



Nevada Traffic Safety Crash Facts



April 2021



Nevada Department of
Public Safety
Office of Traffic Safety

Zero Fatalities
Lives are on the Line



Kimley»Horn

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

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

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

List of Acronyms

BAC	Blood Alcohol Content
CEA	Critical Emphasis Area
DPS	Department of Public Safety
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
NDOT	Nevada Department of Transportation
NECTS	Nevada Executive Committee on Traffic Safety
NHTSA	National Highway Traffic Safety Administration
OTS	Office of Traffic Safety
SOE	Sequence of Events
SHSP	Strategic Highway Safety Plan
STSI	State Traffic Safety Information
VMT	Vehicle Miles Traveled

Introduction

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

FARS data is updated continuously and published on the FARS website each fall. For the purpose of historical understanding, 10 years worth of data is reported. However, all trends and analyses were conducted on the most recent five years of data (2015 – 2019).

Nevada's five year fatality data is available on an on-line platform and is updated with the latest data available from FARS (2015-2019). The Nevada Fatal Crash Data Dashboard is located [here](#).

Following a data-driven approach enables implementers to inform change in policy, infrastructure, and education for the 6 "Es" of Nevada's SHSP (Equity, Engineering, Education, Enforcement, Emergency Response and Everyone). This report provides information related to the following five key questions:

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

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

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



* = Critical Emphasis Area

Overall Crash Data

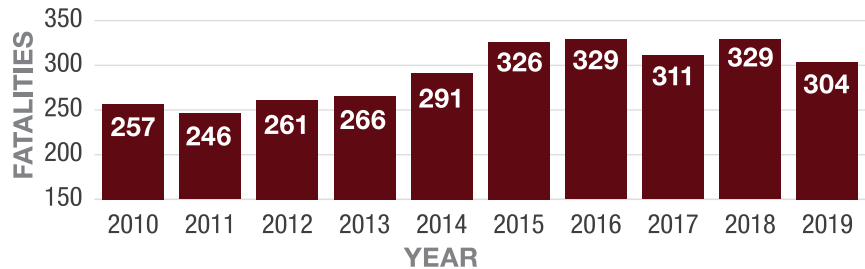
This section analyzes the overall crash data for Nevada between 2010 and 2019. Official FARS data from a File Transfer Protocol (FTP) site maintained by NHTSA was used to determine the numbers of fatalities and fatal crashes (<https://www.nhtsa.gov/content/nhtsa-ftp/251>). This data is used to determine where to focus efforts and resources and to evaluate effectiveness of existing traffic safety measures in Nevada.

What?

Fatalities and fatal crashes have generally increased over the past 10 years. Nevada's fatalities have increased from **257 in 2010** to **304 in 2019** and, likewise, fatal crashes have increased from **235 in 2010** to **285 in 2019**.

As shown in the graphs, fatalities per vehicle miles traveled (VMT) have slightly decreased in Nevada since 2010. Fatalities per population have generally increased since 2010.

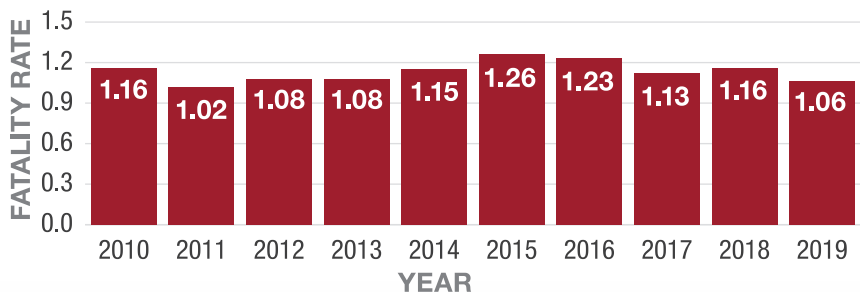
Nevada Traffic Fatalities (2010-2019)



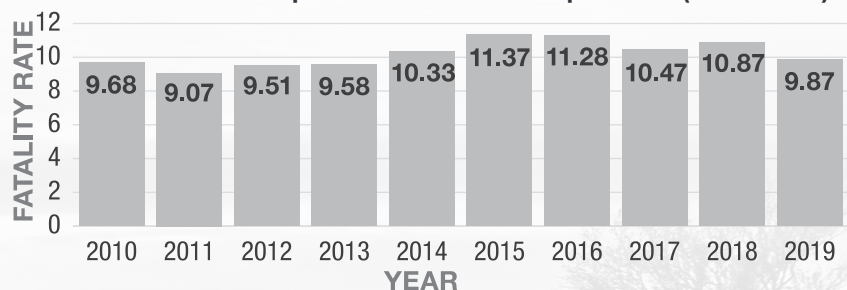
Fatal Crashes in Nevada (2010-2019)



Nevada Traffic Fatalities per 100 Million VMT (2010-2019)*



Nevada Fatalities per 100 Thousand Population (2010-2019)

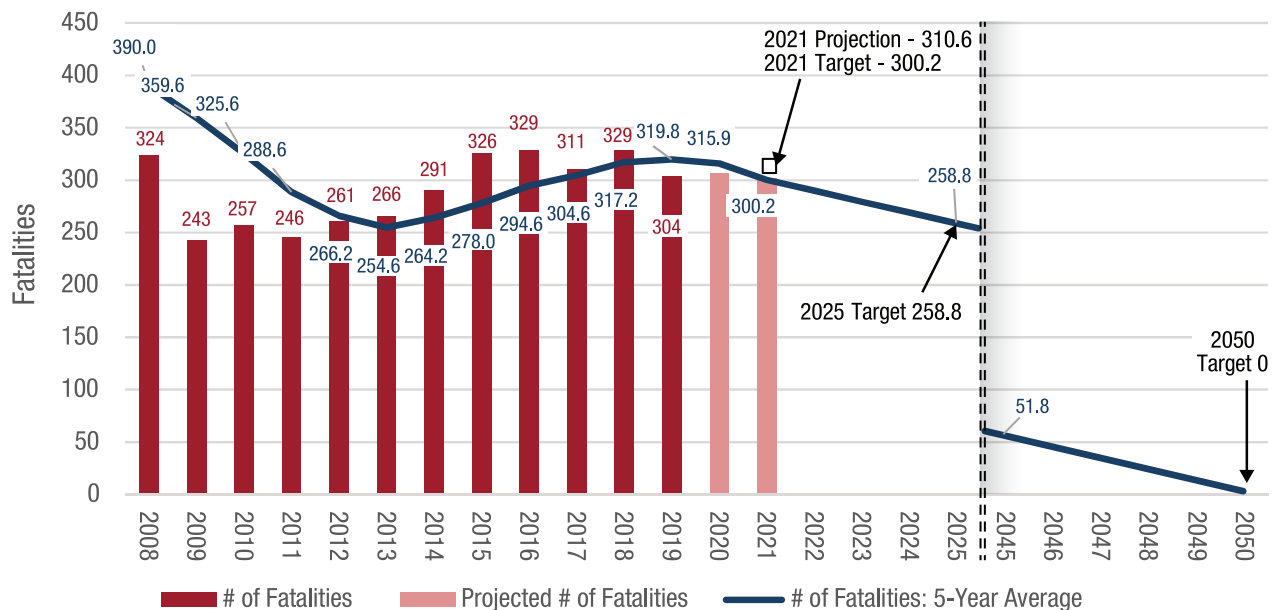


*This chart has been modified to match the NHTSA STSI summary

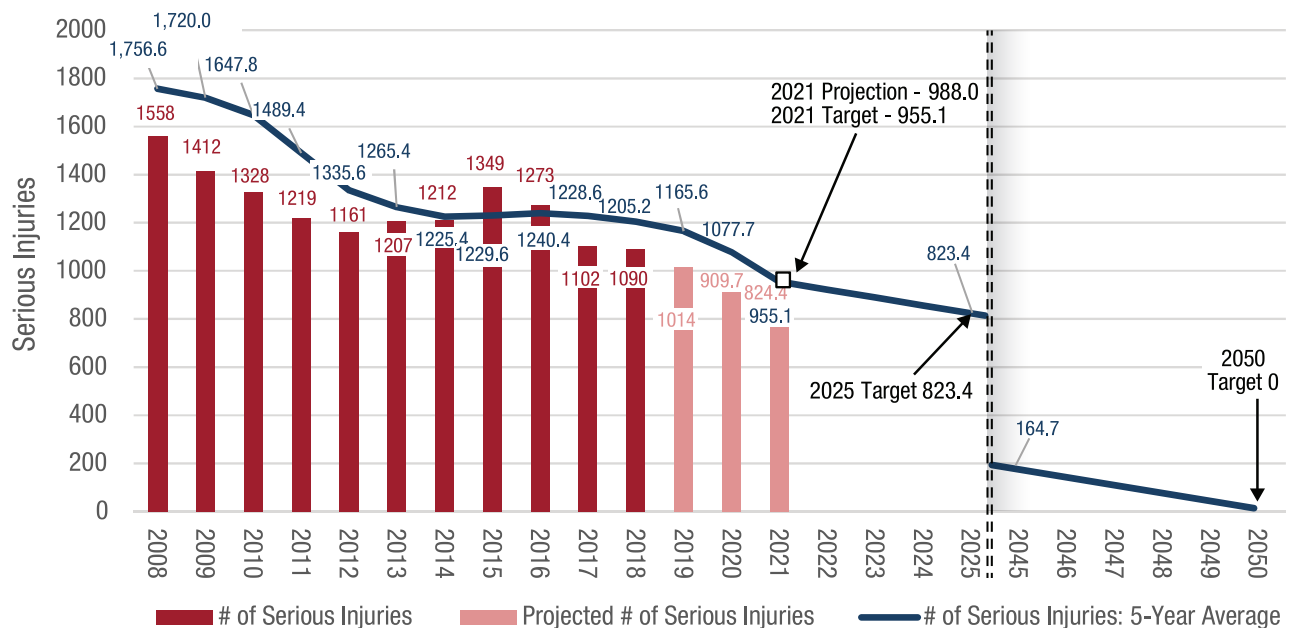
What? (continued)

Zero Fatalities has been Nevada's official traffic safety goal since 2010, when it was adopted by the Nevada Executive Committee on Traffic Safety (NECTS). Nevada has a Zero Fatalities goal to reach zero traffic fatalities and serious injuries by 2050. As shown in the charts below and on the following pages, Nevada is currently on track to meet the goal for serious injuries but not for fatalities.

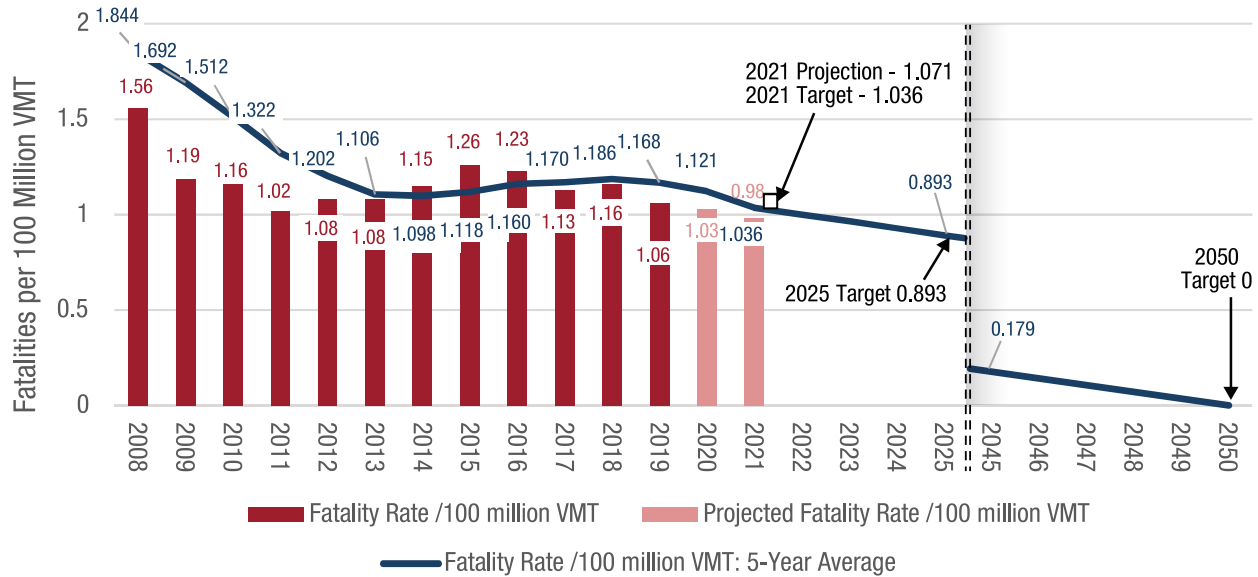
Nevada Traffic Fatalities, Five-Year Average and 2025 Target



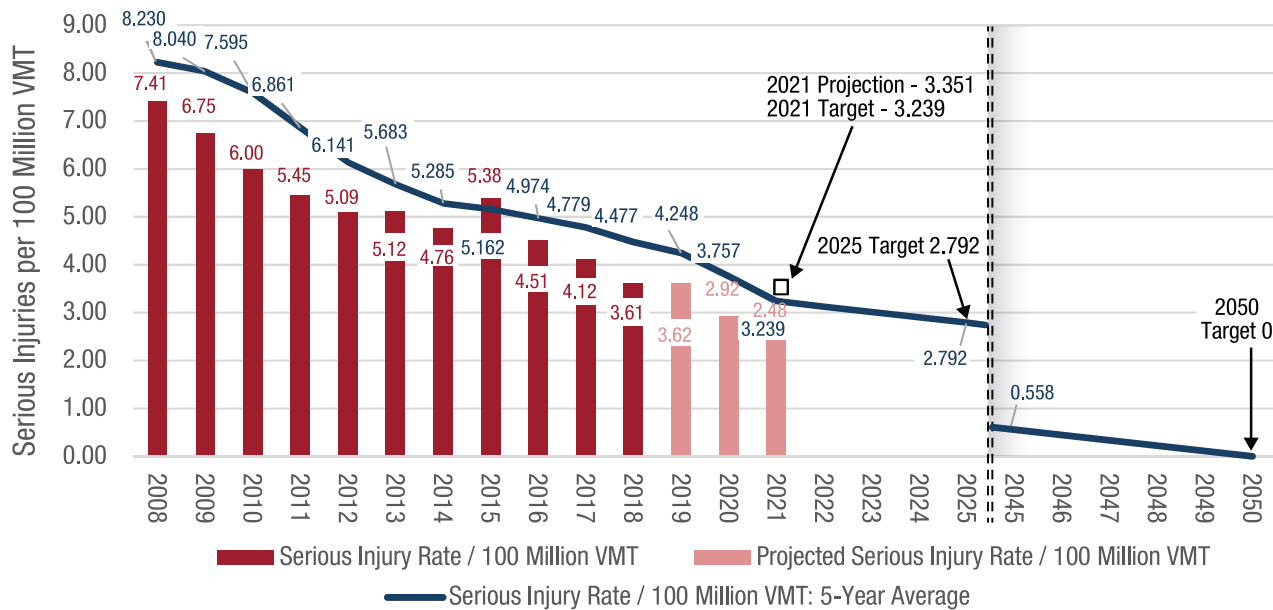
Nevada Serious Injuries, Five-Year Average and 2025 Target



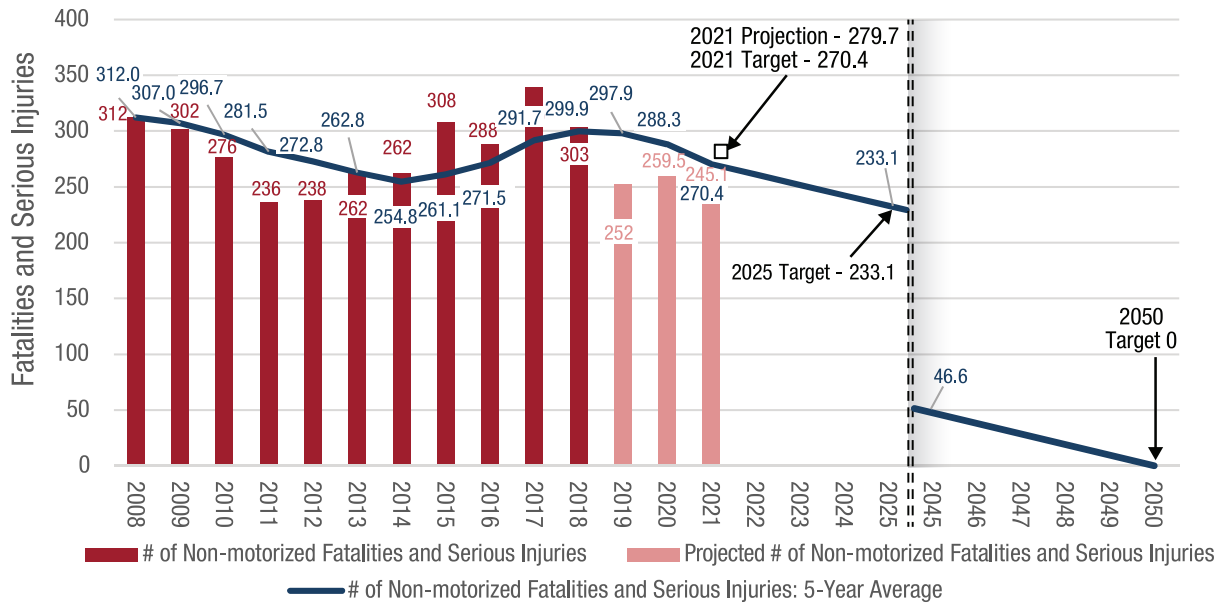
Nevada Traffic Fatality Rates, Five-Year Average and 2025 Target



Nevada Serious Injury Rates, Five-Year Average and 2025 Target



Nevada Non-Motorized Fatalities and Serious Injuries, Five-Year Average and 2025 Target

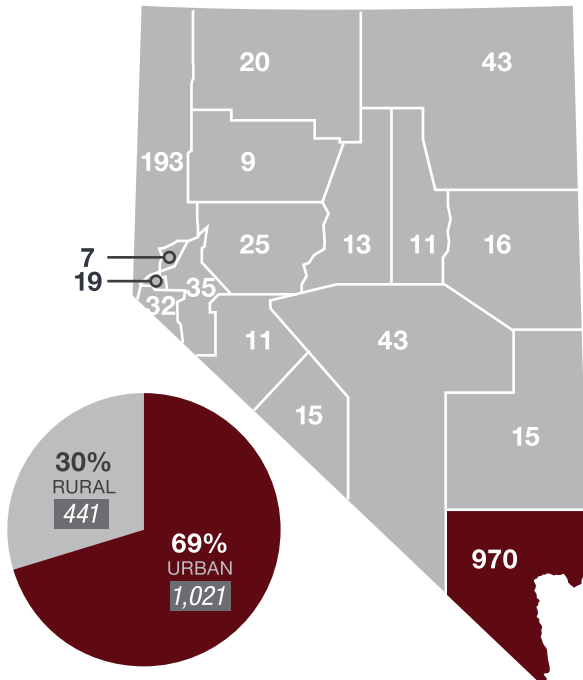


Where?

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

Between 2015 and 2019, Clark County reported the largest number of fatal crashes and fatalities. Sixty-nine percent of all Nevada fatal crashes occurred on urban roadways.

Fatal Crashes in Nevada by Location (2015-2019)*



Fatal Crashes in Nevada by County (2015-2019)*

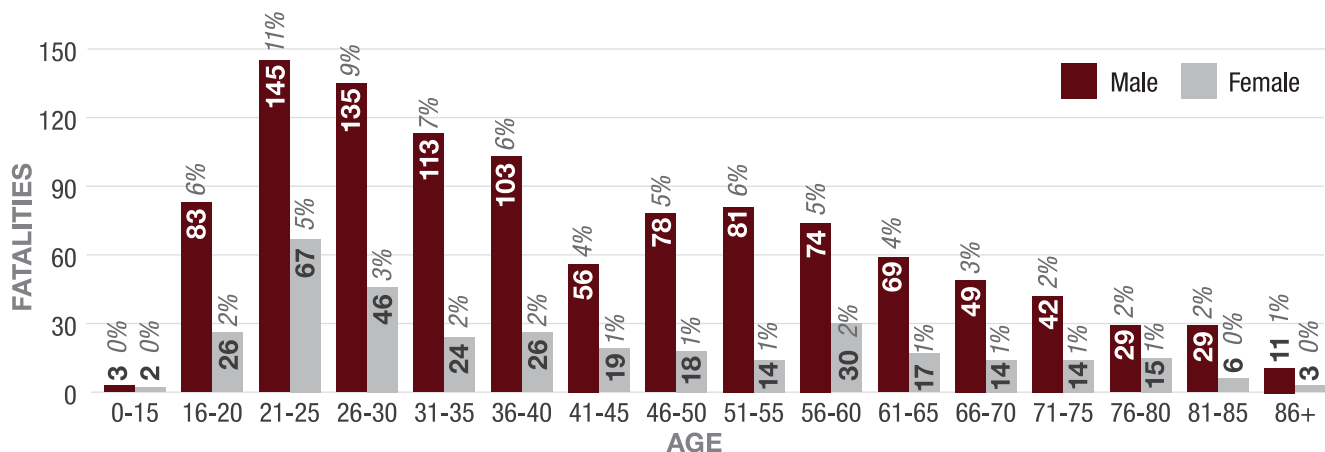
County	Fatal Crash	Percent of all Fatal Crashes
Carson City	19	1%
Churchill	25	2%
Clark	970	66%
Douglas	32	2%
Elko	43	3%
Esmeralda	15	1%
Eureka	11	1%
Humboldt	20	1%
Lander	13	1%
Lincoln	15	1%
Lyon	35	2%
Mineral	11	1%
Nye	43	3%
Pershing	9	1%
Storey	7	0%
Washoe	193	13%
White Pine	16	1%

TOTAL 1,477

Who?

From 2015 to 2019, males ages 21 to 25 years old comprised the largest number of at-fault drivers in fatal crashes in Nevada.

Age/Gender Breakdown of At-Fault Drivers in All Fatal Crashes in Nevada (2015-2019)*



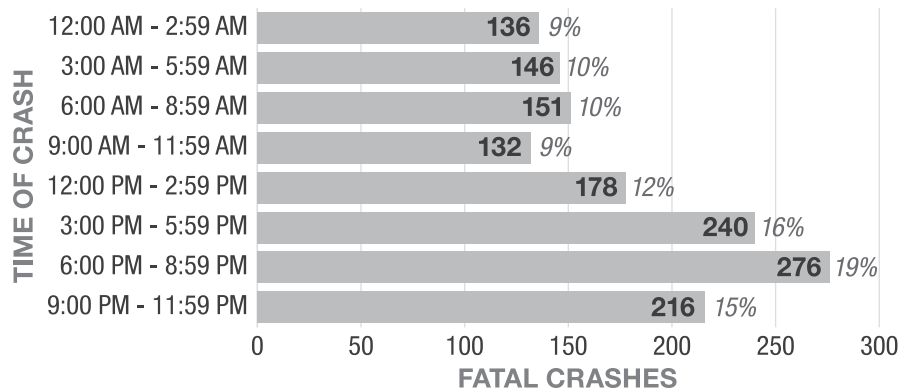
*Does not include values that are unknown or missing

When?

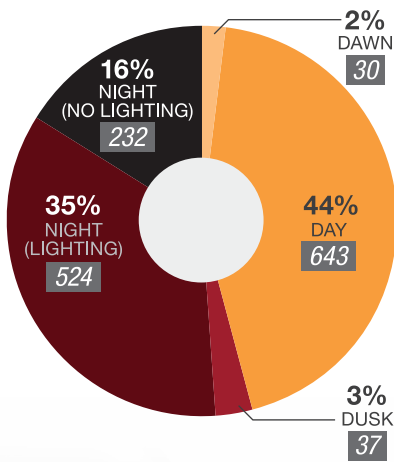
Between the hours of 6:00 PM and 8:59 PM, 276 fatal crashes occurred, totaling 19% of all fatal crashes. Nearly 35% took place at night in areas with street lighting.

From 2015 to 2019, 34% of all fatal crashes and fatalities occurred on the weekends. Ten percent occurred during the month of September.

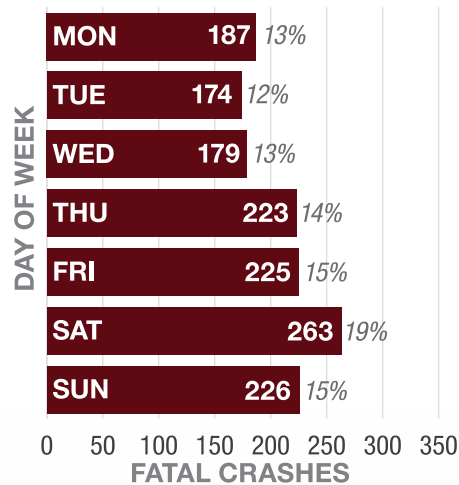
Fatal Crashes by Time of Day in Nevada (2015-2019)



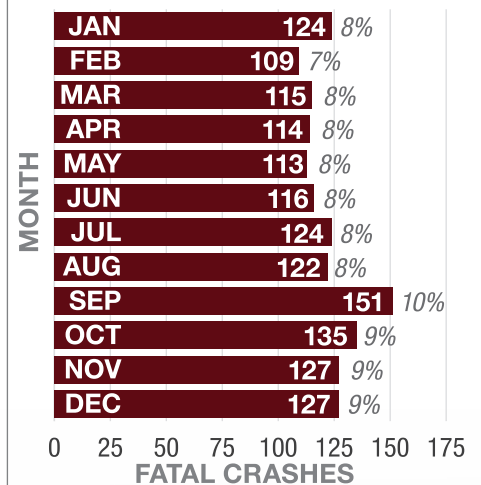
Lighting at Time of Fatal Crash in Nevada (2015-2019)*



Fatal Crashes by Day of Week in Nevada (2015-2019)



Fatal Crashes by Month of Year in Nevada (2015-2019)

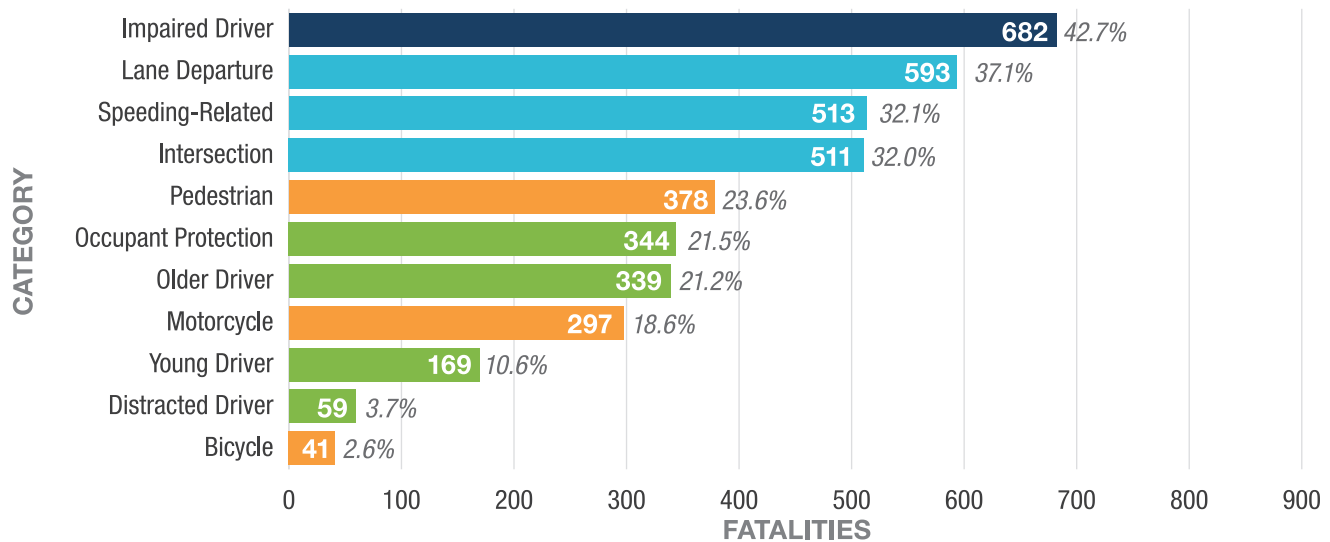


*Does not include values that are unknown or missing

Why?

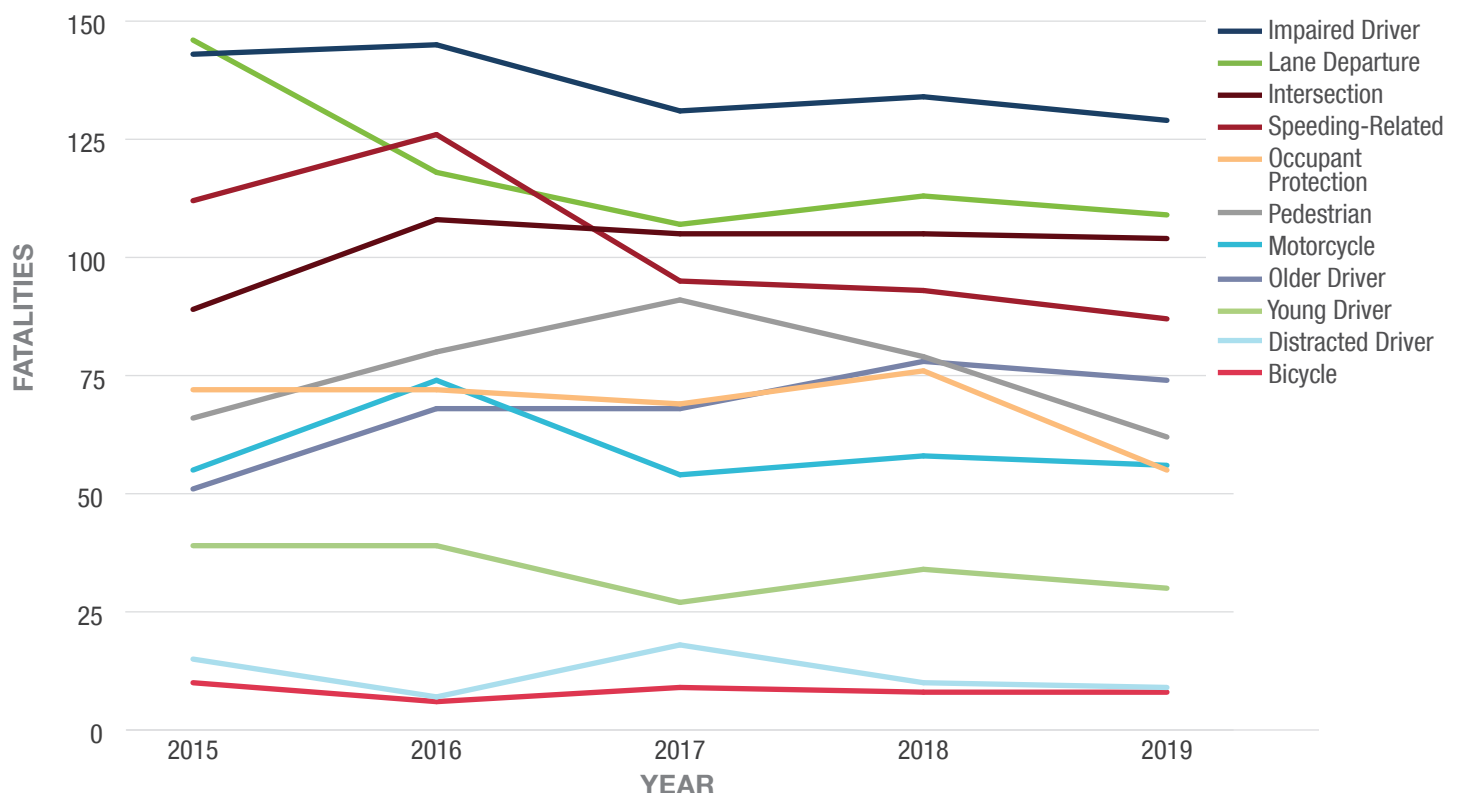
Between 2015 and 2019, **impaired driving fatalities**, which involves a driver with a blood alcohol content (BAC) of 0.08% or greater and/or tested positive for drugs in their system, comprised the largest percent of fatalities at nearly 43% of all Nevada's traffic fatalities.

