to evaluate effectiveness of existing traffic safety measures in Nevada.

### What?

Traffic-related fatalities and fatal crashes have generally increased over the 10-year period. Nevada's traffic fatalities have increased from **261 in 2012** to **385 in 2021** and, likewise, fatal crashes have increased from **238 in 2012** to **360 in 2021**.

As shown in the graphs, traffic fatalities per 100 million vehicle miles traveled (VMT) and traffic fatalities per 100 thousand population have also increased in Nevada since 2012.



\*This chart has been modified to match the NHTSA State Traffic Safety Information (STSI) summary and therefore does not match the Nevada SHSP Fatal Crash Dashboard.

### Where?

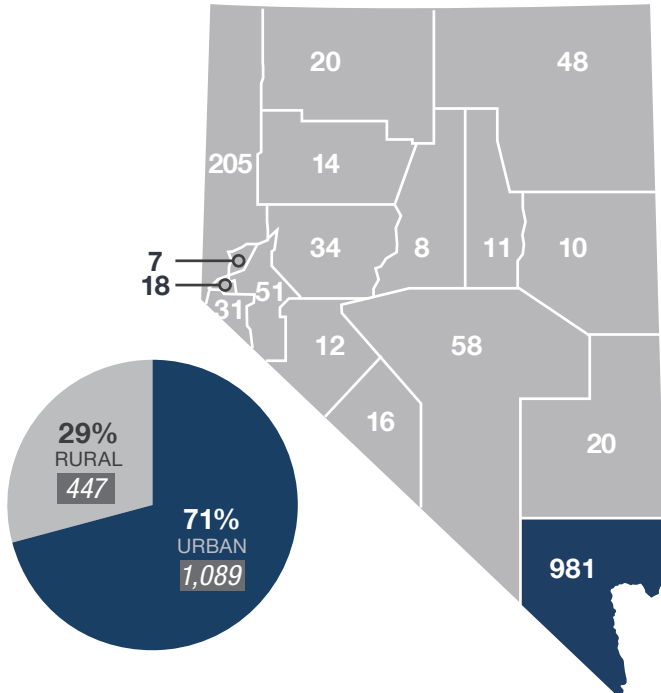
Rural and urban crash locations are defined in FARS as the classification of the segment of trafficway on which a crash occurred, based on Federal Highway Administration (FHWA)-approved adjusted census boundaries of small rural and urbanized areas.

From 2017-2021, Clark County reported the largest number of fatal crashes and fatalities. Seventy-one percent of all Nevada fatal crashes throughout the state occurred on urban roadways.

**Fatal Crashes in Nevada by County (2017-2021)\***

County	Fatal Crash	Percent of all Fatal Crashes
Carson City	18	1%
Churchill	34	2%
Clark	981	64%
Douglas	31	2%
Elko	48	3%
Esmeralda	16	1%
Eureka	11	1%
Humboldt	20	1%
Lander	8	1%
Lincoln	20	1%
Lyon	51	3%
Mineral	12	1%
Nye	58	4%
Pershing	14	1%
Storey	7	0%
Washoe	205	13%
White Pine	10	1%
<b>TOTAL</b>	<b>1,544</b>	

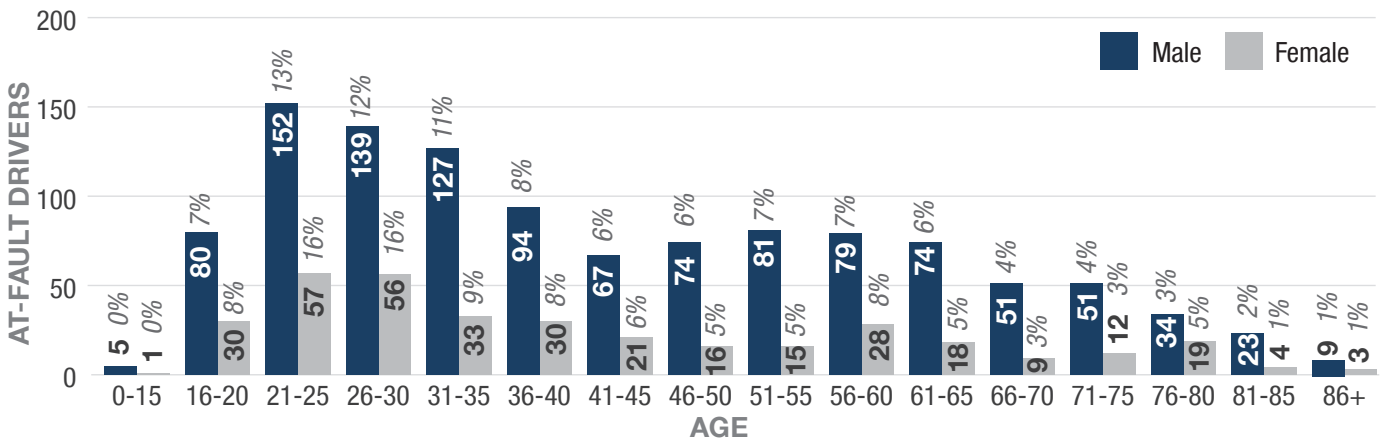
**Fatal Crashes in Nevada by Location (2017-2021)\***



### Who?

From 2017-2021, males ages 21 to 25 years old comprised the largest number of at-fault drivers in fatal crashes in Nevada.

**Age/Gender Breakdown of At-Fault Drivers in All Fatal Crashes in Nevada (2017-2021)\***



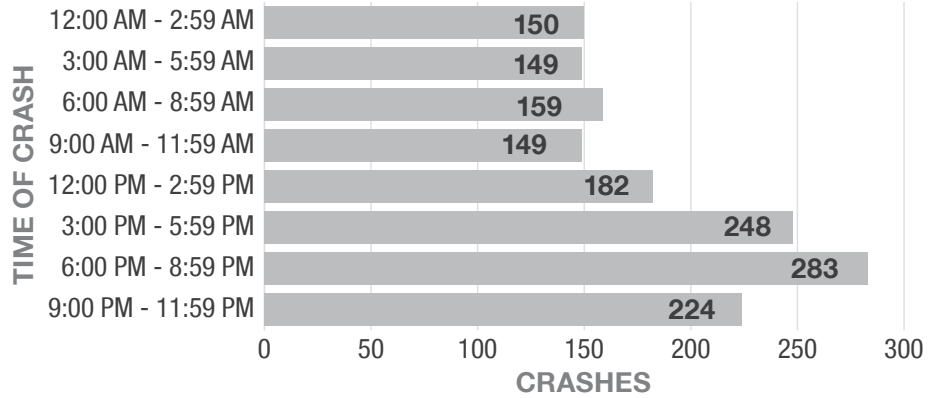
\*Does not include values that are unknown or missing

**When?**

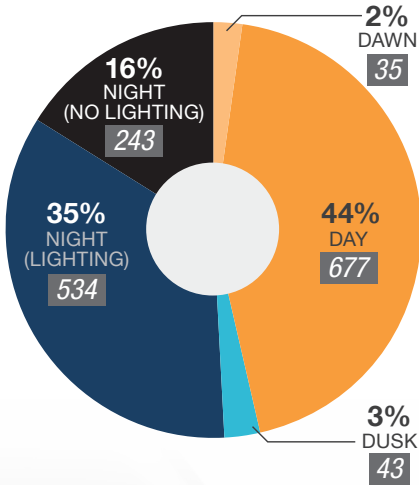
From 2017-2021, 283 fatal crashes occurred between the hours of 6:00 PM and 8:59 PM, totaling 18% of all fatal crashes. More than half of all fatal crashes took place at night.

From 2017-2021, Thursday through Sunday saw the highest percentage of fatal crashes. Thirty-eight percent occurred August through November.

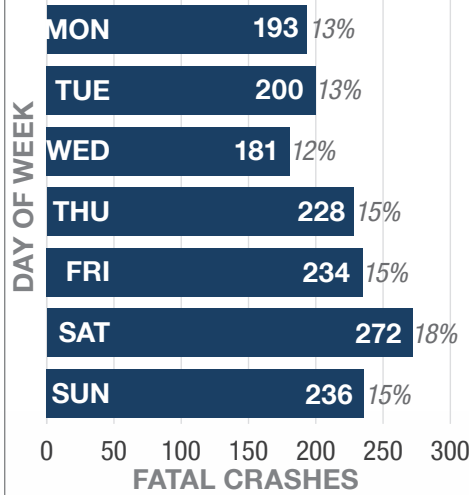
**Fatal Crashes by Time of Day in Nevada (2017-2021)**



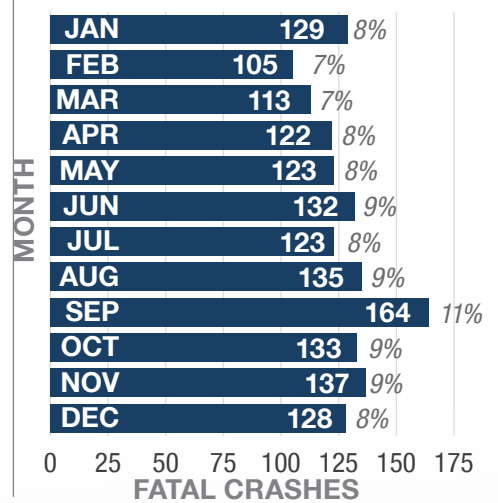
**Lighting at Time of Fatal Crash in Nevada (2017-2021)\***



**Fatal Crashes by Day of Week in Nevada (2017-2021)**



**Fatal Crashes by Month of Year in Nevada (2017-2021)**

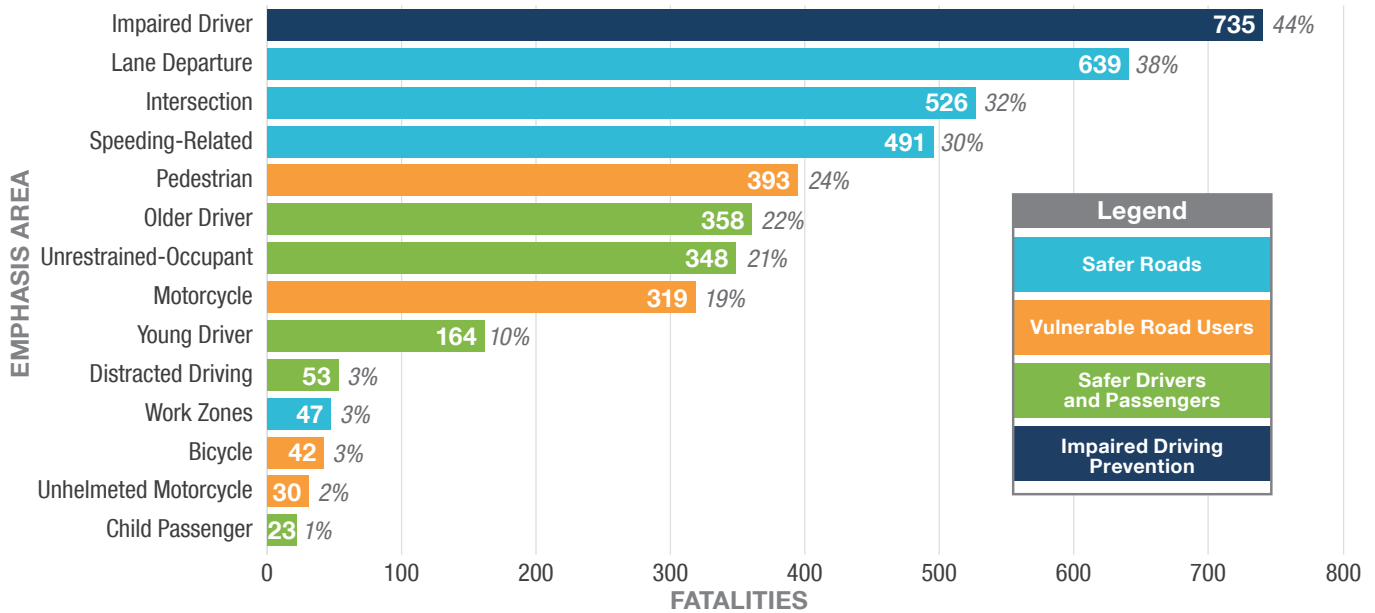


\*Does not include values that are unknown or missing

## Why?

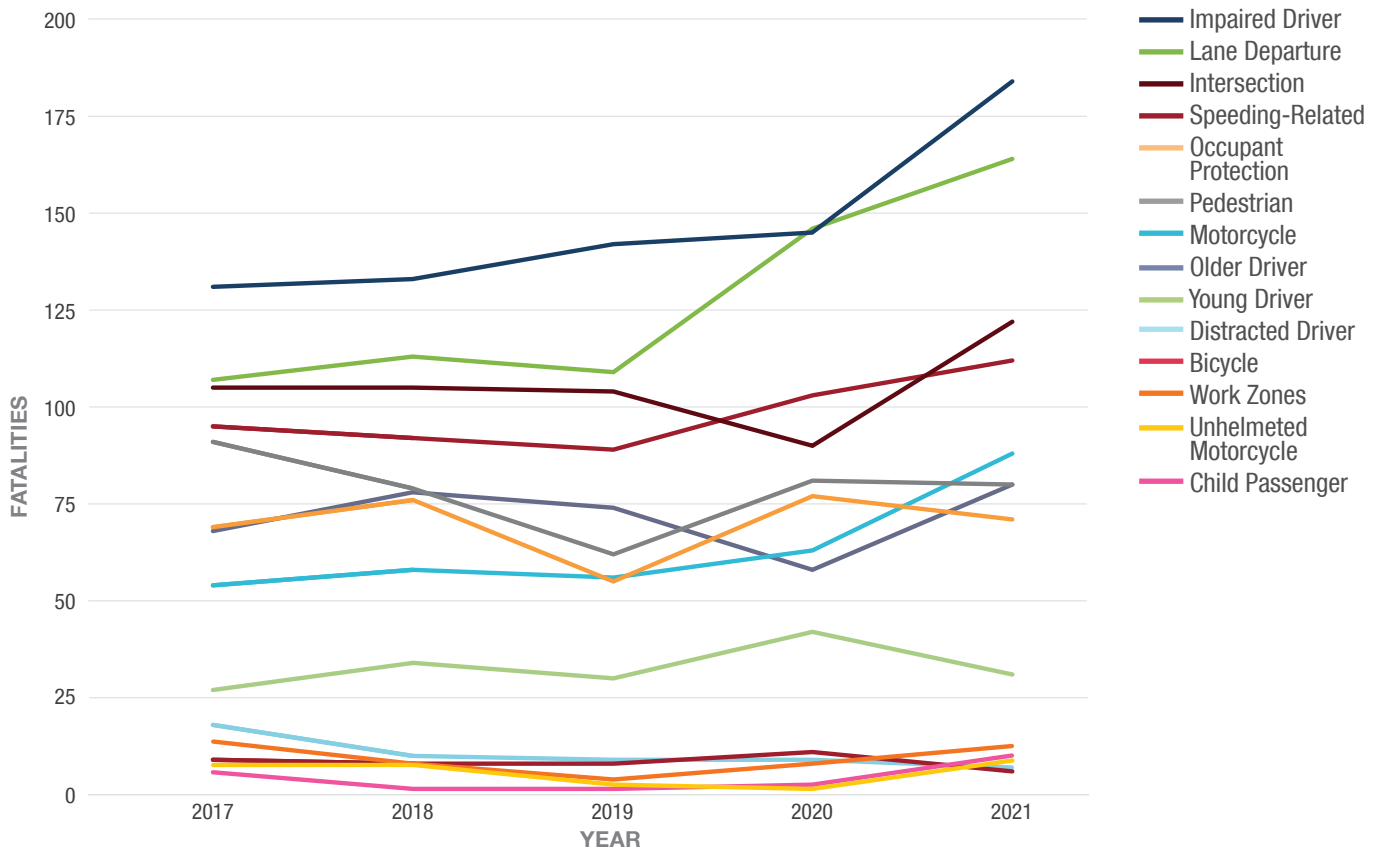
From 2017-2021, **impaired driving fatalities**, which involve a driver with a blood alcohol content (BAC) of 0.08% or greater and/or tested positive for drugs in their system, comprised the largest percent of fatalities at 44% of all traffic fatalities in Nevada.

Nevada Traffic Fatalities by Emphasis Area (2017-2021)\*



\*A crash may be categorized in more than one emphasis area, e.g., an impaired motorcyclist at an intersection. Therefore, the values exceed the total number of fatalities and the sum of the percentages is more than 100%.

Nevada Traffic Fatalities by Emphasis Area (2017-2021)

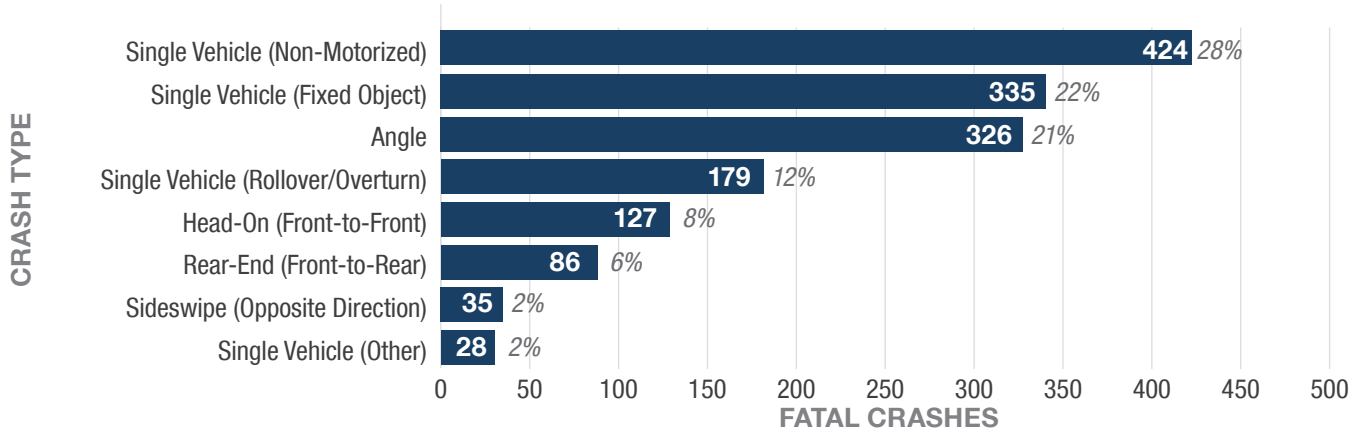




**Why? (continued)**

The greatest number of fatalities involved a single-vehicle non-motorized form of transportation, which is defined as any form of transportation that includes a pedestrian, bicycle, wheelchair, skateboard, etc.

**Nevada Traffic Fatalities by Crash Type (2017-2021)\***



\*Does not include values that are unknown or missing or data categories with low representation





# Impaired Driving Crashes

**44%** of Nevada's total fatalities

Impaired driving crashes are fatal crashes involving a driver with a BAC of 0.08% or greater and/or tested positive for drugs in their system. The FARS data uses the attribute "person type (PER\_TYP)" in the person data set to determine if the person was the driver, the attribute "alcohol test result (ALC\_RES)" in the person data set to report the BAC test result, and the attribute "drug test result (DRUGRES for 2017)" in the person data set or "drug test result (DRUGRES for 2018-2021)" in the drugs (DRUGS) data set to report the type of drug(s) present in a person's system at the time of the crash. For this analysis, the following attribute codes were used for drug involvement: narcotic, depressant, stimulant, hallucinogen, cannabinoid, phencyclidine, anabolic steroid, and inhalant. If the driver in a fatal crash had either a BAC greater than or equal to 0.08% and/or had any of the listed drug attribute codes, the crash was deemed a fatal impaired driving crash.

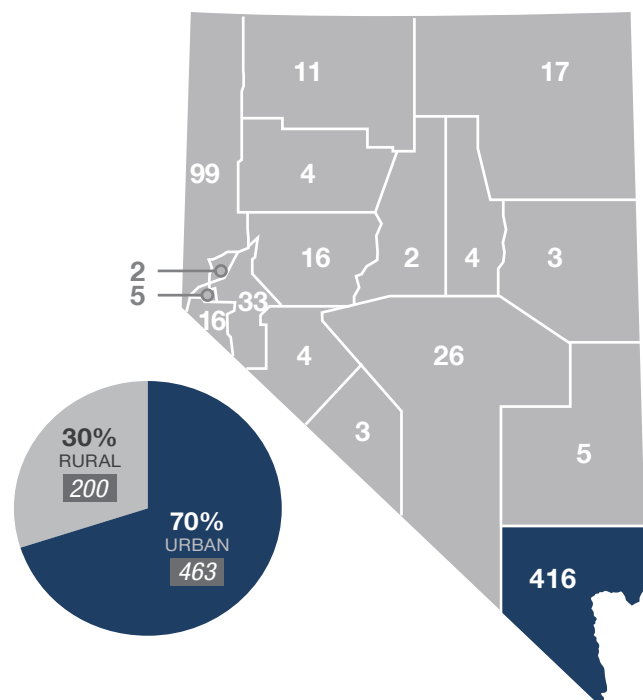
## What?

From 2017-2021, a total of **735 fatalities** and **666 fatal impaired driving crashes** occurred on Nevada roadways during that time.

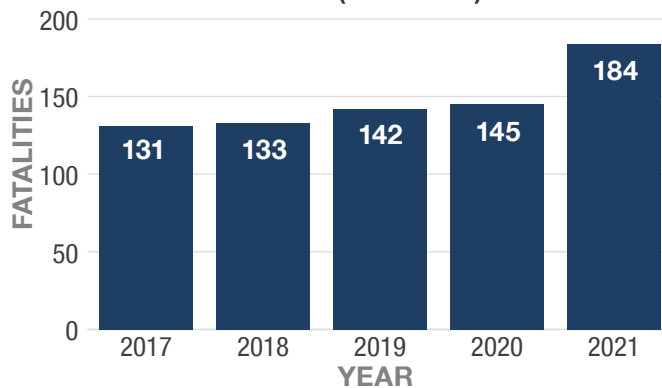
## Where?

From 2017-2021, 70% of fatal impaired driving crashes occurred on urban roadways. Clark County reported the highest number of fatal impaired driving crashes in Nevada during this timeframe.

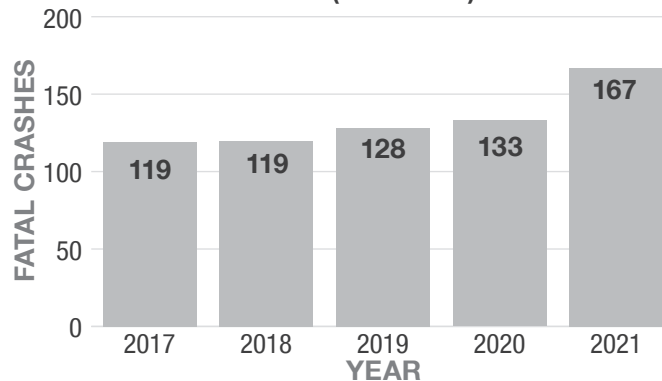
**Fatal Impaired Driving Crashes in Nevada by Location (2017-2021)\***



**Impaired Driving Fatalities in Nevada (2017-2021)**



**Fatal Impaired Driving Crashes in Nevada (2017-2021)**



\*Does not include values that are unknown or missing

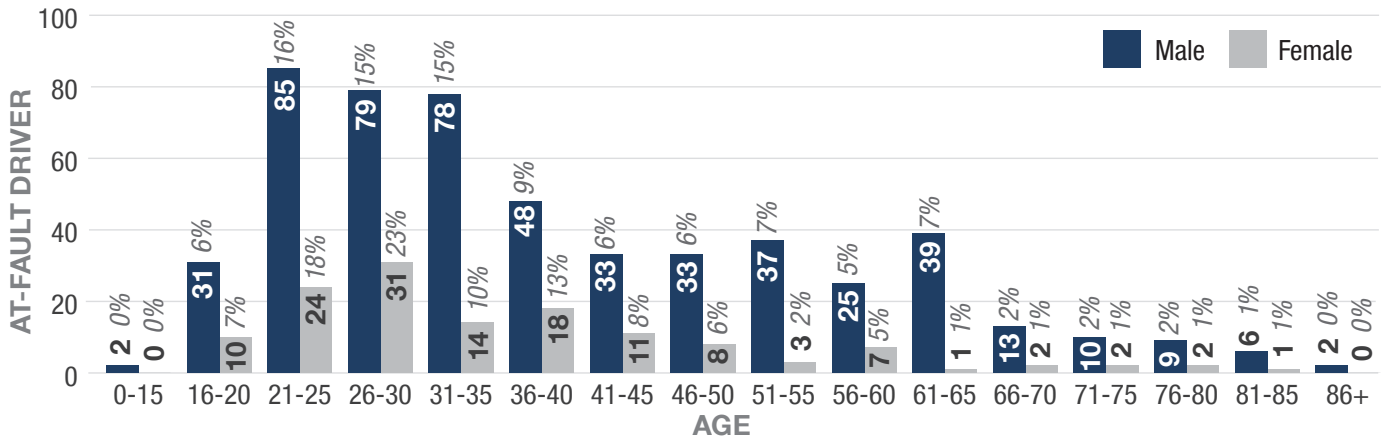




## Who?

From 2017-2021, males ages 21 to 35 comprised the greatest number of at-fault drivers in fatal impaired driving crashes in Nevada.

**Age/Gender Breakdown of At-Fault Drivers in Impaired Driving Fatal Crashes in Nevada (2017-2021)\***

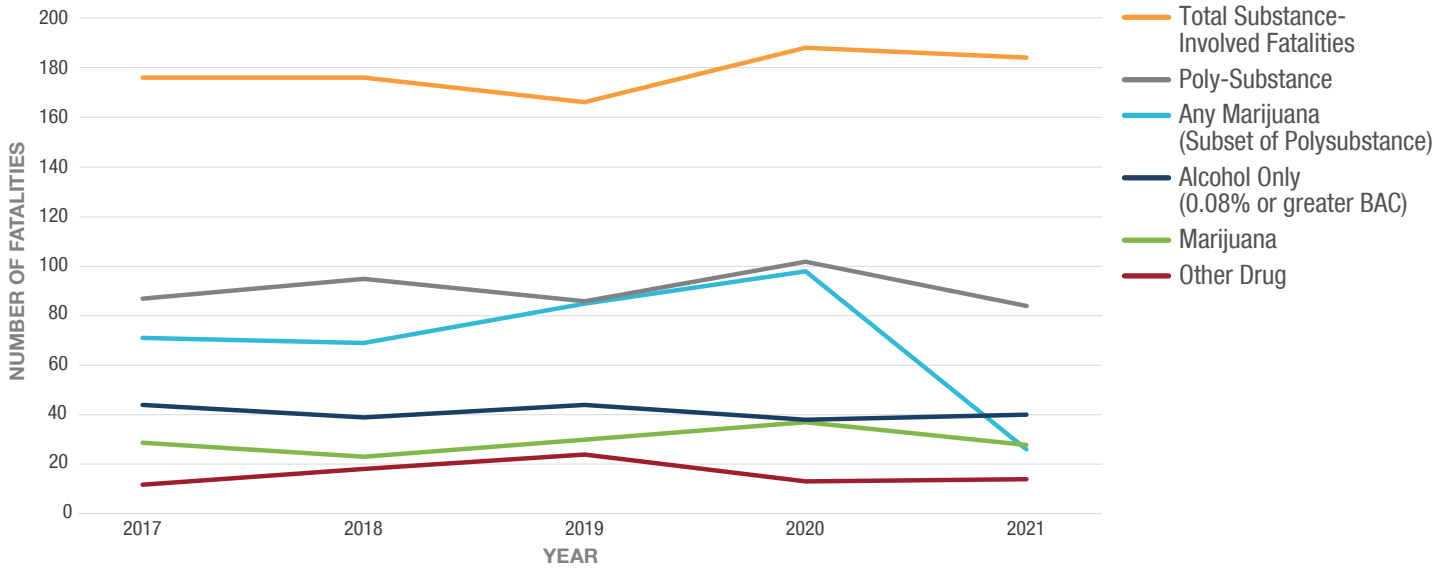


## Fatalities Involving a Substance-Involved Operator

The following table includes the 2017-2021 number of fatalities involving a driver with substance present. The data has been manually tallied based on fatal cases only, no live driver data.

Crash Data	Fatalities by Substance Type					
	Total Substance-Involved Fatalities	Alcohol (0.08% or greater BAC)	Marijuana	Other Drug	Poly-Substance	Any Marijuana (Subset of Poly-Substance)
2017	176	44	29	15	84	71
2018	173	37	22	17	94	70
2019	166	40	30	16	82	85
2020	188	38	37	13	102	98
2021	231	49	38	16	122	111

## Substance-Involved Operators and Fatalities (2017-2021)

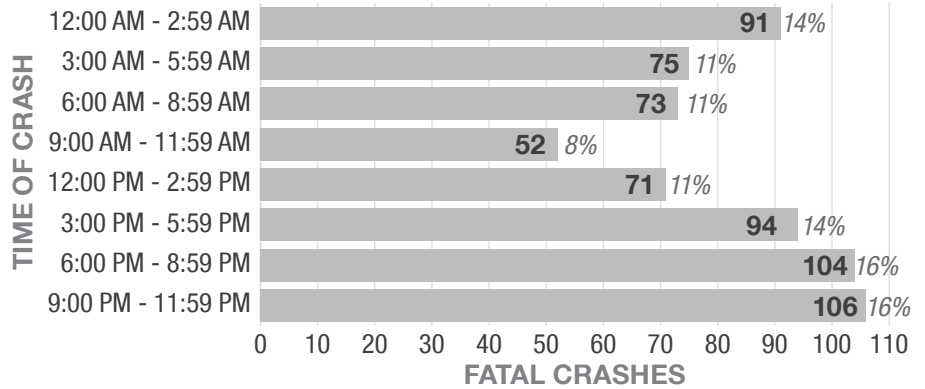


## When?

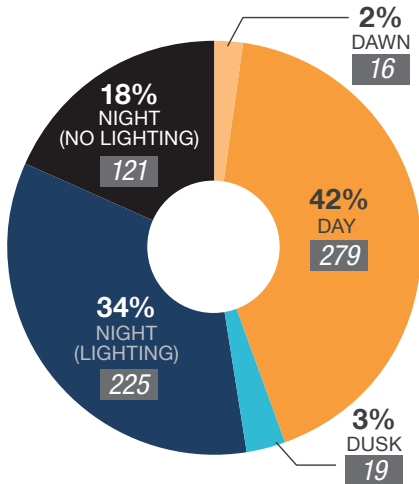
Thirty-two percent of fatal impaired driving crashes took place between 6:00 PM and 11:59 PM, with more than half occurring at night.

From 2017-2021, 38% of fatal impaired driving crashes occurred on Saturdays and Sundays. The most reported month of the year for fatal impaired driving crashes was September.

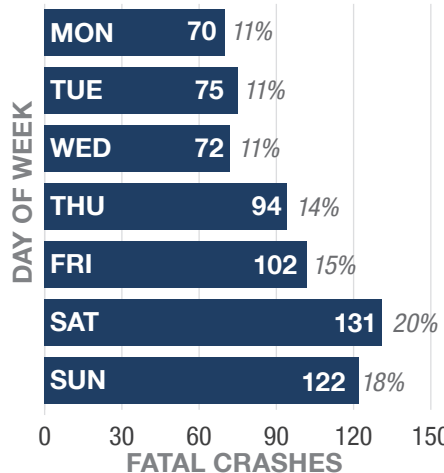
## Fatal Impaired Driving Crashes in Nevada by Time of Day (2017-2021)\*



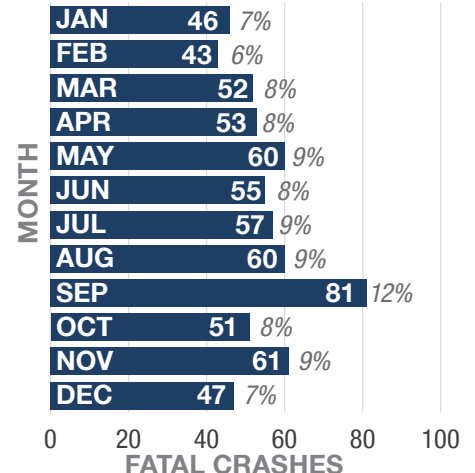
## Lighting at Time of Impaired Driving Fatal Crash in Nevada (2017-2021)\*



## Fatal Impaired Driving Crashes in Nevada by Day of Week (2017-2021)



## Fatal Impaired Driving Crashes in Nevada by Month of Year (2017-2021)



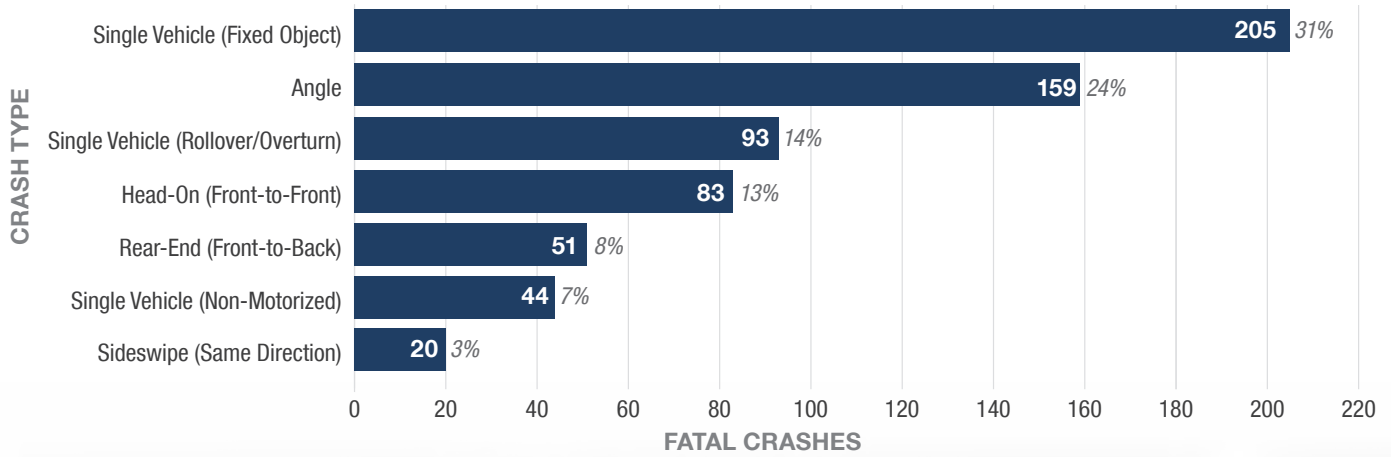
\*Does not include values that are unknown or missing



## Why?

From 2017-2021, 31% of fatal impaired driving crashes involved a single vehicle striking a fixed object. This was the highest reported crash type for fatal impaired driving crashes.

**Fatal Impaired Driving Crashes in Nevada by Crash Type (2017-2021)\***



\*Does not include values that are unknown or missing or data categories with low representation





## Speeding-Related Crashes

**30%** of Nevada's total fatalities

A speeding-related crash is defined as a crash in which the responding officer deemed the crash to be related to the vehicle speeding. The FARS data uses the attribute "speeding-related (SPEEDREL)" in the vehicle file to indicate a fatal crash was speeding-related. For this analysis, five attribute codes were used: yes; yes, racing; yes, exceeded speed limit; yes, too fast for conditions; and yes, specifics unknown. If a crash reported any of the attribute codes, the crash was deemed a fatal speeding-related crash.

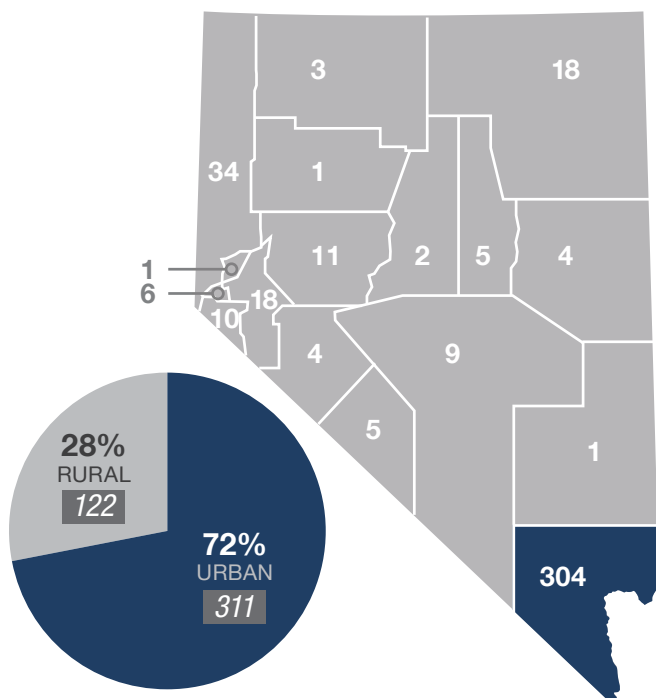
### What?

From 2017-2021, the number of fatal speeding crashes generally increased. A total of **491 speeding-related fatalities** and **436 fatal speeding-related crashes** occurred on Nevada roadways during this time frame.

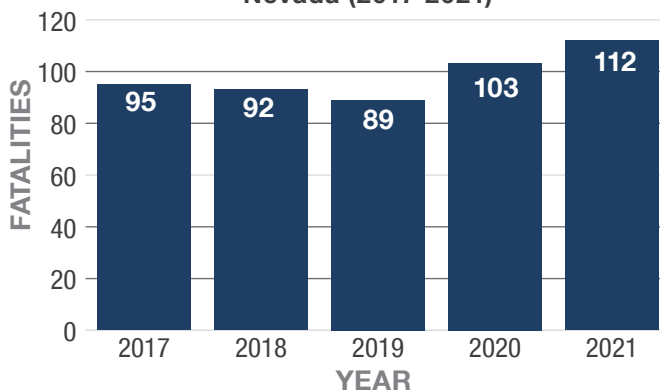
### Where?

Between 2017 and 2021, 72% of fatal speeding crashes occurred on urban roadways. Clark County reported the highest number of fatal speeding-related crashes in Nevada during this time frame.

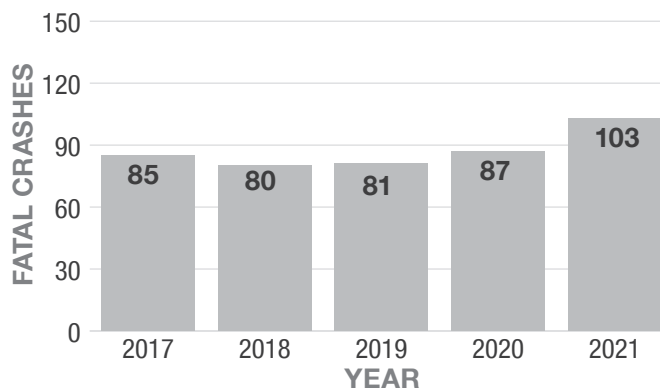
Fatal Speeding-Related Crashes in Nevada by Location (2017-2021)\*



Speeding-Related Traffic Fatalities in Nevada (2017-2021)



Fatal Speeding-Related Crashes in Nevada (2017-2021)



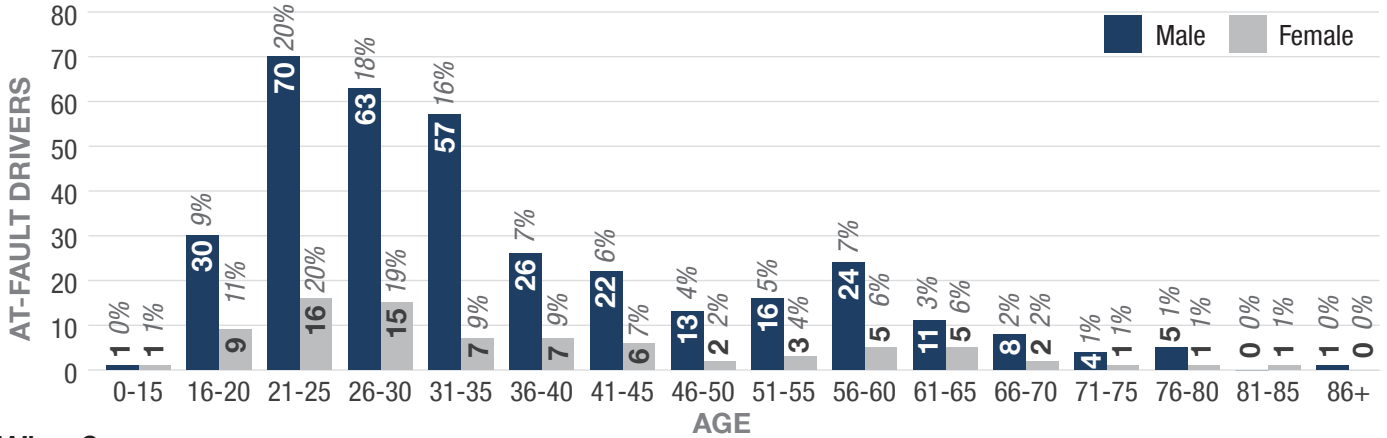
\*Does not include values that are unknown or missing



### Who?

From 2017-2021, male drivers ages 21 to 35 years old comprise the greatest number of at-fault drivers in fatal speeding-related crashes in Nevada.

**Age/Gender Breakdown of At-Fault Drivers in Fatal Speeding-Related Crashes in Nevada (2017-2021)\***

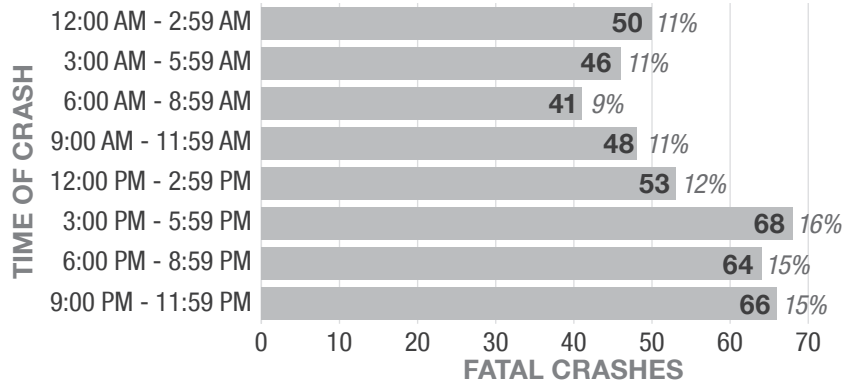


### When?

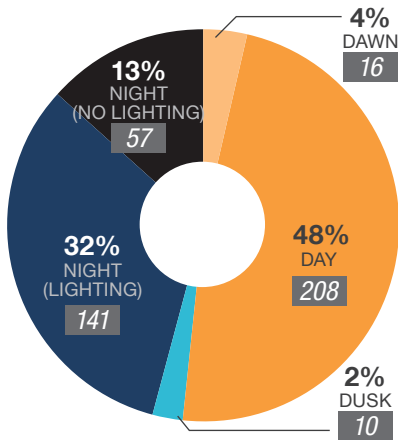
The hours from 3:00 PM to 11:59 PM had the greatest number of fatal speeding-related crashes. More than half of all fatal speeding-related crashes took place in the hours from dusk to dawn.

Fifty-two percent of fatal speeding-related crashes occurred from Friday to Sunday. Fatal crashes occurred most frequently during the months of May, June, and September.

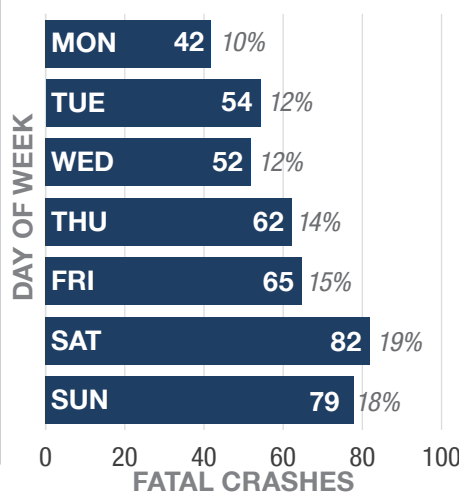
**Fatal Speeding-Related Crashes in Nevada by Time of Day (2017-2021)\***



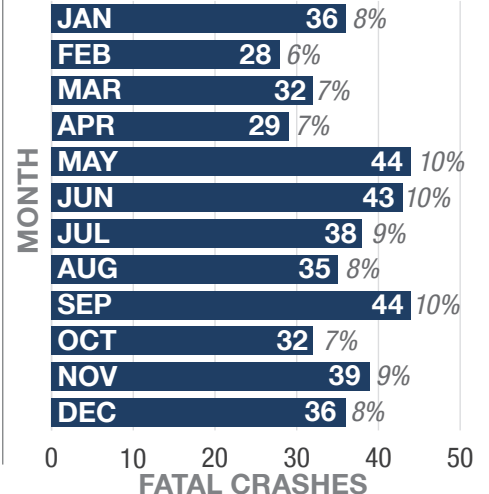
**Lighting at Time of Fatal Speeding-Related Crash in Nevada (2017-2021)\***



**Fatal Speeding-Related Crashes in Nevada by Day of Week (2017-2021)**



**Fatal Speeding-Related Crashes in Nevada by Month of Year (2017-2021)**



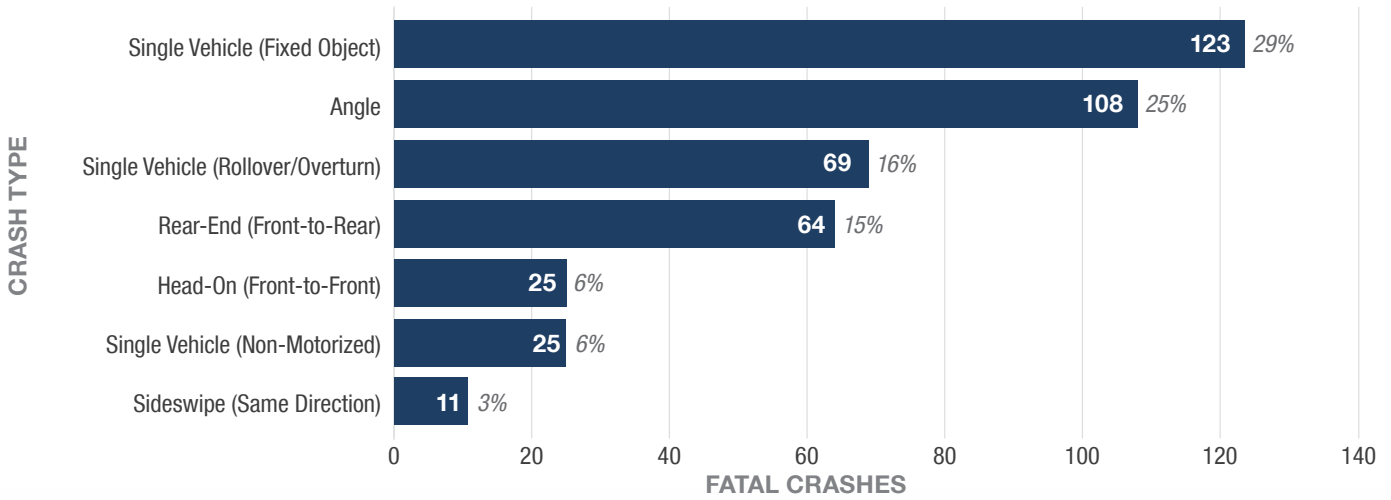
\*Does not include values that are unknown or missing



## Why?

From 2017-2021, the greatest number of fatal speeding-related crashes involved a single motor vehicle hitting a fixed object or an angle collision with another vehicle.

**Fatal Speeding-Related Crashes in Nevada by Crash Type (2017-2021)\***



\*Does not include values that are unknown or missing or data categories with low representation







# Lane Departure Crashes

**38%** of Nevada's total fatalities

Lane departure crashes involve a motor vehicle in transit that leaves its designated lane. The FARS data uses the attribute “sequence of events (SOE)” in the crash event (CEVENT) data set to identify if and how the vehicle left its lane. Thirty-one attribute codes were used: immersion or partial immersion, building, impact attenuator/crash cushion, bridge pier or support, bridge rail, guardrail face, concrete or other traffic barrier, utility pole/light support, post/pole/other support, culvert, curb, ditch, embankment, fence, wall, fire hydrant, shrubbery, tree (standing only), other fixed object, traffic signal support, snow bank, bridge overhead structure, guardrail end, mail box, cable barrier, traffic sign support, ran off road–right, ran off road–left, cross median, and cross centerline. If any of the listed attribute codes were assigned, the crash was deemed a lane departure crash.

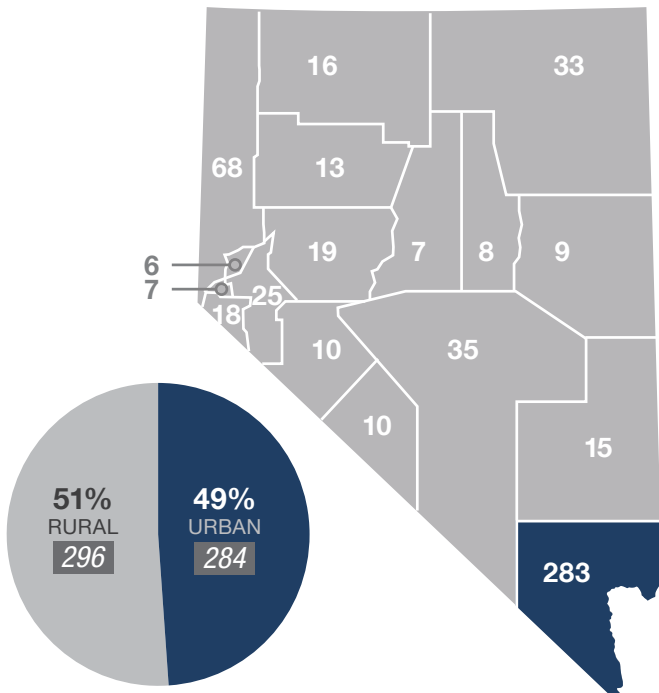
## What?

From 2017-2021, a total of **639 lane departure fatalities** and **582 fatal lane departure crashes** occurred on Nevada roadways.

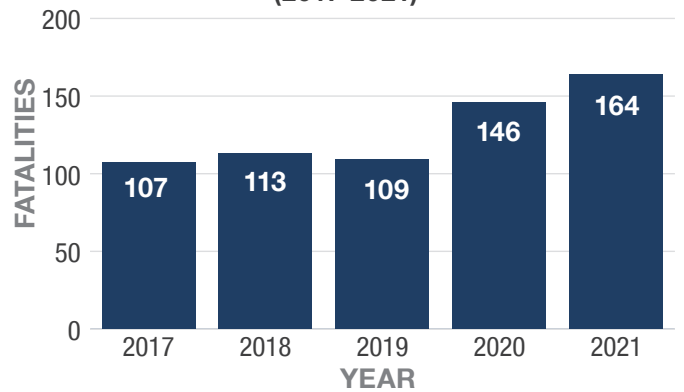
## Where?

From 2017-2021, more than half of fatal lane departure crashes occurred in Clark County. Just over half of such fatalities occurred on rural roadways.

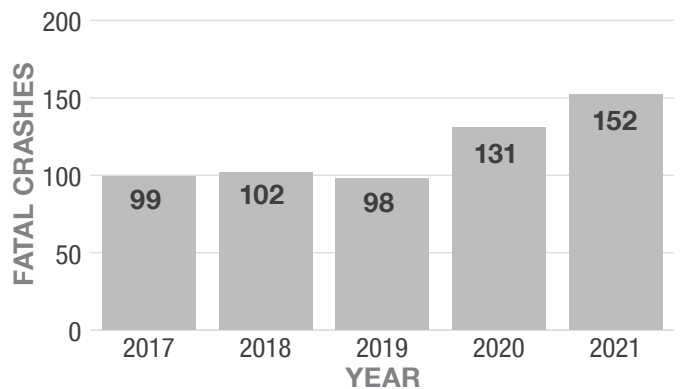
Fatal Lane Departure Crashes in Nevada by Location (2017-2021)\*



Lane Departure Traffic Fatalities in Nevada (2017-2021)



Fatal Lane Departure Crashes in Nevada (2017-2021)



\*Does not include values that are unknown or missing

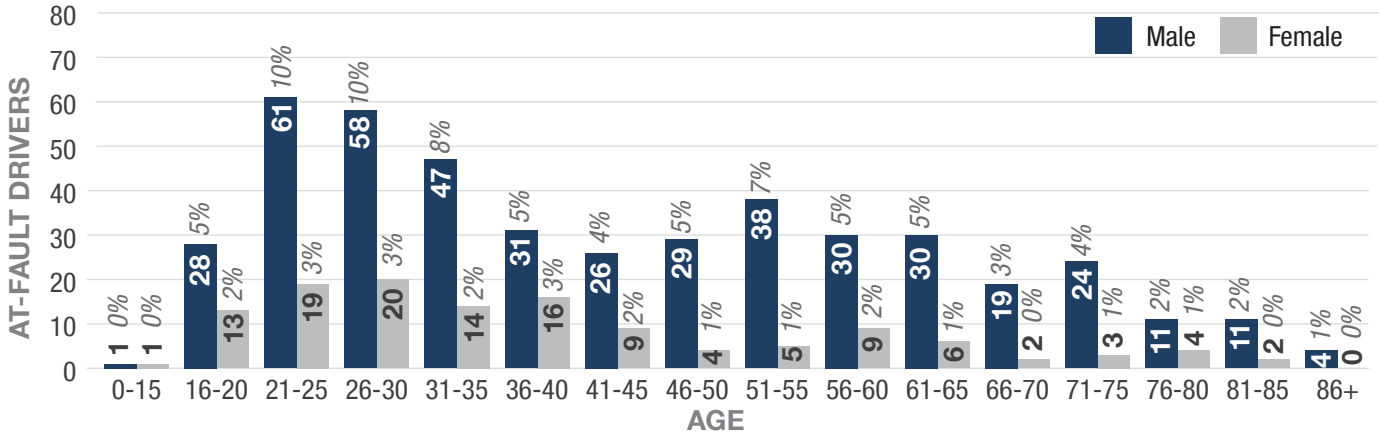




### Who?

From 2017-2021, males ages 21 to 35 comprised the largest reported age group of at-fault drivers involved in fatal lane departure crashes in Nevada.

Age/Gender Breakdown of At-Fault Drivers in Fatal Lane Departure Crashes in Nevada (2017-2021)\*

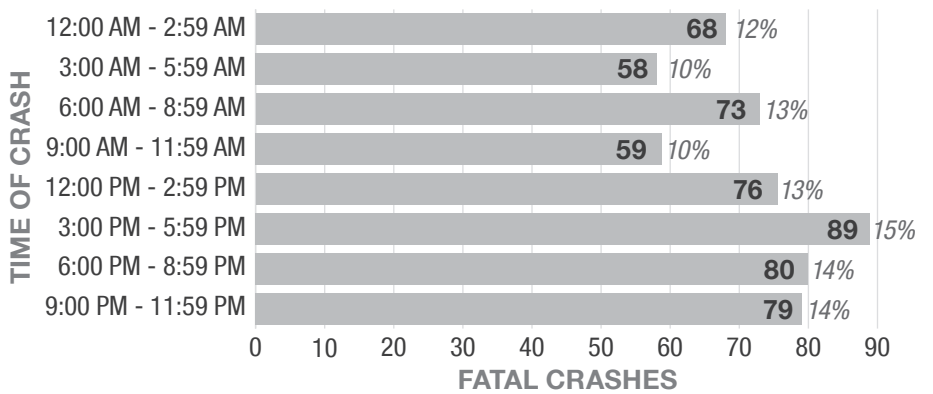


### When?

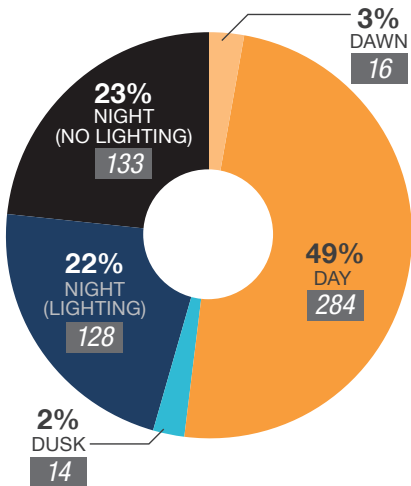
The hours from 3:00 PM to 5:59 PM had the highest number of fatal lane departure crashes. Less than half of fatal lane departure crashes occurred during daylight hours.

From 2017-2021, 48% of fatal lane departure crashes occurred on Fridays, Saturdays, and Sundays. Most fatal crashes took place from June to September.

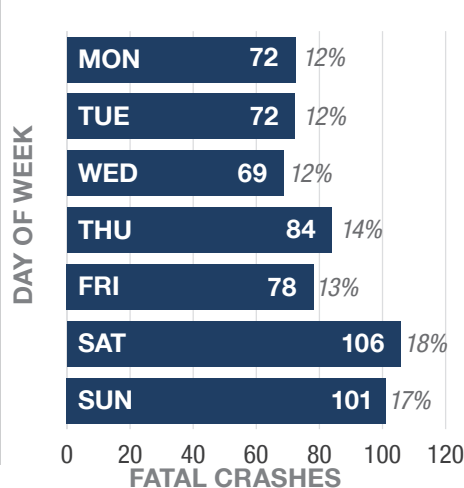
Fatal Lane Departure Crashes in Nevada by Time of Day (2017-2021)\*



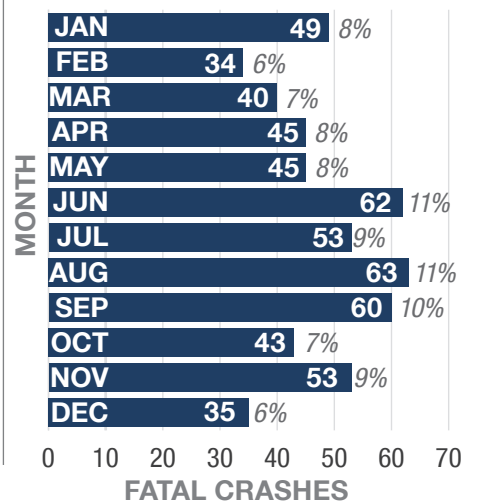
Lighting at Time of Fatal Lane Departure Crash in Nevada (2017-2021)\*



Fatal Lane Departure Crashes in Nevada by Day of Week (2017-2021)



Fatal Lane Departure Crashes in Nevada by Month of Year (2017-2021)

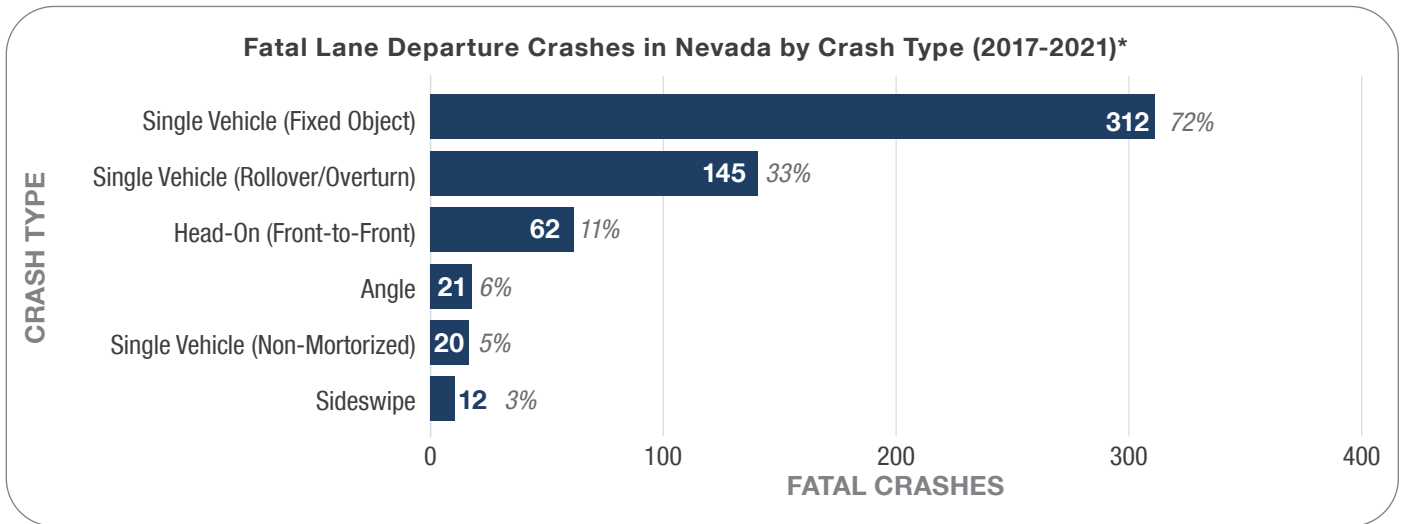


\*Does not include values that are unknown or missing

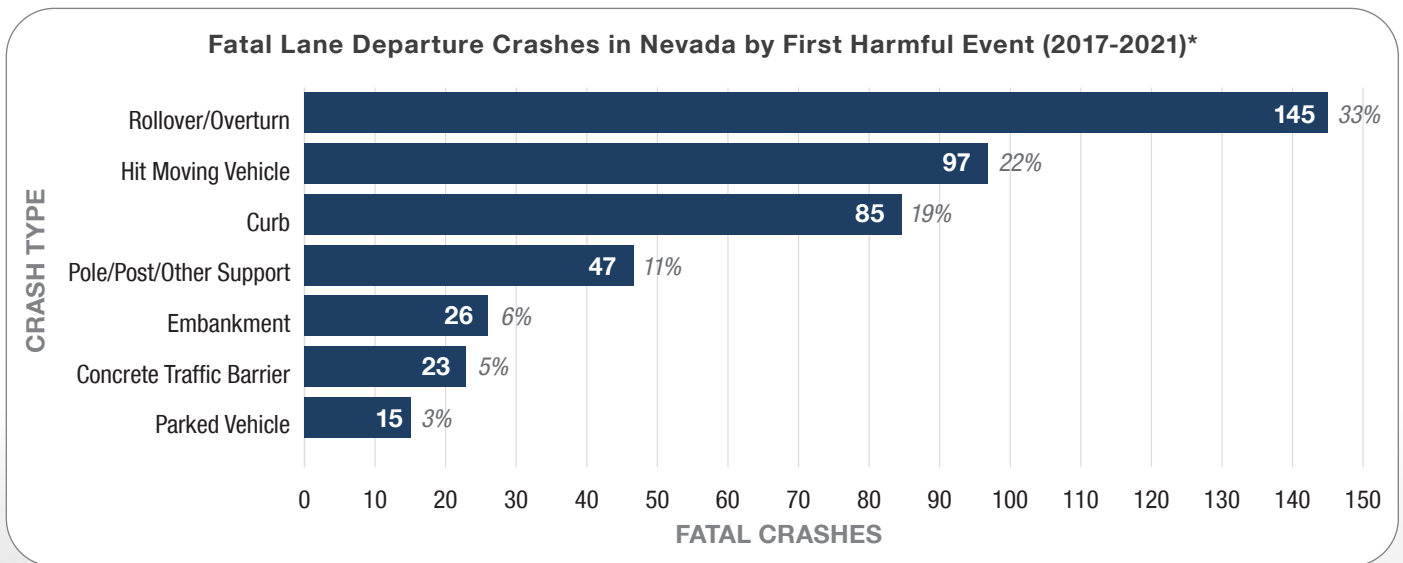


**Why?**

From 2017-2021, 72% of fatal lane departure crashes involved a single vehicle hitting a fixed object.



From 2017-2021, 33% of those fatal lane departure crashes a rollover/overturn was the first harmful event.



\*Does not include values that are unknown or missing or data categories with low representation





# Intersection Crashes

**32%** of Nevada's total fatalities

Intersection crash data includes all crashes where the reporting officer designates the crash location to be at an intersection. FARS data uses the attribute "relation to junction-specific location (RELJCT2)" to identify the crash location with respect to the presence in or proximity to roadway junctions or interchanges. For this analysis, the two attribute codes used were "intersection" and "intersection-related." If a fatal crash was assigned either of the two attribute codes, the crash was deemed an intersection crash.

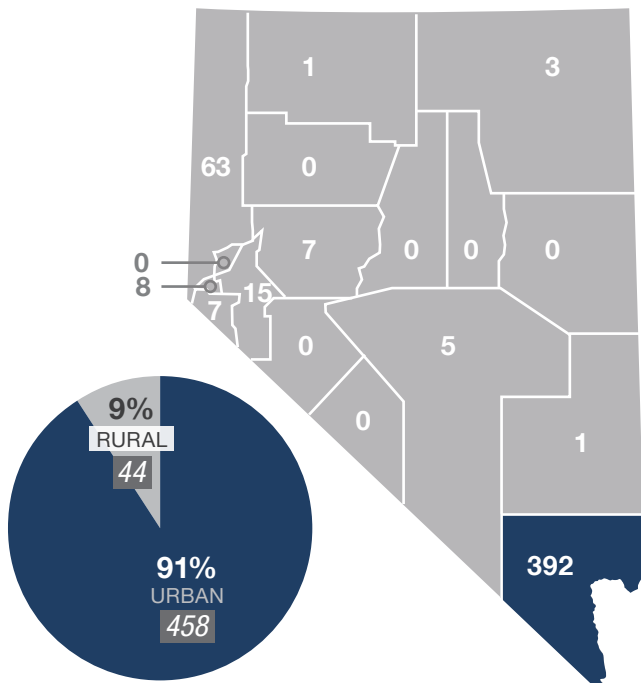
## What?

From 2017-2021, a total of **526 intersection crash fatalities** and **502 fatal intersection crashes** occurred on Nevada roadways during that time frame.

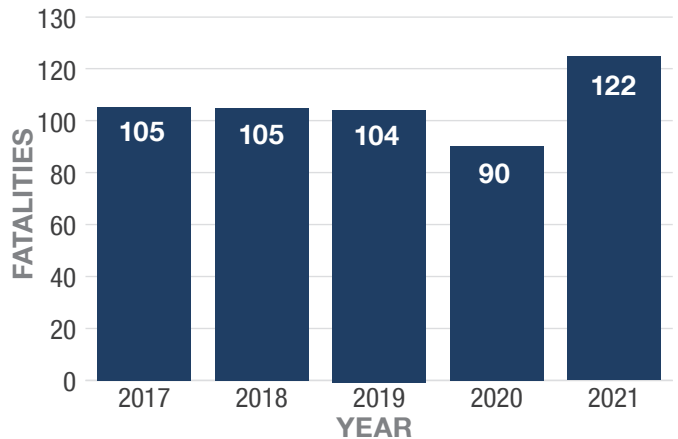
## Where?

Between 2017 and 2021, 91% of fatal intersection crashes occurred on urban roadways. Clark County reported the highest number of fatal intersection crashes in Nevada during that time frame.

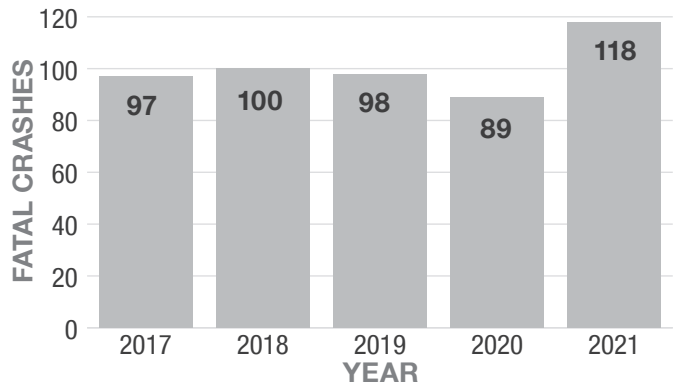
**Fatal Intersection Crashes in Nevada by Location (2017-2021)\***



**Intersection Traffic Fatalities in Nevada (2017-2021)**



**Fatal Intersection Crashes in Nevada (2017-2021)**



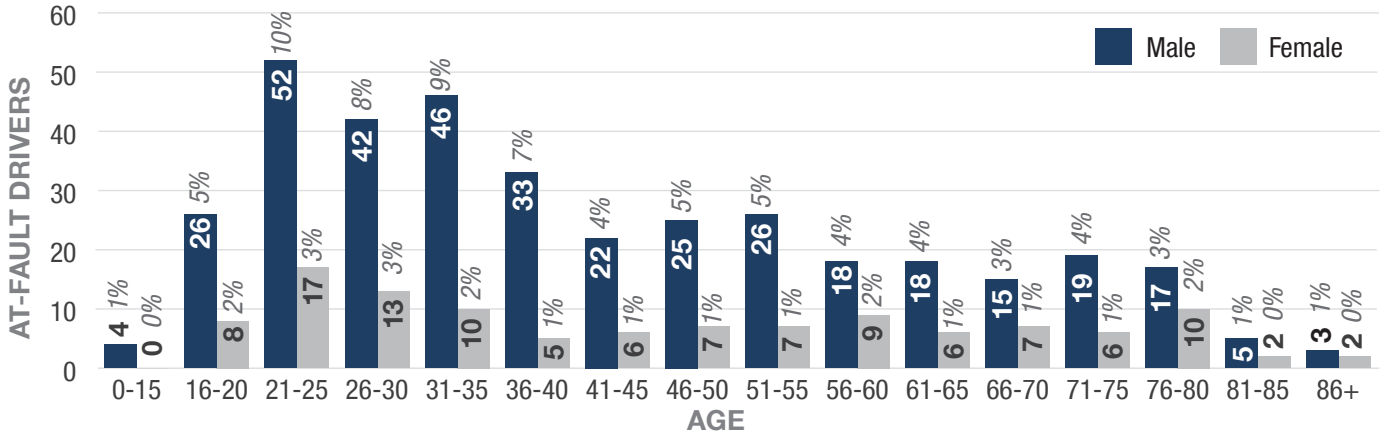
\*Does not include values that are unknown or missing



### Who?

From 2017-2021, males ages 21 to 40 were the highest reported age group of at-fault drivers in fatal intersection crashes in Nevada.

Age/Gender Breakdown of At-Fault Drivers in Fatal Intersection Crashes in Nevada (2017-2021)\*

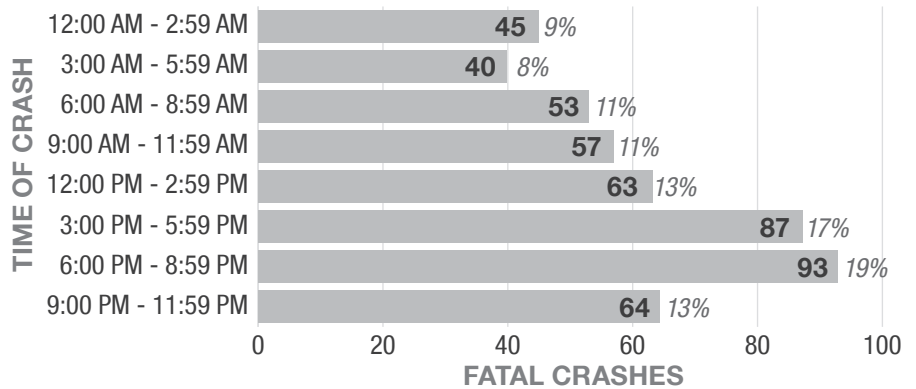


### When?

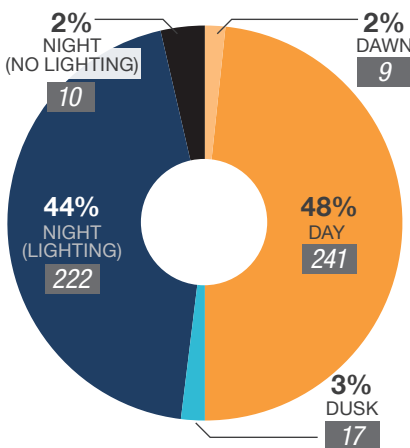
The hours of 3:00 PM to 8:59 PM had the greatest number of fatal intersection crashes. Forty-six percent of all fatal intersection crashes took place at night.

