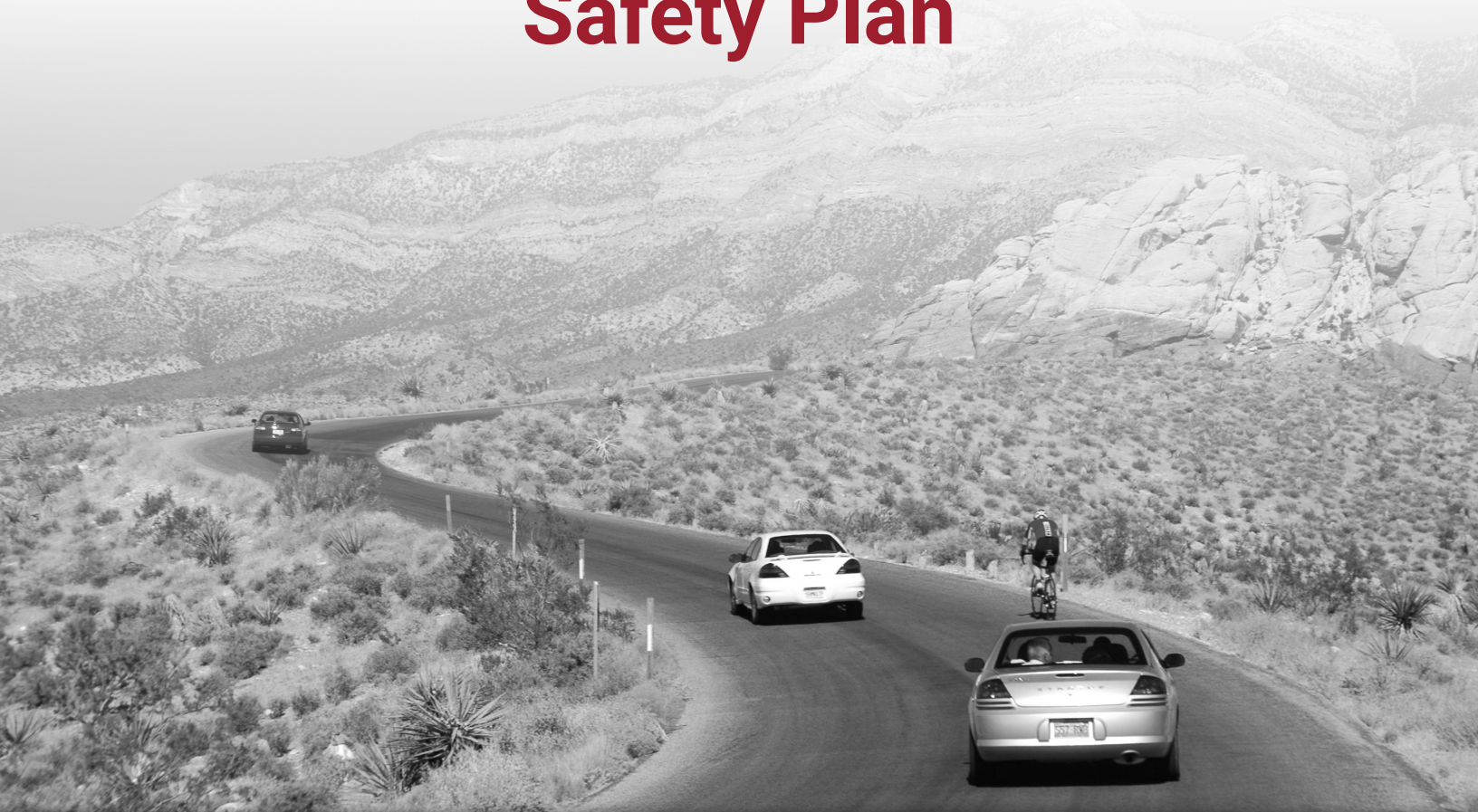




**2021-2025**

# 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,

A blue ink signature of Governor Steve Sisolak, written in a cursive style.

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*

William E. 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	Jennah 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

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



## 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.

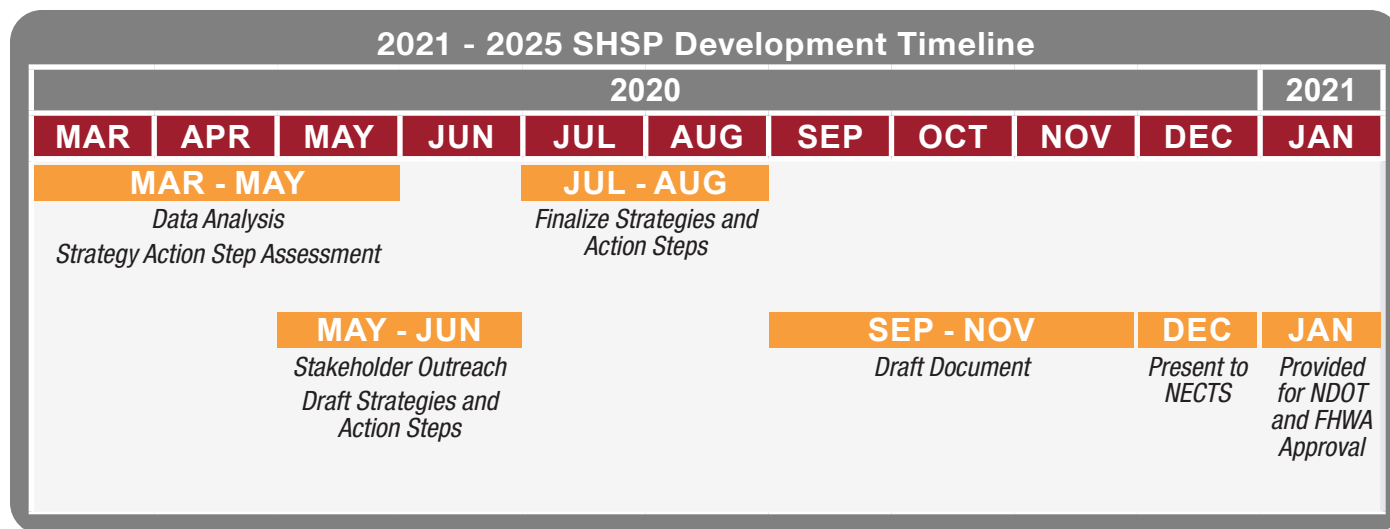
### Stakeholder Involvement

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**.