Nevada Traffic Fatalities by Emphasis Area (2015–2019)*



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

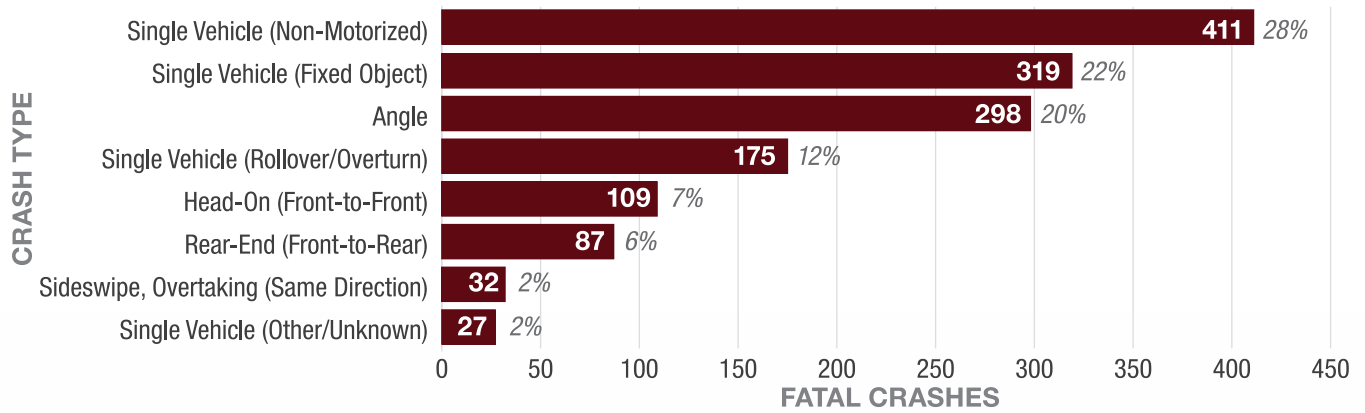
Nevada Traffic Total Fatalities by Emphasis Area (2015–2019)



Why? (continued)

Fatalities most frequently involved a non-motorized form of transportation, which is defined as **any form of transportation that includes pedestrian, bicycle, wheelchair, skateboard, etc.**

Nevada Traffic Fatalities by Crash Type (2015-2019)*



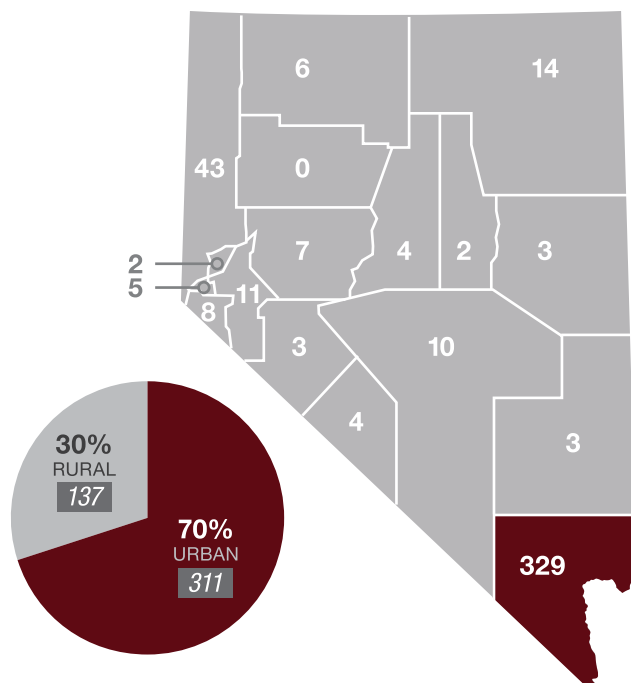
*Does not include values that are unknown or missing or data categories with low representation

32.1% of Nevada's total fatalities.

What?

Where?

Fatal Speeding-Related Crashes in Nevada by Location (2015-2019)*



Year	Fatalities
2015	112
2016	126
2017	95
2018	92
2019	87

YEAR	FATAL CRASHES
2015	97
2016	112
2017	85
2018	80
2019	79

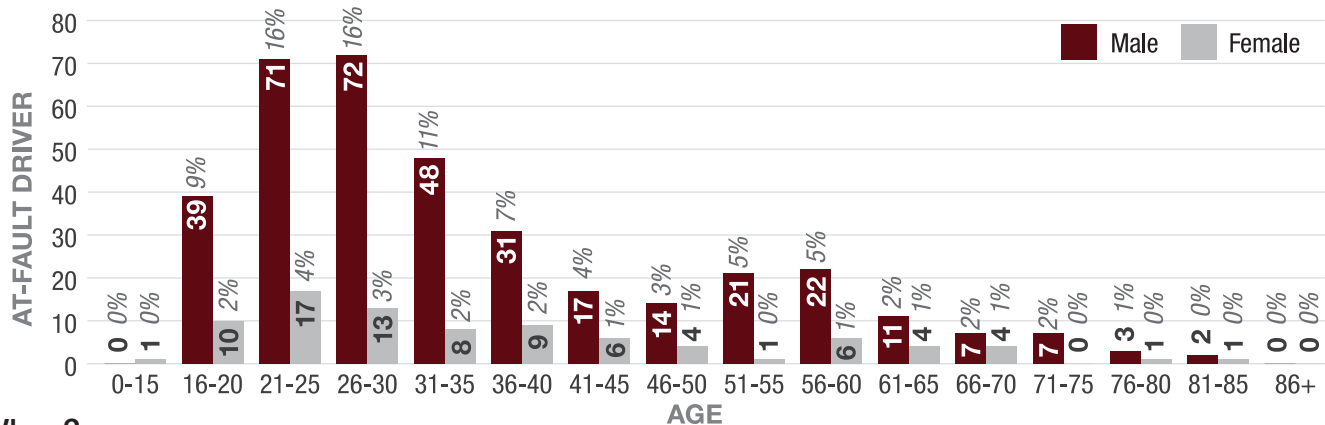
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Who?

From 2015-2019, Male drivers ages 26 to 30 years old comprise the greatest number of at-fault drivers in fatal speeding-related crashes in Nevada.

Age/Gender Breakdown of At-Fault Drivers in Fatal Speeding-Related Crashes in Nevada (2015-2019)*

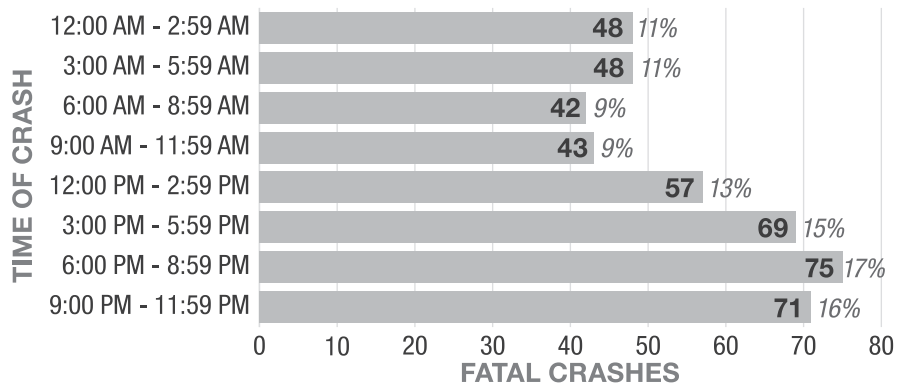


When?

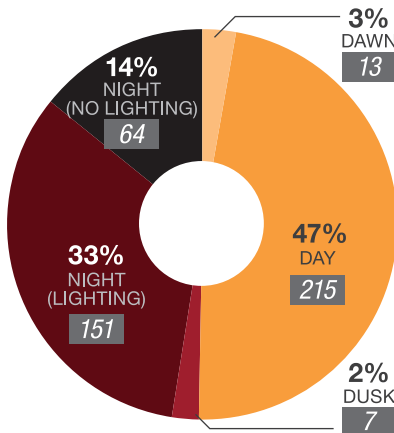
The hours of 6:00 PM and 11:59 PM had the greatest number of fatal speeding-related crashes. Nearly half of all fatal speeding-related crashes took place at night in areas with and without street lighting.

More than 50% of fatal speeding-related crashes occurred from Friday to Sunday. Fatal crashes occurred most frequently during the months of March and September, totaling 19% of all fatal speeding-related crashes.

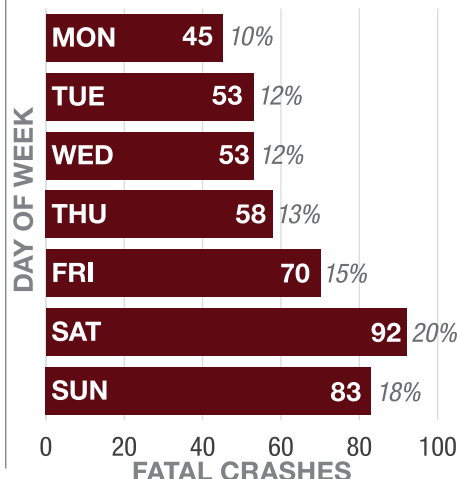
Fatal Speeding-Related Crashes in Nevada by Time of Day (2015-2019)



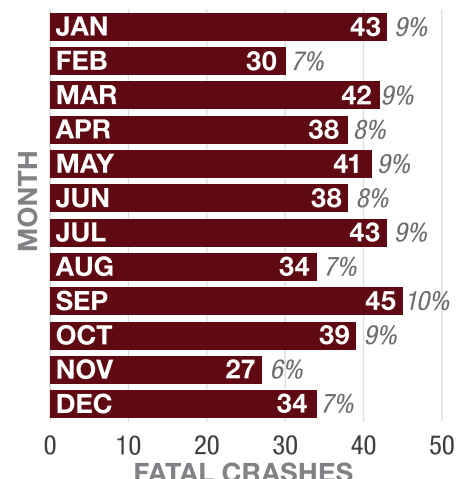
Lighting at Time of Fatal Speeding-Related Crash in Nevada (2015-2019)*



Fatal Speeding-Related Crashes in Nevada by Day of Week (2015-2019)



Fatal Speeding-Related Crashes in Nevada by Month of Year (2015-2019)



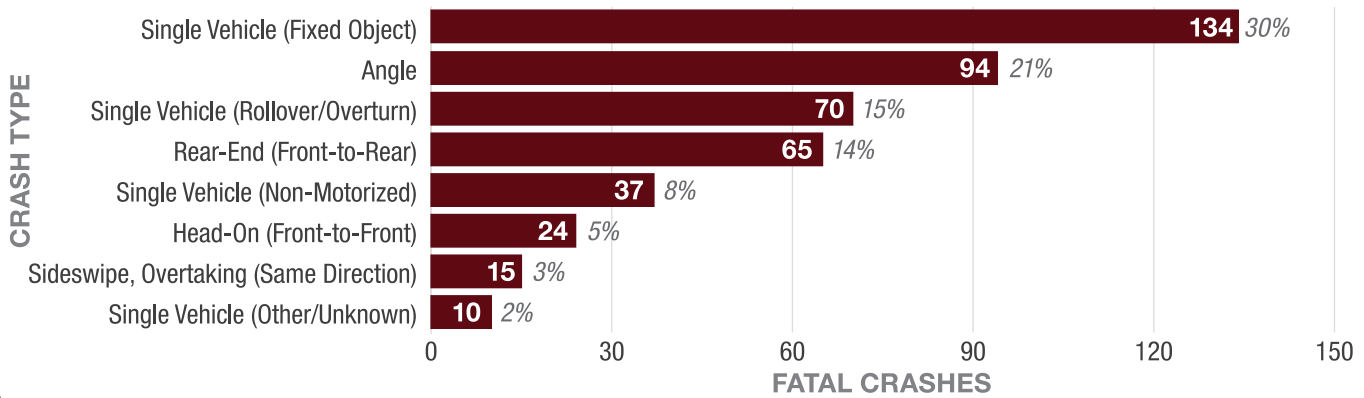
*Does not include values that are unknown or missing



Why?

From 2015 to 2019, fatal speeding-related crashes most frequently involved a single motor vehicle hitting a fixed object or an angle collision with another vehicle.

Fatal Speeding-Related Crashes in Nevada by Crash Type (2015-2019)*



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



Lane Departure Crashes

37.1% of Nevada's total fatalities.

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

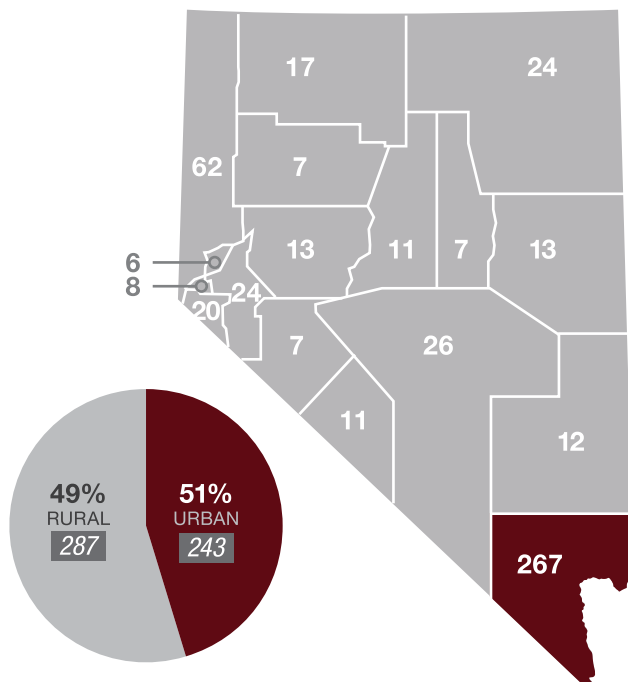
What?

During 2015 to 2019, there were a total of **593 fatalities** and **535 fatal lane departure crashes** that occurred on Nevada roadways.

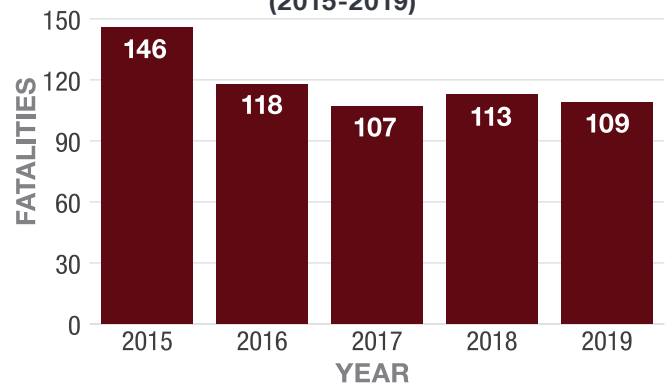
Where?

Between 2015 and 2019, nearly two-thirds of fatal lane departure crashes occurred in Clark County. More than half of such fatalities occurred on urban roadways.

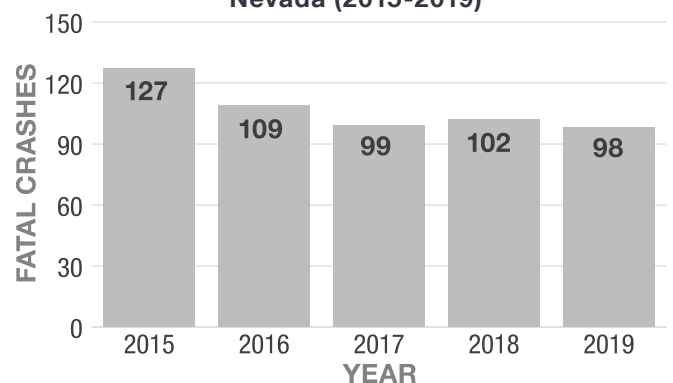
Fatal Lane Departure Crashes in Nevada by Location (2015-2019)*



Lane Departure Traffic Fatalities in Nevada (2015-2019)



Fatal Lane Departure Crashes in Nevada (2015-2019)



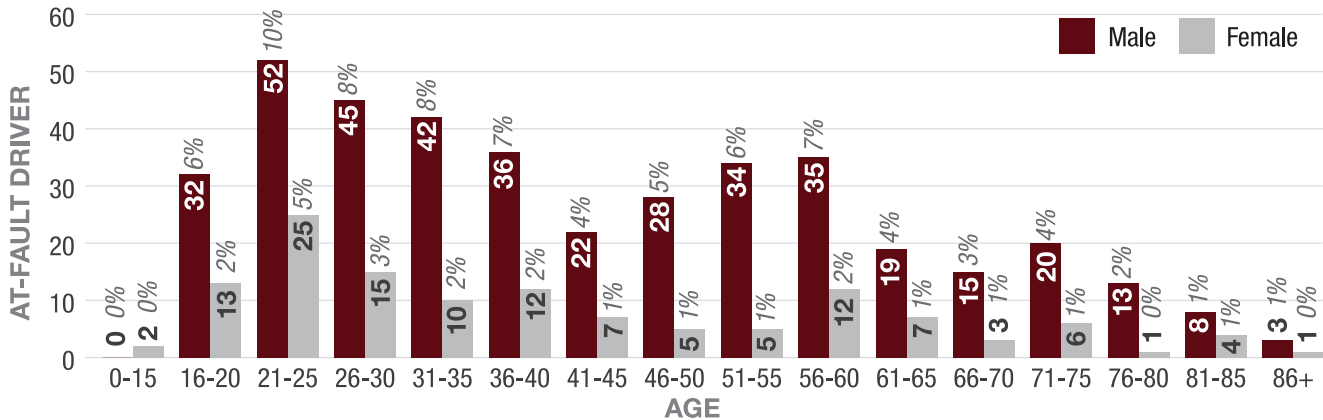
*Does not include values that are unknown or missing



Who?

From 2015 and 2019 males ages 21 to 25 were the largest reported age group of at-fault drivers involved in fatal lane departure crashes in Nevada.

Age/Gender Breakdown of At-Fault Driver in Fatal Lane Departure Crashes in Nevada (2015-2019)*

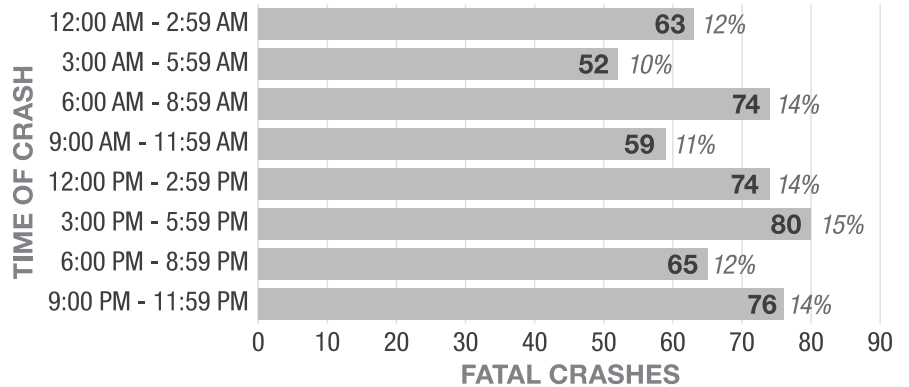


When?

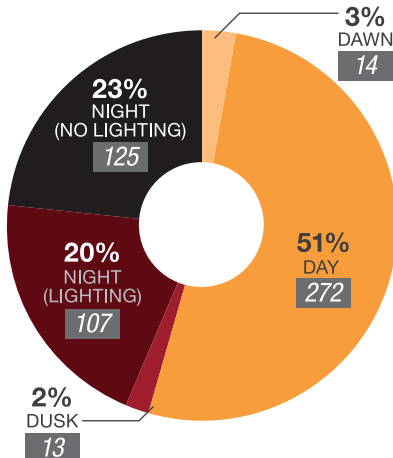
The hours of 3:00 PM and 5:59 PM had the greatest number of fatal lane departure crashes. More than 50% of fatal lane departure crashes occurred during daylight.

From 2015 to 2019, 37% of fatal lane departure crashes occurred on the weekends. Most fatal crashes took place in the month of July.

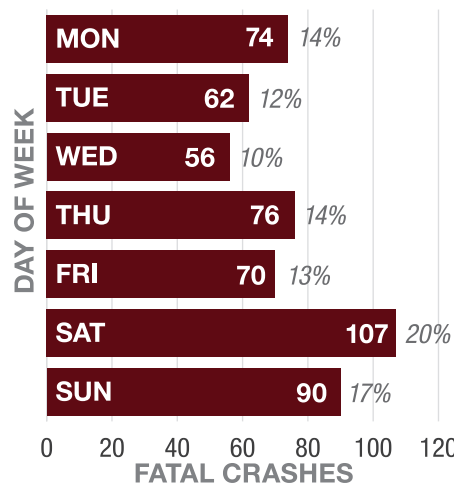
Fatal Lane Departure Crashes in Nevada by Time of Day (2015-2019)



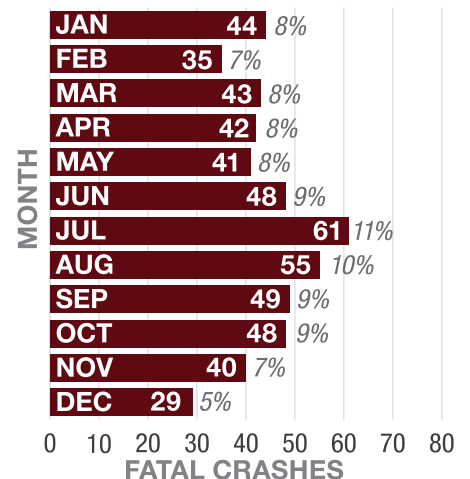
Lighting at Time of Fatal Lane Departure Crash in Nevada (2015-2019)*



Fatal Lane Departure Crashes in Nevada by Day of Week (2015-2019)



Fatal Lane Departure Crashes in Nevada by Month of Year (2015-2019)



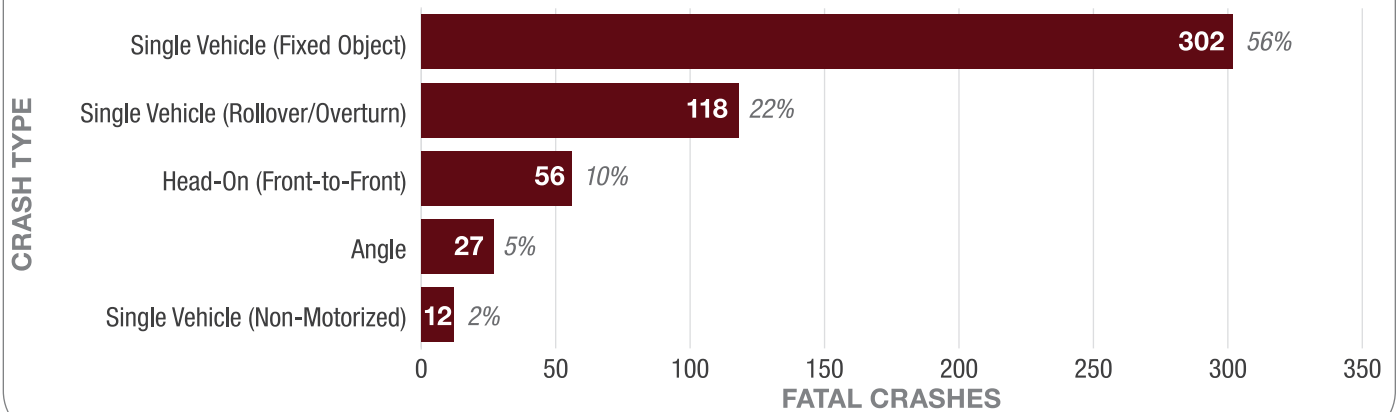
*Does not include values that are unknown or missing



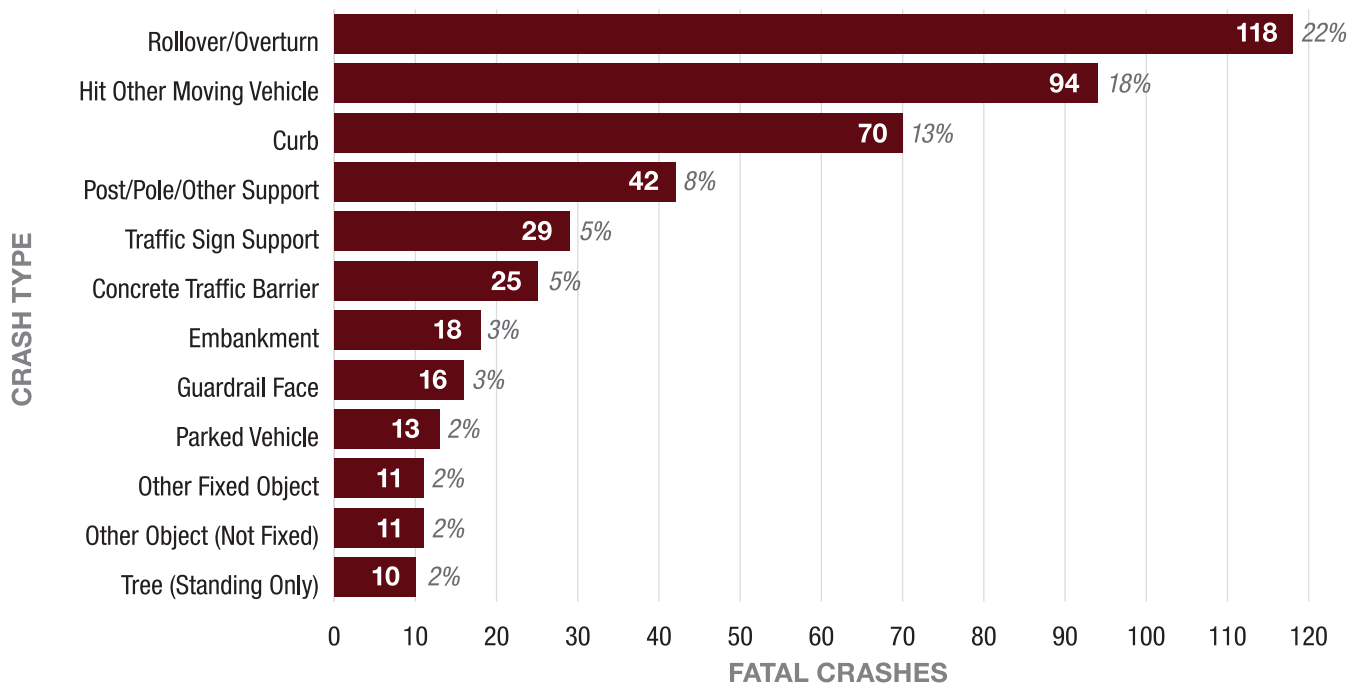
Why?

From 2015 to 2019, fatal lane departure crashes most frequently involved a single vehicle hitting a fixed object (56%).

Fatal Lane Departure Crashes in Nevada by Crash Type (2015-2019)*



Fatal Lane Departure Crashes in Nevada by First Harmful Event (2015-2019)*



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



Intersection Crashes

32.0% of Nevada's total fatalities.

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

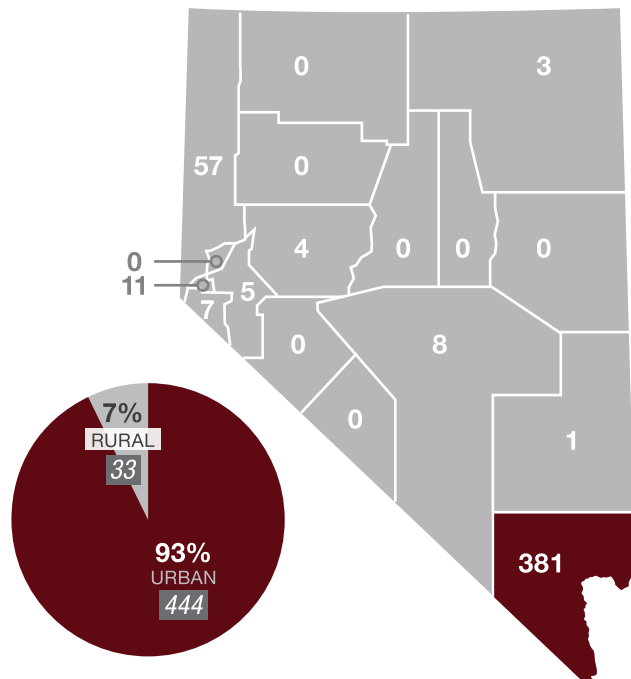
What?

From 2015 to 2019, the number of intersection fatalities and fatal crashes generally increased. A total of **511 fatalities** and **477 fatal intersection crashes** occurred on Nevada roadways during that time frame.

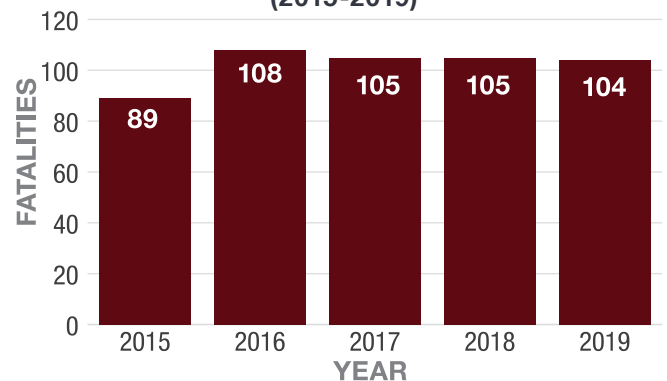
Where?

Between 2015 and 2019, 93% of fatal intersection crashes occurred on urban roadways. Clark County reported the highest number of fatal intersection crashes in Nevada during that time frame.

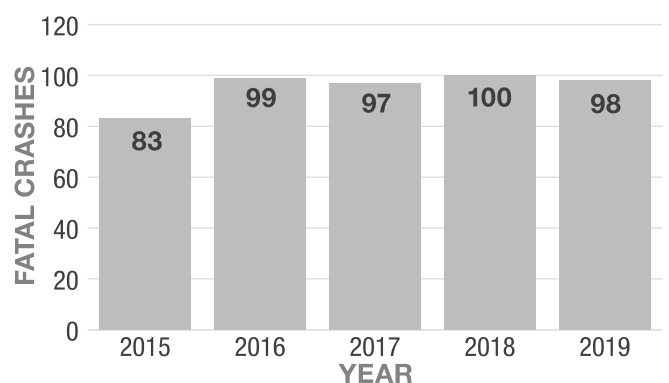
Fatal Intersection Crashes in Nevada by Location (2015-2019)*



Intersection Traffic Fatalities in Nevada (2015-2019)



Fatal Intersection Crashes in Nevada (2015-2019)



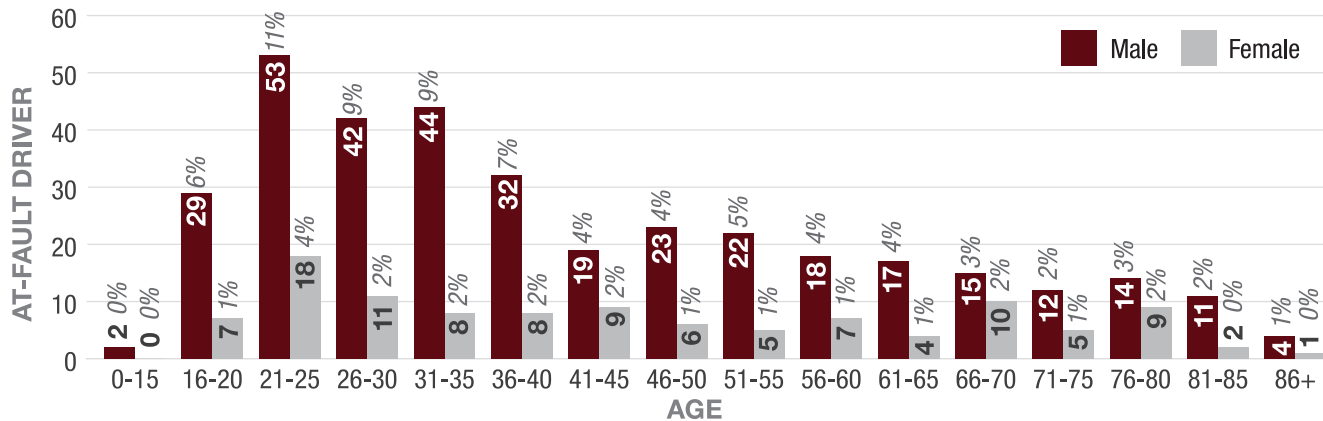
*Does not include values that are unknown or missing



Who?

Between 2015 and 2019, males ages 21 to 25 were the largest reported age group of at-fault drivers in fatal intersection crashes in Nevada.

Age/Gender Breakdown of At-Fault Drivers in Fatal Intersection Crashes in Nevada (2015-2019)*

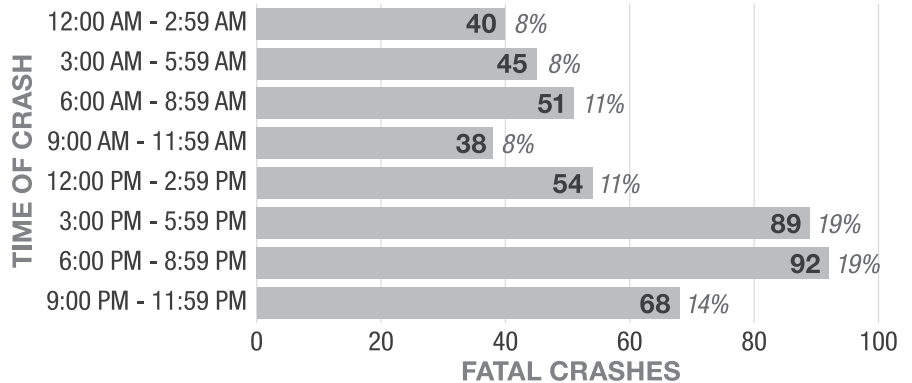


When?

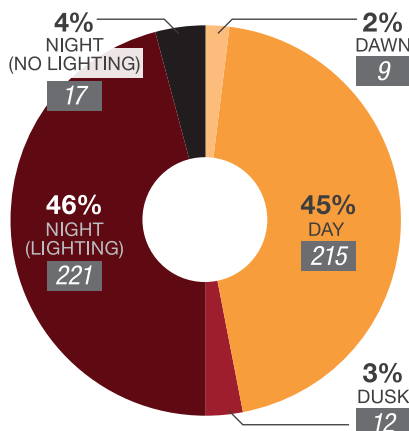
The hours of 3:00 PM to 8:59 PM had the greatest number of fatal intersection crashes. Half of all fatal intersection crashes took place at night.

Thirty-one percent of fatal intersection crashes occurred on the weekends. Fatal intersection crashes occurred most frequently in the months of September and December, with a combined total of 18% of crashes.