Sixty-two percent of fatal intersection crashes occurred from Thursday to Sunday. The greatest number of fatal intersection crashes occurred in September.

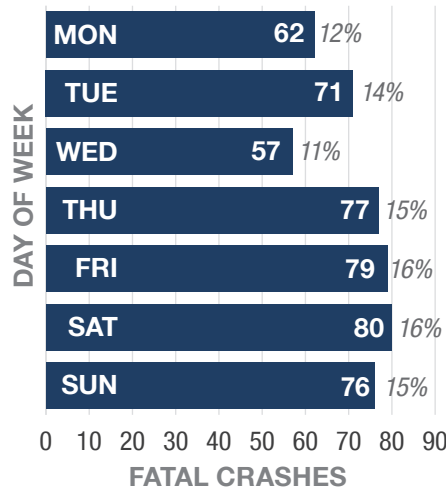
Fatal Intersection Crashes in Nevada by Time of Day (2017-2021)\*



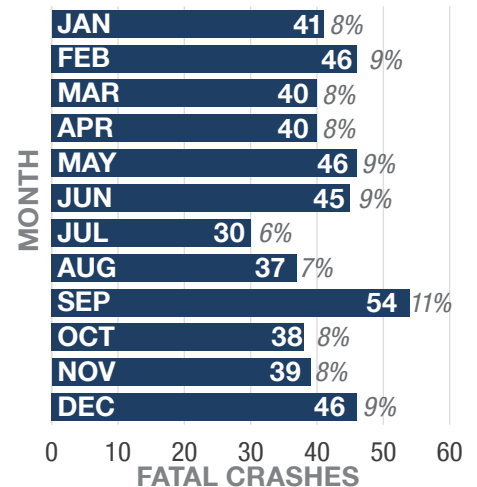
Lighting at Time of Fatal Intersection Crash in Nevada (2017-2021)\*



Fatal Intersection Crashes in Nevada by Day of Week (2017-2021)



Fatal Intersection Crashes in Nevada by Month of Year (2017-2021)



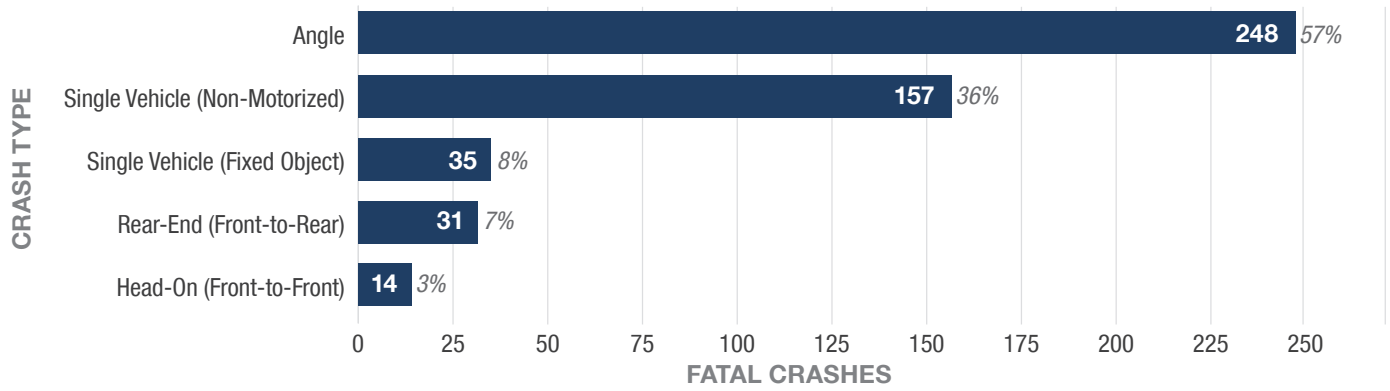
\*Does not include values that are unknown or missing



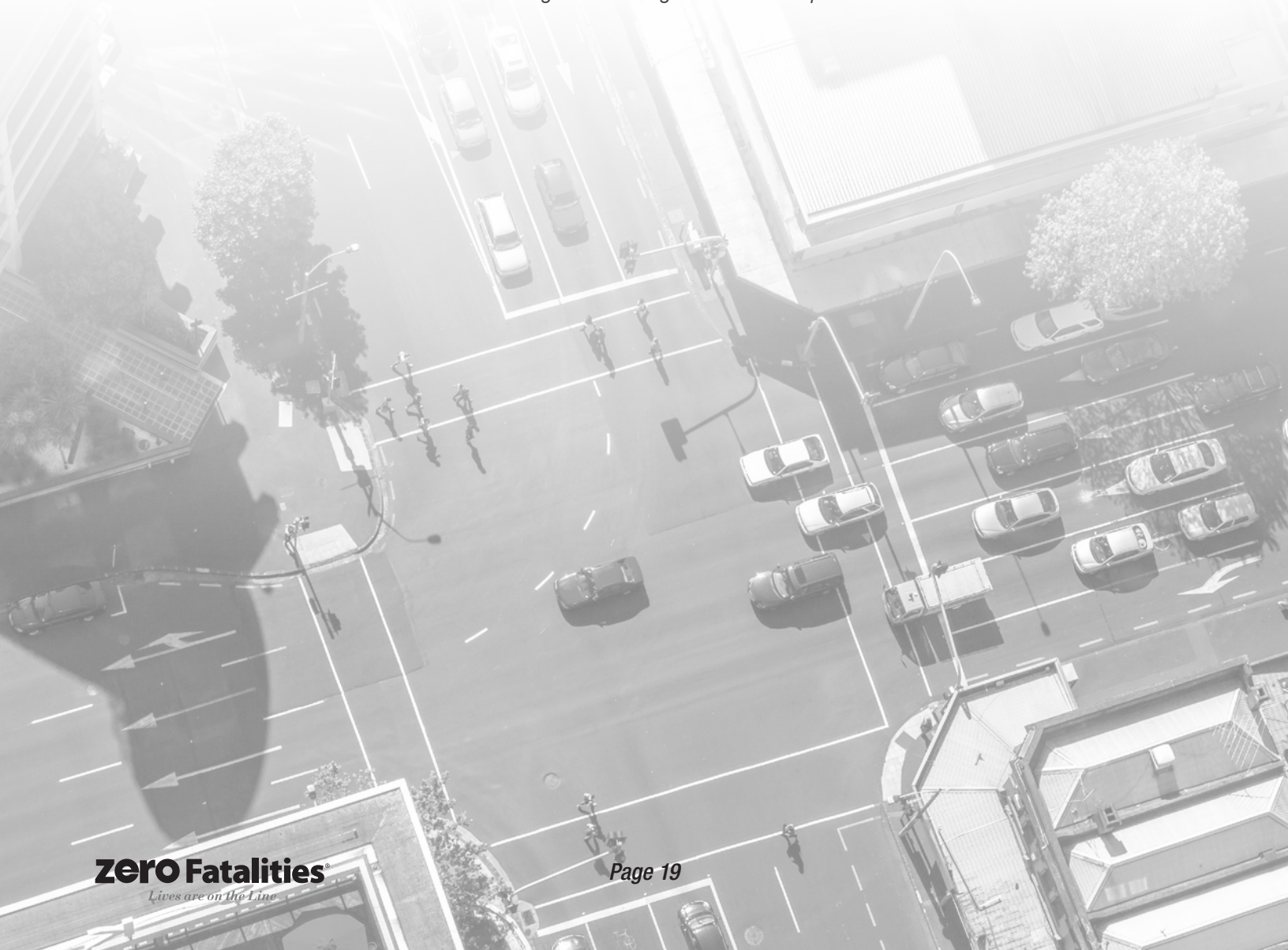
## Why?

From 2017-2021, the greatest number of fatal intersection crashes involved a motor vehicle hitting another motor vehicle in an angle crash.

**Fatal Intersection Crashes in Nevada by Crash Type (2017-2021)\***



*\*Does not include values that are unknown or missing or data categories with low representation*







# Work Zone Crashes

**3%** of Nevada's total fatalities

Work zone crash data includes all crashes where the reporting officer designates the crash location to be within the boundaries of a work zone or on an approach to or exit from a work zone, resulting from an activity, behavior, or control related to the movement of the traffic units through the work zone. FARS data uses the attribute "work zone (WRK\_ZONE)" to identify the crash location with respect to the presence in or proximity to work zones. For this analysis, the four attribute codes used were "Construction", "Maintenance", "Utility", or "Work Zone. Type Unknown" If a fatal crash was assigned any of these four attribute codes, the crash was deemed a work zone crash.

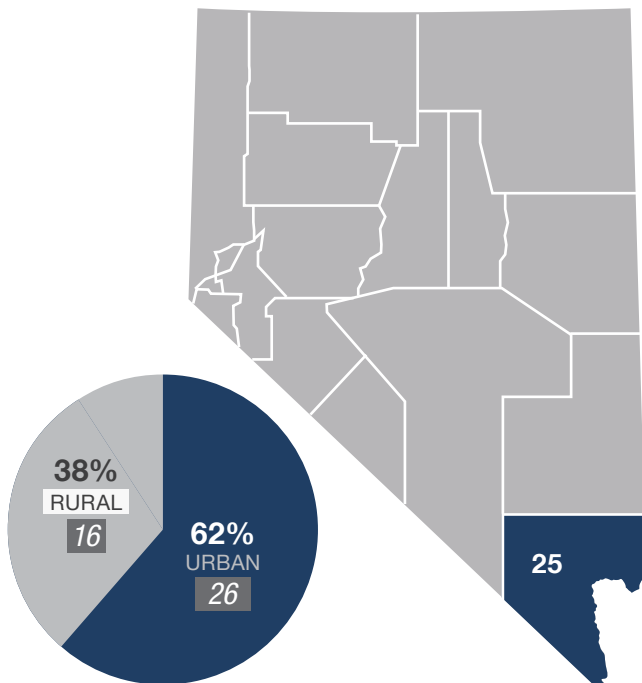
## What?

From 2017-2021, a total of **47 fatalities** and **42 fatal work zone crashes** occurred in Nevada.

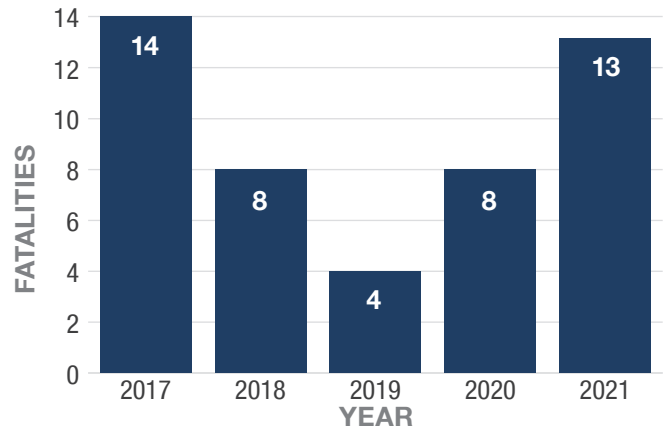
## Where?

From 2017-2021, 62% of fatal work zone crashes occurred on urban roadways. Clark County reported the greatest number of fatal work zone crashes in Nevada during that time frame.

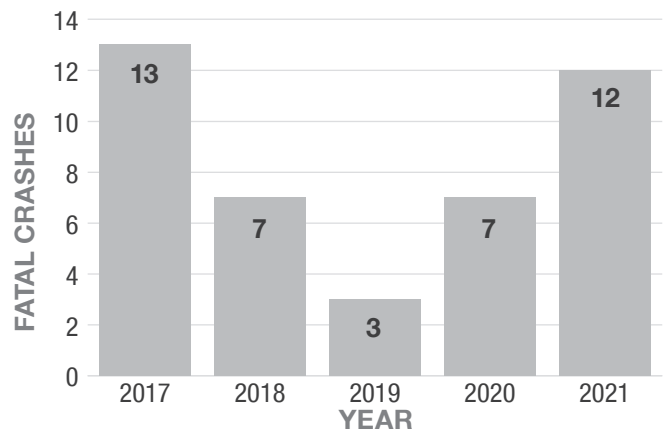
Fatal Work Zone Crashes in Nevada by Location (2017-2021)\*



Work Zone Traffic Fatalities in Nevada (2017-2021)



Fatal Work Zone Crashes in Nevada (2017-2021)



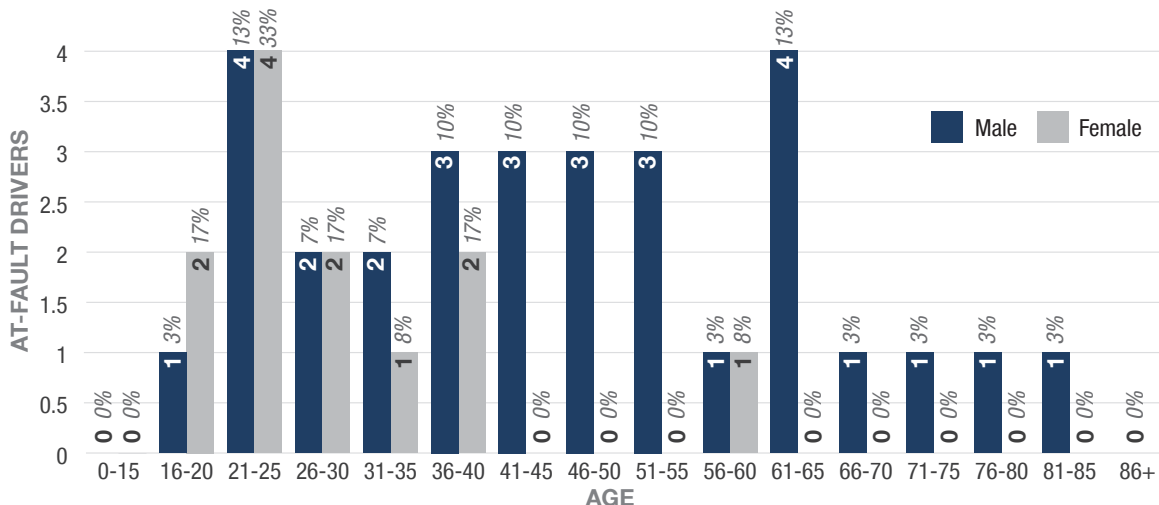
\*Does not include values that are unknown or missing



## Who?

From 2017-2021, males and females ages 21 to 25 and males ages 61 to 65 were the largest reported age groups of at-fault drivers in fatal distracted driving crashes in Nevada.

**Age/Gender Breakdown of At-Fault Drivers in Fatal Work Zone Crashes in Nevada (2017-2021)\***

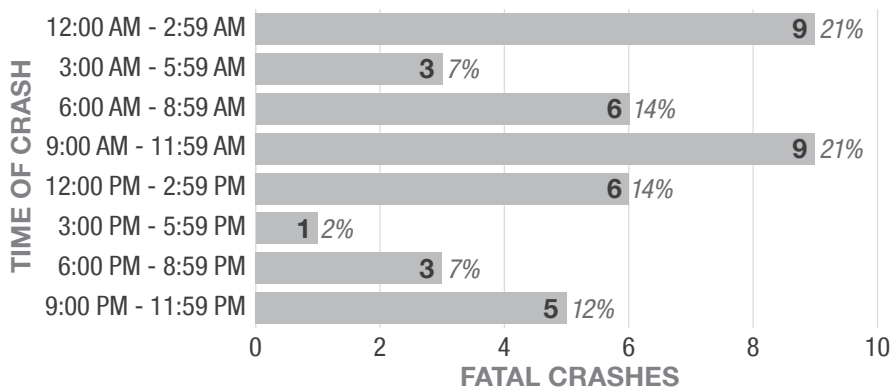


## When?

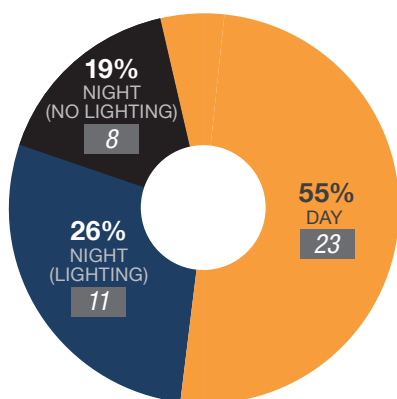
The most commonly reported time frame for fatal distracted driving crashes was 12:00 AM to 2:59 AM and 9:00 AM to 11:59 AM, each totaling 21% of all fatal distracted driving crashes. A total of 55% of fatal distracted driving crashes occurred during daytime lighting conditions.

From 2017-2021, the most reported days of the week for fatal distracted driving crashes were Sunday, Monday, and Thursday. July was the highest reported month of the year for fatal distracted driving crashes.

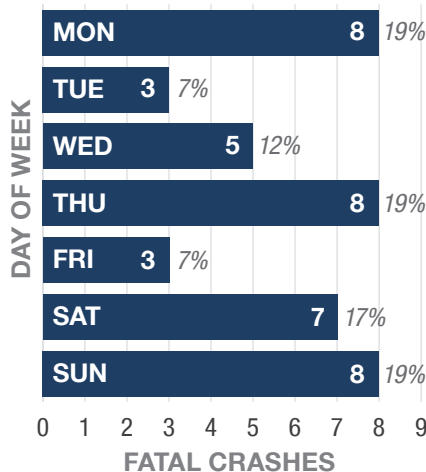
**Fatal Work Zone Crashes in Nevada by Time of Day (2017-2021)\***



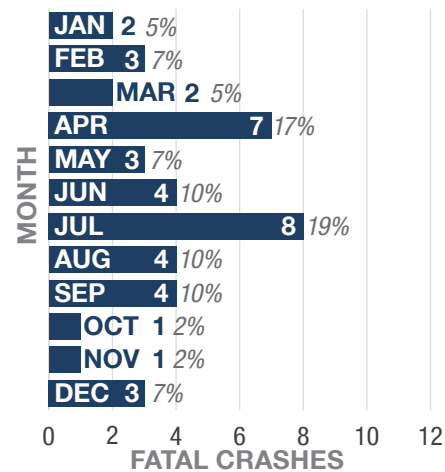
**Lighting at Time of Fatal Work Zone Crash in Nevada (2017-2021)\***



**Fatal Work Zone Crashes in Nevada by Day of Week (2017-2021)**



**Fatal Work Zone Crashes in Nevada by Month of Year (2017-2021)**



\*Does not include values that are unknown or missing

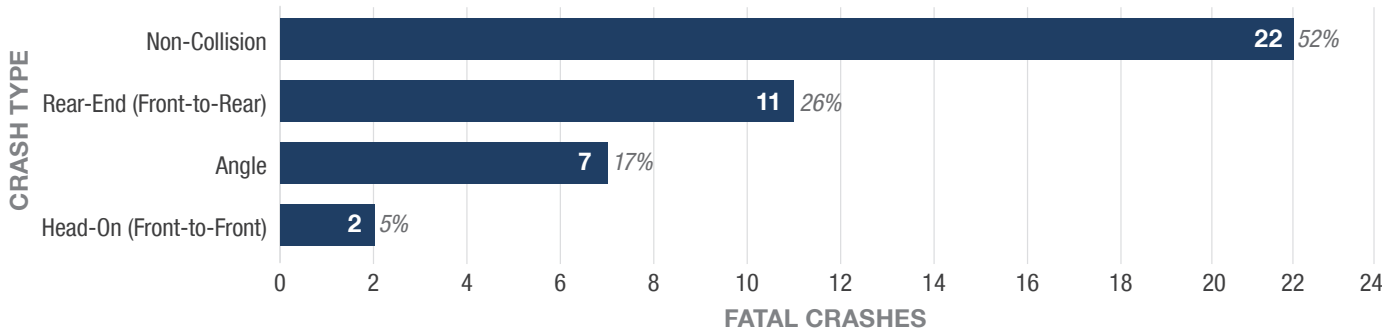




**Why?**

From 2017-2021, 52% of fatal work zone crashes were the result of a non-collision, or single vehicle crash.

**Fatal Work Zone Crashes in Nevada by Crash Type (2017-2021)\***



*\*Does not include values that are unknown or missing or data categories with low representation*





# Pedestrian Crashes

**24%** of Nevada's total fatalities.

A fatal pedestrian crash is a motor vehicle crash in which a pedestrian dies. Pedestrian crash fatalities are the total number of pedestrians killed in crashes. The FARS data uses the attribute “person type (PER\_TYP)” in the person data set to determine if the person was a pedestrian, and “injury severity (INJ\_SEV)” to determine the level of the person’s injuries. For this analysis, the two attribute codes used were “pedestrian” for the person type, and “fatal injury (K)” for injury severity. If a crash reported both attributes, the crash was deemed a fatal pedestrian crash.

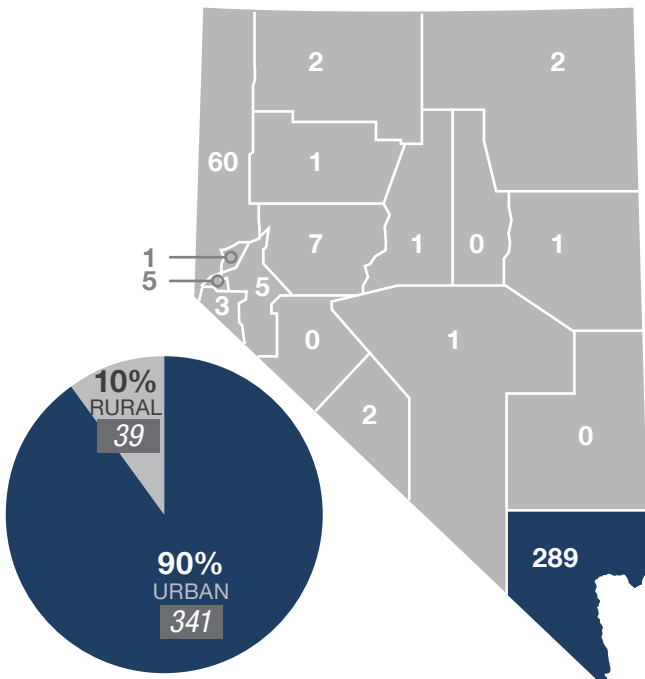
## What?

From 2017-2021, a total of **393 pedestrian fatalities** and **383 fatal pedestrian crashes** occurred on Nevada roadways.

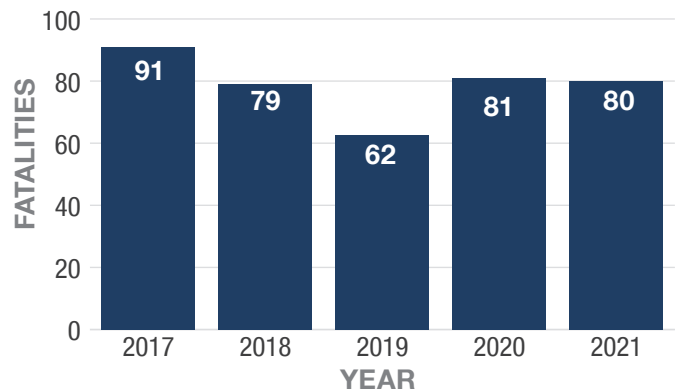
## Where?

2017-2021, 90% of fatal pedestrian crashes occurred on urban roadways. Clark County reported the highest number of fatal pedestrian crashes in Nevada during that time frame.

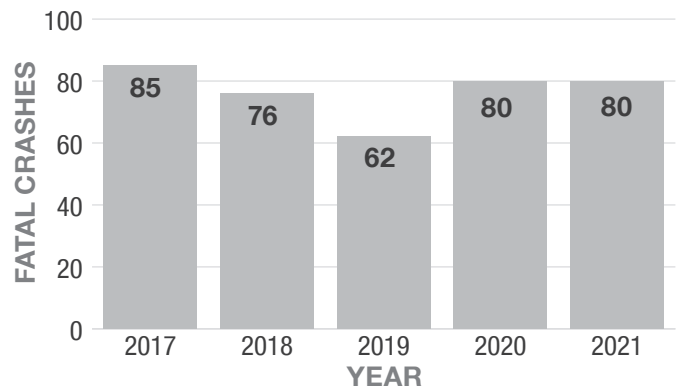
**Fatal Pedestrian Crashes in Nevada by Location (2017-2021)\***



**Pedestrian Traffic Fatalities in Nevada (2017-2021)**



**Fatal Pedestrian Crashes in Nevada (2017-2021)**



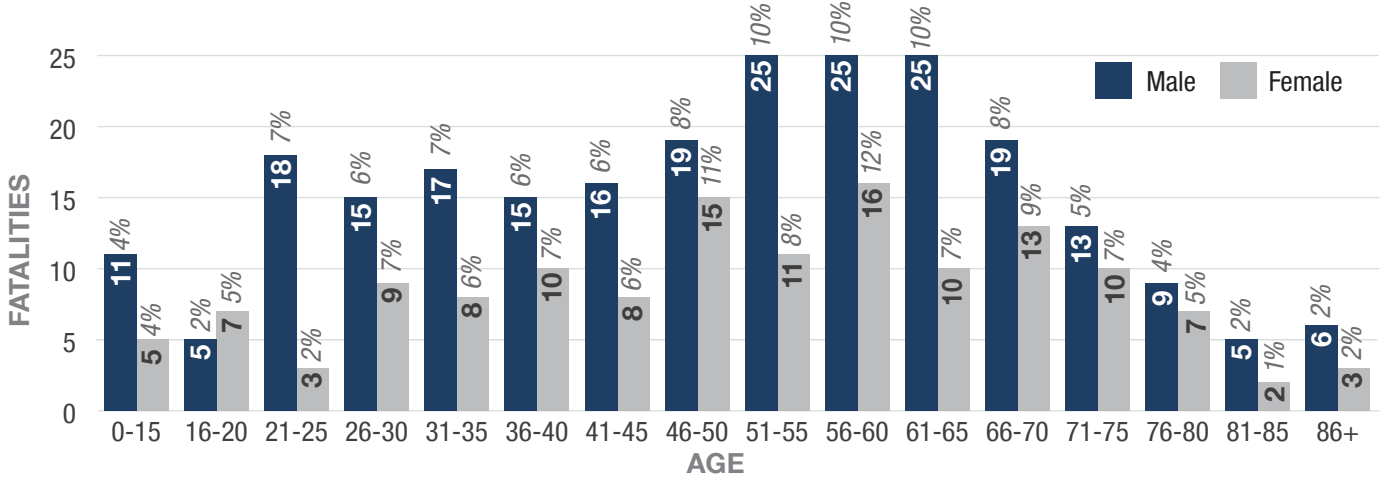
\*Does not include values that are unknown or missing



### Who?

From 2017-2021, males ages 51 to 65 years old comprised the highest reported number of pedestrian fatalities in Nevada.

Age/Gender Breakdown of Pedestrian Fatalities in Nevada (2017-2021)

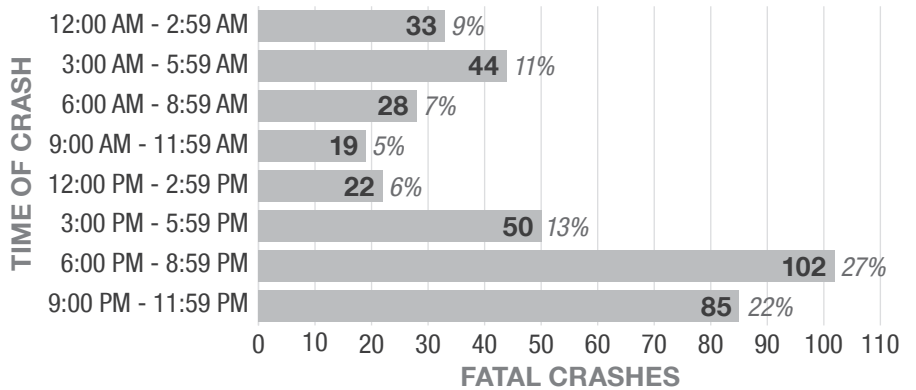


### When?

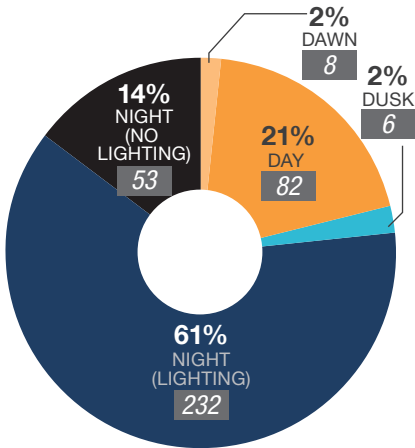
The hours of 6:00 PM to 11:59 PM had the greatest number of fatal pedestrian crashes. From 2017-2021, 61% of fatal pedestrian crashes took place at night in areas with street lighting.

From 2017-2021, more than half of fatal pedestrian crashes occurred from Thursday to Saturday. More pedestrian fatal crashes occurred in January than any other month during this time frame.

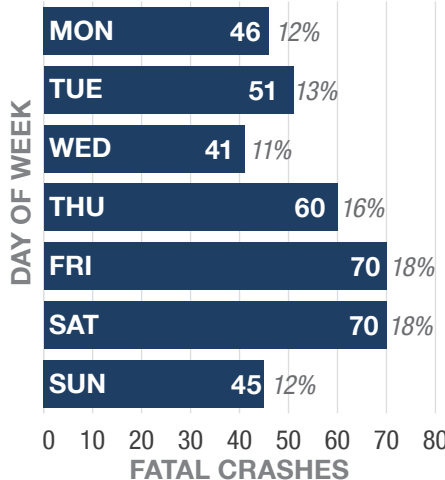
Fatal Pedestrian Crashes in Nevada by Time of Day (2017-2021)\*



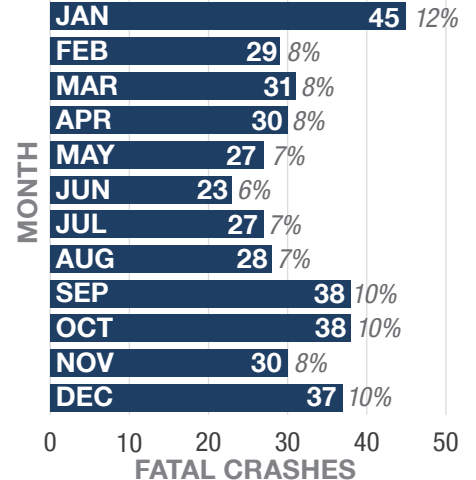
Lighting at Time of Fatal Pedestrian Crashes in Nevada (2017-2021)\*



Fatal Pedestrian Crashes in Nevada by Day of Week (2017-2021)



Fatal Pedestrian Crashes in Nevada by Month of Year (2017-2021)



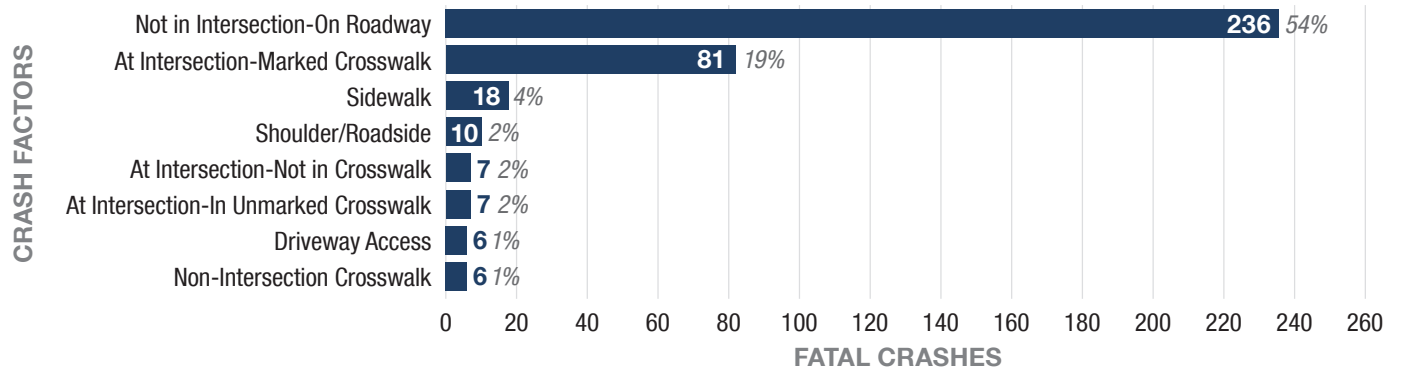
\*Does not include values that are unknown or missing



**Why?**

Fifty-four percent of fatal pedestrian crashes took place on the roadway, not at a designated intersection.

**Pedestrian Fatal Crashes in Nevada by Non-Motorist Location (2017-2021)\***



\*Does not include values that are unknown or missing or data categories with low representation





# Motorcycle Crashes

**19%** of Nevada's total fatalities

Fatal motorcycle crashes are crashes involving a motorcyclist where one or more people on a motorcycle were killed in the crash. The FARS data uses the attribute "body type (BODY\_TYP)" in the vehicle data set to identify if a motorcycle was involved and the attribute "deaths (DEATHS)" in the vehicle data set to determine if one or more people on a motorcycle died. Ten attribute codes were used: two-wheel motorcycle, moped or motorized bicycle, three-wheel motorcycle (two rear wheels), off-road motorcycle, motor scooter, unenclosed three-wheel motorcycle/unenclosed autocycle (one rear wheel), enclosed three-wheel motorcycle/enclosed autocycle (one rear wheel), unknown three-wheel motorcycle type, other motored cycle type, and unknown motored cycle type. If a fatal crash had any of the listed attribute codes assigned and one or more people on a motorcycle died in the crash, the crash was deemed a fatal motorcycle crash.

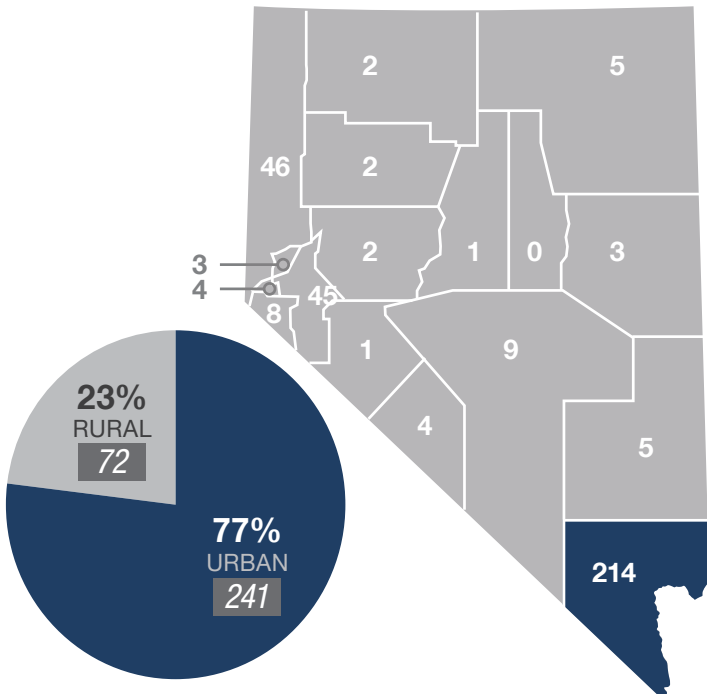
## What?

From 2017-2021, there were **319 motorcycle fatalities** and **314 fatal motorcycle crashes** on Nevada roadways.

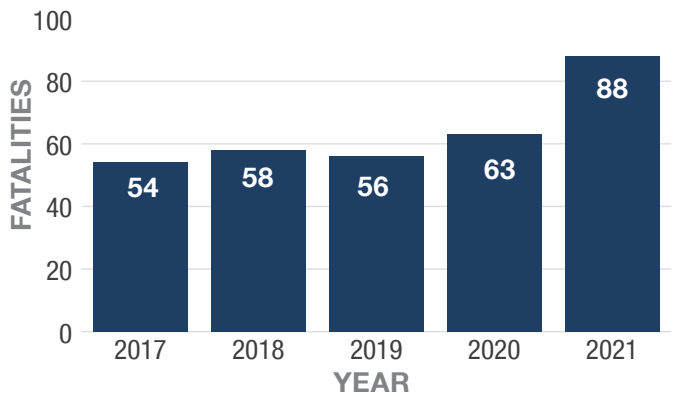
## Where?

From 2017-2021, 77% of fatal motorcycle crashes occurred on urban roadways. Clark County reported the highest number of fatal motorcycle crashes in Nevada during that time frame.

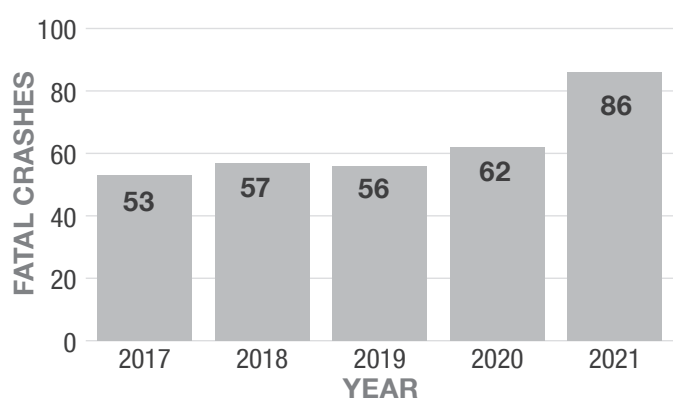
**Fatal Motorcycle Crashes in Nevada by Location (2017-2021)\***



**Motorcycle Fatalities in Nevada (2017-2021)\***



**Fatal Motorcycle Crashes in Nevada (2017-2021)**



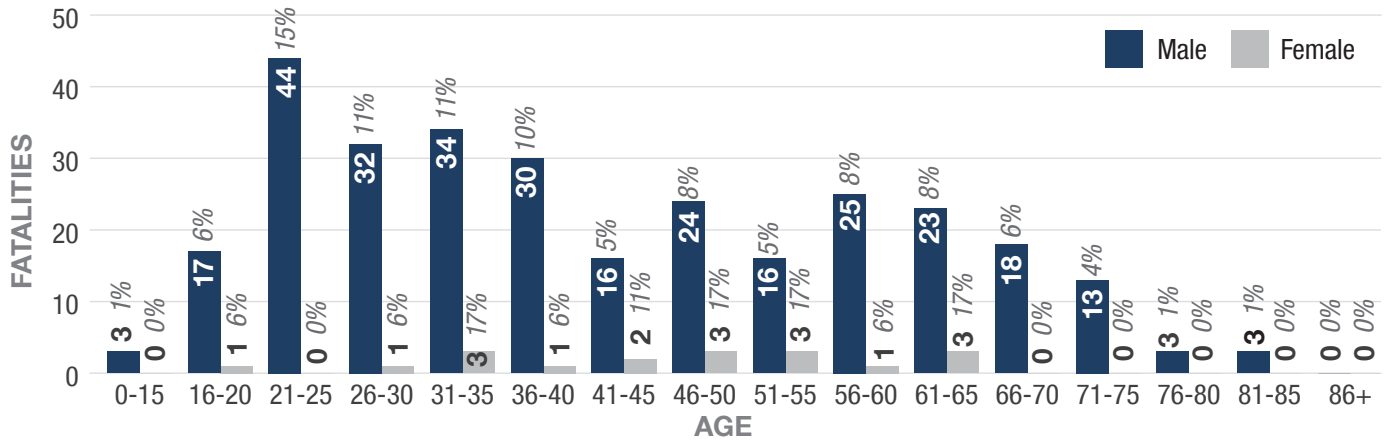
\*Does not include values that are unknown or missing



### Who?

From 2017-2021, males ages 21 to 25 years old comprised the largest reported age group for motorcycle driver and passenger fatalities.

Age/Gender Breakdown of Motorcycle Driver and Passenger Fatalities in Nevada (2017-2021)\*

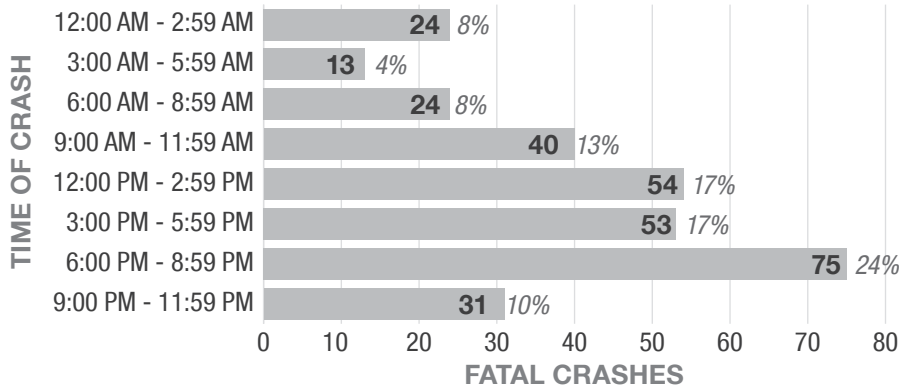


### When?

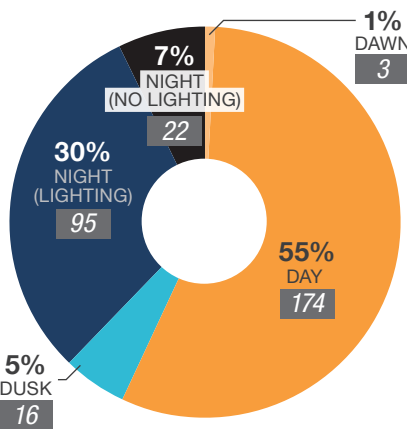
Most fatal motorcycle crashes occurred between the hours of 12:00 PM and 8:59 PM, and 55% of crashes occurred during daytime lighting conditions.

From 2017-2021, 41% of fatal motorcycle crashes occurred on Saturdays and Sundays. Most fatal motorcycle crashes took place in September during this time frame.

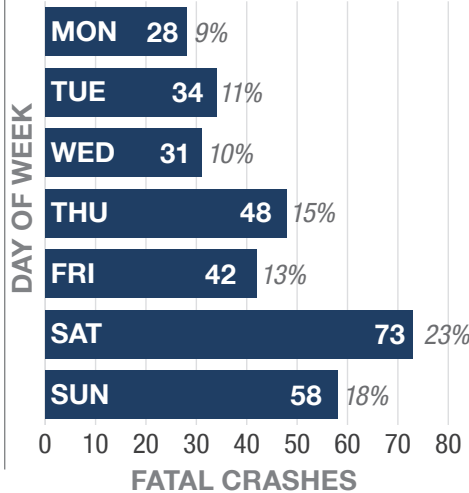
Fatal Motorcycle Crashes in Nevada by Time of Day (2017-2021)\*



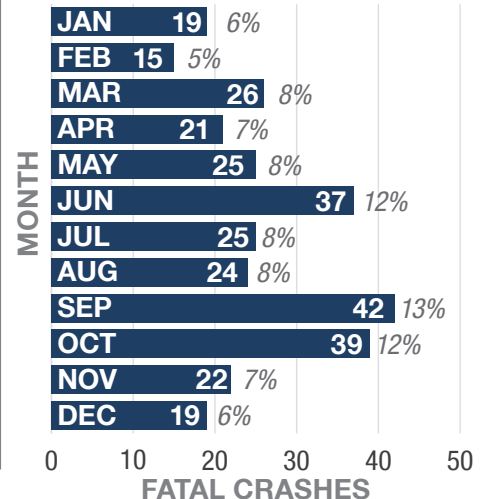
Lighting at Time of Motorcycle Fatal Crash in Nevada (2017-2021)\*



Fatal Motorcycle Crashes in Nevada by Day of Week (2017-2021)



Fatal Motorcycle Crashes in Nevada by Month of Year (2017-2021)



\*Does not include values that are unknown or missing

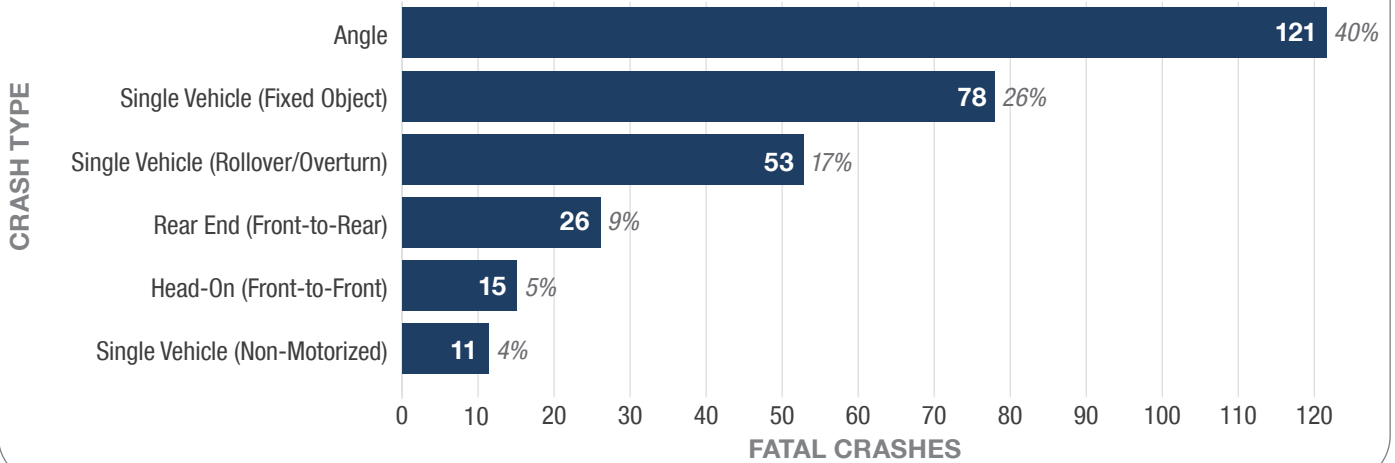




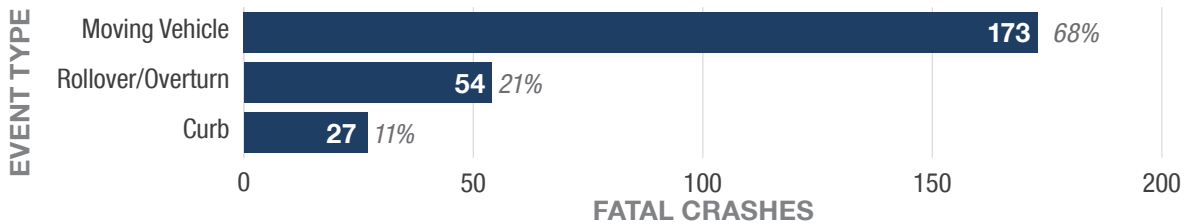
**Why?**

From 2017-2021, 40% of all fatal motorcycle crashes were angle crashes. The highest reported maneuver that resulted in fatal motorcycle crashes was a collision with a moving vehicle (68%).

**Fatal Motorcycle Crashes in Nevada by Crash Type (2017-2021)\***



**Fatal Motorcycle Crashes in Nevada by Maneuver (2017-2021)\***



\*Does not include values that are unknown or missing or data categories with low representation





# Helmet Use Unhelmeted Motorcyclists

**2%** of Nevada's total fatalities

Fatal unhelmeted motorcyclist crashes are crashes involving a motorcyclist where one or more people on a motorcycle were killed in the crash and were not wearing a helmet or misused a helmet. The FARS data uses the attribute "body type (BODY\_TYP)" in the person data set to identify if a motorcycle was involved and the attribute "injury severity (INJ\_SEV)" in the person data set to determine if one or more people on a motorcycle died. To determine if no helmet was used, the attribute codes "helmet use (HELM\_USE for 2019-2021)" and "restraint use (REST\_USE for 2017-2018)" in the person data set were used. To determine if a helmet was misused, the attribute codes "helmet misuse (HELM\_MIS for 2019-2021)" and "restraint misuse (REST\_MIS for 2017-2018)" in the person data set were used. If a crash had any of the listed attribute codes assigned and one or more people on a motorcycle died in the crash, the crash was deemed a fatal unhelmeted motorcyclist crash.

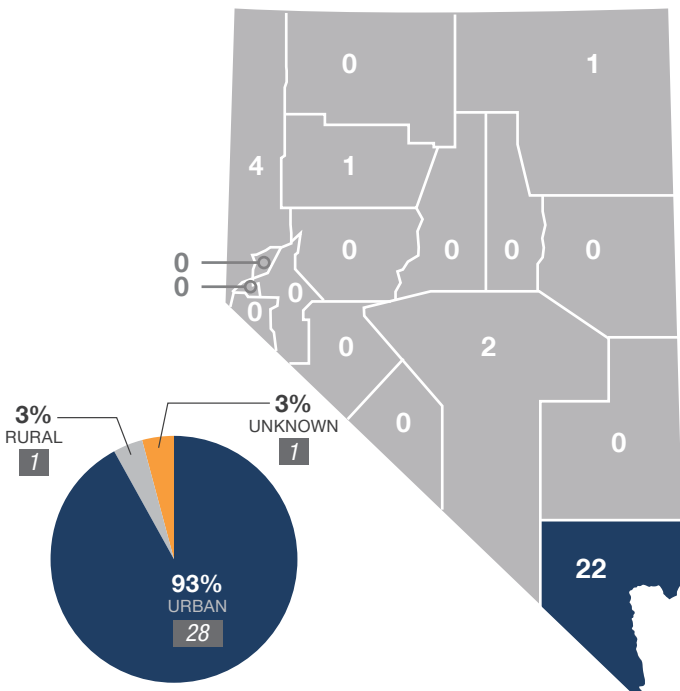
### What?

From 2017-2021, the number of unhelmeted motorcyclist traffic fatalities generally declined. A total of **30 unhelmeted motorcyclist fatalities** and **30 fatal unhelmeted motorcyclist crashes** occurred in the state of Nevada.

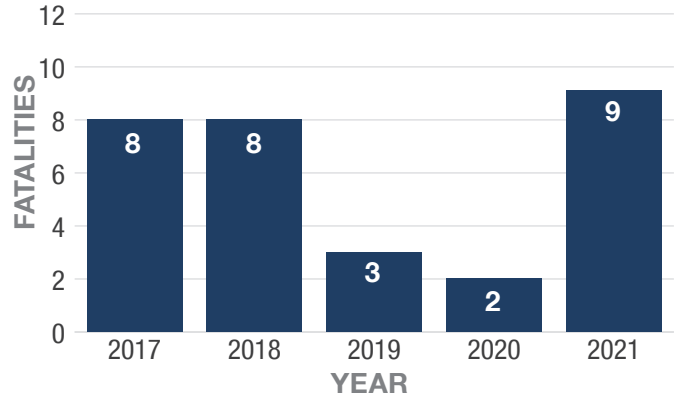
### Where?

From 2017-2021, 93% of fatal unhelmeted motorcyclist crashes occurred on urban roadways. Clark County reported the highest number of fatal unhelmeted motorcyclist crashes in Nevada during that timeframe.

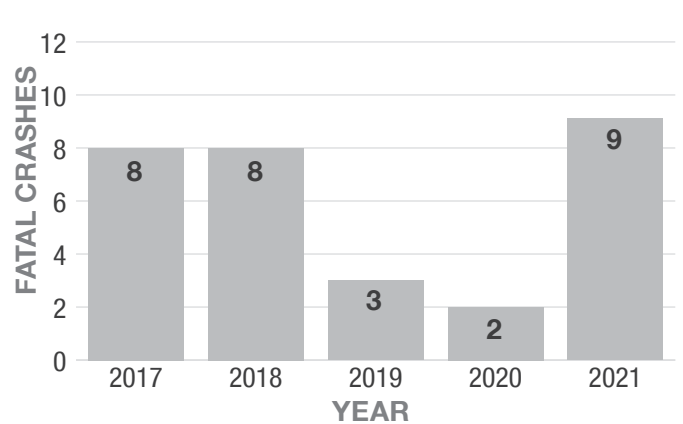
**Fatal Unhelmeted Motorcyclist Crashes in Nevada by Location (2017-2021)\***



**Unhelmeted Motorcyclist Traffic Fatalities in Nevada (2017-2021)**



**Fatal Motorcycle Crashes in Nevada (2017-2021)**



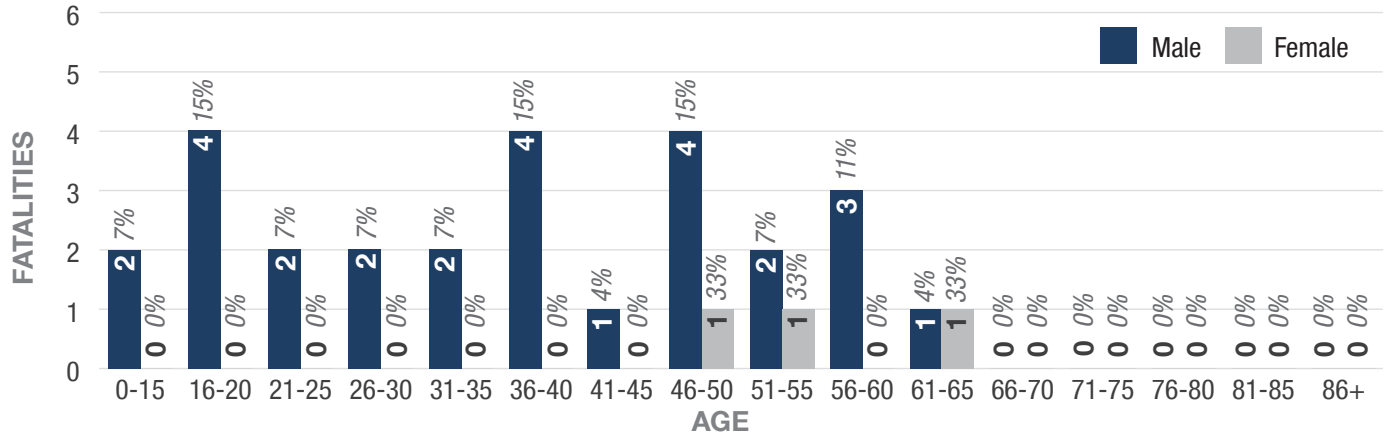
\*Does not include values that are unknown or missing



### Who?

From 2017-2021, males ages 16 to 20, 36 to 40 and 46 to 50 were the highest reported age groups with unhelmeted motorcyclist fatalities. Only three female fatalities, compared with 27 male fatalities, were reported during this time frame.

Age/Gender Breakdown of Unhelmeted Motorcyclist Fatalities in Nevada (2017-2021)

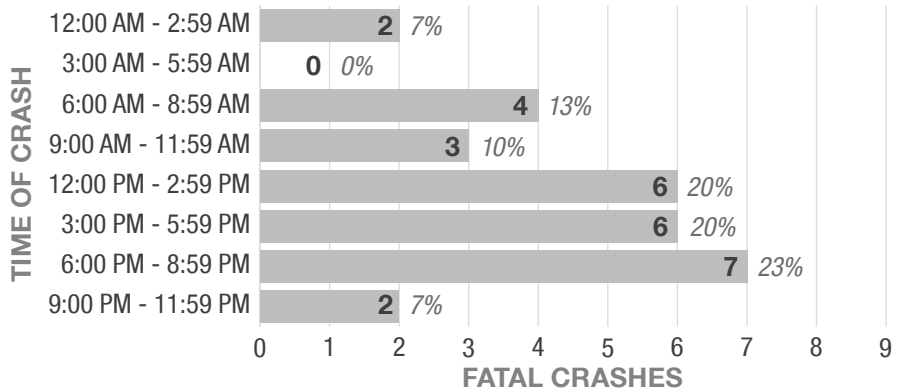


### When?

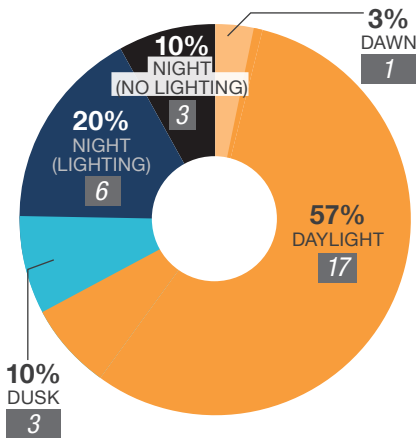
Fatal unhelmeted motorcyclist crashes occurred most frequently from 12:00 PM to 8:59 PM. More than half of fatal unhelmeted motorcyclist crashes occurred during daylight.

From 2017-2021, Thursday and Saturday reported the highest number of fatal unhelmeted motorcyclist crashes. The months of May, August, and December had equally high numbers of this type of fatal crash during this time frame.

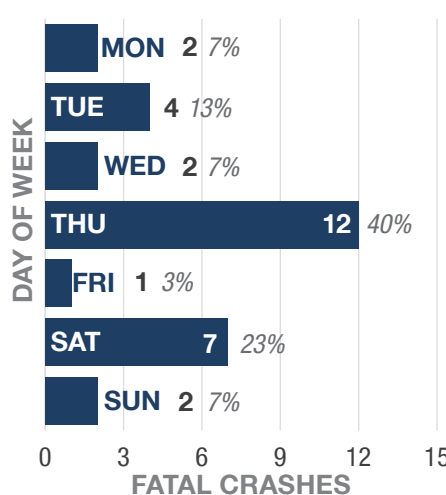
Fatal Unhelmeted Motorcyclist Crashes in Nevada by Time of Day (2017-2021)



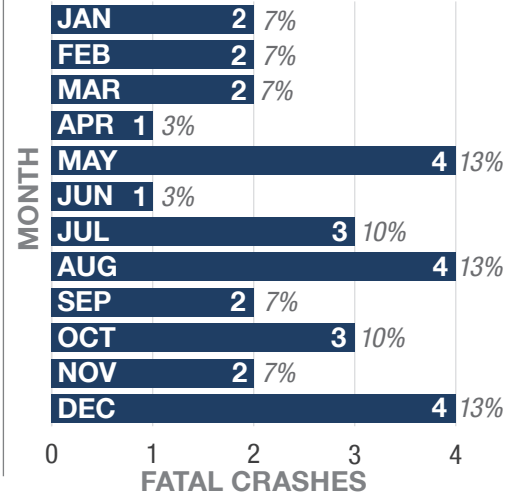
Lighting at Time of Fatal Unhelmeted Motorcyclist Crash in Nevada (2017-2021)



Fatal Unhelmeted Motorcyclist Crashes in Nevada by Day of Week (2017-2021)



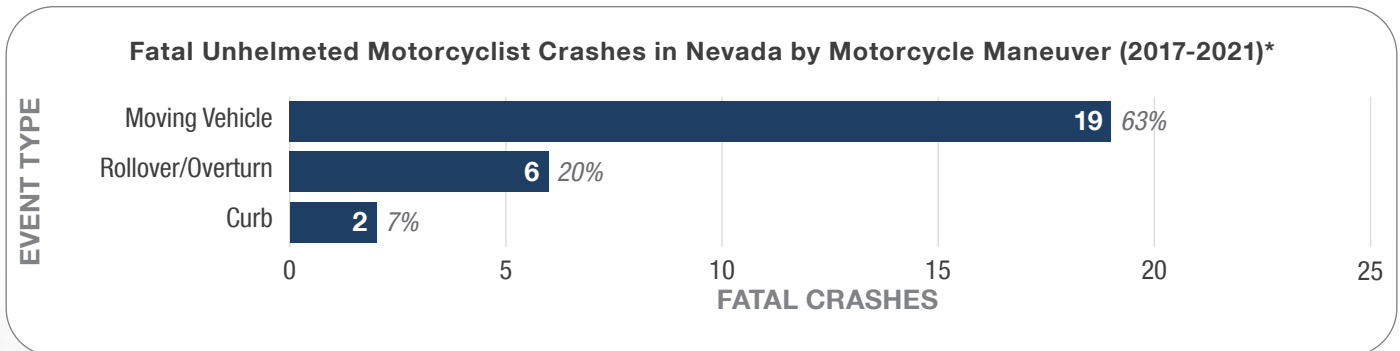
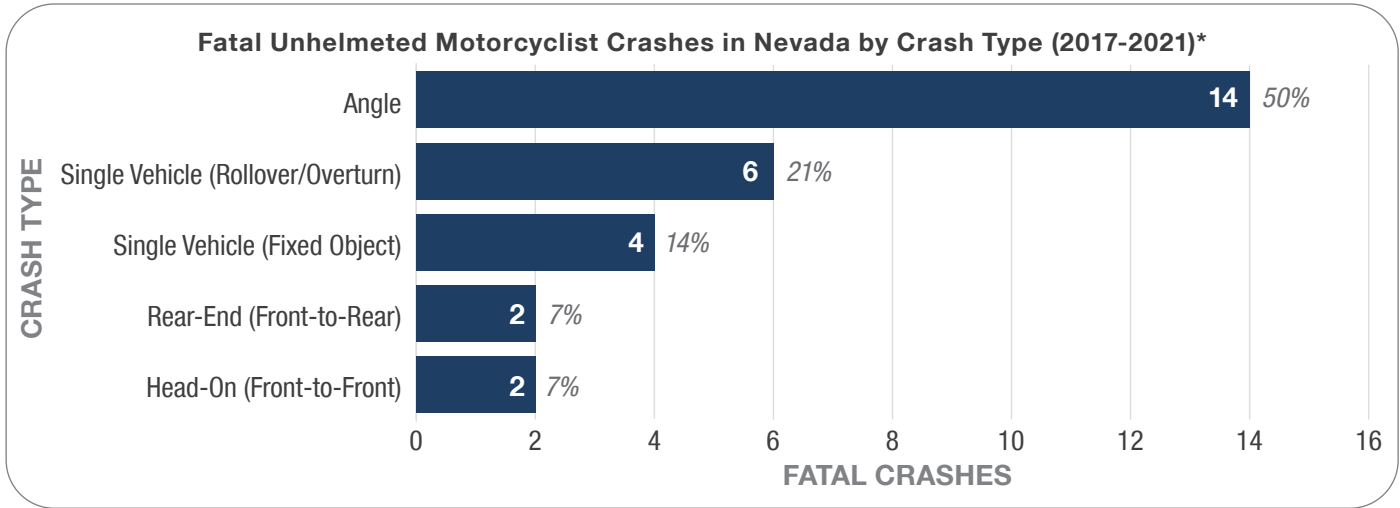
Fatal Unhelmeted Motorcyclist Crashes in Nevada by Month of Year (2017-2021)



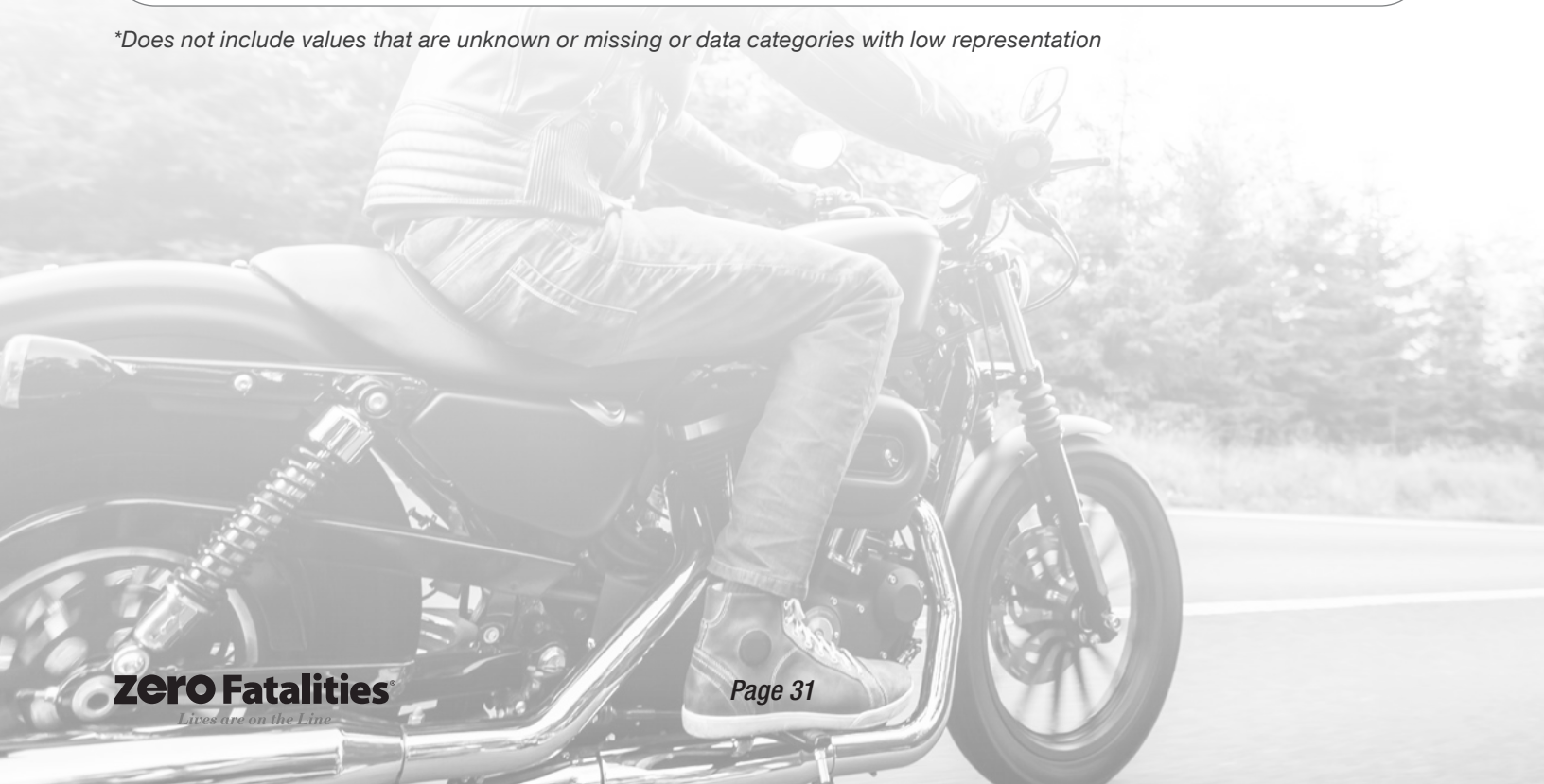


### Why?

From 2017-2021, fatal unhelmeted motorcyclist crashes involving a motorcycle being struck by another moving vehicle in an angle crash was the highest reported crash type. The second highest reported crash type was a single vehicle (rollover/overturn).



\*Does not include values that are unknown or missing or data categories with low representation





# Bicyclist Crashes

**3%** of Nevada's total fatalities

A fatal bicycle crash is a motor vehicle crash in which a bicyclist is killed. Bicycle crash fatalities are the total number of bicyclists who died in a crash. The FARS data uses the attribute "person type (PER\_TYP)" in the person data file to determine if the person was a bicyclist, and "injury severity (INJ\_SEV)" to determine the level of the person's injuries. For this analysis, three attribute codes were used: "bicyclist" and "other cyclist" for person type and "fatal injury (K)" for injury severity. If a crash reported either "bicyclist" or "other cyclist" and a "fatal injury (K)," the crash was deemed a fatal bicycle crash.

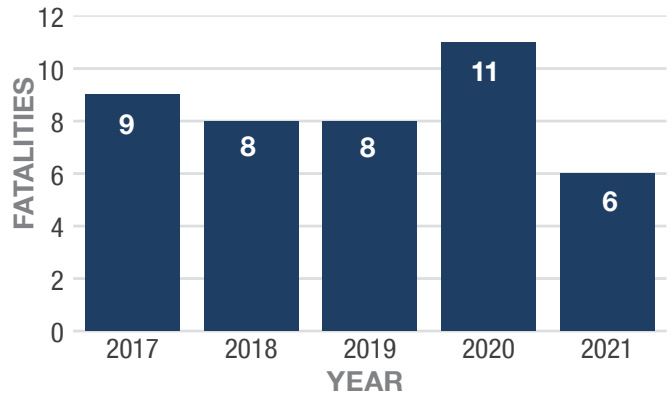
## What?

From 2017-2021, there were **42 bicyclist fatalities** and **38 fatal bicycle crashes** on Nevada roadways.

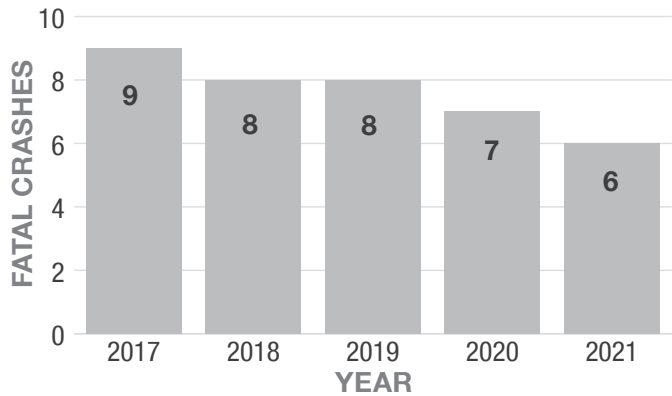
## Where?

From 2017-2021, 95% of fatal bicycle crashes occurred on urban roadways. Clark County reported the highest number of fatal bicycle crashes in Nevada during this time frame.