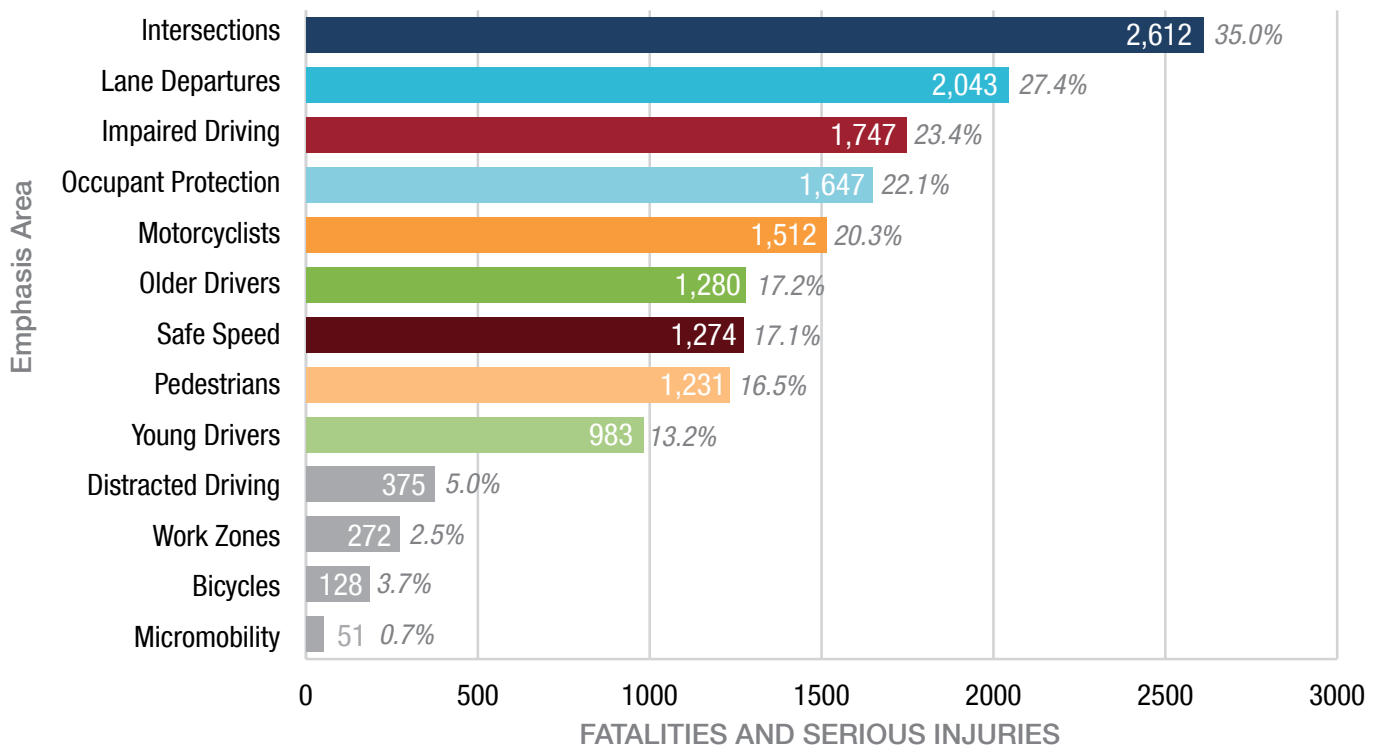
**Figure 2. SHSP Development Timeline**



## 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

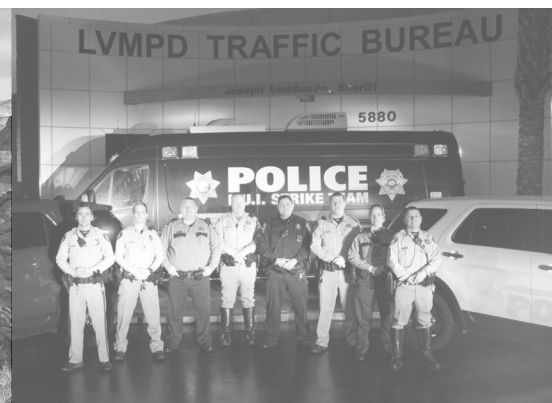
Updated the NDOT Access Management System and Standards document in 2017

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 there performance measures are also be used for the SHSP:

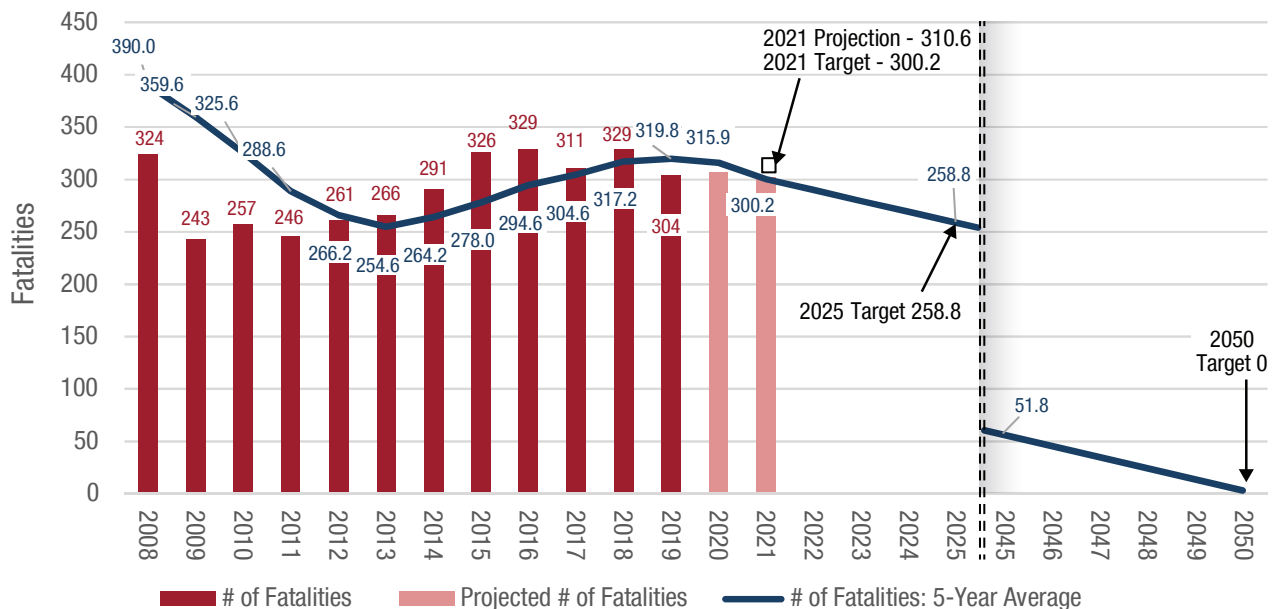
- |                                     |  |
|-------------------------------------|--|
| <b>1</b> Number of fatalities       | <b>4</b> Serious injury rate                           |
| <b>2</b> Number of serious injuries | <b>5</b> Non-motorized fatalities and serious injuries |
| <b>3</b> Fatality rate              |  |

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.

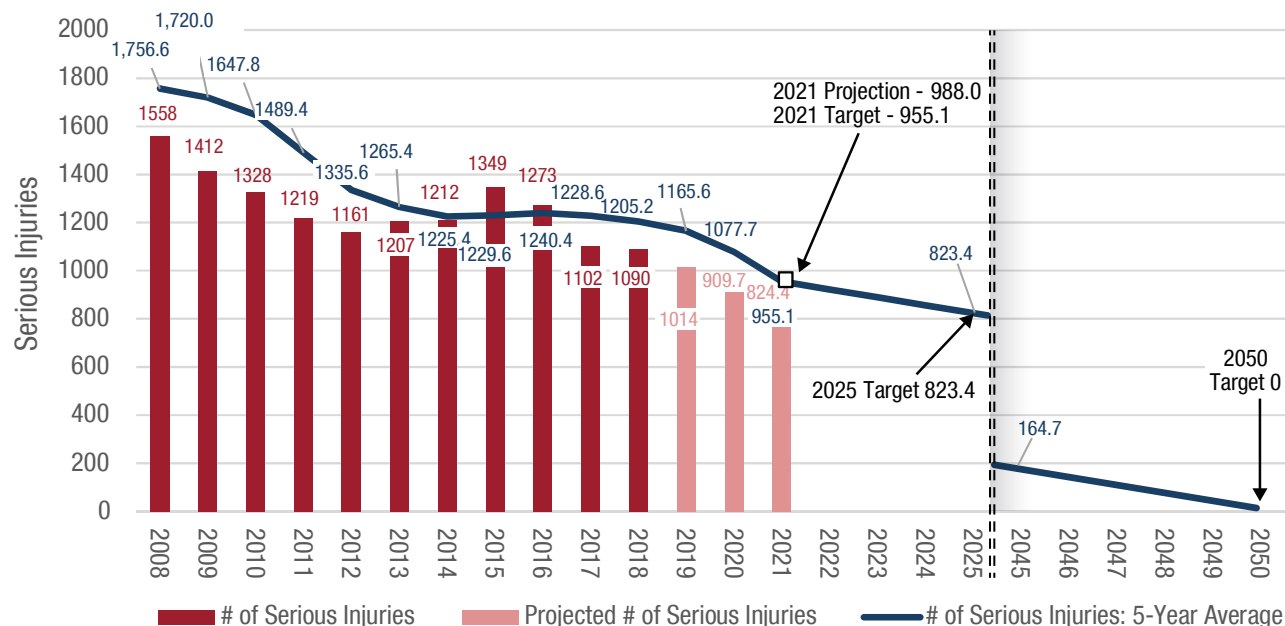
**Figure 4. Nevada Fatalities, Five-Year Average and 2025 Target**



