Nevada Advisory Committee on Traffic Safety
MEETING MINUTES (DRAFT)

Thursday, September 14, 2023, 12:00-2:00PM

1. Call to Order/Roll Call

Chair Andrew Bennett (Nevada Association of Counties) called the meeting of the Nevada Advisory Committee on Traffic Safety (NVACTS) to order at 12:08 pm on Thursday, September 14, 2023. Mike Colety (Kimley-Horn) took roll and determined a quorum was present.

Committee Members Present
Lacey Tisler, Nevada Department of Transportation (proxy for Sondra Rosenberg)
Jenica Keller, Nevada Department of Transportation
Julia Peek, Department of Health & Human Services (Phone)
Sean Sever (Vice Chair), Department of Motor Vehicles
Amy Davey, Department of Public Safety, Office of Traffic Safety
Lt. Col. Martin Mleczko, Department of Public Safety, Nevada Highway Patrol
Dr. Shashi Nambisan, University of Nevada Las Vegas Transportation Research Center
Dr. Deborah Kuhls, Kirk Kerkorian School of Medicine at University of Nevada Las Vegas (Phone)
Daniel Doenges, Regional Transportation Commission of Washoe County (Phone)
John Penuelas, Regional Transportation Commission of Southern Nevada
Nick Haven, Tahoe Regional Planning Agency
Kelly Norman, Carson Area Metropolitan Planning Organization
Andrew Bennett (Chair), Nevada Association of Counties/Clark County
Joey Paskey, Nevada League of Cities/City of Las Vegas (Phone)
Jason Walker, Nevada Sheriffs and Chiefs Association/Washoe Co Sheriff's Office

Non-Voting Members Present
Shannon Bryant, Chair, Committee for Testing of Intoxication, Traffic Safety Resource Prosecutor, Washoe County District Attorney's Office
Kevin Tice, Department of Public Safety, Office of Traffic Safety

Members Absent
Cliff Banuelos, Inter-Tribal Council of Nevada
Scott Hammond, Nevada State Senate
C.H. Miller, Nevada State Assembly
Christy McGill, Department of Education (Phone)
David Gordon, Administrative Office of the Courts (Phone)

2. Public Comment

No public comment.

3. June 8, 2023, Meeting Minutes (Action Item – Approved)

The draft June 8 Meeting Minutes were presented.
Motion to approve June 8, 2023, Meeting Minutes by Jenica Keller, second by Amy Davey. Passed unanimously.

4. Crash Data and Trends *(Information/Discussion)*

Amy Davey, Administrator, Department of Public Safety, Office of Traffic Safety (DPS-OTS) presented the Monthly Fatality Report for Nevada, as of August 31, 2023. This is preliminary, but numbers are looking to be an improvement on previous years (although previous years were the worst in history). Traffic crash data information for Nevada is provided at www.zerofatalitiesnv.com/nevadacrashdata.

There are data tools and dashboards available, such as the US DOT's Justice 40 website that goes into detail about who and where these fatalities are occurring. Links to Justice 40 and Nevada's crash data dashboards included below.

- Justice40 at USDOT (arcgis.com)
- Microsoft Power BI (Nevada Crash Data Dashboard)
- https://ndot.maps.arcgis.com/apps/webappviewer/index.html?id=00d23dc547eb4382bef9beabe07eaefd

In Nevada, there was a 10-year high in 2021 for pedestrian involved crashes.
Crash data and trends were shared as it relates to equity, which NDOT and OTS have programs related to this (see Equity Fact Sheet, attached).

- These trends display an overview of race/ethnicity and how individuals are represented in serious injury and fatalities. This shows that we are on-trend with the rest of the nation. Income equity analysis.
- This shows that lower incomes are disproportionally impacted.
- The touch screen monitor in the Crash Café at the Safety Summit went into depth about the relationship with equity and traffic safety as well as the census tract and the Justice 40 tool.
- These graphs compare all Nevada residents vs those with lower incomes.

Shannon Bryant asked about income equity and if this has any correlation with access to newer vehicles.

- Ms. Davey responded that lower income neighborhoods with older infrastructure and lower access to vehicles rely on walking or public transit, which is reflected in these trends.

Sean Sever noted that the comparison by person data shows a surprisingly high number of pedestrians involved in crashes in Washoe County when compared to Clark County.

- Rebecca Kapuler shared that the high numbers in Washoe County could be related to the homeless population involved in traffic crashes.
- Dr. Kuhls suggested reaching out to both the traffic and non-traffic communities with the pedestrian-involved crashes to gather information on these trends.

5. 2023 Nevada Traffic Safety Summit Debrief

Amy Davey, Administrator, Department of Public Safety, Office of Traffic Safety (DPS-OTS) shared that this conference has partners owning traffic safety in a new way. There was an elevated presence from MPOs and local agencies throughout the event, which was so impactful. Great to see the community so involved.

Ms. Davey also shared that if NVACTS members are not able to attend future Safety Summits due to budget limitations within their own agency, to please contact her.

Lacey Tisler, Chief Traffic Safety Engineer, Nevada Department of Transportation (NDOT) added that traffic safety is for everyone and the dialogue flows so well with the people that have been here this week.

Jenica Keller, Assistant Director of Operations, NDOT suggested a smaller version of the Traffic Safety Summit in eastern Nevada for those that are not able to travel to Reno or Las Vegas.

- Ms. Tisler noted that she is coordinating with the Nevada Traffic Incident Management (TIM) Coalition and Parsons for a pilot event in Elko (potentially in May 2024) for a similar event.

Kelly Norman (CAMPO) noted that keynote speaker Tara Goddard had a great message on how we think about traffic safety, and that the young driver panel was so impactful, with how they shared what they want to see on the road.

Chair Bennett added this event had a very thoughtful agenda and Palace Station did a great job hosting the event (compared to previous years).

Other suggestions/improvements for future Nevada Traffic Safety Summits:

- Ms. Davey would have liked more time with elected officials on the legislative/policy panel.
- Ms. Norman would like to see judges and car manufacturers included.
- Consider hosting a smaller scale Traffic Safety Summit beyond the annual event for a deeper dive into a specific area or topic.
- Erin Breen (UNLV) suggested that the general sessions on the final day (hearing from Traffic Safety Partners, Legislative Panel) be moved to the beginning of the Summit schedule.
- Ms. Davey added the consideration of more city and county officials for the legislative/policy panel.
- Mr. Bennett would like to see a networking social (or other opportunities for introductions and conversation) on the first day/night of the conference to allow for discussion with more people who are in attendance.
- Consider different colored name tags for engineers, planners, law enforcement, etc.
- Ms. Kapuler (NDOT) asked if there were opportunities to have more interactive capabilities within the event app to correspond with presenters and panelists.
- Dr. Nambisan added that he would like more options to provide feedback on the individual speakers/presentations as well as the sessions.
- Vice Chair Sean Sever attended the bike ride around Las Vegas and shared that riding with police escorts was amazing!
- Naveen Veeramisti (Atkins) inquired about additional opportunities to involve more students.
- Chair Bennett requested a planning meeting to discuss these considerations.

6. Traffic Records Coordinating Committee (TRCC)

Kevin Tice, Office of Traffic Safety, and Chair of the TRCC shared the TRCC Strategic Plan (attached) and brought forward for discussion that historically, the Nevada Executive Committee on Traffic Safety (NECTS), which was dissolved with the approval of NVACTS, serves as the Traffic Records Executive Committee (TREC), overseeing the TRCC. This is also referenced in the NVACTS Bylaws (attached).

The TRCC Committee meets quarterly, and the goals are to work with those in the community to plan effectively with crash, vehicle, driver, roadway driver systems, etc. and integrating these by working with complex projects and collaborate to share data.

TRCC Charter language needs to be updated to reference NVACTS as the TREC, as it currently states NECTS.

Committee to revisit NVACTS Bylaws with any revisions as they relate to TREC.

Note: Before moving on to the next agenda item, Chair Bennett shared that there will be a change in NVACTS Bylaws regarding agenda items for action. The item will first be introduced at one meeting and then acted/voted on at the following meeting.

7. Vulnerable Road Users Assessment (Information/Discussion)

Ms. Tisler introduced Shara Thiesen from the Nevada Department of Transportation's Traffic Safety Engineering Division who presented the Vulnerable Road Users (VRU) Assessment (attached). Ms. Thiesen noted that approximately 30% of the 396 preliminary fatal crashes in 2022 involved VRUs.

Juan Balbuena (FHWA) noted that the VRU Assessment is due 11/15, which requires NVACTS approval and signature by the governor. The VRU Assessment will be amended into the Nevada Strategic Highway Safety Plan (SHSP) and will be incorporated into future updates of the 5-year SHSP moving forward.

This is a requirement under the Bipartisan Infrastructure Law (BIL) for each state. Highlights from the presentation include:

- VRUs include pedestrians, bicyclists, those in wheelchairs, etc. and are defined as someone who has an elevated risk in traffic scenarios.
- This also included an equity analysis ($35k and below)
- Data has shown that many VRU involved crashes includes those who are near bus stops.
- There is no correlation with the time of day from these crashes.
- The preliminary report also shows that there is also no correlation with drugs or alcohol impairment The OTS has better available data which may impact these findings.
- Most VRU involved crashes are not involved in their neighborhoods, rather, the places they frequent the most.
- What can be done? Communities can invest in better infrastructure, raise awareness, implement strategies, and monitor the effectiveness with the implemented strategies.

Ms. Davey asked if this analysis includes any contributions from impairment to the crash. To which she clarified, if the VRUs are impaired vs the driver being impaired. Ms. Thiesen noted that although impairment data is limited with the analysis, it is a contributing factor and will be considered.

- The data is much more limited on crashes that do not involve fatalities.
    - Dr. Kuhls requested for consideration to include hospital data for the missing links in non-fatalities.
- Dr. Kuhls added that many cyclists in Japan use the sidewalk as opposed to the road.

Please reach out to Shara Thiesen (sthiesen@dot.nv.gov) for any questions, comments, or concerns with what has been shared today with the Vulnerable Road Users Assessment.

There will be a special session prior to the next NVACTS meeting to vote on the Vulnerable Road Users Assessment.

8. Traffic Safety Policy Priorities

The Traffic Safety Policy Priority Working Group held weekly meetings throughout the 2023 Nevada Legislative Session. Following the Legislative Session, Key Area Task Forces were asked to provide one-page summaries to request new traffic safety policy priorities.

Four of the five traffic safety policy priorities accepted by NVACTS in 2022 will move forward, along with those requested by the Key Area Task Forces for action at the special session NVACTS meeting.

Previous policy priorities (2022) include (see attached):

- Road safety cameras
- Higher fines in school zones
    - Road safety cameras in school zones
- Primary seatbelt laws

- Graduated driver's license additions

New proposed policy priorities from Key Area Task Forces (see attached):

- Safety at Transit Stops
- Complete Intersections
- Implementation of the Speed Management Action Plan
- Yield to Merging Public Bus
- Safe Neighborhoods
- Yield to Pedestrians to Stop for Pedestrians

2022 Policy Priorities, new recommendations from task forces and any additional policy priorities summited by NVACTS members (see attached template) will be discussed at the next NVACTS meeting. Please submit to Lindsay Saner (lindsay.saner@kimley-horn.com) by October 15.

As a committee, further discussion is needed regarding policies for agency adoption versus bill drafts to put forward for future legislation.

9. Citation Process Working Group *(Information/Discussion)*

Julia Peek provided an update from the most recent Citation Process Working Group Meeting (see attached). The group is looking into citation data related to media articles. David Gordon and those on the committee from the judicial branch were included in the discussion. The executive branch agencies are working on better ways of data sharing.

The final report with recommendations from the Citation Process Working Group will be included in the annual report. David Gordon will present findings/recommendations at the next NVACTS meeting.

10. NVACTS Chair and Vice Chair Terms

NVACTS Members, including Chair Andrew Bennett and Vice Chair Sean Sever, serve two-year terms. According to the NVACTS Bylaws, each member agency representative must be reappointed into their position as the two-year term ends.

Along with the expectations for all committee members, the roles of chair and vice chair were elevated to a higher level of coordination, planning, and coordination to state process and requirements with the establishment of NVACTS as a statutory committee in 2021. The level of expectation rises, as well as the work of the chair and vice chair (see attached NVACTS Bylaws).

We are accepting nominations for chair and vice chair. Please send nominations to Lindsay Saner (lindsay.saner@kimley-horn.com). Nominations will be discussed at the next meeting (special session).

11. Open Discussion

Mr. Bennett shared that cannabis consumption lounges open within a month, where the Clark County Office of Traffic Safety will be tracking the impacts as it relates to traffic safety.

Dan Doenges is leaving RTC Washoe at the end of the month and will no longer be involved with this group. A new representative from the RTC has not been appointed.

Ms. Keller inquired if quarterly meetings provide enough points of connection for this group to meet. Mr. Bennett added that we can discuss the frequency of these meetings at the next NVACTS meeting.

12. Next Meeting Date

Next Meetings:

- Thursday, October 26, time TBD (Special session)
    - VRU Assessment
    - Chair/Vice Chair Nominations
    - Traffic Safety Policy Priorities
    - Revisions to NVACTS Bylaws
        - Member term limits
        - Leadership roles defined (Chair and Vice Chair)
        - Revise definition of TREC
- Thursday, December 14, 2:00-4:00 PM
- Thursday, March 14, 2:00-4:00 PM
- Thursday, June 13, 2:00-4:00 PM

The Safer Roads Task force meeting will be held in October followed by the remaining task forces in November and December. If you would like to join, contact lindsay.saner@kimley-horn.com.

13. Public Comment

No public comment.

14. Adjourn Meeting

Motion to adjourn the meeting by Mr. Sever. Second by Ms. Keller. Motion passed unanimously.
The meeting was adjourned at 1:57 pm.

Respectfully submitted,
Mike Colety, Kimley-Horn
SHSP Facilitator

Attachments

NVACTS Meeting Minutes from June 8, 2023
Statewide Monthly Fatality Report
Nevada Traffic Safety Equity Fact Sheet
TRCC Strategic Plan
NVACTS Bylaws
Vulnerable Road Users Assessment
Traffic Safety Policy Priorities and Template
Citation Process Working Group Meeting Summary

Nevada Advisory Committee on Traffic Safety
MEETING MINUTES

Thursday, June 8, 2023, 2:00-4:00PM

1. Call to Order/Roll Call

Chair Andrew Bennett (Nevada Association of Counties) called the meeting of the Nevada Advisory Committee on Traffic Safety (NVACTS) to order at 2:01 pm on Thursday, June 8, 2023. Mike Colety (Kimley-Horn) took roll and determined a quorum was present.

Committee Members Present
Jenica Keller, Nevada Department of Transportation (Northern Nevada (NNV))
Sondra Rosenberg, Nevada Department of Transportation (Phone)
Amy Davey, Department of Public Safety, Office of Traffic Safety (NNV)
Julia Peek, Department of Health & Human Services (Phone)
Christy McGill, Department of Education (Phone)
Martin Hefner for Sean Sever (Vice Chair), Department of Motor Vehicles (NNV)
Dr. Deborah Kuhls, Kirk Kerkorian School of Medicine at University of Nevada Las Vegas (Phone)
David Gordon, Administrative Office of the Courts (Phone)
Andrew Bennett (Chair), Nevada Association of Counties/Clark County (Southern Nevada (SNV))
Joey Paskey, Nevada League of Cities/City of Las Vegas (SNV)
Daniel Doenges, Regional Transportation Commission of Washoe County (NNV)
Kelly Norman, Carson Area Metropolitan Planning Organization (Phone)
Lt. Col. Martin Mleczko, Department of Public Safety, Nevada Highway Patrol (Phone)
John Penuelas, Regional Transportation Commission of Southern Nevada (Phone)

Non-Voting Members Present
Lacey Tisler, Nevada Department of Transportation

Members Absent
Cliff Banuelos, Inter-Tribal Council of Nevada
Nick Haven, Tahoe Regional Planning Agency
Jason Walker, Nevada Sheriffs and Chiefs Association/Washoe Co Sheriff's Office
Scott Hammond, Nevada State Senate
C.H. Miller, Nevada State Assembly
Dr. Shashi Nambisan, University of Nevada Las Vegas Transportation Research Center
Shannon Bryant, Traffic Safety Resource Prosecutor, Washoe County District Attorney's Office (non-voting)
Kevin Tice, Department of Public Safety, Office of Traffic Safety (non-voting)

2. Public Comment

No public comment.

3. March 9, 2023, Meeting Minutes (Action Item – Approved)

The draft March 9 Meeting Minutes were presented.

Motion to approve March 9, 2023, Meeting Minutes by Dr. Kuhls, 2nd by Daniel Doenges. Passed unanimously.

4. New Members

Chair Andrew Bennett introduced three new Non-Voting NVACTS Members. Chair Bennett reminded the Committee that NRS 408.581 states that NDOT Director, "may appoint as nonvoting members of the Advisory Committee such other persons as the Director deems appropriate." Tracy Larkin Thomason, NDOT Director, appointed three non-voting members:

- Shannon Bryant, Washoe County District Attorney's Office, Nevada's Traffic Safety Resource Prosecutor
- Lacey Tisler, Chief, Traffic Safety Engineering Division, NDOT
- Kevin Tice, Traffic Records Program Manager and Chair of the Traffic Records Coordinating Committee, DPS-OTS

In addition, Chair Bennett introduced Jenica Keller, Assistant Director, Operations, who was appointed by Director Larkin Thomason to the NVACTS position for NDOT.

5. Crash Data and Trends *(Information/Discussion)*

Amy Davey, Administrator, Department of Public Safety, Office of Traffic Safety (DPS-OTS) presented the Monthly Fatality Report for NDOT, as of May 30, 2023. This is preliminary, but numbers are looking to be an improvement of previous years (although previous years were the worst in history). Traffic crash data information for Nevada is provided at www.zerofatalitiesnv.com/nevadacrashdata.

Pedestrian reports show an alarming trend. Nevada is a "Pedestrian Focused State," and a Vulnerable Road Users (VRU) Assessment is required to be completed in 2023, which drills down to the location of fatalities among road users who walk, ride or roll. Dr. Kuhls shared that serious injuries are also important, but sometimes hard to get the data in timely matter, so currently focusing on the fatalities, but also consider serious injuries.

There are data tools and dashboards available, such as the US DOT's Justice 40 website that goes into detail about who and where these fatalities are occurring. Links to Justice 40 and Nevada's crash data dashboards included below.

- Justice40 at USDOT (arcgis.com)
- Microsoft Power BI (Nevada Crash Data Dashboard)
- https://ndot.maps.arcgis.com/apps/webappviewer/index.html?id=00d23dc547eb4382bef9beabe07eaefd

6. Impaired Driving Program Plan

Ms. Davey introduced the 2023 Impaired Driving Plan, prepared by Meg Matta, Impaired Driving Program Manager at OTS. NHTSA's Impaired Driving Assessment was conducted in February 2023, which included weeks of input, one week of in-person interviews and a final report. Meg provided details of the plan, including key strategies and actions.

In Nevada, 43% of total fatalities are caused by impaired driving. In addition, 45% of all repeat DUI offenders qualify for mental health services. Co-morbidities outweigh addiction (2+ disorders, and most are female). Need to lean in and get started on early mental health assessments. CARS Assessments include a mental health component.

Mr. Gordon indicated that courts have concerns any time uniformity of sentencing is mentioned, concern for preservation of rights.

Sondra Rosenberg suggested that recommendations from the Impaired Driving Plan be taken to Policy Priority Working Group, as some require legislation to take action. Research/identify best practices and other national references to support.

Kelly Norman stated the plan is a great primer for how to represent policy priorities, with good background information on how to present these issues. DUI prevention should be #1, but hard to be successful.

Specialty courts are highly effective for reducing recidivism, but the person has to go through the process to be a success story of the system.

Christy McGill clarified that the Impaired Driving Plan is focused on adult drivers. However, early intervention is needed, and noted that the youngest DUI in Nevada in 2022 was 13 years old. Education/outreach is needed in the middle schools.

Chair Bennett shared that when the DUI Strike Team was active (2016 to 2021), the number of citations went up and fatalities went down. Enforcement is the only thing preventing you from being hit by an impaired driver.

Motion to approve Impaired Driving Plan with some technical changes at OTS by Ms. Davey, 2nd by Ms. Rosenberg. Motion passed (1 opposed).

7. Presentation on Rex's Law

The NVACTS Committee received a special presentation on the recent passing of "Rex's Law," by Rex's father, Jason Patchett. Rex was 13 years old when he was struck and killed by a 21-year-old male travelling 97 mph in front of a school. He was charged with reckless driving and sentenced to a maximum sentence of six years. Mr. Patchett engaged the community through social media to mobilize a campaign to write more than 450 letters to the judge regarding the sentence. At the end of 2022, Mr. Patchett and families of other victims of reckless driving fatalities worked together to change the law, to seek stiffer penalties, to ultimately give the victims' families a sense of justice. Senator Jeff Stone supported the bill.

Rex's Law increases penalties for 50 mph over posted limits, in school zones or pedestrian safety zones. Specifically, the law increases the sentence for reckless driving resulting in substantial bodily harm. The bill was passed and will take effect on July 1.

Ms. Davey shared that the passing of Rex's Law and Mr. Pachett's efforts during the 2023 Legislative Session show the power of personal experience. Strong advocacy coalitions and community groups to get involved, as community safety and traffic safety go together.

8. Traffic Safety Legislative Overview

The 2023 Nevada Legislative Session adjourned on June 6, 2023. There were about 1,000 pieces of legislation during the session. Chair Bennett provided an overview summary of the legislative bills having a positive/neutral/potentially negative impact on traffic safety in Nevada (see attachment for bill tracking). A few bills were discussed as summarized below.

Positive impact on traffic safety:

- AB2 – Requires blue lights on all working vehicles
- AB408 – Ticket and tow for reckless or trick driving. Vehicle is the weapon of the crime. Will be doing education campaign
- SB322 – Rex's Law (see Agenda Item #7)
- SB412 – Governor's omnibus bill, extends time for DUI blood draw from 2 hours to 3 hours
- AB359 – Fuel revenue indexing – vetoed; will got to vote
- SB66 – Court to notify DMV if convicted of certain crimes related to DUIs. Appropriate administrative penalty on Drivers License.
- SB423 – Motorcycle training requirements (Mr. Daniel Bandbaz), goes into effect 1/1/24

Neutral impact to traffic safety:

- AB56 – Allows Emergency and Public Transit to run on the hard shoulder. There is a working group with NDOT Staff. Requirement for public education/outreach.
- SB424 – Creates working group on psychedelic medications
- AB456 – Originally included automated traffic enforcement for rail crossings but was amended and removed
- SB107 – Police car with lights on the side of the road for use by contractors in work zones

Potential adverse impact to traffic safety:

- SB104 – Clean up bill for AB 116
- SB422 – Allows food delivery robots on sidewalk
- AB253 – Cannabis consumption at special events – no further action

The Traffic Safety Policy Priority Working Group will present initial Policy Priorities for the 2025 Nevada Legislative Session at the next NVACTS Meeting in September.

9. Citation Process Working Group *(Information/Discussion)*

Mr. David Gordon, Chair of the Citation Process Working Group provided a summary from the working group's May meeting (see attached Citation Process Working Group Meeting Summary).

The Working Group identified the need for a database to research driving history, where initial charges are documented and where they were reduced, which is not always available. It would be beneficial to track more information about cases, not just adjudication, for data on which drivers are responsible for the riskiest behavior.

Judges have rules against communications, only take in what is presented as evidence.

UNLV has a project to look at citations and adjudication in Nevada to identify where there are bottlenecks in the process. Collecting citation data, along with ultimate adjudication and geographic data. The project is looking at other states to see how they manage citation flow process.

Amber Putz (DMV) shared that the DMV only has access to citations where points were assigned. Multi-citations do not get reported.

The Citation Process Working Group will meet again on July 12, 2023.

10. 2023 Nevada Traffic Safety Summit

The 2023 Nevada Traffic Safety Summit will be held September 12-14, 2023 at Palace Station Hotel and Casino in Las Vegas. NVACTS Members are encouraged to attend and participate in the Summit. For more information, visit: 2023 Traffic Safety Summit - Zero Fatalities (zerofatalitiesnv.com)

11. Open Discussion

Ms. Rosenberg encouraged everyone to attend the Safety Summit.

Mr. Gordon shared that he will be a resource for Mr. Pachett.

12. Next Meeting Date

Next Meetings:

- Thursday, September 14, 12:00-2:00pm, following the Nevada Traffic Safety Summit
- Thursday, December 14

Task force meetings will be held in August. If you would like to join, contact lindsay.saner@kimley-horn.com.

13. Public Comment
No public comment.

14. Adjourn Meeting
Motion to adjourn the meeting by Mr. Gordon. 2nd by Ms. Keller. Motion passed unanimously.
The meeting was adjourned at 4:03 pm.

Respectfully submitted,

Mike Colety, Kimley-Horn
SHSP Facilitator

Attachments
NVACTS Meeting Minutes from March 9, 2023
Statewide Monthly Fatality Report
Impaired Driving Program Plan
Citation Process Working Group Meeting Summary

Nevada Advisory Committee on Traffic Safety
MEETING MINUTES (FINAL)

Thursday, March 9, 2023, 2:00-4:00PM

1. Call to Order/Roll Call

Chair Andrew Bennett (Nevada Association of Counties) called the meeting of the Nevada Advisory Committee on Traffic Safety (NVACTS) to order at 2:01 pm on Thursday, March 9, 2023. Mike Colety (Kimley-Horn) took roll and determined a quorum was present.

Committee Members Present
Lacey Tisler for Tracy Larkin-Thomason, Nevada Department of Transportation (Northern Nevada (NNV))
Sondra Rosenberg, Nevada Department of Transportation (Phone)
Amy Davey, Department of Public Safety, Office of Traffic Safety (NNV)
Julia Peek, Department of Health & Human Services (Phone)
Christy McGill, Department of Education
Sean Sever (Vice Chair), Department of Motor Vehicles (NNV)
Cliff Banuelos, Inter-Tribal Council of Nevada (Phone)
Dr. Deborah Kuhls, Kirk Kerkorian School of Medicine at University of Nevada Las Vegas (Phone)
Dr. Shashi Nambisan, University of Nevada Las Vegas Transportation Research Center (Phone)
David Gordon, Administrative Office of the Courts (Phone)
Andrew Bennett (Chair), Nevada Association of Counties/Clark County (Southern Nevada (SNV))
Joey Paskey, Nevada League of Cities/City of Las Vegas (SNV)
Daniel Doenges, Regional Transportation Commission of Washoe County (NNV)
Kelly Norman, Carson Area Metropolitan Planning Organization (Phone)
Major Kevin Honey for Lt. Col. Martin Mleczko, Department of Public Safety, Nevada Highway Patrol (Phone)
John Penuelas, Regional Transportation Commission of Southern Nevada (Phone)

Members Absent
Nick Haven, Tahoe Regional Planning Agency
Jason Walker, Nevada Sheriffs and Chiefs Association/Washoe Co Sheriff's Office
Scott Hammond, Nevada State Senate
C.H. Miller, Nevada State Assembly

2. Public Comment

No public comment.

3. September 8, 2022, Meeting Minutes (Action Items – Approved)

The draft December 8 Meeting Minutes were presented.

Motion to approve December 8: Amy Davey, 2nd, Sean Sever. Passed unanimously.

4. Presentation on Cannabis Toxicology *(Information/Discussion)*

Follow up to cannabis discussion at the December 8, 2022, NVACTS meeting, where there was a statement made about a natural supplement that reverses the impacts of THC, Amy Miles, National Resource Toxicology, was invited to present on Toxicology of Cannabis (presented slides included as attachment).

There is no one number for everyone to measure the impacts of THC on the body. Measuring levels of intoxication is not the same as BAC with alcohol.

There are three compounds of THC, Delta-9, 11-Hydroxy-THC, and Carboxy-THC. Carboxy-THC indicates that THC is in the system, but does not measure impairment. With legalization of marijuana, per se/legal limits are different all over the country and measured for different reasons.

Ms. Miles's team conducted extensive research on a product that reverses the impact on the body and they did not find anything conclusive. The closest they could find was Liverwort, which has a binding affinity to CB1 receptor, but is not going to reverse or block the compound.

For further information, you can contact Ms. Miles (amy.miles@slh.wisc.edu).

With additional research, new cannabinoids may be identified to measure toxicology, and may help establish a cannabis threshold.

Shannon Bryant shared that Nevada tests blood for THC, Delta-9 and 11-Hydroxy, and that tests have shown that peak impaired is 80-90 minutes after consumption. The tests show consumption, but do not measure level of impairment.

Dr. Kuhls questioned how Nevada and other states are prosecuting impairment from Cannabis. Mr. Bryant shared that law enforcement is trained to identify signs of impairment (ARIDE) to be confirmed by testing.

It was noted that Narcan (used to treat an opioid overdose) does not reverse the impairment, and therefore it is not safe to drive after dosed. Narcan has a short half-life, and the patient should be observed, even after they calm down since the drug is still in the system.

5. Equity in Traffic Safety *(Information/Discussion)*

Amy Davey introduced the presentation by stating that Equity is one of the Guiding Principles of Nevada's Strategic Highway Safety Plan. Analyzing equity shows that there are impacts of different systems of transportation, public health and enforcement of different types of users and in different locations.

Rebecca Kapuler, Assistant Chief of NDOT Multimodal Planning presented on Equity in Transportation (slides included as attachment). When we look at equity in transportation, we need to look at social equity and spatial equity. Need to consider the following:

- Transportation Access Disadvantaged
- Health Disadvantaged
- Environmental Disadvantaged – pollution, environmental inequality
- Climate Change
- Language

Equity should be at the forefront of every project. NDOT is working with other agencies to define disadvantaged communities (DAC), to align with the goals of the One Nevada Plan. For example, Nye County is large geographically, but it does have areas of equity need. The six overarching goals of the One Nevada Plan help score

applications for funding through the Transportation Alternatives Program (TAP). Other NDOT projects and initiatives, include the Statewide Transit Plan and Tribal Best Practices are incorporating equity and connecting communities that may be isolated from services.

Ms. Davey shared that there are challenges with interagency coordination, and asked the Committee to identify where there is cross over between agency services and agency needs. For example, OTS has new requirements (from federal funding) to focus on public engagement, while other agencies have been doing outreach for some time. What does each agency's outreach plan look like and who is the audience?

OTS is coordinating new requirements with NHTSA, and verifying if engagement can be incentivized.

Ms. Norman shared that CAMPO is updating their Public Participation Plan with a focus on equity and how to improve engagement.

Potential to connect with the Nevada Bicycle and Pedestrian Advisory Board. Next meeting is at 8:30 on March 16.

6. Crash Data and Trends *(Information/Discussion)*

Amy Davey, Administrator, Department of Public Safety, Office of Traffic Safety (DPS-OTS) presented the 2022 Statewide Monthly Fatal Report, which included the updated preliminary year-end total fatalities for 2022 (see attachment). The latest year-end totals show that Nevada fatalities were higher in 2022 than 2021. Traffic crash data information for Nevada is provided at www.zerofatalitiesnv.com/nevadacrashdata.

Substance Involved data includes any person in the collision who was impaired (ped, driver, etc.) that impacts their decision making. Data includes Marijuana only, Marijuana any, Poly-substance – usually found marijuana, and Alcohol only (decrease since 2017). The current trend is poly-substance.
Wrong Way Driving Fatal Crashes (substance involved) were also presented (see attached), which shows that wrong way driving fatalities almost always involve impaired driving. Nevada Highway Patrol has received 500 calls for wrong way driving recently, which is most often related to substance involvement.

7. Member Agency Traffic Safety Initiatives *(Information/Discussion)*

Department of Motor Vehicles (Sean Sever) shared that the two DMV staff dedicated to autonomous vehicles (AV) have been overloaded. Staff to present at next NVACTS meeting. It was discussed that the laws and procedures are not clear, and Amy Davey shared that OTS has received inquiries from law enforcement agencies for guidance on how to report an AV crash, and that state highway safety offices around the country are working with NHTSA to define their role for AV education/outreach. Sondra Rosenberg shared the NDOT Traffic Operations has a focus on AV. Andrew Bennett shared that there is a plan to run AV on Las Vegas Boulevard. **Vice Chair Sever requested an AV Task Force be developed. More information to be presented at the next NVACTS meeting.**

Nevada Department of Transportation (Lacey Tisler) shared that located crash data for 2020 is available for download. 2021 and 2022 crash data should be ready this summer.

Department of Education (Christy McGill) has released a Notice of Funding Opportunity, $8 million is available to support safety improvements at schools, which includes traffic safety improvements. More information provided here: Bi-Partisan Safer Communities Act NOFO (nv.gov).

8. Traffic Safety Policy Priorities *(Information/Discussion)*

NVACTS recommended five traffic safety policy priorities in the 2022 NVACTS Annual Report. These policy priorities included Road Safety Cameras, Higher Fines in School Zones, Primary Seatbelt Law, Graduated Drivers License Additions, and Roadside Drug Impairment Testing.

Road Safety Cameras in School Zones (AB 93) is the high priority for this session. Fact sheet provided to committee along with OTS Automated Enforcement Webinar recording.

NVACTS Chair Andrew Bennett has received requests for three new policy priorities and requests for working groups. The intent was to bring them forward to the Committee for discussion at this meeting, with further discussion and motion at the June meeting.

Ms. Davey advised that the consultant team will work with the SHSP Task Forces to bring forward their recommendations for traffic safety policy priorities. It was discussed that policy priorities should be data-driven, that recommendations are based on data.

- One topic brought forward was autonomous vehicles (AV), and while existing data may not show it, what is the potential for fatalities and serious injuries due to AV?

Chair Bennett will work with the consultant team to clarify the process for policy priorities and the 2023 Annual Report. Discuss policy priority recommendations from task forces at the June NVACTS meeting, then voting at the September meeting.

9. Citation Process Working Group *(Information/Discussion)*
Mr. David Gordon, Chair of the Citation Process Working Group provided a summary from the working group's recent meeting (see attachment).

There are 15 management systems in Nevada and 34 courts use the state sponsored system. Many of the systems do not communicate with each other. It was also found that some courts submitting printed items by U.S. Mail.

There are different processes for reporting convictions and reporting traffic stops. Department of Motor Vehicles (DMV) tracks conviction records. Traffic offenses get reported to DPS and DMV (if points or license suspension). Citations do not go to repository and only reckless driving are recorded upon conviction. Currently, DUI is the only offense where the DMV is notified at time of arrest.

The Citation Process Working Group would like to determine the process for law enforcement officers when conducting a traffic stop, including what decisions are made and what information is delivered to the courts.

It is desired that every traffic offense would be sent to DMV, including original citation and final resolution.

Chair Gordon indicated that the Working Group is meeting on May 10, and will have specific recommendations to report to NVACTS at the June meeting, which may form future policy recommendations.

NVACTS Chair Bennett offered to attend a meeting with law enforcement or also is able to provide information about what the process/procedure for a traffic stop.

It was also noted that with the new AB116, there is no provision requiring law enforcement to be at the hearing. 44A.7043 paragraph 4C, judges can reduce any citation to a non-moving violation., which is in direct conflict with 2.9C. of the Code of Conduct.

Note: Chair Gordon to verify reference to highest number of citations in summary.
Law enforcement reported that Nevada had the highest number of citations in Nevada for people driving over 100 miles per hour, in 2021. (Clarification – the highest number of citations in Nevada for 100+ mph was in 2021)

10. NVACTS Annual Report
Agenda item held to next meeting to have discussion on policy priorities. Committee members should review 2022 Annual Report and outline and provide direction to consultants for content and discussion at next meeting in June. No action was taken.

11. Open Discussion (*Information/Discussion)*

See member agency updates (agenda item #7).

12. Next Meeting Date (*Information/Discussion)*
Next Meetings:

- Thursday, June 8, 2:00-4:00 pm
- Thursday, September 14
- Thursday, December 14

Task force meetings will be held in May. If you would like to join, contact lindsay.saner@kimley-horn.com.

13. Public Comment
No public comment.

14. Adjourn Meeting
Motion to adjourn the meeting: Sean Sever, 2nd by Lacey Tisler. Motion passed unanimously.
The meeting was adjourned at 3:59 pm.

Respectfully submitted,

Mike Colety, Kimley-Horn
SHSP Facilitator

Attachments
NVACTS Meeting Minutes from December 8, 2022
Cannabis Toxicology Slides
Equity in Transportation Slides
Statewide Monthly Fatality Report (12/31/22)
Citation Process Working Group Meeting Summary

Nevada Advisory Committee on Traffic Safety
MEETING MINUTES

Thursday, December 8, 2022, 2:00-4:00PM

1. Call to Order/Roll Call

Chair Andrew Bennett (Nevada Association of Counties) called the meeting of the Nevada Advisory Committee on Traffic Safety (NVACTS) to order at 2:02 pm on Thursday, December 8, 2022. Mike Colety (Kimley-Horn) took roll and determined a quorum was present.

Committee Members Present (update)
Lacey Tisler for Kristina Swallow, Nevada Department of Transportation (Northern Nevada (NNV))
Jenica Keller for Sondra Rosenberg, Nevada Department of Transportation (NNV)
Amy Davey, Department of Public Safety, Office of Traffic Safety (Phone)
Julia Peek, Department of Health & Human Services (Phone)
Sean Sever (Vice Chair), Department of Motor Vehicles (Phone)
Dr. Deborah Kuhls, Kirk Kerkorian School of Medicine at University of Nevada Las Vegas (Phone)
Dr. Shashi Nambisan, University of Nevada Las Vegas Transportation Research Center (Phone)
David Gordon, Administrative Office of the Courts (Phone)
Andrew Bennett (Chair), Nevada Association of Counties/Clark County (Southern Nevada (SNV))
Sean Robinson for Joey Paskey, Nevada League of Cities/City of Las Vegas (Phone)
Daniel Doenges, Regional Transportation Commission of Washoe County (Phone)
Nick Haven, Tahoe Regional Planning Agency (Phone)
Kelly Norman, Carson Area Metropolitan Planning Organization (Phone)
Lt. Col. Martin Mleczko, Department of Public Safety, Nevada Highway Patrol (Phone)
Christy McGill, Department of Education (Phone)
Jason Walker, Nevada Sheriffs and Chiefs Association/Washoe Co Sheriff's Office (Phone)
Scott Hammond, Nevada State Senate (Phone)
John Penuelas, Regional Transportation Commission of Southern Nevada (Phone)

Members Absent
Cliff Banuelos, Inter-Tribal Council of Nevada
C.H. Miller, Nevada State Assembly (Southern Nevada (Phone)

2. Public Comment

No public comment.

3. September 8, 2022, Meeting Minutes (Action Items – Approved)

The draft September 8 Meeting Minutes were presented. Dr. Nambisan has minor edits, to be forwarded to the Kimley-Horn team for editing. Kelly Norman inquired about the Equity agenda item that was held. It will be heard at the first NVACTS meeting of 2023.

Motion to approve September 8 with minor edits: Dr. Nambisan, 2nd, Sean Sever. Passed unanimously.

4. Presentation from the Nevada Cannabis Association *(Information/Discussion)*
Representatives from the Nevada Cannabis Association (NCA) provided information on Cannabis Lounges in Nevada. Layke Martin, Executive Director, provided background on Cannabis Lounge Legislation and Brandon Wiegand, President of NCA and COO of Thrive Cannabis Marketplace, presented details about Cannabis Lounges.

Ms. Martin shared that Cannabis for Medical Use was legalized in 2015, and Recreational Use in 2017. The industry reached $1 Billion in sales in FY 2021, resulting in $152 Million in excise tax revenue in FY2022 and $147 Million transferred directly to the Education Fund.

The majority of Nevada licensees are Nevada-based companies, and the industry employs over 18,600 "agents." All staff, owners and managers submit to a background check to obtain an Agent Card. Jobs are full-time, year-round, and staff typically makes $17/hour to $25/hour, and managers can earn $100,000 salaries, including benefits.

Nevada Revised Statute currently permits 40 Cannabis Consumption Lounges, and of those 40, 20 must be attached to dispensaries, 10 can be independent licenses, and 10 allocated to social equity applicants. The majority of the lounges are in Clark County and City of Las Vegas, with a couple in Nye County, one in Storey County, and one in Washoe County.

Mr. Wiegand shared that consumption lounges will function like a wine tasting room. Staff will be educated to train the clients, and product will be single-serve and must be consumed on-site. Customers cannot bring in product from outside, and while lounges can serve food, there will be no alcohol, smoking tobacco products or vaping.

The permit language allows for opportunities to operate a "puff and paint," practice yoga, operate a comedy club, or provide entertainment.

In an effort to reduce impaired driving, each applicant must submit a DUI Prevention Plan, which could include a "no tow" policy in parking areas and education for staff to identify signs of over-consumption. Other suggestions included a guaranteed ride home through partnerships with Uber/Lyft or public transit. Another suggestion included changing parking requirements for consumption lounges to discourage people from driving and parking. Reduce on-site parking to eliminate the desire to drive and park. Encourage people to travel in alternative modes.

There is no standard curriculum for educating staff, it will initially be up to the licensee to train staff, and over time, best practices and standards will be developed. Ms. Martin shared that extensive signage is required in the establishment, per Regulation 15 of the Cannabis Compliance Regulations, including product education and encouraging safe behaviors.

Cannabis Compliance Board would track any trends in impaired driving and report the location, requirements to strengthen policies for the establishment. It was noted that if these policies are effective for consumption lounges, they may be applied to other establishments.

It was discussed that traffic safety agencies need to develop good and productive working relationship with the industry, and reserve revenue for public safety and to support traffic safety education and outreach. Mr. Weigand indicated that there is a 3% tax that goes to Counties which could be used for public safety/enforcement.

It was noted that there is a "nutritional supplement" available to reverse impairment from marijuana consumption. Considered a moss, similar to THC, displaces THC in the body and flushing them out.

5. Crash Data and Trends *(Information/Discussion)*
Amy Davey, Administrator, Department of Public Safety, Office of Traffic Safety (DPS-OTS) presented the Statewide Monthly Fatal Report, which included the preliminary total fatalities for 2022 through October 31 (see attachment). Traffic crash data information for Nevada is provided at www.zerofatalitiesnv.com/nevadacrashdata.

Substance Involved data includes any person in the collision who was impaired (ped, driver, etc.) that impacts their decision making. Data includes Marijuana only, Marijuana any, Poly-substance – usually found marijuana, and Alcohol only (decrease since 2017). The current trend is poly-substance.

It was noted that the fatal report is year to date, providing a month over month comparison.

It was noted that our trends are tracking with neighboring states and nationwide. The Infrastructure Bill (BIL) increases efforts to address K and A traffic crashes, which is a new approach at the national level. The National Roadway Safety Strategy is a renewed commitment to new approaches and new countermeasures with new funding and initiatives.

It was noted that NVACTS should hold a brainstorming session on new traffic safety strategies. Traffic safety is not currently getting the attention it deserves going into the 2023 Legislative Session.

The committee discussed further collaboration on the data, following the Safe System Approach and what other states are doing. Look at data in addition to the fatal crash event, including vehicle miles traveled (VMT), population, citations, high visibility enforcement (HVE), etc.

Note: OTS can obtain arrest data from the enforcement grant programs. Data is reported to Department and put out in the Uniform Crime Report annually.

6. Member Agency Traffic Safety Initiatives *(Information/Discussion)*
NVACTS Members participated in a round table discussion to provide brief updates on traffic safety initiatives from their agency.

Department of Education (Christy McGill) is working with Department of Emergency Management to identify the safety and security needs for each school, which also includes traffic safety needs. Chair Bennett noted that charter schools have emergency plans and traffic safety plans.

Department of Health and Human Services (Julie Peek) is participating in the Citation Process Working Group, and it excited for the progress made in their first meeting (see agenda item #X for updates).

Department of Motor Vehicles (Sean Sever) is working with UNLV Medical Student, David Bandbaz, and Senator Dallas Harris on a BDR for motorcycle license testing. Mr. Bandbaz presented at the September 8 NVACTS Meeting.

Office of Traffic Safety (Amy Davey) met with DMV with National Transportation Safety Board (NTSB) to discuss a report and recommendations published by NTSB regarding the state's graduated driver's license (GDL). NTSB also issued a report on multiple fatal bike crash in Southern Nevada from 2020. OTS is providing support to Washoe County School District to bolster activities for additional safety countermeasures. There is an increasing interest nationwide regarding road safety cameras in school zones and on school bus stop arms. There will be a guided discussion (invitation coming in January or February) on initiatives coming from various states (for example, Minneapolis, MN outfitted 6,000 buses with safety cameras on the school bus stop arms and recorded 25,000 infractions the first year. The year prior, there were eight citations. OTS hosting partners from other states and vendors of systems. Webinar information to come, from Amy. Anticipating conversation at 2023 Leg session.

Nevada Highway Patrol (Lt. Col. Martin Mleczko) is requesting budget enhancements for the next legislative session for additional resources for staffing allocation for NHP. Improved ways to move forward, be progressive, partner with UNR and UNLV. As a member of the International Association of Chiefs of Police (IACP) Division of State and Provincial Police, Lt. Col. Mleczko has requested call for action for neighboring states to work together to make progress and take action to reduce fatal crashes. There is a working group focused on developing the plan, identifying priorities and the "whys," to distribute to staff.

Nevada Department of Transportation (Lacey Tisler) shared that the Local Road Safety Plans (LRSPs) are eligible for Safe Streets and Roads for All (SS4A) Grants. CAMPO LRSP will be kicking off soon. Encourage partners to get involved for SSA. NDOT's Safety Management Action Plan (SMAP) is finalized and published on the website. NDOT is working on a process to execute safety engineering process with results from the FHWA's pilot projects that align with the Safe System Approach and the National Road Safety Strategy.

Senate Growth and Infrastructure Committee (Senator Hammond) is working to identify what the committee's priorities are for the next legislative session, so it is good to learn from the discussion at the NVACTS meetings.

(Chair Bennett noted that January would be a good time to resubmit the NVACTS Annual Report containing Traffic Safety Policy Priority Recommendations to the Legislative Counsel Bureau (LCB) and to the legislators. An introductory letter with NVACTS Contacts with the annual report document. Ms. Davey suggested NVACTS members write letters to the Growth and Infrastructure Committee members to offer to be a point of contact and resource for more information. Refer to NRS for the role of NVACTS as a resource for traffic safety topics.)

Administrative Office of the Courts (David Gordon) reserved updates for agenda item #8.

Nevada Association of Counties (Andrew Bennett) shared that Clark County OTS Strategic Plan has been finalized and approved and will be posted publicly. The plan includes analysis of Clark County crash data.

Nevada League of Cities (Sean Robinson) – no update at this time.

Nevada Sheriffs and Chiefs (Jason Walker) – no update at this time.

Kirk Kerkorian School of Medicine at UNLV (Dr. Kuhls) is very busy with the database project. They are looking for input on the next topic for the TREND Newsletter (will save for Open Discussion). Also working on the new STOP grant project, and will have information to report at a future meeting.

UNLV Transportation Research Center (Dr. Nambisan) is kicking off a project for integration of data tied to citations and adjudication. A graduate level class on transportation safety is doing a class project based on GHSA's report "America's Rural Roads: Beautiful and Deadly" and looking at safety outcomes on rural roads in Nevada.

Carson Area MPO (Kelly Norman) – Getting ready to kick off the LRSP for CAMPO.

Regional Transportation Commission of Southern Nevada (John Penuelas) – no update at this time.

Regional Transportation Commission Washoe County (Dan Doenges) is kicking off the Active Transportation Plan, and has a data collection project with University of Nevada Reno to collect roadside LiDAR. RTC Washoe submitted an application for an SS4A grant, which should be announced in January.

Tahoe Regional Planning Agency (Nick Haven) is updating their active transportation plan and also updating their safety strategy to align with the requirements of SS4A. Strategies, countermeasures, deployment, and operations are unique for snow country.

7. Traffic Safety Policy Priorities *(Information/Discussion)*
The Traffic Safety Policy Priority Working Group will be meeting bi-weekly leading up to and through the 2023 Legislative Session. Currently tracking 100+ bill draft requests (BDRs). Growth & Infrastructure Committee has introduced a BDR for Road Safety Cameras in School Zones. More information to be presented at the next NVACTS meeting.

8. Citation Process Working Group *(Information/Discussion)*
David Gordon, Chair of the Citation Process Working Group gave an update to the Committee. The working group last met on November 16 and discussed upcoming changes on January 1 with AB 116, where a great majority of misdemeanors become civil infractions. The intent of the civil citations is to reduce backlog at the courts, however, it will be a challenge for the courts to apply the requirements of AB 116 when it takes effect on January 1. This will also have a bigger impact in rural areas.

9. Nevada Traffic Safety Summit Summary *(Information/Discussion)*
The Committee discussed the Safety Summit held in Sparks in October. One keynote speaker, Shelly Baldwin from Washington State presented on fear-based approach vs. opposite; understanding safety culture and changing behaviors, and that we learn new techniques for education and outreach as we know more about how the mind works.

It was noted that there were more law enforcement officers at this event than before, and it was great to hear from the people who are in the field.

Encourage more elected officials to attend in the future, as well as more judges and attorneys.

Looking to expand the crash demo for high schoolers and in rural areas of Nevada.

10. Open Discussion (*Information/Discussion)*

Dr. Kuhls shared that they are looking for ideas for the quarterly Trend newsletter. Research currently includes citation data, including type and demographic. Could also look at demographics of hospital discharge data.

To support developing ideas for the Trend newsletter, examples of previous issues will be sent to the committee for reference.

11. Next Meeting Date (*Information/Discussion)*
Next Meetings:

- Thursday, March 9, 2:00-4:00 pm
- Thursday, June 8
- Thursday, September 14

12. Public Comment
Mike Colety, Kimley-Horn announced that it was Andrew Bennett's birthday. Happy birthday!

13. Adjourn Meeting
The meeting was adjourned at 3:57 pm.

Respectfully submitted,

Mike Colety, Kimley-Horn
SHSP Facilitator

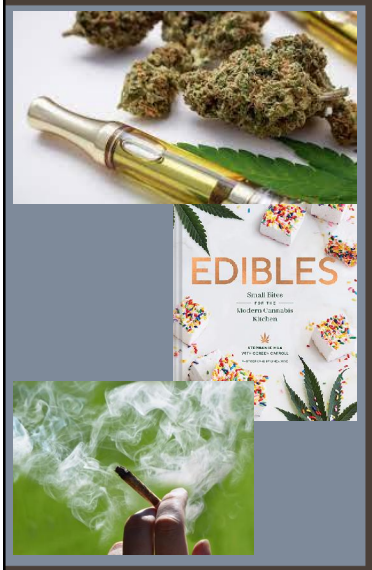
Attachments
NVACTS Meeting Minutes from September 8, 2022
Statewide Monthly Fatality Report (10/31/22)

Nevada Advisory Committee on Traffic Safety

March 9, 2023

1

THC Use – Different Strokes for Different Folks



- Route of administration
  - Oral
  - Smoked
  - Vaping
  - Oils
- Self-titration
- All this leads down the path to…there is no one "number" for everyone

2

Delta-9-THC (parent)
- Psychoactive component in THC
- CB1 / CB2 receptor activity
- Very short half life

11-Hydroxy-THC (metabolite)
- Equipotent to delta-9-THC at certain concentrations
- Very short half life

Carboxy-THC (metabolite) *Only reported analyte for urine*
- No psychoactive impairment
- Longer half life

3

Clinical Chemistry

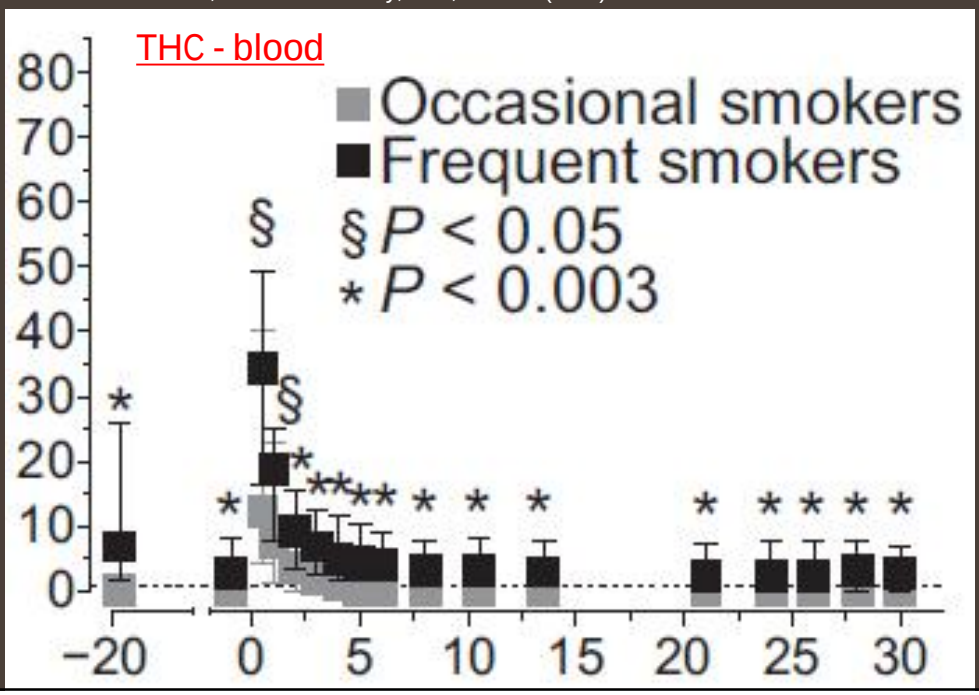
Clinical Chemistry 60:4
631–643 (2014)

Phase I and II Cannabinoid Disposition in Blood and Plasma of Occasional and Frequent Smokers Following Controlled Smoked Cannabis

Nathalie A. Desrosiers,[1,2] Sarah K. Himes,[1,2] Karl B. Scheidweiler,[1] Marta Concheiro-Guisan,[1] David A. Gorelick,[1] and Marilyn A. Huestis[1*]

4

Derosiers NA et al, Clinical Chemistry, 60:4, 631-643 (2014)



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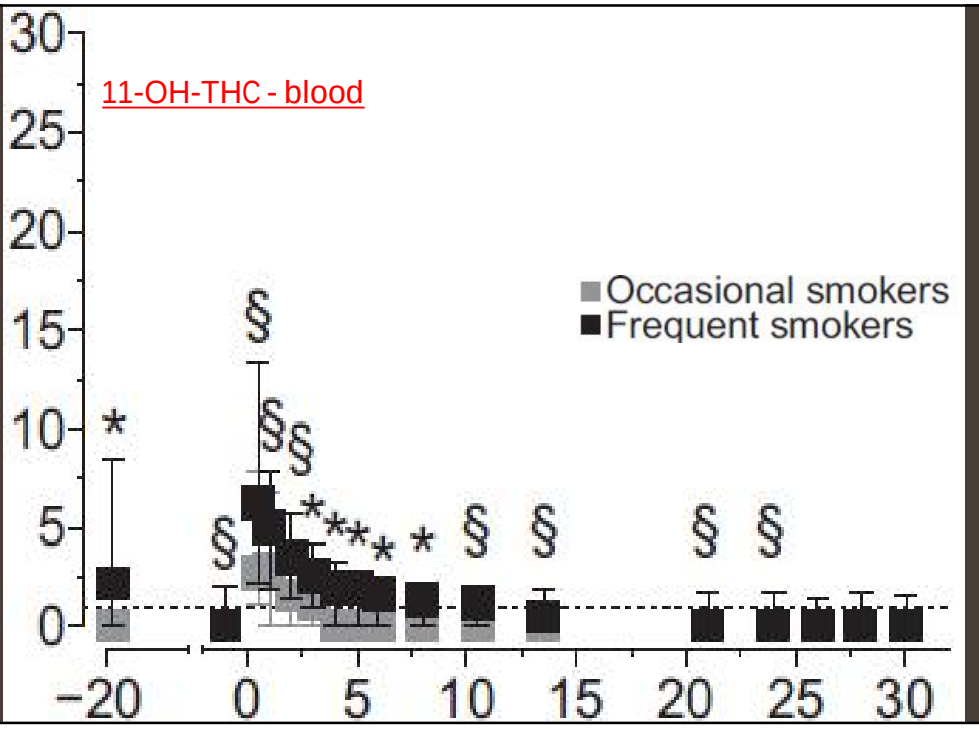

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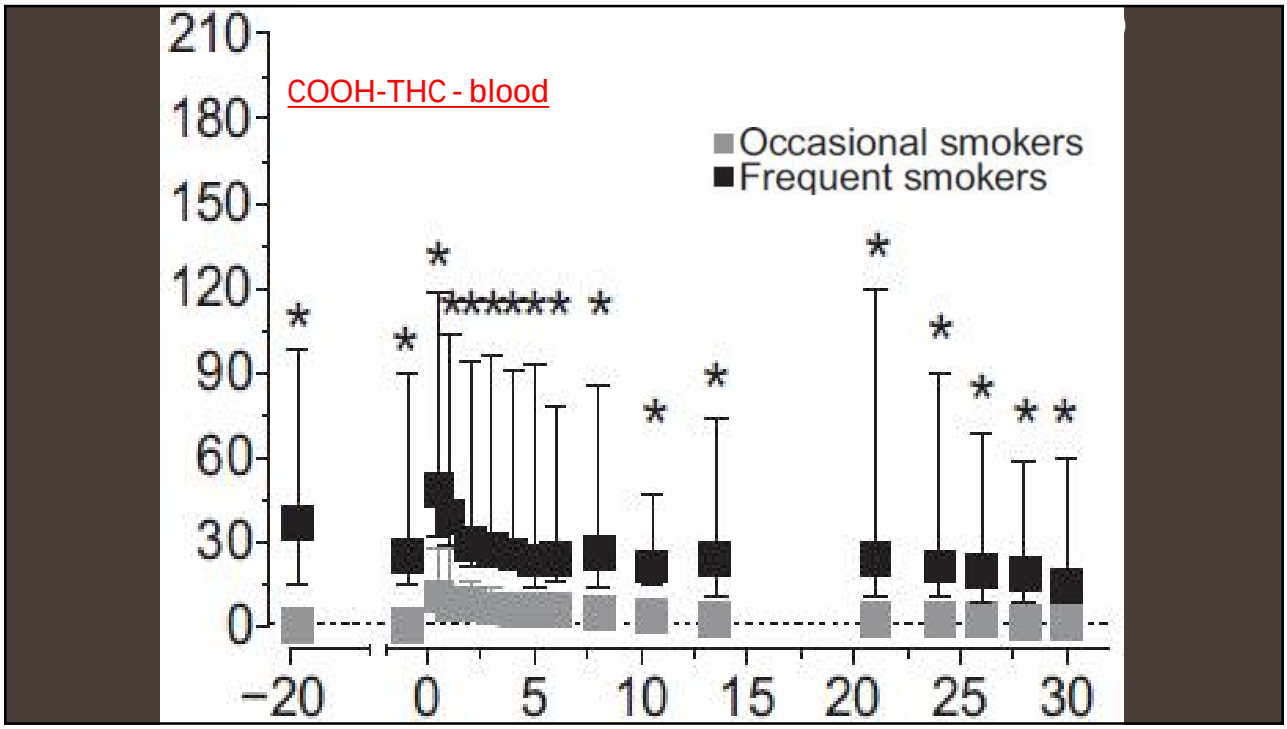
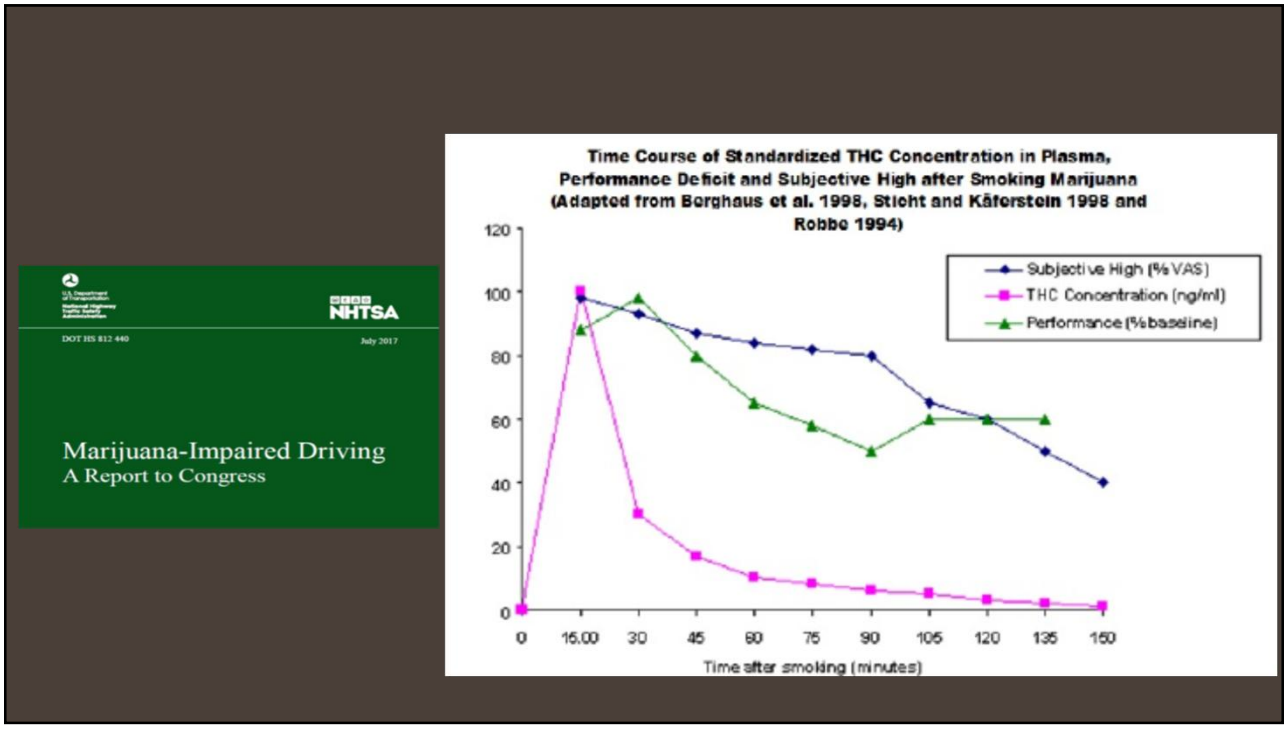

COOH-THC - blood
Occasional smokers
Frequent smokers
210
180
150
120
90
60
30
0
−20
0
5
10
15
20
25
30

7


NHTSA
DOT HS 812 440
July 2017
Marijuana-Impaired Driving
A Report to Congress
Time Course of Standardized THC Concentration in Plasma, Performance Deficit and Subjective High after Smoking Marijuana (Adapted from Berghaus et al. 1998, Stich and Käferstein 1998 and Robbe 1994)
Subjective High (% VAS)
THC Concentration (ng/ml)
Performance (% baseline)
120
100
80
60
40
20
0
0
15.00
30
45
60
75
90
105
120
135
150
Time after smoking (minutes)

8

Naloxone

- Reverses opioid overdose
- Competitive binding by blocking the receptor
- Suboxone – buprenorphine and naloxone

SCIENCE ADVANCES | RESEARCH ARTICLE

NEUROPHYSIOLOGY

Uncovering the psychoactivity of a cannabinoid from liverworts associated with a legal high

A. Chicca[1], M. A. Schafroth[2], I. Reynoso-Moreno[1], R. Erni[2], V. Petrucci[1], E. M. Carreira[2]*, J. Gertsch[1]*

- Liverwort – binding affinity to CB1 receptor
- Psychoactive results similar to Cannabinoids
- NOT a competitive binder
- NOT a blocking/reversal compound

9

Amy Miles
amy.miles@slh.wisc.edu

10

Rebecca Kapuler

Nevada Department of Transportation

Assistant Chief, Multimodal Planning

Rebecca.Kapuler@dot.nv.gov

1

Active Transportation, Multimodal Planning

Assistant Chief, Multimodal Planning, Rebecca Kapuler

Active Transportation Manager, Albert Jacquez

Outreach/Education Officer, Vacant

SRTS State Coordinator, Katinka Rauch

2

Equity in Transportation

Equity should be at the forefront of any project, from the initial planning phase to implementation.