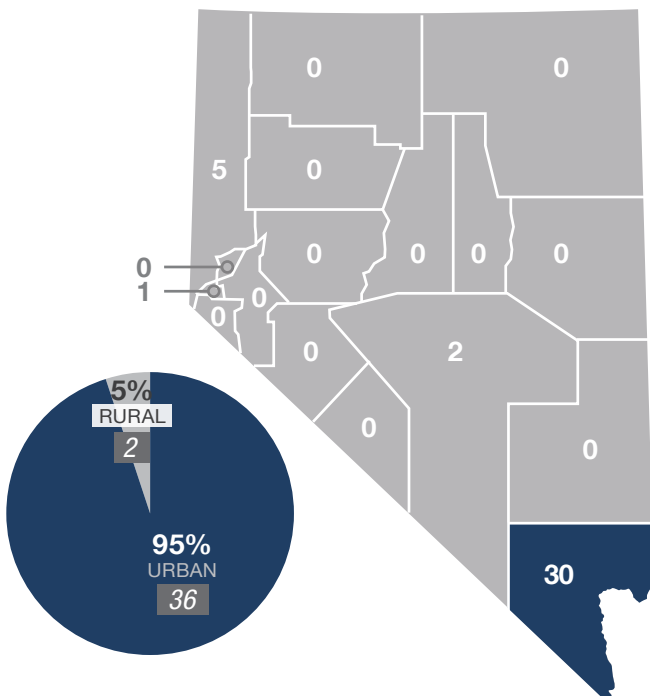
**Bicyclist Fatalities in Nevada (2017-2021)**



**Fatal Bicycle Crashes in Nevada (2017-2021)**



**Fatal Bicycle Crashes in Nevada by Location (2017-2021)\***



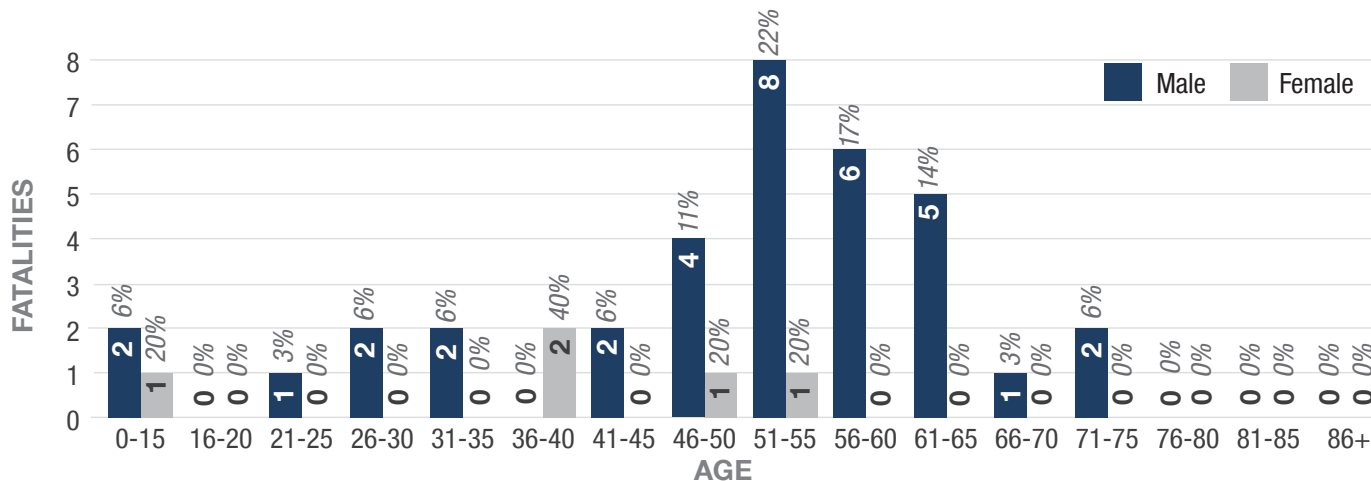
\*Does not include values that are unknown or missing



### Who?

From 2017-2021, males ages 51 to 55 comprised the largest number of bicyclist fatalities in Nevada.

**Age/Gender Breakdown of Bicycle Fatalities in Nevada (2017-2021)**

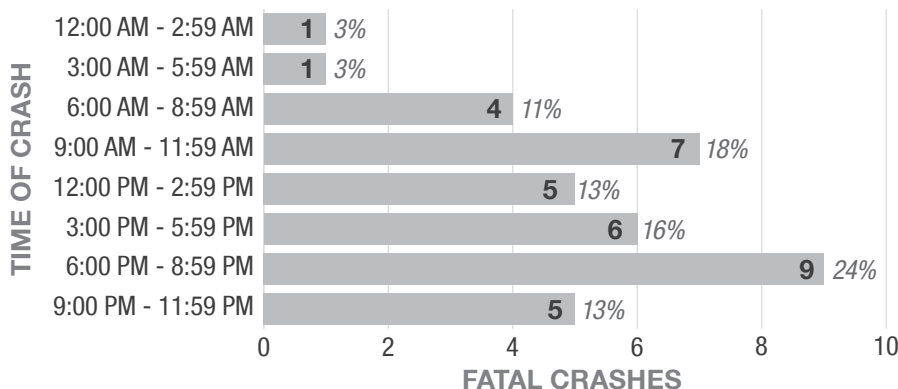


### When?

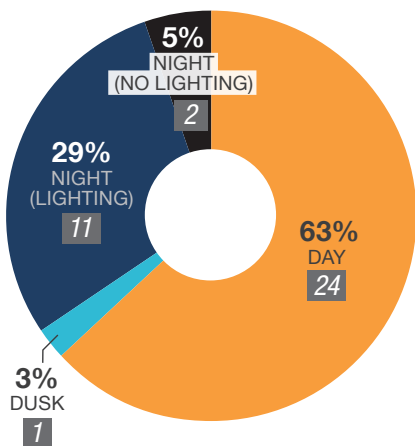
From 2017-2021, 71% of fatal bicycle crashes took place between the hours of 9:00 AM and 8:59 PM. Sixty-three percent of fatal bicycle crashes occurred during daylight hours.

Sixty percent of fatal bicycle crashes occurred on Monday, Friday, and Sunday. October and November were the highest reported months for fatal bicycle crashes, totaling 26% of all crashes.

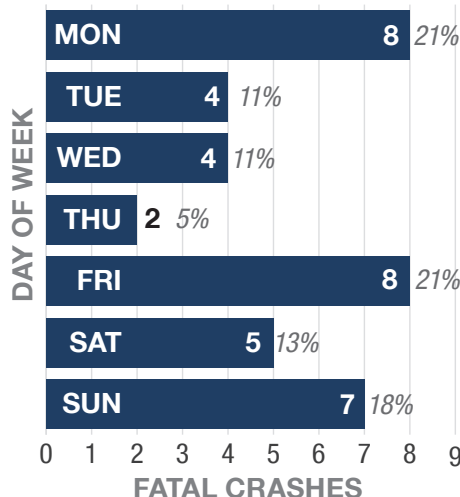
**Fatal Bicycle Crashes in Nevada by Time of Day (2017-2021)\***



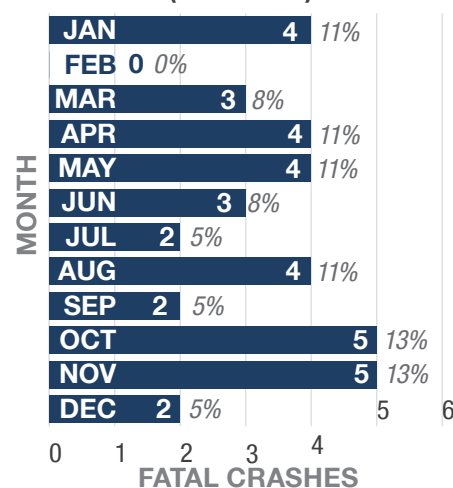
**Lighting at Time of Fatal Bicycle Crash in Nevada (2017-2021)**



**Fatal Bicycle Crashes in Nevada by Day of Week (2017-2021)**



**Fatal Bicycle Crashes in Nevada by Month of Year (2017-2021)**



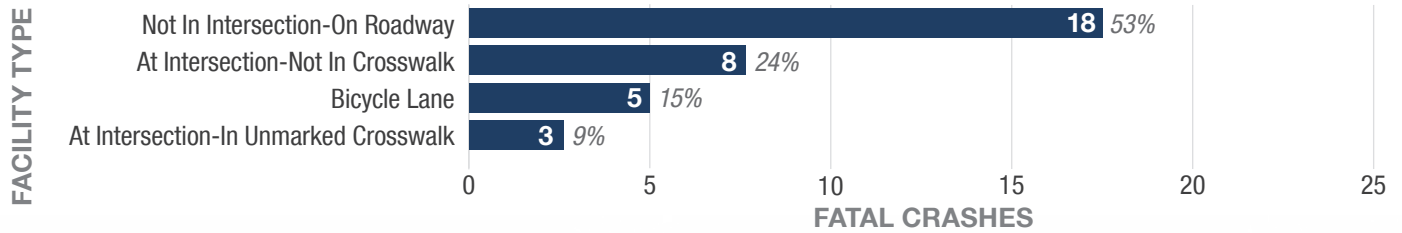
\*Does not include values that are unknown or missing



**Why?**

From 2017-2021, 53% of fatal bicycle crashes took place on the roadway, not at a designated intersection.

**Bicycle Fatal Crashes in Nevada by Location (2017-2021)\***



\*Does not include values that are unknown or missing or data categories with low representation







## Unrestrained-Occupant Crashes

**21%** of Nevada's total fatalities

A fatal unrestrained-occupant crash involves a person traveling in a passenger vehicle that did not use a restraining device, such as a seatbelt, that died in the crash. Passenger vehicles are constituted as passenger cars, light trucks, pickups, and vans. The FARS data uses the attribute "restraint system/helmet use (REST\_USE)" in the person data set to determine if a person was using a seatbelt and the attribute "injury severity (INJ\_SEV)" to determine the level of the person's injuries. For this analysis, the two attribute codes used were "none used" and "not applicable" for restraint use and "fatal injury (K)" for injury severity. If a crash reported both attributes, the crash was deemed a fatal unrestrained-occupant crash.

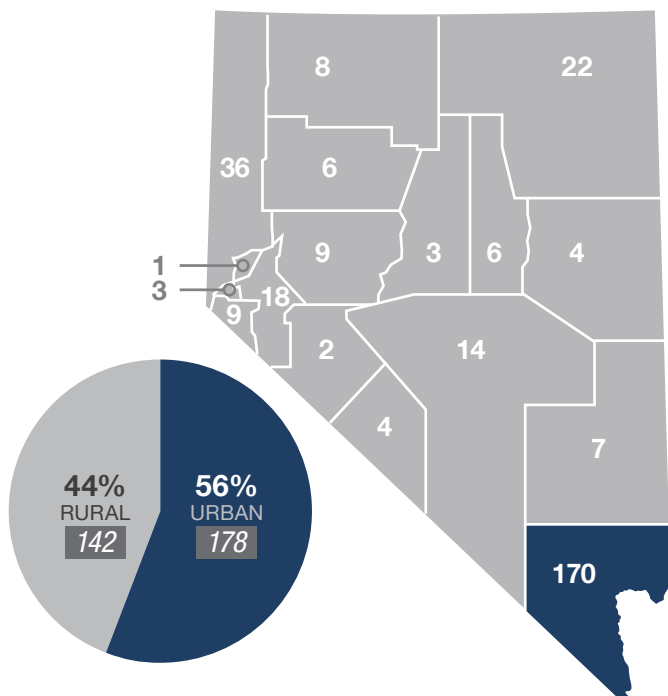
### What?

From 2017-2021, **344 unrestrained-occupant fatalities** and **318 fatal unrestrained-occupant crashes** occurred on Nevada roadways.

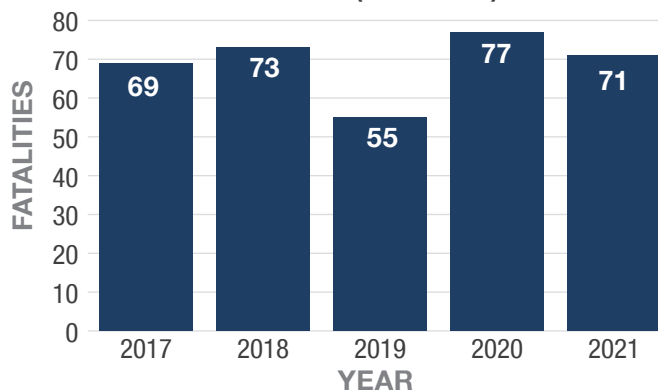
### Where?

From 2017-2021, 170 fatal unrestrained-occupant crashes occurred in Clark County. More than half of fatal unrestrained-occupant crashes occurred on urban roadways.

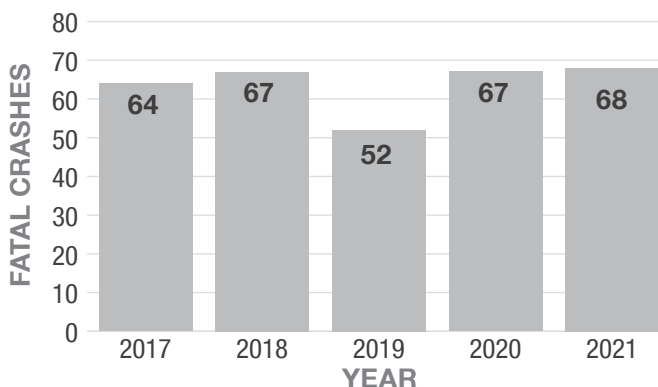
Fatal Unrestrained-Occupant Crashes in Nevada by Location (2017-2021)\*



Unrestrained-Occupant Fatalities in Nevada (2017-2021)



Fatal Unrestrained-Occupant Crashes in Nevada (2017-2021)



\*Does not include values that are unknown or missing

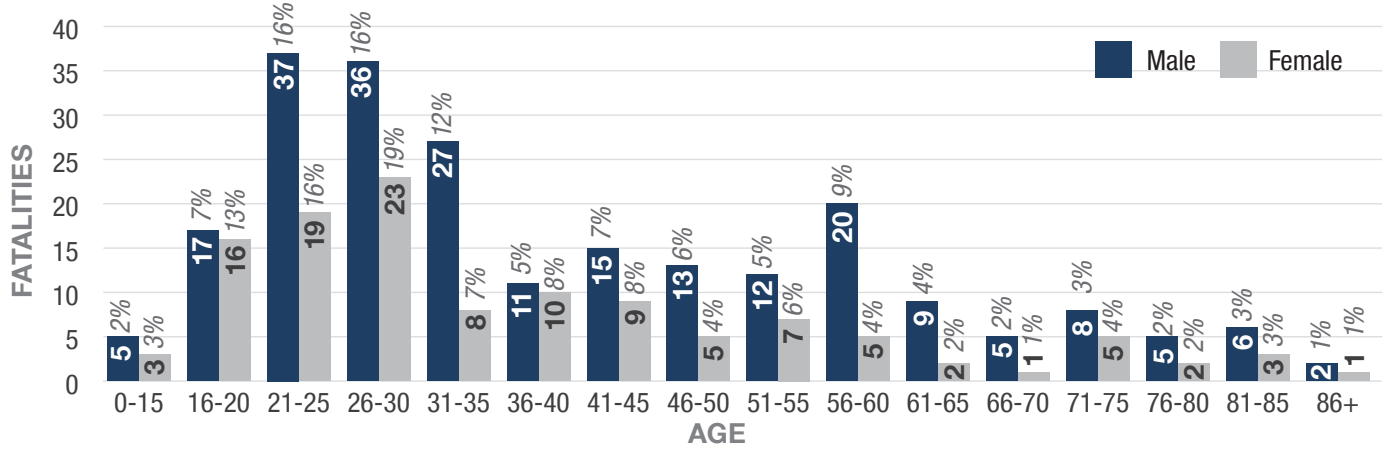




### Who?

From 2017-2021, males ages 21 to 35 years old comprised the greatest number of unrestrained-occupant fatalities in Nevada.

Age/Gender Breakdown of Unrestrained-Occupant Fatalities in Nevada (2017-2021)

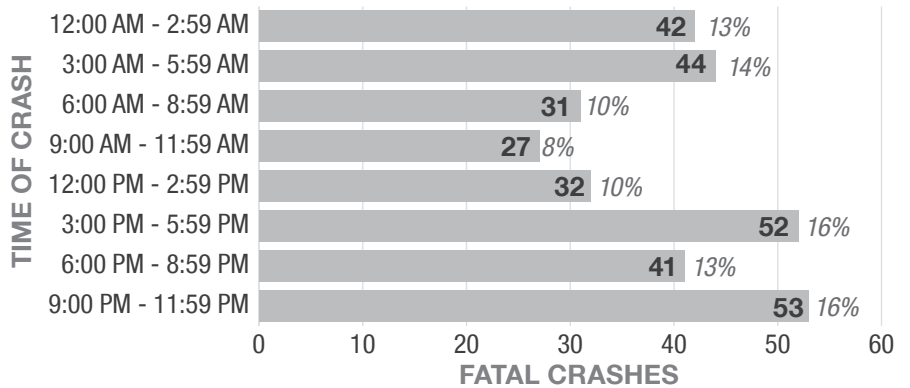


### When?

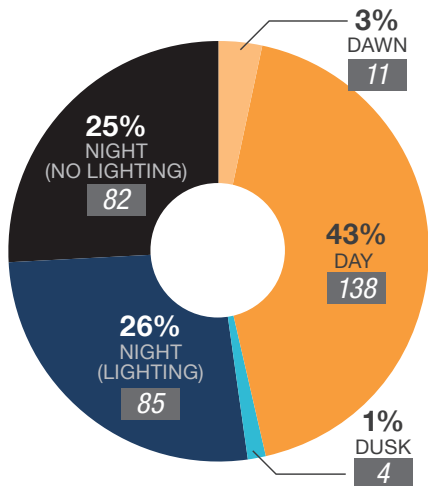
The greatest percentage of fatal unrestrained-occupant crashes occurred between the hours of 3:00 PM - 5:59 PM and 9:00 PM - 11:59 PM. More than half of the unrestrained-occupant fatalities occurred at night.

Most fatal unrestrained-occupant crashes occurred on Saturdays. July, August, and September reported the greatest number of fatal unrestrained-occupant crashes.

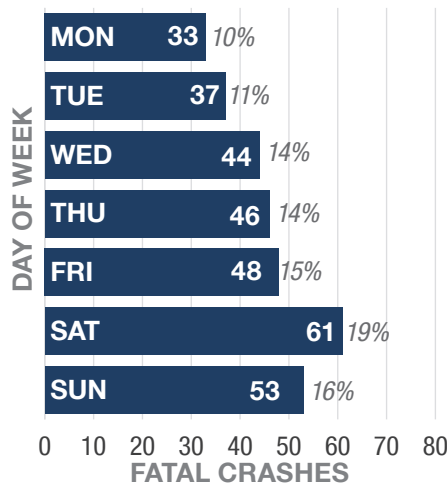
Fatal Unrestrained-Occupant Crashes in Nevada by Time of Day (2017-2021)\*



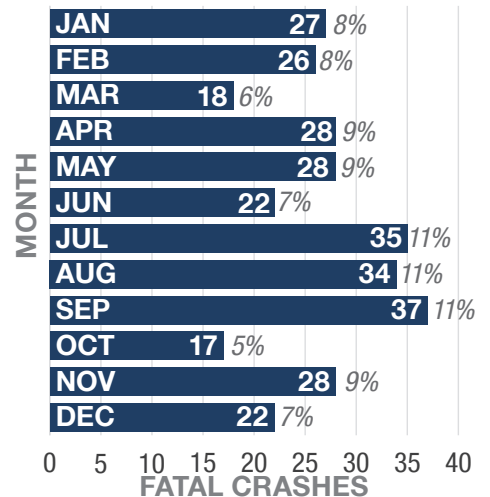
Lighting at Time of Fatal Unrestrained-Occupant Crash in Nevada (2017-2021)\*



Fatal Unrestrained-Occupant Crashes in Nevada by Day of Week (2017-2021)



Fatal Unrestrained-Occupant Crashes in Nevada by Month of Year (2017-2021)



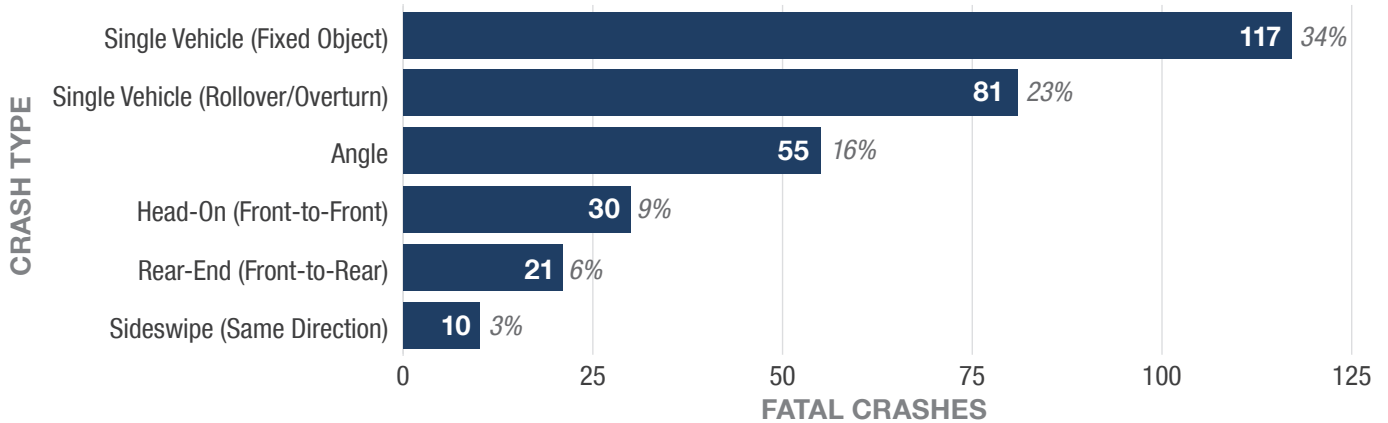
\*Does not include values that are unknown or missing



**Why?**

From 2017-2021, 34% involved hitting a fixed object and 23% of fatal unrestrained-occupant crashes involved a motor vehicle rolling over.

**Fatal Unrestrained-Occupant Crashes in Nevada by Crash Type (2017-2021)\***



\*Does not include values that are unknown or missing or data categories with low representation





# Child Passenger Crashes

**1%** of Nevada's total fatalities

A child passenger crash involves a child between the ages of zero and thirteen that dies in a crash. The FARS data uses the person data file attributes "age (AGE)," "person type (PER\_TYP)," and "injury severity (INJ\_SEV)." The following attribute codes were used: values equal to and between zero and thirteen to identify age, "passenger of a motor vehicle in transport," and "fatal injury (K)." If a crash reported all the individual attribute codes, the crash was deemed a fatal child passenger crash. Fatal child passenger crashes make up too small of a percentage of all fatalities and fatal crashes in Nevada to perform a full analysis.

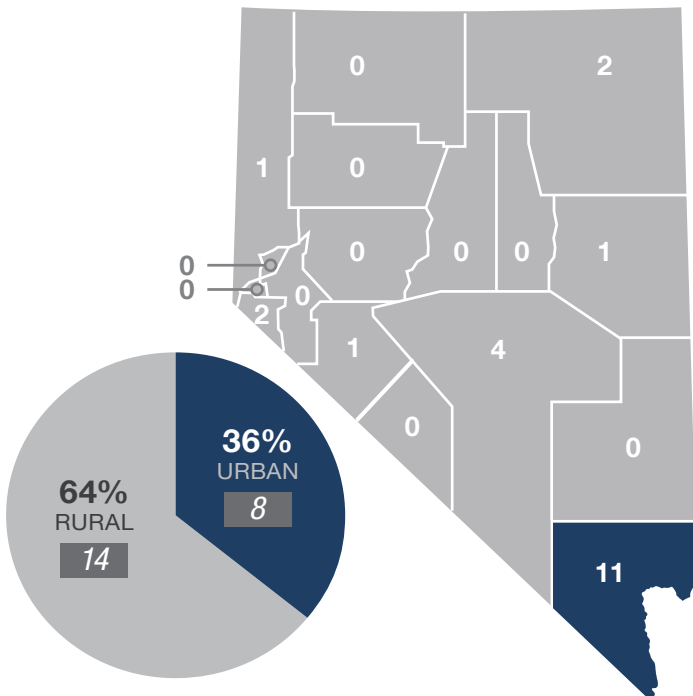
### What?

From 2017-2021, there were a total of **23 child passenger fatalities** and **22 child passenger fatal crashes**.

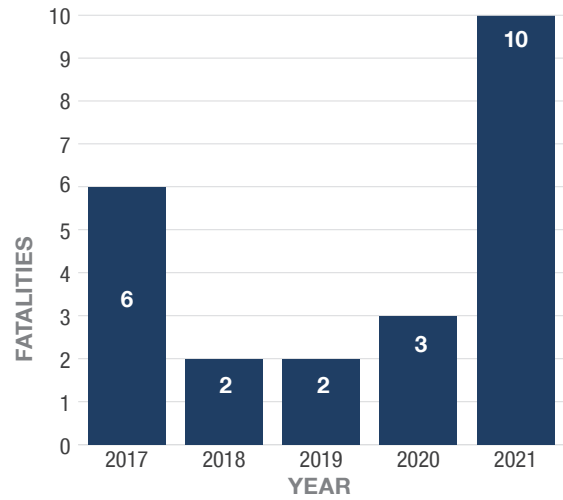
### Where?

Most fatal child passenger crashes occurred in Clark County and on rural roadways.

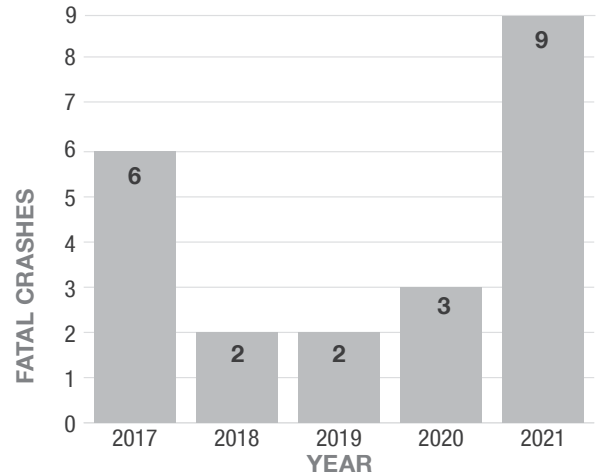
Fatal Child Passenger Crashes in Nevada by Location (2017-2021)\*



Child Passenger Fatalities in Nevada (2017-2021)



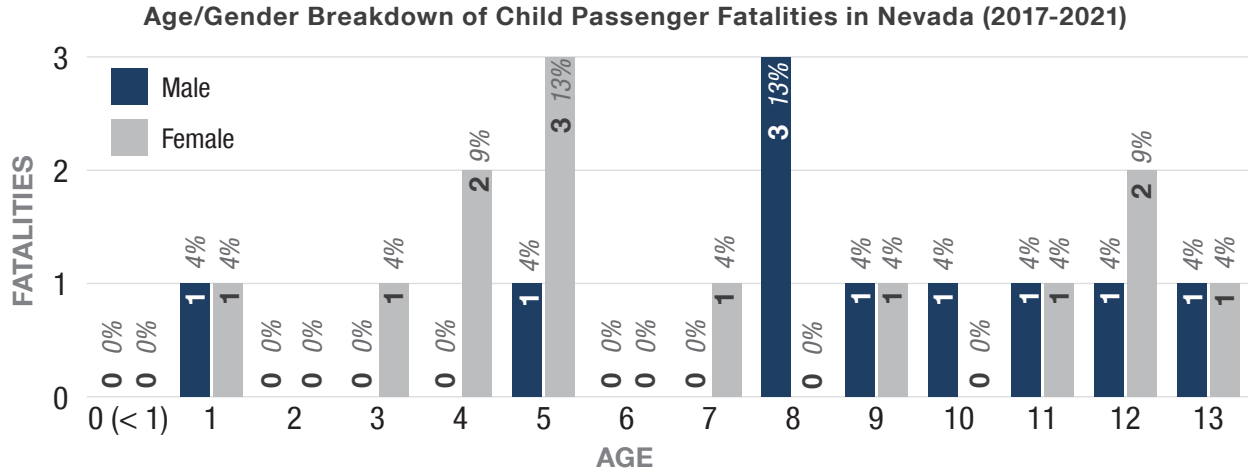
Fatal Child Passenger Crashes in Nevada (2017-2021)





### Who?

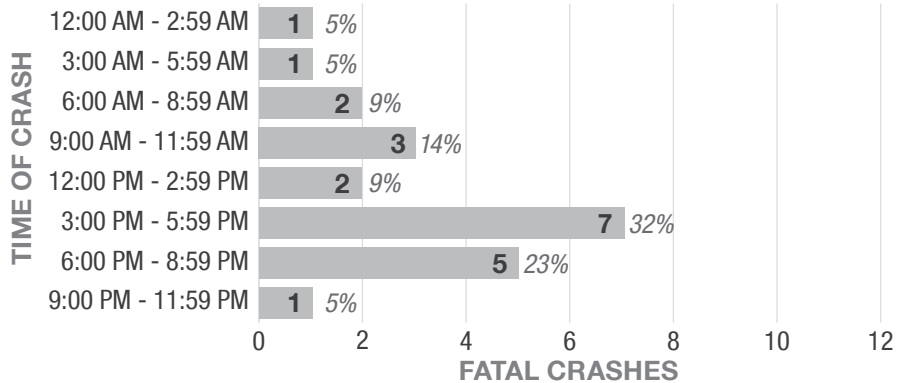
From 2017-2021, 10 male children and 13 female children accounted for the total 23 child passenger fatalities.



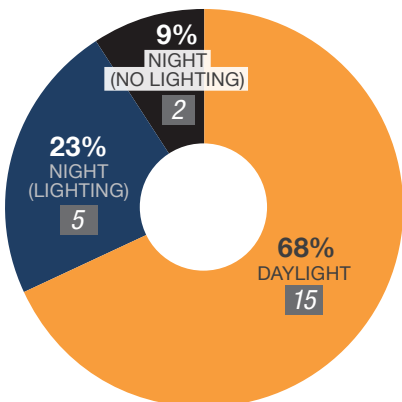
### When?

Seven fatal child passenger crashes took place between the hours of 3:00 PM and 6:00 PM. Sixty-eight percent of all fatal child passenger crashes occurred during daylight. August had the highest number of fatal child passenger crashes.

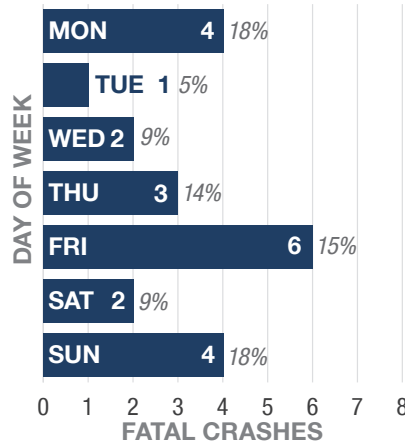
**Fatal Child Passenger Crashes in Nevada by Time of Day (2017-2021)\***



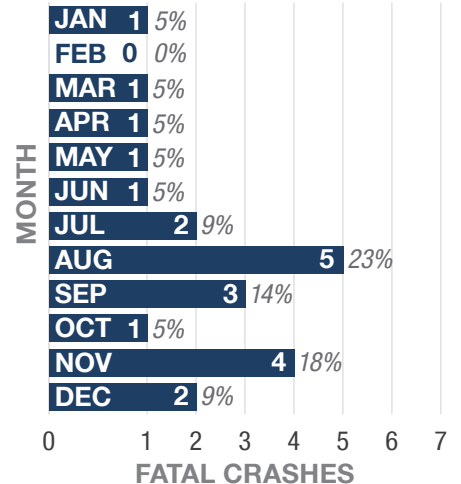
**Lighting at Time of Fatal Child Passenger Crashes in Nevada (2017-2021)\***



**Fatal Child Passenger Crashes in Nevada by Day of Week (2017-2021)**



**Fatal Child Passenger Crashes in Nevada by Month of Year (2017-2021)**

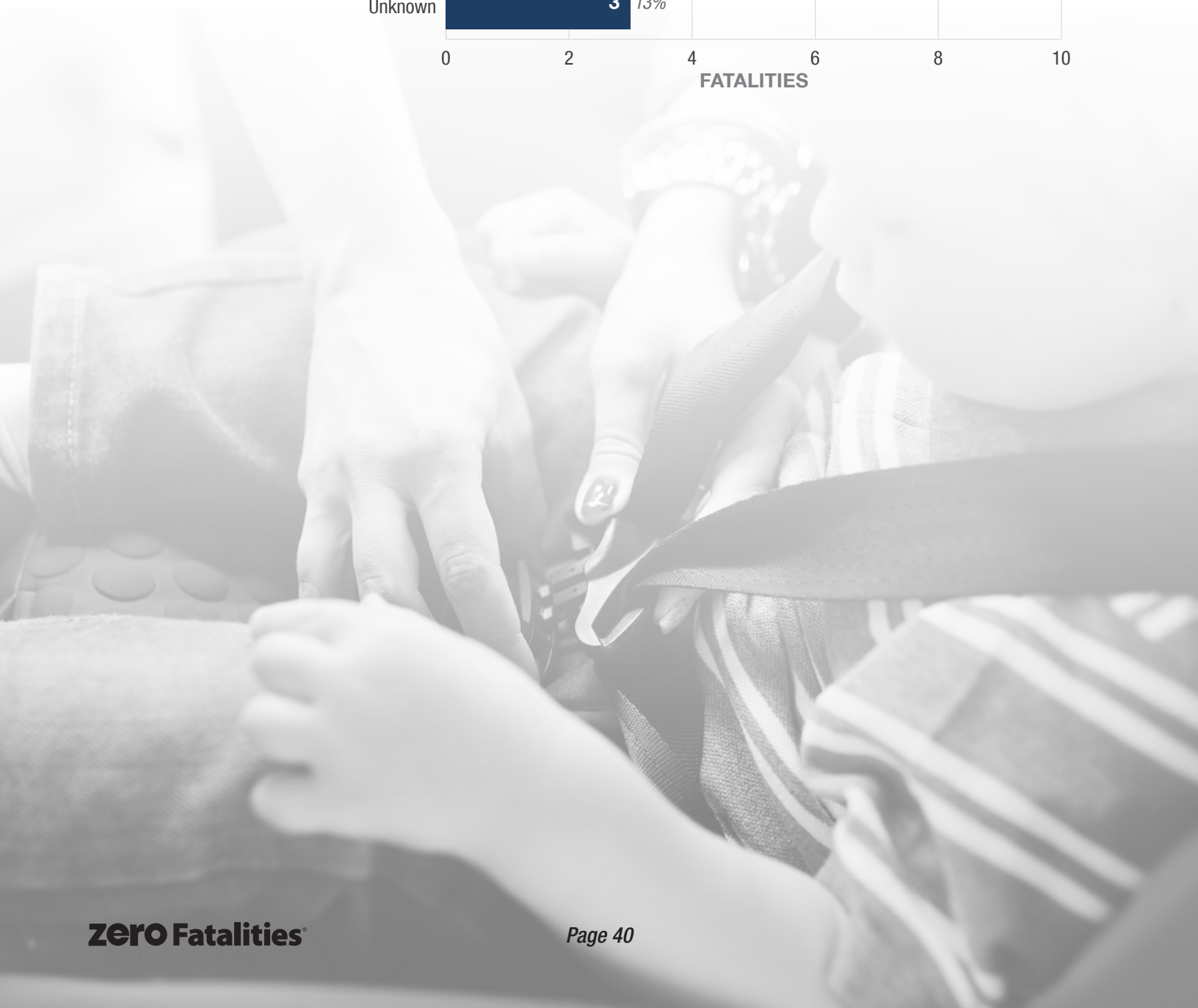
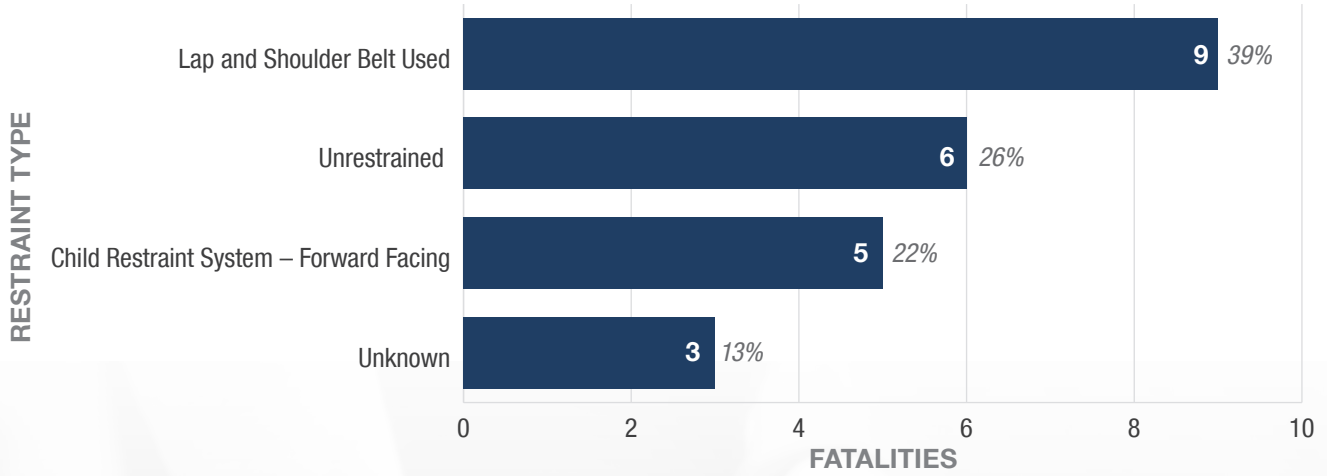


\*Does not include values that are unknown or missing

**Why?**

From 2017-2021, 39% of fatal crashes involved children using a lap and shoulder belt, while 26% of fatal crashes involved unrestrained children.

**Fatal Child Passenger Crashes in Nevada by Restraint Type (2017-2021)**





## Older Driver Crashes

**22%** of Nevada's total fatalities

An older driver crash is a crash in which at least one driver is age 65 or older, regardless of fault. The FARS data uses the attribute “person type (PER\_TYP)” in the person data file to determine if the person was the driver and “age (AGE)” in the person data file to determine the age of the driver. For this analysis, the two attribute codes that were used were “driver of a motor vehicle in transport” to indicate the person was the driver and age values of 65 and over to designate the specified age range. If a crash reported both attributes, the crash was deemed a fatal older driver crash.

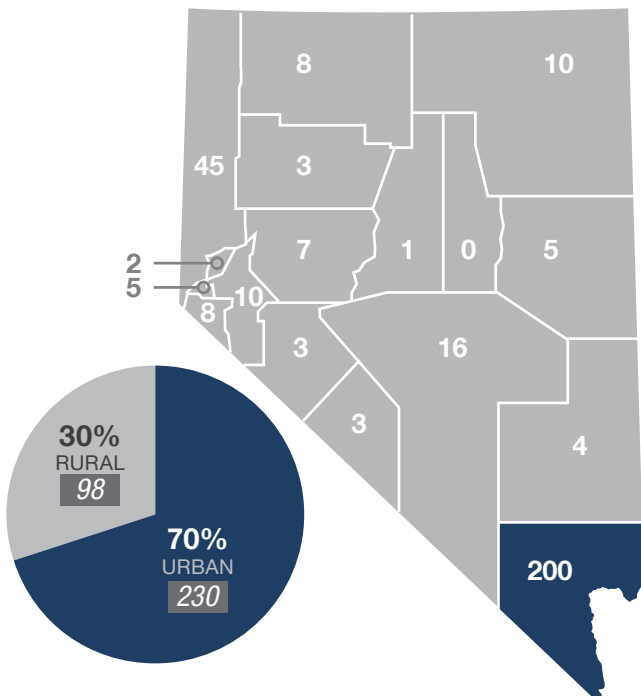
### What?

From 2017-2021, there were a total of **358 older driver fatalities** and **330 fatal older driver crashes** during this time frame.

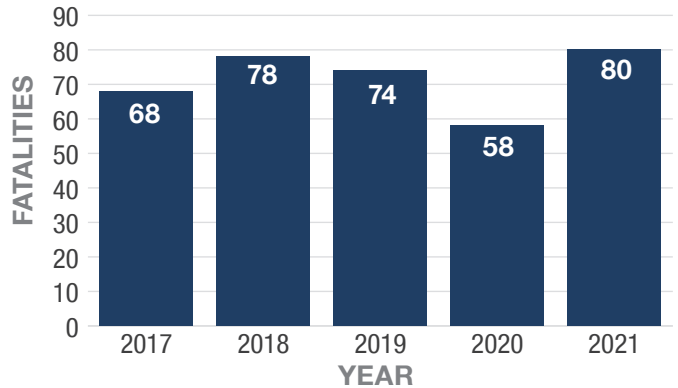
### Where?

From 2017-2021, 70% of fatal older driver crashes occurred on urban roadways. Clark County reported the highest number of fatal older driver crashes during this time frame.

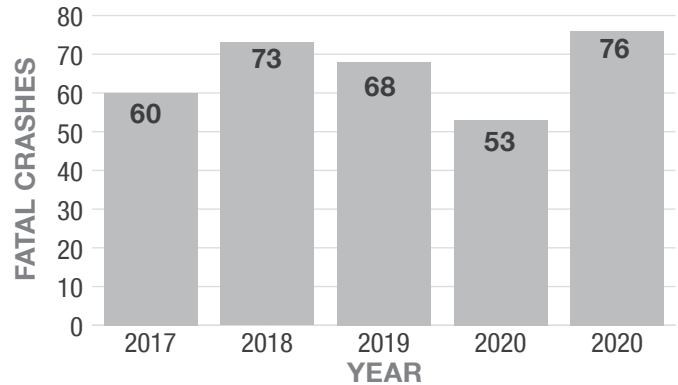
Fatal Older Driver Crashes in Nevada by Location (2017-2021)\*



Older Driver Crash Fatalities in Nevada (2017-2021)



Fatal Older Driver Crashes in Nevada (2017-2021)



\*Does not include values that are unknown or missing

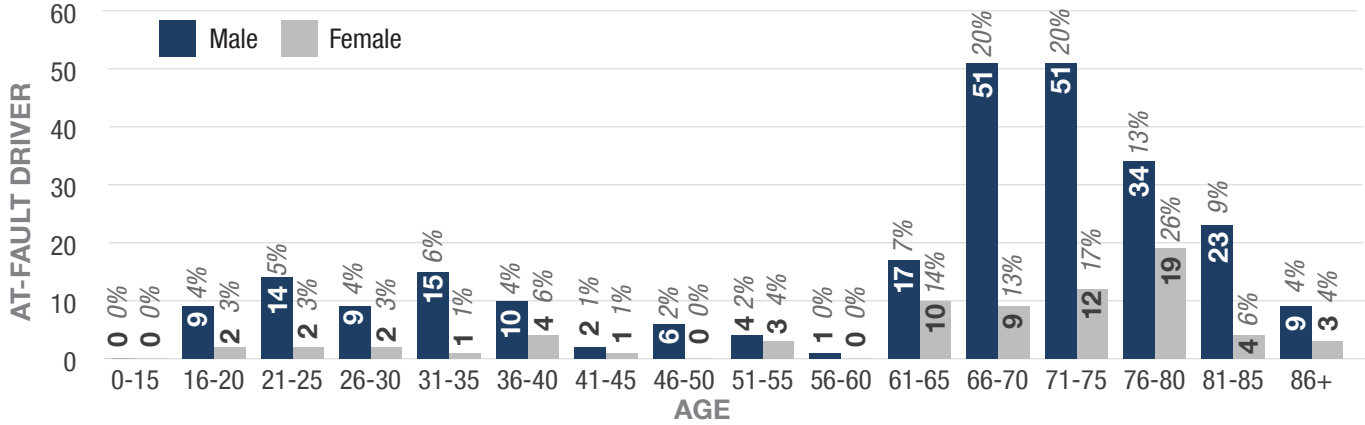




## Who?

From 2017-2021, males ages 66 to 85 years old were the highest reported age group of at-fault drivers in fatal older driver crashes.

Age/Gender Breakdown of At-Fault Drivers in Fatal Older Driver Crashes in Nevada (2017-2021)

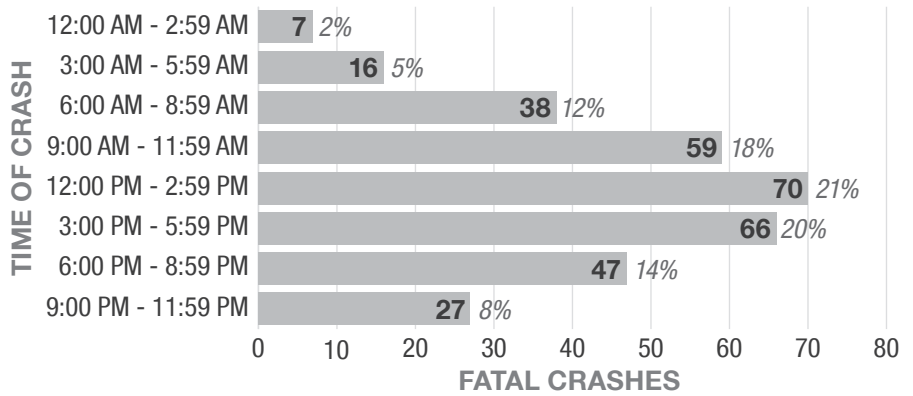


## When?

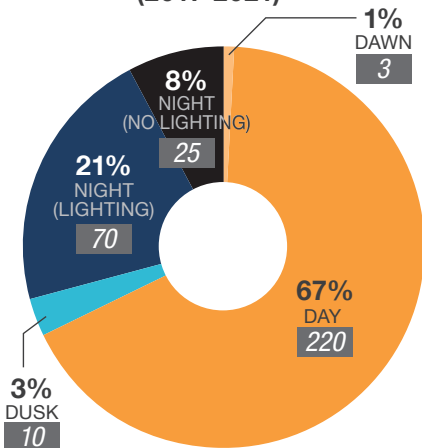
From 2017-2021, the most reported time frame for fatal older driver crashes was 9:00 AM to 5:59 PM. Sixty-seven percent of fatal older driver crashes took place during daylight.

Fatal older driver crashes occurred most frequently on Saturdays. The most commonly reported months for fatal older driver crashes were April, June, and September.

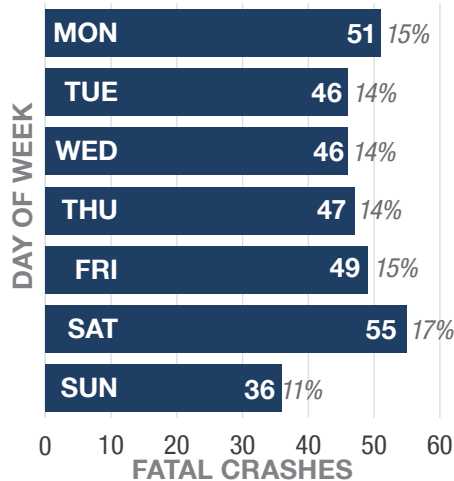
Fatal Older Driver Crashes in Nevada by Time of Day (2017-2021)\*



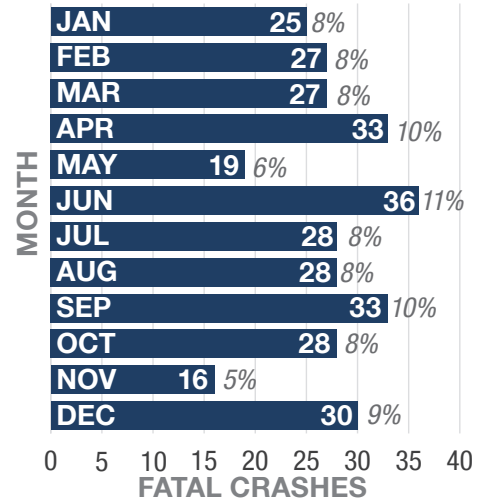
Lighting at Time of Fatal Older Driver Crash in Nevada (2017-2021)\*



Fatal Older Driver Crashes in Nevada by Day of Week (2017-2021)



Fatal Older Driver Crashes in Nevada by Month of Year (2017-2021)



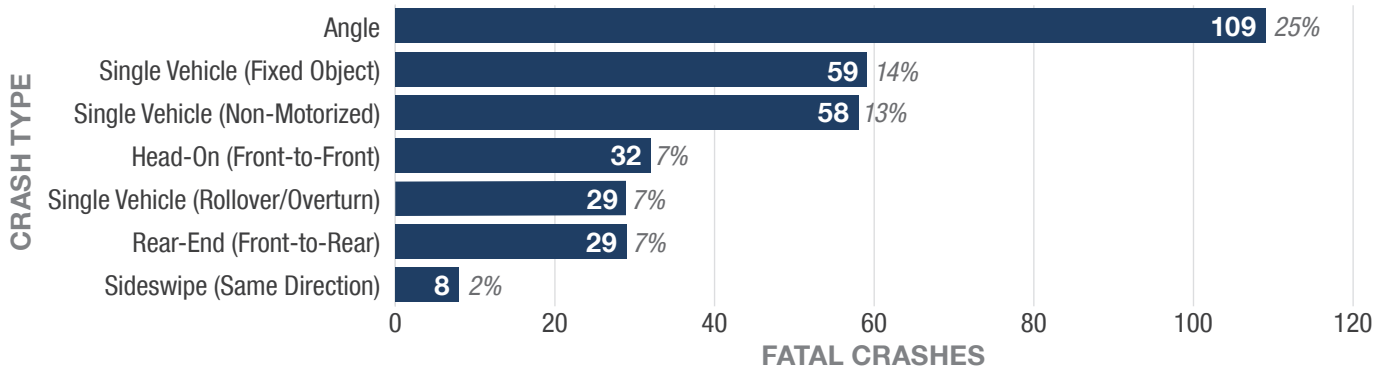
\*Does not include values that are unknown or missing



**Why?**

From 2017-2021, 25% of fatal older driver crashes involved a motor vehicle hitting another motor vehicle in an angle crash.

**Fatal Older Driver Crashes in Nevada by Crash Type (2017-2021)\***



\*Does not include values that are unknown or missing or data categories with low representation





# Young Driver Crashes

**10%** of Nevada's total fatalities

A young driver crash is a crash in which at least one driver is between the ages of 15 and 20, regardless of fault. The FARS data uses the attribute "person type (PER\_TYP)" in the person data file to determine if the person was the driver and "age (AGE)" in the person data file to determine the age of the driver. For this analysis, the two attribute codes that were used were "driver of a motor vehicle in transport" to indicate the person was the driver and age values of 15 to 20 to designate the specified age range. If a crash reported both attributes, the crash was deemed a fatal young driver crash.

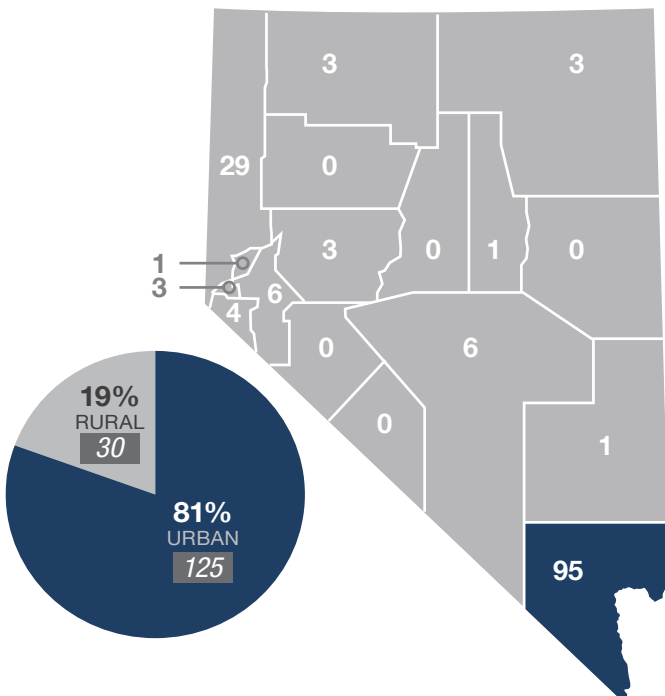
## What?

During 2017-2021, there were a total of **164 fatalities** and **155 fatal young driver crashes**.

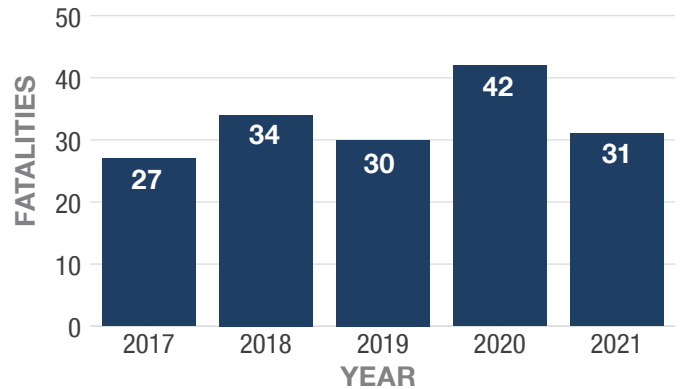
## Where?

From 2017-2021, 81% of fatal young driver crashes occurred on urban roadways. Clark County reported the highest number of fatal young driver crashes during this time frame.

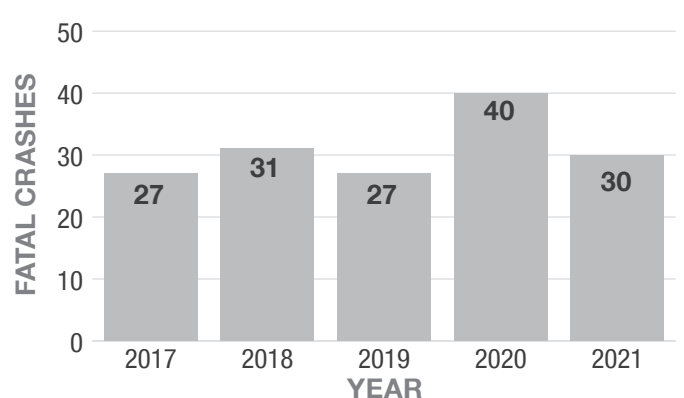
Fatal Young Driver Crashes in Nevada by Location (2017-2021)\*



Young Driver Crash Fatalities in Nevada (2017-2021)



Fatal Young Driver Crashes in Nevada (2017-2021)



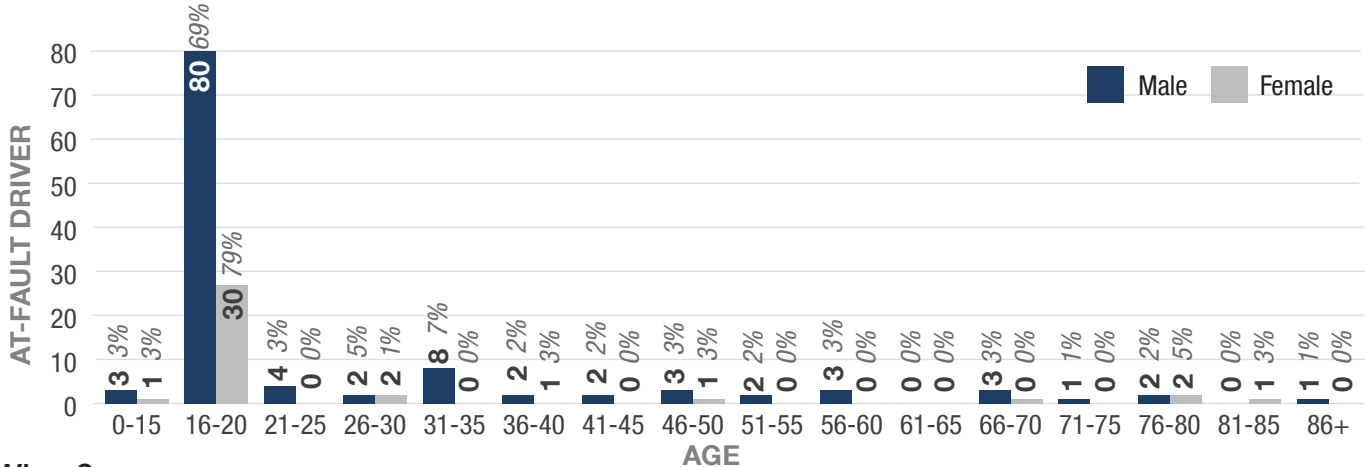
\*Does not include values that are unknown or missing



### Who?

From 2017-2021, males 16 to 20 years old were the highest reported age group of at-fault drivers in fatal young driver crashes.

Age/Gender Breakdown of At-Fault Driver in Fatal Young Driver Crashes in Nevada (2017-2021)

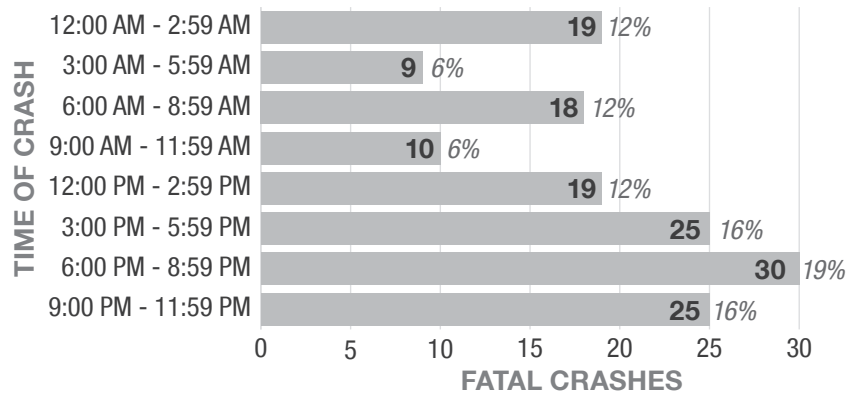


### When?

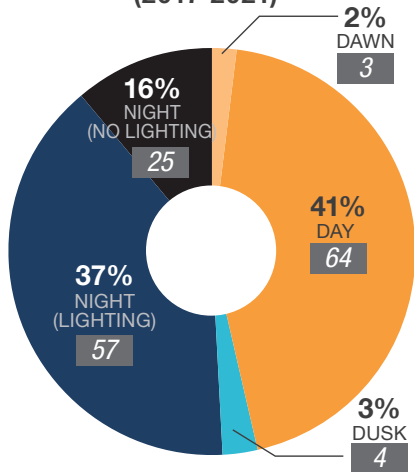
From 2017-2021, most reported time frame for fatal young driver crashes was 6:00 PM to 8:59 PM, totaling 19%. More than half of fatal young driver crashes took place at night.

Saturday was the most reported day of the week for fatal young driver crashes. The most reported month of the year for fatal young driver crashes was May, with a total of 12%.

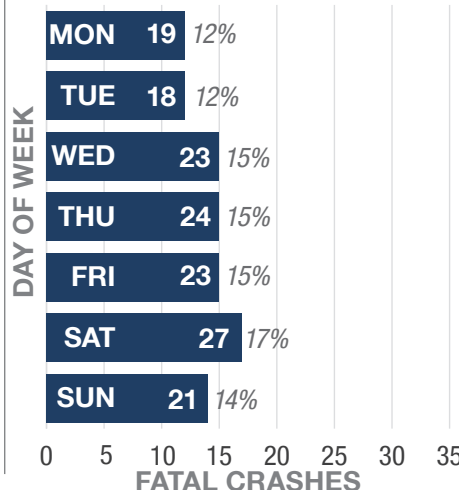
Fatal Young Driver Crashes in Nevada by Time of Day (2017-2021)\*



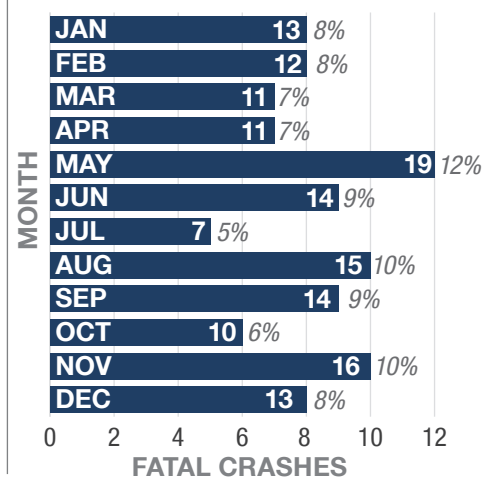
Lighting at Time of Fatal Young Driver Crash in Nevada (2017-2021)\*



Fatal Young Driver Crashes in Nevada by Day of Week (2017-2021)



Fatal Young Driver Crashes in Nevada by Month of Year (2017-2021)



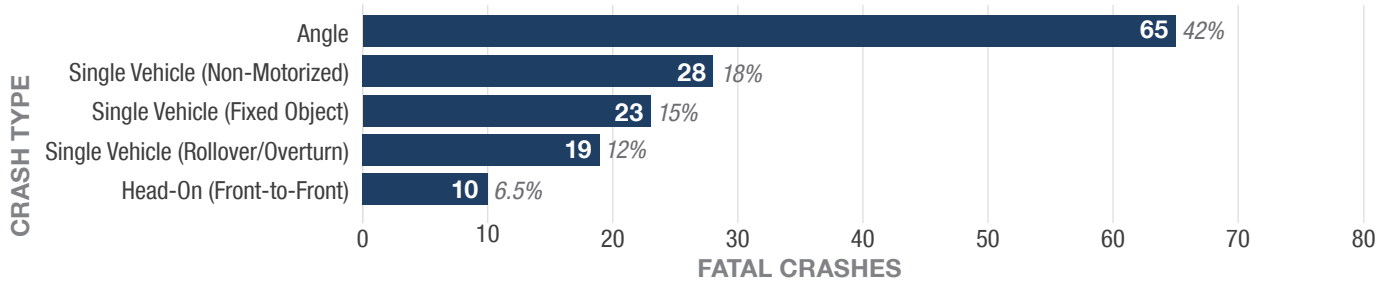
\*Does not include values that are unknown or missing



## Why?

From 2017-2021, the highest reported crash type for fatal young driver crashes involved a motor vehicle hitting another motor vehicle in an angle crash.

**Fatal Young Driver Crashes in Nevada by Crash Type (2017-2021)\***



\*Does not include values that are unknown or missing or data categories with low representation





## Distracted Driving Crashes

### 3% of Nevada's total fatalities

A distracted driving crash is a crash in which the driver of a motor vehicle involved in a fatal crash was distracted and this contributed to the crash. The FARS data uses the attribute “driver distracted by (MDRDSTRD for 2010-2019) or (DRDISTRACT for 2020-2021)” in the distracted (DISTRACT) data file to indicate what distracted the driver. For this analysis, all attribute codes for the attribute “driver distracted by” were used with the exception of “not distracted,” “no driver present/unknown if driver present,” “not reported,” and “unknown if distracted.” The other 19 attribute codes cover a range of situations and activities such as: “while talking or listening to cellular phone,” “eating or drinking,” “careless/inattentive,” etc. If a crash reported any of the 24 attribute codes, the crash was deemed a distracted driving crash. **It is likely the number of recorded distracted driving crashes is much less than the actual number of distracted driving crashes due to the difficulty for a police officer to confirm a driver was distracted when they arrive at the crash scene.**

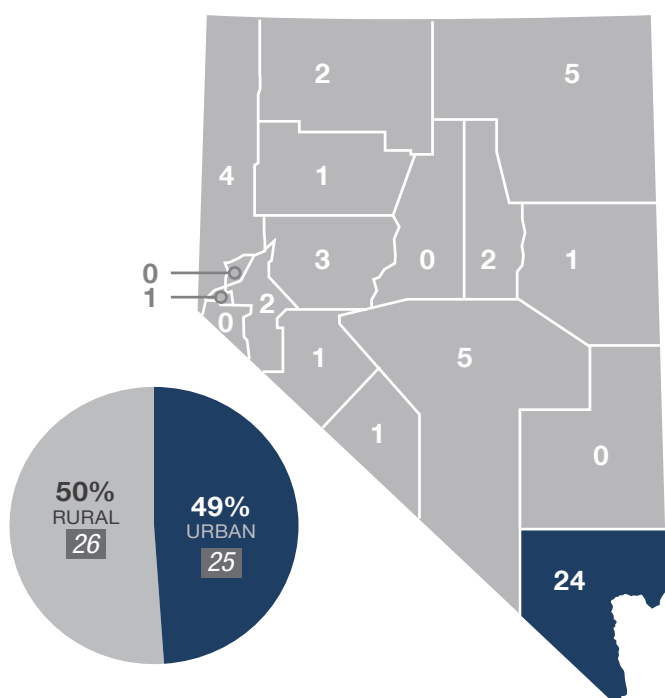
#### What?

From 2017-2021, a total of **53 fatalities** and **52 fatal distracted driving crashes** occurred in Nevada.

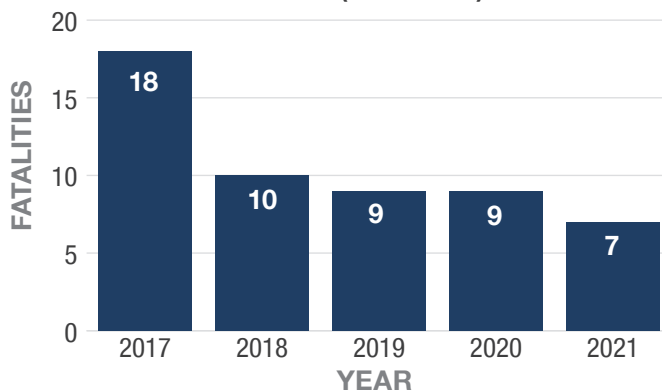
#### Where?

From 2017-2021, 49% of fatal distracted driving crashes occurred on urban roadways. Clark County reported the greatest number of fatal distracted driving crashes in Nevada during this time frame.

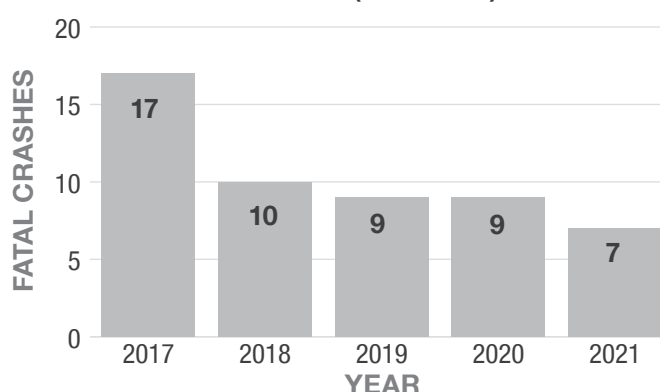
Fatal Distracted Driving Crashes in Nevada by Location (2017-2021)\*



Distracted Driving Fatalities in Nevada (2017-2021)



Fatal Distracted Driving Crashes in Nevada (2017-2021)



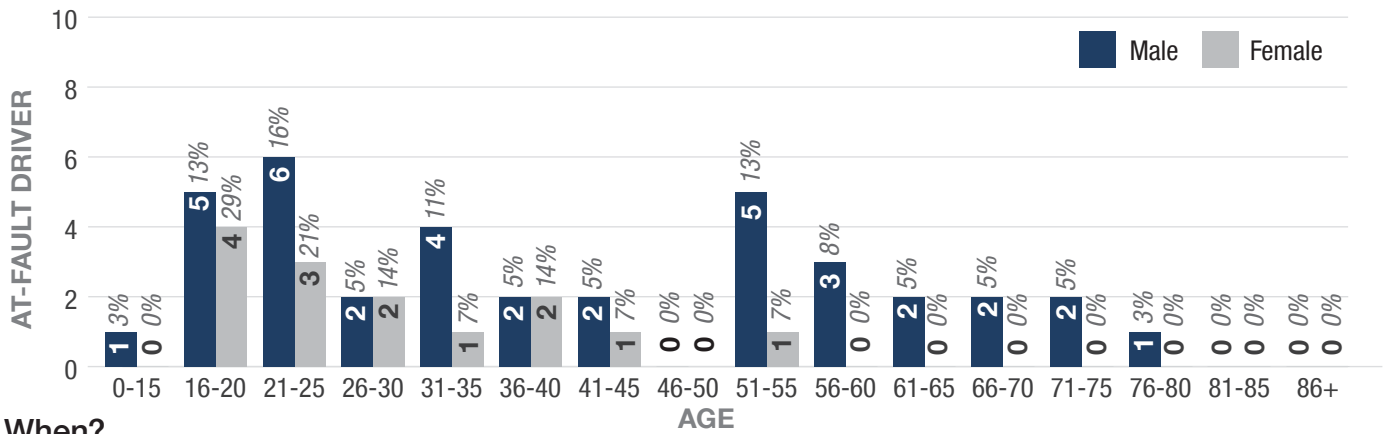
\*Does not include values that are unknown or missing



### Who?

From 2017-2021, males ages 16 to 20, 21 to 25, and 51 to 55 were the largest reported age groups of at-fault drivers in fatal distracted driving crashes in Nevada.

Age/Gender Breakdown of At-Fault Drivers in Fatal Distracted Driving Crashes in Nevada (2017-2021)

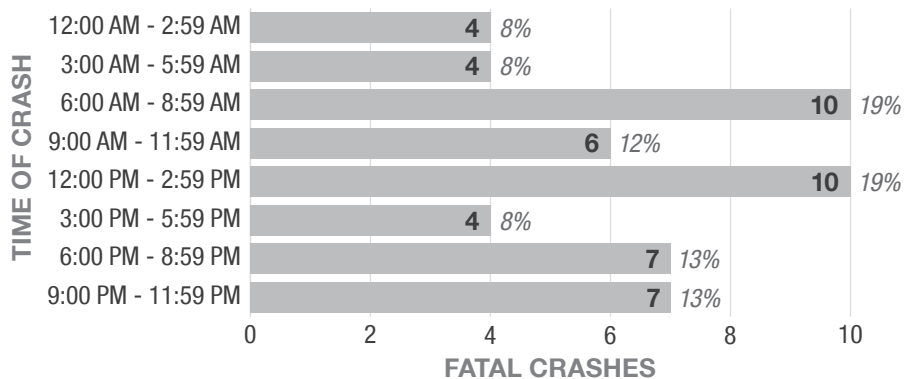


### When?

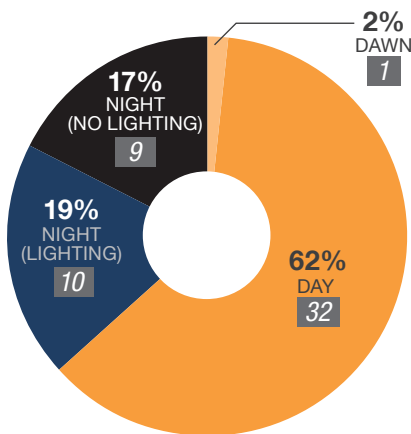
The most commonly reported time frame for fatal distracted driving crashes was 6:00 AM to 8:59 AM and 12:00 PM to 2:59 PM, each totaling 19% of all fatal distracted driving crashes. A total of 62% of fatal distracted driving crashes occurred during daytime lighting conditions.

From 2017-2021, the most reported day of the week for fatal distracted driving crashes was Sunday. October was the most reported month of the year for fatal distracted driving crashes.