## Performance Measure 2: Number of Serious Injuries

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

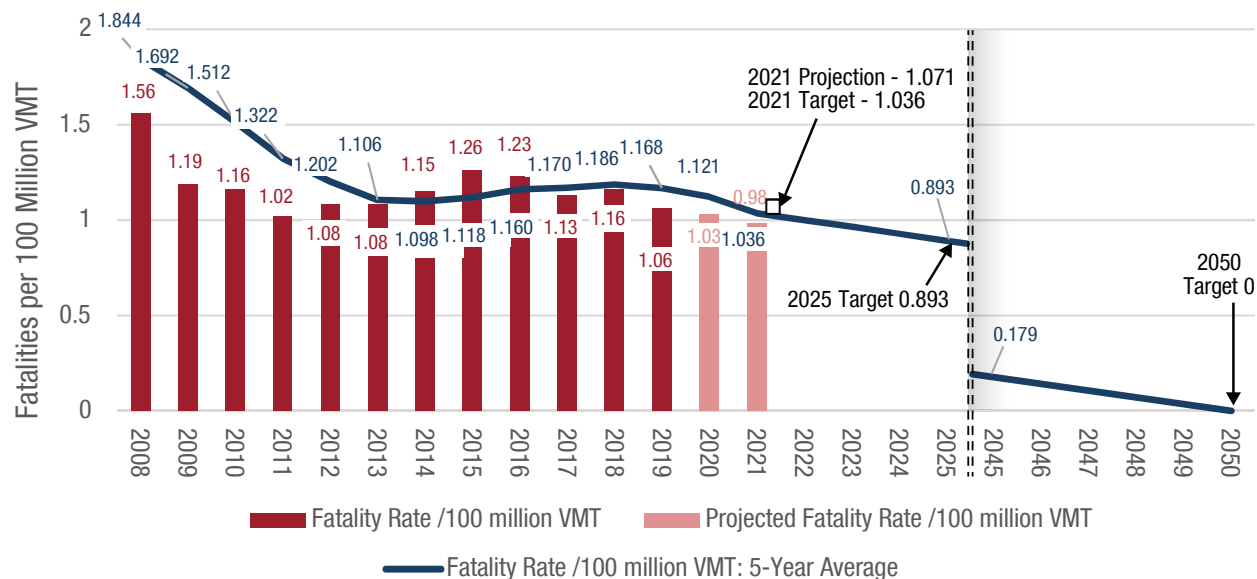
**Figure 5. Nevada Serious Injuries, Five-Year Average and 2025 Target**



## Performance Measure 3: Fatality Rate

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

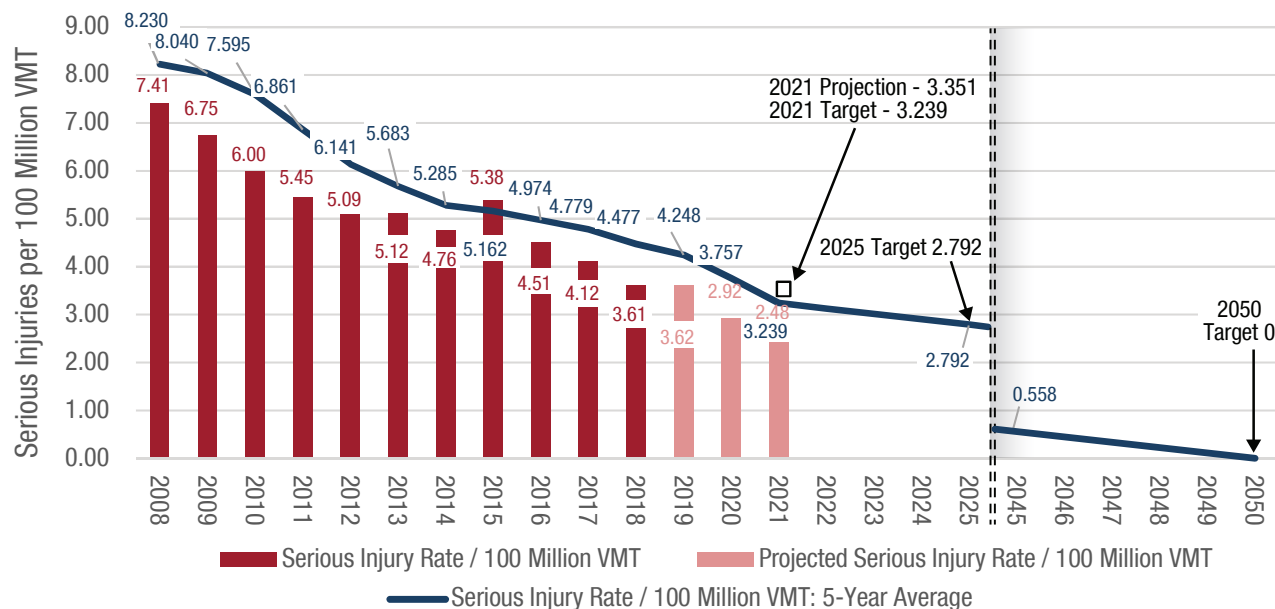
**Figure 6. Nevada Fatality Rates, Five-Year Average and 2025 Target**



## Performance Measure 4: Serious Injury Rate

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

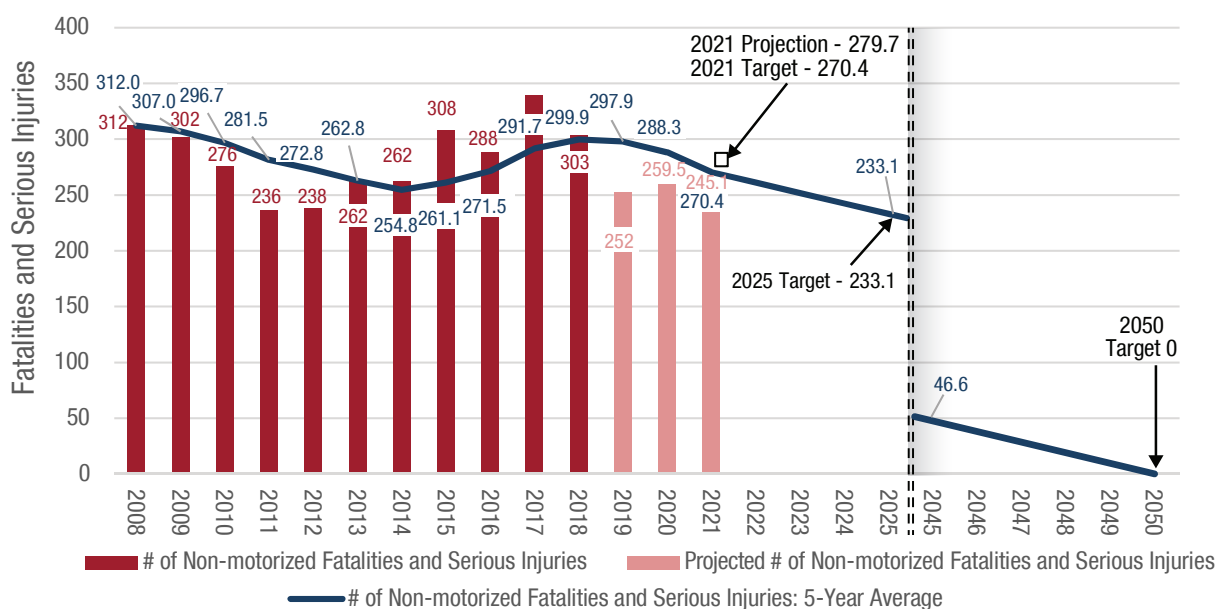
**Figure 7. Nevada Serious Injury Rates, Five-Year Average and 2025 Target**



## 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
<b>National</b>	<b>36,560</b>	<b>327,167,434</b>	<b>3,240,327</b>	<b>11.17</b>	<b>1.13</b>

\*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%
<b>National</b>	<b>62.71%</b>	<b>17.03%</b>	<b>13.38%</b>	<b>17.19%</b>	<b>2.34%</b>	<b>0.15%</b>

