



Safer Drivers and Passengers Meeting Summary



Date/Time: Thursday, April 15, 2020 | 1:00pm – 2:30pm

Chair: Shashi Nambisan, UNLV TRC

Vice Chair: Laura Gryder, Occupant Protection, UNLV SOM

Facilitator: Karen Sprattler, Kimley Horn

Attendees

- Azayla-Zapata, Luis NV OTS
- Balbuena-Merle, Juan, FHWA
- Breen, Erin, UNLV/TRC
- Burnes, Brett, UNLV SOM
- Campbell, Lori, NDOT, Traffic Safety Engineering
- Ceballos, Francisco, REMSA
- Close, Michael, NHTSA Region 8
- Crocket, Alexandra, State of NV Aging and Disability Services Division
- Davey, Amy, NV DPS/OTS
- Evans, Sara, Dept. of Family Service (Clark County)
- Glenn, John, Boulder City Police Department
- Gryder, Laura, UNLV SOM
- Guevara, Leah, East Valley Family Services
- Honea, Kevin, DPS/NHP
- Krupp, Carrie, NV OTS
- Livingston, Joseph, NHTSA Region 8
- Mata, Judith, NV OTS
- Metz, Katie, Renown/Safe Kids
- Morrison, Johnean, NV OTS
- Mueller, Kara, NHTSA Region 8
- Nambisan, Shashi, UNLV TRC
- Olivares, Maurilio, NDOT Traffic Safety Engineering
- Rosner, Jess, Nye Communities Coalition
- Slinkard-Barnum, Samantha, UNLV SOM
- Sprattler, Karen, Kimley Horn
- Tice, Kevin, NV OTS
- Tisler, Lacey, NDOT Traffic Safety Engineering
- Watson, Heather, Safe Kids Clark County
- Zepeda, Narcisa Isabel, NV OTS

Topics

- NV SHSP Key Area and CEA structure was reviewed – see attachment

- Data Update – see attachments
- Zero Fatalities Campaign Update – Save Yourself campaign continues; celebrating 10 years of Zero Fatalities awareness campaigns in 2021. All campaign materials are available on zerofatalitiesnv.com
- Safety presentation: Occupant Protection in NV by Laura Gryder, UNLV SOM – see attached
- Legislative Update – many bills affecting traffic safety and enforcement are being followed by safety partners. Bills related to traffic citations, CPS, marijuana per se limits, ignition interlocks, traffic stop data and others are being monitored. Federal infrastructure and transportation reauthorization efforts are also underway.
- 2021 NV Traffic Safety Summit – save the date. Location TBD.
- Future Plans, Strategies and Action Items – Implementation Plan is awaiting approval by NECTS
- OTS & NDOT Updates – OTS is involved in grant programming and developing FY2022 HSP. NDOT will bring the SHSP Implementation Plan before NECTS for approval on 5/4. NDOT also encourages all locals to complete LRSPs.
- NHTSA Region 8 Update – Mike Close shared older driver resources at <https://www.nhtsa.gov/road-safety/older-drivers> ; young driver administrative standards are being updated and GHSA has a new report on teens and speeding <https://www.ghsa.org/resources/Teens-and-Speeding-Report21> ; CIOT begins 5/24 with border to border enforcement, runs through 6/6..
- Open Discussion – none.

Decisions

- Next meeting of the Safer Drivers and Passengers Key Area is **Thursday, July 15**, time TBD.
- Occupant Protection, Older Drivers, and Younger Drivers CEA Action Update Meetings – **Thursday, June 17**, time TBD.

Actions

- Save the date for the Nevada Traffic Safety Summit: **October 19-21, Las Vegas**
- Reach out to Shashi Nambisan or Karen Sprattler if interested in serving as the Vice Chair for the Older Drivers Critical Emphasis Area

Attachments

- NV SHSP Structure
- March 2021 Fatality Data
- Laura Gryder presentation



ZERO Fatalities *Likewise on the Edge* | **Nevada Executive Committee on Traffic Safety** | **Traffic Records Coordinating Committee**



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

* = Critical Emphasis Area

DATE OF REPORT: 04/06/2021
 DATA AS OF: 03/31/2021

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR, NDOT TRAFFIC ENGINEERING, FHWA, LAW ENFORCEMENT AGENCIES
 FROM: THE OFFICE OF TRAFFIC SAFETY, STATE FATAL DATA
 PREPARED BY: AMANDA BRANDENBURG FARS ANALYST
 SUBJECT: FATALITIES BY COUNTY, PERSON TYPE, DAY, MONTH, YEAR AND PERCENT CHANGE.

