



2021-2025

Nevada Strategic Highway Safety Plan Action Plan



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Acronyms

6 “Es”	Equity, Engineering, Education, Enforcement, Emergency Response, and Everyone
AAVMA	American Association of Motor Vehicle Administrators
ANSTSE	Association of National Stakeholders in Traffic Safety Education
ARIDE	Advanced Roadside Impaired Driving Enforcement
CEA	Critical Emphasis Area
CMF	Crash Modification Factor
CPS	Child Passenger Seat
CVSP	Commercial Vehicle Safety Plan
DMV	Department of Motor Vehicles
DPS-OTS	Department of Public Safety, Office of Traffic Safety
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
EMS	Emergency Medical Services
FAST	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FRA	Federal Rail Administration
GDL	Graduated Drivers’ License
HFST	High Friction Surface Treatment
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
JOL	Judicial Outreach Liaison
KKSOM	Kirk Kerkorian School of Medicine at the University of Nevada, Las Vegas
LEL	Law Enforcement Liaison
LPA	Local Public Agency
LPI	Lead Pedestrian Interval
LRSP	Local Road Safety Plans
NACTO	National Association of City Transportation Officials
NCATS	Nevada Citation and Accident Tracking System
NCHRP	National Cooperative Highway Research Program
NDOT	Nevada Department of Transportation
NECTS	Nevada Executive Committee on Traffic Safety
NHP	Nevada Highway Patrol
NHTSA	National Highway Traffic Safety Administration
NRS	Nevada Revised Statutes
PHB	Pedestrian Hybrid Beacon
PIO	Public Information Officer

- PRISM** Performance and Registration System Management
- PSA** Public Service Announcement
- RPD** Reno Police Department
- RRFB** Rectangular Rapid Flashing Beacon
- RSA** Road Safety Assessment
- RTC** Regional Transportation Commission
- SHSP** Strategic Highway Safety Plan
- SMP** Safety Management Plan
- TIM** Traffic Incident Management
- TRCC** Traffic Records Coordinating Committee
- TSRP** Traffic Safety Resource Prosecutor
- TTP** Tribal Transportation Plan
- UNLV** University of Nevada Las Vegas
- UNLVTRC** University of Nevada Las Vegas Transportation Research Center
- UNR** University of Nevada Reno

Overview

Action Plan Implementation

The Nevada Strategic Highway Safety Plan's (SHSP) implementation plan for the next five years includes the formal 2021-2025 SHSP Update that outlines the emphasis areas, strategies, and performance measure targets for the five-year plan and the next steps for implementation. The SHSP Action Plan includes action steps, output measures, and identifies action step leaders for each emphasis area's set of strategies to track progress towards the goal of reducing traffic-related fatalities and serious injuries. The SHSP Action Plan uses the most complete five years of crash data (2014-2018) and the evaluation of performance measures to set the action steps and targets for 2021. This document can be modified as action items are completed or need to be adjusted throughout the life of the 2021-2025 SHSP.

SHSP Overview

The SHSP is administered by the Nevada Department of Transportation (NDOT) in primary coordination with the Department of Public Safety, Office of Traffic Safety (DPS-OTS). Nevada's efforts to develop the SHSP began in 2004, and continue today and for the next five years with the approval of the 2021-2025 SHSP Update. The 2021-2025 SHSP adopts four guiding principles that align with the Road to Zero Coalition's initiatives to achieve the goal of zero roadway fatalities by the year 2050 ([The Road to Zero: A Vision for Achieving Zero Roadway Deaths by 2050](#), Rand Corporation, 2018). These guiding principles, along with input from all 6 "Es" of traffic safety (Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone), informed the development of SHSP strategies and the action steps in the SHSP Action Plan.

Incorporate Equity

Equity will be incorporated into the SHSP and Action Plan through implementation and evaluation of strategies and action steps that serve all, but particularly vulnerable and traditionally underserved populations.

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

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

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

Prioritize Safe Speed

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

➔ Double Down on What Works

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

➔ Accelerate Advanced Technology

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

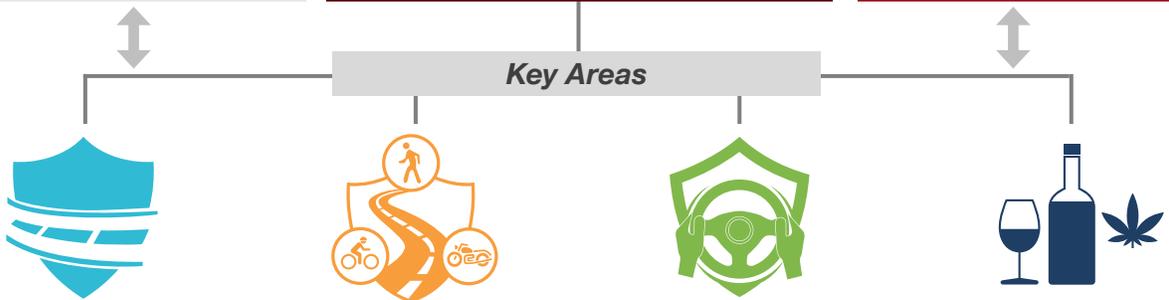
Structuring the SHSP

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



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

SHSP Organizational Structure



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

* = Critical Emphasis Area



Coordination with Other State, Local, and Tribal Plans

NDOT Railroad Safety Program

The NDOT Railroad Safety Program is the administrative agency for the State of Nevada for all public at-grade railroad crossings. NDOT is working to develop a State Highway-Rail Grade Crossing Action Plan (SAP) to guide the railroad safety program. The SAP is in response to the final rule issued by the Federal Rail Association (FRA) in response to the Fixing America's Surface Transportation (FAST) Act. The plan will be available by early 2022 and will serve as a guide to identify and improve the safety of state highway railroad crossings.