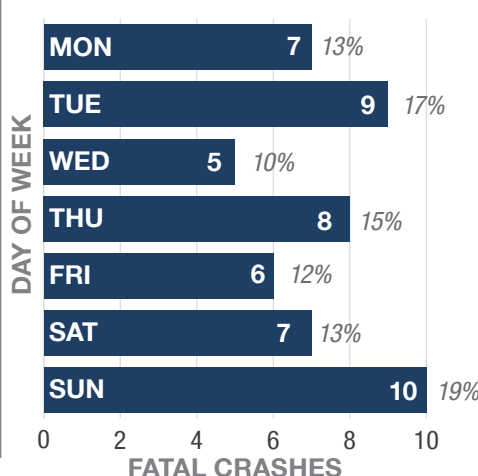
Fatal Distracted Driving Crashes in Nevada by Time of Day (2017-2021)\*



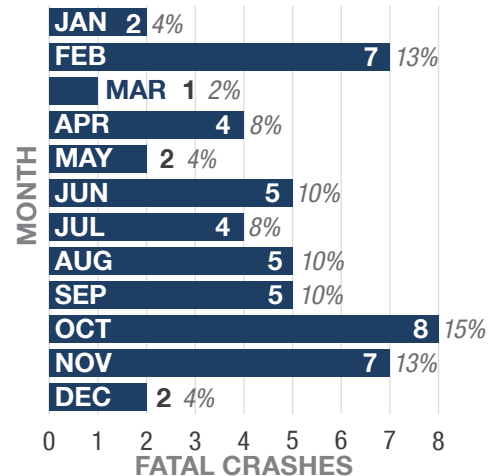
Lighting at Time of Fatal Distracted Driving Crash in Nevada (2017-2021)



Fatal Distracted Driving Crashes in Nevada by Day of Week (2017-2021)



Fatal Distracted Driving Crashes in Nevada by Month of Year (2017-2021)



\*Does not include values that are unknown or missing

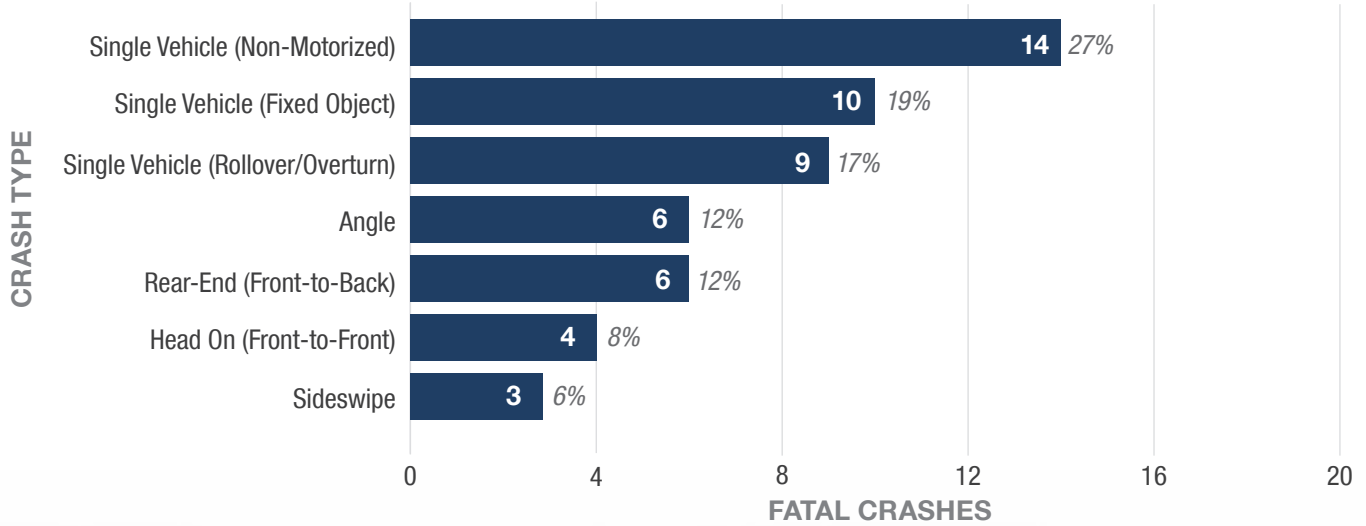




**Why?**

From 2017-2021, a moving vehicle colliding with a non-motorized form of transportation, such as a bicycle or pedestrian, was the highest reported crash type in distracted driving crashes.

**Fatal Distracted Driving Crashes in Nevada by Crash Type (2017-2021)\***

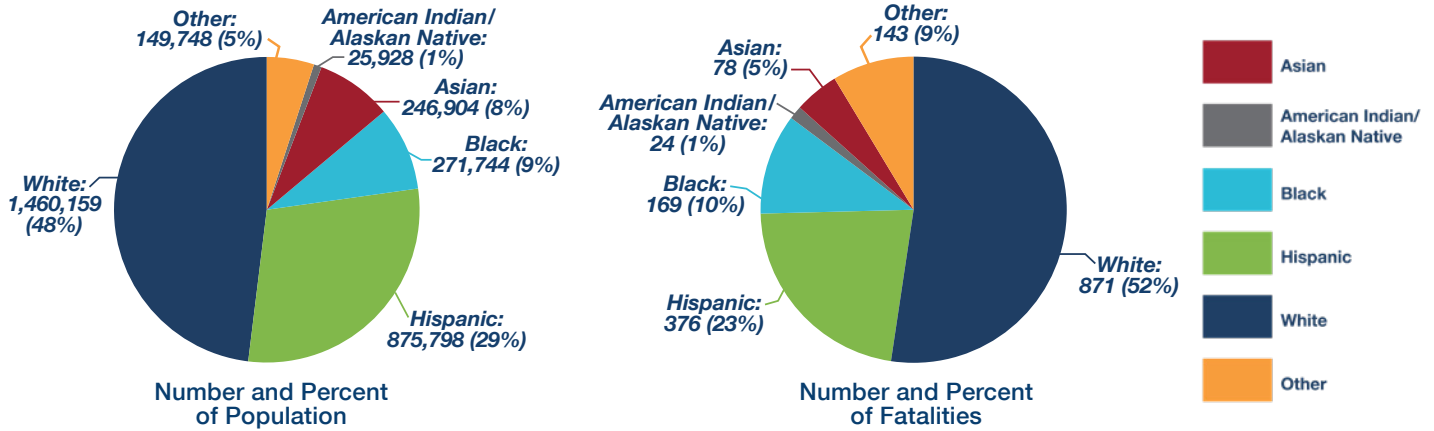


\*The values in the chart differ from the total due to eliminating data categories with low representation

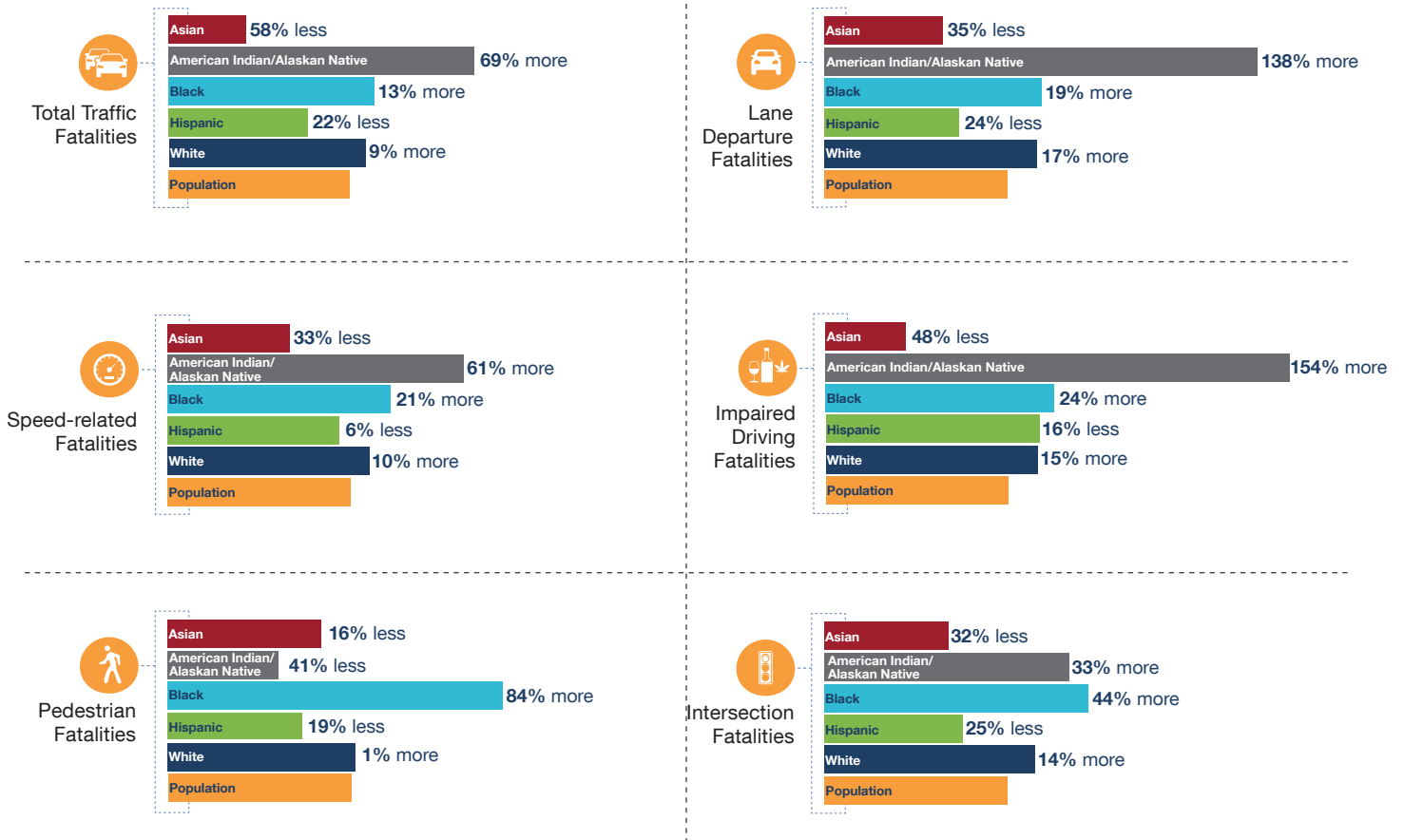


# Racial Equity in Traffic Fatalities in Nevada

Distribution of Nevada Traffic Fatalities by Race/Ethnicity (2017-2021)



Fatality Rate by Race/Ethnicity Compared to Total Population (Comparison of Fatality Rate by Population)



Data Source: US Census Bureau American Community Survey (ACS) and FARS (2017-2021)

1. The race/ethnic groups presented above summarizes groups that could be consistently compared across the different data sets.

## Fatality Rate by Race/Ethnicity Compared to Total Population (Comparison of Fatality Rate by Population)

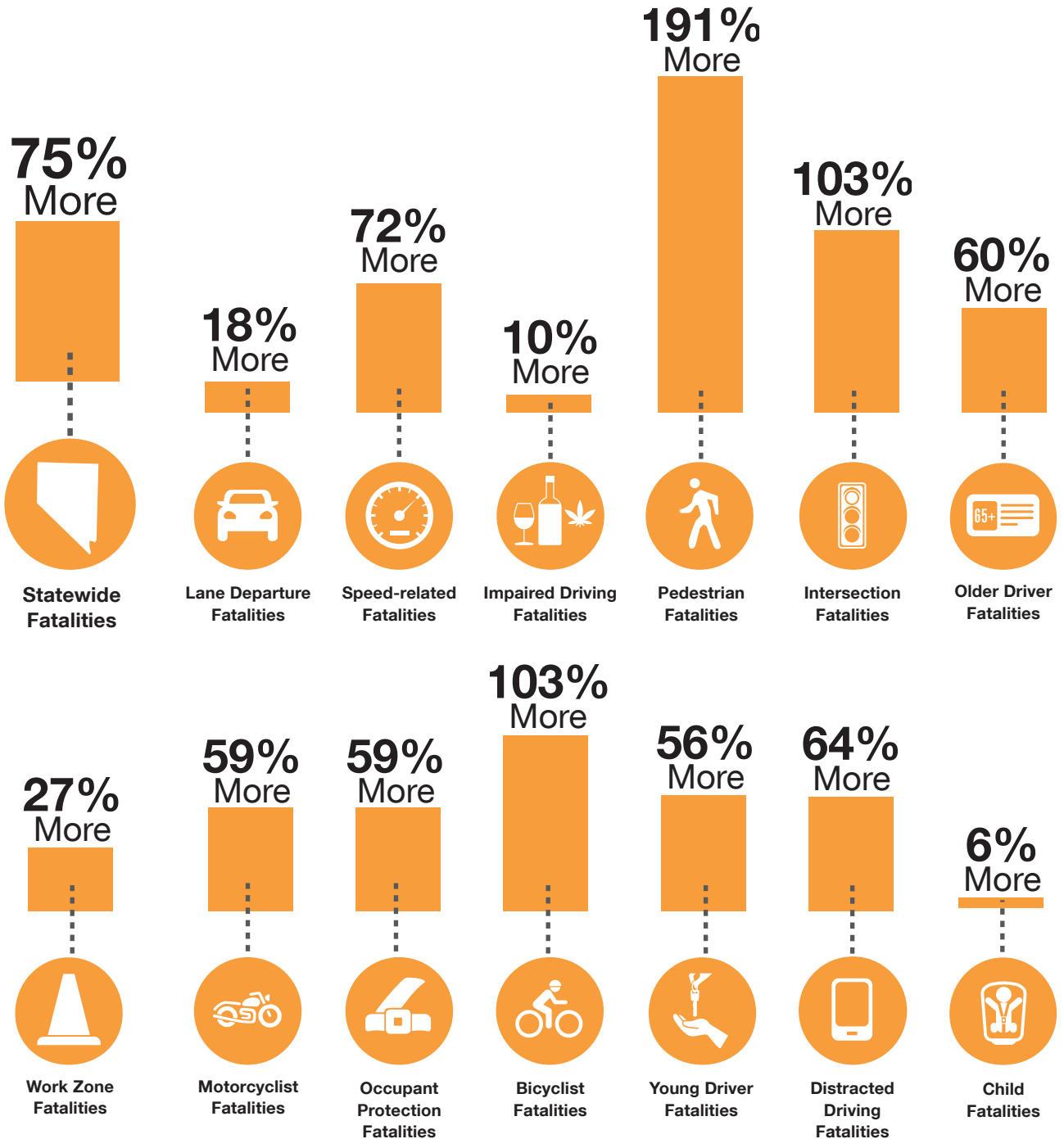


Data Source: US Census Bureau American Community Survey (ACS) and FARS (2017-2021)

The race/ethnic groups presented above summarizes groups that could be consistently compared across the different data sets.

# Income Equity in Traffic Fatalities in Nevada

Increased Rate of Fatalities for Census Block Groups with Household Income Less than \$50,000 Compared to Income Greater than \$50,000



Data Source: ACS collected by U.S. Census Bureau, FARS  
 Income data is available for the Census Block Groups where a traffic fatality occurs and not the individual (i.e., this data represents the income information of the Census Block Groups where the crash occurs and not the income of the crash victim.)  
 The ACS Five-Year Estimates for 2020 were used to determine per-capita fatality rates.

## Appendix A – Crash Maps

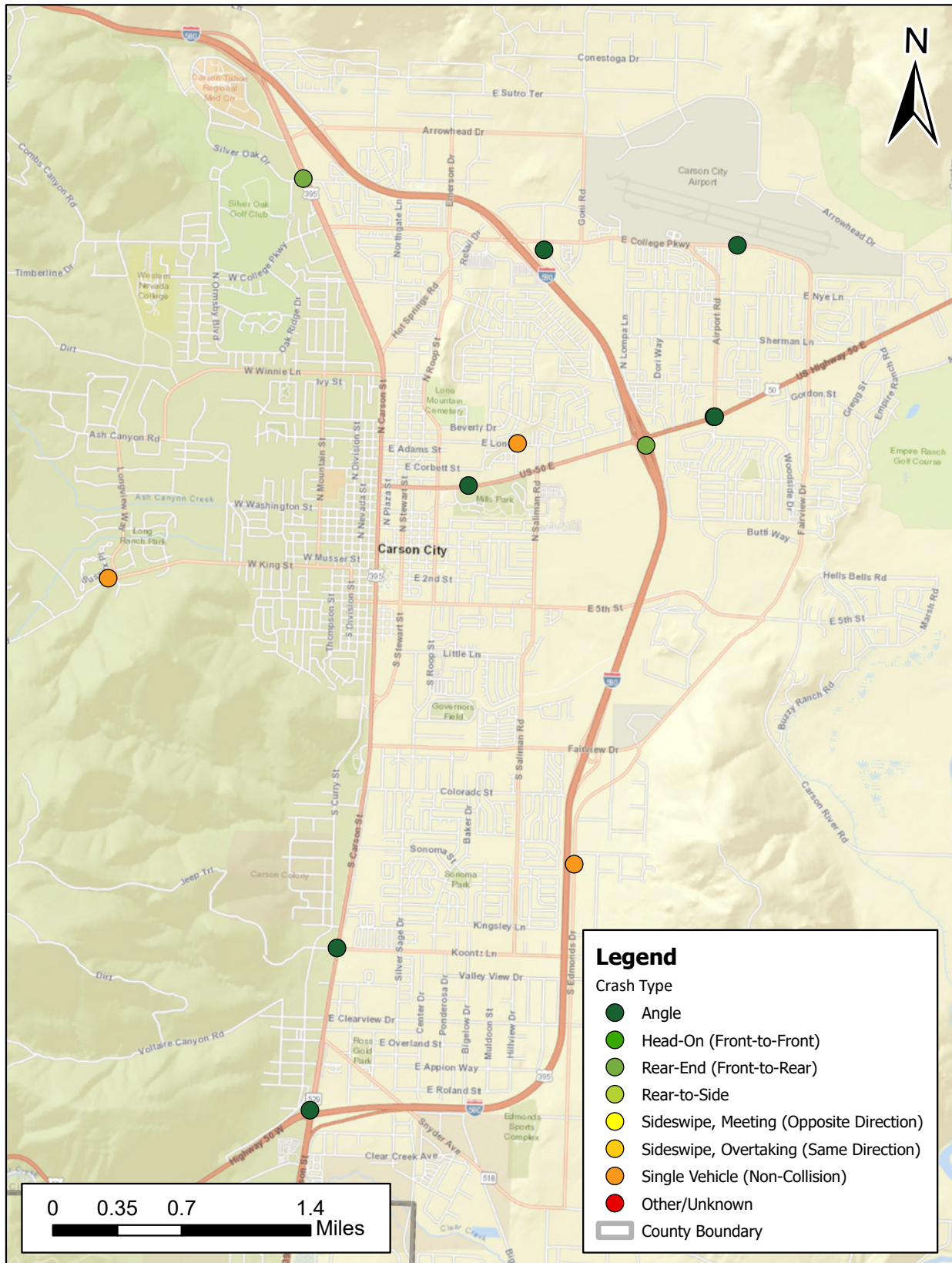
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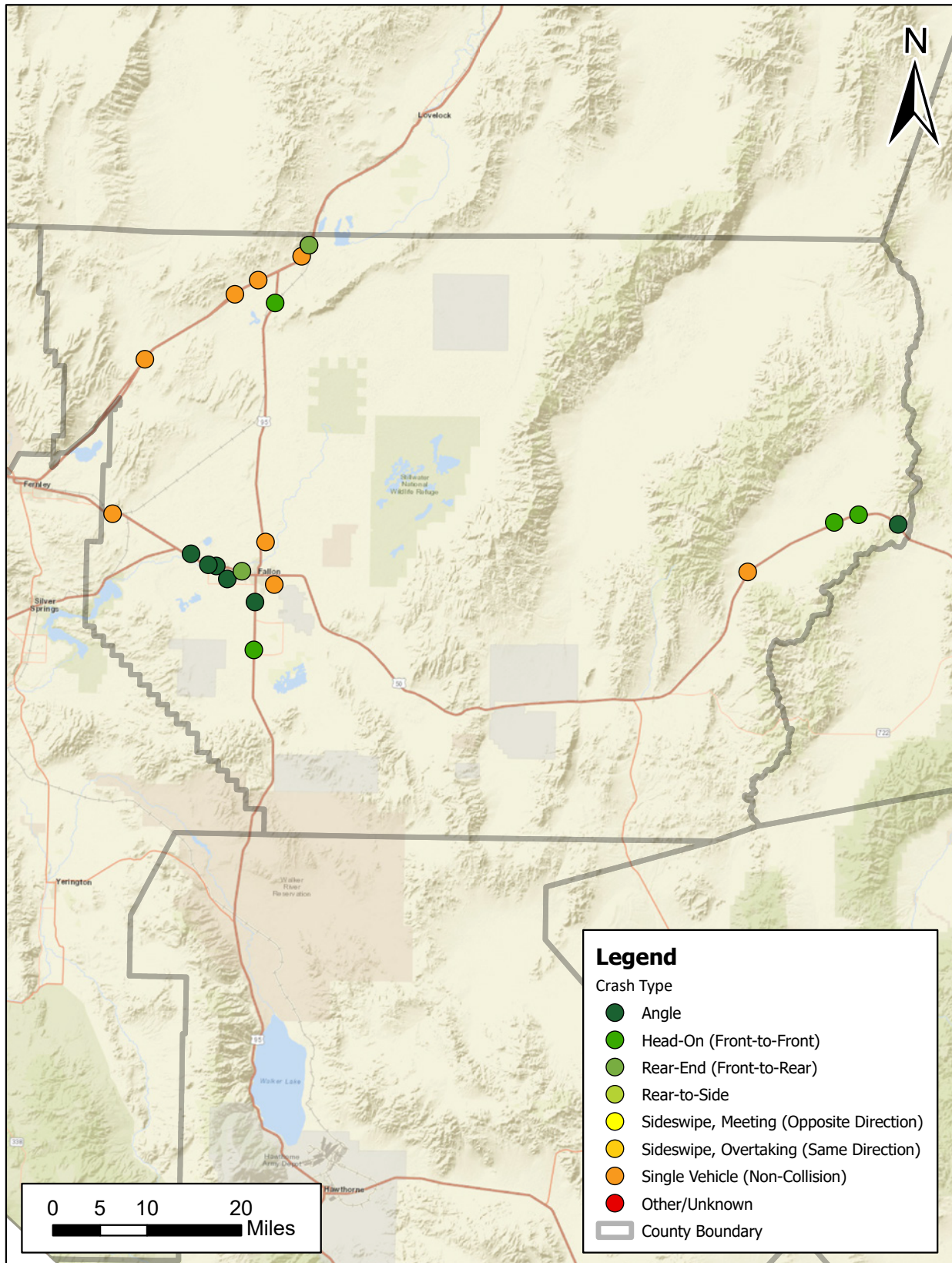


