



Safer Drivers and Passengers

Meeting Summary



Date/Time: Thursday, May 11, 2023

Chair: Dr. Shashi Nambisan, UNLV Transportation Research Center

Vice Chairs: Nick Nordyke, Office of Traffic Safety; Judith Mata, Office of Traffic Safety; Amanda Brandenburg, Office of Traffic Safety

Facilitator: Lindsay Saner, Kimley Horn

Attendees

- See attached attendance sheet.

Data Update

- See attached Monthly Fatality Report (as of 04/30/23).
- Statewide crash data available at www.nevadacrashdata.com.

Traffic Records Coordinating Committee (TRCC) (Chair: Kevin Tice, DPS-OTS)

- Focus on implementing AB 116 (civil citations) and coordination with Enforcement Mobile (previously Brazos).
- Jay Park presented on using AI technology to improve data quality, voice to crash form to improve efficiency.
- An update on the UNLV STOP project (SB236, racial and ethnic demographics of citations) was given.
- The next TRCC meeting is on Tuesday, June 13 at 1:30 PM.

Nevada Advisory Committee on Traffic Safety (NVACTS) Update:

- The most recent NVACTS meeting was March 2023. You can review the meeting minutes and view the recordings here: [Nevada Advisory Committee on Traffic Safety - Zero Fatalities \(zerofatalitiesnv.com\)](http://NevadaAdvisoryCommitteeonTrafficSafety-ZeroFatalities.com)
- The next NVACTS meeting will be June 8. If you would like to be added to the meeting announcement list for future NVACTS meetings, email lindsay.saner@kimley-horn.com.

Traffic Safety Policy Priorities:

- The NVACTS Traffic Safety Policy Priority Working Group meets bi-weekly to discuss traffic safety priorities for the 2023 Legislative Session.
 - Legislative tracking is available here: [Bill List \(state.nv.us\)](http://BillList.state.nv.us).
 - Legislative tracking for traffic safety related bills attached (see Excel file)
- Action for Task Force Members – provide ideas for future **traffic safety policy priorities** using the attached template. Please send to Lindsay (lindsay.saner@kimley-horn.com) by **Monday, May 22. They will be heard at the next NVACTS meeting on Thursday, June 8.**

Nevada Department of Transportation (NDOT) Updates:

- May is National Bike Month.
- Active Transportation Plan is coming soon from the Multimodal Planning team. The scope is currently in development.
- FHWA special rule for vulnerable road users (VRU), requiring a VRU Assessment, to specifically address the safety of everyone who walks and rolls, with a focus on crash data and equity.
- The special rule triggers special funds from FHWA and requires 15% HSIP funds go to VRU projects.
- The Speed Management Action Plan is published on the NDOT website: [Speed Management Action Plan \(SMAP\) | Nevada Department of Transportation \(nv.gov\)](#)

Office of Traffic Safety (OTS) Updates:

- Currently developing the Highway Safety Plan (HSP) for 2024-2026. New requirement this year for a Triennial plan, with annual benchmarks.
- Reach out to OTS about project ideas, as OTS is always building programs. They are available any time, not just during the grant application window.
- Governor's proclamation for Motorcycle Safety Month, new focus on Motorcycle Safety.
- Legislative hearing happening 5/11 for SB 423, a bill on required tracking of trained riders. Link to SB 423 tracking: <https://www.leg.state.nv.us/App/NELIS/REL/82nd2023/Bill/10432/Overview>
 - 47% of motorcycle fatalities are unlicensed, which is the largest increase since 2020. Additionally, motorcycles are 21% of all fatalities and 2.6% of registered vehicles. UNLV Med Student – David Bandbaz (bandbd1@unlv.nevada.edu)
 - Testimony video from Assembly Growth & Infrastructure Committee (May 11, 2023): <https://sg001-harmony.sliq.net/00324/Harmony/en/PowerBrowser/PowerBrowserV2/20230511/1/?fk=12447&viewmode=1>

Plans, Strategies and Action Item Updates (see attached)

- Occupant Protection (Vice Chair: Judith Mata):
 - Karin Mongeon from North Dakota Department of Transportation State Highway Safety Office presented on North Dakota's new primary seat belt law (PBL), which was passed earlier this year in the 2023 Legislative Session.
 - Keys to the success of passing the PBL in North Dakota included perseverance, coordinated messaging from stakeholders (see Key Messages document) for testimonies and media, support from the Governor's Office, and political friends/favors. Karin was also granted permission to meet with legislators to advocate for the bill.
 - Karin's slides and Key Messages document are attached. You can contact her at kamongeon@nd.gov. See attached slides. Learn more about North Dakota Vision Zero: [Vision Zero North Dakota \(nd.gov\)](https://www.nd.gov/vision-zero)
 - CPS Classes are scheduled for each month, working with tribal groups
 - Nevada Reading Week – 20 sets of Joanne Arballo's books (Car Seats for Christy) were donated and volunteers read to a number of elementary classes.

- Click it or Ticket press event in Las Vegas, focus on the reason to wear your seat belt, not just preventing getting a ticket.
- Older Driver (Vice Chair: Amanda Brandenburg):
 - Working with action step leaders and others to initiate action steps and gather best practices. There are services available for older drivers, working on communications and distributing information.
 - Action: If you would like to volunteer for one or more of the Action Steps under Older Drivers, please contact Lindsay (lindsay.saner@kimley-horn.com)
- Young Drivers (Vice Chair: Nick Nordyke):
 - Presentations to the Charter School Board, to encourage teen driver safety at charter schools in Nevada.
 - New driving simulator at UNR, utilized to measure driver activity. Additionally, UNLV has 2 simulators.
 - Coordinate with Jennifer Baker for activities at UNR.
 - Teen Driver Safety Day is July 18, free to attend (at UNLV, 8:00am to 5:00pm)
 - Erin to provide additional information.

National Highway Traffic Safety Administration (NHTSA) Update

- The new Safe Streets and Roads for All (SS4A) Notice of Funding Opportunity (NOFO) is open. Applications are due July 10th ([Safe Streets and Roads for All \(SS4A\) Grant Program | US Department of Transportation](#))
- There is an event in Denver on June 21 for law enforcement agencies, in partnership with Mother's Against Drunk Driving (MADD)
- NHTSA/FHWA Tribal Peer Exchange scheduled for 3rd week of August

Decisions

- Occupant Protection, Older Drivers, and Younger Drivers Action Update Meetings – **July 20**
- Next meeting of the Safer Drivers and Passengers Key Area is **Thursday, August 17, 2023**
- 2023 Nevada Traffic Safety Summit is September 12-14, 2023 at Palace Station in Las Vegas. More information here: [2023 Traffic Safety Summit - Zero Fatalities \(zerofatalitiesnv.com\)](#)

Actions

- Use Traffic Safety Policy Priorities template to send ideas for future policy priorities. Send to lindsay.saner@kimley-horn.com by Monday, May 22.
- Send ideas to Shashi for “Other States Best Practices” for future meetings. Could include lessons learned.
- Reach out to Shashi Nambisan or Lindsay Saner if interested in volunteering as an Action Step Leader.