Month	2020 Crashes	2021 Crashes	% Change	Month	2020 Fatals	2021 Fatals	% Change
JAN	25	27	8.00%	JAN	25	31	24.00%
FEB	22	18	-18.18%	FEB	26	22	-15.38%
MAR	14	22	57.14%	MAR	14	25	78.57%
APR			0.00%	APR			0.00%
MAY			0.00%	MAY			0.00%
JUN			0.00%	JUN			0.00%
JUL			0.00%	JUL			0.00%
AUG			0.00%	AUG			0.00%
SEP			0.00%	SEP			0.00%
OCT			0.00%	OCT			0.00%
NOV			0.00%	NOV			0.00%
DEC			0.00%	DEC			0.00%
Reporting Period Total	61	67	9.84%	Reporting Period Total	65	78	20.00%
Total	293			Total	316		

KNOWN FATAL COMPARISON BETWEEN 2020 AND 2021.

COUNTY	2020 Crashes	2021 Crashes	% Change	2020 Fatalities	2021 Fatalities	% Change	2020 Occupants	2021 Occupants	% Change	2020 Unrestrained	2021 Unrestrained	% Change
CARSON	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
CHURCHILL	4	0	-100.00%	4	0	-100.00%	2	0	-100.00%	1	0	-100.00%
CLARK	34	45	32.35%	35	48	37.14%	14	17	21.43%	4	3	-25.00%
DOUGLAS	2	2	0.00%	2	2	0.00%	2	2	0.00%	2	0	-100.00%
ELKO	1	1	0.00%	4	3	-25.00%	4	3	-25.00%	0	1	100.00%
ESMERALDA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
EUREKA	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	1	100.00%
HUMBOLDT	1	1	0.00%	1	2	100.00%	1	2	100.00%	0	1	100.00%
LANDER	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LINCOLN	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
LYON	1	2	100.00%	1	2	100.00%	1	2	100.00%	0	0	0.00%
MINERAL	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	1	100.00%
NYE	0	6	600.00%	0	10	1000.00%	0	9	900.00%	0	1	100.00%
PERSHING	3	0	-100.00%	3	0	-100.00%	3	0	-100.00%	1	0	-100.00%
STOREY	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
WASHOE	15	5	-66.67%	15	6	-60.00%	6	3	-50.00%	2	3	50.00%
WHITE PINE	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	1	100.00%
Reporting Period Total	61	67	9.84%	65	78	20.00%	33	41	24.24%	10	12	20.00%
Total	293			316			164			71		

KNOWN COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2020 AND 2021.

COUNTY	2020 Pedestrian	2021 Pedestrian	% Change	2020 Motorcyclist	2021 Motorcyclist	% Change	2020 Bicyclist	2021 Bicyclist	% Change	2020 Other Scooter, Moped, ATV	2021 Other Scooter, Moped, ATV	% Change
CARSON	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
CHURCHILL	2	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
CLARK	16	18	12.50%	5	11	120.00%	0	2	200.00%	0	0	0.00%
DOUGLAS	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
ELKO	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
ESMERALDA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
EUREKA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LANDER	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LINCOLN	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
LYON	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
NYE	0	1	100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
PERSHING	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
STOREY	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
WASHOE	6	2	-66.67%	3	1	-66.67%	0	0	0.00%	0	0	0.00%
WHITE PINE	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Reporting Period Total	24	21	-12.50%	8	14	75.00%	0	2	200.00%	0	0	0.00%
Total	84			55			11			2		

THIS DATA DOES NOT INCLUDE DATA FIELDS MARKED BY THE OFFICER AS UNKNOWN.
 2021 DATA IS PRELIMINARY AND DOES NOT NECESSARILY INCLUDE FINAL REPORTS (FORM 5, CORONER, AND/OR TOXICOLOGY).
 2020 DATA IS NOT FINAL UNTIL THE END OF DECEMBER 2021.
 NOTE: The monthly report will be distributed by the 7th of each month.

- Key:**
- Fatalities= Total number of reported fatals (vehicle occupants, pedestrian, motorcyclist, bicyclist, and other).
 - Vehicle Occupants = Driver and occupant fatalities in a motor vehicle.
 - Vehicle Unrestrained = Driver and occupant fatalities in a motor vehicle unrestrained.
 - Pedestrian = Any person on foot, on a personal conveyance, or in a building.
 - Motorcyclist= A person riding any motor vehicle that has a seat or saddle for the use of its operator and is designed to travel on not more than three wheels in contact with the ground.
 - Bicyclist= A person on a non-motorized other road vehicle propelled by pedaling (bicycle, tricycle, unicycle, pedalcar).
 - Other = A person on a scooter, moped, ATV, or other motorized vehicle not captured above on a roadway.

