



Safer Roads Key Area Meeting Summary



Date/Time:	Thursday, August 3, 2023 10:00am – 11:30am
Chair:	Lacey Tisler, NDOT Traffic Safety Engineering
Vice Chair Safe Speed:	Todd Hartline, DPS Office of Traffic Safety
Vice Chair Lane Departures:	Shawn Paterson, NDOT Design
Vice Chair Intersections:	Rod Schilling, NDOT Traffic Operations
Vice Chair Work Zones:	Casey Sylvester, NDOT Traffic Operations

Attendees

- See attached for the meeting attendees.

Topics

- **Summary from Last Quarterly Meeting** – There were no comments on the summary from the last quarterly meeting.
- **Monthly Fatality Data Update** – The June state fatal report is attached.
- **TRCC** – An overview of the last meeting on June 20 was provided. Next meeting is on Sept 19 at 1:30 PM.
 - There is an increase in pedestrian fatalities, bicycle fatalities, but decrease in motorcycle fatalities from the update on the monthly fatality data as of March 6.
 - Dr. Arteaga provided an update on the AI Speech Recognition project.
 - Accessing unique data elements.
 - Law Enforcement safety in the field.
 - Noeheelani Antolin has joined the UNLV School of Medicine in Laura Gryder's previous position and is involved in a few different projects.
 - Ongoing action items were reviewed and discussed.
- **NDOT Updates**
 - Traffic Safety Summit is September 12-14 in Las Vegas.
 - The next round of preservations projects will be coming out soon and there will be a focus in lane departures.
 - Model Inventory of Roadway Elements (MIRE), a guide to help transportation agencies improve their roadway and traffic data inventories, has been utilized and 37 elements have been identified.

- *FHWA deadline for this data collection is Sept 30, 2026.*
 - *Team members will be sent to a training for this.*
- *Vulnerable Road Users Assessment*
 - *The assessment has substantial progress and will be sent to NVACTS for approval when it has been completed.*
 - *33% of last year's crashes were related to VRUs*
- **OTS Updates**
 - *The team anticipated multiple funding sources, so this includes local agencies that they work with.*
 - *There's a big project to utilize the eGrants software which will assist with business planning and involves better reporting and functionality*
 - *The OTS team is working with an outside vendor to update to this system in 2024.*
 - *Anita Pepper, a new PIO has been added onto the team.*
 - *She will be working through new website design, outreach opportunities, etc.*
 - *Lots of communications to come!*
 - *In preparation of tri-annual (2024-2026) Highway Safety Plan submittal to NHTSA, a Nevada Equity Data Analysis Fact Sheet was developed and can be found in Attachment E.*
- **NVACTS Updates**
 - *The update was provided by Lacey Tisler and Amy Davey on behalf of Andrew Bennett.*
 - *At the last meeting, the group summarized legislative updates related to Traffic Safety. See Attachment F for this information.*
 - *New non-voting members have been added to the group:*
 - *Lacey Tisler, Chief Traffic Safety Engineer, NDOT*
 - *Kevin Tice, Traffic Records Program Manager, Department of Public Safety*
 - *Shannon Bryant, Nevada Committee on Testing for Intoxication, Washoe County Courts*
 - *Next meeting is September 14 at the conclusion of the Traffic Safety Summit.*
- **Safe Speeds Updates**
 - *2.1 Support HVE efforts with multiple-channel messaging and outreach.*
 - *The main support comes from the joining forces events.*
 - *Final event of the year in September*
 - *There were 26 agencies and over 3,700 speed citations issued, due to drinking, seatbelts, insurance, red light, etc. from the March event.*
 - *US 95 Corridor has had a cluster of fatalities has occurred due to unsafe passing and speeding.*
 - *Rapid Response funding and Law Enforcement partners are being utilized to improve the situation.*
 - *NDOT is putting together a collaborative response with short, mid, and long-term projects.*

- *There have been 12 fatalities in the Beatty, NV area this year so far, compared to the 6 fatalities from last year.*
- 3.1 – Use education and messaging to change culture of normalized speeding
 - *OTS has a new PIO, Anita Pepper, who went through a process internally as a new employee and met with each of the teams facilitating OTS programs.*
 - *These conversations were focused on creating a social norming campaign relative to the speeding issue in NV and the statistics. (Similar to what NHTSA does 20-22 – 5% increase, for example.)*
 - *OTS has met with Tara Goddard, Traffic Safety Researcher from Texas A&M, who will be a keynote speaker at the Traffic Safety Summit.*
 - *The conversation was focused on how speeding has been normalized in the US and the culture surrounding this.*
 - *Her session at the Traffic Safety Summit will include car culture and windshield bias.*
 - *Traffic Safety Research Roadmap (NCHRP 17-96) is a tool used to support traffic safety goals and it would also facilitate public acceptance of other traffic safety programs.*
 - *This research will be published in September 2023.*
 - *From these efforts, NDOT, OTS, and other agencies can utilize this tool as an aid in the efforts to improve the Traffic Safety Culture.*
- **Intersections Updates**
 - 2.1 – Determine locations with high nighttime crashes and recommendations
 - *A presentation was shared and can be found in Attachment G.*
 - *Adaptive Lighting installations have been successful in rural environments*
 - *Managed Lighting Control System*
 - *A Pilot Project has analyzed 3 interchanges in Washoe Valley and a few places in a more urban state in Reno.*
 - *This project will be completed by end of 2024, where recommendations will be provided.*
 - *Specific ‘dimly lit’ intersections will be evaluated, and the system will be used to help identify locations that need further assistance.*
 - 3.1 – Support efforts for automated enforcement in the state through the use of safety cameras.
 - *National Stop on Red Week (Aug 6-12, 2023)*
 - *A presentation was shared and can be found in Attachment H.*
 - *An event will be held on Aug 8 (next Wednesday) at Sahara/Decatur.*
 - *Consideration for this to be a governor’s proclamation.*
 - *NHTSA came out with the Highway Traffic Safety Events calendar for 2024.*
 - <https://www.trafficsafetymarketing.gov/sites/tsm.gov/files/2023-08/events-calendar-2024-15963-v4-tag.pdf>

- **Lane Departures Updates**

- 1.2 Statewide climbing and passing lane
 - *Risk and Risk Prioritization has been evaluated to help prioritize locations.*
 - *From this analysis, 10 passing lanes, 5 truck climbing lanes have been identified.*
 - *The GIS map with this information is currently being processed.*
- 2.2 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.
 - *NDOT is excited to announce that a new coalition is beginning in Carson City.*
 - *Focus is local municipalities and law enforcement, including towing, fire, sheriff, NDOT, NHP, Lake Tahoe, Carson Metro.*
 - *Welcome letters will be sent this week to educate about TIM.*
 - *The contact list is still being compiled but will be utilized for the bimonthly meetings.*

- **Work Zone Updates**

- *Strategies have been identified for this group and have been added to the Action Tracking Tool.*
- *A few folks attended a training from Washington DOT where smart work zones were discussed.*
 - *Consider providing information about the start/end of work zones and traveler information.*
 - *The group who attended is working on sharing this information and working on specifications to compile for implementation into future projects.*
- *One of the goals for this work zone group includes collecting work zone data. This includes travel times, vehicle speeds, etc.*
- *Background software (similar to 511) will be available Fall 2023 and this data will be available for use by August 2024.*

- **Open Discussion**

- *Preliminary Schedule is available at the link below for the Traffic Safety Summit*
 - <https://zerofatalitiesnv.com/safety-summit/safety-summit-schedule/#pageSubNav>
- *Law Enforcement Training events on August 22 and 23 through Below 100.*
 - <https://www.below100.org/>

Attachments:

- A. August 3, 2023, Meeting Attendees
- B. Summary (without attachments) from May 4, 2023 Safer Roads Key Area Meeting
- C. Monthly Fatality Report
- D. Actions and Strategies Update
- E. Nevada Equity Data Analysis Fact Sheet
- F. Traffic Safety Legislative Overview from NVACTS
- G. Managed Lighting Presentation
- H. Stop on Red 2023 Presentation

Next Meetings:

- Nevada Advisory Committee on Traffic Safety (NVACTS) – September 14, 12:00 PM – 2:00 PM
- Work Zones Action Update Meeting – Tuesday, October 3, 10:00 AM – 11:00 AM
- Lane Departures Action Update Meeting – Wednesday, October 11, 10:00 AM – 11:00 AM
- Safe Speed Action Update Meeting – Thursday, October 12, 9:00 AM – 10:00 AM
- Intersections Action Update Meeting – Thursday, October 12, 1:00 PM – 2:00 PM
- Next Safer Roads Meeting – Thursday, November 2, 10:00 AM - 11:30 AM
- 2023 Traffic Safety Summit – September 12-14, 2023
 - Registration is open: <https://zerofatalitiesnv.com/safety-summit/>

Distribution: All attendees and Safer Roads Roster (August 3, 2023)

Date issued: Thursday, August 10, 2023

NOTE TO RECIPIENTS: These meeting minutes record Kimley-Horn’s understanding of the meeting and intended actions arising therefrom. Your agreement that the notes form a true record of the discussion will be assumed unless adverse comments are received in writing within five days of receipt.

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Safer Roads Key Area Meeting Summary



Date/Time:	Thursday, May 4, 2023 10:00am – 11:30am
Chair:	Lacey Tisler, NDOT Traffic Safety Engineering
Vice Chair Safe Speed:	Todd Hartline, DPS Office of Traffic Safety
Vice Chair Lane Departures:	Shawn Paterson, NDOT Design
Vice Chair Intersections:	Rod Schilling, NDOT Traffic Operations

Attendees

- See attached for the meeting attendees.