Attachments

- Monthly Statewide Fatality Data
- Traffic Safety Legislative Tracking (Excel file)
- Traffic Safety Policy Priority Template (Word file)
- North Dakota PBL PowerPoint Slides

- North Dakota PBL Key Messages
- Updated Strategies and Action Steps

Links/Resources

- www.nevadacrashdata.com
- [STRATEGIC HIGHWAY SAFETY PLAN - Zero Fatalities \(zerofatalitiesnv.com\)](http://zerofatalitiesnv.com)
- [Nevada Advisory Committee on Traffic Safety - Zero Fatalities \(zerofatalitiesnv.com\)](http://zerofatalitiesnv.com)
- [Bill List \(state.nv.us\)](http://state.nv.us)
- <https://www.leg.state.nv.us/App/NELIS/REL/82nd2023/Bill/10432/Overview>
- [Speed Management Action Plan \(SMAP\) | Nevada Department of Transportation \(nv.gov\)](http://nv.gov)
- [Vision Zero North Dakota \(nd.gov\)](http://nd.gov)
- [Safe Streets and Roads for All \(SS4A\) Grant Program | US Department of Transportation](http://US Department of Transportation)
- [2023 Traffic Safety Summit - Zero Fatalities \(zerofatalitiesnv.com\)](http://zerofatalitiesnv.com)

Safer Drivers and Passengers

Meeting Attendance

May 11, 2023

Attended?	LastName	FirstName	Company
	Abron	Colyn	Youth Legislator Senate District 1
	Adams	Vera	Truckee Meadows CC Drivers Ed
	Alberti	Nicole	Washoe County Health District
X	Anderson	Adam	Nevada Department of Public Safety Office of Traffic Safety
X	Arballo	Joanne	Southwest Gas
	Arnold	Jenn	Sierra Nevada Job Corps Center
	Avila	Sergio	AAA Nevada
	Ayala-Zapata	Luis	Nevada Department of Public Safety Highway Patrol
	Ayers	Chuck	Mr. Chuck's Driving Academy
X	Baker	Jennifer	Not Associated with a Business
	Balbuena-Merle	Juan	Federal Highway Administration
X	Barton	Solome	City of North Las Vegas - Office of Emergency Management
	Bell	Johanna	Truckee Meadows CC Drivers Ed
X	Bennett	Andrew	Clark County Office of Traffic Safety
	Berry	Janet	Retired Judge
	Bille	Sierra	Youth Legislator Senate District 9
	Bonilla	Erica	Not Associated with a Business
	Brandenburg	Amanda	Nevada Department of Public Safety Office of Traffic Safety
X	Breen	Erin	University of Nevada Las Vegas Transportation Research Center
X	Browett	Mike	Reno Police Department
	Bryant	Shannon	Washoe County District Attorney
X	Burrows	Tim	Kimley-Horn
X	Byzyka	Juliana	UNLV TRC
	Caliendo	Ali	Foster Kinship
X	Cambron	Matt	Nevada Department of Public Safety Office of Traffic Safety
	Campbell	Mike	Clark County School District Police Department
	Cannon	Chris	City of North Las Vegas Police Department
X	Carrao	Shelley	Nevada Department of Public Safety Highway Patrol
	Cartwright	Lea	J.K. Belz & Associates
X	Cass	Ruth	Nevada Department of Transportation
	Catchings	Daysha	R&R Partners
	Colety	Mike	Kimley-Horn
	Collings	Eden	Nevada Department of Public Safety Office of Traffic Safety
X	Crocket	Alex	Nevada Department of Health and Human Services Aging and Disability Services Division
X	Daniels	Seth	Nevada Department of Transportation Traffic Operations
X	Davey	Amy	Nevada Department of Public Safety Office of Traffic Safety
	Deborde	Carol	Tire Rack Street Survival
	DeGoey	Hana	Nevada Department of Public Safety Highway Patrol
	Deveza	Kristine	Aceable - Drivers Ed & Defensive Driving
	Diamond	Michael	Nevada Department of Public Safety Highway Patrol
	Diaz	Michael	Washoe County Sheriffs Office
X	Dickey	Dominic	Nevada Department of Public Safety Office of Traffic Safety

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May 11, 2023

	Draper	Dianne	Nevada Department of Motor Vehicles
	Draper	Heith	Carson City Towing
	Dudley	David	Nevada Department of Public Safety Highway Patrol
	Ely Mendes	Sherry	Pyramid Lake Paiute Tribe
X	Espinosa-Salcedo	Gina	National Highway Traffic Safety Administration
	Evans	Sara	Clark County Department of Family Services
X	Falcon-Ruiz	Nancy	MADD
	Fanning	Aisha	Vegas Family Doulas
	Farmer	Michelle	Nevada Department of Public Safety Office of Traffic Safety
	Fatalities NV	Zero	Kimley-Horn
	Fenlason	Richard "Buck"	Nevada Department of Health and Human Services
	Ford	Shina	Nevada Department of Transportation
	Forgey	Aaron	Kraft Sussman Funeral and Cremation Services
	Garrett	Jeff	Nevada Drive Academy
	Giacomin	David	Kimley-Horn
	Glenn	John	Boulder City Police Department
	Grimes	Patrick	The National Judicial College
	Gryder-Culver	Laura	Kirk Kerkorian School of Medicine at UNLV
X	Guevara	Leah	East Valley Family Services
	Gustafson	Mike	Elko County Police Department
	Habig	Keith	Clark County School District Police Department
	Hafeman	Danielle	Nevada Department of Public Safety Office of Traffic Safety
	Hahn	Brenda	National Highway Traffic Safety Administration
	Harper	Connu	Washoe County School District Police Department
X	Hartline	Todd	Nevada Department of Public Safety Office of Traffic Safety
	Henning	Brandon	Nevada Department of Transportation - Safety
	Hernandez	Anabel	Kimley-Horn
	Hernandez	Juan	Nevada Department of Transportation
	Heverly	Sandy	STOP DUI
X	Hill	Mark	Jan Evans Juvenile Justice Center
	Hixson	Loy	Nevada Department of Public Safety Highway Patrol
	Hodge	Damon	Uplift Foundation/Wheel Drive Safe
	Honea	Kevin	Nevada Department of Public Safety Highway Patrol
X	Honea	Rob	Nevada Department of Public Safety Office of Traffic Safety
	Howell	Jeffrey	Nevada Department of Public Safety Highway Patrol
	Hua	Carmen	Southern Nevada Health District, Office of Disease Surveillance
	Huff	Deborah	Nevada Department of Public Safety Highway Patrol
X	Islam	Khandaker Arafin	UNLV TRC
	Jacinto-Acosta	Sonia	Nevada Department of Transportation
	Javier	Cecilia	
	Johnson	Jessica	Southern Nevada Health District
	Joines	Katherine	Touro University