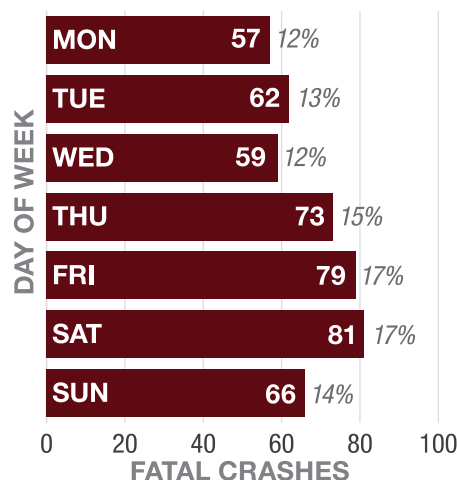
Fatal Intersection Crashes in Nevada by Time of Day (2015-2019)



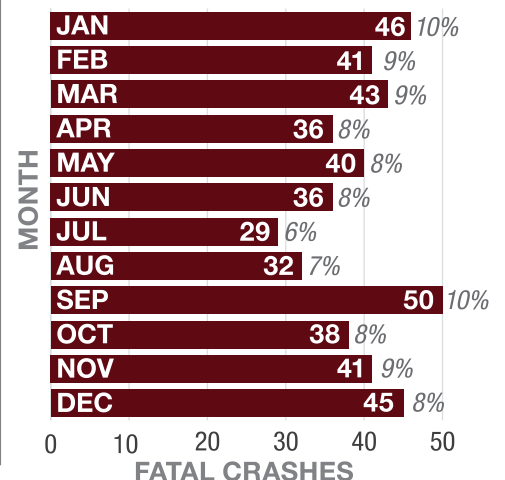
Lighting at Time of Fatal Intersection Crash in Nevada (2015-2019)*



Fatal Intersection Crashes in Nevada by Day of Week (2015-2019)



Fatal Intersection Crashes in Nevada by Month of Year (2015-2019)



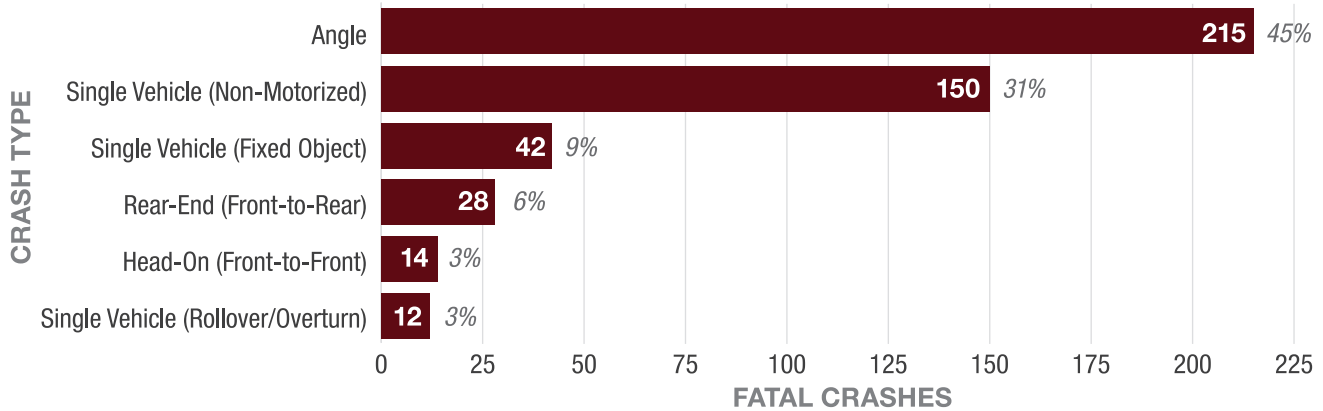
*Does not include values that are unknown or missing



Why?

From 2015 to 2019, fatal intersection crashes most frequently involved a motor vehicle hitting another motor vehicle in an angle crash.

Fatal Intersection Crashes in Nevada by Crash Type (2015-2019)*



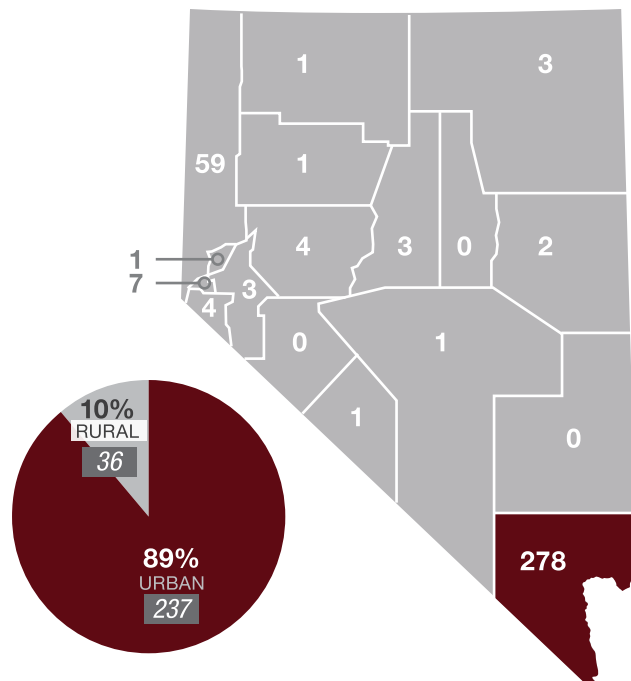
**Does not include values that are unknown or missing or data categories with low representation*

23.6% of Nevada's total fatalities.

What?

Where?

Fatal Pedestrian Crashes in Nevada by Location (2015-2019)*



YEAR	FATALITIES
2015	66
2016	80
2017	91
2018	79
2019	62

YEAR	FATAL CRASHES
2015	65
2016	80
2017	85
2018	76
2019	62

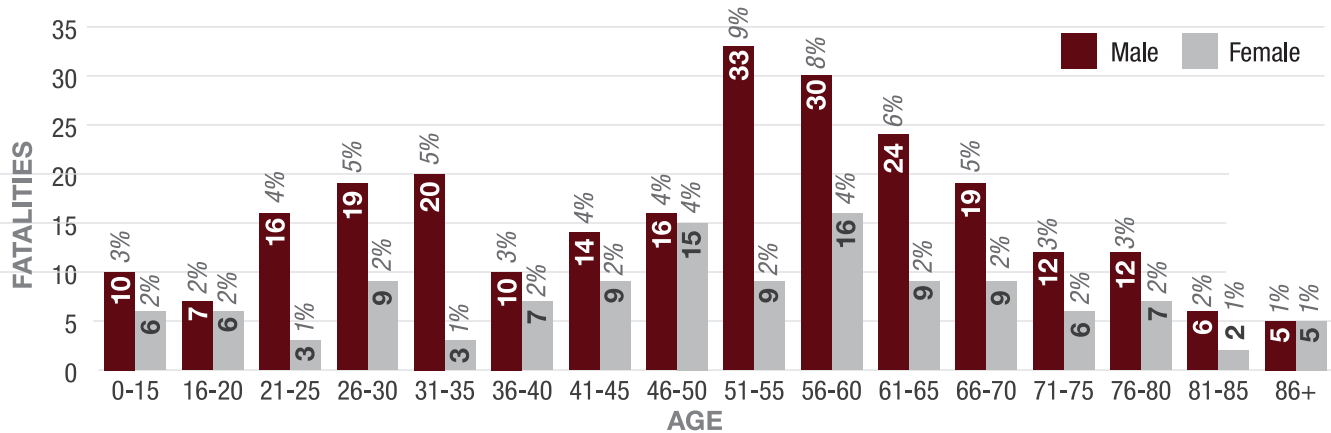
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Who?

From 2015 to 2019, males ages 51 to 60 years old comprised the greatest number of pedestrian fatalities in Nevada.

Age/Gender Breakdown of Pedestrian Fatalities in Nevada (2015-2019)

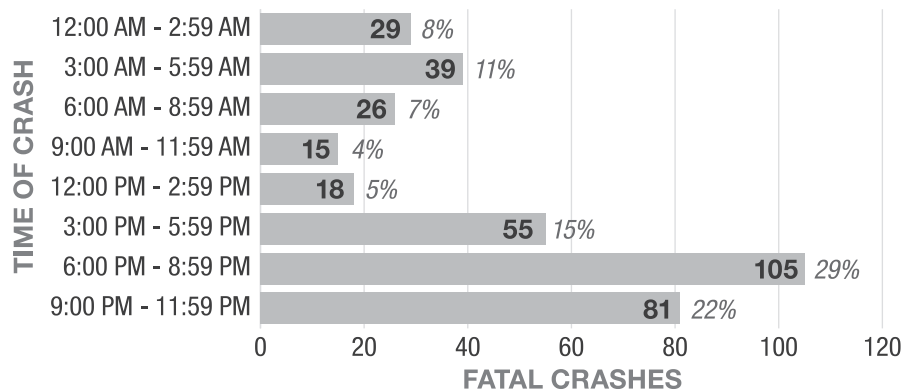


When?

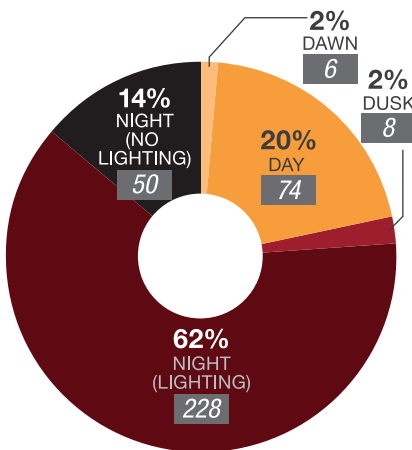
The hours of 6:00 PM to 11:59 PM had the greatest number of fatal pedestrian crashes. From 2015 to 2019, 62% of fatal pedestrian crashes took place at night in areas with street lighting.

From 2015-2019, 59% of fatal pedestrian crashes occurred from Thursday to Saturday. More pedestrian fatal crashes occurred in November than any other month during this time frame.

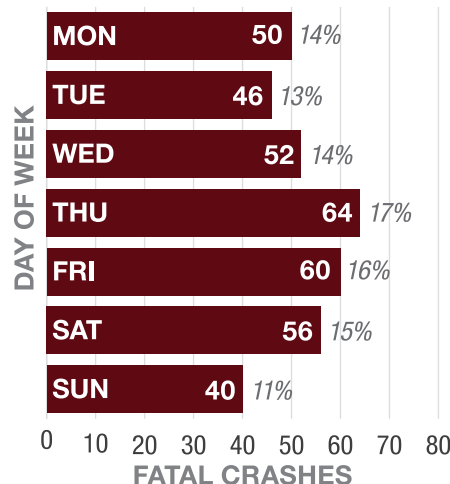
Fatal Pedestrian Crashes in Nevada by Time of Day (2015-2019)



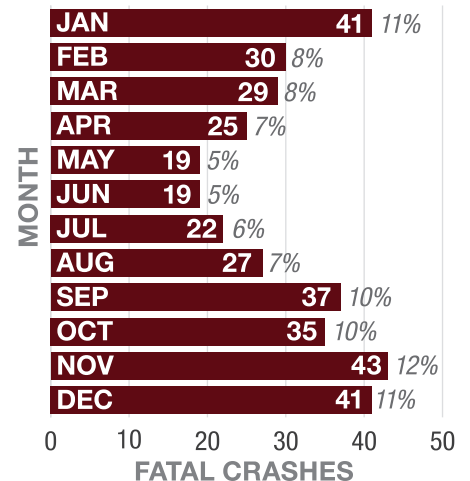
Lighting at Time of Fatal Pedestrian Crashes in Nevada (2015-2019)*



Fatal Pedestrian Crashes in Nevada by Day of Week (2015-2019)



Fatal Pedestrian Crashes in Nevada by Month of Year (2015-2019)

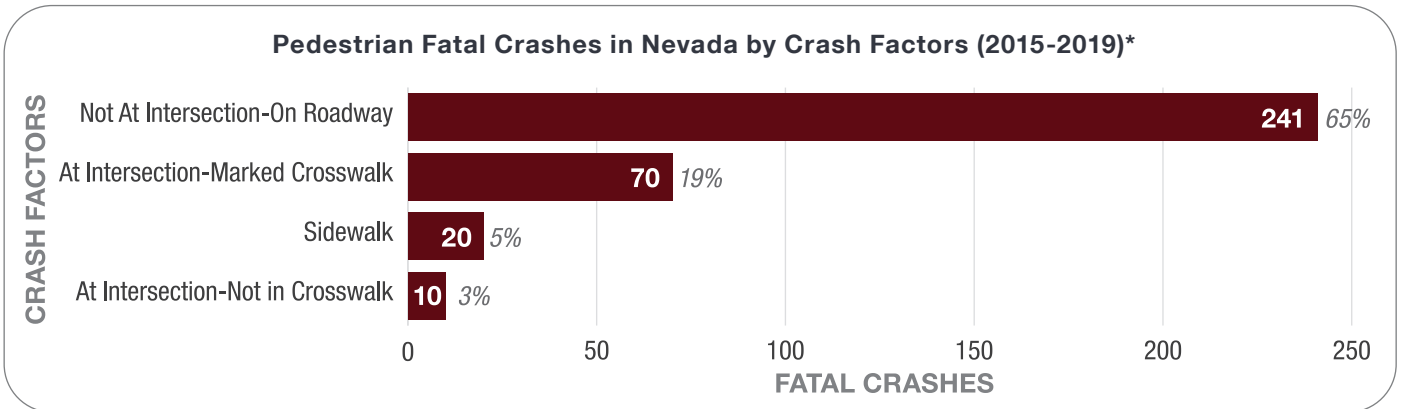


*Does not include values that are unknown or missing



Why?

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



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



Motorcycle Crashes

19.8% of Nevada's total fatalities.

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

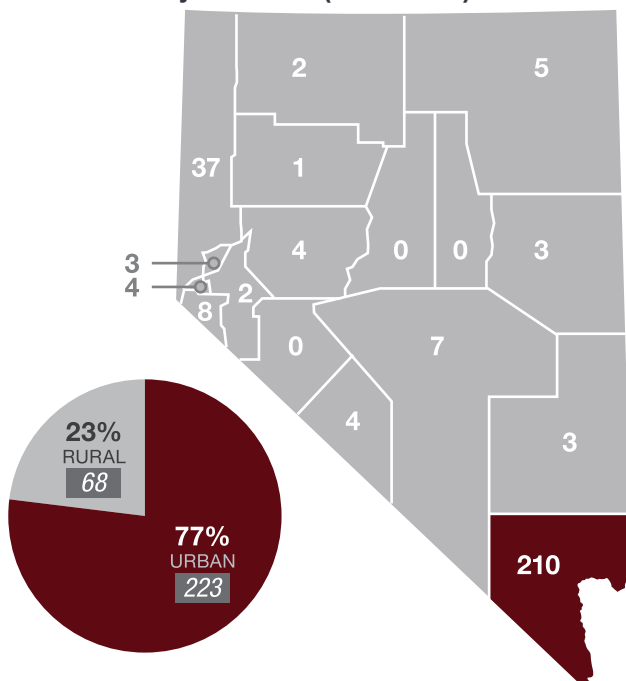
What?

Between 2015 to 2019, there were **297 fatalities** and **293 fatal motorcycle crashes** on Nevada roadways.

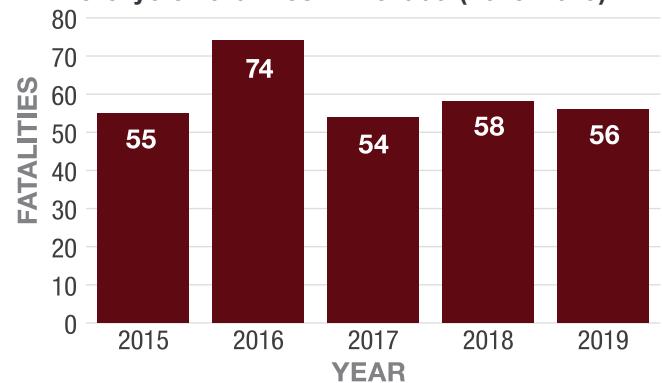
Where?

Between 2015 and 2019, 77% of fatal motorcycle crashes occurred on urban roadways. Clark County reported the highest number of fatal motorcycle crashes in Nevada.

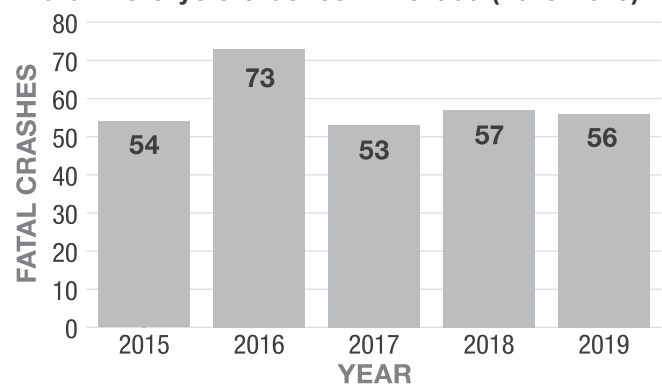
Fatal Motorcycle Crashes in Nevada by Location (2015-2019)*



Motorcycle Fatalities in Nevada (2015-2019)*



Fatal Motorcycle Crashes in Nevada (2015-2019)



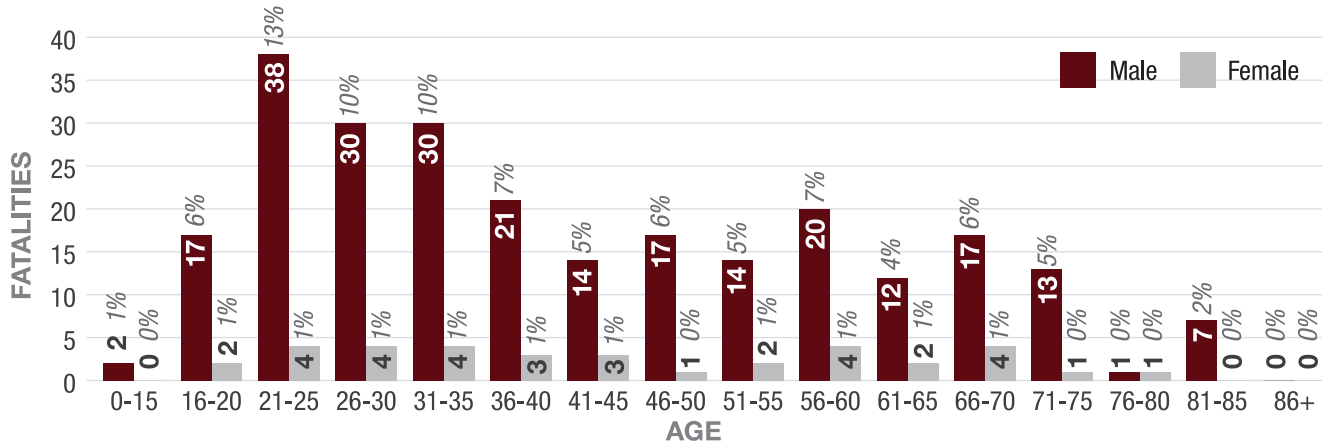
*Does not include values that are unknown or missing



Who?

Between 2015 and 2019, males ages 21 to 25 years old were the largest reported age group for motorcycle driver and passenger fatalities.

Age/Gender Breakdown of Motorcycle Driver and Passenger Fatalities in Nevada (2015-2019)*

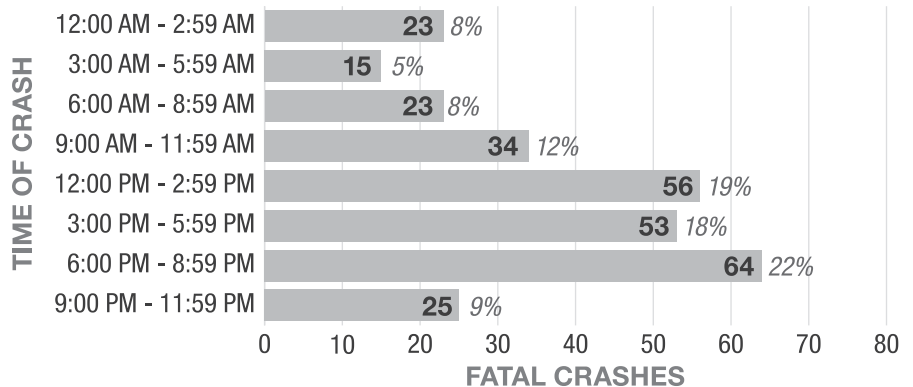


When?

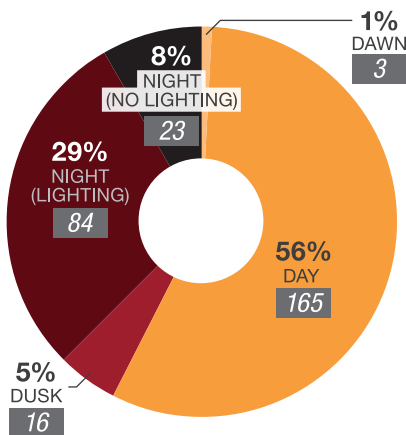
Most fatal motorcycle crashes occurred between the hours of 12:00 PM and 8:59 PM, while 56% of crashes occurred during daytime.

From 2015-2019, 38% of fatal motorcycle crashes occurred on Saturdays and Sundays. Fatal motorcycle crashes took place most frequently in September during this time frame.

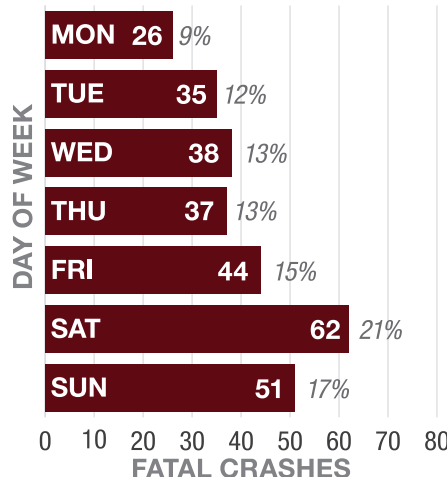
Fatal Motorcycle Crashes in Nevada by Time of Day (2015-2019)



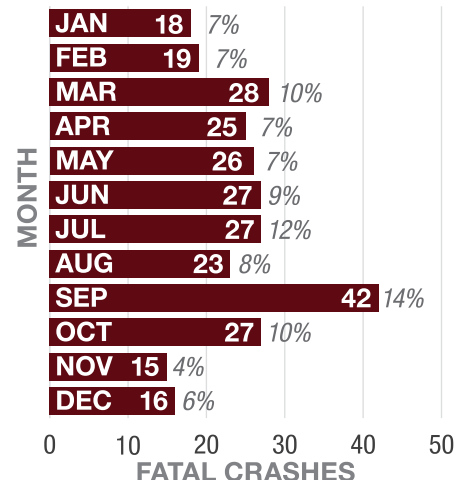
Lighting at Time of Motorcycle Fatal Crash in Nevada (2015-2019)*



Fatal Motorcycle Crashes in Nevada by Day of Week (2015-2019)



Fatal Motorcycle Crashes in Nevada by Month of Year (2015-2019)



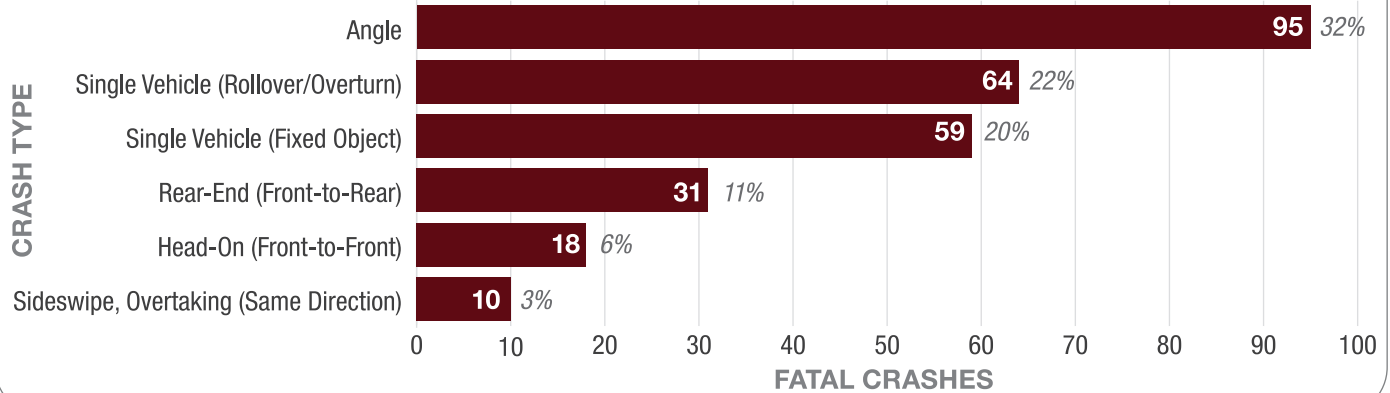
*Does not include values that are unknown or missing



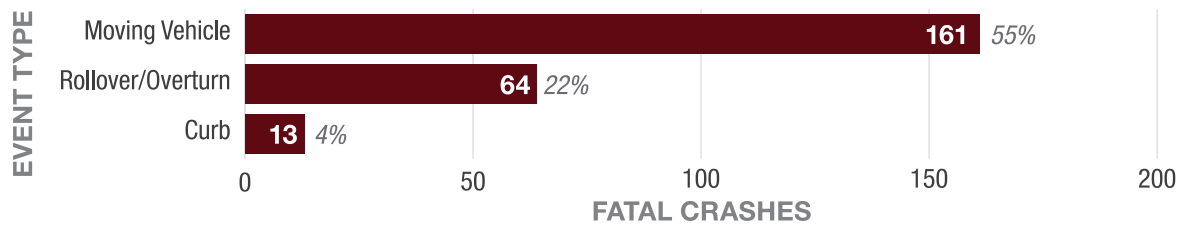
Why?

From 2015 to 2019, 32% of all fatal motorcycle crashes were angle crashes. The maneuver that most frequently resulted in fatal motorcycle crashes was a collision with a moving vehicle (55%).

Fatal Motorcycle Crashes in Nevada by Crash Type (2015-2019)*



Fatal Motorcycle Crashes in Nevada by Maneuver (2015-2019)*



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



Helmet Use Unhelmeted Motorcyclists

2.8% of Nevada's total fatalities.

Fatal unhelmeted motorcycle crashes are crashes involving a motorcyclist where one or more people on a motorcycle were killed in the crash and were not wearing a helmet or misused a helmet. The FARS data uses the attribute "body type (BODY_TYP)" in the person data set to identify if a motorcycle was involved and the attribute "injury severity (INJ_SEV)" in the person data set to determine if one or more people on a motorcycle died. To determine if no helmet was used, the attribute codes "helmet use (HELM_USE for 2019)" and "restraint use (REST_USE for 2015-2018)" in the person data set were used. To determine if a helmet was misused, the attribute codes "helmet misuse (HELM_MIS for 2019)" and "restraint misuse (REST_MIS for 2015-2018)" in the person data set were used. If a fatal crash had any of the listed attribute codes assigned and one or more people on a motorcycle died in the crash, the crash was deemed a fatal unhelmeted motorcycle crash.

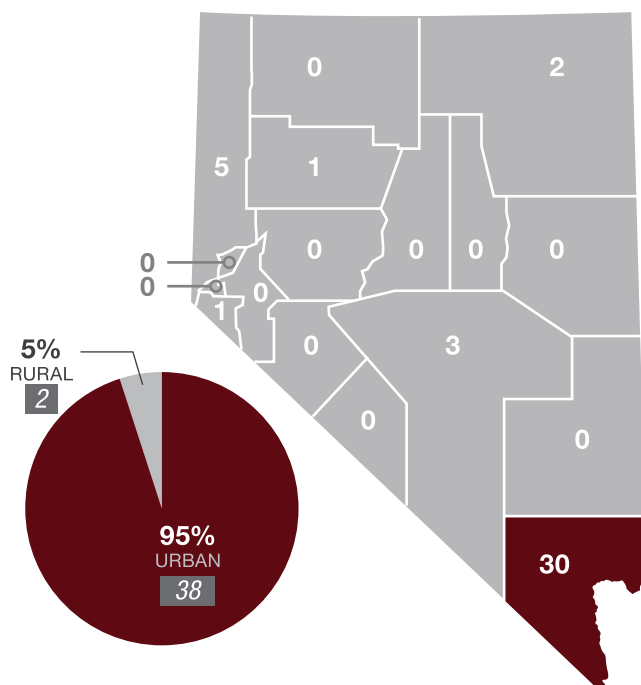
What?

Between 2015 and 2019, a total of **42 fatalities** and **42 unhelmeted motorcyclist fatal crashes** occurred in the state of Nevada.

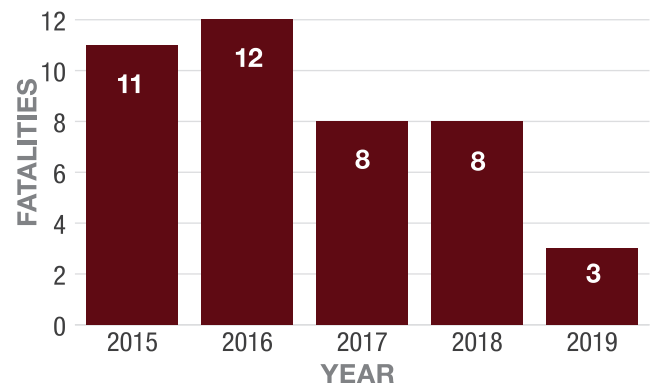
Where?

Between 2015 and 2019, 95% of fatal unhelmeted motorcyclist crashes occurred on urban roadways. Clark County reported the highest number of fatal unhelmeted motorcyclist crashes in Nevada.

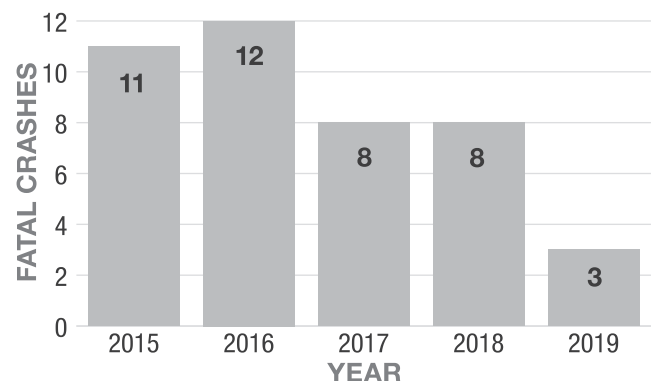
Fatal Unhelmeted Motorcyclist Crashes in Nevada by Location (2015-2019)*



Unhelmeted Motorcyclist Traffic Fatalities in Nevada (2015-2019)



Fatal Motorcycle Crashes in Nevada (2015-2019)



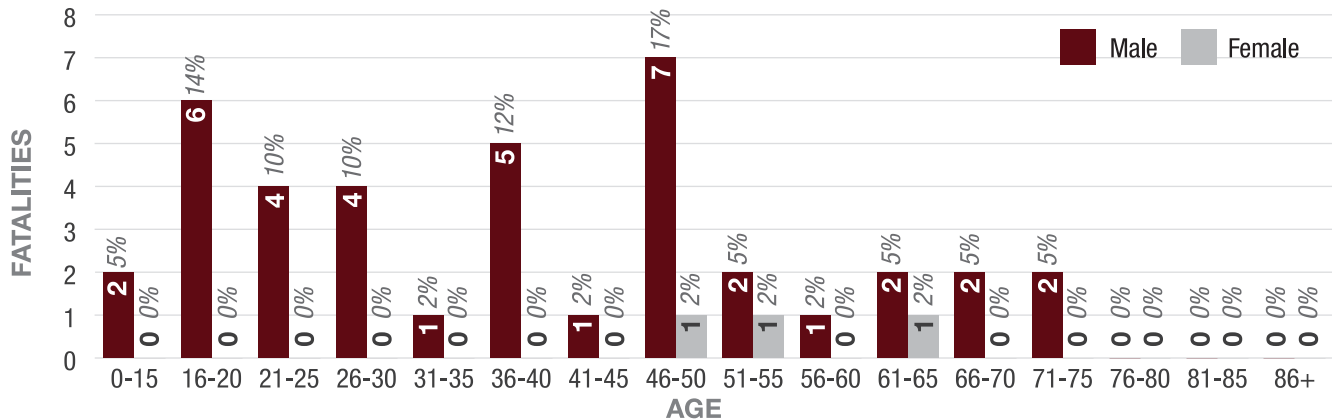
*Does not include values that are unknown or missing



Who?

From 2015-2019, males ages 46 to 50 were the highest reported age group for unhelmeted motorcyclist fatalities. Only three female fatalities, compared with 39 male fatalities, were reported between 2015 and 2019.

Age/Gender Breakdown of Unhelmeted Motorcyclist Fatalities in Nevada (2015-2019)

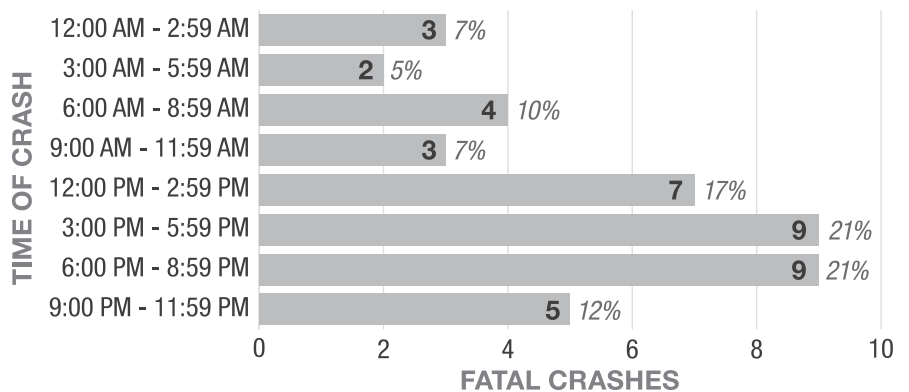


When?

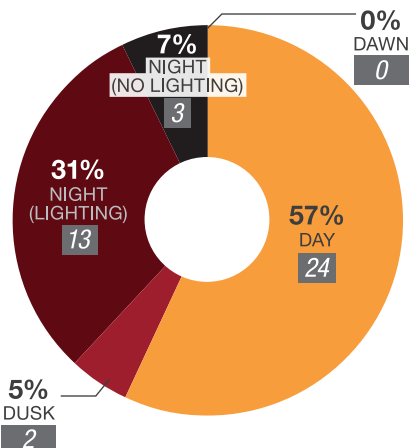
Fatal unhelmeted motorcyclist crashes occurred most frequently from 3:00 PM to 8:59 PM. Fifty-seven percent of fatal unhelmeted motorcyclist crashes occurred during daylight.

Between 2015 and 2019, Thursday and Saturday reported the most fatal unhelmeted motorcyclist crashes with a combined total of 42%. April reported the greatest number crashes.