Topics

- Summary from Last Quarterly Meeting – There were no comments on the summary from the last quarterly meeting.
- Monthly Fatality Data Update – The March state fatal report is attached.
- TRCC – An overview of the last meeting was provided. Next meeting is on June 13 at 1:30 PM.
 - AI speech recognition will benefit law enforcement in the field which will aid with voice recognition.
 - Race and ethnicity updates in the state of Nevada have been updated for the Stop Project.
 - An update was provided on the adjudication of citations, which was delayed due to the fiscal year and the student's school year.
- NDOT Updates
 - May is Bike Month!
 - There has been a reduction in pedestrian and bicycle fatalities in 2023 but please continue to increase caution on the road as the weather is changing.
 - Active transportation and vulnerable road user updates from the FHWA recommendations
 - No action required on rural roads and older drivers
 - Vulnerable road user special rule has been triggered
 - A minimum of 15% reduction has been required for the next fiscal year.
 - This data to help advocate for this group and prioritize projects

- OTS Updates
 - May is motorcycle safety month! The governor provided a proclamation for this.
 - They are currently assembling the bi-annual safety plan
 - They are working on reviewing/scoring Requests for Proposals and Request for Grants
 - Requests have gone out for public health personnel for project recommendations
 - Starting older driver programs, which is a new program area.
 - Working with NDOT to analyze crash and citation data to help inform with projects and safety planning
- NVACTS Updates
 - An overview of the last meeting was provided. Next meeting is on June 8 at 2:00 PM.
 - Andrew was not on the call, so the update was provided by Mike Colety.
 - Presentation on cannabis toxicology in relation to impaired driving and the legal establishments in Nevada.
 - Amy Davey (OTS) led a discussion on Equity in Traffic Safety and is working to determine what data should be used.
 - DMV has staff dedicated to autonomous vehicles which has raised questions on how this impacts crash reports.
 - Citation Process Working Group – the fact that citations for high-risk citations are not process and adjudicated to the level we would like to see
 - *Next meeting May 10.*
 - Policy Priority Working Group is focused on supporting and educating for the local legislative session and progress on how to education others with traffic safety related items.
 - *Next meeting May 11.*
- Safe Speeds Updates
 - 2.1 Support HVE efforts with multiple-channel messaging and outreach
 - *Law enforcement is not able to provide numbers from the events so there's only accurate data from four of about 20 of the partners.*
 - *The third event will be mid-September 2023.*
 - *OTS has some trouble with enforcement within rural counties*
 - *However, Nye County who had an alarming number of crashes in the more rural (northern) part of the county and there is an active initiative to act.*
 - *NDOT SMAP – Please mind through this document to review where the issues are occurring throughout the state.*
 - <https://www.dot.nv.gov/safety/traffic-safety-engineering/highways-safety-improvement-program-hsip/speed-management-action-plan-smap>
 - *6% of Nevada's population lives in the rural areas but 30% of fatalities happens in those locations.*

- 2.2 Legislative opportunities to curb speed, such as safety cameras
 - *There has been little traction in this legislative session for AB 93, the automated safety cameras bill, and others relating to speed management.*
 - *Through the learning process, preparation has begun for 2025 session. Team members are working to manage these items through the next session. Thanks to Sean Sever, Amy Davey, Lacey Tisler, and Andrew Bennett and their efforts on this so far.*
 - *SMAP shows that most of the speed related serious injuries and fatalities could be greatly impacted by automated enforcement. See below for images from the SMAP relating to speed-related crashes.*

Speeding-related crashes are
MORE SEVERE on Principal Arterial: Other
 and Minor Arterial roadways



32% of all crashes
47% of fatal and serious injury crashes

Speeding-related crashes are
MORE SEVERE on lower speed roadways



51% of speeding-related crashes
27% of speeding-related fatal and serious injury crashes

32% of speeding-related crashes
44% of speeding-related fatal and serious injury crashes



- Intersections Updates
 - 2.1 Determine locations with high nighttime crashes and make recommendations to increase lighting.
 - *Presentation on Washoe County Street Light Illumination Research which illustrates the impact of low-lit roadways with photos and videos and how this relates to the roadway classification.*
 - 2.2 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).

- *Two SMPs previously discussed on South Virginia Street (northern NV) and Flamingo Road (southern NV) which have been reviewed for vulnerable road users.*
 - *South Virginia Street SMP was completed on April 20.*
- *LPA process is underway for W 4th Street (northern NV).*
 - *Consideration for continuous pedestrian facilities and roundabouts at Stoker Ave and Summit Ridge Road.*
- *Road owners and Bonanza Road and Carey Avenue (both in southern NV) to have these SMPs funded.*
- Lane Departures Updates
 - 1.2 Statewide climbing and passing lane
 - *The team received a data hiccup but are hoping to provide more information within the next quarter.*
 - *The climbing and passing lane study, which was planned to publish earlier this year for unsafe passing leading to crashes, has been delayed due to the data hiccup.*
 - 2.2 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.
 - *Nevada is 8th in the nation for total first responders trained throughout the state 73.8% responders within the state have been trained (a total of 6,212) which only includes trainings through March which have been in Las Vegas, Reno, Elko, and Tonopah.*
 - *New trainings including the Reno Fire Department (50 personnel trained) Lake Mead Forestry (50 personnel trained) and approximately 200 other personnel.*
 - *The new contract will go to the transportation board next week which will include call-out procedures, more frequent meetings for rural areas (approximately 3 per year), rural crash demonstrations every other year, FHWA for TIM maintenance category, Carson Tahoe Douglas Las Vegas training, bolstering initiatives.*
 - *The group is working to establish a process to analyze clearance times and a deep-dive coordination meeting for after-action reports. A consultant will facilitate a TIM-track (decent sized piece of land for a training facility for permanent applications) feasibility study starting in June 2023 which will conclude late 2024.*
- Work Zone Updates
 - This group is identifying what data is available.
 - Other states are developing smart work zone which they are getting additional data to aid in work zone safety.
 - Speed feedback signs are best utilized in conjunction with smart work zones.

- Open Discussion
 - Policy Priorities
 - Nevada reports on the numbers of serious injuries and fatalities and the FHWA does an analysis and dictates the 'largest areas of improvement'.
 - Nevada is a 'pedestrian-focused state' due to 23% of serious injuries and fatalities involving pedestrians in 2022
 - Nevada is a 'intersection-focused state' due to the alarming amount of serious injuries and fatalities involving pedestrians in 2022
 - There are concerns with crashes that are intentional and violent as there's been an increase in these crashes and behaviors.
 - The group is very interested in data points that could be collected, specifically in relation to intentionality.
 - Consideration is being taken to make connections across the task force's priorities, which would be helpful to linking to the Highway Safety Plans. This is a key foundation to the policy work as the subject matter experts.
 - Safe Speeds Task Force Priority: Support for flexibility and policy guidance beyond the 85% percentile for design speeds (non-legislative priority).
 - Intersections Task Force Priority: Inconsistencies of flashing yellow arrow and signal timing throughout the state. Is there something that can be looked at to 'make complete intersections' for the vulnerable road users (i.e. bike lane ends at intersections).
 - Lane Departures Task Force Priority: vehicle-related technology.
 - There are NDOT Traffic Ops personnel dedicated to technology and how this can be implemented with traffic safety.

Attachments:

- A. May 4, 2023, Meeting Attendees
- B. Summary (without attachments) from February 2, 2023, Safer Roads Key Area Meeting
- C. Monthly Fatality Reports for January 2023 through March 2023
- D. Actions and Strategies Update
- E. Washoe County Street Light Illumination Research

Next Meetings:

- Nevada Advisory Committee on Traffic Safety (NVACTS) – Thursday, June 8, 2:00 PM – 4:00 PM
- NVACTS Policy Priority Working Group (occurring weekly) – Wednesday, May 11, 8:00 AM – 9:00 AM
- TRCC Meeting – June 13 at 1:30 PM – 3:00 PM.
- Work Zones Action Update Meeting – Tuesday, June 13, 11:00 AM – 12:00 PM
- Intersections Action Update Meeting – Thursday, June 29, 9:00 AM – 10:00 AM
- Safe Speeds Action Update Meeting – Thursday, June 15, 9:00 AM – 10:00 AM
- Lane Departures Action Update Meeting – Thursday, June 29, 2:00 PM – 3:00 PM
- Next Safer Roads Meeting – Thursday, August 3, 10:00 AM - 11:30 AM

Distribution: All attendees and Safer Roads Roster (May 4, 2023)

Date issued: Tuesday, May 17, 2023

NOTE TO RECIPIENTS: These meeting minutes record Kimley-Horn’s understanding of the meeting and intended actions arising therefrom. Your agreement that the notes form a true record of the discussion will be assumed unless adverse comments are received in writing within five days of receipt.

DATE OF REPORT: 7/3/2023
 DATA AS OF: 7/3/2023

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	20	25	25.00%	JAN	31	27	-12.90%
FEB	23	15	-34.78%	FEB	24	17	-29.17%
MAR	37	26	-29.73%	MAR	39	26	-33.33%
APR	31	37	19.35%	APR	32	40	25.00%
MAY	36	29	-19.44%	MAY	38	31	-18.42%
JUN	40	31	-22.50%	JUN	40	34	-15.00%
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	187	163	-12.83%	Reporting Period Total	204	175	-14.22%
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	3	4	33.33%	3	5	66.67%	3	3	0.00%	3	0	-100.00%
CHURCHILL	7	3	-57.14%	7	3	-57.14%	4	3	-25.00%	2	0	-100.00%
CLARK	114	108	-5.26%	130	114	-12.31%	59	53	-10.17%	21	21	0.00%
DOUGLAS	5	1	-80.00%	5	1	-80.00%	4	1	-75.00%	2	0	-100.00%
ELKO	7	2	-71.43%	8	2	-75.00%	6	2	-66.67%	4	2	-50.00%
ESMERALDA	0	2	200.00%	0	2	200.00%	0	2	200.00%	0	0	0.00%
EUREKA	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
HUMBOLDT	2	3	50.00%	2	4	100.00%	2	3	50.00%	0	2	200.00%
LANDER	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	1	100.00%
LINCOLN	2	2	0.00%	2	2	0.00%	2	2	0.00%	2	1	-50.00%
LYON	6	3	-50.00%	6	3	-50.00%	3	1	-66.67%	2	1	-50.00%
MINERAL	2	0	-100.00%	2	0	-100.00%	2	0	-100.00%	0	0	0.00%
NYE	3	8	166.67%	3	12	300.00%	1	10	900.00%	1	1	0.00%
PERSHING	3	0	-100.00%	3	0	-100.00%	3	0	-100.00%	1	0	-100.00%
STOREY	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
WASHOE	31	24	-22.58%	31	24	-22.58%	18	9	-50.00%	5	2	-60.00%
WHITE PINE	0	2	200.00%	0	2	200.00%	0	2	200.00%	0	1	100.00%
Reporting Period Total	187	163	-12.83%	204	175	-14.22%	108	92	-14.81%	43	32	-25.58%
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%	2	0	-100.00%	0	0	0.00%	0	0	0.00%
CLARK	34	33	-2.94%	28	23	-17.86%	7	3	-57.14%	2	2	0.00%
DOUGLAS	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
ELKO	0	0	0.00%	2	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	1	100.00%	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%	3	1	-66.67%	0	0	0.00%	0	0	0.00%
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
NYE	0	1	100.00%	1	1	0.00%	1	0	-100.00%	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%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
WASHOE	4	10	150.00%	9	2	-77.78%	0	3	300.00%	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	39	47	20.51%	47	28	-40.43%	8	6	-25.00%	2	2	0.00%
Total												

THIS REPORT IS A POINT IN TIME COMPARISON

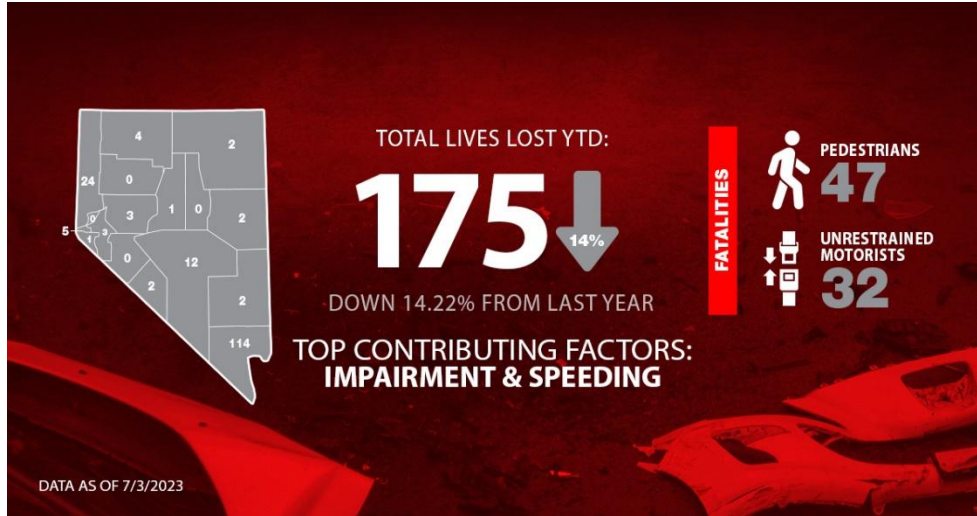
THIS DATA DOES NOT INCLUDE DATA FIELDS MARKED BY THE OFFICER AS UNKNOWN.