FATALITIES BY COUNTY:



TOTAL LIVES LOST YTD:

78  20%

UP 20% FROM LAST YEAR

FATALITIES



PEDESTRIANS

21



UNRESTRAINED
MOTORISTS

12

TOP CAUSES: **IMPAIRMENT & SPEEDING**

10

YEAR ANNIVERSARY

zero Fatalities

Lives are on the Line



ZeroFatalitiesNV.com



@ZeroFatalitiesNV



@ZeroFatalitiesNV



@ZeroFatalNV



@ZeroFatalitiesNV



@ZeroFatalitiesNevada

Safer Drivers and Passengers: *Occupant Protection*
4/15/21 Meeting

Occupant Protection in Nevada

Laura K. Gryder, MA

Samantha Slinkard-Barnum, MPH

Paul Chestovich, MD FACS

Deborah Kuhls, MD FACS FCCM

UNLV | SCHOOL OF
MEDICINE



Funding Disclosure

This research included in this presentation is funded by a grant from the Nevada Department of Public Safety – Office of Traffic Safety

#TS-2019-UNLV-00089



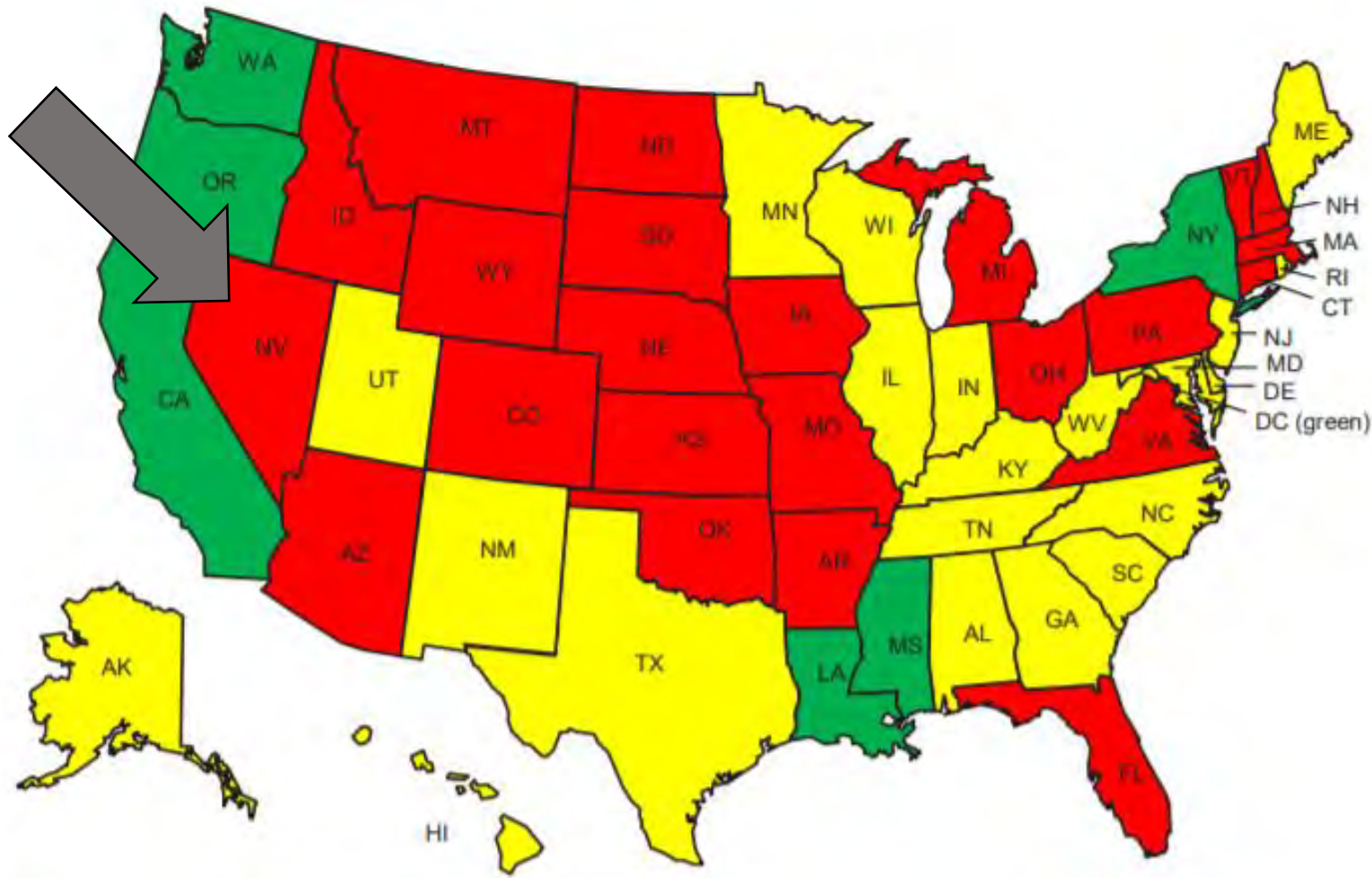
Nevada Department of
Public Safety
Office of Traffic Safety

Nevada Occupant Protection & Child Passenger Safety Laws

- **Secondary enforcement** of adult seat belt laws
 - Includes front and rear seat belt use
- **Child Passenger Safety:**
 - Primary Enforcement
 - Children between Ages 1-2 are currently not required to ride in a rear-facing child seat.
 - For those aged 6-8 years, there is no requirement under Nevada law that they are restrained in a booster seat, as recommended by the American Academy of Pediatrics.
 - There is no requirement under Nevada law that children ride in the back seat until reaching 13 years of age.