There are two broad ways to think about transportation equity:

3

Equity in Transportation

There are two broad ways to think about transportation equity:

Social equity: Analysis along socio-demographic lines, i.e., race, gender, age, income, etc., that targets vulnerable or disadvantaged populations.

Spatial equity: Analysis along geographic areas, which assesses the distributional effects of transportation policies and projects on specific physical locations.

4

Active Transportation, Multimodal Planning

- Responsible for statewide bicycle and pedestrian planning and education.
- Statewide Active Transportation Plan
  SOW under development
- Statewide Bike Plan and Rural Plans
  Bicycle Plans | Nevada Department of Transportation (nv.gov)
- Support Nevada Bicycle Pedestrian Advisory Board

NEVADA DOT
SAFE AND CONNECTED

5

6

Active Transportation, Multimodal Planning

Conduct outreach/education for bicycle and pedestrian safety statewide

Participate in outreach events

Train the Trainer – Bike rodeos for youth

Create FAQ's for bicycle and pedestrian laws (adult and youth versions)

7

Active Transportation, Multimodal Planning

- Transportation Alternatives Set-Aside Program (TAP)

  TAP funds are made available to the State through the Federal Highway Administration and administered by the Nevada Department of Transportation.

  This program provides up to 95 percent of project-related costs, with the remaining 5 percent provided by project sponsors as a local match.

  Current call for projects February 14, 2023 – April 14, 2023

8

Active Transportation, Multimodal Planning

- Transportation Alternatives Set-Aside Program (TAP)

Transportation Alternatives Set-Aside Program

Project Background

The Transportation Alternatives (TA) Set-Aside Program provides federal funds for a variety of smaller-scale, non-traditional, community-based transportation projects that improve safety, expand travel choices, and enhance the transportation experience. These projects are intended to integrate travel modes and improve the cultural, historic, and environmental aspects of our transportation infrastructure.

Technical Support for Applicants

NDOT will conduct pre-meetings with local agencies to help them understand the process and requirements before applying.

Eligible Project Types

Eligible project types include the following, at any stage of project development, including planning, design, and construction:

- Bicycle, pedestrian, and nonmotorized transportation facilities
- Traffic calming, lighting, and safety-related infrastructure
- Projects to achieve ADA compliance
- Turnouts, overlooks, and viewing areas
- Recreational trails
- Safe Routes to School (SRTS), including infrastructure, non-infrastructure, and coordinator positions*
- Vulnerable road user safety assessments
- Environmental mitigation related to stormwater, water pollution prevention, wildlife crossings, and habitat connectivity
- Rails to trails
- Community improvement activities:
  - Removal of outdoor advertising
  - Vegetation management
  - Historic preservation related to historic transportation facilities
- Micromobility projects, including bike and scooter share

* SRTS Programs apply to students K-12th grade

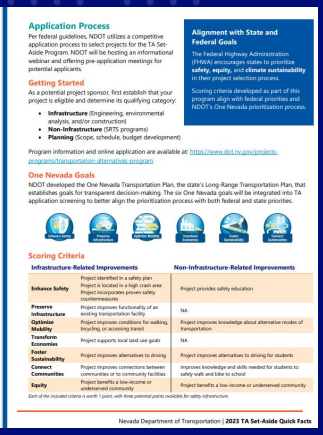
Eligible Applicants

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts/schools
- Tribal governments
- Metropolitan Planning Organizations serving a population under 200,000
- Nonprofit organizations
- Other local or regional governmental entities with responsibility for oversight of transportation or recreational trails
- States, at the request of an eligible entity

Project Sponsor Expectations

- Federal funds contribute up to 95% of the total eligible project cost. Sponsors must ensure other sources of non-federal transportation funding can cover the minimum 5% local match
- Project budget must include 20% contingency for infrastructure projects
- Applicant is required to cover cost overages
- TA is a federal cost reimbursement grant program – no funding is provided upfront
- Regular project reporting to NDOT is required

Nevada Department of Transportation | **2023 TA Set-Aside Quick Facts**



Application Process

Per federal guidelines, NDOT utilizes a competitive application process to select projects for the TA Set-Aside Program. NDOT will be hosting an informational webinar and offering pre-application meetings for potential applicants.

Alignment with State and Federal Goals

The Federal Highway Administration (FHWA) encourages states to prioritize **safety, equity,** and **climate sustainability** in their project selection process.

Scoring criteria developed as part of this program align with federal priorities and NDOT's One Nevada prioritization process.

Getting Started

As a potential project sponsor, first establish that your project is eligible and determine its qualifying category:

- **Infrastructure** (Engineering, environmental analysis, and/or construction)
- **Non-Infrastructure** (SRTS programs)
- **Planning** (Scope, schedule, budget development)

Program information and online application are available at: https://www.dot.nv.gov/projects-programs/transportation-alternatives-program

One Nevada Goals

NDOT developed the One Nevada Transportation Plan, the state's Long-Range Transportation Plan, that establishes goals for transparent decision-making. The six One Nevada goals will be integrated into TA application screening to better align the prioritization process with both federal and state priorities.

Scoring Criteria

	Infrastructure-Related Improvements	Non-Infrastructure-Related Improvements
Enhance Safety	Project identified in a safety plan Project is located in a high crash area Project incorporates proven safety countermeasures	Project provides safety education
Preserve Infrastructure	Project improves functionality of an existing transportation facility	NA
Optimize Mobility	Project improves conditions for walking, bicycling, or accessing transit	Project improves knowledge about alternative modes of transportation
Transform Economies	Project supports local land use goals	NA
Foster Sustainability	Project improves alternatives to driving	Project improves alternatives to driving for students
Connect Communities	Project improves connections between communities or to community facilities	Improves knowledge and skills needed for students to safely walk and bike to school
Equity	Project benefits a low-income or underserved community	Project benefits a low-income or underserved community

Each of the included criteria is worth 1 point, with three potential points available for safety infrastructure.

Nevada Department of Transportation | **2023 TA Set-Aside Quick Facts**

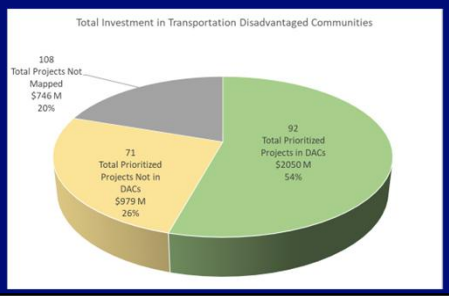
9

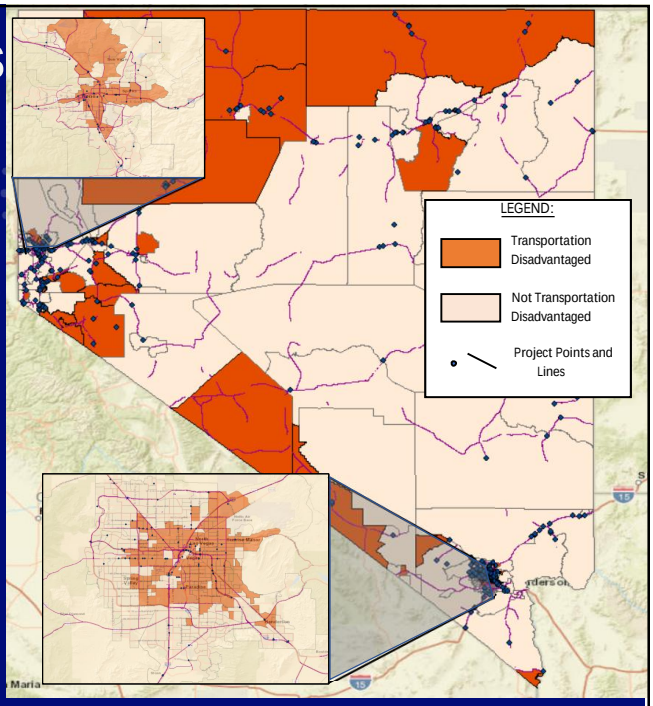
One Nevada and Equity

10

Justice 40 Requirements

- USDOT has defined Disadvantaged Communities (DAC's) and set a target that 40% of the benefit of the federal funding go to these communities
- One Nevada Process evaluated location of all STIP projects in DAC's
  - 1/3 of projects are in DAC's
  - 54% of the investment is located in DAC's
- Continuing to refine process to evaluate impact on DAC's





11

- Continue to work with local communities on a project level to solicit feedback and incorporate that feedback into project development
- Work with other Nevada State Agencies on locally defining Disadvantaged Communities (DAC) in Nevada

NEVADA DOT
SAFE AND CONNECTED

12

- Develop a process for defining and evaluating project impacts on DAC's at a planning level through One Nevada prioritization criteria

  Obtain more detailed demographic data for transportation users

  Determine method for evaluating which projects provide true benefits to users and communities

- Define and enhance department-wide equity evaluation processes on a project level through project development

13

TAP/One Nevada Plan + Equity

Scoring Criteria:

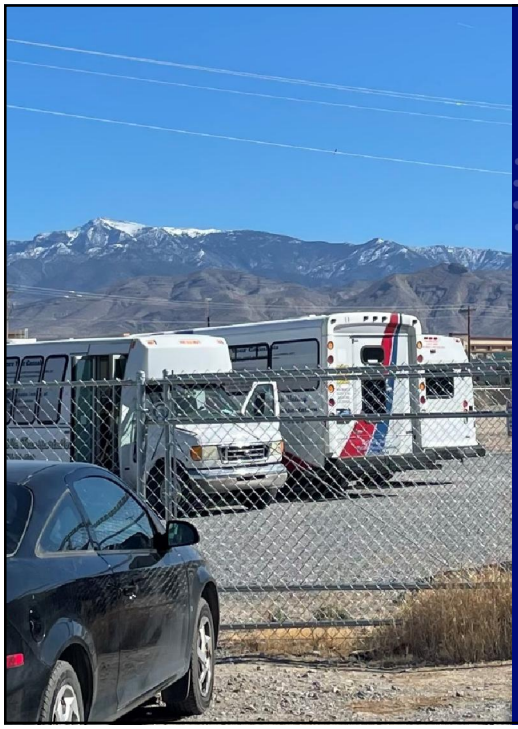
TAP projects are selected via a competitive scoring process based on the criteria described below. More detailed information about the scoring process is included in the Application Guidance document (link).

	Infrastructure and Planning Projects	Non-Infrastructure Projects (Safe Routes to School)
Enhance Safety	Project identified in a safety plan. Project is located in a high crash area. Project incorporates proven safety countermeasures.	Project provides safety education.
Preserve Infrastructure	Project improves functionality of an existing transportation facility	N/A
Optimize Mobility	Project improves conditions for walking, bicycling, or accessing transit.	Project improves knowledge about alternative modes of transportation.
Transform Economies	Project supports local land use goals.	N/A
Foster Sustainability	Project improves alternatives to driving.	Project improves alternatives to driving for students.
Connect Communities	Project improves connections between communities or to community facilities.	Improves knowledge and skills needed for students to safely walk and bike to school.
Equity	Project benefits a low-income or underserved community.	Project benefits a low-income or underserved community.

14

Statewide Transit Plan

15



Statewide Transit Plan

Help the State, mobility providers, and riders gain a greater understanding of:

- Nevada's full public transit network
- Service gaps in the transit network
- Strategies to improve Nevada's intercity bus network
- Strategies to enhance service by reducing redundant operations and overlaps

- Strategies to enhance mobility for Nevadans
- Capital and operations funding issues

16

16

What We've Learned

- Every operation -- regardless of type -- is having critical issues recruiting drivers
- Limited service makes coordinating and transferring between systems very difficult
- Some agencies have limited capacity to apply for grants or identify funding opportunities
- Agencies outside of the urbanized areas have trouble finding local match for grant funds
- Many rural programs are dependent on opportunity funding as opposed to strategic investments
- Coordination with other state programs, such as Medicaid, are minimal, at best
- The condition of transit rolling stock and facilities varies wildly throughout the state

17

17

Goals

ONE NEVADA TRANSPORTATION PLAN GOAL	POLICY OBJECTIVES WHICH CONNECT TRANSIT TO GOALS
Enhance Safety	• Improve transit rider access surrounding transit stops • Develop consistent training and standards for operator and rider safety, incident awareness, and reporting
Preserve Infrastructure	• Encourage agencies to be proactive in planning for a state of good repair (rolling stock and facilities)
Optimize Mobility	• Deploy technology and coordination to improve transit reliability and efficiency
Transform Economies	• Partner to provide broader transit access to essential services and workplaces
Foster Sustainability	• Reduce inefficiencies, vehicle emissions, and long-term transit maintenance costs
Connect Communities	• Support transit as an equitable and viable option for getting around and between Nevada's rural communities with emphasis on priorities: 1) Access to medical services, essential shopping, and community cohesion and 2) Access to education and jobs

18

18

NDOT Tribal Best Practices and Recommendations

19

NDOT Tribal Best Practices and Recommendations

NRS 233A.200 to NRS 233A.280 *Communication and Collaboration between State Agencies and Indian Tribes*

NDOT required to make reasonable effort to collaborate and communicate with Indian tribes and report all activities involving tribes on or before July 1 of each year to the Nevada Indian Commission (NIC)

20

NDOT Tribal Best Practices and Recommendations

Vision Statement

NDOT provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities on the state highway system. NDOT views each transportation improvement project as an opportunity to improve safety, access, and mobility for all road users in Nevada and recognizes sovereign tribes within the state are important stakeholders in the continued development of the state's transportation system as tribal members use the state's transportation system to access services

21

NDOT Tribal Best Practices and Recommendations

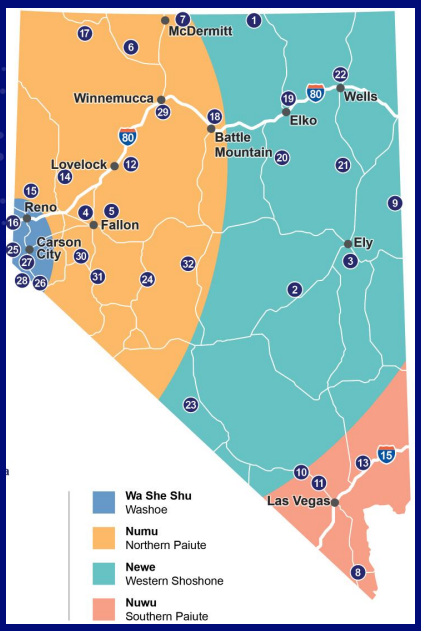
Policy Highlights - NRS 233A

- NDOT is required to designate a tribal liaison who reports to the Director
  - maintain ongoing communication between NDOT and affected Indian tribes
- Tribal liaison is required to provide training to NDOT staff
- Submit an annual report to the NIC documenting activities involving tribal nations
- Notify the NDOT Director of an issues associated with NDOT policies, agreements, or programs that affect an Indian tribe

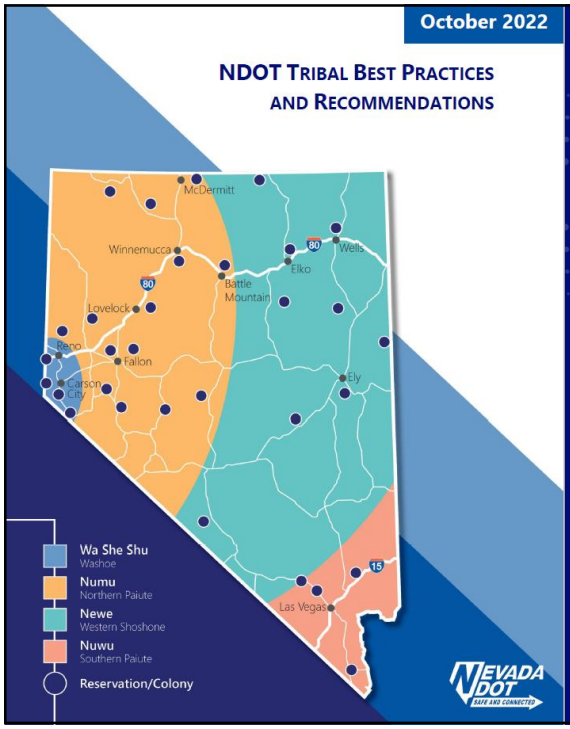
22

Tribes within Nevada

- 20 federally recognized and sovereign tribes within Nevada
- Four tribes comprised of 27 communities



23



Stakeholder Outreach

- Tribes within Nevada
- Nevada Indian Commission (NIC)
- Other state DOTs
- Interviews with NDOT employees

24

Recommendations and Next Steps

- NDOT Tribal Liaison Position(s)
  - Establish two tribal liaisons (east and west) to adequately cover the tribes within Nevada
- NDOT Tribal Training
  - Mandatory 1-hour training required for NDOT staff and contractors that interact with Indian tribes
- NDOT Roadway System and Tribal Land Mapping
- Intranet Tribal Website and Tribal Consultation Website

25

Summary: Equity in Active Transportation

Equity should be at the forefront of any project, from the initial planning phase to implementation.

There are two broad ways to think about transportation equity:

- Social equity
- Spatial equity:

26

DATE OF REPORT: 3/6/2023
DATA AS OF: 3/6/2023

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	2021 Crashes	2022 Crashes	% Change	Month	2021 Fatals	2022 Fatals	% Change
JAN	29	17	-41.38%	JAN	33	28	-15.15%
FEB	17	22	29.41%	FEB	21	23	9.52%
MAR	24	32	33.33%	MAR	27	34	25.93%
APR	30	29	-3.33%	APR	32	30	-6.25%
MAY	32	35	9.38%	MAY	35	37	5.71%
JUN	36	39	8.33%	JUN	36	39	8.33%
JUL	27	29	7.41%	JUL	27	30	11.11%
AUG	34	28	-17.65%	AUG	38	31	-18.42%
SEP	38	31	-18.42%	SEP	39	32	-17.95%
OCT	33	39	18.18%	OCT	33	42	27.27%
NOV	33	30	-9.09%	NOV	36	34	-5.56%
DEC	27	32	18.52%	DEC	28	35	25.00%
Reporting Period Total	**360**	**363**	**0.83%**	**Reporting Period Total**	**385**	**395**	**2.60%**
Total	**360**			**Total**	**385**		

KNOWN FATAL COMPARISON BETWEEN 2021 AND 2022.

COUNTY	2021 Crashes	2022 Crashes	% Change	2021 Fatalities	2022 Fatalities	% Change	2021 Occupants	2022 Occupants	% Change	2021 Unrestrained	2022 Unrestrained	% Change
CARSON	5	8	60.00%	6	8	33.33%	4	4	0.00%	1	4	300.00%
CHURCHILL	7	6	-14.29%	8	6	-25.00%	5	3	-40.00%	2	2	0.00%
CLARK	225	234	4.00%	236	256	8.47%	103	110	6.80%	33	38	15.15%
DOUGLAS	5	6	20.00%	5	6	20.00%	5	5	0.00%	2	2	0.00%
ELKO	12	10	-16.67%	14	12	-14.29%	14	10	-28.57%	6	7	16.67%
ESMERALDA	5	2	-60.00%	5	5	0.00%	4	5	25.00%	1	0	-100.00%
EUREKA	3	5	66.67%	3	5	66.67%	3	5	66.67%	3	2	-33.33%
HUMBOLDT	6	10	66.67%	7	12	71.43%	5	11	120.00%	3	4	33.33%
LANDER	1	3	200.00%	1	5	400.00%	0	5	500.00%	0	4	400.00%
LINCOLN	5	6	20.00%	5	6	20.00%	2	4	100.00%	2	2	0.00%
LYON	15	7	-53.33%	16	7	-56.25%	14	3	-78.57%	4	1	-75.00%
MINERAL	4	3	-25.00%	5	3	-40.00%	5	3	-40.00%	1	0	-100.00%
NYE	18	11	-38.89%	25	12	-52.00%	19	9	-52.63%	8	6	-25.00%
PERSHING	1	5	400.00%	1	5	400.00%	0	5	500.00%	0	2	200.00%
STOREY	3	2	-33.33%	3	2	-33.33%	1	0	-100.00%	0	0	0.00%
WASHOE	41	44	7.32%	41	44	7.32%	20	25	25.00%	6	8	33.33%
WHITE PINE	4	1	-75.00%	4	1	-75.00%	3	0	-100.00%	3	0	-100.00%
Reporting Period Total	**360**	**363**	**0.83%**	**385**	**395**	**2.60%**	**207**	**207**	**0.00%**	**75**	**82**	**9.33%**
Total	**360**			**385**			**207**			**75**		

KNOWN COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2021 AND 2022.

COUNTY	2021 Pedestrian	2022 Pedestrian	% Change	2021 Motorcyclist	2022 Motorcyclist	% Change	2021 Bicyclist	2022 Bicyclist	% Change	2021 Other Scooter, Moped, ATV	2022 Other Scooter, Moped, ATV	% Change
CARSON	2	3	50.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
CHURCHILL	2	2	0.00%	1	1	0.00%	0	0	0.00%	0	0	0.00%
CLARK	65	71	9.23%	60	57	-5.00%	5	13	160.00%	3	5	66.67%
DOUGLAS	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
ELKO	0	0	0.00%	0	2	200.00%	0	0	0.00%	0	0	0.00%
ESMERALDA	1	0	-100.00%	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	1	0	-100.00%	1	1	0.00%	0	0	0.00%	0	0	0.00%
LANDER	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
LINCOLN	0	0	0.00%	3	2	-33.33%	0	0	0.00%	0	0	0.00%
LYON	1	1	0.00%	1	3	200.00%	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	2	1	-50.00%	3	2	-33.33%	1	0	-100.00%	0	0	0.00%
PERSHING	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
STOREY	0	0	0.00%	2	2	0.00%	0	0	0.00%	0	0	0.00%
WASHOE	10	10	0.00%	10	8	-20.00%	1	1	0.00%	0	0	0.00%
WHITE PINE	0	0	0.00%	1	1	0.00%	0	0	0.00%	0	0	0.00%
Reporting Period Total	**84**	**88**	**4.76%**	**84**	**81**	**-3.57%**	**7**	**14**	**100.00%**	**3**	**5**	**66.67%**
Total	**84**			**84**			**7**			**3**		

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).
2021 DATA IS FINAL AS OF FEBRUARY 2023.
NOTE: The monthly report will be distributed by the 7th of each month.

Key: Fatalities= Total number of reported fatals (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.

SUMMARY

NEVADA CITATION WORKING GROUP

Wednesday, February 8, 2023, at 1:00 p.m.
Via Zoom

Committee Members Present
David Gordon, Chair and Manager of Judicial Education AOC, Nevada Supreme Court
The Honorable Sam Bateman, Henderson Township Justice Court
The Honorable Stephen Bishop, White Pine County Justice Court
The Honorable Karen Stephens, Lake Township Justice Court
Julia Peek, Deputy Administrator, Nevada Department of Health and Human Services
Amber Putz, IT Manager, AOC, Nevada Supreme Court
Emily Strickler, MPH Research Assistant, Department of Surgery UNLV

Staff Present
Shyle Irigoin, Judicial Education, AOC, Nevada Supreme Court

I. Call to Order

Meeting called to order at 1:05 p.m.
A summary that will be provided to the Advisory Committee on traffic safety.

II. Report on Systems and Use by the Courts

Ms. Putz reported that ninety percent of local law enforcement agencies are using Brazos. If not using Brazos, they are handwriting the tickets. Tickets go into one of 15 trial court Case Management Systems (CMS) in the state, with 34 using the state-sponsored system (currently Court View, but soon to be Global Justice Solutions). There are several alternative systems (Journey, Odyssey, Benchmark, etc.) used in the remaining 40 courts. The State of Nevada does require any CMS being used to be in compliance with statistical reporting requirements. To transfer data, most courts use different forms of electronic transfer while some courts send printed reports to the Department of Motor Vehicles (DMV). Nevada has seventy-four limited jurisdiction courts that handle traffic. Once adjudicated, convictions are sent by courts, via Justice Link (JLink) or other electronic system, some courts print and mail the information to:

- Department of Public Safety (DPS) Criminal Repository for criminal convictions and retainable misdemeanors, etc.
- DMV for traffic convictions (only those involving points or monitorable offenses, such as cell phone use) .
- A few such as domestic violence and DUI go to both systems because DMV handles license suspensions and DPS tracks enhanceable offences.
    - When police make a traffic stop, they run the driving record via DMV records.
    - Law enforcement agencies notify DMV of DUI arrests.
    - Judges do not have authority to order an individual fingerprinted. If no fingerprint data is collected booking, the data will not be provided to DPS because there is no Person Control Number (PCN) number tied to the

case/charges. Once the court has a resolution, the information will be sent to DPS .

No traffic offenses that are misdemeanor offenses (now civil citations) are going to Central Repository.

Judge Bishop explained that there are no fingerprints on citations. The repository is fingerprint based. When there is an arrest, the fingerprint starts the record and a PCN number is generated tied to the case and the charges.

Judge Bateman observed that reckless driving is not retainable. Law enforcement reported that Nevada had the highest number of citations in Nevada for people driving over 100 miles per hour, in 2021. Driving over 100 miles per hour would normally be reported as reckless driving, meaning that reckless driving goes under-reported, with no PCN number being generated, and nothing sent to the central repository. Reckless driving in enhanceable, but in not being properly reported, there is no tracking. A law addressing the need to book reckless driving offenders may represent a key recommendation from this study group. Ms. Putz confirmed that DUI is the only offense that DMV is notified of at the time of the arrest and there is no provision for reporting reckless or careless driving arrests (rather than convictions) to DMV. It was established that if a DUI was pleaded down to reckless or careless driving, the original arrest for DUI would still have been reported to DMV.

Ms. Putz observed the in-car-unit computers used by law enforcement officers will show a history of a stopped driver's driving record, but that details of what is in that history are not know to members of the working group. It was also observed that the in-car-computer units are subject to malfunctions and resulting down time. Illegal parking records do not appear on such reports.

Judge Bateman observed that the discussion could be summarized as a "how are we mandated to report and to whom are we mandated to report" challenge, rather than a "unified court system" challenge. Ms. Putz said that she could bring those questions to the Chief Information Officer of the Nevada Supreme Court, Mr. Paul Embley. Judge Bateman said key questions included determining what law enforcement officers are doing when they make a stop and how that impacts decisions regarding handling the stop, and what resulting information is being delivered to the courts and prosecuting agencies. Such information would, on face value, appear to be relevant to the viability of accepting non-moving violations in place of moving violations.

Judge Bishop observed that the Nevada Code of Judicial Conduct, rule 2.9C prevents judges from conducting independent investigations, and judges are only permitted to make decisions based on the cases presented to them. Judge Bateman noted that when traffic citations were misdemeanor offenses, the District Attorneys (DAs) handled reducing charges, and now that traffic offenses are civil infractions, the DA's office is out of the business of handling those matters.

Judge Bateman noted that the procedures for civil infractions allow for those cited for infractions to file motions to reduce fines/points, and there is no procedure for routine notification to law enforcement that the cited individual is making such a motion. The Judge also referenced NRS 484A.7043, subsection 4 (provided below) as legislation providing judges with authorization, since A.B. 116 came into effect, to waive or reduce penalties, and reduce any moving violation (civil infraction) to a nonmoving violation.

NRS 484A.7043 Penalties. [Effective January 1, 2023.]
4. A court having jurisdiction over a civil infraction pursuant to NRS 484A.703 to 484A.705, inclusive, may:

(a) In addition to ordering a person who is found to have committed a civil infraction to pay a civil penalty and administrative assessments pursuant to this section, order the person to successfully complete a course of traffic safety approved by the Department of Motor Vehicles.

(b) Waive or reduce the civil penalty that a person who is found to have committed a civil infraction would otherwise be required to pay if the court determines that any circumstances warrant such a waiver or reduction.

(c) Reduce any moving violation for which a person was issued a civil infraction citation to a nonmoving violation if the court determines that any circumstances warrant such a reduction.

(Added to NRS by 2021, 3317, effective January 1, 2023)

Judge Bishop noted the phrase "that any circumstances warrant" in the NRS does not provide much guidance to judges.

Ms. Peek remarked that she would like to identify what it would take to get better data, and suggested that at a minimum, arrest data for reckless driving should be collected. Judge Bishop noted that reported data would still be subject to challenges of validity and authentication.

Judge Bateman asked if the working group might want to recommend that every traffic offense be sent to DMV including what the original citation was and the final resolution. He noted that this would require an overhaul of all connected legislation. Ms. Putz said that DMV would be unlikely to want to track data that did not impact driving records, such as a non-moving violation. Ms. Peek said that it could be a matter of housing data at DMV, even if the data was not used by DMV, observing they could be the best repository of the data. While data is reflected in JLink, it was observed that CMSs still do not interact with each other.

Mr. Gordon suggested that for the next meeting the working group identifies specific recommendations to the Nevada Advisory Committee on Traffic Safety, so that they can advise the Legislature. Ms. Peek will reach out to DMV to see their position on being the repository of all traffic including non-moving violations.

The working group noted that NVACTS is working to increase road safety, and the courts are working to resolve disputes. Sometimes those two goals can appear to be in opposition, and often they appear to be in concert.

III. Discussions on Civil Citations in Practice Since January 1, 2023

Judge Bishop addressed the topic of older misdemeanor citations coming in after January 1st, and that they represent aa minor procedural hurdle. Warrants cannot be issued for offences that were committed in December and did not make it to the courts until January.

IV. Law Enforcement Staffing and Response

Mr. Gordon has been in communication with representatives of the Nevada State Police, and they are working to determine if participation in the working group is possible considering staffing issues. Judge Bishop had made an observation regarding staffing, confirming that of there are 9 positions and 3 are filled. It was observed, that in geographically large counties, law enforcement officers spend a lot of time in transit to calls and large areas are then unpatrolled. Currently traffic tickets are down by half. Members of the working group agree that law enforcement staffing is a challenge resulting in fewer traffic stops, subsequently resulting in fewer citations. Mr. Gordon discussed that this impacts the courts as they are partially funded by administrative assessments which are put on those citations, and when citations are down, the administrative assessments are down, and court budgets become unpredictable.

V. Determine Criteria for Working Group Successful Completion and the Information Recommendations provided to NVACTS

This topic will be continued to the next meeting of the working group.

VI. **Determination of Action Items**

- Ms. Peek is going to contact DMV to determine their position on being the repository of all traffic, including non-moving violations. and ask if they have the power to revoke or suspend a license independently on moving violations.
- Mr. Gordon is going to reach out again to Nevada State Police.
- Judge Bateman asked for an agenda item on license suspension for the next meeting.

VI. Next Meeting Wednesday, May 10, 2023

VII. **Meeting Adjourned**

This meeting was adjourned at 2:00 p.m.

NEVADA OFFICE OF TRAFFIC SAFETY

Impaired Driving Program Plan

Draft 6/5/2023

Table of Contents

Appendix

1. Executive Summary

Mission: Eliminate impaired driving deaths and injuries on Nevada's roadways so everyone arrives home safely.

Vision: Committed to zero impaired fatalities because every life matters.

The Nevada Office of Traffic Safety (OTS), a Division of the Department of Public Safety (DPS), is the federally recognized highway safety office in the state of Nevada. The Director of DPS serves as the Governor's Highway Safety Representative (GR). The Director is appointed by the Governor of Nevada and operates under the authority and direction of the Governor. OTS is responsible for the planning, program, fiscal, and program oversight of grants administered through behavioral highway safety funding received from the federal government.

The OTS organizational structure consists of a Division Administrator and Deputy Division Administrator. The Division Administrator is responsible for the OTS overall, and the Deputy Division Administrator has direct oversight of Fiscal and Operations staff. The OTS Impaired Driving Program Manager administers grant funds, program activities, research, program evaluation, incentive grant requirements, etc. to address impaired driving issues statewide. The Program Manager also evaluates programs and reviews other states' impaired driving efforts and National Highway Traffic Safety Administration (NHTSA) recommendations and best practices. The Impaired Driving Program Manager has attended the impaired driving training and education courses offered through the Transportation Safety Institute (TSI) as required by OTS.

2. Data Driven Problem Identification

The OTS's Impaired Driving Program supports and equips law enforcement, enabling them to remove high numbers of impaired drivers from the roads while Nevada's laws place increasing penalties on each successive driving under the influence (DUI) arrest. Yet, Nevada can neither arrest nor penalize the way out of the problem. Recent studies show that even a first time DUI offender is likely already a recidivist with as many as 100 previous offenses, and that any alcohol-impaired driving violation, not just convictions, is a marker for future recidivism. Nevada therefore looks to other strategies to combat impaired driving beyond law enforcement and adjudication; strategies intended to both change the social norms around impairment and to provide access to evidence-based early interventions.

Nevada made positive strides toward lowering the number of alcohol impaired driving fatalities from 2017 to 2020. According to the Nevada Fatality Analysis Reporting System (FARS) data seen in **Table 1** below, in 2021 alcohol impaired fatalities jumped 33 percent. Impaired driving makes up about 43 percent of the five-year total crash fatalities in Nevada. According to the Centers for Disease Control and Prevention, Nevada ranks among the top 10 states with the highest alcohol use rates. In the Las Vegas metropolitan area, 25.6 percent of residents reported binge drinking in a National Survey on Drug Use and Health report, higher than the national average of 23.2 percent. Nevada's casino culture contributes heavily to the problem; the gaming industry provides alcohol 24 hours a day, seven days a week, and casino patrons are often times served alcohol at no cost.

Table 1: *Substance Involved Fatal Crashes*

Driver Substance Involved Fatal Crashes					
	2017	2018	2019	2020	2021
Total Crashes	290	299	285	309	360
Total Fatalities	309	329	304	333	385
Total Substance Involved Crashes	161	162	153	176	207
Total Substance Involved Fatalities	176	176	166	188	224
Drivers Only					
Alcohol Only (>.08%)	34	33	35	30	40
Marijuana Only	26	17	23	29	28
Polysubstance	48	64	66	74	84
Polysubstance - No Marijuana	24	27	21	22	26
Other Drug	12	11	9	9	14

Special events, local monthly wine walks, and beer crawls that attract as many as 12,000 to 15,000 attendees at 30 alcohol establishments also boost the economy. Additionally, discounts at non-gaming properties such as "all you can drink" specials, 50 cents shots, and drinking games are encouraged. The World Series of Beer Pong is also held in Las Vegas annually. These practices create a culture of binge drinking which cost the state of Nevada $3.1 billion or $2.01 per drink in 2022 according to the Centers for Disease Control and Prevention (CDC).

In 2021, according to Nevada's Criminal History Repository, 13,265 drivers were arrested for DUI and 86 percent were first time offenders (see **Table 2**). Nevada has shown a slight decrease in the number of arrests for DUI over the past five years. The arrest data is important because the numbers rest on the reliable skills and discernment of law enforcement in the preliminary roadside testing to determine impairment. However, what happens to a case as it progresses through the system is difficult to track. In **Table 2** below, first through third offense numbers do not add up to total convictions. This is because each number is a snapshot in time and does not relate to the other numbers in the same column. The criminal history reports constantly change as additional dispositions or charges are sealed. Cases with deferred judgement frequently take a couple years to complete and report. Regardless, the State cannot arrest its way out of the impaired driving problem. Furthermore, we have little transparency on what happens to a DUI case as it progresses through the legal system. Indications are that a substantial number of those arrests end up getting pled down. The goal is to create a mechanism for tracking pleas to gain more transparency in the process.

Table 2: *2018-2022 DUI Offenses*

	2018	2019	2020	2021	2022
Total DUI Arrests	11,968	12,873	12,092	13,265	10,458
Total Convictions	7,747	3,465	1,726	2,819	1,924
First Offense	10,170	11,045	10,359	11,403	9,033
Second Offense	1,292	1,307	1,237	1,211	917
Third Offense	278	343	246	260	210

Recreational marijuana was legalized in Nevada by a ballot initiative in November of 2016. Within the first six months, cannabis retailers throughout Nevada collectively sold just under $200 million worth of cannabis, and the prediction is that cannabis sales could reach upwards of $1 billion by 2025. Additionally, cannabis lounges became legal in Nevada in October of 2021. Initially, 30 licenses will be granted: 10 to consumption lounges attached to or adjacent to an adult-use cannabis retail store. 20 more licenses will be available to independent cannabis consumption lounges (unattached to a retail outlet) and of these, 10 licenses will be reserved for social equity candidates. At the time of this writing, all but one lounge will be located in the Las Vegas area. As the lounges open for business, they will undoubtedly increase the number of impaired drivers on the roads. Many will be venue-hopping and possibly have alcohol or other drugs in their system. Compounded by tourism, it is anticipated this will be the biggest problem facing Nevada's Impaired Driving Program in the coming years.

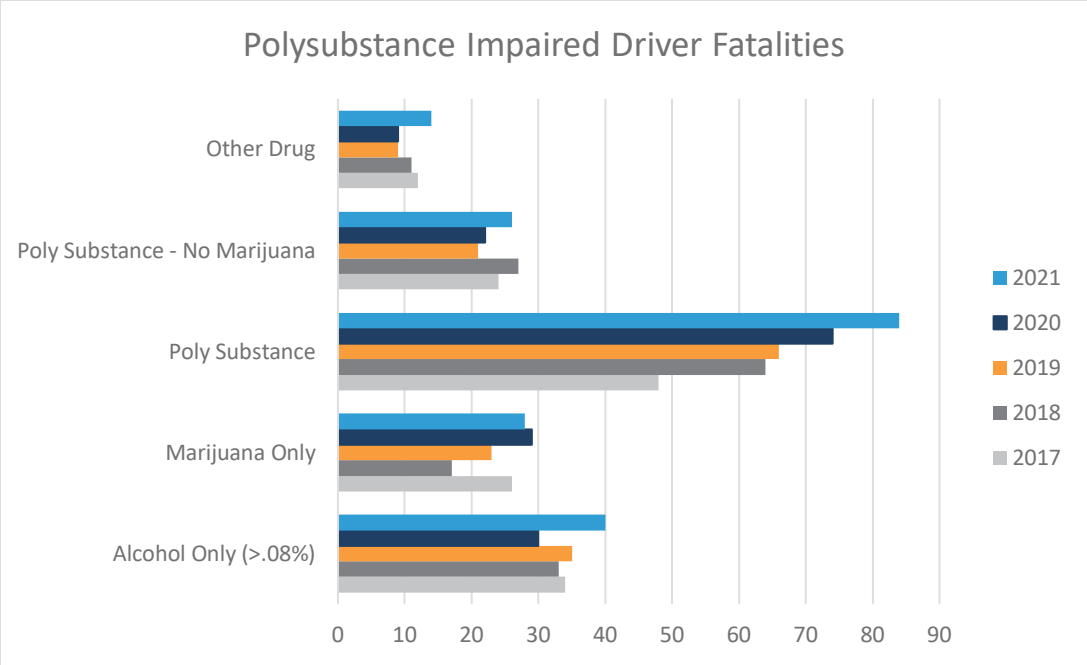


Figure 1: *Polysubstance Impaired Driver Fatalities*

The data in **Figure 1** above shows the steady increase in fatalities caused by polysubstance with marijuana between 2017 and 2021. Combining alcohol and cannabis can cause a greater depressant effect and reduced motor control and concentration. Another dangerous short-term effect of mixing the two substances is that it can lead the user to feel less drunk and likely to drink more. Research indicates that people who mix alcohol and cannabis are more likely than those who only drink alcohol to engage in sensation seeking behavior.

In consideration of the total impact of impaired driving on Nevada, the state includes additional data such as property damage and non-serious injuries as a result of suspected alcohol and/or drug impaired driving between 2016 and 2020 (as seen in **Table 3** on the following page).

- 7,545 property damage crashes as a result of suspected driver impairment from alcohol and/or drugs
- 7,092 total injury crashes as a result of suspected driver impairment from alcohol and/or drugs
- 6,470 non-serious injuries in a crash as a result of suspected driver impairment from alcohol and/or drugs
- 834 serious injury crashes as a result of suspected driver impairment from alcohol and or drugs
- 627 fatal crashes (696 fatalities) as a result of suspected driver impairment from alcohol and/or drugs

Table 3: *Alcohol and/or Drug Suspected Crashes*

	2016	2017	2018	2019	2020
Number of property damage crashes	1,852	1,745	1,426	1,356	1,166
Non-Serious Injuries from suspected alcohol/drug related crashes	1,639	1,427	1,214	1,151	1,039
Serious Injuries	152	141	113	97	111
Impaired driving fatalities	145	131	133	142	145

Age and Gender

- 69 percent of injury and property damage crashes with suspected impairment were caused by male drivers
- Less than one percent of total crashes were the result of suspected impaired drivers aged 15-17 years old
- 23.5 percent of crashes were the result of a suspected impaired drivers aged 18-25 years old
- 373 crashes were the result of a suspected impaired drivers aged 18-20 years old
- 1,455 crashes were the result of a suspected impaired drivers age 21-25 years old
- 2,316 crashes were the result of a suspected impaired drivers age 26-35 years old
- 2.1 percent of impaired driving fatalities were drivers 15-17 years old
- 4.2 percent of impaired driving fatalities were drivers 18-20 years old
- 16.4 percent of impaired driving fatalities were drivers 21-25 years old
- 16.5 percent of impaired driving fatalities were drivers 26-30 years old
- 79.7 percent of impaired fatalities were male drivers

Location

Zero Fatalities Impaired Driving Fatal Crash data from 2016 to 2020 shows that 70 percent of fatalities occurred on urban roadways and 30 percent were rural. Sixty-two percent of impaired fatalities occurred in Clark County (Las Vegas).

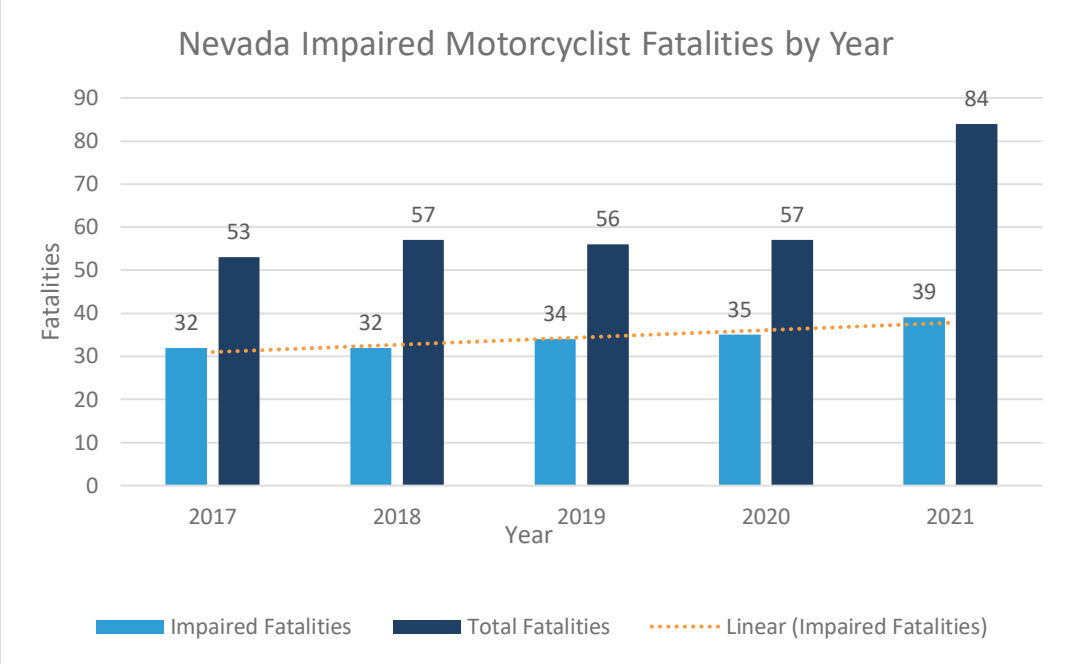
Impaired Driving and Young Driver Facts

Young Drivers (15-20 years old) constituted 10 percent of impaired drivers involved in impaired driving fatalities in 2016-2020.

Motorcycles

Impaired Motorcyclist Fatalities from 2017-2021 numbered 172, representing approximately 45 percent of all motorcycle fatalities and approximately 20 percent of total impaired crash fatalities.

Figure 2: *Fatalities Involving a Motorcycle Rider with a Blood Alcohol Content (BAC) ≥ 0.08*



3. Program Management and Strategic Planning

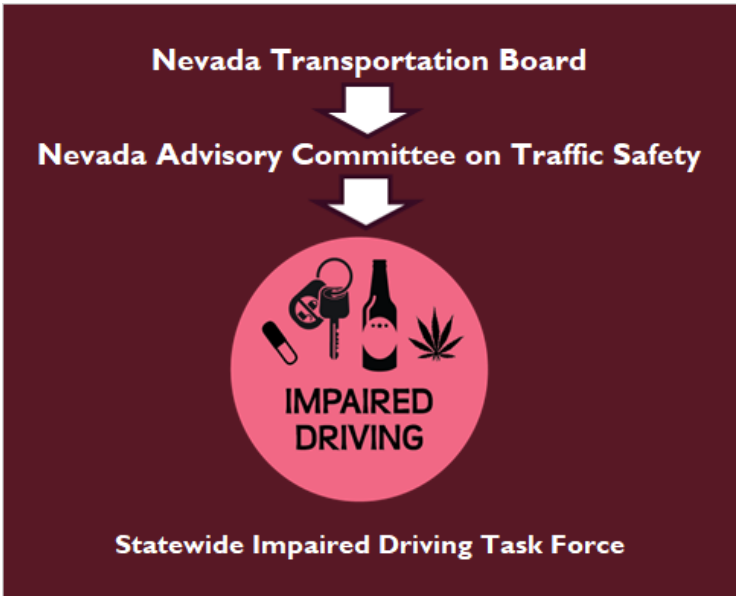
The Nevada Legislature adopted an amendment to transform and reorganize the previous advisory committee, the Nevada Executive Committee on Traffic Safety (NECTS) to the Nevada Advisory Committee on Traffic Safety (NVACTS). The authority for establishing NVACTS is found in the State of Nevada Revised Statutes (NRS) Chapter 408, which creates the Advisory Committee on Traffic Safety within the Department of Transportation. NVACTS reports to Nevada's Transportation Board of Directors which includes the Governor, Lieutenant Governor, State Controller, and four members appointed by the Governor. The purpose of this committee is to review, study, and make recommendations regarding certain issues relating to traffic and to prepare an annual report of its activities. All members have signed a Partner Pledge committing to support Nevada's goal of *Zero Fatalities.*

NVACTS identifies the most Critical Emphasis Areas (CEA) for traffic safety crash, injury, and fatality issues facing the State. The identified CEAs each have established Key Area Task Force Leadership Teams as the oversight and monitoring mechanism serving as the driving force for change in each CEA.

NVACTS has designated the Statewide Impaired Driving Task Force with the authority to approve the 2024 Nevada Impaired Driving Strategic Plan (IDSP).

3.1. Task Forces or Commissions

The Impaired Driving Task Force (IDTF) meets quarterly, following a set meeting schedule on the fourth Thursday of February, May, August, and November, and operates under the authority of the NVACTS. The IDTF is chaired by the Nevada Traffic Safety Resource Prosecutor (TSRP) and co-chaired by the Nevada Impaired Driving Coordinator. The membership of the IDTF is extensive with a diverse mix of individuals and organizations that can impact impaired driving issues. The IDTF establishes strategies and related action steps that are tracked on a quarterly basis. Each action step has a leader, who reports to the Chair and Vice Chair on the status.



IDTF leadership is responsible for the following:

- Ensuring team membership is multidisciplinary and includes representatives from at least three of the six "Es" of safety (Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone) and follows up with the Strategic Highway Safety Plan (SHSP) implementation team if assistance is needed on team composition
- Scheduling group meetings, notifies participants, and prepares meeting reports including action item implementation progress/status after each meeting
- Tracking progress on implementation of the action plan with assistance from various action step leaders and notifies the State SHSP coordinators if assistance is needed to implement an action step
- Preparing quarterly progress reports describing what progress has been made on each of the action steps
- Reviewing the strategies and determining if any should be revised or deleted, identifying new strategies, and developing action plans
- Appling the SHSP to help implement a task or project

3.2. Strategic Planning

Nevada's SHSP is a comprehensive statewide safety plan that identifies the most significant causes of fatalities and serious injuries on Nevada roadways and provides a coordinated framework for reducing the crashes that cause fatalities and serious injuries. The SHSP establishes statewide goals and strategies focusing on the six "Es" of traffic safety: Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone.

The ultimate purpose of the SHSP is to eliminate traffic-related fatalities and serious injuries by combining and sharing resources across disciplines and strategically targeting efforts to the areas of greatest need. Nevada has enlisted stakeholders from state, local, tribal, and federal agencies; institutions; private-sector organizations; and concerned citizens to develop goals and strategies to address identified traffic safety problems.

The SHSP is aligned with other statewide planning efforts, as required by federal legislation, and provides guidance for statewide traffic safety plans and local plans, and guides the investment of funds for three federally funded programs:

- Highway Safety Improvement Program (HSIP) managed by the Nevada Department of Transportation (NDOT)
- Highway Safety Plan (HSP) managed by the Nevada OTS
- Commercial Vehicle Safety Plan (CVSP) managed by the Nevada Highway Patrol (NHP)

Nevada's efforts to develop the SHSP began in 2004 when NDOT Traffic Safety Engineering formed a Technical Working Group of traffic safety representatives that initiated coordination and later supported the activities of the NECTS. The role of NECTS, as established in 2005, is to provide guidance, approve the SHSP (and subsequent updates), and help gain consensus at a high level among local, state, tribal, and federal agencies that improve traffic safety.

Nevada's first five Critical Emphasis Areas (CEAs) were identified at the 2004 Traffic Safety Summit—the first to be held in Nevada. The Traffic Safety Summit is now an annual event. The five original CEAs were Pedestrians, Impaired Driving, Occupant Protection, Intersections, and Lane Departures. Later updates to the SHSP process added Motorcycles, Young Drivers, Older Drivers, and Safe Speed as additional CEAs.

For the 2021-2025 SHSP, four key areas were selected to prioritize collaboration among the six "Es" for SHSP implementation: Safer Roads, Vulnerable Road Users, Safer Drivers and Passengers, and Impaired Driving Prevention. The plan established task forces for each key area, which are responsible for collaboration and monitoring progress on the implementation of strategies and action steps. The Impaired Driving Task Force (IDTF) takes the lead on impaired driving issues, developing strategies and action steps for addressing impaired driving in Nevada.

Action steps that are developed for each CEA included in the SHSP Action Plan are evaluated and updated as needed throughout the life of the SHSP. All action items are specific, measurable, achievable, relevant, and time constrained (SMART):

- Specific: Clearly describes action step
- Measurable: Defined performance measures and output measures
- Achievable: Committed resources by responsible organization and action step lead
- Relevant: Data-driven issue and countermeasure
- Time Constrained: Achievable within a designated time frame

Action steps and strategies are implemented and evaluated by the task forces and the SHSP team throughout the life of the plan utilizing the following tools and elements:

- Federal Highway Administration (FHWA) Proven Safety Countermeasures
- NHTSA Countermeasures that Work
- Systemic improvements
- Low-cost improvements
- Road Safety Assessment (RSA) findings

The Impaired Driving CEA outlines four strategies to achieve a reduction in fatalities and serious injuries resulting from impairment. The strategies are:

- Enhance DUI deterrence through improved criminal justice system response
- Support training and education for law enforcement agencies and commit to high-visibility DUI enforcement
- Improve understanding of impaired driving issues through better data
- Improve primary prevention efforts aimed at DUI or riding with an impaired driver

These strategies lead to the development of action steps that have designated leaders to oversee the implementation of each step. Assigned action step leaders attend quarterly interim meetings with their CEA Vice Chairs and provide a summary of activities related to their action steps.

OTS prepares an annual HSP which includes a section for Impaired Driving Prevention. This section of the plan doubles as Nevada's statewide IDSP. The IDSP includes problem identification, short-term and long-term targets, countermeasure strategies, and planned activities.

3.3. Program Management

OTS is responsible for developing, implementing, managing, and evaluating projects to ensure projects are targeted to address strategies that adhere to NHTSA's Highway Safety Program Guideline No. 8 as well as Countermeasures That Work for an effective Impaired Driving Program. The HSP provides partners with key information about each safety focus area, providing current data and examples of past efforts that have received funding to address specific traffic safety issues. OTS actively monitors traffic safety trends and emerging issues and responds with appropriate modifications to the HSP as needed. OTS provides technical assistance, subject matter expertise, and conducts research into proven strategies and best practices that will result in a decrease of impaired driving injuries and fatalities. This ensures that resources are allocated to strategies most likely to prevent impaired driving.

Throughout the year, OTS engages its partners through task forces and stakeholder meetings, trainings and presentations, the annual Nevada Traffic Safety Summit, and outreach events. Information regarding funding opportunities is shared through the OTS website, eGrants online grant system, announcements through statewide task forces, newsletters, and email distributions. **Table 4** on the following page provides the countermeasure strategies OTS pursued in the development of the Fiscal Year (FY) 2023 HSP.

Table 4: *Impaired Driving Countermeasure Strategies*

Countermeasure Strategy	Description
Law Enforcement Training	Law enforcement training will be given to reduce traffic fatalities and serious injuries by providing the specialized skills needed to detect, arrest, and collect evidence of alcohol and drug-impaired driving.
Judicial and Prosecutor Education	Judicial and prosecutor education will be provided to reduce traffic fatalities and serious injuries by providing training to judges, prosecutors, and specialty court staff on best practices related to DUI court principles, diversion programs, ignition interlock, and 24/7 programs.
Highway Safety Office Program Management	Planning and administration will be focused on reducing traffic fatalities and serious injury crashes by directing and coordinating the activities of the Highway Safety Office.
High Visibility Enforcement (HVE) Impaired Pedestrian, Motorist	HVE will be implemented to reduce traffic fatalities and serious injuries by removing impaired drivers and pedestrians from the roads.
Driving Under the Influence (DUI) Specialty Courts	DUI courts are rated as highly effective for reducing recidivism. Nevada's DUI Courts have strong roles to play in case management for DUI offenders and support for case management and coordination will continue to be a priority.
Communications	Communications, outreach, and education is a key component of all program areas and combines traffic safety messaging through multiple channels with in-person outreach and education to multiple target groups.

An extensive amount of data is relied upon for problem identification for the impaired driving program area. These data include FARS, crash (including driver, location, vehicle), citation, arrest, and adjudication data. There are also data linkages to other data files (EMS, hospital, citation, and crash). These data are utilized to determine which grants/projects to fund. OTS also relies on data provided at the local level to decide the extent of the identified problem and whether the proposed project should receive priority for funding.

All awarded projects are monitored by OTS. Risk assessments are conducted on each project recommended for award prior to notification of approval and are assigned a risk level. A monitoring plan is developed that takes this risk into account. OTS has a very clear and detailed monitoring procedure for employees to follow. The procedure explains the various types of monitoring, the major elements of monitoring, how to prepare for the monitoring visit, the frequency of monitoring needed, how to deal with problems/issues with sub-recipients, the items to review during the site visit, and the steps employees need to take following the site visit. Due to the COVID-19 pandemic, OTS is currently following a remote monitoring procedure of awarded projects.

The FY 2023 HSP includes several efforts that are funded to aid in Nevada's efforts to achieve the impaired driving targets set forth in the planning process. OTS has committed $1,466,781 of Section 405d and $841,397 of Section 164 funding to impaired driving efforts. The funded activities are described in **Table 5** on the following page.

Table 5: *Impaired Driving Planned Activities*

Planned Impaired Driving Activities	Description
DUI/Driving Under the Influence of Drugs (DUID) Law Enforcement Training	Statewide DUI/DUID training in Drug Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE), and comprehensive marijuana detection and prosecution knowledge delivered in person via electronic trainings to law enforcement and prosecutors.
Judicial and Prosecutor Training	Through a grant from Responsibility.org, training on the Computerized Assessment and Referral System (CARS) assessment tool will be provided to judges by judges. The focus will be on detecting more serious underlying behaviors and connecting the participants to the correct level of supervision and treatment. Ongoing education will be provided on DUI case adjudication. Prosecutors will be trained for thorough preparation and winning presentation of DUI court cases.
DUI Specialty Courts	Through a grant from Responsibility.org, training on the CARS assessment tool will be provided to court coordinators and case managers. The focus will be on becoming technically efficient in using both the screening tool as well as the more complicated assessment tool, gaining speed and confidence in the use of the tool, and recognizing the indication for conducting a deeper assessment on the participant.
Education	Prevention efforts around recidivism of DUI offenders has begun with a goal of incorporating early intervention tools into the curricula presented to first time DUI offenders. Early intervention is defined in behavioral health terms of 0.5 on the American Society of Addiction Medicine (ASAM), to inject cognitive behavioral therapy methods to provide the participant with the tools necessary to change behaviors. Requests have been made for revisions to the language in the Nevada Administrative Codes, and a pilot curricula project is planned for the current year.

Five DUI Courts located throughout the State (the Las Vegas Justice Court, Elko 4th Judicial Court, Las Vegas 8th Judicial Court, Washoe County 2nd Judicial Court, and the Carson City 1st Judicial Court) are being funded. Judicial training courses are also offered through the Reno Justice Court Evidence Based DUI courses. DUI Courts are a strategy to reduce impaired driving recidivism for those who are not typically persuaded through education, public safety efforts, or traditional legal sanctions.

OTS provides funding to Washoe County to provide for TSRP services to conduct training on DUI adjudication. The TSRP works with both prosecutors and law enforcement to cross-train these two groups of professionals on the most effective and up-to-date courtroom procedures and prepare these groups for defense tactics. The TSRP has attended and completed basic law enforcement, Standardized Field Sobriety Testing (SFST), ARIDE, and DRE training. This exposure and experience give the TSRP credibility when talking to law enforcement and a unique opportunity to share the science behind these trainings to prosecutors, law enforcement, and judicial personnel.

The Impaired Driving Program funds overtime DUI activities year-round for four law enforcement agencies covering the most impacted areas of the State. An additional four HVE waves are funded during the year through the Joining Forces Program, where two of the enforcement efforts are directed towards impaired driving and two are directed towards seat belt enforcement. Twenty-eight law enforcement agencies are united in the statewide Joining Forces efforts. Joining Forces is an evidence-based traffic safety enforcement program that has delivered positive results for changing driving behavior.

An effective and popular enforcement strategy in Clark County was the use of multi-agency impaired driving enforcement teams, called DUI Strike Forces. The teams quoted impressive enforcement numbers. Local media surrounding the teams was very active in covering the teams' efforts and media coverage was typically very positive. This type of multi-agency impaired driving enforcement effort has been very effective in Nevada. Unfortunately, the teams are disappearing due to lack of funding and personnel limitations at the local level. Support for the Las Vegas Metropolitan Police has increased as it has expanded efforts to cover Clark County.

OTS also funds efforts to improve and expand impaired driving toxicology testing, electronic warrants for blood draws, the ignition interlock program, and ongoing media outreach efforts.