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.





Key Area: Safer Roads (SR)

Critical Emphasis Area: Safe Speed (SP)



Strategy #1: Advance the use of infrastructure techniques and technology to manage target speeds and set speed limits.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
1.1	Develop a statewide Speed Management Action Plan for Nevada.	Lacey Tisler (NDOT)	Aug 2022	11/03/2022	 Completed	NDOT Speed Management Action Plan completed by 2022.	The Speed Management Action Plan has been approved by NDOT and will be posted to the website.
1.2	Implement context-sensitive speed setting approach for state-owned roadways.	Lacey Tisler (NDOT)	Dec 2023	07/21/2023	 Moderate Progress	Establish target speeds for stateowned facilities by 2022.	End date was updated from 6-30-2023 to 12-31-2023.
1.3	Install dynamic speed feedback signs within transition zones, preferably with geometric improvements, to reduce speeds where speeds/crashes are an issue.	Lacey Tisler (NDOT) Jordan Kaczmarek (NDOT)	Jun 2024	07/21/2023	 Not Started	Select three locations to provide guidance from NDOT Speed Management Action Plan.	End date was updated from 12-31-2023 to 6-30-2024.

Strategy #2: Utilize high-visibility speeding enforcement targeted at high-risk locations to reduce crash severity.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
2.1	Support High Visibility Enforcement (HVE) efforts for aggressive driving and speed with strong multiple-channel messaging and outreach to encourage appropriate speeds.	Todd Hartline (DPS-OTS) Lacey Tisler (NDOT)	Dec 2024	07/21/2023	 Substantial Progress	Report on the statistics from each HVE event.	End date was updated from 6-30-2022 to 12-31-2024.
2.2	Support legislative opportunities to curb speed and aggressive driving, such as automated enforcement in school and work zones.	Todd Hartline (DPS-OTS) Lacey Tisler (NDOT)	Jul 2025	07/21/2023	 Substantial Progress	Automated enforcement legislation in the 2023 session.	End date was updated from 6-30-2023 to 7-31-2025.

Strategy #3: [Improve effectiveness of education and outreach about safe speed and aggressive driving.](#)





No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
3.1	Use education and messaging to change culture of normalized speeding.	Todd Hartline (DPS-OTS)	Dec 2022	04/13/2022	 Moderate Progress	One speed campaign and presentation that focuses on culture change per year.	Development of programs to address speeding at a community level. NDOT working to develop an agreement with OTS to develop safety campaigns with HSIP funding.
3.2	Promote peer-to-peer outreach programs to address social norms and shared driving behaviors for all roadway users to reduce speed and aggressive driving.	Nick Nordyke (DPS-OTS)	Dec 2022	11/08/2021	 Substantial Progress	Hold at least one peer-to-peer outreach program per year.	Hosting community conversations - outreach to groups that OTS is not normally talking to (faith-based, non-profits, community centers). Seven events planned for November 2021.

Critical Emphasis Area: Lane Departures (LD)

Strategy #1: Apply proven engineering countermeasures and roadway improvements to keep vehicles in their lanes.




No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
1.1	Prioritize high-risk horizontal curves and apply countermeasures.	Jordan Daker (NDOT)	Jun 2024	07/21/2023	 Substantial Progress	Apply countermeasures such as high-friction surface treatment (HFST) and enhanced signage.	End date was updated from 6-30-2022 to 6-30-2024.
1.2	Develop a statewide climbing and passing lane program.	Jordan Daker (NDOT)	Dec 2023	07/21/2023	 Substantial Progress	Prepare Climbing and Passing Lane Study and prioritize locations (multi-jurisdictional).	End date was updated from 12-31-2022 to 12-31-2023.
1.3	Update rumble strip standards and guidance on new and re-rumble strip installations.	Jordan Daker (NDOT)	Jun 2024	07/21/2023	 Initiated	Standards and guidance for new and re-rumble strip installations.	End date was updated from 6-30-2022 to 6-30-2024.

Strategy #2: Increase survivability in the event of a lane departure through engineering and emergency response.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
2.1	Identify opportunities to increase survivability of run-off-the-road crashes (slope flattening, shoulder widening, and roadside object removal projects).	Shaun "Murry" Deforest (NDOT) Lacey Tisler (NDOT)	Jun 2024	07/21/2023	 Moderate Progress	Number of projects that address slope flattening, shoulder widening and object removal.	End date was updated from 6-30-2022 to 6-30-2024.
2.2	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.	Juan Hernandez (NDOT)	Jun 2024	07/21/2023	 Moderate Progress	Increase number of responders trained.	End date was updated from 6-30-2022 to 6-30-2024.
2.3	Decrease animal vehicle collisions: prioritize problem areas with crash data (statewide assessment).	Nova Simpson (NDOT)	Jun 2024	07/21/2023	 Moderate Progress	Report on integration of wildlife mitigation into NDOT projects and continued research on problem areas.	End date was updated from 6-30-2022 to 6-30-2024.
2.4	Identify and support technology that will increase the survivability and decrease the probability of lane departure crashes.	Juan Hernandez (NDOT)	Jun 2024	07/21/2023	 Initiated	Document successes and crash reduction associated with technologies. Increase implementation of current technologies and identify one new technology.	End date was updated from 6-30-2022 to 6-30-2024.

Critical Emphasis Area: Intersections (I)




Strategy #1: Screen the roadway network for high-risk intersections and apply effective and/or innovative countermeasures.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
1.1	Screen the network to identify the top high-risk signalized intersections.	Shara Thiesen (NDOT)	Jun 2022	05/09/2022	 Completed	Top high-risk signalized intersections.	Intersection screening has been completed. The list has been forwarded to Jordan and Mo to complete their action steps.
1.2	Screen the network to identify the top high-risk unsignalized intersections (separated by rural and urban).	Shara Thiesen (NDOT)	Jun 2022	05/09/2022	 Completed	Top high-risk unsignalized intersections.	Intersection screening is complete and forwarded list to Jordan and Mo.
1.3	Identify countermeasures to apply to the top high-risk signalized intersections.	Maurilio Olivares (NDOT)	Dec 2023	07/21/2023	 Substantial Progress	Identify projects to improve safety at top high-risk signalized intersections.	End date was updated from 6-30-2022 to 12-31-2023.
1.4	Identify countermeasures to apply to the top high-risk unsignalized intersections.	Maurilio Olivares (NDOT)	Dec 2023	07/21/2023	 Substantial Progress	Identify projects to improve safety at top high-risk unsignalized intersections.	End date was updated from 6-30-2022 to 12-31-2023.
1.5	Conduct safety analysis at unsignalized and signalized intersections throughout the state to determine potential systemic countermeasures to apply at intersections.	Jordan Kaczmarek (NDOT)	Mar 2023	07/21/2023	 Initiated	Systemic safety analysis and identification of proven safety countermeasures.	End date was updated from 6-30-2022 to 3-31-2023.

Strategy #2: Screen the roadway network for high-risk segments and apply effective and/or innovative countermeasures to improve intersection safety.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
2.1	Determine locations with high nighttime crashes and make recommendations to increase lighting.	Maurilio Olivares (NDOT) Xu Hao (UNR)	Mar 2024	07/21/2023	○ Substantial Progress	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.	End date was updated from 6-30-2022 to 3-31-2024.
2.2	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).	Jorden Kaczmarek (NDOT)	Jun 2024	07/21/2023	○ Substantial Progress	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.	End date was updated from 6-30-2022 to 6-30-2024.
2.3	Support and document roadway lane reconfigurations throughout the state.	Maurilio Olivares (NDOT) Gena Kendall (RTCSNV)	Dec 2023	07/21/2023	○ Substantial Progress	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.	End date was updated from 6-30-2022 to 12-31-2023.

Strategy #3: Conduct outreach and education initiatives for target audiences that focus on eliminating high-risk behaviors at intersections.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
3.1	Support efforts for automated enforcement in the state through the use of safety cameras.	Mike Browett (RPD) Erin Breen (UNLV)	Jun 2025	07/21/2023	 Initiated	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).	End date was updated from 6-30-2023 to 6-30-2025.
3.2	Conduct saturation enforcement of red light running.	Mike Browett (RPD)	Jun 2022	08/11/2021	 Not Started	Number of red-light running citations reported statewide.	N/A
3.3	Support efforts for roundabout training in driver education and on driving test.	Sam Ahiamadi (NDOT)	Jun 2024	07/21/2023	 Moderate Progress	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.	End date was updated from 6-30-2022 to 6-30-2024.