One Nevada Transportation Plan

The One Nevada Transportation Plan's "Enhance Safety" goal continues NDOT's long-standing commitment to Zero Fatalities by building, maintaining, and operating the safest transportation system possible. The goal builds on Nevada's SHSP and also considers how this vision can be extended to all modes of travel, such as transit and rail. Further, NDOT also takes a broad view of public safety, recognizing the importance of identifying, mitigating, preparing for, and responding to a growing number of security risks and potential emergencies involving Nevada's transportation system.

The One Nevada Transportation Plan lists the following principles to achieve the "Enhance Safety" goal:

- Reduce traffic fatalities and serious injuries on all public roads through engineering, education, enforcement, and emergency response strategies
- Reduce fatalities and serious injuries involving pedestrians, bicyclists, motorcyclists, and other vulnerable road users
- Expand partnerships with safety advocates around the state to identify and implement safety improvement strategies and investments
- Support automated and connected vehicle technology advancements that improve safety
- Improve incident management and emergency response capabilities



Local Public Agency Process

NDOT's Traffic Safety Engineering team supports Nevada's city, county and tribal safety projects that mean the most to the people that live in those communities. NDOT is developing a process to allow all local agencies to apply for Highway Safety Improvement Plan (HSIP) funds through the NDOT Local Public Agency (LPA) process. In addition, NDOT is encouraging all locals to develop a Local Road Safety Plan (LRSP) that identifies local safety priorities in a data-driven manner. Tribes will be able to submit eligible safety projects from their tribal transportation plan (TTP). Once projects are identified through the LPA process, local agencies will scope, design, and build their own projects, which are eligible for HSIP fund reimbursement of up to 95% of the total project cost.

Commercial Vehicle Safety Plan

Nevada Highway Patrol's (NHP) Commercial Vehicle Safety Plan (CVSP) includes integration of the CEAs in the SHSP and partnering with NDOT and OTS to develop educational messaging regarding commercial vehicle safety. The Annual Update for Fiscal Year 2021 was approved on November 16, 2020.

NHP Strategic Plan

NHP's Strategic Plan identifies goals, objectives, and strategies to prevent fatalities and serious injuries on Nevada's roadways. As a key stakeholder in the SHSP, NHP is involved in the implementation of the strategies and action steps for all of the CEAs.

Vision Zero

Vision Zero Truckee Meadows has adopted Vision Zero policies and action plans and has applied to join the national Vision Zero Network. The City of Las Vegas is considering joining the Network. Vision Zero started in Sweden as a response to traffic fatalities and serious injuries and has since spread to cities throughout the United States. While each city is tackling the policy in its own unique way, each city is staying true to the idea that when people make mistakes on our streets, fatalities and serious injuries should not be the result. Vision Zero Truckee Meadows' goal is Zero Fatalities by 2030. Implementing Vision Zero has been identified as one of the strategies for the Pedestrians CEA. Local agencies and other stakeholders that participate in the Pedestrians Task Force will discuss the relationship between the Vision Zero cities and other safety plans, and how they can coordinate with the SHSP.



Tracking

Progress of strategies and action steps for each CEA is tracked using a spreadsheet similar to the one shown to the right. Progress is tracked if it is an annual reoccurring action or a one-time action, and status can be “not started,” “early progress,” “underway,” “substantial progress,” or “completed.”

Ongoing evaluation is critical to understanding what is working and worthy of investment, and what is less effective and a candidate for revision or discontinuation. In this way, Nevada can allocate resources focused on strategies and action steps that will lead to reaching SHSP goals.

Nevada SHSP Implementation Tracking Summary

Nevada SHSP Implementation Tracking Progress Summary 2016 to 2020									
CRITICAL EMPHASIS AREA: Pedestrian Safety									
Strategy 3: Improve Driver and Pedestrian Awareness and Behavior									
Action Step #	Action Leader	Action Description	1. Not Started	2. Early Progress	3. Underway	4. Substantial Progress	5. Completed	Reporting	Output measures and Comments
3.1	TRD	Provide and publicize targeted law enforcement events so that law enforcement can educate/ticket noncompliant motorists and pedestrians Current Activities: • Law enforcement training for pedestrian enforcement waves in SNV Future Activities: •						Yes	Number of citations at events Number of events
3.2	Erin Breen	Prioritize and plan NRS language and key bill provisions (Current activities on pedestrian timing language) Current Activities: • Future Activities: •						Yes	NRS language updates
3.2	Laura Gryder (UNLV School of Medicine)	Pedestrian Orientation Class Current Activities: • Continuation of classes Future Activities: • Expand class to NLV						Yes	Number of attendees
Number of Actions At Each Stage of Implementation			0	0	2	1	1	0	

Last Updated: 12/16/2019

As part of the SHSP efforts, the SHSP Implementation Team along with Task Force Chairs and Vice Chairs, Nevada Executive Committee on Traffic Safety (NECTS), and the Traffic Records Coordinating Committee (TRCC) will annually review progress and performance to examine roles and responsibilities, action step status, and evaluate data management and resources. Data will be reviewed annually to see if it is tracking with annual HSIP and Highway Safety Plan (HSP) performance measure targets. Crash data for each emphasis area will be compiled annually and compared to previous years' data to assess trends and inform the public and decision makers.

The key to the SHSP's success is to include strategies and action steps that are data-driven and evidence-based, and identify output measures that are measurable.

Updated versions of statewide safety plans such as the HSIP, HSP, and CVSP will be reviewed for alignment with the SHSP when plans become available. The SHSP Implementation Team and NECTS will receive status updates on the key aspects of these documents, as well as an assessment of the inclusion of the SHSP elements in these important safety partners' plans.

The Task Force Chairs, Vice Chairs, and SHSP Implementation Team will continue to evaluate the traffic safety data and manage the tracking and development of performance measures, strategies, and actions. This group will hold a special meeting at the annual Nevada Traffic Safety Summit to review performance measures and data, action step progress, and output measures to develop the SHSP Action Plan for the upcoming year.