A priority recommendation from the Nevada Impaired Driving Assessment 2023 was to support existing multi-agency law enforcement DUI Strike Forces and explore opportunities to establish new teams where there is evidence that the teams can make a significant impact on reducing impaired driving crashes. This recommendation mirrors the intent of OTS. Law enforcement agencies throughout Nevada are experiencing finite resources to implement competing programs and must make decisions at the local level regarding priorities. Renewed support for enforcement teams will remain a critical priority as local law enforcement agencies rebuild their capacity to implement the program.

3.4. Resources

Nevada successfully applied for and received funding from NHTSA for FY 2023. These grant monies include funding for 23 U.S.C. Section 402 Highway Safety Programs, and for Section 405 National Priority Safety Programs including: Section 405b (Occupant Protection), Section 405c (State Traffic Safety Information System Improvements), Section 405d (Impaired Driving Countermeasures), Section 405f (Motorcyclist Safety), Section 405h (Non-Motorized Safety Grants), and Section 1906 (Racial Profiling Prohibition). Also included are Section 164 Repeat Intoxicated Driver funds.

Impaired driving programming funds are comprised of $103,777 in Section 402 funds, $1,432,193 in Section 405d Impaired Driving funds, and $2,035,774 in Section 164 Repeat Intoxicated Driver funds. Nevada is fortunate to currently qualify for the Section 402 and Section 405d Impaired Driving Countermeasures funding. The only impaired driving incentive funding categories that Nevada does not currently qualify for are Section

405d Impaired Driving Ignition Interlock, and Section 405d 24/7 Sobriety Programs. Requirements for funding in each of these categories are very stringent. While Nevada has an ignition interlock law, the law does not satisfy all federal requirements to qualify for Section 405d Impaired Driving Ignition Interlock funding. Nevada operates a 24/7 Sobriety and Drug Monitoring Program in Northern Nevada, but the lack of a statewide program negates qualifying for federal funding under current guidelines.

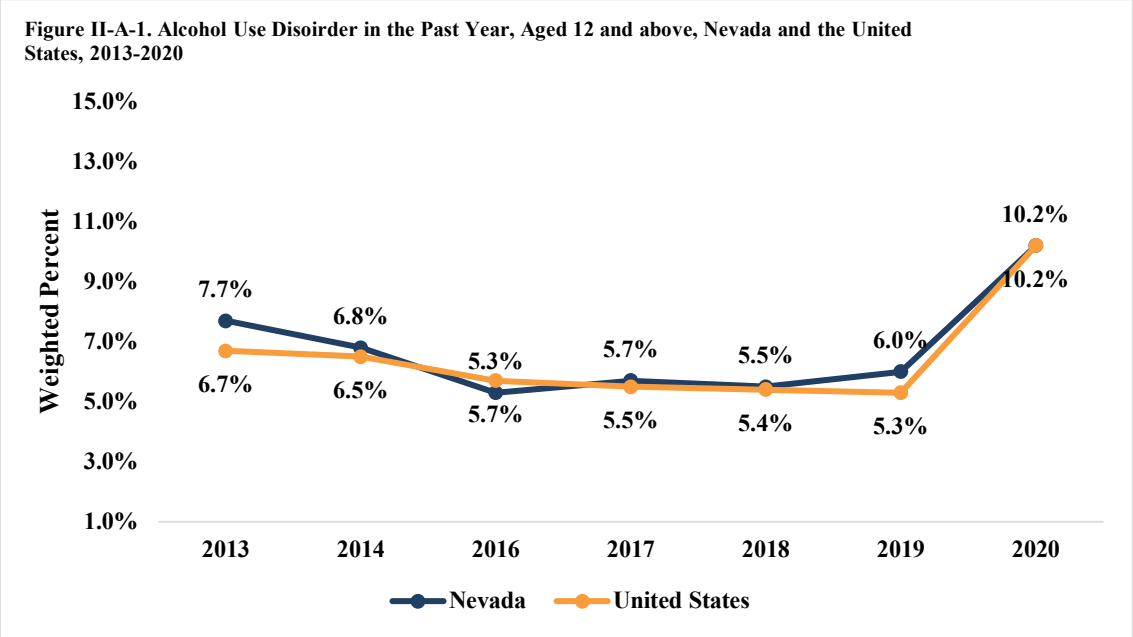
One great disadvantage to the program is that penalties or fees collected from convicted impaired driving offenders, as well as revenue from licensed cannabis outlets, are not used to support impaired driving prevention programs in Nevada.

4. Prevention

The Nevada Department of Health and Human Services, Bureau of Behavioral Health Wellness and Prevention 2022 Epidemiologic Profile provides an overview of substance use and mental health related issues in the State. In relation to substance use, the report provides the following points:

- Alcohol use disorder among ages 12 and above reached a high in Nevada and the United States in 2021.
- Nevada high school and middle school students who self-report currently drinking alcohol is at the lowest percent since 2017.
- Nevada high school and middle school students who self-report currently using marijuana is at the lowest percent since 2017.
- Nevada Behavioral Risk Factor Surveillance System survey results found adult marijuana/hashish use has continued to rise since 2013.
- Both age-adjusted and crude rates for alcohol and/or drug-related deaths in Nevada are at the highest since 2012.

Figure 3 shows the trend in the rate of alcohol use disorder among Nevada residents aged 12 and older compared to the national total. One in 10 (10.2 percent) Nevada residents reported an alcohol use disorder in 2020, equal to the U.S. average but a substantial increase from 2019.



Source: Substance Abuse and Mental Health Services Administration (SAMHSA), Center for Behavioral Health Statistics and Quality, National Surveys on Drug Use and Health. Chart scaled to 15 percent to display difference among groups.

Figure 3: *Alcohol Use Disorder Aged 12 and Above*

Prevention programs are most effective when they implement evidence-based strategies which have been shown to affect the desired change. Effective prevention programs are based on the interaction between the elements of the public health model: 1) using strategies to develop resilient hosts, e.g., increase knowledge and awareness or altering social norms; 2) reducing exposure to the dangerous agent (alcohol, cannabis, other drugs), e.g., alcohol control policies and; 3) creating safe environments, e.g., reducing access to alcohol at times and places that result in impaired driving. Prevention programs will employ communication strategies that emphasize and support specific policies and program activities. Prevention programs of particular focus in Nevada include responsible cannabis service practices, prevention of underage use and impaired driving, transportation alternatives, Drug Impairment Training for Education Professionals (DITEP), school- and community-based programs carried out by Mothers Against Drunk Driving (MADD) and Nevada's excellent network of community coalitions. It also includes work to revise curriculum for first time DUI offenders that encompasses ASAM .05 Early Intervention strategies and activities, and changes to the regulations to increase minimum hours of education and ensure education is synchronous.

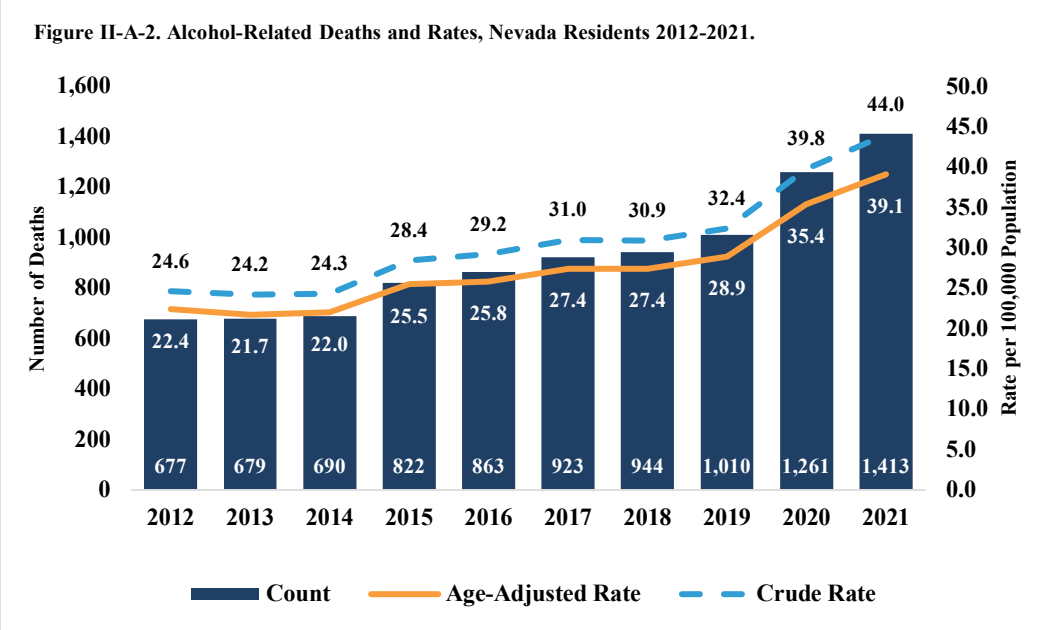


Figure 4: *Alcohol-Related Deaths and Rates, Nevada Residents 2012-2021*

4.1. Promote Responsible Service

4.1.1. Alcohol

Nevada, and especially Las Vegas and Reno, the two major population centers, rely heavily on tourism centered on "adult entertainment" including gambling, alcohol consumption, and more recently, use of cannabis products. Consequently, Nevada has minimal restrictions on the sale of alcohol, has no state-level agency responsible for enforcing alcohol control policies, and has few state-level statutes related to responsible alcohol service. There are no restrictions on alcohol advertising, happy hours, or other promotions. In addition, licensed alcohol outlets are permitted to sell alcohol 24 hours a day, seven days a week. Many casinos provide patrons with alcohol at no cost.

Nevada is a license state, that is, alcohol for on- or off-premise consumption is sold by licensed retailers. However, unlike other license states, licenses are issued by and regulated by localities through Liquor Control Boards consisting of the local elected body, e.g., county legislature or city council. There is no legislated limit on the number of licenses that can be issued. Since Nevada has no State agency that is responsible for enforcement of alcohol sales laws, alcohol compliance checks for sales to underage drinkers are conducted by local substance abuse and behavioral health coalitions.

Server training is available from a variety of private sector providers and may be completed online. NRS 369.600 requires completion of a responsible service course by all alcohol servers in retail outlets. NRS 360.625 calls for the development and contents of curriculum for an alcoholic beverage awareness program and certification and operation of the program to include the following topics:

- The clinical effects of alcohol on the human body
- Methods of identifying intoxicated persons
- Relevant provisions of state and local laws concerning the selling and serving of alcoholic beverages
- Methods of preventing and halting fights, acts of affray and other disturbances of the peace; and
- Methods of preventing:
    - The entry of minors into establishments in which minors are prohibited from loitering pursuant to NRS 202.030;
    - The purchase, consumption, and possession of alcoholic beverages by minors as prohibited pursuant to NRS 202.020, including, without limitation, the recognition of altered or falsified forms of identification; and
    - The selling and furnishing of alcoholic beverages to minors as prohibited pursuant to NRS 202.055. Server training is available from a variety of private sector providers and may be completed online.

Several notable Nevada statutes serve as impediments to responsible alcohol service. Nevada does not have Dram Shop legislation and, in fact, has "anti-Dram Shop" legislation which exempts licensed outlets from liability for injury or damage caused by impaired patrons. Statutes now extend to cannabis dispensaries and lounges, a condition that has been dubbed, "Gram Shops."

A priority recommendation from the Nevada Impaired Driving Assessment 2023 is to enact Dram Shop statutes that hold those who serve or sell alcohol or cannabis products accountable for injuries and damage resulting from over-service or sales to minors.

4.1.2. Cannabis

As of July 1, 2020, the adult-use cannabis program is administered by the Cannabis Compliance Board (CCB). AB341 in the 81st Session of the Nevada State Legislature authorized the CCB to license and regulate cannabis consumption lounges. Server training is also required for employees of cannabis lounges, and training standards are being developed.

4.2. Promote Transportation Alternatives

Clark County (Las Vegas) is the region most impacted by a high volume of impaired driving fatalities maintains an ongoing partnership with Anheuser-Busch to support a ride-sharing program using Uber. The campaign is called *Decide to Ride* and distributes discount coupons to consumers during times of the year when an increase in substance use is predictable, such as St. Patrick's Day or New Year's Eve.

Additionally, the OTS Zero Fatalities Lyft Pass program is available during select holidays and large events, offering a rideshare discount to encourage people to enjoy a safe ride home. The program is made possible by partners of the Zero Coalition, made up of Nevada businesses that want to help spread awareness of driving safely on our roads. The discounted LYFT ride share promocodes are promoted on their social media channels.

Many local coalitions conduct safe ride programs. In rural areas where transportation alternatives are scarce, these programs promote ridesharing.

4.3. Conduct Community-Based Programs

4.3.1. Schools

In 2020 the State Board of Education adopted the Nevada Academic Content Standards (NVACS) and began aligning their curricula to the new Health Standards. School districts were expected to fully implement the 2020 NVACS for Health beginning with the 2022-2023 school year. This standard provides necessary concepts, practices, and skills to students to achieve personal wellness and academic success. A core idea that runs through the grade levels focuses on substance use and abuse and addresses the health consequences of use of substances.

DITEP has been provided in some school districts and is expanding. DITEP training is intended to provide school administrators and nurses with a systematic approach to recognizing and evaluating individuals in the academic environment who are abusing and impaired by drugs, both legal and illegal, in order to provide early recognition and intervention. Many schools have School Resource Officers who are also trained and are a resource for identifying students with substance abuse issues.

MADD recently received funding from the Nevada OTS to implement school-based prevention programs in Reno and Las Vegas schools. MADD's Power of Parents® program empowers parents of middle school and high school students to have ongoing, intentional conversations about the dangers and consequences of underage drinking and other drug use while Power of You(th)® is one of MADD's programs that provides youth with research-based information on the dangers of underage drinking and other drug use. In 2024, MADD plans to add MADD's Power of Me! program, a classroom or auditorium-based alcohol use prevention and vehicle safety presentation for fourth and fifth grade elementary school students.

The University of Nevada, Las Vegas (UNLV) and University of Nevada, Reno (UNR), the two largest universities in the State, offer prevention programming that is often student-led. UNLV has a substance use policy that prohibits possession or use of illegal drugs including use of alcohol by students under 21. UNLV also uses a social norming approach in which students are shown that their perception of alcohol use on campus is far greater than the actual reported use. Materials also provide information on standard drink sizes and blood alcohol concentration.

Law enforcement agencies are funded to hold school events around the state such as "Every 15 Minutes" providing an opportunity to reach to young people with the realities seen from the perspective of law enforcement and help them understand their concerns.

Numerous local coalitions provide a variety of impaired driving and substance abuse prevention strategies in schools. Education campaigns and alcohol- and drug-free events are conducted at high-risk times such as prom, homecoming, and graduation. Impaired driving simulators are used in some localities. Coalitions conduct alcohol and drug screenings at school events. Coalitions have also been involved in the development of school district alcohol and drug policies for students.

4.3.2. Employers

There is currently no organized effort to engage the business community in helping to educate its employees and customers about impaired driving. The inclusion of a number of corporate partners in the Zero Fatalities program could serve as the gateway to reach private sector employers across Nevada.

All companies that provide goods and services to federal agencies or that receive federal funds are required to implement a Drug-Free Workplace program. These programs may include substance use policies, drug testing, and employee education. Many Nevada employers offer Employee Assistance Programs (EAP) to help employees deal with personal problems that might adversely impact their work performance, health, and well-being. EAPs generally include short-term counseling and referral services for employees

and their household members. By addressing alcohol and substance abuse, EAPs can have an indirect effect on impaired driving.

4.3.3. Community Coalitions and Traffic Safety Programs

Nevada's difficult demographic of two concentrated population centers surrounded by vast rural and frontier communities is served through the Substance Abuse Prevention Community Coalitions, primarily funded through federal Block Grant funds set aside for substance abuse prevention, and *Drug Free Communities* and *Partnership for Success.* Coalitions include participation from every sector of the community, including law enforcement, healthcare and education. Nevada's network of community coalitions manages to cover every county in Nevada as well as serve the populations of remote communities. The network is a strong component of the impaired driving prevention program, addressing impaired driving either directly or indirectly through substance abuse and underage drinking prevention strategies.

Impaired driving strategies implemented by community coalitions include providing responsible alcohol service training, safe ride programs, school-based programs that offer alcohol- and drug-free activities at high-risk times for impaired driving such as prom and homecoming, and utilization of impaired driving simulators. Some coalitions also provide a driving under the influence offender education program.

Many coalitions conduct alcohol sales compliance checks. Coalitions use a public health approach addressing underlying risk and protective factors that predict substance abuse issues including impaired driving.

Coalition strategies are often trauma-informed. Trauma-Informed Care (TIC) is an approach in the human service field that assumes that an individual is more likely than not to have a history of trauma. TIC recognizes the presence of trauma symptoms and acknowledges the role trauma may play in an individual's life. The disruption of school and family functioning resulting from the COVID-19 pandemic has dramatically heightened the extent of trauma, especially in the lives of young people. While many prevention strategies are universal, that is, directed at an entire population, others are directed toward individuals demonstrating increased risk. These strategies recognize the role of trauma in this risk. Some community coalitions have received TIC training and some offer training to schools and community members.

5. Criminal Justice System

5.1. Laws

Nevada has a variety of laws to fight impaired driving as well as specific per se provisions that make it illegal to operate a motor vehicle with prohibited substances in the operator's blood or urine at levels equal to or greater than specific amounts. Those substances include amphetamine, cocaine, cocaine metabolite, heroin, heroin metabolite, lysergic acid diethylamide, methamphetamine, phencyclidine, and marijuana (for felonies only). Commercial motor vehicle operators may be prosecuted at a per se BAC level of 0.04 percent.

First and second DUI offenses are misdemeanors prosecuted with increasing punishments for subsequent violations. A third DUI is a felony. A DUI conviction in Nevada that is beyond seven years old cannot be used for enhancement purposes. Causing an injury or death while operating a vehicle while intoxicated is a felony offense which carries two to 20 years confinement, a fine of $2,000 to $5,000, and a minimum license suspension of three years upon release from incarceration. Offenders with three prior DUI convictions who then cause a death while driving under the influence face charges for vehicular homicide. Vehicular homicide carries a sentence of 25 years to life in prison.

Table 6: *Nevada DUI Penalty Chart*

NEVADA DUI PENALTY CHART	
	PENALTIES
FIRST DUI CONVICTION **Misdemeanor**	• two days to six months in jail; • $400 to $1,000 dollars in fines; • loss of license for 185 days; • ignition interlock; and • impact panel and online DUI school
SECOND DUI CONVICTION **Misdemeanor**	• 10 days to six months in jail; • $750 to $1,000 fine; • loss of license for one year; • impact panel and online DUI school; • ignition interlock; and • dependency evaluation
THIRD DUI CONVICTION **Felony**	• one to six years in prison; • $2,000 to $5,000 fine; and • loss of license for three years
DUI CONVICTION AFTER FELONY **Felony**	• two to 15 years in prison; • $2,000 to $5,000 fine; and • loss of license for three years

Implied Consent

Any person who accepts the privilege of operating a motor vehicle within Nevada is deemed to have given his or her consent to submit to an approved breath, blood, or urine test for the purpose of determining the alcohol or drug content of his or her blood if the person is lawfully arrested for DUI. Refusing a breath, blood, or urine test for alcohol is penalized by a possible administrative license revocation of one year for first offenders and three years for repeat offenders. There is no penal offense attributed to a breath, blood, or urine test refusal.

Minors

Minors operating a motor vehicle while having a 0.02 percent BAC in their system face a possible 90-day driving privilege suspension. Other than being prosecuted when driving at adult levels of 0.08 percent BAC, there is no other criminal penalty for minors driving under the influence. There is a three-stage Graduated Driver Licensing law for younger drivers in Nevada. A person is eligible for an Instruction (Learner's) Permit at 15 and a half years of age if they pass a written driving test. The Instruction Permit has some restrictions including daylight hours, vehicle passenger restrictions, and being accompanied by a licensed driver. They must also complete supervised driving hours and be enrolled in school. At age 16, youth are allowed to apply for an Intermediate driver license. To get an Intermediate driver license they must hold a valid Instruction Permit for at least six months prior to applying, and in the six months prior to applying have no at-fault crashes, have no moving violation convictions, and have no alcohol or drug convictions of any kind. If successful, the Intermediate driver license is in effect until age 18. During this stage, younger drivers under 18 may not drive between the hours of 10 p.m. and 5 a.m. unless they are traveling to or from a scheduled event such as school events or work. They also may not transport any passenger under the age of 18, except for immediate family members, for the first six months after the license is issued. At 18, drivers get a full unrestricted license.

A priority recommendation from the Nevada Impaired Driving Assessment 2023 is to enact legislation that requires DUI first-time offenders to be evaluated for alcohol or drug dependency and treated if necessary. The Nevada Impaired Driving Program supports this recommendation. A first-time offense may actually be a person who has driven while impaired for years, and it is only the first time they have been "caught". A second offense may have had numerous pleas in between the first and second offense that have been hidden from view. Nevada's goal is to address the behavioral condition as well as the number of times one has been apprehended, and mandatory assessments, we believe, is the way to accomplish this.

A priority recommendation from the Nevada Impaired Driving Assessment 2023 is to amend legislation to require consideration of a person's entire prior DUI case history for subsequent case charging and eliminate provisions that allow a DUI conviction to "fall off" a driving record after seven years. The Nevada Impaired Driving Program supports this recommendation and will work on this goal within the Task Force. A part of this project will look at prosecutor transparency to allow all intermediate pleas to be in the written record for prosecutors and judges to see.

5.2. Enforcement

Nevada currently has 138 law enforcement agencies consisting of a wide variety of jurisdictional authority, including but not limited to: state, county, municipal, school district, parks, taxi authority, university, and tribal police. The Nevada Commission on Peace Officer Standards and Training (POST) reports 15,323 sworn officers statewide.

Impaired driving enforcement education begins at the earliest stage of a Nevada law enforcement officer's career. All officers attending a basic police academy in Nevada receive training in the NHTSA basic DUI Detection and SFST curriculum and ARIDE. Nevada is a Drug Evaluation Classification Program (DECP) state, also known as a DRE Program. The program currently identifies two DRE State Coordinators, whose positions reside within OTS. Each year, the DRE Program offers from one to four DRE schools around the State. In 2021, the DRE Program held four DRE courses, training a total of 29 new DREs. That same year, seven ARIDE courses were held, attended by a total of 108 officers. Both courses utilize the respective curricula approved and published by IACP and NHTSA. The State recently hired a new DRE/ARIDE Training Coordinator to support the state coordinators and oversee training statewide.

The Nevada TSRP is a certified DRE and offers continuing impaired driving enforcement training for officers and prosecutors statewide, both in person and via webinar. Training may also be multidisciplinary, pairing officers and prosecutors in courtroom settings. The TSRP also offers webinar training on both a local and national level, and work is underway to bring the Lethal Weapon seminar to Nevada. This multi-day course trains officers and prosecutors in crash reconstruction, scene investigation, toxicology, and trial skills.

Impaired Driving Task Force

The State's Impaired Driving Task Force consists of approximately 150 members, covering nearly every corner of transportation safety in the State. Every recipient of impaired driving program grant funding is required to be a member of the task force. The task force holds quarterly meetings to review and analyze FARS and other data, discover new or upcoming law enforcement training, receive updates from State agencies, and identify strategies and goals for each annual IDSP publication. The task force continually analyzes and evaluates the State's impaired driving program for effectiveness.

Law Enforcement Liaisons

OTS has two Law Enforcement Liaisons (LELs), both retired law enforcement officers whose positions are funded by highway safety grants. One LEL is responsible for the northern half of Nevada and the other for the southern half. The LELs help keep open lines of communication and facilitate collaboration between OTS and the various levels of law enforcement, their local groups and association chapters, and local community safety groups and coalitions. One factor benefitting their ability to stay engaged across the State is the relatively few counties (17) and police agencies in Nevada. The LELs also act as co-DRE State Coordinators.

Communication

OTS communicates the importance of highway safety and impaired driving prevention through media messaging tools, data reporting, grant funding, and facilitation of law enforcement collaboration. In turn, law enforcement executives to some degree communicate the importance of impaired driving enforcement to their personnel. For example, when high-profile impaired driving cases gain widespread public attention, agency officials may provide statements to the media regarding those cases. Executives from a variety of agencies (state, county, municipal, tribal) accept grant funds to enhance DUI patrol availability and communicate the importance of enforcement.

The Impaired Driving Program Manager travels around the State to engage stakeholders and gather information. The two LELs are also regionally available.

Ignition Interlock Devices (IIDs)

Oversight of IID laws, rules, and program administration was recently moved to the NHP by legislative order. Planning is ongoing to establish policies and procedures for the program. Primary short-term goals include developing the compliance division for IID provider oversight and creation of a tracking database. A webpage on the Department of Motor Vehicles (DMV) website currently exists for customers to locate nearby installers. Nevada currently has approximately 3,700 IID clients. Future enforcement of driver IID violations is expected to occur through parole and probation departments. Because commission of low-level misdemeanors must be witnessed by an officer for enforcement to occur, administrative rules and/or other laws are being developed requiring IID units to be equipped with cameras in the future.

Other Technologies

Nevada is working to implement the use of roadside oral fluid testing to identify recent drug use among suspected drug-impaired drivers. For alcohol detection, portable breath tests (PBTs) are in use; passive alcohol sensors are rarely used. Officers who utilize in-car, mobile data computers (MDC) have access to Justice Link (JLink), a driver records database, to see the status of a driver's license and conviction history at the roadside. A MDC also minimizes time spent preparing search warrants to collect blood in DUI cases. Some agencies have evidentiary breath test instruments installed in their patrol cars.

Others have phlebotomists ride with them for impaired driving HVE events and saturation patrols. The ability to collect evidentiary breath and blood samples at the scene of a traffic stop or crash greatly reduces investigation and processing times and increases the likelihood of obtaining the sample within a two-hour window from the time of driving.

OTS has several programs aimed at achieving the State's Zero Fatalities goal. Notable programming includes Impaired Driving, Zero Teen Fatalities, and the Joining Forces programs. OTS distributes numerous impaired driving and other traffic safety enforcement grants to law enforcement agencies of all types and sizes across Nevada to fund enhanced enforcement operations and equipment. OTS also actively solicits impaired driving and traffic safety project proposals that may be funded by highway safety grants. For FY 2023, some of the project topics solicited are:

- Drugged driving data collection
- Law enforcement phlebotomy programs
- Electronic search warrant programs
- Teen driving—marijuana and other substance abuse
- Tribal community traffic safety programs

Through other grant funding, OTS supports many enforcement, communication, and judicial programs to combat impaired driving. Examples of projects funded by these grants between 2017 and 2021 include:

- Enhanced impaired driving enforcement
- PBT device purchases
- Misdemeanor and Felony DUI court administration
- Tribal court judicial outreach
- Staffing of the Nevada TSRP
- Staffing of the Nevada Impaired Driving Program Manager
- ARIDE and DRE training for officers
- University Police Services impaired driving and underage drinking enforcement
- Professional development for judges and prosecutors
- County 24/7 Sobriety and Drug Monitoring Program
- Rural community impaired driving and substance use awareness campaigns

5.3. Publicizing High Visibility Enforcement

Nevada law allows the use of sobriety checkpoints and saturation patrols. OTS encourages all law enforcement agencies to execute sobriety checkpoints and HVE saturation patrols throughout the year. Saturation patrols and checkpoints are widely publicized both before and after an event through standard news outlets such as local papers and television local news. Many agencies also make excellent use of various social media such as Facebook and Twitter. Members of the community are welcome to respond and leave comments on the platforms.

5.4. Prosecution

Prosecuting attorneys have a significant responsibility in the administration of criminal DUI cases in Nevada. Misdemeanor DUI cases are filed in Justice or Municipal Courts. Justice Courts and Municipal Courts are limited jurisdiction courts. There are 65 Justices of the Peace serving in 40 Nevada Justice Courts. There are 30 Municipal Judges sitting in 17 Municipal Courts in some of the larger cities in the State.

In addition to handling misdemeanor DUI cases, Justices of the Peace determine whether felony or gross misdemeanor cases have enough evidence to be bound over to a District Court for trial. Prosecution in Justice Courts is handled by the local District Attorney's Office. There are 17 District Attorneys, one for each county. Prosecution in a Municipal Court is facilitated by the municipality's City Attorney.

Felony DUI cases are filed in District Courts. Nevada has 11 judicial districts making up the State's general jurisdiction courts. These District Courts serve Nevada's 17 counties. The 11 judicial districts are served by 82 District Court judges who serve their elected counties but have jurisdiction to serve in any district court in the State. Prosecutions in District Courts are handled by the State's District Attorneys.

Prosecution for cases in Nevada DUI cases is primarily, but not exclusively, the responsibility of the State's 17 District Attorneys. District Attorney prosecutor's offices range in size from one prosecutor in some of the most rural counties to 175 prosecutors in Clark County. Municipal Court prosecutors (City Attorneys) are hired by the municipality, and offices also range in size based upon the size of the municipality. Some DUI prosecution is the responsibility of City Attorneys. They must handle cases filed in one of the State's Municipal Courts.

Prosecutors are all licensed attorneys. The responsibility of each prosecutor includes the preparation and presentation of criminal cases, including DUI cases. Cases are initiated by any of Nevada's law enforcement agencies, but District or City Attorneys have the final decision on whether to file a case.

Disposition of DUI cases through a plea bargain is a common occurrence, which means prosecutors may be involved in the determination of many facets of sentencing including incarceration time, fine amounts, and license suspension. Nevada law prohibits prosecutors from dropping or reducing impaired driving charges unless the prosecutor knows, or it is obvious, that the charge is not supported by probable cause, or the charge cannot be proved at the time of trial. However, reductions of first offense DUI cases to

reckless driving violations does occur in Nevada. Reducing second offenses to first offenses and dropping felonies to misdemeanors also takes place in Nevada. Prosecutors are often involved in the decision to reduce and make reduction recommendations to trial judges. Reductions to reckless driving or lowering second to first DUI charges can undermine the effectiveness of DUI penal statutes. Prosecutors and judges often argue reductions are necessary to do justice or to handle the high number of cases filed.

A priority recommendation from the Nevada Impaired Driving Program Assessment 2023 is to establish and adhere to strict policies on plea negotiations and deferrals in impaired driving cases and require that plea negotiations to reckless driving or a lesser offense be made part of the record and count as an impaired driving offense. The Impaired Driving Program together with the TSRP will work toward accomplishing this goal. They have begun to explore ideas that will provide more transparency with regard to the number of cases that get pled down. Some of these ideas are as simple as adding a plea-tracking system to each file that will indicate the percentage of DUI cases that get pled down, all the way to something as ambitious as creating a searchable plea database to make plea history available to prosecutors.

5.5. Adjudication

In Nevada, misdemeanor DUI cases are filed in Justice or Municipal Courts. Justice Courts and Municipal Courts are limited jurisdiction courts. There are 65 Justices of the Peace serving in 40 Nevada Justice Courts. There are 30 Municipal Judges sitting in 17 Municipal Courts in cities in the State.

Felony DUI cases are filed in District Courts. Nevada has 11 judicial districts making up the State's general jurisdiction courts. These District Courts serve Nevada's 17 counties. The 11 Judicial Districts are served by 82 District Court judges who serve their elected counties but have jurisdiction to serve in any district court in the State. Prosecutions in District Courts are handled by the State's District Attorneys. There are 17 District Attorneys, one for each county.

Nevada has a number of Tribal Courts for 19 federally recognized tribes. Tribal Courts are generally presided over by non-law trained judges and handle matters occurring on tribal lands. For this reason, it is rare if an impaired driving case is adjudicated in a tribal court.

Specialized Courts

There are currently specialized "problem solving" treatment courts in Nevada. These courts are heavily weighted in treatment of repeat offenders. The heart of a treatment court is more intensive oversight, substance abuse testing, and additional treatment. In return for the additional supervision, offenders may avoid periods of incarceration, gain sobriety, and become more productive members of society. Members of the judiciary are supportive of the concept and success has been shown. There are currently 65 specialty court programs which include 21 adult drug courts and nine DUI courts. There are specialty court programs in every county in both urban and rural areas.

Other

DUI reduction programs are controversial in the area of DUI adjudication nationwide. Cases of DUI first offense being reduced to reckless driving is happening in Nevada. Subsequent cases are also being reduced to first offenses. Some felony DUI cases are also being reduced to misdemeanors. Prosecutors and Judges often feel these reduction practices are necessary due to the significant number of DUI cases, available time, limited jail space, and court resources. It appears that sentencing consistency in the courts statewide is lacking.

Justice and Municipal Courts, where almost all impaired driving cases are adjudicated, generally do not use formal probation services for DUI cases. Probation services for DUI offenders are generally useful in securing treatment and lifestyle changes for offenders. Adding probation services will likely require a change in sentencing structure in Nevada. Additional resources will also be necessary for support staff and probation personnel. Exceptions in some counties exist where DUI Courts are active. Those counties have provided some probation services and positive results have been shown.

A priority recommendation from the Nevada Impaired Driving Program Assessment 2023 is to provide annual mandatory judicial education on impaired driving case adjudication to all trial court judges. Nevada's judicial system is not unified, and there is no mechanism to make education mandatory. However, most of the judges in the state are attracted to the Winter Seminar for Limited Jurisdiction Courts sponsored by the Administrative Office of the Courts. OTS plans to fund an additional speaker as an add-on to the seminar to address issues with regard to impaired driving case adjudication.

A priority recommendation from the Nevada Impaired Driving Program Assessment 2023 is to execute a thorough examination of the practice of sentence reductions and establish data-driven uniformity of terms, appropriate monitoring of offenders, and enforcement of terms.

Beginning in 2024, Nevada will have two Judicial Outreach Liaisons (JOLs) working to help further the goals of OTS. One JOL will be a District Court Judge who will visit DUI courts across the state to conduct a peer review on best practices and a thorough examination of the practice of reductions, sentencing, and treatment monitoring. This would result in data driven uniformity and enforcement of terms which has not previously been done in the State. This initial step will ensure that offenders are being held accountable for crimes and receive assistance in any necessary lifestyle changes. The second JOL will be a Justice Court Judge with experience and knowledge of ways to implement pilot programs and improve tools and techniques used to adjudicate first and second DUI cases. Together the two JOLs will provide a powerful synergistic approach to training, communication, and organizational improvements in the existing, ununited court system.

5.6. Administrative Sanctions and Driver Licensing Programs

The Nevada DMV is responsible for all processes related to driver licenses from issuance to suspension or revocation. Ongoing system updates and projects will continue to

advance the State's ability to evaluate programs and determine the effectiveness of licensing laws and policies.

NRS include an implied consent statute and provisions for comprehensive administrative licensing sanctions related to impaired driving offenses. Both license and vehicle-related penalties are included in the statute and apply to all drivers convicted of impaired driving. This administrative process runs independently of, but parallel to, the judicial process and associated penalties for impaired driving. Conducting mutually exclusive processes allows for uniform administrative consequences to be enacted separate from any court proceedings.

5.6.1. Administrative License Revocation and Vehicle Sanctions

At the point of arrest, the offender's driver license is confiscated, and a temporary permit for seven days is issued unless the offender is taken into police custody. The offender may install an IID at any point during the revocation period and obtain a restricted license. A restricted license is not permitted without an IID during the revocation period. In the case of a vehicular homicide or second or subsequent DUI violation within seven years, each motor vehicle registered to the offender will be suspended for five days. Convictions also require the offender to attend a victim impact panel. Completion of an alcohol education course may reduce the revocation period in some cases.

To determine the number of previous impaired driving convictions, driver history records are queried, including all administrative and judicial convictions, and efforts are made to receive out-of-state convictions. Any arrests made while awaiting an administrative review may be considered for the progressive sanctions for the original offense.

NRS include an implied consent statute and provisions for comprehensive administrative licensing sanctions related to impaired driving offenses. Both license and vehicle-related penalties are included in the statute and apply to all drivers convicted of impaired driving. This administrative process runs independently of, but parallel to, the judicial process and associated penalties for impaired driving. Conducting mutually exclusive processes allows for uniform administrative consequences to be enacted separate from any court proceedings.

In Nevada, impairment is defined as a BAC of 0.08 percent for adults age 21 and older, 0.02 percent for those under age 21, and 0.04 percent for commercial vehicle drivers. In the case of an alcohol test refusal or failure and administrative conviction, the following sanctions will be imposed:

OFFENSE	ALCOHOL CONCENTRATION	LICENSE REVOCATION
Age less than 21		
1 st conviction	0.02-0.07	90 days
2 nd or subsequent conviction	0.02-0.07	90 days
Age 21 and over or BAC 0.08+ under age 21		
1 st conviction	0.08+	185 days
1 st refusal		185 days
2 nd conviction within 7 years	0.08+	1 year
2 nd or subsequent refusal within 7 years		3 years
3 rd or successive conviction within 7 years		3 years
Commercial Driver		
1 st conviction	0.04+	1 year DCL
1 st conviction with hazmat	0.04+	185 days non-commercial
1 st refusal		3 years CDL
2 nd conviction within 7 years	0.04+	Permanent CDL 1 year non-commercial
3 rd conviction or subsequent refusal within 7 years		Permanent CDL 3 years non-commercial

At the point of arrest, the offender's driver license is confiscated, and a temporary permit for seven days is issued unless the offender is taken into police custody. The offender may install an IID at any point during the revocation period and obtain a restricted license. A restricted license is not permitted without an IID during the revocation period. In the case of a vehicular homicide or second or subsequent DUI violation within seven years, each motor vehicle registered to the offender will be suspended for five days. Convictions also require the offender to attend a victim impact panel. Completion of an alcohol education course may reduce the revocation period in some cases.

5.6.2. Programs

Ignition Interlock

IID programs were approved by State law in 2017 and 11 providers are approved to operate in the State. For a first conviction with a BAC 0.08+ percent, the court may order IID for six months. Upon second conviction, IID may be ordered for one year, and upon third or other felony DUI convictions, it may be ordered for three years. The DMV will issue a 'Y' restriction on an existing license or a new license that clearly identifies the driver as being in the IID program. The time period for the IID will not begin until the device is installed and the license restriction is issued, which only occurs after installation.

24/7 Sobriety and Drug Monitoring Program and DUI Courts

NRS recently authorized a statewide 24/7 Sobriety and Drug Monitoring Program, a highly intensive monitoring program for repeat DUI offenders. Many jurisdictions around the State also offer their own DUI treatment courts, providing alternative sentencing programs in DUI cases. These courts generally have broad discretion in the alternative sanctions and treatment they impose. One such program is the Washoe County Sober 24 program. It operates under the Washoe County Department of Alternative Sentencing (DAS) as a pre-trial and/or post-conviction intensive treatment and monitoring program. Supervision and enforcement of program participants is handled by Washoe County DAS, a law enforcement agency created pursuant to NRS chapter 211A. In other courts, the local parole and probation department is an integral part of the treatment and monitoring team.

6. Communication Program

The Nevada OTS receives grant funding to execute multimedia public safety messaging. OTS media efforts consist of communications to educate and inform the public on driving safety and to deter dangerous driving behaviors such as impaired driving. OTS also conducts public relations campaigns related to areas of emphasis listed in the SHSP Action Plan. The messaging goals identified in the grant include:

- Produce and publish quality assets designed to educate the public about the SHSP Critical Emphasis Areas
- Produce and publish social media messages five times a week via Zero Fatalities' three social media accounts
- Develop and implement a public outreach plan that includes attending and staffing public events
- Present a new Zero Fatalities presentation designed to engage the public
- Develop statewide mass media Public Service Announcements to address unsafe driving behaviors
- Conduct a public awareness survey
- Develop and implement an outreach strategy to reach all Nevadans

OTS has a media contractor that handles paid media efforts. The contractor utilizes appropriate data to identify both the intended target audience that is over-represented in impaired driving crashes and to identify the most appropriate messaging to reach the intended target audience. The audience that has been identified for impaired driving messaging in Nevada is the 21- to 35-year-old male driver. The contractor uses focus groups to identify appropriate and effective messaging to reach the target audience, secures the best platforms and/or time slots for advertising, and provides feedback on the reach of the various media platforms utilized. This feedback includes the number of impressions through the placement of billboards, a wide variety of social media placements (TikTok, Facebook, YouTube, etc.), streaming and broadcast media, sponsorships, and public relations impressions.

Earned media is also used to share traffic safety messaging. The OTS impaired driving communication earned media strategy includes holding press events with speakers that draw media attention, utilizing "media hooks" that will maximize coverage, and participating at a variety of events. Press releases are also prepared and utilized by both OTS and traffic safety partners throughout the State to deliver impactful media placements providing maximum coverage at minimal costs.

Nevada has built a strong public-private partnership through its Zero Coalition with the goal to prevent Nevada road users from getting behind the wheel impaired. The coalition began as a partnership with Lyft ride services in 2018 and expanded statewide to partners in 2019 and subsequent years. Partners include businesses, health providers, distilleries, bars, restaurants, sport teams, and others. Partnerships also include law enforcement

and government affiliated entities to deliver the program. Efforts are focused on safe ride alternatives for drivers that have consumed impairing substances.

As part of the Zero Fatalities initiative, Nevada embarked on a widespread impaired driving campaign from May to September 2022 entitled Impaired Driving Not Yet. While reaching all ages and genders, this campaign targeted male drivers 21 to 35 years of age. The concept of something bad having not happened to a driver "yet" was incorporated into various messaging platforms and disseminated across television, streaming audio/video, billboards, social media, sporting event sponsorships, and more. The post-campaign summary literature published by DPS noted over 8.4 million impressions on various digital media platforms.

The Zero Teen Fatalities program targets young drivers and has a dedicated website within OTS, providing traffic safety information tailored to teen drivers and their parents. The website, zeroteenfatalities.com, offers downloadable guides, teen traffic safety statistics, tips for parent driving instructors, available driving courses, live presentations, behavior identification quizzes, links to traffic safety partners, and more. This program was recently moved to a local school district police agency in Clark County. The officer assigned to the program serves in a full-time capacity on the Zero Teen Fatalities initiative, which is supported with funding from OTS.

An annual awareness survey is conducted to evaluate the impact of communication efforts. Latest survey results show a shrinking awareness of the Zero Fatalities campaign and overall traffic safety messaging. The survey revealed 42 percent of those surveyed had heard of the Zero Fatalities campaign in 2022 compared to highs in 2015 and 2017 of 65 percent. There was a reported increase in the percentage of those surveyed that were aware of the BAC limit of 0.08 percent for drivers at least age 21. Sixty-one percent of respondents were aware of this law in 2022, compared to 56 percent in 2021.

Nevada strives to complement and leverage national media buys that are done by the NHTSA within the State surrounding national HVE waves. These campaigns include the use of paid media delivered through television, radio, social media, and other internet-based messaging. Placement of paid media is secured by the media contractor. Media placement is at times and on platforms where the impaired driving message will reach the greatest number of individuals in the target demographic group. Impaired driving advertising focuses on four primary holiday periods: New Years, Memorial Day, Labor Day, and Halloween.

Pursuant to a law enforcement agency's grant funding agreement with OTS, each agency is required to publicize HVE waves, typically consisting of DUI saturation patrols and sobriety checkpoints. OTS's Joining Forces program partners with multiple law enforcement agencies in a coordinated statewide HVE effort that is spread across the year and combats a series of commonly known risky driving behaviors. These efforts are widely publicized before and after to inform the public of the upcoming event and share the ensuing results.

Sports marketing is a key component for reaching the target audience at the point of sale for alcohol consumption within sports venues. Sponsorships are in place for two minor league baseball clubs in Nevada, the Reno Aces and the Las Vegas Aviators. Impaired driving messaging is done in appropriate locations throughout the ballparks where messaging is most likely to reach the 21- to 35-year-old male target audience. Messaging is done on pre-game video boards, portable bar kiosks, and in men's bathrooms. Radio advertising is also conducted during all 127 games for the Las Vegas Aviators.

The Las Vegas Golden Knights ice hockey team is another professional sports partner. The need for this partnership came to light following a review of crash data which revealed that crashes spiked following the conclusion of Golden Knights home games. The predominant cause of these crashes was impairment. The team was receptive to partnering with OTS and agreed to a partnership at cost rather than the going rate for typical partners.

6.1. 2023 OTS Communication Plan

Develop and implement a year-round communication plan that includes policy and program priorities; comprehensive research; behavioral and communications objectives; core message platforms; audience-relevant and linguistically appropriate campaigns; key alliances with private and public partners; Highway Safety Program Guideline No. 8 NHTSA seven specific activities for advertising, media relations, and public affairs; special emphasis periods during high-risk times; and evaluation and survey tools.

In order to raise the awareness of the dangers of impaired driving to reduce fatal crashes in Nevada, the impaired Not Yet campaign which is running for the second year in Nevada creates the conversation of the opportunity for tragedy when driving reckless. This campaign was created to also contribute to the goal of zero fatalities in 2050.

- This year's campaign flight begins May 26 and ends September 5. The campaign flight dates are purposeful as this is running during the known as the 100 Deadliest Days of summer in Nevada.
- The 100 Deadliest Days in Nevada is reported as being Memorial Day through Labor Day. This time period is when Nevada usually reports the highest fatalities on its roadways. In 2022, this campaign ran in the summer as well as a short flight during Halloween through NYE, which also reports high-risk times for fatalities on Nevada's roads.
- The specific campaign objectives are to (1) raise awareness of the dangers of impaired driving to reduce fatal crashes in Nevada and (2) create conversation and get people to care to contribute towards the goal of zero fatalities by 2050.
- The main core message platform is that impaired driving is not just alcohol but also cannabis impairment and the misuse of polysubstance. This is expressed in the campaign by developing three separate video spots that each focus on a different impairment.

- The second core message platform is that although someone has not been in a crash or went to jail yet for driving impaired, it can still happen if the behavior does not change.

Specific activities for impaired messing are via Zero Fatalities social media channels, a statewide pledge that will be launched in May of this year, Paid Media, and press releases.

A statewide social norming survey will be administered later this year online. This survey will be conducted to the below and will touch on the communities take on impaired driving:

- Understand Nevadans' opinions and values across a number of dimensions, some related specifically to traffic as well as other issues
- Uncover perceptions of traffic issues in order to ground the difference between perceptions and reality for the campaign
- Identify commonalities and differences among population groups in order to determine the best way to form the campaign per population

The key alliances are with UNLV Transportation Research Center and NDOT and Nevada State Police.

Employ a communications strategy principally focused on increasing knowledge and awareness, changing attitudes, and influencing and sustaining appropriate behavior

- Utilizing the summer flight of the Impaired Not Yet Campaign
- Monthly impaired focused social media posts on Zero Fatalities' social channels
- Obtaining data from the upcoming social norming survey.
    - Creating an impaired focused social norming campaign based on the finding of the social norming survey

Use traffic-related data and market research to identify specific audience segments to maximize resources and effectiveness

- The social norming survey which will be administered in 2023 allows for a deeper dive into values/beliefs and key drivers of why drivers drive the way they do in Nevada. Knowing what is perceived as the biggest issues and identifying common values will guide the campaign with specific messaging that leverages common threads
    - An approximate total of n=1,000 participants will be recruited for this research study.
    - Nevada residents, 18+ years old
    - Statewide, census representation falling naturally; this should allow for analysis among specific subgroups (e.g., gender, ethnicity, age, rural/urban, etc.)

- The survey will be offered in English, but a Spanish version of the survey is being considered.

- The targeted Not Yet campaign audience target is males 21-35 who reside in Clark and Washoe counties

Adopt a comprehensive marketing approach that coordinates elements like media relations, advertising, and public affairs/advocacy

- The Not Yet campaign won the state's American Advertising Federation (AAF) District Gold American Advertising Award and Gold award at the American Advertising Awards (ADDYs)
- This summer's Not Yet impaired campaign will be flighted in Streaming TV and Audio, Display, Video, Paid Social, via the Nevada Broadcasters Association TV and Radio PSA program.
- Zero Fatalities will partner with the UNLV Transportation Research center during their annual 100 Deadliest Days press event and provide a discounted Lyft rideshare promo to Las Vegas and Reno/Sparks residents
- Zero Fatalities partnership with Lyft will provide discounted rideshare codes during high-drinking holidays and alcohol-focused festivals.
- Discounts will be created for St. Patrick's Day, Memorial Day, Labor Day, Halloween, Thanksgiving, Christmas, New Year's Eve, and the annual Great Vegas Festival of Beer
- Zero Fatalities also partners with the Reno Crawl events to remind eventgoers to drink responsibly while at these events and encourages a set a plan to get home safe.
- The Zero Coalition comprised of statewide businesses help promote the discounted Lyft ride share promocodes on their social media channels
- Coalition partner Terrible's gas stations have impaired signage at their gas pumps (started in May 2023) and via door clings at their convenience doors
- Coalition partner PT's Taverns has six-foot-tall pop-up banners in 63 bars with impaired messages (see **Figure 5**)
- Running May to June 2023 is a crashed car/motorcycle activation in the parking lot of the Meadowood Mall shopping center parking lot. There is signage that details that the car/bike belonged to an impaired driver. This is to draw attention to the consequences of what could happen if driving impaired (see **Figure 6**)

Figure 5: *Pop-up Banners at PT's Taverns*

Figure 6: *Impaired Driving Crash Vehicle Activation*

7. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

7.1. Screening and Assessment

All DUI offenders may apply to complete a substance abuse treatment program if a screening and evaluation indicate the need. If the offender enters and complies with the treatment plan, the court may suspend the sentence for up to three years, at which point, based on successful completion, the original sentence is reduced significantly.

7.1.1. Criminal Justice System

Screening, evaluation, and treatment are required for DUI offenders with a recorded blood alcohol concentration of 0.18 percent or greater, for multiple offenders, and for offenders found to be in possession of one ounce or less of marijuana. These offenders may also apply for a treatment program and, if completed, may receive a reduced sentence. Some offenders are sentenced to probation to monitor compliance with treatment. In jurisdictions that operates a DUI Court, the offender can complete treatment and be monitored by the court. Screening is not required for drivers who have their license suspended as a result of a refusal to take a breath test and who are not subsequently convicted of DUI.

In Nevada, screening and evaluation are conducted at an evaluation center certified by the State Board of Health and/or are conducted by a credentialled substance abuse or mental health professional; however, there is no standardized protocol or instrument. Revisions to the language in the Nevada Administrative Codes related to screening and evaluation have been proposed. There is no mandated screening protocol and there are no approved standardized screening instruments. Within the treatment settings, screening and evaluations that are completed utilize current clinical protocols and are used to develop specific treatment recommendations appropriate to the assessed level of alcohol or other drug dependence.

A priority recommendation from the Nevada Impaired Driving Program Assessment 2023 is to screen and evaluate all driving under the influence offenders for alcohol and other substance abuse and dependency and need for treatment. This is the goal of the Impaired Driving Program as well. The Office of Traffic Safety promotes the use of assessments in DUI courts and will support efforts to implement assessment tools. OTS has hosted a webinar presented by the APPA Fellow on three screening tools: DUI RANT, IDA and CARS. The webinar was aimed at Nevada DUI Courts but the audience also contained prosecutors, defenders and counselors. The purpose of the webinar was to provide information on the difference between the three assessment tools, and how best to implement them. OTS also procured a grant from GHSA and Responsibility.org to provide training on the CARS screening tool.

A priority recommendation from the Nevada Impaired Driving Program Assessment 2023 is to develop a DUI tracking system that connects data from the point of offense through completion of treatment programs. This is a goal of the Office of Traffic Safety, but it may

take years to complete due to the gaps where no tracking exists as well as the places where tracking exists only with local jurisdictions.

7.1.2. Medical and Health Care Settings

Level I and II trauma centers in Nevada utilize Screening, Brief Intervention, and Referral to Treatment (SBIRT) with patients in their facilities. In most cases, nurses are the point of first contact and initiate the SBIRT process. As needed, referrals are made to social work services in the hospital. The extent to which patients are referred to community-based substance abuse treatment or intervention services is unknown as data systems do not record the status of these referrals.

The Las Vegas Metro Police Department has implemented the *DUI Intervention Program* which pairs social workers or other mental health professionals with law enforcement officers to contact and interview DUI offenders to determine their level of substance abuse or mental health needs. Offenders can be referred to services and the program reports that nearly eight out of 10 offenders voluntarily comply with clinical evaluation and intervention recommendations.

7.2. Treatment and Rehabilitation

In Nevada, screening and evaluation are conducted by credentialled substance abuse or mental health professionals. Although there is no standardized protocol, DUI offender screening and evaluation, when completed, include information and recommendations adequate for referral to intervention and treatment appropriate for the level of problems. Based on evaluation results, offenders can be sentenced to levels of intervention ranging from an education program to residential treatment.

Offenders whose evaluation determines minimal need for treatment may be referred to an education program. There are no required or approved evidence-based education programs for DUI offenders. There are numerous programs, including online, virtual, and hybrid programs, available from private vendors. There is no requirement that the education program utilize an evidence-based curriculum. Content and operation of education programs vary widely. Education programs have not been evaluated for effectiveness. A pilot curriculum project is planned for the coming year.

Treatment recommendations are based on the screening and clinical evaluation. In large population centers, i.e., population of 100,000 or greater, the provider agency conducting the assessment of an offender cannot also provide treatment to that offender. Treatment services are available in much of the State. In the more rural areas, not all levels of treatment are available, and some have utilized tele-medicine to provide some services.

Nevada statutes provide for the court to place the offender under the clinical supervision of a treatment provider for treatment in accordance with the report submitted to the court. NRS 484C.360 also states:

1. *The court shall:*
   (a) *Order the offender to be placed under the supervision of a treatment provider, then release the offender for supervised aftercare in the community; or*
   (b) *Release the offender for treatment in the community, for the period of supervision ordered by the court.*
2. *The court shall:*
   (a) *Require the treatment provider to submit monthly progress reports on the treatment of an offender pursuant to this section; and*
   (b) *Order the offender, to the extent of his or her financial resources, to pay any charges for treatment pursuant to this section. If the offender does not have the financial*
   resources to pay all those charges, the court shall, to the extent possible, arrange for
   the offender to obtain the treatment from a treatment provider that receives a sufficient amount of federal or state money to offset the remainder of the charges.

Misdemeanor DUI Court allows eligible first- and second-time DUI defendants the opportunity to submit to intense alcohol counseling instead of incarceration. Upon successful completion of this program, the DUI charge may be reduced to a lesser offense.

The Felony DUI Court is a court-supervised treatment program for individuals with three or more charged DUIs and no prior felony DUI convictions to participate in a three- to five-year substance abuse program in lieu of a one- to six-year prison sentence. The program offers substance abuse counseling, random drug/alcohol testing, and court supervision of program compliance. Successful completion of the program will result in the felony DUI charge being reduced to a 2nd offense misdemeanor DUI conviction. There are nine DUI Courts in Nevada.

Nevada statutes established the *24/7 Sobriety and Drug Monitoring Program*. This program is a seven day per week, year-round monitoring program for offenders who have driven under the influence of alcohol and/or drugs. Participants submit to scheduled and/or random testing in order to determine the presence of alcohol, marijuana, or other controlled substance in their bodies. If a participant does not appear for testing or tests positive, the participant is subject to swift, certain, and proportional sanctions consistent with Nevada law and the Court's discretion. The goal of a 24/7 program is to improve public safety, while providing DUI offenders with resources that help them maintain their driver license and valuable services including drug and alcohol counseling, employment services, education services, and legal services. Nevada currently has one *24/7 Sobriety and Drug Monitoring Program*, branded as Sober 24, located in Washoe County.

Positive treatment outcomes are greatly enhanced by early identification and intervention. Nevada's current system of screening, evaluation, and treatment for DUI offenders places an emphasis on offenders who have demonstrated indicators of significant substance abuse problems, e.g., 0.18 percent blood alcohol concentration, multiple DUI convictions. The system relies heavily on DUI Treatment Courts, which, while demonstrating high levels of efficacy, are generally limited to the most problematic DUI offenders. The alternative education program is intended to provide first offenders with skills to avoid future impaired driving. It is not a treatment intervention. The vagaries of the DUI system

predict that few DUI offenders are truly first offenders. Enhanced access to early intervention programs that are more intense than the education program has become a vital component of the DUI countermeasures program.

In addition, though the current screening and evaluation activities can detect offenders' substance abuse problems, participants in education sessions often reveal behaviors or give other cues that add insight into a substance abuse problem. Protocols for identifying these cues and a method of making a subsequent referral to treatment can enhance the effectiveness of the program. This process is hindered by online or virtual education program implementation.

8. Program Evaluation and Data

8.1. Evaluation

The Nevada OTS is responsible for administering federal traffic safety funds and has developed problem identification and program evaluation processes. These processes inform the State's SHSP, HSP, and other guiding documents for traffic safety. Each year, OTS works with a research partner and consultant to analyze crash data to drive the problem identification process, and crash data are also used in goal-setting, tracking, and location-based analyses. Other data sources are also incorporated, such as citation information.

NVACTS provides guidance, approval, and consensus on State safety plans and includes representatives from approximately 18 agencies representing state, regional, and tribal interests.

OTS staff members coordinate the Traffic Records Coordinating Committee and SHSP Key Area Task Forces, including the Nevada Impaired Driving Task Force. Additionally, all OTS sub-recipients are required to participate on at least one SHSP Key Area Task Force.

OTS evaluates, or requires an evaluation of, programs funded through that office using process or outcome methods. Process evaluations include documentation and tracking of milestones and deliverables for each project. Grant-funded impaired driving-related law enforcement sub-recipients are required to report the number of contacts, warnings, and citations issued during funded hours, in addition to other metrics. Outcome evaluations often rely on data gathered within the conduct of the program and others rely on statewide traffic records datasets. Behavioral outreach programs may conduct outcome evaluations in the form of media impressions, pre- and post-surveys, or other methods for collecting feedback, e.g., anecdotal observations. Sub-recipient projects must include such metrics in OTS progress reports. Performance measures are identified in each grant against which the agency and its efforts may be evaluated.

Broader outcome measures rely on crash data to track crash incidence, severity, and other patterns. The Nevada Department of Transportation has management responsibilities for the police crash reporting system and shares the data with OTS. Crash data also drive performance measures and target-setting in the SHSP.

Many law enforcement agencies conduct rolling problem identification and program evaluation efforts. Through ongoing review of crashes and fatalities in conjunction with enforcement plans and activities, problem areas and progress are identified to potentially redirect efforts for maximum impact.

8.2. Data and Records

NVACTS makes available monthly fatality reports, Traffic Safety Crash Facts documents, and a fatal crash data dashboard utilizing data from the FARS. The Nevada Department of Transportation also maintains an online crash data dashboard with all State crash data including injury and non-injury incidents.

The Nevada Traffic Records Coordinating Committee (TRCC) is a comprehensive, functional body of data system managers and stakeholders. The TRCC includes representation from all six core systems (crash, citation/adjudication, driver, vehicle, roadway, injury surveillance system) which allows for access to and analysis of a range of data. The Nevada DPS OTS relies primarily on crash, fatality, and arrest data for problem identification and program evaluation.

All law enforcement agencies in the State utilize the Enforcement Mobile software technology to collect data on crashes and citations/warnings and submit reports to the DPS. The uniformity of that system increases the quality of those data and allows the State to confidently draw conclusions from analyses. The State also utilizes a standard crash report form.

There are advances in data collection and quality planned in other systems that affect the impaired driving analyses in the State. Nevada does not have a unified court system, but data are largely transmitted electronically between law enforcement, the Administrative Office of the Courts, and the Nevada DMV for processing. With larger court systems, typically law enforcement submits citations to the courts using the JLink system upon completion, and adjudication information is transmitted to the DMV through JLink.

The DMV data system is on a mainframe structure and driver records are updated with administrative findings from JLink daily. At the point of adjudication, judges may access driver information through the Nevada Criminal Justice Information System (NCJIS). Information on all citations written and submitted to the courts, regardless of final adjudication, is not available but is critical for evaluating which charges are most likely disposed as guilty, not guilty, reduced, or dismissed, or identifying trends in adjudication by location (geographical, court type, etc.).

Impaired driving violations may be reduced to reckless driving or other charges, so maintaining only the adjudicated charge prevents analysts from accurately accounting for all DUI stops.

The DMV maintains the driver history file, which includes impaired driving convictions and associated sanctions. The DMV has established real-time interfaces with law enforcement agencies and the NCJIS system. These connections allow officers to access up-to-date driver histories at the roadside and facilitates the posting of sanctions to the driver and vehicle files electronically.

There is currently no law in Nevada requiring hospitals to report positive BAC and drug toxicology screening results to law enforcement in cases of crash-involved drivers who are being treated after a crash. In cases where police were never notified of the crash, or in cases where the driver was transported before officers were able to interview them or

make any observations about them, this can prevent law enforcement from effecting an impaired driving arrest.

The State uses three laboratories responsible for the majority of toxicology testing for law enforcement purposes: Henderson Police Department, Las Vegas Metropolitan Police Department, and Washoe County Sheriff's Office. DUI drug toxicology is regularly performed, especially on blood samples with blood alcohol concentrations under 0.08 percent, but data on these blood results are not communicated to the DRE Program. Turnaround time at these laboratories currently ranges from four to 18 weeks. Time needed to process samples and produce results is not considered to be a hindrance to processing impaired driving offenses but could be improved. It was estimated that, across the three laboratories, alcohol test results average 24-126 days, while drug test results may take 75-110 days. Officers submit samples to the closest laboratory geographically for alcohol and/or drug testing. Each laboratory tests for the substances requested. If alcohol is detected at a BAC below 0.08 percent then drug tests are conducted; if drug test results are negative then alcohol testing is conducted; in some cases where a BAC of 0.08 percent is detected no drug testing is conducted. The variability in testing protocols is related to the availability of staff resources. Utilizing the same processes would increase the uniformity of results.