Critical Emphasis Area: [Work Zones \(WZ\)](#)

Strategy #1: [Increase use of data sources and innovative technology to address the causes of fatalities and serious injuries in work zones.](#)

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
1	Research technology support and determine available data sources	Casey Sylvester (NDOT)	Dec 2023	06/23/2023	○ Not Started	Summary of research	N/A
2	Analyze crash data, provide recommendations, and develop strategies to support better decision-making.	Matthew Williams (NDOT) Casey Sylvester (NDOT)	Jun 2024	06/23/2023	○ Not Started	Set of education/communication/outreach strategies to inform construction workers/project managers/etc. on ways to improve safety within work zones.	N/A

Strategy #2: Increase effectiveness of Traffic Control Work Zones

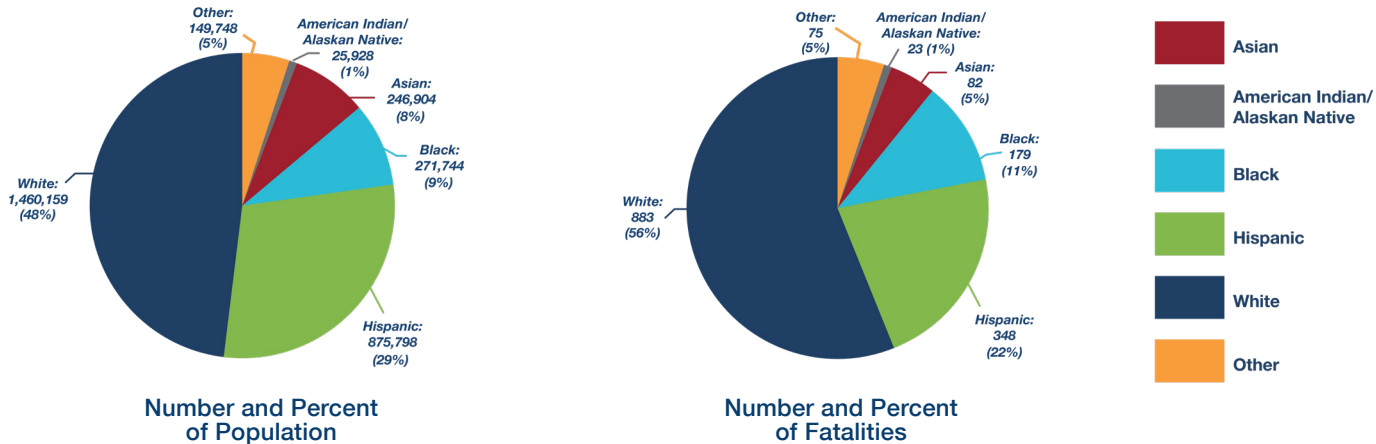
No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
1	Research traffic control design, specifications, Traffic Management Plan (TMP), and review processes for work zones (i.e. alignment with MUTCD standards).	Maurilio Olivares (NDOT) Casey Sylvester (NDOT)	Dec 2024	06/23/2023	<input type="radio"/> Not Started	Summary of findings based on areas of improvement and design best practices.	N/A
2	Measure effectiveness of traffic control layouts (Identify an agency to champion this effort?)	John Penuelas (RTCSNV)	Jun 2025	06/23/2023	<input type="radio"/> Not Started	Develop strategies to review traffic control plans for conformance with national standards.	N/A
3	Evaluate the feasibility for using automated enforcement within a work zone as a pilot project.	Lacey Tisler (NDOT)	Dec 2025	06/23/2023	<input type="radio"/> Not Started	Summary of findings with recommendations for use.	N/A

Strategy #3: Future Consideration: Determine impacts of work zones on capacity, mobility and safety downstream of the work zone

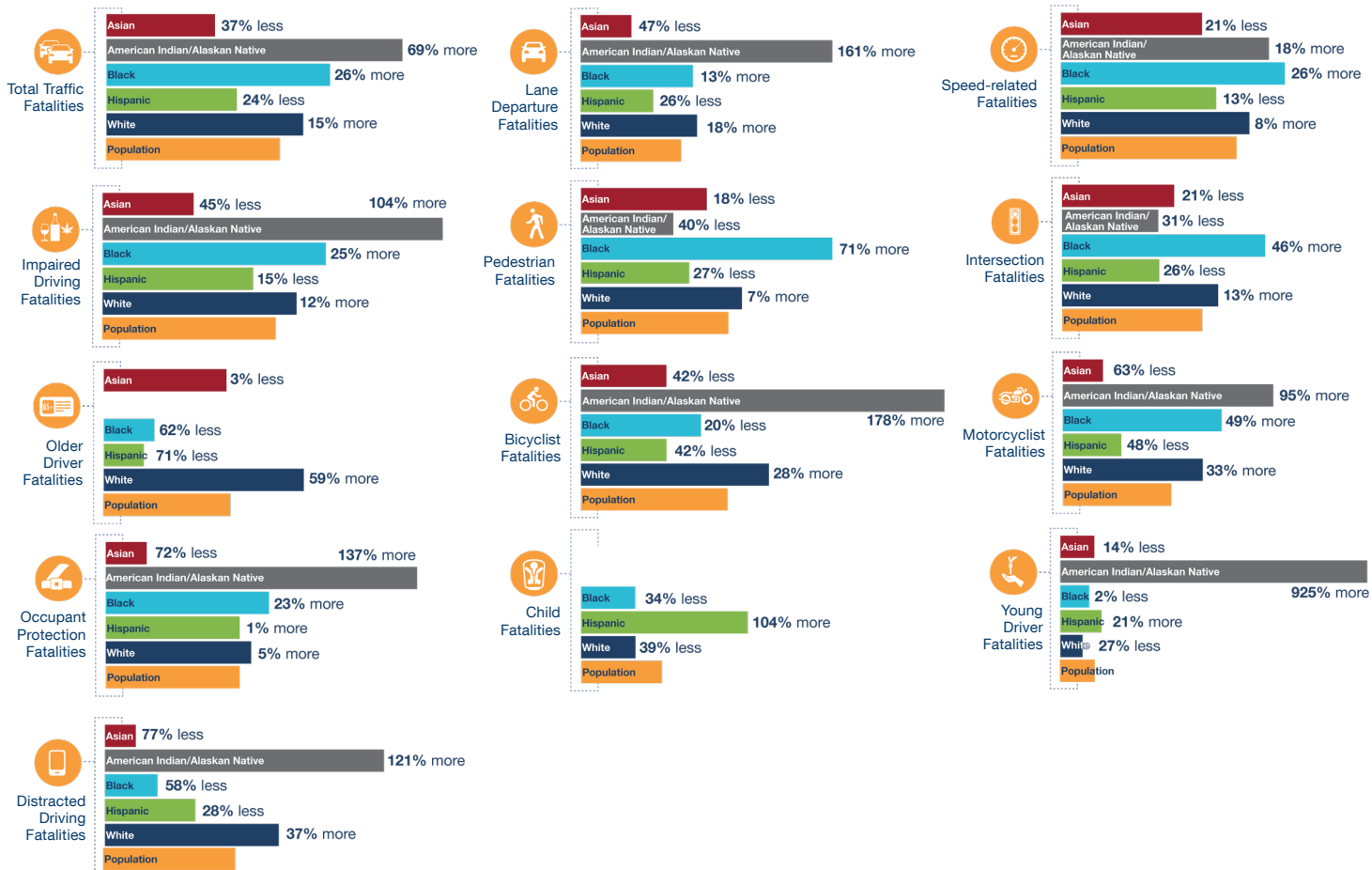
No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
1	Review projects within 0.5 mile outside of work zones which impact the safety of the corridor.	Maurilio Olivares (NDOT)	Jun 2025	06/23/2023	<input type="radio"/> Not Started	Summary of impacts that construction zones have on safety within the vicinity of a work zone.	N/A

Racial Equity in Traffic Fatalities in Nevada

Distribution of Nevada Traffic Fatalities by Race/Ethnicity



Fatality Rate by Race/Ethnicity Compared to Total Population (Comparison of Fatality Rate by Population)

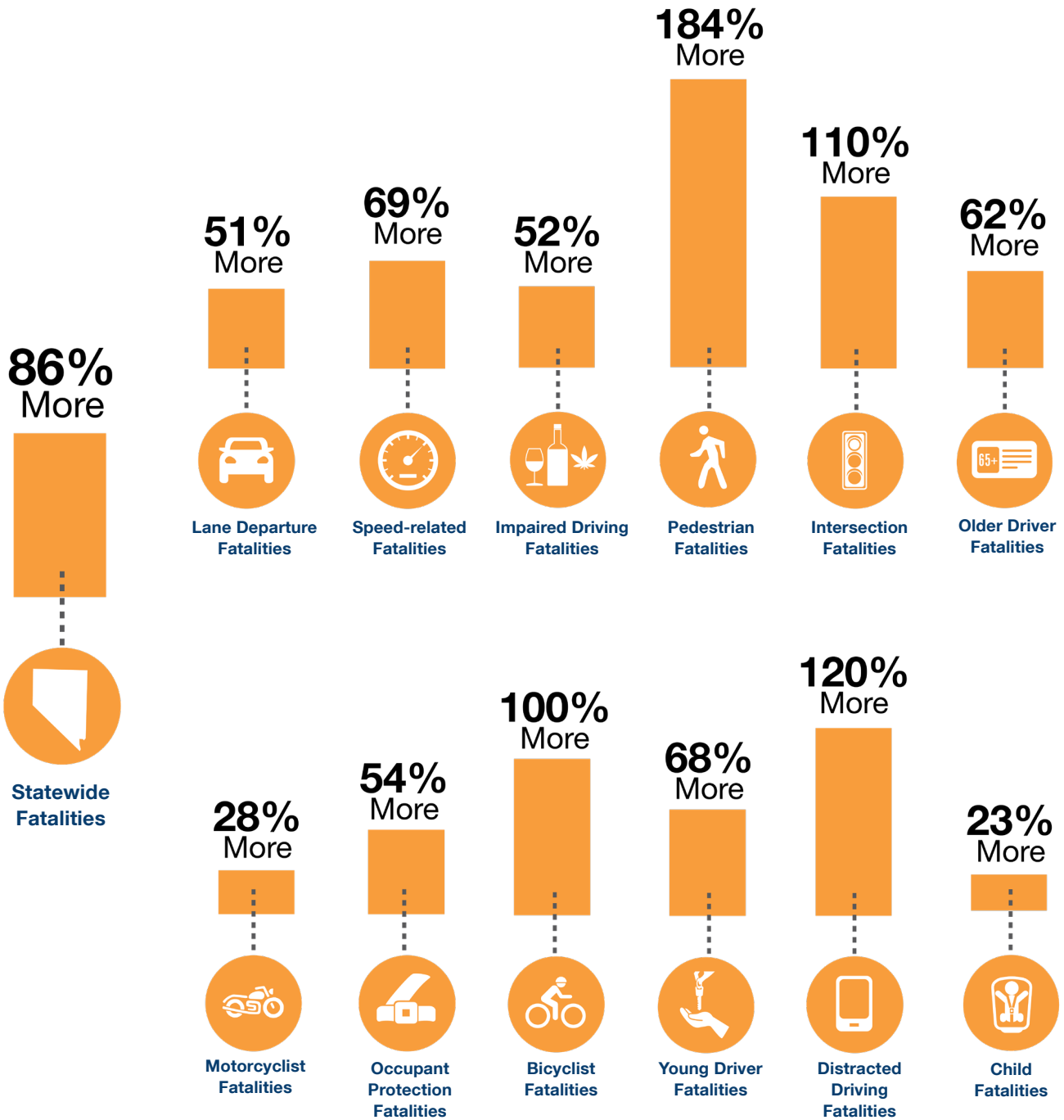


Data Source: US Census Bureau ACS and FARS (2016-2020)

1. The race/ethnic groups presented above summarizes groups that could be consistently compared across the different data sets.