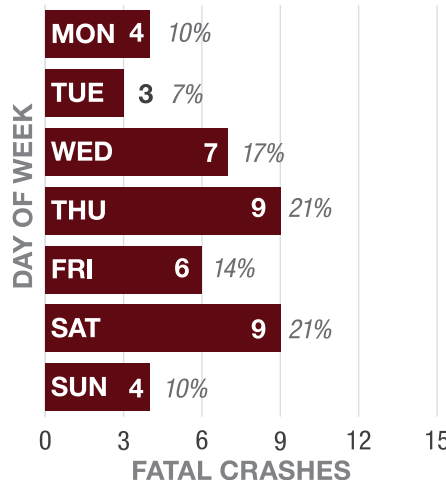
Fatal Unhelmeted Motorcyclist Crashes in Nevada by Time of Day (2015-2019)



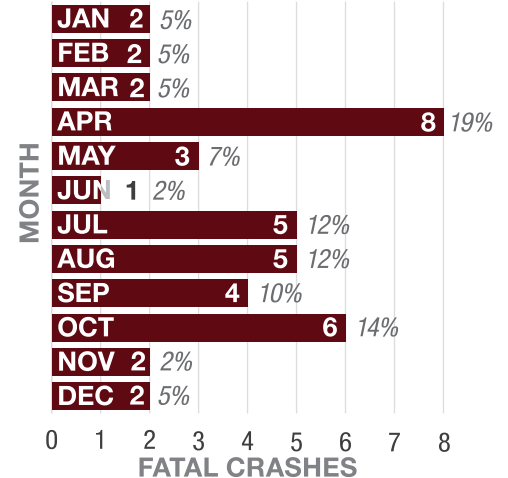
Lighting at Time of Fatal Unhelmeted Motorcyclist Crash in Nevada (2015-2019)



Fatal Unhelmeted Motorcyclist Crashes in Nevada by Day of Week (2015-2019)



Fatal Unhelmeted Motorcyclist Crashes in Nevada by Month of Year (2015-2019)

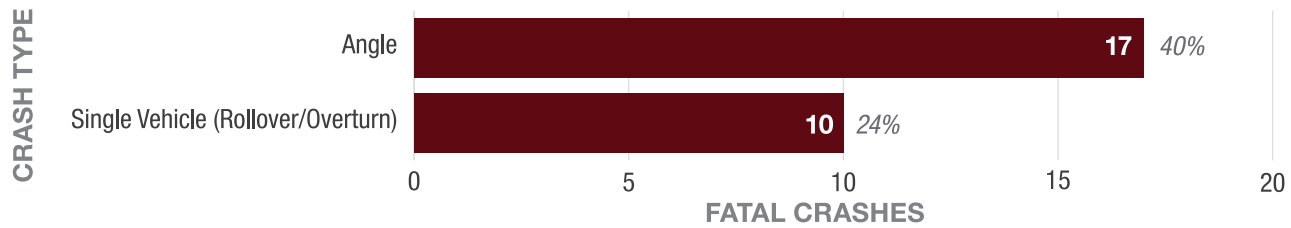




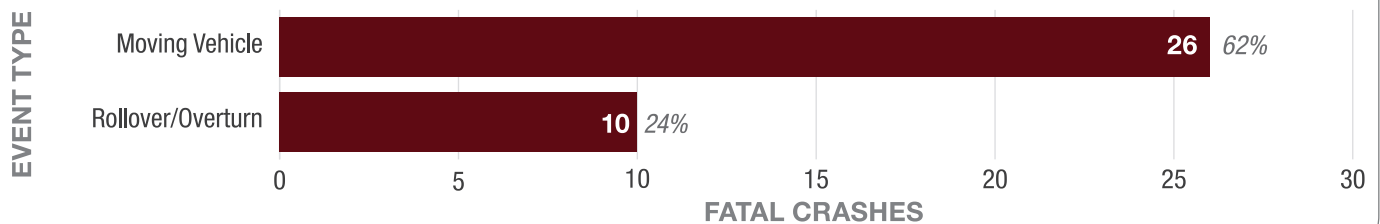
Why?

From 2015 to 2019, fatal unhelmeted motorcyclist crashes involving a motorcycle being struck by another motor vehicle in an angle crash was the highest reported crash type. The second highest reported crash type was a single vehicle (rollover/overturn).

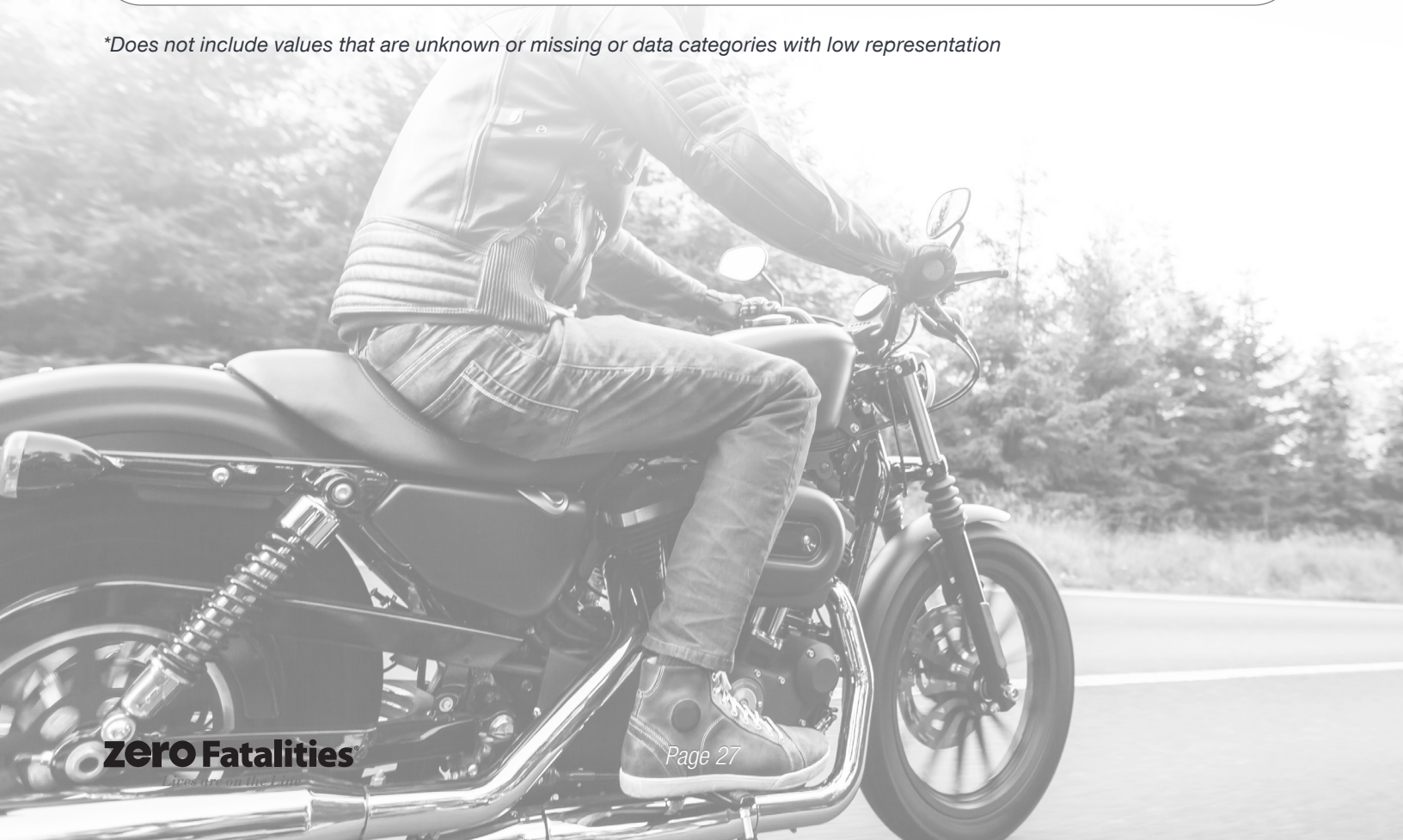
Fatal Unhelmeted Motorcyclist Crashes in Nevada by Crash Type (2015-2019)*



Fatal Unhelmeted Motorcyclist Crashes in Nevada by Motorcycle Maneuver (2015-2019)*



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





Bicycle Crashes

2.6% of Nevada's total fatalities.

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

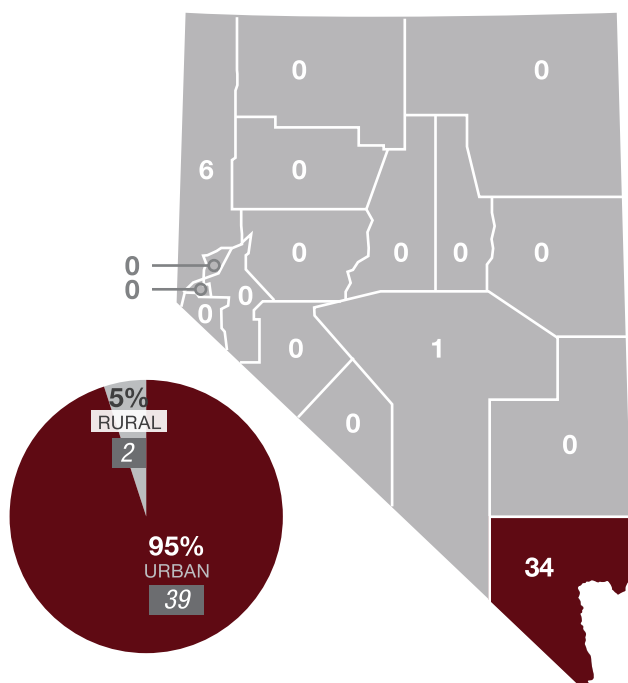
What?

Between 2015 and 2019, there were **41 fatalities** and **41 fatal bicycle crashes** on Nevada roadways.

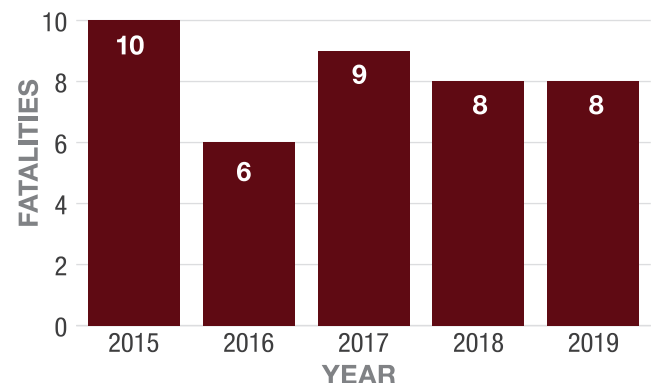
Where?

Between 2015 and 2019, 95% of fatal bicycle crashes occurred on urban roadways. Clark County reported the highest number of fatal bicycle crashes in Nevada.

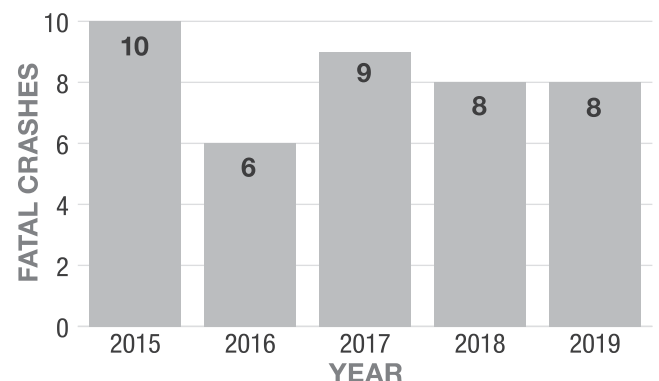
Fatal Bicycle Crashes in Nevada by Location (2015-2019)*



Bicyclist Fatalities in Nevada (2015-2019)



Fatal Bicycle Crashes in Nevada (2015-2019)



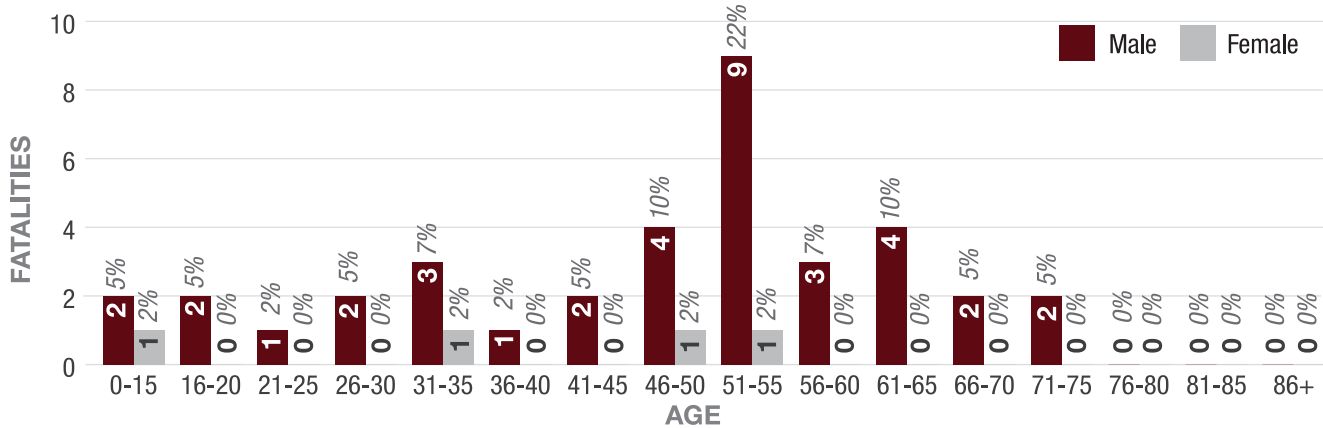
*Does not include values that are unknown or missing



Who?

From 2015 and 2019, males ages 51 to 55 comprised the largest number of bicycle fatalities in Nevada.

Age/Gender Breakdown of Bicycle Fatalities in Nevada (2015-2019)

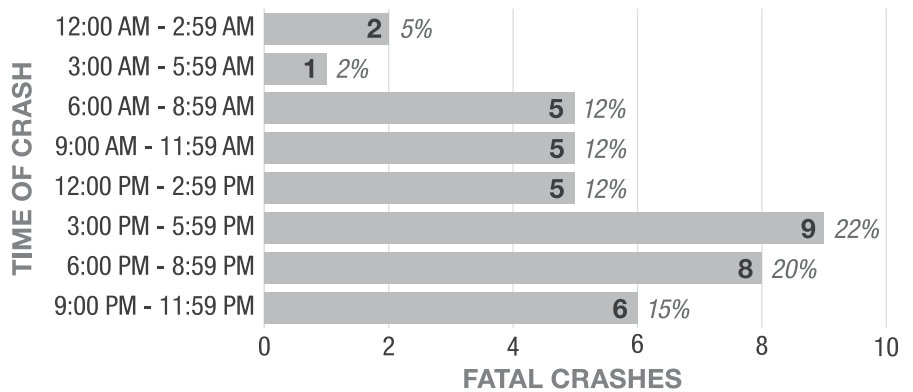


When?

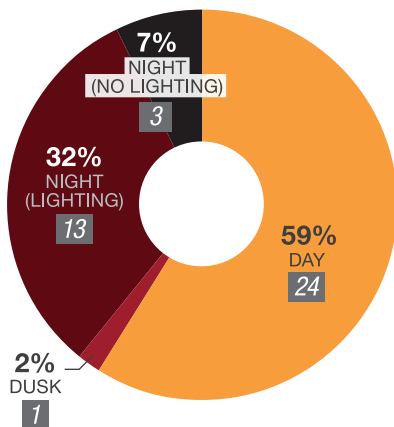
From 2015 to 2019, 42% of fatal bicycle crashes took place between the hours of 3:00 PM and 8:59 PM. Fifty-nine percent of fatal bicycle crashes occurred during daylight hours.

Forty-nine percent of fatal bicycle crashes occurred on Friday, Saturday, and Sunday. October was the highest reported month for fatal bicycle crashes, totaling 15% of all crashes.

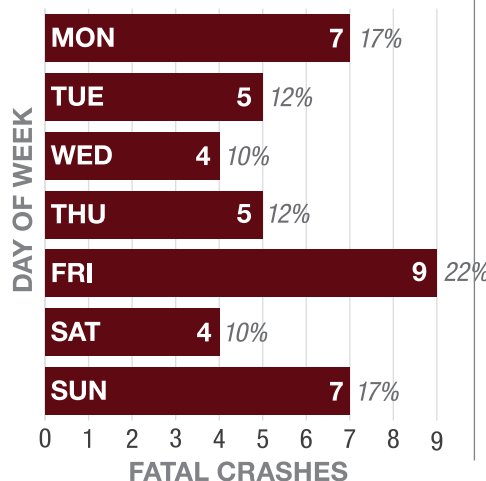
Fatal Bicycle Crashes in Nevada by Time of Day (2015-2019)



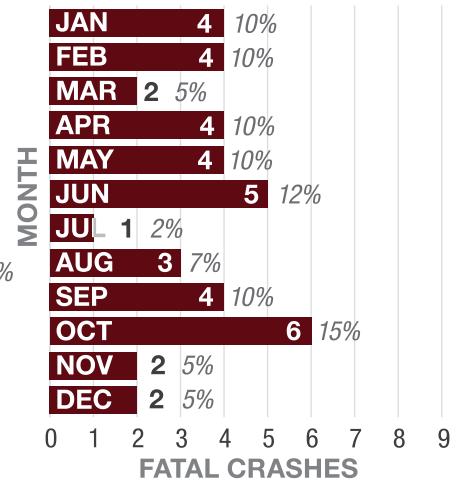
Lighting at Time of Fatal Bicycle Crash in Nevada (2015-2019)



Fatal Bicycle Crashes in Nevada by Day of Week (2015-2019)



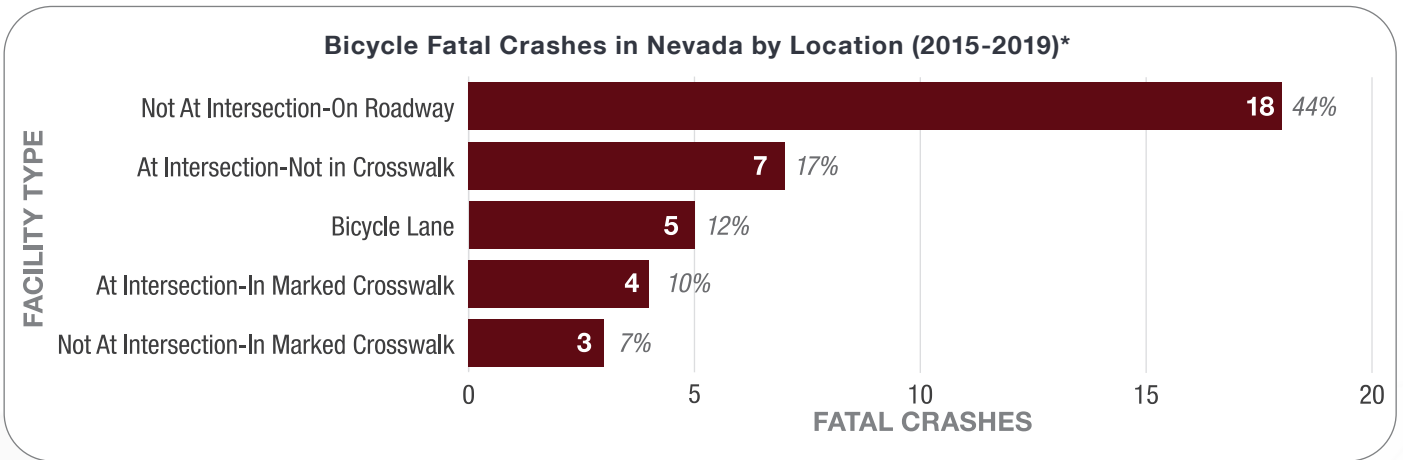
Fatal Bicycle Crashes in Nevada by Month of Year (2015-2019)





Why?

From 2015 to 2019, the facility type that resulted in the most fatal bicycle crashes was "not at an intersection on the roadway."



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



Unrestrained-Occupant Crashes

21.5% of Nevada's total fatalities.

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

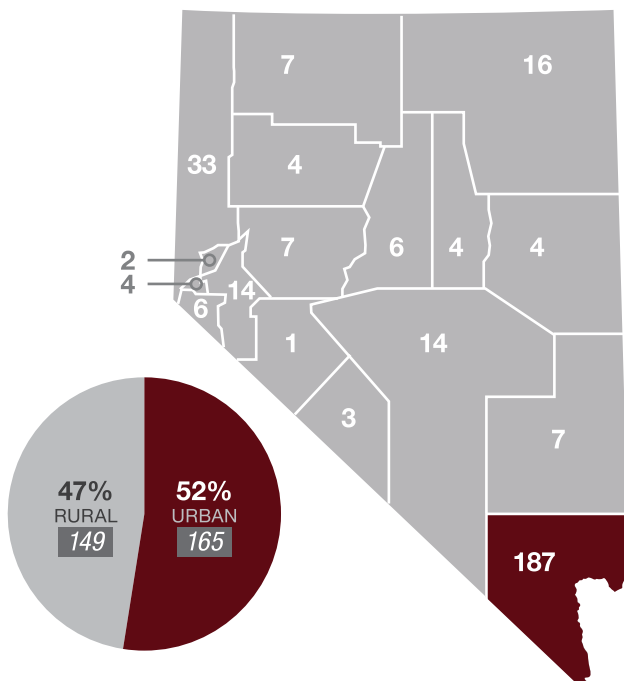
What?

Between 2015 and 2019, **344 fatalities** and **319 fatal unrestrained-occupant crashes** occurred on Nevada roadways.

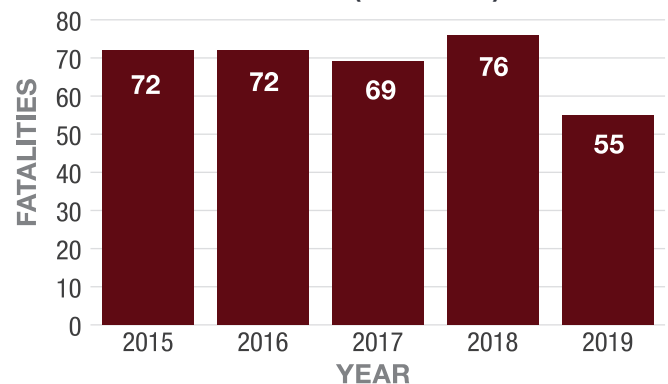
Where?

Between 2015 and 2019, 187 of fatal unrestrained-occupant crashes occurred in Clark County. More than half of fatal unrestrained-occupant crashes occurred on urban roadways.

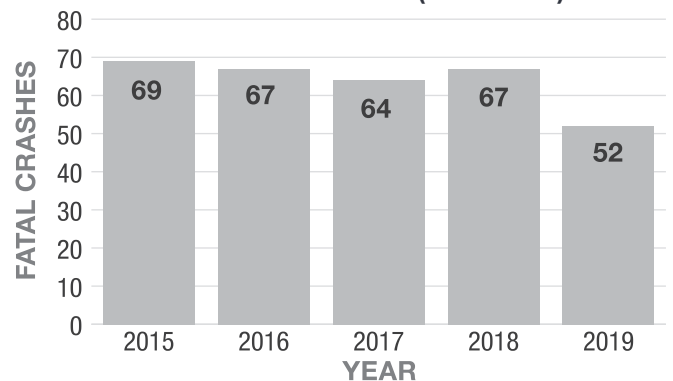
Fatal Unrestrained-Occupant Crashes in Nevada by Location (2015-2019)*



Unrestrained-Occupant Fatalities in Nevada (2015-2019)



Fatal Unrestrained-Occupant Crashes in Nevada (2015-2019)



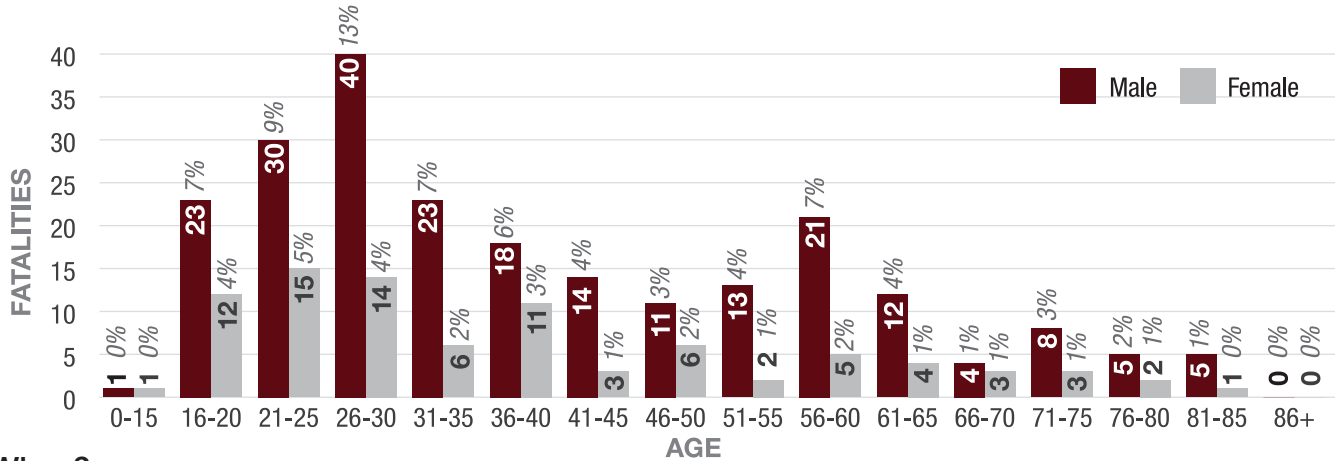
*Does not include values that are unknown or missing



Who?

From 2015 to 2019, males ages 16 to 30 years old comprised the greatest number of unrestrained-occupant fatalities in Nevada.

Age/Gender Breakdown of Unrestrained-Occupant Fatalities in Nevada (2015-2019)

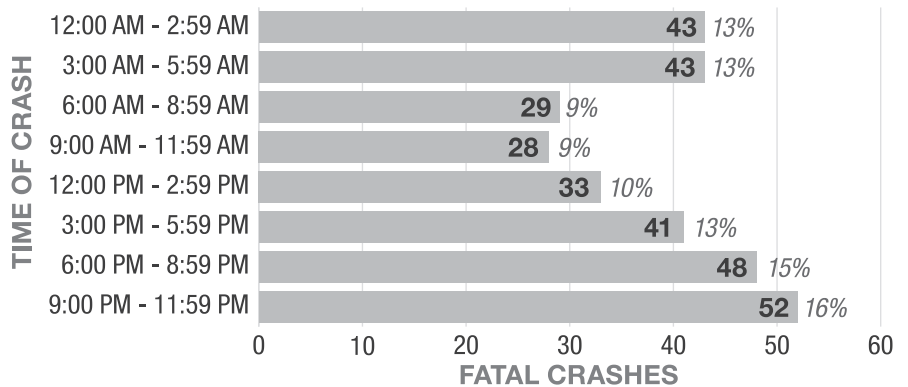


When?

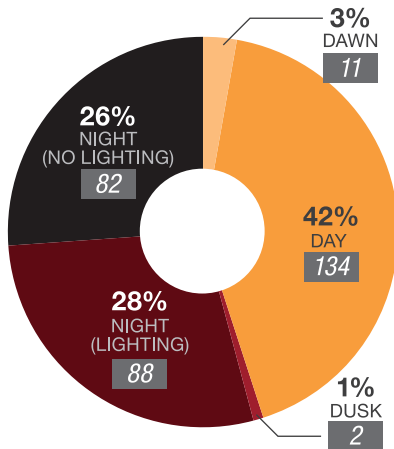
The greatest percentage of fatal unrestrained-occupant crashes occurred between the hours of 9:00 PM and 11:59 PM. More than half of fatal unrestrained-occupant crashes occurred at night in areas with and without street lighting.

Most fatal unrestrained-occupant crashes occurred on Saturdays and Sundays, totaling 39% of all crashes. July reported the greatest number of fatal unrestrained-occupant crashes, totaling 13%.

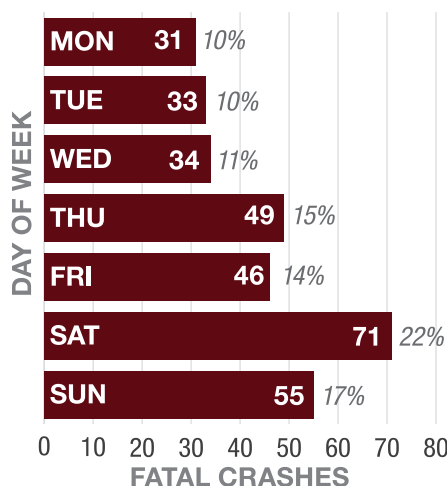
Fatal Unrestrained-Occupant Crashes in Nevada by Time of Day (2015-2019)



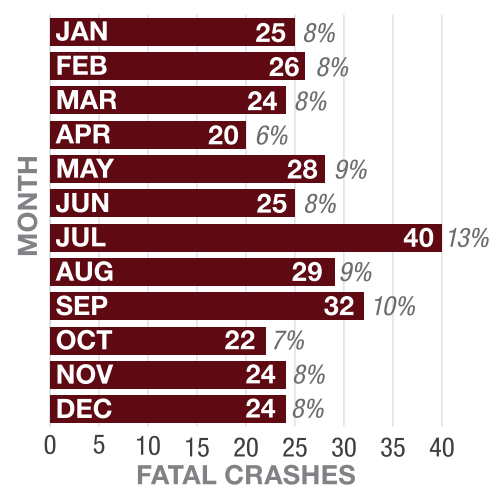
Lighting at Time of Fatal Unrestrained-Occupant Crash in Nevada (2015-2019)*



Fatal Unrestrained-Occupant Crashes in Nevada by Day of Week (2015-2019)



Fatal Unrestrained-Occupant Crashes in Nevada by Month of Year (2015-2019)

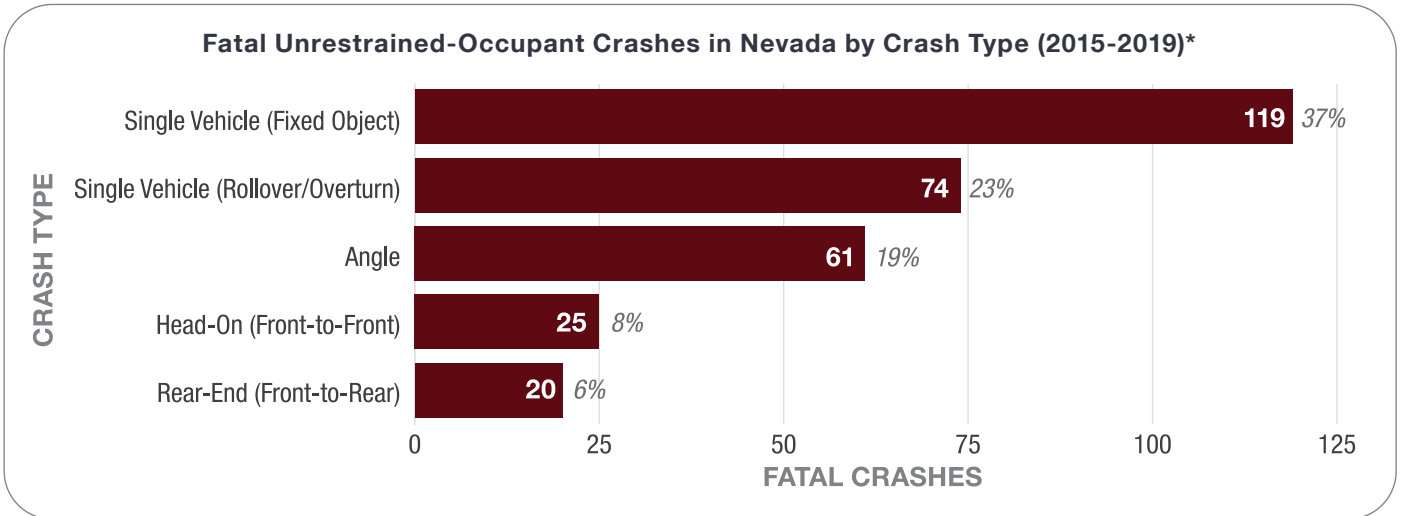


*Does not include values that are unknown or missing



Why?

From 2015 to 2019, fatal unrestrained-occupant crashes most frequently involved a motor vehicle rolling over in which the vehicle hit a fixed object (37%).



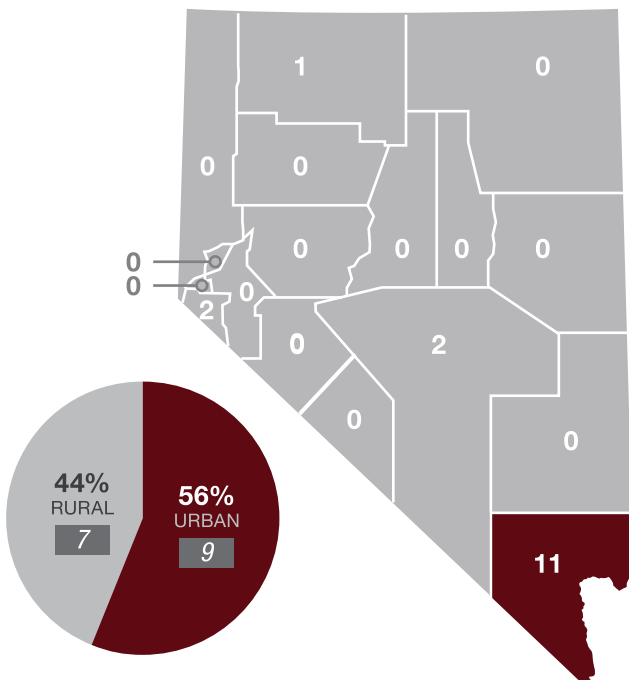
**Does not include values that are unknown or missing or data categories with low representation*

0.2% of Nevada's total fatalities.

What?

Where?