The State is considering a statewide laboratory model for toxicology testing that would be built upon the three current agencies and expanded to provide support in distant areas of the State. The development of this statewide laboratory would allow for an assessment of current resources and policies and the implementation of a shared data model to promote analytical collaboration and research.

Toxicology results from fatally injured drivers are shared with the State's FARS analyst. All fatally injured drivers will have BAC results available to FARS; however, that level of completeness is lower among surviving drivers as it is upon request or as officers are able to collect a sample at the hospital. In addition to the law enforcement data, Nevada is working within the TRCC to support an analysis project at UNLV to integrate emergency medical services, trauma registry, toxicology, and citation data. Incorporating health data systems and partners enhances analytical efforts and broadens outreach efforts. There are plans to expand this model to include driver and vehicle data. UNLV researchers produce a quarterly trend newsletter that helps provide research outcomes to partners and the public.

With regards to treatment outcomes, data are not regularly transmitted from programs to OTS for incorporation into analyses. The IID Program is managed by the Nevada Highway Patrol, but the in-system violations gathered during offender compliance checks are not consistently shared from providers. Violations of the IID rarely result in an extension of the program, so offenders will only serve what was initially ordered for the IID regardless of compliance.

A strong outreach partner is the Nevada MADD organization. This agency is expanding its efforts in conjunction with OTS to conduct outreach events. MADD utilizes pre- and post-surveys and other behavioral measurement tools and the collected data are shared

with OTS. This information is critical to monitoring and identifying areas for improvement in the program.

Though not sub-recipients of OTS, impaired driving treatment programs collect data critical to understanding recidivism and successful approaches to preventing impairment. Incorporating such data would significantly enhance the breadth and depth of linkage projects and evaluation efforts. The Washoe County Department of Alternative Sentencing collects long-term outcome data from offender interviews with social workers, which is a major missing piece to the impaired driving puzzle.

The various diversion programs used throughout the State do not share information with traffic safety partners, which could create a robust treatment data warehouse with the IID and judicial outcomes. Coordinating violation issuance/arrest, administrative law and judicial review processes, and treatment data would constitute a DUI tracking system beginning at the point of offense and moving through to treatment completion and subsequent violations. Such a tracking system would significantly empower traffic safety partners in prevention efforts.

A priority recommendation from the Nevada Impaired Driving Assessment 2023 was to require e ignition interlock device providers to submit violation reports to the Nevada Highway Patrol and appropriate members of the judiciary and impose consequences for offender failures. Beginning in 2024, the Office of Traffic Safety will fund the NHP, IID Program to develop a database created for the Ignition Interlock Program. The database will support automated, streamlined, and accurate tracking and storage of manufacturer/vendor information, installation center addresses and contact information, customer information, installation dates, removal dates, and violation information. This database would allow for a tracking system for repeat Ignition Interlock offenders and would provide documentation for ongoing audits of the program to include a centralized repository for customer compliance logs and installation center information. The information will be shared with DUI courts to assist them in monitoring their participants.

8.3. Driver Records Systems

The Nevada DMV is responsible for maintaining all driver license and history information for State residents. Most traffic violation convictions are transmitted electronically through the Justice Link system to the DMV and applicable convictions are posted on the driver record daily. The DMV is also responsible for enforcing driver license revocation orders.

The DMV has developed interfaces with law enforcement agencies for the exchange of information in near real-time, which allows for accurate evaluation of drivers at the roadside. The driver data system complies with national standards and processes are in place to reduce identity fraud and track commercial drivers.

Driver license and history data are maintained on a mainframe system, which may create challenges to abstracting data for sharing or analysis.

Appendix A

Nevada Advisory Committee on Traffic Safety Roster and By-laws

First Name	Last Name	Title	Appointee Agency/Organization
Jenica	Keller	Assistant Director of Operations	NDOT
Sondra	Rosenberg	Assistant Director, Planning	NDOT
Julia	Peek	Deputy Administrator	Dept of Health and Human Services
Sean	Sever	Deputy Administrator, Research and Project Mgmt Division	DMV
Amy	Davey	Administrator	Dept of Public Safety-OTS
Lt. Col. Martin	Mleczko	Lt. Colonel	Dept of Public Safety-Nevada State Police
Christy	McGill	Director of the Office for a Safe and Respectful Learning Environment	Superintendent of Public Instruction/Nevada Department of Education
Cameron (C.H.)	Miller	Assemblyman	Assembly Standing Committee on Growth & Infrastructure
Scott	Hammond	Senator	Senate Standing Committee on Growth & Infrastructure
David	Gordon	Manager of Judicial Education	Administrative Office of the Courts
Cliff	Banuelos	Tribal-State Environmental Liaison	Inter-Tribal Council of Nevada
Shashi	Nambisan	Director, Transportation Research Center	Nevada System of Higher Education/UNLV TRC
Deborah	Kuhls	Interim Assistant Dean for Research, Professor of Surgery, Chief, Section of Critical Care	Nevada System of Higher Education/UNLV SOM
Dan	Doenges	Director of Planning	MPO/RTC Washoe
John	Penuelas	Senior Director of Engineering	MPO/RTC Southern Nevada
Nick	Haven	Long Range Planning and Transportation Division Manager	MPO/Tahoe Regional Planning Agency
Kelly	Norman	Transportation Manager	MPO/Carson Area MPO
Andrew	Bennett	Director, Clark County OTS	Nevada Association of Counties
Joey	Paskey	Deputy Director/City Traffic Engineer	Nevada League of Cities/City of Las Vegas
Jason	Walker	Sergeant	Nevada Sheriffs and Chiefs Association/Washoe County Sheriff's Office
Non-Voting Members			
Shannon	Bryant	Nevada TSRP	Nevada TSRP
Lacey	Tisler	Chief Traffic Safety Engineer	NDOT
Kevin	Tice	Traffic Records Program Manager/TRCC Chair	Dept of Public Safety-OTS/Traffic Records Coordinating Committee

NVACTS BYLAWS

ARTICLE 1 – NAME

1.1 This organization shall be called the Nevada Advisory Committee on Traffic Safety (NVACTS) hereinafter referred to as the NVACTS.

ARTICLE 2- AUTHORITY

2.1 The authority for establishing NVACTS is found in the State of NRS Chapter 408, which creates the Advisory Committee on Traffic Safety within the Department of Transportation.

2.2 The Advisory Committee shall review, study and make recommendations regarding:

- 2.2.1 Evidence-based best practices for reducing or preventing deaths and injuries related to motor vehicle crashes on roadways in this State;
- 2.2.2 Data on motor vehicle crashes resulting in death or serious bodily injury in this State, including, without limitation, factors that cause such crashes and measures known to prevent such crashes;
- 2.2.3 Policies intended to reduce or prevent deaths and injuries related to motor vehicle crashes on roadways in this State; and
- 2.2.4 Any other matter submitted by the Chair.

2.3 NVACTS shall prepare and submit to the Governor and to the Director of the Legislative Counsel Bureau for transmittal to the Legislature an annual report concerning the activities of the Advisory Committee that addresses, without limitation, any issue reviewed or studied, and any recommendations made by the Advisory Committee.

ARTICLE 3 - PURPOSE AND FUNCTION

3.1 The NVACTS shall review, study and make recommendations regarding:

- 3.1.1 Evidence-based best practices for reducing or preventing deaths and injuries related to motor vehicle crashes on roadways in this State;
- 3.1.2 Data on motor vehicle crashes resulting in death or serious bodily injury in this State, including, without limitation, factors that cause such crashes and measures known to prevent such crashes;
- 3.1.3 Policies intended to reduce or prevent deaths and injuries related to motor vehicle crashes on roadways in this State; and
- 3.1.4 Any other matter submitted by the Chair.

- 3.1.5 NVACTS will provide guidance to state, county, all local agencies, and tribal communities that incorporate a commitment to traffic safety in their mission and/or organization.
- 3.1.6 NVACTS will review and approve a strategic plan that will impact the present and predicted statistics on vehicle-related deaths and injuries, focusing on key emphasis areas and containing strategies designed to

improve major problem areas or to advance effective practices by means that are both cost-effective and acceptable to the majority of Nevada's citizens.

3.1.7 NVACTS will establish and publish statewide highway safety goals and objectives.

3.1.8 NVACTS will create the mechanisms to foster multidisciplinary efforts to resolve statewide traffic safety problems and issues through communication and cooperative agreements.

3.1.9 NVACTS will serve as the Traffic Records Executive Committee (TREC) for the State of Nevada and oversee the activities of the Traffic Records Coordinating Committee (TRCC). Each NVACTS member agency is eligible to have one responsible representative designated by their agency on the TRCC.

ARTICLE 4 – MEMBERSHIP

4.1 The members of the Advisory Committee shall elect from their voting membership a Chair and a Vice Chair. The Chair shall preside at the meetings of the NVACTS. If the Chair is unable to attend, then the Vice Chair shall assume the duties of the Chair.

4.2 The term of office of the Chair and the Vice Chair is 2 years. If a vacancy occurs in the office of Chair or Vice Chair, the members of the Advisory Committee shall elect a Chair or Vice Chair, as applicable, from among its voting members to serve for the remainder of the unexpired term.

4.3 NVACTS shall consist of:

- Director (or designee), NDOT
- Representative (appointed by NDOT Director) of NDOT
- Director (or designee), Department of Health and Human Services (DHHS)
- Director (or designee), DMV
- Director (or designee), DPS
- Representative (appointed by DPS Director) of DPS
- Superintendent (or designee), Department of Education (DED)
- Member, Nevada State Assembly Standing Committee on Growth and Infrastructure (appointed by Speaker of the Assembly)
- Member, Nevada State Senate Standing Committee on Growth and Infrastructure (appointed by Majority Leader of the Senate)
- Representative (appointed by the Chief Justice of the Supreme Court of Nevada), Administrative Office of the Courts (AOC)

- Representative (appointed by Inter-Tribal Council of Nevada (ITCN)), Tribal Governments
- Representative (appointed by NDOT Director), Nevada System of Higher Education
- Representative (appointed by NDOT Director), Nevada System of Higher Education
- Representative, Regional Transportation Commission of Southern Nevada (RTCSNV)
- Representative, Regional Transportation Commission of Washoe County (RTC)
- Representative, Carson Area Metropolitan Planning Organization (CAMPO)
- Representative, Tahoe Regional Planning Agency (TRPA)
- Representative, Nevada Association of Counties (NACO)
- Representative, Nevada League of Cities
- Representative, Nevada Sheriffs' and Chiefs' Association (NSCA)

The Director of the Department of Transportation may appoint as nonvoting members of NVACTS such other persons as the Director deems appropriate.

4.3.1 The term of office of each member appointed to the Advisory Committee is two years. Such members may be reappointed for additional terms of 2 years in the same manner as the original appointments. Any vacancy occurring in the appointed voting membership of the Advisory Committee must be filled in the same manner as the original appointment not later than 30 days after the vacancy occurs.

4.3.2 Member organizations may designate a proxy to serve on the committee when the member identified in 4.3 is unable to attend. This notice shall be in writing and directed to the Chair.

ARTICLE 5 - VOTING

5.1 A majority of the voting members of the Advisory Committee constitutes a quorum for the transaction of business. If a quorum is present, the affirmative vote of a majority of the voting members of the Advisory Committee present is sufficient for any official action taken by the Advisory Committee.

ARTICLE 6 - COMPENSATION

6.1 Each member of the Advisory Committee serves without compensation and is not entitled to receive a per diem allowance or travel expenses.

ARTICLE 7 – MEETINGS

7.1 The Advisory Committee shall meet at least once each calendar quarter and may meet at such further times as deemed necessary by the Chair.

7.2 NVACTS members may submit agenda items no later than 12 working days before a scheduled meeting, to the Nevada Department of Transportation Traffic Safety Engineering Division. These agenda items will be approved by the Chair and will be distributed to the NVACTS members seven days prior to the scheduled NVACTS meeting date.

7.3 Meetings will comply with the Nevada Open Meeting Law (NRS 241).

7.4 The deliberations at NVACTS meetings shall be in accord with Robert's Rules of Order- Newly Revised.

ARTICLE 8 - TASK FORCE WORKING GROUPS

8.1 The Advisory Committee may establish such working groups, task forces and similar entities from within or outside its membership as necessary to address specific issues or otherwise to assist in its work.

8.2 Each Task Force Working Group will be required to analyze the issue assigned, determine cause and develop solutions and strategies for addressing the contributing factors of the subject matter assigned.

- 8.2.1 A member of NVACTS shall chair each Task Force Working Group.
- 8.2.2 The size and composition of a Task Force Working Group will be determined by the appointed chair.
- 8.2.3 Task Force membership should not be limited to members of the NVACTS, and when possible, they will be composed of a diverse selection of representatives from state, federal, county, local, and tribal agencies in an effort to ensure all aspects of the topic are identified and addressed.
- 8.2.4 Task Force Working Groups should meet as frequently as needed.
- 8.2.5 Meetings/discussions may be conducted by video teleconference, conference call and/or e-mail.
- 8.2.6 The Task Force Working Group members shall receive no compensation other than that received from their own agency/organization. The Task Force Working Group shall not reach a decision by a vote or consensus. No motions or resolutions are to be presented. No decisions for or recommendations to the board are to be made. The Task Force Working Groups shall not speak to or be recognized by the board as a single voice on any issue.
- 8.2.7 Task Force Working Groups will be considered working groups and therefore not subject to the provisions of Nevada Open Meeting laws, rules, and regulations.

Note: If a Task Force Working Group engages in deliberation or decision making, is assigned by NVACTS to formulate policy or carry out planning functions, is delegated the task of making decisions for or recommendations to NVACTS or is recognized by NVACTS as speaking with one voice, it shall be subject to the Nevada Open Meeting Law.

8.3 Task Force Working Groups will report to the NVACTS as directed.

ARTICLE 9 - TECHNICAL SUPPORT STAFF

9.1 The Department of Transportation shall provide administrative support to NVACTS. The Staff shall:

- 9.1.1 Coordinate the activities of NVACTS to include making all logistical arrangements required for meetings.
- 9.1.2 Provide a note taker and staff person to comply with the Nevada Open Meeting Law.
- 9.1.3 Provide research assistance and statistical data to the NVACTS.
- 9.1.4 Prepare and publish plans and documents at the direction of NVACTS.
- 9.1.5 Establish and maintain a website for NVACTS designed to further the sharing of crash data, organizational safety planning, research, and other relevant information pertinent to the Committee.

ARTICLE 10 - ADOPTION and AMENDMENTS

10.1 These bylaws shall be initially adopted by a majority vote of the members present at the second meeting.

10.2 These bylaws may be amended at any regular meeting of NVACTS by a majority vote of the voting members present.

Approved by action of the Committee at the meeting on Tuesday, February 1, 2022

Appendix B

Impaired Driving Task Force Roster

Impaired Driving Task Force
6/5/2023

FirstName	LastName	Title/Position	Company
Nicole	Alberti	Health Educator	Washoe County Health District
Adam	Anderson	FARS Analyst	Nevada Department of Public Safety Office of Traffic Safety
David	Astles	Criminalist	Washoe County Sheriffs Office-Forensic Science Division
Sergio	Avila	Public Relations Specialist	AAA Nevada
Solome	Barton	Emergency Management	City of North Las Vegas - Office of Emergency Management
Andrew	Bennett	Director	Clark County Office of Traffic Safety
Bill	Bensmiller	Program Manager	Federal Motor Carrier Safety Administration
Daniela	Botal		Coark County 8th District DFUI Court
Eddie	Bowers	Lieutenant	Nevada Department of Public Safety Highway Patrol
Amanda	Brandenburg	Grants and Projects Analyst	Nevada Department of Public Safety Office of Traffic Safety
Mike	Browett	Lieutenant	Reno Police Department
Shannon	Bryant	Deputy D.A. 4 and Nevada Traffic Safety Resource Prosecutor	Washoe County District Attorney
Tim	Burrows		Kimley-Horn
Matt	Cambron	Motorcycle Safety (Las Vegas)	Nevada Department of Public Safety Office of Traffic Safety
Mike	Campbell	Sergeant	Clark County School District Police Department
Chris	Cannon	Lieutenant	City of North Las Vegas Police Department
Bryant	Carpenter	Lieutenant	University Police Services, Southern Command
Shelley	Carrao	Captain	Nevada Department of Public Safety Highway Patrol
Ruthi	Cass	Public Information Officer	Nevada Department of Transportation
Daysha	Catchings	Brand Supervisor	R&R Partners
Mike	Colety	Project Manager	Kimley-Horn
Charlie	Colleton		Nevada Restaurant Association
Eden	Collings	Public Information Officer I	Nevada Department of Public Safety Office of Traffic Safety
Zachary	Cord	Management Analyst	Nevada Department of Motor Vehicles
Dave	Cox	Sergeant	Nevada Department of Public Safety Highway Patrol
Amy	Davey	Division Administrator/Highway Safety Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Dominic	Dickey	Administrative Assistant IV	Nevada Department of Public Safety Office of Traffic Safety
Kurt	Dietrich	Traffic Engineer	City of Reno
Dianne	Draper	Program Officer 3	Nevada Department of Motor Vehicles
Heith	Draper	Hooker/Snatch Block	Carson City Towing
Mike	Edgell	Lieutenant	Nevada Department of Public Safety Highway Patrol
Gina	Espinosa-Salced	Regional Administrator	National Highway Traffic Safety Administration
Michelle	Farmer	Fiscal Officer	Nevada Department of Public Safety Office of Traffic Safety
Timothy	Fassette	Senior Forensic Toxicologist	City of Henderson Police Department Crime Lab
Zero	Fatalities NV		Kimley-Horn
Richard "Buck"	Fenlason	Emergency Medical SVCS Rep 2	Nevada Department of Health and Human Services
Darin	Franklin		University Police Services - Southern Command
Cody	Fulwiler	Sergeant	Las Vegas Metropolitan Police Department
John	Galicia	Segeant	University of Nevada Reno Police
Adam	Garcia		University of Nevada Las Vegas
Sabas	Garcia	Federal Program Specialist	Federal Motor Carrier Safety Administration
David	Giacomin	Civil Engineer	Kimley-Horn
Patrick	Grimes	CFO & COO	The National Judicial College
Laura	Gryder-Culver	Project Director	Kirk Kerkorian School of Medicine at UNLV
Danielle	Hafeman	Ignition Interlock Program Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Brenda	Hahn	Regional Program Manager	National Highway Traffic Safety Administration
Todd	Hartline	Law Enforcement Liasion	Nevada Department of Public Safety Office of Traffic Safety
Victoria	Hauan	Administrator	Nevada Department of Public Safety Office of Criminal Justice
Brandon	Henning	Principal Structures Engineer	Nevada Department of Transportation - Safety
Juan	Hernandez	Principal ITS Programs & Operations Engineer	Nevada Department of Transportation
Anabel	Hernandez	Project Engineer	Kimley-Horn
Sandy	Heverly	Co-Founder	STOP DUI
Kerri T.	Heward	Director	Washoe County Sheriffs Office-Forensic Science Division
Tanya	Hiner	Criminalistics Administrator	Henderson Forensic Laboratory
Loy	Hixson	Officer 2	Nevada Department of Public Safety Highway Patrol
Alan	Hollingsworth		Reno Police Department
Kevin	Honea	Captain	Nevada Department of Public Safety Highway Patrol
Rob	Honea	Law Enforcement Liaison	Nevada Department of Public Safety Office of Traffic Safety
Jeffrey	Howell	Lieutenant	Nevada Department of Public Safety Highway Patrol
Carmen	Hua	Health Educator I	Southern Nevada Health District, Office of Disease Surveillance
Deborah	Huff	Trooper	Nevada Department of Public Safety Highway Patrol
Tamrah	Jackson	Lieutenant	Nevada Department of Public Safety Highway Patrol
Katherine	Jacobi	President & CEO	Nevada Restaurant Association
Cecilia	Javier		
Jessica	Johnson	Senior Health Educator	Southern Nevada Health District
Elliott	Johnson		Washoe County Court
Danny	Jones	Branch Manager	Statewide Traffic Safety & Signs
Jorden	Kaczmarek	Staff Engineer	Nevada Department of Transportation

Natasha	Koch	Captain	Nevada Department of Public Safety Highway Patrol
Douglas	Konersman	Interlock Provider	Nevada Safety & Diagnostics LLC
Carrie	Krupp	Grants and Projects Analyst - Joining Forces	Nevada Department of Public Safety Office of Traffic Safety
Adrea	Kurthar		Tribal Project
Irene	Lam	Project Engineer 2	City of Henderson
Tonya	Laney	Field Services Administrator	Nevada Department of Motor Vehicles
Rebecca	Lara		Mothers Against Drunk Driving (MADD)
Elizabeth	Lawrence		Carson City 1st DC - Dept Alternative Sentencing
Tia	Linzsey	Program Officer	Nevada Department of Motor Vehicles
James	Lovett		Kirk Kerkorian School of Medicine at UNLV
Steve	Maczka	Sergeant	Nevada Department of Public Safety Division of Parole & Probation
Stephie	Mager		Victim Advocate
Jerry	Mager		Victim Advocate
Sarah Lee	Marks	President	SMARTeen DRIVER/My Car Lady & ABS Inc.
Susan	Martinovich		HNTB
Judith	Mata	Child Passenger Safety/Outreach Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Meg	Matta	Program Manager/Impaired Driving	Nevada Department of Public Safety Office of Traffic Safety
Tiffani	May Noel	Community Engagement and Diversity Outreach Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Paul	McCullough	Sergeant	Las Vegas Metropolitan Police Department
Justin	McDonald	Motorcycle Program Administrator	Nevada Department of Public Safety Office of Traffic Safety
Eric	McJoy	Owner	One Stop Breathalyzer, LLC
Anastacia	Melendy		Washoe County Sheriffs Office Forensic Science Division
Debbie	Miller		Nevada Department of Public Safety - Office of Traffic Safety
Barbara	Mirman		Not Associated with a Business
Kaela	Moldowan		Not Associated with a Business
Michael	Montero	Nevada Judicial Outreach Liaison	Sixth Judicial District Court
Jan	Morris	Judicial Outreach Director	Tribal Court
Johnean	Morrison	Program Manager/Occupant Protection	Nevada Department of Public Safety Office of Traffic Safety
Tim	Moulson		Not Associated with a Business
Kara	Mueller	Regional Program Manager Region 8	National Highway Traffic Safety Adminstration
Anthony	Munoz	Lieutenant	Nevada Department of Public Safety Highway Patrol
Kim	Murga		Las Vegas Metropolitan Police Department
William	Murwin	Lieutenant	Nevada Department of Public Safety Highway Patrol
Nick	Nordyke	Zero Teen Fatalities - Northern Nevada Program Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Laura	Oslund	Director	PACE Coalition
Seri	Park	Associate Professor	University of Nevada Reno
Jonathan	Pasternack	Intern	Kimley-Horn
Jeff	Payne	Founder & CEO	Driver's Edge
Amanda	Pearson		Las Vegas Justice Treatment Court
Scott	Pearson	Judicial Outreach Liaison	National Highway Traffic Safety Administration Region 8
Chelsea	Price	Licensing Coordinator	Medmen
Meg	Ragonese	Public Information Officer	Nevada Department of Transportation
Mario	Ramos	Regional Program Manager	National Highway Traffic Safety Administration
Jennifer	Rangel		SCRAM
David	Ranson	Deputy	Storey County Sheriff's Office
Daryl	Rhoads	Lieutenant	Las Vegas Metropolitan Police Department
Bernie	Rivers	Regional Environmental, Health and Safety Manager	Nevada Barricade & Sign Co., Inc.
Susan	Robinson	Director of Advancement	The National Judicial College
Chris	Rodriguez	Vice President Global Security Operations	Medmen
Dasha	Rotar	Adminstrative Assistant	Kimley-Horn
Lindsay	Saner	Project Engineer	Kimley-Horn
Kenneth	Satowski		RTC of Southern Nevada
Chris	Schwarz		RTC of Southern Nevada
Fred	Shakal	Chief Traffic Safety Engineer	Nevada Department of Transportation
Andrew	Sherbondy		Wahoe County Sheriffs Office
Matt	Smith		Carson City Sheriffs Office
Kim	Smith	Public Information Officer	Nevada Department of Public Safety
Gary	Smith	Lieutenant	Nevada Department of Public Safety Highway Patrol
Casey	Smith	Transportation Analyst/Planner III	Nevada Department of Transportation
Kailie	Sonneville		Nevada Department of Public Safety - Office of Traffic Safety
Elizabeth	Stacy	Specialty Court Case Manager	Carson City District Courts
Jason	Stallcop	Lieutenant	Reno Police Department
David	Stoddard	Sergeant	Las Vegas Metropolitan Police Department
Chelsea	Stuenkel	Sergeant	Nevada Department of Public Safety Highway Patrol
Michael	Stypa		Las Vegas Metropolitan Police Department
Theresa	Suffecool	Forensic Lab Manager	Las Vegas Metropolitan Police Department
Scott	Swain	Law Enforcement Liaison	Nevada Department of Public Safety Office of Traffic Safety
Genevieve	Swain	Traffic Records Program Manager	Nevada Department of Public Safety Office of Traffic Safety
Casey	Sylvester	Principle Signs, Striping and Traffic Control Engineer	Nevada Department of Transportation

Glen	Taylor	Zero Teen Fatalities - Southern Nevada Program Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Brad	Taylor		Washoe County Crime Lab
Mike	Thiele	Officer	Las Vegas Metropolitan Police Department
Sarah	Thompson		2nd Judicial District Court
July	Thompson	Injury Prevention Specialist	Duckwater Shoshone Tribe
Kevin	Tice	Traffic Records Program Manager	Nevada Department of Public Safety Office of Traffic Safety
Lacey	Tisler	Project Manager	Nevada Department of Transportation
Donna	Trauger		Concerned Citizen
Shannon	Trice	Region 2 Program Manager	National Highway Traffic Safefy Administration
Matthew	Triplett	Department of Public Safety Lieutenant	City of Las Vegas
Jaime	Tuddao	Senior Road Safety Engineer	Nevada Department of Transportation - Safety
Colleen	Unterbrink		Nevada Department of Transportation
Lindsey	Valdez	Regional Executive Director	Mothers Against Drunk Driving (MADD)
Peter	Vander Aa	Deputy Division Administrator	Nevada Department of Public Safety Office of Traffic Safety
Paul	Villaluz	Senior Project Manager	Westwood
David	Wade		Not Associated with a Business
Sandy	Watkins		Community Against Reckless Driving
Shawn	White		Nevada Highway Patrol - Southern Command
Brennan	White	Victim Services Specialist	Mothers Against Drunk Driving
William	White	Lieutenant	Nevada Department of Public Safety Highway Patrol
Niguel	Williams	Rider Coach	Nevada Rider Motorcycle Safety
Timber	Wood		Nevada Department of Transportation

Appendix C

Nevada Transportation Board of Directors

Joe Lombardo, Governor

Stavros Anthony, Lt. Governor

Andy Matthews, Controller

Virginia Valentine, Nevada District 1 Representative

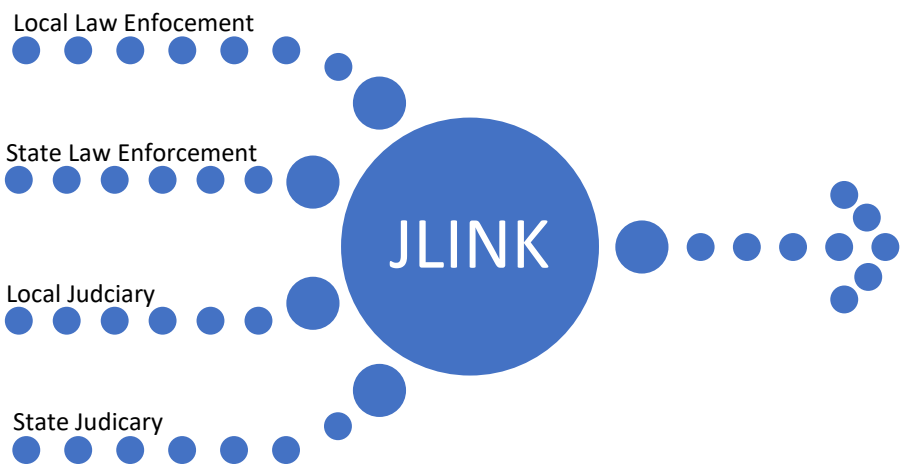
Justin Kalb, Nevada District 1 Representative

Stephen Ascuaga, Nevada District 2 Representative

Gary Perea, Nevada District 3 Representative

Traffic Citation Working Group – Nevada Advisory Committee on Traffic Safety (NVACTS)

DATA FLOW FOR MOVING VIOLATION RECORDS



Department of Motor Vehicles

- Arrest data for only retainable misdemeanors (law enforcement)
  - *DUI is captured here*
  - *Careless and reckless driving is NOT captured*
- Ajuducation data for traffic citations resulting in demerits

Department of Public Safety - Criminal History Repository

- Criminal arrest data where fingerprints were captured
- Adjuducation records where fingersprints were captured

Department of Public Safety - Warrant Repository

- Failure to appear????

Department of Public Safety - Brazos/Enforcement Mobile

- All pre-adjudicated traffic citation data

WORKGROUP RECOMMENDATIONS

1. Require all moving violation arrest data to be sent through JLINK to the DMV repository. This must include retainable and non-retainable arrests.
2. Require the NVACTS to annually complete a report of all moving violations reported to the DMV repository. If possible, compare the arrest records to adjudication records.
3. Ensure that legislation does not allow for "masking" of moving violations related to speeding as this may affect highway funding for Nevada.
4. Assess the ability to allow the Criminal History Repository to allow more efficient collection and analysis of records where no fingerprint is present.

DATE OF REPORT: 6/5/2023
DATA AS OF: 6/5/2023

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 Fatals	2023 Fatals	% 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	26	-27.78%	MAY	38	28	-26.32%
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	**147**	**129**	**-12.24%**	**Reporting Period Total**	**164**	**138**	**-15.85%**
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	2	4	100.00%	2	5	150.00%	2	3	50.00%	2	0	-100.00%
CHURCHILL	6	2	-66.67%	6	2	-66.67%	3	2	-33.33%	2	0	-100.00%
CLARK	92	86	-6.52%	108	89	-17.59%	48	42	-12.50%	19	17	-10.53%
DOUGLAS	5	1	-80.00%	5	1	-80.00%	4	1	-75.00%	2	0	-100.00%
ELKO	4	2	-50.00%	5	2	-60.00%	4	2	-50.00%	2	2	0.00%
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	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	5	2	-60.00%	5	2	-60.00%	2	1	-50.00%	1	1	0.00%
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
NYE	3	7	133.33%	3	11	266.67%	1	9	800.00%	1	1	0.00%
PERSHING	2	0	-100.00%	2	0	-100.00%	2	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	24	18	-25.00%	24	18	-25.00%	13	7	-46.15%	3	2	-33.33%
WHITE PINE	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	0	0.00%
Reporting Period Total	**147**	**129**	**-12.24%**	**164**	**138**	**-15.85%**	**82**	**75**	**-8.54%**	**34**	**26**	**-23.53%**
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	29	30	3.45%	23	14	-39.13%	6	2	-66.67%	2	1	-50.00%
DOUGLAS	0	0	0.00%	1	0	-100.00%	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%	3	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	1	100.00%	1	1	0.00%	1	0	-100.00%	0	0	0.00%
PERSHING	0	0	0.00%	1	0	-100.00%	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	3	7	133.33%	8	2	-75.00%	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	**33**	**41**	**24.24%**	**40**	**17**	**-57.50%**	**7**	**4**	**-42.86%**	**2**	**1**	**-50.00%**
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 fatals (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.

SUMMARY

NEVADA CITATION WORKING GROUP

Wednesday, May 17, 2023, at 1:00 p.m.
Via Videoconferencing

Working Group Members Present

David Gordon, Chair and Manager of Judicial Education AOC, Nevada Supreme Court
The Honorable Sam Bateman, Henderson Township Justice Court
The Honorable Stephen Bishop, White Pine County Justice Court
Andrew Bennett – Clark County Office of Traffic Safety Director
Hans Jessup - AOC - Lead Court Research Analyst
John McCormick – Assistant Court Administrator
Trooper D. Kassebaum, Jr. – State of Nevada Department of Public Safety
Kevin Tice – Traffic Records Coordinator, The Office of Traffic Safety
Amber Putz – IT Manager, AOC, Nevada Supreme Court
Julia Peek, Deputy Administrator, Nevada Department of Health and Human Services
Amy Davey – Nevada Office of Traffic Safety
Marc Schifalacqua - Senior Assistant City Attorney, Henderson

Staff Present

Shyle, Irigoin, Judicial Education, AOC, Nevada Supreme Court
Rosemary Luque, Judicial Education, AOC Nevada Supreme Court

Call to Order

Meeting called to order at 1:05 p.m.

I. **Review of Provided Materials**

A summary of the meeting held on Wednesday, February 8, 2023, was previously provided and approved by the committee.

Mr. Gordon spoke about the the Policy Priority Recommendation template.
Proposed recommendations identified from the last meeting were:

a. Provide a collection of data associated with arrests for reckless driving.
b. Recommend Department of Motor Vehicles become a data repository for for every traffic offense including original citation and final resolution.

II. **Report from Ms. Peek (DMV/DPS Repository/License Suspension Discussion)**

Ms. Peek discussed her concerns regarding the ability of drivers to plead down dangerous driving incidents to non-violent issues. She discussed how DMV and DPS gather, retain, and make accessible driving data for law enforcement officers (LEOs). Ms. Peek provided a flow chart on the Data Flow for Moving Violation Records and Workgroup recommendations. An attachment will be included with this summary. Potential recommendations are:

- Require all moving violation arrest data be sent through JLINK to the DMV repository. This must include retainable and non-retainable arrests.
- Require the NVACTS to annually complete a report of all moving violations reported to the DMV repository. If possible, compare the arrest records to adjudication records.
- Ensure that legislation does not allow for masking of moving violations related to speeding as this may affect highway funding for Nevada.
- Assess the ability to allow the Criminal History Repository to allow more efficient collection and analysis of records where no fingerprint is present.

The working group is still discussing details and none of these potential recommendations represent a finished product.

III. **Determination of Policy Priority Recommendation(s).**

Judge Bishop pointed out in the previous meeting that the Nevada Code of Judicial Conduct, rule 2.9C prevents judges from conducting independent investigations and judges are only permitted to make decisions based on the cases presented to them. He went on to say that he does not see this as a judicial problem as it is a legislative and executive problem. If the District Attorney or LEOs do not appear in court, it allows those breaking the law to continue with no consequences. Judge Bishop reiterated that judges are only permitted to consider evidence presented in court in compliance with rules and procedures.

Ms. Davey reported that the Office of Traffic Safety is funding the University of Las Vegas Transportation Center to look at other states across the country and see how they manage the citation and adjudication flow process. The purpose is to create an analysis for the State of Nevada. Ms. Davey stated that there is a growing belief that habitual unsafe drivers may need to be identified for LEOs and that should be tracked and educated.

Mr. Bennett stated that he had hopes for the working group to examine the flow of information related to citations and identify where the flow is blocked. He said that enforcement, prosecution, and adjudication are the essential components that warrant examination. He requested that the group provide best practices and policies so that informed suggestions to the Nevada Legislature be given with specifics on what judges can and cannot do separately from what prosecutors can and cannot do.

Ms. Peek commented that data is needed to understand what people are being cited for on the roads, and the ultimate the adjudication, along with geographic data. Currently individuals receive multiple citations from multiple sources and communicating the data is a challenge for a number of reasons.

Ms. Davey said data available from the Nevada Office of Traffic Safety would allow for analysis to determine such things as what percentage of drivers are responsible for what percentage of citations, locations, or which drivers may be responsible for the riskiest behavior, but the challenges would arise in applying adjudication results to raw citation data.

Judge Bateman spoke about the decrease in citations. He indicated that there is a presumption in favor of reducing the violation if the person pays the entire fine and all fees. Additionally, Judge Bateman stated that even when traffic citations were criminal offences, prosecutors were not researching the driving history of those cited and appearing in court. He said that he thought it would be important to have a resource to allow prosecutors and LEOs to research driving history and be able to determine if the initial charges had been reduced, even to non-moving violations. He also pointed out LEOs, who are plaintiffs within the civil citation process, require notification to appear in court and the responsibility for notification can be interpreted in more than one way. A police officer either must appear in court or send a statement as to what occurred. Henderson Justice Court is experiencing LEOs either showing up or providing a statement approximately half of the time. Civil processes operate on the preponderance of the evidence rather than the reasonable doubt standard and room is left for different viewpoints. It was also noted that the language in the bill that made traffic offenses civil citations permits the cited individual to request the Judge to reduce their fine or charges, to include reduction to non-moving violations, via ex parte communications. Such a process is in direct conflict with the Nevada Code of Judicial Conduct. There is added pressure from the legislature to make the system more lenient for drivers, making judges powerless to hold people accountable.

Judge Bishop said the prosecution has been removed from the process in the switch to civil citations, and it is akin to removing a leg from a three-legged stool. He described a conversation with a trooper in which the trooper said he can access information about how many convictions a driver may have had, and the trooper responded that he did it all the time. Ms. Putz clarified that it would only be access to convictions on citations that carry points, and Judge Bishop said that is the problem. Judge Bateman summarized that citations are being sanitized to make it appear that drivers with multiple citations are not engaging in bad behavior.

Mr. Jessup provided an overview of the intent of the Nevada Offense Codes related to traffic. In 2007-2008 NOCs were created to help identify offenses for traffic stops. NOCs were created to drill down into the actual offense. These Nevada offense codes would allow the criminal repository to be a one stop shop for all data related to pre-charging the arrest, and the citation charging the individual through the prosecutor's office. The arrest information would be through LEOs, and the charging would be through the prosecutor's followed by the conviction information through the courts. When the transition civil infractions came about, DPS did not create NOC codes because DPS does not maintain traffic convictions; that's the responsibility of DMV. The Courts track the initial citation and not the outcome through the Uniform System for Judicial Records (USJR). Additionally, Mr. Jessup observed that not everyone has a driver's license and that there are issues with citations using information such as social security numbers as identifiers. He also noted that the provision of false information by cited individuals can present more challenges. Mr. Jessup also informed the working group that the judiciary is in the process of developing a data repository to track cases and while it may be of some use, tracking is directed to the charges initially filed with the court. He went on to say that the USJR data showed 1469 reckless driving citations (representing 1756 reckless driving charges) were filed in court last year and over 1400 of those disposed in some manner. USJR does not specify if any of those charges were amended down, but that may eventually be tracked in the judiciary's data repository. Mr. Jessup shared that his work experience in both Utah and Colorado provided him with a perspective that civil infractions in those states are still part of the criminal code, allowing use of the criminal process. Additionally, he noted that Colorado suspends licenses if fines are not paid on the day of judgement and Utah garnishes tax returns to collect unpaid fines.

The mission of the Nevada Advisory Committee on Traffic Safety (NVACTS) was noted as studying the ecosystem related to traffic safety, compare it to other ecosystems that are working better, and produce recommendations for policy considerations that improve the lives and safety of Nevadans.

Ms. Davey proposed that we look at other state policies and compare them to Nevada to produce best practices and legislative changes. Mr. Bennett echoed the statement that the Nevada Advisory Committee on Traffic Safety needs to do a better job reporting on the current situation and suggested changes.

Judge Bateman suggested that a separate study to compare and contrast how other states handle the civil citation process would be useful and may show that the civil citation process now in place in Nevada is not consistent with the approaches in other states. Judge Bishop said that a major improvement related to the current civil citation process is that if the cited individual fails to appear then the points automatically go on the license, and he characterized that as a major improvement. It was noted that discussion has taken place about changing the process to allow cited individuals who fail to appear to be able to come in at a later date and ask the previously designated points to be set aside.

Mr. Bennett asked if this group could provide a document on facts to back up recommendations and where improvements need to be made. He requested that this document be submitted between September and December.

Mr. Gordon asked the committee to meet again on Wednesday, July 12, 2023 at 1:00 pm. He stated that he would be taking on the task of compiling the report Mr. Bennett requested by December 6, 2023.

Mr. Tice will provide citation data both geographically and demographically on individuals who have multiple citations.

Trooper Kassebaum spoke about how federal authorities are unhappy over masking and how it may impact future federal funding. He asked if a clear statement is enough for a civil citation. He also said that there is an effort to have troopers use the "To Wit" side of citations and use it as an arrest narrative. Judge Bateman replied that it would work as a statement, and it would depend on the official/judge whether they would hold an offender liable based on a statement. Some courts may not. Judge Bateman went on to say that some judicial officers may not feel they can hold a cited individual liable when the individual takes the time to show up for a hearing and the LEO, as a plaintiff, does not. Mr. Bennett stated that the process of getting officers to hearings is an issue and would like to see specific recommendations about having officers show up, or ways to make the process easier.

IV. **Determination of Action Items**

- Mr. Bennett requested a report showing status and recommendations of policy priorities before December 6, 2023, backed by data.
- Mr. Gordon will compile the report for Mr. Bennett.

V. **Next Meeting**

Wednesday, July 12, 2023, at 1:00 pm

VI. **Meeting Adjourned**

This meeting was adjourned at 2:23 p.m.

DATE OF REPORT: 9/5/2023
DATA AS OF: 8/31/2023

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 Fatals	2023 Fatals	% 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	30	-16.67%	MAY	38	33	-13.16%
JUN	40	32	-20.00%	JUN	40	35	-12.50%
JUL	30	33	10.00%	JUL	31	41	32.26%
AUG	30	29	-3.33%	AUG	33	31	-6.06%
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	**247**	**227**	**-8.10%**	**Reporting Period Total**	**268**	**250**	**-6.72%**
Total	**383**			**Total**	**416**		

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	5	66.67%	3	6	100.00%	3	3	0.00%	3	0	-100.00%
CHURCHILL	8	6	-25.00%	8	6	-25.00%	4	5	25.00%	2	1	-50.00%
CLARK	149	148	-0.67%	165	158	-4.24%	72	71	-1.39%	26	26	0.00%
DOUGLAS	5	2	-60.00%	5	2	-60.00%	4	2	-50.00%	2	0	-100.00%
ELKO	9	3	-66.67%	11	3	-72.73%	9	3	-66.67%	6	2	-66.67%
ESMERALDA	0	2	200.00%	0	2	200.00%	0	2	200.00%	0	0	0.00%
EUREKA	4	0	-100.00%	4	0	-100.00%	4	0	-100.00%	2	0	-100.00%
HUMBOLDT	5	3	-40.00%	5	4	-20.00%	5	3	-40.00%	1	2	100.00%
LANDER	3	1	-66.67%	5	1	-80.00%	5	1	-80.00%	4	1	-75.00%
LINCOLN	4	2	-50.00%	4	2	-50.00%	2	2	0.00%	2	1	-50.00%
LYON	6	5	-16.67%	6	5	-16.67%	3	3	0.00%	2	2	0.00%
MINERAL	2	1	-50.00%	2	2	0.00%	2	2	0.00%	0	0	0.00%
NYE	5	15	200.00%	6	24	300.00%	4	22	450.00%	2	4	100.00%
PERSHING	5	0	-100.00%	5	0	-100.00%	5	0	-100.00%	2	0	-100.00%
STOREY	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
WASHOE	37	32	-13.51%	37	33	-10.81%	22	12	-45.45%	7	4	-42.86%
WHITE PINE	1	2	100.00%	1	2	100.00%	0	2	200.00%	0	1	100.00%
Reporting Period Total	**247**	**227**	**-8.10%**	**268**	**250**	**-6.72%**	**144**	**133**	**-7.64%**	**61**	**44**	**-27.87%**
Total	**383**			**416**			**219**			**86**		

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

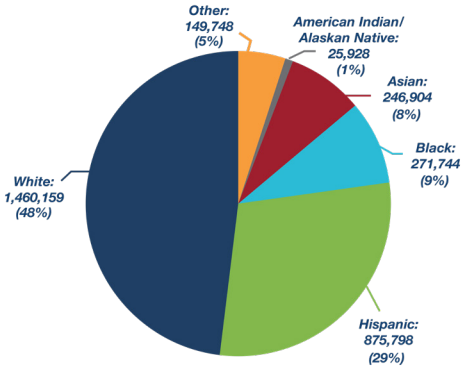
COUNTY	2022 Pedestrian	2023 Pedestrian	% Change	2022 Motorcyclist	2023 Motorcyclist	% Change	2022 Bicyclist	2023 Bicyclist	% Change	2022 Other Scooter, Moped, ATV	2023 Other Scooter, Moped, ATV	% Change
CARSON	0	2	200.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
CHURCHILL	1	0	-100.00%	3	1	-66.67%	0	0	0.00%	0	0	0.00%
CLARK	47	45	-4.26%	35	35	0.00%	8	3	-62.50%	3	4	33.33%
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%	2	0	-100.00%	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	5	12	140.00%	10	5	-50.00%	0	4	400.00%	0	0	0.00%
WHITE PINE	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
Reporting Period Total	**53**	**61**	**15.09%**	**59**	**45**	**-23.73%**	**9**	**7**	**-22.22%**	**3**	**4**	**33.33%**
Total	**91**			**86**			**15**			**5**		

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.

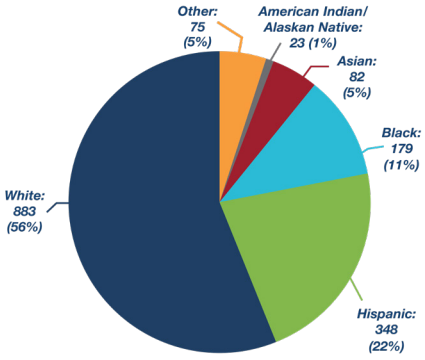
Key: Fatalities= Total number of reported fatals (vehicle occupants, pedestrian, motorcyclist, bicyclist, and other).
Vehicle Occupants = Driver and occupant fatalities in a motor vehicle.
Vehicle Unrestrained = Driver and occupant fatalities in a motor vehicle unrestrained.
Pedestrian = Any person on 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.

Racial Equity in Traffic Fatalities in Nevada

Distribution of Nevada Traffic Fatalities by Race/Ethnicity

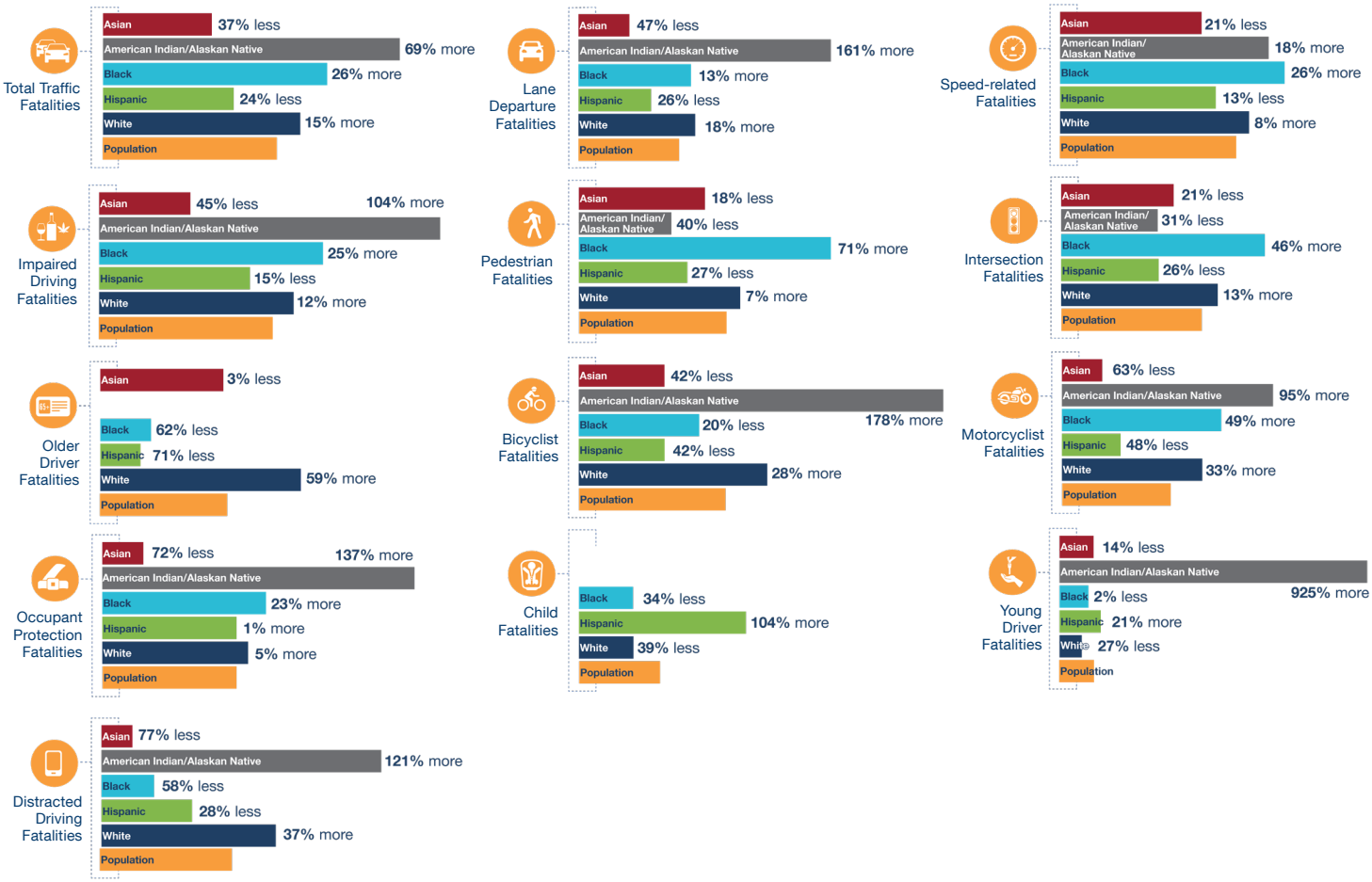


Number and Percent of Population



Number and Percent of Fatalities

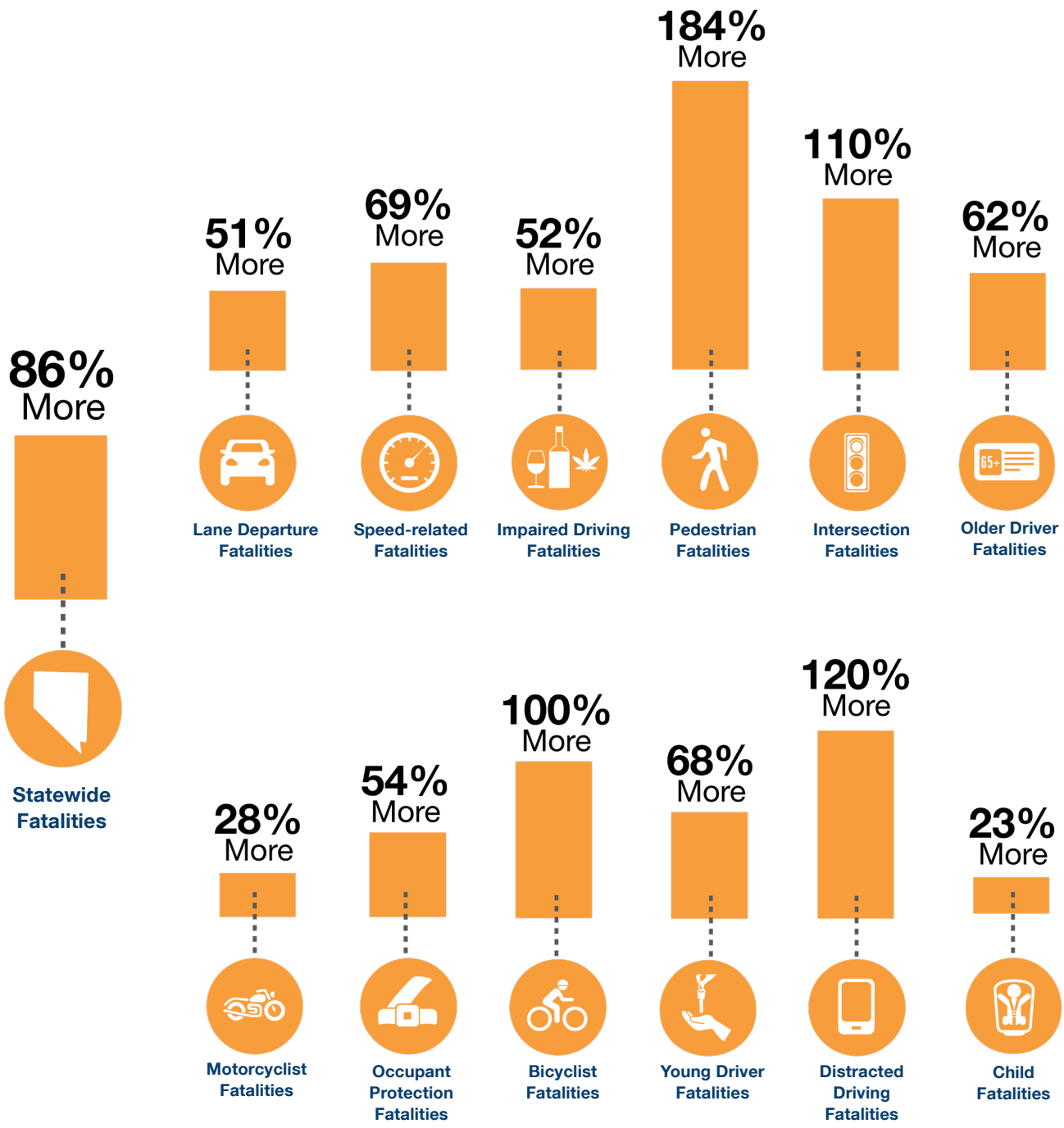
Fatality Rate by Race/Ethnicity Compared to Total Population (Comparison of Fatality Rate by Population)



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.*

NEVADA

Traffic Records Strategic Plan

July 28, 2023

zero Fatalities
Lives are on the Line

NEVADA DOT
SAFE AND CONNECTED

Nevada Department of
Public Safety
Office of Traffic Safety

Table of Contents

Table of Figures

Table of Tables

1. Acknowledgements

The completion of the TRCC Strategic Plan would not be possible without the contributions from the dedicated multi-disciplinary stakeholders. Thank you for your dedication to traffic record system improvements and the vision of the strategic plan.

Nevada Department of Public Safety – Office of Traffic Safety
Kevin Tice, Traffic Records Manager
Amy Davey, Administrator

Nevada Department of Transportation
Casey Smith, Assistant Chief, Roadway Systems
Lacey Tisler, Chief, Traffic Safety Engineering
Matthew Williams, Transportation Analyst, Traffic Safety Engineering

Key Traffic Records Partners
Shashi Nambisan, Professor, University of Nevada Las Vegas (UNLV) Transportation Research Center
Noe Antolin, Kirk Kerkorian School of Medicine at UNLV
Brenda Witt, Manager I, Central Services Division, Nevada Department of Motor Vehicles (DMV)
Kevin Honea, Major, Nevada State Police (NHP)
Karl Nieberlein, Project Manager, Enforcement Mobile, Tyler Technologies
Mike Colety, Kimley-Horn
Lindsay Saner, Kimley-Horn

2. Introduction

2.1 Background of the Traffic Records Strategic Plan

Traffic records are a key component in the effort to improve the safety of a state's transportation system by allowing for the analysis of crash data to aid in the identification, deployment, and evaluation of traffic safety countermeasures.

Per *23 CFR 1300.22 State Traffic safety information system improvements grants*, to qualify for Section 405c funding, states shall submit a Traffic Records Strategic Plan, approved by the Traffic Records Coordinating Committee (TRCC) that:

- Describes specific, quantifiable, and measurable improvements that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment.
- Identifies which recommendations the State intends to address in the fiscal year, the projects in the HSP that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.
- Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.
- Demonstrates quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core database by providing written performance measures in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes.

The strategic plan development process began with defining needs and establishing the vision and mission. Goals, objectives and potential projects were developed based on the needs, vision and mission. Prioritized projects were incorporated into the plan, including performance measures and funding. The strategic planning process is illustrated in **Figure 1**.

Figure 1. Strategic Planning Process

2.2 Organization of the Traffic Records Strategic Plan

The Traffic Records Strategic Plan is organized into the following six sections:

Traffic Records System Overview

This section provides a brief overview of each of the State traffic records systems (e.g., crash system). Include any details regarding integration with other data sets.

TRCC Background

This section covers Nevada's TRCC's history, governance, and membership.

Traffic Records Strategic Approach

This section covers the needs, vision, mission, and goals for Nevada's traffic records system. This section details the recommendations from the 2021 Traffic Records Assessment and Nevada's updated planned responses. Statewide data quality performance measures are also included.

Traffic Records Projects

This section describes the project prioritization process and provides information on all projects included in the Traffic Records Strategic Plan. A summary template is provided for each statewide goal that displays corresponding objectives, projects, and recommendations.

Data Quality Management

This section provides an overview of the statewide performance measures and metrics that the TRCC will use to monitor data quality improvement. A table is included to display the relationship between the data quality attributes and core data systems with established performance measures, metrics, goals, and objectives.

Commitment to the Strategic Plan

This section describes Nevada's commitment to the Traffic Records Strategic Plan and describes the processes used to implement the plan.

3. Traffic Records System Overview

The Traffic Records System includes the following six primary data components:

1. Crash
2. Driver
3. Vehicle
4. Roadway
5. Citation/Adjudication
6. Injury Surveillance

The following subsections provide contact information and an overview of these data components.

3.1 Crash

Nevada Department of Transportation

Contact: Matt Williams, Transportation Analyst, Traffic Safety Engineering Division

NDOT manages the Nevada crash records database. The data includes crash level information from all law enforcement agencies across the state, to include scene and roadway information, driver and person information, and vehicle information.

3.2 Driver

Nevada Department of Motor Vehicles

Contact: Brenda Witt, Manager I, Central Services Division

The Nevada DMV maintains the driver database for the state.

3.3 Vehicle

Nevada Department of Motor Vehicles

Contact: Natasha LaVelle, Services Technician 4, Central Services Division

The Nevada DMV maintains the vehicle database for the state.

3.4 Roadway

Nevada Department of Transportation

Contact: Casey Smith, Assistant Chief, Roadway Systems

Check website (NDOT)

At the State level, NDOT Roadway Systems is responsible for the maintenance of the road inventory, administration of the milepost program and collection of roadway images.

3.5 Citation/Adjudication

Office of Traffic Safety/Administrative Office of the Courts

Contact: Kevin Tice, Traffic Records Program Manager, Office of Traffic Safety

Contact: Amber Putz, Administrative Office of the Courts

Citation data is collected through the Enforcement Mobile Software, which is deployed to all law enforcement agencies in the state and managed by the Office of Traffic Safety.

Adjudication data is the responsibility of the Administrative Office of the Courts (AOC).

3.6 Injury Surveillance

Kerkorian School of Medicine at UNLV

Contact: Noe Antolin, Grants and Research Director

The injury surveillance system tracks the frequency, severity, and nature of injuries sustained in motor vehicle crashes; enables the integration of injury data with the crash data; and makes this information available for analysis that supports research, prevention, problem identification, policy-level decision-making, and efficient resource allocation.

Road user trauma registry data is provided by Nevada's four (4) American College of Surgeons (ACS) approved trauma centers. Trauma data includes hospital outcomes (e.g., injury severity, length of stay, hospital charges, disposition, etc.) for individuals injured on roads and admitted to a Nevada trauma center.

Emergency Medical Services data in Nevada is included in the National Emergency Medical Services Information System (NEMSIS) national database. Nevada's Department of Health and Human Services Department (DHHS) is the owner of the data.

Nevada statewide hospital discharge data for individuals injured as a road user is provided by UNLV's Center for Health Information Analysis. This data set includes road users admitted for trauma, emergency medicine, elective services, and urgent care treatment in Nevada.

4. TRCC Background

4.1 TRCC Governance

Traffic Records Committee Structure:

The Traffic Records Committee is established at two levels. The Executive Level; hereafter referred to as the Nevada Advisory Committee on Traffic Safety (NVACTS), and the Technical Level; hereafter referred to as the Traffic Records Coordinating Committee (TRCC).

Traffic Records Coordinating Committee Authority:

Traffic Records Coordinating Committee is established by the TRCC Charter and By-laws (included as an appendix to this document). By-laws can by changed by the membership of the TRCC. Any changes,

additions or deletions to the By-laws must be presented in writing to all current TRCC members a minimum of seven (7) days before voting is scheduled. Changes, additions or deletions to the By-laws must be approved by two-thirds (2/3) of the voting members present.

- The TRCC's primary authority is to complete projects for the integration and enhancement of the Highway Safety Information Systems in Nevada.
- Each member of the TRCC shall serve at the discretion of their respective agency.
- Members shall receive no compensation, other than that received in the performance of their assigned duties.
- The TRCC shall elect a chair and vice-chair.
- The chair shall serve for a period of two years, with election in even number years. In the event the position is vacant, election will occur during the next TRCC meeting.
- The vice-chair shall serve for a period of two years and will be elected in odd number years. In the event the position is vacant, election will occur during the next TRCC meeting.
- Elections shall be held annually at the regular TRCC meeting scheduled prior to and closest to the month of June, with the office holder chosen by a majority vote of the TRCC member agencies present at the meeting, and the office assumed on July 1.
- The chair shall be responsible for calling meetings of the committee, notifying members, preparing and posting meeting agendas, and maintaining meeting records.
- The chair shall speak for and on behalf of committee and committee members on all inquiries presented to the committee and committee members on matters relating to committee business.
- The chair shall disseminate information on Highway Safety Information Systems to all members of the committee.
- The Department of Public Safety – Office of Traffic Safety Traffic Records Program Manager shall provide staff support to the chair and to the TRCC and serve as TRCC coordinator, unless this effort is designated to a consultant.