Carson City County Fatal Crashes from 2017 - 2021

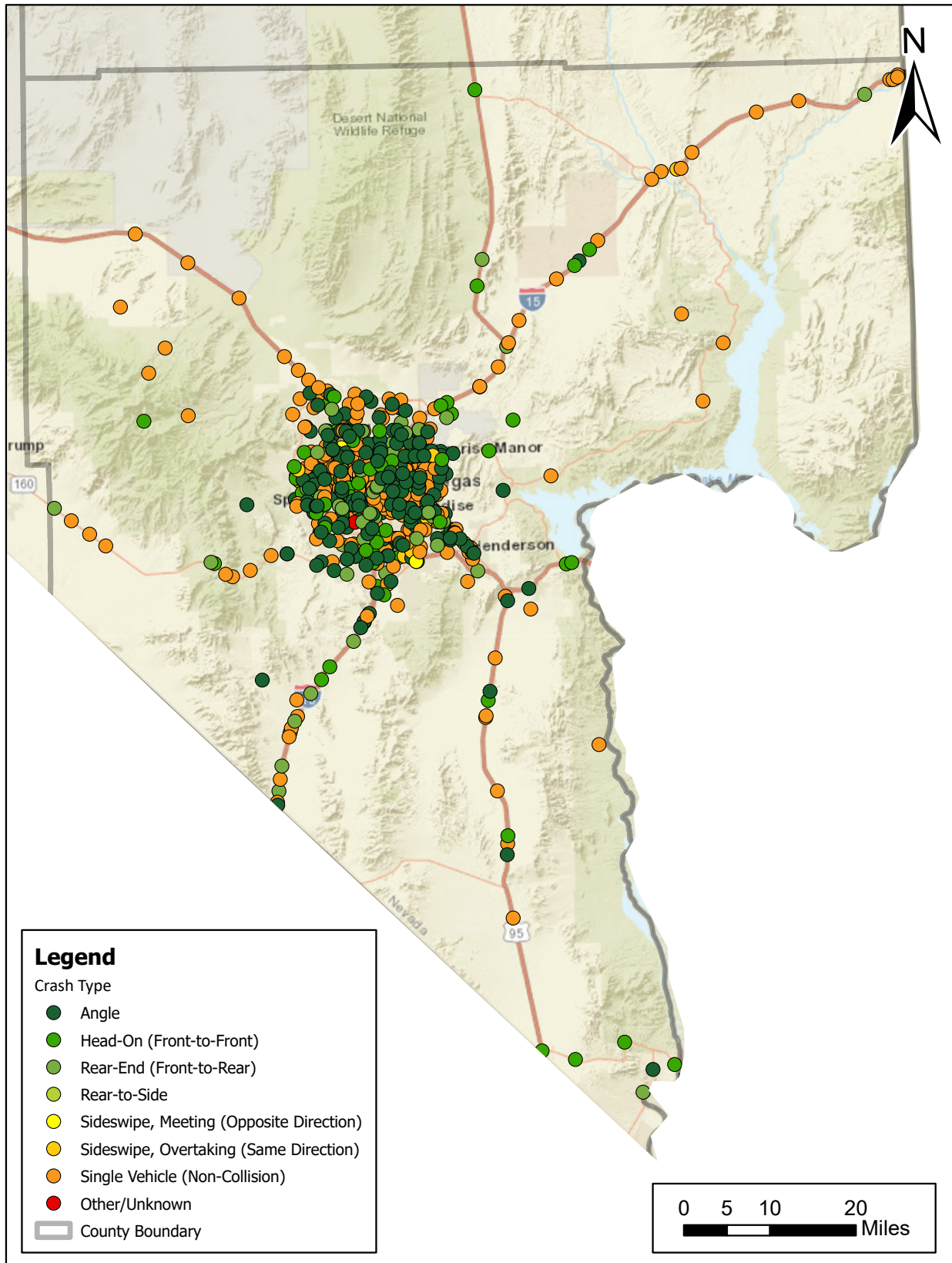




Churchill County Fatal Crashes from 2017 - 2021

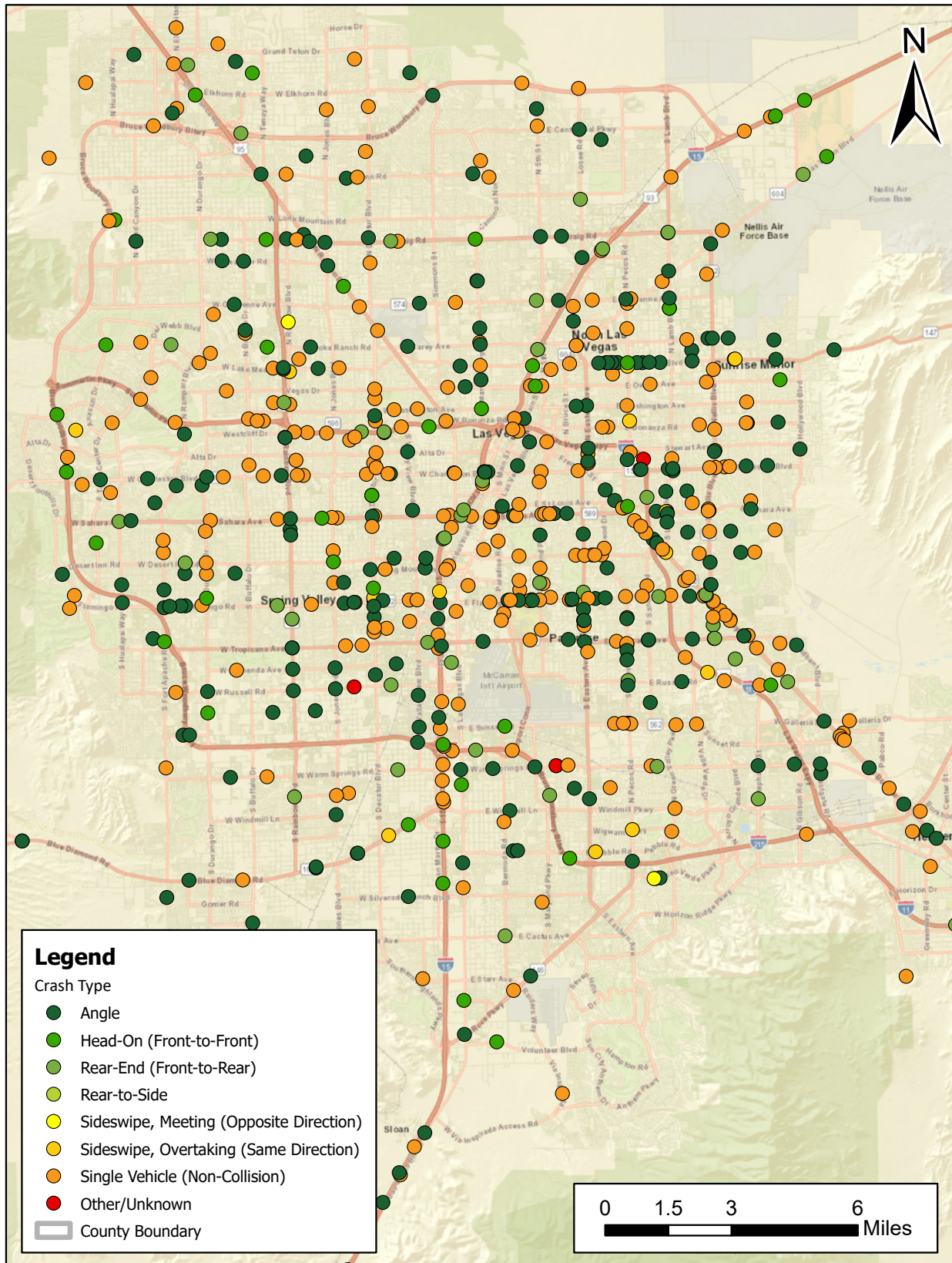


Clark County Fatal Crashes from 2017 - 2021



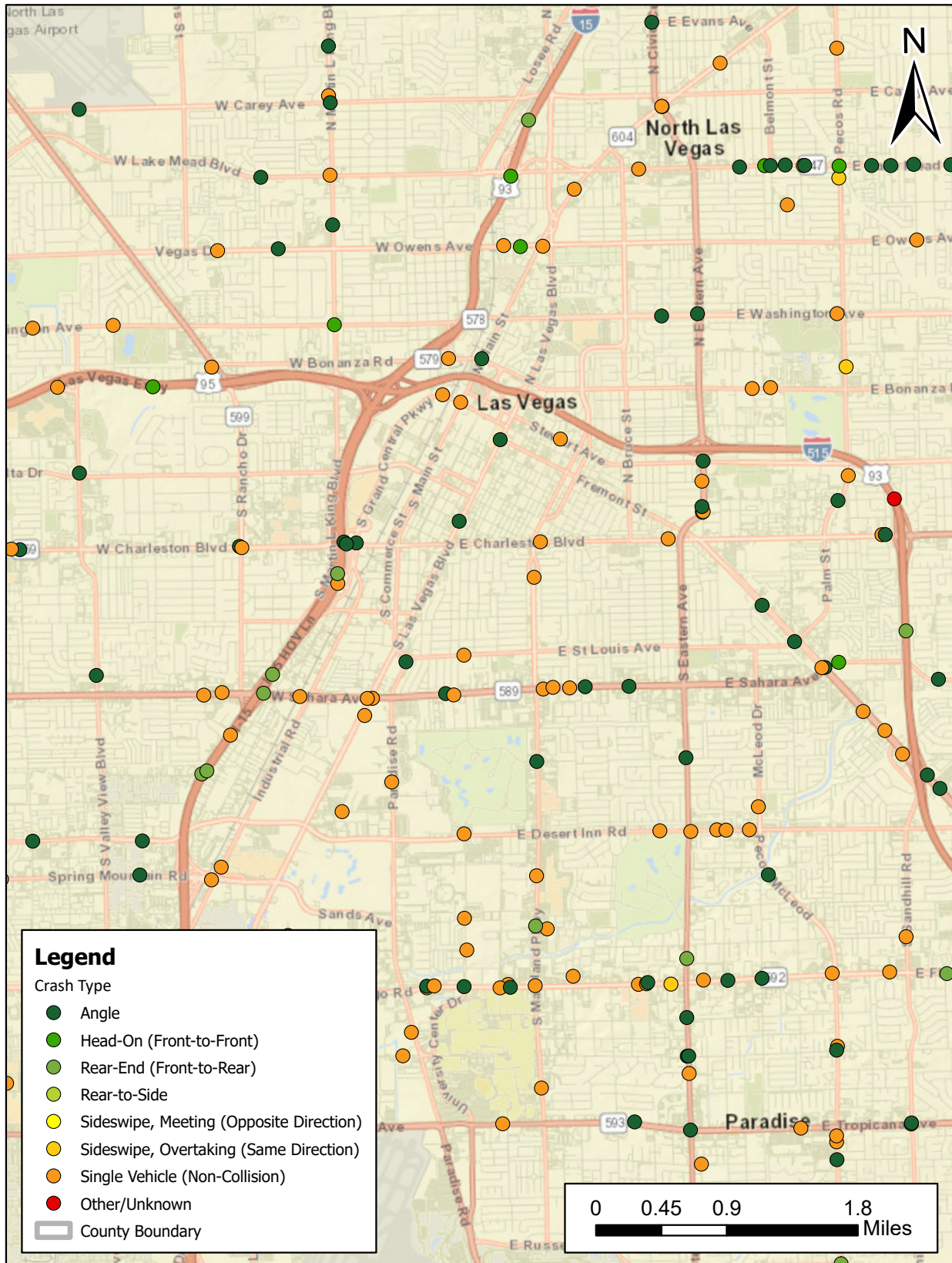


Las Vegas Valley Fatal Crashes from 2017 - 2021

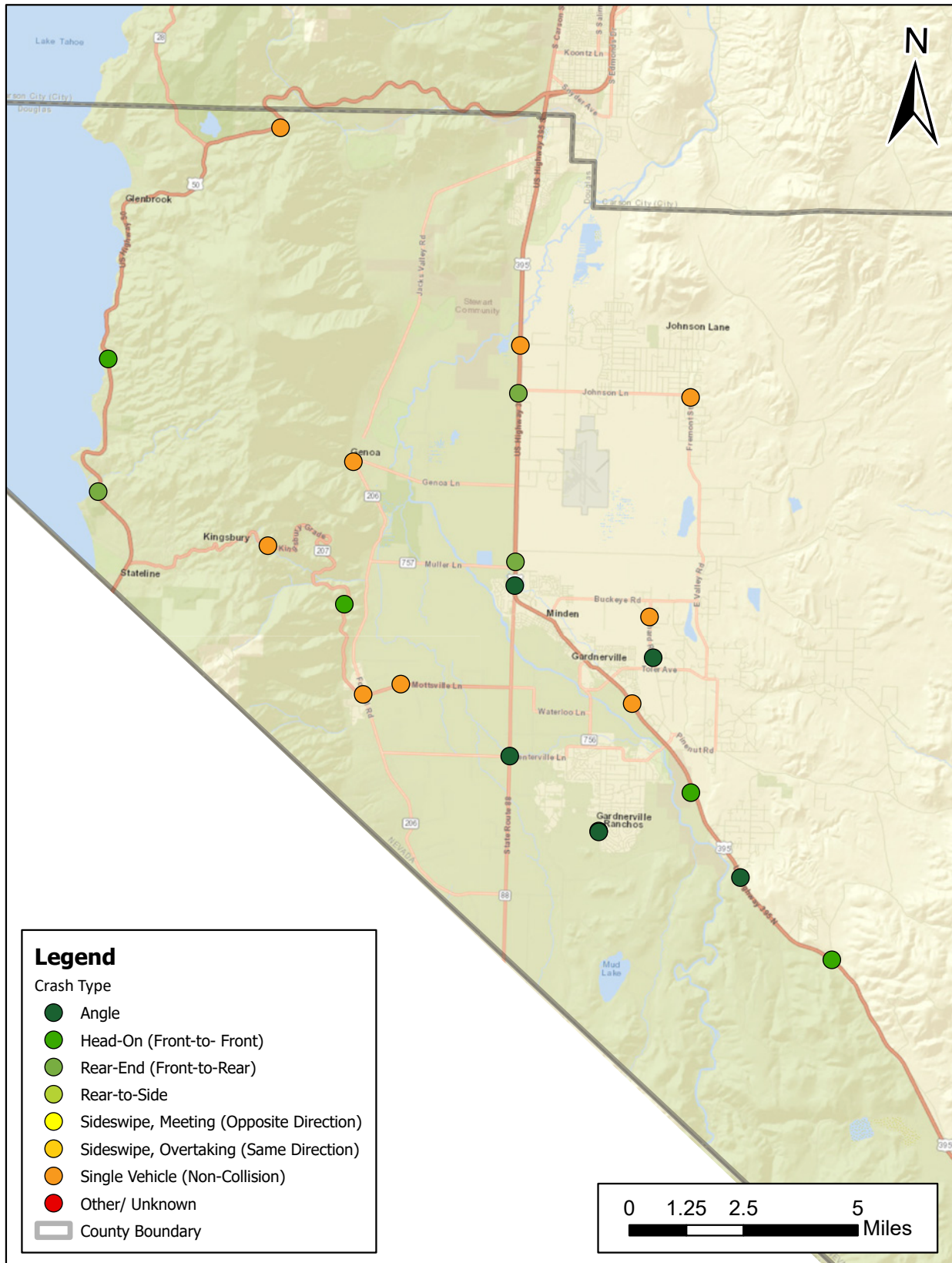




Las Vegas Downtown Fatal Crashes from 2017 - 2021

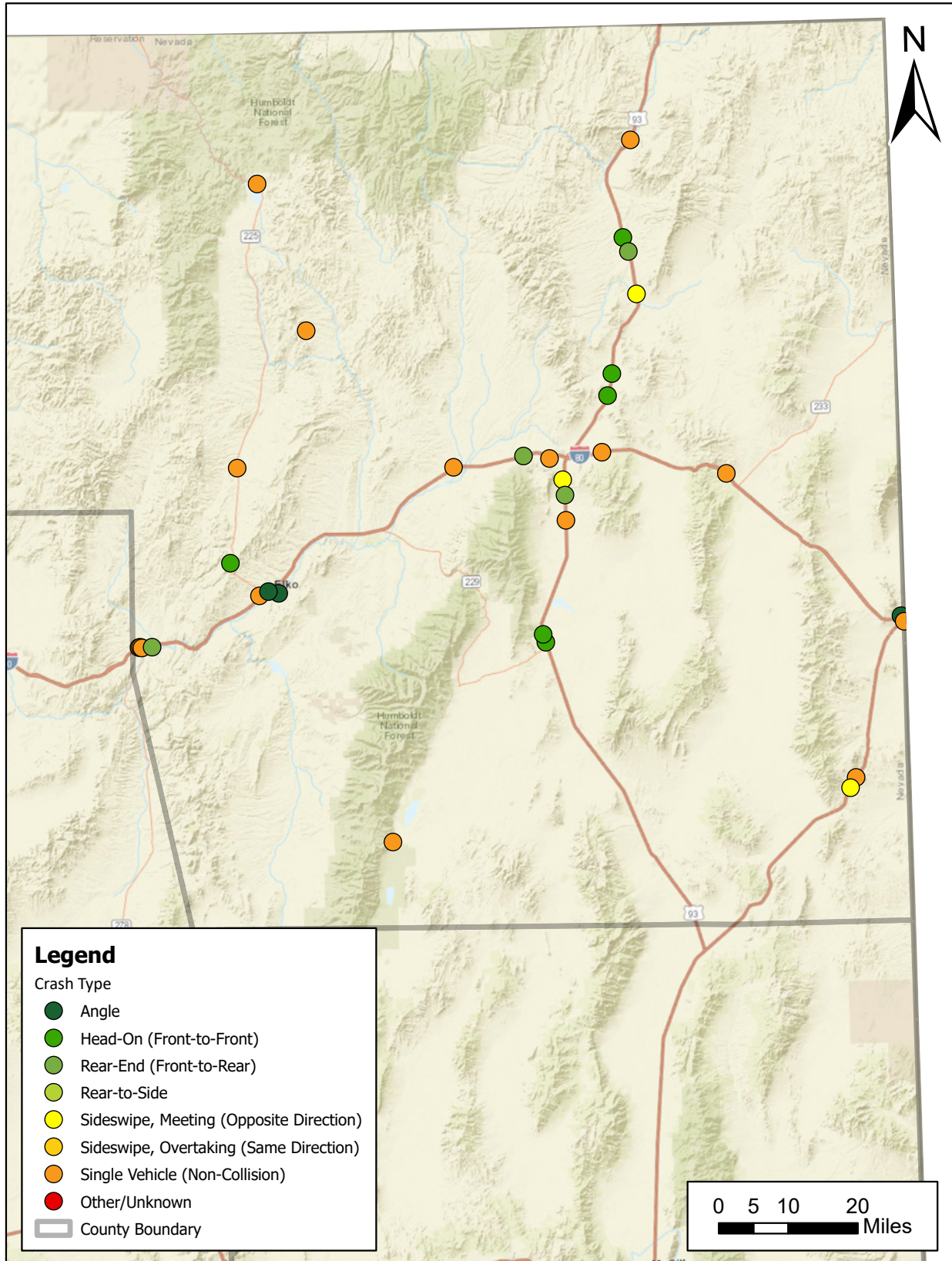


Douglas County Fatal Crashes from 2017 - 2021



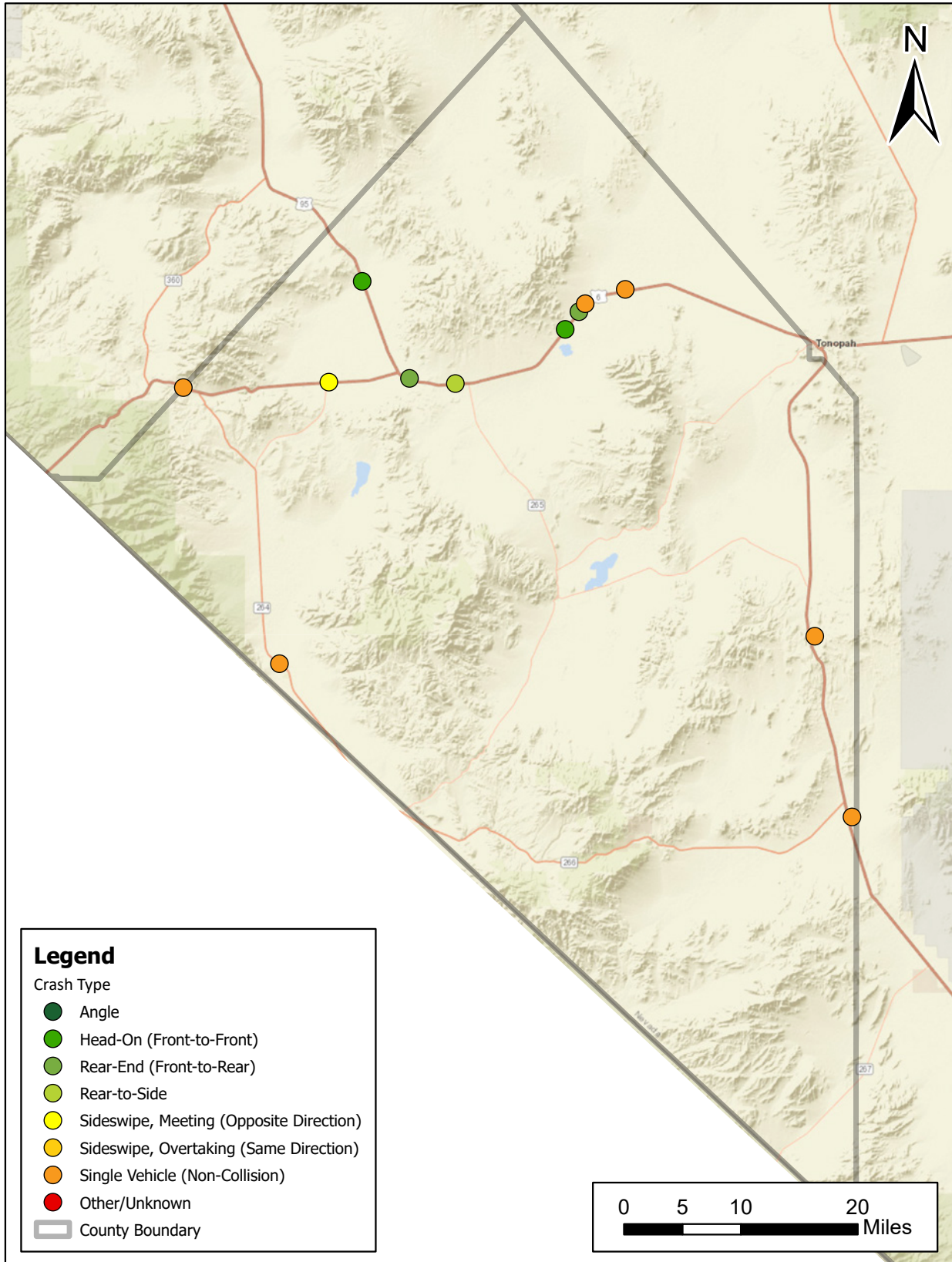


Elko County Fatal Crashes from 2017 - 2021

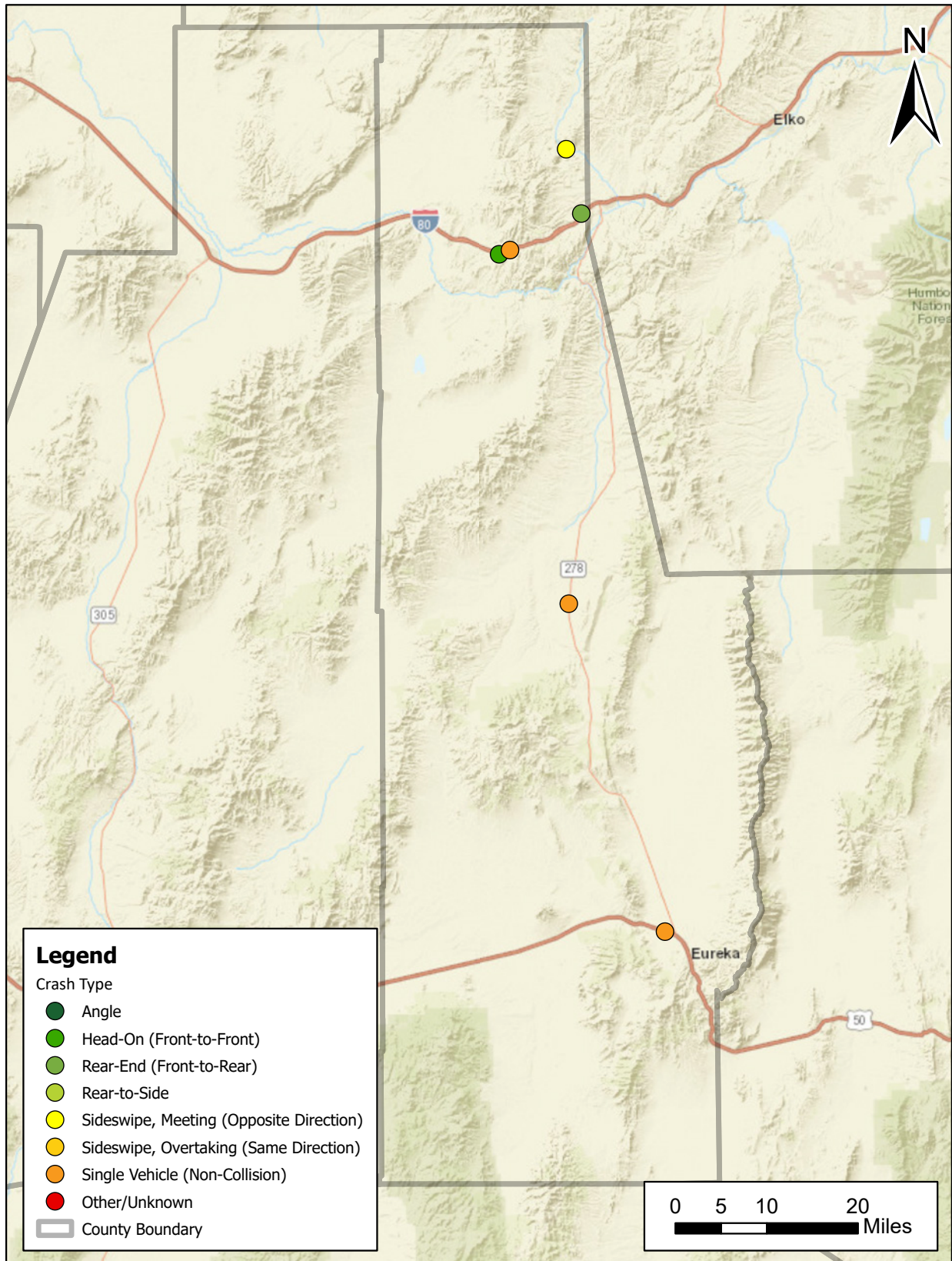




Esmeralda County Fatal Crashes from 2017 - 2021

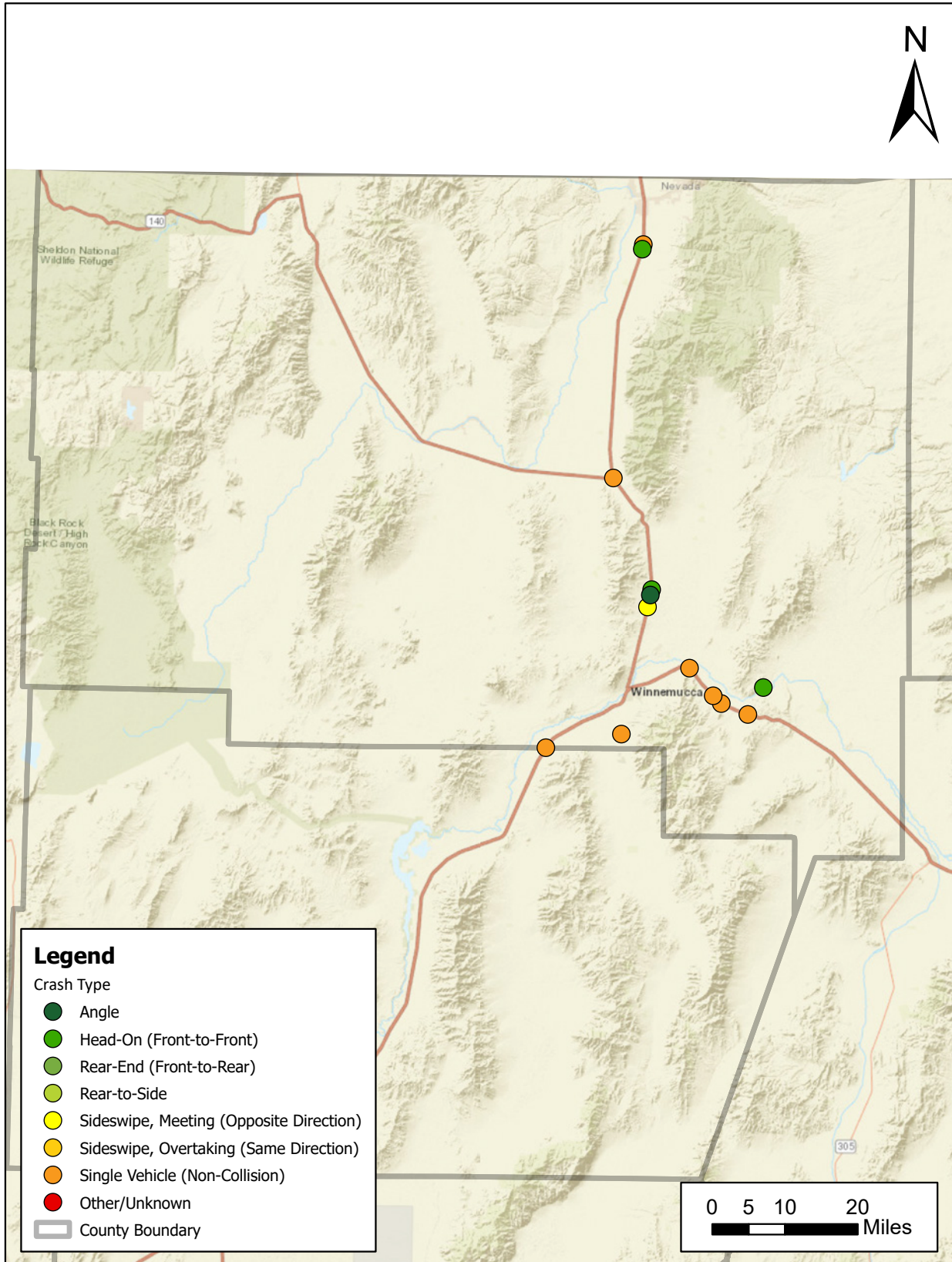


Eureka County Fatal Crashes from 2017 - 2021

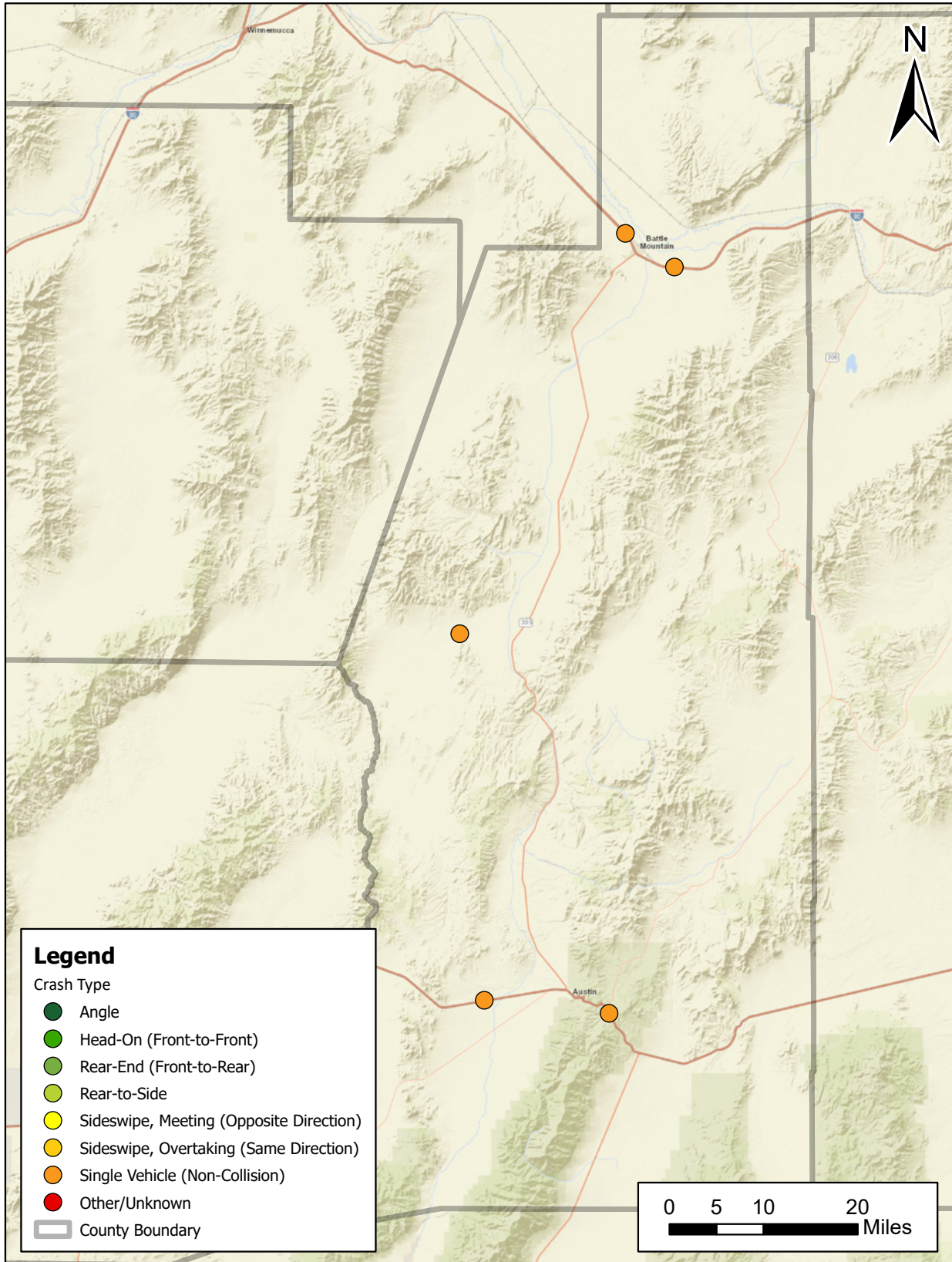




Humboldt County Fatal Crashes from 2017 - 2021

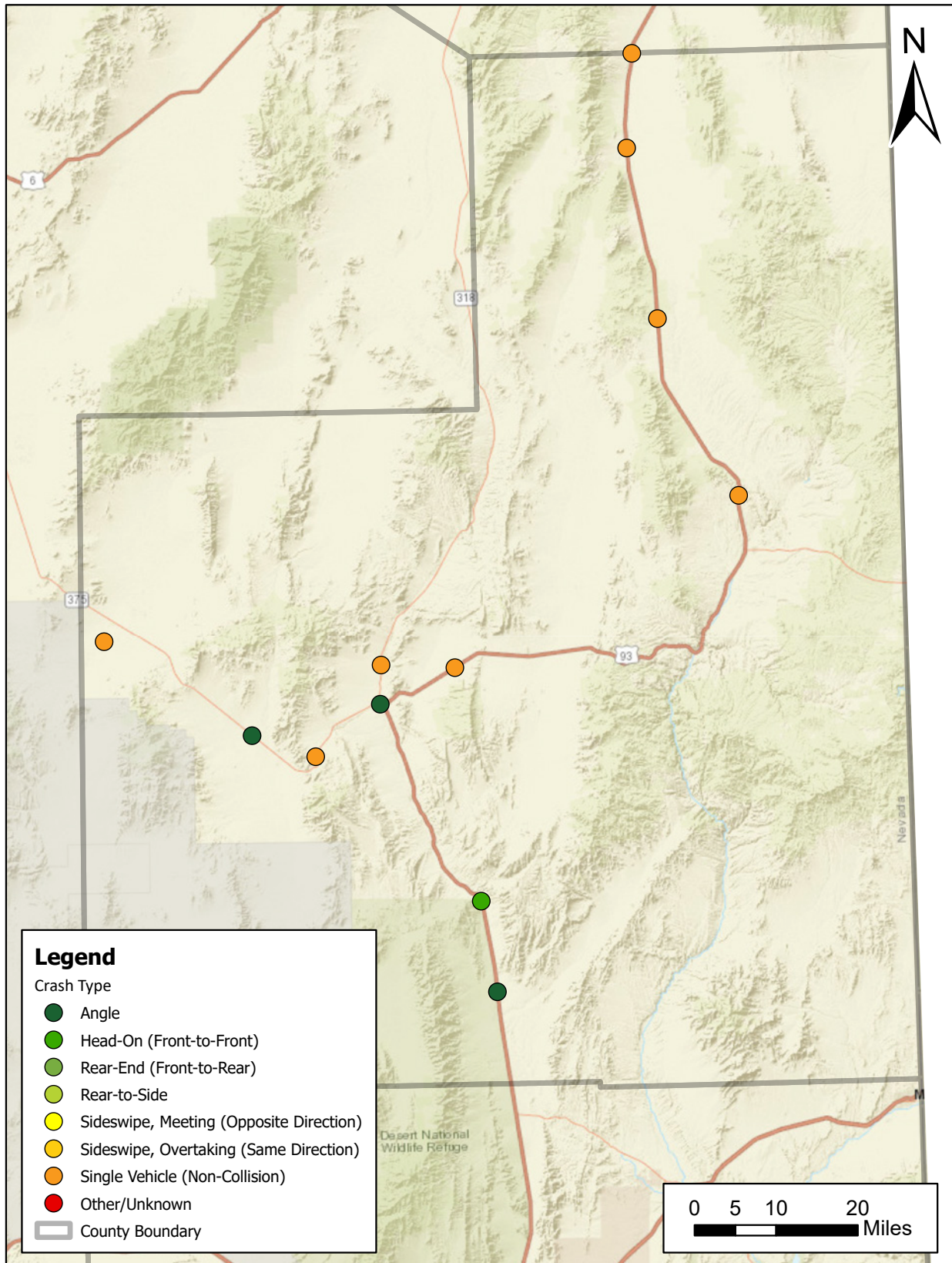


Lander County Fatal Crashes from 2017 - 2021



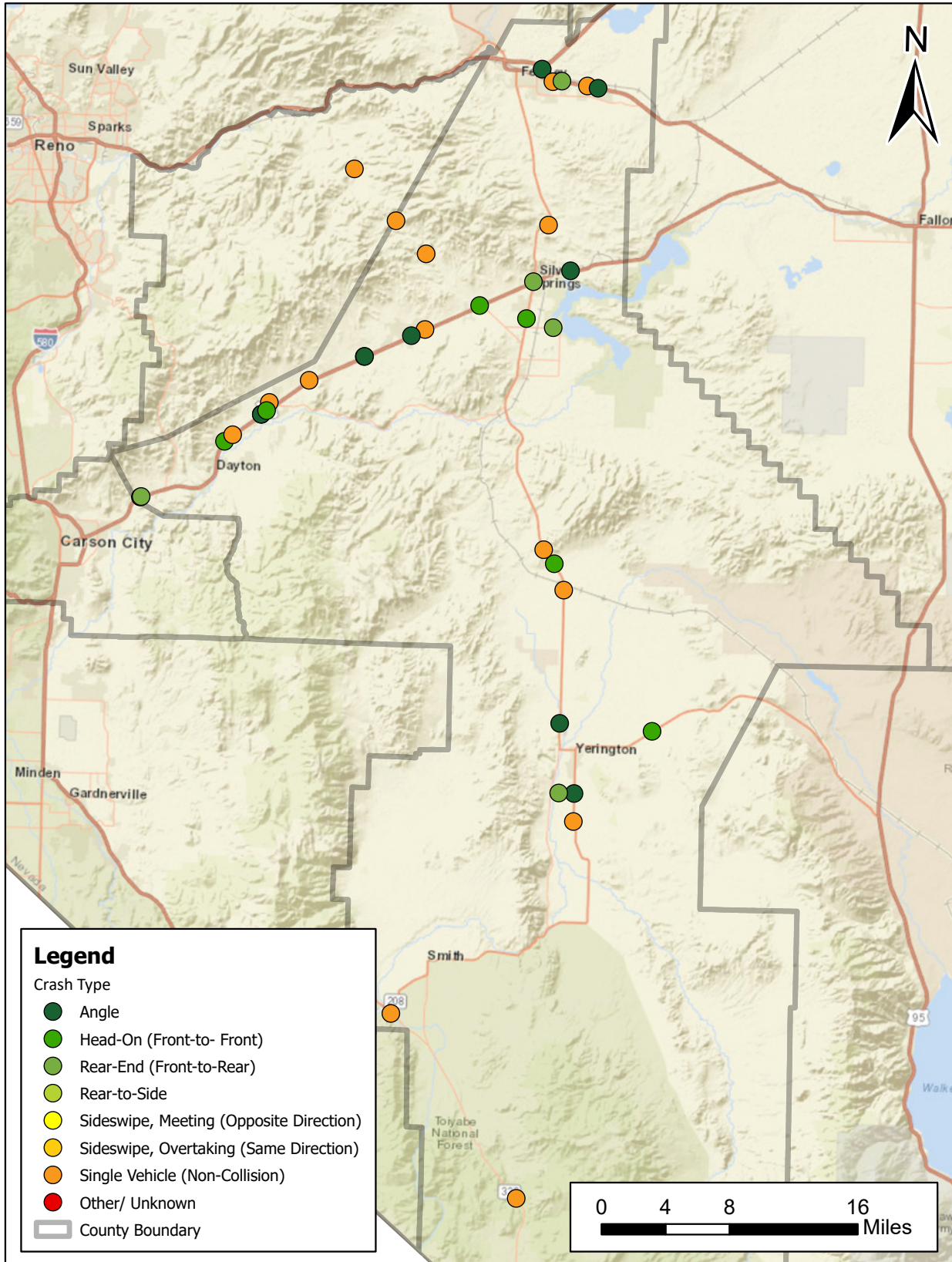


Lincoln County Fatal Crashes from 2017 - 2021



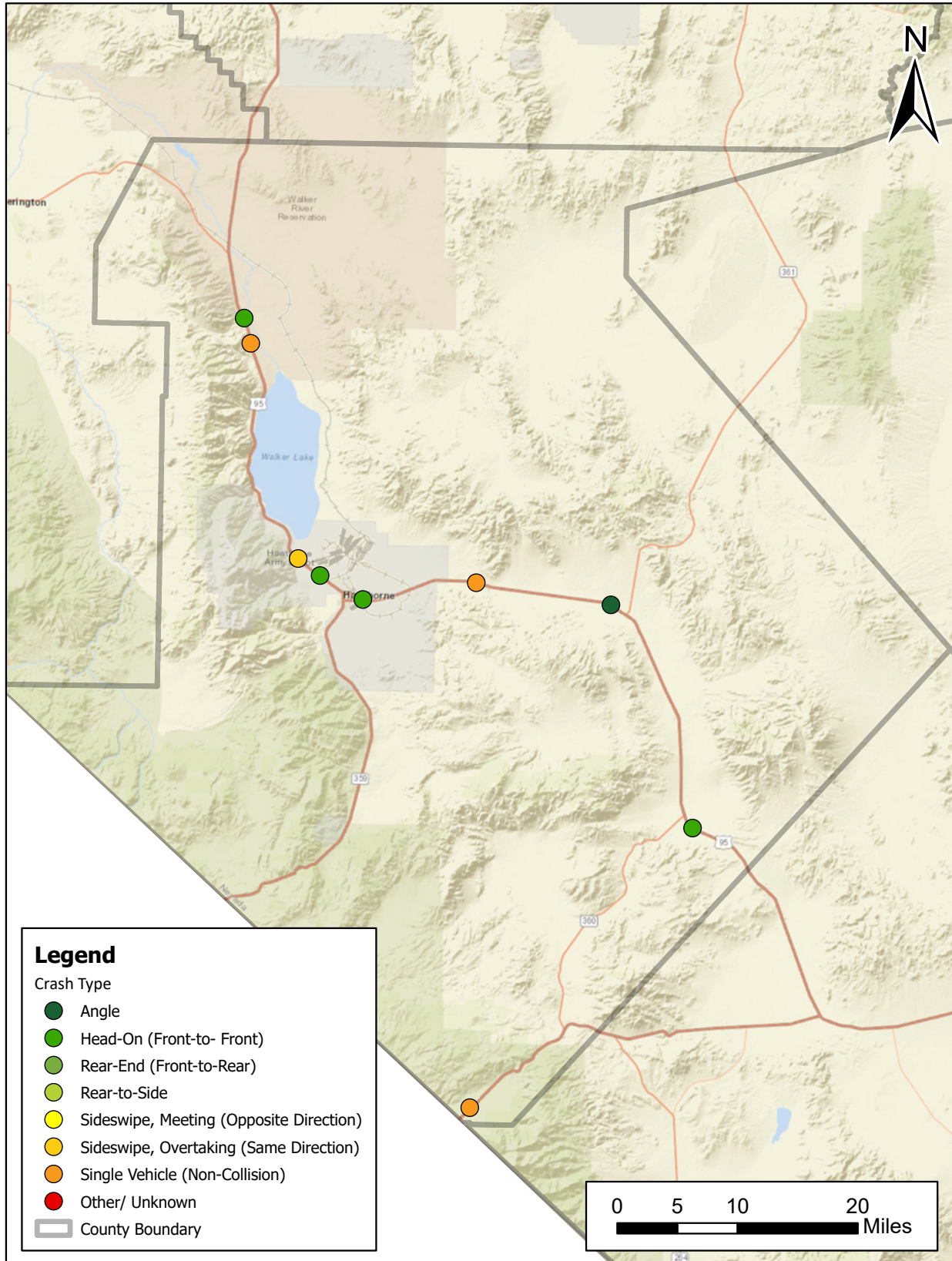


Lyon County Fatal Crashes from 2017 - 2021

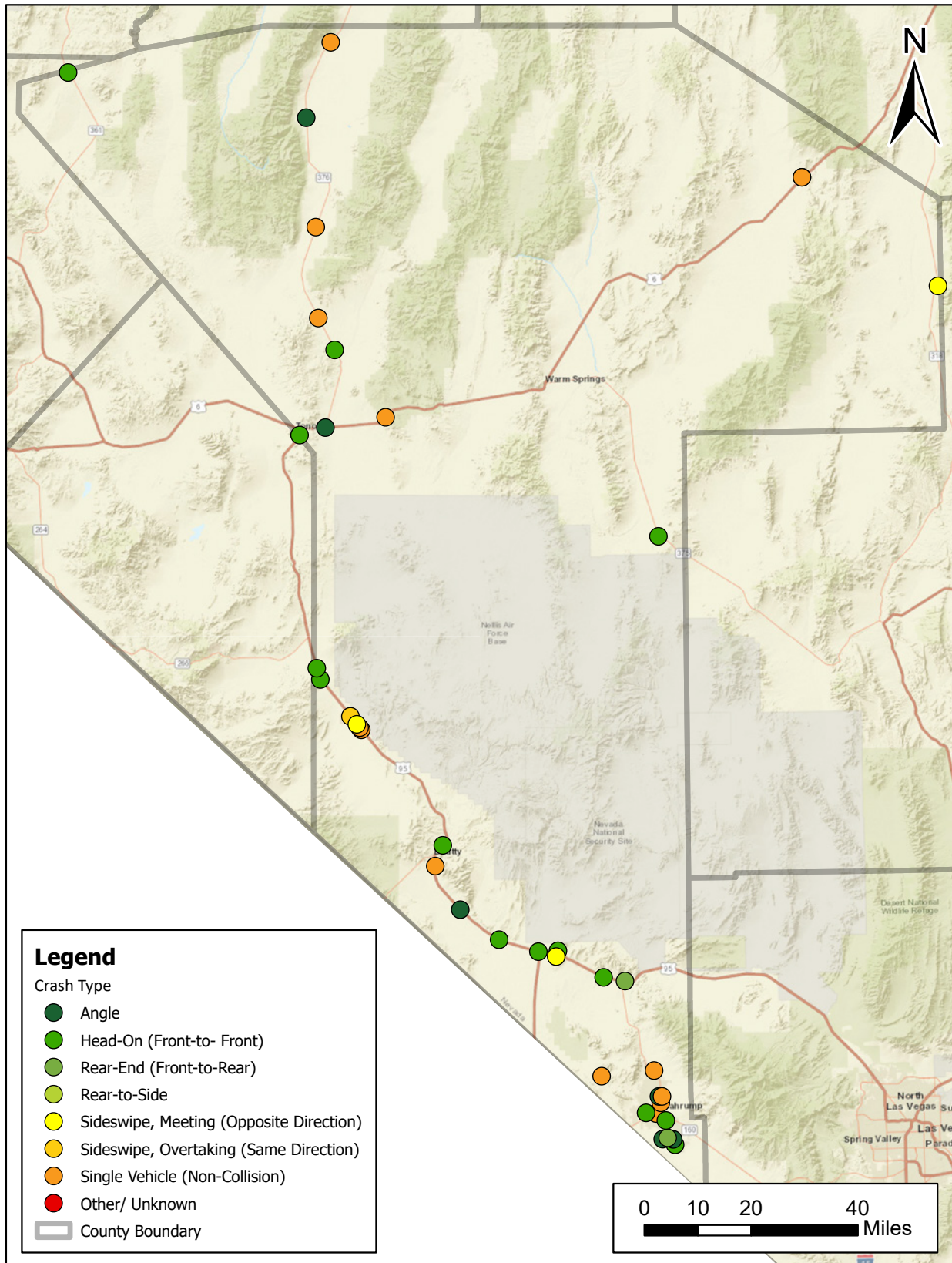




Mineral County Fatal Crashes from 2017 - 2021

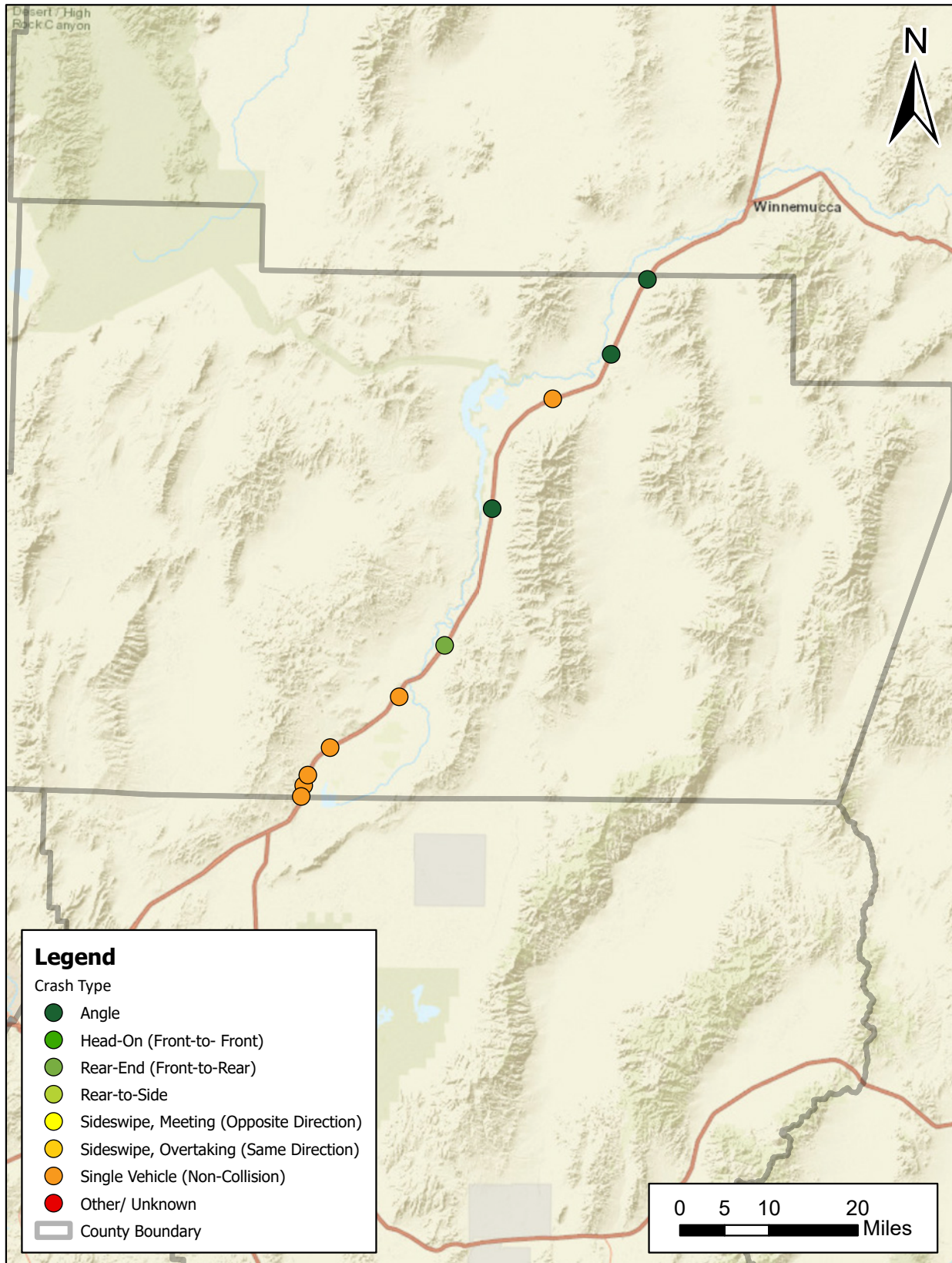


Nye County Fatal Crashes from 2017 - 2021

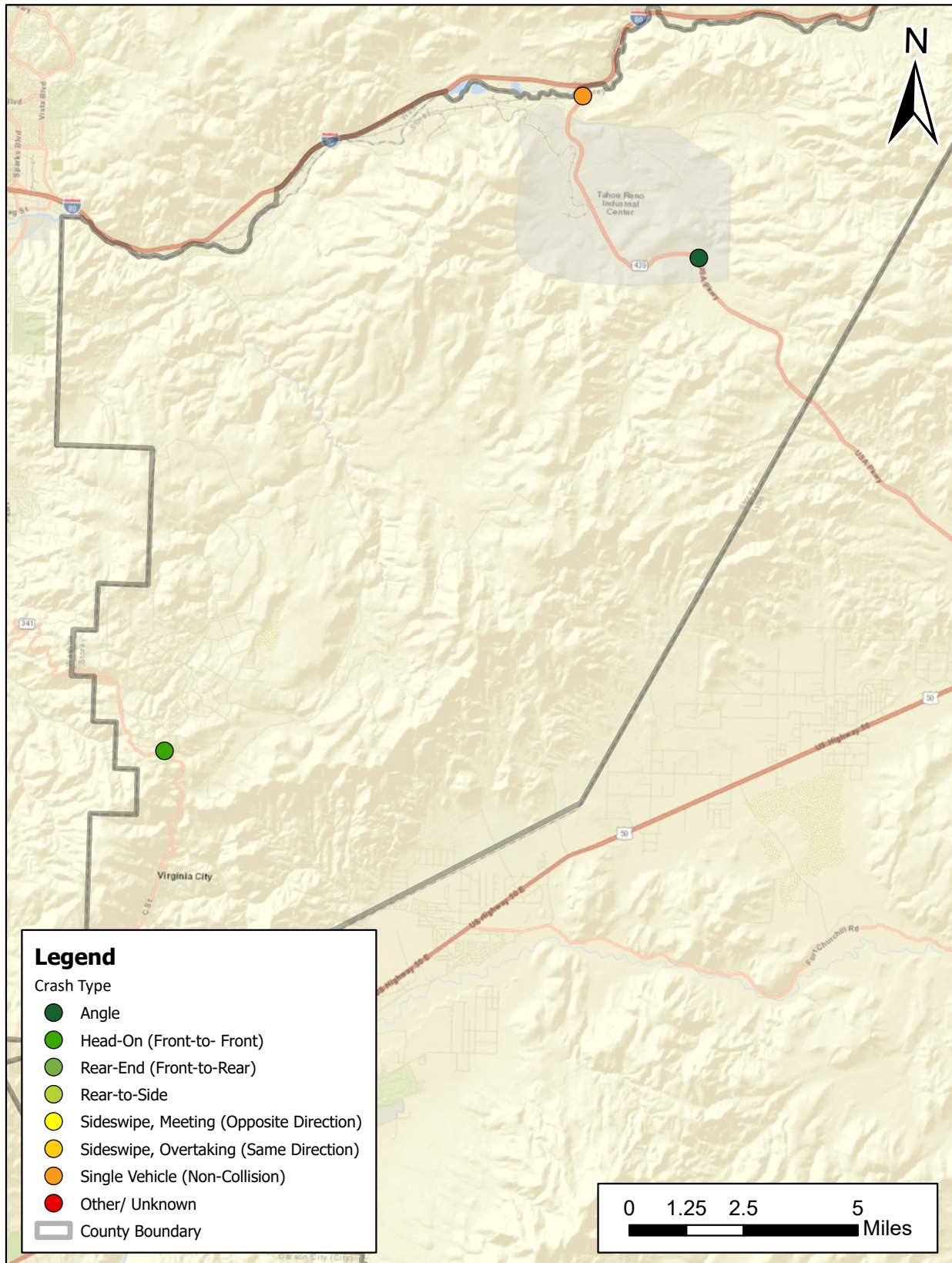




Pershing County Fatal Crashes from 2017 - 2021

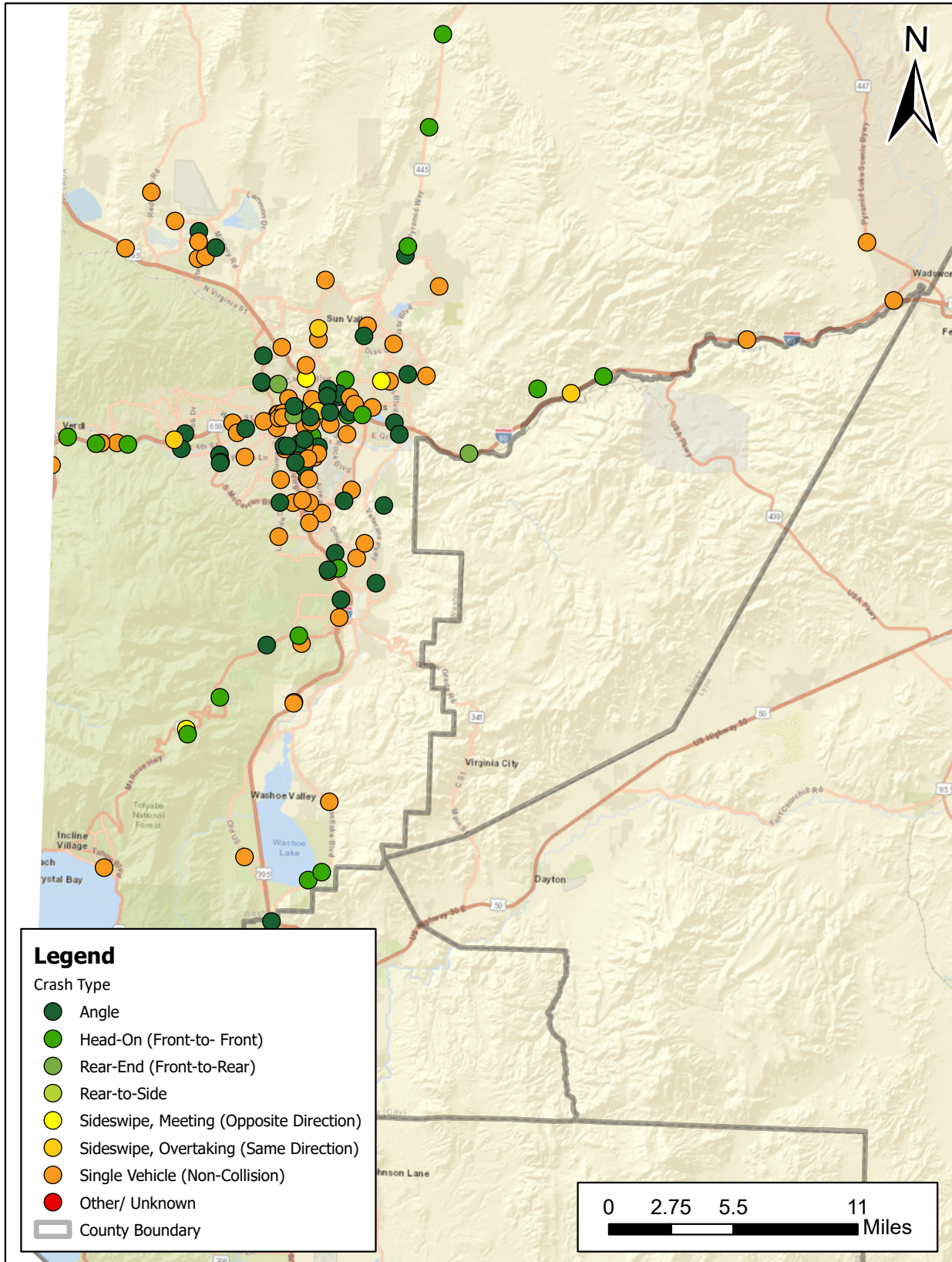


Storey County Fatal Crashes from 2017 - 2021



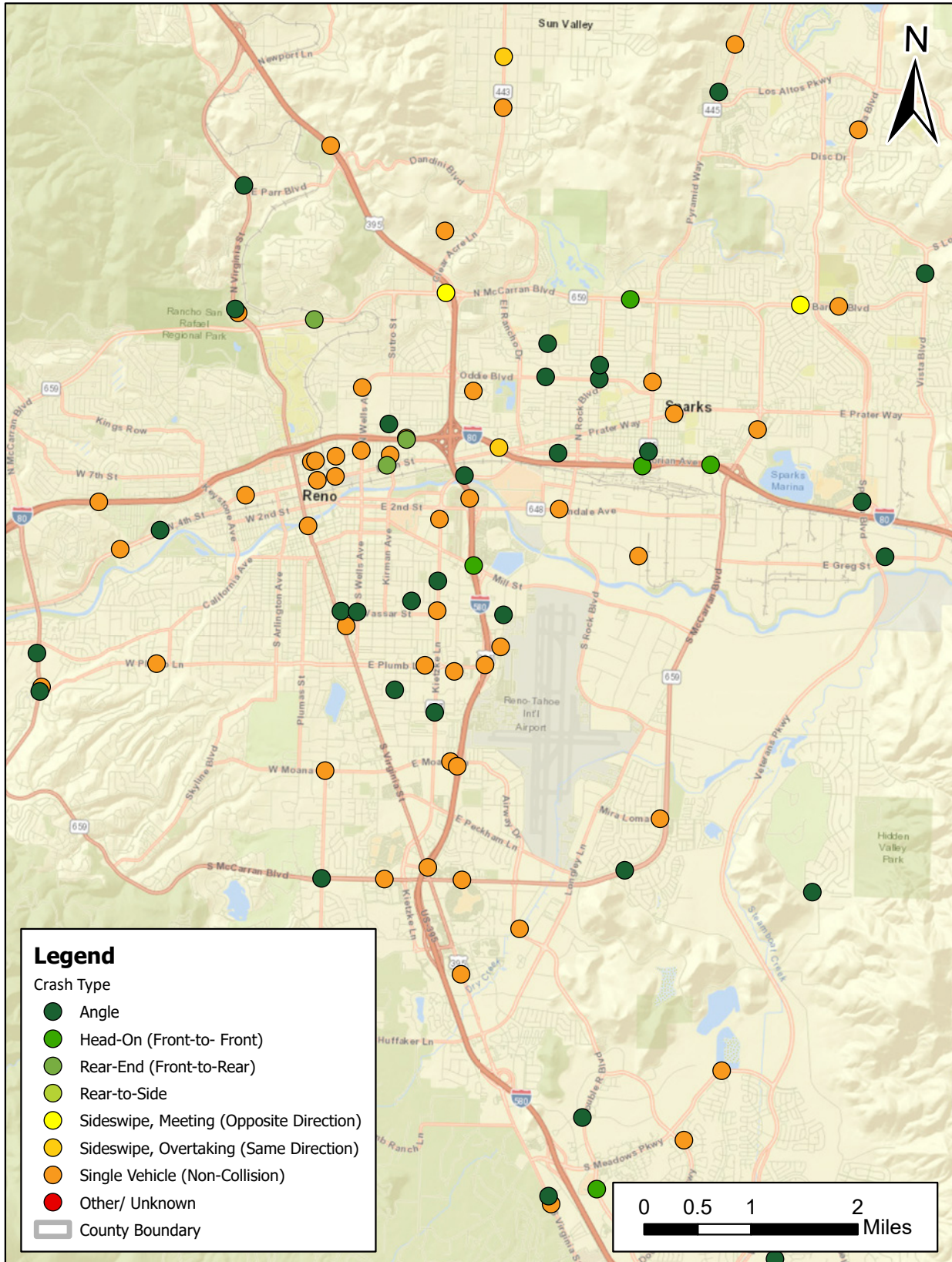


Washoe County Fatal Crashes from 2017 - 2021



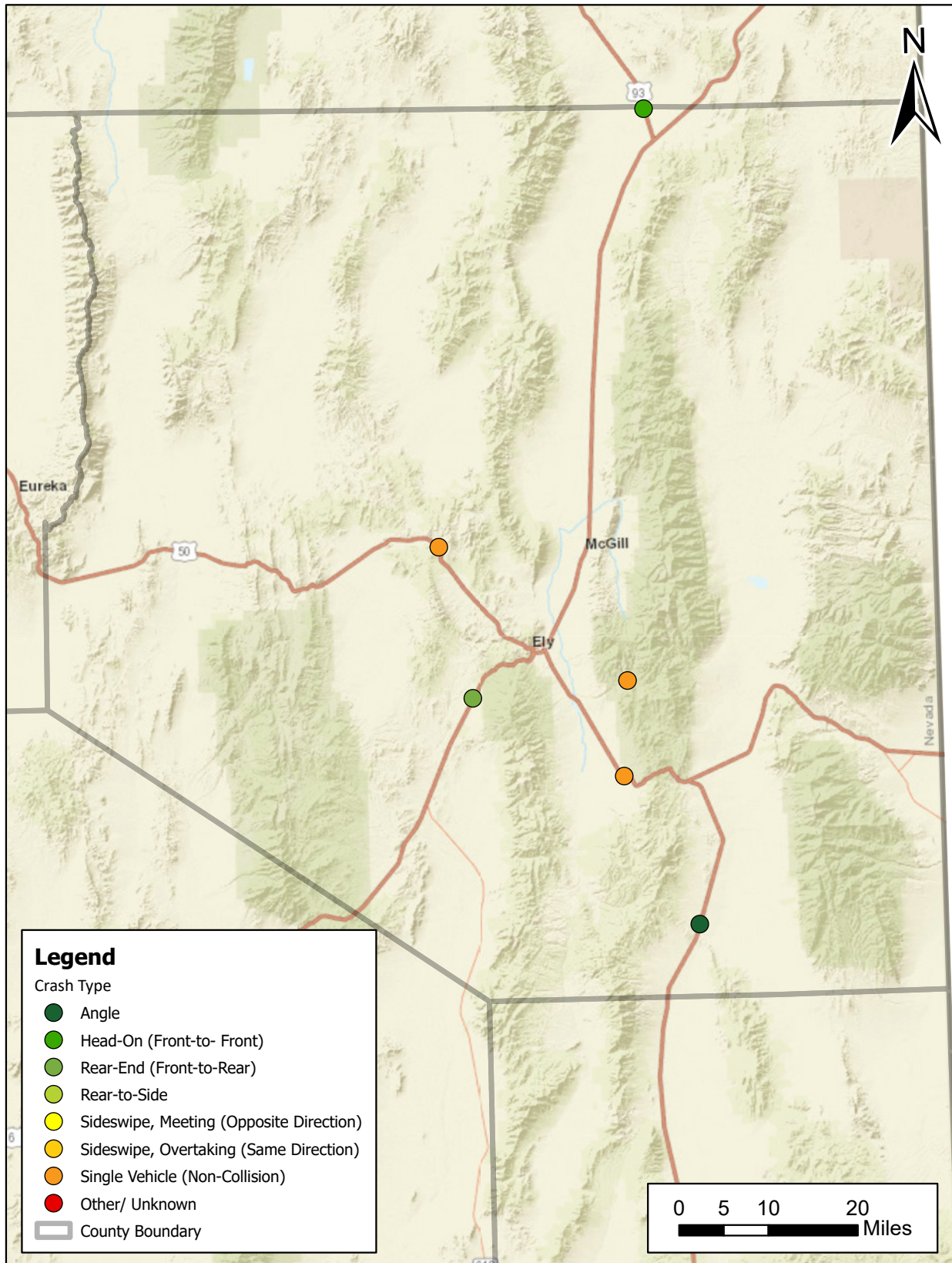


Reno-Sparks Area Fatal Crashes from 2017 - 2021





White Pine County Fatal Crashes from 2017 - 2021



## Appendix B – Emphasis Area Data Query Table

Emphasis Area	Description	Source	Query
<b>All Data</b>	All fatal crashes in the state of Nevada	FARS - Accident	<b>STATE = 32</b> (32 = Nevada)
<b>Bicyclist</b>	Fatal crash in which a bicyclist is killed	FARS - Person	<b>ST_CASE (Person) = ST_CASE (Accident)</b> (This ensures the data is on a crash level) <b>AND</b> <b>PER_TYP = 6 or = 7</b> (6 = Bicyclist, 7 = Other Cyclist) <b>AND</b> <b>INJ_SEV = 4</b> (4 = Fatal)
<b>Child Passenger</b>	Fatal crash in which a child age 13 or younger died in the crash	FARS - Person	<b>ST_CASE (Person) = ST_CASE (Accident)</b> (This ensures the data is on a crash level) <b>AND</b> <b>AGE = 0 to 13</b> (A child is classified as age 0 to 13 with 0 being less than 1 year old) <b>AND</b> <b>PER_TYP = 2</b> (2 = Passenger of a Motor Vehicle In-Transport) <b>AND</b> <b>INJ_SEV = 4</b> (4 = Fatal) <b>AND</b> <b>{ [ REST_MIS = 0</b> (0 = No Indication of Misuse) <b>AND</b> <b>REST_USE = 1, 2, 3, 4, 6, 8, 10, 11, 12, 97</b> (1 = Shoulder Belt Used; 2 = Lap Belt Used; 3 = Lap and Shoulder Belt Used; 4 = Child Restraint Type Unknown; 6 = Racing-Style Harness Used; 8 = Restraint Used - Type Unknown; 10 = Child Safety Seat – Forward Facing; 11 = Child Safety Seat – Rear Facing; 12 = Booster Seat (With Lap/Shoulder Belt Used Properly); 97 = Other) ] <b>OR</b> <b>REST_USE = 20</b> (20 = None Used / Not Applicable) <b>OR</b> <b>REST_MIS = 1</b> (1 = Yes, Indication of Misuse) }



Emphasis Area	Description	Source	Query
<b>Distracted Driving</b>	Fatal crash in which the driver of the motor vehicle was distracted	FARS - Distracted	<p><b>ST_CASE (Distracted) = ST_CASE (Accident)</b> (This ensures the data is on a crash level)</p> <p><b>AND</b></p> <p>From 2020 to 2021: <b>DRDISTRACT ≠ 0, 16, 96, or 99</b> (0 = Not Distracted, 16 = No Driver Present/Unknown if Driver Present, 96 = Not Reported, 99 = Unknown if Distracted)</p> <p>From 2010 to 2019: <b>MDRDSTRD ≠ 0, 16, 96, or 99</b> (0 = Not Distracted, 16 = No Driver Present/Unknown if Driver Present, 96 = Not Reported, 99 = Unknown if Distracted)</p>
<b>Intersection</b>	Fatal crashes that occur at intersections or are related to intersections	FARS - Accident	<p>From 2010 to 2021: <b>RELJCT2 = 2 or 3</b> (2 = Intersection or 3 = Intersection-Related)</p> <p>In 2009: <b>RELJCT2 = 2 or 3 or 10 or 11</b> (2 = Intersection [Non-Interchange Area]; 3 = Intersection-Related [Non-Interchange Area]; 10 = Intersection [Interchange Area]; 11 = Intersection-Related [Interchange Area])</p>
<b>Impaired Driving</b>	Fatal crash involving a driver either intoxicated by alcohol (BAC = 0.08% or greater) or tested positive for one or more drugs	FARS - Person FARS - Drugs (2018 to 2019)	<p><b>ST_CASE (Person) = ST_CASE (Accident)</b> <b>ST_CASE (Drugs) = ST_CASE (Accident)</b> (This ensures the data is on a crash level)</p> <p><b>AND</b></p> <p><b>PER_TYP = 1</b> (1 = Driver of a Motor Vehicle In-Transport)</p> <p><b>AND</b></p> <p>From 2017-2020: <b>ALC_RES ≥ 80 and ≤ 940</b> (80-939 = Actual Value of BAC Test (0.08-0.939%); 940 = 0.940% or Greater)</p> <p><b>AND/OR</b></p> <p>From 2018 to 2021: <b>DRUGRES ≥ 100 and ≤ 996 or = 998</b></p> <p>From 2015 to 2017: <b>DRUGRES (1, 2, and/or 3) ≥ 100 and ≤ 996 or = 998</b></p> <p>(100 to 995 = Narcotic, Depressant, Stimulant, Hallucinogen, Cannabinoid, Phencyclidine (PCP), Anabolic Steroid, Inhalant; 996 = Other Drugs; 998 = Tested for Drugs, Drugs Found, Type Unknown/Positive)</p>

Emphasis Area	Description	Source	Query
<p><b>Lane Departure</b></p>	<p>Fatal crash in which a vehicle leaves its designated lane of travel</p>	<p>FARS - CEvent</p>	<p><b>ST_CASE (CEvent) = ST_CASE (Accident)</b>                      (This ensures the data is on a crash level)  <b>AND</b>  <b>EVENTNUM = 1</b> (1 = The first event in the SOE)  <b>AND</b>  <b>SOE = 3, 19-43, 46-48, 52, 53, 57, 59, 63-65, or 68</b> (3 = Immersion or Partial Immersion; 19 = Building; 20 = Impact Attenuator/Crash Cushion; 21 = Bridge Pier or Support; 23 = Bridge Rail (Includes Parapet); 24 = Guardrail Face; 25 = Concrete Traffic Barrier; 26 = Other Traffic Barrier; 30 = Utility Pole/Light Support; 31 = Post, Pole or Other Support; 32 = Culvert; 33 = Curb; 34 = Ditch; 35 = Embankment; 38 = Fence; 39 = Wall; 40 = Fire Hydrant; 41 = Shrubbery; 42 = Tree (Standing Only); 43 = Other Fixed Object; 46 = Traffic Signal Support; 48 = Snow Bank; 52 = Guardrail End; 53 = Mail Box; 57 = Cable Barrier; 59 = Traffic Sign Support; 63 = Ran Off Road – Right; 64 = Ran Off Road – Left; 65 = Cross Median; 68 = Cross Centerline)</p>
<p><b>Motorcycle</b></p>	<p>Fatal crash involving a motorcycle in which either the driver or a passenger on the motorcycle died</p>	<p>FARS - Person</p>	<p><b>ST_CASE (Person) = ST_CASE (Accident)</b>                      (This ensures the data is on a crash level)  <b>AND</b>  <b>BODY_TYP ≥ 80 and ≤ 89</b> (80 = Two-Wheel Motorcycle [excluding motor scooters]; 81 = Moped or Motorized Bicycle; 82 = Three-Wheel Motorcycle [2 Rear Wheels]; 83 = Off-Road Motorcycle; 84 = Motor Scooter; 85 = Unenclosed Three-Wheel Motorcycle / Unenclosed Autocycle [1 Rear Wheel]; 86 = Enclosed Three-Wheel Motorcycle / Enclosed Autocycle [1 Rear Wheel]; 87 = Unknown Three-Wheel Motorcycle Type; 88 = Other Motored Cycle Type [Mini-Bikes, Pocket Motorcycles, "Pocket"]; 89 = Unknown Motored Cycle Type)  <b>AND</b>  <b>INJ_SEV = 4</b> (4 = Fatal)</p>

Emphasis Area	Description	Source	Query
<b>Motorcycle Unhelmeted Motorcycle</b>	Fatal crash involving a motorcycle in which either the driver or a passenger on the motorcycle died and was not wearing or was misusing a helmet	FARS - Person	<p><b>ST_CASE (Person) = ST_CASE (Accident)</b> (This ensures the data is on a crash level)</p> <p><b>AND</b></p> <p><b>BODY_TYP ≥ 80 and ≤ 89</b> (80 = Two-Wheel Motorcycle [excluding motor scooters]; 81 = Moped or Motorized Bicycle; 82 = Three-Wheel Motorcycle [2 Rear Wheels]; 83 = Off-Road Motorcycle; 84 = Motor Scooter; 85 = Unenclosed Three-Wheel Motorcycle / Unenclosed Autocycle [1 Rear Wheel]; 86 = Enclosed Three-Wheel Motorcycle / Enclosed Autocycle [1 Rear Wheel]; 87 = Unknown Three-Wheel Motorcycle Type; 88 = Other Motored Cycle Type [Mini-Bikes, Pocket Motorcycles, "Pocket"]; 89 = Unknown Motored Cycle Type)</p> <p><b>AND</b></p> <p>From 2019 to 2021: <b>HELM_USE = 17</b> (17 = No Helmet) From 2015 to 2018: <b>REST_USE = 17</b> (17 = No Helmet)</p> <p><b>OR</b></p> <p>For 2019: <b>HELM_MIS = 1</b> (1 = Yes, Indication of Misuse) From 2015 to 2018: <b>REST_MIS = 1</b> (1 = Yes)</p> <p><b>AND</b></p> <p><b>INJ_SEV = 4</b> (4 = Fatal)</p>
<b>Older Driver</b>	Fatal crash in which one or more of the motor vehicles involved in the crash had a driver age 65 or older	FARS - Person	<p><b>ST_CASE (Person) = ST_CASE (Accident)</b> (This ensures the data is on a crash level)</p> <p><b>AND</b></p> <p><b>AGE ≥ 65</b> (An older driver is classified as a driver age 65 or older)</p> <p><b>AND</b></p> <p><b>PER_TYP = 1</b> (1 = Driver of a Motor Vehicle In-Transport)</p>
<b>Pedestrian</b>	Fatal crash in which a pedestrian dies	FARS - Person	<p><b>ST_CASE (Person) = ST_CASE (Accident)</b> (This ensures the data is on a crash level)</p> <p><b>AND</b></p> <p><b>PER_TYP = 5</b> (5 = Pedestrian)</p> <p><b>AND</b></p> <p><b>INJ_SEV = 4</b> (4 = Fatal)</p>
<b>Speeding-Related</b>	Fatal crash in which speeding is determined by the officer to be a factor in the crash	FARS - Vehicle	<p><b>ST_CASE (Vehicle) = ST_CASE (Accident)</b> (This ensures the data is on a crash level)</p> <p><b>AND</b></p> <p><b>SPEEDREL &gt; 0 and &lt; 6</b> (1 = Yes, 2 = Yes Racing, 3 = Yes Exceeded Speed Limit, 4 = Yes Too Fast for Conditions, 5 = Yes Specifics Unknown)</p>

Emphasis Area	Description	Source	Query
<b>Unrestrained-Occupants</b>	Fatal crash in which a person in a motor vehicle in transit dies while not using a restraining device such as a seatbelt.	FARS - Person	<p><b>ST_CASE (Person) = ST_CASE (Accident)</b> (This ensures the data is on a crash level)</p> <p><b>AND</b></p> <p><b>BODY_TYP = 1-11, 14-22, 24, 25, 28-41, or 45-49</b> (All codes correspond to NHSTA's Vehicle Body Type Classification: Passenger Vehicles (Passenger Cars, Light Trucks and Vans, Pickups, and Vans))</p> <p><b>AND</b></p> <p><b>PER_TYP = 1, 2, or 9</b> (1 = Driver of a Motor Vehicle In-Transport; 2 = Passenger of a Motor Vehicle In-Transport; 9 = Unknown Occupant Type in a Motor Vehicle In-Transport)</p> <p><b>AND</b></p> <p><b>REST_USE = 0, 7, or 20</b> (0 = Not Applicable - no restraint available in seat position of occupant; 7 = None Used - vehicle occupant; 20 = None Used / Not Applicable)</p> <p><b>AND</b></p> <p><b>INJ_SEV = 4</b> (4 = Fatal)</p>
<b>Work Zones</b>	Fatal crashes that occur within a work zone or are related to work zones	FARS - Accident	<p>From 2009 to 2021: <b>WRK_ZONE = 1, 2, 3, or 4</b> (1 = Construction, 2 = Maintenance, 3 = Utility, or 4 = Work Zone, Type Unknown)</p>
<b>Young Driver</b>	Fatal crash in which one or more of the motor vehicles involved in the crash had a driver age 15-20	FARS - Person	<p><b>ST_CASE (Person) = ST_CASE (Accident)</b> (This ensures the data is on a crash level)</p> <p><b>AND</b></p> <p><b>AGE ≥ 15 and ≤ 20</b> (A young driver is classified as a driver age 15 to 20)</p> <p><b>AND</b></p> <p><b>PER_TYP = 1</b> (1 = Driver of a Motor Vehicle In-Transport)</p>

FARS Data is available for download on the NHTSA website (<https://www.nhtsa.gov/content/nhtsa-ftp/251>)



# Nevada Traffic Safety Crash Facts

Prepared for:

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*Nevada Office of Traffic Safety*

107 Jacobsen Way  
Carson City, Nevada 89711

775.684.7472

*Nevada Department of Transportation*

1263 South Stewart Street  
Carson City, Nevada 89712

775.888.7000

Prepared by:

---

*Kimley-Horn*

6671 Las Vegas Boulevard South  
Suite 320  
Las Vegas, Nevada 89119

702.862.3600



Nevada Department of  
**Public Safety**  
Office of Traffic Safety

**Zero Fatalities**  
*Lives are on the Line*



**Kimley»Horn**

# APPENDIX C

## Traffic Safety Policy Priorities

---



### Current Situation:

#### Speeding and aggressive driving are increasing and killing more people.

- » Red light running crashes are responsible for approximately 140,000 injuries and 850 fatalities each year.<sup>1</sup>
- » Speed-related crashes are responsible for approximately 9,500 fatalities each year.<sup>1</sup>
- » Over one-third of the traffic fatalities in Nevada are related to speed and/or aggressive driving.

### Recommended Solution:

#### Provide enabling language that allows any agency to choose to use Road Safety Cameras (RSCs), but does not require RSC use. RSCs have been proven to save lives.

- » Federal Highway Administration Proven Safety Countermeasure:
  - » Reduced crashes on urban principal arterials by 54% and injury crashes by 47%<sup>1</sup>
  - » Reduced speeding in school zones up to 63% during school hours<sup>1</sup>
- » Reflects that National Highway Traffic Safety Administration (NHTSA) has determined that they are effective at the highest level
- » For roadways with RSCs between 2015 and 2019, the likelihood of a driver exceeding the speed limit by more than 10 mph decreased by 59%
- » Red light cameras reduced the fatal red-light-running crash rate by 21% and the rate of all types of fatal crashes at signalized intersections by 14%<sup>6</sup>

### Concerns



#### Is the objective to generate revenue?

No. The primary purpose of RSCs is to improve traffic safety by reducing unsafe driving at intersections and on highways. Effective legislation limits systems to address traffic safety rather than act as a revenue generator.

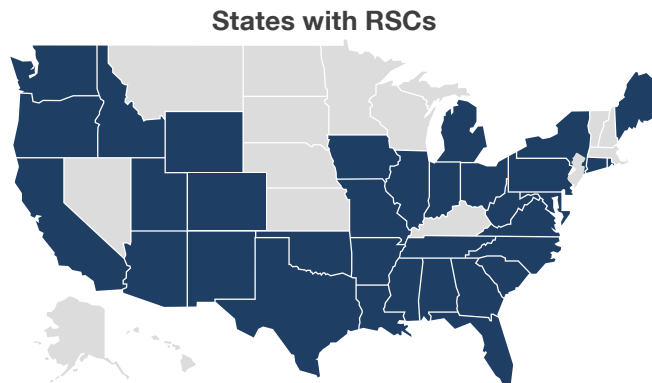


#### Do RSCs violate motorists' privacy?

No. Driving is a regulated activity on public roads. By obtaining a license, a motorist agrees to abide by certain rules, such as to obey traffic control devices.

### RSCs Nationwide

According to Insurance Institute for Highway Safety (IIHS) and National Conference of State Legislature (NCSL) research, 33 states allow the use of Road Safety Cameras in all or specific situations. Red light cameras and photo radar give law enforcement agencies the ability to enforce these traffic laws remotely. About 350 U.S. communities use red light cameras and over 150 communities in the U.S. use cameras to enforce speed laws.<sup>6</sup>



Sources: Insurance Institute for Highway Safety and the National Conference of State Legislature

### References and Additional Resources

1. **FWHA Proven Safety Countermeasure – RSCs**  
<https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras>
2. **Maryland County RSC Study**  
<https://www.iihs.org/news/detail/speed-cameras-reduce-injury-crashes-in-maryland-county-iihs-study-shows>
3. **NHTSA School Transportation-Related Crashes**  
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813327>
4. **Clark County Pedestrian Crashes Near Schools**  
<https://www.reviewjournal.com/investigations/unreliable-pedestrian-crash-tracking-near-schools-leaves-parents-officials-in-the-dark-2652525/>
5. **Safety Evaluation of Red Light Cameras. Report No. FHWA HRT-05-048**  
*Council, F.; Persaud, B.; Eccles, K.; Lyon, C.; and Griffith, M. 2005. Washington, DC.*
6. **Insurance Institute for Highway Safety (IIHS)**  
<https://www.iihs.org/>
7. **NHTSA Report on RSCs Effectiveness**  
<https://www.nhtsa.gov/book/countermeasures/countermeasures/21-automated-enforcement>
8. **NCSL RSC Review**  
<https://www.ncsl.org/transportation/traffic-safety-review-state-speed-and-red-light-camera-laws-and-programs>
9. **NCSL State School Bus Stop Arm Camera Laws**  
<https://www.ncsl.org/transportation/state-school-bus-stop-arm-camera-laws>
10. **Nevada Department of Education, Office for a Safe and Respectful Learning Environment**  
*Optional on-board survey with 35% of drivers reporting 1240 passing violations in one day during the 2021-2022 school year*

### Proposed Policy Recommendations for RSCs:

- 1 Eliminate the prohibition on use of stationary photographic, video, or digital equipment for issuance of a traffic citation in NRS 484A.600.
- 2 Add enabling language for the use of RSCs.

### For more information contact:

Nevada Advisory Committee on Traffic Safety (NVACTS)  
<https://zerofatalitiesnv.com> | [zerofatalitiesnv@kimley-horn.com](mailto:zerofatalitiesnv@kimley-horn.com)



# MAKING NEVADA SAFER

## ROAD SAFETY CAMERAS IN SCHOOL ZONES

Nevada Advisory Committee on Traffic Safety  
Policy Priority



### Current Situation:

#### Our children are endangered.

- » More than 340 school-age children were injured—over 30 seriously and four fatally—within a quartermile of Clark County School District campuses during hours immediately before and after school between 2015 and 2019.<sup>4</sup>
- » In one day, there were estimated to be over 3,500 school bus passing violations in Nevada.<sup>10</sup>
- » Between 2011 and 2020, nationally 218 school-age children (ages 18 and younger) died in school transportation-related crashes; 44 were occupants of school transportation vehicles, 83 were occupants of other vehicles, 85 were pedestrians, five were bicyclists and one was an “other” nonoccupant.<sup>3</sup>

### Recommended Solution:

#### Road Safety Cameras (RSCs) have been proven to save children’s lives.

- » Federal Highway Administration Proven Safety Countermeasure:
  - » Reduced crashes on urban principal arterials by 54% and injury crashes by 47%<sup>1</sup>
  - » Reduced speeding in school zones up to 63% during school hours<sup>1</sup>
- » Reflects that National Highway Traffic Safety Administration (NHTSA) has determined that they are effective at the highest level
- » For roadways with RSCs between 2015 and 2019, the likelihood of a driver exceeding the speed limit by more than 10 mph decreased by 59%

### Concerns



#### Is the objective to generate revenue?

No. The primary purpose of RSCs is to improve traffic safety by reducing unsafe driving at intersections and on highways. Effective legislation limits systems to address traffic safety rather than act as a revenue generator.



#### Do RSCs violate motorists’ privacy?

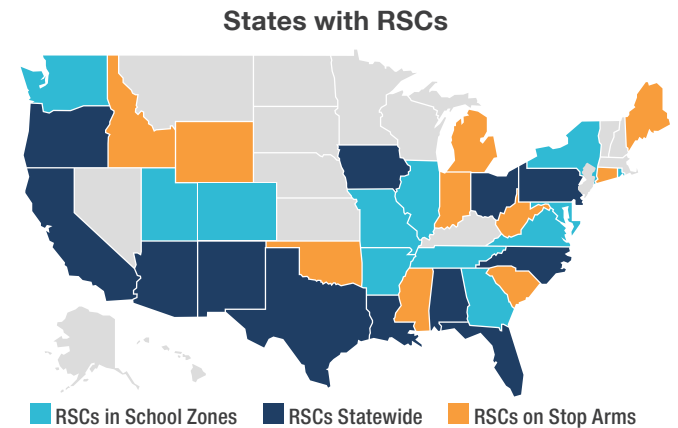
No. Driving is a regulated activity on public roads. By obtaining a license, a motorist agrees to abide by certain rules, such as to obey traffic control devices.

### RSCs in School Zones Nationwide

According to Insurance Institute for Highway Safety (IIHS) and National Conference of State Legislatures (NCSL) research, at least 12 states—Arkansas, Colorado, Georgia, Illinois, Maryland, Missouri, New York, Rhode Island, Tennessee, Utah, Virginia and Washington—conduct school zone automated speed enforcement. In Georgia and Rhode Island, school zones are the only locations where automated speed enforcement is allowed in the state.<sup>6</sup>

### References and Additional Resources

1. **FWHA Proven Safety Countermeasure – RSCs**  
<https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras>
2. **Maryland County RSC Study**  
<https://www.iihs.org/news/detail/speed-cameras-reduce-injury-crashes-in-maryland-county-iihs-study-shows>
3. **NHTSA School Transportation-Related Crashes**  
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813327>
4. **Clark County Pedestrian Crashes Near Schools**  
<https://www.reviewjournal.com/investigations/unreliable-pedestrian-crashtracking-near-schools-leaves-parents-officials-in-the-dark-2652525/>
5. **Safety Evaluation of Red Light Cameras. Report No. FHWA HRT-05-048**  
Council, F.; Persaud, B.; Eccles, K.; Lyon, C.; and Griffith, M. 2005. Washington, DC.
6. **Insurance Institute for Highway Safety**
7. **NHTSA Report on RSCs Effectiveness**  
<https://www.nhtsa.gov/book/countermeasures/countermeasures/21-automated-enforcement>
8. **National Conference of State Legislatures RSC Review**  
<https://www.ncsl.org/transportation/traffic-safety-review-state-speed-and-red-light-camera-laws-and-programs>
9. **National Conference of State Legislatures State School Bus Stop Arm Camera Laws**  
<https://www.ncsl.org/transportation/state-school-bus-stop-arm-camera-laws>
10. **Nevada Department of Education, Office for a Safe and Respectful Learning Environment**  
*Optional on-board survey with 35% of drivers reporting 1240 passing violations in one day during the 2021-2022 school year*



### Proposed Policy Recommendations for RSCs:

- 1 Eliminate the prohibition on use of stationary photographic, video, or digital equipment for issuance of a traffic citation in NRS 484A.600.
- 2 Add enabling language for the use of RSCs in school zones.
- 3 Add enabling language for local authorities to use RSCs on school buses to enforce stop arm violations.

### For more information contact:

Nevada Advisory Committee on Traffic Safety (NFACTS)  
<https://zerofatalitiesnv.com> | [zerofatalitiesnv@kimley-horn.com](mailto:zerofatalitiesnv@kimley-horn.com)

# MAKING NEVADA SAFER

## HIGHER FINES IN SCHOOL ZONES

Nevada Advisory Committee on Traffic Safety  
Policy Priority



### *Current Situation:*

#### **Speeding and aggressive driving are increasing and endangering our kids.**

- » Speed-related crashes are responsible for approximately 9,500 fatalities each year.<sup>1</sup>
- » Over one-third of the traffic fatalities in Nevada are related to speed and/or aggressive driving.
- » Nevada currently has school zone laws related to speed, but higher fines for speeding in school zones is not specified.

### *Recommended Solution:*

#### **Modify legislation to increase fines for speeding in school zones.**

- » Legislating higher fines for speeding in school zones and at crossings will save lives on Nevada's roadways.
- » Specifying higher fines for speeding in school zones is expected to increase the number of speeding citations issued in school zones and the number of citations upheld in the court system.





### National Trends in School Zone Laws

There are many different ways states address speeding fines in school zones or at school crossing zones. Most states allow fines of double or more for speeding in a school zone or at a school crossing zone. For example, a standard speeding ticket in North Carolina ranges between \$10 and \$50, but a school zone speeding ticket is \$250. Similarly, a school zone speeding ticket in Virginia is \$250. However, several states who have added safety camera enforcement in school zones have lower fines for speeding. For example, the highest fine in a school zone with added safety camera enforcement in Maryland is \$40. In Washington state, the fine is about \$240, but is capped much lower if issued through a safety camera.

### References and Additional Resources

1. **FWHA Proven Safety Countermeasure – RSCs**  
<https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras>
2. **Maryland County RSC Study**  
<https://www.iihs.org/news/detail/speed-cameras-reduce-injury-crashes-in-maryland-county-iihs-study-shows>
3. **NHTSA School Transportation-Related Crashes**  
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813327>
4. **Clark County Pedestrian Crashes Near Schools**  
<https://www.reviewjournal.com/investigations/unreliable-pedestrian-crash-tracking-near-schools-leaves-parents-officials-in-the-dark-2652525/>
5. **NHTSA Report on RSCs Effectiveness**  
<https://www.nhtsa.gov/book/countermeasures/countermeasures/21-automated-enforcement>
6. **NCSL RSC Review**  
<https://www.ncsl.org/transportation/traffic-safety-review-state-speed-and-red-light-camera-laws-and-programs>
7. **FARS 2016-2019 Final and FARS 2020 ARF**  
<https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>

### Proposed Policy Recommendations for Higher Fines in School Zones:

- 1 Change NRS 484B.363 to increase speeding fines in school zones and at school crossing zones.
- 2 Amend NRS 484B.367 to include clear designations on higher speeding fines in school zones and at school crossing zones.

### For more information contact:

Nevada Advisory Committee on Traffic Safety (NVACTS)  
<https://zerofatalitiesnv.com> | [zerofatalitiesnv@kimley-horn.com](mailto:zerofatalitiesnv@kimley-horn.com)

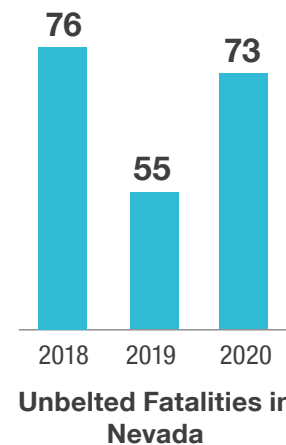




### Current Situation:

#### Nearly 50% of vehicle occupants killed in traffic fatalities in Nevada are unbelted.

- » Between 2018 and 2020, 204 of 480 (42%) vehicle occupants killed in Nevada were unbelted, plus an additional 32 (7%) were unknown.
- » Nevada's seat belt law is a secondary law, not a primary law, and violators can only be ticketed when they are pulled over for a reason other than seat belt use.
- » Nevada is one of just 15 states without a primary seat belt law.
- » Restraint use is the highest predictor of injury severity of vehicle occupants in a crash in Nevada, with those **unrestrained at 2.2 times higher risk** of a fatal or serious injury compared to those who use restraints.<sup>1</sup>
- » Hospital patients from a crash that were unrestrained have **higher injury scores, longer hospital stays** (6.3 vs. 3.0 days), **more days in the ICU** (2.5 days vs. 1 day), **more days on ventilator support** (1.35 vs. 0.43 days), and incur a median of **\$12,110 more per person in hospital charges** compared with those who were restrained.<sup>1</sup>



Source: FARS for 2016-2020, Nevada State Data for 2021

### Recommended Solution:

#### Change Nevada's seat belt law to a primary seat belt law.

- » Since 2011, 35 lives would have been saved had Nevada's seat belt usage been 100%.<sup>2</sup>
- » Approximately 200 lives were saved between 2016 and 2017 as a result of a new primary seat belt law in Utah.<sup>3</sup>



# MAKING NEVADA SAFER

## GRADUATED DRIVER'S LICENSE

Nevada Advisory Committee on Traffic Safety  
Policy Priority



### Current Situation:

**Too many young drivers ages 15 – 20 are dying on Nevada roads, and that number is on the rise.**

- » As shown in the figure at the lower right corner of this page, between 27 and 40 young drivers died per year in Nevada between 2017 and 2021.
- » Nevada currently has some young driver laws, but other more comprehensive requirements for graduated driver's licenses (GDLs) are not included.

### Recommended Solution:

**Revise current GDL laws to include nationally recommended components.**

- » GDL laws have been implemented nationally and internationally to protect both new and young drivers.

### What Does this Mean for Nevada?

Young drivers are inexperienced on the road and often do not realize how dangerous certain driving behaviors, like improper seat belt use, can be.

Furthermore, distracted or inattentive driving has become a national epidemic, and young drivers are at the greatest risk. Currently, 38 states ban all cell phone use for GDL drivers.<sup>1</sup> Nevada is not one of them.



*There is only 87% observed seat belt use among 16 to 24-year-olds—the lowest of any age group<sup>2</sup>*



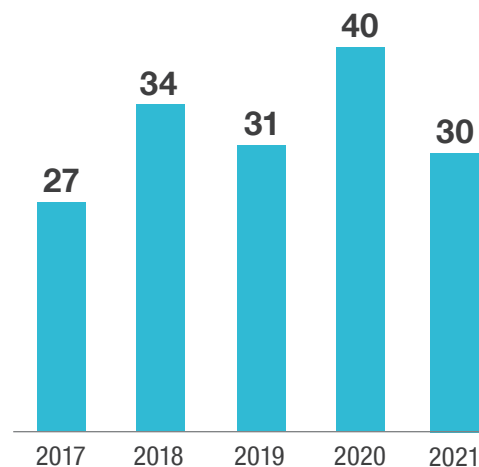
*52% of young people involved in fatal crashes were unbuckled<sup>1</sup>*



*Teens have the highest crash risk of any age group, and research confirms that distraction is often a factor<sup>1</sup>*



*Current Nevada GDL laws do not specifically ban all cell phone use for drivers less than 18 years of age<sup>1</sup>*

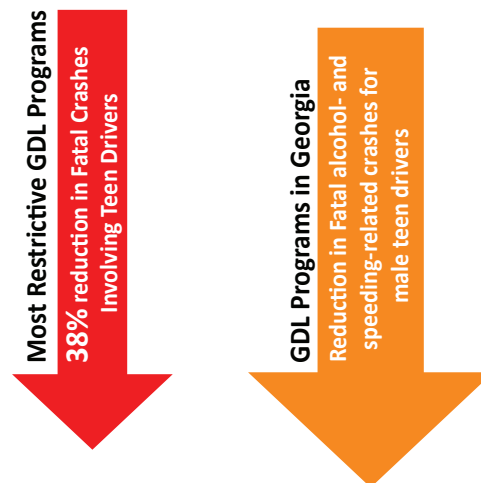


**Fatalities Among Young Drivers in Nevada**

Source: Fatality Analysis Reporting System (FARS) for 2017-2020, Nevada State Data for 2021

### Impacts of GDL Systems for New Drivers

GDL systems gradually increase the exposure of new drivers to more complex driving situations in as safe a manner as possible. New drivers are not just 16 or 17 years old, they are every age. With troubling national trends recently highlighted in the Governors Highway Safety Association (GHSA) report “Mission Not Accomplished: Teen Safe Driving, the Next Chapter,” it is clear that focus must be placed on all new drivers, not just teens. This data revealed that older teen drivers (18-20), were involved in 12% more fatal car crashes when compared to younger teen drivers (15-18). GHSA believes this upward trend is the result of teens waiting until they are 18 to get their license and bypassing GDL laws. By updating some of our laws, we can make sure that every driver who gets behind the wheel is educated and trained to avoid any behavior that could put their life at risk, including young drivers.



Source: NHTSA, 2022

### References and Additional Resources

1. **National Highway Traffic Safety Administration (NHTSA)**  
<https://www.nhtsa.gov/book/countermeasures/appendix/a6-young-drivers>
2. **Insurance Institute for Highway Safety (IIHS), 2020**  
<https://www.iihs.org/topics/seat-belts#belt-use>

### Proposed Policy Recommendations for Graduated Driver's License:

- 1 Change NRS 484B.165 to restrict all cell phone use, including hands-free devices, for drivers less than 18 years of age.
- 2 Amend NRS 484D.495 to include seat belt usage for young drivers and their passengers as a condition for continued licensure within Nevada's graduated driver licensing system.
- 3 Remove the age restriction to current GDL laws, thereby requiring all new drivers to obtain practical driving experience in a lower risk situation.

### For more information contact:

Nevada Advisory Committee on Traffic Safety (NVACTS)  
🌐 <https://zerofatalitiesnv.com> | ✉ [zerofatalitiesnv@kimley-horn.com](mailto:zerofatalitiesnv@kimley-horn.com)



## Traffic Safety Policy Priority: Safe Systems Intersections

### Description:

Nevada specific crash data shows that reducing intersection crashes is critical to the reduction in fatal and serious injury crashes throughout the system. The 2021-2025 Strategic Highway Safety Plan (SHSP) indicates that 35% of the fatal and serious injury crashes occurred in an intersection. Nevada and the Southern Nevada RTC are designated by the Federal Highway Administration (FHWA) Focus Approach to Safety as an intersection focused state due to the high number of intersection fatalities. This designation is based on FHWA data analysis that identifies overrepresentation within the Focus Areas.

A safe systems intersection design policy can include strategies such as:

- Minimizing and modifying conflict points
- Reducing speed of vehicles
- Improving visibility at intersections
- Providing space and protection for pedestrians and bicyclist

Safe systems intersections are built to accommodate the needs of all users. Many of the intersections in the transportation system today were constructed at a time when the emphasis was moving automobiles not people. The present and future focus is on all road users. An effective complete intersections policy will ensure cohesive action strategies that create a safe and homogenous roadway.

The most recent Fatalities Reporting System (FARS) data Nevada Specific data (2017-2021) shows that 526 of the 1661 fatalities (32%) occurred at intersections. Of these 526 fatalities, 136 involved a pedestrian, 17 involved a bicyclist and 147 involved speeding. Safe systems intersections serve as a focus point for Safe Systems approach principles:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

These benefits of focusing on safe systems intersections provide positive steps toward the SHSP goal of Zero Fatalities by 2050.

### Data to Support:

[Focused Approach to Safety | FHWA \(dot.gov\)](#)

Nevada Fars Data 2017-2021 [Microsoft Power BI](#)

### Subject Matter Expert(s):

1. Lacey Tisler, NDOT, [ltisler@dot.nv.gov](mailto:ltisler@dot.nv.gov)

**Resources & Reference:**

<https://highways.dot.gov/safety/intersection-safety/safe-system-intersections>

[Don't Give Up at the Intersection | National Association of City Transportation Officials \(nacto.org\)](#)

[A Safe System-Based Framework and Analytical Methodology for Assessing \(dot.gov\)](#)

**Submitted By:**

Task force or working group Intersection CEA.

Contact: Lacey Tisler, NDOT, Ltisler@dot.nv.gov

## Traffic Safety Policy Priority: Yield for Pedestrians to Stop for Pedestrians

### Description:

Nevada law requires a driver to yield to a pedestrian in a marked or unmarked crosswalk while the pedestrian is on their half of the road or if approaching in a manner which could be unsafe (NRS 484B.283). If a driver passes through the crosswalk while the person walking is still on his half of the road, or entire road if no center divider is present, that driver will be ticketed if an officer sees them for failure to yield to a pedestrian. Our law is classified as a yield to pedestrians' law and all signage in the state for pedestrians reinforces this, as do the pavement markings. The yield to pedestrians gives drivers the idea they can proceed one the walker is no longer in their lane. Changing our law to STOP for pedestrians clarifies that you must stop.

Even saying to drivers that "In Nevada you are required to stop for pedestrians" has far more weight than "you must yield to walkers".

### Data to Support:

Currently, ten states require drivers to stop. As one of the worst states for pedestrian fatalities, I believe making our law stronger will equate to saving more lives.

Nebraska 1979

Maryland 1982

Washington 1990

Georgia 1995

Minnesota 1996

Oregon 2003

Hawaii 2005

District of Columbia 2005

Illinois 2010

New Jersey 2015

### Subject Matter Expert(s):

Erin Green, UNLV TRC, sep.unlv@gmail.com

### Resources & Reference:

**Accident Analysis & Prevention, Volume 41, Issue 5, September 2009, Pages 1034-1039**

*Stop versus yield on pedestrian-involved fatal crashes in the United States*

<https://www.sciencedirect.com/science/article/abs/pii/S0001457509001432?via%3Dihub>

**International Journal of Transportation Science and Technology**

Volume 8, Issue 1, March 2019, Pages 35-42

*Safety ramifications of a change in pedestrian crosswalk law: A case study of Oregon, USA*

<https://www.sciencedirect.com/science/article/pii/S2046043018300224>

**Submitted By:**

Vulnerable Road Users/Pedestrians

Contact: Erin Breen, UNLV TRC/ Road Equity Alliance Program, [scp.unlv@gmail.com](mailto:scp.unlv@gmail.com)



## Traffic Safety Policy Priority: Traffic Records

### Description:

The Office of Traffic Safety proposes, for consideration, the following conceptual changes to improve traffic records data collection:

- Add clarifying language to NRS 484E.110 to require crash notification within 10 days of the date of the crash (10 days after the investigation) or date of death.
- Require law enforcement agencies to report traffic incident arrest data within the central e-crash/e-citation system, i.e. DUI arrest, reckless driving arrest, etc.
- Require reporting of traffic offense adjudication data to the State.
- Add clarifying language to NRS 484C.170 to add required testing of prohibited substances in addition to alcohol.

### **NRS 484E.110 Police to report to Department of Public Safety; report not confidential; requirements for preparation of report; submission of copy of report to Department of Motor Vehicles.**

1. Every police officer who investigates a vehicle crash of which a report must be made as required in this chapter, or who otherwise prepares a written or electronic report as a result of an investigation either at the time of and at the scene of the crash or thereafter by interviewing the participants or witnesses, shall forward a written or electronic report of the crash to the Department of Public Safety within 10 days after the ~~investigation date~~ **of the crash, or date of death, if a fatal injury occurred due to the crash.** The data collected by the Department of Public Safety pursuant to this subsection must be recorded in a central repository created by the Department of Public Safety, **maintained in collaboration with the Department of Transportation,** to track data electronically concerning vehicle crashes on a statewide basis.

**2. State agencies may (shall?) enter into data use agreements to share crash, citation, adjudication, medical, driver, and other relevant data for the purpose of improving traffic crash and/or other relevant traffic records systems.**

2. The written or electronic reports required to be forwarded by police officers and the information contained therein are not privileged or confidential.

3. Every sheriff, chief of police or office of the Nevada Highway Patrol receiving any report required under NRS 484E.030 to 484E.090, inclusive, shall immediately prepare a copy thereof and file the copy with the Department of Public Safety.

4. If a police officer investigates a vehicle crash resulting in bodily injury to or the death of any person or total damage to any vehicle or item of property to an apparent extent of \$750 or more, the police officer shall prepare a written or electronic report of the investigation.

5. As soon as practicable after receiving a report pursuant to this section, the Department of Public Safety shall submit a copy of the report to the Department of Motor Vehicles.

(Added to NRS by 1969, 1485; A 1985, 1945; 1987, 685; 2013, 544; 2015, 1645)—(Substituted in revision for NRS 484.243)

NRS 484C.170 Analysis of blood of deceased victim of crash involving motor vehicle to determine presence and concentration of alcohol **and prohibited substances.**

1. Any coroner, or other public official performing like duties, shall in all cases in which a death has occurred as a result of a crash involving a motor vehicle, whether the person killed is a driver, passenger or pedestrian, cause to be drawn from each decedent, within 8 hours of the crash, a blood sample to be analyzed for the presence and concentration of alcohol **and prohibited substances.**

2. The findings of the examinations are a matter of public record and must be reported to the Department by the coroner or other public official within 30 days after the death.
3. Blood-alcohol **and substance** analyses are acceptable only if made by laboratories licensed to perform this function.

### Data to Support:



NVAdvisory\_Self-assessment\_20210424.x

NV Traffic Records assessment:

### Subject Matter Expert(s):

1. Amy Davey, NV DPS Office of Traffic Safety, [Amy.davey@dps.state.nv.us](mailto:Amy.davey@dps.state.nv.us)
2. Lacey Tisler, NDOT, [ltisler@dot.nv.gov](mailto:ltisler@dot.nv.gov)
3. Julia Peek, NV DHHS, [jpeek@health.nv.gov](mailto:jpeek@health.nv.gov)
4. Sean Sever, NV DMV, [ssever@dmv.nv.gov](mailto:ssever@dmv.nv.gov)
5. David Gordon, AOC, [dgordon@nvcourts.nv.gov](mailto:dgordon@nvcourts.nv.gov)
6. Dr. Shashi Nambisan, UNLV Transportation Research Center, [shashi@unlv.edu](mailto:shashi@unlv.edu)
7. Kevin Tice, NV DPS Office of Traffic Safety, [ktice@dps.state.nv.us](mailto:ktice@dps.state.nv.us)
8. Adam Anderson, NV DPS Office of Traffic Safety, [aanderson@dps.state.nv.us](mailto:aanderson@dps.state.nv.us)

### Resources & Reference:

NRS 484E.070 Written or electronic report of crash to Department by driver or owner; exceptions; confidentiality; use as evidence at trial. <https://www.leg.state.nv.us/nrs/nrs-484e.html>

NRS 484A.7035 Civil infraction citation: Contents; signature; service. [Effective January 1, 2023.] <https://www.leg.state.nv.us/nrs/nrs-484a.html>

NRS 484E.110 Police to report to Department of Public Safety; report not confidential; requirements for preparation of report; submission of copy of report to Department of Motor Vehicles. <https://www.leg.state.nv.us/nrs/nrs-484e.html>

Traffic Records Coordinating Committee <https://zerofatalitiesnv.com/safety-plan-what-is-the-shsp/trcc/>  
<https://www.ecfr.gov/current/title-23/chapter-III/part-1300/subpart-C/section-1300.22>  
[https://www.courtstatistics.org/\\_data/assets/pdf\\_file/0014/23900/data-governance-final.pdf](https://www.courtstatistics.org/_data/assets/pdf_file/0014/23900/data-governance-final.pdf)

### Submitted By:

Task force or working group: TRCC

Contact: Kevin Tice, NV Office of Traffic Safety, [ktice@dps.state.nv.us](mailto:ktice@dps.state.nv.us)

## Traffic Safety Policy Priority: Appropriate Speed Limits for All Road Users

### Description:

The National Roadway Safety Strategy and the Safe Systems Approach identifies Safer Speeds as a critical component to the reduction of fatal and serious injury crashes. The Safe System Approach recognizes the impacts of kinetic energy on the human body and the fact that effective speed management will reduce the kinetic energy in crashes.

The Federal Highway Administration (FHWA) has listed Appropriate Speed Limits for All Road Users as a Proven Safety Countermeasure due to broad consensus among roadway safety experts that speed control is one of the most important methods for reducing fatalities and serious injuries. Speeding, exceeding the posted speed limits, or traveling too fast for conditions is a repeating trend. Of the 42,939 fatalities that occurred on our Nation's roadway in 2021, 29% were speeding related. The Nevada Speed Management Action Plan (SMAP) studied speeding related data from 2015-2019 and found that 31% of the fatal crashes in Nevada listed speeding as a contributing factor.

Managing speed requires a Safe Systems Approach. Safer speeds, coupled with other Safe Systems objectives will rely on modifying behaviors to begin moving toward Zero Fatalities. As such, implementation of SMAP needs to continuously engage in learning from doing. The Safe Systems principles embody learning from doing and should be fundamental in this policy priority for implementing Appropriate Speed Limits for All Users. Appropriate Speed Limits for All Users can be achieved by understanding the roadway context and environment. Speed limits can be based on the facility and the needs of the users rather than continuing the practice of setting speeds using the 85<sup>th</sup> percentile method.

All road owners should adopt a policy to set Appropriate Speed Limits for All Road Users to reduce fatal and serious injuries on the roadway system.

### Data to Support:

[Speed Management Action Plan \(SMAP\) | Nevada Department of Transportation \(nv.gov\)](#)

### Subject Matter Expert(s):

1. Lacey Tisler, NDOT, [ltisler@dot.nv.gov](mailto:ltisler@dot.nv.gov)

### Resources & Reference:

[Safer Speeds | US Department of Transportation](#)

[Appropriate Speed Limits for All Road Users | FHWA \(dot.gov\)](#)

[Safe System Approach for Speed Management \(dot.gov\)](#)

[Speed Management Action Plan \(SMAP\) | Nevada Department of Transportation \(nv.gov\)](#)

[Aligning Geometric Design with Roadway Context | Blurbs New | Blurbs | Publications \(trb.org\)](#)

[Understanding the 85th Percentile Speed \(strongtowns.org\)](#)

**Submitted By:**

Safe Speeds Task Force

Contact: Lacey Tisler, [ltisler@dot.nv.gov](mailto:ltisler@dot.nv.gov)



# APPENDIX D

## Citation Process Working Group Meeting Summaries

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## SUMMARY

### NEVADA CITATION WORKING GROUP

Wednesday, February 8, 2023, at 1:00 p.m.

Via Zoom

#### **Committee Members Present**

David Gordon, Chair and Manager of Judicial Education AOC, Nevada Supreme Court

The Honorable Sam Bateman, Henderson Township Justice Court

The Honorable Stephen Bishop, White Pine County Justice Court

The Honorable Karen Stephens, Lake Township Justice Court

Julia Peek, Deputy Administrator, Nevada Department of Health and Human Services

Amber Putz, IT Manager, AOC, Nevada Supreme Court

Emily Strickler, MPH Research Assistant, Department of Surgery UNLV

#### **Staff Present**

Shyle Irigoien, Judicial Education, AOC, Nevada Supreme Court

#### **I. Call to Order**

Meeting called to order at 1:05 p.m.

A summary that will be provided to the Advisory Committee on traffic safety.

#### **II. Report on Systems and Use by the Courts**

Ms. Putz reported that ninety percent of local law enforcement agencies are using Brazos. If not using Brazos, they are handwriting the tickets. Tickets go into one of 15 trial court Case Management Systems (CMS) in the state, with 34 using the state-sponsored system (currently Court View, but soon to be Global Justice Solutions). There are several alternative systems (Journey, Odyssey, Benchmark, etc.) used in the remaining 40 courts. The State of Nevada does require any CMS being used to be in compliance with statistical reporting requirements. To transfer data, most courts use different forms of electronic transfer while some courts send printed reports to the Department of Motor Vehicles (DMV). Nevada has seventy-four limited jurisdiction courts that handle traffic. Once adjudicated, convictions are sent by courts, via Justice Link (JLink) or other electronic system, some courts print and mail the information to:

- Department of Public Safety (DPS) Criminal Repository for criminal convictions and retainable misdemeanors, etc.
- DMV for traffic convictions (only those involving points or monitorable offenses, such as cell phone use) .
- A few such as domestic violence and DUI go to both systems because DMV handles license suspensions and DPS tracks enhanceable offences.
  - When police make a traffic stop, they run the driving record via DMV records.
  - Law enforcement agencies notify DMV of DUI arrests.
  - Judges do not have authority to order an individual fingerprinted. If no fingerprint data is collected booking, the data will not be provided to DPS because there is no Person Control Number (PCN) number tied to the

case/charges. Once the court has a resolution, the information will be sent to DPS .

No traffic offenses that are misdemeanor offenses (now civil citations) are going to Central Repository.

Judge Bishop explained that there are no fingerprints on citations. The repository is fingerprint based. When there is an arrest, the fingerprint starts the record and a PCN number is generated tied to the case and the charges.

Judge Bateman observed that reckless driving is not retainable. Law enforcement reported that Nevada had the highest number of citations in Nevada for people driving over 100 miles per hour, in 2021. Driving over 100 miles per hour would normally be reported as reckless driving, meaning that reckless driving goes under-reported, with no PCN number being generated, and nothing sent to the central repository. Reckless driving is enhanceable, but in not being properly reported, there is no tracking. A law addressing the need to book reckless driving offenders may represent a key recommendation from this study group. Ms. Putz confirmed that DUI is the only offense that DMV is notified of at the time of the arrest and there is no provision for reporting reckless or careless driving arrests (rather than convictions) to DMV. It was established that if a DUI was pleaded down to reckless or careless driving, the original arrest for DUI would still have been reported to DMV.

Ms. Putz observed the in-car-unit computers used by law enforcement officers will show a history of a stopped driver's driving record, but that details of what is in that history are not known to members of the working group. It was also observed that the in-car-computer units are subject to malfunctions and resulting down time. Illegal parking records do not appear on such reports.

Judge Bateman observed that the discussion could be summarized as a "how are we mandated to report and to whom are we mandated to report" challenge, rather than a "unified court system" challenge. Ms. Putz said that she could bring those questions to the Chief Information Officer of the Nevada Supreme Court, Mr. Paul Embley. Judge Bateman said key questions included determining what law enforcement officers are doing when they make a stop and how that impacts decisions regarding handling the stop, and what resulting information is being delivered to the courts and prosecuting agencies. Such information would, on face value, appear to be relevant to the viability of accepting non-moving violations in place of moving violations.

Judge Bishop observed that the Nevada Code of Judicial Conduct, rule 2.9C prevents judges from conducting independent investigations, and judges are only permitted to make decisions based on the cases presented to them. Judge Bateman noted that when traffic citations were misdemeanor offenses, the District Attorneys (DAs) handled reducing charges, and now that traffic offenses are civil infractions, the DA's office is out of the business of handling those matters.

Judge Bateman noted that the procedures for civil infractions allow for those cited for infractions to file motions to reduce fines/points, and there is no procedure for routine notification to law enforcement that the cited individual is making such a motion. The Judge also referenced NRS 484A.7043, subsection 4 (provided below) as legislation providing judges with authorization, since A.B. 116 came into effect, to waive or reduce penalties, and reduce any moving violation (civil infraction) to a nonmoving violation.

**NRS 484A.7043 Penalties. [Effective January 1, 2023.]**

**4. A court having jurisdiction over a civil infraction pursuant to NRS 484A.703 to 484A.705, inclusive, may:**

**(a) In addition to ordering a person who is found to have committed a civil infraction to pay a civil penalty and administrative assessments pursuant to this section, order the person to successfully complete a course of traffic safety approved by the Department of Motor Vehicles.**

**(b) Waive or reduce the civil penalty that a person who is found to have committed a civil infraction would otherwise be required to pay if the court determines that any circumstances warrant such a waiver or reduction.**

**(c) Reduce any moving violation for which a person was issued a civil infraction citation to a nonmoving violation if the court determines that any circumstances warrant such a reduction.**

**(Added to NRS by 2021, 3317, effective January 1, 2023)**

Judge Bishop noted the phrase “that any circumstances warrant” in the NRS does not provide much guidance to judges.

Ms. Peek remarked that she would like to identify what it would take to get better data, and suggested that at a minimum, arrest data for reckless driving should be collected. Judge Bishop noted that reported data would still be subject to challenges of validity and authentication.

Judge Bateman asked if the working group might want to recommend that every traffic offense be sent to DMV including what the original citation was and the final resolution. He noted that this would require an overhaul of all connected legislation. Ms. Putz said that DMV would be unlikely to want to track data that did not impact driving records, such as a non-moving violation. Ms. Peek said that it could be a matter of housing data at DMV, even if the data was not used by DMV, observing they could be the best repository of the data. While data is reflected in JLink, it was observed that CMSs still do not interact with each other.