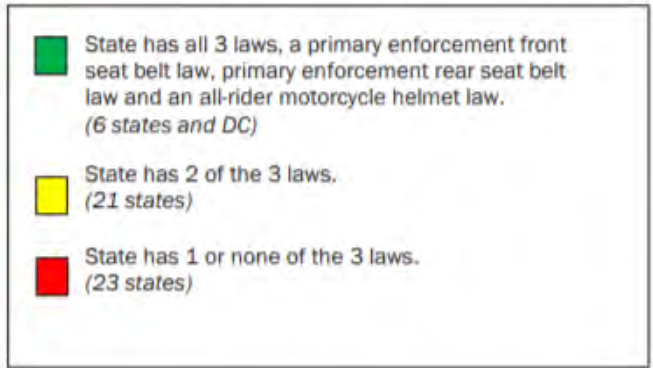
OVERALL STATE RATINGS BASED ON NUMBER OF LAWS

	Occ. Protection		CPS		Teen Driving Laws					Impaired Driving			Distraction		Total Number of Laws 2021	Overall Safety Rating 2021	
	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rear Facing Through Age 2 Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period Provision	5C Hours of Supervised Driving Provision	Nighttime Driving Restriction Provision	Passenger Restriction Provision	Age 18 Unrestricted License	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law			All-Driver Text Messaging Restriction
Nevada			●				●				●	●	●	●		6	●



Nevada is one of 23 states that does not have both primary enforcement front and rear seat belt laws.

7 states have both seat belt laws and 17 states have one of the two laws.



What we do: Integrated Vehicular Database

- Maintain and analyze Nevada's linked crash-trauma database
 - Data from the state's **four trauma centers** linked to NDOT **crash data**
 - Standalone Center for Health Information Analysis (**hospital discharge data**) for road users
- Data received, in process of cleaning for standalone maintenance or data integration (where possible)
 - NV Citation Data (BRAZOS)
 - DUI arrest toxicology data
- Plans to include statewide EMS data and other sources



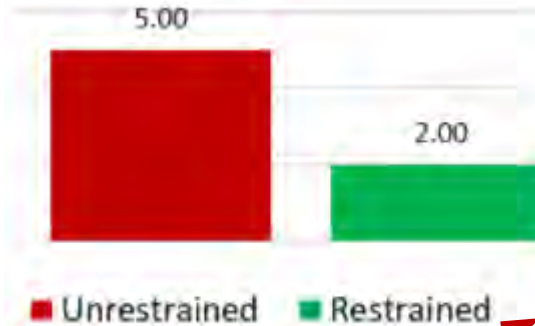
NV trauma data 2015-2017: MV Occupants

Pop. size:
4,820

The majority (**83.3%**) of patients admitted to a trauma center were wearing seat belts at the time of crash, but 805 people (16.7%) were *not* wearing seat belts.

20% of all unrestrained occupants were partially or totally ejected from their vehicles

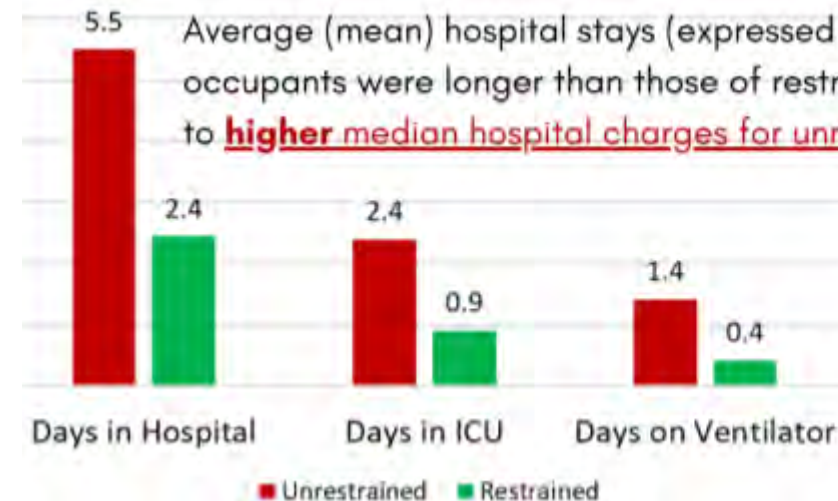
This is compared to 0.7% of all restrained occupants!



Unrestrained patients experienced 2.5x higher Injury Severity Scores (scale 0-75) compared to restrained patients.