4.2 TRCC Membership

The TRCC has an active, multidisciplinary membership that includes owners, operators, collectors and users of traffic records and public health and injury control data systems, highway safety, highway infrastructure, law enforcement, adjudication officials, public health, emergency medical service, injury control, driver licensing, and motor carrier agencies and organizations. A vendor or contractor providing services to a TRCC member agency is disqualified from being a member of the TRCC. A TRCC member agency receiving a grant from the Office of Traffic Safety, Department of Transportation or other public entity does not qualify as a “vendor” for purposes of membership.

The Nevada Traffic Records Coordinating Committee (TRCC) membership is comprised of owners, operators, collectors, and users of Nevada’s six traffic records data systems. At least one member represents each of the following core safety databases: (C) Crash; (D) Driver; (V) Vehicle; (R) Roadway; (C/A) Citation/Adjudication; and (I) Injury Surveillance System. See Table 1 on the following page.

Subcommittees

Enforcement Mobile (Brazos) Working Group

Table 1. TRCC Membership

Name	Title	Agency	System
Kevin Tice	Traffic Records Program Manager	DPS-OTS	C, C/A
Casey Smith	Assistant Chief	NDOT Roadway Systems	C, R
Brenda Witt	Manager I	DMV	D, V
Juan Balbuena	Safety/LPA Engineer	Federal Highway Administration	C, R
Adam Anderson	FARS Analyst	DPS-OTS	C
Amanda Brandenburg	Vulnerable Road Users Program Manager	DPS-OTS	C
Sherri Brueggemann	DPS Deputy Director	DPS-OTS	C
Matthew Cambron	Motorcycle Regional Coordinator	DPS-OTS	C
Shannon Bryant	Traffic Safety Resource Prosecutor	Washoe County District Attorney	C, C/A
Amy Davey	Administrator	DPS-OTS	C
Carrie Krupp	Joining Forces Program Manager	DPS-OTS	C
Meg Matta	Impaired Driving Program Manager	DPS-OTS	C
Justin McDonald	Nevada Rider Program Administrator	DPS-OTS	C
Tiffany May Noel	Community Engagement & Diversity Outreach Coordinator	DPS-OTS	C
Mohammed Farhan	Principal Planner	Regional Transportation Commission of Southern Nevada (RTC)	C, R
Kevin Honea	Major	Nevada State Police	C, D, V
Karl Nieberlein	Project Manager	Tyler Technologies- Enforcement Mobile	C, C/A
Raul Ramirez	Electronics Technician 2	Nevada State Police	A, B, C
Sean Robinson	Senior Engineer	City of Las Vegas	C, R
Hao Xu	Assistant Professor	University of Nevada Reno	C, R
Shashi Nambisan	Director Transportation Research Center	University of Nevada Las Vegas (UNLV)	C, C/A, R
Christian Arteaga Sanchez	Researcher	University of Nevada Las Vegas	C
Jay Park	Researcher	University of Nevada Las Vegas	C
Noehealani Antolin	Grants and Research Director	UNLV School of Medicine	C, I
Lacey Tisler	Chief	NDOT Traffic Safety Engineering	C, R
Matt Williams	Transportation Analyst	NDOT Traffic Safety Engineering	C, R
Timber Wood	Associate Engineer	NDOT Traffic Safety Engineering	C, R
Jodi Swirczek	Transportation Analyst	NDOT Roadway Systems	C, R
Andrew Bennett	Director	Clark County Office of Traffic Safety	C, C/A
Mike Colety	Senior Vice President	Kimley-Horn	C, R
David Giacomin	Engineer/Data Analysis	Kimley-Horn	C, R

5. Traffic Records Strategic Approach

The Traffic Records Strategic Plan supports a formal approach for system improvements for Nevada's Traffic Records by identifying goals, objectives and projects to implement the recommendations from the 2021 State of Nevada Traffic Records Assessment.

This section includes the vision, mission, goals and objectives for the Traffic Records Strategic Plan.

Provide information on the development of the traffic records needs, vision, mission, goals, performance measures, traffic records assessment responses and indicators of performance achievement.

Traffic Records Strategic Plan Vision

Traffic safety professionals use linked traffic safety data to pinpoint specific traffic safety issues and associated strategies to eliminate all fatal and serious injuries on Nevada's roadways.

Traffic Records Strategic Plan Mission

To improve the use of relevant traffic records in support of the strategic implementation of traffic safety strategies for the elimination of deaths and serious injuries on Nevada's roadways so everyone arrives home safely.

Traffic Records Strategic Plan Goals

In support of Nevada's Strategic Highway Safety Plan (SHSP) and the Highway Safety Plan (HSP) this strategic plan specifies how Nevada's traffic safety partners will improve the six primary data quality attributes (Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility) for the six primary data components (Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance) in order to more effectively target strategies that reduce serious injuries and traffic fatalities towards Nevada's Zero Fatalities Goal.

The following are the Traffic Records Strategic Plan Goals and Objectives:

- For all agencies in Nevada that issue crashes and citations to effectively use electronic collection and reporting in the Enforcement Mobile (Brazos) system
    - Objective: Increase the number of agencies using e-crash and/or e-citation
    - Objective: Increase the percent of crash records that include race/ethnicity, if arrested, and if searched what was found
- To improve the quality of data within the Crash Data System
    - Objective: Improve the uniformity of the Crash Data System
- For crash data to be effectively used for data-driven decisions
    - Objective: Improve the timeliness of the Crash Data System
    - Objective: Improve the accuracy of the geolocation of the crash data
- For crash data to be able to be analyzed using linked Roadway Data
    - Objective: Increase the number of Data Elements in the Roadway Data File
- For trauma data to be able to be linked to crash data and analyzed to support safety initiatives
    - Objective: Increase the linkage of trauma records that are linked to crash records
- To improve the availability and use of citation and adjudication data
    - Objective: Determine best practices to apply in Nevada to improve the availability and use of citation and adjudication data

2021 Traffic Records Assessment Recommendations

The 2021 Traffic Records Self-Assessment resulted in recommendations for the following categories:

- Crash Data System
- Driver Data System
- Vehicle Data System
- Roadway Data System
- Citation/Adjudication
- Injury Surveillance

The list of all recommendations from the 2021 Assessment for Nevada and whether the recommendation is planned to be addressed this year or not is shown below. There is additional information regarding each recommendation following the list.

	Does State Intend to Address?
Crash Recommendations	
1. Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes
2. Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes
Driver Recommendations	
1. Improve the data dictionary for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Not in this fiscal year
2. Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Not in this fiscal year
Vehicle Recommendations	
1. Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Not in this fiscal year
2. Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Not in this fiscal year
Roadway Recommendations	
1. Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes
2. Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes

Citation and Adjudication Recommendations

1. Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes
2. Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Not in this fiscal year
3. Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes
4. Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes

Injury Surveillance Recommendations

1. Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes
2. Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes
3. Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes

Data Use & Integration Recommendations

1. Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes

The recommendations, status, and supporting activities are provided in the following subsections.

Crash Data System Recommendations from 2021 Assessment

1. Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

NDOT and OTS are leading numerous projects to improve the interfaces with the crash data system with the primary focus of increasing the number of agencies using the Brazos system, improving the completeness of geolocation data for crashes and the timeliness of the getting the crashes into the database.

Supporting Activities

Project Title or Activity Description Tyler Technologies Enforcement Mobile (Brazos) Software System, which will continue the maintenance of the Brazos system and expand capabilities including improving geolocation capabilities within the electronic reporting system by law enforcement officers.
Included in Highway Safety Plan: Yes, Project ID: TBD

Project Title or Activity Description: Enforcement Mobile (Brazos) Interface and Equipment, which provides support to partner agencies on the use of the crash data system.
Included in Highway Safety Plan: Yes, Project ID: TBD

Project Title or Activity Description: Additional Tablets and Wireless Printers
Included in Highway Safety Plan: Yes, Project ID: TBD

2. Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

NDOT and OTS are leading numerous projects to improve the data quality within the crash data system.

Supporting Activities

Project Title or Activity Description: Provide training of law enforcement officers on crash investigation and data entry.
Included in Highway Safety Plan: Yes, Project ID: TBD

Project Title or Activity Description Research best practices for improving the completeness and/or accuracy of crash data
Included in Highway Safety Plan: Yes, Project ID: TBD

Driver Data System Recommendations from 2021 Assessment

1. Improve the data dictionary for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

This recommendation is not planned to be addressed this fiscal year due to the current goals and objectives that are focused on improving the crash data, roadway, and injury surveillance systems. There are current activities to improve coordination with the DMV and put Nevada in position to address this recommendation in the future.

2. Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

This recommendation is not planned to be addressed this fiscal year due to the current goals and objectives that are focused on improving the crash data, roadway, and injury surveillance systems.

There are current activities to improve coordination with the DMV and put Nevada in position to address this recommendation in the future.

Vehicle Data System Recommendations from 2021 Assessment

1. Improve the procedures/process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

   Status

   This recommendation is not planned to be addressed this fiscal year due to the current goals and objectives that are focused on improving the crash data, roadway, and injury surveillance systems. There are current activities to improve coordination with the DMV and put Nevada in position to address this recommendation in the future.

2. Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

   Status

   This recommendation is not planned to be addressed this fiscal year due to the current goals and objectives that are focused on improving the crash data, roadway, and injury surveillance systems. There are current activities to improve coordination with the DMV and put Nevada in position to address this recommendation in the future.

Roadway Data System Recommendations from 2021 Assessment

1. Improve the procedures/process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

   Status

   NDOT is leading the effort on improving the roadway data system to include the MIRE elements.

   Supporting Activities

   Project Title or Activity Description: NDOT Roadway Systems MIRE Data Collection, which is an ongoing effort by NDOT's Roadway Systems and Traffic Safety Engineering Sections.
   Included in Highway Safety Plan: No (NDOT funded)

2. Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

   Status

   The status and supporting activities for this data quality control program for the Roadway data system are the same as for Roadway data system recommendation number 1.

Citation and Adjudication Systems Recommendations from [Year] Assessment

1. Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

OTS is leading the efforts to improve the interfaces with the citation data system with the primary focus of improving the availability of citation and adjudication data.

Supporting Activities

Project Title or Activity Description Tyler Technologies Enforcement Mobile (Brazos) Software System, which will continue the maintenance of the Brazos system and expand capabilities of the system related to citations.
Included in Highway Safety Plan: Yes, Project ID: TBD

2. Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

This recommendation is not planned to be addressed this fiscal year due to the current goals and objectives that are focused on improving the crash data, roadway, and injury surveillance systems. There are current activities to improve coordination with the DMV and put Nevada in position to address this recommendation in the future.

3. Improve the procedures/process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

OTS is leading the efforts to improve the procedures/process flows for the Citation and Adjudication systems.

Supporting Activities

Project Title or Activity Description Complete a review of best practices and provide recommendations to integrate adjudication, citation, and enforcement (ACE) data sets aimed to enhance safety of road users.
Included in Highway Safety Plan: Yes, Project ID: TBD

4. Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

The status and supporting activities for this recommendation are the same as those described for recommendations numbers one and three.

Injury Surveillance System Recommendations from 2021 Assessment

1. Improve the description and contents of the Injury Surveillance systems that reflect best practice identified in the Traffic Records Program Assessment Advisory.

Status

NDOT is leading the effort on improving the roadway data system through a contract with the University of Las Vegas School of Medicine.

Supporting Activities

Project Title or Activity Description: UNLV Nevada Road Users Linked Database Research, which includes efforts to improve the linkage of trauma data with crash data and to complete data analysis supporting traffic safety in Nevada.
Included in Highway Safety Plan: No (NDOT funded)

2. Improve the interfaces with the Injury Surveillance systems that reflect best practice identified in the Traffic Records Program Assessment Advisory.

Status

The status and supporting activities for this recommendation are the same as those described for recommendations number one.

3. Improve the data quality control program for the Injury Surveillance systems that reflect best practice identified in the Traffic Records Program Assessment Advisory.

Status

The status and supporting activities for this recommendation are the same as those described for recommendations number one.

Data Use and Integration Recommendations from 2021 Assessment

1. Improve the traffic records systems capacity to integrate data that reflect best practice identified in the Traffic Records Program Assessment Advisory.

Status

NDOT is leading efforts to improve the traffic records systems capacity to integrate data that reflect best practice identified in the Traffic Records Program Assessment Advisory.

Supporting Activities

Project Title or Activity Description: NDOT IT Traffic Records Database Assessment, which is evaluating options to integrate data in a common database.
Included in Highway Safety Plan: No (NDOT funded)

5.1 Traffic Records System Performance

This section demonstrates the annual progress for at least one of the data quality performance areas (timeliness, accuracy, completeness, uniformity, integration, accessibility).

Describe performance measure that addresses the quantitative progress requirement and submit supporting documentation demonstrating that quantitative improvements were achieved in the preceding 12 months. (no earlier than April of the previous calendar year as well as a comparative 12-month baseline period.)

Performance Measure 1: Traffic Records Core Database Improvement

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Performance Measure to Track Improvement
The number and percent increase of citations recorded by Las Vegas Metropolitan Police Department (LVMPD) in Enforcement Mobile.
Performance Measure Improvement Achieved
Nevada utilizes a single citation and crash database, accessed by all law enforcement agencies, to issue, investigate, collect, and report citation and crash data. LVMPD is Nevada's largest law enforcement agency serving Nevada's largest urban area. Prior to 2022, LVMPD only recorded citations issued by their traffic division officers in the central system. Nevada OTS worked with LVMPD to deploy several hundred additional handheld electronic data system crash/citation recording devices to enable all law enforcement officers to access data entry into the system. This has greatly increased the overall completeness of records in the central database and eliminated the unreliable process of issuing written paper citations for infractions.
Measurement Technique
The number and percent increase of citations recorded in Enforcement Mobile by LVMPD.

Date and Values for Progress Achievement	
Baseline Period **April 1, 2021 – March 31, 2022** Number of citations: 90,957	**Progress Period** **April 1, 2022 – March 31, 2023** Number of citations: 146,167 % increase: 60.7%

5.2 MIRE Fundamental Data Element Collection

To comply with 23 CFR Part 924.11, Nevada continues to track collection of MIRE Fundamental Data Elements (FDEs) and is on track to provide access to the MIRE FDEs for all public roads by September 30, 2026. The percentage of MIRE FDEs collected, and a summary of planned improvements are provided in the following sections.

5.2.1 MIRE Fundamental Data Elements Collected

The percentage of MIRE FDE that Nevada has collected is documented in the Highway Safety Improvement Program (HSIP) Annual Report. The latest percentages are included in the table below.

67% Total Percent of MIRE FDE Collected
80% Segment FDE Collected (Lacking # of through lanes, AADT and surface type for Locals.)
30% Intersection FDE Collected (Lacking intersection/junction geometry and traffic control.)
90% Interchange FDE Collected (Need clarification on Roadway type at beginning and end of ramp terminal.)

5.2.2 Anticipated Improvements

Recently completed actions include mapping subsequent overlap between HPMS and MIRE data elements, participation in Federal Highway Administration FDEs mapping report, the investigation of database management system to create a MIRE repository, and the collection and identification of safety gaps not addressed by MIRE, State, or Federal guidance.

5.2.3 Data Collection Methodology

Data extraction from the Road Video Lidar system is underway, and once completed, data will be utilized in safety tools and/or other tools. Data evaluation shall include HSIP quality control, ensuring the accuracy of safety data.

5.2.4 Agency Coordination

The collection of MIRE FDE has been an NDOT effort.

6. Traffic Records Projects

6.1 2024 Traffic Records Project Prioritization

Projects for traffic records were solicited as part of the OTS request for grants that was issued in January 2023 and then reviewed by a multi-agency review committee. The review committee reviewed projects against the goals and objectives of the TRCC and graded proposed projects for 405c funding based on the following criteria:

Problem Identification

- Local data supports the identified traffic safety problem

- The chosen Countermeasures clearly improves the identified problem
- Describes what is causing the problem

Project Goals

- Goals are realistic toward solving the problem
- Goals relative to the problem ID
- Goals coincide with traffic safety priorities

Project Objectives

- Objectives, targets and performance measures directly address the identified problem
- Objectives are specific, measurable and achievable
- Sufficient time allocated to achieve each objective
- Self-sustainability is addressed

Project Activities

- Demonstrates proven prevention/intervention strategies
- Timelines are adequately addressed and reasonable
- Activities are adequate & tied to objectives

Project Evaluation

- Indicates realistic methods of measuring progress towards each objective
- Indicates realistic method of measuring progress of each activity
- Indicates by whom and when evaluation will be performed
- Includes baseline data to indicate progress

Budget

- Adequate budget detail is provided
- Proposed budget seems realistic for project scope
- Budget includes adequate matching funds and source

Other

- Application proposes coordination w/other agencies

6.2 Traffic Records System Improvement Project Listing

This section outlines the traffic records system improvement projects that are recommended for support. Projects are presented in **Table 2**.

Table 2. Traffic Records Improvement Project Listing

Project Title	Statewide Goal(s)	Lead Agency	Anticipated Funding Source
Enforcement Mobile Working Group	To improve the quality of data within the Crash Data System	OTS	405c
Enforcement Mobile Interface and Equipment	For all agencies in Nevada that issue crashes and citations to effectively use electronic collection and reporting in the Enforcement Mobile (Brazos) system	OTS	405c
Tyler Technologies Enforcement Mobile Software System	For all agencies in Nevada that issue crashes and citations to effectively use electronic collection and reporting in the Enforcement Mobile (Brazos) system	OTS	NDOT
Research to Improve Crash Data Quality with AI Technology	To improve the quality of data within the Crash Data System with the use of artificial intelligence (AI) technology	OTS	405
TRCC Integration	For crash data to be effectively used for data-driven decisions	OTS	405c
Nevada State Health Trauma Registry	To improve access to trauma registry data in coordination with UNLV School of Medicine.	OTS	405c
Research Citation and Adjudication Best Practices	Determine best practices to apply in Nevada to improve the availability and use of citation and adjudication data	NDOT	NDOT
NDOT MIRE Data Improvements	Increase the number of MIRE Fundamental Data Elements in the Roadway Data File	NDOT	NDOT
UNLV STOP Grant	Statistical Transparency of Policing, analyzing race and ethnicity from traffic citations	OTS	1906
UNLV Nevada Road Users Linked Database System	For trauma data to be able to be linked to crash data and analyzed to support safety initiatives	NDOT and UNLV School of Medicine	NDOT

7. Data Quality Management

7.1 Statewide Performance Measures and Metrics

This section outlines the statewide performance measures and metrics that the TRCC will use to monitor data quality improvement projects. Performance measures for tracking proposed projects are presented in **Table 3**.

Table 3. Performance Measures Summary – Under Development and Review

Goal	Objective(s)	Performance Measure(s)	Data Quality	Data System	Baseline Metric	Progress Metric
For all agencies in Nevada that issue crashes and citations to effectively use electronic collection and reporting in the Enforcement Mobile (Brazos) system	Increase the number of agencies using e-crash and/or e-citation	Number of agencies added to e-crash and/or e-citation	Completeness	Crash and Citation/ Adjudication	0	1
For all agencies in Nevada that issue crashes and citations to effectively use electronic collection and reporting in the Enforcement Mobile (Brazos) system	Increase the percent of crash records that include race/ethnicity, if arrested, and if searched what was found	Percentage of crash records that include race/ ethnicity	Completeness	Crash and Citation/ Adjudication	0	90
To improve the quality of data within the Crash Data System	Improve the uniformity of the Crash Data System	Host training	Uniformity	Crash	0	1
To improve the quality of data within the Crash Data System	Improve the uniformity of the Crash Data System	Complete Research Study	Uniformity	Crash	0	1
For crash data to be effectively used for data-driven decisions	Improve the timeliness of the Crash Data System	Traffic Records Crash Timeliness Median Days	Timeliness	Crash	Greater than 12	4
For crash data to be effectively used for data-driven decisions	Improve the completeness of the geolocation of the crash data	Percentage of geolocated crash data within the Brazos	Completeness	Crash	Less than 80	80
For crash data to be effectively used for data-driven decisions	Improve the completeness of the geolocation of the crash data	Percentage of geolocated crash data within the NCATS	Completeness	Crash	Less than 90	95
For crash data to be able to be analyzed using linked Roadway Data	Increase the number of MIRE Fundamental Data Elements in the Roadway Data File	Percentage of segments with all MIRE FDEs	Completeness	Roadway	80	85
For crash data to be able to be analyzed using linked Roadway Data	Increase the number of MIRE Fundamental Data Elements in the Roadway Data File	Percentage of intersections with all MIRE FDEs	Completeness	Roadway	30	35
For traffic records data to be able to be analyzed to identify the location of risky road user behaviors so preventative measures can be taken	Evaluate the use of new data sources to identify the location of risky road user behavior	Completed Study	Completeness	Roadway	0	1
For trauma data to be able to be linked to crash data and analyzed to support safety initiatives	Increase the linkage of trauma records that are linked to crash records	The percentage of appropriate records in the trauma database that are linked to the crash file	Integration	Injury Surveillance	63	64
To improve the availability and use of citation and adjudication data	Determine best practices to apply in Nevada to improve the availability and use of citation and adjudication data	Completed Study	Completeness	Citation/ Adjudication	0	1

8. Commitment to the Strategic Plan

8.1 Traffic Records Strategic Plan Implementation

Nevada is committed to implement the Traffic Records Strategic Plan. The TRCC will monitor, track and evaluate implementation of the plan. The TRCC meets a minimum of quarterly and uses on online action tracking tool accessible by the TRCC Chair, Vice Chair and action leads.

NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY (NVACTS) BYLAWS

ARTICLE 1 – NAME

1.1 This organization shall be called the Nevada Advisory Committee on Traffic Safety (NVACTS) hereinafter referred to as the NVACTS.

ARTICLE 2- AUTHORITY

2.1 The authority for establishing NVACTS is found in the State of Nevada Revised Statutes (NRS) Chapter 408, which creates the Advisory Committee on Traffic Safety within the Department of Transportation.

2.2 The Advisory Committee shall review, study and make recommendations regarding:

2.2.1 Evidence-based best practices for reducing or preventing deaths and injuries related to motor vehicle crashes on roadways in this State;

2.2.2 Data on motor vehicle crashes resulting in death or serious bodily injury in this State, including, without limitation, factors that cause such crashes and measures known to prevent such crashes;

2.2.3 Policies intended to reduce or prevent deaths and injuries related to motor vehicle crashes on roadways in this State; and

2.2.4 Any other matter submitted by the Chair.

2.3 NVACTS shall prepare and submit to the Governor and to the Director of the Legislative Counsel Bureau for transmittal to the Legislature an annual report concerning the activities of the Advisory Committee that addresses, without limitation, any issue reviewed or studied, and any recommendations made by the Advisory Committee.

ARTICLE 3 - PURPOSE AND FUNCTION

3.1 The NVACTS shall review, study and make recommendations regarding:

3.1.1 Evidence-based best practices for reducing or preventing deaths and injuries related to motor vehicle crashes on roadways in this State;

3.1.2 Data on motor vehicle crashes resulting in death or serious bodily injury in this State, including, without limitation, factors that cause such crashes and measures known to prevent such crashes;

3.1.3 Policies intended to reduce or prevent deaths and injuries related to motor vehicle crashes on roadways in this State; and

3.1.4 Any other matter submitted by the Chair.

3.1.5 NVACTS will provide guidance to state, county, all local agencies, and tribal communities that incorporate a commitment to traffic safety in their mission and/or organization.

3.1.6 NVACTS will review and approve a strategic plan that will impact the present and predicted statistics on vehicle-related deaths and injuries, focusing on key emphasis areas and containing strategies designed to improve major problem areas or to advance effective practices by means that are both cost-effective and acceptable to the majority of Nevada's citizens.

3.1.7 NVACTS will establish and publish statewide highway safety goals and objectives.

3.1.8 NVACTS will create the mechanisms to foster multidisciplinary efforts to resolve statewide traffic safety problems and issues through communication and cooperative agreements.

3.1.9 NVACTS will serve as the Traffic Records Executive Committee (TREC) for the State of Nevada and oversee the activities of the Traffic Records Coordinating Committee (TRCC). Each NVACTS member agency is eligible to have one responsible representative designated by their agency on the TRCC.

ARTICLE 4 – MEMBERSHIP

4.1 The members of the Advisory Committee shall elect from their voting membership a Chair and a Vice Chair. The Chair shall preside at the meetings of the NVACTS. If the Chair is unable to attend, then the Vice Chair shall assume the duties of the Chair.

4.2 The term of office of the Chair and the Vice Chair is 2 years. If a vacancy occurs in the office of Chair or Vice Chair, the members of the Advisory Committee shall elect a Chair or Vice Chair, as applicable, from among its voting members to serve for the remainder of the unexpired term.

4.3 NVACTS shall consist of:

Director (or designee), Department of Transportation (NDOT)

Representative (appointed by NDOT Director) of NDOT

Director (or designee), Department of Health and Human Services (DHHS)

Director (or designee), Department of Motor Vehicles (DMV)

Director (or designee), Department of Public Safety (DPS)

Representative (appointed by DPS Director) of DPS

Superintendent (or designee), Department of Education (DED)

Member, Nevada State Assembly Standing Committee on Growth and Infrastructure (appointed by Speaker of the Assembly)

Member, Nevada State Senate Standing Committee on Growth and Infrastructure (appointed by Majority Leader of the Senate)

Representative (appointed by the Chief Justice of the Supreme Court of Nevada), Administrative Office of the Courts (AOC)

Representative (appointed by Inter-Tribal Council of Nevada (ITCN)), Tribal Governments

Representative (appointed by NDOT Director), Nevada System of Higher Education

Representative (appointed by NDOT Director), Nevada System of Higher Education

Representative, Regional Transportation Commission of Southern Nevada (RTCSNV)

Representative, Regional Transportation Commission of Washoe County (RTC)

Representative, Carson Area Metropolitan Planning Organization (CAMPO)

Representative, Tahoe Regional Planning Agency (TRPA)

Representative, Nevada Association of Counties (NACO)

Representative, Nevada League of Cities

Representative, Nevada Sheriffs' and Chiefs' Association (NSCA)

The Director of the Department of Transportation may appoint as nonvoting members of NVACTS such other persons as the Director deems appropriate.

4.3.1 The term of office of each member appointed to the Advisory Committee is 2 years. Such members may be reappointed for additional terms of 2 years in the same manner as the original appointments. Any vacancy occurring in the appointed voting membership of the Advisory Committee must be filled in the same manner as the original appointment not later than 30 days after the vacancy occurs.

4.3.2 Member organizations may designate a proxy to serve on the committee when the member identified in 4.3 is unable to attend. This notice shall be in writing and directed to the Chair.

ARTICLE 5 - VOTING

5.1 A majority of the voting members of the Advisory Committee constitutes a quorum for the transaction of business. If a quorum is present, the affirmative vote of a majority of the voting members of the Advisory Committee present is sufficient for any official action taken by the Advisory Committee.

ARTICLE 6 - COMPENSATION

6.1 Each member of the Advisory Committee serves without compensation and is not entitled to receive a per diem allowance or travel expenses.

ARTICLE 7 – MEETINGS

7.1 The Advisory Committee shall meet at least once each calendar quarter and may meet at such further times as deemed necessary by the Chair.

7.2 NVACTS members may submit agenda items no later than 12 working days before a scheduled meeting, to the Nevada Department of Transportation Traffic Safety Engineering Division. These agenda items will be approved by the Chair and will be distributed to the NVACTS members seven days prior to the scheduled NVACTS meeting date.

7.3 Meetings will comply with the Nevada Open Meeting Law (NRS 241).

7.4 The deliberations at NVACTS meetings shall be in accord with Robert's Rules of Order-Newly Revised.

ARTICLE 8 - TASK FORCE WORKING GROUPS

8.1 The Advisory Committee may establish such working groups, task forces and similar entities from within or outside its membership as necessary to address specific issues or otherwise to assist in its work.

8.2 Each Task Force Working Group will be required to analyze the issue assigned, determine cause and develop solutions and strategies for addressing the contributing factors of the subject matter assigned.

8.2.1 A member of NVACTS shall chair each Task Force Working Group.

8.2.2 The size and composition of a Task Force Working Group will be determined by the appointed chair.

8.2.3 Task Force membership should not be limited to members of the NVACTS, and when possible, they will be composed of a diverse selection of representatives

from state, federal, county, local, and tribal agencies in an effort to ensure all aspects of the topic are identified and addressed.

8.2.4 Task Force Working Groups should meet as frequently as needed.

8.2.5 Meetings/discussions may be conducted by video teleconference, conference call and/or e-mail.

8.2.6 The Task Force Working Group members shall receive no compensation other than that received from their own agency/organization. The Task Force Working Group shall not reach a decision by a vote or consensus. No motions or resolutions are to be presented. No decisions for or recommendations to the board are to be made. The Task Force Working Groups shall not speak to or be recognized by the board as a single voice on any issue.

8.2.7 Task Force Working Groups will be considered working groups and therefore not subject to the provisions of Nevada Open Meeting laws, rules, and regulations.

Note: If a Task Force Working Group engages in deliberation or decision making, is assigned by NVACTS to formulate policy or carry out planning functions, is delegated the task of making decisions for or recommendations to NVACTS, or is recognized by NVACTS as speaking with one voice, it shall be subject to the Nevada Open Meeting Law.

8.3 Task Force Working Groups will report to the NVACTS as directed.

ARTICLE 9 - TECHNICAL SUPPORT STAFF

9.1 The Department of Transportation shall provide administrative support to NVACTS. The Staff shall:

9.1.1 Coordinate the activities of NVACTS to include making all logistical arrangements required for meetings.

9.1.2 Provide a note taker and staff person to comply with the Nevada Open Meeting Law.

9.1.3 Provide research assistance and statistical data to the NVACTS.

9.1.4 Prepare and publish plans and documents at the direction of NVACTS.

9.1.5 Establish and maintain a website for NVACTS designed to further the sharing of crash data, organizational safety planning, research, and other relevant information pertinent to the Committee.

ARTICLE 10 - ADOPTION and AMENDMENTS

10.1 These bylaws shall be initially adopted by a majority vote of the members present at the second meeting.

10.2 These bylaws may be amended at any regular meeting of NVACTS by a majority vote of the voting members present.

Approved by action of the Committee at the meeting on Tuesday, February 1, 2022

NEVADA DOT

SAFE AND CONNECTED

Nevada Department of Transportation

Vulnerable Road User Safety Assessment

November 15, 2023

Table of Contents

Appendices

Table of Figures

Table of Tables

List of Acronyms

BIL	Bipartisan Infrastructure Law
GIS	Geographic Information System
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
IR	Interstate Road
MPO	Metropolitan Planning Organizations
NDOT	Nevada Department of Transportation
OTS	Office of Traffic Safety
RTC	Regional Transportation Commission
RTPO	Regional Transportation Planning Organization
VRU	Vulnerable Road User

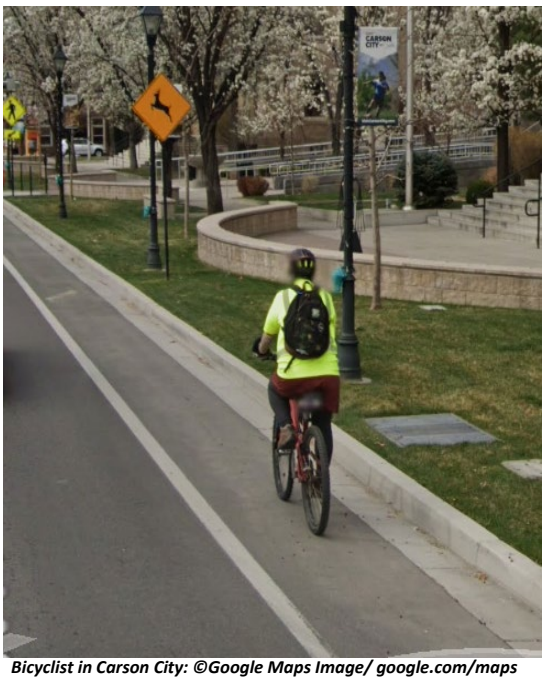
Project Background

The Nevada Department of Transportation (NDOT) Traffic Safety Engineering Division has developed the Vulnerable Road User (VRU) Safety Assessment as described in 23 U.S.C. 148(1), as amended by the Infrastructure Investment and Jobs Act (IIJA)(Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" (BIL). Traffic Safety Engineering has developed this VRU Safety Assessment as part of the Highway Safety Improvement Program (HSIP) in accordance with 23 U.S.C. (1).

A VRU is someone who faces an elevated risk of injury or harm in traffic scenarios due to the absence of protective features typically found in motor vehicles. VRUs encompass pedestrians, cyclists, and individuals using wheelchairs, among others. Below you will find NDOTs VRU Safety Assessment plan along with an approach to meeting each requirement and addressing their specific needs.

Overview of VRU Safety Performance

- Present historical trends for VRU fatalities and serious injuries over the past five years.
- Disaggregate trends by user type (pedestrian, pedal cyclist, wheelchair, etc.).
- Compare VRU safety performance to overall crash data performance.
- Describe progress towards meeting safety performance targets for nonmotorized users.



Bicyclist in Carson City: ©Google Maps Image/ google.com/maps

Summary of Quantitative Analysis

- The most current five years of VRU-involved crash data (2016 - 2020) was used to identify high-risk areas throughout Nevada.
- The data was cross-referenced with census data for an equity analysis to highlight community areas where poverty and racial disparities are present.
- The VRU pedestrian primary residence zip code was analyzed to determine specific areas where there is a higher population of affected persons.
- A list of high-risk areas for VRUs were identified based on purchased data which is based on five major events: harsh braking, harsh acceleration, phone handling, near miss, and suspected collision.

Summary of Consultation

- NDOT Traffic Safety Engineering engaged rural communities during the County Consultation process in high-risk areas.Nevada Metropolitan Organizations (MPOs) collaborated with NDOT to share information with communities. RTC provided transit stop data for Clark and Washoe counties, shown in VRU maps (Appendix A and B).NDOT Provided a summary of the outcomes (i.e., safety concerns and potential solutions) at the consultation for each high-risk area.

Program of Projects or Strategies

- NDOT Identified the program of projects and strategies to reduce the safety risks for VRUs in the high-risk areas. These strategies and/or countermeasures were disseminated to all districts, counties, and MPOs.

Safe System Approach

- The Safe System Approach as detailed in the National Roadway Safety Strategy by the United States Department of Transportation was integral to the NDOT VRU Safety Assessment.

Overview

The VRU Assessment is another tool improving safety for VRUs in Nevada. The assessment outlines several strategies NDOT and all traffic safety entities throughout the state will work on together to implement. These strategies are important as they are developed to address the root causes of crashes involving VRUs. By investing in infrastructure, educating drivers, and enacting laws and ordinances, NDOT and stakeholders can make Nevada's roads safer for everyone.

Vulnerable road users: © New York State DMV / dmv.ny.gov

From 2016-2020 fatal VRU crashes accounted for 6.11% of VRU crashes throughout Nevada. Non-serious injury crashes were the most prevalent VRU crash type in Nevada, accounting for over a third of all VRU crashes at 37.94%. Claim/possible injury crashes were the second most common type of VRU crash at 34.98%, followed by Serious injury crashes at 12.73%, property damage-only crashes were the fourth most common at 7.18%, and 1.07% were unknown injury crashes. VRU involved fatal crashes account for the growing share of fatalities on Nevada's roadways.

The analysis found most VRU crashes occur near bus stops, fast food restaurants, grocery stores, health clinics, parks, and schools. The zip code data utilized from the U.S. Census Bureau determined VRUs aren't necessarily involved in crashes in their own neighborhoods, but rather neighborhoods they are traveling to in the community to use amenities.

The data also exhibited VRUs are struck the most in October and the least in July. It can be concluded due to most of the crashes occurring in Clark County that the heat index makes people less active outdoors in July versus in October.

The most common time for VRUs to be struck by vehicles is between 1:00 PM and 6:00 PM. The least common times are between 10:00 PM and 4:00 AM. From 1:00 PM through 6:00 PM, people are more likely to be outside walking, biking, or using other forms of transportation. The increased exposure of VRUs means they are more likely to be seen by drivers, but it also indicates they are more likely to be involved in a collision. In contrast, there are fewer VRU's and vehicles on the road between 10:00 PM and 4:00 AM.

The number of VRU fatalities in Nevada has been on an upward trend in recent years. In the years 2016 through 2020, there were a total of 391 VRU fatalities. In the first eight months of 2023, there have been 61 VRU fatalities. This is a concerning trend, and it is important to take steps to reduce the number of VRU fatalities on Nevada roadways.

Prioritizing VRU Safety in All Investments and Projects

A recent analysis of VRU crash data revealed there are high-risk areas in some Nevada counties, but not all. Clark County had the most VRU-involved crashes, and there is a strong correlation between VRU-involved crashes and bus stop locations in both Clark and Washoe counties. In rural Nevada, the connection between VRUs and rural roads is not as strong. Most VRU crashes happen in town centers and main traffic routes.

Transit Stop in Clark County: ©Google Maps Image/ google.com/maps

NDOT is working with other entities to improve the decision-making process by prioritizing allocation of funds for projects that will enhance VRU safety throughout the state. NDOT is also working with these organizations to develop a program of projects or strategies to reduce safety risks to VRUs in areas identified as high-risk. These projects or strategies could include:

- **Sidewalks:** provide a safe place for VRUs to walk, and they can help to reduce the number of crashes involving VRUs and vehicles.
- **Bike lanes:** provide a safe place for cyclists to ride, and they can help to reduce the number of crashes involving cyclists and vehicles.
- **Traffic calming measures**: such as speed bumps and narrower lanes, can help to reduce the speed of traffic and make it safer for all VRUs.
- **Bus stop safety:** Installing raised bus stops, traffic calming, and high visibility crossings, making it easier for VRUs to cross the street in front of bus stop locations.

In addition to these physical improvements, NDOT is working with other stakeholders to implement ongoing education and enforcement programs to raise awareness of the dangers faced by VRUs and to encourage drivers to take extra care. These programs may include:

- **Prioritizing funding for VRU safety:** VRUs are more vulnerable to injury or death in crashes than motorists, so it is imperative to prioritize funding for projects that make roads safer for them.
- **Launching public awareness campaigns:** to help to educate drivers and VRUs about the importance of safety and how to avoid crashes.
- **Supporting Enforcement:** Law enforcement can help to deter dangerous driving behaviors by enacting or enforcing traffic laws.
- **Comprehensive approach to VRU safety:** there is no single solution to the problem of VRU safety. NDOT will take a comprehensive approach, which includes a variety of projects and strategies.
- **Ongoing NDOT monitoring**: to track the effectiveness of these projects or strategies to ensure they are making a positive impact on safety. This will be done by collecting data on crash rates and other metrics.

Equity

Equity Image: ©ctps.org/equity

Following a thorough examination of all 17 Nevada counties, the study concentrated on areas with annual incomes around or below $35,000. Despite not meeting the criteria, some counties were included in our report due to their high crash rates and/or frequency in areas with a high concentration of amenities utilized by VRUs. NDOT VRU crash data confirmed there is a correlation between VRU crashes and high-poverty neighborhoods in most counties, but not all. Pedestrian fatalities occur 184% more in households with an average household income less than $50,000, based on the Making Nevada Safer Fact Sheet attached in *Appendix L*.

Equity data (average income and racial disparity) from the U.S. Census Bureau was gathered and overlaid (a process of combining two or more layers of spatial data to create a new layer that contains the attributes and features of both layers) to highlight the neighborhoods. The data was then cross-referenced with NDOT VRU crash data to display on maps *(Appendix A-L)*. The study revealed a correlation between the two data sets, which showed VRUs who live in high-poverty neighborhoods often use public transportation as their main mode of travel.

Our assessment has found people and areas with low incomes are at a greater risk of being injured or killed in a traffic crash as a VRU. This is because these individuals are more likely to live in areas with inadequate infrastructure for pedestrians and cyclists, and they are more likely to have to walk or bike long distances to reach essential services. For example, a person living in a low-income area may have to walk several miles to get to a grocery store or a healthcare facility. These areas often have high traffic volumes and speeding drivers, which further increases the risk of a crash.

Driver age is an important factor to consider when assessing VRU crashes. The most common driver age group involved in VRU crashes is 25-64 years old, which represents the largest number of drivers in the United States. Drivers in this age group are more likely to engage in risky driving behaviors, such as speeding, distracted driving, and tailgating. They are also more likely to be fatigued, as they are more likely to be employed in jobs that require long hours.

Assessment

NDOT is committed to improving the safety of all road users and reducing the safety risks for VRUs in high-risk areas. Maps included in the appendix, and statistical analyses for the crashes in each area within each individual county were produced, and helped identify the following:

- **Identifying high-risk areas:** using a variety of data sources to identify areas where VRUs are more likely to be involved in crashes. This data includes crash reports, traffic counts, and land use information. Once high-risk areas have been identified, NDOT conducts a more detailed analysis of crash data to identify the factors that contribute to crashes involving VRUs.

Bike Lane in Reno, NV: ©Google Maps Image/ google.com/maps

- **Community Engagement:** including VRUs, law enforcement, and transportation engineers to identify potential solutions to improve safety for VRUs. This consultation helps to ensure the solutions are feasible and effective.
- **Investing in infrastructure**: designed to protect VRUs, such as sidewalks, bike lanes, and crosswalks. These features can help to reduce the risk of crashes by providing a safe place for VRUs to travel.
- **Educating drivers:** about the dangers of driving with VRUs present. This education can help drivers to be more aware of VRUs and to take extra precautions when driving near them.
- **Collaborating with MPOs and local government agencies:** to implement safety improvements for VRUs. This collaboration can help to ensure safety improvements are coordinated and effective.
- **Enacting laws and ordinances for drivers:** making it safer for VRUs to travel. These laws and ordinances can help to reduce the number of crashes involving VRUs.

NDOT is committed to working with all stakeholders to make Nevada's roads safer for all users. By taking the steps outlined in this assessment, it will be possible to reduce crashes involving VRUs.

Consultation with Local Governments, MPOs, and Regional Transportation Planning Organizations

The ability to share and receive information and data from different organizations provides a multifaceted insight. These organizations, along with NDOT, have staff with expertise in transportation planning, engineering, and traffic safety. This expertise was invaluable in identifying high-risk areas and implementing solutions for VRUs. Giving others the ongoing chance to share their community knowledge can be used to ensure VRU assessments are relevant to the needs of the people they are designed to protect.

RTC Bus station Reno, NV: ©Bob Conrad/ www.thisisreno.com

Bus stops or near bus stop areas were the most common location for VRU injuries and fatalities in Nevada. This is mainly due to distracted drivers, increased traffic in these areas, accessibility to a crosswalk in a reasonable distance to the stop, and poor visibility. RTC provided NDOT with data on transit stop locations throughout Clark and Washoe counties, which are displayed on the VRU maps *(Appendix A and B).* NDOT has invited RTC to meetings and will work with the commission to address concerns about safety for VRUs at or around RTC facilities. By collaborating, NDOT and RTC can work to address and improve safety concerns at bus stops.

NDOT also collaborated with MPOs to disseminate data, will participate in county commission meetings for rural outreach, and interacted and collected information from VRUs who regularly navigate these high-risk areas in their daily lives.

Program of Projects or Strategies

Listed below are some of the programs and strategies planned to be incorporated to reduce the safety risks for VRUs in high-risk areas.

Engineering improvements

- **Installing** sidewalks, bike lanes, and traffic calming measures. Sidewalks and bike lanes provide a dedicated space for VRUs to travel.
- **Traffic calming measures** can help to slow down traffic and make it safer for VRUs to cross the street.

Share the Road Sign Clark County: © Dan Burden / pedbikeimages.org

Innovative Solutions

- **Protected bike lanes** are separated from traffic by a physical barrier, such as a curb or a barrier made of plastic or metal bollards. This helps to protect cyclists from traffic and make them more visible to other road users.
- **Low speed zones** are areas where the speed limit is reduced to 20 mph or less. This helps to slow down traffic and make it safer for VRUs to cross the street or walk along the side of the road.
- **Shared space** a type of road design that eliminates traditional traffic controls, such as stop signs and traffic lights. This forces drivers and VRUs to share the road and be more aware of each other.

Traffic Safety Management

- **Raising awareness:** raise awareness of the dangers faced by VRUs.
- **Education:** programs can teach VRUS about the importance of following the rules of the road and being aware of their surroundings.

It is important to note, there is no single solution that will work in every road environment. The best approach will vary depending on the specific circumstances of each high-risk area. However, implementing a combination of engineering improvements, innovative solutions, and traffic safety management, NDOT and stakeholders can make roads safer for VRUs and reduce the number of crashes involving them.

In addition to the above, there are other alternatives that can be done to improve safety for all road users:

- **Gear**: encourage VRUs to wear bright clothing and use reflective gear. This will make them more visible to drivers.
- **Be aware:** of your surroundings when driving, walking, or biking. Pay attention to traffic and be prepared to move out of the way.
- **Traffic Regulations:** Drivers respecting designated speed limits, coming to a complete halt at stop signs, and actively yielding the right-of-way to both VRUs and vehicles. Pedestrians and bicyclists should adhere to crosswalk signals, use designated paths, and prioritize their safety while navigating roadways.
- **Patience:** Stay calm whether waiting to cross the street or for a pedestrian to pass in front of your vehicle. Emphasize safety over speed.

Data Driven Process

A comprehensive analysis of VRU crash data from 2016 through 2020 was used to identify high-risk areas throughout Nevada. This crash data is based on events that generated a law enforcement response and is unlikely to be a complete data set. In addition, this data was overlaid with U.S. Census data to conduct an equity analysis, highlighting communities where poverty and racial disparities are present.

The VRU Safety Assessment separated crashes by severity type: fatal, suspected serious injury, suspected non-serious injury, claimed/possible injury, and property damage only. Using geographic information systems (GIS), these crashes were joined to all statewide routes to produce accurate locations where the crashes occurred. Each county's hospital, emergency clinic, fire station, law enforcement, and bus stop locations if available were added to the maps to determine what facilities were present in each area selected.

Vulnerable road user, Bicycle, Motorcycle © zerofatalitiesnv.com

Zip code data where the VRU resided, not where the crash occurred, was analyzed to determine if there were zip codes where there was a higher incidence of VRUs being involved in crashes.

The data was further analyzed and displayed in graphs showing demographics in multiple categories, such as time of day, age of driver and more. Maps and statistical analyses for the crashes in each area within each individual county were produced. A list of the high-risk areas to VRUs was identified based on the data and demographics information.

NDOT purchased near miss/vulnerable road user data to utilize in the assessment. This service employs a machine learning model to identify, locate, and assess potential near misses for VRUs. Historical and contextual data are used to identify VRU crash patterns and risky areas. This data is based on five major events: harsh braking, harsh acceleration, phone handling, near miss, and suspected collision. This information will use driving behavioral data to determine where and when road safety issues may occur. NDOT will use this data to help focus on areas of concern and improve road safety for VRUs.

Identification of High-Risk Areas

The following are the outcomes of the consultation for each high-risk area:

- High traffic volume
- Poor roadway conditions
- Lack of sidewalks and bike lanes
- Speeding drivers
- Distracted drivers
- Lack/Inadequate facilities.

The assessment focused on 10 out of 17 counties in Nevada. The seven excluded counties experienced a combined 16 crashes with 3 fatalities between 2016 and 2020. These exclusions were due to low crash rates, rare VRU incidents, or remote rural locations. The data will represent more injuries than crashes; this is because multiple VRUs can be injured in a single crash event.

These statistics are based on VRU data only. These crashes only include crashes which involved VRUs.

Clark County

Figure 1 Clark County VRU Crashes by Year

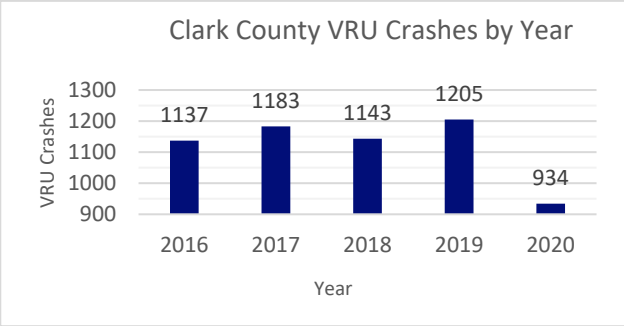
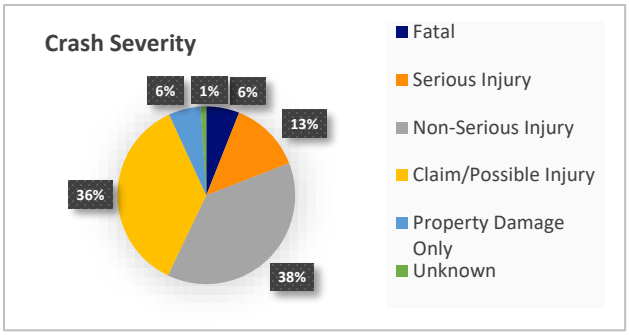


Figure 2 Clark County VRU Crash Severity



Clark County, Nevada has the highest number of VRU crashes in the state. In a five-year assessment from 2016 through 2020, there were 5,602 VRU crashes in Clark County, for an average of 1,120 crashes per year. The percentage of crashes varied slightly by year, with 2019 having the highest percentage of 22% and 2020 having the lowest percentage of 17%.

The top 5 zip codes involving VRUs in Clark County crashes are listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89101	**432**	Location: Las Vegas – Clark County Covers downtown Las Vegas, the Arts District, and residential areas.
89121	**275**	Residential neighborhoods near Flamingo Road and Eastern Avenue.
89119	**273**	Around McCarran International Airport, includes residential housing, hotels, and enterprises.
89030	**273**	Northern Part of Clark County, Nevada Mix of residential zones and community amenities
89108	**229**	Northwest of downtown Las Vegas, Nevada Residential neighborhoods, apartment complexes, and local businesses.

Table 1 Top zip codes involving VRUs in Clark County

In Clark County, most crashes are not fatal or serious. However, even non-serious crashes can result in injuries. The most common severity type of VRU-involved crashes in Clark County was non-serious injury, accounting for 38% of all crashes. Fatal crashes were one of the least common, accounting for 6% of all crashes. Claim/possible injury was the second most severe with 36%, followed by serious injury at 13%, property damage only at 6%, and the remaining crashes are unknown injury at 1%.

In Clark County, the most significant factor to VRU crashes was attributed to "apparently normal" driver behavior, constituting a substantial 68% of incidents. Those cases involved drivers who exhibited no evident impairment or distraction form a substantial portion. Other contributing factors in descending order include cases categorized as unknown at 22%, other improper driving at 3%, hit-and-run incidents at 2%, inattention/distraction at 2%, and driving under the influence at 2%. Drug involvement comprised 1% of incidents.

The most common age group for VRU crash drivers for Clark County was 25 - 64 years old, accounting for 55% of all crashes, while drivers 65 and older accounted for 12% of all crashes. Drivers from the age of 16-54 was at 11% and 22% of drivers age was unknown.

Washoe County

Figure 3 Washoe County VRU Crashes by Year

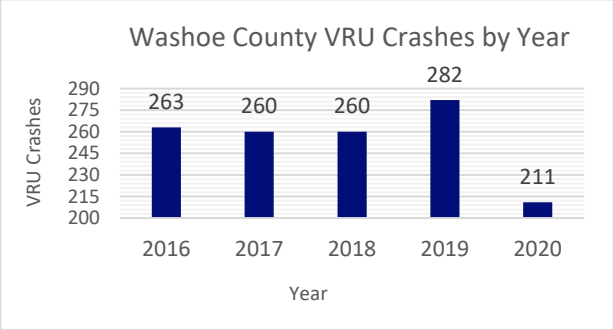
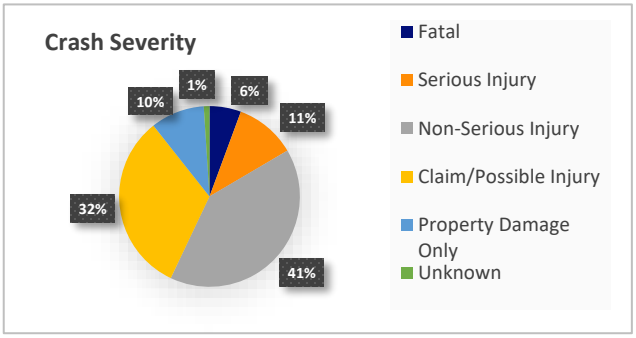


Figure 4 Washoe County VRU Crash Severity



In Washoe County, Nevada, there were 1,276 VRU crashes between 2016 through 2020. The number of VRU crashes in Washoe County has remained relatively stable over the past five years, with an average of 255 crashes per year. However, the percentage of crashes by year has varied, with 2019 having the highest percentage of 22% and 2020 having the lowest percentage of 17%.

The top 5 zip codes involving VRUs in Washoe County crashes are listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89502	**225**	Location: Reno – Washoe County Encompasses various neighborhoods and commercial zones.
89431	**155**	Located within the city of Sparks, Nevada Covers different neighborhoods and commercial areas.
89512	**115**	Located within the city of Reno, Nevada Includes neighborhoods and commercial districts.
89503	**74**	Located within the city of Reno, Nevada Encompasses neighborhoods and commercial districts
89434	**64**	Located East of Sparks Encompasses the towns of Lockwood, McCarren, and Patrick along Interstate Road (IR) 80.

Table 2 Top zip codes involving VRUs in Washoe County

The severity of VRU crashes in Washoe County varied widely, of which 6% of VRU crashes resulted in the death of the VRU, 11% of VRU crashes resulted in serious injuries, 41% of VRU crashes resulted in non-serious injuries, 32% of VRU crashes resulted in claimed/possible injuries, 10% of VRU crashes resulted in property damage only, and 1% of VRU crashes were of unknown severity.

The data underscores the prominence of "apparently normal" behavior as the leading factor in Washoe County incidents at 66%. Instances of unknown factors accounted for 24%, reflecting the complexities involved. Minor percentages involved other improper driving at 3% and obstructed views at 2%. Driver fatigue or impairment, as well as cases involving drivers under the influence, each contributed 2%. Drug involvement was minimal at 1%. Additionally, rare hit-and-run incidents made up 0.2%.

Many of the drivers involved in VRU crashes in Washoe County were between the ages of 25 and 64 at 52%, while drivers 65 and older accounted for 13%. Drivers from the age of 16-54 was at 13% and 22% of drivers age was unknown.

Carson City

Figure 5 Carson City VRU Crashes by Year

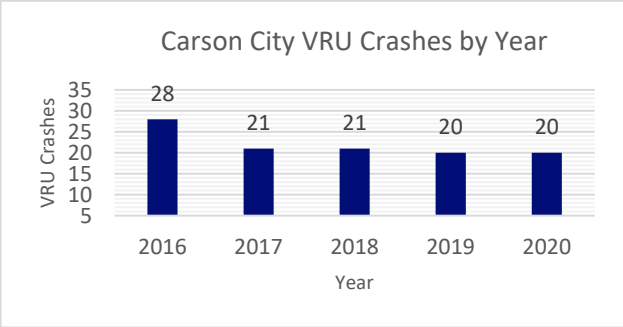
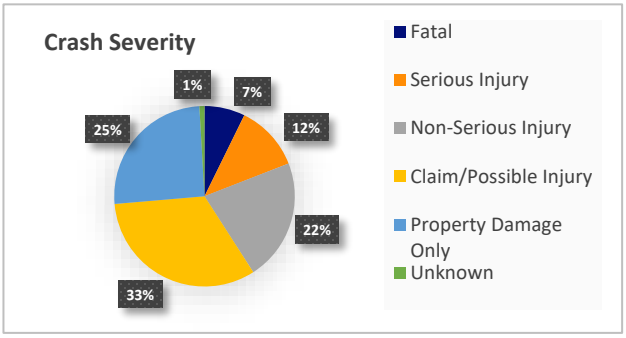


Figure 6 Carson City VRU Crash Severity



In Carson City, Nevada shows there were 110 VRU crashes in 2016-2020. A breakdown of this data showed 25% of crashes occurred in 2016, 19% of crashes occurred in 2017, 19% of crashes occurred in 2018, 18% of crashes occurred in 2019, and 18% crashes occurred in 2020.

Top 2 zip codes involving VRUs in Carson City crashes are listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89701	**82**	Location: Carson City Majority of city limits of Carson City, Nevada South of US 50 and East of US 395.
89706	**35**	Located in Carson City, Nevada Located North of US 50 and East of I-580.

Table 3 Top zip codes involving VRUs in Carson City

The severity of the 110 crashes are as follows: 7% were fatal, 12% resulted in serious injury, 22% resulted in non-serious injury, 33% resulted in a claimed/possible injury, 25% resulted in property damage only, and 1 % of the crashes were unknown.

In Carson City, “apparently normal" behavior emerged as the predominant contributor, representing a significant 76% of incidents. Unknown factors constituted 11% of incidents. Inattention or distraction played a role in 4% of crashes, whereas instances of driver fatigue or impairment were encountered in 2% of cases. Both drivers who had been drinking and other improper driving behaviors contributed 3% each. Drug involvement was minimal at 1%, as well as cases involving obstructed views.

The most common age group for drivers involved in VRU crashes in Carson City was 25 - 64 years old at 55%, followed by the 65 – 80-year-old age group at 18%. The 16 - 24 age group had 12%, 80+ years old had 6%. There was 1% of drivers who were below the age of 16, and the remaining 8% of drivers involved in crashes had an unknown age.

Douglas County

Figure 7 Douglas County VRU Crash Severity

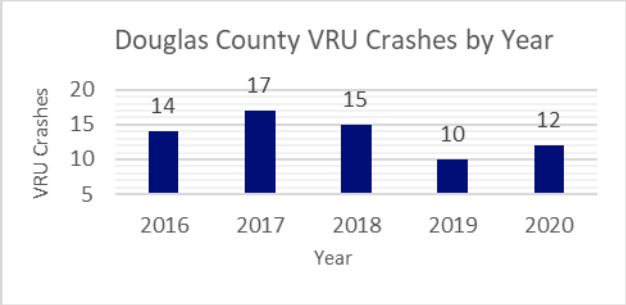
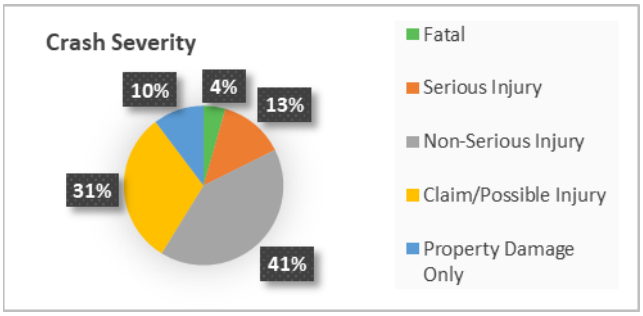


Figure 8 Douglas County VRU Crashes by Year



While Douglas County, Nevada did not have a census tract that met our criteria equity-wise, we included a census tract which offered VRUs access to grocery stores, schools, and places to eat. In Douglas County there were 68 vehicle crashes in 2016 through 2020. Twenty-one percent (21%) occurred in 2016, 25% occurred in 2017, 22% occurred in 2018, 15% occurred in 2019, and 18% occurred in 2020.

Top 2 zip codes involving VRU crashes in Douglas County are listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89410	**22**	Location: Gardnerville and Topaz – Douglas County Area from the town of Topaz to Gardnerville.
89423	**11**	Location Minden, Indian hills, Genoa, and Johnson Lane Situated along US 95, from Pinenut Road North to Zerolene Road

Table 4 Top zip codes involving VRUs in Douglas County

The severity of these 68 crashes are as follows: 4% of the crashes were fatal, 13% of crashes resulted in serious injury, 41% of crashes resulted in non-serious injury, 31% resulted in a claimed/possible injury, and 10% resulted in property damage-only.

Douglas County driver behaviors provided valuable insights into road safety patterns. The most prominent contributing factor was “apparently normal" behavior, accounting for a substantial 70% of incidents. Cases involving unknown factors were steady at 19%. Minimal percentages were observed in drug involvement and cases where drivers had been drinking, both at 3%. Other improper driving behaviors and instances of inattention/distraction each contributed 3% to the data. Illness and cases categorized as unknown each accounted for 1%.

The most common age group for drivers involved in crashes in Douglas County was 25 - 64 years old at 53%, followed by the 65 – 80-year-old age group at 15%. The 16 - 24 age group had 9%, 80+ age group had 6%, and the remaining 17% of drivers involved in crashes had their age unknown.

Elko County

Figure 9 Elko County VRU Crashes by Year

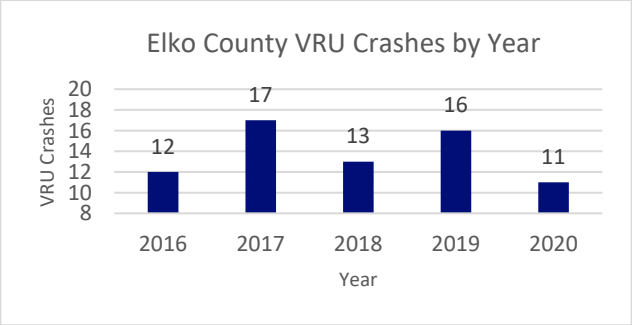
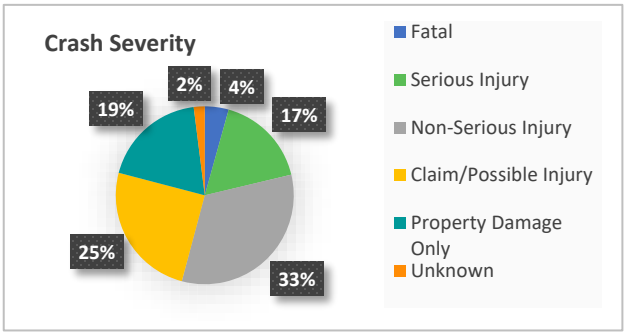


Figure 10 Elko County VRU Crash Severity



Elko County, Nevada experienced 69 VRU crashes between 2016 through 2020, averaging 13.8 crashes per year. The year with the highest frequency of VRU crashes was 2017, with 25% of the crashes occurring, while 2020 had the least number of crashes with 16%.

