

NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY

June 30, 2022

The Honorable Steve Sisolak
Governor of Nevada
Capitol Building
101 N. Carson St.
Carson City, Nevada 89701

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

Dear Governor Sisolak and Director Erdoes:

As the Chairman of the Nevada Advisory Committee on Traffic Safety (NFACTS), I have the pleasure of presenting the 2022 Annual Report on behalf of the committee. This report has been prepared per NRS 408.581(10) and was approved by the committee on June 9, 2022. The 2022 Annual Report includes statewide safety data, traffic safety policy recommendations, and a summary of the committee's activities in accordance with NRS 408.581(10). While this report is statutorily required, we must remember that each number and each policy recommendation is connected to a person, a family, and a community deeply impacted by the safety, or lack thereof, of our roadways.

In 2021, Nevada experienced its deadliest year in over a decade on our roadways, with 386 fatalities. Unfortunately, 2022 started with the deadliest crash in the history of Nevada, with nine lives lost in North Las Vegas. This year continues to trend in the wrong direction, with 144 lives lost to date. We cannot accept that roadway fatalities are an inevitable part of life in Nevada. To reduce this deadly trend, this committee has prioritized five policy recommendations, enclosed in this report, that we believe will fundamentally improve safety for all:

- Road Safety Cameras (Automated Traffic Enforcement)
- Higher Fines in School Zones
- Primary Seat Belts
- Graduated Driver License Additions
- Roadside Drug Impairment Testing

Working together, we can and must affect the change necessary to save lives on our roadways. Lives depend on it.

Myself and members of the committee are available to provide any further clarification needed, and we look forward to ongoing discussions around the implementation.

Respectfully,



ANDREW THOMAS BENNETT
Chairman, Nevada Advisory Committee on Traffic Safety



Nevada Advisory Committee on Traffic Safety

ANNUAL REPORT

June 2022



Nevada Advisory Committee on Traffic Safety (NVACTS)

ANNUAL REPORT

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Committee Members:

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

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Purpose of this Document

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

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

This document satisfies the requirement as the NVACTS Annual Report.

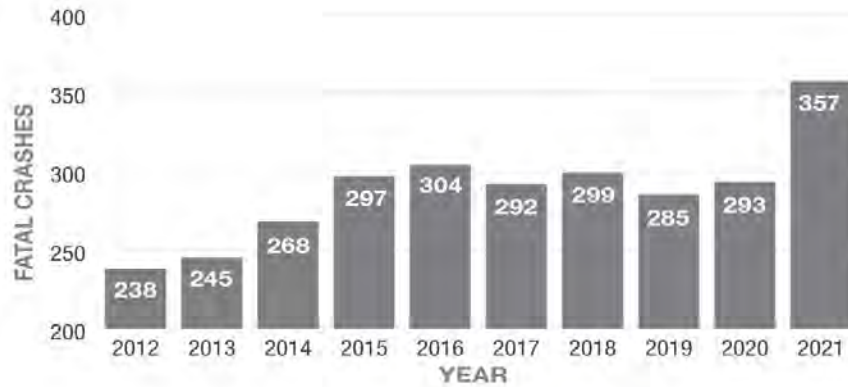
Statewide Safety Data

With a goal of **Zero Fatalities** since 2011, Nevada has focused on reducing fatalities on state and local roadways for the past decade. There have been some years that showed trends in the right direction. It is clear from the data below that fatalities on our roadways are climbing and the most common factors are speeding and impairment (alcohol and/or drugs). The latest fatality data for Nevada is summarized below. *2021 Nevada Crash Facts*, which includes the complete summary of the most recent five years of fatality data (2015-2019), is included in **Appendix B**.