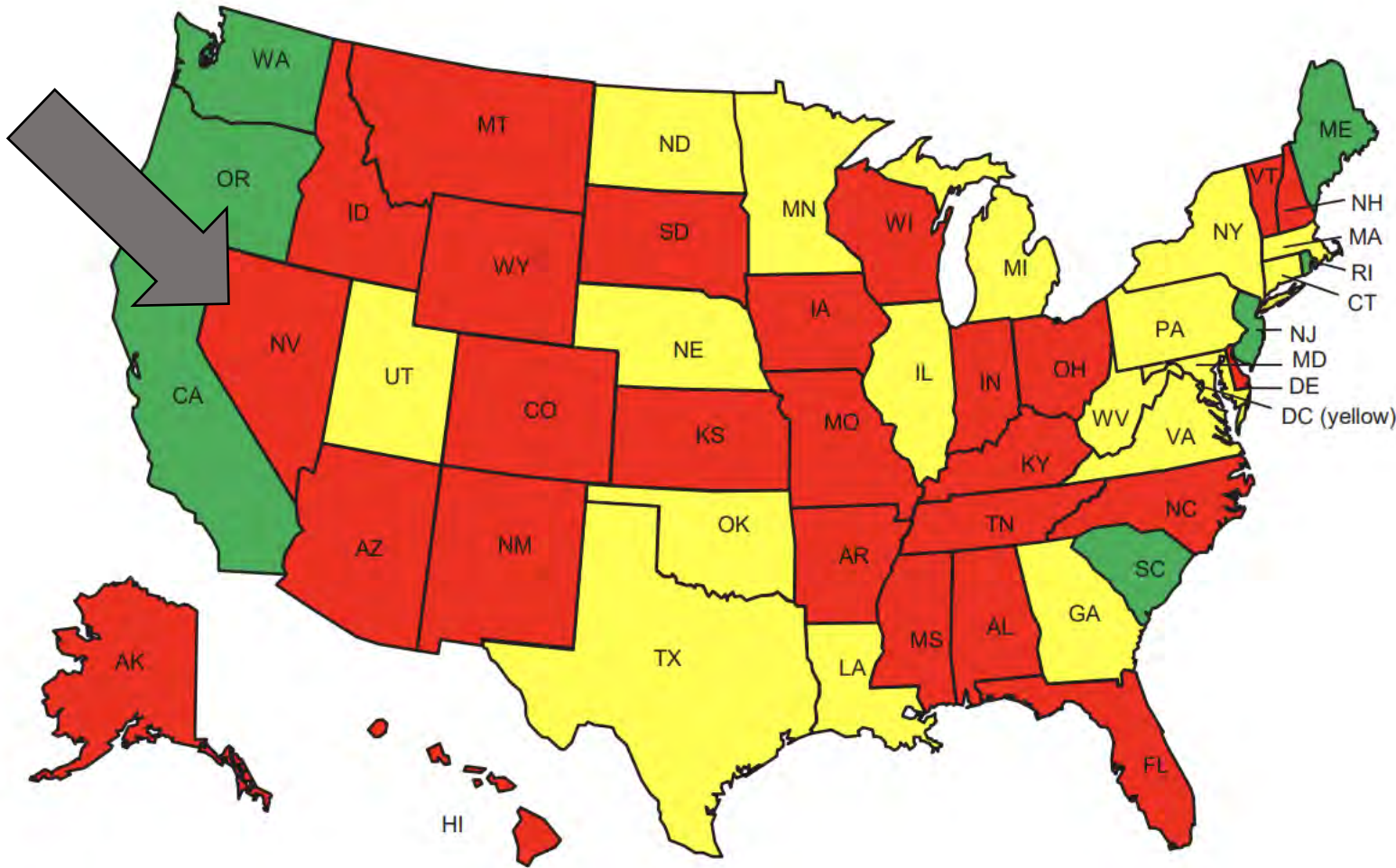
Fig. 1. Injury Severity Score by Restraint Use

	Unrestrained	Restrained
Death	5.7%	1.3%
Discharged to Home	70.4%	83.3%
Nursing/Rehab	15.1%	9.7%
Other	8.8%	5.7%



Average (mean) hospital stays (expressed in days) for unrestrained occupants were longer than those of restrained occupants, contributing to **higher median hospital charges for unrestrained patients.**





Nevada is one of 19 states that does not have either a Rear-Facing Through Age-2 Law OR a Booster Seat up to Age-8 and 57-inches Tall Law.

7 states have both laws and 17 states have one of the two laws.