Fatal Child Passenger Crashes in Nevada by Location (2015-2019)*



YEAR	FATALITIES
2015	2
2016	4
2017	6
2018	2
2019	2

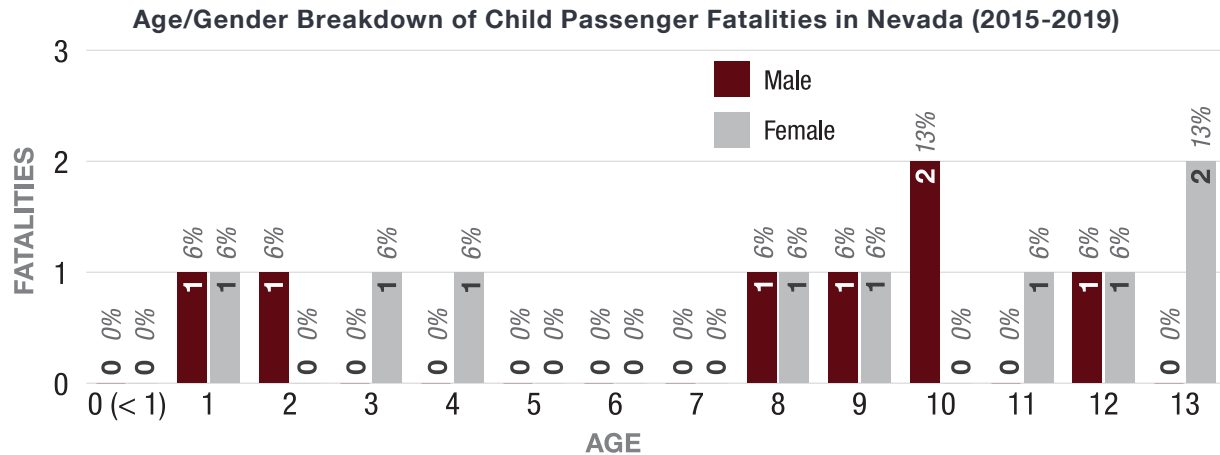
YEAR	FATAL CRASHES
2015	2
2016	4
2017	6
2018	2
2019	2

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Who?

From 2015 to 2019, seven male children and nine female children accounted for the total 16 child passenger fatalities.

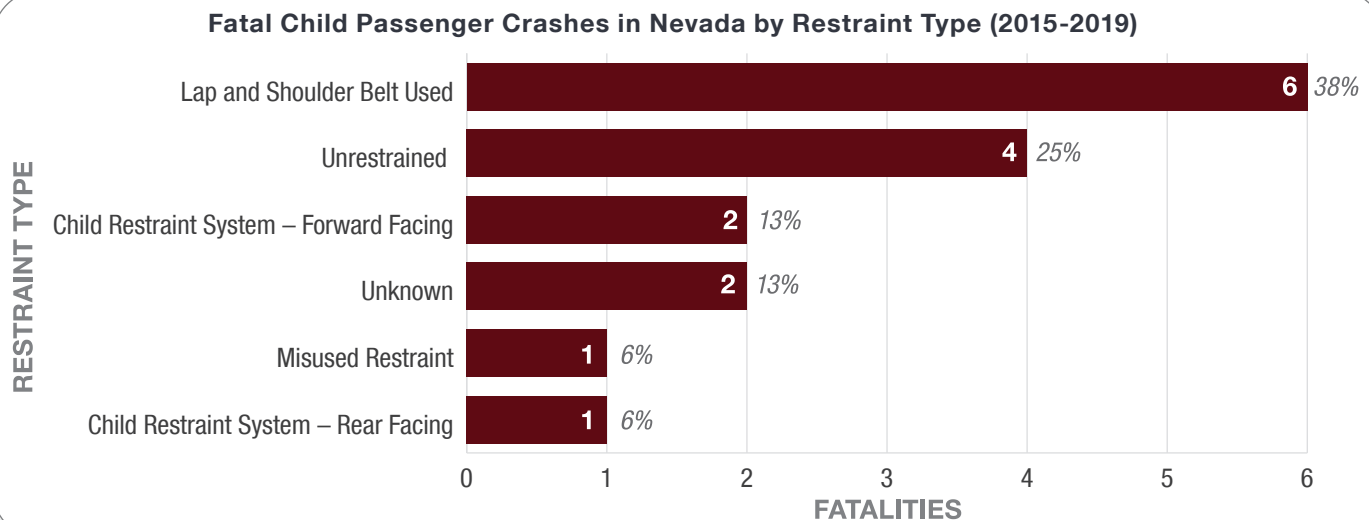


When?

Six fatal child passenger crashes took place between the hours of 3:00 PM and 8:59 PM. Sixty-nine percent of all fatal child passenger crashes occurred during daylight. The month of November had the highest number of fatal child passenger crashes with a total of three.

Why?

Between 2015 and 2019, lap and shoulder belt use as well as unrestrained child passengers were the most reported restraint types for children involved in fatal child passenger crashes.





Older Driver Crashes

21.2% of Nevada's total fatalities.

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

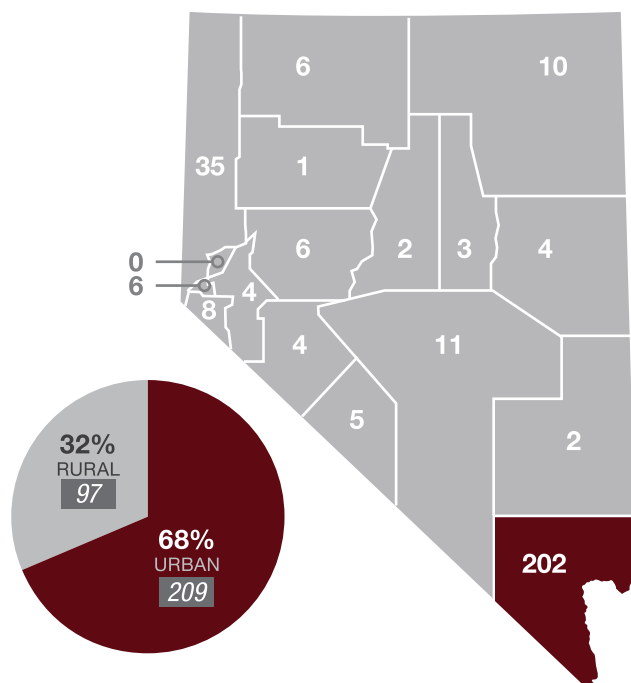
What?

From 2015 to 2019, the number of older driver crashes and crash fatalities in Nevada generally increased. There were a total of **339 fatalities** and **309 fatal older driver crashes** during this time frame.

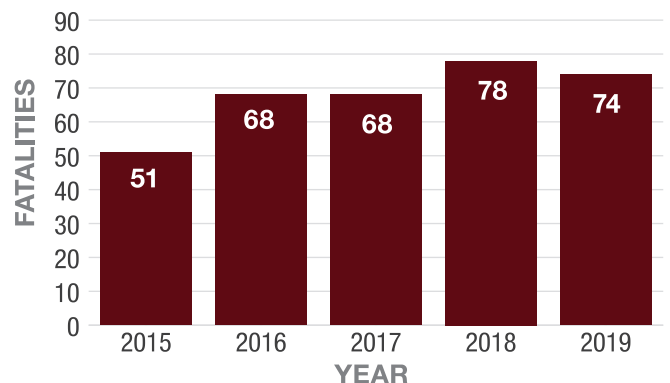
Where?

Between 2015 and 2019, 68% of older driver fatal crashes occurred on urban roadways. Clark County reported the highest number of fatal older driver crashes.

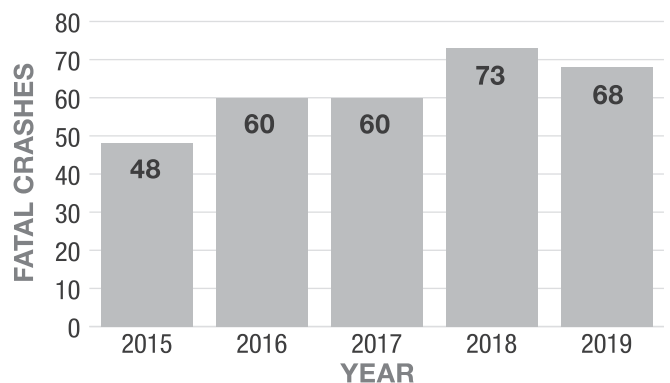
Fatal Older Driver Crashes in Nevada by Location (2015-2019)*



Older Driver Crash Fatalities in Nevada (2015-2019)



Fatal Older Driver Crashes in Nevada (2015-2019)

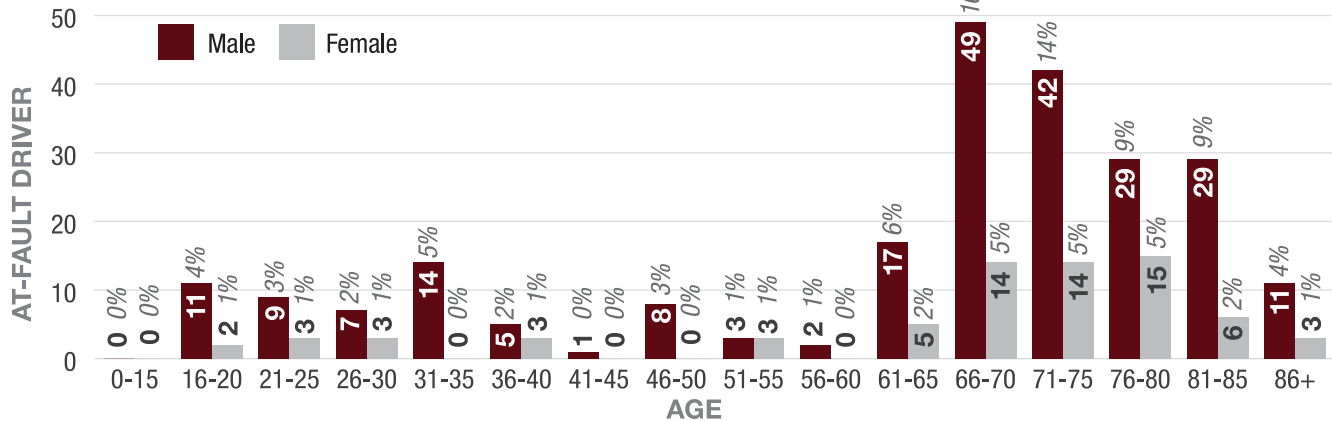


**Does not include values that are unknown or missing*

Who?

Between 2015 and 2019, males age 66 to 70 years old were the highest reported age group of at-fault drivers in fatal older driver crashes.

Age/Gender Breakdown of At-Fault Drivers in Fatal Older Driver Crashes in Nevada (2015-2019)

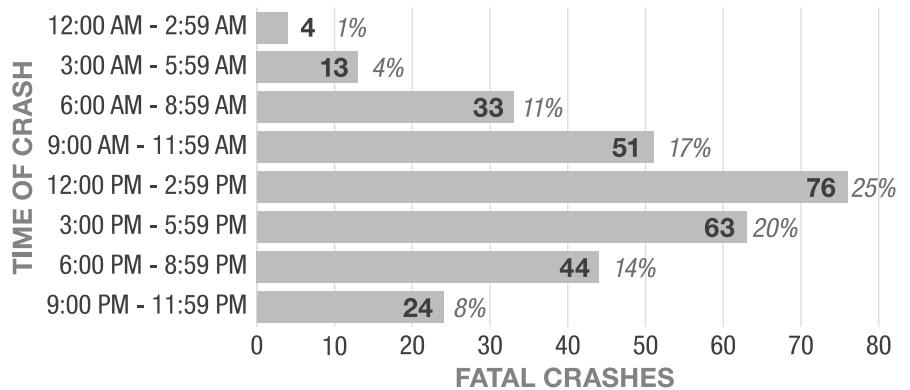


When?

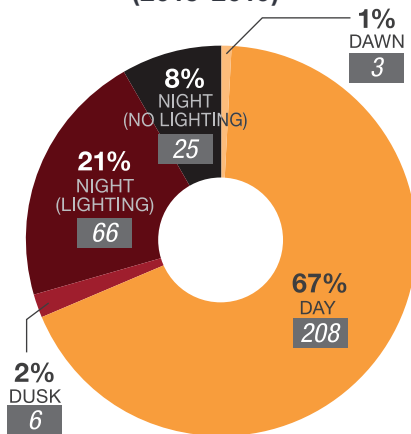
From 2015 to 2019, the most reported time frame for fatal older driver crashes was 12:00 PM to 2:59 PM. Sixty-seven percent of fatal older driver crashes took place during daylight.

Fatal older driver crashes occurred most frequently on Wednesdays. The most commonly reported months for fatal older driver crashes were March, June, and September, with a combined total of 30%.

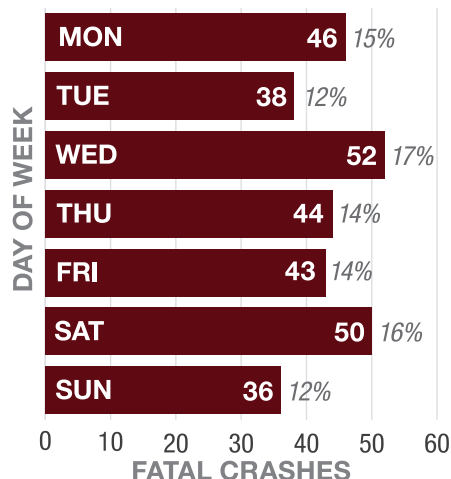
Fatal Older Driver Crashes in Nevada by Time of Day(2015-2019)



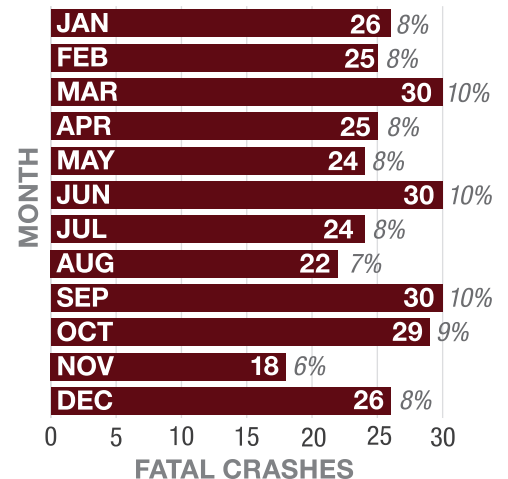
Lighting at Time of Fatal Older Driver Crash in Nevada (2015-2019)*



Fatal Older Driver Crashes in Nevada by Day of Week (2015-2019)



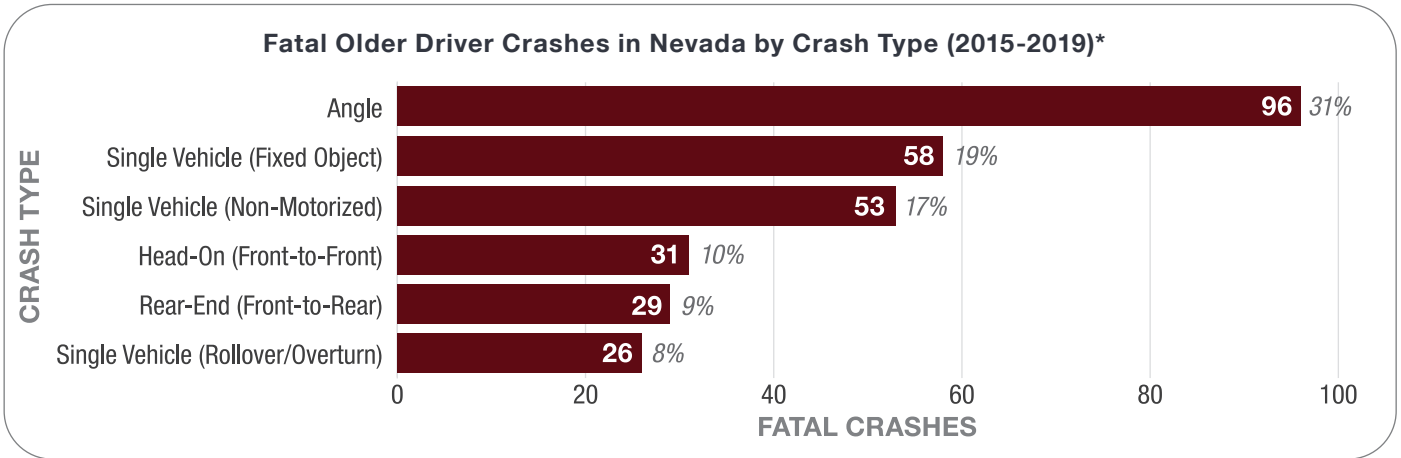
Fatal Older Driver Crashes in Nevada by Month of Year (2015-2019)



*Does not include values that are unknown or missing

Why?

From 2015 to 2019, fatal older driver crashes most frequently involved a motor vehicle hitting another motor vehicle in an angle crash.



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





Young Driver Crashes

10.6% of Nevada's total fatalities.

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

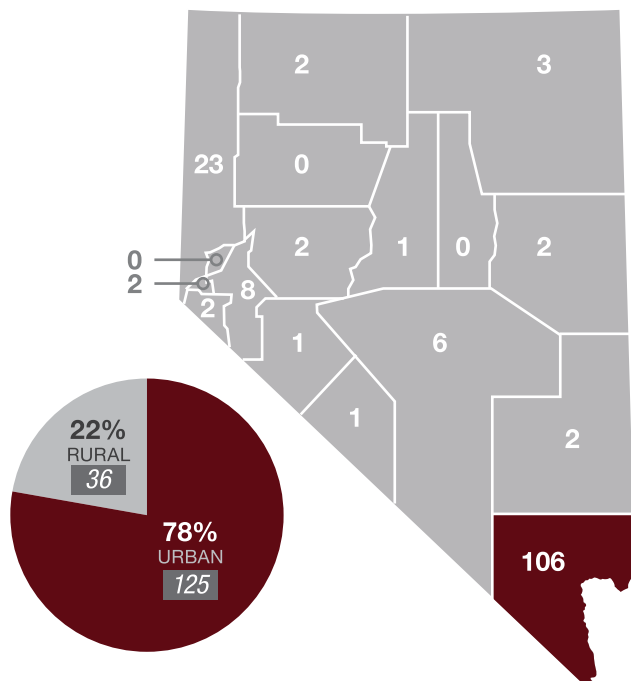
What?

During 2015 to 2019, the number of young driver crashes and crash fatalities in Nevada generally decreased. There were a total of **169 fatalities** and **161 fatal young driver crashes** during this time frame.

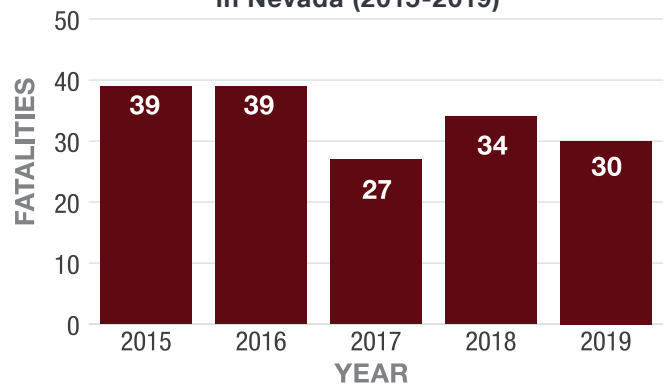
Where?

Between 2015 and 2019, 78% of young driver fatal crashes occurred on urban roadways. Clark County reported the highest number of fatal young driver crashes.

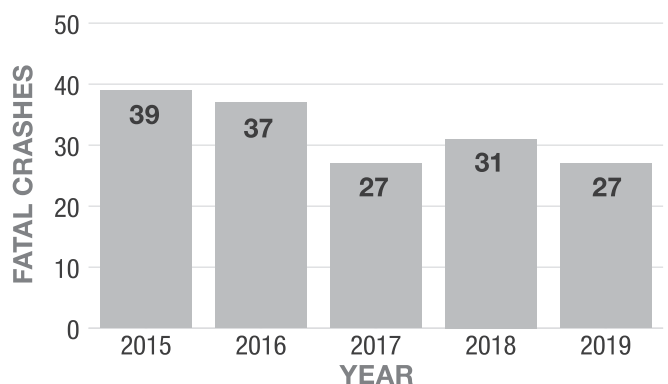
Fatal Young Driver Crashes in Nevada by Location (2015-2019)*



Young Driver Crash Fatalities in Nevada (2015-2019)



Fatal Young Driver Crashes in Nevada (2015-2019)



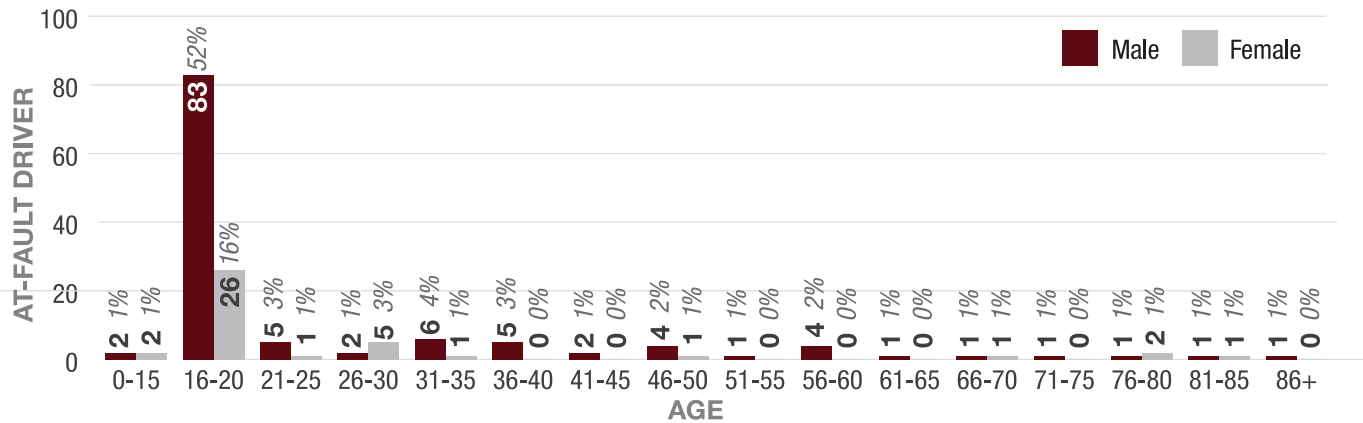
*Does not include values that are unknown or missing



Who?

Between 2015 and 2019, young males 16 to 20 years old were the highest reported age group of at-fault drivers in fatal young driver crashes.

Age/Gender Breakdown of At-Fault Driver in Fatal Young Driver Crashes in Nevada (2015-2019)

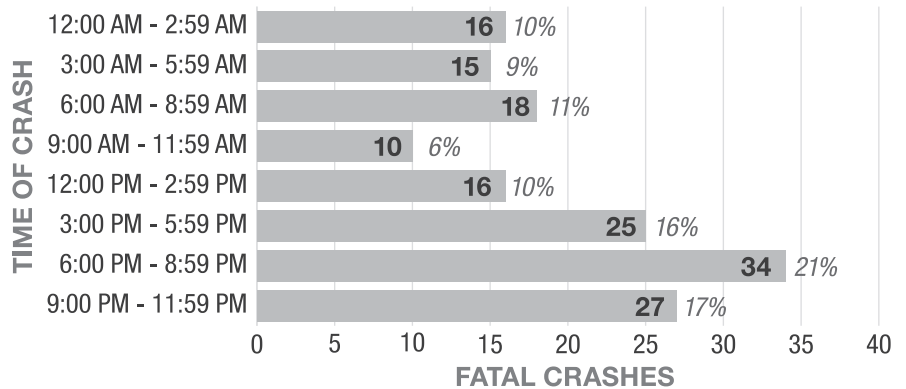


When?

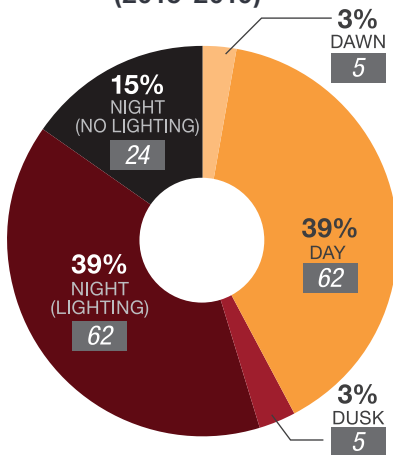
From 2015 to 2019, most reported time frame for fatal young driver crashes was 6:00 PM to 8:59 PM, totaling 21%. More than half of fatal young driver crashes took place at night in areas with and without street lighting.

Saturday was the most reported day of the week for fatal young driver crashes. The most reported months of the year for fatal young driver crashes were May and October, with a combined total of 22%.

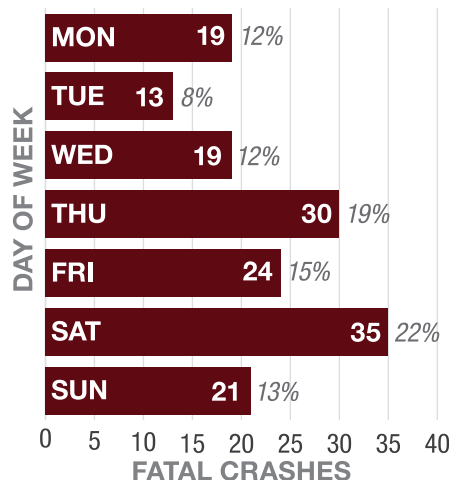
Fatal Young Driver Crashes in Nevada by Time of Day (2015-2019)



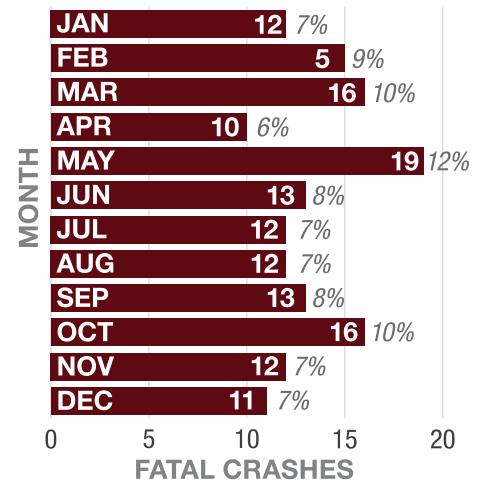
Lighting at Time of Fatal Young Driver Crash in Nevada (2015-2019)*



Fatal Young Driver Crashes in Nevada by Day of Week (2015-2019)



Fatal Young Driver Crashes in Nevada by Month of Year (2015-2019)

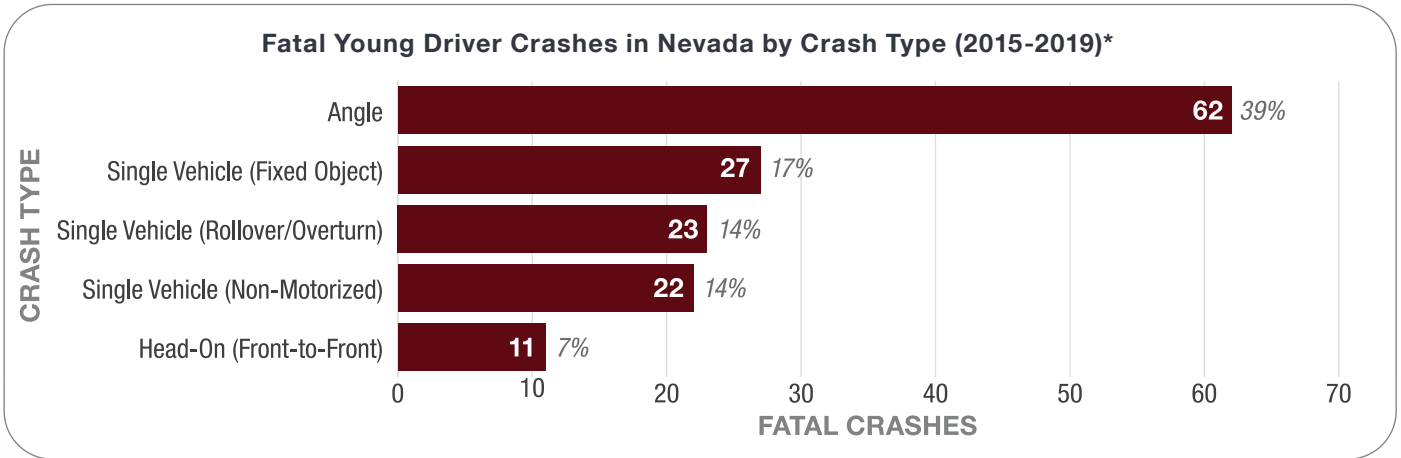


*Does not include values that are unknown or missing



Why?

From 2015 to 2019, fatal young driver crashes most frequently involved a motor vehicle hitting another motor vehicle in an angle crash.



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



Distracted Driving Crashes

3.7% of Nevada's total fatalities.

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

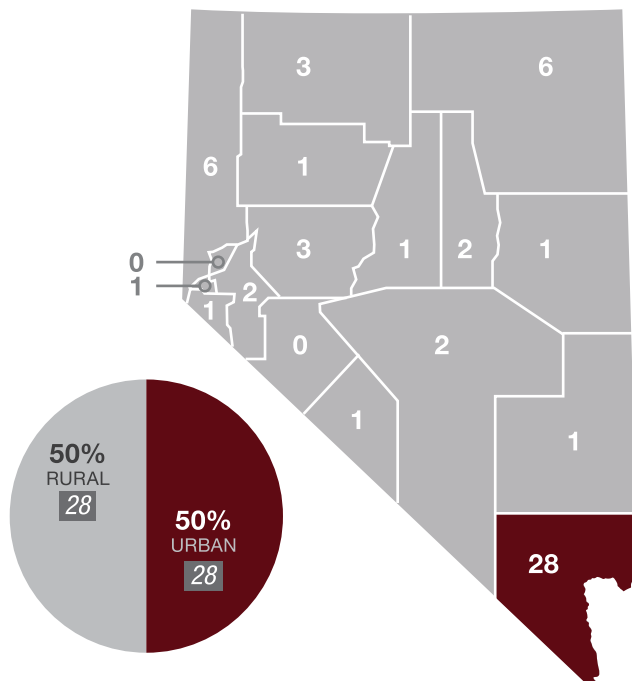
What?

Between 2015 and 2019, a total of **59 fatalities** and **58 fatal distracted driving crashes** occurred in Nevada.

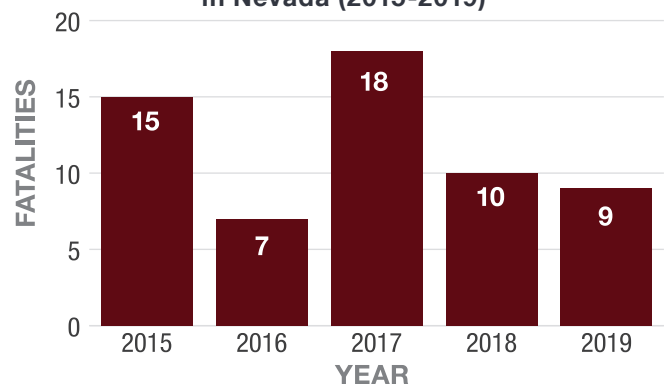
Where?

Between 2015 and 2019, 50% of fatal distracted driving crashes occurred on urban roadways. Clark County reported the greatest number of fatal distracted driving crashes in Nevada.

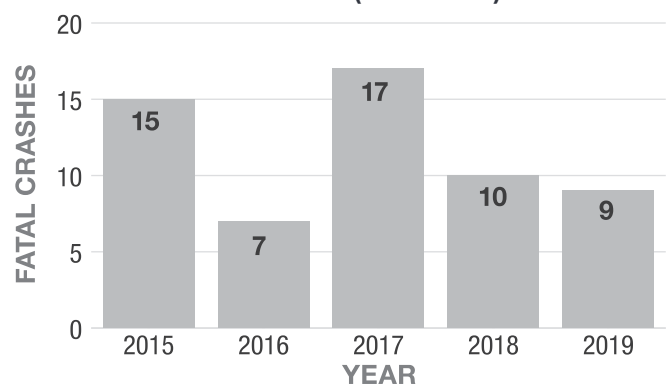
Fatal Distracted Driving Crashes in Nevada by Location (2015-2019)*



Distracted Driving Fatalities in Nevada (2015-2019)



Fatal Distracted Driving Crashes in Nevada (2015-2019)



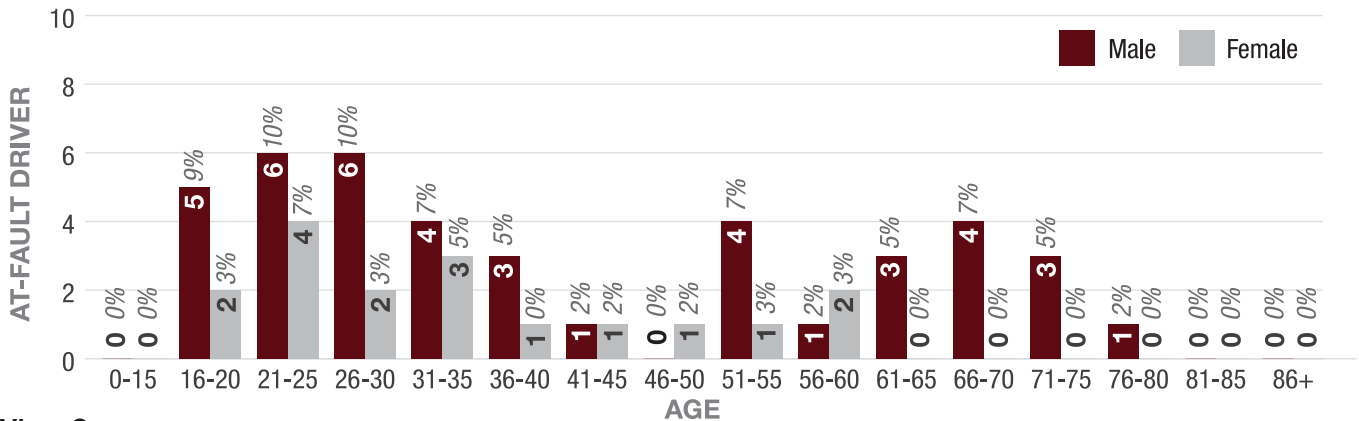
*Does not include values that are unknown or missing



Who?