Income Equity in Traffic Fatalities in Nevada

Increased Rate of Fatalities for Census Block Groups with Household Income Less than \$50,000 Compared to Income Greater than \$50,000



Data Source: American Community Survey (ACS) collected by U.S. Census Bureau, FARS

1. Income data is available for the Census Block Groups where a traffic fatality occurs and not the individual (i.e. this data represents the income information of the Census Block Groups where the crash occurs and not the income of the crash victim.)

2. The ACS 5-Year Estimates for 2020 were used to determine per-capita fatality rates.

8. Traffic Safety Legislative Overview

- Review of traffic safety legislation from the 2023 Nevada Legislative Session.

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8. Traffic Safety Legislative Overview

- Positive impact to traffic safety:

Bill No.	Sponsor	Description	Notes	Outcome	Effective
AB2	Assembly Committee on Growth and Infrastructure (City of Sparks)	Revises provisions relating to public safety.	Solid blue lights for all roadworkers.	Approved by the Governor.	10/1/2023
AB408	Assemblywoman Brown-May	Revises provisions relating to motor vehicles.	Ticket and Tow	Approved by the Governor.	10/1/2023
SB322	Senator Jeff Stone & Assemblyman Toby Yurek	Revises provisions relating to reckless driving.	Rex's Law	Enrolled	7/1/2023
SB412	Office of the Governor	Revises provisions relating to criminal justice.	Gov's Safety Bill. DUI's removed	Enrolled	7/1/2023
AB359	Assemblywoman Daniele Monroe-Moreno Assemblyman Howard Watts Assemblywoman Clara Thomas Assemblyman Cameron Miller	Revises provisions relating to the imposition by certain counties of additional taxes on fuels for motor vehicles.	FRI	Vetoed	N/A

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8. Traffic Safety Legislative Overview

- Positive impact to traffic safety:

Bill No.	Sponsor	Description	Notes	Outcome	Effective
SB66	Senate Committee on Growth and Infrastructure (DMV)	Revises provisions relating to public safety.	Requiring a court to notify the Department of Motor Vehicles if a person is convicted of certain offenses	Approved by the Governor.	Effective July 1, 2023.
SB423	Senate Committee on Growth and Infrastructure	Revises provisions relating to motorcycles.	Motorcycle training	Approved by the Governor	Upon Passage & 1/1/2023

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8. Traffic Safety Legislative Overview

- Neutral impact to traffic safety:

Bill No.	Sponsor	Description	Notes	Outcome	Effective
AB56	NDOT	Revises provisions relating to the operation of certain motor vehicles on certain portions of a highway.	Shoulder running	Approved by the Governor	5/31/2023 & 1/1/2024
SB242	Senator Nguyen	Revises provisions governing controlled substances.	Psychedelic Medicines Working Group	Enrolled	Upon Passage
AB456	Assembly Committee on Growth and Infrastructure	Revises provisions relating to railroads.	ATE other rail safety.	Vetoed	N/A
SB 296	Senator Dallas Harris	Revises provisions related to traffic stops.	Low Level	No further action allowed	N/A

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8. Traffic Safety Legislative Overview

- Neutral impact to traffic safety:

Bill No.	Sponsor	Description	Notes	Outcome	Effective
SB107	Senator Skip Daly	Establishes provisions relating to contractors performing work on a highway.	Allow contractors performing certain work on a highway to obtain a permit for the use of certain law enforcement vehicles	To enrollment.	10/1/2023
SB110	Senators Goicoechea, Buck and Stone; Assemblyman Gurr	Revises provisions governing the operation of vehicles on certain highways in the State of Nevada.		To enrollment.	7/1/2028

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8. Traffic Safety Legislative Overview

- Possible adverse impact to traffic safety:

Bill No.	Sponsor	Description	Notes	Outcome	Effective
SB104	Joint Interim Standing Committee on Judiciary (Senator Nguyen)	Revises provisions relating to traffic offenses.	AB116 "Cleanup"	To enrollment.	?
SB422	Senate Committee on Growth and Infrastructure	Relating to public safety	Food delivery robots.	Approved by the Governor.	Upon passage & 1/1/2024
AB253	Assemblyman Miller	Provides for the permitting and regulation of certain events at which the sale and consumption of cannabis or cannabis products is allowed		No further action allowed	N/A

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Nevada SHSP Safer Roads Quarterly Meeting

Eric MacGill, Sr. Traffic Designer

Kevin A. Maxwell, PE, CPM, Principal Engineer

August 3, 2023

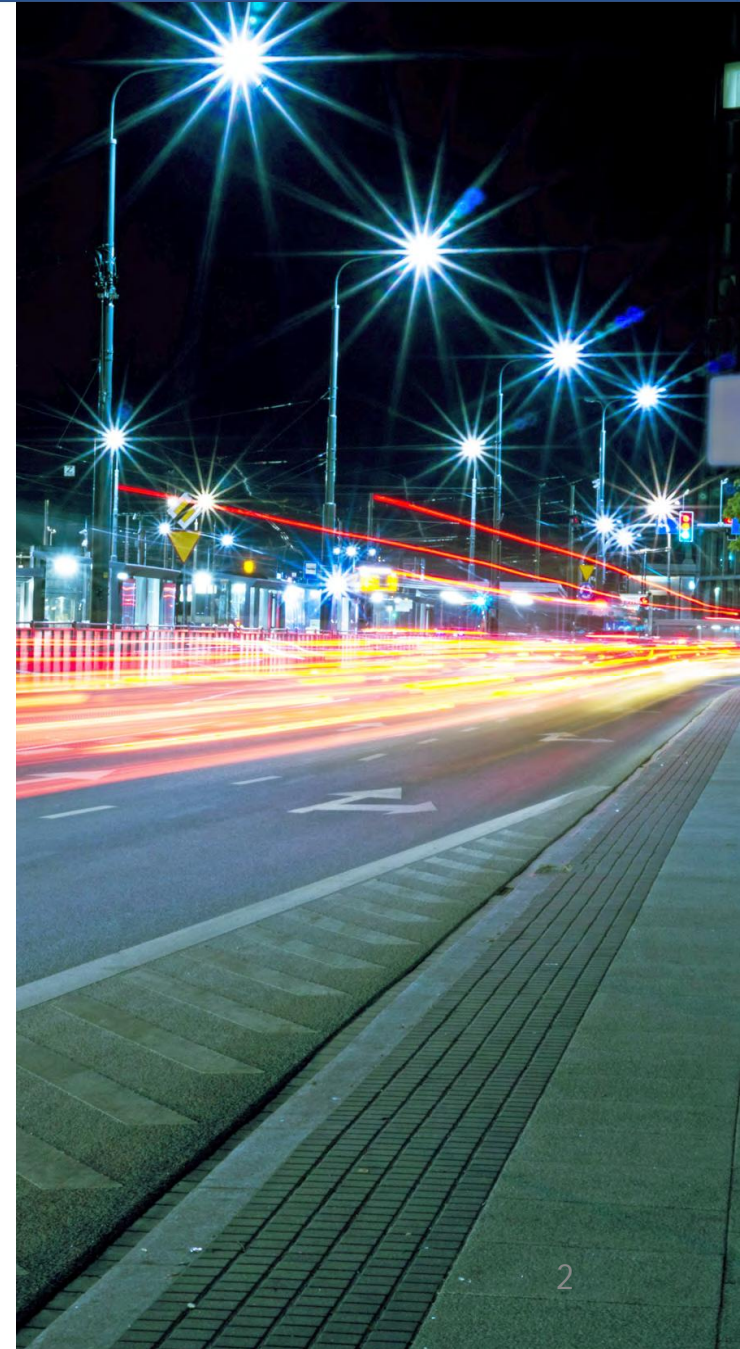
💡 Enables remote **management & monitoring** of roadway lights

💡 A full system contains:

1. Control Node (Circuit or Fixture)
2. Base Station (Vendor Dependent)
3. Central Control Software (Cloud or Local)

💡 Benefits may include:

- Streamlining Maintenance
- Improved Asset Management
- Reduction in Energy Consumption
- Increased Fixture Lifespan
- Fewer public complaints related to lighting outages



WHAT IS A CONTROL NODE?

💡 Enables:

1. Remote lighting control (on/off/dimming/schedule)
2. Lighting asset management functionality

💡 Connects to each fixture using the seven-pin receptacle on each fixture

- Same receptacle as “dumb” photocell

💡 Communicates through either on-board cellular radio or low power mesh networking with a base station

- NDOT's pilot project includes vendors using both communication methods
- Mesh nodes usually use ISM 908 MHz to 928 MHz bands or 2.4 GHz RF for communication



Dark To Light Node



Ubicquia Ubicell Node

WHAT IS A BASE STATION?

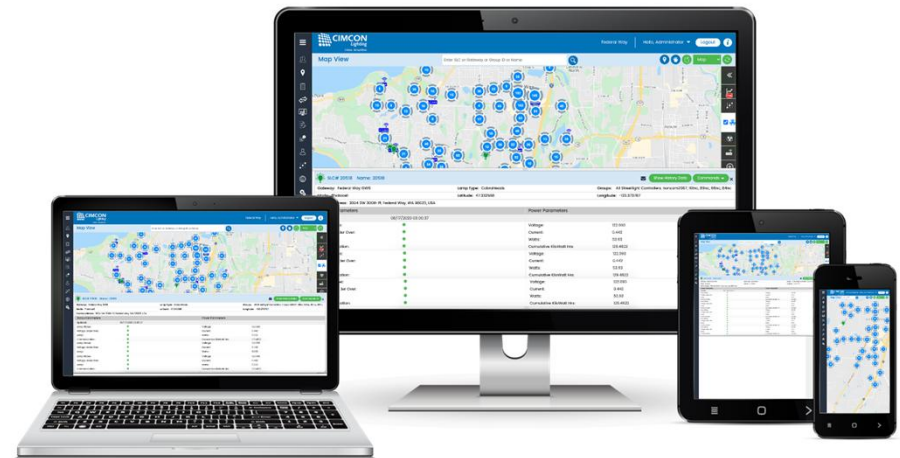
- 💡 The Base Station serves as a gateway between the Control Nodes and the Central Control Software
- 💡 It aggregates multiple Control Nodes to enable centralized control and monitoring of the lighting system
- 💡 Typically, the Base Station uses cellular radio for backhaul, although some vendors offer Ethernet connection options
- 💡 Some systems do not use a base station. Each control node connects directly to the Central Control Software through a SIM card or eSIM in each node



GE Current LightGrid
Base Station

WHAT IS CENTRAL CONTROL SOFTWARE?