\*Source: NHTSA 2014-2018 Data Summary

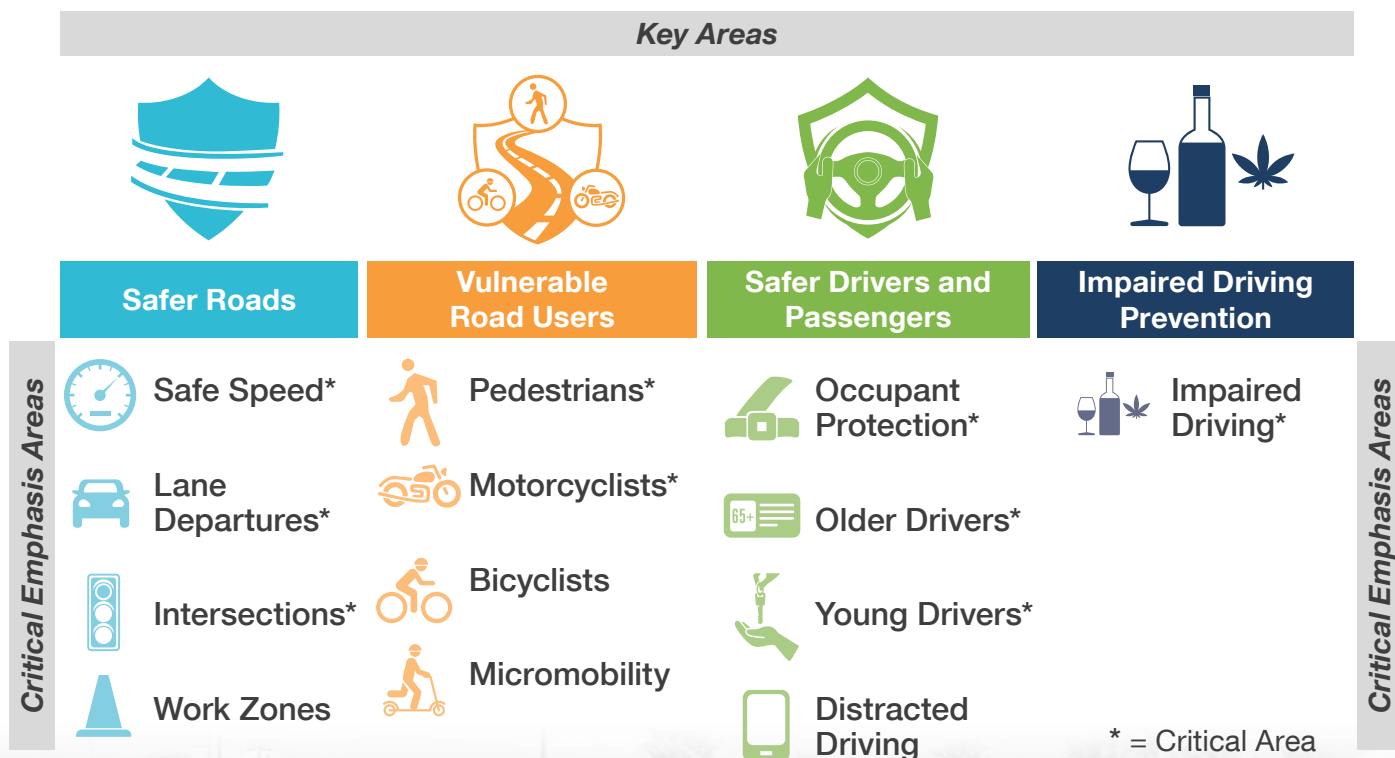
## Key Areas

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.



# 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.



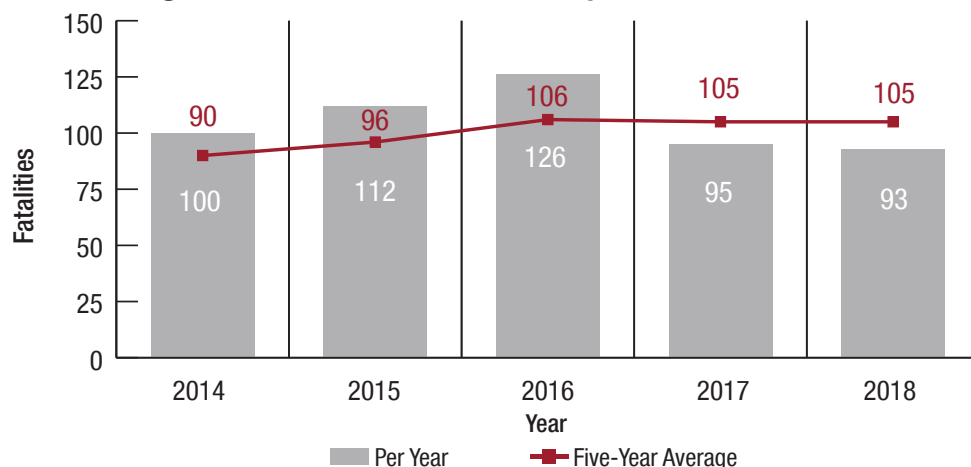


### Safe Speed

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.

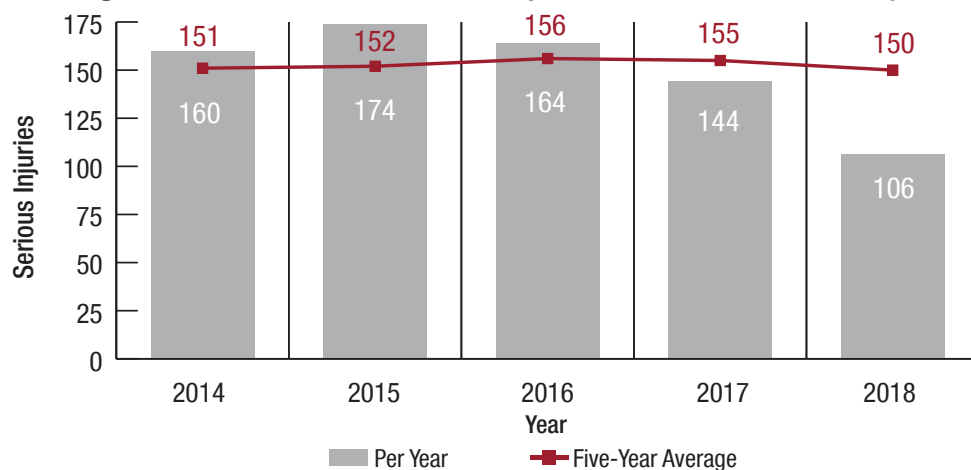
**Figure 11. 2014-2018 Nevada Speed-Related Fatalities**