Key Area and CEA Task Forces

Key Area Task Forces meet on a quarterly basis to collaborate, share ideas, and receive updates from the SHSP implementation team on data, plan progress, and Zero Fatalities campaigns. The quarterly Key Area Task Force meetings will be led by the Chair of the Key Area and supported by Vice Chairs that represent each of the CEA Task Forces.

In between the Key Area Task Force quarterly meetings, Vice Chairs will hold interim CEA Action Update meetings with action step leaders to discuss status and progress of action steps, highlight successes, identify challenges, and determine updates to provide at the Key Area Task Force quarterly meetings.

All Key Area Chairs and CEA Task Force Vice Chairs will meet quarterly for a Task Force Leadership meeting to exchange ideas, review strategies, and discuss data needs.

In addition to the Key Area Task Forces responsible for implementing the plan, the TRCC focuses on improving the available data to strengthen the ability of safety practitioners to strategically select and implement strategies.



Key Area: Safer Roads



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

Chair: Lacey Tisler, NDOT Traffic Safety Engineering

Key Areas

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

* = Critical Emphasis Area



Safe Speed Action Plan

Vice Chair: Todd Hartline, Nevada Department of Public Safety, Office of Traffic Safety

Strategy #1

Advance the use of infrastructure techniques and technology to manage target speeds and set speed limits.

Action Step #	Action Step Leader	Description	Output Measure
1.1	Lacey Tisler, NDOT	Develop a statewide Speed Management Action Plan for Nevada.	NDOT Speed Management Action Plan completed by 2022.
1.2	Lacey Tisler, NDOT	Implement context-sensitive speed setting approach for state-owned roadways.	Establish target speeds for state-owned facilities by 2022.
1.3	Lacey Tisler, NDOT	Install dynamic speed feedback signs within transition zones, preferably with geometric improvements, to reduce speeds where speeds/crashes are an issue.	Select three locations to provide guidance from NDOT Speed Management Action Plan.

Strategy #2

Utilize high-visibility speeding enforcement targeted at high-risk locations to reduce crash severity.

Action Step #	Action Step Leader	Description	Output Measure
2.1	Todd Hartline, OTS	Support High Visibility Enforcement (HVE) efforts for aggressive driving and speed with strong multiple-channel messaging and outreach to encourage appropriate speeds.	Report on the statistics from each HVE event.
2.2	Lacey Tisler, NDOT; Todd Hartline, OTS	Support legislative opportunities to curb speed and aggressive driving, such as automated enforcement in school and work zones.	Automated enforcement legislation in the 2023 session.

Strategy #3

Improve effectiveness of education and outreach about safe speed and aggressive driving.

Action Step #	Action Step Leader	Description	Output Measure
3.1	TBD	Use education and messaging to change culture of normalized speeding.	One speed campaign and presentation that focuses on culture change per year.
3.2	Nick Nordyke, OTS	Promote peer-to-peer outreach programs to address social norms and shared driving behaviors for all roadway users to reduce speed and aggressive driving.	Hold at least one peer-to-peer outreach program per year.



Lane Departures Action Plan

Vice Chair: Shawn Paterson, NDOT Roadway Design

Strategy #1

Apply proven engineering countermeasures and roadway improvements to keep vehicles in their lanes.

Action Step #	Action Step Leader	Description	Output Measure
1.1	Lacey Tisler, NDOT	Prioritize high-risk horizontal curves and apply countermeasures.	Apply countermeasures such as high-friction surface treatment (HFST) and enhanced signage.
1.2	David Greif, NDOT	Develop a statewide climbing and passing lane program.	Prepare Climbing and Passing Lane Study and prioritize locations (multi-jurisdictional).
1.3	Jorden Kaczmarek, NDOT	Update rumble strip standards and guidance on new and re-rumble strip installations.	Standards and guidance for new and re-rumble strip installations.

Strategy #2

Increase survivability in the event of a lane departure through engineering and emergency response.

Action Step #	Action Step Leader	Description	Output Measure
2.1	TBD	Implement projects designed to increase survivability of run-off-the-road crashes (slope flattening, shoulder widening, and roadside object removal projects).	Number of projects that address slope flattening, shoulder widening and object removal.
2.2	LaShonn Ford, NDOT	Apply traffic incident management (TIM) strategies to minimize disruption after incidents to improve emergency response times to crashes, improve first responders safety while on scene, reduce secondary crashes through training.	Increase number of responders trained.
2.3	Nova Simpson, NDOT	Decrease animal vehicle collisions: prioritize problem areas with crash data (statewide assessment).	Report on integration of wildlife mitigation into NDOT projects and continued research on problem areas.
2.4	TBD	Identify and support technology that will increase the survivability and decrease the probability of lane departure crashes.	Document successes and crash reduction associated with technologies. Increase implementation of current technologies and identify one new technology.



Intersections

Intersections Action Plan

Vice Chair: Rod Schilling, NDOT Roadway Systems

Strategy #1

Screen the roadway network for high-risk intersections and apply effective and/or innovative countermeasures.

Action Step #	Action Step Leader	Description	Output Measure
1.1	Shara Thiesen, NDOT Traffic Safety	Screen the network to identify the top high-risk signalized intersections.	Top high-risk signalized intersections.
1.2	Shara Thiesen, NDOT Traffic Safety	Screen the network to identify the top high-risk unsignalized intersections (separated by rural and urban).	Top high-risk unsignalized intersections.
1.3	Maurilio Olivares, NDOT Traffic Safety	Identify countermeasures to apply to the top high-risk signalized intersections.	Identify projects to improve safety at top high-risk signalized intersections.
1.4	Maurilio Olivares, NDOT Traffic Safety	Identify countermeasures to apply to the top high-risk unsignalized intersections.	Identify projects to improve safety at top high-risk unsignalized intersections.
1.5	Jorden Kaczmarek, NDOT Traffic Safety	Conduct safety analysis at unsignalized and signalized intersections throughout the state to determine potential systemic countermeasures to apply at intersections.	Systemic safety analysis and identification of proven safety countermeasures.