From 2015 to 2019, males ages 21 to 25 and 26 to 30 were the largest reported age groups of at-fault drivers in fatal distracted driving crashes in Nevada.

Age/Gender Breakdown of At-Fault Drivers in Fatal Distracted Driving Crashes in Nevada (2015-2019)

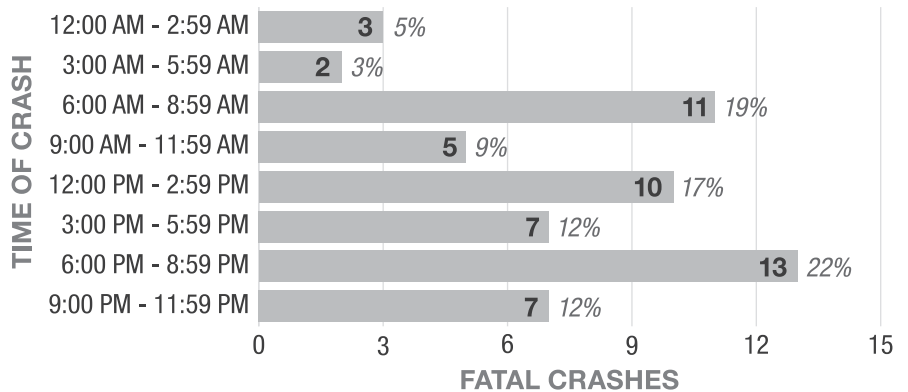


When?

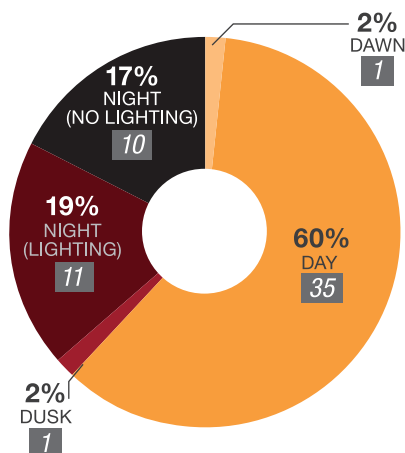
The most commonly reported time frame for fatal distracted driving crashes was 6:00 PM to 8:59 PM, totaling 22% of all fatal distracted driving crashes. However, 60% of fatal distracted driving crashes occurred during the day.

Between 2015 and 2019, the most reported day of the week for fatal distracted driving crashes was Saturday. November was the highest reported month of the year for fatal distracted driving crashes.

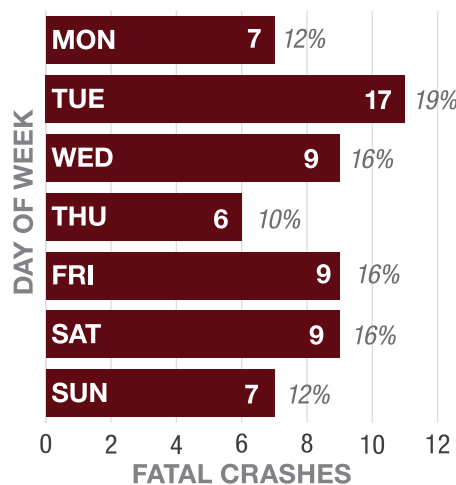
Fatal Distracted Driving Crashes in Nevada by Time of Day (2015-2019)



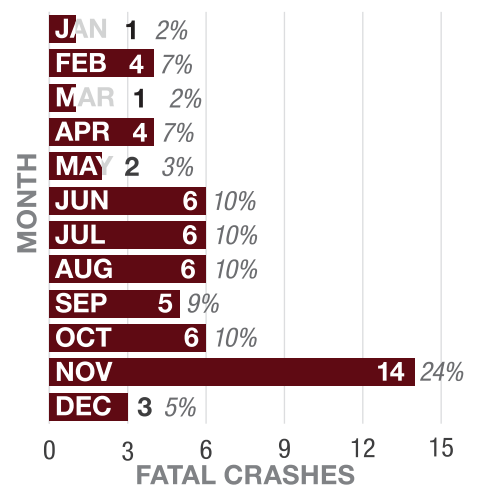
Lighting at Time of Fatal Distracted Driving Crash in Nevada (2015-2019)



Fatal Distracted Driving Crashes in Nevada by Day of Week (2015-2019)



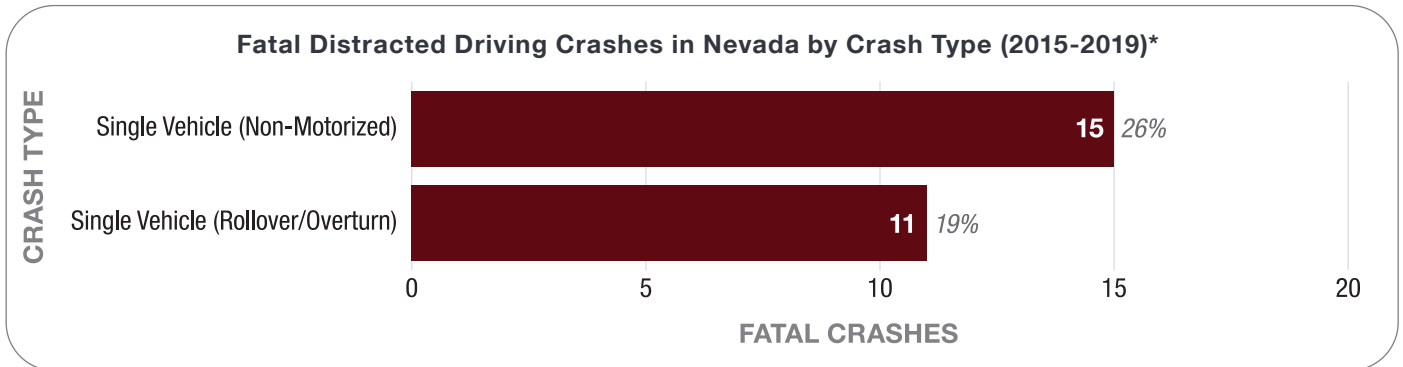
Fatal Distracted Driving Crashes in Nevada by Month of Year (2015-2019)





Why?

From 2015 to 2019, a moving vehicle colliding with a non-motorized form of transportation, such as a bicycle or pedestrian, was reported more often than all other crash types in distracted driving crashes.



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



Impaired Driving Crashes

42.7% of Nevada's total fatalities.

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

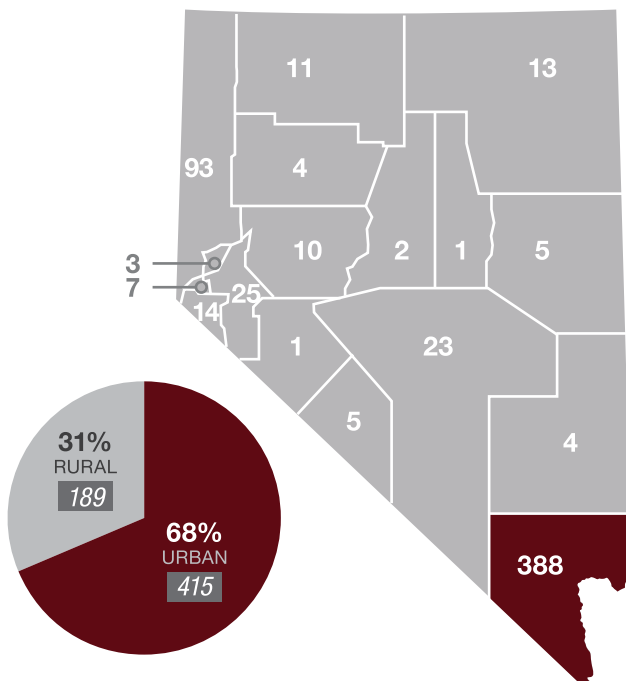
What?

Between 2015 to 2019, the number of impaired driving fatalities and fatal crashes generally decreased. A total of **682 fatalities** and **609 fatal impaired driving crashes** occurred on Nevada roadways during that time.

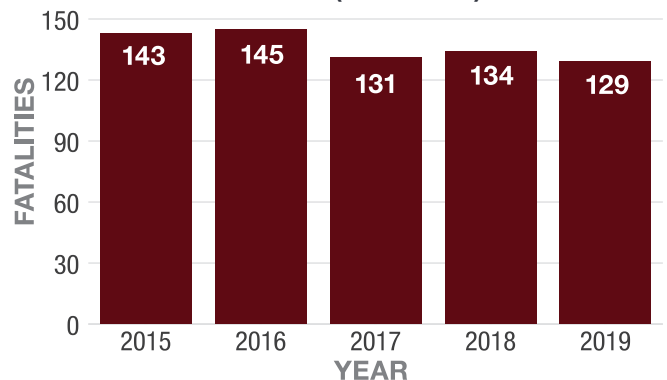
Where?

From 2015 to 2019, 68% of fatal impaired driving crashes occurred on urban roadways. Clark County reported the highest number of fatal impaired driving crashes in Nevada.

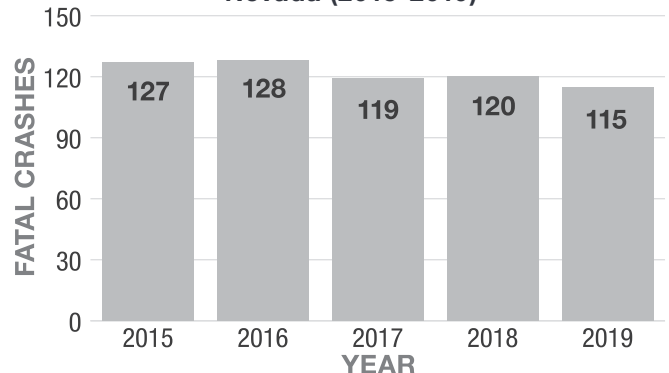
Fatal Impaired Driving Crashes in Nevada by Location (2015-2019)*



Impaired Driving Fatalities in Nevada (2015-2019)



Fatal Impaired Driving Crashes in Nevada (2015-2019)



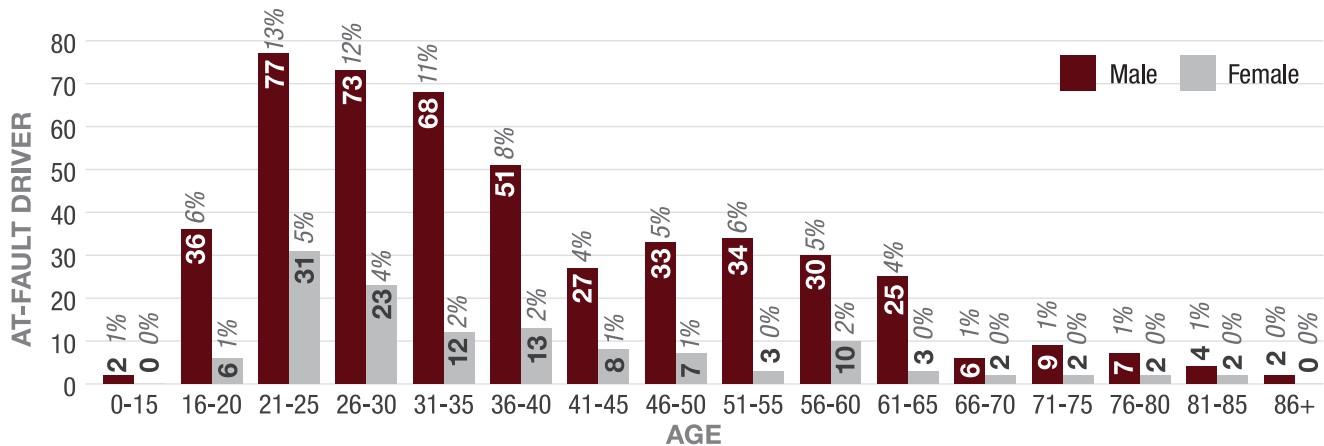
*Does not include values that are unknown or missing



Who?

From 2015 to 2019, males ages 21 to 25 comprised the greatest number of at-fault drivers in fatal impaired driving crashes in Nevada.

Age/Gender Breakdown of At-Fault Drivers in Impaired Driving Fatal Crashes in Nevada (2015-2019)*



Fatalities Involving a Driver or Motorcyclist with BAC of 0.08 or Above

The following table includes the 2015-2019 number of fatalities involving a driver or motorcyclist with a BAC of 0.08% or above and the five-year moving average.

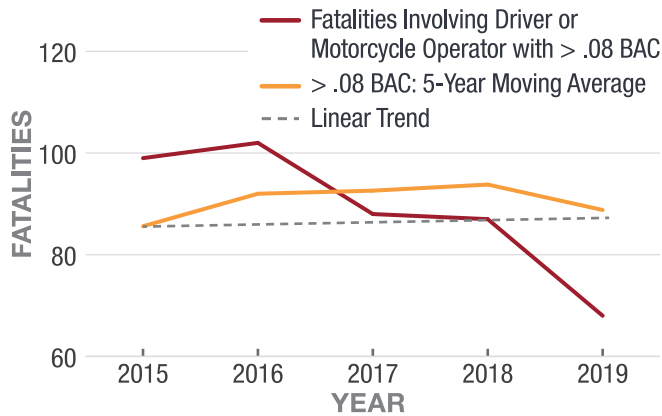
Crash Data and Trends	2015	2016	2017	2018	2019
Fatalities	99	102	88	87	68
Five-Year Moving Average	85.6	92.0	92.6	93.8	88.8

Fatalities Involving a Substance-Involved Operator

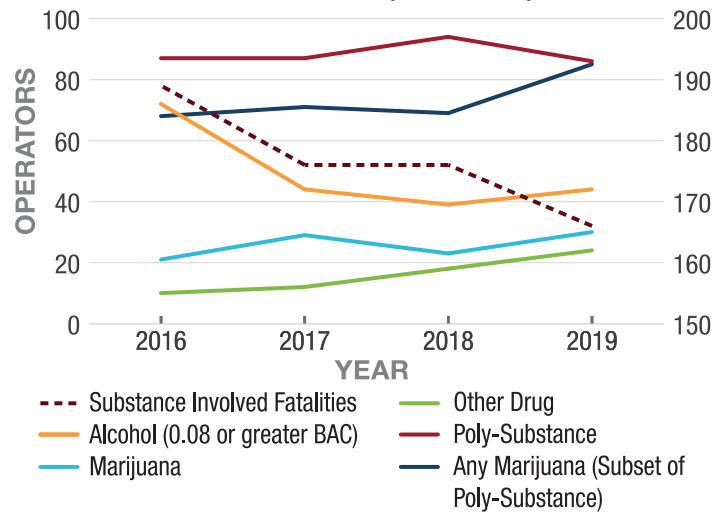
The following table includes the 2016-2019 number of fatalities involving a driver with substance present. The data has been manually tallied based on fatal cases only, no live driver data.

Crash Data	Fatalities by Substance Type					
	Total Substance-Involved Fatalities	Alcohol (0.08 or greater BAC)	Marijuana	Other Drug	Poly-Substance	Any Marijuana (Subset of Poly-Substance)
2016	189	72	21	10	87	68
2017	176	44	29	12	87	71
2018	176	39	23	18	94	69
2019	166	44	30	24	86	85

Nevada Traffic Fatalities Involving Driver or Motorcycle Operator with > .08 BAC (2015-2019)



Substance-Involved Operators and Fatalities (2016-2019)

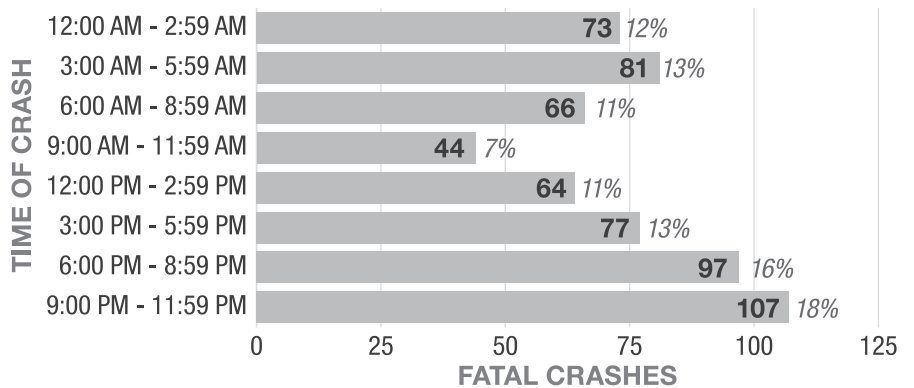


When?

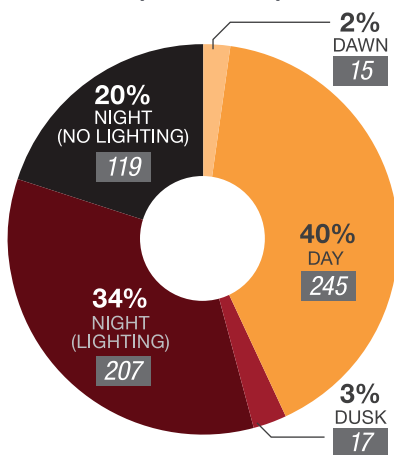
Nearly half of fatal impaired driving crashes took place between 3:00 PM and 11:59 PM, while 54% of the fatal crashes took place at night.

From 2015 to 2019, 40% of fatal impaired driving crashes occurred on Saturdays and Sundays. The most reported month of the year for fatal impaired driving crashes was September.

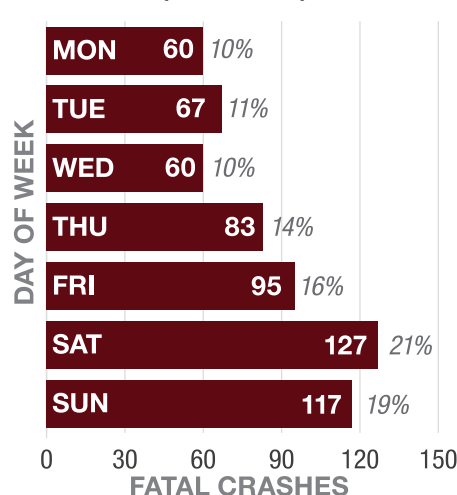
Fatal Impaired Driving Crashes in Nevada by Time of Day (2015-2019)



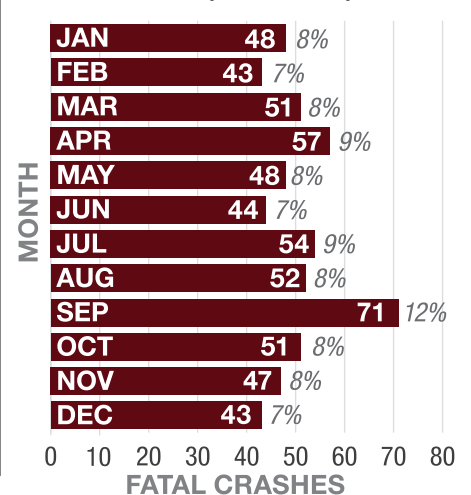
Lighting at Time of Impaired Driving Fatal Crash in Nevada (2015-2019)*



Fatal Impaired Driving Crashes in Nevada by Day of Week (2015-2019)



Fatal Impaired Driving Crashes in Nevada by Month of Year (2015-2019)



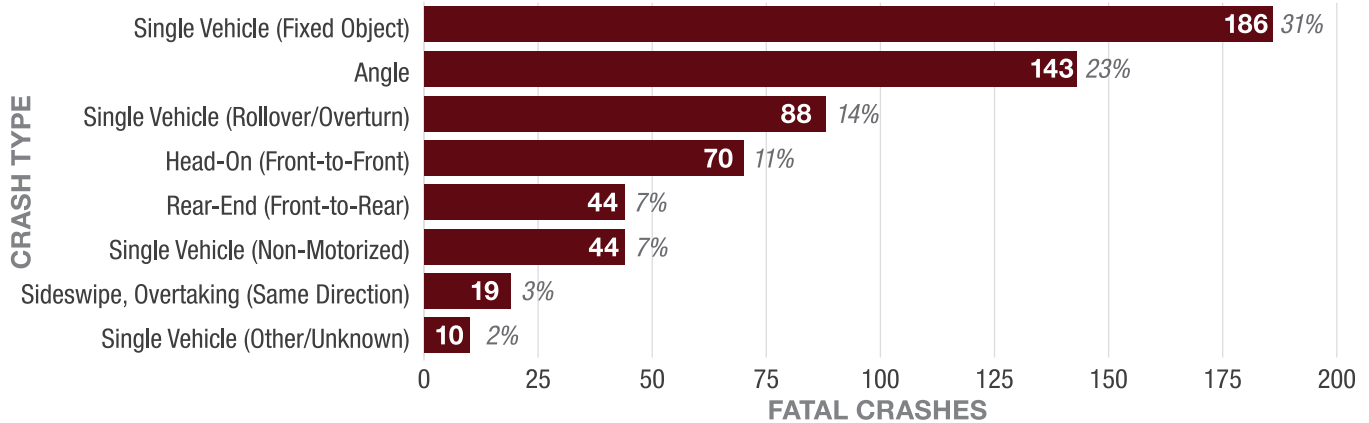
*Does not include values that are unknown or missing



Why?

From 2015 to 2019, 31% of fatal impaired driving crashes involved a motor vehicle hitting a fixed object.

Fatal Impaired Driving Crashes in Nevada by Crash Type (2015-2019)*



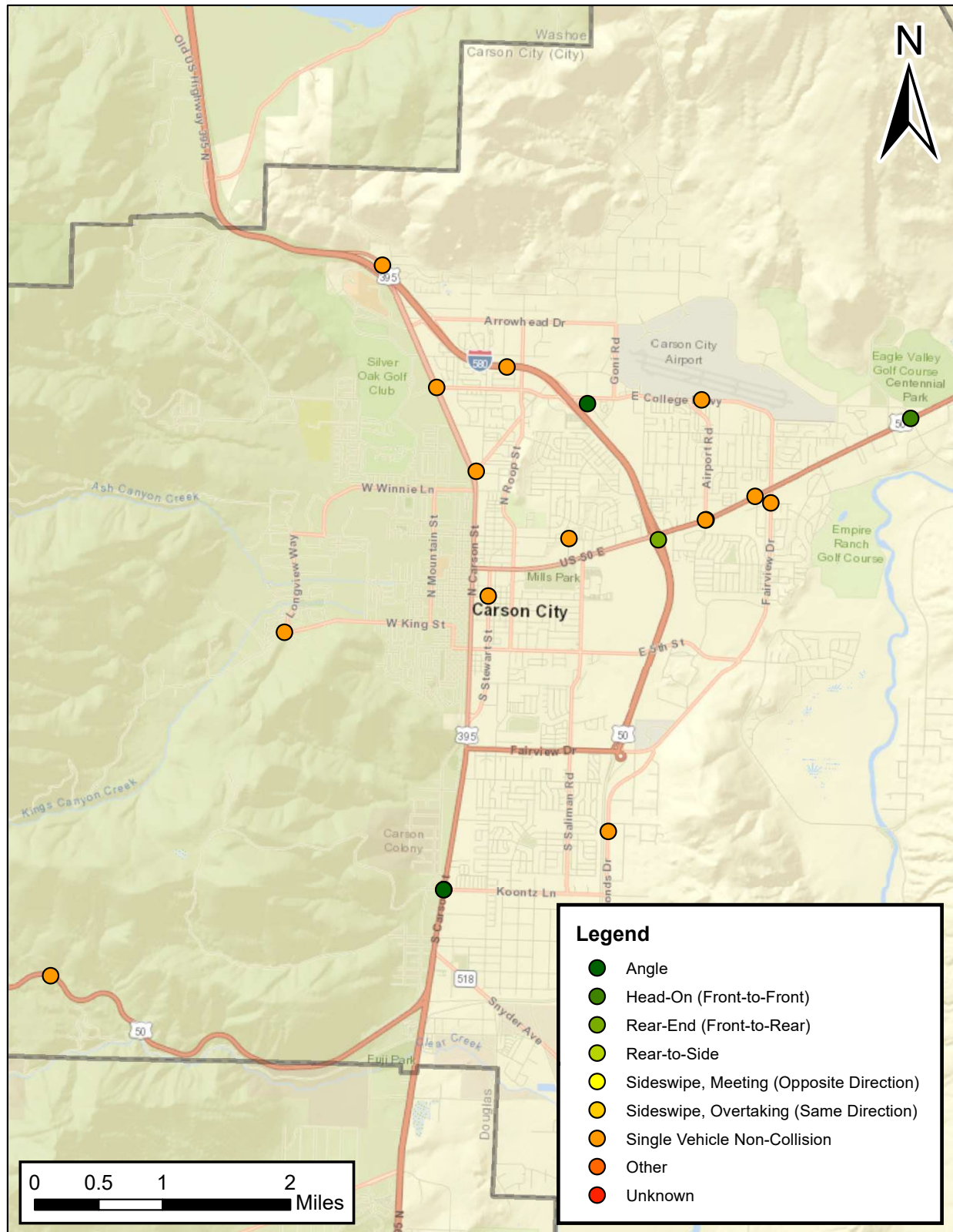
*Does not include values that are unknown or missing or data categories with low representation

Appendix A – Crash Maps

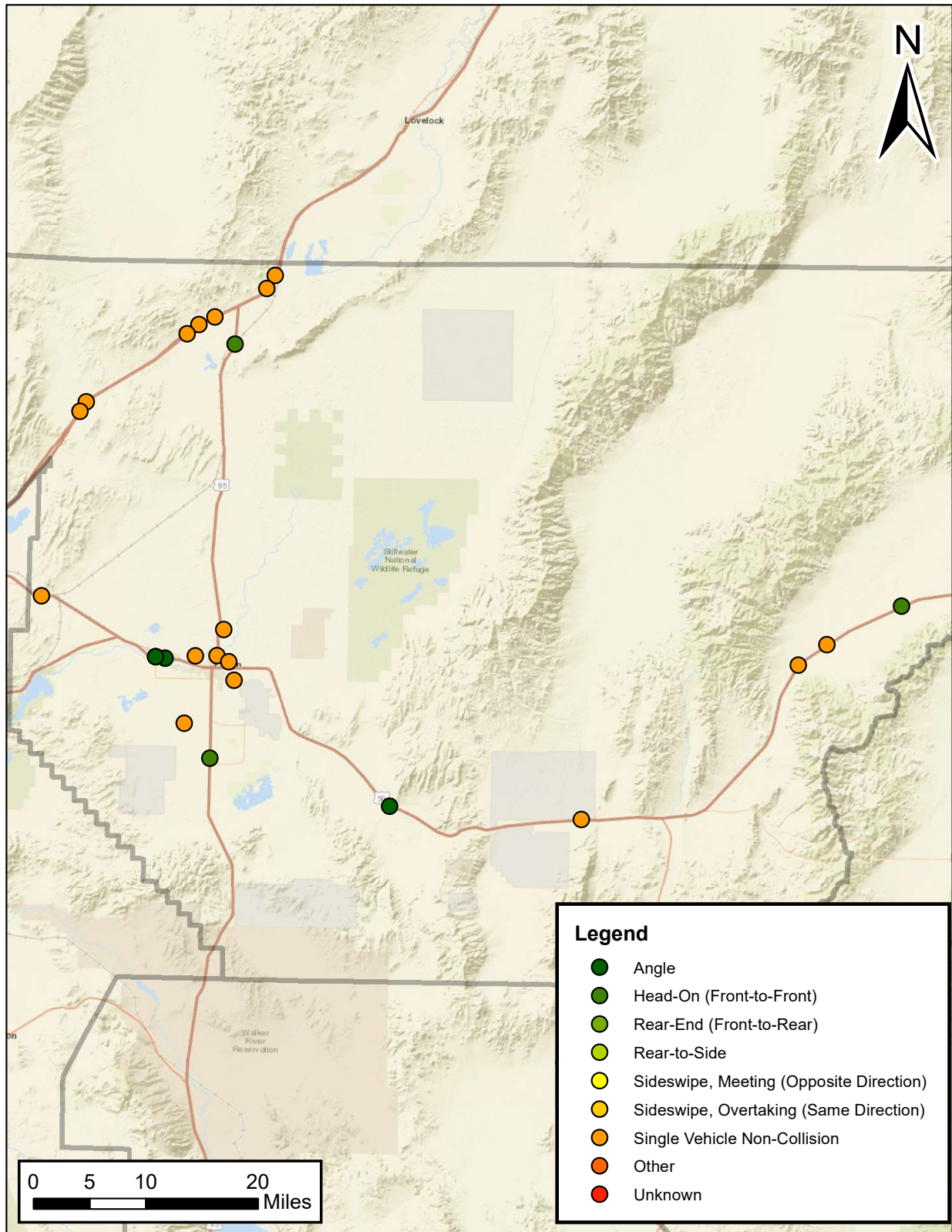
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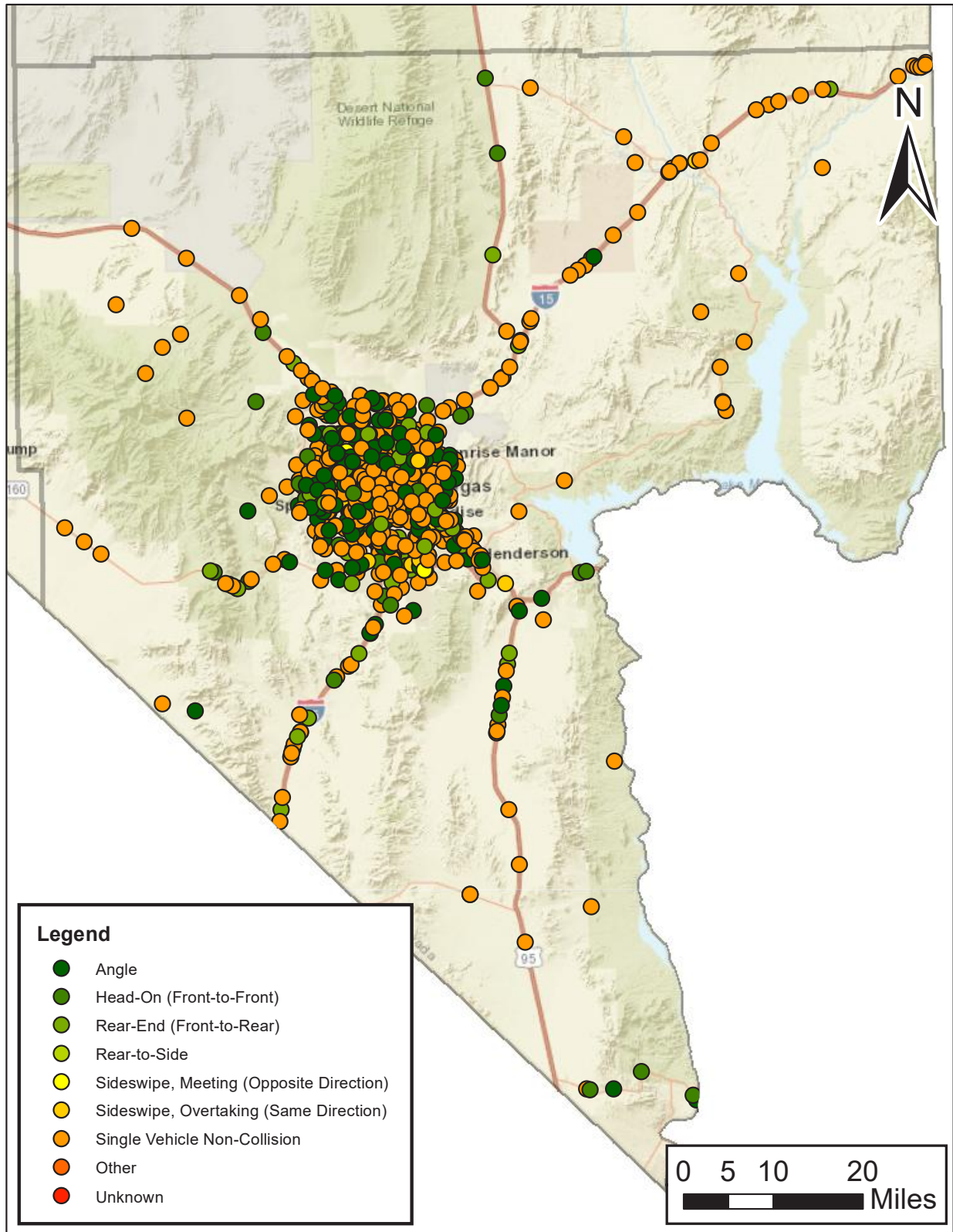
Carson City County Fatal Crashes from 2015 - 2019