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



Impaired  
Driving  
**60%**



Lane  
Departures  
**48%**



Occupant  
Protection  
**32%**



Intersections  
**31%**



Motorcyclists  
**26%**



Young  
Drivers  
**15%**



Older Drivers  
**13%**



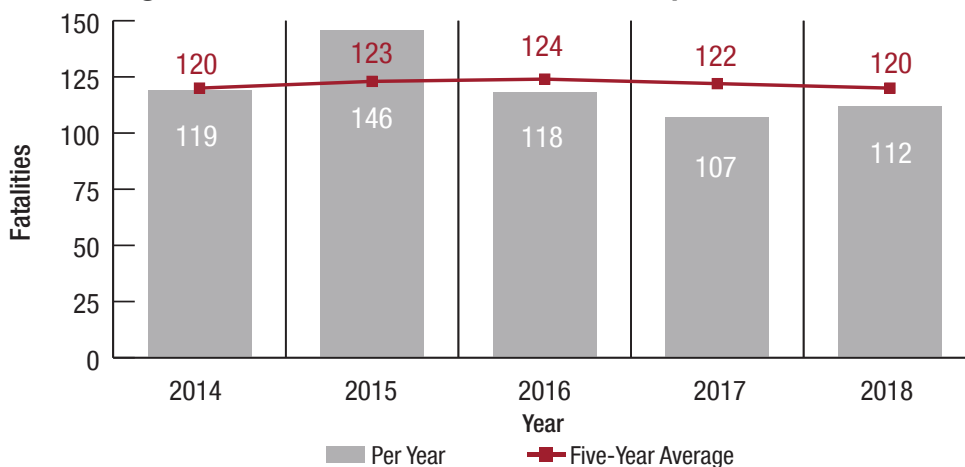
Pedestrians  
**7%**



## 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.

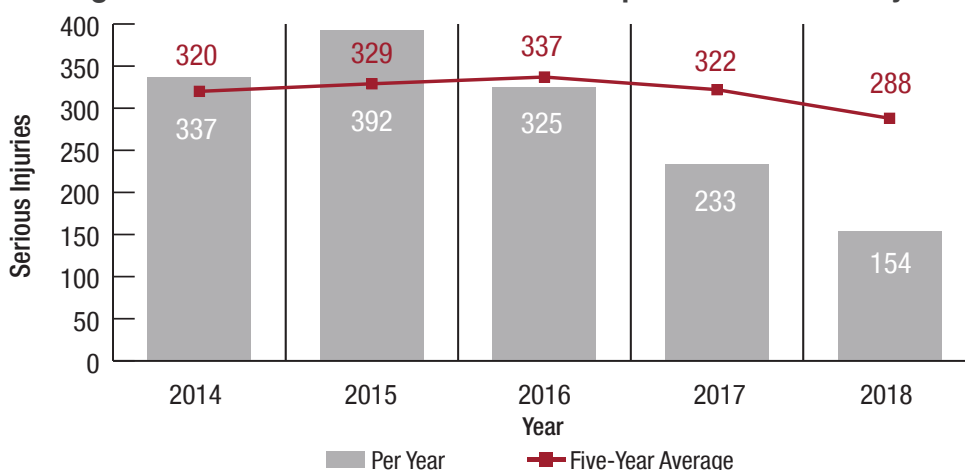
Figure 13. 2014-2018 Nevada Lane Departure Fatalities



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



Impaired  
Driving  
**56%**



Occupant  
Protection  
**41%**



Safe Speed  
**31%**



Motorcyclists  
**18%**



Older Drivers  
**17%**



Young  
Drivers  
**11%**



Intersections  
**8%**



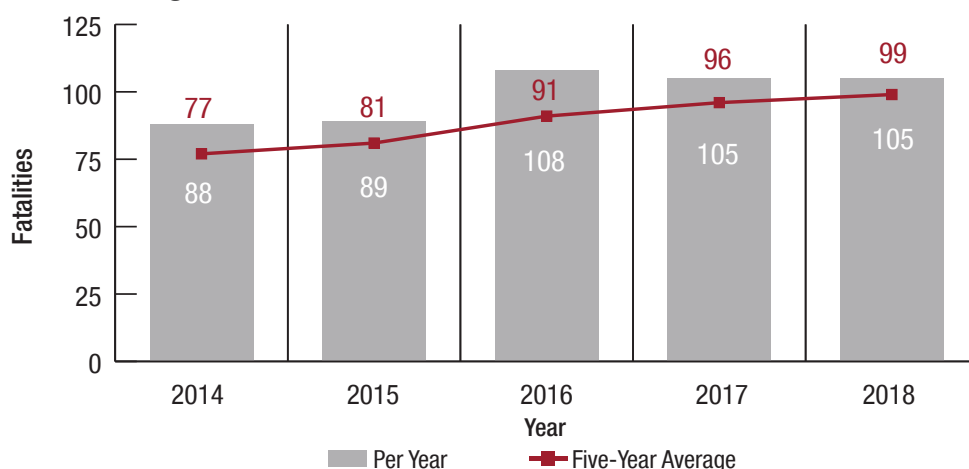
Pedestrians  
**4%**



## 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.

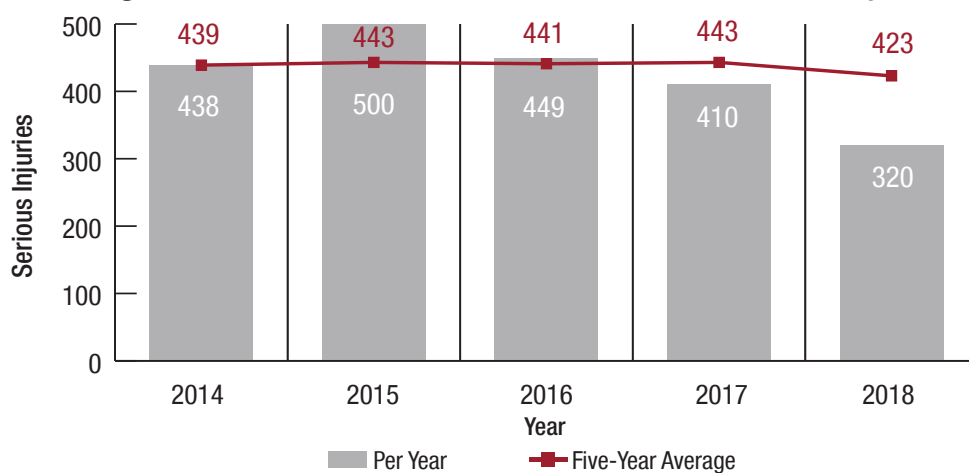
**Figure 15. 2014-2018 Nevada Intersection Fatalities**



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.



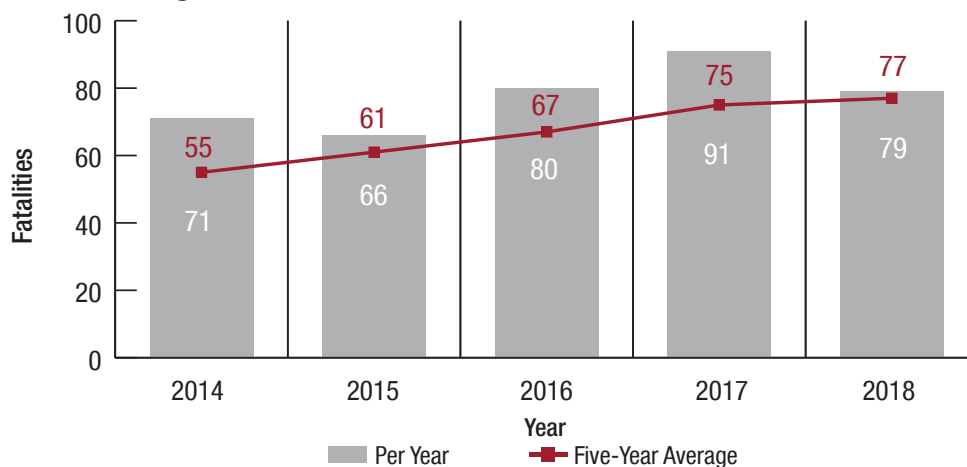
## Vulnerable Road Users



### 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.

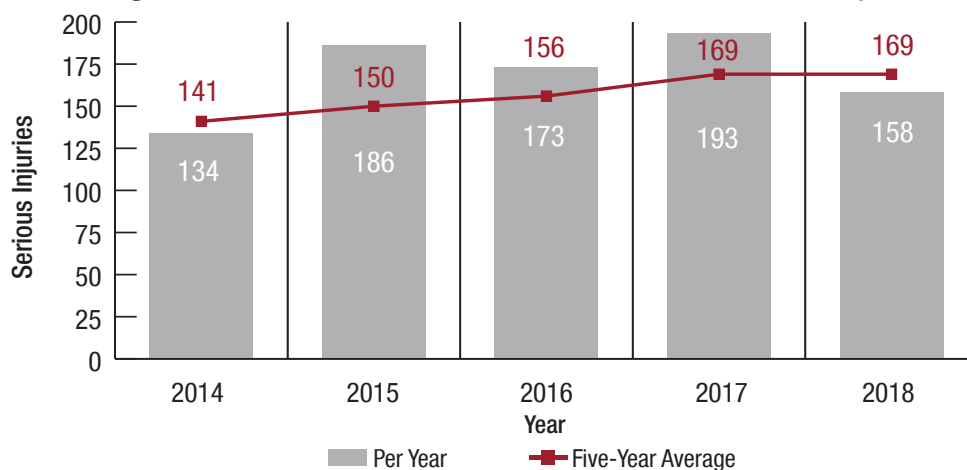
**Figure 17. 2014-2018: Nevada Pedestrian Fatalities**



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%)