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	Kachroo	Pushkin	University of Nevada Las Vegas
X	Kaczmarek	Jorden	Nevada Department of Transportation
	Kambak	Xochitl	Healthy Living Institute UMC
	Koch	Natasha	Nevada Department of Public Safety Highway Patrol
	Kostner	Tami	Cappalappa Family Resource Center
X	Krupp	Carrie	Nevada Department of Public Safety Office of Traffic Safety
	Laney	Tonya	Nevada Department of Motor Vehicles
	Linzey	Tia	Nevada Department of Motor Vehicles
	Lovett	James	Kirk Kerkorian School of Medicine at UNLV
	Malone	Kevin	Nevada Department of Motor Vehicles
	Markesen	Rojer	Washoe County School District Police Department
	Marks	Sarah Lee	SMARTeen DRIVER/My Car Lady & ABS Inc.
	Martinovich	Susan	HNTB
X	Mata	Judith	Nevada Department of Public Safety Office of Traffic Safety
	Matta	Meg	Nevada Department of Public Safety Office of Traffic Safety
X	May Noel	Tiffani	Nevada Department of Public Safety Office of Traffic Safety
	Mayer	Robert	Clark County School District Police Department
	Mazzoni	Rick	Double R Driving School
X	McDonald	Justin	Nevada Department of Public Safety Office of Traffic Safety
	McLaughlin	Matt	Nevada Department of Public Safety Highway Patrol
	Melamed	Nannette	Vegas Family Guide
	Miller	Debbie	Nevada Department of Public Safety - Office of Traffic Safety
X	Morrison	Johnean	Nevada Department of Public Safety Office of Traffic Safety
X	Mueller	Kara	National Highway Traffic Safety Administration
X	Nambisan	Shashi	University of Nevada Las Vegas Transportation Research Center
X	Nordyke	Nick	Nevada Department of Public Safety Office of Traffic Safety
	O'Brien	Molly	Kimley-Horn
	Ojan	Oliver	Not Associated with a Business
	Olivares	Maurilio	Nevada Department of Transportation
	Osmer	Wesley	Nevada Department of Transportation
	Palmer	Laura	Southern Nevada Health District
	Park	Seri	University of Nevada Reno
	Pasternack	Jonathan	Kimley-Horn
	Pasternack	Jonathan	University of Nevada Las Vegas Transportation Research Center
	Payne	Jeff	Driver's Edge
	Penalosa	Bryan	Kirk Kerkorian School of Medicine at UNLV
	Perez	Lorena	Nevada Department of Public Safety Highway Patrol
	Pitts	Jennifer	Nevada Department of Motor Vehicles
	Ragonese	Meg	Nevada Department of Transportation
	Ramos	Mario	National Highway Traffic Safety Administration
X	Ranson	David	Storey County Sheriff's Office
	Rhoads	Daryl	Las Vegas Metropolitan Police Department
	Rivers	Bernie	Nevada Barricade & Sign Co., Inc.
	Robinson	Susan	The National Judicial College
	Rosner	Jess	Nye Communities Coalition
	Rotar	Dasha	Kimley-Horn

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May 11, 2023

	Ryan	Katie	Dignity Health
	Sadineni	Vishal	Nevada Department of Transportation
X	Saner	Lindsay	Kimley-Horn
	Satowski	Kenneth	RTC of Southern Nevada
	Schriber	Gene	Truckee Meadows CC Drivers Ed
	Schwarz	Chris	RTC of Southern Nevada
	Shakal	Fred	Nevada Department of Transportation
	Shivuni	Rithesh	University of Nevada Las Vegas Transportation Research Center
	Simon	Scott	Nevada Department of Public Safety Highway Patrol
	Smaka	Travis	Nevada Department of Public Safety Highway Patrol
	Smith	Casey	Nevada Department of Transportation
	Smith	Kim	Nevada Department of Public Safety
	Smith	Matt	Carson City Sheriffs Office
	Sonneville	Kailie	Nevada Department of Public Safety - Office of Traffic Safety
X	Stefik	Samantha	Nevada Department of Public Safety Highway Patrol
	Stephens	Martin	Indian Health Service
	Stuenkel	Chelsea	Nevada Department of Public Safety Highway Patrol
	Stynen	Ken	Truckee Meadows CC Drivers Ed
	Swain	Genevieve	Nevada Department of Public Safety Office of Traffic Safety
	Swain	Scott	Nevada Department of Public Safety Office of Traffic Safety
	Sylvester	Casey	Nevada Department of Transportation
	Taylor	Ann	East Valley Family Services
	Taylor	Glen	Nevada Department of Public Safety Office of Traffic Safety
	Tea	Nathan	Damonte High School
	Thom	Carly	Lyon County Human Services
	Thomas-Boyers	Kelly	Activist
	Thompson	July	Duckwater Shoshone Tribe
X	Tice	Kevin	Nevada Department of Public Safety Office of Traffic Safety
X	Tisler	Lacey	Nevada Department of Transportation
	Trauger	Donna	Concerned Citizen
	Trice	Shannon	National Highway Traffic Safefy Administration
	Tuddao	Jaime	Nevada Department of Transportation - Safety
	Unterbrink	Colleen	Nevada Department of Transportation
X	Vander Aa	Peter	Nevada Department of Public Safety Office of Traffic Safety
	Vargas	Sandy	Foster Kinship
	Villaluz	Paul	Westwood
	Wade	David	Not Associated with a Business
X	Watson	Heather	Safe Kids Clark County
X	White	Brennan	Mothers Against Drunk Driving
	Williams	Niguel	Nevada Rider Motorcycle Safety
	Wilson	Kris	Nevada Department of Public Safety Highway Patrol
X	Wood	Timber	Nevada Department of Transportation
	Yoxsimer	Andrew	Washoe County School District

DATE OF REPORT: 5/2/2023
 DATA AS OF: 5/2/2023

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

Month	2022 Crashes	2023 Crashes	% Change	Month	2022 Fataals	2023 Fataals	% Change
JAN	17	25	47.06%	JAN	28	26	-7.14%
FEB	22	15	-31.82%	FEB	23	17	-26.09%
MAR	32	26	-18.75%	MAR	34	26	-23.53%
APR	28	35	25.00%	APR	29	38	31.03%
MAY			0.00%	MAY			0.00%
JUN			0.00%	JUN			0.00%
JUL			0.00%	JUL			0.00%
AUG			0.00%	AUG			0.00%
SEP			0.00%	SEP			0.00%
OCT			0.00%	OCT			0.00%
NOV			0.00%	NOV			0.00%
DEC			0.00%	DEC			0.00%
Reporting Period Total	99	101	2.02%	Reporting Period Total	114	107	-6.14%
Total				Total			

KNOWN FATAL COMPARISON BETWEEN 2022 AND 2023.