Intersections

Strategy #2

Screen the roadway network for high-risk segments and apply effective and/or innovative countermeasures to improve intersection safety.

Action Step #	Action Step Leader	Description	Output Measure
2.1	Dr. Hao, University of Nevada Reno (UNR); Lori Campbell, NDOT Traffic Safety	Determine locations with high nighttime crashes and make recommendations to increase lighting.	Provide recommendations to add lighting to high nighttime crash locations. Work with agencies to educate them on lighting standards. Education on destination lighting in rural locations.
2.2	Lori Campbell, NDOT Traffic Safety	Determine a high-crash corridor where crashes could be mitigated through corridor access management, and identify a project to install islands to limit access. Utilize results from Safety Management Plans (SMP).	Determine how access management is implemented at the local level. Determine a high-crash corridor and identify a project to install islands to limit access. Access management as recommended in SMPs. Number of access management measures incorporated into NDOT Encroachment Permits.
2.3	Gena Kendall, Regional Transportation Commission of Southern Nevada (RTC SNV); Lori Campbell, NDOT Traffic Safety	Support and document roadway lane reconfigurations throughout the state.	White paper on benefits of roadway lane reconfiguration. Determine what local agencies' policies are. Reach out to agencies yearly to determine if roadway lane reconfigurations are being implemented.

Strategy #3

Conduct outreach and education initiatives for target audiences that focus on eliminating high-risk behaviors at intersections.

Action Step #	Action Step Leader	Description	Output Measure
3.1	Erin Breen, University of Nevada Las Vegas (UNLV); Laura Gryder-Culver, Kirk Kerkorian School of Medicine at the University of Nevada, Las Vegas (KKSOM); Lt. Mike Browett, Reno Police Department (RPD)	Support efforts for automated enforcement in the state through the use of safety cameras.	Conduct a study to prove the issue. Review hearing to determine what made the bill fail and look to make changes to address those concerns, Conduct a best practice review on automated enforcement technology, address equity in automated enforcement. (Consider calling these "safety cameras").
3.2	Lt. Mike Browett, RPD	Conduct saturation enforcement of red light running.	Number of red-light running citations reported statewide.
3.3	Albert Jacquez, NDOT	Support efforts for roundabout training in driver education and on driving test.	Review driver education materials to see if they incorporate information on roundabouts. Coordinate with the Department of Motor Vehicles (DMV) to have roundabouts included in the driving test when they are located near a DMV.

Key Area: Vulnerable Road Users



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

Chair: Rebecca Kapuler, RTC Washoe

Key Areas

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

* = Critical Emphasis Area



Pedestrians Action Plan

Vice Chair: Erin Breen, UNLV Vulnerable Road Users Project

Strategy #1

Screen the roadway network for high-risk intersections and apply effective and/or innovative countermeasures for pedestrians.

Action Step #	Action Step Leader	Description	Output Measure
1.1	Shara Thiesen, NDOT Traffic Safety	Screen the network to identify the top high-crash pedestrian locations at signalized intersections.	Top high-crash pedestrian locations at signalized intersections.
1.2	Shara Thiesen, NDOT Traffic Safety	Screen the network to identify the top high-crash pedestrian locations at unsignalized intersections.	Top high-crash pedestrian locations at unsignalized intersections.
1.3	Shara Thiesen, NDOT Traffic Safety	Screen the network to identify the top-high crash pedestrian locations at unsignalized midblock locations.	Top high-crash pedestrian locations at unsignalized midblock locations.
1.4	Erin Breen, UNLV	Identify countermeasures to apply to the top high-crash pedestrian signalized intersections.	Identify projects to improve pedestrian safety at top high-crash signalized intersections.
1.5	Erin Breen, UNLV	Identify countermeasures to apply to the top high-crash pedestrian unsignalized intersections.	Identify projects to improve pedestrian safety at top high-crash unsignalized intersections.
1.6	Erin Breen, UNLV	Identify countermeasures to apply to the top high-crash pedestrian mid-block crossing locations.	Identify projects to improve pedestrian safety at top high-crash mid-block crossing locations.
1.7	Erin Breen, UNLV	Conduct pedestrian safety analysis throughout the state to determine potential systemic countermeasures to apply to improve pedestrian safety.	Systemic safety analysis and identification of proven safety countermeasures.

Pedestrians



Strategy #2

Screen the roadway network for high-risk segments and apply effective and/or innovative countermeasures for pedestrians.

Action Step #	Action Step Leader	Description	Output Measure
2.1	Dr. Hao, UNR; Jordan Kaczmarek, NDOT Traffic Safety	Use results of the UNR pedestrian lighting study to determine if there is a correlation between lighting levels and pedestrian crashes.	Develop recommendations to modify lighting standards and evaluate modifications to speed limits to address headlight sight distance versus stopping sight distance.
2.2	Jorden Kaczmarek, NDOT Traffic Safety	Develop Unsignalized Crosswalk Guidelines for local agencies.	Guidelines document for Local Agencies.
2.3	Gena Kendall, RTCSNV; Maurilio Olivares, NDOT Traffic Safety	Support and document roadway lane reconfigurations to support pedestrian safety throughout the state.	Education on roadway lane reconfigurations that benefit pedestrian safety. Reach out to agencies and ask them to self-report lane reconfiguration projects.

Strategy #3

Conduct outreach and education initiatives for target audiences that focus on eliminating high-risk pedestrian behaviors.