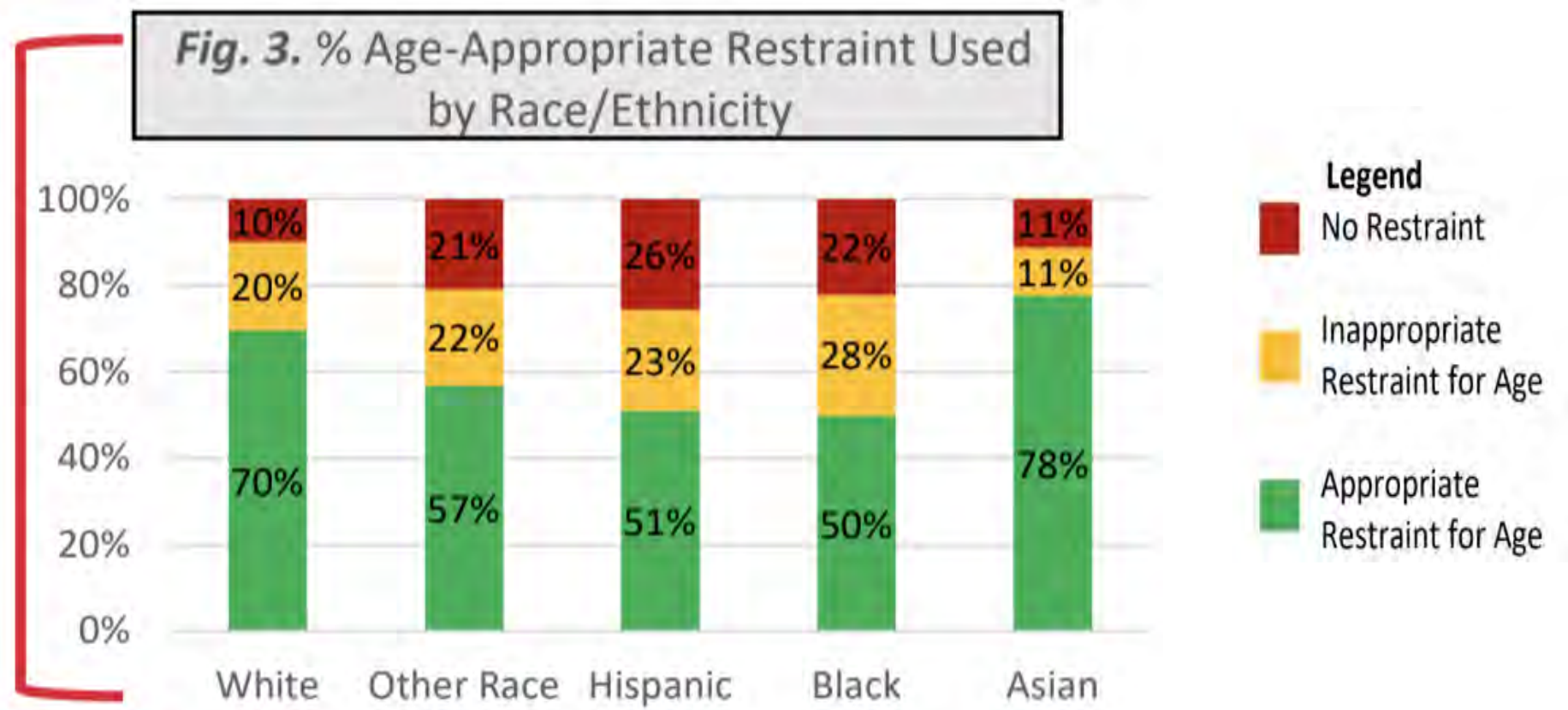
- State has both optimal child passenger safety laws. (7 states)
- State has 1 of the 2 laws. (17 states and DC)
- State has neither of the laws. (26 states)

8 states + DC have only Rear-Facing Through Age 2 Law, 9 states have Booster Seat up to Age-8 & 57" Tall Law.