COUNTY	2022 Crashes	2023 Crashes	% Change	2022 Fatalities	2023 Fatalities	% Change	2022 Occupants	2023 Occupants	% Change	2022 Unrestrained	2023 Unrestrained	% Change
CARSON	1	4	300.00%	1	5	400.00%	1	3	200.00%	1	0	-100.00%
CHURCHILL	2	2	0.00%	2	2	0.00%	1	2	100.00%	1	0	-100.00%
CLARK	76	67	-11.84%	90	69	-23.33%	40	34	-15.00%	16	13	-18.75%
DOUGLAS	1	1	0.00%	1	1	0.00%	1	1	0.00%	0	0	0.00%
ELKO	3	1	-66.67%	4	1	-75.00%	3	1	-66.67%	2	1	-50.00%
ESMERALDA	0	2	200.00%	0	2	200.00%	0	2	200.00%	0	0	0.00%
EUREKA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	1	2	100.00%	1	3	200.00%	1	3	200.00%	0	2	200.00%
LANDER	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LINCOLN	1	2	100.00%	1	2	100.00%	1	2	100.00%	1	1	0.00%
LYON	1	2	100.00%	1	2	100.00%	0	1	100.00%	0	1	100.00%
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
NYE	2	4	100.00%	2	6	200.00%	1	5	400.00%	1	1	0.00%
PERSHING	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
STOREY	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
WASHOE	10	13	30.00%	10	13	30.00%	6	3	-50.00%	1	1	0.00%
WHITE PINE	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	0	0.00%
Reporting Period Total	99	101	2.02%	114	107	-6.14%	56	58	3.57%	23	20	-13.04%
Total												

KNOWN COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2022 AND 2023.

COUNTY	2022 Pedestrian	2023 Pedestrian	% Change	2022 Motorcyclist	2023 Motorcyclist	% Change	2022 Bicyclist	2023 Bicyclist	% Change	2022 Other Scooter, Moped, ATV	2023 Other Scooter, Moped, ATV	% Change
CARSON	0	2	200.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
CHURCHILL	1	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
CLARK	25	24	-4.00%	19	10	-47.37%	4	1	-75.00%	2	0	-100.00%
DOUGLAS	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
ELKO	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
ESMERALDA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
EUREKA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LANDER	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LINCOLN	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LYON	0	1	100.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
NYE	0	0	0.00%	1	1	0.00%	0	0	0.00%	0	0	0.00%
PERSHING	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
STOREY	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
WASHOE	2	6	200.00%	2	2	0.00%	0	2	200.00%	0	0	0.00%
WHITE PINE	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Reporting Period Total	28	33	17.86%	24	13	-45.83%	4	3	-25.00%	2	0	-100.00%
Total												

THIS REPORT IS A POINT IN TIME COMPARISON

THIS DATA DOES NOT INCLUDE DATA FIELDS MARKED BY THE OFFICER AS UNKNOWN.

2022 DATA IS PRELIMINARY AND DOES NOT NECESSARILY INCLUDE FINAL REPORTS (FORM 5, CORONER, AND/OR TOXICOLOGY).

2023 DATA IS NOT FINAL UNTIL THE END OF DECEMBER 2024.

NOTE: The monthly report will be distributed by the 7th of each month.

Key: Fatalities= Total number of reported fatalities (vehicle occupants, pedestrian, motorcyclist, bicyclist, and other).

Vehicle Occupants = Driver and occupant fatalities in a motor vehicle.

Vehicle Unrestrained = Driver and occupant fatalities in a motor vehicle unrestrained.

Pedestrian = Any person on foot, on a personal conveyance, or in a building.

Motorcyclist= A person riding any motor vehicle that has a seat or saddle for the use of its operator and is designed to travel on not more than three wheels in contact with the ground.

Bicyclist= A person on an other road vehicle that can be propelled by pedaling (bicycle, tricycle, unicycle, pedalcar, electric bike).

Other = A person on a scooter, moped, ATV, or other motorized vehicle not captured above on a roadway.



North Dakota's Primary Seat Belt Law

VISION ZERO
Zero fatalities. Zero excuses.

1

History of ND Seat Belt Legislation

- 1985 – 1st legislative attempt – failed
- 1986 – ND Seat Belt Coalition formed
- 1987 – 2nd legislative attempt, failed in Senate
- 1989 – 3rd legislative attempt, SB 2316 passed
 - Required front seat occupants to be buckled up
 - Exemptions: rural mail carriers, drivers of implements of husbandry, children covered under child restraint law
 - PRIMARY enforcement
 - Warning tickets until December 31, 1989
 - Referred to voters (along with 7 other measures)
 - Placed on December 1989 special election
 - Law was rejected by voters – Yes – 40.7% No – 59.3%

VISION ZERO
Zero fatalities. Zero excuses.

2

History of ND Seat Belt Legislation

- No attempt made in 1991
- 1992 – Safety Belt Task Force formed
- 1993 – Secondary enforcement bill (SB 2266) passed
 - Referred to voters and placed on June 1994 primary election ballot
 - Voters upheld law 51.9% for and 48.1% opposed (21 counties with majority voting to keep law)
 - Opponents gathered enough signatures to place law on November 1994 ballot as an Initiated Measure
 - Required “NO” vote to keep law
 - Law was upheld with 56.4% voting “No” and 45.4% voting “Yes” (24 counties with majority voting to keep the law)



3

History of ND Seat Belt Legislation

- 1995 – HB 1163 passed; added exemption to law for occupants with medical or physically disabling conditions that prevent seat belt use; signed statement required by physician
- 1997-2001 – No seat belt legislation
- 2003 – SB 2189, failed in Senate
- 2005 – SB 2380, failed in Senate
- 2007 – HB 1254, failed in House
- 2009 – HB 1197, failed in House
- 2011 – No seat belt legislation



4

History of ND Seat Belt Legislation

- 2013 – HB 1335, failed in House
- 2015 – No seat belt legislation
- 2017 – No seat belt legislation
- 2019 - SB 2060, passed Senate, failed in House
- 2121 – SB 2121, passed Senate, failed House
- **2123 – SB 2362- Primary enforcement legislation – PASSED**
Senate Yes 23 No 14; House Yes 53 No 38



5

North Dakota PBL Strategy

- Perseverance
- A primary seat belt law was included as a strategy in the 2018 Strategic Highway Safety Plan (SHSP)/Vision Zero Plan update
- Priority Emphasis Area Team for Occupant Protection led the effort
- Key messages document
- Broad, coordinated, stakeholder-driven
- Supported by the North Dakota Governor's Office
 - Governor vetoed HB 1475 for 80 mph speed citing lack of primary enforcement of seat belts as the concern