Action Step #	Action Step Leader	Description	Output Measure
3.1	Andrew Bennett, Clark County; Albert Jacques, NDOT	Conduct pedestrian awareness campaigns incorporating media outreach and education material on Nevada Revised Statutes (NRS) to provide to violators (drivers and pedestrians).	Number of events, campaigns, outreach materials.
3.2	Carrie Krupp, OTS	Conduct HVE events focused on pedestrian safety.	Number of events, number of citations (driver and pedestrian). Obtain citation data locations from pedestrian citation class.
3.3	Lt. Mike Browett, RPD	Implement pedestrian safety zones.	Number of pedestrian safety zones implemented.
3.4	Lt. Mike Browett, RPD; Erin Breen, UNLV, Laura Gryder-Culver, KKSOM	Expand the pedestrian citation class.	Number of classes and participants. Implement pedestrian citation class in Washoe County. Pilot program with middle schools requiring them to take citation class.
3.5	TBD	Continue advancing Vision Zero in Northern Nevada.	Report output from Vision Zero in Northern Nevada.
3.6	TBD	Start Vision Zero in Southern Nevada.	Development of Vision Zero in Southern Nevada.



Motorcyclists

Motorcyclists Action Plan

Vice Chair: Justin McDonald, Department of Public Safety – Office of Traffic Safety

Strategy #1

Conduct public education programs for high-risk motorcyclist behaviors (speeding, aggressive, reckless, and impaired riding) and for motorists to yield to motorcycles.

Action Step #	Action Step Leader	Description	Output Measure
1.1	PK Handley; Justin McDonald, OTS	Create and run motorcycle safety campaigns for motorcyclists and other motorists to watch out for motorcyclists.	Minimum of two motorcycle safety campaigns each year - one directed at motorcyclists and another directed at motorists.
1.2	Justin McDonald, OTS	Develop a motorcycle safety topic/article to include in the SHSP quarterly newsletter.	One topic/quarter.
1.3	TBD	Include motorcycle safety in presentations to corporate partners.	Traffic safety presentations to include motorcycle safety message.
1.4	Damon Schuetze; PK Handley; Matt Cambron, OTS	Increase outreach and partnering with dealerships in the Las Vegas area to educate riders and to gain dealership’s support for motorcycle safety initiatives.	Develop outreach program for 2023.
1.5	TBD	Develop Nevada-specific materials to educate riders about selecting a motorcycle compatible with skill level, the need for hi-visibility riding gear, proper protective gear, danger of excessive speed, etc.	Distribute through Nevada Rider booths at outreach events and at dealerships.
1.6	Justin McDonald, OTS	Develop and conduct rider surveys.	Develop online survey for use virtually and in person at outreach events.
1.7	Rob Honea, OTS	Encourage law enforcement agencies to conduct education sessions, social media outreach and on-cycle training for the public.	Track what agencies are doing, develop plan to expand outreach and education.

Strategy #2

Increase the percentage of motorcyclists that are trained and licensed.

Action Step #	Action Step Leader	Description	Output Measure
2.1	Damon Schuetze; Matt Cambron, OTS	Expand availability of mid-level and advanced motorcycle courses in Northern and Southern Nevada.	Offer Circuit Rider Course with elite instructors.
2.3	Justin McDonald, OTS	Conduct virtual Moto 101 Training for Teens.	Convert Moto 101 training curriculum to virtual platform, promote and schedule online sessions.



Strategy #3

Integrate the unique characteristics of motorcycles and rider vulnerability into motorcycle-friendly roadway design, traffic control, construction, and maintenance policies and practices.

Action Step #	Action Step Leader	Description	Output Measure
3.1	Lacey Tisler, NDOT Traffic Safety	Implement the use of motorcycle-specific signage and/or countermeasures where unavoidable hazardous conditions exist or where data indicates higher levels of motorcycle crashes.	Develop list of signage and countermeasures that are effective for motorcycles and develop implementation plan.
3.2	Lacey Tisler, NDOT Traffic Safety	Review and evaluate recommendations in the National Cooperative Highway Research Program (NCHRP) Scan Team Report – Leading Practices for Motorcyclist Safety. Implement recommendations that are in alignment with NDOT policies and procedures.	Review Scan Team Report and develop action plan for Nevada roads.
3.3	Lacey Tisler, NDOT Traffic Safety	Include DPS motorcycle safety staff on Road Safety Assessment (RSA) teams and as appropriate in the SMP process.	Invite motorcycle safety staff to participate in all RSA field reviews.

Strategy #4

Increase crash survivability through education and training.

Action Step #	Action Step Leader	Description	Output Measure
4.1	PK Handley, MTTRS; Justin McDonald, OTS	Increase and support bystander assistance training for motorcyclists.	Develop plan for bystander training seminars in Nevada.
4.2	Laura Gryder-Culver, KKSOM	Maintain universal helmet law for motorcycle and moped riders.	Unhelmeted crash data presentation for 2023 and 2025 Legislative Sessions.

Key Area: Safer Drivers and Passengers



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

Chair: Dr. Shashi Nambisan, UNLV Transportation Research Center (TRC)

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

* = Critical Emphasis Area



Occupant Protection Action Plan

Vice Chair: Laura Gryder-Culver, KKSOM

Strategy #1

Improve occupant protection use laws.

Action Step #	Action Step Leader	Description	Output Measure
1.1	Erin Breen, UNLV	Enact a primary enforcement seat belt law.	Enactment of primary seat belt law.
1.2	Erin Breen, UNLV	Strengthen child restraint laws for children between the ages of required child passenger safety (CPS) seat use and adult seat belt use.	Enactment of CPS laws covering children past CPS seats but not yet using adult seat belts.
1.3	Erin Breen, UNLV	Require seat belt use for young drivers and their passengers as a condition of Nevada's Graduated Driver Licensing (GDL) system.	Legislative action by 2023.
1.4	Sherry Ely-Mendez, Pyramid Lake Paiute Tribe and Jan Morris, National Tribal Judicial Center	Encourage Local Primary Enforcement Seat Belt Use Laws for tribal lands.	Establish one local agency or tribe to enact a primary seat belt law.