Traffic Fatalities

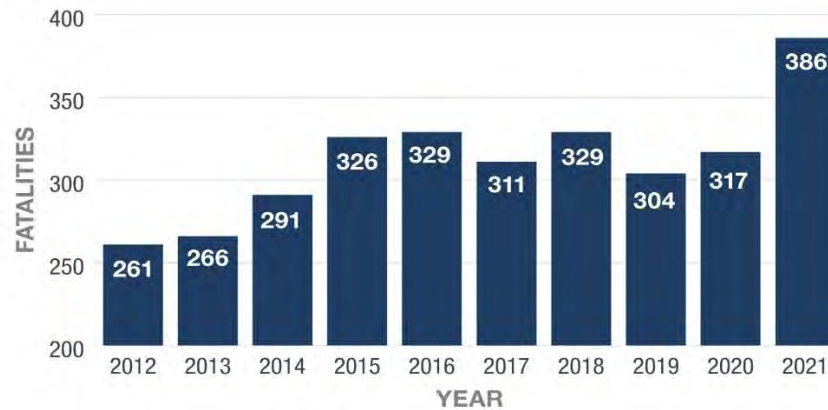
Fatalities and fatal crashes have generally increased over the last 10 years, with 2021 being the worst year in the last decade with 389 fatalities (preliminary). Fatality rates, when compared to vehicle miles traveled (VMT) and population, are also on the rise. The following figures show fatal crashes, fatalities, and fatality rates (per 100M vehicle miles traveled and 100K population for 2011-2020). This section also includes five-year fatality data for speeding-related, impaired driving, unrestrained occupants, younger drivers, and intersection fatalities.

Figure 1: Fatal Crashes in Nevada (2012-2021)



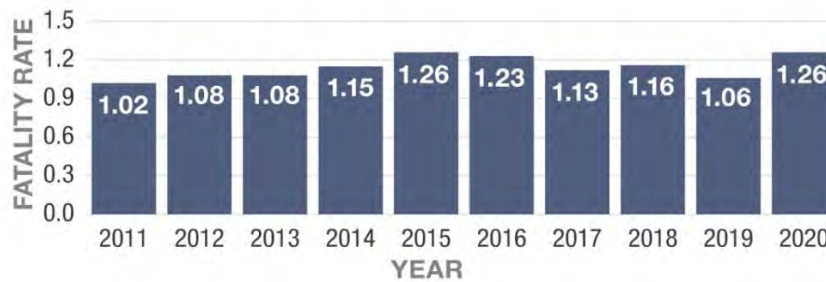
Source: 2012 to 2020 Fatality Analysis Reporting System, National Highway Traffic Safety Administration (NHTSA); 2021 Nevada Monthly Fatality Report

Figure 2: Nevada Traffic Fatalities (2012-2021)



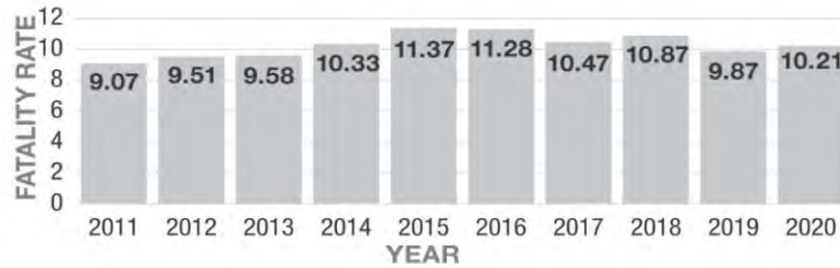
Source: 2012 to 2020 Fatality Analysis Reporting System, NHTSA; 2021 Nevada Monthly Fatality Report

Figure 3: Nevada Traffic Fatality Rate per 100 Million VMT (2011-2020)



Source: Fatality Analysis Reporting System, NHTSA (2021 preliminary data not available)

Figure 4: Nevada Traffic Fatality Rate per 100 Thousand Population (2011-2020)

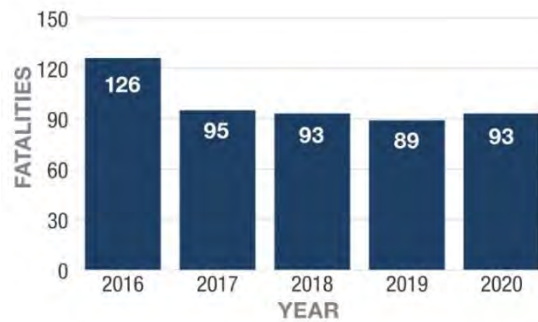


Source: Fatality Analysis Reporting System, NHTSA (preliminary 2021 data not available)

Speeding-Related

From 2016-2020, the total speeding-related fatalities was 496. Since 2016, the number of speeding-related fatalities has generally declined. However, data shows speed is a contributing factor in over 30% of Nevada’s total fatalities. Speeding-related fatalities for 2016-2020 are shown in **Figure 5**.