6

North Dakota PBL Strategy

- Immediate education/outreach in advance of the August 1, 2023 PBL implementation date.
 - Logo
 - One pager
 - Handouts for law enforcement
 - Website content
 - Media kit
 - Talking points, social media posts, Op Eds and email signature
 - Promotion at next week's North Dakota Vision Zero Partner Conference
 - Signage at state borders (Buckle Up. It's the Law.)
- Defend the law in 2025 and beyond



Seat Belts – A *Vision Zero* Strategy to Save Lives on North Dakota Roads

Key Messages and Talking Points for Stakeholder Use

****Not Intended for Distribution as a Handout.****

December 28, 2022

When educating or testifying:

- *Always use the word “crash” and never “accident.” Crashes are not accidents. The word “accident” promotes the perception that crashes are outside of human control when, in fact, crashes are predictable results of specific actions and they are preventable.*
- *Discuss how seat belt use is not an issue of personal choice because driving is a privilege, not a right. Certain requirements must be met in order to have the privilege to drive. This includes completing the steps necessary to obtain a drivers license, periodically renewing drivers license requirements, paying motor vehicle registration fees annually, purchasing auto insurance, obeying traffic laws to prevent loss of license through acquiring points for violations, and other requirements. **Seat belt use is already among the requirements for the privilege to drive.***

General Talking Points

A Primary Belt Law (PBL) is an evidence-based strategy to move North Dakota toward zero motor vehicle crash deaths. A PBL is identified in the North Dakota *Vision Zero* Plan as a priority strategy for implementation because it will have immediate and significant impact on reducing motor vehicle crash deaths and serious injuries in North Dakota. The *Vision Zero* Plan is North Dakota’s plan to eliminate motor vehicle crash deaths and serious injuries to zero and was developed by more than 200 safety stakeholders throughout the state in 2018. The PBL is being pursued by the *Vision Zero* Occupant Protection Strategy Implementation Team.

This bill does not represent a new law, it simply changes existing North Dakota law as follows:

- Changes enforcement from secondary to primary.
- Changes the requirement for seat belt use from front seat occupants to ALL occupants.
- The fine for a violation remains the same at \$20.

The number one contributing factor in motor vehicle crash deaths in North Dakota is not wearing a seat belt.

- More people die in motor vehicle crashes in North Dakota from being unbelted than other common contributing crash factors such as drunk driving, distracted driving, or speeding. (NDDOT)
- Over the past five years (2017-2021), 522 people died on North Dakota’s roads. Of those people killed in car crashes where seat belts apply (excluding motorcycles, bicyclists and pedestrians) 51% were not wearing a seat belt. (NDDOT)

- North Dakota's seat belt use rate was 81.9 percent in 2021 and dropped to 80.6 percent in 2022 (NDDOT/NDSU UGPTI, 2021 and 2022). This means that about 18-19 percent – roughly 140,000-150,000 North Dakotans – remain extremely vulnerable to the consequences of a crash. This 18-19 percent is contributing to about half of North Dakota crash deaths annually.

A Primary Belt Law (PBL) will decrease motor vehicle crash deaths in North Dakota.

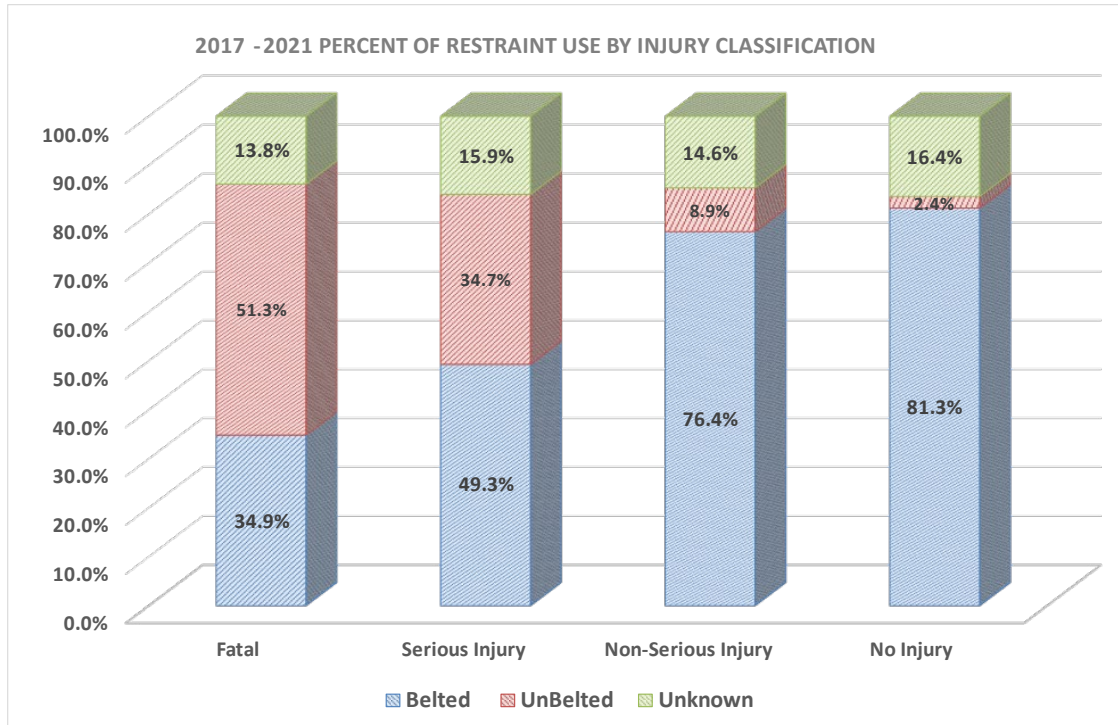
- Seat belts save lives. They are the single most effective traffic safety device to prevent death and injury in a motor vehicle crash. (National Safety Council)
- **Seat belts protect you by:**
 - Keeping you in control of your vehicle if you are forced to swerve or brake suddenly.
 - Keeping you in the vehicle. (You are 25 times more likely to be killed if you're thrown from a vehicle during a crash.)
 - Spreading the force of impact over a large area and the strongest part of the body.
 - Allowing your body to slow down gradually, lessening the impact on internal organs.
 - Preventing impact with the interior (steering wheel, dash or windshield) of the vehicle.
 - Preventing collision with other occupants of the vehicle.
 - Preventing trauma to the brain and spinal cord caused by sudden change in motion.
 - Increasing your chance of remaining conscious after a crash, which will help you get out of the vehicle and help others.
- Unbelted motor vehicle crash deaths are preventable. To prevent unbelted motor vehicle deaths, everybody needs to wear a seat belt, every trip, every time.
- It is known that among drivers and front-seat passengers, seat belts reduce the risk of death and serious injury by 45 percent and 50 percent respectively. (NHTSA)
- For people in front seats of SUVs, vans and pickups, the use of lap and shoulder belts reduces the risk of a fatal injury by 60 percent and a moderate to critical injury by 65 percent. In the center rear seat, lap and shoulder belts reduce the risk of fatal injury by 58 percent in cars and 75 percent in SUVs, vans, and pickups. (NHTSA)
- A PBL will increase seat belt use among North Dakotans. Research shows that states that transitioned to a PBL have experienced up to a 10-12 percent increase in their observed seat belt use. (NHTSA)

- North Dakota law allows for primary enforcement of restraint use for minors under age 18. North Dakota crash data demonstrates that very few minors are unrestrained at the time of a crash.
 - In calendar years 2017-2021, there were 8,319 total occupants age 0-13 years involved in all traffic crashes and only 120 (1.4%) were unrestrained.
 - In calendar years 2017-2021, there were 10,589 total occupants age 14-17 years involved in all traffic crashes and only 350 (3.3%) were unrestrained.