Mr. Gordon suggested that for the next meeting the working group identifies specific recommendations to the Nevada Advisory Committee on Traffic Safety, so that they can advise the Legislature. Ms. Peek will reach out to DMV to see their position on being the repository of all traffic including non-moving violations.

The working group noted that NVACTS is working to increase road safety, and the courts are working to resolve disputes. Sometimes those two goals can appear to be in opposition, and often they appear to be in concert.



**III. Discussions on Civil Citations in Practice Since January 1, 2023**

Judge Bishop addressed the topic of older misdemeanor citations coming in after January 1<sup>st</sup>, and that they represent a minor procedural hurdle. Warrants cannot be issued for offenses that were committed in December and did not make it to the courts until January.

**IV. Law Enforcement Staffing and Response**

Mr. Gordon has been in communication with representatives of the Nevada State Police, and they are working to determine if participation in the working group is possible considering staffing issues. Judge Bishop had made an observation regarding staffing, confirming that of there are 9 positions and 3 are filled. It was observed, that in geographically large counties, law enforcement officers spend a lot of time in transit to calls and large areas are then unpatrolled. Currently traffic tickets are down by half. Members of the working group agree that law enforcement staffing is a challenge resulting in fewer traffic stops, subsequently resulting in fewer citations. Mr. Gordon discussed that this impacts the courts as they are partially funded by administrative assessments which are put on those citations, and when citations are down, the administrative assessments are down, and court budgets become unpredictable.

**V. Determine Criteria for Working Group Successful Completion and the Information Recommendations provided to NVACTS**

This topic will be continued to the next meeting of the working group.

**VI. Determination of Action Items**

- Ms. Peek is going to contact DMV to determine their position on being the repository of all traffic, including non-moving violations. and ask if they have the power to revoke or suspend a license independently on moving violations.
- Mr. Gordon is going to reach out again to Nevada State Police.
- Judge Bateman asked for an agenda item on license suspension for the next meeting.

**VI. Next Meeting Wednesday, May 10, 2023**

**VII. Meeting Adjourned**

This meeting was adjourned at 2:00 p.m.

## SUMMARY

### NEVADA CITATION WORKING GROUP

Wednesday, May 17, 2023, at 1:00 p.m.

Via Videoconferencing

#### **Working Group Members Present**

David Gordon, Chair and Manager of Judicial Education AOC, Nevada Supreme Court  
The Honorable Sam Bateman, Henderson Township Justice Court  
The Honorable Stephen Bishop, White Pine County Justice Court  
Andrew Bennett – Clark County Office of Traffic Safety Director  
Hans Jessup - AOC - Lead Court Research Analyst  
John McCormick – Assistant Court Administrator  
Trooper D. Kassebaum, Jr. – State of Nevada Department of Public Safety  
Kevin Tice – Traffic Records Coordinator, The Office of Traffic Safety  
Amber Putz – IT Manager, AOC, Nevada Supreme Court  
Julia Peek, Deputy Administrator, Nevada Department of Health and Human Services  
Amy Davey – Nevada Office of Traffic Safety  
Marc Schifalacqua - Senior Assistant City Attorney, Henderson

#### **Staff Present**

Shyle, Irigoien, Judicial Education, AOC, Nevada Supreme Court  
Rosemary Luque, Judicial Education, AOC Nevada Supreme Court

#### **Call to Order**

Meeting called to order at 1:05 p.m.

#### **I. Review of Provided Materials**

A summary of the meeting held on Wednesday, February 8, 2023, was previously provided and approved by the committee.

Mr. Gordon spoke about the the Policy Priority Recommendation template.

Proposed recommendations identified from the last meeting were:

- a. Provide a collection of data associated with arrests for reckless driving.
- b. Recommend Department of Motor Vehicles become a data repository for every traffic offense including original citation and final resolution.

II. **Report from Ms. Peek (DMV/DPS Repository/License Suspension Discussion)**

Ms. Peek discussed her concerns regarding the ability of drivers to plead down dangerous driving incidents to non-violent issues. She discussed how DMV and DPS gather, retain, and make accessible driving data for law enforcement officers (LEOs). Ms. Peek provided a flow chart on the Data Flow for Moving Violation Records and Workgroup recommendations. An attachment will be included with this summary. Potential recommendations are:

- Require all moving violation arrest data be sent through JLINK to the DMV repository. This must include retainable and non-retainable arrests.
- Require the NVACTS to annually complete a report of all moving violations reported to the DMV repository. If possible, compare the arrest records to adjudication records.
- Ensure that legislation does not allow for masking of moving violations related to speeding as this may affect highway funding for Nevada.
- Assess the ability to allow the Criminal History Repository to allow more efficient collection and analysis of records where no fingerprint is present.

The working group is still discussing details and none of these potential recommendations represent a finished product.

III. **Determination of Policy Priority Recommendation(s).**

Judge Bishop pointed out in the previous meeting that the Nevada Code of Judicial Conduct, rule 2.9C prevents judges from conducting independent investigations and judges are only permitted to make decisions based on the cases presented to them. He went on to say that he does not see this as a judicial problem as it is a legislative and executive problem. If the District Attorney or LEOs do not appear in court, it allows those breaking the law to continue with no consequences. Judge Bishop reiterated that judges are only permitted to consider evidence presented in court in compliance with rules and procedures.

Ms. Davey reported that the Office of Traffic Safety is funding the University of Las Vegas Transportation Center to look at other states across the country and see how they manage the citation and adjudication flow process. The purpose is to create an analysis for the State of Nevada. Ms. Davey stated that there is a growing belief that habitual unsafe drivers may need to be identified for LEOs and that should be tracked and educated.

Mr. Bennett stated that he had hopes for the working group to examine the flow of information related to citations and identify where the flow is blocked. He said that enforcement, prosecution, and adjudication are the essential components that warrant examination. He requested that the group provide best practices and policies so that informed suggestions to the Nevada Legislature be given with specifics on what judges can and cannot do separately from what prosecutors can and cannot do.

Ms. Peek commented that data is needed to understand what people are being cited for on the roads, and the ultimate the adjudication, along with geographic data. Currently individuals receive multiple citations from multiple sources and communicating the data is a challenge for a number of reasons.

Ms. Davey said data available from the Nevada Office of Traffic Safety would allow for analysis to determine such things as what percentage of drivers are responsible for what percentage of citations, locations, or which drivers may be responsible for the riskiest behavior, but the challenges would arise in applying adjudication results to raw citation data.

Judge Bateman spoke about the decrease in citations. He indicated that there is a presumption in favor of reducing the violation if the person pays the entire fine and all fees. Additionally, Judge Bateman stated that even when traffic citations were criminal offences, prosecutors were not researching the driving history of those cited and appearing in court. He said that he thought it would be important to have a resource to allow prosecutors and LEOs to research driving history and be able to determine if the initial charges had been reduced, even to non-moving violations. He also pointed out LEOs, who are plaintiffs within the civil citation process, require notification to appear in court and the responsibility for notification can be interpreted in more than one way. A police officer either must appear in court or send a statement as to what occurred. Henderson Justice Court is experiencing LEOs either showing up or providing a statement approximately half of the time. Civil processes operate on the preponderance of the evidence rather than the reasonable doubt standard and room is left for different viewpoints. It was also noted that the language in the bill that made traffic offenses civil citations permits the cited individual to request the Judge to reduce their fine or charges, to include reduction to non-moving violations, via ex parte communications. Such a process is in direct conflict with the Nevada Code of Judicial Conduct. There is added pressure from the legislature to make the system more lenient for drivers, making judges powerless to hold people accountable.

Judge Bishop said the prosecution has been removed from the process in the switch to civil citations, and it is akin to removing a leg from a three-legged stool. He described a conversation with a trooper in which the trooper said he can access information about how many convictions a driver may have had, and the trooper responded that he did it all the time. Ms. Putz clarified that it would only be access to convictions on citations that carry points, and Judge Bishop said that is the problem. Judge Bateman summarized that citations are being sanitized to make it appear that drivers with multiple citations are not engaging in bad behavior.

Mr. Jessup provided an overview of the intent of the Nevada Offense Codes related to traffic. In 2007-2008 NOCs were created to help identify offenses for traffic stops. NOCs were created to drill down into the actual offense. These Nevada offense codes would allow the criminal repository to be a one stop shop for all data related to pre-charging the arrest, and the citation charging the individual through the prosecutor's office. The arrest information would be through LEOs, and the charging would be through the prosecutor's followed by the conviction information through the courts. When the transition civil infractions came about, DPS did not create NOC codes because DPS does not maintain traffic convictions; that's the responsibility of DMV. The Courts track the initial citation and not the outcome through the Uniform System for Judicial Records (USJR). Additionally, Mr. Jessup observed that not everyone has a driver's license and that there are issues with citations using information such as social security numbers as identifiers. He also noted that the provision of false information by cited individuals can present more challenges. Mr. Jessup also informed the working group that the judiciary is in the process of developing a data repository to track cases and while it may be of some use, tracking is directed to the charges initially filed with the court. He went on to say that the USJR data showed 1469 reckless driving citations (representing 1756 reckless driving charges) were filed in court last year and over 1400 of those disposed in some manner. USJR does not specify if any of those charges were amended down, but that may eventually be tracked in the judiciary's data repository. Mr. Jessup shared that his work experience in both Utah and Colorado provided him with a perspective that civil infractions in those states are still part of the criminal code, allowing use of the criminal process. Additionally, he noted that Colorado suspends licenses if fines are not paid on the day of judgement and Utah garnishes tax returns to collect unpaid fines.

The mission of the Nevada Advisory Committee on Traffic Safety (NVACTS) was noted as studying the ecosystem related to traffic safety, compare it to other ecosystems that are working better, and produce recommendations for policy considerations that improve the lives and safety of Nevadans.

Ms. Davey proposed that we look at other state policies and compare them to Nevada to produce best practices and legislative changes. Mr. Bennett echoed the statement that the Nevada Advisory Committee on Traffic Safety needs to do a better job reporting on the current situation and suggested changes.

Judge Bateman suggested that a separate study to compare and contrast how other states handle the civil citation process would be useful and may show that the civil citation process now in place in Nevada is not consistent with the approaches in other states. Judge Bishop said that a major improvement related to the current civil citation process is that if the cited individual fails to appear then the points automatically go on the license, and he characterized that as a major improvement. It was noted that discussion has taken place about changing the process to allow cited individuals who fail to appear to be able to come in at a later date and ask the previously designated points to be set aside.

Mr. Bennett asked if this group could provide a document on facts to back up recommendations and where improvements need to be made. He requested that this document be submitted between September and December.



Mr. Gordon asked the committee to meet again on Wednesday, July 12, 2023 at 1:00 pm. He stated that he would be taking on the task of compiling the report Mr. Bennett requested by December 6, 2023.

Mr. Tice will provide citation data both geographically and demographically on individuals who have multiple citations.

Trooper Kassebaum spoke about how federal authorities are unhappy over masking and how it may impact future federal funding. He asked if a clear statement is enough for a civil citation. He also said that there is an effort to have troopers use the "To Wit" side of citations and use it as an arrest narrative. Judge Bateman replied that it would work as a statement, and it would depend on the official/judge whether they would hold an offender liable based on a statement. Some courts may not. Judge Bateman went on to say that some judicial officers may not feel they can hold a cited individual liable when the individual takes the time to show up for a hearing and the LEO, as a plaintiff, does not. Mr. Bennett stated that the process of getting officers to hearings is an issue and would like to see specific recommendations about having officers show up, or ways to make the process easier.

IV. **Determination of Action Items**

- Mr. Bennett requested a report showing status and recommendations of policy priorities before December 6, 2023, backed by data.
- Mr. Gordon will compile the report for Mr. Bennett.

V. **Next Meeting**

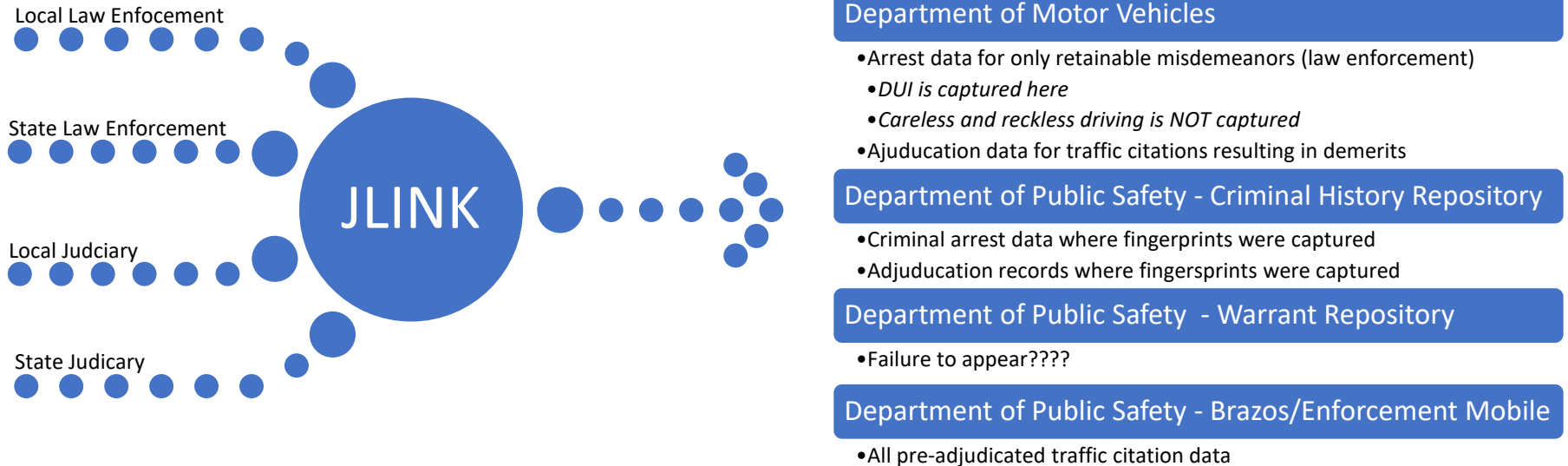
Wednesday, July 12, 2023, at 1:00 pm

VI. **Meeting Adjourned**

This meeting was adjourned at 2:23 p.m.

# Traffic Citation Working Group – Nevada Advisory Committee on Traffic Safety (NVACTS)

## DATA FLOW FOR MOVING VIOLATION RECORDS



## WORKGROUP RECOMMENDATIONS

1. Require all moving violation arrest data to be sent through JLINK to the DMV repository. This must include retainable and non-retainable arrests.
2. Require the NVACTS to annually complete a report of all moving violations reported to the DMV repository. If possible, compare the arrest records to adjudication records.
3. Ensure that legislation does not allow for “masking” of moving violations related to speeding as this may affect highway funding for Nevada.
4. Assess the ability to allow the Criminal History Repository to allow more efficient collection and analysis of records where no fingerprint is present.

## SUMMARY

### NEVADA CITATION WORKING GROUP

Wednesday, July 12, 2023, at 1:00 p.m.

Via Zoom

#### **Working Group Members Present**

David Gordon, Chair and Manager of Judicial Education AOC, Nevada Supreme Court  
The Honorable Sam Bateman, Henderson Township Justice Court  
The Honorable Scott Pearson, Reno Township Justice Court  
The Honorable Stephen Bishop, White Pine County Justice Court  
The Honorable Karen Stephens, Lake Township Justice Court  
Hans Jessup - AOC - Lead Court Research Analyst  
John McCormick – Assistant Court Administrator  
Trooper D. Kassebaum, Jr. – State of Nevada Department of Public Safety  
Amber Putz – IT Manager, AOC, Nevada Supreme Court  
Julia Peek, Deputy Administrator, Nevada Department of Health and Human Services  
Amy Davey – Nevada Office of Traffic Safety  
Marc Schifalacqua - Senior Assistant City Attorney, Henderson  
Scott Keane – Sergeant, Commercial Enforcement Bureau State of Nevada  
The Honorable Karen Stephens, Lake Township Justice Court  
Delora Early – Supervisor, Department of Motor Vehicles, Data Integrity and Driver’s License Assessment Team  
Brenda Witt – Manager 1, Department of Motor Vehicles, Carson City, Nevada

#### **Staff Present**

Shyle, Irigoien, Judicial Education, AOC, Nevada Supreme Court  
Rosemary Luque, Judicial Education, AOC Nevada Supreme Court

#### **Call to Order**

Meeting called to order at 1:01 p.m.

#### **I. Review of Proposed Recommendations**

Mr. Gordon addressed the recommendations listed below. These recommendations have been discussed among the members of this working group with a commitment to conclude by December, if not earlier. The focus is to report recommendations to the Nevada Advisory Committee of Traffic Safety between September and December 2023.

- a. That DMV become a data repository for every traffic offense including original citation and final resolution.
- b. Require all moving violation arrest data be sent through JLINK to the DMV Repository, including retainable and non-retainable arrests.
- c. That NVACTS annually complete a report of all moving violations reported to the DMV repository, comparing arrest records to adjudication records.

- d. Promote legislation to prevent masking violations related to speeding.
- e. Assess ability of the Criminal History Repository to allow efficient collection and analysis of records when no fingerprint is available.
- f. Provide best practices to Nevada Legislature on responsibilities of judges under the Nevada Code of Judicial Conduct to eliminate conflicts between legislation and judicial ethics.
- g. Identify possible resources for law enforcement and prosecutors to research driving history, including reduction of charges.
- h. Consider whether civil infractions should still be part of criminal code, allowing use of criminal process.
- i. Compare other state policies to produce best practices for Nevada, including a formal study.

Miss Peek emphasized that these are recommendations for an outcome. DMV may not use information to act on someone's driver's license; however, that data can live there and can be accessed. We are looking for a data repository.

Judge Bateman explained the need for a central repository so that everyone can be able to access it. The idea is to know what the citation is and if it ended up in a non-moving violation. If the information could be housed in the DMV databases, accurate information can be obtained.

Miss Peek clarified to the DMV staff the need to gather the right people who can execute the vision and determine if these recommendations will work. She then proposed that the DMV team meet and gather data to bring back to the citation group.

Mr. Gordon explained to the group that these recommendations will be submitted to the Traffic Safety Advisory Committee, and they will determine what action is needed.

Judge Bishop commented that the language in item B on the proposed recommendations should read, and or citations, rather than arrests. He also spoke about changing the language on item D to read, promote legislation to not encourage masking violations related to speeding and other offenses. Judge Bishop said that assessing the ability of the repository in item E isn't necessarily appropriate in view of violations being civil citations.

Mr. McCormick stated that there was already a statutory preference for reducing speed to non-moving if they pay. He also emphasized that the repository does not want fingerprint records.

Mr. Gordon explained that these items, A-I, do not need to be exhaustive. If anything is missing and needs to be added, it can be discussed.

Ms. Peek stated that NVACTS was tasked with making the roads safer and the working group should voice concerns with legislation that would assist in reaching that outcome. Judge Bateman endorsed that idea.

Judge Bishop noted that a number of prosecutors' offices have opted out of participating in hearings related to the civil citation process.

Ms. Peek stated that this working group should be focusing on data collection, but that it is probably the right group to provide other recommendations, such as recommended legislation to keep our roads safe. Additionally, Ms. Peek noted that the data, as reported by the Review-Journal was not provided with context or recommendations.

Judge Bateman proposed that the Review-Journal, and the Governors Highway Safety Association articles on Pedestrian Traffic Fatalities might be considered. One article listed pedestrian traffic fatalities by state, and the other was a Las Vegas crash that revealed gaps and flaws in driving enforcement.

Judge Bateman circled back for clarification on the origins and the purpose to gather recommendations.

Mr. Gordon went on to say that in the last meeting where Mr. Bennett, the Clark County Safety Director, asked this committee to provide a document on facts to backup recommendations and where improvements needed to be made. He requested this document be submitted between September and December 2023.

Ms. Witt agreed to discuss this working group with DMV' Research and Project Management (RPM).

II. **Determination of Action Items**

- Mr. Gordon and Julia Peek will report on these preliminary recommendations on September 7<sup>th</sup>, 2023, to the Nevada Advisory Committee on Traffic Safety. And recommend that the working group continue to operate, until the next legislative session, and provide recommendations, including proposed legislation.
- Mr. Gordon will forward information about the NVACTS invitation meeting to Judge Bishop and Judge Bateman and will inform Mr. Bennett.
- Judge Bateman volunteered to appear as a guest at the September NVACTS meeting.
- Summary will be sent out to committee members who did not receive materials.
- DMV provide feedback on the recommendations i.e., any items prohibiting implementation of the proposed recommendations.

III. **Next Meeting**  
October 11, 2023

IV. **Meeting Adjourned**  
This meeting was adjourned at 1:38 p.m.



## SUMMARY

### CITATION STUDY WORKING GROUP

Wednesday, October 11, 2023, at 1:00 p.m.

Via Teams

#### **Working Group Members Present**

David Gordon, Chair, AOC, Nevada Supreme Court

The Honorable Stephen Bishop, White Pine County Justice Court

Amber Putz – AOC, Nevada Supreme Court

Julia Peek – Nevada Department of Health and Human Services

Amy Davey – Nevada Office of Traffic Safety

Kevin Trice - Nevada Office of Traffic Safety Records Manager

Dr. Shashi Nambisan – University of Nevada at Las Vegas

Dr. Christopher Stream – University of Nevada at Las Vegas

#### **Staff Present**

Shyle, Irigoien, AOC, Nevada Supreme Court

Rosemary Luque, AOC Nevada Supreme Court

#### **Call to Order**

Meeting called to order at 1:05 p.m.

#### **Review of Materials**

- Agenda for October 11<sup>th</sup> meeting
- Summary from July 12, 2023
- Newspaper articles provided regarding traffic safety
- Policy Recommendation Template

#### **I. Review of Proposed Recommendations**

- a. The goal of the proposed recommendations is not to provide specific direction on methods or agency/branch assignments to achieve solutions, but to identify recommendations to improve traffic citation data management and access. Eleven recommendations were reviewed and will be formatted into the provided template and forwarded to NFACTS.
- b. Ms. Peek reiterated the need for improved data sharing across agencies. She provided several examples of differences in court decisions using context to show how there are conflicting procedures within the process.
- c. Ms. Davey thanked the working group members for their work and noted that the members of the group came from unique roles in comparison to other working groups.

- d. Judge Bishop discussed a recent district court case decision involving a citation to a Commercial Driver's License (CDL) holder, illustrating the difficulties in navigating the statutory changes for police, judges, and the public. He invited anyone to his court, even if it's remotely, to get a better perspective of judges' work.
- e. Dr. Shashi Nambisan thanked the group for inviting him and Dr. Stream. They are trying to identify gaps in the current system, and they welcome insights from the group.

II. **Next Meeting - Discussion**

Mr. Gordon will ask the NVACTS committee to determine if the working group needs to continue to meet and will relay the decision to the members.

IV. **Meeting Adjourned**

This meeting was adjourned at 1:27 p.m.

## Traffic Safety Policy Priority: Recommendations From Citation Study Working Group

### Description:

Managing data associated with traffic citations requires an organized and efficient system to ensure accuracy and accessibility. Recommended practices include, but are not limited to:

#### 1. Digital Database:

- Centralized System: Use a centralized digital database to store all citation data. This can be a custom-built database, or a specialized software solution designed for law enforcement or traffic management.

- Cloud Storage: Consider using cloud storage for easy access, scalability, and data security. Cloud platforms like AWS, Azure, or Google Cloud provide reliable solutions.

#### 2. Data Entry and Validation:

- Standardized Entry: Establish standardized procedures for entering citation data. This helps maintain consistency and makes it easier to search and retrieve information.

- Validation Checks: Implement validation checks to ensure the accuracy of entered data, such as cross-referencing against existing records and verifying information against official databases.

#### 3. User Authentication and Access Control:

- Authentication: Implement secure user authentication to control access to the citation database. Only authorized personnel should have access to sensitive information.

- Access Control: Define user roles and permissions to control what data each user can view or modify. This ensures that only authorized personnel can make changes to the database.

#### 4. Integration with Other Systems:

- Integration with DMV: Integrate the citation database with relevant external systems, such as the Department of Motor Vehicles (DMV), to streamline the exchange of information and ensure data consistency.
- Court Systems Integration: Integrate with court systems to facilitate the processing of citations and legal proceedings.

#### 5. Reporting and Analytics:

- Custom Reports: Develop custom reports to analyze citation data. This can help identify patterns, assess officer performance, and generate insights for decision-making.
- Real-time Dashboards: Implement real-time dashboards to provide a quick overview of key metrics and trends related to traffic citations.

#### 6. Data Backups and Security:

- Regular Backups: Schedule regular backups of the citation database to prevent data loss in case of system failures or other unforeseen events.
- Data Encryption: Use encryption to protect sensitive information, especially if the database is stored on the cloud or if it involves personally identifiable information (PII).

#### 7. Training and Documentation:

- User Training: Provide training for personnel responsible for data entry and management to ensure they understand the system and follow best practices.
- Documentation: Maintain comprehensive documentation outlining procedures, data entry guidelines, and troubleshooting steps.

8. Audit Trails:

- Audit Logging: Implement an audit trail system that logs all changes made to the citation data. This helps in tracking modifications, ensuring accountability, and investigating any discrepancies.

9. Regular Updates and Maintenance:

- Software Updates: Keep the database software up to date to benefit from the latest security patches, features, and improvements.
- Regular Maintenance: Conduct regular maintenance tasks, such as optimizing database performance, cleaning up obsolete records, and ensuring data integrity.

10. Legal Compliance:

- Compliance Checks: Regularly review and update the system to ensure compliance with relevant laws and regulations regarding data storage and privacy.

11. Proposed Traffic Records Coordinating Committee:

- Establish a standing subcommittee of NVACTS.
- Define membership requirements.



**Data to Support:**

Lack of data was the challenge faced by the working group.

**Subject Matter Expert(s):**

1. The Honorable Sam Bateman, Henderson Justice Court, [batemans@clarkcountynv.gov](mailto:batemans@clarkcountynv.gov)
2. The Honorable Stephen Bishop, Ely Justice Court, [sbishop@whitepinecountynv.gov](mailto:sbishop@whitepinecountynv.gov)
3. Ms. Julia Peek, Nevada Department of Health and Human Services, [jpeek@health.nv.gov](mailto:jpeek@health.nv.gov)

**Resources & Reference:**

N/A

**Submitted By:**

Citation Study Working Group

Contact: David Gordon, Nevada Supreme Court/AOC, [dgordon@nvcourts.nv.gov](mailto:dgordon@nvcourts.nv.gov)

# APPENDIX E

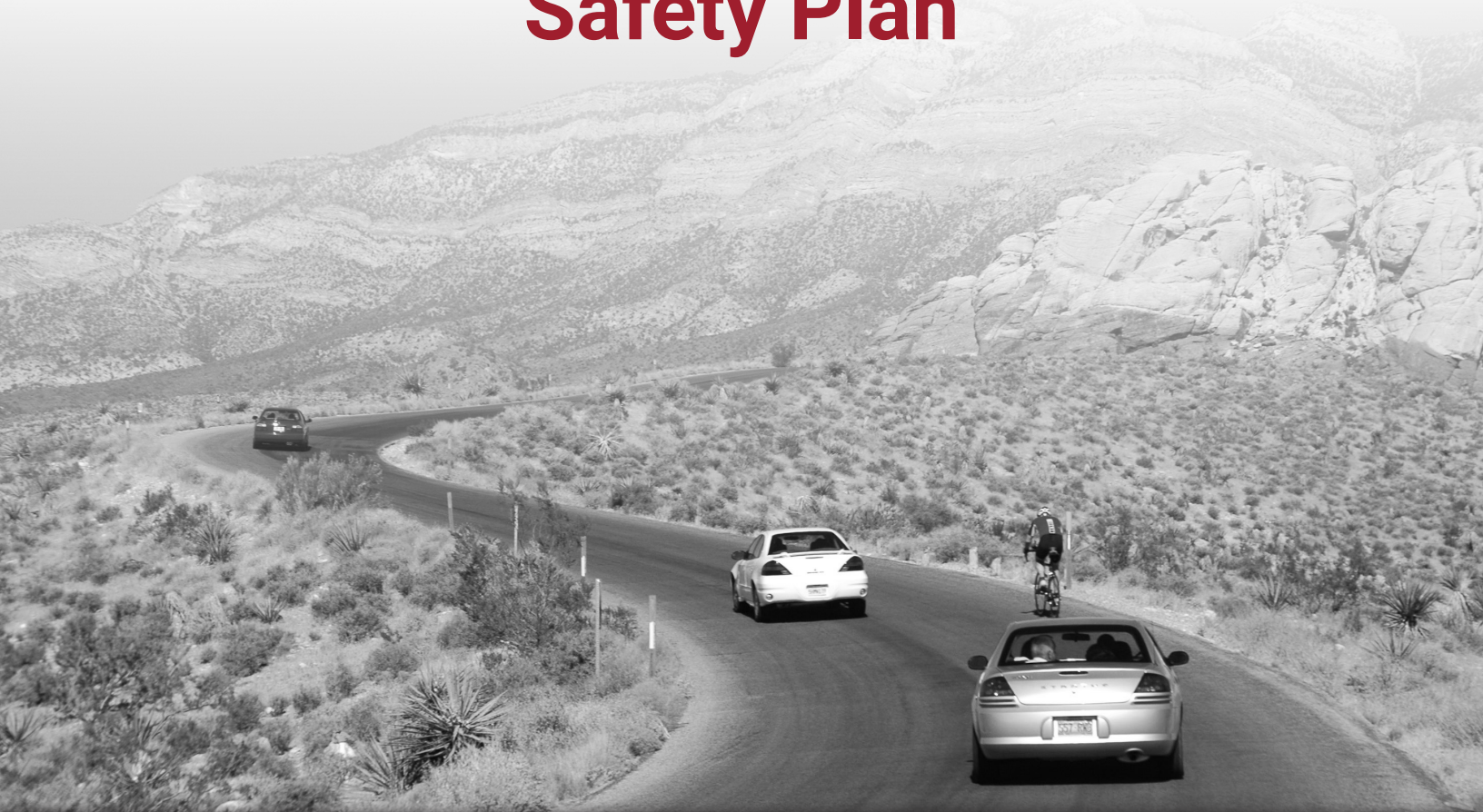
## 2021-2025 Strategic Highway Safety Plan and Action Plan

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**2021-2025**

# Nevada Strategic Highway Safety Plan



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Revised: February 2021 (Approved by FHWA: February 19, 2021)

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## Acronyms

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<b>6 “Es”</b>	Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/ Incident Management, and Everyone
<b>AASHTO</b>	American Association of State Highway and Transportation Officials
<b>ARIDE</b>	Advanced Roadside Impaired Driving Enforcement
<b>CEA</b>	Critical Emphasis Area
<b>CVSP</b>	Commercial Vehicle Safety Plan
<b>DRE</b>	Drug Recognition Expert
<b>DUI</b>	Driving Under the Influence
<b>FAST</b>	Fixing America’s Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>GHSA</b>	Governors Highway Safety Association
<b>HRRR</b>	High-Risk Rural Roads
<b>HSIP</b>	Highway Safety Improvement Program
<b>HSM</b>	Highway Safety Manual
<b>HSP</b>	Highway Safety Plan
<b>ICE</b>	Intersection Control Evaluation
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act
<b>MMUCC</b>	Model Minimum Uniform Crash Criteria
<b>MPO</b>	Metropolitan Planning Organization
<b>NCATS</b>	Nevada Citation and Accident Tracking System
<b>NDOT</b>	Nevada Department of Transportation
<b>NECTS</b>	Nevada Executive Committee on Traffic Safety
<b>NHP</b>	Nevada Highway Patrol
<b>NHTSA</b>	National Highway Traffic Safety Administration
<b>OTS</b>	Office of Traffic Safety
<b>RSA</b>	Road Safety Assessment
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
<b>SMP</b>	Safety Management Plan
<b>SHSP</b>	Strategic Highway Safety Plan
<b>SFST</b>	Standard Field Sobriety Test
<b>TRCC</b>	Traffic Records Coordinating Committee
<b>TWG</b>	Technical Working Group
<b>VMT</b>	Vehicle Miles Traveled

## Letter from Governor

ONE HUNDRED ONE NORTH CARSON STREET  
CARSON CITY, NEVADA 89701  
OFFICE: (775) 684-5670  
FAX No.: (775) 684-5683



555 EAST WASHINGTON AVENUE, SUITE 5100  
LAS VEGAS, NEVADA 89101  
OFFICE: (702) 486-2500  
FAX No.: (702) 486-2505

## Office of Governor Steve Sisolak

January 15, 2021

Dear Nevadans,

As Governor of the State of Nevada, I want every trip to be a safe one for our residents and visitors. To ensure the quality of life we enjoy and to keep our economy strong, we need a transportation system that moves people and goods safely and efficiently. To that end, Nevada's goal of Zero Fatalities is more critical than ever. Every year, more than 300 people die and more than 1,000 people are seriously injured on Nevada roadways. The 2021-2025 Nevada Strategic Highway Safety Plan (SHSP) is the roadmap needed to reduce these preventable traffic-related tragedies.

The 2021-2025 SHSP continues the legacy of previous safety action plans and provides a comprehensive framework for the next chapter of transportation safety in Nevada. With the goal of Zero Fatalities, the SHSP integrates Equity, Engineering, Education, Enforcement, and Emergency Medical Services/Emergency Response/ Incident Management into data-driven statewide highway safety goals and priorities.

This SHSP is the result of many diverse safety stakeholders providing their ideas and thoughts on how Nevada can make meaningful reductions in traffic fatalities and serious injuries. I am proud of the work done by the Nevada Department of Transportation, the Department of Public Safety, Office of Traffic Safety, the Nevada Executive Committee on Traffic Safety, and the many others who have joined forces to identify and implement solutions that will show results.

**Together, we can meet our goal of Zero Fatalities.** Achieving that goal will require continued collaboration, cooperation, and the sharing of knowledge and resources throughout the implementation of this Plan. Whether you drive, walk, ride, or bike, we must all do our part in keeping Nevada's roadways safe. Together, we can make a positive difference in the lives of our citizens and visitors and move forward toward Zero Fatalities Nevada.

Sincerely,

Governor Steve Sisolak  
State of Nevada

# Partner Pledge

The goal of Zero Fatalities is to eliminate fatalities on our roadways. Some people may think zero is an impossible goal, but when it comes to your family and friends, what other number would be acceptable? We are aiming for zero fatalities because everyone matters.

As a member of Nevada's Strategic Highway Safety Plan's Executive Committee on Traffic Safety, my agency pledges to support Nevada's goal of Zero Fatalities.



*Kristina Swallow*  
 Kristina Swallow  
 Nevada Department of Transportation



*George Togliatti*  
 George Togliatti  
 Nevada Department of Public Safety



*John McCormick*  
 John McCormick  
 Administrative Office of the Courts



*Lucia Maloney*  
 Lucia Maloney  
 Carson Area Metropolitan Planning Organization



*Theodrick Andres*  
 Theodrick Andres  
 Henderson Police Department



*Deserea Quintana*  
 Deserea Quintana  
 Inter-Tribal Council of Nevada



*Joseph Lombardo*  
 Joseph Lombardo  
 Las Vegas Metropolitan Police Department



*Vinson Guthreau*  
 Vinson Guthreau  
 Nevada Association of Counties



*Jhone Ebert*  
 Jhone Ebert  
 Nevada Department of Education



*Richard Whitley*  
 Richard Whitley  
 Nevada Department of Health and Human Services



*Julie Butler*  
 Julie Butler  
 Nevada Department of Motor Vehicles



*Wesley Harper*  
 Wesley Harper  
 Nevada League of Cities



*Eric Spratley*  
 Eric Spratley  
 Nevada Sheriffs' and Chiefs' Association



*Dean Dow*  
 Dean Dow  
 Regional Emergency Medical Services Authority



*M.J. Maynard*  
 M.J. Maynard  
 Regional Transportation Commission of Southern Nevada



*Bill Thomas*  
 Bill Thomas  
 Regional Transportation Commission of Washoe County



*John Hammond*  
 John Hammond  
 Southern Nevada Health District



*Nick Haven*  
 Nick Haven  
 Tahoe Regional Planning Agency



*Susan Klekar*  
 Susan Klekar  
 Federal Highway Administration



*William E Bensmiller*  
 Bill Bensmiller  
 Federal Motor Carrier Safety Administration



*Gina Espinosa-Salcedo*  
 Gina Espinosa-Salcedo  
 National Highway Traffic Safety Administration

## Acknowledgments

The implementation and update of the Nevada SHSP would not be possible without the hard work and commitment of the Nevada Executive Committee on Traffic Safety (NECTS), Task Force Leadership, and the Implementation Team. All individuals have dedicated significant amounts of time and effort toward the development and/or implementation of Nevada's SHSP and saving the lives of Nevadans. Members of the NECTS, Task Force Leaders, and the Implementation Team are listed below and on the following page.

### Nevada Executive Committee on Traffic Safety

NECTS Agency Department	NECTS Appointee
Nevada Department of Transportation	Kristina Swallow Sondra Rosenberg
Nevada Department of Public Safety	Amy Davey (Office of Traffic Safety) Col. Anne Carpenter (Nevada Highway Patrol)
Administrative Office of the Courts	John McCormick
Carson Area Metropolitan Planning Organization	Lucia Maloney
Henderson Police Department	Lt. John Lotito
Inter-Tribal Council of Nevada	Deserea Quintana
Las Vegas Metropolitan Police Department	Joseph Lombardo
Nevada Association of Counties	Vinson Guthreau
Nevada Department of Education	Jannah Fiedler
Nevada Department of Health and Human Services	Don Watson
Nevada Department of Motor Vehicles	Julie Butler
Nevada League of Cities	Jo Walker
Regional Emergency Medical Services Authority	Dean Dow
Nevada Sheriffs' and Chiefs' Association	Eric Spratley
Regional Transportation Commission of Southern Nevada	Mohammad Farhan
Regional Transportation Commission of Washoe County	Rebecca Kapuler
Southern Nevada Health District	Chad Kingsley
Tahoe Regional Planning Agency	Nick Haven
Federal Highway Administration	Susan Klekar
Federal Motor Carrier Safety Administration	Bill Bensmiller
National Highway Traffic Safety Administration	Gina Espinosa-Salcedo



## Task Force Leaders

Kyle Bacon, Nevada Department of Transportation, Traffic Safety Engineering

Erin Breen, University of Nevada, Las Vegas - Vulnerable Road Users Partnership

Shannon Bryant, Nevada Traffic Safety Resource Prosecutor

Lori Campbell, Nevada Department of Transportation, Traffic Safety Engineering

Victoria Hauan, Office of Criminal Justice Assistance

Christina Karanikolas, City of Las Vegas

Kevin Moore, Department of Public Safety, Office of Traffic Safety

Shashi Nambisan, University of Nevada, Las Vegas

Fred Shakal, Nevada Department of Transportation, Traffic Safety Engineering

Lt. Scott Shaw, Reno Police Department

Bill Story, NDOT Multimodal Planning and Program Development

Genevieve Swain, Department of Public Safety, Office of Traffic Safety

Pete Vander Aa, Department of Public Safety, Office of Traffic Safety

Lt. Jeff Varner, Department of Public Safety, Nevada Highway Patrol

Narcisa Zepeda, Department of Public Safety, Office of Traffic Safety

## Implementation Team

Andrew Bennett, Department of Public Safety, Office of Traffic Safety

Juan Balbuena, Federal Highway Administration

Amy Davey, Department of Public Safety, Office of Traffic Safety

Fred Shakal, Nevada Department of Transportation, Traffic Safety Engineering

Lacey Tisler, Nevada Department of Transportation, Traffic Safety Engineering

Jaime Tuddao, Nevada Department of Transportation, Traffic Safety Engineering

Kimley-Horn Consultant Team

Mike Colety

Meg Merry

Lindsay Saner

David Giacomini

Taylor Michaels

Carrie Sorensen

Anabel Hernandez

Molly O'Brien

Karen Sprattler

Emily Hilby





## What is the Strategic Highway Safety Plan?

**Nevada's Strategic Highway Safety Plan (SHSP)** is a comprehensive statewide safety plan that identifies the greatest causes of fatalities and serious injuries on Nevada roadways and provides a coordinated framework for reducing the crashes that cause fatalities and serious injuries. The SHSP establishes statewide goals and strategies focusing on the 6 "Es" of traffic safety: Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone.

The purpose of the SHSP is to eliminate traffic-related fatalities and serious injuries by combining and sharing resources across disciplines and strategically targeting efforts to the areas of greatest need. Nevada has enlisted stakeholders from state, local, tribal, and federal agencies; institutions; private-sector organizations; and concerned citizens to develop goals and strategies to solve this problem.

SHSPs were first mandated under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and extended under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. Both extended the use of the Highway Safety Improvement Program (HSIP) as a federal-aid program. A SHSP is a major component and requirement of the HSIP (23 U.S.C. § 148). It is a statewide coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. A SHSP identifies a state's key safety needs and guides investment decisions towards strategies and countermeasure with the most potential to save lives and prevent injuries.

The FAST Act provides guidance for developing the SHSP and requires consultation with safety stakeholders, such as:

- Highway safety representatives of the Governor of the State
- Metropolitan Planning Organizations (MPOs)
- Representatives of major modes of transportation
- State and local traffic enforcement officials
- Rail-highway grade-crossing safety representatives
- Motor carrier safety program representatives
- Motor vehicle administration agencies
- City and county transportation officials
- State representatives of non-motorized users
- Other major federal, state, tribal, and local safety stakeholders

The SHSP is aligned with other statewide planning efforts and provides guidance for statewide traffic safety plans and local plans, and guides the investment of funds for three federally-funded programs:

- HSIP managed by the Nevada Department of Transportation (NDOT)
- Highway Safety Plan (HSP) managed by the Office of Traffic Safety (OTS)
- Commercial Vehicle Safety Plan (CVSP) managed by the Nevada Highway Patrol (NHP)

## Background

Nevada's efforts to develop the SHSP began in 2004 when NDOT Traffic Safety Engineering formed a Technical Working Group (TWG) of traffic safety representatives that initiated coordination and later supported the activities of NECTS. The role of NECTS, as established in 2005, is to provide guidance, approve the SHSP (and subsequent updates), and help gain consensus at a high level among local, state, tribal, and federal agencies that improve traffic safety.

Nevada's first five Critical Emphasis Areas (CEAs) were identified at the 2004 Traffic Safety Summit—the first to be held in Nevada. The original CEAs included: making walking and street crossing safer (**Pedestrians**), reducing impaired driving (**Impaired Driving**), increasing seat belt usage (Seat Belts, now called **Occupant Protection**), improving the design and operation of highway intersections (**Intersections**); and keeping vehicles on the roadway (**Lane Departures**).

In 2010, Nevada adopted a statewide goal of Zero Fatalities, consistent with the national Toward Zero Deaths strategy sponsored by the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the American Association of State Highway and Transportation Officials (AASHTO), and the Governors Highway Safety Association (GHSA). In 2010, as an interim goal to reach Zero Fatalities, Nevada established the goal of reducing fatalities by year 2030 to half of those recorded in 2008.

In 2014, the SHSP was amended to incorporate special user groups including bicyclists, pedestrians, motorcyclists, younger road users, and older road users into all CEAs and to incorporate Emergency Responders and Traffic Incident Management into the "E" for Emergency Medical Services. The NECTS also approved the sixth CEA—Motorcycles—due to the increasing trends in motorcycle fatalities and serious injuries both in Nevada and on a national level.

The NECTS approved the addition of Young Drivers as the seventh CEA in 2017. The Young Drivers Task Force held their first meeting at the 2017 Nevada Traffic Safety Summit in Reno to establish strategies and action steps to reduce fatalities and serious injuries involving young drivers (ages 16-20).

## 2021-2025 SHSP Update Overview

The SHSP is administered by NDOT in primary coordination with the Nevada Department of Public Safety, Office of Traffic Safety (DPS-OTS). NECTS provides direction and oversight of the specific elements for the development and implementation of the SHSP.

### SHSP Guiding Principles

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The 2021-2025 SHSP adopts four guiding principles that align with the Road to Zero Coalition's initiatives to achieve the goal of zero roadway fatalities by the year 2050 (The Road to Zero: A Vision for Achieving Zero Roadway Deaths by 2050, Rand Corporation, 2018).

#### Incorporate Equity

The SHSP will incorporate equity in all aspects of the plan, including processes, strategies, and outcomes of the SHSP to serve all, but particularly vulnerable and traditionally under-served populations.

Implementation of the SHSP will include development of a data analysis process that incorporates equity among all road users. Existing action steps will be evaluated with the following questions during the life of the SHSP:

- Which groups will benefit from implementation of this action step?
- Who may be negatively impacted by implementation of this action step?
- Was demographic and socioeconomic data considered in the development of the action step?
- Who was involved in developing the action step?

The evaluation process for how equity is measured in action steps, identified projects, adoption of standards and other decisions will be documented.

**➔ Prioritize Safe Speed**

Speeding accounts for nearly one-third of all traffic fatalities in Nevada; however, we know that speed is a contributing factor to all fatal and serious injury crashes. Speeding and excessive speed endangers not only the life of the driver, but all the people on the road around them. Implementation of all action steps should factor in speed and acknowledge that reducing speed can lessen the severity of impact on the humans involved in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

**➔ Double Down on What Works**

The key to the success of the SHSP is to include strategies and action steps that are data-driven and evidence-based, including proven safety countermeasures that are highly effective in reducing fatalities and serious injuries. These include the Federal Highway Administration’s (FHWA) Proven Safety Countermeasures as well as the National Highway Traffic Safety Administration’s (NHTSA) Countermeasures That Work and the Crash Modification Factors (CMF) Clearinghouse. This priority also includes a strong emphasis on improving data availability, quality, and analysis tools.

**➔ Accelerate Advanced Technology**

New emerging technologies have applications that impact the vehicles, drivers and passengers, and the ways all road users interact and communicate with the built environment and each other. The SHSP embraces emerging technologies by establishing partnerships with technology providers, health and safety groups, manufacturers, and government partners to prioritize safety.

**Structuring the SHSP**

For the 2021-2025 SHSP, four Key Areas were selected to prioritize collaboration among the 6 “Es” for SHSP implementation: **Safer Roads, Vulnerable Road Users, Safer Drivers and Passengers, and Impaired Driving Prevention.** The plan established task forces for each Key Area, which will be responsible for collaboration and monitoring progress on the implementation of strategies and action steps.

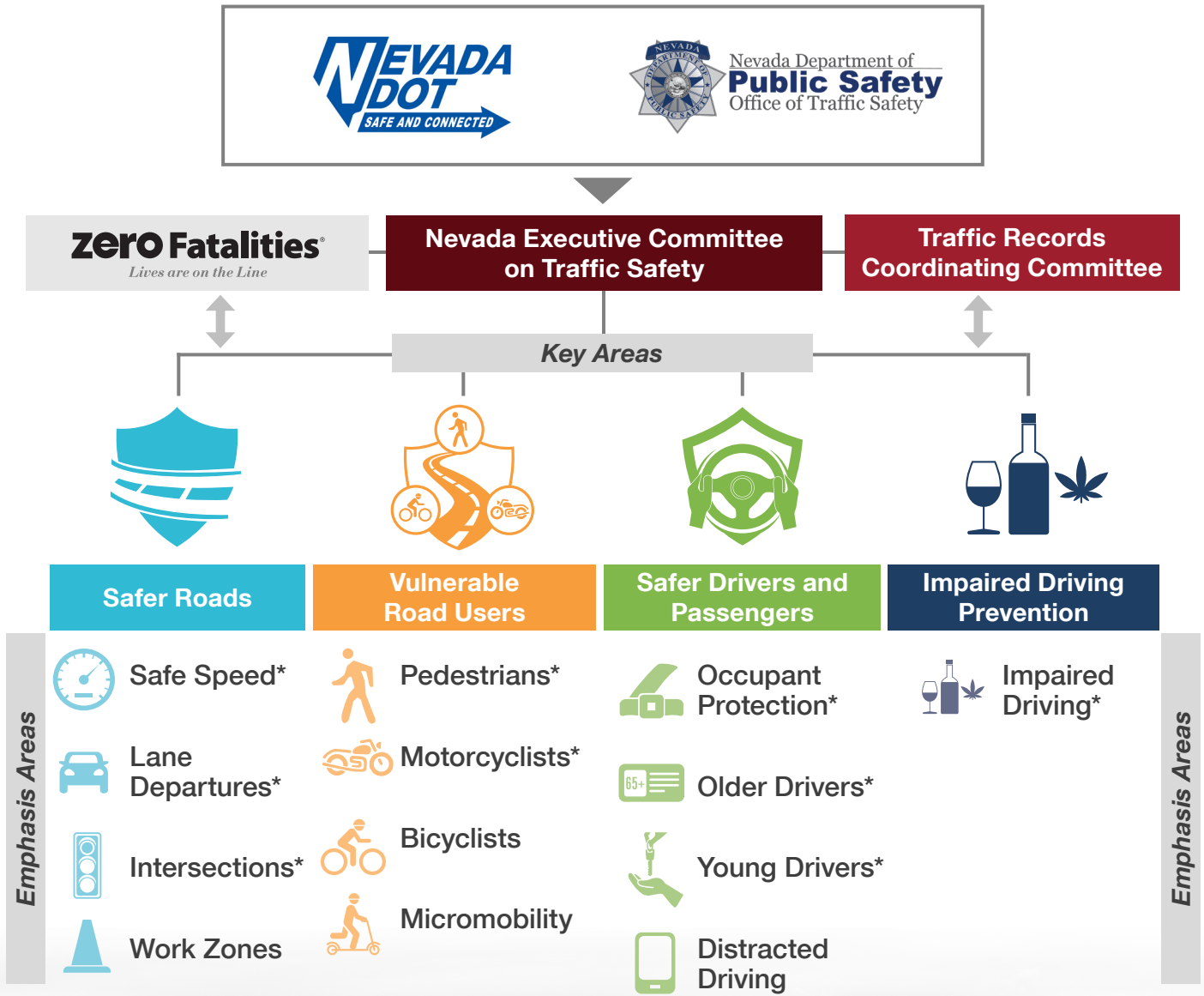


As shown in the **SHSP Organizational Structure** on the next page, the SHSP established 13 emphasis areas organized under the four Key Areas, including nine CEAs that have developed strategies and action steps for implementation. Selection of the nine CEAs for the 2021-2025 SHSP Update was a data-driven process and includes emphasis areas with the highest number of fatalities and serious injuries over the previous five years (2014-2018). Seven CEAs are consistent with the previous SHSP (Impaired Driving, Intersections, Lane Departures, Motorcycles, Occupant Protection, Pedestrians and Young Drivers) and there are two new CEAs for the 2021-2025 Update: Safe Speed and Older Drivers.

In addition to the Key Area Task Forces responsible for implementing the plan, the Traffic Records Coordination Committee (TRCC) focuses on improving the available data to strengthen the ability of safety practitioners to strategically select and implement strategies. Communications and outreach through the Zero Fatalities program supports the SHSP implementation. The structure and roles and responsibilities for these groups are provided in the following sections.

# SHSP Organizational Structure

Figure 1. SHSP Organizational Structure



\* = Critical Emphasis Area





## Roles and Responsibilities

To keep the SHSP process moving forward, Nevada established roles and responsibilities for each of the entities involved in the plan. A description of those roles is shown below.

### Nevada Executive Committee on Traffic Safety

- Establishes SHSP policies and procedures, reviews progress, provides advice and guidance, addresses challenges, and removes barriers
- Provides support and assistance to specific SHSP strategies as appropriate
- Consults the SHSP when updating agency or organization plans and programs and shares progress on safety initiatives

### Key Area Task Force Leadership

 **Safer Roads**
 **Vulnerable Road Users**
 **Safer Drivers and Passengers**
 **Impaired Driving Prevention**

- Ensures team membership is multidisciplinary and includes representatives from at least three of the 6 “Es” of safety and follows up with SHSP implementation team if assistance is needed on team composition
- Schedules group meetings, notifies participants, and prepares meeting reports including action item implementation progress/status after each meeting
- Tracks progress on implementation of the action plan with assistance from various action step leaders and notifies the state SHSP coordinators if assistance is needed to implement any action step
- Prepares quarterly progress reports describing what progress has been made on each of the action steps
- Reviews the strategies and determines if any should be revised or deleted, identifies new strategies, and develops action plans
- Applies the SHSP to help implement a task or project

### Traffic Records Coordinating Committee Leadership

- Facilitates the Nevada TRCC and supports the continued improvement of data in the Nevada Citation and Accident Tracking System (NCATS) and/or other state safety databases
- Supports efforts to ensure that NCATS meets the standards of the Model Minimum Uniform Crash Criteria (MMUCC)
- Assists with the distribution of NCATS data to government and non-government agencies
- Coordinates the data analysis to support effective SHSP implementation





## SHSP Update Process

The 2021-2025 SHSP Update was developed through a collaborative, data-driven process that identified goals for the four Key Areas and outlined effective strategies and action steps for the nine CEAs. The **SHSP Action Plan**, included as a supplementary document, expands on the CEA strategies to include detailed, trackable action steps. Safety stakeholders from public- and private-sector agencies and organizations representing the 6 “Es” of safety work together to create and implement the plan under the direction of NECTS.

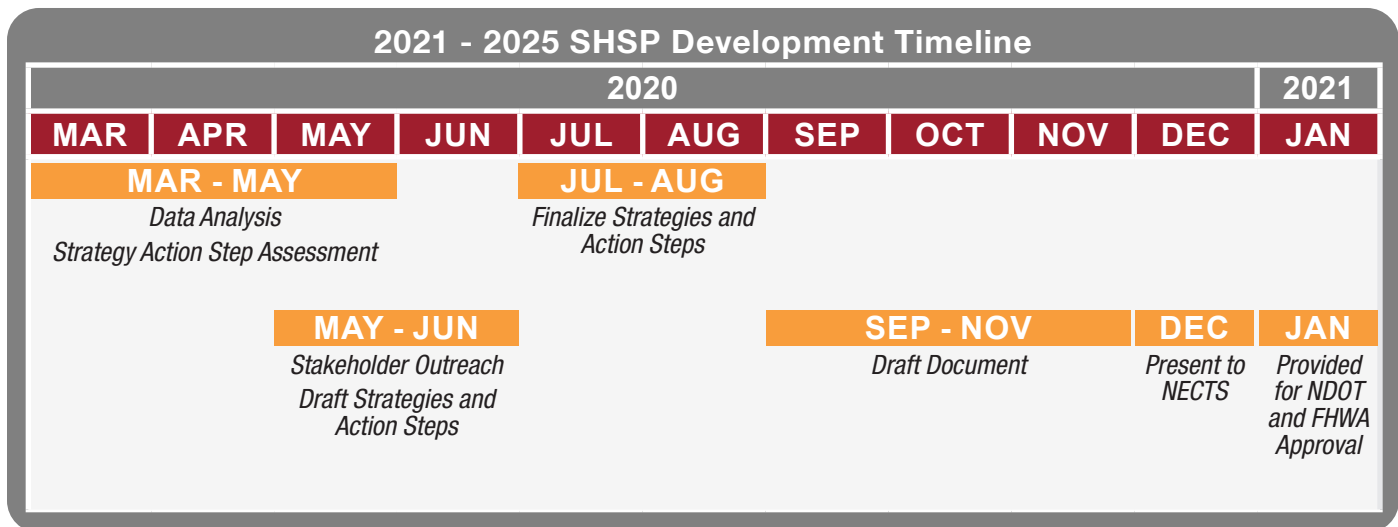
### Stakeholder Involvement

In Summer 2020, safety stakeholders throughout Nevada were surveyed to better understand the perspectives of those involved in the SHSP process. Responses were received from 77 safety partners, covering all 6 “Es” of traffic safety. The survey results showed that the SHSP’s greatest strengths included its interagency cooperation and collaboration, as well as the data-driven nature of the process. Some of the challenges noted by survey respondents included resources, the legislative process, and the size and geographic diversity of the state. When asked to discuss possible improvements to the process, many ideas were expressed, but a common response was increased involvement of local partners and local agencies. Along with an emphasis on accountability and measurable action steps, stakeholders also indicated that an even greater focus on data-driven activities would be helpful in reducing fatal and serious injury crashes.

*Moving forward, stakeholders indicated that their highest priorities for the 2021-2025 SHSP are data-driven implementation and resource allocation; increased coordination between federal, state, local, and tribal entities; and coordination with other safety initiatives such as Vision Zero. Nevada safety stakeholders are eager to work together to build partnerships that will bring Nevada closer to its goal of Zero Fatalities.*

Development of the strategies and action steps for the new SHSP was a year-long effort that involved input from Chairs, Vice Chairs, Action Step Leaders, and all members of the Task Forces. Task Forces reviewed crash data, successes, and challenges from the 2016-2020 SHSP to determine new strategies and action steps during the summer of 2020. The draft SHSP was presented to the NECTS in December 2020. The final document was approved by the NECTS and provided to NDOT and FHWA for approval in January 2021. The project timeline for the 2021-2025 SHSP is shown in **Figure 2**.

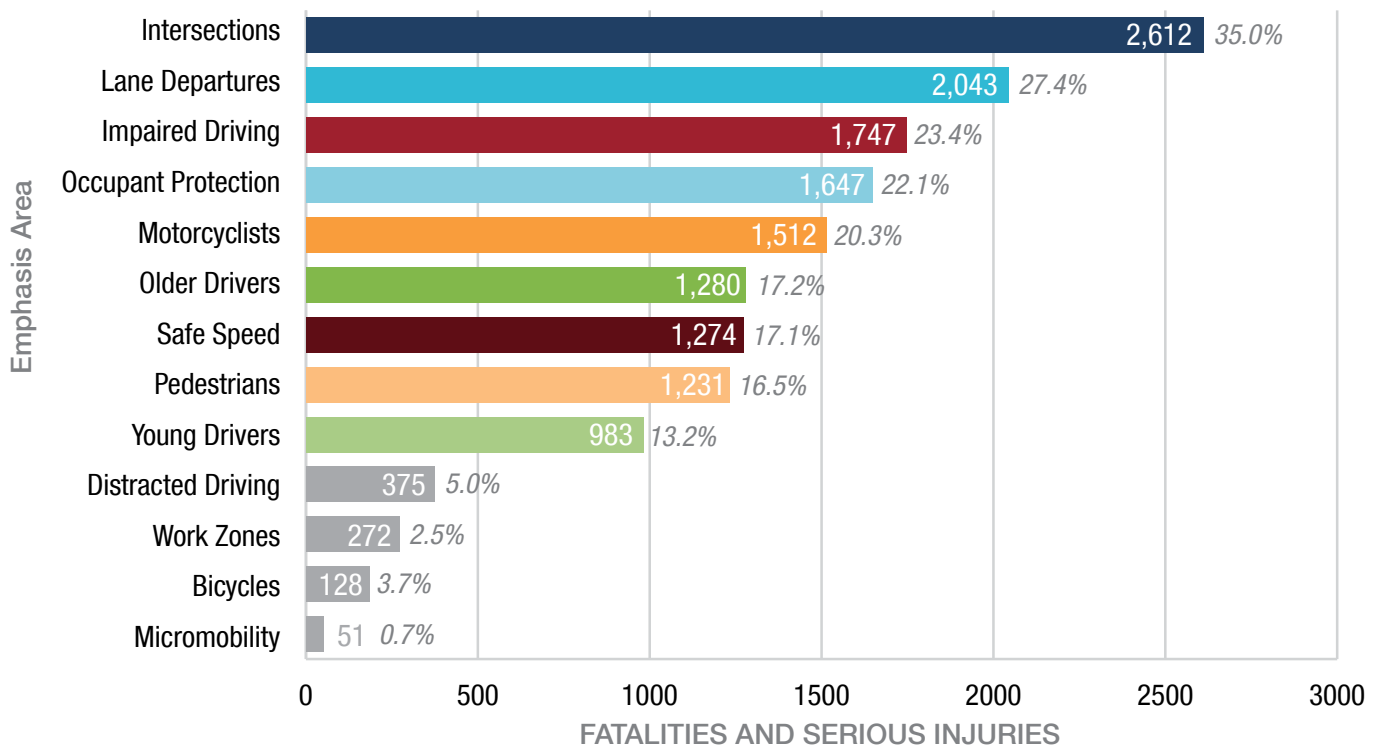
**Figure 2. SHSP Development Timeline**



## Emphasis Areas

To identify commonalities, causes, and driver factors, statewide traffic-related fatalities, and serious injuries from the most recent five-year period (2014-2018) were combined for each of the emphasis areas. As shown in **Figure 3**, the top categories of combined fatalities and serious injuries for the five-year period include the seven CEAs from the 2016-2020 SHSP (Impaired Driving, Intersections, Lane Departures, Motorcycles, Occupant Protection, Pedestrians, and Young Drivers), and two new CEAs, Older Drivers, and Safe Speed. Distracted Driving, Work Zones, Bicyclists, and Micromobility fatalities and serious injuries are lower on the chart; however, these emphasis areas will be included in the plan and monitored by the Key Area Task Forces.

**Figure 3. Total Fatalities and Serious Injuries and Percent of Total Fatalities and Serious Injuries by Emphasis Area\***



\*Note: A crash may be categorized in more than one emphasis area (e.g., an impaired motorcyclist at an intersection.) Therefore, the values exceed the total number of fatalities and serious injuries and the sum of the percentages is more than 100%.

## 2016-2020 SHSP Highlights

Accomplishments of the 2016-2020 SHSP were reviewed to celebrate the successes of the plan and to identify areas to build upon for the 2021-2025 SHSP. The following list includes a summary of the actions and effective efforts that were completed during the 2016-2020 SHSP Implementation. The SHSP team and partners are proud of the accomplishments of the traffic safety community in Nevada.

Coordinated outreach efforts of partners and local agencies to present a consistent Zero Fatalities message

Conducted numerous outreach events to promote Zero Fatalities, including the following campaigns:

- Look Twice
- Don't Kill a Dream
- Worst Year Ever
- Lives are on the Line

Conducted numerous annual Joining Forces and High-Visibility Enforcement Events

Conducted Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Recognition Expert (DRE), and Standard Field Sobriety Test (SFST) training for law enforcement officers

Developed an interactive online crash data tool

Hosted the annual Nevada Traffic Safety Summit for over 200 safety professionals in Las Vegas (2016, 2018) and Reno (2017, 2019), and a virtual Traffic Safety Summit in 2020

Formed the multi-agency Driving Under the Influence (DUI) Strike Team in Southern Nevada, which has made over 2,200 DUI arrests

Formalized Vision Zero Truckee Meadows and adopted a Vision Zero Action Plan for Northern Nevada

Formalized the Young Drivers Task Force, with consistent participation from all “Es” of traffic safety

Completed numerous NDOT Road Safety Assessments (RSAs) and Safety Management Plans (SMPs) statewide

Adopted the NDOT Complete Streets Policy in 2017

Implemented Intersection Control Evaluations (ICE) for intersection analysis

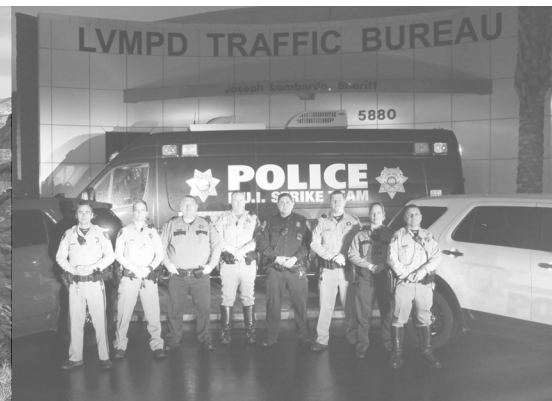
Updated the NDOT Access Management System and Standards document in 2017

Passed a law for Nevada 24/7 Sobriety and Drug Monitoring Program, modeled after Washoe County’s “Sober 24” program

Passed laws to require registration of mopeds and riders to wear a helmet

Utilized WayCare technology to predict traffic incidents and decrease response times on Southern Nevada roadways

Developed Task Force “Legislative Advisory Opinions,” recommendations on traffic-safety-related legislation



## SHSP Goals and Performance Measures

The overall goal for Nevada is Zero Fatalities by 2050. There are five performance measures that NDOT is required to submit to FHWA annually and their performance measures are also be used for the SHSP:

- 1** Number of fatalities

**2** Number of serious injuries

**3** Fatality rate
- 4** Serious injury rate

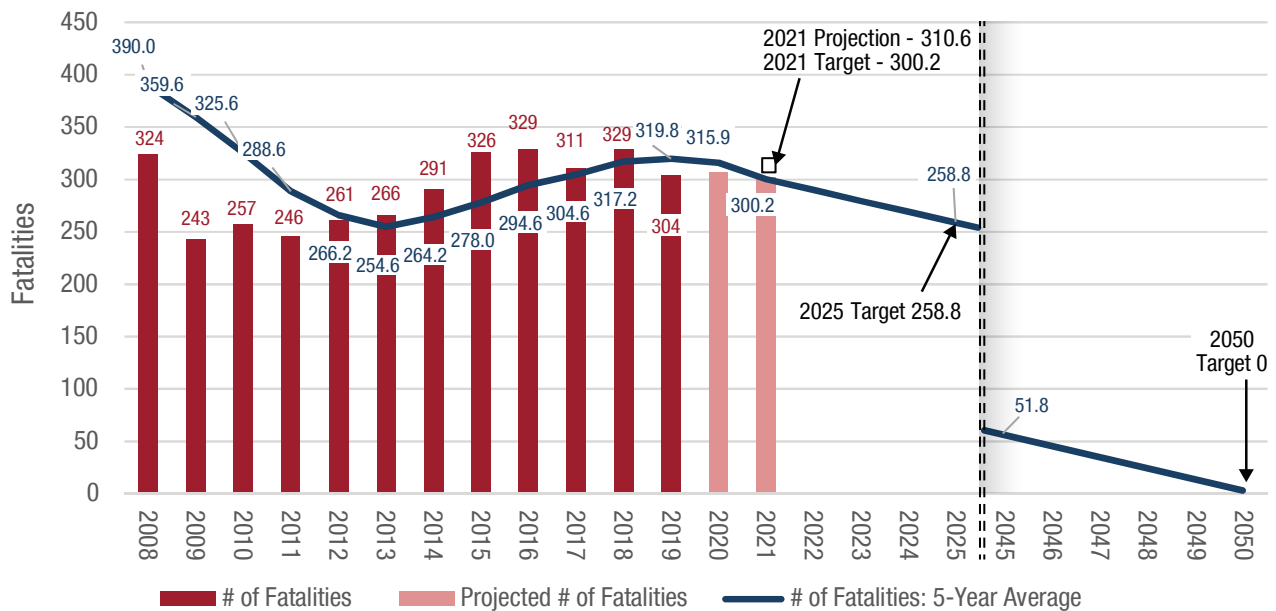
**5** Non-motorized fatalities and serious injuries

The performance measure targets were set to meet Nevada’s goal of Zero Fatalities by 2050. The current trend was projected through 2021 and then a straight-line reduction from the 2021 projection was calculated to meet the goal. The following figures show the values used to set the 2025 targets for each performance measure.

### Performance Measure 1: Number of Fatalities

The 2025 Target for Performance Measure 1 is 258.8 fatalities.

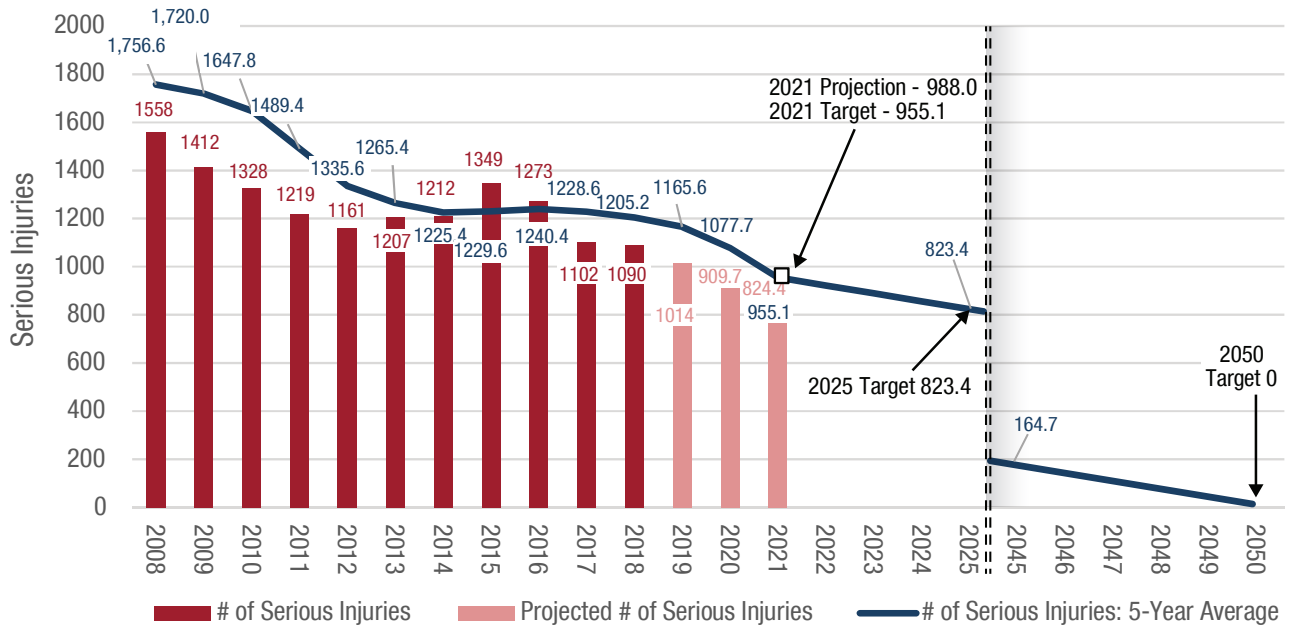
Figure 4. Nevada Fatalities, Five-Year Average and 2025 Target



**Performance Measure 2: Number of Serious Injuries**

The 2025 Target for Performance Measure 2 is 823.4 serious injuries.