The zip code involving VRU crashes in Elko County is listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89801	**52**	Location: Elko, Wildhorse, Osino, Elburz, and Coin – Elko County Area is North of I-80 up to Wild Horse in White Pine.

Table 5 Top zip code involving VRUs in Elko County

Of those 69 VRU crashes that occurred in Elko County, Nevada between 2016 through 2020, 4% of crashes resulted in a fatal injury to the VRU. Seventeen percent (17%) of these crashes resulted in serious injuries, 33% were non-serious injuries, 25% were claim/possible injuries, and 19% resulted in property damage only. Two percent (2%) of the crashes had an unknown severity.

Driver factors in Elko County show the predominant contributing factor was “apparently normal" behavior, accounting for 59% of incidents. Instances of unknown factors contributed 28%, reflecting complexities in certain cases. Minor percentages were observed in obstructed views 4%, other improper driving behaviors 4%, cases where drivers had been drinking 3%, and cases categorized as inattention or distraction 2%. This data, compiled from the analysis of 69 incidents, offers insights into the driving factors that influence road incidents within Elko County.

Amongst the drivers involved, 43% of the crashes being attributed to drivers aged 25 to 64. Additionally, an analysis of VRU-related collisions within the county reveals that drivers aged 16 to 24 were responsible for 22% of such crashes, while those falling within the 65 to 80 age brackets accounted for 7%. Remarkably, drivers aged 80 and above contributed to 3% of these incidents. It's worth noting that the category of the driver remained unknown in 25% of the reported crashes.

Elko County encompasses extensive rural landscapes characterized by roads of differing infrastructure standards. This diversity underscores the necessity of addressing VRU safety across a range of settings. Elko is a county that has both well-developed regions and areas with less advanced road infrastructure as well.

Nye County

Figure 11 Nye County VRU Crashes by Year

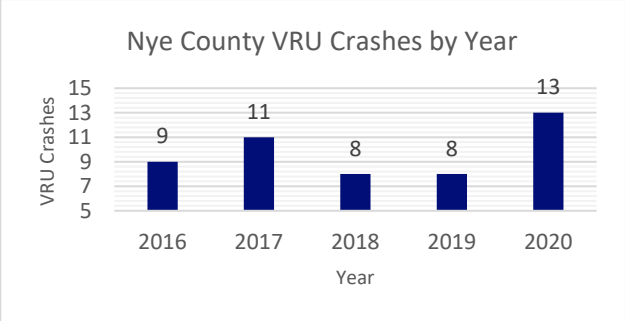
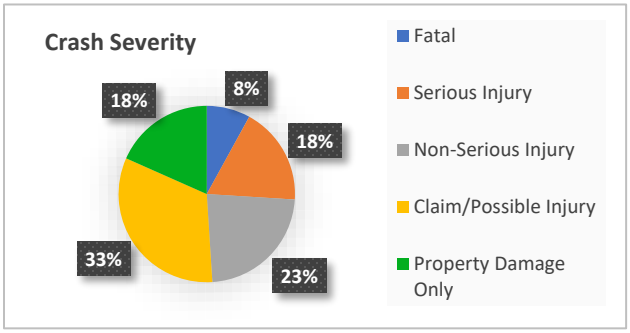


Figure 12 Nye County VRU Crash Severity



The data suggests the frequency of VRU crashes in Nye County, Nevada varied from year to year. There were 49 total VRU-involved crashes between 2016 through 2020. Eighteen percent (18%) occurred in 2016, 22% occurred in 2017, 16% occurred in 2018 and 2019, and 27% occurred in 2020. There were fewer VRU crashes in 2018 and 2019 than in other years. However, there was a significant increase in the number of VRU crashes in 2020.

The top 2 zip codes involving VRU crashes in Nye County are listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89048	**34**	Location: Pahrump – Nye County Extending from the Nevada-California border to the northeastern vicinity of SR 160 and encompassing Crystal, Nevada.
89060	**15**	Location: Pahrump – Nye County Covers the area along SR 160 and surrounding areas East and West up to US 95 in Pahrump.

Table 6 Top zip codes involving VRUs in Nye County

The percentage of crash severity in Nye County was consistent across most areas. Eight percent (8%) of crashes were fatal, 18% resulted in serious injury, 23% resulted in non-serious injury, 33% resulted in a claim or possible injury, and 18% resulted in property damage only. The likelihood of being involved in a fatal crash in Nye County was relatively low. However, even crashes that do not result in fatalities can still cause serious injuries.

Driver factors in Nye County show the most prominent contributing factor was "apparently normal" behavior, constituting a significant 72% of incidents. Instances of unknown factors follow at 20%. Minor percentages were observed in cases of inattention/distraction (4%), drug involvement (2%), and other improper driving behaviors (2%). This data, derived from the examination of 49 incidents, sheds light on the driving factors influencing road incidents within Nye County.

Of the 49 drivers involved in VRU crashes in Nye County from 2016-2020, 14% were between the ages of 16 and 24, 41% were between the ages of 25 and 64, 23% were between the ages of 65 and 80, 4% were over the age of 80, and 18% had an unknown age listed.

Humboldt County

Figure 13 Humboldt County VRU Crashes by Year

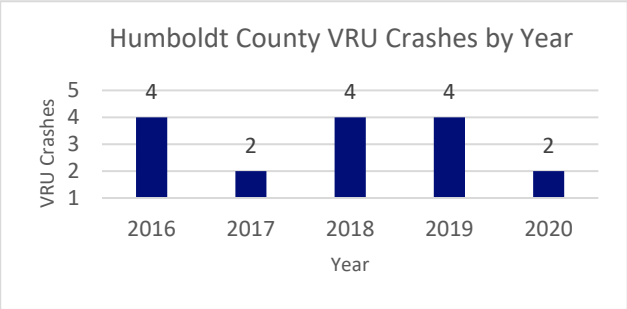
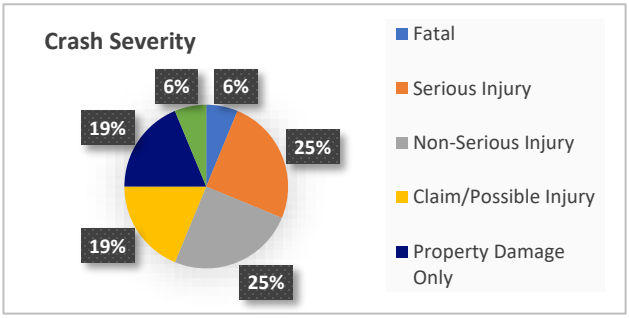


Figure 14 Humboldt County VRU Crash Severity



In Humboldt County, Nevada, 16 vehicle crashes occurred from 2016 through 2020. The numbers from the data vary with 25% occurring in 2016, 13% occurring in 2017, 25% occurring in 2018 and 2019, and 13% occurring in 2020.

The 2 zip codes involving VRU crashes in Humboldt County are listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89445	**13**	Location: Winnemucca – Humboldt County Covers various neighborhoods and areas within Winnemucca and the immediate vicinity.
89414	**1**	Location: Golconda, Red House, Nevada – Humboldt County Covers Golconda along IR 80 and Northeast to Kelly Creek Mountain.

Table 7 Top zip codes involving VRUs in Humboldt County

The severity of these 16 crashes was as follows: 6% of the crashes were fatal, 25% resulted in serious injury, 25% resulted in non-serious injury, 19% resulted in a claimed/possible injury, 19% resulted in property damage only, and 6% had an unknown severity.

Humboldt County revealed a significant pattern, with "apparently normal" behavior having been the most prevalent factor contributing to incidents, accounting for a substantial 62% of cases. Following closely, drivers who had consumed alcohol contributed to 13% of these incidents, highlighting the imperative of tackling alcohol-related concerns. Cases involving obstructed views amounted to 13%. Hit and run incidents, along with unknown contributing factors, each constituted 6% of the reported cases, further shedding light on noteworthy aspects within the area.

The most common age group for drivers involved in crashes in Humboldt County was 25 – 64 years old at 56%. The 16 – 24-year-old age group accounted for 13% of drivers involved in crashes, and the 65 –80-year-old age group accounted for 6%. The remaining 25% of drivers involved in crashes had an unknown age listed.

Churchill County

Figure 15 Churchill County VRU Crashes by Year

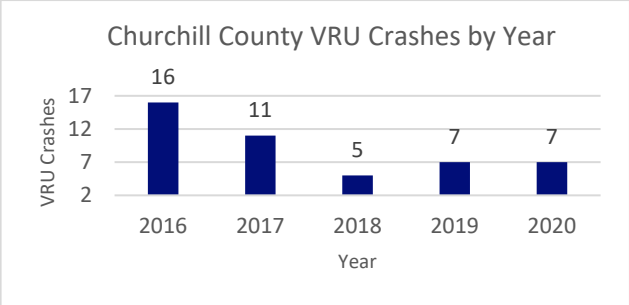
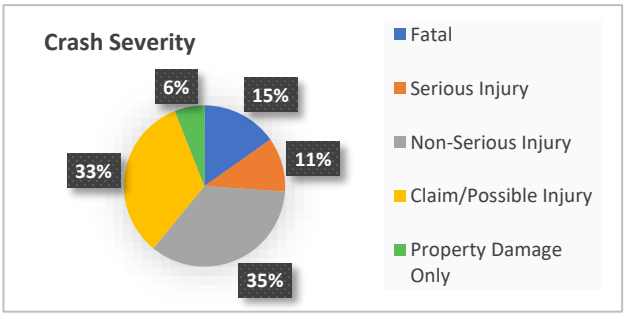


Figure 16 Churchill County VRU Crash Severity



A total of 46 vehicle crashes occurred in Churchill County, Nevada from 2016 through 2020. The number of crashes each year was relatively consistent, with 35% occurring in 2016, 24% occurring in 2017, 11% occurring in 2018, 15% occurring in 2019, and 15% occurring in 2020.

The 2 zip codes involving VRU crashes in Churchill County are listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89406	**47**	Location: Fallon – Churchill County Covers most neighborhoods and areas within Fallon, Dixie Valley, Stillwater, Eastgate, Middlegate
89408	**6**	Location: Fernley – Churchill County Covers Fernley along US 50 from Wadsworth to Hazen and Northeast on IR 80 for approximately 17 miles.

Table 8 Top zip codes involving VRUs in Churchill County

The severity of these 46 crashes are as follows: 15% of VRU crashes were fatal, 11% resulted in serious injury, 35% resulted in non-serious injury, 33% resulted in a claimed/possible injury, and 6% resulted in property damage only.

In Churchill County driver factors the most prominent contributing factor was "apparently normal" behavior, accounting for a significant 65% of incidents. Instances of unknown factors follow at 29%, revealing the complexity inherent in certain cases. Minor percentages were noted in cases of drug involvement, instances where drivers had been drinking, and instances of inattention/distraction, each comprising 2% of incidents.

The predominant age group among drivers involved in crashes was individuals aged 25 to 64 years, at 48%. Following, was the 16 to 24-year-old age group and the 65 to 80-year-old age group, each accounting for 11% of the reported cases. Drivers aged 80 and above constituted 4% of the total crashes, while the age category of the remaining 26% of drivers involved in crashes remained unknown.

Lyon County

Figure 17 Lyon County VRU Crashes by Year

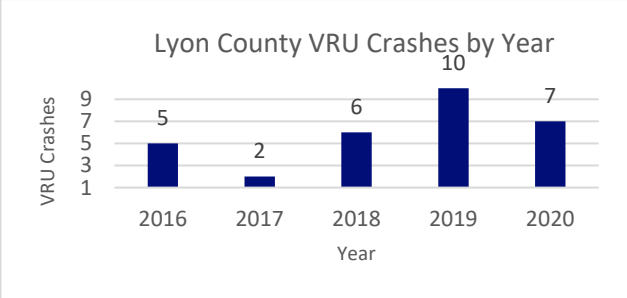
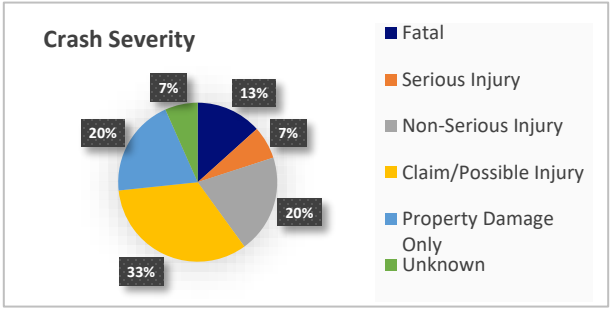


Figure 18 Lyon County VRU Crash Severity



In Lyon County, Nevada, there were 30 vehicle crashes from 2016 through 2020. A total of 17% of crashes occurred in 2016, 7% in 2017, 20% in 2018, 33% in 2019, and 23% in 2020.

The zip code involving VRU crashes in Lyon County is listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89408	**19**	Location: Fernley – Northern Lyon County Covers Fernley along US 50 from Wadsworth to Hazen and Northeast on IR 80 for approximately 17 miles.

Table 9 Top zip code involving VRUs in Lyon County

The severity of these 30 crashes was as follows: 13% of crashes were fatal, 7% resulted in serious injury, 20% resulted in non-serious injury, 33% resulted in a claimed/possible injury, 20% resulted in property damage only, and 7% had an unknown result of severity.

Within Lyon County, the most noteworthy contributing factor was identified as "apparently normal" behavior, constituting a substantial 53% of reported incidents. Following this, crashes that had an unknown factor trailed at 23%, while incidents attributed to falling asleep, fainting, or fatigue collectively accounted for a marginal 3% of crashes. Drivers who had consumed alcohol, had obstructed views, or engaged in other forms of improper driving conduct *each* represented 7% of the recorded incidents.

The most common age group for drivers involved in crashes in Lyon County was 25 – 64 years old at 63%. The 65–80-year-old age group accounted for 14% of drivers involved in crashes, the 16 – 24-year-old age group accounted for 3%, and the remaining 20% of drivers involved in crashes had an unknown age.

White Pine County

Figure 19 White Pine County VRU Crashes by Year

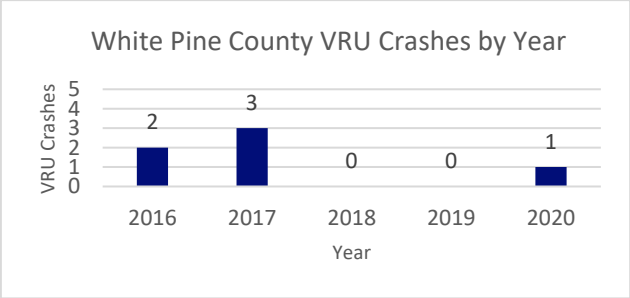
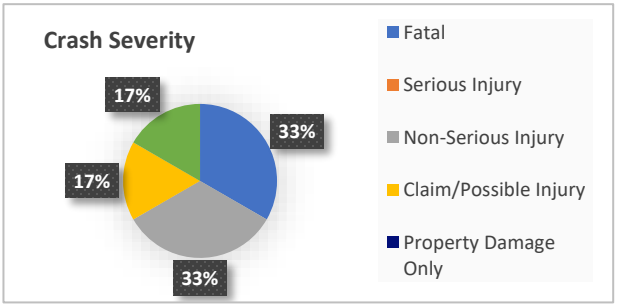


Figure 20 White Pine County VRU Crash Severity



There was a total of 6 vehicle crashes in White Pine County, Nevada from 2016 through 2020. The number of crashes each year was not evenly distributed, with 33% occurring in 2016, 50% occurring in 2017, there were 0 crashes in 2018 or 2019, and 17% of crashes in 2020.

The zip code involving VRU crashes in White Pine County is listed in the table below.

Zip code	Pedestrian Injuries (2016-2020)	Location Description
89301	**4**	Location: Ely, McGill, Cherry Creek, Schellbourne – White Pine County Located within the city of Ely and North, along US 93.

Table 10 Top zip code involving VRUs in White Pine County

The severity of these 6 crashes was as follows: 33% of the crashes were fatal, 33% resulted in non-serious injury, 17% resulted in a claimed/possible injury, and 17% had an unknown result of severity. There were no crashes which resulted in serious injury or property damage in White Pine County.

Within White Pine County, the predominant contributing factor was identified as "apparently normal" behavior, encompassing a substantial 62% of incidents. Following closely, instances involving drivers who had consumed alcohol accounted for 13%, thereby underscoring the significance of tackling alcohol-related issues. Furthermore, incidents attributed to obstructed views shared the same percentage, amounting to 13% of the total. Cases categorized as hit and run contributed 6% to the overall tally. Additionally, a further 6% of incidents were classified under the category of unknown factors.

The most common age group for drivers involved in crashes in White Pine County was 25 –64 years old at 67%. The 16 – 24-year-old age group accounted for 16% of drivers involved in crashes, and the remaining 17% of drivers involved in crashes had an unknown age.

Conclusion

The assessment of VRU crashes in Nevada found Washoe and Clark counties were two of the most high-risk areas for VRU users. Clark County had 4.4 times as many VRU crashes as Washoe County, but the overall severity of VRU crashes was higher in Washoe County. The most common age group for VRU crash drivers in both Washoe County and Clark County was 25-64 years old. Washoe and Clark counties are disproportionately affected by VRU crashes compared to the rest of Nevada. NDOT will collaborate with Clark and Washoe to gather their ideas for countermeasures, programs, projects, and strategies.

Bus transit stop map locations were only readily available for Clark and Washoe counties. The maps attached in the appendix demonstrate a significant correlation between bus stop locations and VRU crashes in these two counties. In Clark County 60% of VRU crashes occur within 250ft. of a bus stop. In Washoe County, a notable 35% of crashes manifest within the same 250 feet radius of a bus stop. It's worth highlighting that certain bus stops lack essential safety features like crosswalks, raised crossings, and other necessary infrastructure to ensure the safe passage of VRUs to their bus stop destinations. This underscores the urgent need for prioritizing bus stop safety improvements within these two counties.

In the remaining 5 counties that fit the determined equity criteria, Carson City had the most VRU crashes, followed by Nye County, Churchill County, Humboldt County, and White Pine County. Although these counties had a lower amount of VRU crashes, this could be due to their rural location. The most common age group for VRU crash drivers in the above-mentioned counties was 25-64 years old.

Although Elko, Lyon, and Douglas Counties were not initially included in the equity assessment, they were later added because VRUs frequently access amenities in those counties. This suggests VRU crashes can happen in any community, regardless of its demographics.

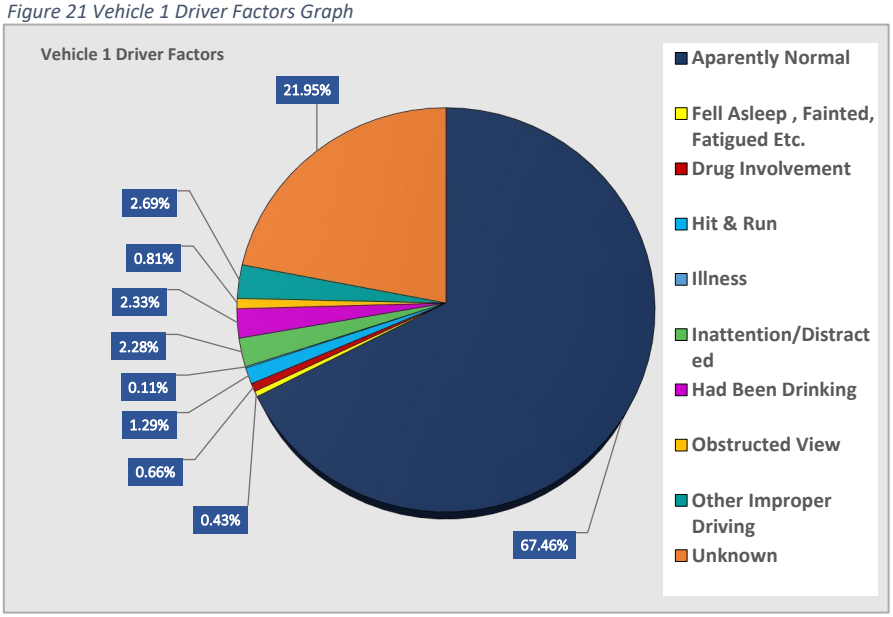
The assessment also found 50% or more of crashes occurred during the daytime in six counties: Clark, Washoe, Carson, Elko, Churchill, and Douglas. Humboldt and White Pine counties had 44%, Nye County 39%, while and Lyon had 37% of their crashes occurring in the daytime. This is concerning considering a majority of VRUs prefer to travel in the daytime when there is better visibility, access to appointments, grocery stores, and other destinations. While the findings of this study suggest it is almost safer for VRUs to travel at night, it is not practical for most.

Nighttime travel for VRUs is a counter-intuitive finding, but it suggests that VRU safety education should emphasize the importance of being aware of the risks of driving around VRUs during the day and nighttime.

After analyzing the Making Nevada Safer Factsheet in *Appendix L*, the VRU safety assessment underscores substantial disparities in pedestrian fatality rates by race/ethnicity relative to Nevada's total population. Among all VRU pedestrians in Nevada, it is observed that black pedestrians exhibit a substantial 71% higher pedestrian fatality rate than the total population and white pedestrians demonstrate 7% higher fatality rate. Asian pedestrians maintain a lower fatality rate of 18% less, and Hispanic pedestrians present a diminished fatality rate at 27% less. Similarly, American Indian/Alaskan Native pedestrians exhibit an even lower rate of 40% less. The imperative to rectify these disparities is underscored as an essential measure in

advancing road safety and fostering equitable outcomes, especially within high-risk, low-income areas throughout Nevada.

Figure 21 Vehicle 1 Driver Factors Graph



Alcohol and drug impairment is commonly believed by others to be a significant factor in many vehicle crashes. However, in this specific assessment that was not the case. In 67.47% of these crashes the driver was listed as "apparently normal". The next highest factor at 21.95% is "unknown". This could indicate the status of the driver was never confirmed before the report was submitted. "Had been drinking" came in at 2.33%, and drug involvement was on a relatively lower side at 0.66%. It is known that impairment analysis will need additional data from the Office of Traffic Safety (OTS) due to known gaps in crash data.

The Functional Classification System, also known as the F System, is a framework used to categorize and classify roads and highways based on their primary functions and roles within the overall transportation network. Below, you'll find VRU crash percentages for each F Class, accompanied by a brief description.

- **Function Class 7 - Local (31.44%):** The highest percentage is attributed to local roads, indicating that a substantial portion of VRU crashes occur in residential neighborhoods and local commercial areas. These crashes often involve interactions between pedestrians, cyclists, and local vehicle traffic.
- **Functional Class 4 - Minor Arterial (30.75%):** VRU crashes on minor arterial roads which involve pedestrians, often occur at intersections or mid-block crossings.
- **Functional Class 6 - Minor Collector (17.90%):** VRU crashes on Minor Collectors may involve interactions between residents and local traffic. These crashes could occur at residential intersections, near schools, or in shopping areas, emphasizing the importance of community-level safety initiatives.
- **Functional Class 3 - Principal Arterial: Other (17.36%):** VRU crashes here may occur at intersections, crosswalks, and along major urban and suburban roads.
- **Functional Class 1 - Interstate - (1.70%):** While the Interstate category only accounts for a relatively small percentage of the total road network, it's important to note that VRU crashes on these high-speed, limited-access roads can be particularly severe. These incidents often involve pedestrians or cyclists at on-ramps or off-ramps.
- **Functional Class 2 - Principal Arterial: Other Freeways/Expressways (0.40%):** VRU crashes on these types of roads may occur at interchanges, pedestrian crossings, or service roads adjacent to the freeways. Though the percentage is low, the high-speed nature of these roads can make VRU crashes particularly dangerous.
- **Functional Class 5 - Major Collector (0.37%):** Although the percentage is low, VRU crashes on major collector roads can still be significant, as these roads often connect neighborhoods and commercial areas.

In summary, these percentages provided valuable insight into the primary locations where VRU crashes were most prevalent within the road network. This data served as a critical resource for identifying the specific roads with the highest incidence of VRU crashes, pinpointing areas where infrastructure assessments and improvements are needed.

As part of this assessment, NDOT will:

- Meet regularly with the other agencies to discuss progress on VRU safety initiatives. This will allow NDOT to stay up to date on the latest developments in VRU safety and to collaborate with the other agencies on developing and implementing effective safety measures.
- Share information and resources on VRU safety with the other agencies. This will help to ensure all agencies involved in the assessment have access to the latest information and resources on VRU safety. This can be done through a variety of means, such as sharing data, research reports, and best practices.
- Work with the other agencies to promote VRU safety education and awareness to the public. This will help to raise awareness of the dangers faced by VRUs and encourage drivers and VRUs to take steps to stay safe on the road. This can be done through a variety of means, such as public awareness campaigns, educational materials, and training programs.
- Imitated the collaboration with Clark and Washoe counties to facilitate and hold meetings, convey information regarding the areas in their communities at high-risk, and provide NDOT with a summary of outcomes after each meeting.
- Utilize data to identify areas of concern for aggressive driving behavior, hard stops, and acceleration locations to focus on areas of concern for VRUs going forward.
- Hold meetings with County Tour meetings. Which are meetings throughout the state in different counties which address specific pressing issues such as traffic safety.
- Work closer with RTC and other organizations to re-think or re-design bus stop locations to make them safer for VRUs. This could involve installing flashing lights or signs to warn drivers of bus stops or creating designated crossing areas for VRUs.

Nevada experienced annual statewide VRU crashes in all counties except Mineral County (2016-2020). Although no VRU crashes were identified in Mineral County, it was not excluded from our analysis. We believe that all Nevadans should have equitable access to various transportation modes. Addressing systemic factors, not limited to specific communities, highlights the essentiality of statewide endeavors for better VRU safety. NDOT collaborates for safer roads, from bustling Clark County to remote Esmeralda County, working to reduce crash frequency and severity through safety enhancements. Making roads safer for all users!

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ACS Race and Hispanic Origin Variables– Boundaries layer

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Road in Reno, Nevada Image Page 6

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Downtown Reno bus station Image Page 7

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Share Road Sign Image Page 8

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VRU, Bicycle, Motorcycle Image Page 9

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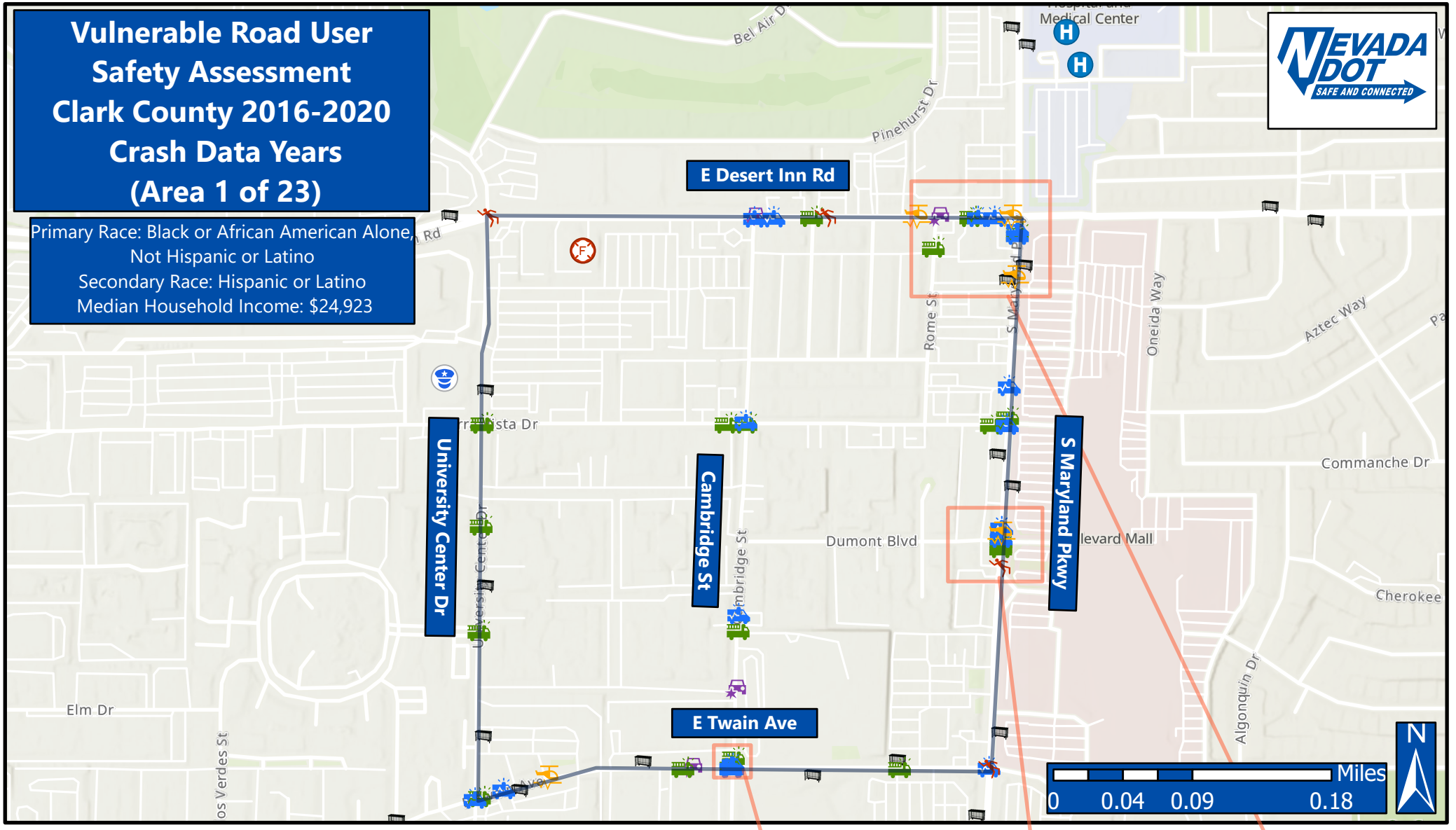
APPENDIX A

Clark County VRU Census Tract Maps

(23 areas)

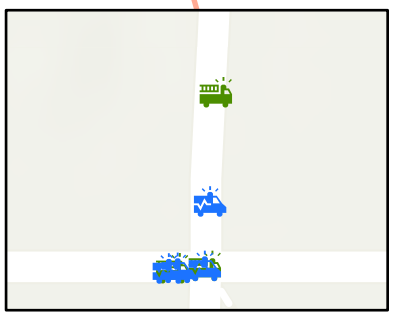
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 1 of 23)

Primary Race: Black or African American Alone, Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $24,923

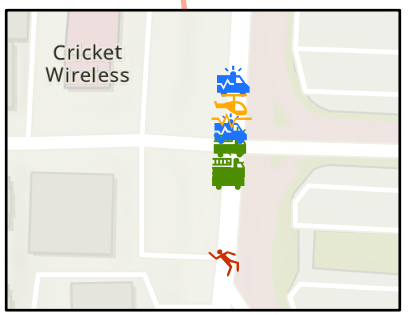


Legend

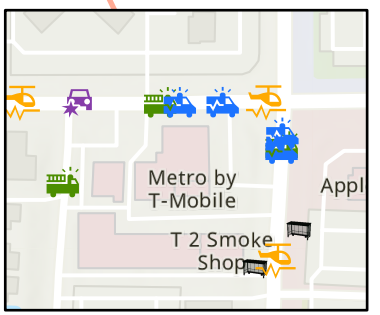
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



E Twain Ave & Cambridge St



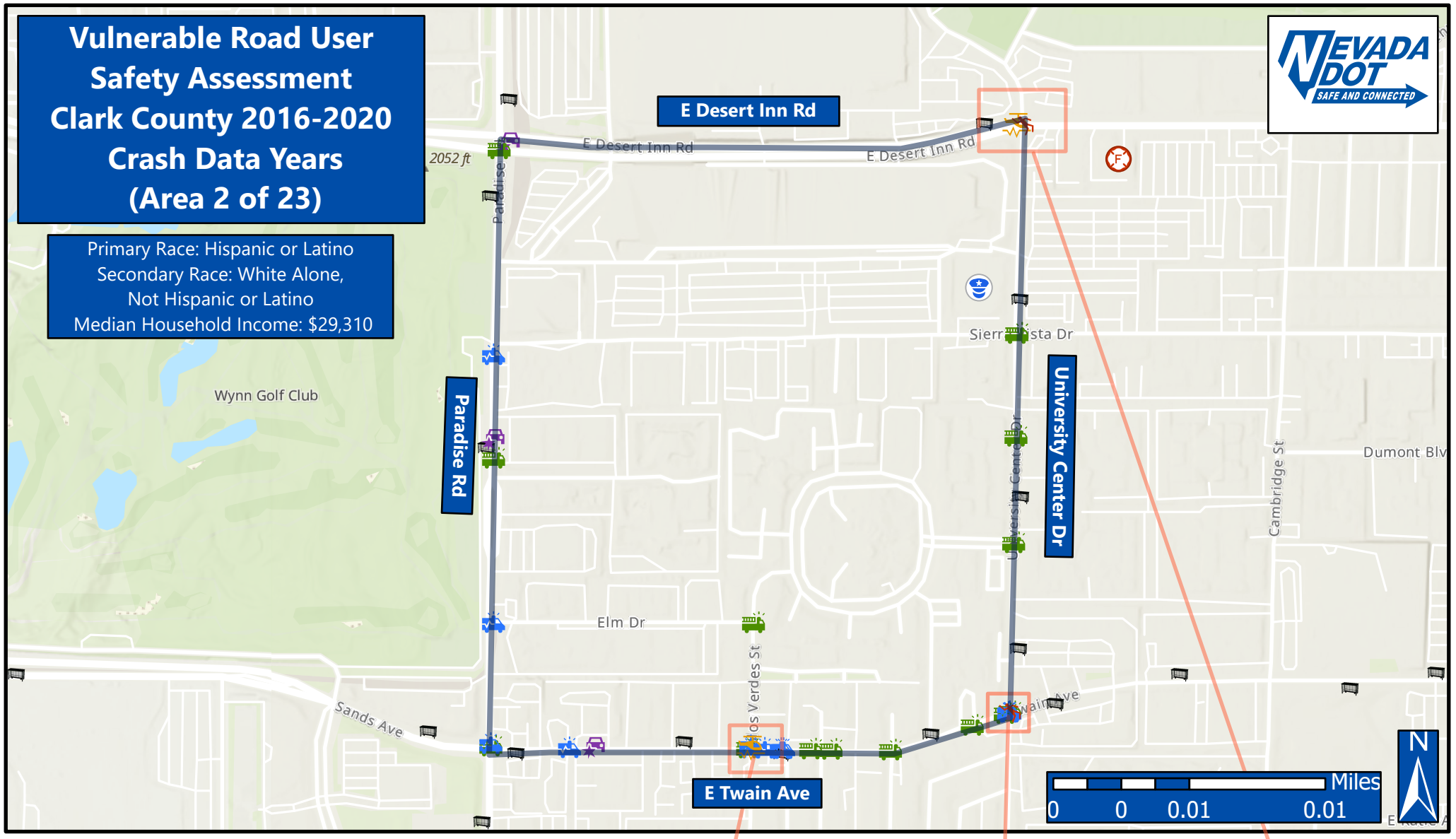
Dumont Blvd & S Maryland Pkwy



E Desert Inn Rd & S Maryland Pkwy

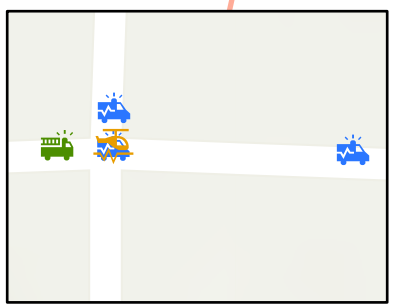
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 2 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $29,310

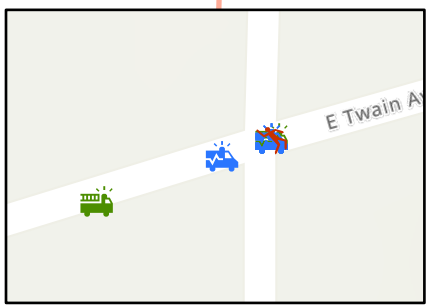


Legend

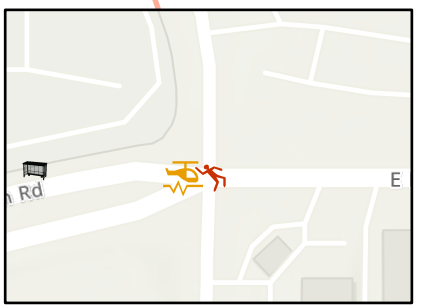
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



E Twain Ave & Palos Verdes St



University Center Dr & E Twain Ave



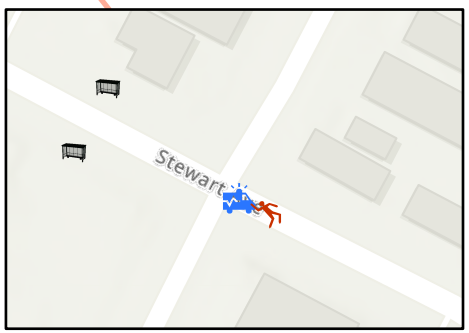
E Desert Inn Rd & University Center Dr

Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 3 of 23)

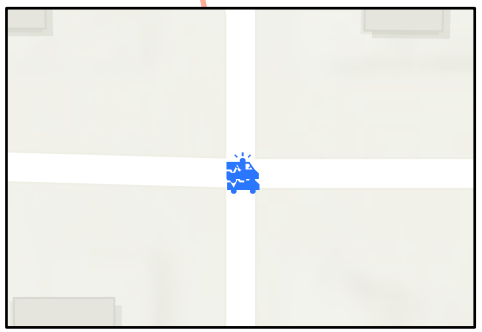
Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic of Latino
Median Household Income: $20,679

Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



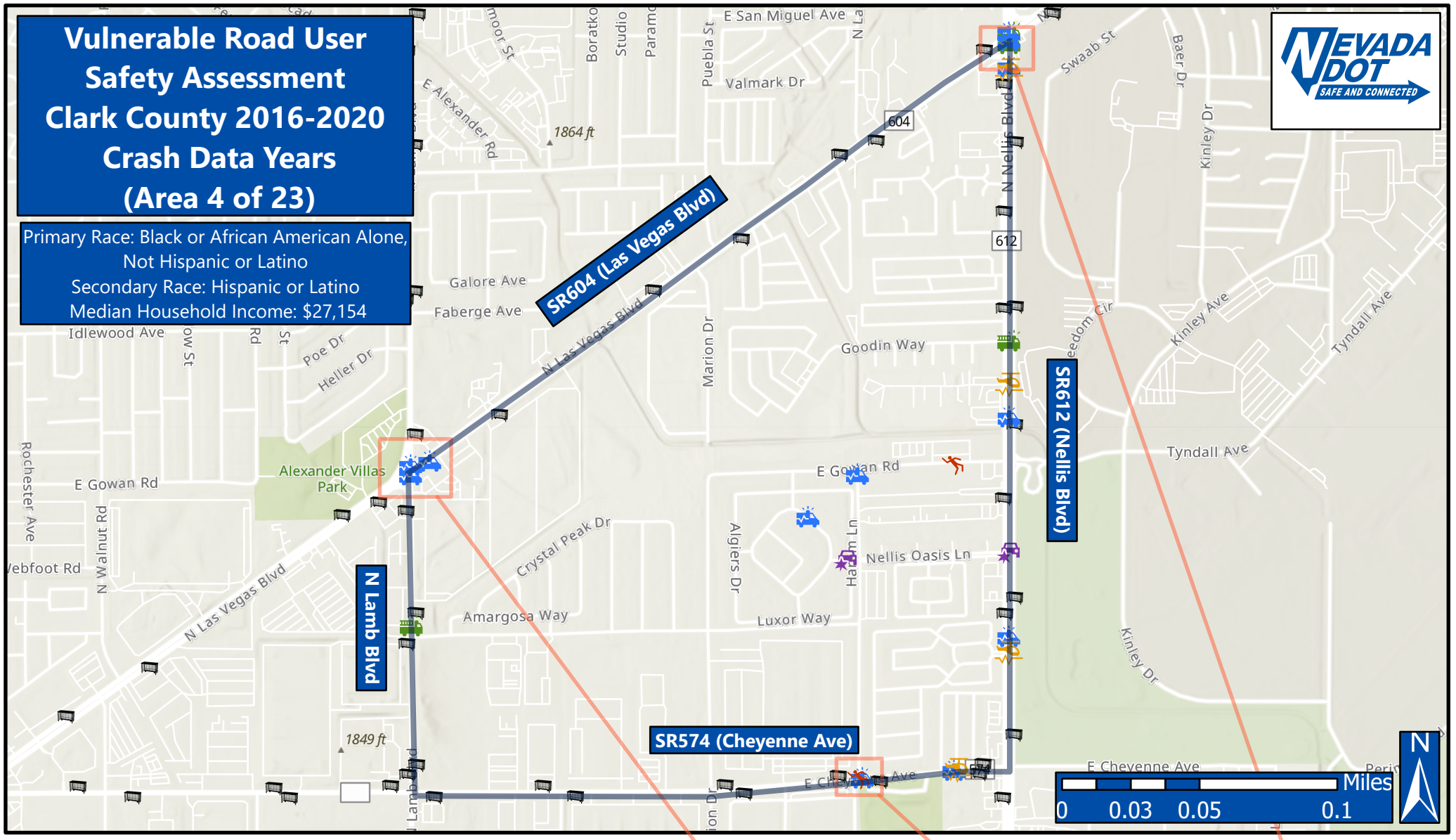
N 10th St & Stewart Ave



E Bonanza Rd & N Bruce St

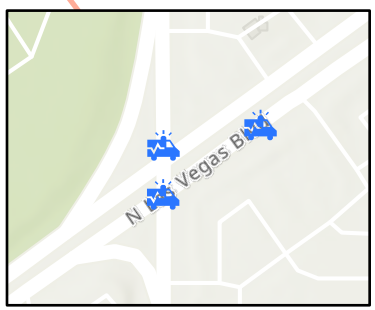
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 4 of 23)

Primary Race: Black or African American Alone, Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $27,154

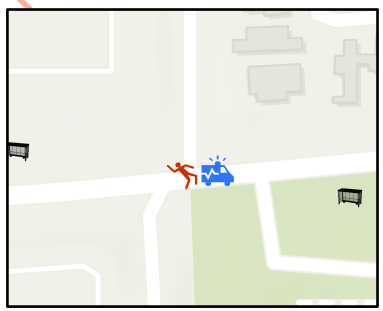


Legend

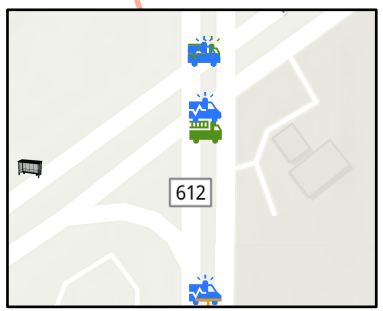
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



N Las Vegas Blvd & N Lamb Blvd



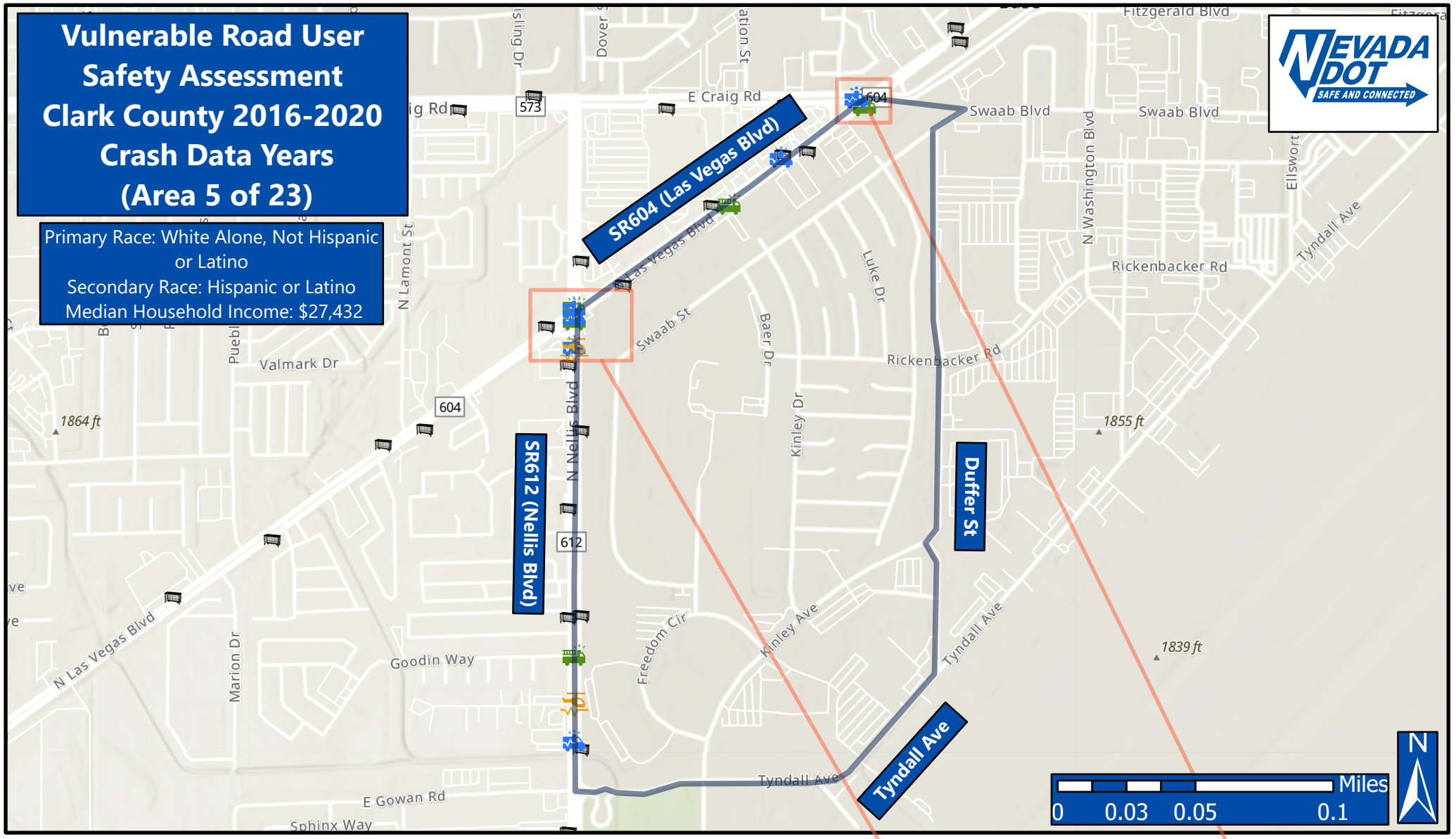
SR574 (CHEYENNE AVE) & N LAMONT ST



SR604 (Las Vegas Blvd) & SR612 (Nellis Blvd)

Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 5 of 23)

Primary Race: White Alone, Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $27,432



Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
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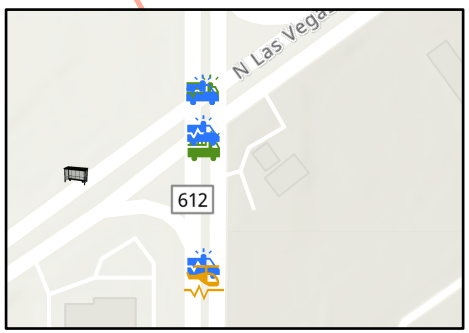
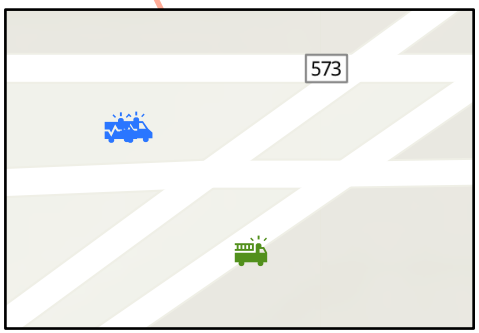
- Law Enforcement
- Tract Boundary



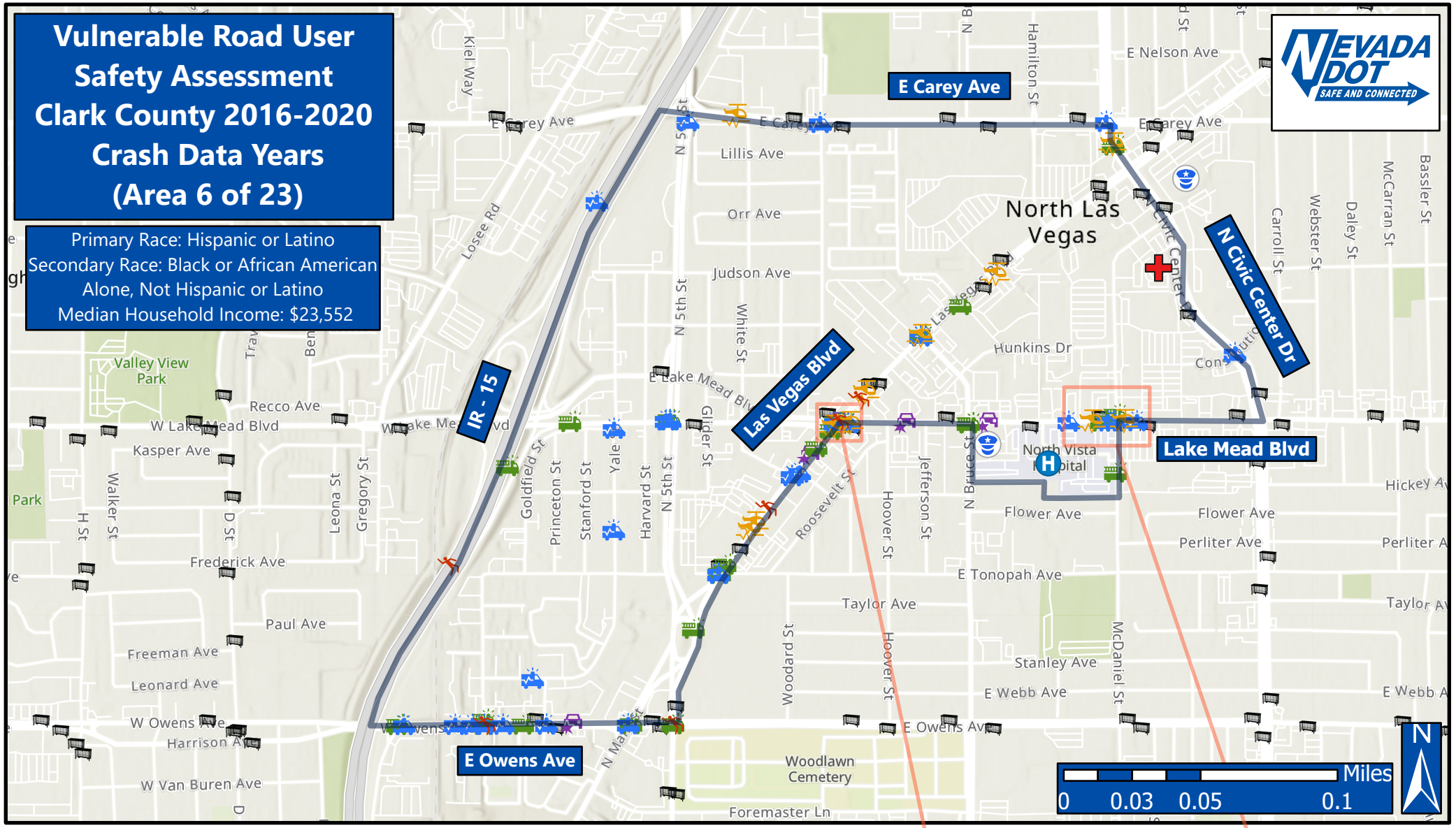
SR604 (Las Vegas Blvd) & SR612 (Nellis Blvd)



SR604 (Las Vegas Blvd) & Fitzgerald Blvd

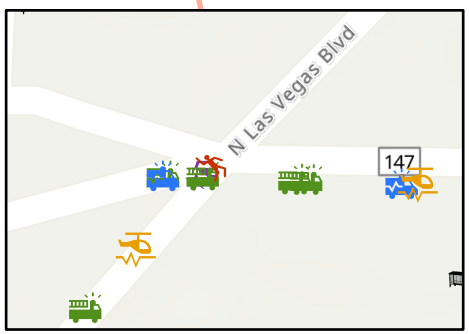
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 6 of 23)

Primary Race: Hispanic or Latino
Secondary Race: Black or African American Alone, Not Hispanic or Latino
Median Household Income: $23,552

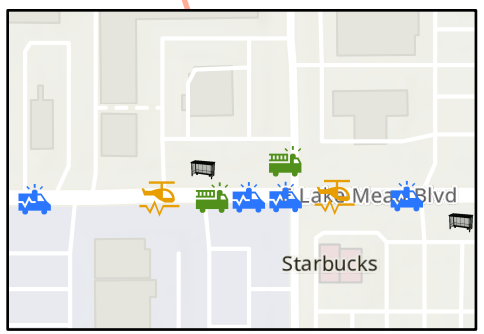


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



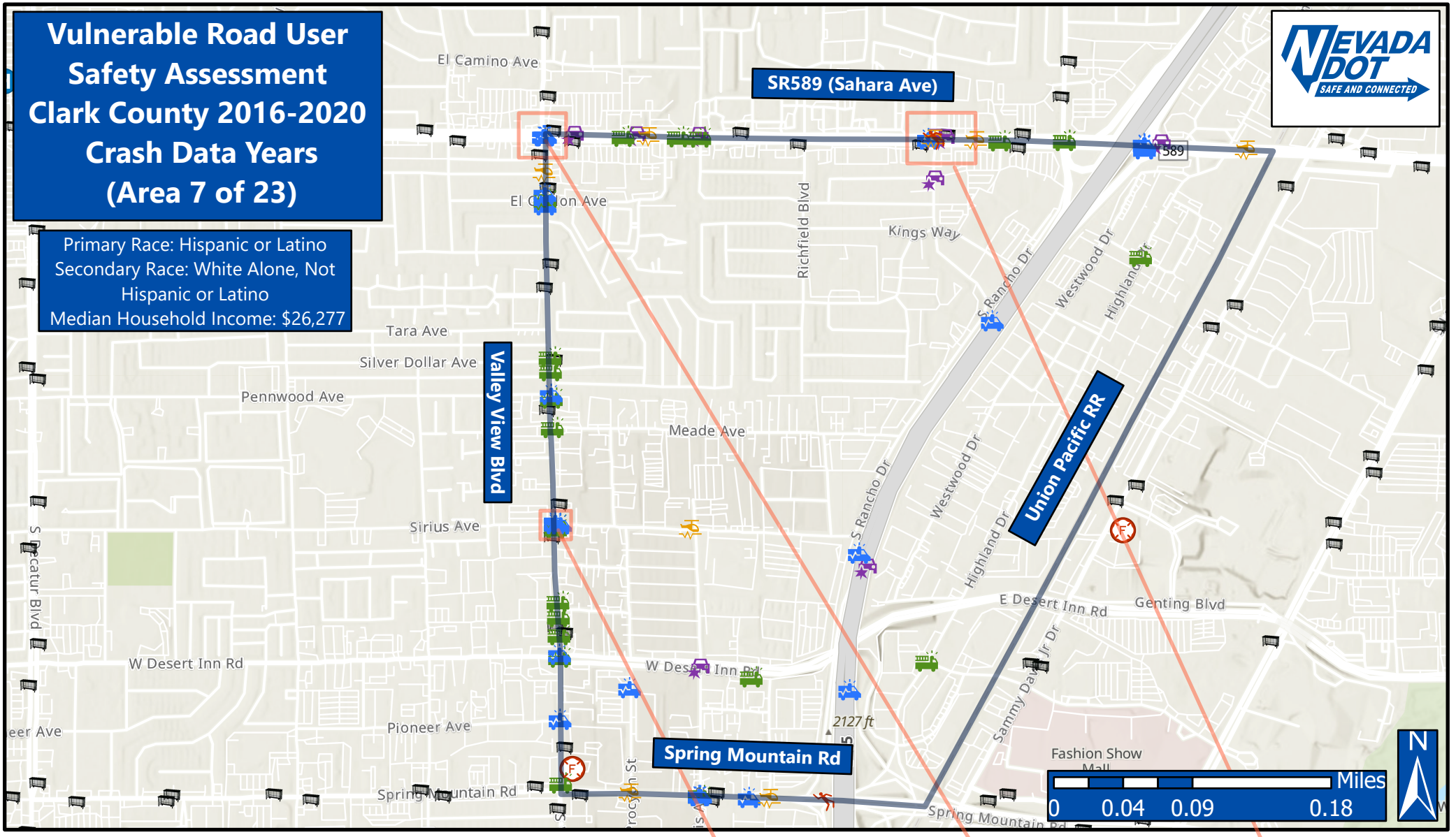
Las Vegas Blvd & Lake Mead Blvd



Lake Mead Blvd & McDaniel St

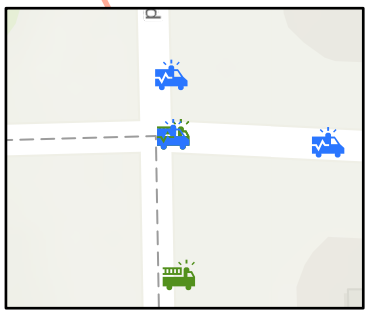
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 7 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $26,277

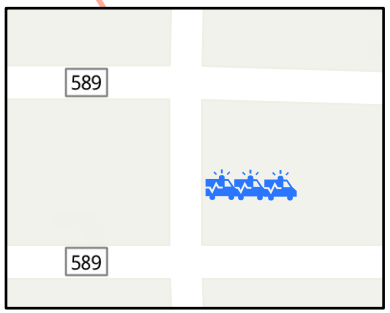


Legend

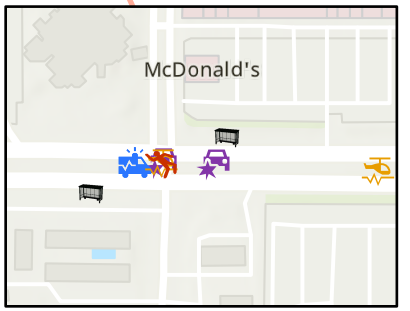
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