A properly worn seat belt increases the safety of all passengers in a vehicle in the event of a crash.

- Unbelted motor vehicle occupants are a danger to others. In a crash, unbuckled passengers can become a projectile and increase the risk of hurting or killing others in the vehicle by 40 percent. (NHTSA)
- In frontal crashes with an unbelted passenger sitting behind the driver, the unbelted rear seat passengers increase the risk of fatality among belted drivers by 137 percent compared with belted rear seat passengers. (Risk of injury for occupants of motor vehicle collisions from unbelted occupants. *Injury Prevention* 10(6):363-7, 2004)
- Unbelted motorists are commonly ejected from vehicles. In a crash, seat belts prevent vehicle occupants from being thrown (ejected) from the vehicle.
 - Being thrown from a vehicle increases your chance of being killed by 25 times. (NHTSA)
 - In 2021 alone, 46 percent of motor vehicle fatalities in North Dakota were not wearing their seat belt. Of those unbelted fatalities, 68 percent were partially or totally ejected. Further, 68 percent of single vehicle rollover fatalities were not wearing their seat belt and 89 percent of those unbelted fatalities were either partially or totally ejected. (NDDOT)
 - In the past five years in North Dakota (2017-2021), 76 percent of unbelted occupants who were partially or totally ejected during a crash either died or received an incapacitating injury. (NDDOT)
 - Those not wearing a seat belt are 30 times more likely to be ejected from a vehicle during a crash. (NHTSA)
 - More than 3 out of 4 people who are ejected during a fatal crash die from their injuries. (NHTSA)
- Unbelted occupants pose a risk to other people in the vehicle. In a frontal crash, drivers and front-seat passengers are at increased risk of injury from unbelted back-seat passengers, and in a side-impact crash, passengers sitting adjacent to unbelted passengers are at increased risk of injury. Exposure to unbelted occupants increases the risk of injury or death to other occupants in the vehicle by 40 percent. In a frontal crash, an unbelted rear seat passenger sitting behind a belted driver increases the risk of fatality for the driver by 137 percent compared with a belted rear seat passenger. (Insurance Institute for Highway Safety)

- There is a direct correlation between seat belt use and injury severity as shown in the chart below. Unbelted vehicle occupants in crashes (shown in red) in North Dakota account for the largest percent of fatalities and serious injuries while belted occupants (shown in blue) most commonly receive non-serious or no injuries.



A PBL law has no cost and will save money.

- Unbelted crash victims have medical bills 50 percent higher than belted crash victims. (NHTSA)
- In the U.S., those who are not directly involved in crashes pay for nearly three-quarters of all crash costs, primarily through insurance premiums, taxes and congestion-related costs such as travel delay, excess fuel consumption and increased environmental impacts. In 2010, these costs, borne by society rather than by crash victims, totaled over \$200 billion. (NHTSA: <http://www-nrd.nhtsa.dot.gov/Pubs/812013.pdf>)
- The National Safety Council estimates the following average economic costs in 2020 for motor vehicle deaths and injuries. This is based on five economic cost components: (1) wage and productivity losses, which include wages, fringe benefits, household production, and travel delay; (2) medical expenses, including emergency service costs; (3) administrative expenses, which include the administrative cost of private and public insurance plus police and legal costs; (4) motor-vehicle damage, including the value of damage to property; and (5) uninsured employer costs for crashes involving workers.

Economic costs, 2020

Death	\$1,750,000
Disabling Injury	\$ 101,000
Evident Injury	\$ 29,200
Possible Injury	\$ 23,900
No injury observed	\$ 12,800
Property damage only	\$ 4,700

- Costs to North Dakota hospitals related to unbelted motor vehicle crash injuries were more than \$206.6 million over a three-year period (2019-2021). This represents only a portion of total hospital costs due to reporting from just 16 of North Dakota’s 42 hospitals.

	2019	2020	2021
Inpatient Costs	\$43,895,360.53	\$47,400,848.34	\$51,258,474.73
Outpatient Costs	\$20,617,207.33	\$19,833,256.06	\$23,594,689.69
Total Costs	\$64,512,567.86	\$67,234,104.40	\$74,853,164.42

- All fines and fees for traffic violations collected through District Courts go to the North Dakota Common Schools Trust Fund. Fines collected for traffic offenses against the ordinances of a city are paid to the city’s treasury.

Public Support of PBLs

Most North Dakotans favor a PBL. Currently, about 6 of 10 North Dakotans favor a PBL.

Year	Percent in Favor of a PBL in North Dakota (Strongly Favored + Somewhat Favored)
2018	62%
2019	58%
2020	61%
2021	57%
2022	59%

Do primary seat belt laws infringe on individual rights?

Opponents often assert that highway safety laws violate personal choice and individual rights. However, driving on the public roadways is a privilege. Therefore, enforcing the seat belt law in the same manner as other traffic laws does not infringe on a motorist’s liberty. When we share the public roadways and expect the assistance of emergency responders, we should be able to have the expectation that everyone will take the simplest and most effective safety precaution in buckling-up.

Further, in the 1972 case of *Simon v. Sargent*, the United States District Court of Massachusetts disagrees with the notion that police power does not extend to overcoming the right of an individual to incur traffic safety risks that involve only that person. The Court [stated](#):

"From the moment of the injury, society picks the person up off the highway; delivers him with unemployment compensation if, after recovery, he cannot replace his lost job, and, if the injury causes permanent disability, may assume the responsibility for his and his family's continued subsistence. We do not understand a state of mind that permits [the person] to think that only he himself is concerned."

Therefore, the truth is just the opposite – it is an imposition on other citizens' rights when society is forced to pay the economic costs of an individual's risky decision lawfully prohibited by the government. According to NHTSA, the average charge for an unbelted passenger vehicle to an inpatient facility as a result of a crash injury was over 55 percent greater than the average charge for those who were belted.

A primary seat belt law has a greater effect on reducing deaths and nonfatal injuries than a secondary law.