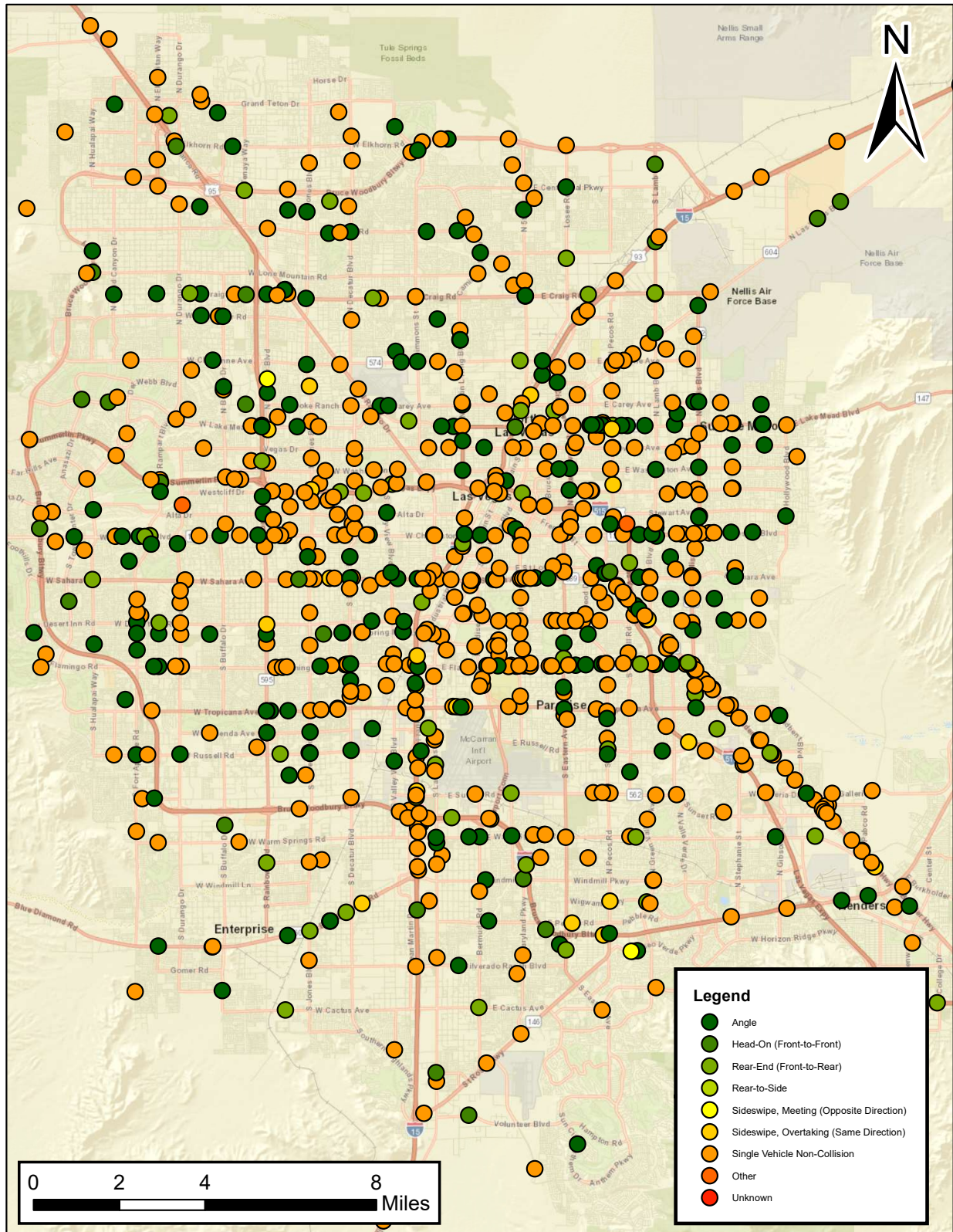
Churchill County Fatal Crashes from 2015 - 2019



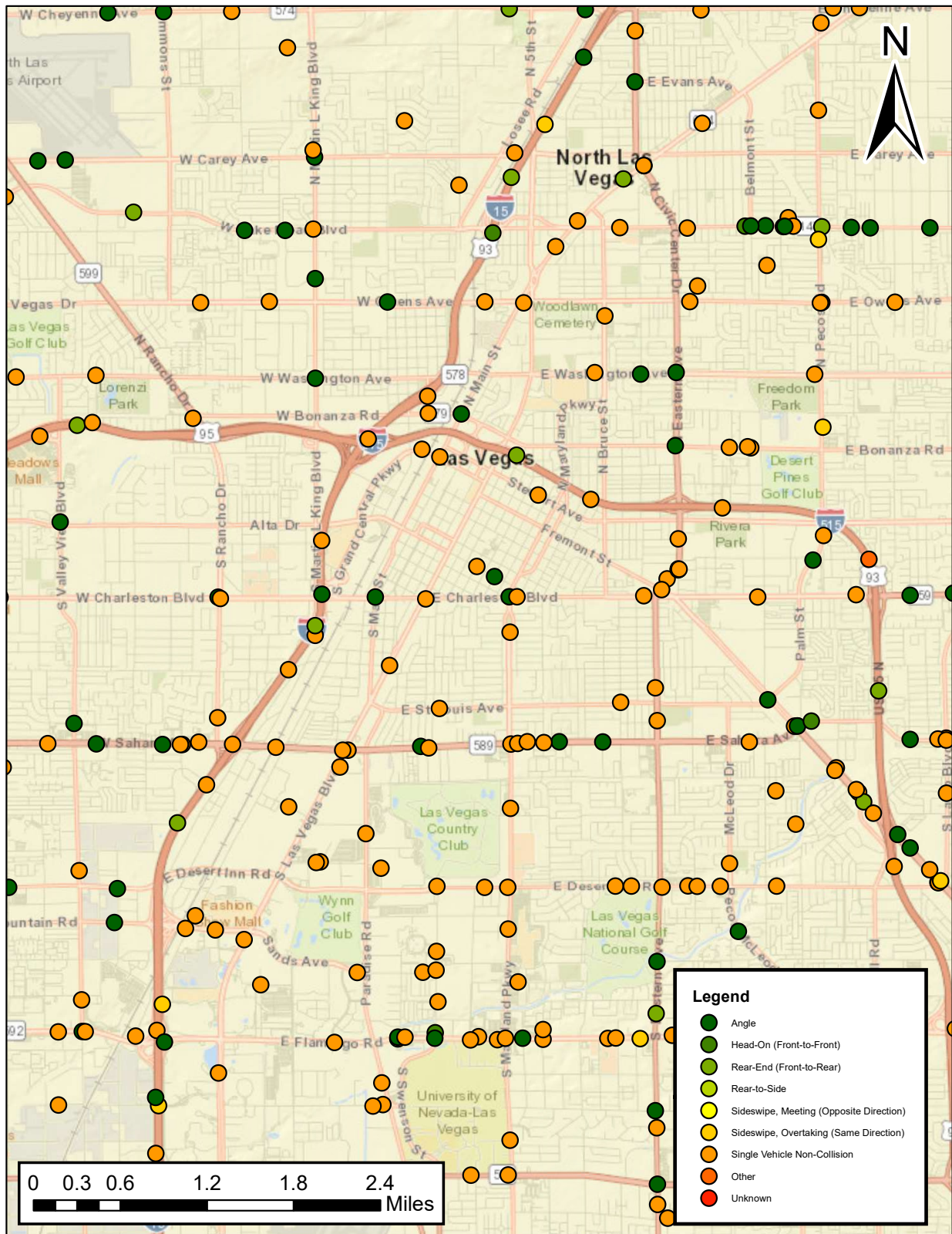
Clark County Fatal Crashes from 2015 - 2019



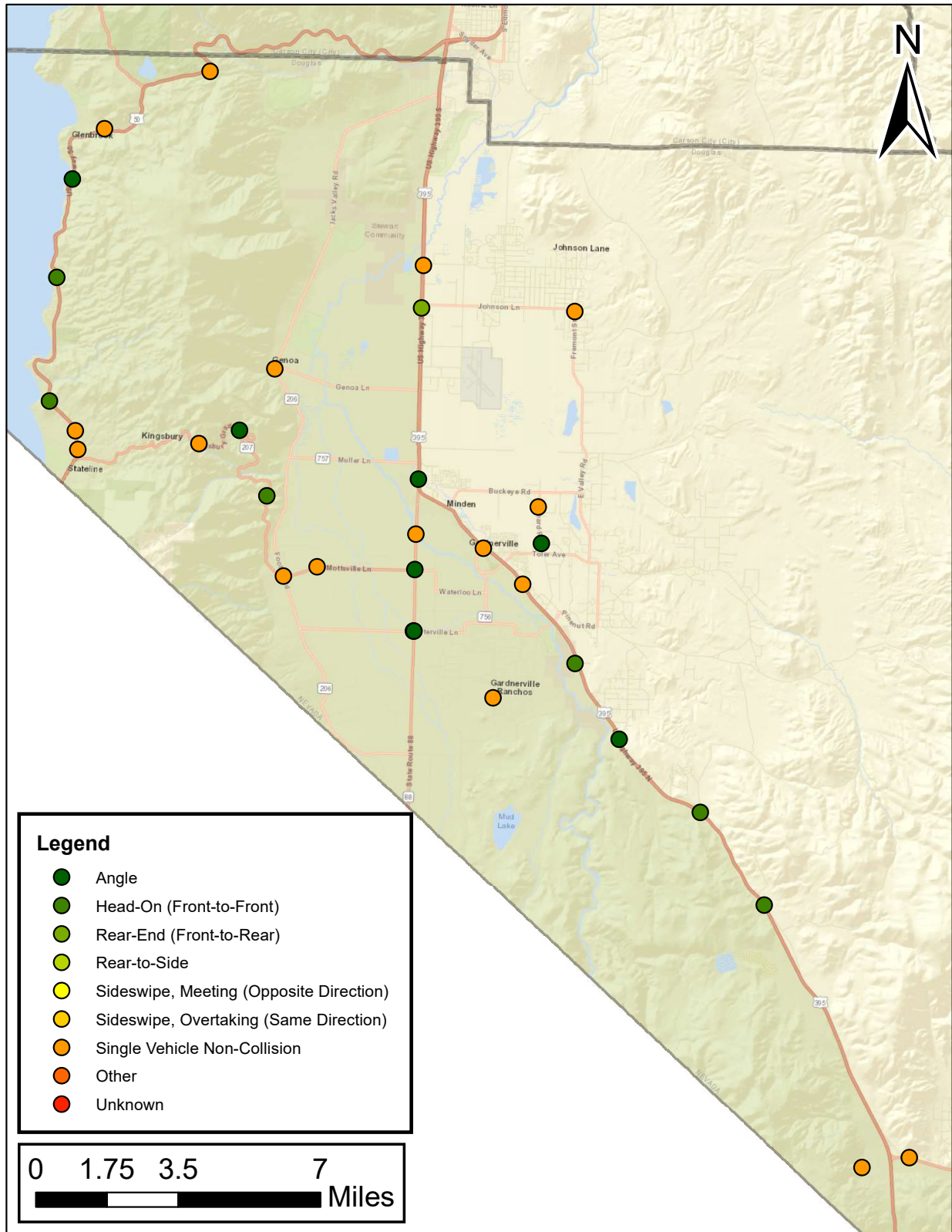
Las Vegas Valley Fatal Crashes from 2015 - 2019



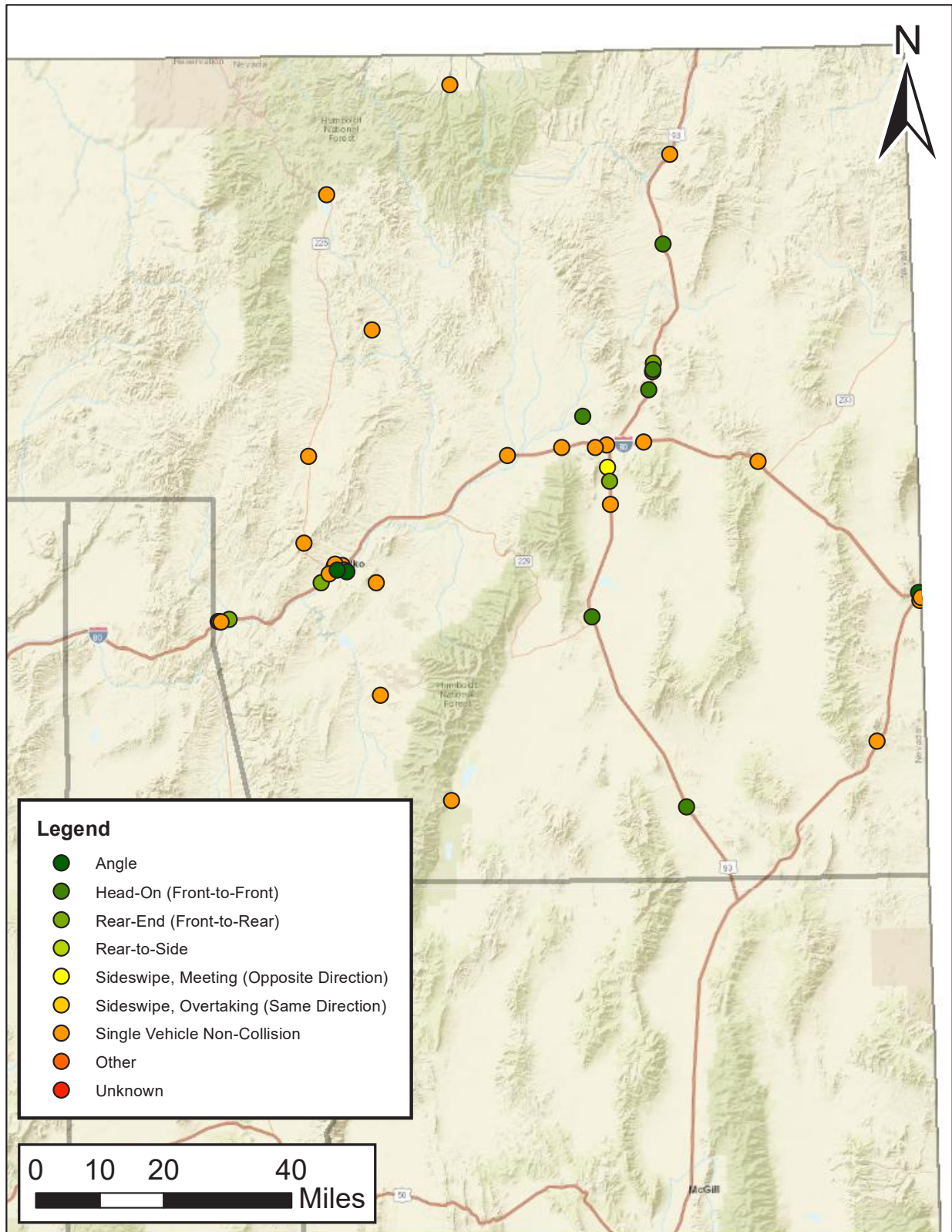
Las Vegas Downtown Fatal Crashes from 2015 - 2019



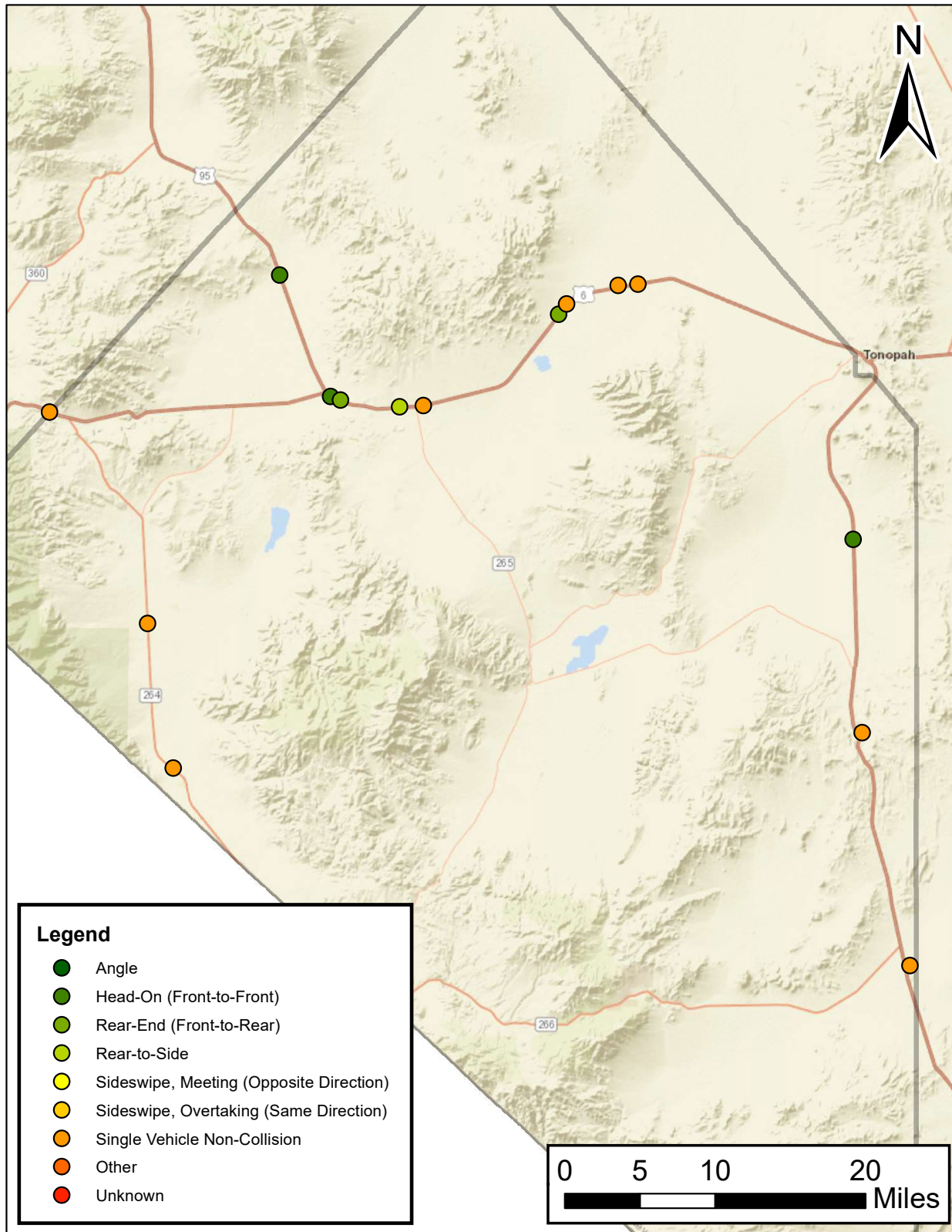
Douglas County Fatal Crashes from 2015 - 2019



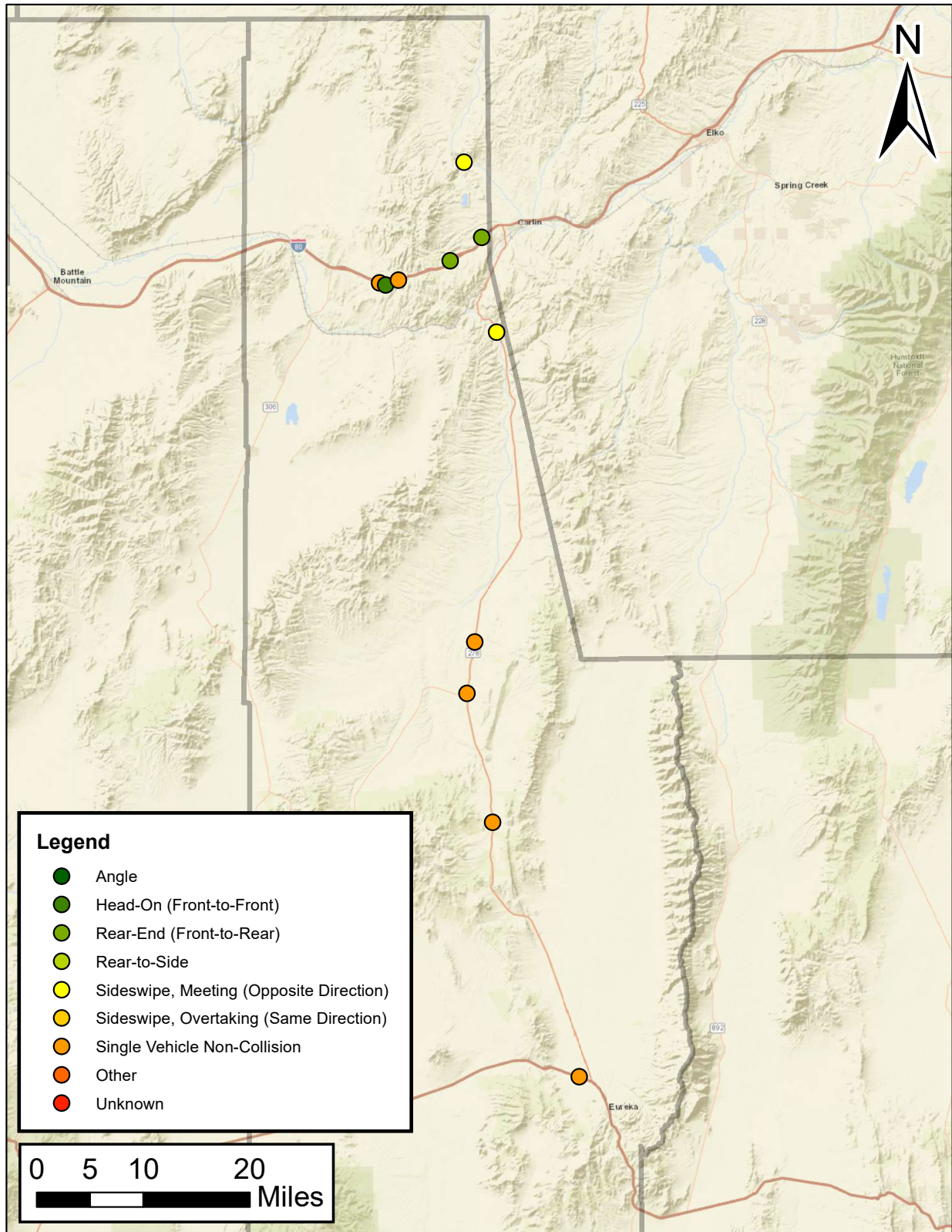
Elko County Fatal Crashes from 2015 - 2019



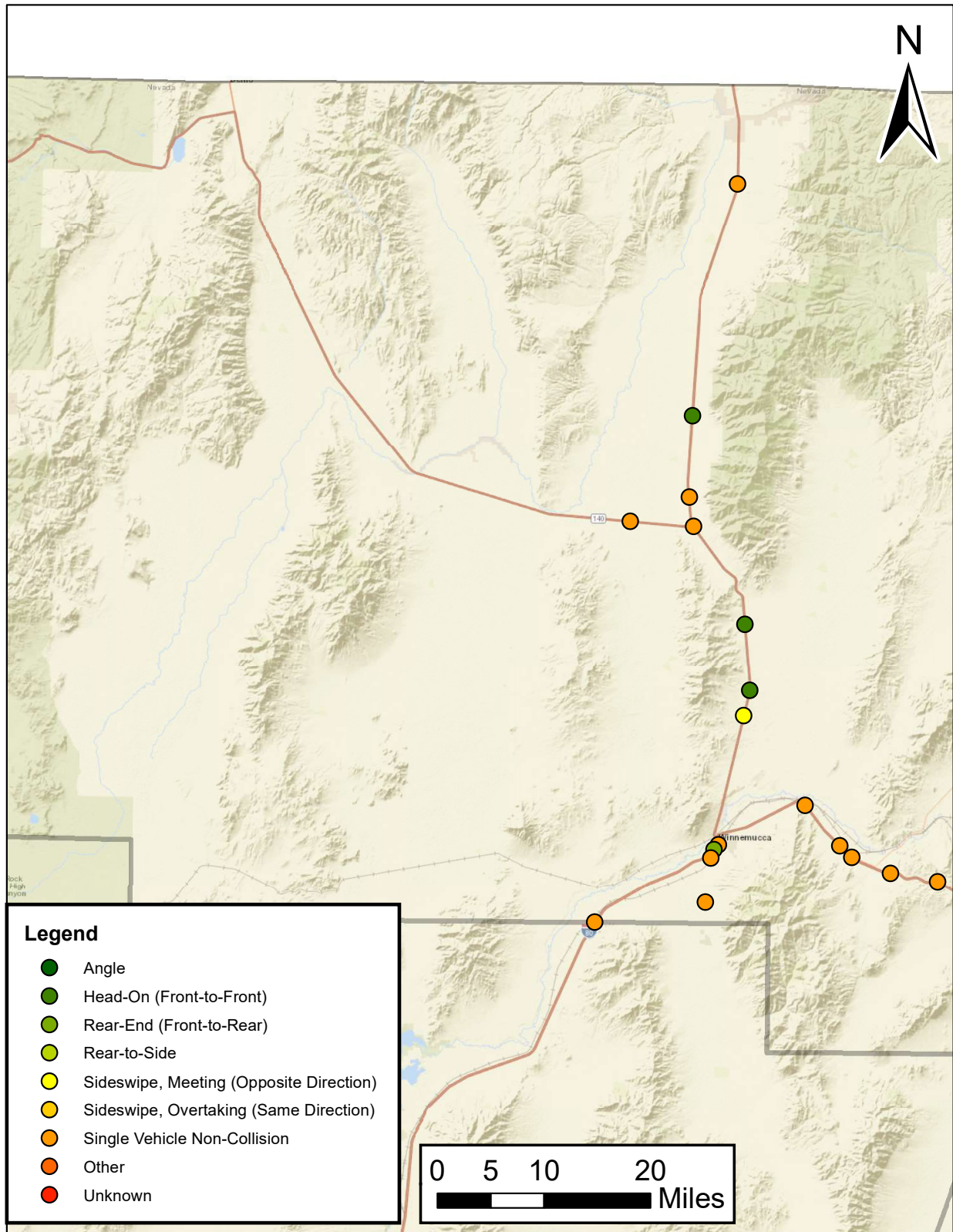
Esmeralda County Fatal Crashes from 2015 - 2019



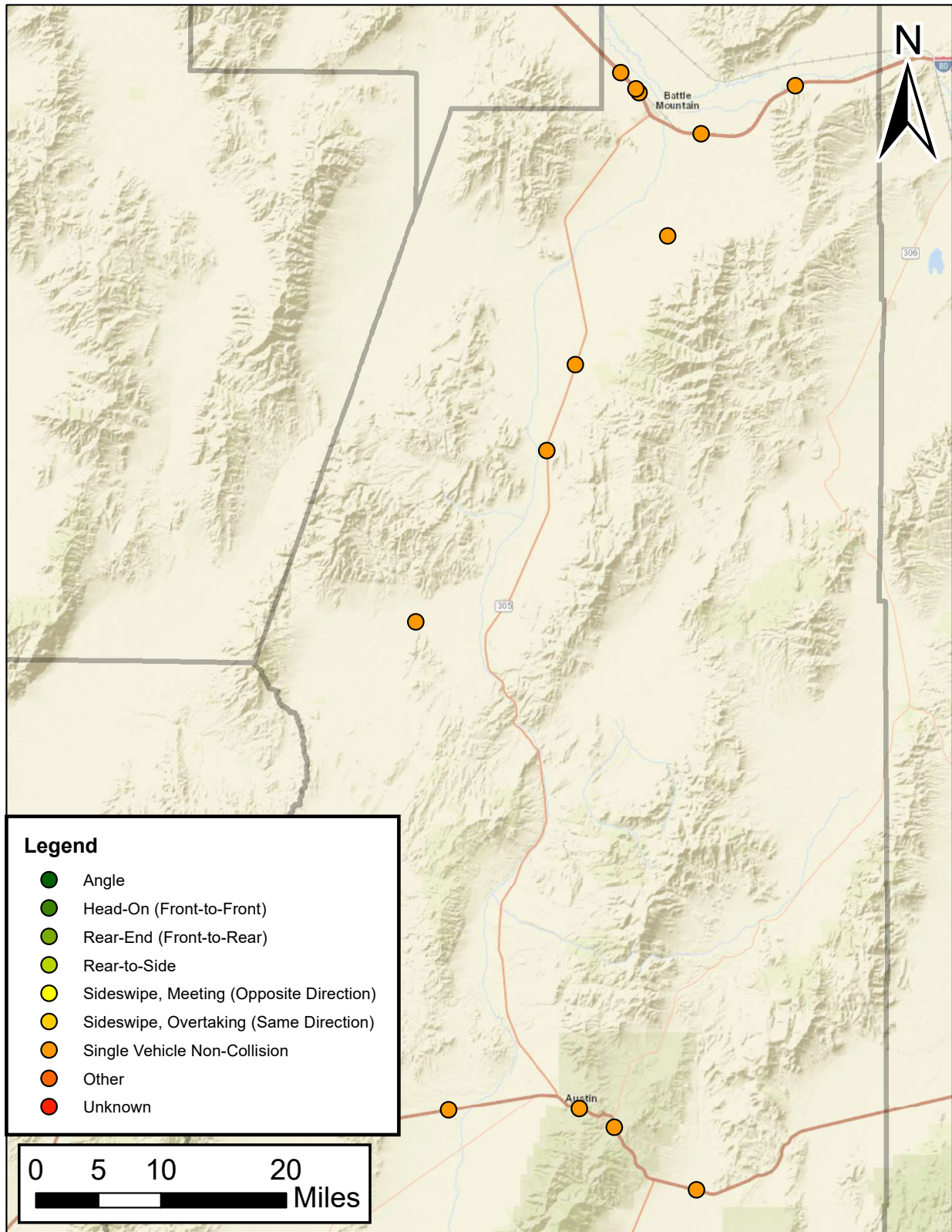
Eureka County Fatal Crashes from 2015 - 2019



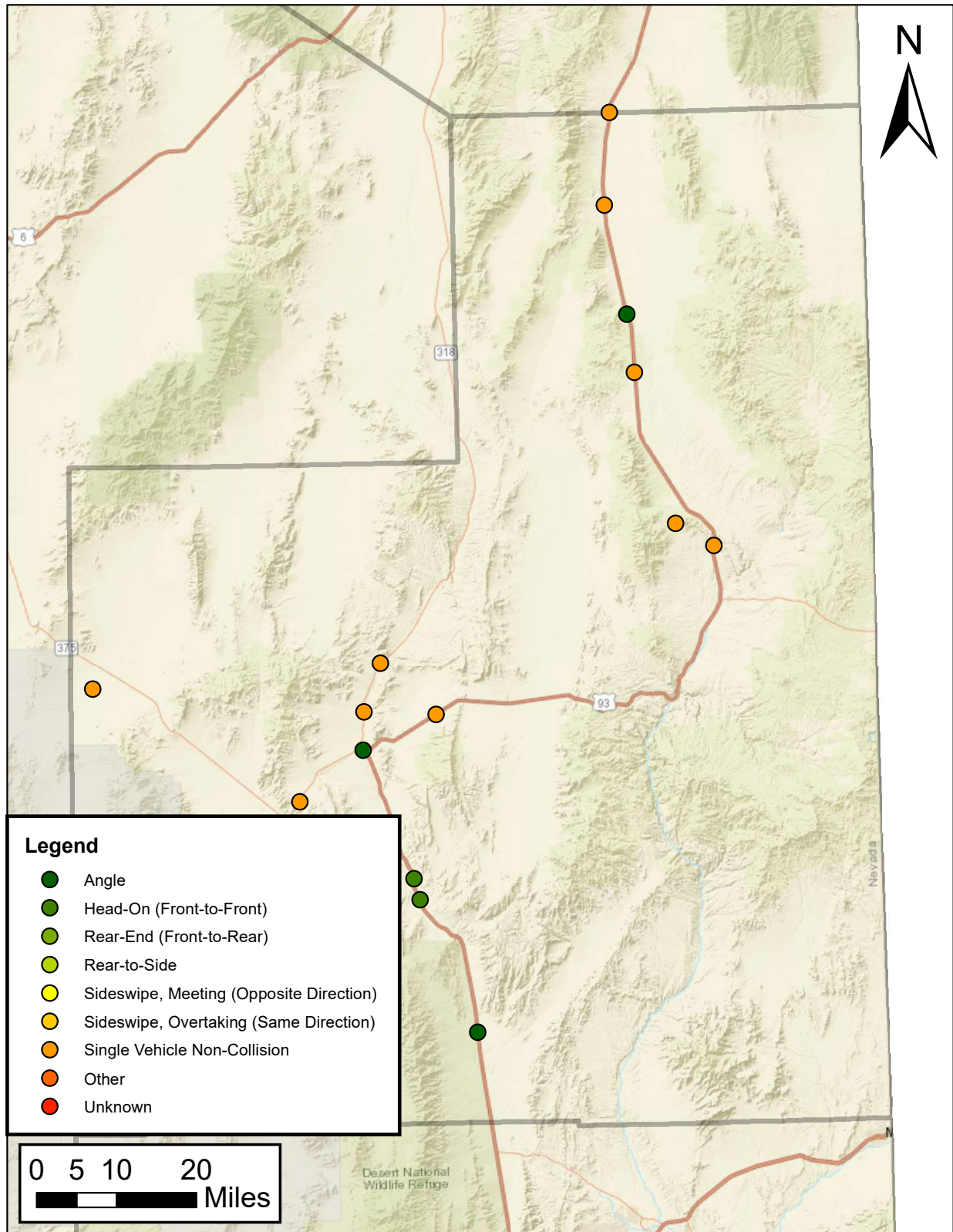
Humboldt County Fatal Crashes from 2015 - 2019



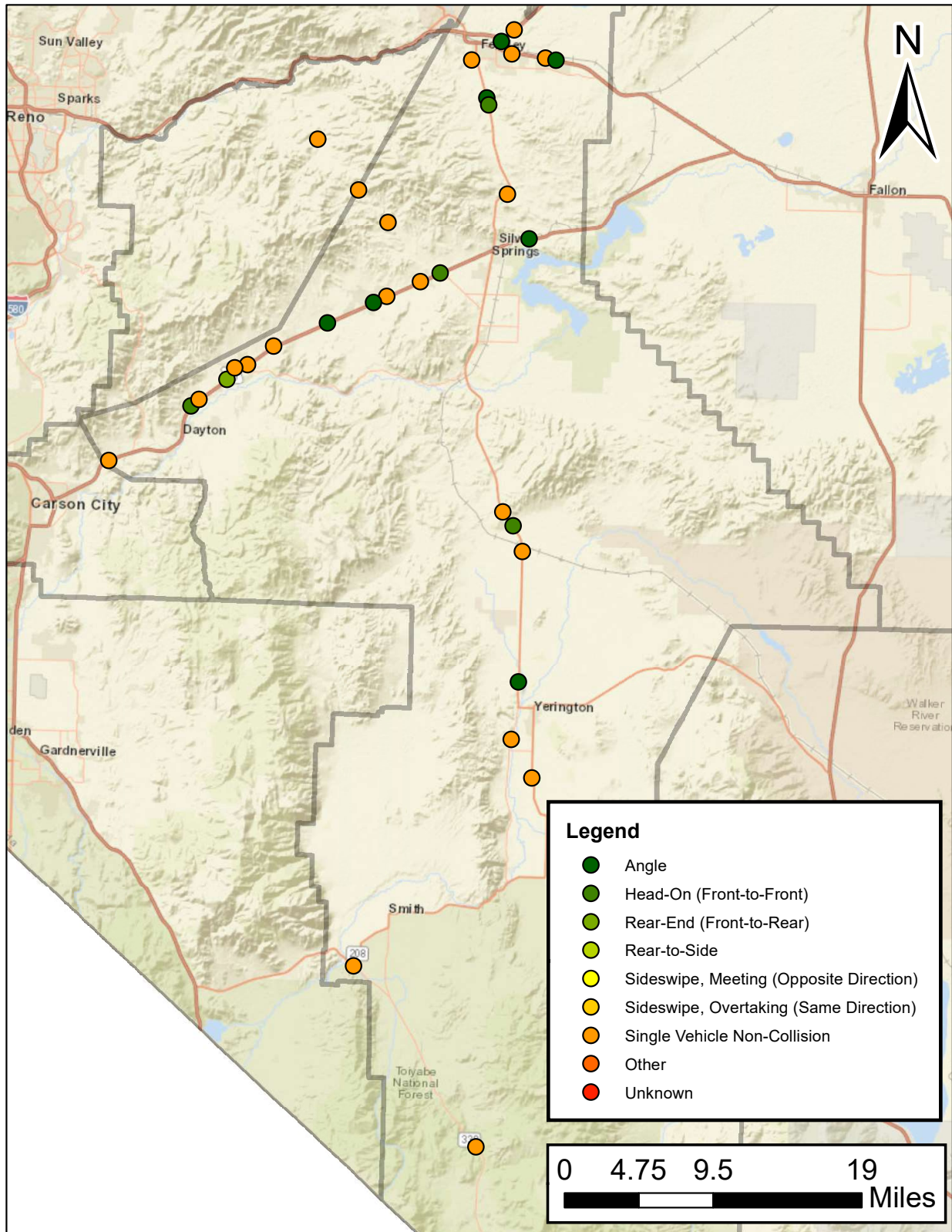
Lander County Fatal Crashes from 2015 - 2019