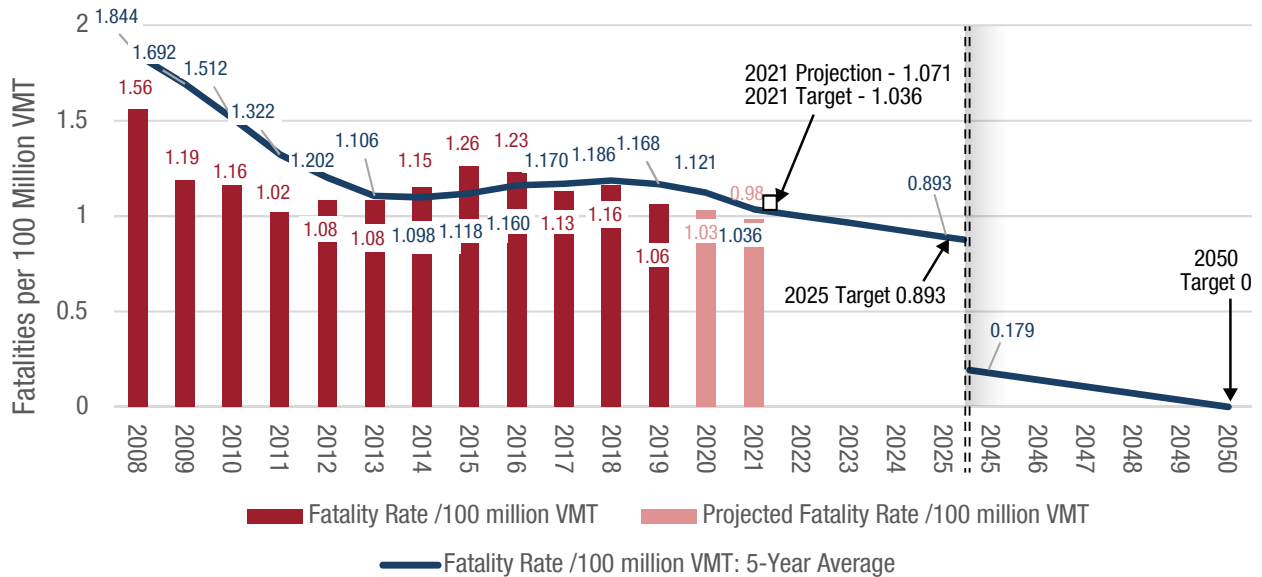
**Figure 5. Nevada Serious Injuries, Five-Year Average and 2025 Target**



**Performance Measure 3: Fatality Rate**

The 2025 Target for Performance Measure 3 is 0.893 per 100 Million Vehicle Miles Traveled (VMT).

**Figure 6. Nevada Fatality Rates, Five-Year Average and 2025 Target**

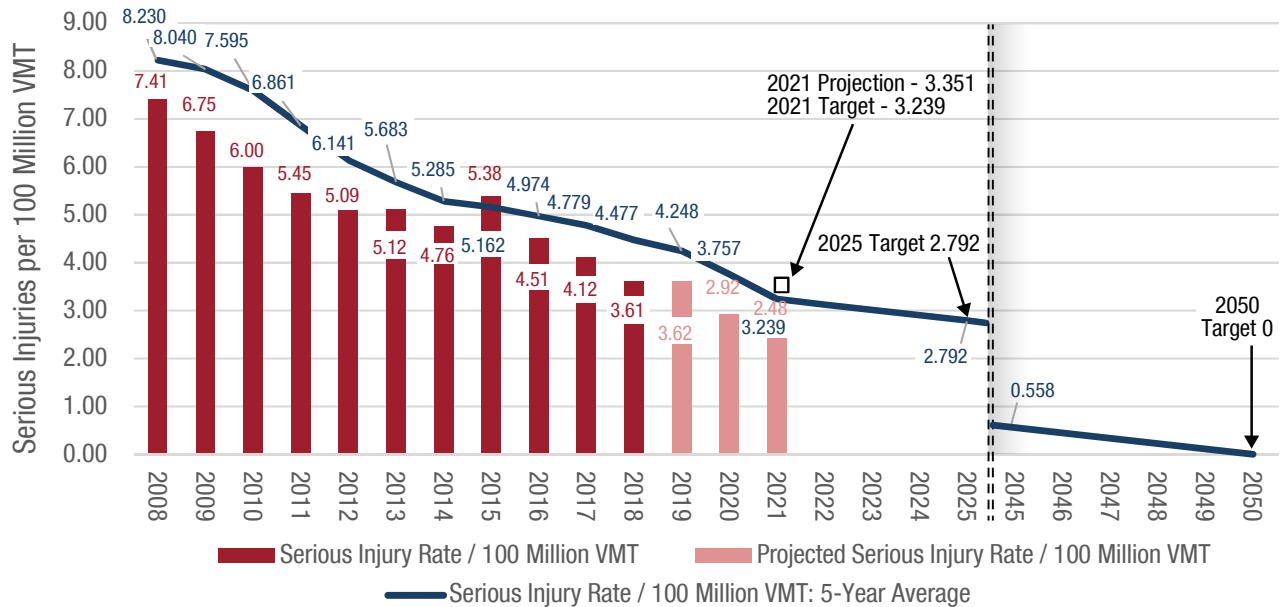




**Performance Measure 4: Serious Injury Rate**

The 2025 Target for Performance Measure 4 is 2.792 per 100 Million VMT.

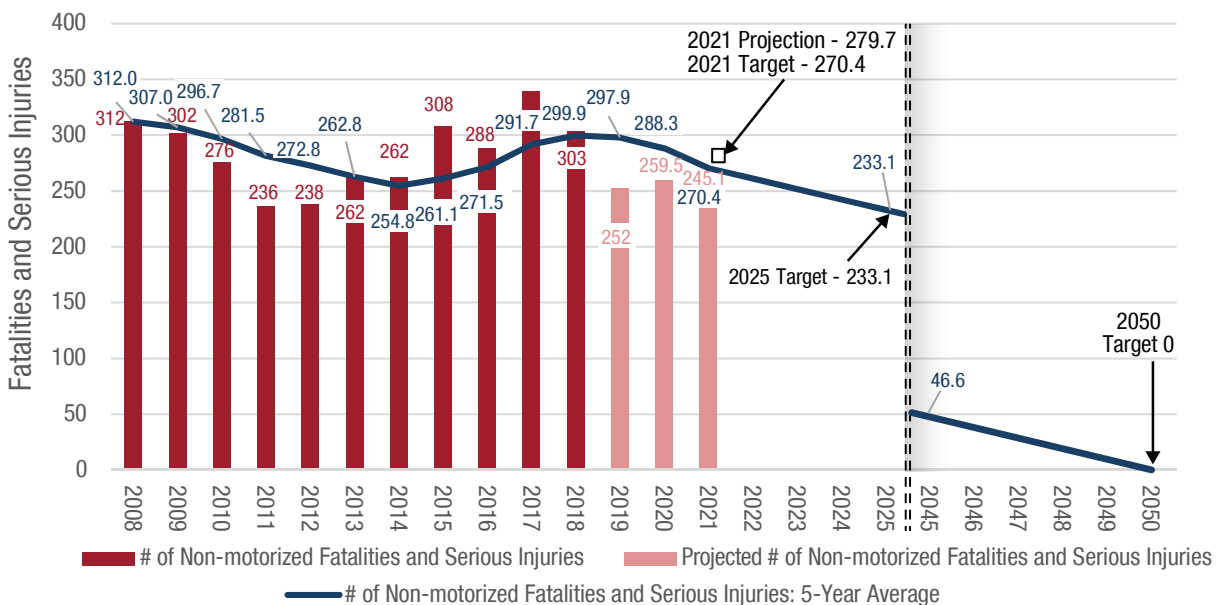
**Figure 7. Nevada Serious Injury Rates, Five-Year Average and 2025 Target**



**Performance Measure 5: Non-Motorized Fatalities and Serious Injuries**

The 2025 Target for Performance Measure 5 is 233.1 non-motorized fatalities and serious injuries.

**Figure 8. Nevada Non-Motorized Fatalities and Serious Injuries, Five-Year Average and 2025 Target**



## Nevada Traffic Fatalities Compared to Other Western States and National Average

The following two tables show fatality data for Nevada, three neighboring states, and the national average for comparison.

Figure 9. 2018 State Fatalities and Fatality Rates Comparison\*

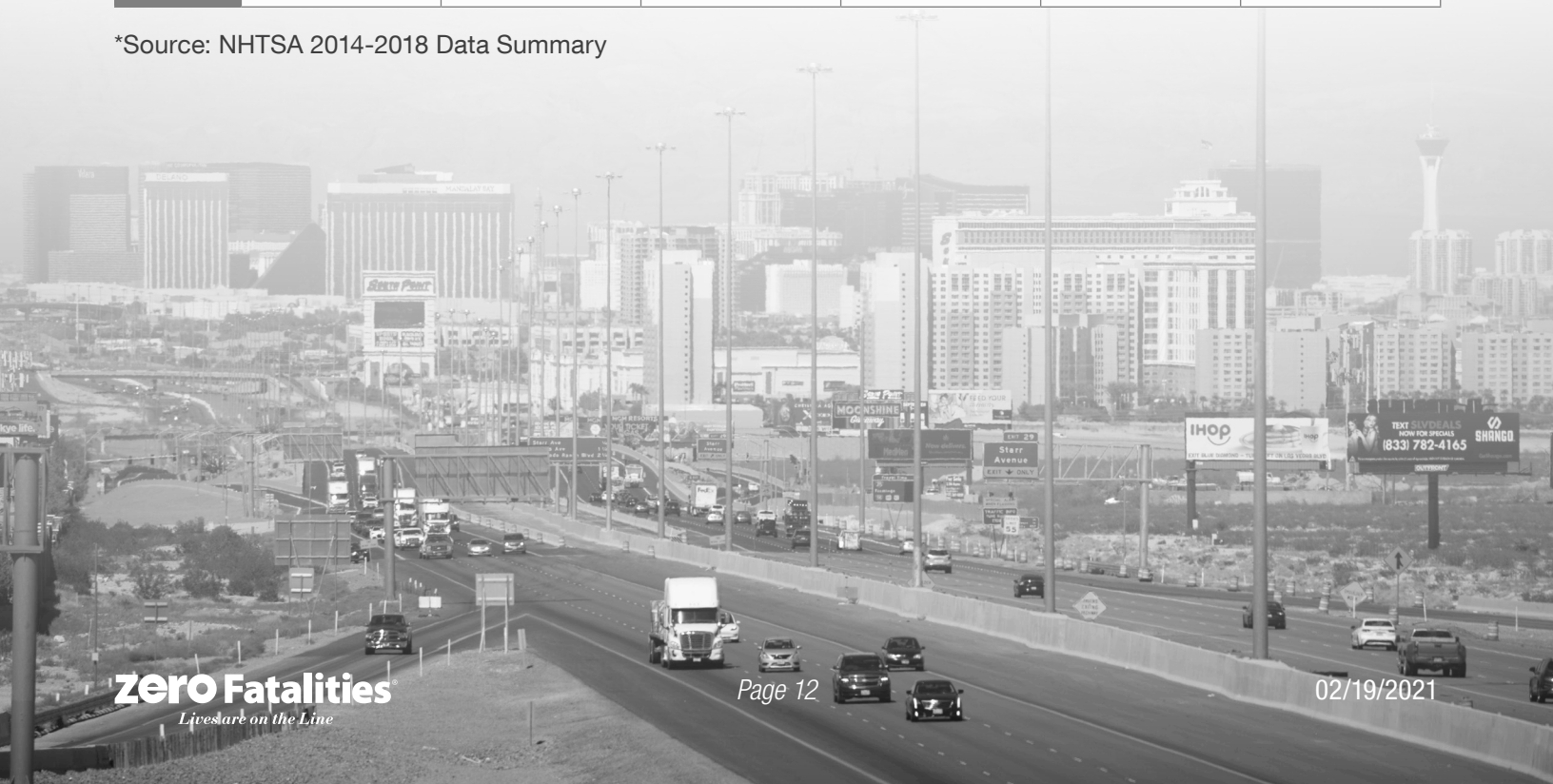
State	Traffic Fatalities	Population (thousands)	VMT (Millions)	Fatality Rates per	
				100,000 Population	100 Million VMT
Arizona	1,010	7,171,646	66,145	14.08	1.53
Idaho	231	1,754,208	17,709	13.17	1.30
<b>Nevada</b>	<b>330</b>	<b>3,034,392</b>	<b>28,319</b>	<b>10.88</b>	<b>1.16</b>
Utah	260	3,161,105	32,069	8.22	0.81
National	36,560	327,167,434	3,240,327	11.17	1.13

\*Source: NHTSA 2014-2018 Data Summary

Figure 10. 2018 Percent of Fatalities by Person Type State Comparison\*

State	Percent of Fatalities by Person Type					
	Drivers	Passengers	Motorcycles	Pedestrians	Bicyclists	Other
Arizona	54.26%	49.60%	14.75%	23.47%	2.28%	0.89%
Idaho	71.43%	64.50%	16.45%	7.36%	0.87%	9.09%
<b>Nevada</b>	<b>59.39%</b>	<b>52.12%</b>	<b>17.88%</b>	<b>23.94%</b>	<b>2.42%</b>	<b>1.52%</b>
Utah	63.85%	60.00%	18.08%	13.85%	1.15%	0.77%
National	62.71%	17.03%	13.38%	17.19%	2.34%	0.15%

\*Source: NHTSA 2014-2018 Data Summary




















## Key Areas

For the 2021-2025 SHSP Update, the 13 emphasis areas are organized under four Key Areas. The Key Areas are intended to promote collaboration between the emphasis areas to strengthen SHSP implementation. The four Key Areas include **Safer Roads**, **Vulnerable Road Users**, **Safer Drivers and Passengers**, and **Impaired Driving Prevention**. Task Force Chairs will lead quarterly meetings with members of each task force.

As shown in the figure below, nine of the 13 emphasis areas are CEAs with specific strategies and action steps. The nine CEAs include Safe Speed, Lane Departures, Intersections, Pedestrians, Motorcyclists, Occupant Protection, Older Drivers, Young Drivers, and Impaired Driving. Based on the most recently available crash data, focusing on the nine CEAs could have the greatest potential for reducing fatalities and serious injuries as these emphasis areas historically have higher numbers of fatalities and serious injuries.

The CEAs have a set of strategies and action steps for implementation for the five-year SHSP. Task forces will be led by a Vice Chair for each CEA and will include action step leaders and other active members. The Key Area Task Forces will track and discuss any actions for the additional emphasis areas (Work Zones, Bicyclists, Micromobility, and Distracted Driving).

The following sections highlights crash attributes, data trends and the 2021-2025 Strategies identified for each CEA.

Key Areas				
				
	Safer Roads	Vulnerable Road Users	Safer Drivers and Passengers	Impaired Driving Prevention
Critical Emphasis Areas	 Safe Speed*	 Pedestrians*	 Occupant Protection*	 Impaired Driving*
	 Lane Departures*	 Motorcyclists*	 Older Drivers*	
	 Intersections*	 Bicyclists	 Young Drivers*	
	 Work Zones	 Micromobility	 Distracted Driving	
				* = Critical Area



# Safer Roads



Safe Speed



Lane Departures



Intersections



Work Zones

The Safer Roads Key Area includes emphasis areas relative to the built environment. The Safer Roads Key Area will implement actions to reduce fatalities and serious injuries due to Speed, Lane Departures, Intersections, and Work Zones.



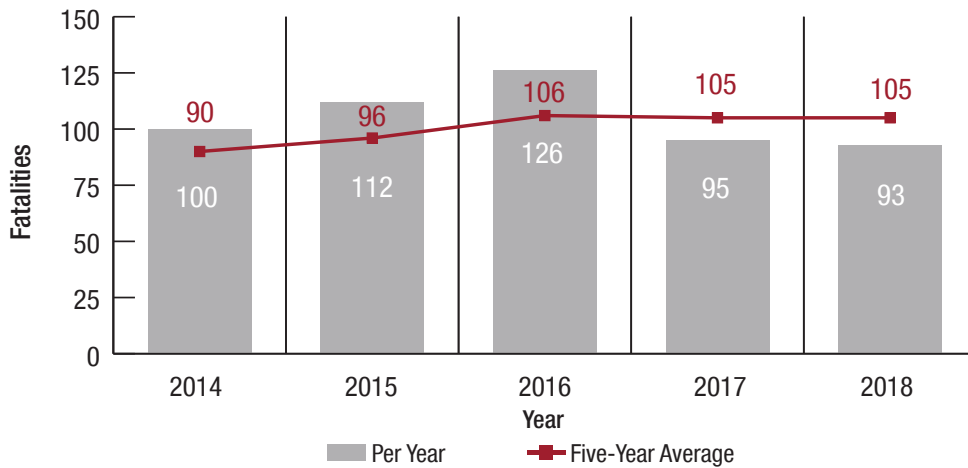


### Safe Speed

Speed-related fatalities have dropped from a high of 126 in 2016 to a low of 93 in 2018. Serious injuries have decreased from a high of 174 in 2015 to a low of 106 in 2018. However, speed is a major contributing factor to driver, pedestrian, and bicyclist fatalities, and accounts for one-third of all traffic fatalities in Nevada. It is known that speed is a contributing factor in all fatal and serious injury crashes.

As one of Nevada’s new CEAs for the 2021-2025 SHSP, a Safe Speed Task Force will be formed to implement and track new strategies and action steps that focus on eliminating fatalities and serious injuries related to vehicles exceeding safe speed. Between 2014 and 2018, the five-year average for speed-related crashes increased 3.9% annually for fatalities and decreased 0.1% annually for serious injuries.

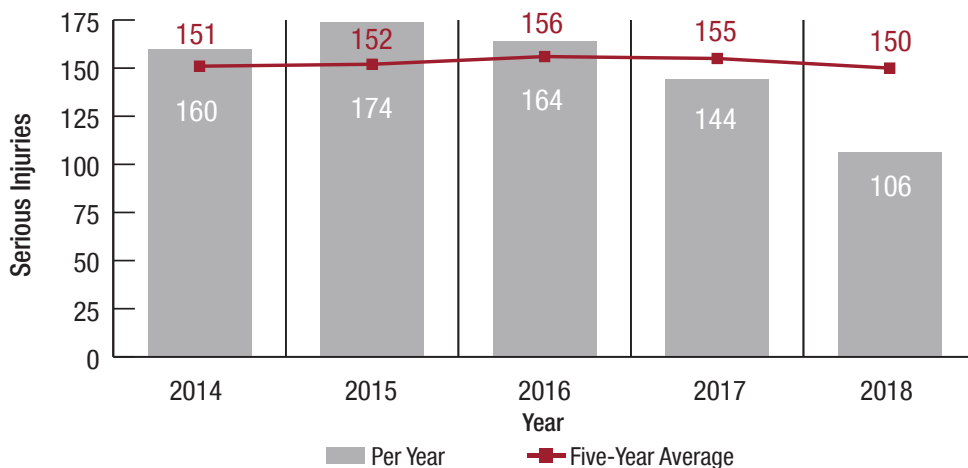
Figure 11. 2014-2018 Nevada Speed-Related Fatalities



Average Annual Percent Change of Five-Year Average (2014-2018)

3.9%

Figure 12. 2014-2018 Nevada Speed-Related Serious Injuries



0.1%





## Safe Speed

### Most Common Fatality and Serious Injury Crash Attributes

- Impairment (60%), Lane Departures (48%), and Occupant Protection (32%) were also common factors in speed-related fatal crashes (see below)
- Male at-fault drivers, age 21–35
- Male fatalities and serious injuries: age 21–35
- Day of week: Saturday
- Speed-related crashes occurred most often during daylight (51%) and in dark but lighted locations (24%)
- Single vehicle, rear-end, and angle crashes are the most common crash types

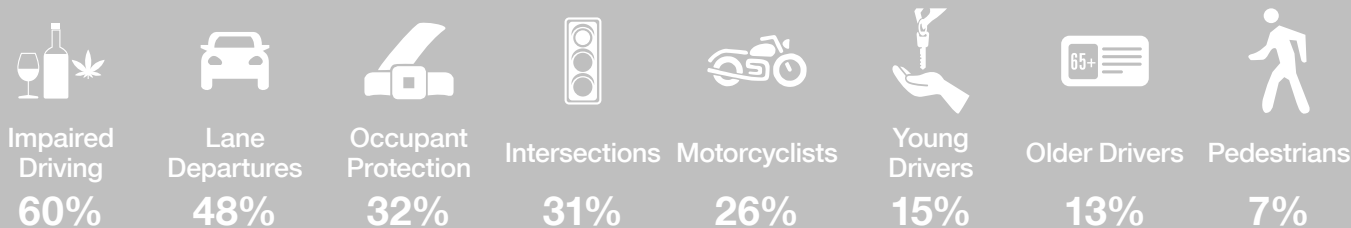
### Performance Measures

- Number of speed-related fatalities
- Number of speed-related serious injuries

### Strategies

1. Advance the use of infrastructure techniques and technology to manage target speeds and set speed limits
2. Utilize high-visibility speeding enforcement targeted at high-risk locations to reduce crash severity
3. Improve effectiveness of education and outreach about safe speed and aggressive driving

### Percent of Other CEAs in Speed-Related Fatal Crashes

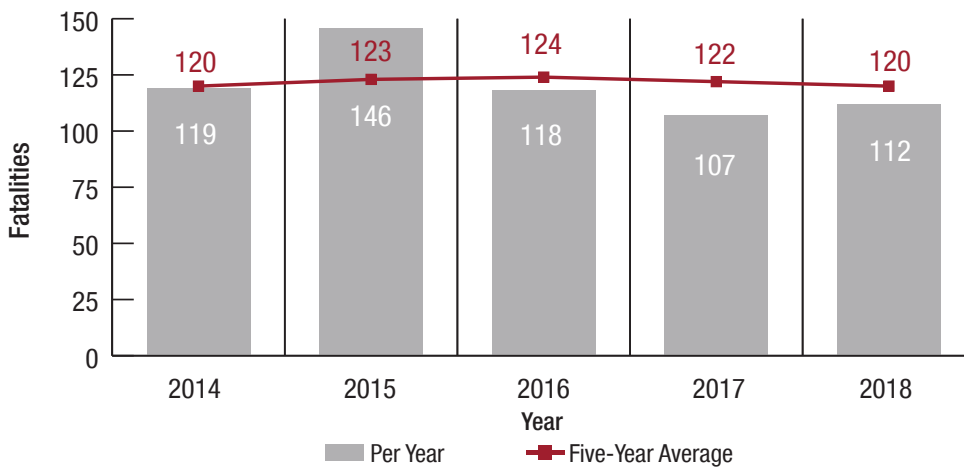




## Lane Departures

Lane departure crashes are non-intersection crashes in which a vehicle crosses an edgeline or lane line and may leave the roadway or cross the centerline. Although lane departure countermeasures have historically been focused on High-Risk Rural Roads (HRRR), the focus of the Lane Departure Task Force has been expanded to include urban and suburban areas. Lane departure fatalities have dropped from a high of 146 in 2015 to a low of 112 in 2018. Serious injuries have decreased from a high of 392 in 2015 to a low of 154 in 2018. Between 2014 and 2018, the five-year average for lane departures stayed the same for fatalities and decreased 2.2% for serious injuries. The Lane Departure Task Force has developed new strategies and action steps to continue progress in eliminating fatalities and serious injuries occurring from lane departure crashes.

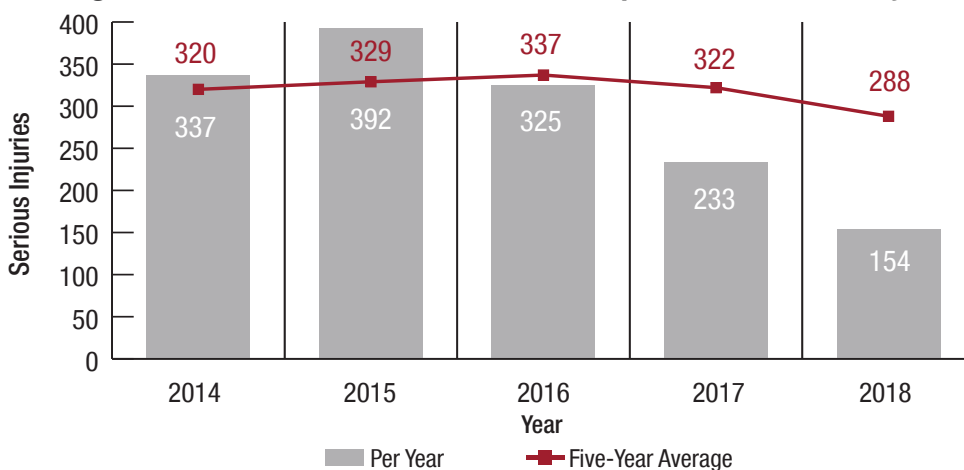
Figure 13. 2014-2018 Nevada Lane Departure Fatalities



Average Annual Percent Change of Five-Year Average (2014-2018)

0%

Figure 14. 2014-2018 Nevada Lane Departure Serious Injuries



2.2%



## Lane Departures

### Most Common Fatality and Serious Injury Crash Attributes

- Impairment (56%), Occupant Protection (41%), and Speed-Related (31%) are all common factors in Lane Departure fatal crashes (see below)
- Male at-fault drivers, age 26–55
- Day of week: Saturday
- Lane departure crashes occurred most often during daylight (54%) and in dark unlighted locations (18%)
- Single-vehicle, angle, and head-on crashes are the most common crash types

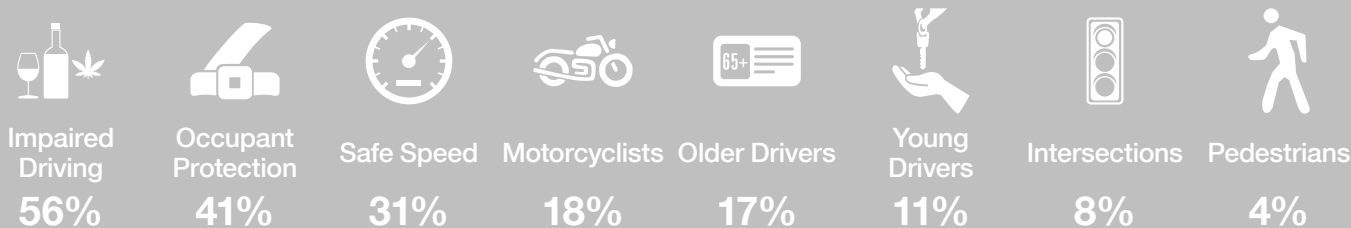
### Performance Measures

- Number of lane departure fatalities
- Number of lane departure serious injuries

### Strategies

1. Apply proven engineering countermeasures and roadway improvements to keep vehicles in their lanes
2. Increase survivability in the event of a lane departure through engineering and emergency response

### Percent of Other CEAs in Lane Departures Fatal Crashes

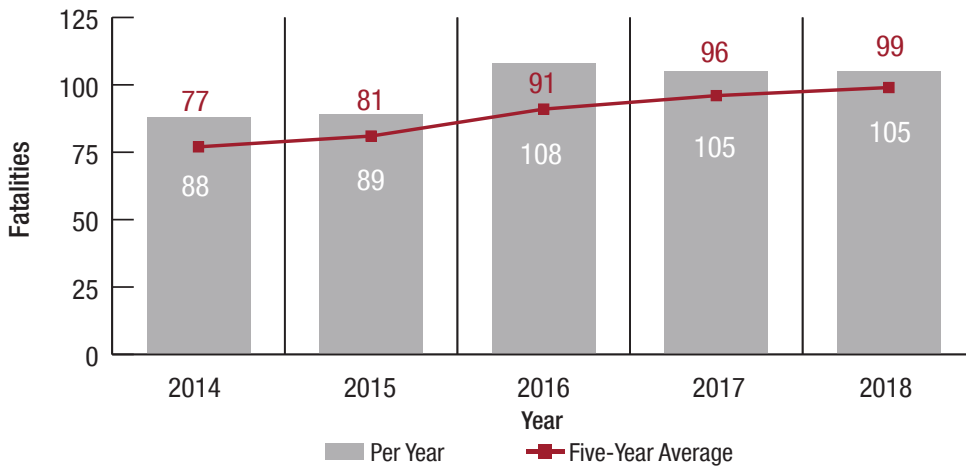




## Intersections

With different crossing and entering movements by both drivers and pedestrians, an intersection is one of the most complex traffic situations that motorists encounter. Intersection fatalities have increased from a low of 88 in 2014 to a high of 105 in 2018. Serious injuries have decreased from a high of 500 in 2015 to a low of 320 in 2018. Between 2014 and 2018, the five-year average for intersection crashes increased an average of 6.7% annually for fatalities and decreased an average of 0.7% annually for serious injuries. The Intersection Safety Task Force has developed new strategies and action steps to continue progress in eliminating fatalities and serious injuries at intersections.

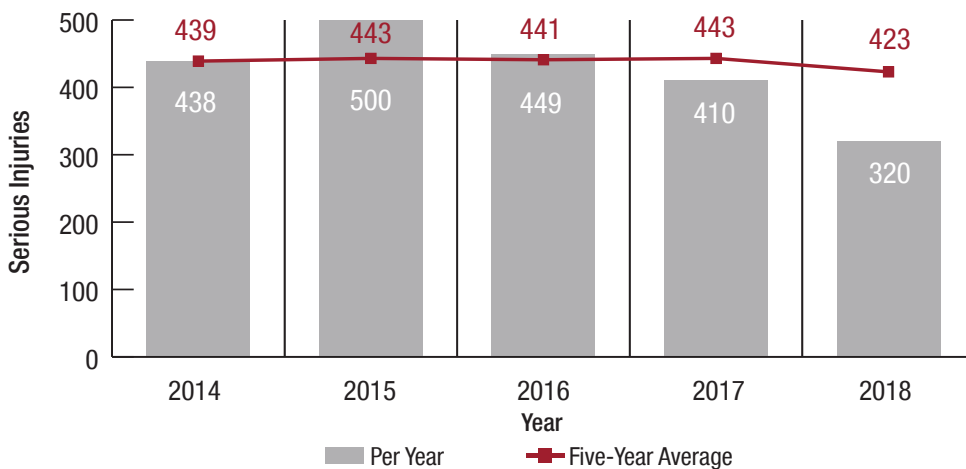
Figure 15. 2014-2018 Nevada Intersection Fatalities



Average Annual Percent Change of Five-Year Average (2014-2018)

6.7%

Figure 16. 2014-2018 Nevada Intersection Serious Injuries



0.7%



## Intersections

### Most Common Fatality and Serious Injury Crash Attributes

- Intersection fatal crashes also included Impairment (46%), Speed-Related (31%), and Pedestrians (28%) (see below)
- Male at-fault drivers, age 21–45
- Days of week: Friday and Saturday
- Intersection crashes occurred most often during daylight (61%) and in dark but lighted locations (25%)
- Angle, single-vehicle, and rear-end crashes are the most common crash types

### Performance Measures

- Number of intersection fatalities
- Number of intersection serious injuries

### Strategies

1. Screen the roadway network for high-risk intersections and apply effective and/or innovative countermeasures
2. Screen the roadway network for high-risk segments and apply effective and/or innovative countermeasures to improve intersection safety
3. Conduct outreach and education initiatives for target audiences that focus on eliminating high-risk behaviors at intersections

### Percentage of Other CEAs in Intersection Fatal Crashes



Impaired Driving  
46%



Safe Speed  
31%



Pedestrian  
28%



Older Drivers  
25%



Motorcyclists  
19%



Occupant Protection  
15%



Young Drivers  
13%



Lane Departures  
10%



# Vulnerable Road Users



**Pedestrians**



**Motorcyclists**

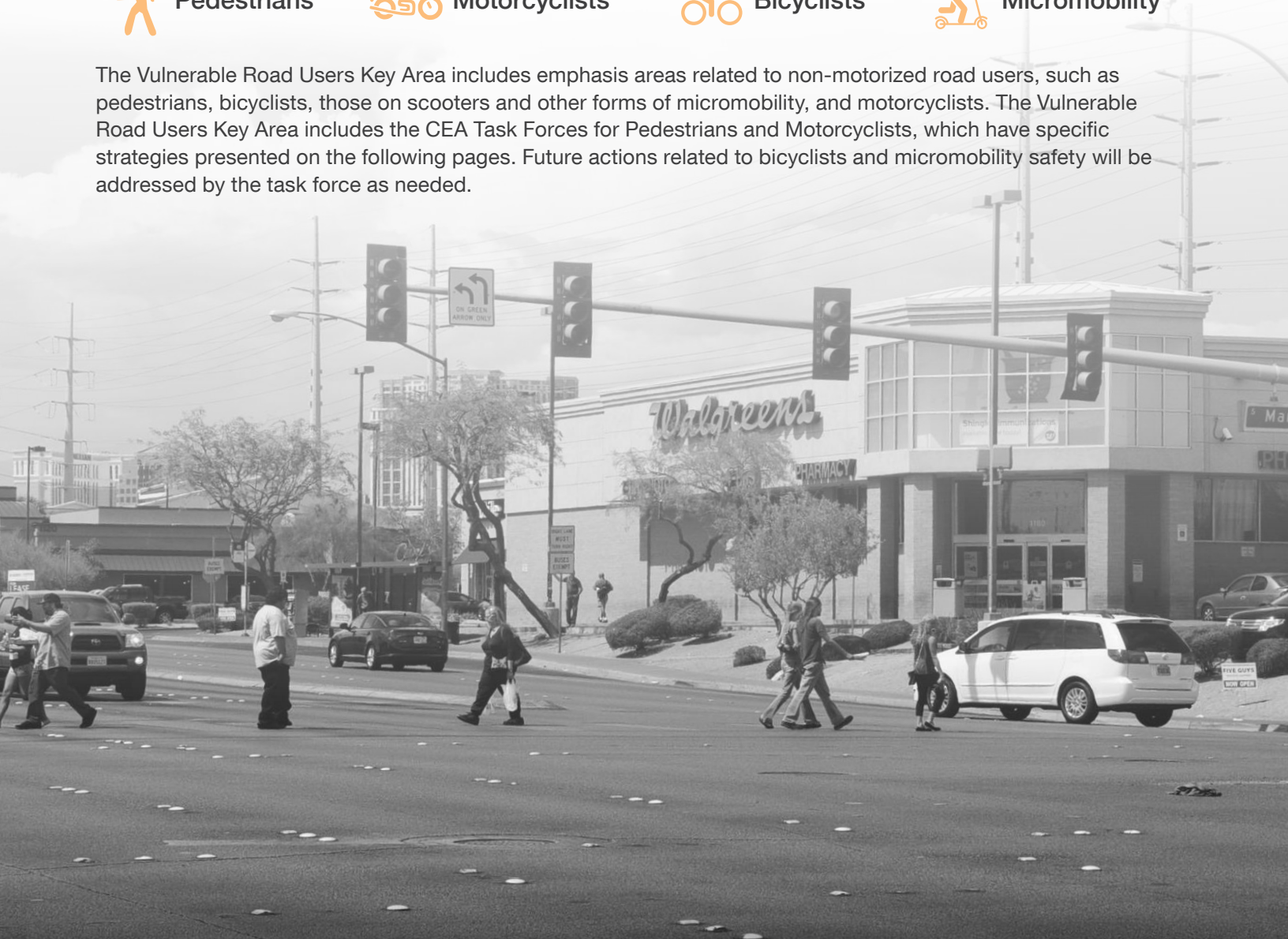


**Bicyclists**



**Micromobility**

The Vulnerable Road Users Key Area includes emphasis areas related to non-motorized road users, such as pedestrians, bicyclists, those on scooters and other forms of micromobility, and motorcyclists. The Vulnerable Road Users Key Area includes the CEA Task Forces for Pedestrians and Motorcyclists, which have specific strategies presented on the following pages. Future actions related to bicyclists and micromobility safety will be addressed by the task force as needed.



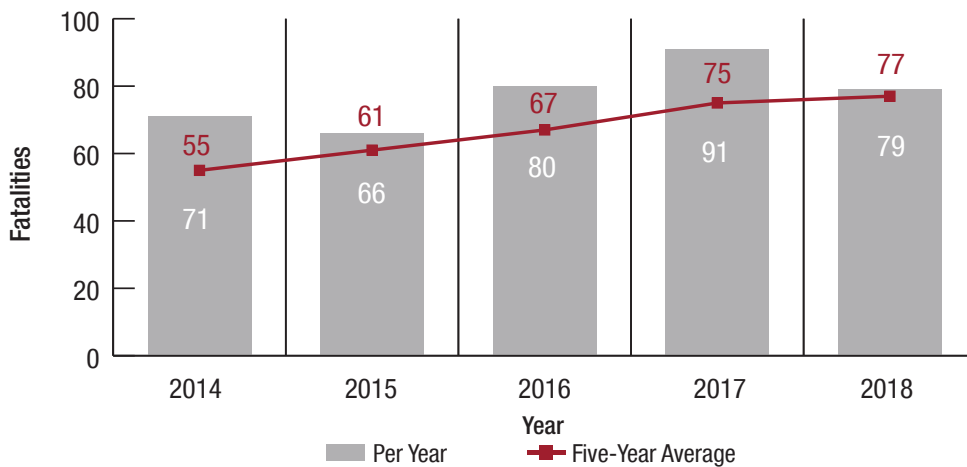
Vulnerable Road Users



### Pedestrians

NHTSA estimates that in 2018, 6,283 pedestrians were killed in traffic crashes across the United States. In Nevada, there were 79 pedestrian fatalities and 158 serious injuries in 2018. Most pedestrian fatalities occurred mid-block on a roadway, and a large percent occurred in marked crosswalks. The greatest proportion of pedestrian serious injuries occurred at intersections. Between 2014 and 2018, the five-year average for pedestrian fatalities increased an average of 8.9% annually and the serious injuries five-year average increased an average of 4.8% annually. To address the issue, the Pedestrian Safety Task Force has developed new strategies and action steps for eliminating fatalities and serious injuries.

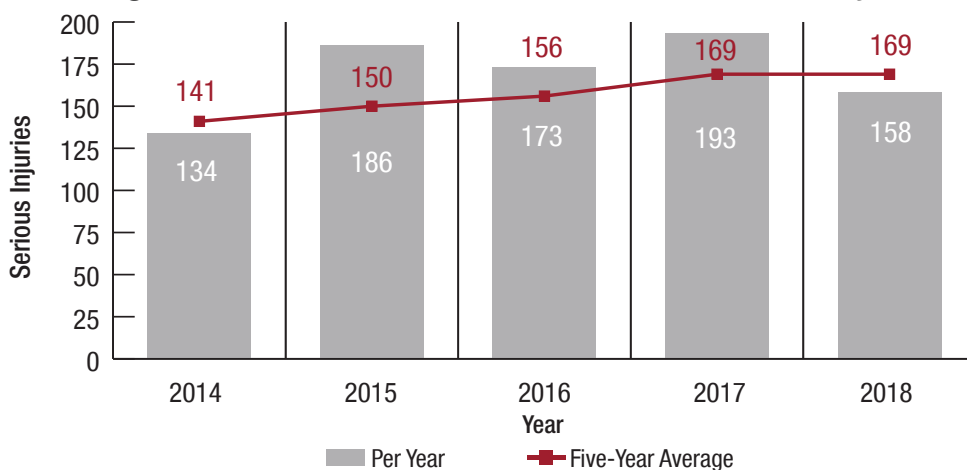
Figure 17. 2014-2018: Nevada Pedestrian Fatalities



Average Annual Percent Change of Five-Year Average (2014-2018)

8.9%

Figure 18. 2014-2018 Nevada Pedestrian Serious Injuries



4.8%

Vulnerable Road Users



## Pedestrians

### Most Common Fatality and Serious Injury Crash Attributes

- Intersections (34%), Impairment (23%), and Older Drivers (13%) are most common among Pedestrian fatal crashes (see below)
- Male at-fault drivers, age 21–45
- Male pedestrian serious injuries, age 26–55
- Male pedestrian fatalities, age 51–65
- Crashes occurred most often on weekdays (Monday through Friday)
- Time of day: noon to midnight
- Pedestrian crashes occurred most often at night, in dark conditions (76%) and dark with light conditions (62%)

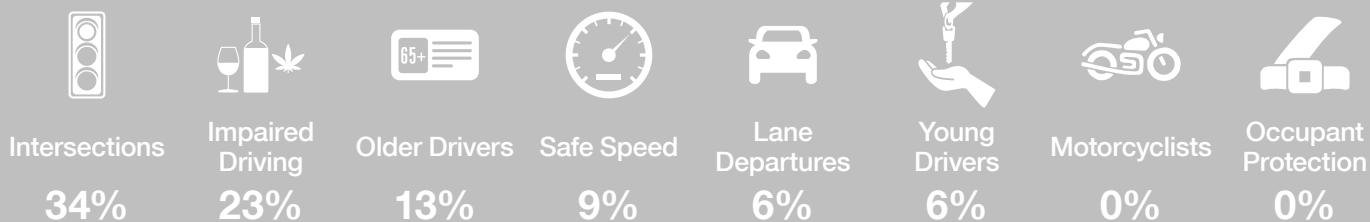
### Performance Measures

- Number of pedestrian fatalities
- Number of pedestrian serious injuries

### Strategies

1. Screen the roadway network for high-risk signalized intersections and apply effective and/or innovative countermeasures for pedestrians
2. Screen the roadway network for high-risk segments and apply effective and/or innovative countermeasures for pedestrians
3. Conduct outreach and education initiatives for target audiences that focus on eliminating high-risk pedestrian behaviors

### Percentage of Other CEAs in Pedestrian Fatal Crashes

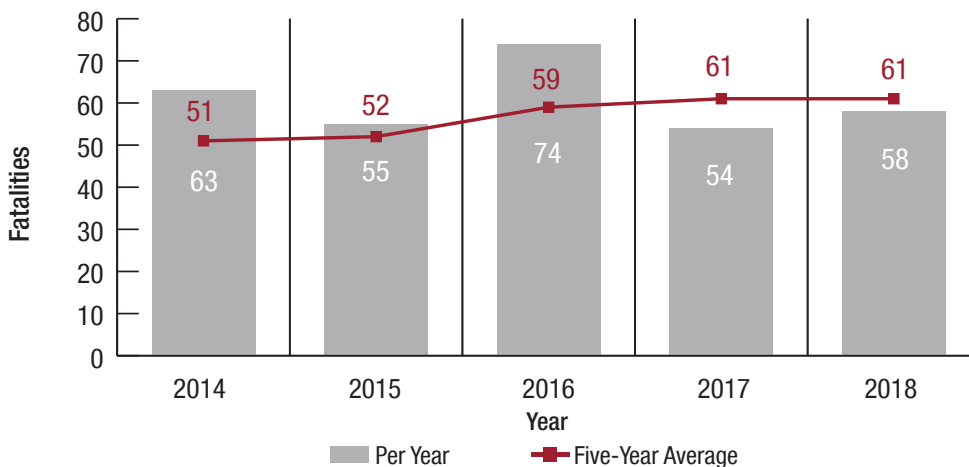




### Motorcyclists

Motorcyclist fatalities have dropped from a high of 74 in 2016 to a low of 58 in 2018. Serious injuries have decreased from a high of 294 in 2016 to a low of 191 in 2018. However, the five-year average for motorcyclists increased an average of 5.1% annually for fatalities and increased an average of 3.3% annually for serious injuries between 2014 and 2018. The Motorcycle Safety Task Force has developed new strategies and action steps to continue progress in eliminating motorcyclist fatalities and serious injuries.

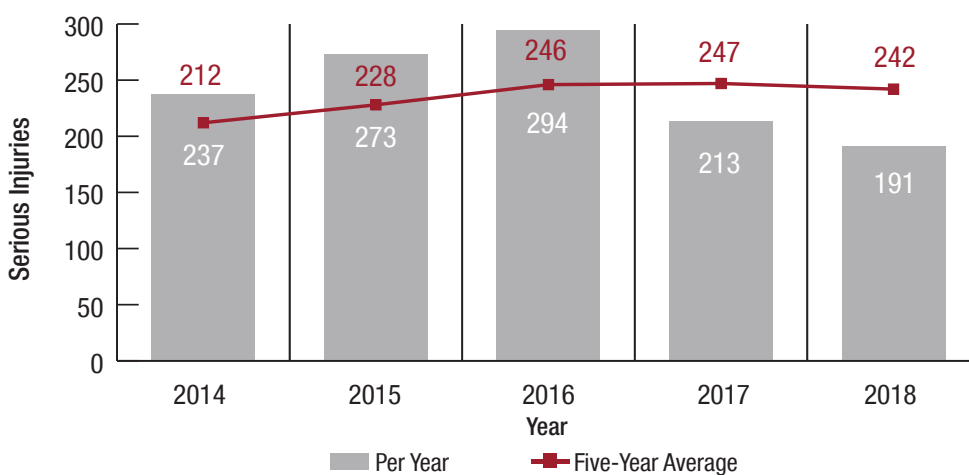
Figure 19. 2014-2018 Nevada Motorcyclist Fatalities



Average Annual Percent Change of Five-Year Average (2014-2018)

5.1%

Figure 20. 2014-2018 Nevada Motorcyclist Serious Injuries



3.3%

Vulnerable Road Users



## Motorcyclists

### Most Common Fatality and Serious Injury Crash Attributes

- Impairment (59%), Speed-related (45%), and Lane Departures (37%) are common in Motorcyclist fatal crashes (see below)
- Male at-fault drivers, age 21–55
- Male motorcyclist fatalities and serious injuries, age 21-25
- Days of week: Saturday and Sunday
- Motorcycle crashes occurred most often during daylight (64%) and in dark but lighted locations (20%)
- Angle, single vehicle, and rear-end crashes are the most common crash types
- Going straight or turning left are the most common vehicle/motorcycle actions/maneuvers that caused crashes

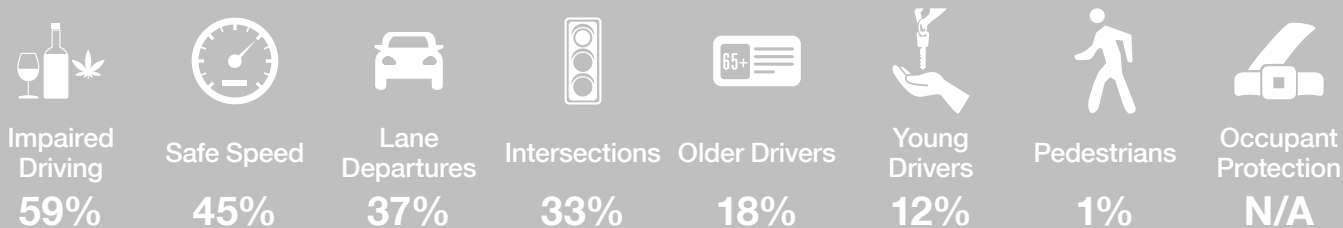
### Performance Measures

- Number of motorcyclist fatalities
- Number of motorcyclist serious injuries

### Strategies

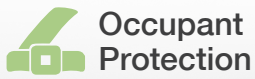
1. Conduct public education programs for high-risk motorcyclist behaviors (speeding, aggressive, reckless, and impaired riding) and for motorists to yield to motorcycles
2. Increase the percentage of motorcyclists that are trained and licensed
3. Integrate the unique characteristics of motorcycles and rider vulnerability into motorcycle-friendly roadway design, traffic control, construction, and maintenance policies and practices
4. Increase crash survivability through education and training

### Percentage of Other CEAs in Motorcycle Fatal Crashes





# Safer Drivers and Passengers



Occupant Protection



Older Drivers



Young Drivers



Distracted Driving

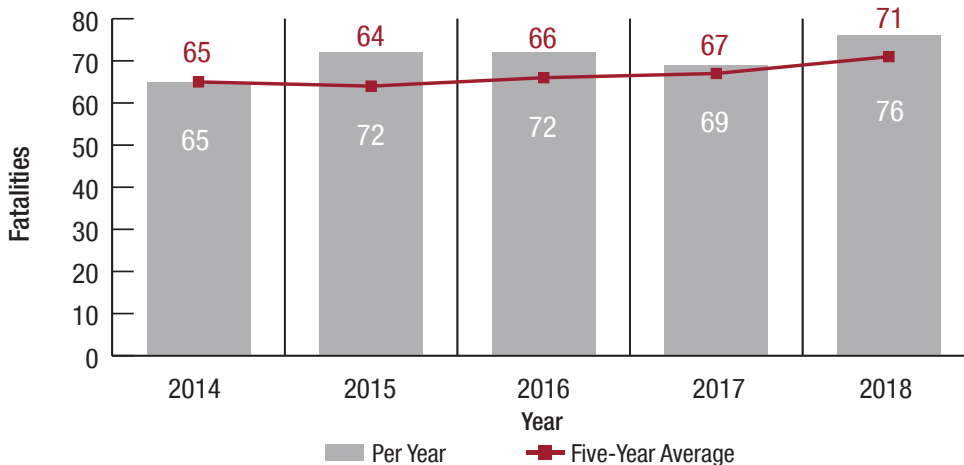
The Safer Drivers and Passengers Key Area includes CEA Task Forces for Occupant Protection, Older Drivers, and Younger Drivers, which have specific strategies presented on the following pages. Future actions related to Distracted Driving will be addressed by the task force as needed.



## Occupant Protection

Unrestrained occupant fatalities increased from a low of 65 in 2014 to a high of 76 in 2018. Serious injuries have decreased from a high of 331 in 2016 to a low of 161 in 2018. Between 2014 and 2018, the five-year average for unrestrained motor vehicle occupants increased an average of 2.1% annually for fatalities and increased an average of 1.9% annually for serious injuries. Although the restraint usage rate has reached an all-time high both nationally and in Nevada, reducing the number of unrestrained fatalities and serious injuries continues to be a top priority. The Occupant Protection Task Force has developed new strategies and action steps to continue progress in eliminating unrestrained vehicle occupant fatalities and serious injuries.

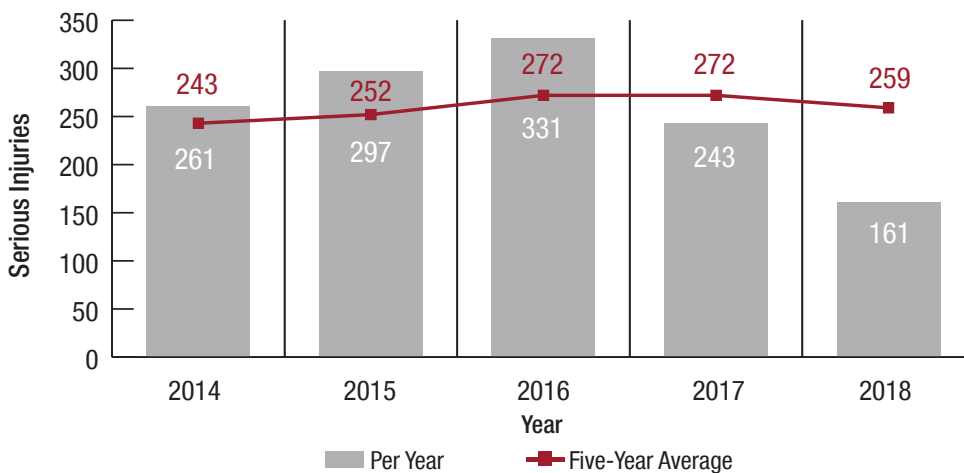
Figure 21. 2014-2018 Nevada Occupant Protection Fatalities



Average Annual Percent Change of Five-Year Average (2014-2018)

2.1%

Figure 22. 2014-2018 Nevada Occupant Protection Serious Injuries



1.9%

Safer Drivers and Passengers



## Occupant Protection

### Most Common Fatality and Serious Injury Crash Attributes

- Occupant Protection fatal crashes commonly included Lane Departures (67%), Impairment (60%), and Speed-Related (44%) (see below)
- Unrestrained male motor vehicle occupant fatalities, age 21-35
- Male at-fault drivers, age 21-45
- Commonly occurred on Friday, Saturday, and Sunday
- Single-vehicle, angle, and rear-end crashes are the most common crash types

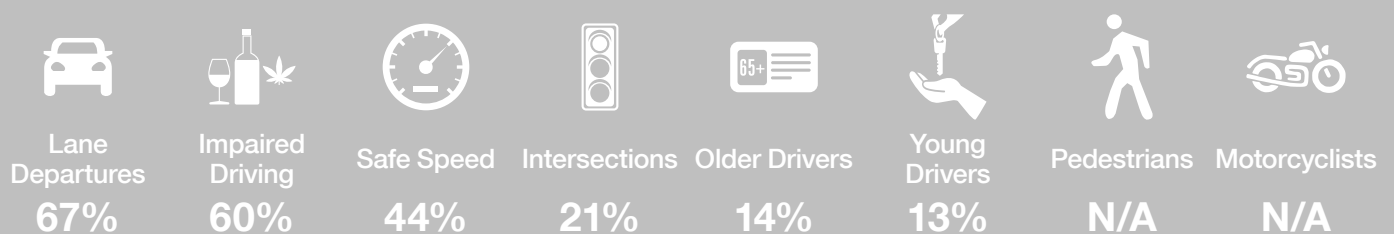
### Performance Measures

- Number of occupant protection fatalities
- Number of occupant protection serious injuries

### Strategies

1. Improve occupant protection use laws
2. Maximize proper restraint use by coordinating training and checkpoints with enforcement and the medical community
3. Create awareness of proper restraint use with public outreach activities
4. Analyze data and prepare documents to support occupant protection use

### Percentage of Occupant Protection-Related Fatal Crashes



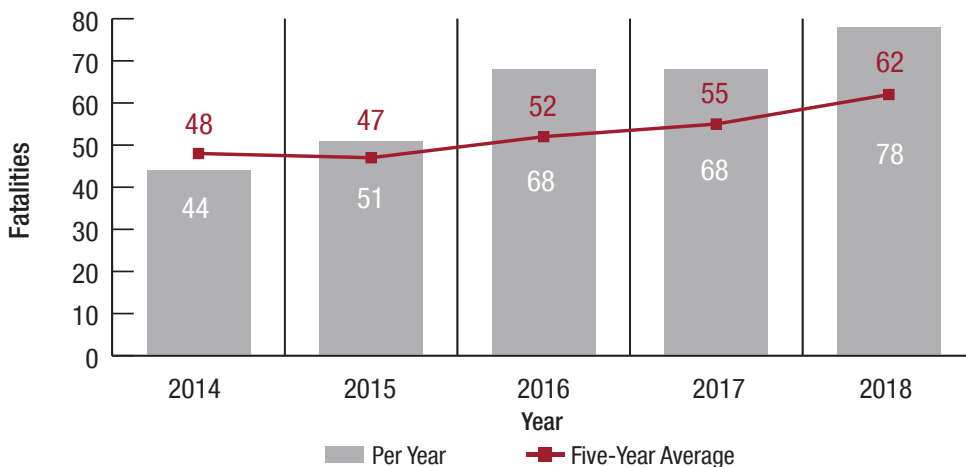
Safer Drivers and Passengers



**Older Drivers**

With the aging population in Nevada and a rise in fatalities, Older Drivers (age over 65) is a new CEA for the SHSP. Older driver fatalities have steadily increased from a low of 44 in 2014 to a high of 78 in 2018. Serious injuries have decreased from a high of 209 in 2014 to a low of 169 in 2018. Between 2014 and 2018, the five-year average for older drivers increased an average of 6.9% annually for fatalities and increased an average of 1.3% annually for serious injuries. An Older Drivers Task Force will be formed to take action on new strategies and action steps to help progress toward eliminating fatalities and serious injuries from crashes involving older drivers.

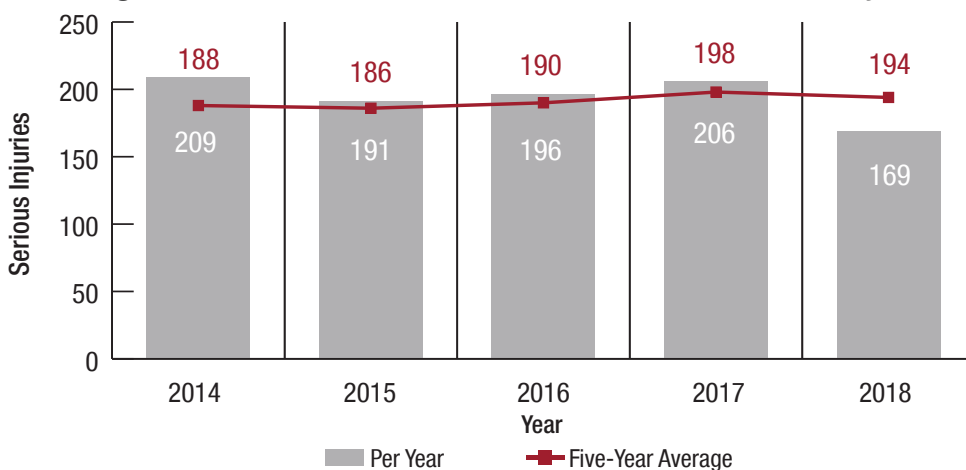
**Figure 23. 2014-2018 Nevada Older Driver Fatalities**



Average Annual Percent Change of Five-Year Average (2014-2018)

**6.9%**

**Figure 24. 2014-2018 Nevada Older Driver Serious Injuries**



**1.3%**

Safer Drivers and Passengers



### Older Drivers

#### Most Common Fatality and Serious Injury Crash Attributes

- Intersections (40%), Impairment (34%), and Lane Departures (33%) are common CEAs among Older Drivers fatal crashes (see below)
- Male at-fault drivers
- Male fatality or seriously injured
- Older driver crashes occurred most often during daylight (74%) and in dark but lighted locations (13%)
- Angle, single-vehicle, and rear-end crashes are the most common crash types

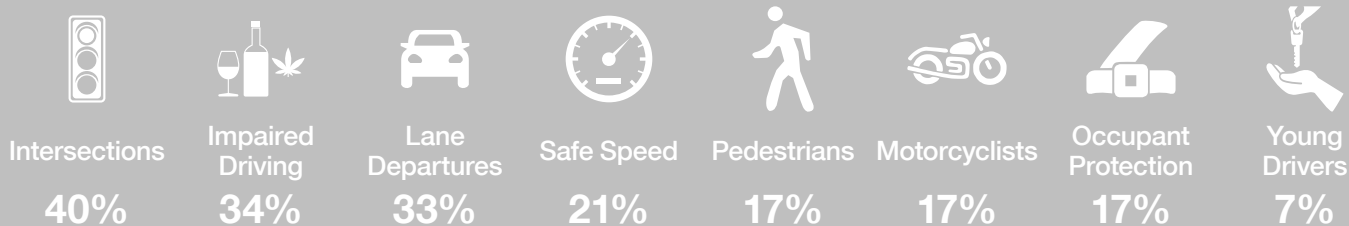
#### Performance Measures

- Number of older driver fatalities
- Number of older driver serious injuries

#### Strategies

1. Promote and educate older drivers and family members on comprehensive driving evaluations and encourage early planning to transition from driving
2. Incorporate roadway design features to meet the mobility needs of older drivers
3. Expand transportation choices to improve the mobility options for older drivers

#### Percentage of Other CEAs in Older Driver Fatal Crashes





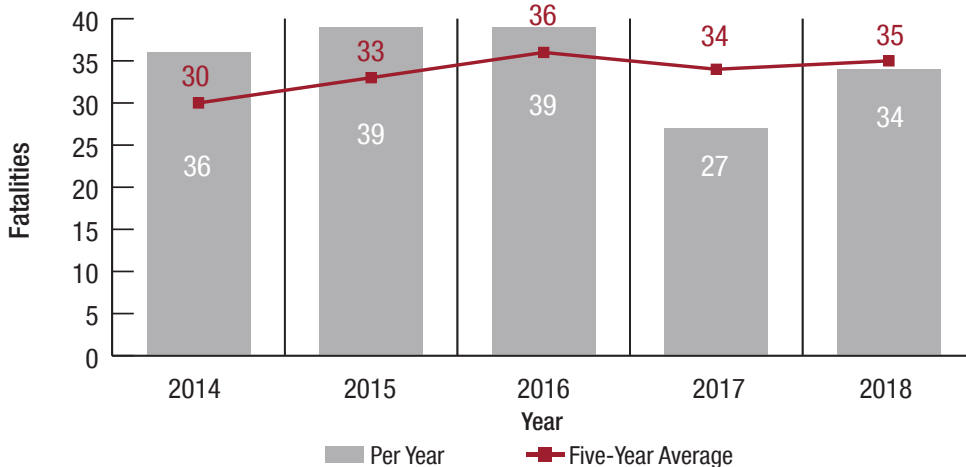
Safer Drivers and Passengers



**Young Drivers**

Young driver (age 16-20) fatalities have dropped from a high of 39 in 2015 to a low of 34 in 2018. Serious injuries decreased from a high of 234 in 2015 to a low of 116 in 2018. Between 2014 and 2018, the five-year average for young drivers increased an average of 3.5% annually for fatalities and decreased an average of 3.4% annually for serious injuries. The Young Drivers Task Force has developed new strategies and action steps to continue progress in eliminating fatalities and serious injuries involving young drivers.

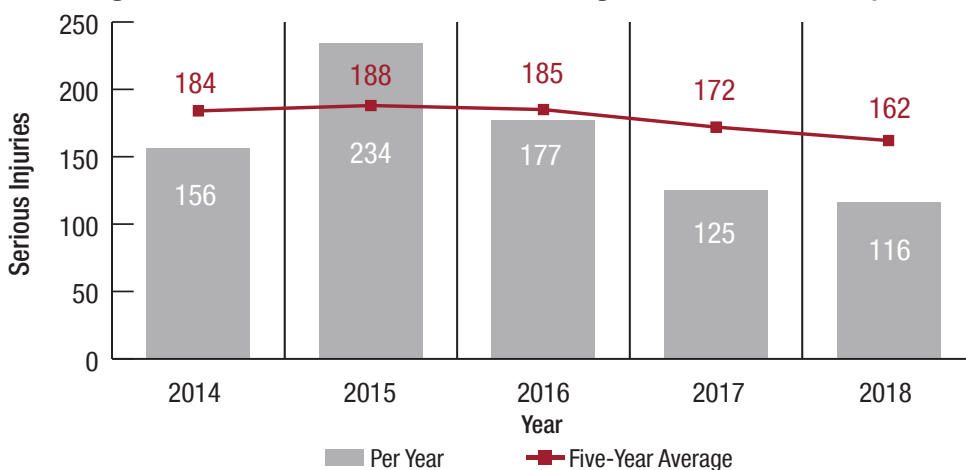
**Figure 25. 2014-2018 Nevada Young Driver Fatalities**



Average Annual Percent Change of Five-Year Average (2014-2018)

**3.5%**

**Figure 26. 2014-2018 Nevada Young Driver Serious Injuries**



**3.4%**

Safer Drivers and Passengers



### Young Drivers

#### Most Common Fatality and Serious Injury Crash Attributes

- Impairment (48%), Speed-related (43%), and Lane Departures (37%) are common among Young Drivers fatal crashes (see below)
- Males (age 16-20) most commonly at-fault
- 57% during daylight and 23% in dark, but lighted locations
- Single-vehicle, angle, and head-on crashes are the most common crash types

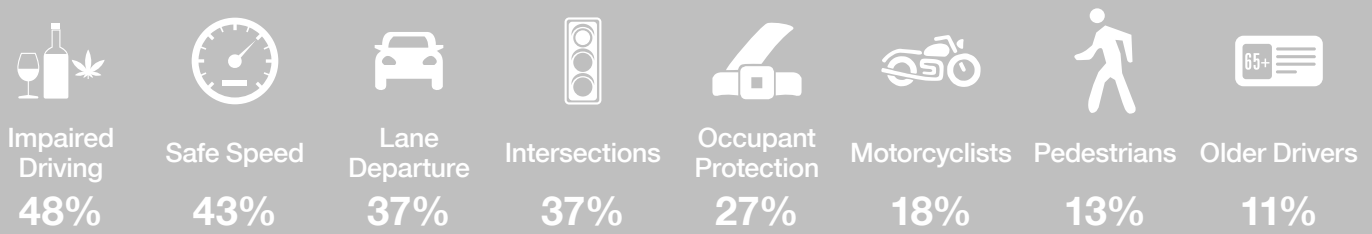
#### Performance Measures

- Number of young driver fatalities
- Number of young driver serious injuries

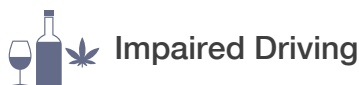
#### Strategies

1. Improve driver licensing for young drivers in Nevada to meet or exceed national Graduated Driver Licensing (GDL) best practices
2. Improve driver education for young drivers in Nevada
3. Support traffic law enforcement of young driver-related laws
4. Conduct targeted young driver outreach to young drivers and their parents/guardians

#### Percentage of Other CEAs in Young Driver Fatal Crashes



# Impaired Driving Prevention



The Impaired Driving Prevention Key Area will track strategies and action steps directly related to the prevention of fatalities and serious injuries due to alcohol- and drug-impaired driving.



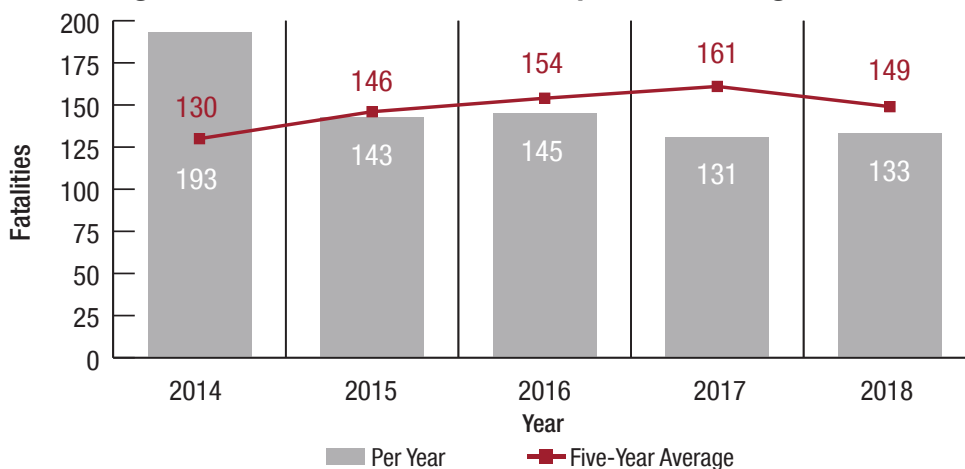
## Impaired Driving Prevention



### Impaired Driving

Impaired driving-related fatalities dropped from a high of 193 in 2014 to a low of 133 in 2018. Serious injuries have decreased from a high of 246 in 2015 to a low of 164 in 2018. Between 2014 and 2018, the five-year average for impaired driving-related crashes increased an average of 3.5% annually for fatalities and decreased an average of 1.3% annually for serious injuries. Impaired driving crashes accounted for 47% of serious injuries and 17% of all fatalities. The Impaired Driving Prevention Task Force has developed new strategies and action steps to continue progress in eliminating fatalities and serious injuries resulting from alcohol-impaired and drug-impaired drivers.

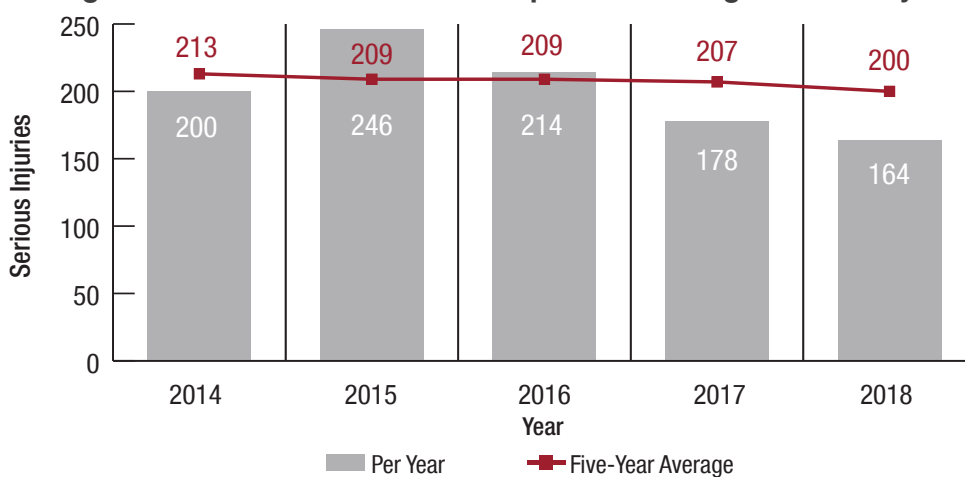
Figure 27. 2014-2018 Nevada Impaired Driving Fatalities



Average Annual Percent Change of Five-Year Average (2014-2018)

**3.5%**

Figure 28. 2014-2018 Nevada Impaired Driving Serious Injuries



**1.3%**

## Impaired Driving Prevention



### Impaired Driving

#### Most Common Fatality and Serious Injury Crash Attributes

- Lane Departures (45%), Speed-related (41%), and Intersections (31%) are common among Impaired Driving fatal crashes (see below)
- Male at-fault drivers, age 21-45
- Male fatalities or seriously injured, age 21-55
- Single-vehicle, angle, head-on, and rear-end crashes are the most common crash types
- Impaired driving-related crashes occurred most often from 6:00 PM to 6:00 AM (64%)

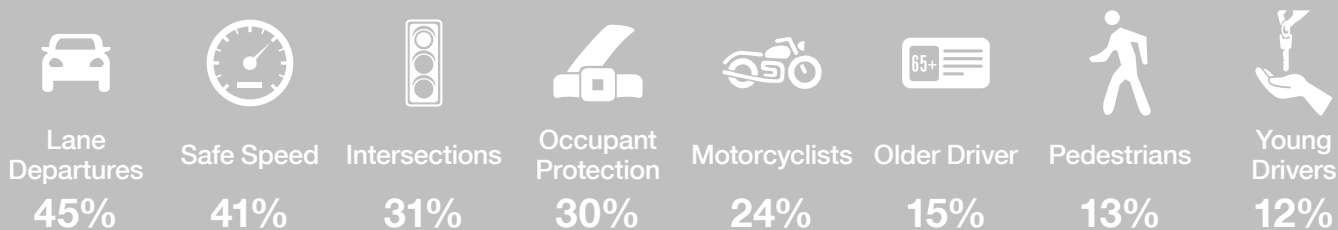
#### Performance Measures

- Number of impaired driving-related fatalities
- Number of impaired driving-related serious injuries

#### Strategies

1. Enhance DUI deterrence through improved criminal justice system response
2. Support training and education for law enforcement agencies and commit to high-visibility DUI enforcement
3. Improve understanding of impaired driving issues through better data
4. Improve primary prevention efforts aimed at DUI or riding with an impaired driver

#### Percentage of Impaired Driving Fatal Crashes





# Safety Data Analysis

The Nevada SHSP continues to be as data-driven as possible. Results of the data analysis have guided specific action steps for each CEA. Progress continues with the electronic collection of data from law enforcement agencies that is transferred into NCATS. The availability of data associated with crash analysis and tools to analyze the data continues to grow significantly. Thus, it is critically important that the SHSP implementation continues to emphasize the importance of collecting and analyzing crash data based on the Highway Safety Manual (HSM) and focus on the development of a robust database of crash data that is geospatially referenced to relevant traffic and roadway data.