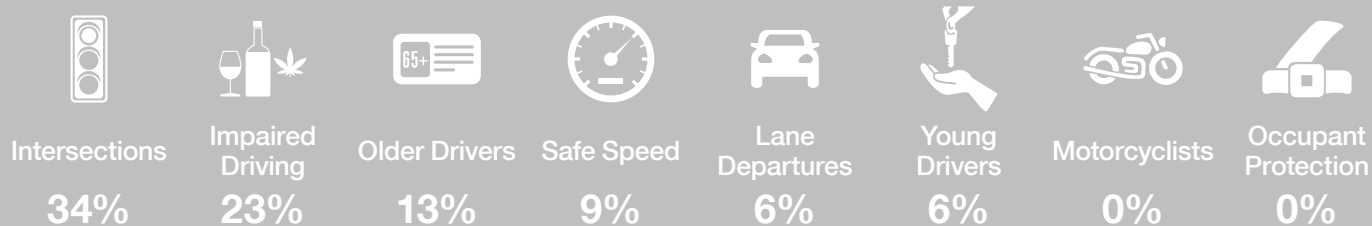
### Performance Measures

- 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



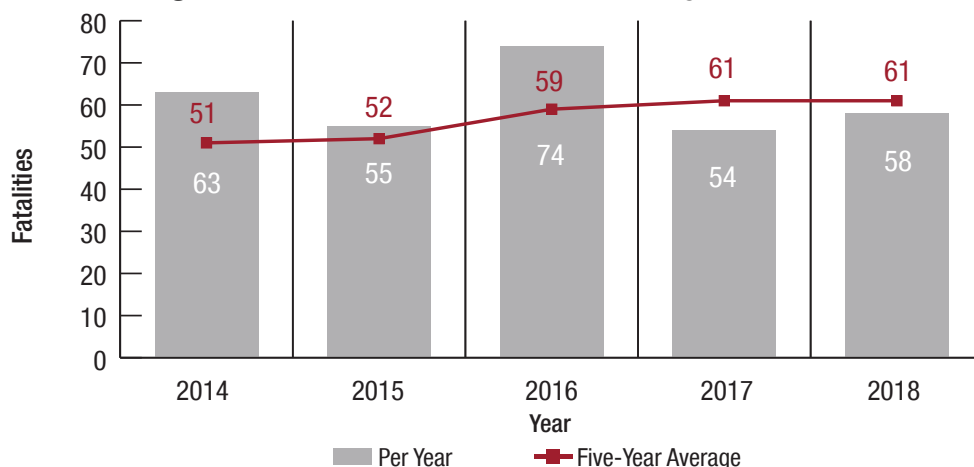
## Vulnerable Road Users



### 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.

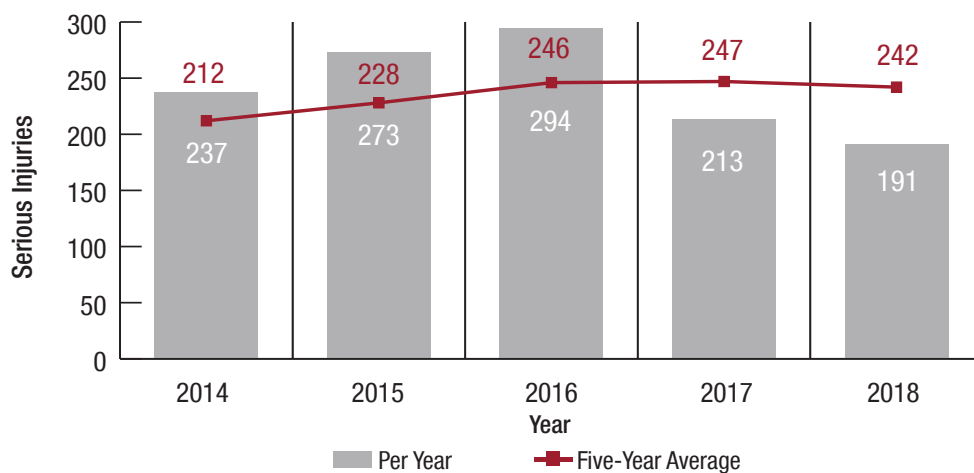
**Figure 19. 2014-2018 Nevada Motorcyclist Fatalities**