MV Occupant Children 0-12

NV trauma data 2013-2017

Pop. size:
719

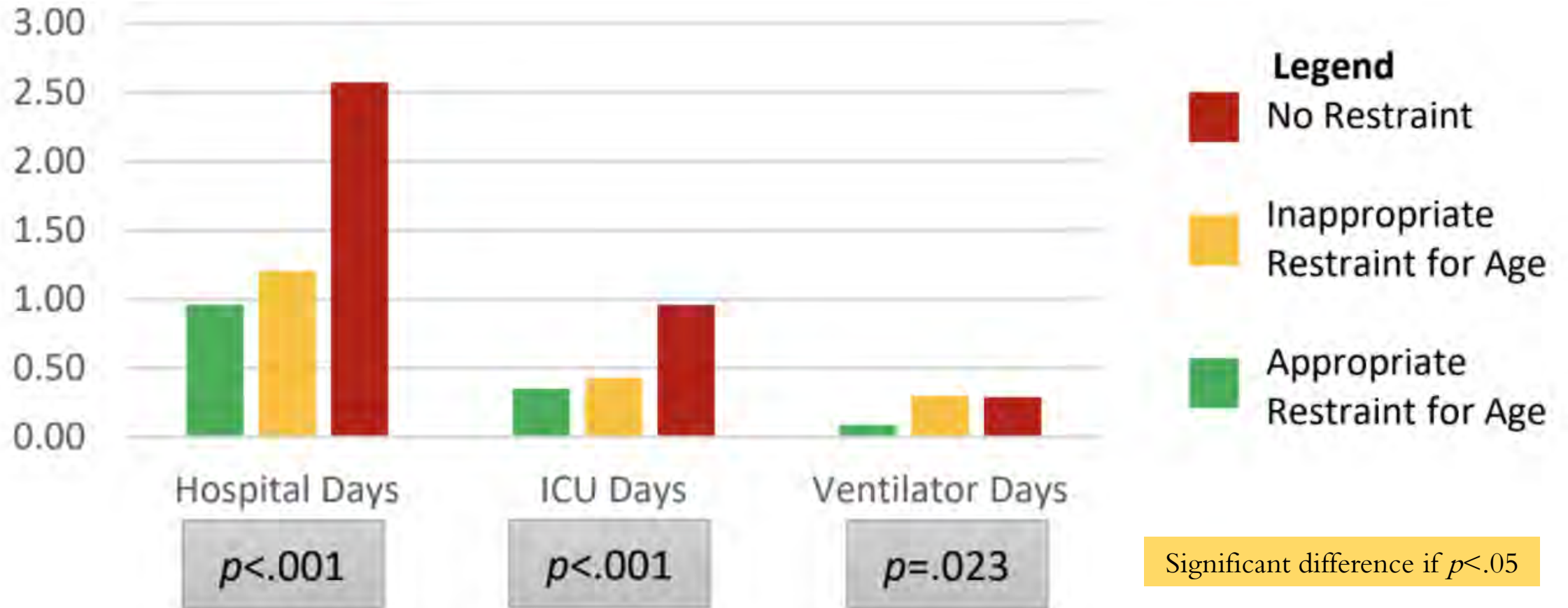


Hispanic children were less frequently restrained.

Black children were more frequently restrained in non-age appropriate ways.

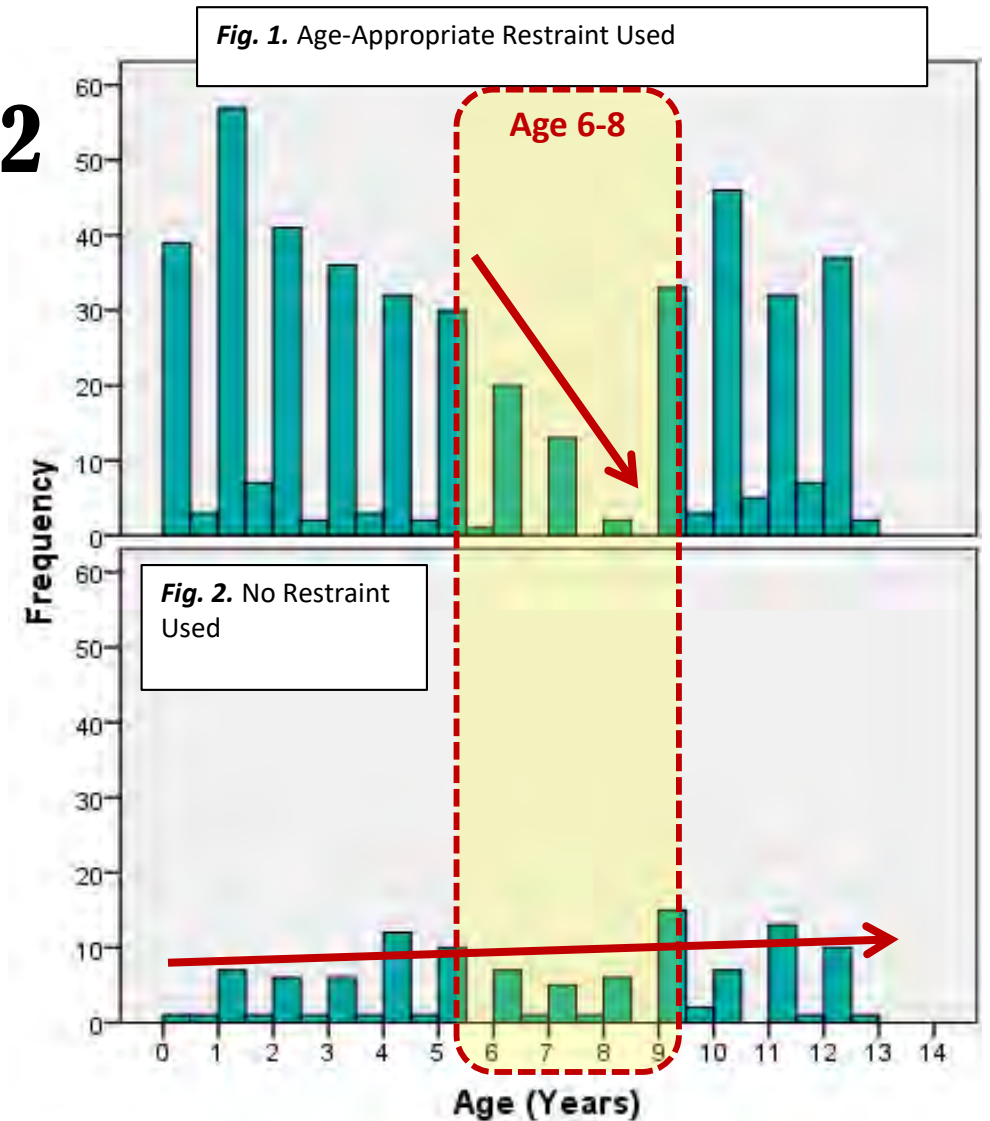
Average Days Spent in Medical Care NV trauma data 2013-2017: Children 0-12