Figure 5: Speeding-Related Fatalities (2016-2020)

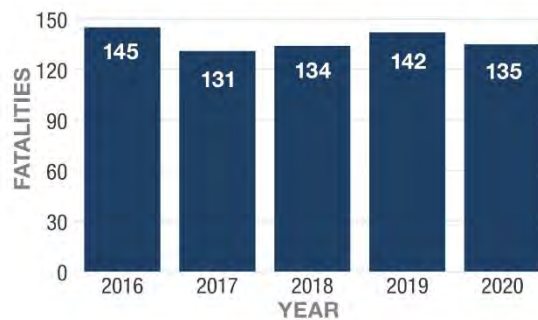


Source: Fatality Analysis Reporting System, NHTSA (2021 data not available)

Impaired Driving

Since 2016, a total of **687 fatalities** resulted from crashes involving an impaired driver. As shown in **Figure 6**, impaired driving fatalities have remained consistent for the last five years.

Figure 6: Impaired Driving Fatalities (2016-2020)

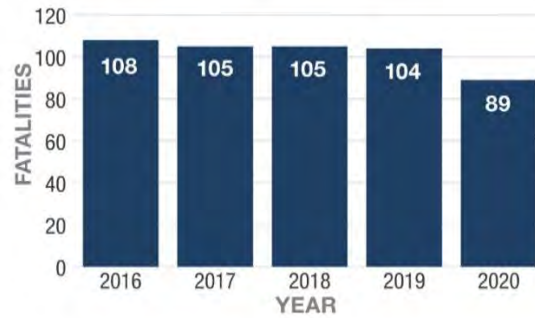


Source: Fatality Analysis Reporting System, NHTSA (2021 data not available)

Intersections

From 2016 to 2020, a total of **511 fatalities** occurred at **intersections** on Nevada roadways during that time frame. The intersection fatalities for the last five years are shown in **Figure 7**.

Figure 7: Intersection Fatalities (2016-2020)

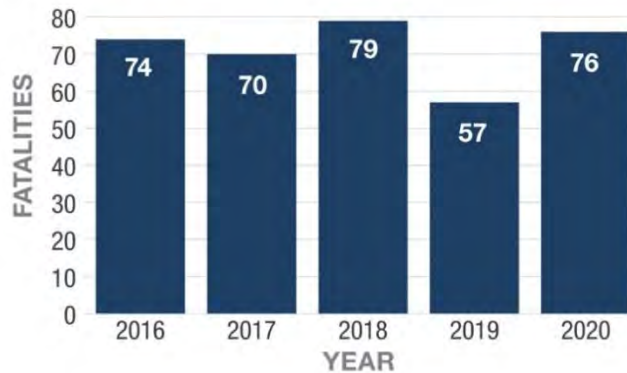


Source: Nevada Statewide Crash Data (2021 data not available)

Unrestrained Occupants

Between 2016 and 2020, **356 unrestrained-occupant fatalities** occurred on Nevada roadways. See **Figure 8**.

Figure 8: Unrestrained Occupant Fatalities (2016-2020)

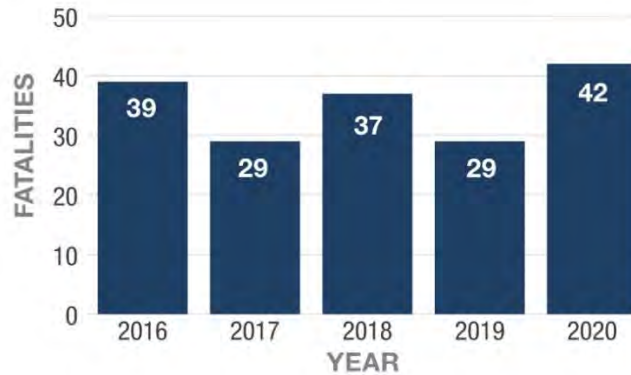


Source: Fatality Analysis Reporting System, NHTSA (2021 data not available)

Younger Drivers

During 2016 to 2020, there were a total of **176 fatalities**, resulting from crashes involving a young driver. Fatalities over the last five years reached a high of 42 in 2020. See **Figure 9** below for the fatalities each year.