- Research shows increased seat belt use with a primary law vs. a secondary law can result in up to a 10-12 percent increase in observed seat belt use. (NHTSA)
- Switching from a secondary law to a primary law reduces passenger vehicle driver deaths by seven percent. (NHTSA)
- Seat belt use is lower in states with secondary enforcement seat belt laws or no seat belt laws compared to states with primary enforcement laws. (NHTSA: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812465>)

Seat belts save lives, yet the penalty for not complying with North Dakota's seat belt law is severely lacking compared to penalties for other non-lifesaving laws.

North Dakota Law	Penalty
Seat Belt Use	\$20 fine for violation. The seat belt law prohibits the assessment of drivers' license points for a violation.
Hunting Without a License	Class B Misdemeanor. Up to 30 days' imprisonment and a maximum of \$1,500 in fines area and possible equipment seizure.
Fishing Without a License	Class B Misdemeanor. Up to \$1,000 fine and possible equipment seizure.
Littering on a Publicly Maintained Road	\$500 fine

Other States

- 34 states, the District of Columbia, Guam, the Northern Mariana Islands, Puerto Rico and the Virgin Islands have primary seat belt laws for front seat occupants.

- 15 states have secondary laws for adult front seat occupants.
- 39 states, D.C., and 2 territories have laws enforcing rear seat belt use. Of these:
 - 17 states, D.C. and 2 territories have primary enforcement for all occupants.
 - 5 states have primary enforcement for youth.
 - 11 states include rear seats as secondary enforcement. Three of these are states with primary seat belt laws for front seat occupants. Six are states with secondary laws for adult front seat occupants.
- 10 states do not have laws enforcing rear seat belt use.
 - Of states with primary front seat belt use laws, **11 states and the Virgin Islands** do not include rear seats
 - Of states with secondary front seat belt use laws, **9 states** do not include rear seats.
- **New Hampshire** has enacted neither a primary nor a secondary seat belt law for adults in any seat, although the state does have a primary child passenger safety law that covers all drivers and passengers under 18.

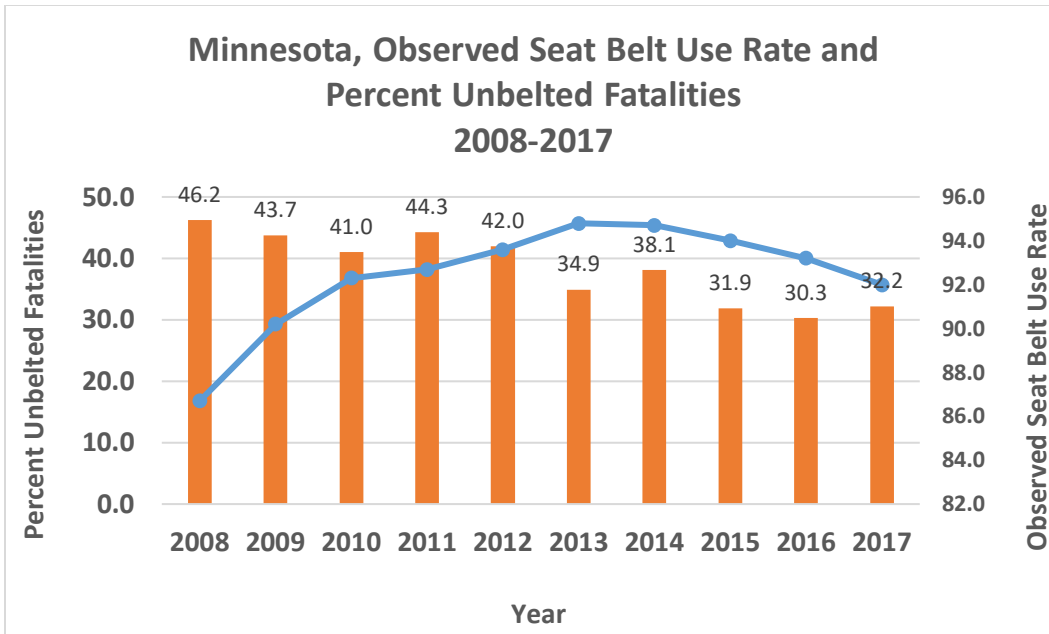
(Source: Governor’s Highway Safety Association (GHSA), as of April 2022)

- North Dakota ranks 45 out of 51 states and the District of Columbia for lowest observed seat belt use rate in the United States. (NHTSA, 2021)
- Surrounding States and National – Seat Belt Use Rates, 2021.

State	Seat Belt Use Rate, 2021	Primary or Secondary Law
North Dakota	81.9%	Secondary
South Dakota	86.9%	Secondary
Montana	92.2%	Secondary
Minnesota	92.4%	Primary
United States	90.4%	---

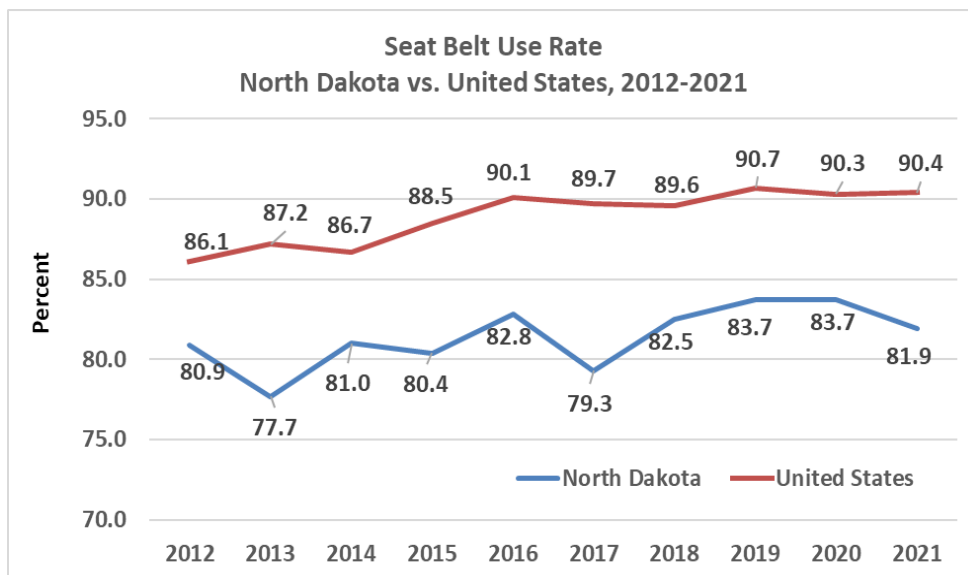
- Minnesota’s Success

Minnesota implemented a PBL on June 9, 2009. This resulted in an increase in observed seat belt use from a baseline of 86.7 percent in 2008 to a peak of 94.8 percent in 2013. Also, the percent of unbelted motor vehicle crash fatalities in MN decreased nearly 16 percent from a baseline of 46.2 percent in 2008 to a low of 30.3 percent in 2016.