Pop. size:
719



Properly Restrained by Age NV trauma data 2013-2017: Children 0-12

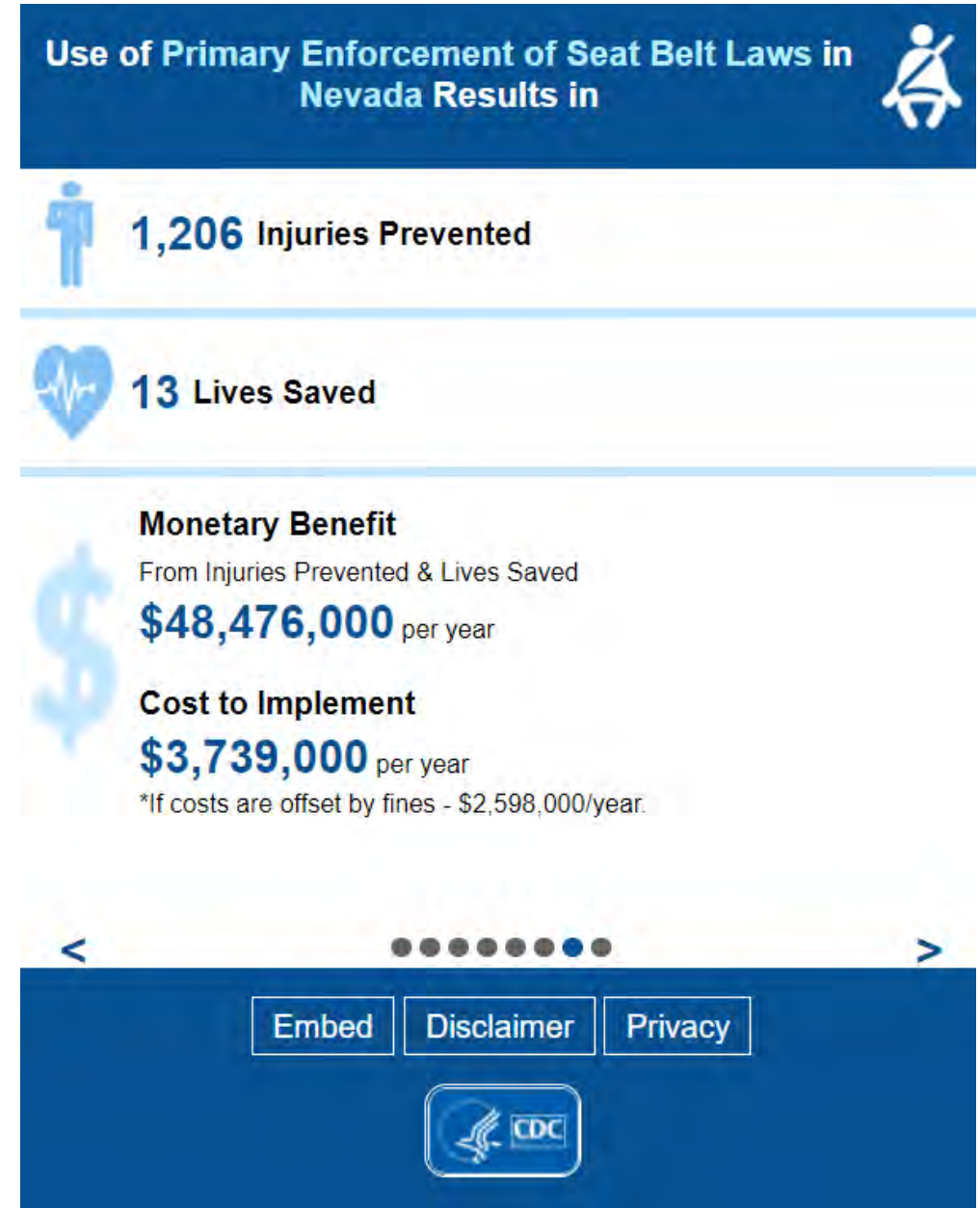
- Between Age 6-8, we observe a drop in Nevada children admitted to trauma centers who are riding in booster seats.
- *This drop may indicate a lack of knowledge of best practices among parents and guardians as to when is a safe age to stop using a child restraint system such as a booster seat.*
- **Children who were properly restrained for their age were 47.8% less likely to be seriously or critically injured in a crash when compared to improperly restrained children.**



Costs to Nevada

- The CDC lists **primary enforcement of seat belt laws** as a recommended practice for reducing motor vehicle injuries.
- The cost to implement would be approximately **\$3.7 million** (offset by fines)
- If implemented, Nevada will have a cost-benefit of **over \$48 million per year and at least 13 lives will be saved**

Source: Centers for Disease Control and Prevention Motor Vehicle Prioritizing Interventions and Cost Calculator for States (MV PICCS 3.0)



Thank you!

Contact us:

UNLVSOMTrafficSafety@gmail.com

Deborah A. Kuhls, MD, FACS, FCCM

Professor of Surgery, UNLV SOM

Principle Investigator – NV OTS grant projects

Laura K. Gryder, MA

Project Director

Samantha Slinkard-Barnum, MPH

Research Assistant & Evaluation Coordinator

To see our full library of TREND newsletters, infographics, and other educational materials, visit:

<http://bit.ly/UNLVSOMTrend>