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



Impaired  
Driving  
**59%**



Safe Speed  
**45%**



Lane  
Departures  
**37%**



Intersections  
**33%**



Older Drivers  
**18%**



Young  
Drivers  
**12%**

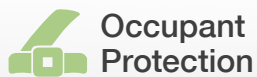


Pedestrians  
**1%**



Occupant  
Protection  
**N/A**

# 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.

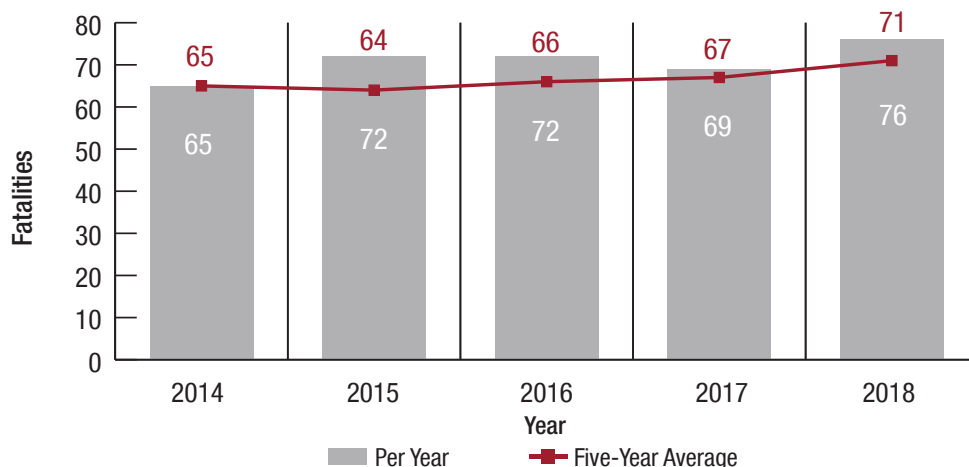
## Safer Drivers and Passengers



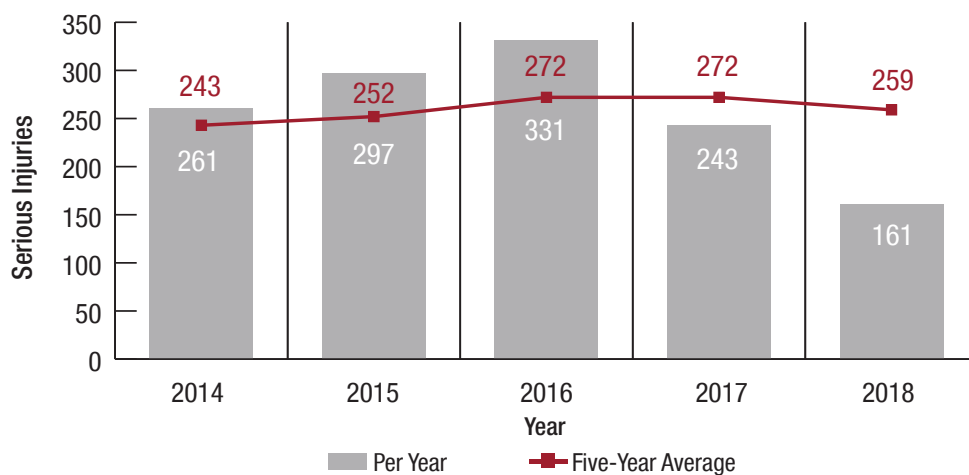
### Occupant Protection

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**



**Figure 22. 2014-2018 Nevada Occupant Protection Serious Injuries**



## 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

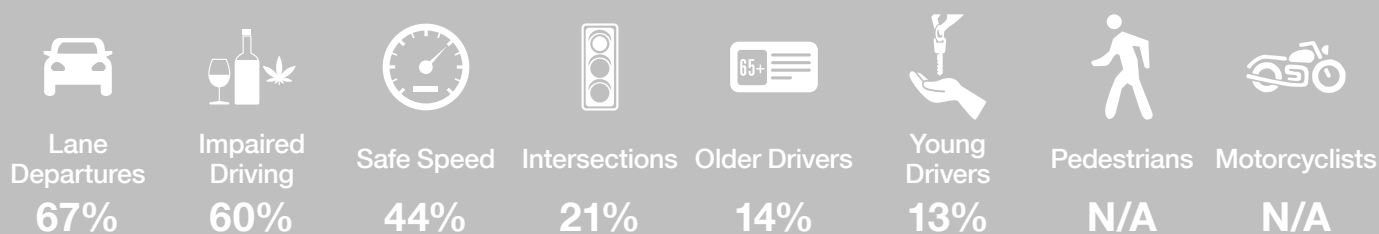
### Performance Measures

- 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



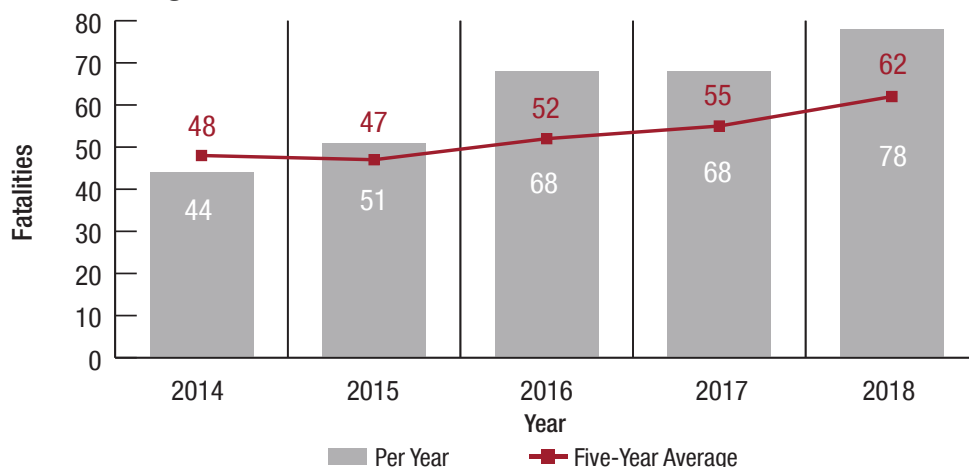
## Safer Drivers and Passengers



### 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.

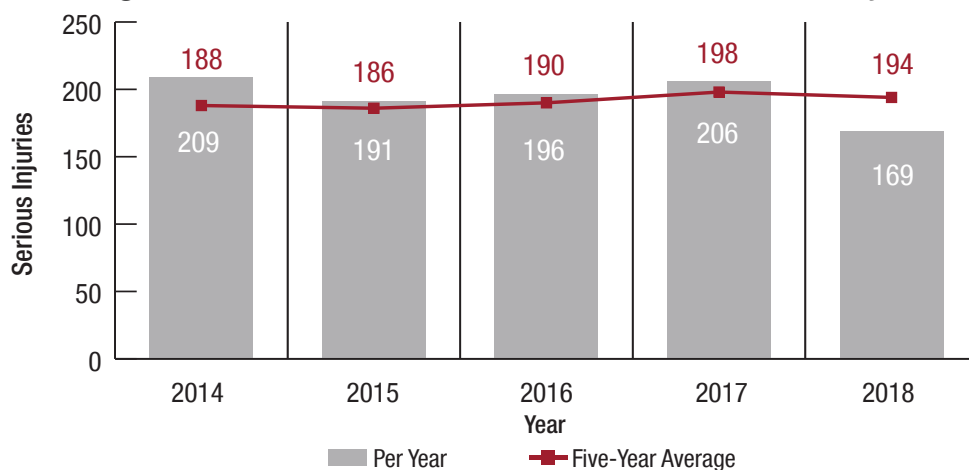
**Figure 23. 2014-2018 Nevada Older Driver Fatalities**



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

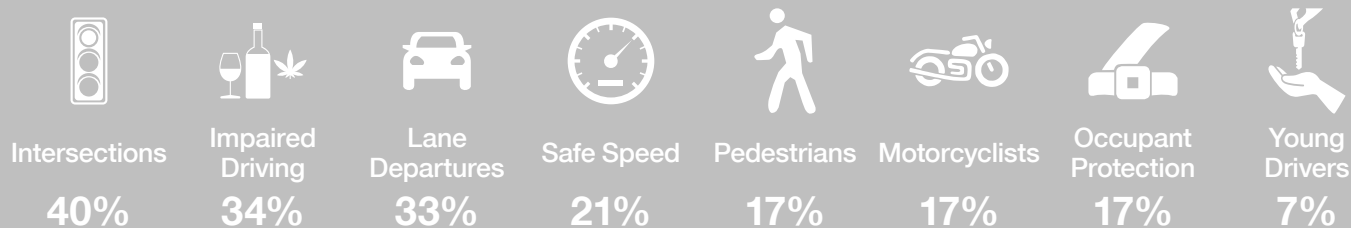
## Performance Measures

- 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



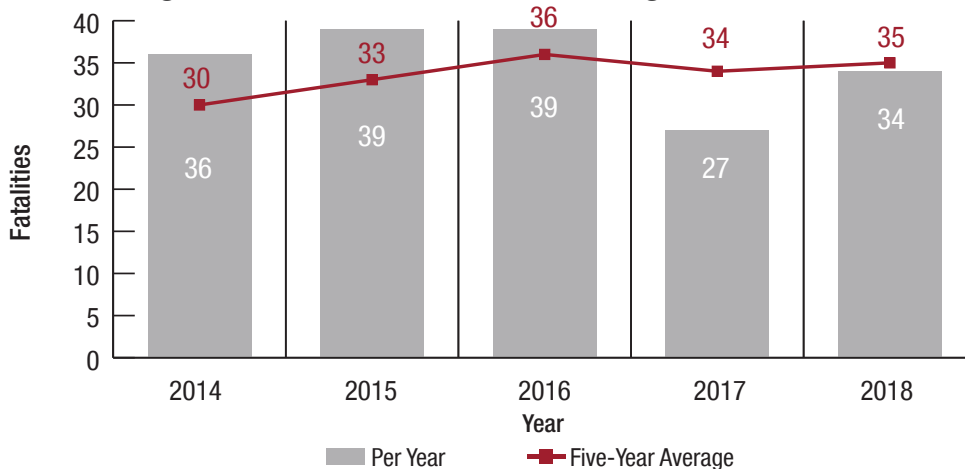
## Safer Drivers and Passengers



### 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.

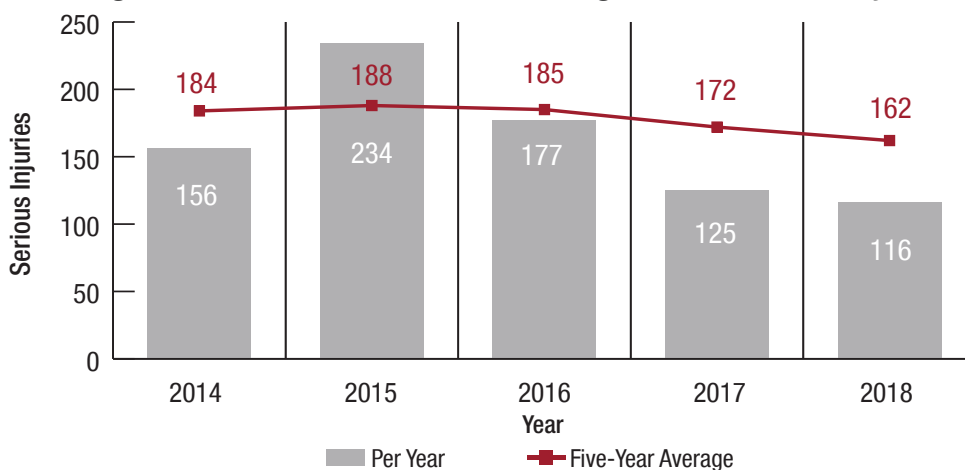
Figure 25. 2014-2018 Nevada Young Driver Fatalities



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

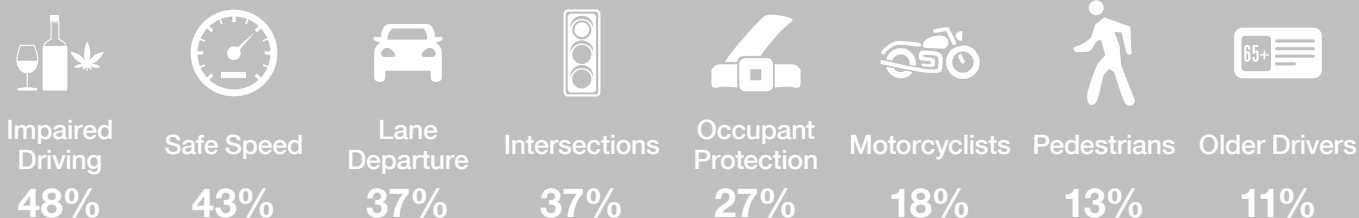
#### Performance Measures

- 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



## Impaired Driving

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.