- 💡 A cloud-based graphical interface accessed via web browser
- 💡 Enables users to configure features such as scheduling or photocell parameters for the Nodes
- 💡 Enables users to monitor real-time and historical status and power consumption data
- 💡 The system can integrate with NDOT's existing ATMS platform via API or SMTP
- 💡 This integration enables immediate alerts for power outages or other events that may impact roadway lighting



Quantela Management Platform

💡 Initial project goals \neq Final project goals!

💡 Operations Goals:

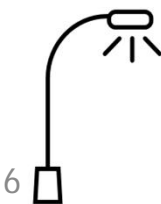
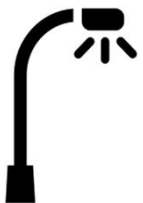
- Enable remote control of fixtures
- Reduce energy consumption
- Detect vehicular, motorcycle, bicycle, and pedestrian traffic
- Internet Protocol (IP) communication for all nodes

💡 Maintenance Goals:

- Detect conductor theft
- Enable remote troubleshooting
- Monitor fixture performance
- Monitor environmental conditions

💡 Safety Goals:

- Enable remote detection of fixture failure
- Provide adjustable dimming depending on the traffic volume (including vehicles, pedestrians, etc.)
- Evaluate "bells and whistles" (e.g. Gunshot detection)



Q2
2019

- NDOT creates Initial Statement of Work

Q1
2020

- State of the Practice Report – Completed

Summer
2020

- Stakeholder Outreach – Completed (and continues as needed)

Q1 2021

- Managed Lighting Handbook – Draft Complete

Summer
2022

- Pilot Design Project Completed

Summer
2023

- Managed Lighting Handbook – Final, Approval Pending

Summer
2023

- Evaluation Criteria Memo – In Progress

TBD

- Pilot Construction Project – In Progress

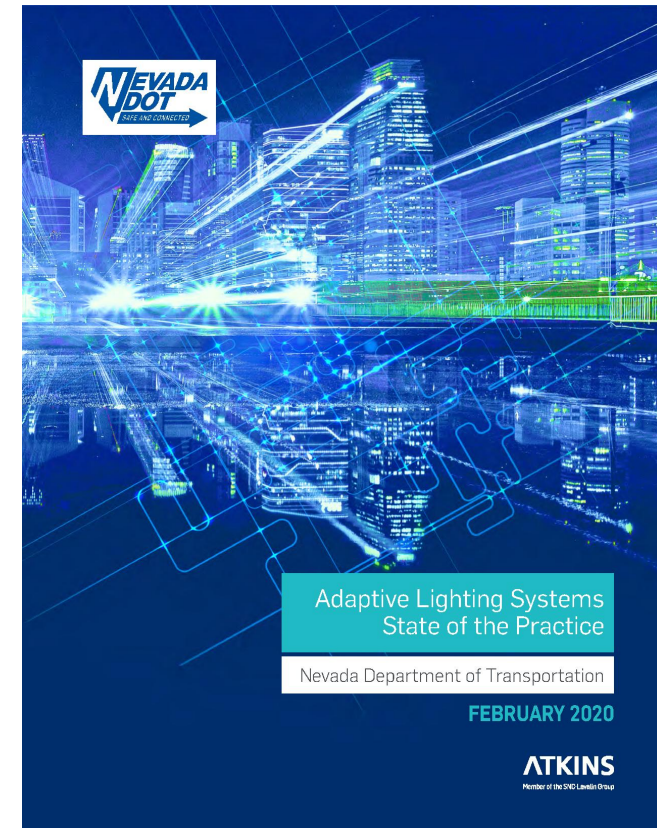
From June 2019-Feb 2020, We developed a State of the Practice report to establish a better understanding of the available systems on the market.

The report included:

- Review of available lighting control systems
- Assessment of NDOT's required capabilities
- Analysis of deployments by others
- Rating of available solutions in early 2020

The report also outlined two additional steps that NDOT should complete to move forward:

- Clearly define standards and specifications to achieve the required capabilities
- Complete a pilot project (currently in progress)



- We conducted stakeholder engagement with NDOT districts and RTC FAST.
- Aimed to capture the concerns and feedback of the stakeholders regarding the proposed adaptive lighting system.
- Identified several concerns, including aging infrastructure, limited maintenance resources, and theft/vandalism of lighting infrastructure.
- Based on the stakeholder feedback, it became clear that asset management capabilities would provide the most benefits and should be prioritized.
- The conclusion of the stakeholder engagement campaign led to revising the terminology from adaptive lighting to managed lighting.
- This adjustment demonstrates the importance of engaging with stakeholders to understand their concerns and perspectives, which can ultimately lead to better project outcomes.

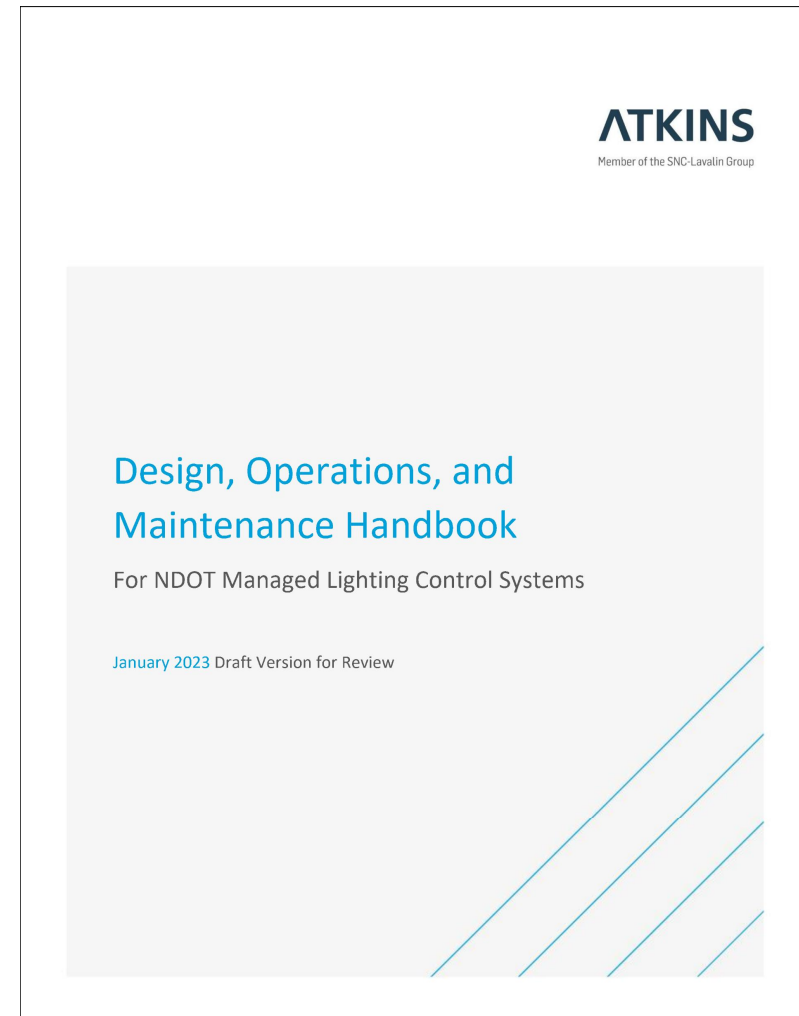


💡 Written for multiple audiences:

- Design engineers
- NDOT district staff
- NDOT SLI staff

💡 To be used throughout the lifecycle of a deployment:

1. Design
2. Operation
3. Asset Management/Maintenance



Pilot Design in Washoe Valley & Reno:

- 💡 184 control nodes from five vendors
- 💡 Locations:
 - 3 rural interchanges on I-580
 - Approx. 1 mile of urban freeway on I-580
- 💡 Mix of existing and proposed luminaires
- 💡 Adaptive lighting capabilities:
 - Vehicle detection triggers an increase in light levels for one minute downstream of detected vehicle
 - Originally designed for three rural interchanges, but is now not supported by the other vendors; final design will include functionality at one rural interchange
- 💡 Pilot project will evaluate system performance and inform future deployment decisions