Strategy #2

Maximize proper restraint use by coordinating training and checkpoints with enforcement and the medical community.

Action Step #	Action Step Leader	Description	Output Measure
2.1	Carrie Krupp, OTS	Utilize Joining Forces Coordinators across the state to conduct HVE of seat belt laws in each area (Clark County, Washoe County, and rural areas).	Conduct two HVE occupant protection events and record outcomes (e.g., Seat belt use rates, media coverage).

Strategy #3

Create awareness of proper restraint use with public outreach activities.

Action Step #	Action Step Leader	Description	Output Measure
3.1	Lt. Mike Browett, RPD	Prioritize outreach and communication activities that support occupant protection-related enforcement efforts.	Number and outcome of outreach campaigns or activities related to the support of occupant protection enforcement.
3.2	Nick Nordyke, OTS	Educate younger teen road users on safe behaviors through high school education programs (Zero Teen Fatalities).	Number and outcome of high school programs conducted.
3.3	Nick Nordyke, OTS	Target outreach efforts that support occupant protection enforcement to low-belt-use groups.	Number and outcome of campaigns or outreach activities supporting occupant protection enforcement that specifically target low-belt-use groups.
3.4	Judy Mata, OTS; John Morrison, OTS; Sara Evans	Conduct public outreach on Child Passenger Safety issues throughout Nevada, including tribal communities.	Number and outcome of campaigns or outreach activities supporting CPS use.



Strategy #4

Analyze data and prepare documents to support occupant protection use.

Action Step #	Action Step Leader	Description	Output Measure
4.1	Laura Gryder-Culver, KKSOM	Improve the quality, integration, and analysis of occupant protection data.	<p>Improve the existing linked and standalone databases by: refactoring tables, creating a source-destination crosswalk, integration enhancement, accessibility enhancement, assuring data hygiene, and documentation (data dictionary).</p> <p>Maintain timely secondary traffic safety data, dependent upon availability and delivery from primary data owners.</p> <p>Incorporate new secondary data sets as they become available from data owners (e.g. Nevada Citation and Tracking System (NCATS), Emergency Medical Services (EMS), DMV, statewide hospital discharge data, etc.)</p> <p>Develop enabling agreements and use limitations documents.</p>
4.2	Pushkin Kachroo, UNLVTRC	Make multi-year Nevada seat belt usage data available online.	Publish data online.
4.3	Pushkin Kachroo, UNLVTRC	Collect observational seat belt data and compare with past data.	Analyze data and provide summary of analysis.
4.4	Pushkin Kachroo, UNLVTRC	Analyze seat belt attitudinal/observational data to develop systematic implementable feedback-based control countermeasure framework.	Finalize survey instrument, questions, and mechanisms to administer the surveys.
4.5	Shashi Nambisan, UNLVTRC	Create clearinghouse of occupant protection education and analysis; publicize to partners.	Publish materials online.



Older Drivers Action Plan

Vice Chair: Xochitl Kambak, Healthy Living Institute UMC

Strategy #1

Promote and educate older drivers and family members on comprehensive driving evaluations and encourage early planning to transition from driving.

Action Step #	Action Step Leader	Description	Output Measure
1.1	Andrew Bennett, Clark County; Emily Strickler, KKSOM	Enhance information resources and conduct outreach for older driver safety screening for family, friends, physicians, and law enforcement to report at-risk drivers.	Prepare and publish resources.
1.2	Nick Nordyke, OTS; Amanda Brandenburg, OTS	Evaluate the need to expand the use of variable driver's licenses restrictions, or "graduated de-licensing" (e.g., restrictions on high-speed roadways, night-time driving, within geographic boundaries).	Complete evaluation and report on recommendations.

Strategy #2

Incorporate roadway design features to meet the mobility needs of older drivers.

Action Step #	Action Step Leader	Description	Output Measure
2.1	Omar Paredes, NDOT Traffic Safety	Improve traffic signs, pavement markings, overall lighting, and pedestrian-scale lighting to make the roadway, intersections, and pedestrians/bicyclists more visible to drivers in low light and poor weather conditions.	Review national guidance for older drivers and develop recommendations for Nevada.

Strategy #3

Expand transportation choices to improve the mobility options for older drivers.

Action Step #	Action Step Leader	Description	Output Measure
3.1	Mohammad Farhan, RTCSNV	Establish accessible and safe mobility options for at-risk older drivers who are seeking to reduce or cease driving.	Review national best practices and develop recommendations for Nevada.
3.2	Andrew Bennett, Clark County	Establish an interagency stakeholder team to assess existing programs, services, education, and public outreach that address the needs of at-risk mature drivers. An interagency team would include representatives from licensing, health care, roadway engineering, transit, law enforcement, health care, and aging and transportation stakeholder groups.	Establish team and complete assessment.



Young Drivers Action Plan

Vice Chair: Nick Nordyke, OTS

Strategy #1

Improve driver licensing for young drivers in Nevada to meet or exceed national Graduated Driver Licensing (GDL) best practices.

Action Step #	Action Step Leader	Description	Output Measure
1.1	Laura Gryder-Culver, KKSOM; Jeff Garrett, Nevada Drive Academy	Extend GDL requirements through age 20.	Legislative action by 2023.
1.2	Laura Gryder-Culver, KKSOM	Add an intermediate GDL step that spans months 6-12 after initial licensure.	Legislative action by 2023.
1.3	Laura Gryder-Culver, KKSOM	Add a cell phone restriction to Nevada GDL requirements.	Legislative action by 2023.
1.4	Erin Breen, UNLV	Require seat belt use for young drivers and their passengers as a condition of Nevada's GDL system.	Legislative action by 2023. Shared action step with Occupant Protection.
1.5	Glen Taylor, OTS	Develop corrective recommendations and outreach materials for policymakers to rectify AB338 (passed in 2019).	Recommendations and materials developed for legislative effort in 2023.