An evaluation of the impact of the MN law change was conducted by the University of Minnesota in 2014. The study estimated that there had been 132 fewer fatalities from motor vehicle crashes, 434 fewer serious injuries, and 1270 fewer moderate injuries since the PBL went into effect. This translated into at least \$67 million in avoided hospital charges which includes direct charges of nearly \$16 million or more Minnesota tax dollars that would have been billed to Medicare, Medicaid and other government insurers. And, more than 70 percent of Minnesotans surveyed supported the PBL.

- North Dakota’s observed seat belt use rate has been consistently lower than the national seat belt use rate over the past 10 years.



Law Enforcement Talking Points

Does law enforcement need another reason to pull somebody over?

Response: Do not respond “no” to this question when asked. Say instead that “The change to primary enforcement of seat belts is about saving lives by making the current law more effective. It is not about giving law enforcement another reason to pull people over, rather, it’s to gain voluntary compliance so more people will wear their seat belt because they realize they can get pulled over for not wearing it.

The change to primary enforcement may even result in fewer citations for traffic violations. This is because officers currently have to look for other, often minor, traffic violations to stop vehicles in order to enforce the secondary seat belt law. However, these minor violations – such as registration violations, tint violations, and equipment violations – do not result in crash fatalities like lack of seat belt use does. A primary enforcement law would allow officers to direct their focus on the specific safety violation of lack of seat belt use. This could potentially decrease other minor violations and will save lives.”

Can a primary seat belt law be equally enforced?

One common concern about enacting a primary belt law is the fear that such a law would be unequally enforced in regard to minorities. Research disputes the belief held by some that standard seat belt laws may contribute to the harassment of African Americans.

- A [study](#) by the University of Michigan, however, did not show a link between Michigan’s primary law and an increase in harassment.
- A NHTSA [study](#) of 13 states that had changed their seat belt laws from primary to secondary since 2000 found no differences in ticketing by race. In fact, there were significant gains in seat belt use among all ethnic groups, none of which were proportionately greater in any minority group.
- NHTSA did a case studies of 10 states who have overcome the racial profiling angle. The [report](#) provides examples of how advocates addressed the concerns by pointing out that a primary law simply changes how an existing state seatbelt law is enforced, making it like other traffic violations. Another successful strategy highlighted in the report is separating the issue of primary enforcement from racial profiling.

However, it should be noted that research has shown that seatbelt use has historically been lower among African American drivers. These findings suggest that if law enforcement agencies aggressively enforced seatbelt violations, police would stop more African American drivers.

- [Seat Belt Use in 2008—Race and Ethnicity Results Among Occupants Traveling with Children](#) (NHTSA Report)
- [Seat belt law enforcement and racial disparities in seat belt use](#) (American Journal of Preventive Medicine)

Misconceptions vs. Facts

Misconception 1: It’s safer to be thrown out of a vehicle in case of a crash than to be stuck in the car with the seat belt securely fastened.

Fact: It's safer to be buckled in than to be thrown from your vehicle. The chances of being killed are four times greater if you are thrown out of the car than if you are held in by a seat belt. Another vehicle can hit you, you can hit another moving object, your own vehicle can harm you or you may not make it fully out of your vehicle.

Misconception 2: I don't need to buckle up because I am strong enough to brace myself in the event of a crash.

Fact: In case of a crash, being buckled up can prevent you from hitting objects or other people inside of the car. At 35 mph, an unbelted passenger weighing 180 lbs. can crash into the steering wheel, the dashboard, the windshield, or even onto the pavement with a force equal to falling from a three-story building.

Misconception 3: I'm pregnant and I can't wear a seat belt. It might cause a miscarriage or crush the baby.

Fact: There is no evidence that wearing a seat belt increases the chance of injury to an unborn child. In fact, in a crash, the lap/shoulder belt will prevent the driver and other occupants from being thrown from the vehicle or from striking the hard interior areas inside the car. Pregnant women should wear the lap portion of the belt under the stomach as low as possible on the hips, and, if riding in front, the vehicle seat should be moved as far back as possible.

Misconception 4: I'm a good driver. I've never gotten into a crash and I've never worn a seat belt; I don't need to wear one.

Fact: You may be a good driver but you need to look out for the drivers around you who may not be as careful as you.

Misconception 5: I wear my seat belt some of the time. There's no need to wear a seat belt on roads that I know or if I'm close to home.

Fact: Statistically, part-time seat belt users are more likely to be involved in a traffic crash in those situations in which they do most of their driving - this means that last-minute trip to the local video store or picking up a child at school. A large percent of serious and fatal injuries occur less than 25 miles from home.

Misconception 6: I don't wear my seat belt because it causes serious injuries.

Fact: There is little evidence to suggest that properly worn and fitting seat belts generate life threatening injuries, but much evidence to suggest that they greatly decrease injuries.

Misconception 7: Whether I wear a seat belt is my choice - it doesn't affect anyone else.

Fact: When someone is injured or dies in a traffic crash, we all pay. These costs, which include emergency services, hospital services and survivor payments, are paid for by all taxpayers and insurance policyholders. Increasing seat belt use is one of the most cost effective ways to reduce traffic fatalities.

Any unrestrained occupant in a vehicle puts all other occupants at risk of injury. In motor vehicle crashes, unrestrained occupants can strike other occupants with great force.

Lastly, if you are killed in a crash, your family is devastatingly affected by your loss and resulting financial burdens including costs related to the crash, funeral expenses, and loss of income.

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

Occupant Protection Action Plan

Vice Chair: Judith Mata, DPS-OTS

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	Judith Mata, OTS; Johnnean Morrison, OTS	Conduct public outreach on Child Passenger Safety issues throughout Nevada, including tribal communities.	Number and outcome of campaigns or outreach activities supporting CPS use.

Occupant Protection



Strategy #4

Analyze data and prepare documents to support occupant protection use.

Action Step #	Action Step Leader	Description	Output Measure
4.1	TBD	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; Andrew Bennett, Clark County	Create clearinghouse of occupant protection education and analysis; publicize to partners.	Publish materials online.



Older Drivers Action Plan

Vice Chair: Amanda Brandenburg, DPS-OTS

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	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	Jaime Tuddao, 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; Rebecca Kapuler, NDOT	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; Rebecca Kapuler, NDOT	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

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	Andrew Bennett, Clark County; Jeff Garrett, Nevada Drive Academy	Extend GDL requirements through age 20.	Legislative action by 2023.
1.2	TBD	Add an intermediate GDL step that spans months 6-12 after initial licensure.	Legislative action by 2023.
1.3	TBD	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	Rick Mizzoni, Double R Driving School	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	Andrew Bennett, Clark County	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
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Young Drivers

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 materials produced.
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Strategy #4

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

Action Step #	Action Step Leader	Description	Output Measure
4.1	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	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.