Figure 9: Younger Driver Fatalities (2016-2020)



Source: Fatality Analysis Reporting System, NHTSA (2021 data not available)

Recommendations

Traffic Safety Policy Priorities

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

Road Safety Cameras (RSCs) (Automated Traffic Enforcement)

The existing NRS prohibiting RSCs is from 1999. In 2019, Senate Bill 43 (SB43) was proposed to change NRS to allow agencies to use RSCs, however, there was a strong negative response due to ongoing concerns of personal privacy. The policy priority presented is the same: to eliminate the current NRS that limits local agencies’ ability to use RSCs. There is continued work to be done to understand the concerns of those who have opposed this policy in previous sessions. Regional Transportation Commission of Washoe County (RTC Washoe) is considering a bill draft request (BDR) for use of RSCs specifically in school zones. There could be an opportunity to combine these proposals. Another consideration is to install RSCs specifically on school bus mast arms.

Higher Fines in School Zones

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

Primary Seat Belts (PBL)

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

Graduated Driver License (GDL) Additions

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

Roadside Drug Impairment Testing

Roadside drug impairment testing requires an oral fluid sample as the standard for roadside screening. An oral fluid test screens for opioids and other types of drugs, not a specific drug, but allows for screening for substances beyond alcohol. The test results in more initial information that would lead to more informed decisions for arrest, adjudication, and treatment.

Summary of Activities

The following subsections summarize the Fiscal Year (FY) 2022 activities under NVACTS.

NVACTS Meetings

NVACTS meets quarterly on the first Thursday of the month. Meetings are held in person in Las Vegas and Carson City, with video conference/virtual option for members and the public. The first NVACTS meeting was held on Tuesday, August 17, 2021. A special meeting of the NVACTS was held on April 14, 2022 to view a presentation and take action on Traffic Safety Policy Priorities from the Legislative Priority Task Force Working Group. Information for NVACTS, including meeting minutes and upcoming meetings, can be found here: [Nevada Advisory Committee on Traffic Safety - Zero Fatalities \(zerofatalitiesnv.com\)](https://zerofatalitiesnv.com).

Task Forces

Legislative Task Force Working Group

NVACTS established the Legislative Priority Task Force Working Group to research and develop Traffic Safety Policy Priorities for 2022/2023. Sean Sever of the Nevada Department of Motor Vehicles (DMV) served as Chair. Legislative Task Force Working Group Members include:

- Sean Sever, DMV
- Amy Davey, Department of Public Safety-Office of Traffic Safety (DPS-OTS)
- Joey Paskey, City of Las Vegas
- Deborah Kuhls, University of Nevada, Las Vegas (UNLV) Kerkorian School of Medicine
- Dani Hafeman, OTS
- Christy McGill, Department of Education
- Laura Gryder Culver, UNLV Kerkorian School of Medicine
- Kevin Honea, Nevada State Police
- Kristina Swallow, NDOT
- Lacey Tisler, NDOT
- Erin Breen, UNLV Transportation Research Center
- Andrew Bennett, Clark County Office of Traffic Safety
- Shannon Bryant, Traffic Safety Resource Prosecutor
- Nick Nordyke, DPS-OTS
- Mike Colety, Kimley-Horn
- Lindsay Saner, Kimley-Horn

Traffic Safety Task Forces

Nevada's Strategic Highway Safety Plan (SHSP) includes five task forces that meet quarterly. Task forces are organized as shown in **Figure 3**: Safer Roads, Vulnerable Road Users, Safer Drivers and Passengers, Impaired Driving, and the Traffic Records Coordinating Committee. Meeting agendas, meeting minutes, and resources can be found here: [STRATEGIC HIGHWAY SAFETY PLAN - Zero Fatalities \(zerofatalitiesnv.com\)](https://zerofatalitiesnv.com). The 2021-2025 Nevada SHSP is included as **Appendix D**.

Figure 10: Nevada Traffic Safety Task Forces