COOPER
Lighting Solutions

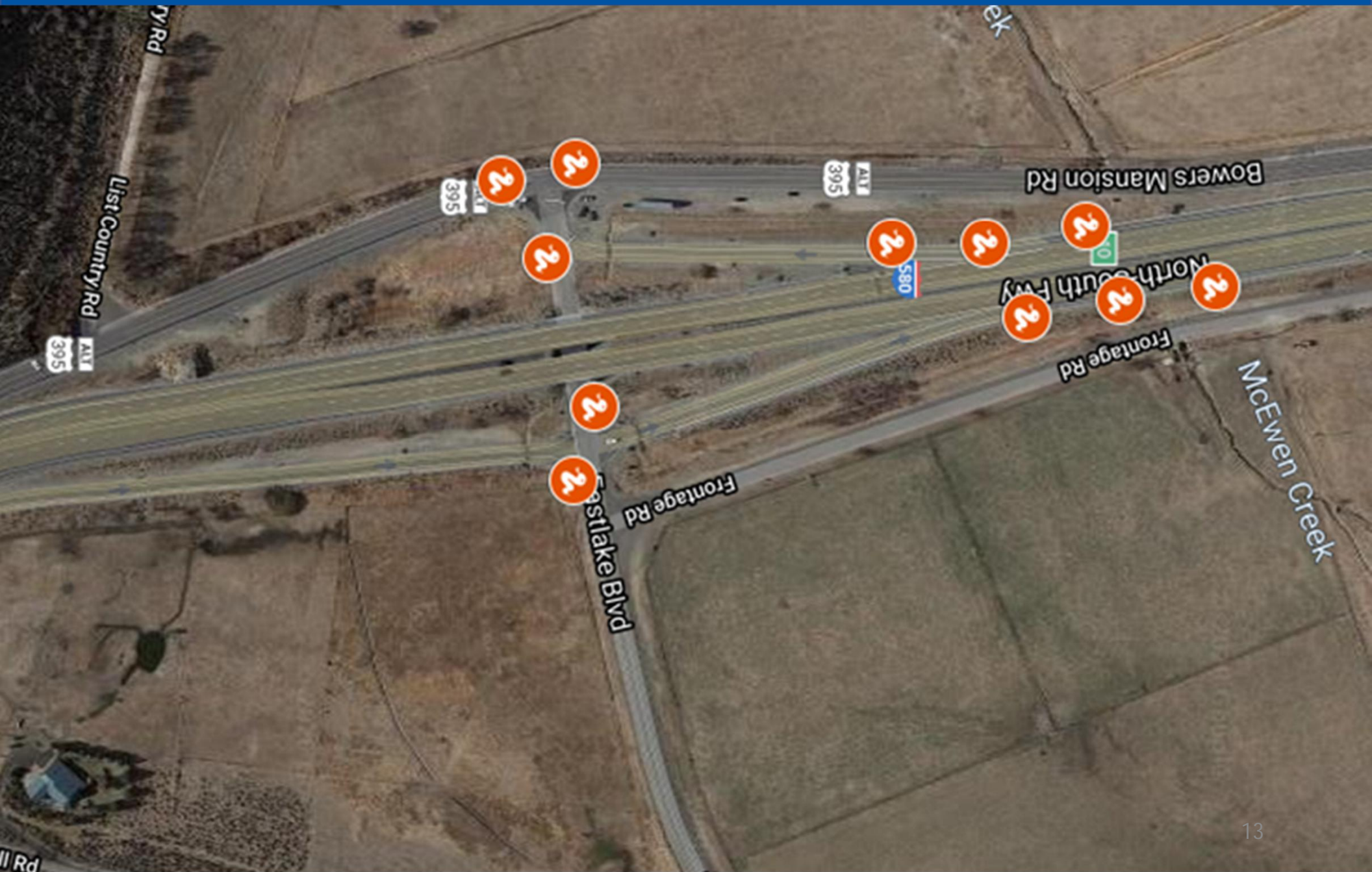


GE current
a Daintree company

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Quantela

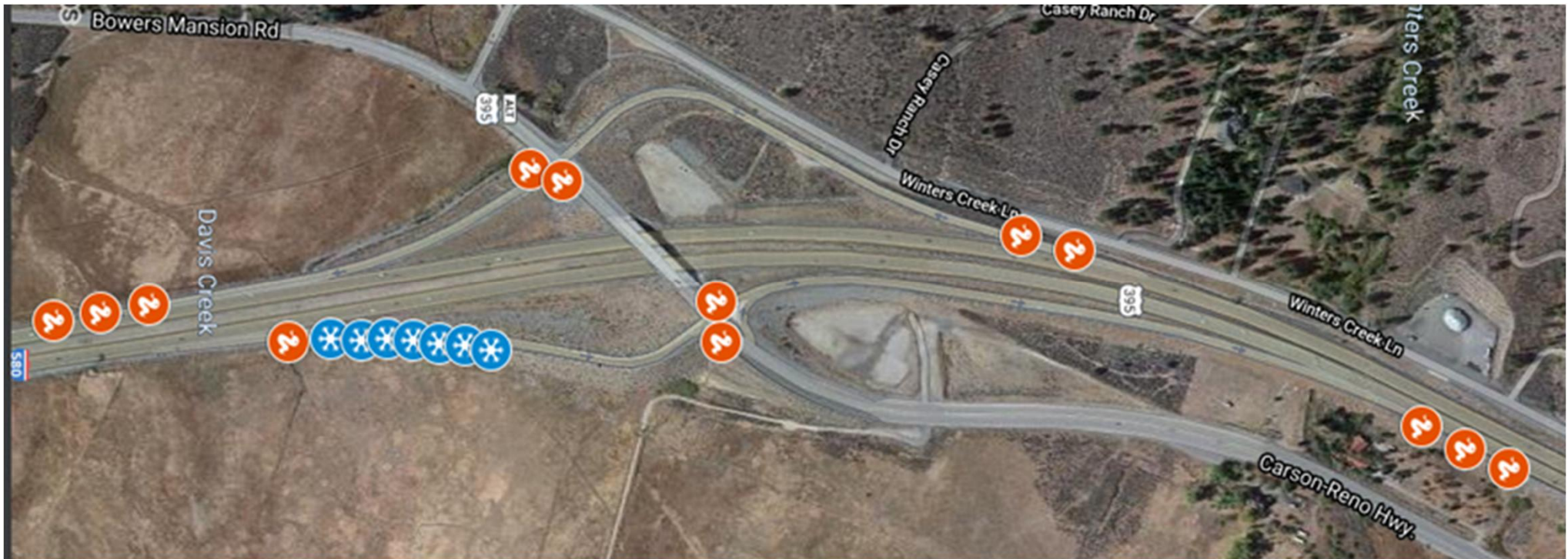
PILOT PROJECT LOCATION: EASTLAKE BLVD & I-580



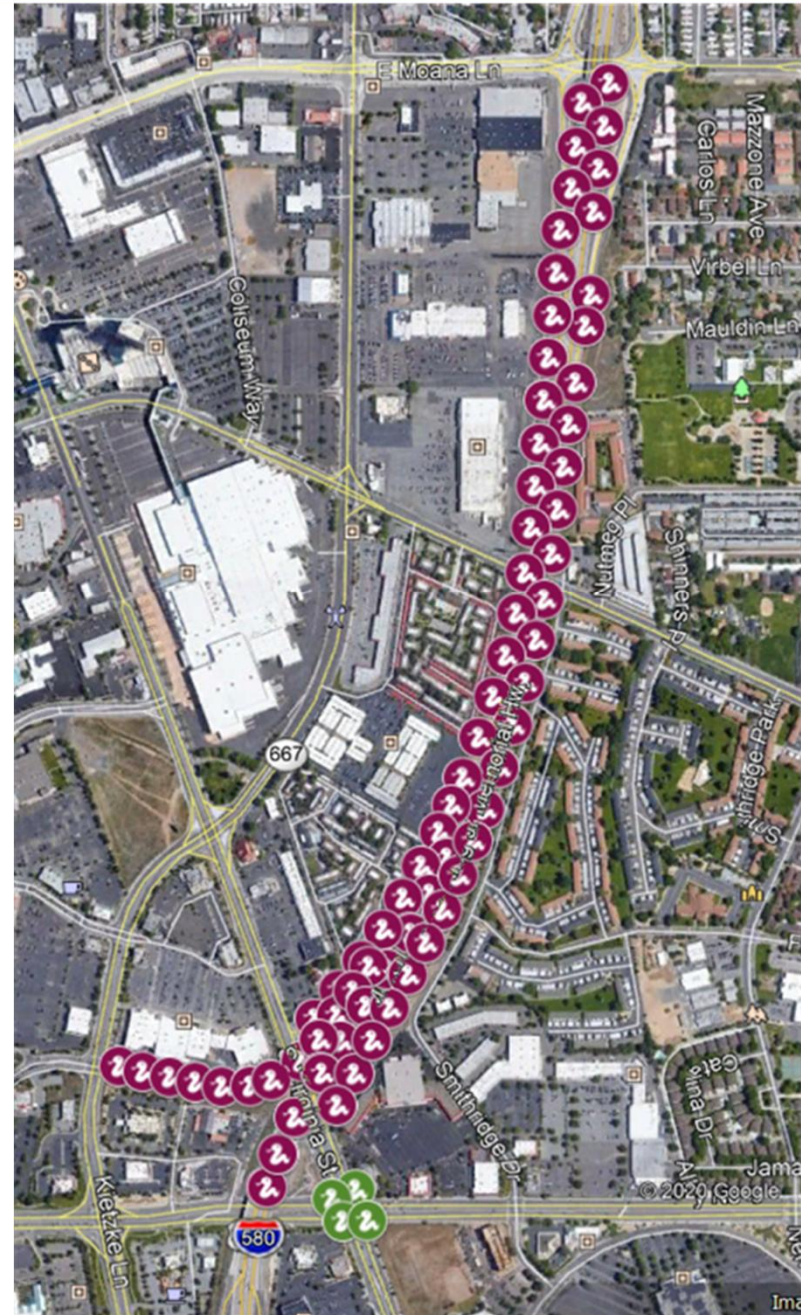
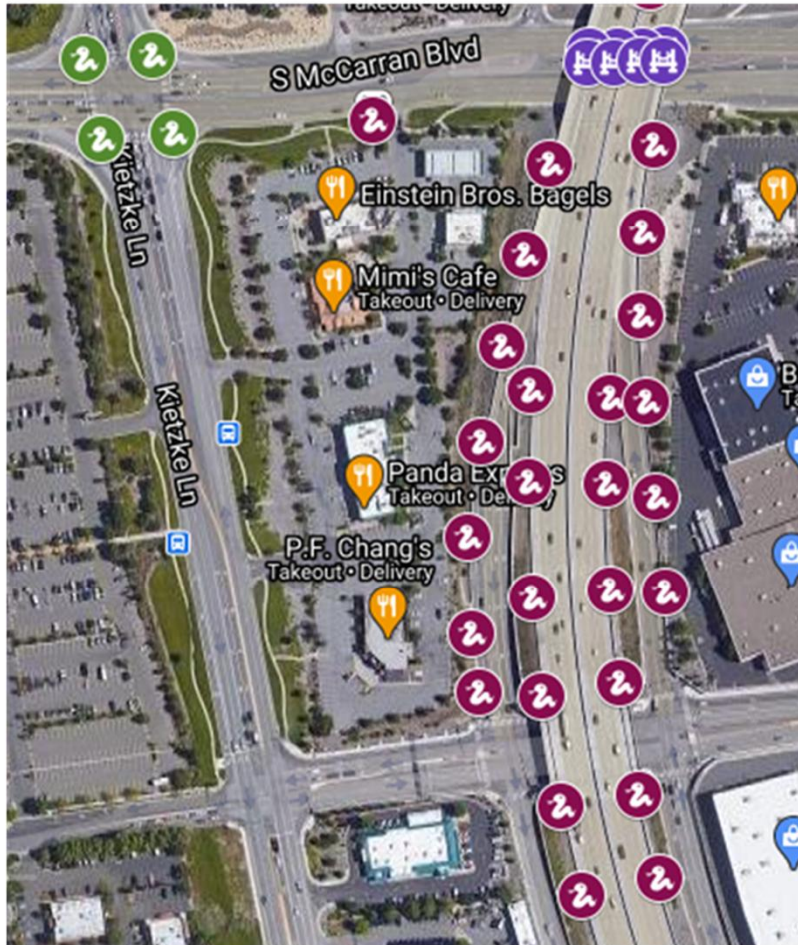
PILOT PROJECT LOCATION: BELLEVUE RD & I-580



PILOT PROJECT LOCATION: BOWERS MANSION RD & I-580



PILOT PROJECT LOCATION: I-580 (MEADOWOOD MALL WAY TO MOANA LANE)