Strategy #2

Improve driver education for young drivers in Nevada.

Action Step #	Action Step Leader	Description	Output Measure
2.1	Laura Gryder-Culver, KKSOM	Investigate opportunities for Driver Education and Behind the Wheel training for low-income schools and/or students to improve access to driver education (in coordination with Safe Speed Action Step 2.3).	Identify possible sources or partners for Driver Education funding. Identify schools and/or students needing assistance.
2.2	Nick Nordyke, OTS	Convene a study group to complete a gap analysis of young driver education efforts in Nevada.	Recommendations and/or next step development.

Strategy #3

Support traffic law enforcement of young driver-related laws.

Action Step #	Action Step Leader	Description	Output Measure
3.1	Lt. Mike Browett, RPD; Andrew Bennett, Clark County	Educate officers or law enforcement agencies on the importance of addressing GDL violations through HVE.	Number of education efforts and/or materials produced.



Strategy #4

Conduct targeted young driver outreach to young drivers and their parents/guardians.

Action Step #	Action Step Leader	Description	Output Measure
4.1	Nathan Tea; Tiffany Ward, Dream Safe Project; Keith Habig, CCSDPD	Increase adult involvement in novice driver management through increased communication about parents' role in GDL success.	Number of outreach efforts targeted at parents.
4.2	Tiffany Ward, Dream Safe Project; Jeff Payne, Drivers Edge; Keith Habig, CCSDPD	Increase awareness of young driver issues by targeting outreach to high-risk drivers ages 15-20 at events and locations frequented by these drivers and their parents/guardians (e.g., military, car meets, tailgating events, etc.)	Number of outreach efforts targeted at high-risk young drivers.

Key Area: Impaired Driving Prevention



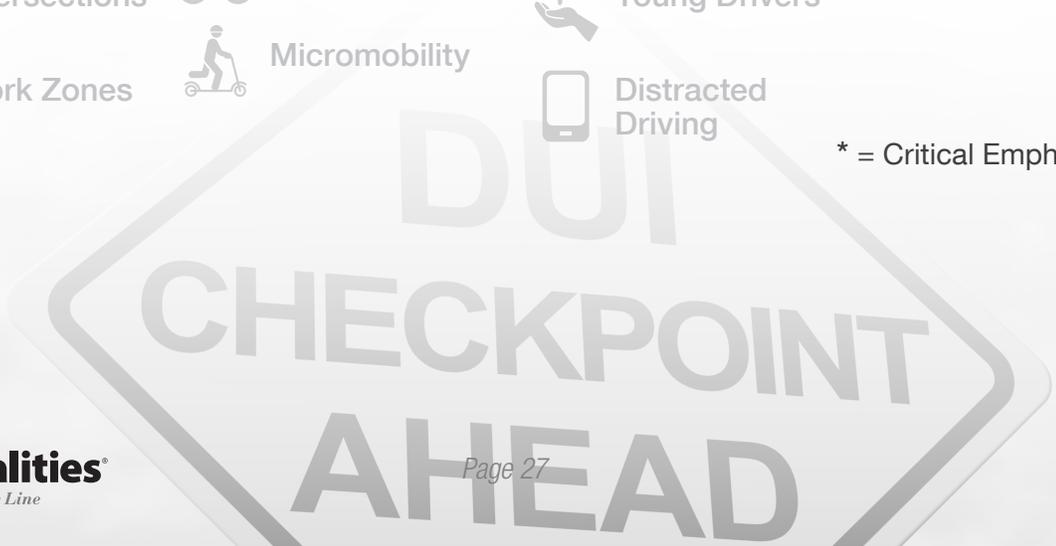
The Impaired Driving Prevention Key Area will track strategies and action steps directly related to the prevention of fatalities and serious injuries due to alcohol- and drug-impaired driving.

Chair: Shannon Bryant, Nevada Traffic Safety Resource Prosecutor (TSRP)

Key Areas

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

* = Critical Emphasis Area





Impaired Driving Action Plan

Chair: Shannon Bryant, Nevada Traffic Safety Resource Prosecutor

Vice Chair: Meg Matta, DPS-OTS

Strategy #1

Enhance driving under the influence (DUI) deterrence through improved criminal justice system response.

Action Step #	Action Step Leader	Description	Output Measure
1.1	Rob Honea, OTS	DRE Call-out Program.	Program development, number of times implemented, cumulative statistics.
1.2	Doug Hedger, Nevada Judicial Outreach Liaison	Pursue legislation or rule change to mandate substance abuse assessments for all DUI offenders.	Legislative or rule change to implement.
1.3	Dani Hafeman, OTS	Expand ignition interlock usage by DUI offenders and revise requirements to eliminate loopholes in sanction application.	Number of DUI offenders installing ignition interlocks. Revise ignition interlock requirements.
1.4	Rob Honea, OTS	Expand 24/7 Sobriety Program to Clark County.	Implementation of a 24/7 program in Clark County.
1.5	Meg Matta, OTS	Support capacity of DUI Courts in Nevada and support education on best practices.	Recidivism rates
1.6	Shannon Bryant, TSRP	Improve the ability of the criminal justice system to effectively and appropriately manage impaired driving cases through coordination and education directed to prosecutors, toxicologists, law enforcement, and judges.	Conduct trainings for law enforcement, prosecutors, joint law enforcement/prosecutors. Work with JOL to train judges. Develop online database of recorded and printed media (video presentations and brief banks). Present to judicial conferences.
1.7	Meg Matta, OTS	Work together with NHTSA Region 8 JOL to strengthen ties with the Nevada DUI Courts.	Increase meetings and collaboration.
1.8	Meg Matta, OTS	Establish and support a Nevada State JOL position.	Establishment of new program.
1.9	Meg Matta, OTS	Establish and support a Tribal Court Liaison.	Establishment of new program.
1.10	Shannon Bryant, TSRP	Implement recommendations from the 2020 Nevada Forensic Toxicology Lab Assessment.	Implement recommendations.