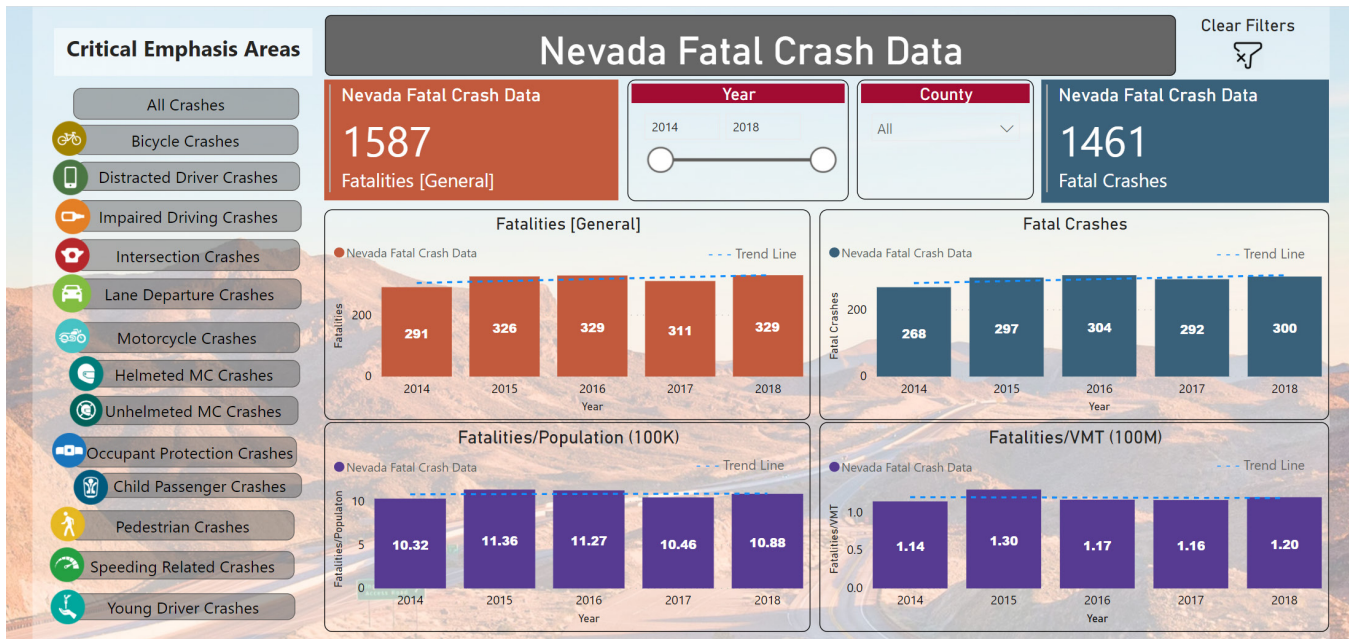
The Nevada SHSP’s TRCC focuses on streamlining the process of transferring and cleaning crash data from law enforcement agencies into NCATS and providing crash data summaries to support the SHSP implementation actions. For the 2021-2025 SHSP, the TRCC will focus on the following strategies:

- Facilitate the Nevada TRCC and support the continued improvement of data in the NCATS
- Support the development of the database and tools to support SHSP Implementation
- Support incorporating the quantification of safety impacts for transportation improvement projects at the network and individual project level into the project development process at agencies in Nevada

The Nevada crash data dashboard is shown in **Figure 29**, prior to incorporation of 2018 and 2019 data. The data related to SHSP implementation to be correlated for safety analysis includes but is not limited to:

- Crash data
- Traffic volume data
- Roadway geometrics data
- Traffic control data
- Trauma data
- Citation data

**Figure 29. Nevada Online Crash Data Dashboard**



[Click here to view crash data online](#)

The TRCC will complete an annual review of the performance measures as well as provide an annual update of crash data to support CEA strategies and action steps.

## Next Steps

### Implementation

#### SHSP Action Plan

The Nevada SHSP’s implementation plan for the next five years includes the formal SHSP (this document) that outlines the emphasis areas, strategies, and performance measure targets for the five-year plan. The next steps for implementation are outlined in the SHSP Action Plan that includes action steps, output measures, and identifies an action step leader for each emphasis area’s set of strategies to track progress towards the goal of reducing traffic-related fatalities and serious injuries. The SHSP Action Plan can be modified as action items are completed or need to be adjusted throughout the life of the 2021-2025 SHSP.

Development of the 2021-2025 SHSP improved the understanding of Nevada’s safety issues and focused on the steps needed to reduce traffic fatalities and serious injuries. The updated SHSP and the accompanying Action Plan provide a plan for effective implementation of the SHSP’s strategies and action steps.

#### Setting Strategies and Action Steps

Action steps for each emphasis area included in the 2021-2025 SHSP Action Plan will be evaluated and updated as needed throughout the life of this SHSP. All action items should be SMART:



**Specific**

*Clearly describes action step*



**Measurable**

*Defined performance measures and output measures*



**Achievable**

*Committed resources by responsible organization and action step lead*



**Relevant**

*Data-driven issue and countermeasure*



**Time Constrained**

*Achievable within a designated time frame (annually, five-year plan, reoccurring, etc.)*

As action steps and strategies are implemented and evaluated by the task forces and the SHSP team throughout the life of the plan, the following elements will be considered:

- FHWA Proven Safety Countermeasures
- NHTSA Countermeasures that Work
- Systemic improvements
- Low-cost improvements
- RSA findings

#### Evaluation

In addition to tracking the annual and five-year averages of fatalities and serious injuries for the plan overall and each CEA, the SHSP implementation will include evaluation of behavior changes as well as knowledge gained by the task forces and SHSP partner agencies. These could include opportunities to incorporate emerging technologies, partnering with large corporations or institutions, and applying national best practices.

#### Tracking

Progress of strategies and action steps for each CEA is tracked using a spreadsheet similar to the one shown on the next page. Progress is tracked if it is an annual reoccurring action or a one-time action, and status can be “not started,” “early progress,” “underway,” “substantial progress,” or “completed.”

Ongoing evaluation is critical to understanding what is working and worthy of investment, and what is less effective and a candidate for revision or discontinuation. In this way, Nevada can allocate resources focused on strategies

and action steps that will lead to reaching SHSP goals.

As part of the SHSP efforts, the SHSP Implementation Team along with Task Force Chairs and Vice Chairs, NECTS, and the TRCC will annually review progress and performance to examine roles and responsibilities, action step status, and evaluate data management and resources. Data will be reviewed annually to see if it is tracking with annual HSIP and HSP performance measure targets. Crash data for each emphasis area will be compiled annually and compared to previous years' data to assess trends and inform the public and decision makers.

Figure 30. Nevada SHSP Implementation Tracking Progress Summary

Nevada SHSP Implementation Tracking Progress Summary 2016 to 2020									
CRITICAL EMPHASIS AREA: Pedestrian Safety									
Strategy 3: Improve Driver and Pedestrian Awareness and Behavior									
Action Step #	Action Leader	Action Description	Implementation Stages					Reporting	Output measures and Comments
			1. Not Started	2. Early Progress	3. Underway	4. Substantial Progress	5. Completed		
3.1	TDD	Provide and publicize targeted law enforcement events so that law enforcement can educate/ticket noncompliant motorists and pedestrians <b>Current Activities:</b> • Law enforcement training for pedestrian enforcement waves in SNV <b>Future Activities:</b> •						Yes	Number of citations at events Number of events
3.2	Erin Breen	Prioritize and plan NRS language and key bill provisions (Current activities on pedestrian timing language) <b>Current Activities:</b> • <b>Future Activities:</b> •						Yes	NRS language updates
3.2	Laura Gryder (UNLV School of Medicine)	Pedestrian Citation Class <b>Current Activities:</b> • Continuation of classes <b>Future Activities:</b> • Expand class to NLV						Yes	Number of attendees
Number of Actions At Each Stage of Implementation			0	0	2	1	0		
Last Updated: 12/16/2019									

The key to the SHSP's success is to include strategies and action steps that are data-driven and evidence-based, and identify output measures that are measurable.

Updated versions of statewide safety plans such as the HSIP, HSP, and CVSP will be reviewed for alignment with the SHSP when plans become available. The SHSP Implementation Team and NECTS will receive status updates on the key aspects of these documents, as well as an assessment of the inclusion of the SHSP elements in these important safety partners' plans.

Task Force Chairs, Vice Chairs, SHSP Implementation Team and FHWA will continuously evaluate traffic safety data and manage the tracking and development of performance measures, strategies, and actions. This group may also hold a meeting each year at the annual Nevada Traffic Safety Summit to review performance measures and data, action step progress, and output measures to develop the SHSP Action Plan for the upcoming year.

### Key Area and CEA Task Forces

Key Area Task Forces meet on a quarterly basis to collaborate, share ideas, and receive updates from the SHSP implementation team on data, plan progress, and Zero Fatalities campaigns. The quarterly Key Area Task Force meetings will be led by the Chair and supported by Vice Chairs that represent each of the CEA Task Forces.

In between the Key Area Task Force quarterly meetings, Vice Chairs will hold interim CEA Task Force meetings with action step leaders to discuss status and progress of action steps, highlight successes, and identify challenges.

All Chairs and Vice Chairs will meet quarterly for a Task Force Leadership meeting to exchange ideas, review strategies, and discuss data needs.

### Zero Fatalities

The year 2021 commemorates the 10<sup>th</sup> anniversary of Nevada's Zero Fatalities program. In honor of the 10<sup>th</sup> anniversary, Zero Fatalities will tell the story of how the program has impacted Nevadans over the past decade by championing the life-saving mission of getting every road user home safely. Engagements, events, outreach, and campaigns will recognize and celebrate the achievements of the Zero Fatalities program; the work of the people, partners, and grantees with whom the program collaborates; and continue an ongoing commitment to achieving the ultimate goal of Zero Fatalities.

In honor of 10 years, Zero Fatalities launched a new program tagline “Lives are on the Line.” Replacing the decade-old tagline “Drive Safe Nevada,” the new tagline conveys a sense of urgency and responsibility to all Nevadans to take action to reduce and eventually eradicate roadway fatalities because **Lives are on the Line**. To continue momentum throughout the entire year, each month of the 2021 calendar year will celebrate a different year of the Zero Fatalities program to highlight influential personalities, milestones, and events that contributed to the Zero Fatalities program. The Zero Fatalities program will continue amplifying this message locally and statewide through marketing efforts, grassroots engagement within the community, and public forums including multi-faceted behavioral campaigns, impactful press placements, and engaging in current events ([zerofatalitiesnv.com](http://zerofatalitiesnv.com)).



## High-Risk Rural Roads

The Nevada SHSP Implementation includes an emphasis on High-Risk Rural Roads (HRRR) within the Lane Departures Task Force. HRRRs are defined as any roadway functionally classified as a rural major or minor collector or rural local road on which the crash rate for fatalities and serious injuries exceeds the statewide average for those functional classifications or roadways. They can also include traffic crashes involving freight transportation via commercial vehicles. For situations where there is not accurate data to determine the fatal or serious injury rate, a combination of methods will be used to determine the HRRR.

The first method will be a review of the geometrics of the roadways that share common characteristics of known features that contribute to fatal and serious injury crashes. Common characteristics include, but are not limited to narrow, unpaved shoulders; steep slopes; roadside obstacles; curve geometry; lack of signs on curves; and lack of rumble strips.

The second method will be to utilize information gathered through means such as field reviews, RSAs, and local knowledge and experience. Using information from observations in the field can identify high-risk locations that may not be identified through data analysis or by identifying roadway characteristics.

## Coordination with Other State, Local, and Tribal Plans

### NDOT Railroad Safety Program

The NDOT Railroad Safety Program is the administrative agency for the State of Nevada for all public at-grade railroad crossings. NDOT is working to develop an action plan to guide the railroad safety program. This plan is in response to the final rule issued by the Federal Rail Association (FRA) in response to the FAST Act. The plan will be published in 2021 and will serve as a guide to identify and improve the safety of state highway railroad crossings.

### One Nevada Transportation Plan

The One Nevada Transportation Plan’s “Enhance Safety” goal continues NDOT’s long-standing commitment to Zero Fatalities by building, maintaining, and operating the safest transportation system possible. The goal builds on Nevada’s SHSP and also considers how this vision can be extended to all modes of travel, such as transit and rail. Further, NDOT also takes a broad view of public safety, recognizing the importance of identifying, mitigating, preparing for, and responding to a growing number of security risks and potential emergencies involving Nevada’s transportation system.



The One Nevada Transportation Plan lists the following principles to achieve the “Enhance Safety” goal:

- Reduce traffic fatalities and serious injuries on all public roads through engineering, education, enforcement, and emergency response strategies
- Reduce fatalities and serious injuries involving pedestrians, bicyclists, motorcyclists, and other vulnerable road users
- Expand partnerships with safety advocates around the state to identify and implement safety improvement strategies and investments
- Support automated and connected vehicle technology advancements that improve safety
- Improve incident management and emergency response capabilities

### Local Public Agency Process

NDOT’s Traffic Safety Engineering team supports Nevada’s city, county and tribal safety projects that mean the most to the people that live in those communities. NDOT is developing a process to allow all local agencies to apply for Highway Safety Improvement Plan (HSIP) funds through the NDOT Local Public Agency (LPA) process. In addition, NDOT is encouraging all locals to develop a Local Road Safety Plan (LRSP) that identifies local safety priorities in a data-driven manner. Tribes will be able to submit eligible safety projects from their tribal transportation plan (TTP). Once projects are identified through the LPA process, local agencies will scope, design, and build their own projects, which are eligible for HSIP fund reimbursement of up to 95% of the total project cost.

### Commercial Vehicle Safety Plan

NHP’s Commercial Vehicle Safety Plan (CVSP) includes integration of the CEAs in the SHSP and partnering with NDOT and OTS to develop educational messaging regarding commercial vehicle safety. The Annual Update for Fiscal Year 2021 was approved on November 16, 2020.

### Nevada Highway Patrol Strategic Plan

NHP’s Strategic Plan identifies goals, objectives, and strategies to prevent fatalities and serious injuries on Nevada’s roadways. As a key stakeholder in the SHSP, NHP is involved in the implementation of the strategies and action steps for all of the CEAs.

### Vision Zero

Vision Zero Truckee Meadows has adopted Vision Zero policies and action plans and has applied to join the national Vision Zero Network. The City of Las Vegas is also considering joining the Network. Vision Zero started in Sweden as a response to traffic fatalities and serious injuries and has since spread to cities throughout the United States. While each city is tackling the policy in its own unique way, each city is staying true to the idea that when people make mistakes on our streets, fatalities and serious injuries should not be the result. Vision Zero Truckee Meadows’ goal is Zero Fatalities by 2030. Implementing Vision Zero has been identified as one of the strategies for the Pedestrian CEA. Local agencies and other stakeholders that participate in the Pedestrian Task Force will discuss the relationship between the Vision Zero cities and other safety plans, and how they can coordinate with the SHSP.





## Connecting with the Community

### SHSP Website

The SHSP website provides information for each task force, including crash facts, a link to the interactive online crash tool, task force meeting agendas and meeting summaries, upcoming traffic-safety related trainings and webinars, and resources for the NECTS and TRCC. The SHSP website is incorporated into the Zero Fatalities website for Nevada, and is available to the public to review and request more information on how to get involved. The SHSP website is located at: <https://zerofatalitiesnv.com/safety-plan-what-is-the-shsp/>.

### Quarterly Safety Culture Connection Newsletter

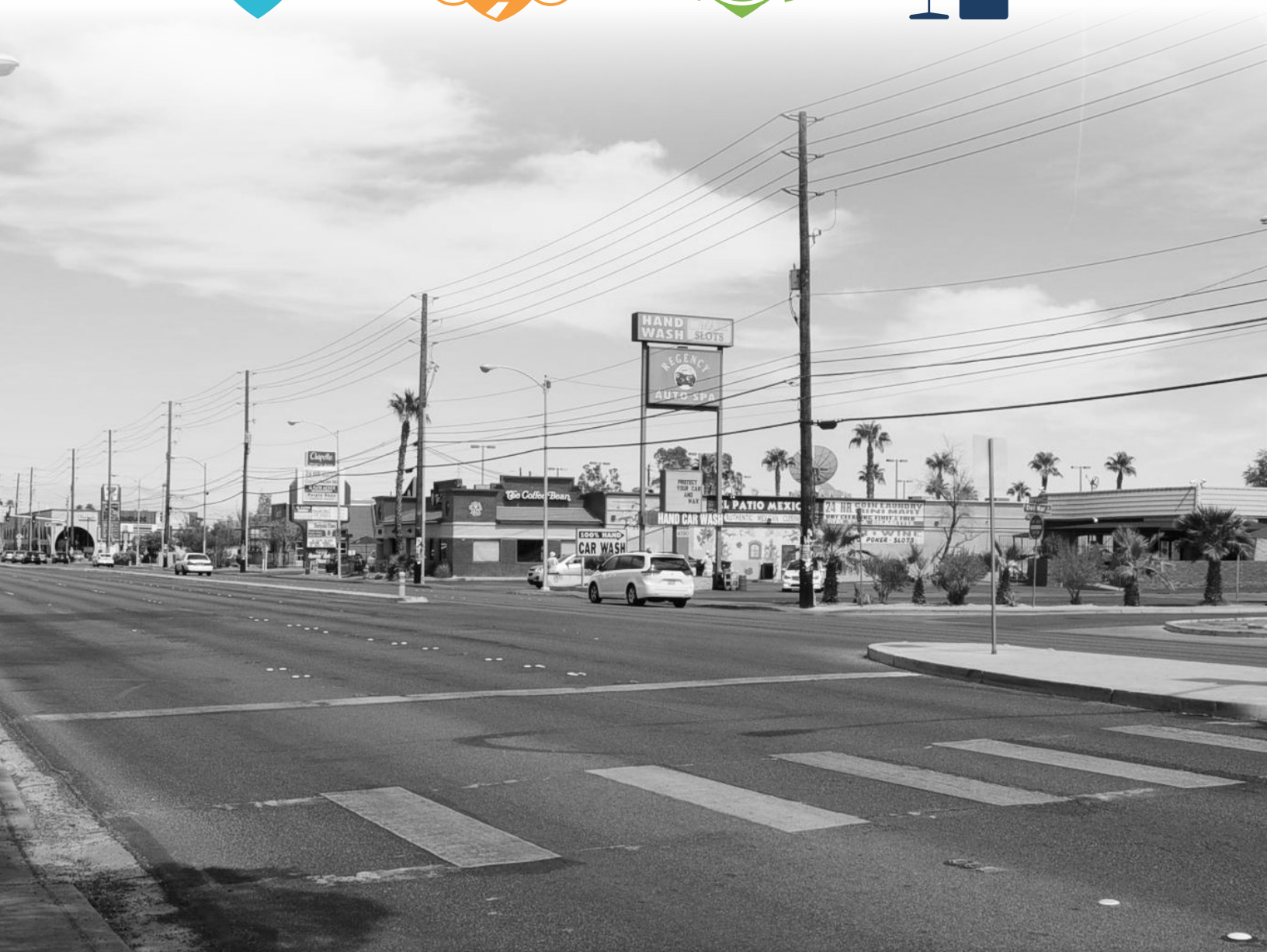
The SHSP team publishes a quarterly newsletter in support of the SHSP. The newsletter includes recent safety projects, upcoming campaigns, and a reoccurring “Safety Spotlight” that highlights a local agency’s traffic safety initiatives or programs.

### Welcome Packet for NECTS and Task Forces

Informational brochures about the SHSP and the roles and responsibilities of the various partners and groups within the SHSP are distributed to new members of the NECTS or Task Forces, or contacts looking for more information about Nevada’s SHSP.

### Annual Nevada Traffic Safety Summit

The Nevada Traffic Safety Summit is held annually and alternates between Reno and Las Vegas. The Summit has an attendance of about 200 people each year and provides two and a half days of educational sessions, trainings, keynote speakers, and networking opportunities for Nevada’s traffic safety partners from all 6 “Es” of traffic safety. ([zerofatalitiesnv.com/safety-summit/](https://zerofatalitiesnv.com/safety-summit/))





2021-2025

# Nevada Strategic Highway Safety Plan Action Plan





# 2021-2025 Action Plan Table of Contents

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## Acronyms

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<b>6 “Es”</b>	Equity, Engineering, Education, Enforcement, Emergency Response, and Everyone
<b>AAVMA</b>	American Association of Motor Vehicle Administrators
<b>ANSTSE</b>	Association of National Stakeholders in Traffic Safety Education
<b>ARIDE</b>	Advanced Roadside Impaired Driving Enforcement
<b>CEA</b>	Critical Emphasis Area
<b>CMF</b>	Crash Modification Factor
<b>CPS</b>	Child Passenger Seat
<b>CVSP</b>	Commercial Vehicle Safety Plan
<b>DMV</b>	Department of Motor Vehicles
<b>DPS-OTS</b>	Department of Public Safety, Office of Traffic Safety
<b>DRE</b>	Drug Recognition Expert
<b>DUI</b>	Driving Under the Influence
<b>EMS</b>	Emergency Medical Services
<b>FAST</b>	Fixing America’s Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FMCSA</b>	Federal Motor Carrier Safety Administration
<b>FRA</b>	Federal Rail Administration
<b>GDL</b>	Graduated Drivers’ License
<b>HFST</b>	High Friction Surface Treatment
<b>HSIP</b>	Highway Safety Improvement Program
<b>HSP</b>	Highway Safety Plan
<b>HVE</b>	High Visibility Enforcement
<b>JOL</b>	Judicial Outreach Liaison
<b>KKSOM</b>	Kirk Kerkorian School of Medicine at the University of Nevada, Las Vegas
<b>LEL</b>	Law Enforcement Liaison
<b>LPA</b>	Local Public Agency
<b>LPI</b>	Lead Pedestrian Interval
<b>LRSP</b>	Local Road Safety Plans
<b>NACTO</b>	National Association of City Transportation Officials
<b>NCATS</b>	Nevada Citation and Accident Tracking System
<b>NCHRP</b>	National Cooperative Highway Research Program
<b>NDOT</b>	Nevada Department of Transportation
<b>NECTS</b>	Nevada Executive Committee on Traffic Safety
<b>NHP</b>	Nevada Highway Patrol
<b>NHTSA</b>	National Highway Traffic Safety Administration
<b>NRS</b>	Nevada Revised Statutes
<b>NVACTS</b>	Nevada Advisory Committee on Traffic Safety



<b>PHB</b>	Pedestrian Hybrid Beacon
<b>PIO</b>	Public Information Officer
<b>PRISM</b>	Performance and Registration System Management
<b>PSA</b>	Public Service Announcement
<b>RPD</b>	Reno Police Department
<b>RRFB</b>	Rectangular Rapid Flashing Beacon
<b>RSA</b>	Road Safety Audit
<b>RTC</b>	Regional Transportation Commission
<b>SHSP</b>	Strategic Highway Safety Plan
<b>SMP</b>	Safety Management Plan
<b>TIM</b>	Traffic Incident Management
<b>TRCC</b>	Traffic Records Coordinating Committee
<b>TSRP</b>	Traffic Safety Resource Prosecutor
<b>TTP</b>	Tribal Transportation Plan
<b>UNLV</b>	University of Nevada Las Vegas
<b>UNLVTRC</b>	University of Nevada Las Vegas Transportation Research Center
<b>UNR</b>	University of Nevada Reno

## Overview

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### Action Plan Implementation

The Nevada Strategic Highway Safety Plan's (SHSP) implementation plan for the next five years includes the formal 2021-2025 SHSP Update that outlines the emphasis areas, strategies, and performance measure targets for the five-year plan and the next steps for implementation. The SHSP Action Plan includes action steps, output measures, and identifies action step leaders for each emphasis area's set of strategies to track progress towards the goal of reducing traffic-related fatalities and serious injuries. The SHSP Action Plan uses the most complete five years of crash data (2014-2018) and the evaluation of performance measures to set the action steps and targets for 2021. This document can be modified as action items are completed or need to be adjusted throughout the life of the 2021-2025 SHSP.

### SHSP Overview

The SHSP is administered by the Nevada Department of Transportation (NDOT) in primary coordination with the Department of Public Safety, Office of Traffic Safety (DPS-OTS). Nevada's efforts to develop the SHSP began in 2004, and continue today and for the next five years with the approval of the 2021-2025 SHSP Update. The 2021-2025 SHSP adopts four guiding principles that align with the Road to Zero Coalition's initiatives to achieve the goal of zero roadway fatalities by the year 2050 ([The Road to Zero: A Vision for Achieving Zero Roadway Deaths by 2050](#), Rand Corporation, 2018). These guiding principles, along with input from all 6 "Es" of traffic safety (Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone), informed the development of SHSP strategies and the action steps in the SHSP Action Plan.

#### Incorporate Equity

Equity will be incorporated into the SHSP and Action Plan through implementation and evaluation of strategies and action steps that serve all, but particularly vulnerable and traditionally underserved populations.

Implementation of the SHSP will include development of a data analysis process that incorporates equity among all road users. Existing action steps will be evaluated with the following questions during the life of the SHSP:

- Which groups will benefit from implementation of this action step?
- Who may be negatively impacted by implementation of this action step?
- Was demographic and socioeconomic data considered in the development of the action step?
- Who was involved in developing the action step?

The evaluation process for how equity is measured in action steps, identified projects, adoption of standards and other decisions will be documented.

#### Prioritize Safe Speed

Speeding accounts for nearly one-third of all traffic fatalities in Nevada; however, we know that speed is a contributing factor to all fatal and serious injury crashes. Speeding and excessive speed endangers not only the life of the driver, but all the people on the road around them. Implementation of all action steps should factor in speed and acknowledge that reducing speed can lessen the severity of impact on the humans involved in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

**➔ Double Down on What Works**

The key to the success of the SHSP is to include strategies and action steps that are data-driven and evidence-based, including proven safety countermeasures that are highly effective in reducing fatalities and serious injuries. These include the Federal Highway Administration’s (FHWA) *Proven Safety Countermeasures* as well as the National Highway Traffic Safety Administration’s (NHTSA) *Countermeasures That Work* and the Crash Modification Factors (CMF) Clearinghouse. This priority also includes a strong emphasis on improving data availability, quality, and analysis tools.

**➔ Accelerate Advanced Technology**

New emerging technologies have applications that impact the vehicles, drivers and passengers, and the ways all road users interact and communicate with the built environment and each other. The SHSP embraces emerging technologies by establishing partnerships with technology providers, health and safety groups, manufacturers, and government partners to prioritize safety.

## Structuring the SHSP

For the 2021-2025 SHSP, four Key Areas were selected to prioritize collaboration among the 6 “Es” for SHSP implementation: **Safer Roads, Vulnerable Road Users, Safer Drivers and Passengers, and Impaired Driving Prevention.** The plan established task forces for each Key Area, which will be responsible for collaboration and monitoring progress on the implementation of strategies and action steps.



As shown in the **SHSP Organizational Structure** on the following page, the SHSP established 13 emphasis areas organized under the four Key Areas, including ten Critical Emphasis Areas (CEA) that have developed strategies and action steps for implementation. Selection of the ten CEAs for the 2021-2025 SHSP Update was a data-driven process and includes emphasis areas with the highest number of fatalities and serious injuries over the previous five years (2014-2018). Seven CEAs are consistent with the previous SHSP (Impaired Driving, Intersections, Lane Departures, Motorcycles, Occupant Protection, Pedestrians and Young Drivers) and there are two new CEAs for the 2021-2025 Update: Safe Speed and Older Drivers. Work Zones was added as the tenth CEA in 2023.

# SHSP Organizational Structure



\* = Critical Emphasis Area



## Coordination with Other State, Local, and Tribal Plans

### NDOT Railroad Safety Program

The NDOT Railroad Safety Program is the administrative agency for the State of Nevada for all public at-grade railroad crossings. NDOT is working to develop a State Highway-Rail Grade Crossing Action Plan (SAP) to guide the railroad safety program. The SAP is in response to the final rule issued by the Federal Rail Association (FRA) in response to the Fixing America's Surface Transportation (FAST) Act. The plan will be available by early 2022 and will serve as a guide to identify and improve the safety of state highway railroad crossings.

### One Nevada Transportation Plan

The One Nevada Transportation Plan's "Enhance Safety" goal continues NDOT's long-standing commitment to Zero Fatalities by building, maintaining, and operating the safest transportation system possible. The goal builds on Nevada's SHSP and also considers how this vision can be extended to all modes of travel, such as transit and rail. Further, NDOT also takes a broad view of public safety, recognizing the importance of identifying, mitigating, preparing for, and responding to a growing number of security risks and potential emergencies involving Nevada's transportation system.

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- Improve incident management and emergency response capabilities



### Local Public Agency Process

NDOT's Traffic Safety Engineering team supports Nevada's city, county and tribal safety projects that mean the most to the people that live in those communities. NDOT is developing a process to allow all local agencies to apply for Highway Safety Improvement Plan (HSIP) funds through the NDOT Local Public Agency (LPA) process. In addition, NDOT is encouraging all locals to develop a Local Road Safety Plan (LRSP) that identifies local safety priorities in a data-driven manner. Tribes will be able to submit eligible safety projects from their tribal transportation plan (TTP). Once projects are identified through the LPA process, local agencies will scope, design, and build their own projects, which are eligible for HSIP fund reimbursement of up to 95% of the total project cost.

### Commercial Vehicle Safety Plan

Nevada Highway Patrol's (NHP) Commercial Vehicle Safety Plan (CVSP) includes integration of the CEAs in the SHSP and partnering with NDOT and OTS to develop educational messaging regarding commercial vehicle safety. The Annual Update for Fiscal Year 2021 was approved on November 16, 2020.

### NHP Strategic Plan

NHP's Strategic Plan identifies goals, objectives, and strategies to prevent fatalities and serious injuries on Nevada's roadways. As a key stakeholder in the SHSP, NHP is involved in the implementation of the strategies and action steps for all of the CEAs.



**Vision Zero**

Vision Zero Truckee Meadows has adopted Vision Zero policies and action plans and has applied to join the national Vision Zero Network. The City of Las Vegas is considering joining the Network. Vision Zero started in Sweden as a response to traffic fatalities and serious injuries and has since spread to cities throughout the United States. While each city is tackling the policy in its own unique way, each city is staying true to the idea that when people make mistakes on our streets, fatalities and serious injuries should not be the result. Vision Zero Truckee Meadows' goal is Zero Fatalities by 2030. Implementing Vision Zero has been identified as one of the strategies for the Pedestrians CEA. Local agencies and other stakeholders that participate in the Pedestrians Task Force will discuss the relationship between the Vision Zero cities and other safety plans, and how they can coordinate with the SHSP.



**Tracking**

Progress of strategies and action steps for each CEA is tracked using a spreadsheet similar to the one shown to the right. Progress is tracked if it is an annual reoccurring action or a one-time action, and status can be “not started,” “early progress,” “underway,” “substantial progress,” or “completed.”

Ongoing evaluation is critical to understanding what is working and worthy of investment, and what is less effective and a candidate for revision or discontinuation. In this way, Nevada can allocate resources focused on strategies and action steps that will lead to reaching SHSP goals.

**Nevada SHSP Implementation Tracking Summary**

Progress Summary 2016 to 2020

CRITICAL EMPHASIS AREA: Pedestrian Safety  
Strategy 3: Improve Driver and Pedestrian Awareness and Behavior

Action Step #	Action Leader	Action Description	1. Not Started	2. Early Progress	3. Underway	4. Substantial Progress	5. Completed	Recurring	Output measures and Comments
3.1	TRD	Provide and publicize targeted law enforcement events so that law enforcement can educate/ticket noncompliant motorists and pedestrians <b>Current Activities:</b> • Law enforcement training for pedestrian enforcement waves in SNV <b>Future Activities:</b> •						Yes	Number of citations at events Number of events
3.2	Erin Beeen	Prioritize and plan NRS language and key bill provisions (Current activities on pedestrian timing language) <b>Current Activities:</b> • <b>Future Activities:</b> •						Yes	NRS language updates
3.2	Laura Gryder (UNLV School of Medicine)	Pedestrian Citation Class <b>Current Activities:</b> • Continuation of classes <b>Future Activities:</b> • Expand class to NLV						Yes	Number of attendees
Number of Actions At Each Stage of Implementation			0	0	2	1	0		

Last Updated: 12/16/2019

As part of the SHSP efforts, the SHSP Implementation Team along with Task Force Chairs and Vice Chairs, Nevada Advisory Committee on Traffic Safety (NVACTS) (formerly Nevada Executive Committee on Traffic Safety (NECTS), and the Traffic Records Coordinating Committee (TRCC) will annually review progress and performance to examine roles and responsibilities, action step status, and evaluate data management and resources. Data will be reviewed annually to see if it is tracking with annual HSIP and Highway Safety Plan (HSP) performance measure targets. Crash data for each emphasis area will be compiled annually and compared to previous years' data to assess trends and inform the public and decision makers.

The key to the SHSP's success is to include strategies and action steps that are data-driven and evidence-based, and identify output measures that are measurable.

Updated versions of statewide safety plans such as the HSIP, HSP, and CVSP will be reviewed for alignment with the SHSP when plans become available. The SHSP Implementation Team and NVACTS will receive status updates on the key aspects of these documents, as well as an assessment of the inclusion of the SHSP elements in these important safety partners' plans.

The Task Force Chairs, Vice Chairs, and SHSP Implementation Team will continue to evaluate the traffic safety data and manage the tracking and development of performance measures, strategies, and actions. This group will hold a special meeting at the annual Nevada Traffic Safety Summit to review performance measures and data, action step progress, and output measures to develop the SHSP Action Plan for the upcoming year.

## Key Area and CEA Task Forces

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Key Area Task Forces meet on a quarterly basis to collaborate, share ideas, and receive updates from the SHSP implementation team on data, plan progress, and Zero Fatalities campaigns. The quarterly Key Area Task Force meetings will be led by the Chair of the Key Area and supported by Vice Chairs that represent each of the CEA Task Forces.

In between the Key Area Task Force quarterly meetings, Vice Chairs will hold interim CEA Action Update meetings with action step leaders to discuss status and progress of action steps, highlight successes, identify challenges, and determine updates to provide at the Key Area Task Force quarterly meetings.

All Key Area Chairs and CEA Task Force Vice Chairs will meet quarterly for a Task Force Leadership meeting to exchange ideas, review strategies, and discuss data needs.

In addition to the Key Area Task Forces responsible for implementing the plan, the TRCC focuses on improving the available data to strengthen the ability of safety practitioners to strategically select and implement strategies.



# Key Area: Safer Roads



The Safer Roads Key Area includes emphasis areas relative to the built environment. The Safer Roads Key Area will implement actions to reduce fatalities and serious injuries due to Speed, Lane Departures, Intersections, and Work Zones.

**Chair:** Lacey Tisler, NDOT Traffic Safety Engineering

## Key Areas

		Key Areas					
		Safer Roads	Vulnerable Road Users	Safer Drivers and Passengers	Impaired Driving Prevention		
Emphasis Areas	Safe Speed*	Pedestrians*	Occupant Protection*	Impaired Driving*			
	Lane Departures*	Motorcyclists*	Older Drivers*				
	Intersections*	Bicyclists	Young Drivers*				
	Work Zones*	Micromobility	Distracted Driving				

\* = Critical Emphasis Area



# Safe Speed Action Plan

**Vice Chair:** Todd Hartline, Nevada Department of Public Safety, Office of Traffic Safety

## Strategy #1

*Advance the use of infrastructure techniques and technology to manage target speeds and set speed limits.*

Action Step #	Action Step Leader	Description	Output Measure
1.1	Lacey Tisler, NDOT	Develop a statewide Speed Management Action Plan for Nevada.	NDOT Speed Management Action Plan completed by 2022.
1.2	Lacey Tisler, NDOT	Implement context-sensitive speed setting approach for state-owned roadways.	Establish target speeds for state-owned facilities by 2024.
1.3	Lacey Tisler, NDOT Kimberly Goodwin, NDOT	Install dynamic speed feedback signs within transition zones, preferably with geometric improvements, to reduce speeds where speeds/crashes are an issue.	Select three locations to provide guidance from NDOT Speed Management Action Plan.

## Strategy #2

*Utilize high-visibility speeding enforcement targeted at high-risk locations to reduce crash severity.*

Action Step #	Action Step Leader	Description	Output Measure
2.1	Todd Hartline, OTS Lacey Tisler, NDOT	Support High Visibility Enforcement (HVE) efforts for aggressive driving and speed with strong multiple-channel messaging and outreach to encourage appropriate speeds.	Report on the statistics from each HVE event.
2.2	Lacey Tisler, NDOT; Todd Hartline, OTS	Support legislative opportunities to curb speed and aggressive driving, such as automated enforcement in school and work zones.	Automated enforcement legislation in the 2023 session.

## Strategy #3

*Improve effectiveness of education and outreach about safe speed and aggressive driving.*

Action Step #	Action Step Leader	Description	Output Measure
3.1	Todd Hartline, OTS	Use education and messaging to change culture of normalized speeding.	One speed campaign and presentation that focuses on culture change per year.
3.2	Nick Nordyke, OTS	Promote peer-to-peer outreach programs to address social norms and shared driving behaviors for all roadway users to reduce speed and aggressive driving.	Hold at least one peer-to-peer outreach program per year.



## Lane Departures

# Lane Departures Action Plan

**Vice Chair:** Shawn Paterson, NDOT Roadway Design

## Strategy #1

*Apply proven engineering countermeasures and roadway improvements to keep vehicles in their lanes.*

Action Step #	Action Step Leader	Description	Output Measure
1.1	Jordan Daker, NDOT	Prioritize high-risk horizontal curves and apply countermeasures.	Apply countermeasures such as high-friction surface treatment (HFST) and enhanced signage.
1.2	Jordan Daker, NDOT	Develop a statewide climbing and passing lane program.	Prepare Climbing and Passing Lane Study and prioritize locations (multi-jurisdictional).
1.3	Jordan Daker, NDOT	Update rumble strip standards and guidance on new and re-rumble strip installations.	Standards and guidance for new and re-rumble strip installations.

## Strategy #2

*Increase survivability in the event of a lane departure through engineering and emergency response.*

Action Step #	Action Step Leader	Description	Output Measure
2.1	Shaun "Murry" Deforest, NDOT Lacey Tisler, NDOT	Identify opportunities to increase survivability of run-off-the-road crashes (slope flattening, shoulder widening, and roadside object removal projects).	Number of projects that address slope flattening, shoulder widening and object removal.
2.2	Juan Hernandez, NDOT	Apply traffic incident management (TIM) strategies to minimize disruption after incidents to improve emergency response times to crashes, improve first responders safety while on scene, reduce secondary crashes through training.	Increase number of responders trained.
2.3	Nova Simpson, NDOT	Decrease animal vehicle collisions: prioritize problem areas with crash data (statewide assessment).	Report on integration of wildlife mitigation into NDOT projects and continued research on problem areas.
2.4	Juan Hernandez, NDOT	Identify and support technology that will increase the survivability and decrease the probability of lane departure crashes.	Document successes and crash reduction associated with technologies. Increase implementation of current technologies and identify one new technology.





Intersections

# Intersections Action Plan

**Vice Chair:** Rod Schilling, NDOT Roadway Systems

## Strategy #1

*Screen the roadway network for high-risk intersections and apply effective and/or innovative countermeasures.*

Action Step #	Action Step Leader	Description	Output Measure
1.1	Shara Thiesen, NDOT Traffic Safety	Screen the network to identify the top high-risk signalized intersections.	Top high-risk signalized intersections.
1.2	Shara Thiesen, NDOT Traffic Safety	Screen the network to identify the top high-risk unsignalized intersections (separated by rural and urban).	Top high-risk unsignalized intersections.
1.3	Maurilio Olivares, NDOT Traffic Safety	Identify countermeasures to apply to the top high-risk signalized intersections.	Identify projects to improve safety at top high-risk signalized intersections.
1.4	Maurilio Olivares, NDOT Traffic Safety	Identify countermeasures to apply to the top high-risk unsignalized intersections.	Identify projects to improve safety at top high-risk unsignalized intersections.
1.5	Maurilio Olivares, NDOT Traffic Safety	Conduct safety analysis at unsignalized and signalized intersections throughout the state to determine potential systemic countermeasures to apply at intersections.	Systemic safety analysis and identification of proven safety countermeasures.



Intersections

**Strategy #2**

*Screen the roadway network for high-risk segments and apply effective and/or innovative countermeasures to improve intersection safety.*

Action Step #	Action Step Leader	Description	Output Measure
2.1	Dr. Hao, University of Nevada Reno (UNR); Maurilio Olivares, NDOT Traffic Safety	Determine locations with high nighttime crashes and make recommendations to increase lighting.	Provide recommendations to add lighting to high nighttime crash locations. Work with agencies to educate them on lighting standards. Education on destination lighting in rural locations.
2.2	Perry Gross, NDOT Traffic Safety	Determine a high-crash corridor where crashes could be mitigated through corridor access management, and identify a project to install islands to limit access. Utilize results from Safety Management Plans (SMP).	Determine how access management is implemented at the local level. Determine a high-crash corridor and identify a project to install islands to limit access. Access management as recommended in SMPs. Number of access management measures incorporated into NDOT Encroachment Permits.
2.3	Gena Kendall, Regional Transportation Commission of Southern Nevada (RTC SNV); Maurilio Olivares, NDOT Traffic Safety	Support and document roadway lane reconfigurations throughout the state.	White paper on benefits of roadway lane reconfiguration. Determine what local agencies' policies are. Reach out to agencies yearly to determine if roadway lane reconfigurations are being implemented.

**Strategy #3**

*Conduct outreach and education initiatives for target audiences that focus on eliminating high-risk behaviors at intersections.*

Action Step #	Action Step Leader	Description	Output Measure
3.1	Erin Breen, University of Nevada Las Vegas (UNLV); Sgt. Jason Stallcop, Reno Police Department (RPD)	Support efforts for automated enforcement in the state through the use of safety cameras.	Conduct a study to prove the issue. Review hearing to determine what made the bill fail and look to make changes to address those concerns, Conduct a best practice review on automated enforcement technology, address equity in automated enforcement. (Consider calling these "safety cameras").
3.2	Sgt. Jason Stallcop, RPD	Conduct saturation enforcement of red light running.	Number of red-light running citations reported statewide.
3.3	Sam Ahiamadi, NDOT	Support efforts for roundabout training in driver education and on driving test.	Review driver education materials to see if they incorporate information on roundabouts. Coordinate with the Department of Motor Vehicles (DMV) to have roundabouts included in the driving test when they are located near a DMV.



# Work Zones Action Plan

**Vice Chair:** Casey Sylvester, NDOT

## Strategy #1

*Increase use of data sources and innovative technology to address the causes of fatalities and serious injuries in work zones.*

Action Step #	Action Step Leader	Description	Output Measure
1.1	Casey Sylvester, NDOT	Research technology support and determine available data sources	Summary of research
1.2	Matthew Williams, NDOT, Casey Sylvester, NDOT	Analyze crash data, provide recommendations, and develop strategies to support better decision-making.	Set of education/communication/outreach strategies to inform construction workers/project managers/etc. on ways to improve safety within work zones.

## Strategy #2

*Increase effectiveness of Traffic Control Work Zones.*

Action Step #	Action Step Leader	Description	Output Measure
2.1	Maurilio Olivares, NDOT, CaseySylvester, NDOT	Research traffic control design, specifications, Traffic Management Plan (TMP), and review processes for work zones (i.e. alignment with MUTCD standards).	Summary of findings based on areas of improvement and design best practices.
2.2	John Penuelas, RTCSNV	Measure effectiveness of traffic control layouts (Identify an agency to champion this effort?)	Develop strategies to review traffic control plans for conformance with national standards.
2.3	Lacey Tisler, NDOT	Evaluate the feasibility for using automated enforcement within a work zone as a pilot project.	Summary of findings with recommendations for use.

## Strategy #3

*Future Consideration: Determine impacts of work zones on capacity, mobility and safety downstream of the work zone.*

Action Step #	Action Step Leader	Description	Output Measure
3.1	Maurilio Olivares, NDOT,	Review projects within 0.5 mile outside of work zones which impact the safety of the corridor.	Summary of impacts that construction zones have on safety within the vicinity of a work zone.


















# Key Area: Vulnerable Road Users



The Vulnerable Road Users Key Area includes emphasis areas related to non-motorized road users, such as pedestrians, bicyclists, motorcyclists; and those on scooters and other forms of micromobility. The Vulnerable Road Users Key Area includes the CEA Task Forces for Pedestrians and Motorcyclists, which have specific strategies presented on the following pages. Future actions related to bicyclists and micromobility safety will be addressed by the task force as needed.

**Chair:** Rebecca Kapuler, RTC Washoe

## Key Areas

		Key Areas					
							
		Safer Roads	Vulnerable Road Users	Safer Drivers and Passengers	Impaired Driving Prevention		
Emphasis Areas	 Safe Speed*	 Pedestrians*	 Occupant Protection*	 Impaired Driving*			
	 Lane Departures*	 Motorcyclists*	 Older Drivers*				
	 Intersections*	 Bicyclists	 Young Drivers*				
	 Work Zones*	 Micromobility	 Distracted Driving				

\* = Critical Emphasis Area



## Pedestrians Action Plan

**Vice Chair:** Erin Breen, UNLV Vulnerable Road Users Project

### Strategy #1

*Screen the roadway network for high-risk intersections and apply effective and/or innovative countermeasures for pedestrians.*

Action Step #	Action Step Leader	Description	Output Measure
1.1	Shara Thiesen, NDOT Traffic Safety	Screen the network to identify the top high-crash pedestrian locations at signalized intersections.	Top high-crash pedestrian locations at signalized intersections.
1.2	Shara Thiesen, NDOT Traffic Safety	Screen the network to identify the top high-crash pedestrian locations at unsignalized intersections.	Top high-crash pedestrian locations at unsignalized intersections.
1.3	Shara Thiesen, NDOT Traffic Safety	Screen the network to identify the top-high crash pedestrian locations at unsignalized midblock locations.	Top high-crash pedestrian locations at unsignalized midblock locations.
1.4	Erin Breen, UNLV	Identify countermeasures to apply to the top high-crash pedestrian signalized intersections.	Identify projects to improve pedestrian safety at top high-crash signalized intersections.
1.5	Erin Breen, UNLV	Identify countermeasures to apply to the top high-crash pedestrian unsignalized intersections.	Identify projects to improve pedestrian safety at top high-crash unsignalized intersections.
1.6	Erin Breen, UNLV	Identify countermeasures to apply to the top high-crash pedestrian mid-block crossing locations.	Identify projects to improve pedestrian safety at top high-crash mid-block crossing locations.
1.7	Erin Breen, UNLV	Conduct pedestrian safety analysis throughout the state to determine potential systemic countermeasures to apply to improve pedestrian safety.	Systemic safety analysis and identification of proven safety countermeasures.





**Strategy #2**

*Screen the roadway network for high-risk segments and apply effective and/or innovative countermeasures for pedestrians.*

Action Step #	Action Step Leader	Description	Output Measure
2.1	Dr. Hao, UNR; Maurilio Olivares, NDOT Traffic Safety	Use results of the UNR pedestrian lighting study to determine if there is a correlation between lighting levels and pedestrian crashes.	Develop recommendations to modify lighting standards and evaluate modifications to speed limits to address headlight sight distance versus stopping sight distance.
2.2	Maurilio Olivares, NDOT Traffic Safety	Develop Unsignalized Crosswalk Guidelines for local agencies.	Guidelines document for Local Agencies.
2.3	Gena Kendall, RTC SNV; Maurilio Olivares, NDOT Traffic Safety	Support and document roadway lane reconfigurations to support pedestrian safety throughout the state.	Education on roadway lane reconfigurations that benefit pedestrian safety. Reach out to agencies and ask them to self-report lane reconfiguration projects.

**Strategy #3**

*Conduct outreach and education initiatives for target audiences that focus on eliminating high-risk pedestrian behaviors.*

Action Step #	Action Step Leader	Description	Output Measure
3.1	Andrew Bennett, Clark County; Rebecca Kapuler, NDOT	Conduct pedestrian awareness campaigns incorporating media outreach and education material on Nevada Revised Statutes (NRS) to provide to violators (drivers and pedestrians).	Number of events, campaigns, outreach materials.
3.2	Carrie Krupp, OTS	Conduct HVE events focused on pedestrian safety.	Number of events, number of citations (driver and pedestrian). Obtain citation data locations from pedestrian citation class.
3.3	Sgt. Jason Stallcop, RPD	Implement pedestrian safety zones.	Number of pedestrian safety zones implemented.
3.4	Erin Breen, UNLV; Rebecca Kapuler, NDOT	Expand the pedestrian citation class.	Number of classes and participants. Implement pedestrian citation class in Washoe County. Pilot program with middle schools requiring them to take citation class.
3.5	Rebecca Kapuler, NDOT	Continue advancing Vision Zero in Northern Nevada.	Report output from Vision Zero in Northern Nevada.
3.6	Lia Grimaldi, City of Las Vegas	Start Vision Zero in Southern Nevada.	Development of Vision Zero in Southern Nevada.
3.7	Shara Thiesen, NDOT Traffic Safety	Prepare the Vulnerable Road Users Safety Assessment Update for 2026.	Summary of data needs, best practices, strategies and priorities for the 2026 Vulnerable Road Users Safety Assessment Update.



Motorcyclists

# Motorcyclists Action Plan

**Vice Chair:** Justin McDonald, Department of Public Safety – Office of Traffic Safety

## Strategy #1

*Conduct public education programs for high-risk motorcyclist behaviors (speeding, aggressive, reckless, and impaired riding) and for motorists to yield to motorcycles.*

Action Step #	Action Step Leader	Description	Output Measure
1.1	PK Handley; Justin McDonald, OTS	Create and run motorcycle safety campaigns for motorcyclists and other motorists to watch out for motorcyclists.	Minimum of two motorcycle safety campaigns each year - one directed at motorcyclists and another directed at motorists.
1.2	Daniel Banda, OTS	Develop a motorcycle safety topic/article to include in the SHSP quarterly newsletter.	One topic/quarter.
1.3	Justin McDonald, OTS	Include motorcycle safety in presentations to corporate partners.	Traffic safety presentations to include motorcycle safety message.
1.4	PK Handley; Matt Cambron, OTS	Increase outreach and partnering with dealerships in the Las Vegas area to educate riders and to gain dealership’s support for motorcycle safety initiatives.	Develop outreach program for 2023.
1.5	Matt Cambron, OTS	Develop Nevada-specific materials to educate riders about selecting a motorcycle compatible with skill level, the need for hi-visibility riding gear, proper protective gear, danger of excessive speed, etc.	Distribute through Nevada Rider booths at outreach events and at dealerships.
1.6	Justin McDonald, OTS	Develop and conduct rider surveys.	Develop online survey for use virtually and in person at outreach events.
1.7	Rob Honea, OTS	Encourage law enforcement agencies to conduct education sessions, social media outreach and on-cycle training for the public.	Track what agencies are doing, develop plan to expand outreach and education.

## Strategy #2

*Increase the percentage of motorcyclists that are trained and licensed.*

Action Step #	Action Step Leader	Description	Output Measure
2.1	Matt Cambron, OTS; Laurie Saunders, CSN	Expand availability of mid-level and advanced motorcycle courses in Northern and Southern Nevada.	Offer Circuit Rider Course with elite instructors.
2.2	Justin McDonald, OTS	Conduct virtual Moto 101 Training for Teens.	Convert Moto 101 training curriculum to virtual platform, promote and schedule online sessions.



**Motorcyclists**

**Strategy #3**

*Integrate the unique characteristics of motorcycles and rider vulnerability into motorcycle-friendly roadway design, traffic control, construction, and maintenance policies and practices.*

Action Step #	Action Step Leader	Description	Output Measure
3.1	Sam Ahiamadi, NDOT	Implement the use of motorcycle-specific signage and/or countermeasures where unavoidable hazardous conditions exist or where data indicates higher levels of motorcycle crashes.	Develop list of signage and countermeasures that are effective for motorcycles and develop implementation plan.
3.2	Sam Ahiamadi, NDOT	Review and evaluate recommendations in the National Cooperative Highway Research Program (NCHRP) Scan Team Report – Leading Practices for Motorcyclist Safety. Implement recommendations that are in alignment with NDOT policies and procedures.	Review Scan Team Report and develop action plan for Nevada roads.
3.3	Sam Ahiamadi, NDOT	Include DPS motorcycle safety staff on Road Safety Assessment (RSA) teams and as appropriate in the SMP process.	Invite motorcycle safety staff to participate in all RSA field reviews.

**Strategy #4**

*Increase crash survivability through education and training.*

Action Step #	Action Step Leader	Description	Output Measure
4.1	PK Handley; Justin McDonald, OTS	Increase and support bystander assistance training for motorcyclists.	Develop plan for bystander training seminars in Nevada.
4.2	TBD	Maintain universal helmet law for motorcycle and moped riders.	Unhelmeted crash data presentation for 2023 and 2025 Legislative Sessions.

# Key Area: Safer Drivers and Passengers



The Safer Drivers and Passengers Key Area includes CEA Task Forces for Occupant Protection, Older Drivers, and Younger Drivers, which have specific strategies presented on the following pages. Future actions related to Distracted Driving will be addressed by the task force as needed.

**Chair:** Dr. Shashi Nambisan, UNLV Transportation Research Center (TRC)

Key Areas			
Safer Roads	Vulnerable Road Users	Safer Drivers and Passengers	Impaired Driving Prevention
<b>Emphasis Areas</b> Safe Speed* Lane Departures* Intersections* Work Zones*	Pedestrians* Motorcyclists* Bicyclists Micromobility	Occupant Protection* Older Drivers* Young Drivers* Distracted Driving	Impaired Driving* <b>Emphasis Areas</b>

\* = Critical Emphasis Area



Occupant Protection

# Occupant Protection Action Plan

**Vice Chair:** Judith Mata, DPS-OTS

## Strategy #1

*Improve occupant protection use laws.*

Action Step #	Action Step Leader	Description	Output Measure
1.1	Erin Breen, UNLV	Enact a primary enforcement seat belt law.	Enactment of primary seat belt law.
1.2	Erin Breen, UNLV	Strengthen child restraint laws for children between the ages of required child passenger safety (CPS) seat use and adult seat belt use.	Enactment of CPS laws covering children past CPS seats but not yet using adult seat belts.
1.3	Erin Breen, UNLV; Nick Nordyke, OTS	Require seat belt use for young drivers and their passengers as a condition of Nevada's Graduated Driver Licensing (GDL) system.	Legislative action by 2023.
1.4	Sherry Ely-Mendez, Pyramid Lake Paiute Tribe	Encourage Local Primary Enforcement Seat Belt Use Laws for tribal lands.	Establish one local agency or tribe to enact a primary seat belt law.

## Strategy #2

*Maximize proper restraint use by coordinating training and checkpoints with enforcement and the medical community.*

Action Step #	Action Step Leader	Description	Output Measure
2.1	Carrie Krupp, OTS	Utilize Joining Forces Coordinators across the state to conduct HVE of seat belt laws in each area (Clark County, Washoe County, and rural areas).	Conduct two HVE occupant protection events and record outcomes (e.g., Seat belt use rates, media coverage).

## Strategy #3

*Create awareness of proper restraint use with public outreach activities.*

Action Step #	Action Step Leader	Description	Output Measure
3.1	Anita Pepper, OTS	Prioritize outreach and communication activities that support occupant protection-related enforcement efforts.	Number and outcome of outreach campaigns or activities related to the support of occupant protection enforcement.
3.2	Nick Nordyke, OTS	Educate younger teen road users on safe behaviors through high school education programs (Zero Teen Fatalities).	Number and outcome of high school programs conducted.
3.3	Anita Pepper, OTS	Target outreach efforts that support occupant protection enforcement to low-belt-use groups.	Number and outcome of campaigns or outreach activities supporting occupant protection enforcement that specifically target low-belt-use groups.
3.4	Judith Mata, OTS	Conduct public outreach on Child Passenger Safety issues throughout Nevada, including tribal communities.	Number and outcome of campaigns or outreach activities supporting CPS use.



Occupant Protection



**Strategy #4**

Analyze data and prepare documents to support occupant protection use.

Action Step #	Action Step Leader	Description	Output Measure
4.1	TBD	Improve the quality, integration, and analysis of occupant protection data.	<p>Improve the existing linked and standalone databases by: refactoring tables, creating a source-destination crosswalk, integration enhancement, accessibility enhancement, assuring data hygiene, and documentation (data dictionary).</p> <p>Maintain timely secondary traffic safety data, dependent upon availability and delivery from primary data owners.</p> <p>Incorporate new secondary data sets as they become available from data owners (e.g. Nevada Citation and Tracking System (NCATS), Emergency Medical Services (EMS), DMV, statewide hospital discharge data, etc.)</p> <p>Develop enabling agreements and use limitations documents.</p>
4.2	Pushkin Kachroo, UNLVTRC	Make multi-year Nevada seat belt usage data available online.	Publish data online.
4.3	Pushkin Kachroo, UNLVTRC	Collect observational seat belt data and compare with past data.	Analyze data and provide summary of analysis.
4.4	Pushkin Kachroo, UNLVTRC	Analyze seat belt attitudinal/observational data to develop systematic implementable feedback-based control countermeasure framework.	Finalize survey instrument, questions, and mechanisms to administer the surveys.
4.5	Shashi Nambisan, UNLVTRC; Andrew Bennett, Clark County	Create clearinghouse of occupant protection education and analysis; publicize to partners.	Publish materials online.

# Older Drivers Action Plan

**Vice Chair:** Amanda Brandenburg, DPS-OTS

## Strategy #1

*Promote and educate older drivers and family members on comprehensive driving evaluations and encourage early planning to transition from driving.*

Action Step #	Action Step Leader	Description	Output Measure
1.1	Andrew Bennett, Clark County; Nick Nordyke, OTS	Enhance information resources and conduct outreach for older driver safety screening for family, friends, physicians, and law enforcement to report at-risk drivers.	Prepare and publish resources.
1.2	Nick Nordyke, OTS; Amanda Brandenburg, OTS	Evaluate the need to expand the use of variable driver's licenses restrictions, or "graduated de-licensing" (e.g., restrictions on high-speed roadways, night-time driving, within geographic boundaries).	Complete evaluation and report on recommendations.

## Strategy #2

*Incorporate roadway design features to meet the mobility needs of older drivers.*

Action Step #	Action Step Leader	Description	Output Measure
2.1	TBD	Improve traffic signs, pavement markings, overall lighting, and pedestrian-scale lighting to make the roadway, intersections, and pedestrians/bicyclists more visible to drivers in low light and poor weather conditions.	Review national guidance for older drivers and develop recommendations for Nevada.

## Strategy #3

*Expand transportation choices to improve the mobility options for older drivers.*

Action Step #	Action Step Leader	Description	Output Measure
3.1	Mohammad Farhan, RTCSNV; Rebecca Kapuler, NDOT	Establish accessible and safe mobility options for at-risk older drivers who are seeking to reduce or cease driving.	Review national best practices and develop recommendations for Nevada.
3.2	Andrew Bennett, Clark County; Rebecca Kapuler, NDOT	Establish an interagency stakeholder team to assess existing programs, services, education, and public outreach that address the needs of at-risk mature drivers. An interagency team would include representatives from licensing, health care, roadway engineering, transit, law enforcement, health care, and aging and transportation stakeholder groups.	Establish team and complete assessment.



Young Drivers

# Young Drivers Action Plan

**Vice Chair:** Nick Nordyke, OTS

## Strategy #1

*Improve driver licensing for young drivers in Nevada to meet or exceed national Graduated Driver Licensing (GDL) best practices.*

Action Step #	Action Step Leader	Description	Output Measure
1.1	Andrew Bennett, Clark County; Jeff Garrett, Nevada Drive Academy	Extend GDL requirements through age 20.	Legislative action by 2025.
1.2	TBD	Add an intermediate GDL step that spans months 6-12 after initial licensure.	Legislative action by 2025.
1.3	TBD	Add a cell phone restriction to Nevada GDL requirements.	Legislative action by 2025.
1.4	Erin Breen, UNLV	Require seat belt use for young drivers and their passengers as a condition of Nevada's GDL system.	Legislative action by 2025. Shared action step with Occupant Protection.
1.5	Glen Taylor, OTS	Develop corrective recommendations and outreach materials for policymakers to rectify AB338 (passed in 2019).	Recommendations and materials developed for legislative effort in 2023.

## Strategy #2

*Improve driver education for young drivers in Nevada.*

Action Step #	Action Step Leader	Description	Output Measure
2.1	Rick Mizzoni, Double R Driving School	Investigate opportunities for Driver Education and Behind the Wheel training for low-income schools and/or students to improve access to driver education (in coordination with Safe Speed Action Step 2.3).	Identify possible sources or partners for Driver Education funding. Identify schools and/or students needing assistance.
2.2	Andrew Bennett, Clark County	Convene a study group to complete a gap analysis of young driver education efforts in Nevada.	Recommendations and/or next step development.

## Strategy #3

*Support traffic law enforcement of young driver-related laws.*

Action Step #	Action Step Leader	Description	Output Measure
3.1	Sgt. Jason Stallcop, RPD; Andrew Bennett, Clark County; Nick Nordyke, OTS	Educate officers or law enforcement agencies on the importance of addressing GDL violations through HVE.	Number of education efforts and/or materials produced.



Young Drivers

**Strategy #4**

*Conduct targeted young driver outreach to young drivers and their parents/guardians.*

Action Step #	Action Step Leader	Description	Output Measure
4.1	Nick Nordyke, OTS	Increase adult involvement in novice driver management through increased communication about parents' role in GDL success.	Number of outreach efforts targeted at parents.
4.2	Jeff Payne, Drivers Edge	Increase awareness of young driver issues by targeting outreach to high-risk drivers ages 15-20 at events and locations frequented by these drivers and their parents/guardians (e.g., military, car meets, tailgating events, etc.)	Number of outreach efforts targeted at high-risk young drivers.


















# Key Area: Impaired Driving Prevention



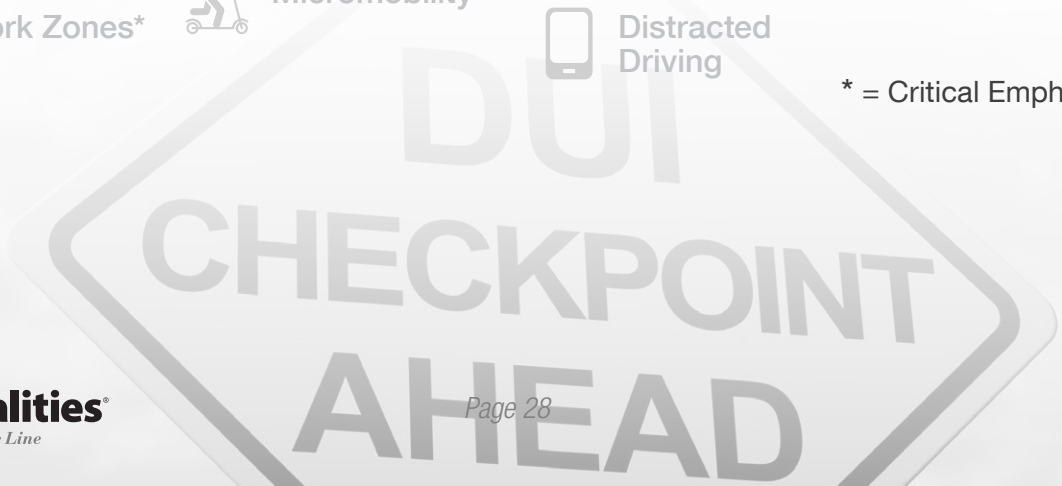
The Impaired Driving Prevention Key Area will track strategies and action steps directly related to the prevention of fatalities and serious injuries due to alcohol- and drug-impaired driving.

**Chair:** Shannon Bryant, Nevada Traffic Safety Resource Prosecutor (TSRP)

## Key Areas

Key Areas				
				
	Safer Roads	Vulnerable Road Users	Safer Drivers and Passengers	Impaired Driving Prevention
Emphasis Areas	 Safe Speed*	 Pedestrians*	 Occupant Protection*	 Impaired Driving*
	 Lane Departures*	 Motorcyclists*	 Older Drivers*	
	 Intersections*	 Bicyclists	 Young Drivers*	
	 Work Zones*	 Micromobility	 Distracted Driving	

\* = Critical Emphasis Area







Impaired Driving

# Impaired Driving Action Plan

**Chair:** Shannon Bryant, Nevada Traffic Safety Resource Prosecutor

**Vice Chair:** Meg Matta, DPS-OTS

## Strategy #1

*Enhance driving under the influence (DUI) deterrence through improved criminal justice system response.*

Action Step #	Action Step Leader	Description	Output Measure
1.1	Rob Honea, OTS; Todd Hartline, OTS	DRE Call-out Program.	Program development, number of times implemented, cumulative statistics.
1.2	Michael Montero, Nevada Judicial Outreach Liaison	Pursue legislation or rule change to mandate substance abuse assessments for all DUI offenders.	Legislative or rule change to implement.
1.3	Dani Hafeman, OTS	Expand ignition interlock usage by DUI offenders and revise requirements to eliminate loopholes in sanction application.	Number of DUI offenders installing ignition interlocks. Revise ignition interlock requirements.
1.4	Rob Honea, OTS	Expand 24/7 Sobriety Program to Clark County.	Implementation of a 24/7 program in Clark County.
1.5	Meg Matta, OTS	Support capacity of DUI Courts in Nevada and support education on best practices.	Recidivism rates
1.6	Shannon Bryant, TSRP	Improve the ability of the criminal justice system to effectively and appropriately manage impaired driving cases through coordination and education directed to prosecutors, toxicologists, law enforcement, and judges.	Conduct trainings for law enforcement, prosecutors, joint law enforcement/prosecutors. Work with JOL to train judges. Develop online database of recorded and printed media (video presentations and brief banks). Present to judicial conferences.
1.7	Meg Matta, OTS	Work together with NHTSA Region 8 JOL to strengthen ties with the Nevada DUI Courts.	Increase meetings and collaboration.
1.8	Meg Matta, OTS	Establish and support a Nevada State JOL position.	Establishment of new program.
1.9	Meg Matta, OTS	Establish and support a Tribal Court Liaison.	Establishment of new program.
1.10	Shannon Bryant, TSRP	Implement recommendations from the 2020 Nevada Forensic Toxicology Lab Assessment.	Implement recommendations.



## Impaired Driving

### Strategy #2

Support training and education for law enforcement agencies and commit to high-visibility DUI enforcement.

Action Step #	Action Step Leader	Description	Output Measure
2.1	Meg Matta, OTS; Carrie Krupp, OTS	Continue HVE DUI saturation patrols.	Number of HVE saturations. Increase number of arrests.
2.2	Carrie Krupp, OTS	Continue Joining Forces integrated impaired driving and seatbelt enforcement.	Number of integrated enforcement efforts. Increased arrests.
2.3	Rob Honea, OTS	Enhance law enforcement training in alcohol and drug detection and equipment training. Support and expand DRE and ARIDE training.	Number of officers trained in DRE and ARIDE.
2.4	TBD	Public awareness of impaired driving enforcement efforts.	Track public information or outreach efforts that focus on impaired driving.
2.5	OTS	Sustain Law Enforcement Liaison (LEL) program.	LEL Program is maintained.

### Strategy #3

Improve understanding of impaired driving issues through better data.

Action Step #	Action Step Leader	Description	Output Measure
3.1	Meg Matta, OTS	Improve alcohol- and drug-impaired driving data and testing.	Establish a process to collect more alcohol and drug related data.
3.2	TBD	Obtain DUI court data on caseloads and recidivism.	Improved data on DUI court outcomes, or clarity on the overall percentage of DUI cases referred to specialty court.

### Strategy #4

Improve primary prevention efforts aimed at driving under the influence or riding with an impaired driver.

Action Step #	Action Step Leader	Description	Output Measure
4.1	Meg Matta, OTS	Expand programmatic efforts toward DUI prevention.	Implement additional programs to address prevention.
4.2	Nick Nordyke, OTS	Provide education to young drivers regarding impaired driving.	Prevention efforts aimed at populations and areas at greatest risk.

# TRCC Action Plan

**Chair:** Kevin Tice, DPS-OTS

**Vice Chair:** Matt Williams, NDOT

## Strategy #1

*TRCC Management, Strategic Planning, and Data Use and Integration.*

Action Step #	Action Step Leader	Description
1.1	Mike Colety, Kimley-Horn	Develop a comprehensive Traffic Records Inventory by consolidating the discrete systems documentation maintained by custodial agencies into a coherent whole to improve accessibility and analysis for all stakeholders and to help encourage interactions between data analysts, data users, and those whose jobs are tangential to traffic safety.
1.2	Mike Colety, Kimley-Horn	Leverage its collaborative efforts to ensure that all components of the traffic records data system (TRS) are supported by formal data quality management programs.

## Strategy #2

*Crash.*

Action Step #	Action Step Leader	Description
2.1	Kevin Tice, OTS	Formalize the process to incorporate changes into the crash data dictionary and corresponding documents.
2.2	Kevin Tice, OTS; Matt Williams, NDOT	Improve the consistency and reliability of delivery of the crash files from law enforcement to the State to minimize processing effort, reduce the time between crash and data availability, and reduce opportunities for data quality corruption.
2.3	Kevin Tice, OTS; Matt Williams, NDOT	Implement more timely uploads to NCATS to give users closer to real-time data with which to make critical programmatic and infrastructure enhancements.
2.4	Kevin Tice, OTS; Matt Williams, NDOT	Enhance procedures for managing errors and incomplete data and formalize efforts to ensure that data from reports with validation errors are fixed and entered into the repository. This should include formal changes to the data dictionary as necessary.
2.5	Kevin Tice, OTS; Matt Williams, NDOT	Implement a report for officers related to timeliness, accuracy, and completeness feedback. This can be useful for training, updates to manuals, and form revisions. Allow feedback from users to collectors to further enhance data quality.

## Strategy #3

*Vehicle/Driver.*

Action Step #	Action Step Leader	Description
3.1	Kevin Tice, OTS	Increase active representation on TRCC and providing vehicle data system quality management reports, which could potentially result in obtaining priority consideration for federal traffic records grant funding to enhance the vehicle data system.
3.2	Kevin Tice, OTS	Attain the driver and vehicles system data from the DMV and link to the crash system NCATS.
3.3	Kevin Tice, OTS	Obtain the required authorizations or attain a non-proprietary version of the driver system documents and narratives to assist with future assessments and system evaluations.

**Strategy #4**

*Roadway.*

Action Step #	Action Step Leader	Description
4.1	Mike Colety, Kimley-Horn	Coordinate with all the entities using and providing roadway data, including entities in the TRCC / NVACTS.
4.2	Casey Smith, NDOT	Set access standards for all State users.
4.3	Kevin Tice, OTS	Use roadway database information already available (e.g., for timeliness calculations).
4.4	Casey Smith, NDOT	Organizing the roadway history for archiving in conjunction with the vendor.
4.5	Casey Smith, NDOT	Develop a database or enterprise system that combines roadway and traffic crash data elements.
4.6	Matt Williams, NDOT; Casey Smith, NDOT	Develop a formal quality control program.

**Strategy #5**

*Citation/Adjudication.*

Action Step #	Action Step Leader	Description
5.1	Kevin Tice, OTS	Explore the development of a complete set of performance measures related to the quality of citation systems' data

**Strategy #6**

*EMS/Injury Surveillance.*

Action Step #	Action Step Leader	Description
6.1	Kevin Tice, OTS	Share information and data management reports with TRCC on a regular basis.
6.2	Kevin Tice, OTS	Build on the success of the integration of the State crash file and the statewide Nevada trauma registry data and integrate all components of the injury surveillance system.
6.3	Kevin Tice, OTS	Develop the core injury surveillance data into an important resource to define, evaluate, and support highway safety programs and projects through enhanced coordination with the State's health agencies.