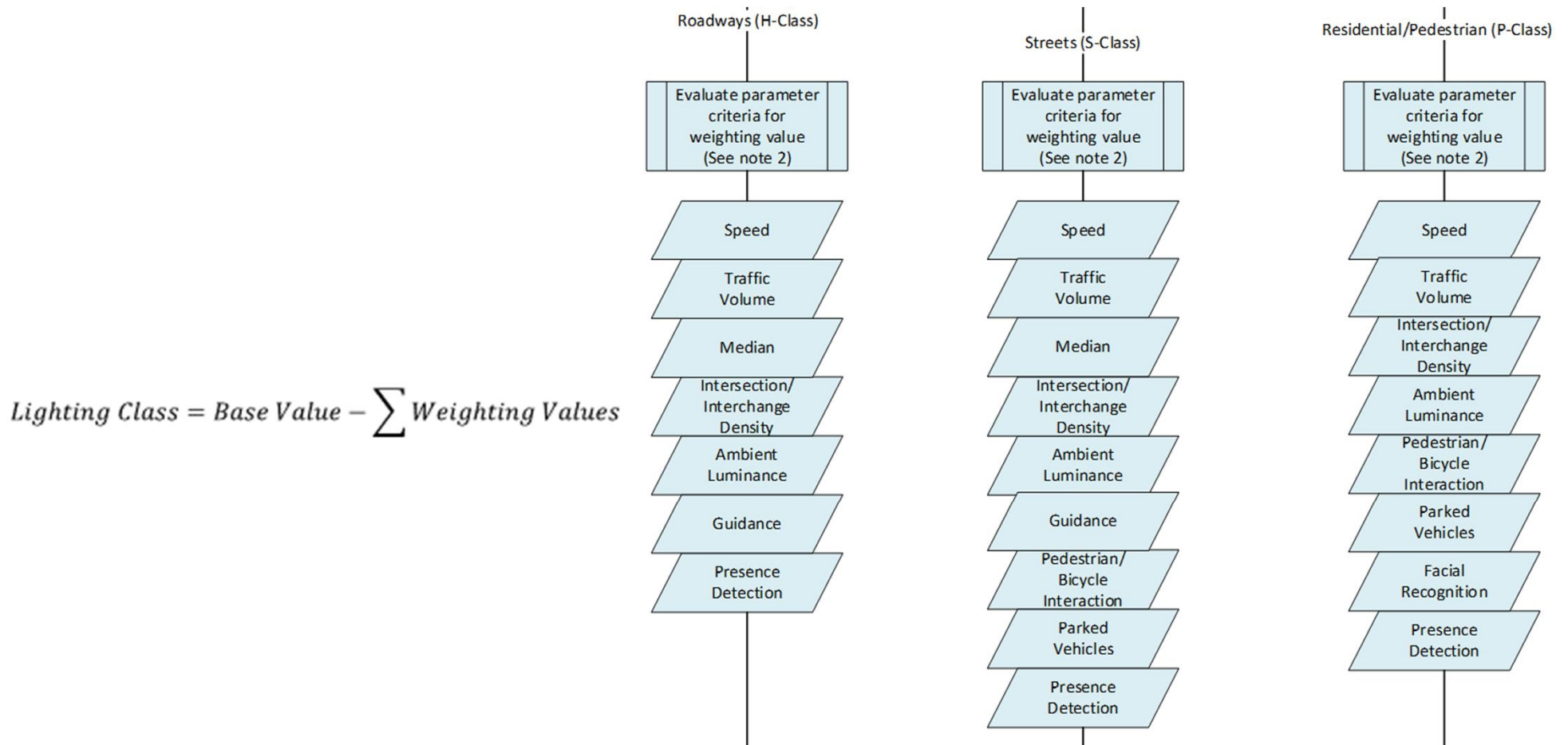


- We created AGI32 model to evaluate existing lighting levels
- Compared to minimum levels per NDOT SLI Design Guide
- Rural areas = brighter than required
- Urban areas = at or close to required
- We developed an Excel tool to calculate the percentage of full brightness that each light may be set to achieve the minimum required lighting levels.

Minimum % light level = required avg luminance ÷ modeled avg luminance

- Operators may set the light levels higher than the minimum percentage but setting any lower would require further engineering evaluation.

- 💡 Parameters per FHWA-HRT-14-050 publication, June 2014
- 💡 Weighting formula determines lighting class.



SELECTION CRITERIA FOR ROADWAYS

Roadway Design Level Selection Criteria.

Table 10 From FHWA Guidelines for the Implementation of Reduced Lighting on Roadways (Publication No. FHWA-HRT-14-050, June 2014)

Parameter	Selection Option	Options	Criteria	Weighting Value	Selection Weight	Description
Speed		Very High	> 60 mph	1		Use 85th percentile speed, or other measured speed of vehicles.
		High	45-60 mph	0.5		
		Moderate	< 45 mph	0		
Traffic Volume		High	> 2,000 vphpl	1		Use the highest volumes for the time period when adaptive lighting will be used.
		Moderate	1,000-2,000 vphpl	0		
		Low	< 1,000 vphpl	-1		
Median		No	No Median Present	1		Median must be wider than 49.2 ft or have a barrier/designed such that the light from opposing headlamps is limited and not visible to drivers approaching each other. If median is between 32.8 to 49.2 ft, engineering judgment may be used.
		Yes	Glare blocking or wider than 49.2 ft	0		
Intersection/Interchange Density		High	< 1.5 mi between intersections	1		Includes roadways, driveways, and other entrance areas.
		Moderate	1.5-4 mi between intersections	0		
		Low	> 4 mi between intersections	-1		
Ambient Luminance		High	LZ3 and LZ4	1		LZ1: Low Ambient Lighting LZ2: Moderate Ambient Lighting LZ3: Moderately High Ambient Lighting LZ4: High Ambient Lighting
		Moderate	LZ2	0		
		Low	LZ1	-1		
Guidance		Good	> 100 mcd/m ² lx (measured values)	0		If pavement marking retroreflectivity measurements are not obtained, evaluate condition pavement markings as good or poor.
		Poor	< 100 mcd/m ² lx (measured values)	0.5		
Presence Detection		Pedestrian	Pedestrian presence detection actuates full brightness	-1		Select Pedestrian if both pedestrian and vehicle detection are utilized.
		Vehicle	Vehicle presence detection actuates full brightness	-0.5		
		None	No detection utilized	0		
						Total
						Class

- Lighting Class determined from formula corresponds to minimum design lighting levels.

H-Class Lighting Design Levels.				
From Table 11, FHWA Guidelines for the Implementation of Reduced Lighting on Roadways (Publication No. FHWA-HRT-14-050, June 2014)				
Class	Average Luminance (cd/m ²)	Maximum Uniformity Ratio (avg/min)	Maximum Uniformity Ratio (max/min)	Veiling Luminance Ratio
H1	1.0	3	5	0.3
H2	0.8	3.5	6	0.3
H3	0.6	3.5	6	0.3
H4	0.4	3.5	6	0.3

- Enter the full luminosity of area which is determined by:
 1. Modeling the existing or proposed conditions in AGi32
 2. Use a luxmeter to measure existing lighting conditions

Full Luminosity Selection	
Manual or Calculated Measurement (Candelas per Square Meter)	

Minimum Percent Dim Allowed	
Light Full Luminosity (Candelas per Square Meter)	1.03
Light Minimum Dimmed Luminosity (Candelas per Square Meter)	0.4
Minimum Percent Dim Allowed	39%



Remember to check the dimming curve (non-linear) of the fixture LED driver to ensure it is accurately set to the minimum dim level

- Required if you will use the 0V to 10V dimming method (NDOT method)
- Not required if a DALI (Digital Addressable Lighting Interface) driver is used

Live demonstration of the reduced lighting levels calculator

Two scenarios

1. Rural Highspeed Roadway

- The goal is to show how, when following the NDOT Signals, Lighting, & ITS Design Guide for safety lighting, energy consumption can be saved by reducing illumination levels

2. Urban Intersection

- The goal is to show how using the calculator can show that reducing illumination levels may not be feasible in some scenarios

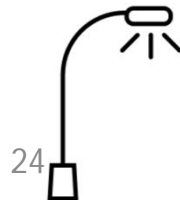
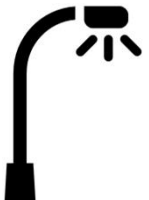
- Construction contract awarded to PAR West
- Product material submittals, January 2023
- Submitted models differed from design plan models available just 6 months earlier.
 - Product evolution
 - Only one still supports vehicle detection
- Due to market realities, change order revisions made to the project plans.



ATKINS

Member of the SNC-Lavalin Group

- Operations Goals:
 - Enable remote control of fixtures
 - Reduce light levels where applicable
 - Track energy consumption
 - Provide adaptive dimming depending on vehicle traffic (1 location)
- Maintenance Goals:
 - Conductor theft detection
 - Enable remote troubleshooting of fixture failure
 - Fixture lifecycle performance monitoring
- Safety Goals:
 - Increased uptime of light fixtures with early alert of failures
 - Enable early alert of utility power outage



- Be Agile
 - The fast-evolving product category requires flexibility and adaptability to achieve success.
 - Examples:
 1. Switching from NDOT fiber to cellular for backhaul
 2. Reducing the number of vendors supporting presence-based dimming.
- Focus on required capabilities rather than specific means and methods.
- Further lessons will be learned as construction and commissioning are completed.

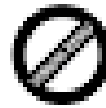


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WHOSE **LIFE** IS ON THE OTHER SIDE OF *YOUR* **RED LIGHT?**

NATIONAL **STOP ON RED** WEEK



First full week of
August: the 6th thru
the 12th, 2023

Nationally, in 2021:

- 1,109 people lost their lives
- Another 127,000 were injured
- Half of those killed were pedestrians, bicyclists and vehicle occupants in the other vehicle...

**One of these feels like
an eternity, the other
one actually is.**





Survey Says...

- A national telephone survey conducted by AAA Foundation found 76 percent of drivers felt red light running was very or extremely dangerous, when the light had just turned red and the driver had time to stop.
- Twenty-eight percent of them also reported doing this in the past 30 days.



In Nevada, We Average Almost 100 Intersection Fatalities a Year

- For Intersection Crashes:
- Clark County's numbers are almost six times Washoe County numbers
- Almost half are T-Bone Crashes
- Kirk Kerkorian School of Medicine and the Traffic Safety Research Center reported in April 2023, 32 percent of fatal crashes in trauma data were red light running crashes.





TOP 10 MOST DANGEROUS CITIES FOR RED-LIGHT RUNNING

- 1 HOUSTON, TX
- 2 PHOENIX, AZ
- 3 LOS ANGELES, CA
- 4 LAS VEGAS, NV
- 5 CHICAGO, IL
- 6 MIAMI, FL
- 7 DALLAS, TX
- 8 PHILADELPHIA, PA
- 9 TUCSON, AZ
- 10 DENVER, CO

What Can YOU Do?



- SHOW UP!!
- Wednesday, August 9th 7 AM
- Sahara and Decatur, gather at SE corner
- Paint a Sign to Hold!
- Enforcement will be for RLR and right turners not yielding to pedestrians
- Call Erin for details 702-523-2750