Impaired Driving



Strategy #2

Support training and education for law enforcement agencies and commit to high-visibility DUI enforcement.

Action Step #	Action Step Leader	Description	Output Measure
2.1	Meg Matta, OTS; Carrie Krupp, OTS	Continue HVE DUI saturation patrols.	Number of HVE saturations. Increase number of arrests.
2.2	Carrie Krupp, OTS	Continue Joining Forces integrated impaired driving and seatbelt enforcement.	Number of integrated enforcement efforts. Increased arrests.
2.3	Rob Honea, OTS	Enhance law enforcement training in alcohol and drug detection and equipment training. Support and expand DRE and ARIDE training.	Number of officers trained in DRE and ARIDE.
2.4	TBD	Public awareness of impaired driving enforcement efforts.	Track public information or outreach efforts that focus on impaired driving.
2.5	OTS	Sustain Law Enforcement Liaison (LEL) program.	LEL Program is maintained.

Strategy #3

Improve understanding of impaired driving issues through better data.

Action Step #	Action Step Leader	Description	Output Measure
3.1	Meg Matta, OTS	Improve alcohol- and drug-impaired driving data and testing.	Establish a process to collect more alcohol and drug related data.
3.2	Jan Morris, National Tribal Judicial Center	Obtain DUI court data on caseloads and recidivism.	Improved data on DUI court outcomes, or clarity on the overall percentage of DUI cases referred to specialty court.

Strategy #4

Improve primary prevention efforts aimed at driving under the influence or riding with an impaired driver.

Action Step #	Action Step Leader	Description	Output Measure
4.1	Meg Matta, OTS	Expand programmatic efforts toward DUI prevention.	Implement additional programs to address prevention.
4.2	Nick Nordyke, OTS	Provide education to young drivers regarding impaired driving.	Prevention efforts aimed at populations and areas at greatest risk.

TRCC Action Plan

Chair: Casey Smith, NDOT Traffic Safety Engineering

Vice Chair: Kevin Tice, DPS-OTS

Strategy #1

TRCC Management, Strategic Planning, and Data Use and Integration.

Action Step #	Action Step Leader	Description
1.1	Mike Colety, Kimley-Horn	Develop a comprehensive Traffic Records Inventory by consolidating the discrete systems documentation maintained by custodial agencies into a coherent whole to improve accessibility and analysis for all stakeholders and to help encourage interactions between data analysts, data users, and those whose jobs are tangential to traffic safety.
1.2	Mike Colety, Kimley-Horn	Leverage its collaborative efforts to ensure that all components of the traffic records data system (TRS) are supported by formal data quality management programs.

Strategy #2

Crash.

Action Step #	Action Step Leader	Description
2.1	Kevin Tice, OTS	Formalize the process to incorporate changes into the crash data dictionary and corresponding documents.
2.2	Kevin Tice, OTS	Improve the consistency and reliability of delivery of the crash files from law enforcement to the State to minimize processing effort, reduce the time between crash and data availability, and reduce opportunities for data quality corruption.
2.3	Matt Williams, NDOT	Implement more timely uploads to NCATS to give users closer to real-time data with which to make critical programmatic and infrastructure enhancements.
2.4	Kevin Tice, OTS; Matt Williams, NDOT	Enhance procedures for managing errors and incomplete data and formalize efforts to ensure that data from reports with validation errors are fixed and entered into the repository. This should include formal changes to the data dictionary as necessary.
2.5	Matt Williams, NDOT, Kevin Tice, OTS	Implement a report for officers related to timeliness, accuracy, and completeness feedback. This can be useful for training, updates to manuals, and form revisions. Allow feedback from users to collectors to further enhance data quality.

Strategy #3

Vehicle/Driver.

Action Step #	Action Step Leader	Description
3.1	Kevin Tice, OTS	Increase active representation on TRCC and providing vehicle data system quality management reports, which could potentially result in obtaining priority consideration for federal traffic records grant funding to enhance the vehicle data system.
3.2	Kevin Tice, OTS	Attain the driver and vehicles system data from the DMV and link to the crash system NCATS.
3.3	Kevin Tice, OTS	Obtain the required authorizations or attain a non-proprietary version of the driver system documents and narratives to assist with future assessments and system evaluations.

Strategy #4

Roadway.

Action Step #	Action Step Leader	Description
4.1	Mike Colety, Kimley-Horn; NDOT	Coordinate with all the entities using and providing roadway data, including entities in the TRCC / NECTS.
4.2	NDOT	Set access standards for all State users.
4.3	NDOT; Kevin Tice, OTS	Use roadway database information already available (e.g., for timeliness calculations).
4.4	NDOT	Organizing the roadway history for archiving in conjunction with the vendor.
4.5	Matt Williams, NDOT	Develop a database or enterprise system that combines roadway and traffic crash data elements.
4.6	NDOT	Develop a formal quality control program.

Strategy #5

Citation/Adjudication.

Action Step #	Action Step Leader	Description
5.1	TBD	Explore the development of a complete set of performance measures related to the quality of citation systems' data

Strategy #6

EMS/Injury Surveillance.

Action Step #	Action Step Leader	Description
6.1	Kevin Tice, OTS	Share information and data management reports with TRCC on a regular basis.
6.2	Kevin Tice, OTS; Laura Gryder-Culver, KKSOM	Build on the success of the integration of the State crash file and the statewide Nevada trauma registry data and integrate all components of the injury surveillance system.
6.3	Kevin Tice, OTS	Develop the core injury surveillance data into an important resource to define, evaluate, and support highway safety programs and projects through enhanced coordination with the State's health agencies.