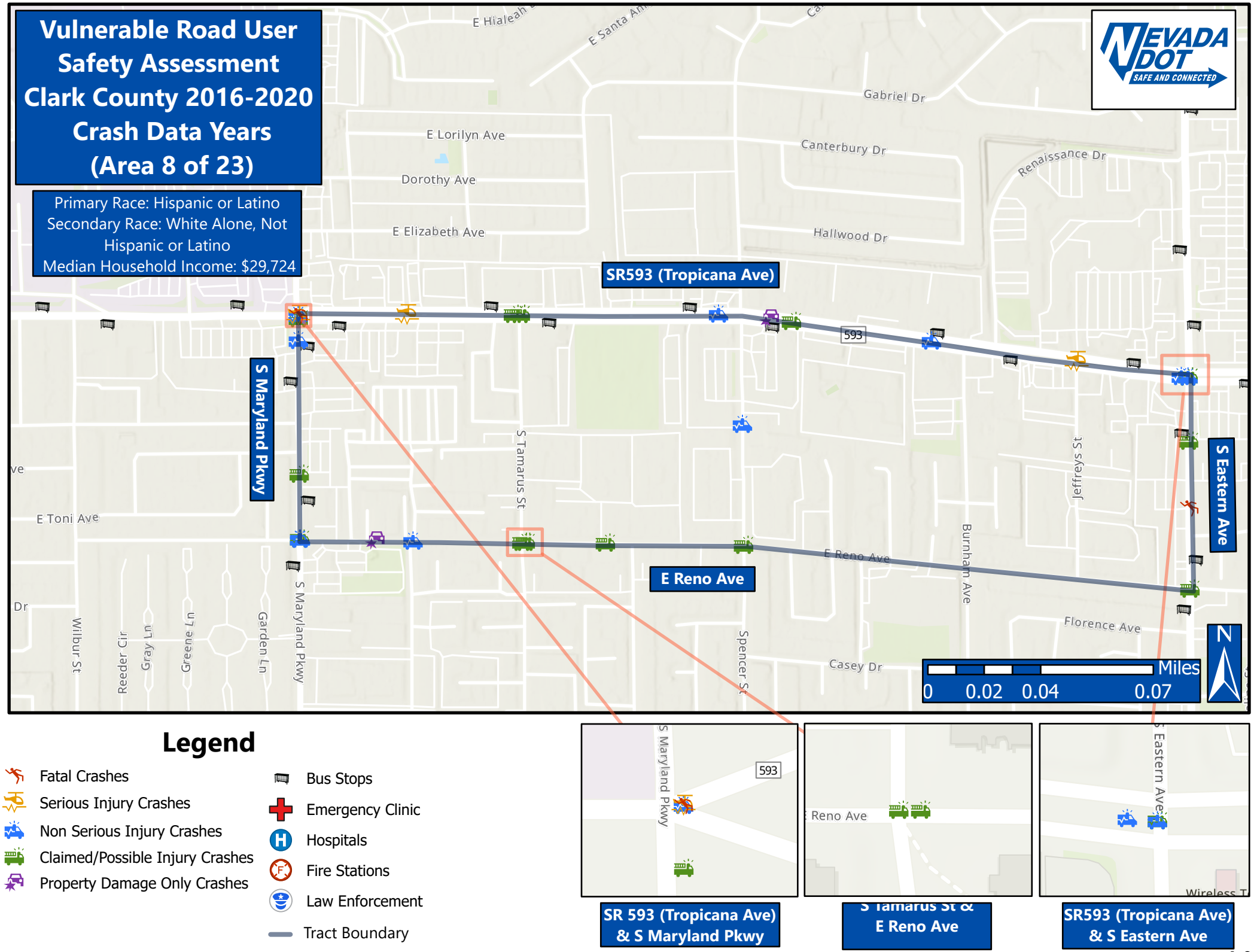
Sirius Ave & Valley View Blvd



SR589 (Sahara Ave) & Valley View Blvd

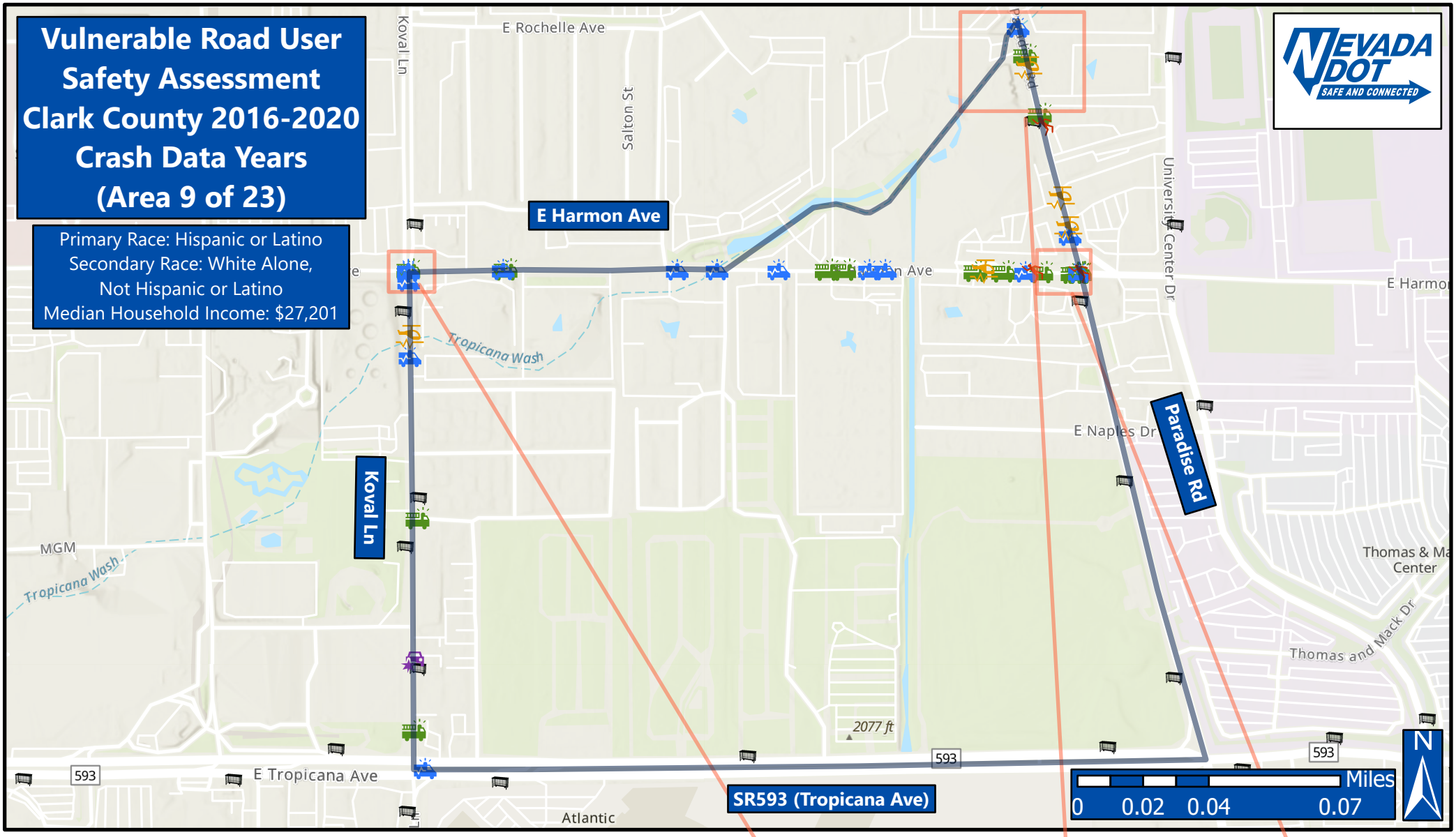


SR589 (Sahara Ave) & Teddy Dr


Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 8 of 23)
Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $29,724
NEVADA DOT SAFE AND CONNECTED
SR593 (Tropicana Ave)
S Maryland Pkwy
S Eastern Ave
E Reno Ave
S Tamarus St
Jeffreys St
Burnham Ave
Spencer St
Garden Ln
Wilbur St
Reeder Cir
Gray Ln
Greene Ln
E Toni Ave
E Lorilyn Ave
Dorothy Ave
E Elizabeth Ave
Gabriel Dr
Canterbury Dr
Renaissance Dr
Hallwood Dr
Florence Ave
Casey Dr
593
Miles
0 0.02 0.04 0.07
N
Legend
Fatal Crashes
Serious Injury Crashes
Non Serious Injury Crashes
Claimed/Possible Injury Crashes
Property Damage Only Crashes
Bus Stops
Emergency Clinic
Hospitals
Fire Stations
Law Enforcement
Tract Boundary
SR 593 (Tropicana Ave) & S Maryland Pkwy
S Tamarus St & E Reno Ave
SR593 (Tropicana Ave) & S Eastern Ave

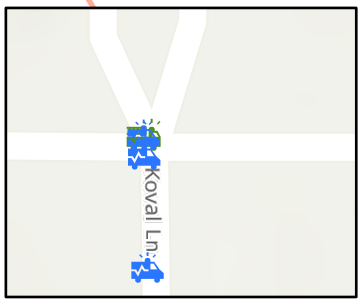
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 9 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $27,201

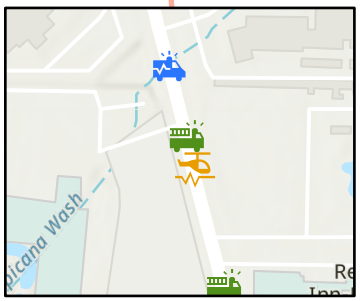


Legend

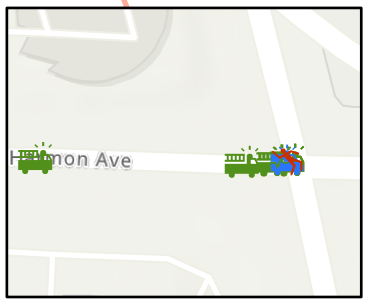
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



Koval Ln & E Harmon Ave



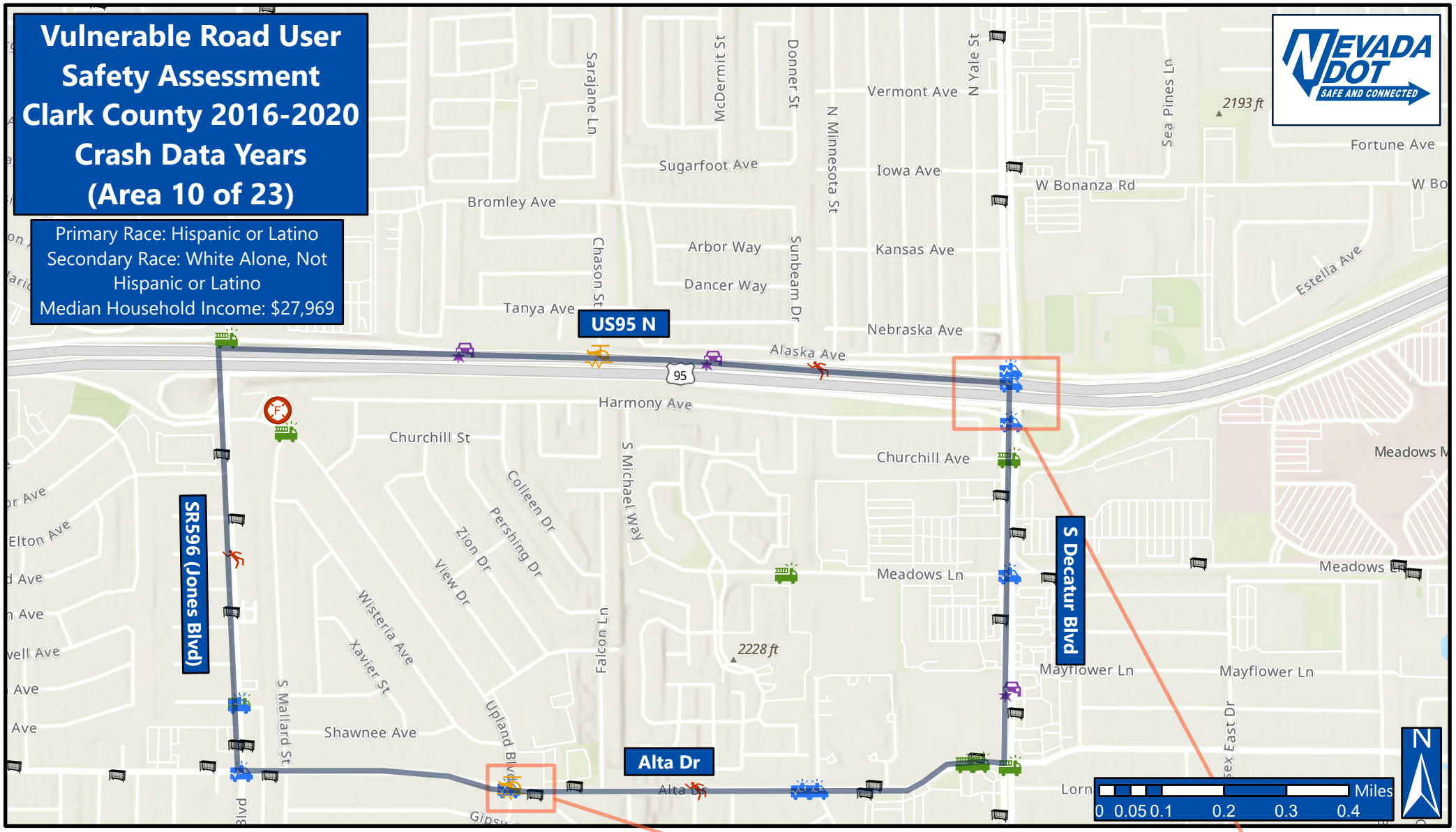
Paradise Rd



E Harmon Ave & Paradise Rd

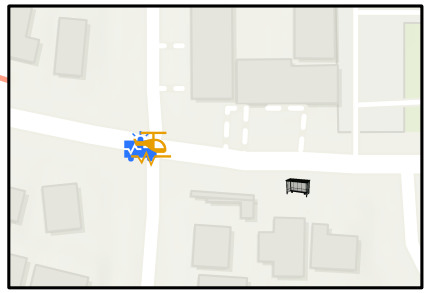
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 10 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $27,969

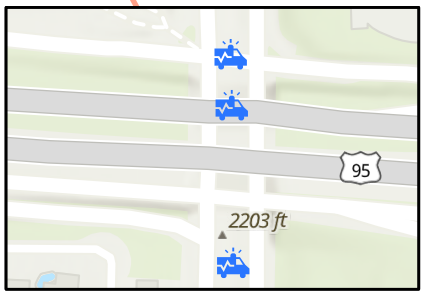


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



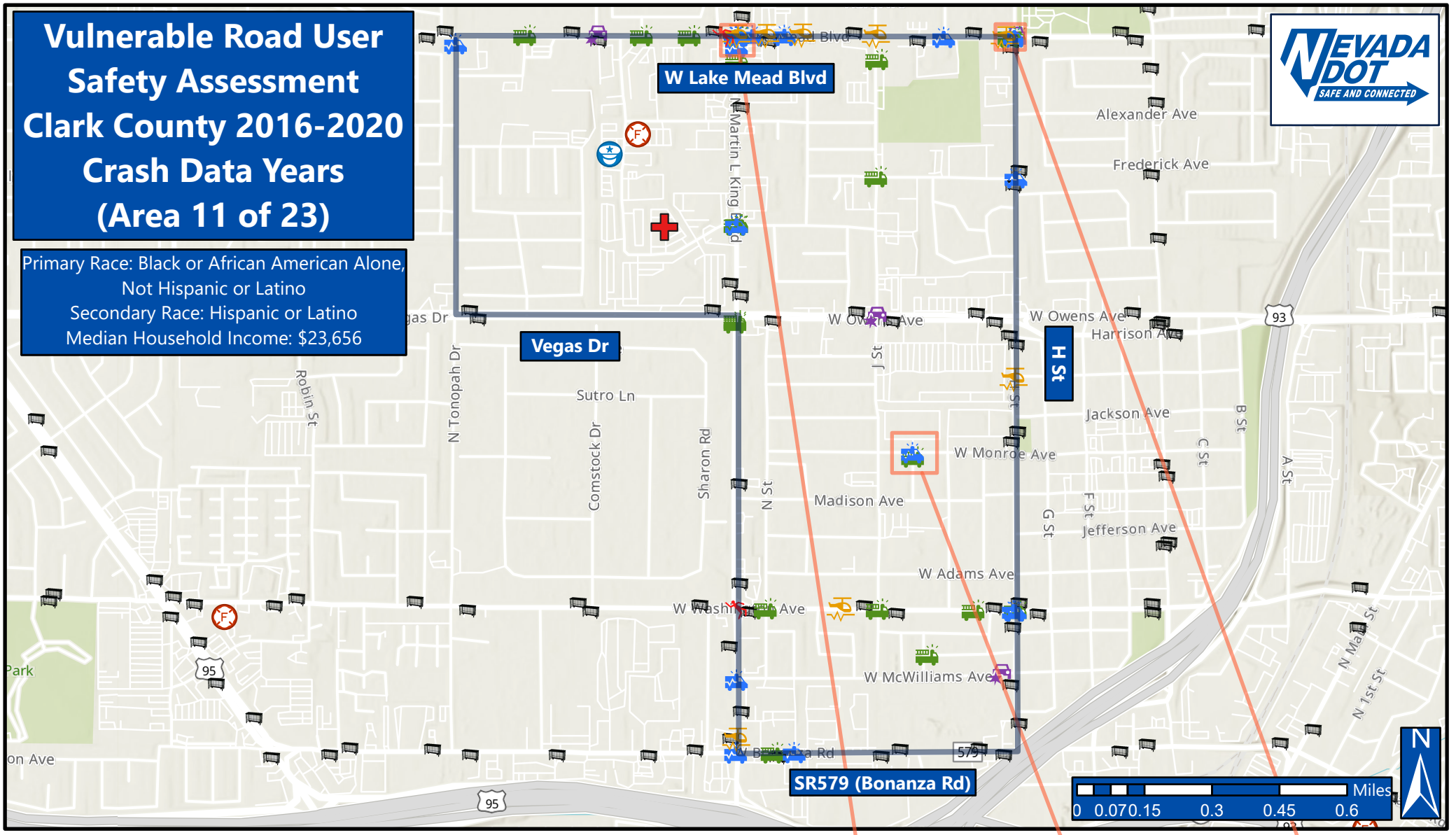
Alta Dr. & Upland Blvd



US 95 N & Decatur Blvd

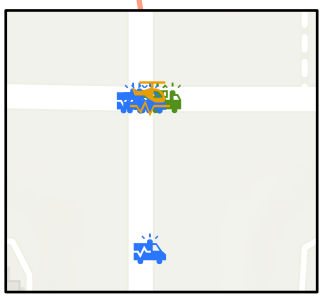
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 11 of 23)

Primary Race: Black or African American Alone, Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $23,656

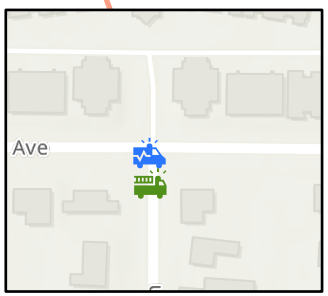


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



W Lake Mead Blvd & N MLK Blvd

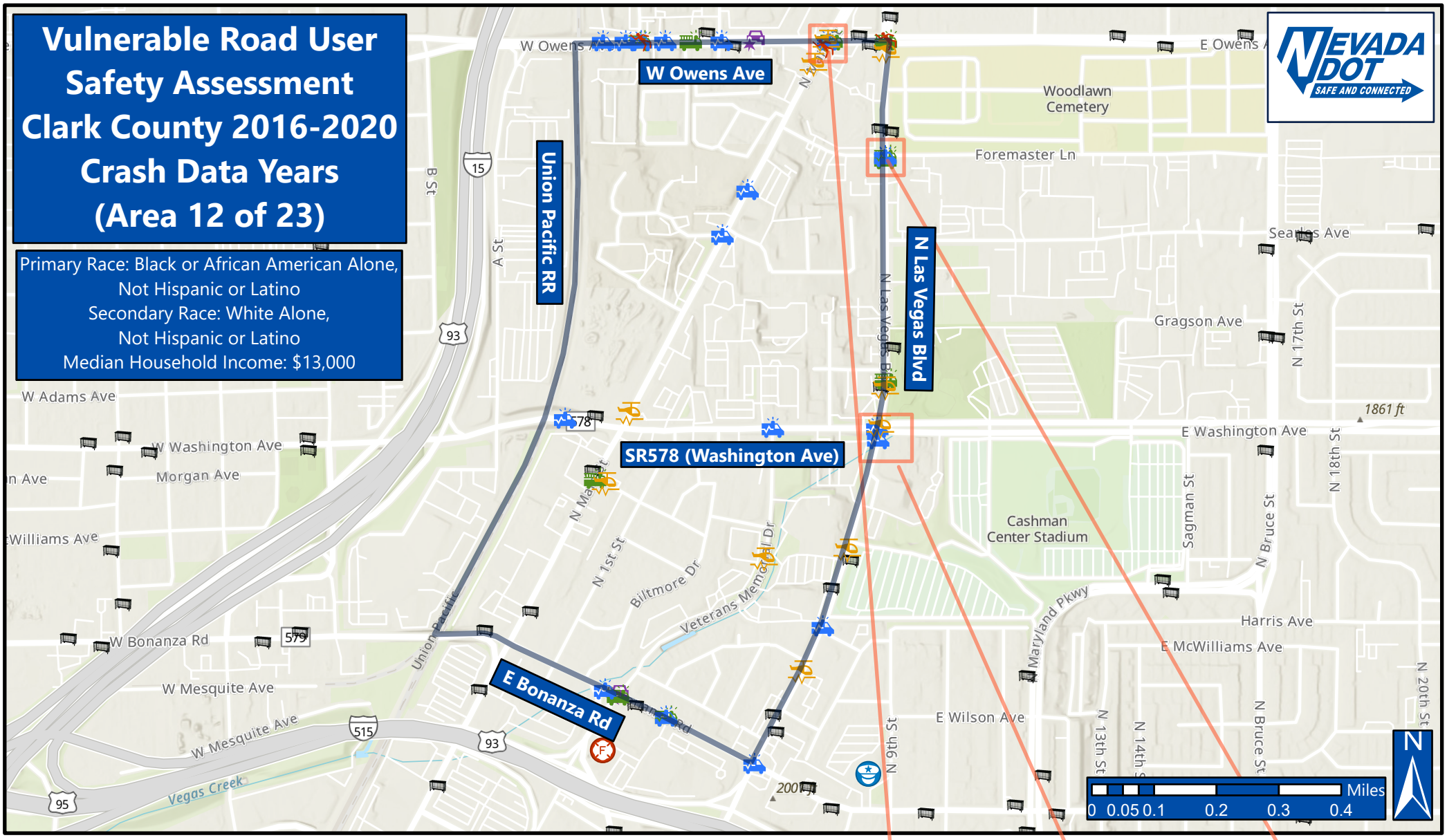


W Monroe Ave & Ivy Ln

W Lake Mead Blvd & Revere St

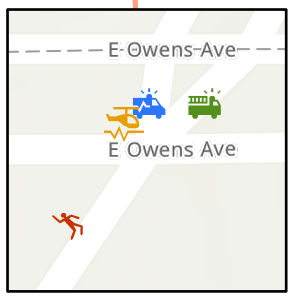
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 12 of 23)

Primary Race: Black or African American Alone, Not Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $13,000

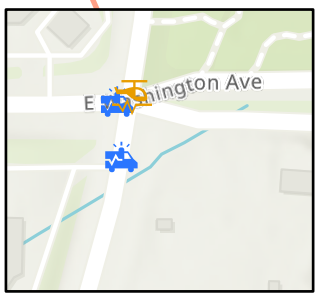


Legend

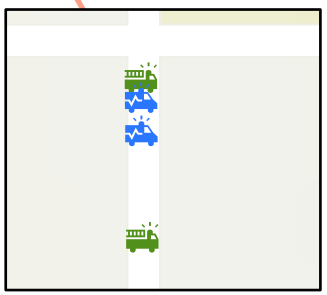
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



E Owens Ave & N Main St



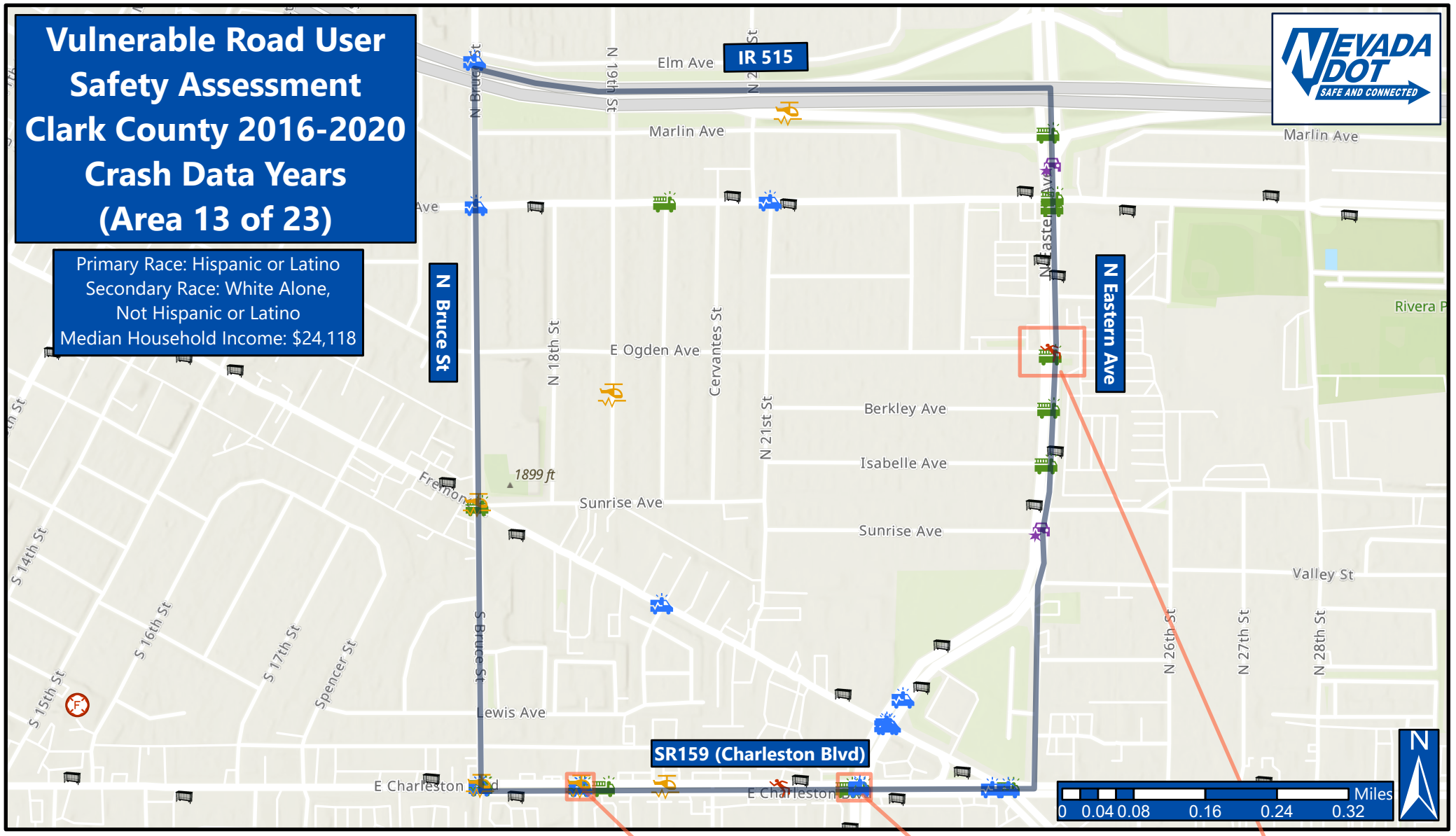
SR578 (Washington Ave) & N Las Vegas Blvd



N Las Vegas & Foremaster Ln

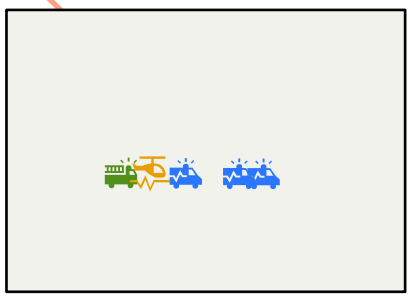
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 13 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $24,118

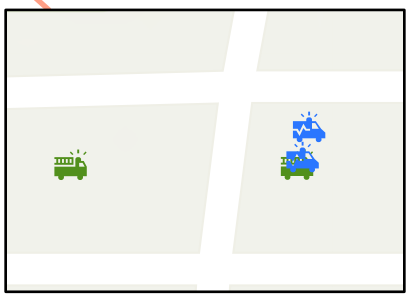


Legend

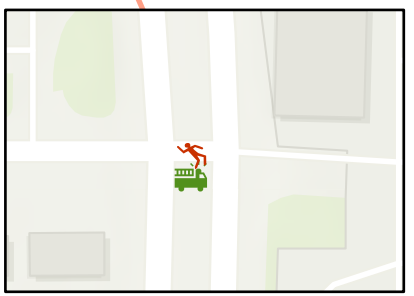
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract boundary



SR159 (Charleston Blvd) & Burnham Ave



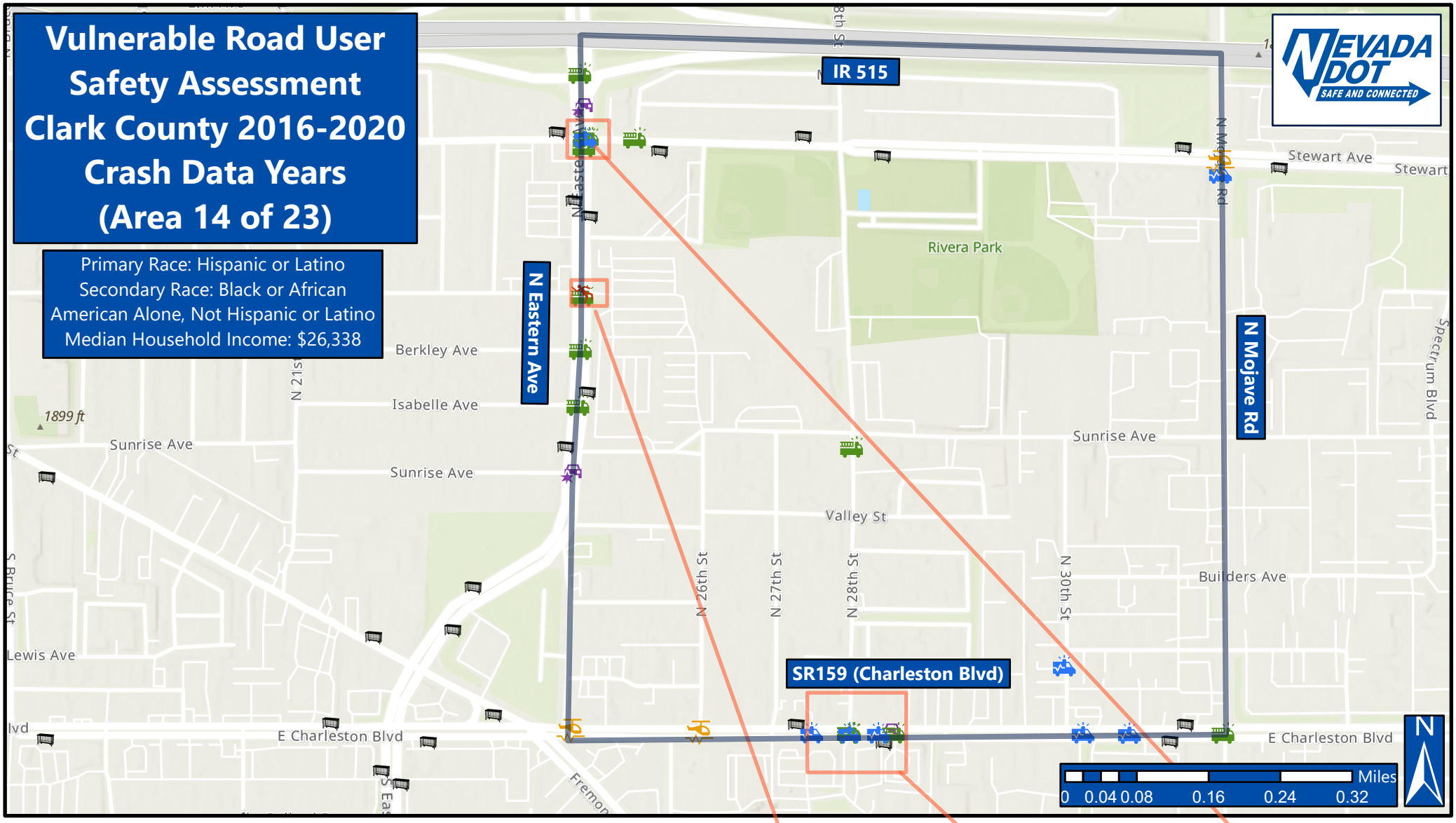
SR159 (Charleston Blvd) & Eastern Ave



Eastern Ave & Ogden Ave

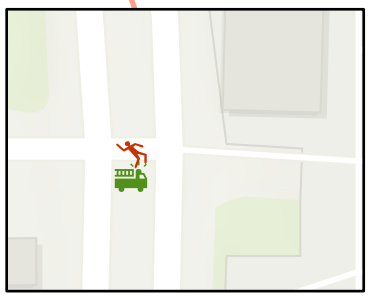
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 14 of 23)

Primary Race: Hispanic or Latino
Secondary Race: Black or African American Alone, Not Hispanic or Latino
Median Household Income: $26,338

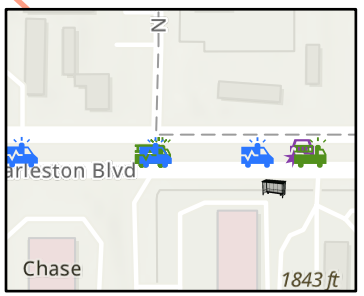


Legend

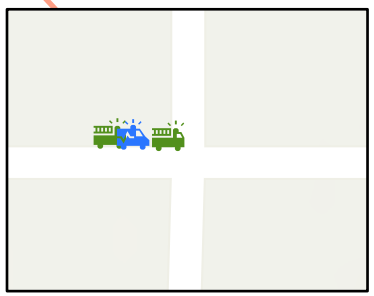
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



Eastern Ave & E Ogden Ave



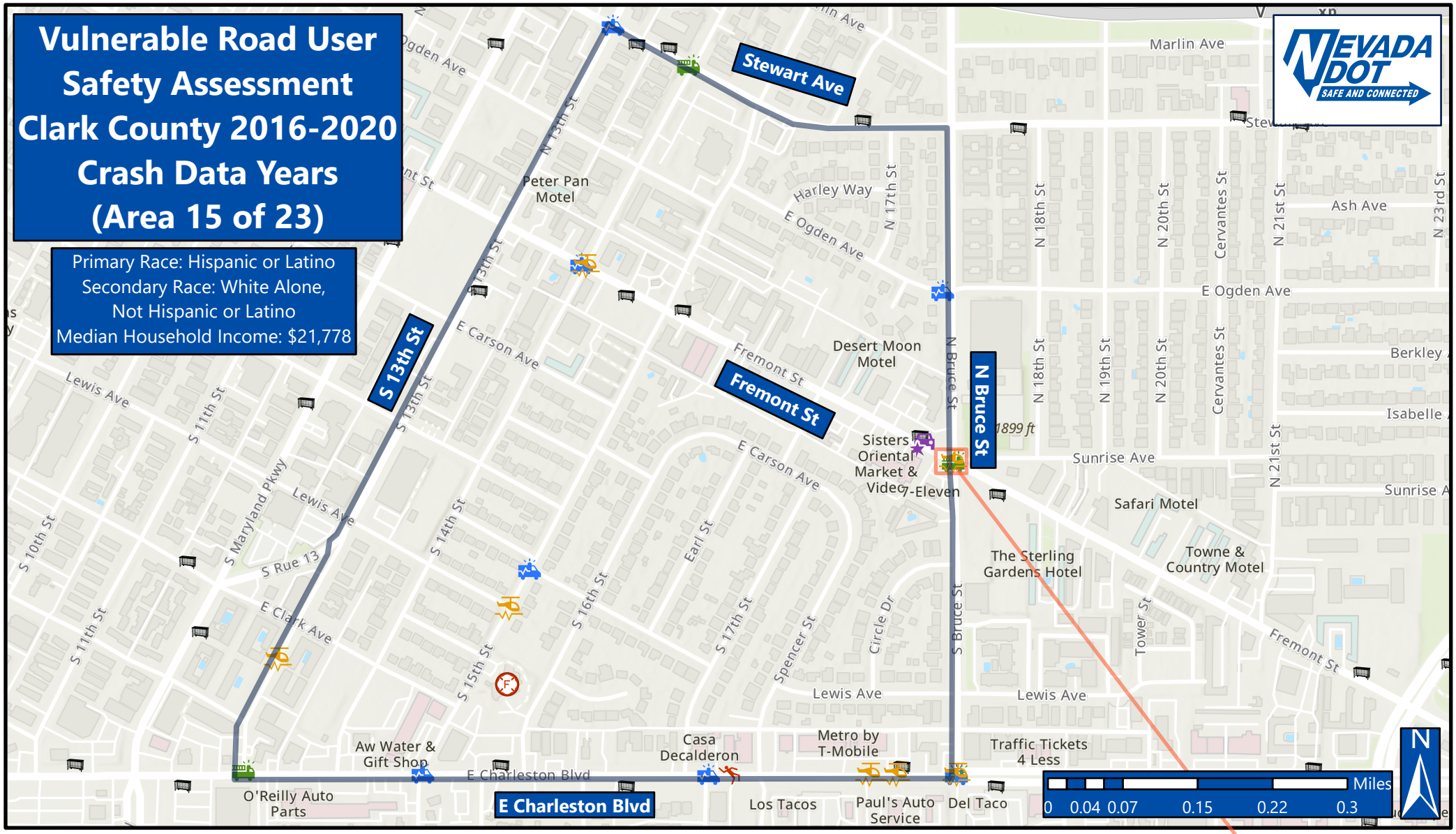
SR159 (Charleston Blvd) & 28th St



Stewart Ave & N Eastern Ave

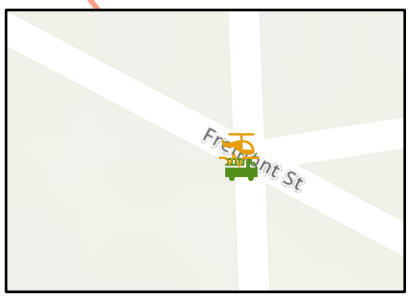
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 15 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $21,778



Legend

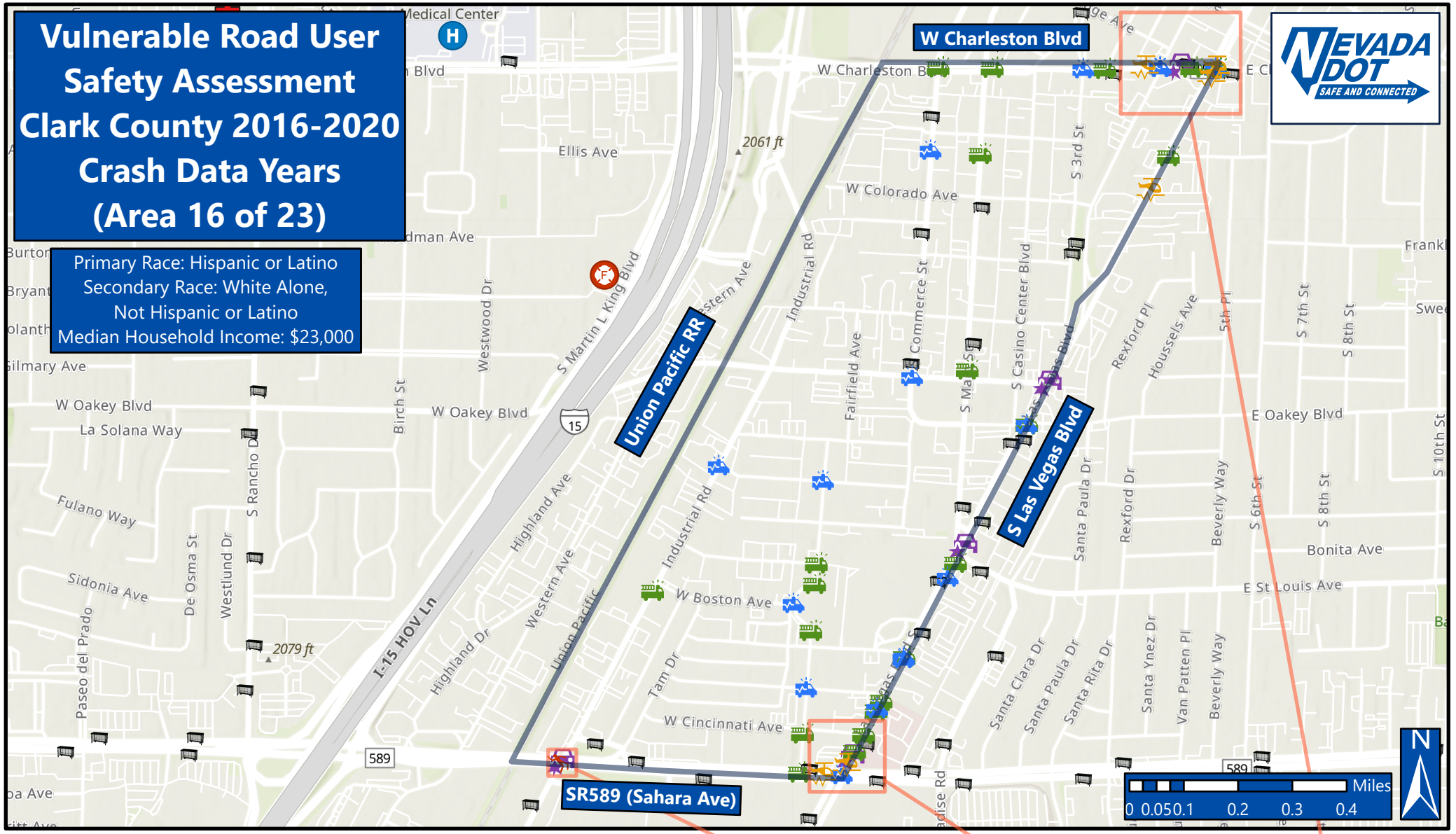
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



S Bruce St & Fremont St

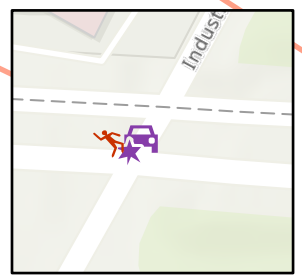
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 16 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $23,000

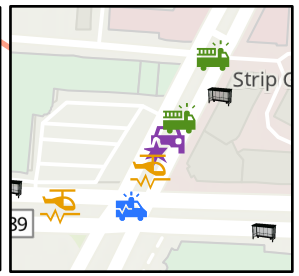


Legend

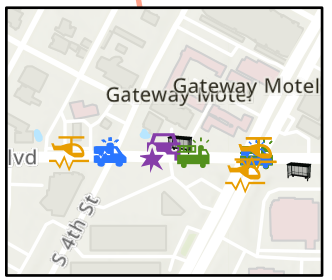
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



SR589 (Sahara Ave) & Industrial Rd



SR 589 (Sahara Ave) & S Las Vegas Blvd



W Charleston Blvd & S 4th St

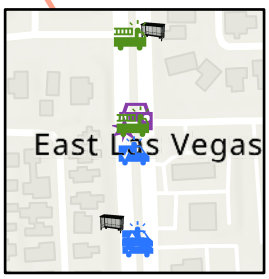
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 17 of 23)

Primary Race: White Alone, Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $27,181

Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary

SR612 (Nellis Blvd) & E Flamingo Rd

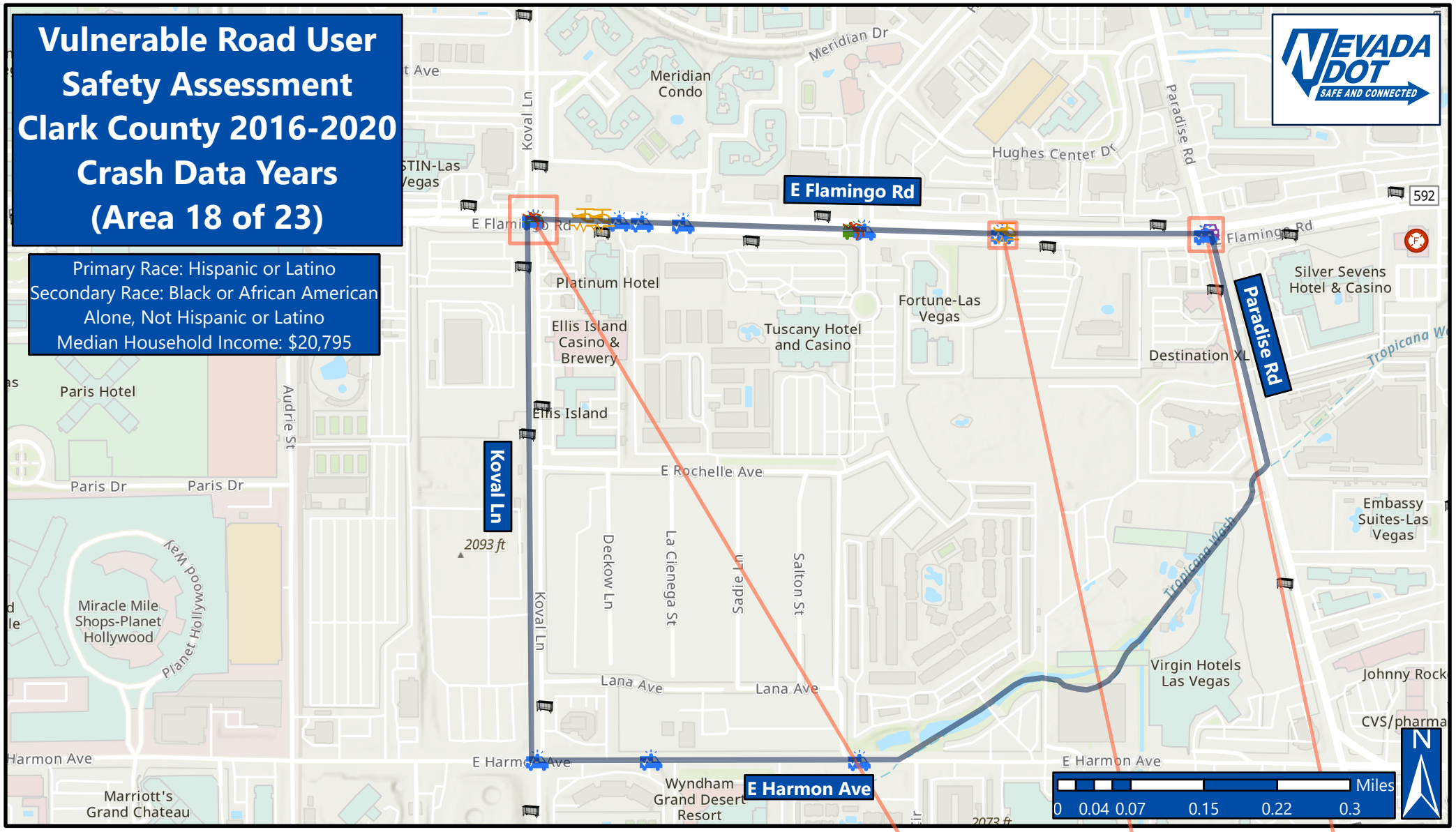


SR612 (Nellis Blvd) & Twain Ave

E Flamingo Rd & W Cabana Dr

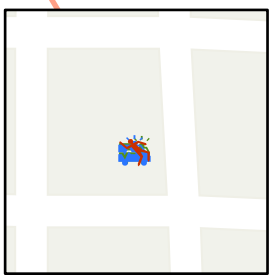
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 18 of 23)

Primary Race: Hispanic or Latino
Secondary Race: Black or African American Alone, Not Hispanic or Latino
Median Household Income: $20,795

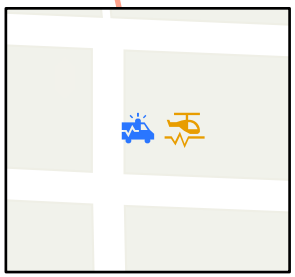


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possbile Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinics
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



Flamingo Rd & Koval Ln

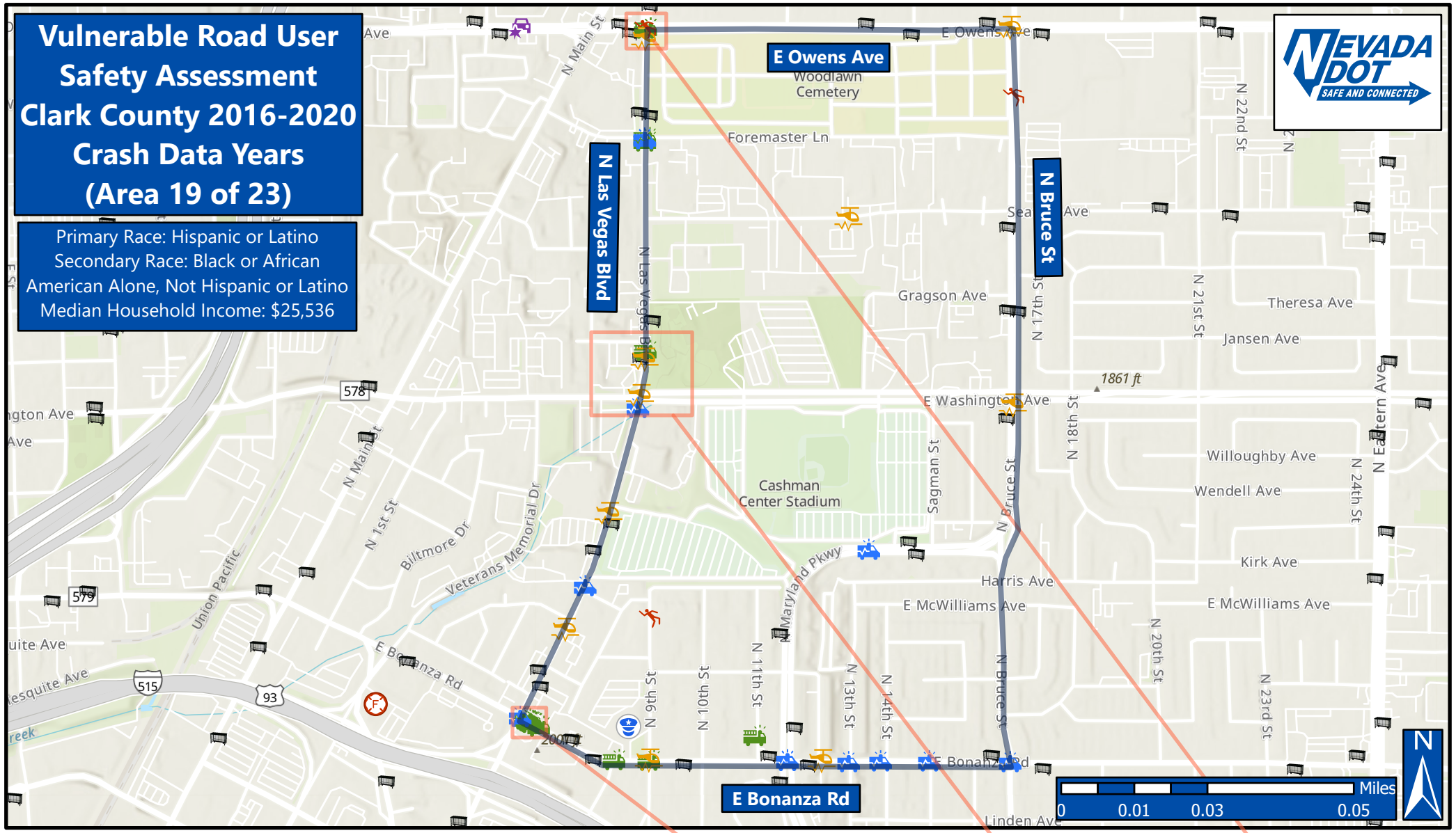


Flamingo Rd & Hospitality Cir

Flamingo Rd & Paradise Rd

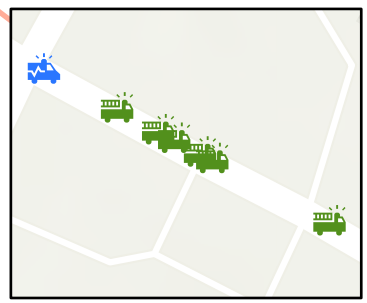
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 19 of 23)

Primary Race: Hispanic or Latino
Secondary Race: Black or African American Alone, Not Hispanic or Latino
Median Household Income: $25,536

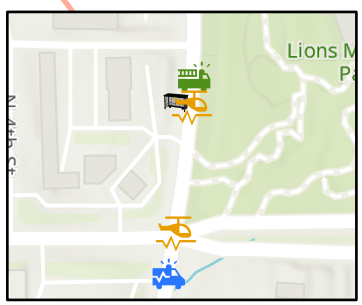


Legend

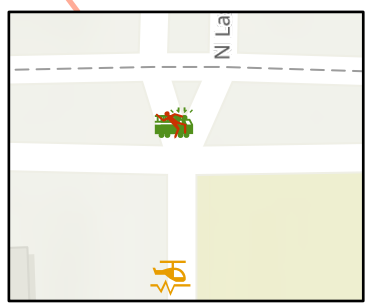
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



N Las Vegas Blvd & E Bonanza Rd



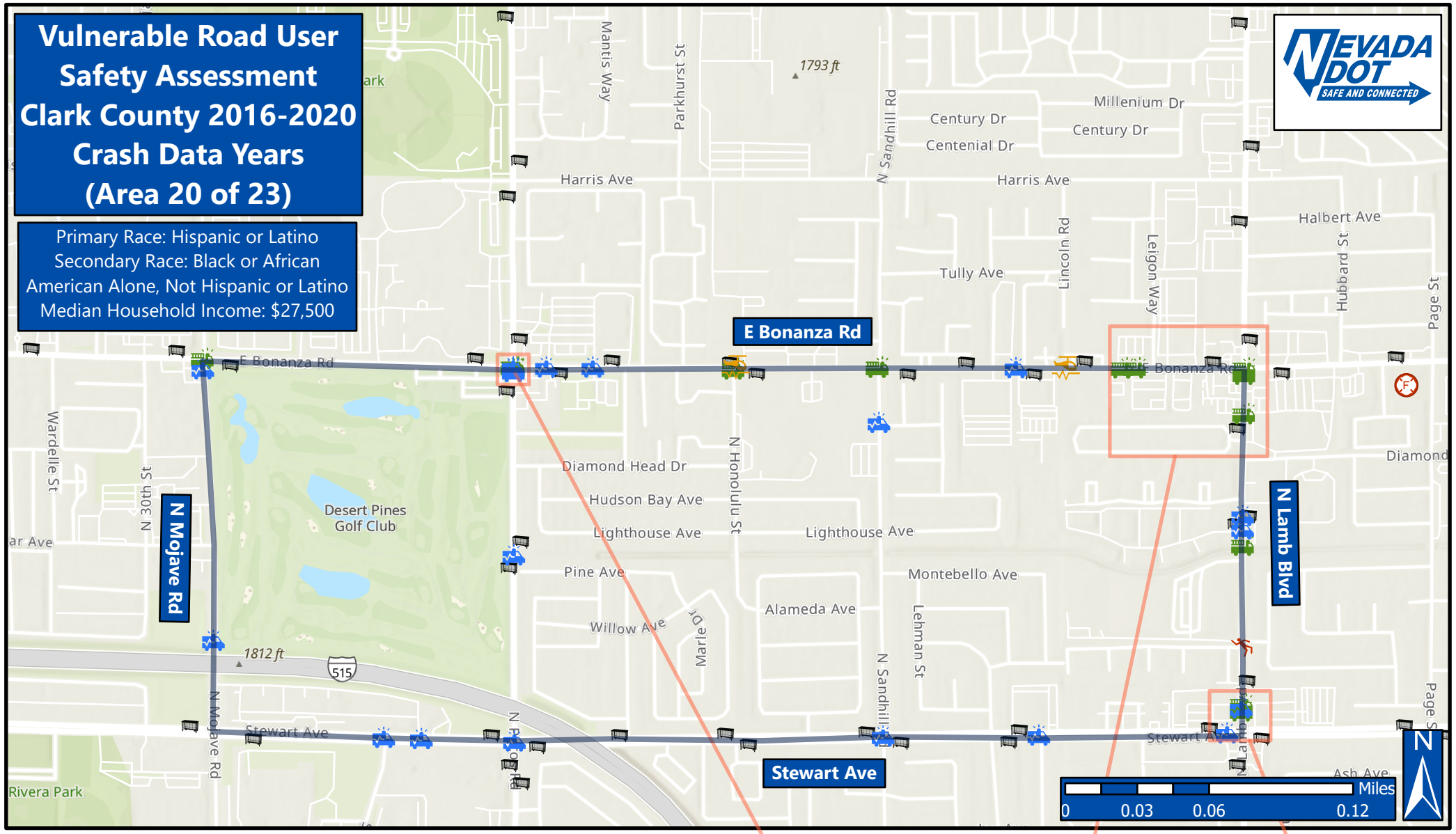
N Las Vegas Blvd



E Owens Ave & N Las Vegas Blvd

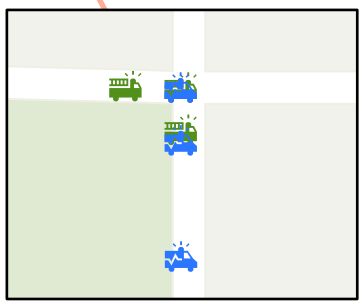
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 20 of 23)

Primary Race: Hispanic or Latino
Secondary Race: Black or African American Alone, Not Hispanic or Latino
Median Household Income: $27,500

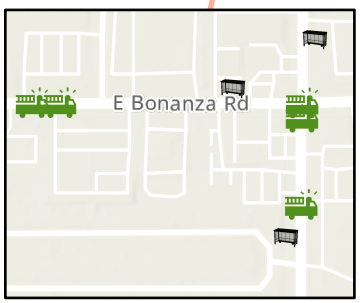


Legend

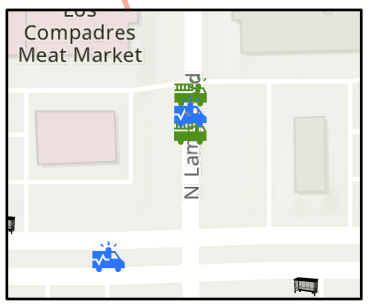
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



E Bonanza Rd & N Pescos Rd



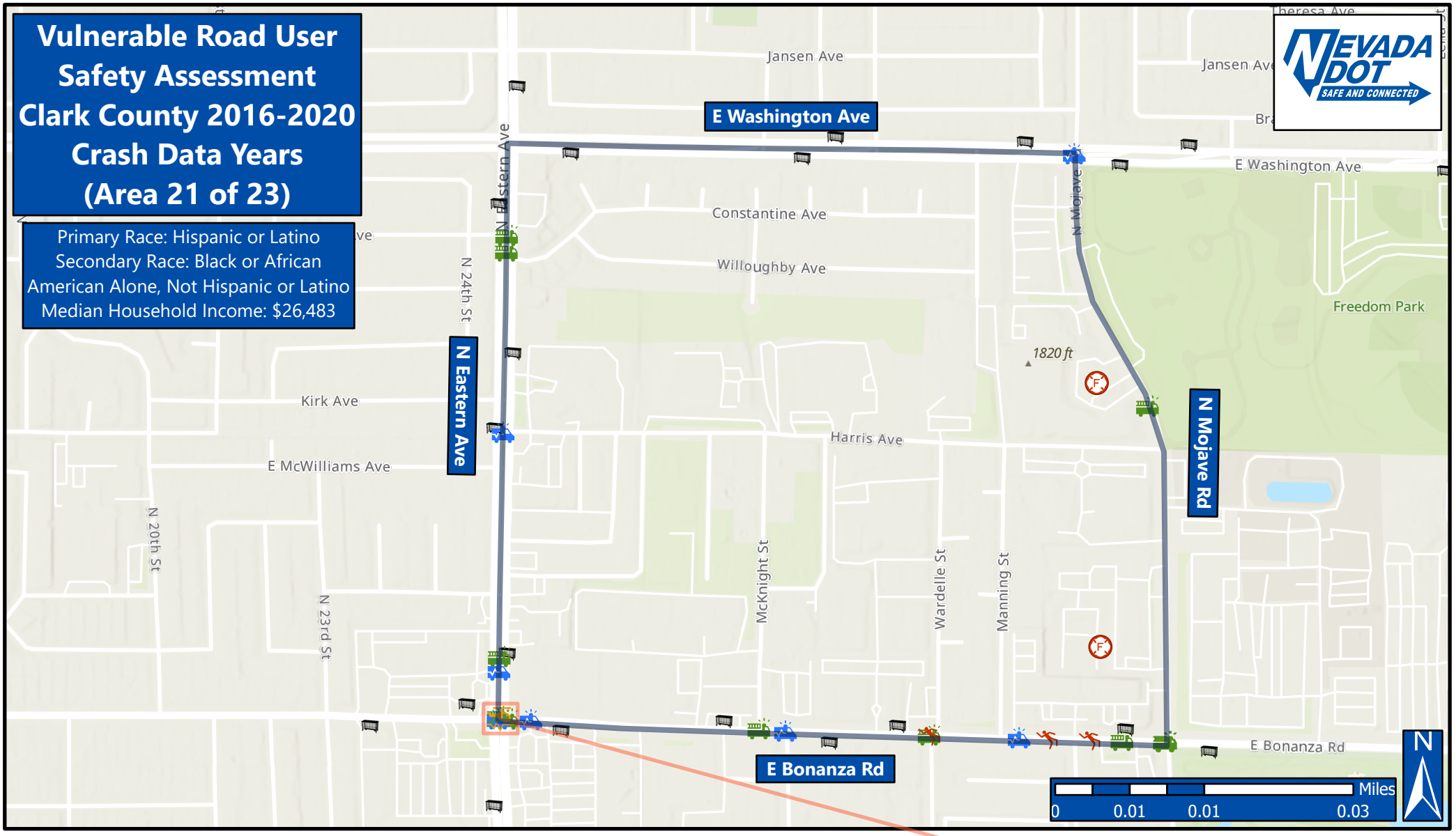
E Bonanza Rd & N Lamb Blvd



Stewart Ave & N Lamb Blvd

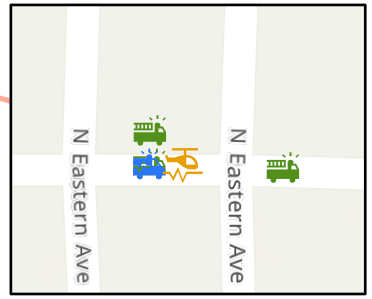
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 21 of 23)

Primary Race: Hispanic or Latino
Secondary Race: Black or African American Alone, Not Hispanic or Latino
Median Household Income: $26,483