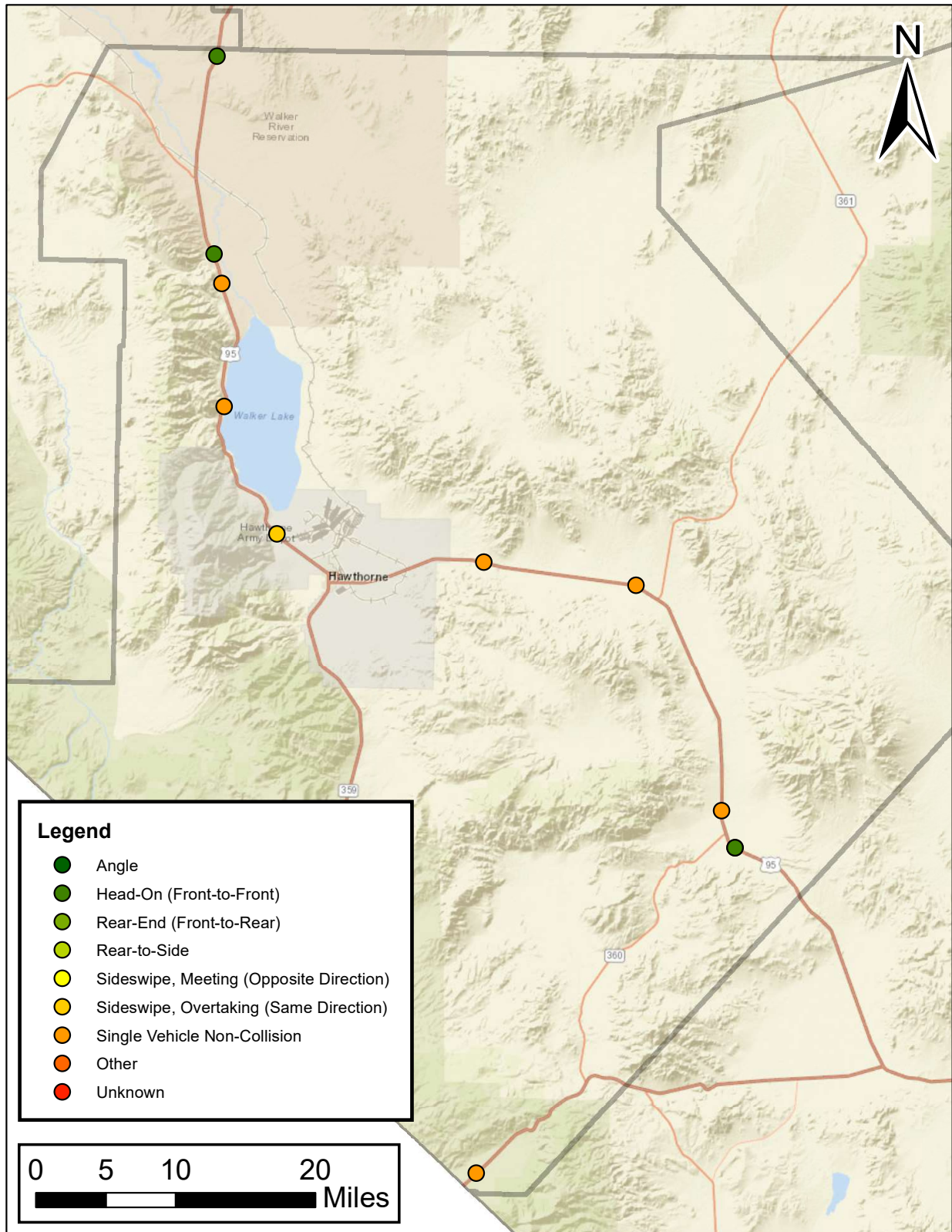
Lincoln County Fatal Crashes from 2015 - 2019



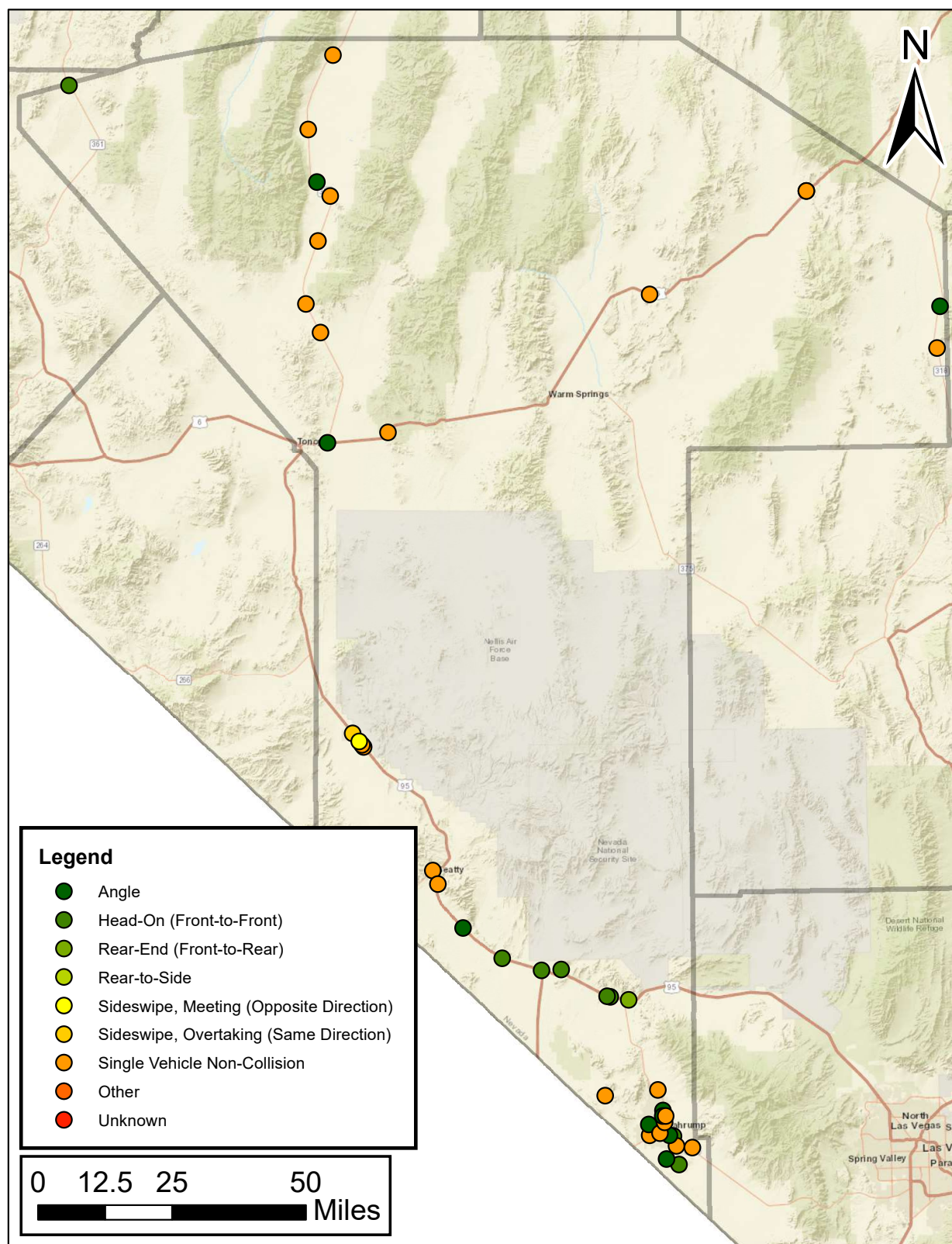
Lyon County Fatal Crashes from 2015 - 2019



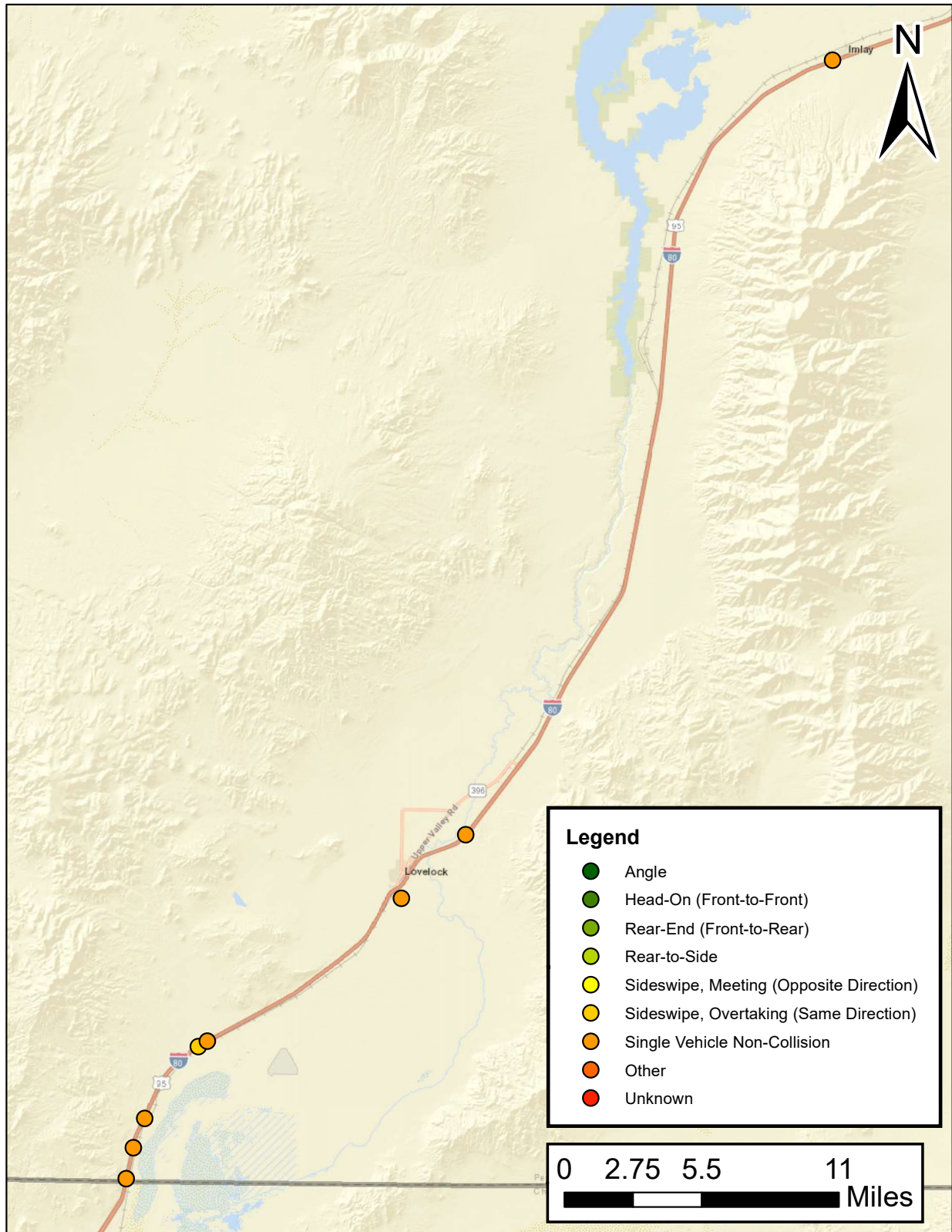
Mineral County Fatal Crashes from 2015 - 2019



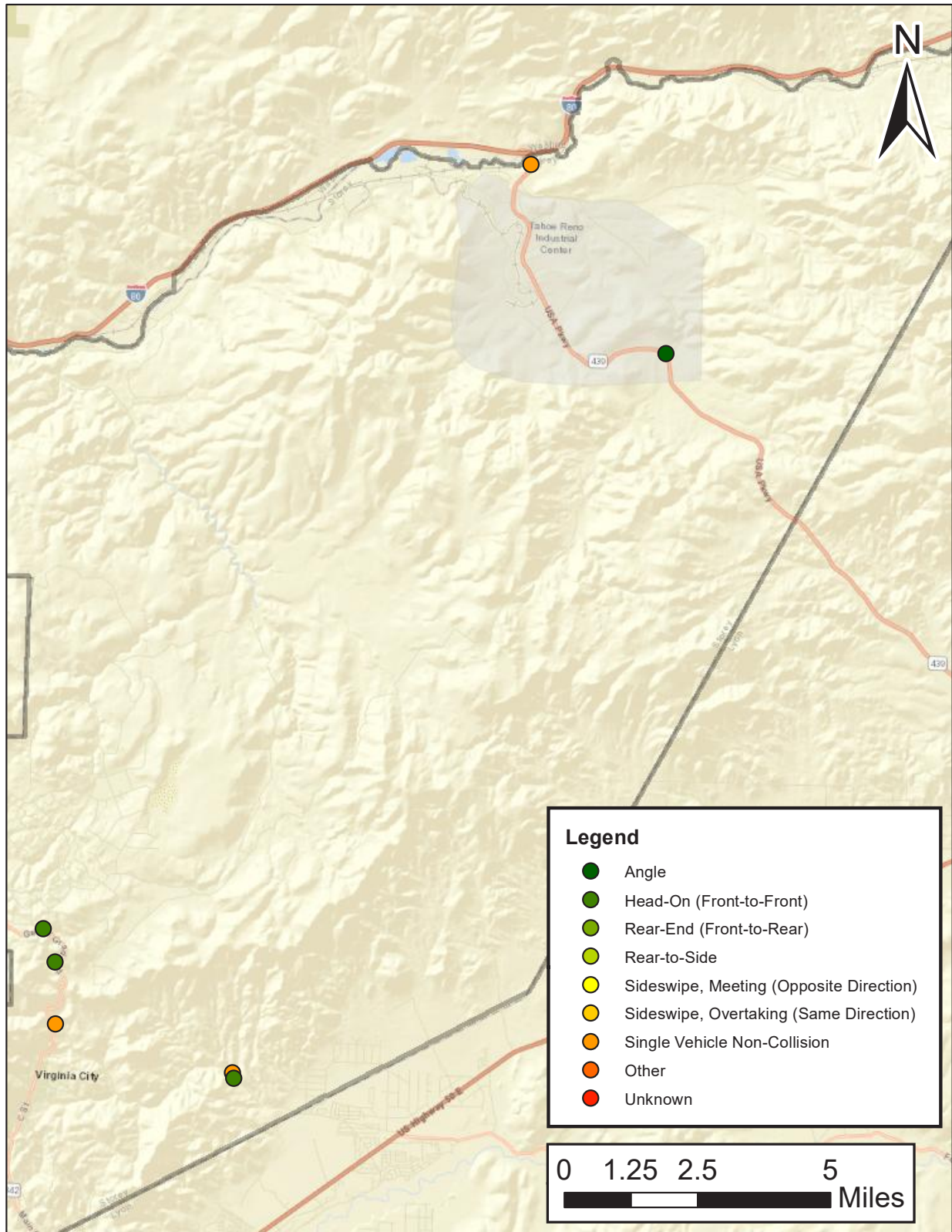
Nye County Fatal Crashes from 2015 - 2019



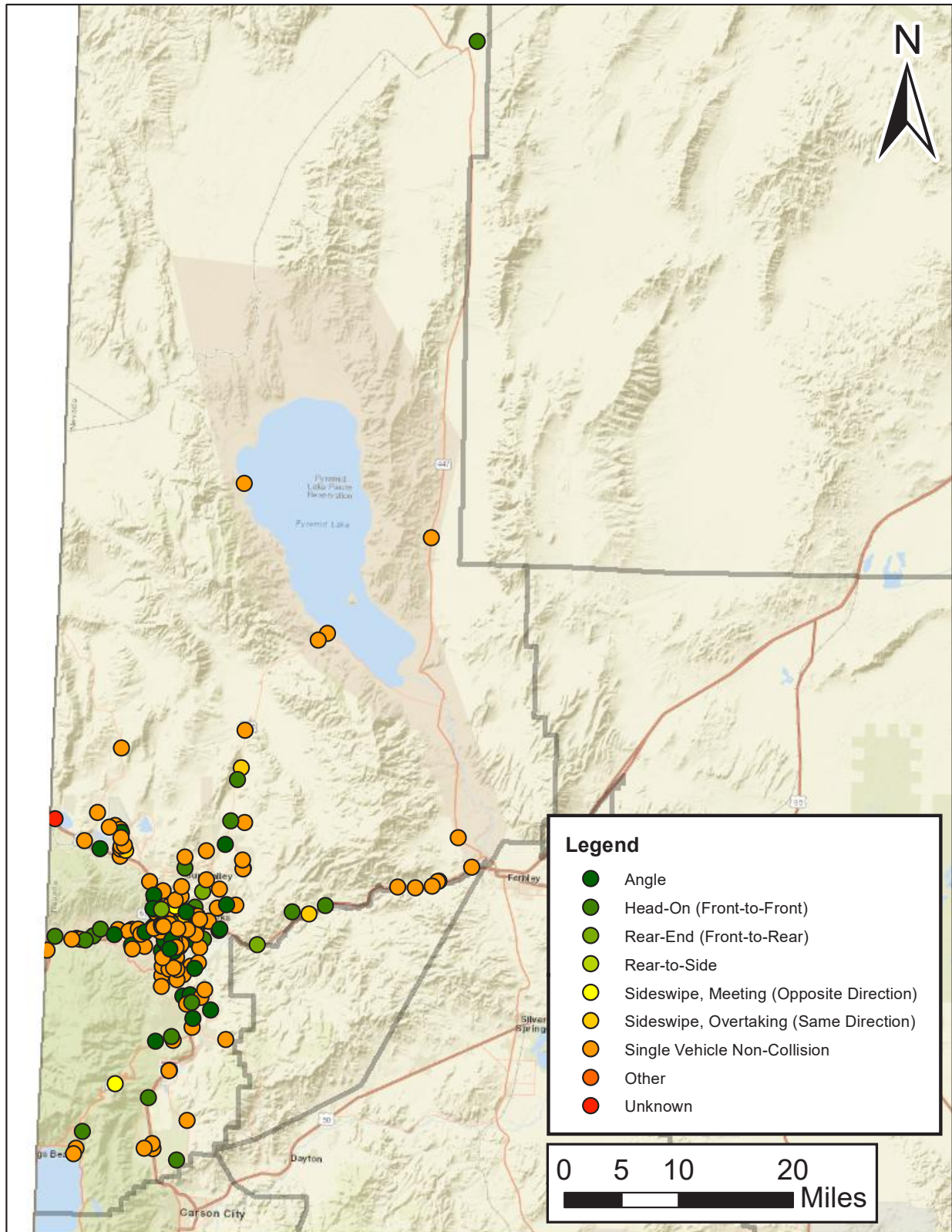
Pershing County Fatal Crashes from 2015 - 2019



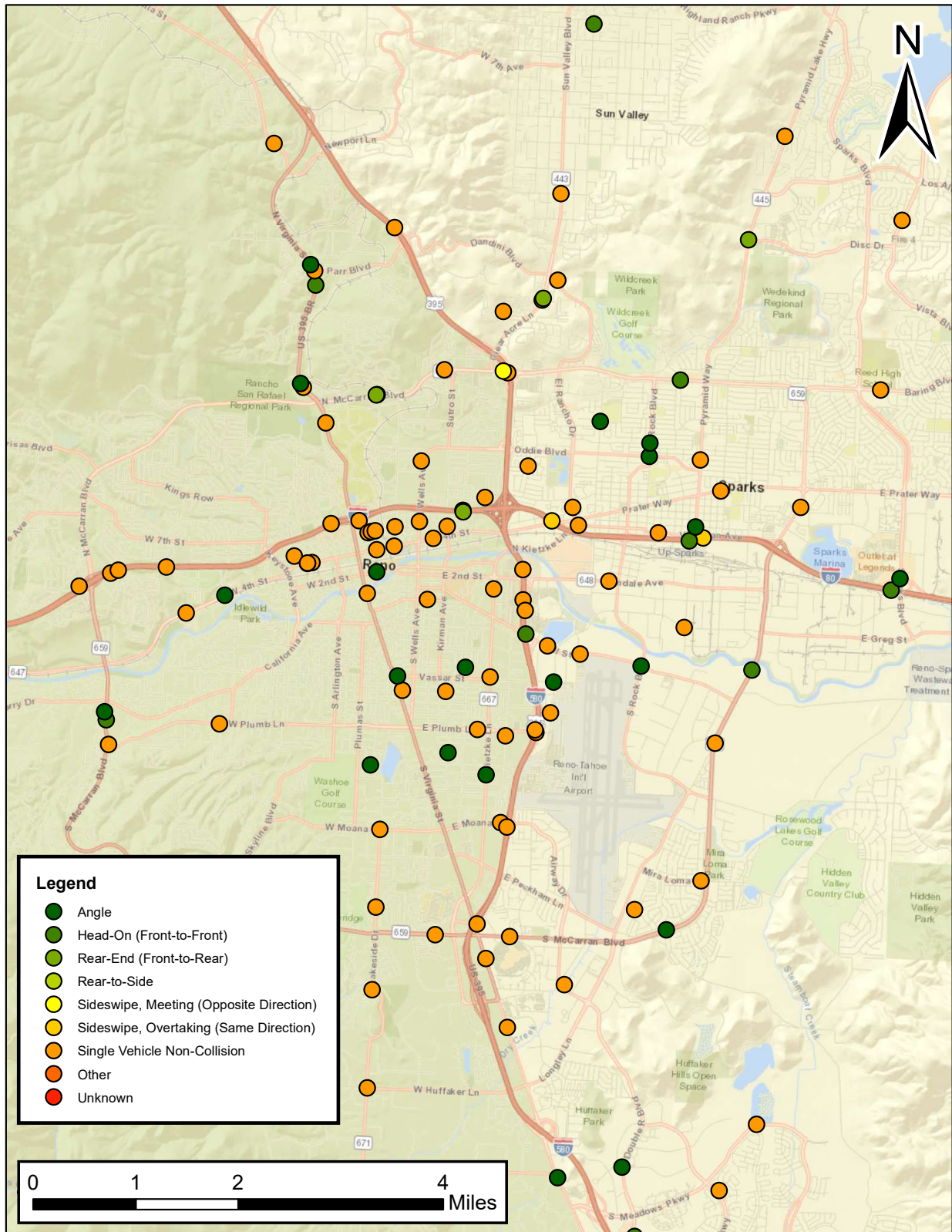
Storey County Fatal Crashes from 2015 - 2019



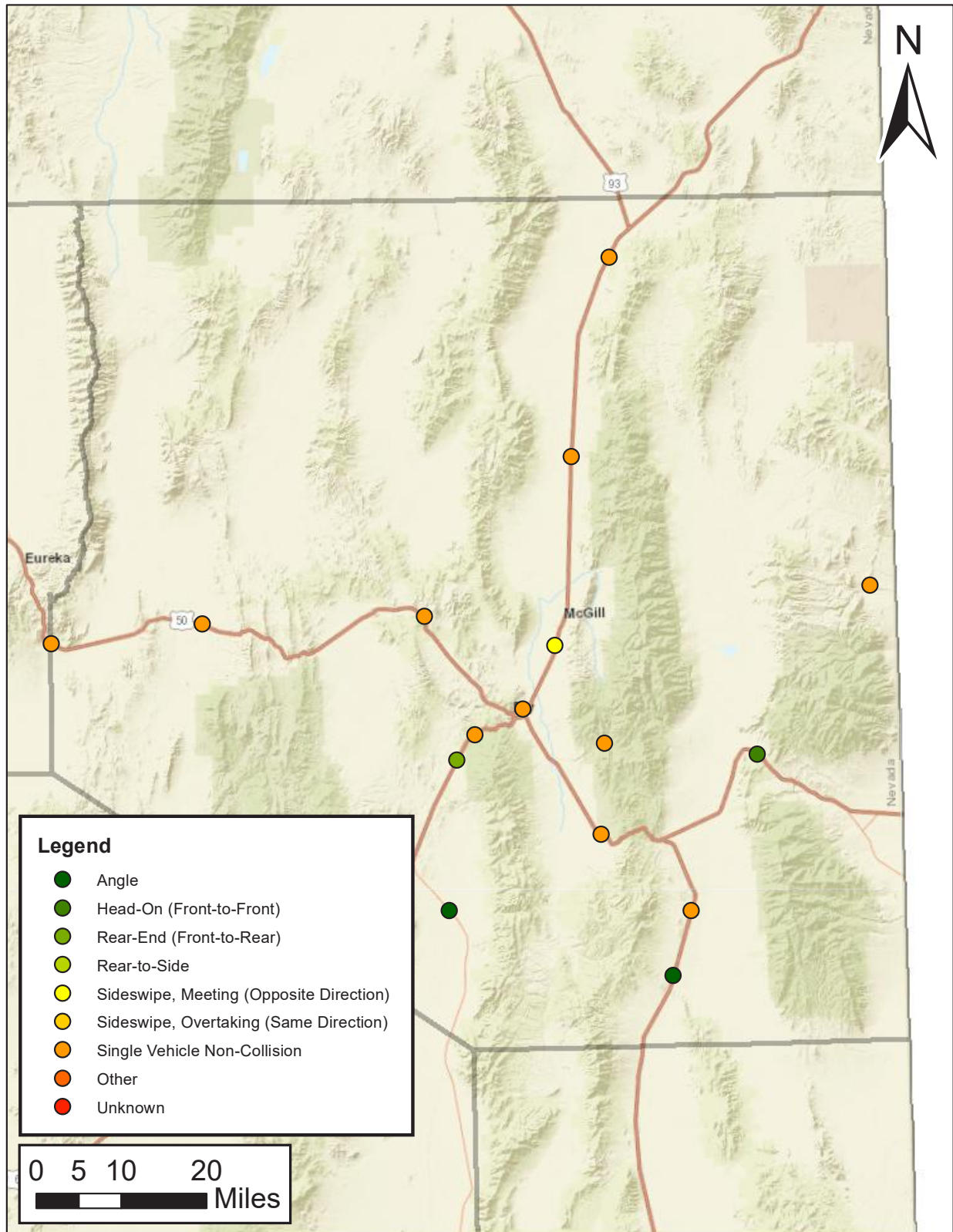
Washoe County Fatal Crashes from 2015 - 2019



Reno-Sparks Area Fatal Crashes from 2015 - 2019



White Pine County Fatal Crashes from 2015 - 2019



Appendix B – Emphasis Area Data Query Table

Emphasis Area	Description	Source	Query
All Data	All fatal crashes in the state of Nevada	FARS - Accident	STATE = 32 (32 = Nevada)
Bicyclist	Fatal crash in which a bicyclist is killed	FARS - Person	ST_CASE (Person) = ST_CASE (Accident) (This ensures the data is on a crash level) AND PER_TYP = 6 or 7 (6 = Bicyclist, 7 = Other Cyclist) AND INJ_SEV = 4 (4 = Fatal)
Child Passenger	Fatal crash in which a child age 13 or younger died in the crash	FARS - Person	ST_CASE (Person) = ST_CASE (Accident) (This ensures the data is on a crash level) AND AGE = 0 to 13 (A child is classified as age 0 to 13 with 0 being less than 1 year old) AND PER_TYP = 2 (2 = Passenger of a Motor Vehicle In-Transport) AND INJ_SEV = 4 (4 = Fatal) AND { [REST_MIS = 0 (0 = No Indication of Misuse) AND REST_USE = 1, 2, 3, 4, 6, 8, 10, 11, 12, 97 (1 = Shoulder Belt Used; 2 = Lap Belt Used; 3 = Lap and Shoulder Belt Used; 4 = Child Restraint Type Unknown; 6 = Racing-Style Harness Used; 8 = Restraint Used - Type Unknown; 10 = Child Safety Seat – Forward Facing; 11 = Child Safety Seat – Rear Facing; 12 = Booster Seat (With Lap/Shoulder Belt Used Properly); 97 = Other)] OR REST_USE = 20 (20 = None Used / Not Applicable) OR REST_MIS = 1 (1 = Yes, Indication of Misuse) }
Distracted Driving	Fatal crash in which the driver of the motor vehicle was distracted	FARS - Distracted	ST_CASE (Distracted) = ST_CASE (Accident) (This ensures the data is on a crash level) AND MDRDSTRD ≠ 0, 16, 96, or 99 (0 = Not Distracted, 16 = No Driver Present/Unknown if Driver Present, 96 = Not Reported, 99 = Unknown if Distracted)
Intersection	Fatal crashes that occur at intersections or are related to intersections	FARS - Accident	From 2010 to 2019: RELJCT2 = 2 or 3 (2 = Intersection or 3 = Intersection-Related) In 2009: RELJCT2 = 2 or 3 or 10 or 11 (2 = Intersection [Non-Interchange Area]; 3 = Intersection-Related [Non-Interchange Area]; 10 = Intersection [Interchange Area]; 11 = Intersection-Related [Interchange Area])

Emphasis Area	Description	Source	Query
Impaired Driving	Fatal crash involving a driver either intoxicated by alcohol (BAC = 0.08% or greater) or tested positive for one or more drugs	FARS - Person FARS - Drugs (2018 to 2019)	ST_CASE (Person) = ST_CASE (Accident) ST_CASE (Drugs) = ST_CASE (Accident) (This ensures the data is on a crash level) AND PER_TYP = 1 (1 = Driver of a Motor Vehicle In-Transport) AND From 2015 to 2019: ALC_RES ≥ 80 and ≤ 940 (80-939 = Actual Value of BAC Test (0.08-0.939%); 940 = 0.940% or Greater) AND/OR From 2018 to 2019: DRUGRES ≥ 100 and ≤ 996 or = 998 From 2015 to 2017: DRUGRES (1, 2, and/or 3) ≥ 100 and ≤ 996 or = 998 (100 to 995 = Narcotic, Depressant, Stimulant, Hallucinogen, Cannabinoid, Phencyclidine (PCP), Anabolic Steroid, Inhalant; 996 = Other Drugs; 998 = Tested for Drugs, Drugs Found, Type Unknown/Positive)
Lane Departure	Fatal crash in which a vehicle leaves its designated lane of travel	FARS - CEvent	ST_CASE (CEvent) = ST_CASE (Accident) (This ensures the data is on a crash level) AND EVENTNUM = 1 (1 = The first event in the SOE) AND SOE = 1, 3, 19-43, 46-48, 52, 53, 57, 59, 63-65, or 68 (1 = Rollover/Overturn; 3 = Immersion or Partial Immersion; 19 = Building; 20 = Impact Attenuator/ Crash Cushion; 21 = Bridge Pier or Support; 23 = Bridge Rail (Includes Parapet); 24 = Guardrail Face; 25 = Concrete Traffic Barrier; 26 = Other Traffic Barrier; 30 = Utility Pole/Light Support; 31 = Post, Pole or Other Support; 32 = Culvert; 33 = Curb; 34 = Ditch; 35 = Embankment; 38 = Fence; 39 = Wall; 40 = Fire Hydrant; 41 = Shrubbery; 42 = Tree (Standing Only); 43 = Other Fixed Object; 46 = Traffic Signal Support; 48 = Snow Bank; 52 = Guardrail End; 53 = Mail Box; 57 = Cable Barrier; 59 = Traffic Sign Support; 63 = Ran Off Road – Right; 64 = Ran Off Road – Left; 65 = Cross Median; 68 = Cross Centerline)
Motorcycle	Fatal crash involving a motorcycle in which either the driver or a passenger on the motorcycle died	FARS - Person	ST_CASE (Person) = ST_CASE (Accident) (This ensures the data is on a crash level) AND BODY_TYP ≥ 80 and ≤ 89 (80 = Two-Wheel Motorcycle [excluding motor scooters]; 81 = Moped or Motorized Bicycle; 82 = Three-Wheel Motorcycle [2 Rear Wheels]; 83 = Off-Road Motorcycle; 84 = Motor Scooter; 85 = Unenclosed Three-Wheel Motorcycle / Unenclosed Autocycle [1 Rear Wheel]; 86 = Enclosed Three-Wheel Motorcycle / Enclosed Autocycle [1 Rear Wheel]; 87 = Unknown Three-Wheel Motorcycle Type; 88 = Other Motored Cycle Type [Mini-Bikes, Pocket Motorcycles, "Pocket"]; 89 = Unknown Motored Cycle Type) AND INJ_SEV = 4 (4 = Fatal)

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

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

FARS Data is available for download at the NHTSA website

(<https://www.nhtsa.gov/content/nhtsa-ftp/251>)

FARS Data Dictionary can be found at the NHTSA website

(<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812827>)

Nevada Traffic Safety Crash Facts

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Zero Fatalities
Lives are on the Line



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