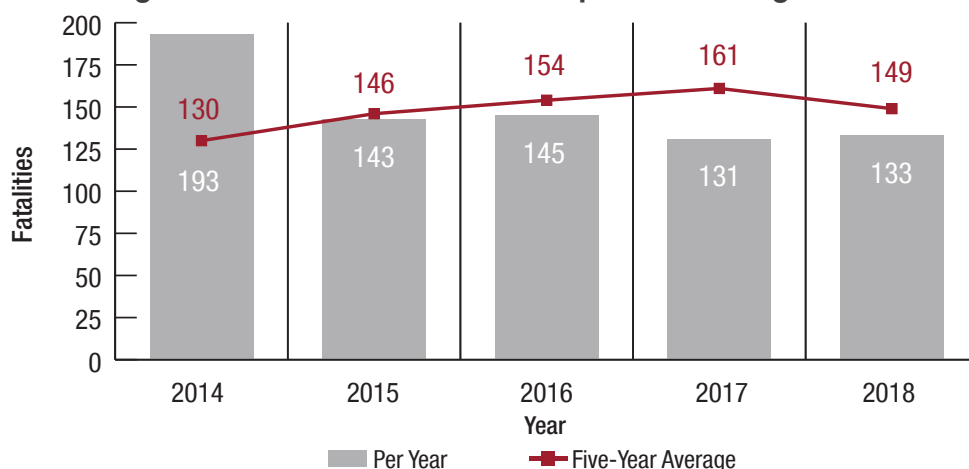
## Impaired Driving Prevention



### 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.

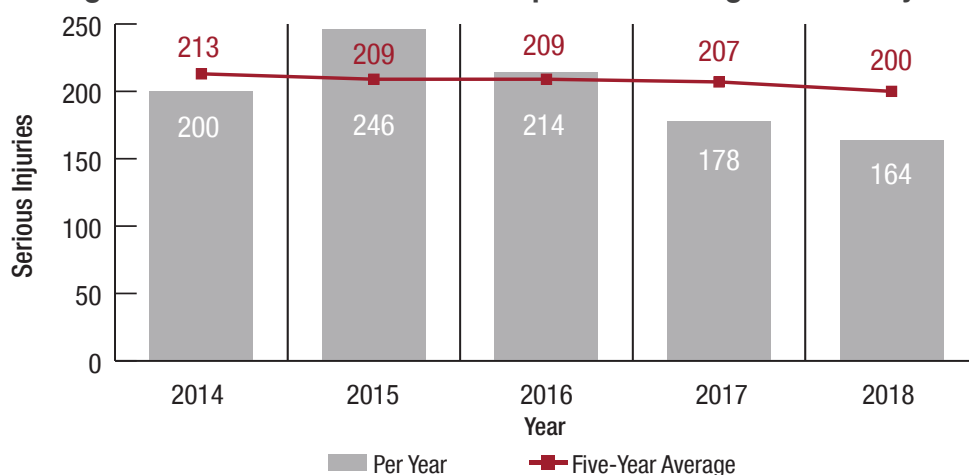
Figure 27. 2014-2018 Nevada Impaired Driving Fatalities



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%)

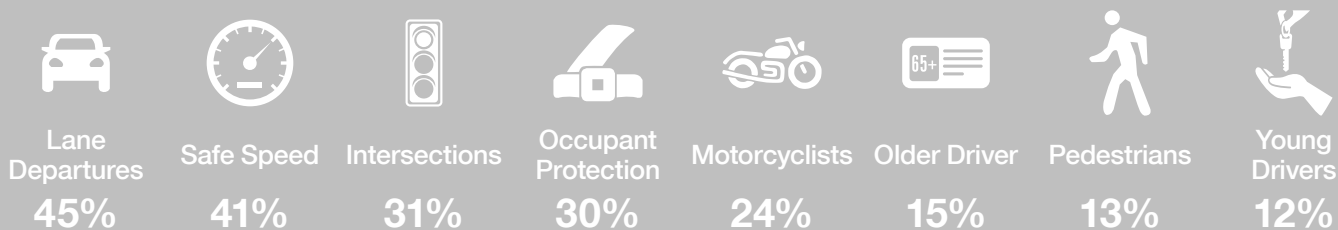
#### Performance Measures

- 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.

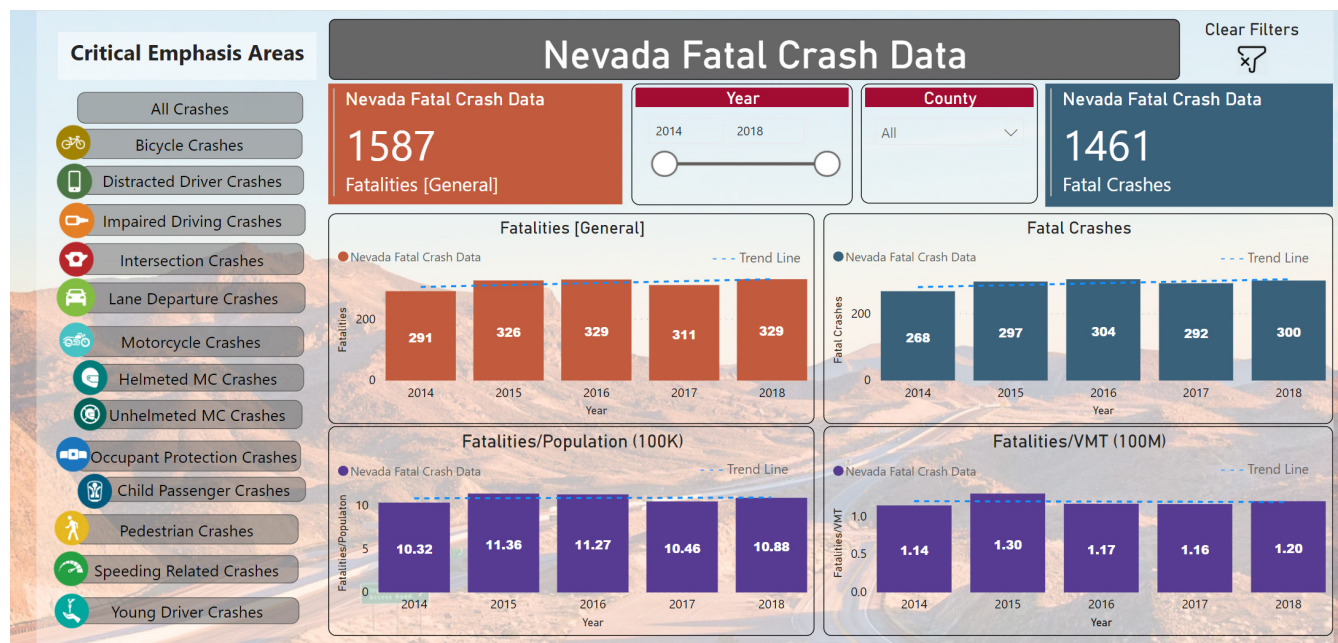
The Nevada SHSP's TRCC focuses on streamlining the process of transferring and cleaning crash data from law enforcement agencies into NCATS and providing crash data summaries to support the SHSP implementation actions. For the 2021-2025 SHSP, the TRCC will focus on the following strategies:

- 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	1. Not Started	2. Early Progress	3. Underway	4. Substantial Progress	5. Completed	Reporting	Output measures and Comments	
3.1	TBD	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](https://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/))