Legend

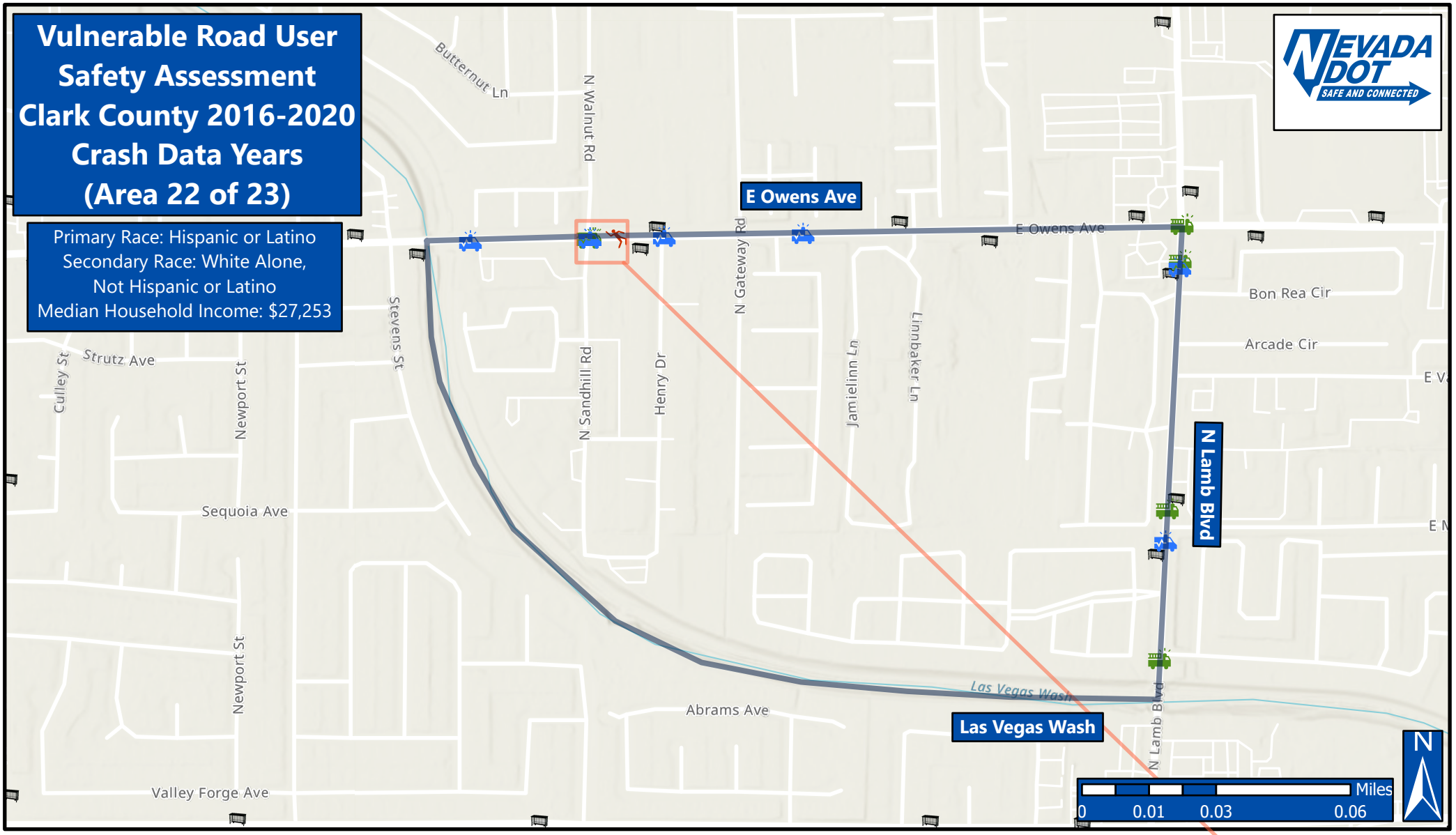
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



E Bonanza Rd & N Eastern Ave

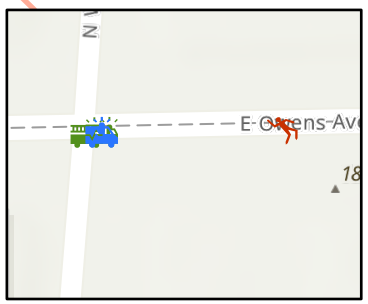
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 22 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $27,253



Legend

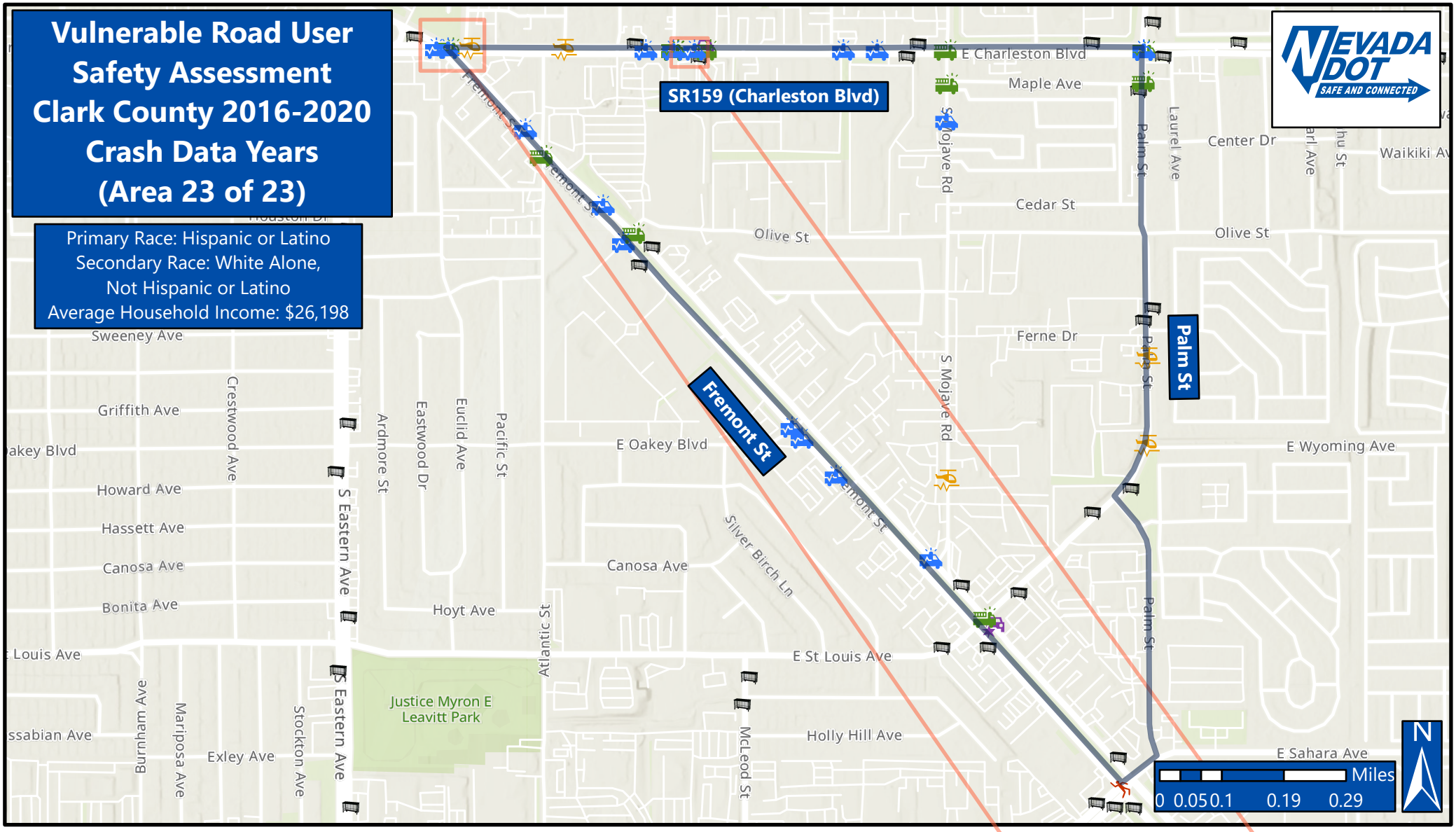
- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



E Owens Ave & N Walnut Rd

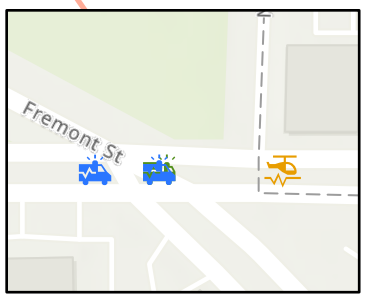
Vulnerable Road User Safety Assessment Clark County 2016-2020 Crash Data Years (Area 23 of 23)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Average Household Income: $26,198

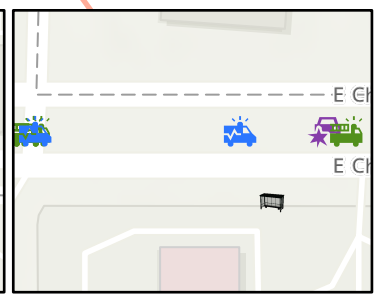


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Emergency Clinic
- Hospitals
- Fire Stations
- Law Enforcement
- Tract Boundary



SR159 (Charleston Blvd) & Fremont St



SR159 (Charleston Blvd) & N 28th St

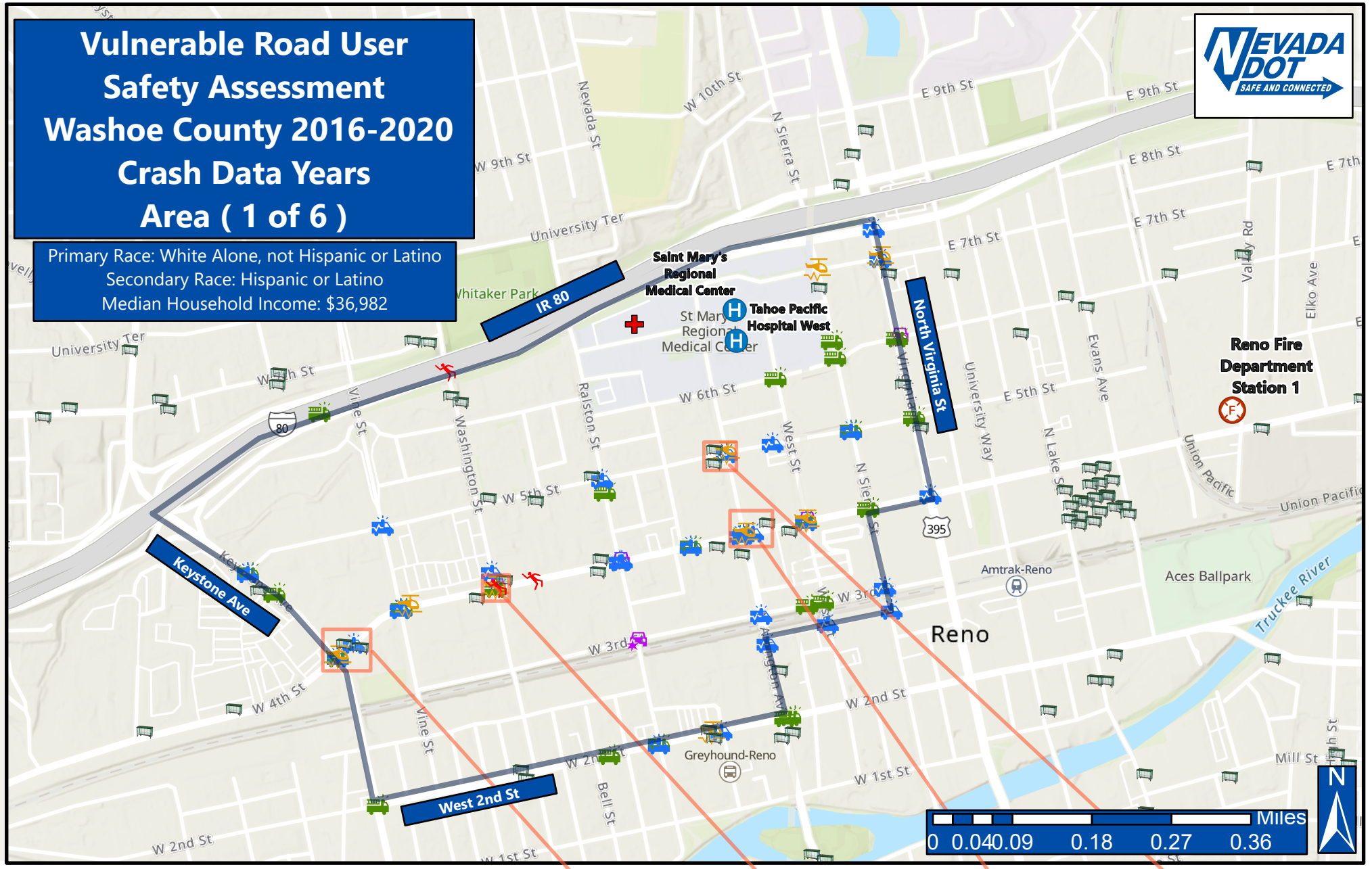
APPENDIX B

Washoe County VRU Census Tract Maps

(6 areas)

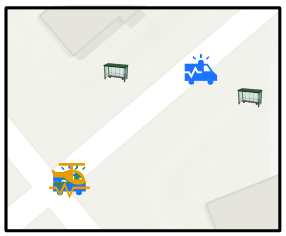
Vulnerable Road User Safety Assessment Washoe County 2016-2020 Crash Data Years Area (1 of 6)

Primary Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $36,982

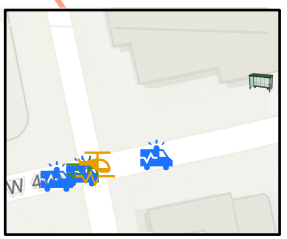


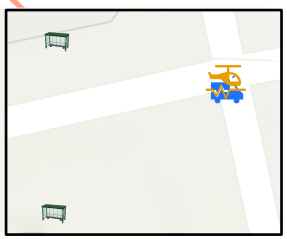
Legend

- Fatal Crashes
- Serious Injury Crashes
- Non-Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Hospital
- Fire Station
- Nevada Health Centers
- Tract Boundary


W 4th St & Keystone Ave

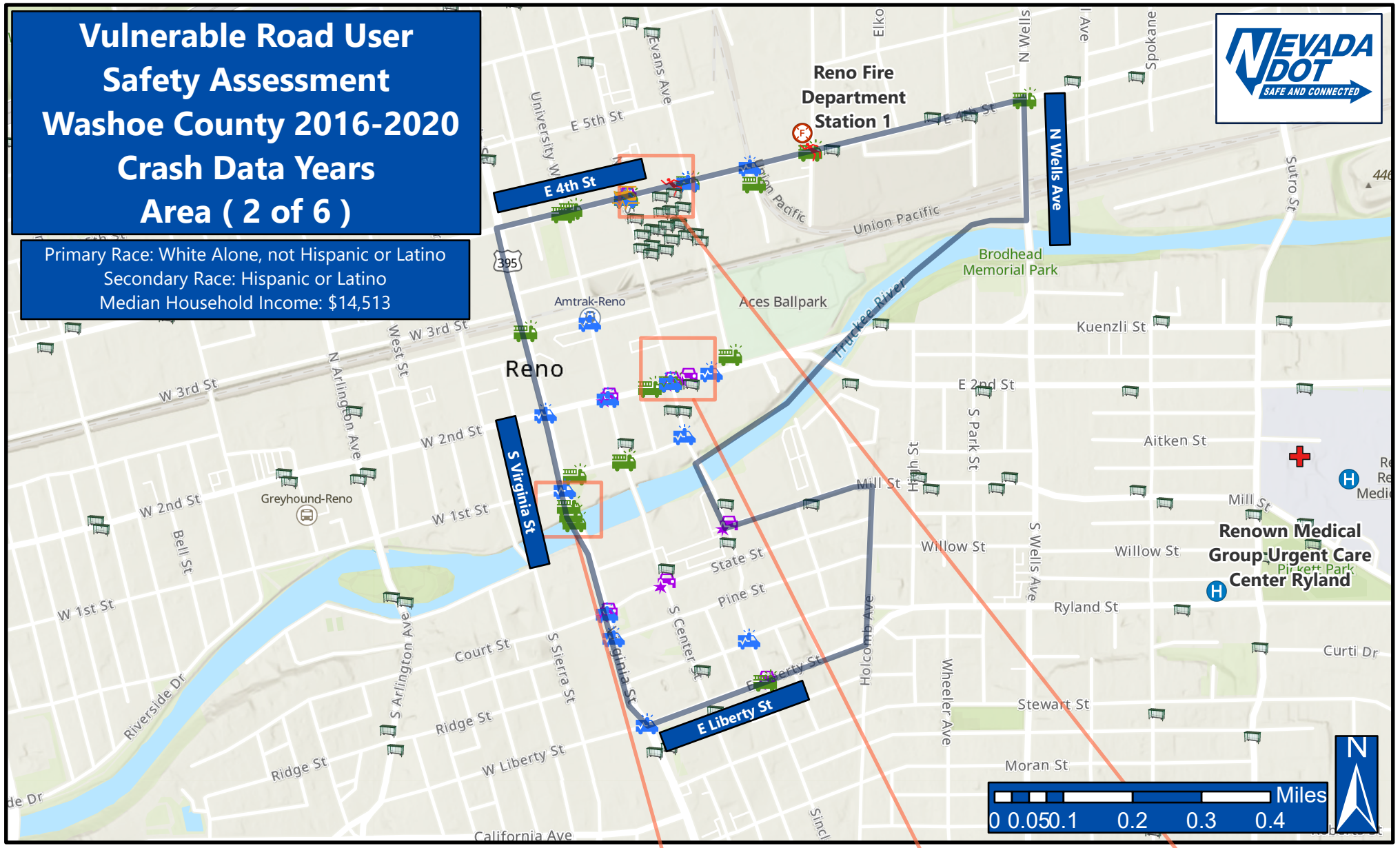
4th St & Washington St


4th St & N. Arlington Ave


5th St. & N. Arlington Ave

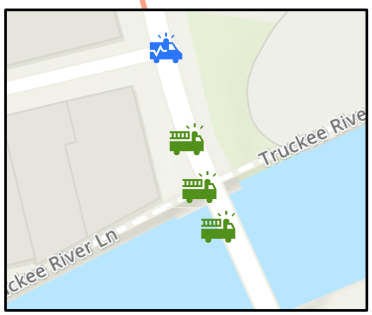
Vulnerable Road User Safety Assessment Washoe County 2016-2020 Crash Data Years Area (2 of 6)

Primary Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $14,513



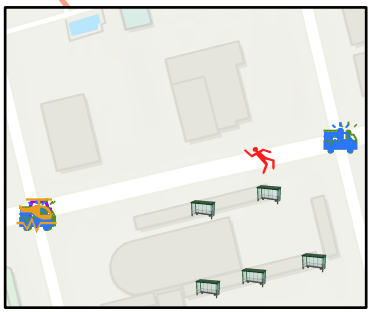
Legend

- Fatal Crashes
- Serious Injury Crashes
- Non-Serious Injury Crashes
- Claimed/Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Nevada Health Centers
- Hospitals
- Fire Stations
- Tract Boundary



W 1st St & S Virginia St

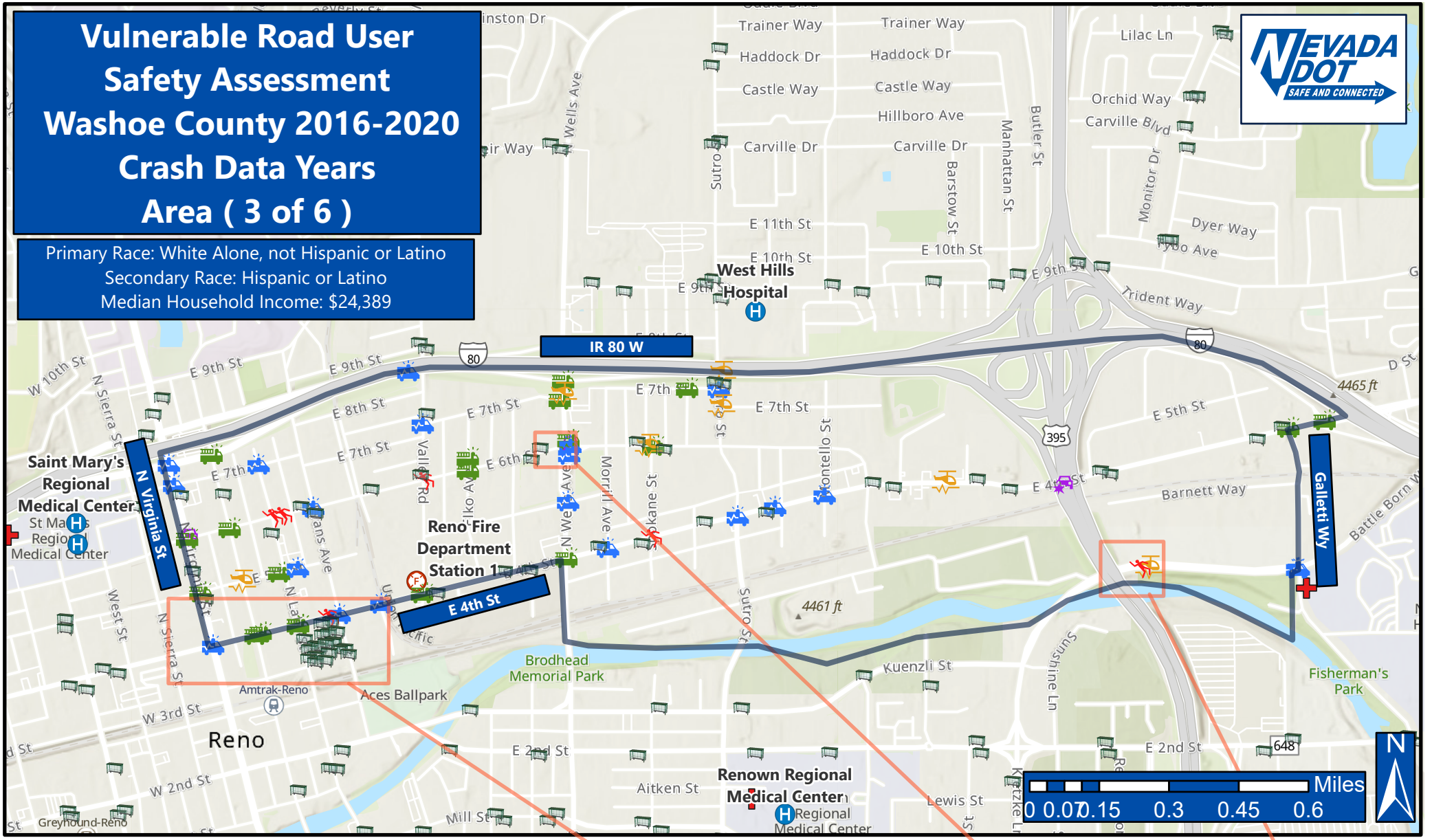
N Lake St & W 2nd St



E 4th St

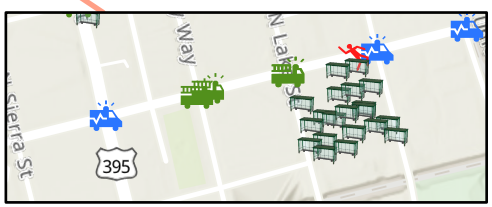
Vulnerable Road User Safety Assessment Washoe County 2016-2020 Crash Data Years Area (3 of 6)

Primary Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $24,389

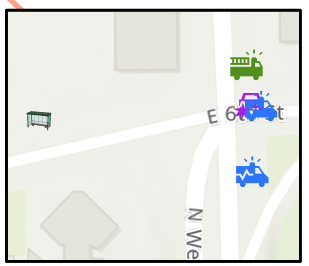


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non-Serious Injury Crashes
- Claimed Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Nevada Health Centers
- Hospitals
- Fire Stations
- Tract Boundary



E 4th St

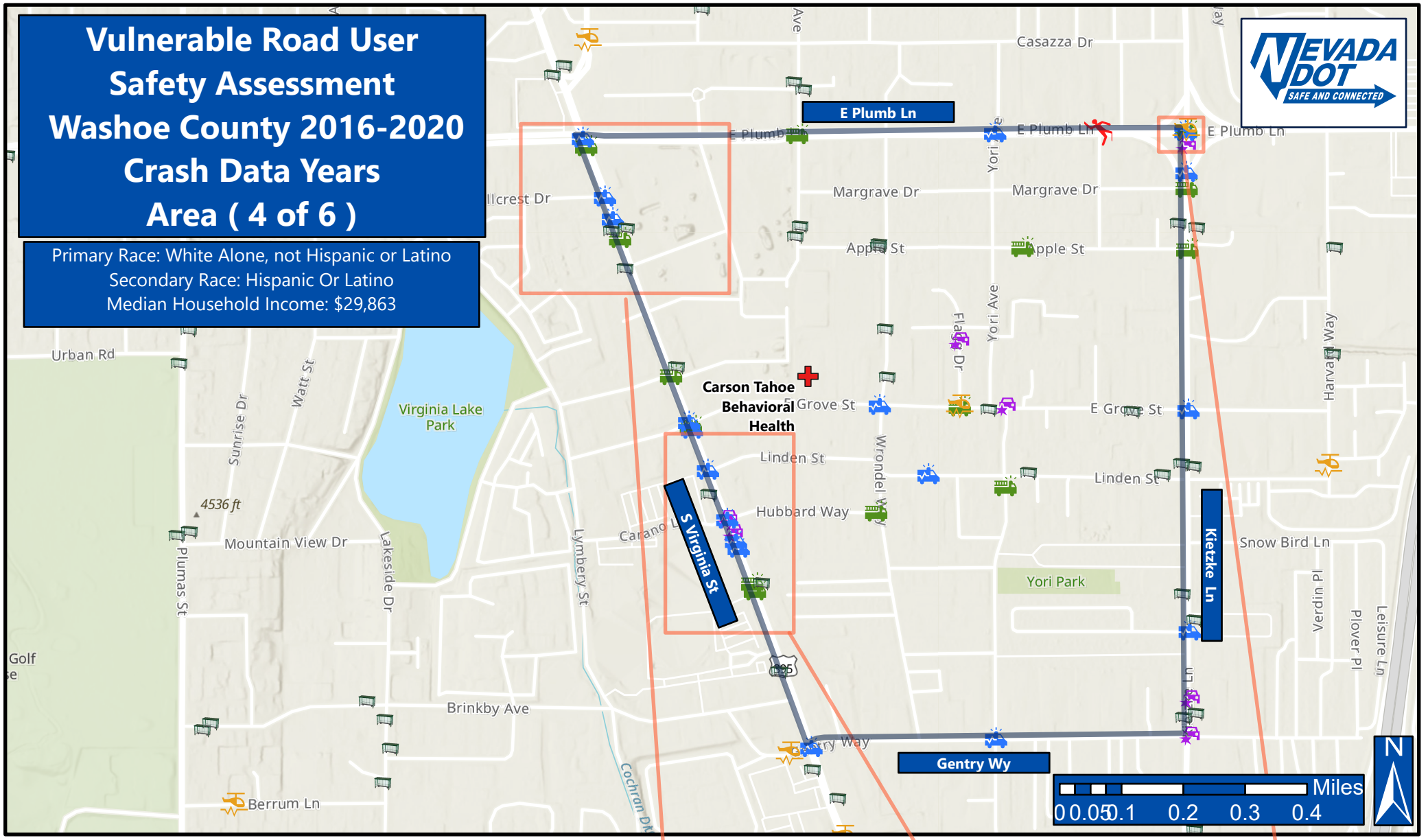


N Wells Ave & E 6th St

N Kietzke Ln

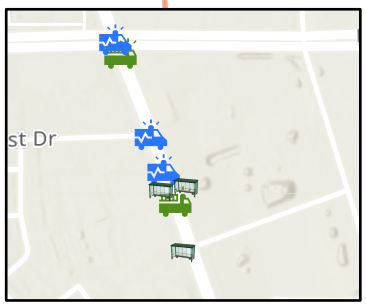
Vulnerable Road User Safety Assessment Washoe County 2016-2020 Crash Data Years Area (4 of 6)

Primary Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic Or Latino
Median Household Income: $29,863

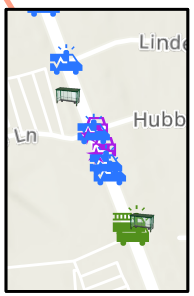


Legend

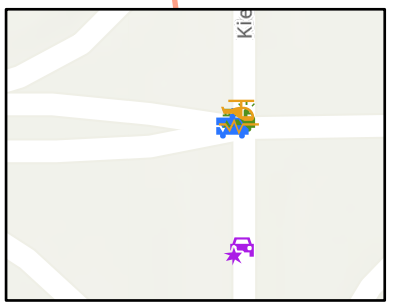
- Fatal Crash
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Nevada Health Centers
- Hospitals
- Fire Stations
- Tract Boundary



S Virginia St



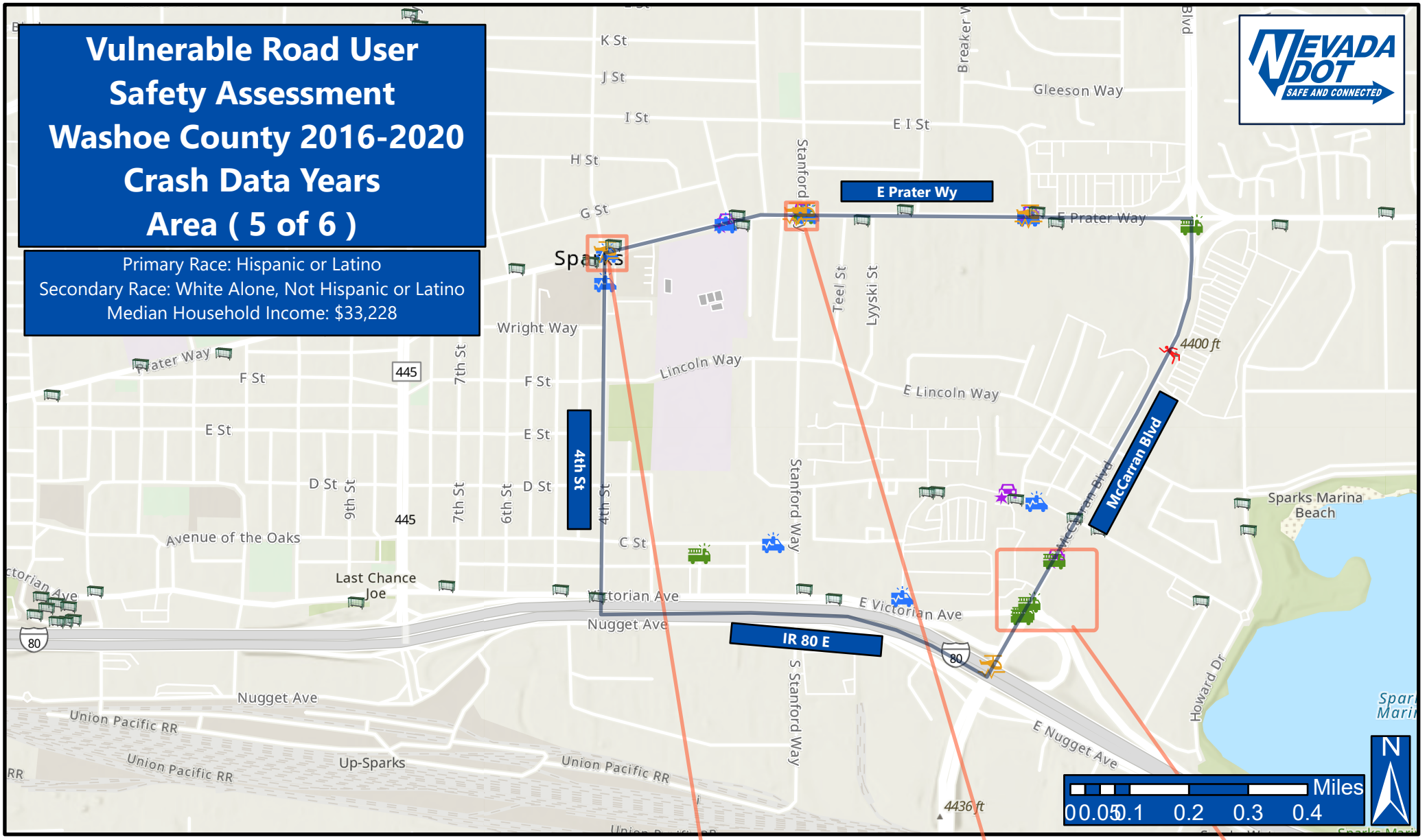
S Virginia St & Hubbard Wy



Plumb Ln & Kietzke Ln

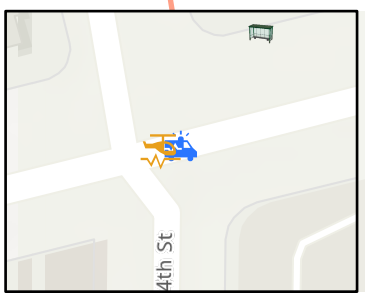
Vulnerable Road User Safety Assessment Washoe County 2016-2020 Crash Data Years Area (5 of 6)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, Not Hispanic or Latino
Median Household Income: $33,228

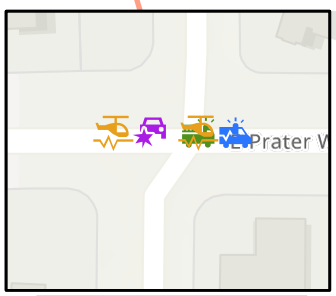


Legend

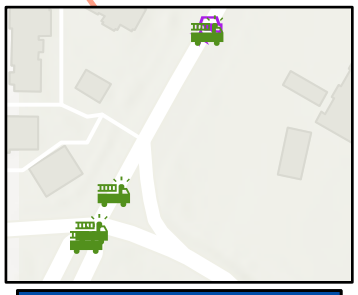
- Fatal Crashes
- Serious Injury Crashees
- Non Serious Injury Crashes
- Claim Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Nevada Health Centers
- Hospitals
- Fire Stations
- Tract Boundary



Prater Wy & 4th St



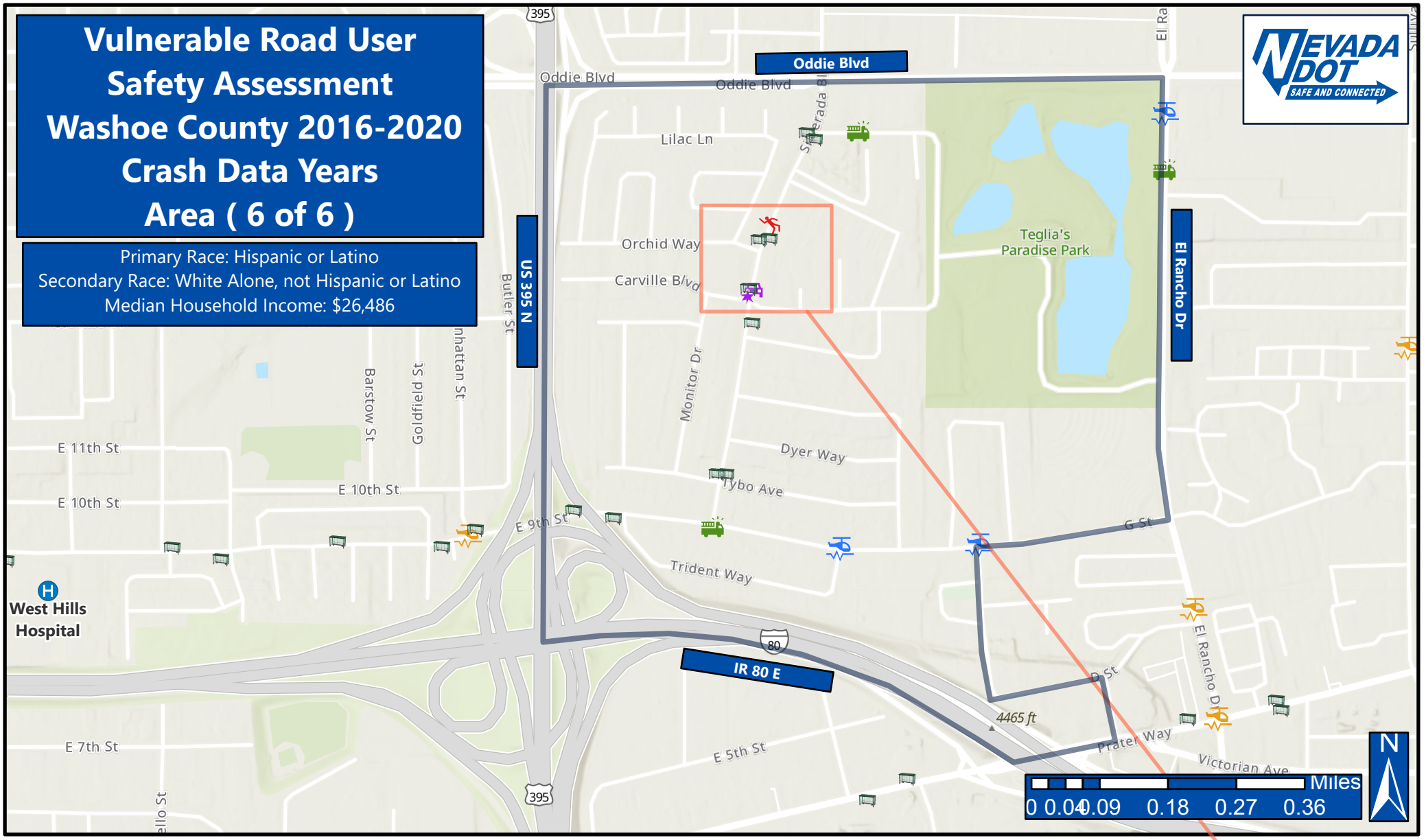
E Prater Wy & Stanford Wy



E Victorian Ave & N McCarran

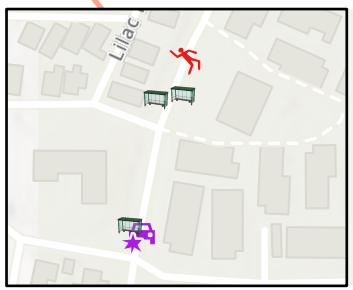
Vulnerable Road User Safety Assessment Washoe County 2016-2020 Crash Data Years Area (6 of 6)

Primary Race: Hispanic or Latino
Secondary Race: White Alone, not Hispanic or Latino
Median Household Income: $26,486



Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claim Possible Injury Crashes
- Property Damage Only Crashes
- Bus Stops
- Nevada Health Centers
- Hospitals
- Fire Stations
- Tract Boundary



APPENDIX C

Carson City VRU Census Tract Map

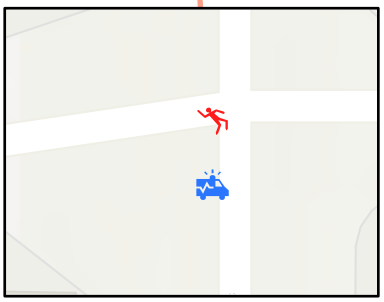
(2 areas)

Vulnerable Road User Safety Assessment Carson City 2016-2020 Crash Data Years (Area 1 of 2)

Race: Hispanic or Latino
Secondary Race: White Alone, not Hispanic or Latino
Median Household Income: $46,457

Legend

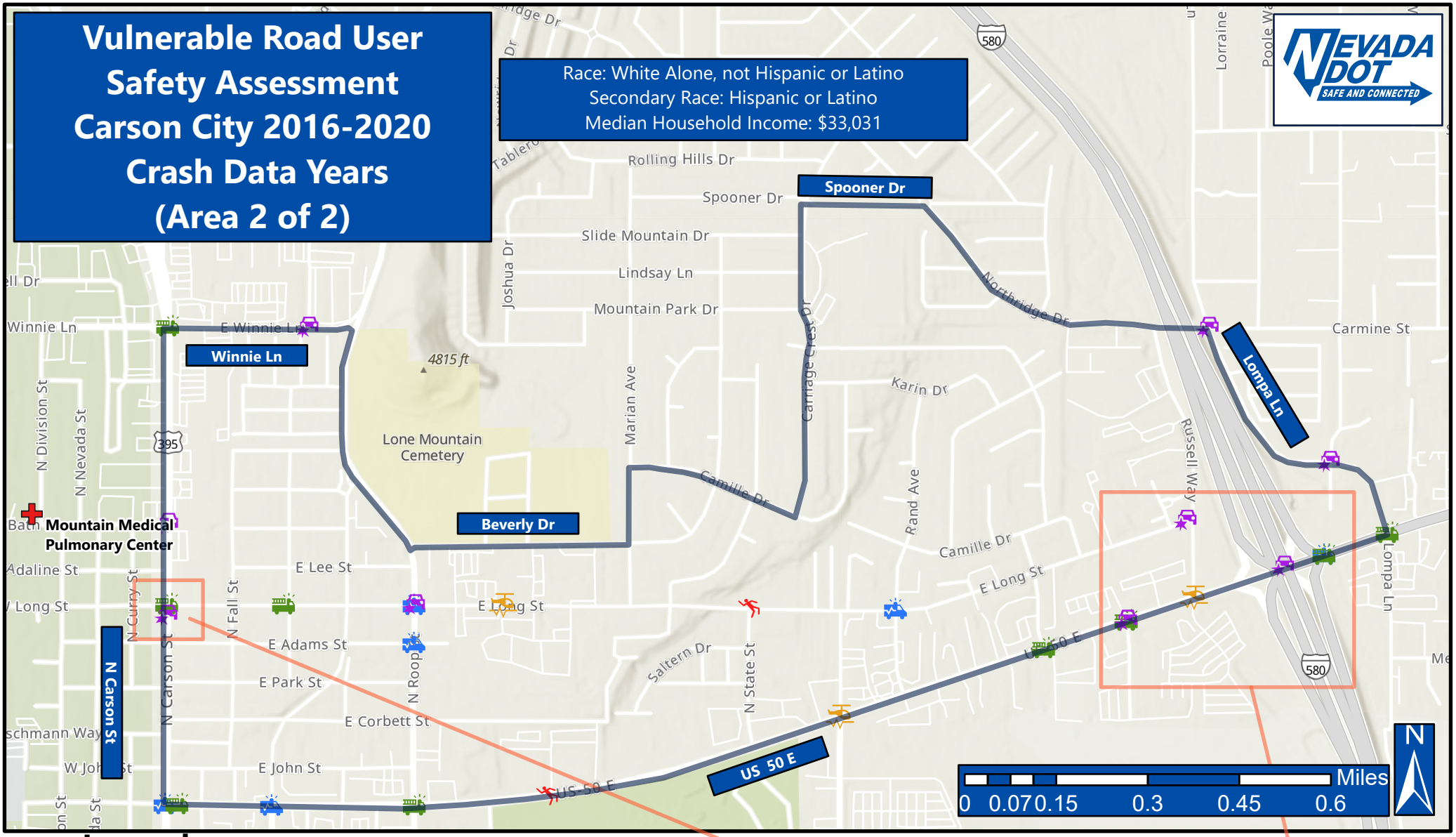
- Fatal Injury
- Serious Injury Crashes
- Non-Serious Injury Crashes
- Claim Possible Injury Crashes
- Property Damage Only Crashes
- Hospitals
- Fire Stations
- Nevada Health Centers
- Tract Boundary



Gordan St & Fairview Dr

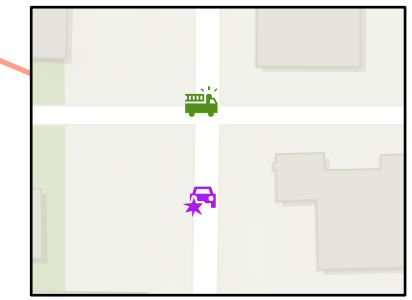
Vulnerable Road User Safety Assessment Carson City 2016-2020 Crash Data Years (Area 2 of 2)

Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $33,031

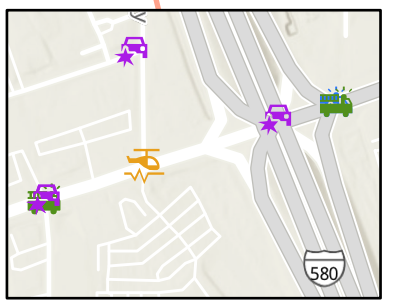


Legend

- Fatal Crashes
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claim Possible Injury Crashes
- Property Damage Only Crashes
- Hospitals
- Fire Stations
- Nevada Health Centers
- Tract Boundary



N Carson St & E Long St



US 50 E

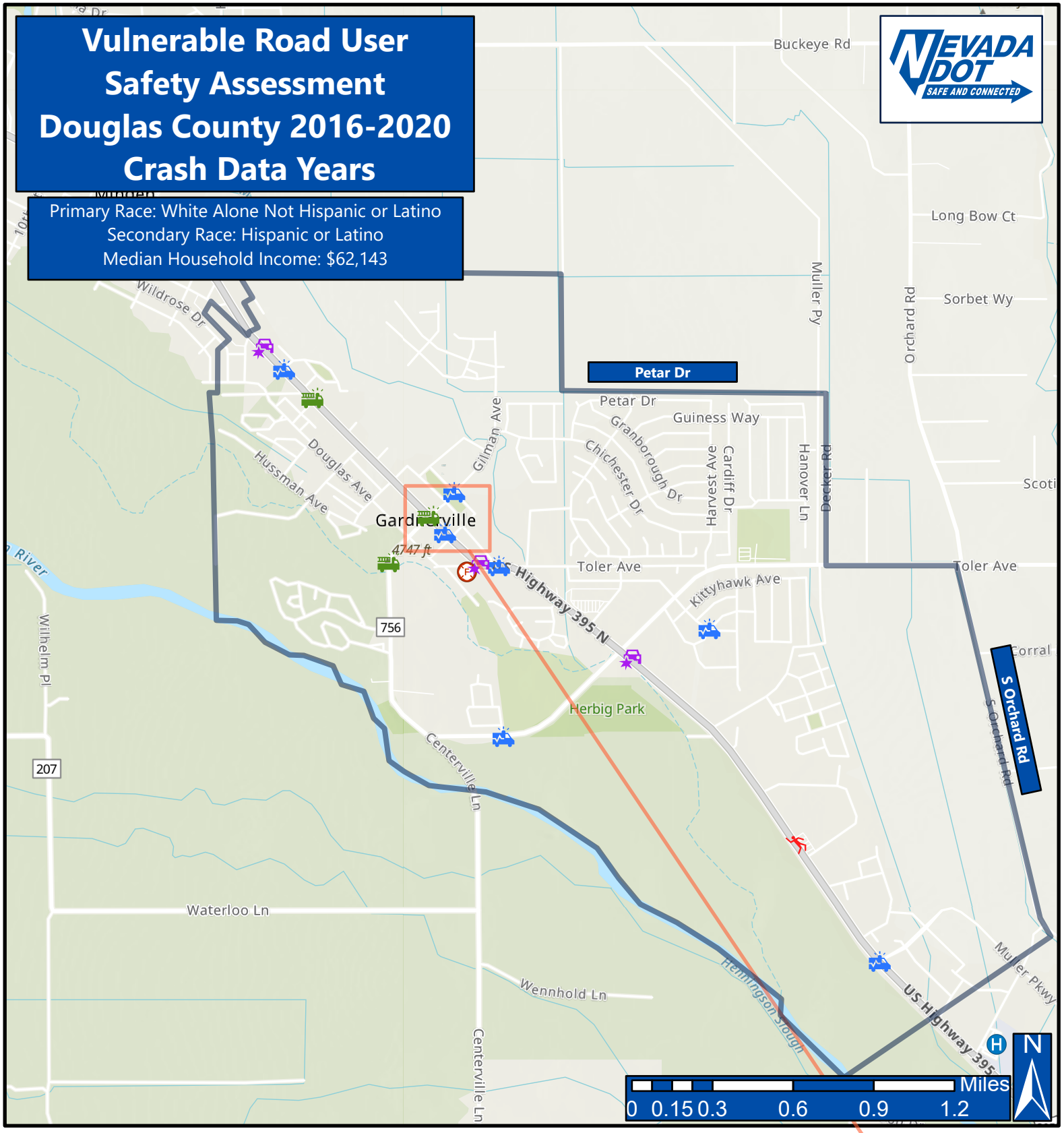
APPENDIX D

Douglas County VRU Census Tract Map

(1 area)

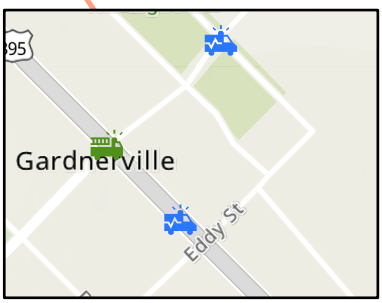
Vulnerable Road User Safety Assessment Douglas County 2016-2020 Crash Data Years

Primary Race: White Alone Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $62,143



Legend

- Fatal Injury
- Serious Injury Crashes
- Non-Serious Injury Crashes
- Claim Possible Injury Crashes
- Property Damage Only Crashes
- Hospitals
- Fire Stations
- Nevada Health Centers
- Tract Boundary



N US395 & Gillman Ave

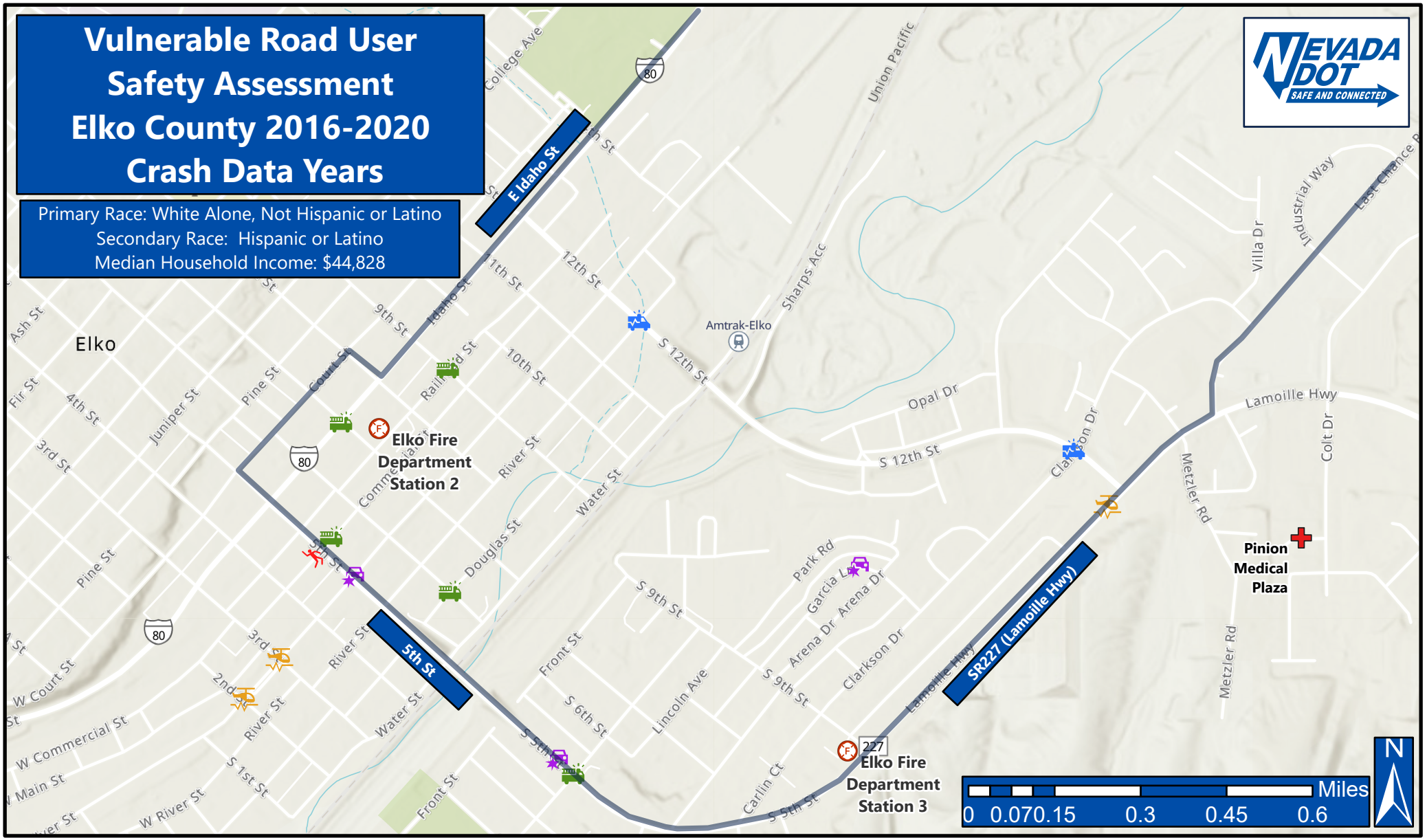
APPENDIX E

Elko County VRU Census Tract Map

(1 area)

Vulnerable Road User Safety Assessment Elko County 2016-2020 Crash Data Years

Primary Race: White Alone, Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $44,828



Legend

- Fatal Injury
- Serious Injury Crashes
- NonSerious Injury Crashes
- Claimed Possible Injury Crashes
- Property Damage Only Crashes
- Nevada Health Centers
- Hospitals
- Fire Stations
- Tract Boundary

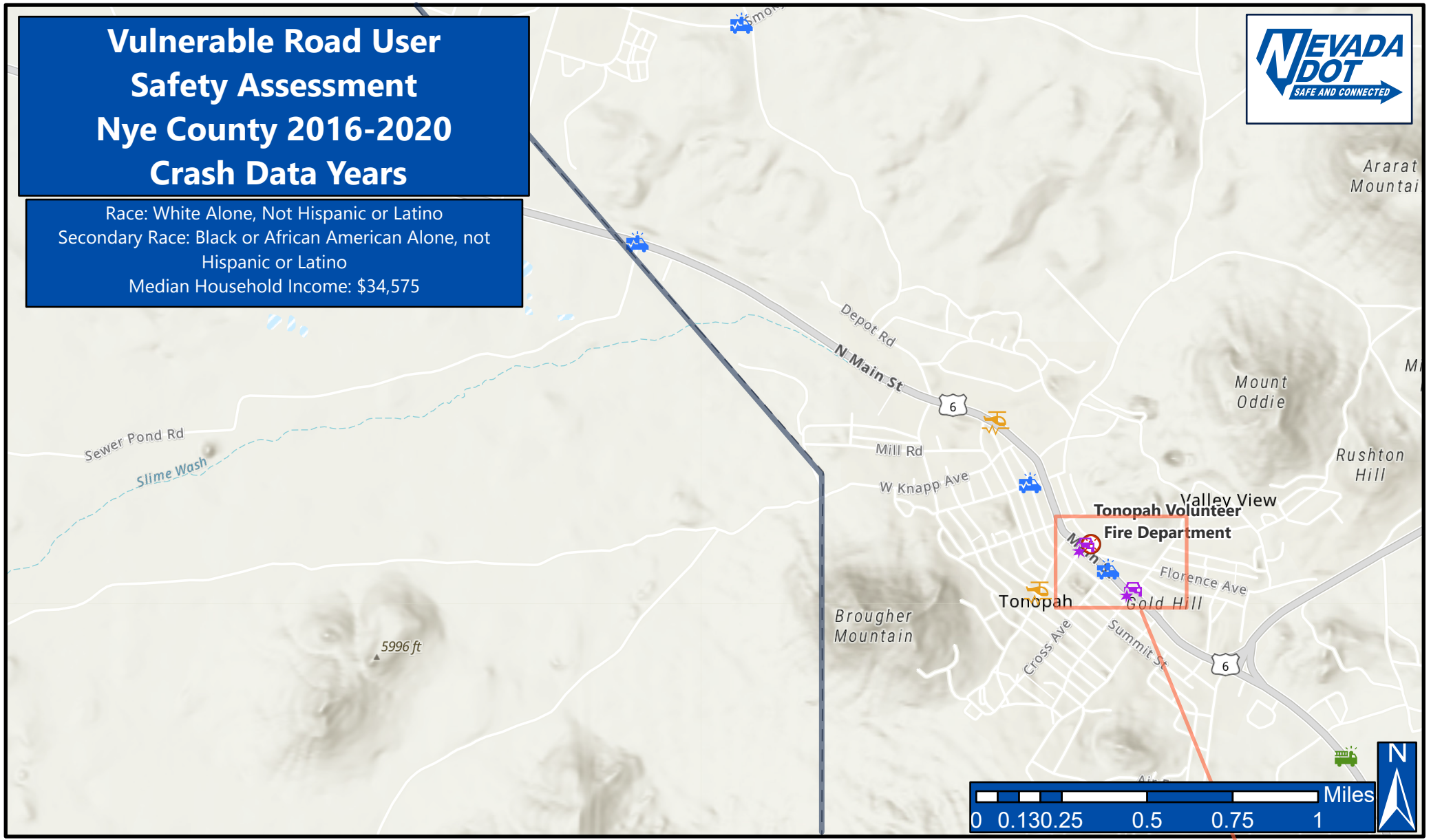
APPENDIX F

Nye County VRU Census Tract Maps

(1 area)

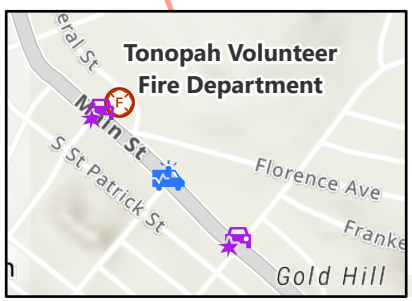
Vulnerable Road User Safety Assessment Nye County 2016-2020 Crash Data Years

Race: White Alone, Not Hispanic or Latino
Secondary Race: Black or African American Alone, not Hispanic or Latino
Median Household Income: $34,575



Legend

- Fatal Injury
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed Possible Injury Crashes
- Property Damage Only Crashes
- Nevada Health Centers
- Hospitals
- Fire Stations
- Tract Boundary

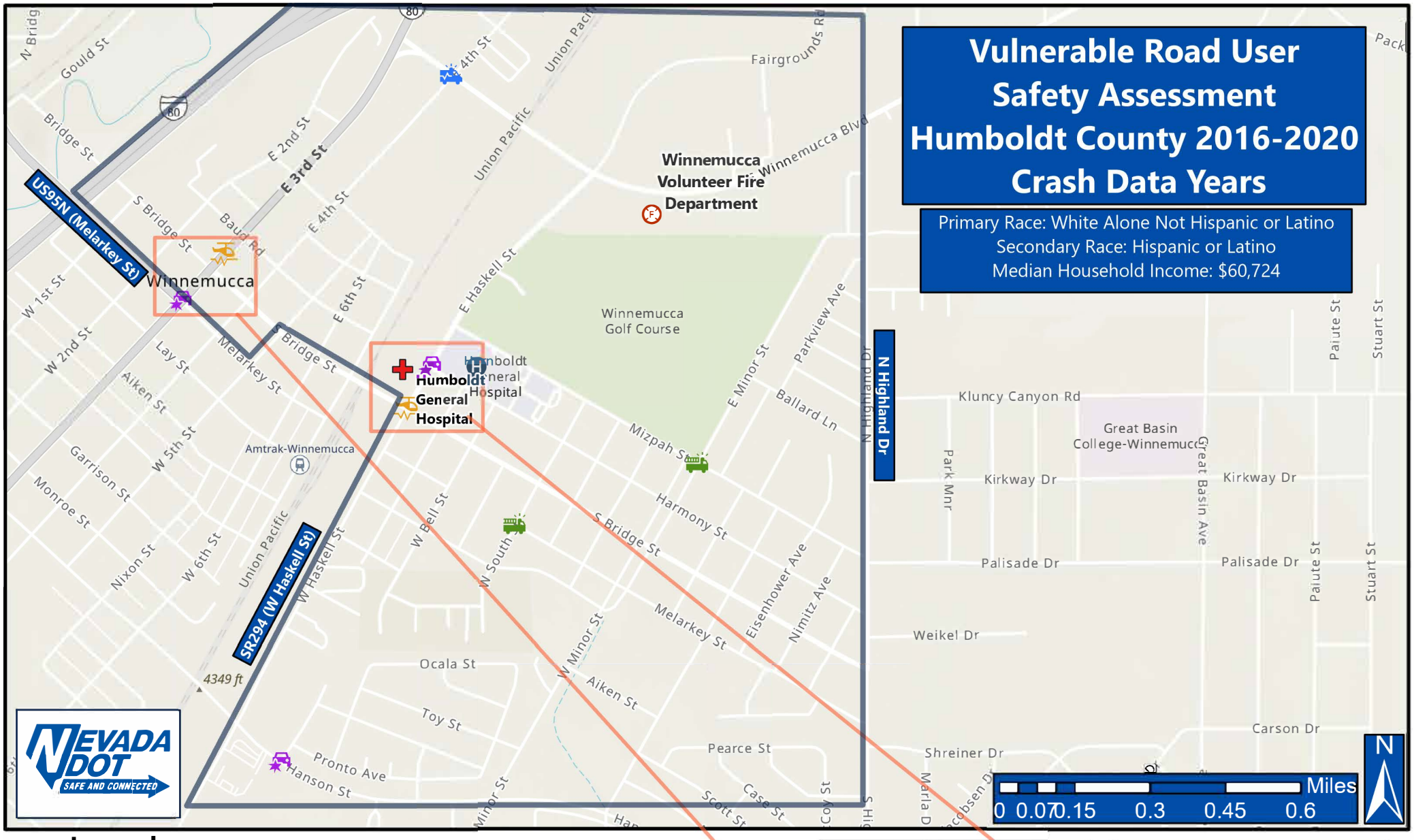


Main St & Florence Ave

APPENDIX G

Humboldt County VRU Census Tract Map

(1 area)


Vulnerable Road User Safety Assessment Humboldt County 2016-2020 Crash Data Years
Primary Race: White Alone Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $60,724
US95N (Melarkey St)
SR294 (W Haskell St)
E 3rd St
Winnemucca
Humboldt General Hospital
Winnemucca Volunteer Fire Department
Winnemucca Golf Course
Amtrak-Winnemucca
Great Basin College-Winnemucca
N Highland Dr
4349 ft
Miles
0 0.07 0.15 0.3 0.45 0.6
N
Legend
Fatal Injury
Serious Injury Crashes
Non Serious Injury Crashes
Claim Possible Injury Crashes
Property Damage Only
Hospitals
Fire Stations
Nevada Health Centers
Tract Boundary
3rd St
E Haskell St

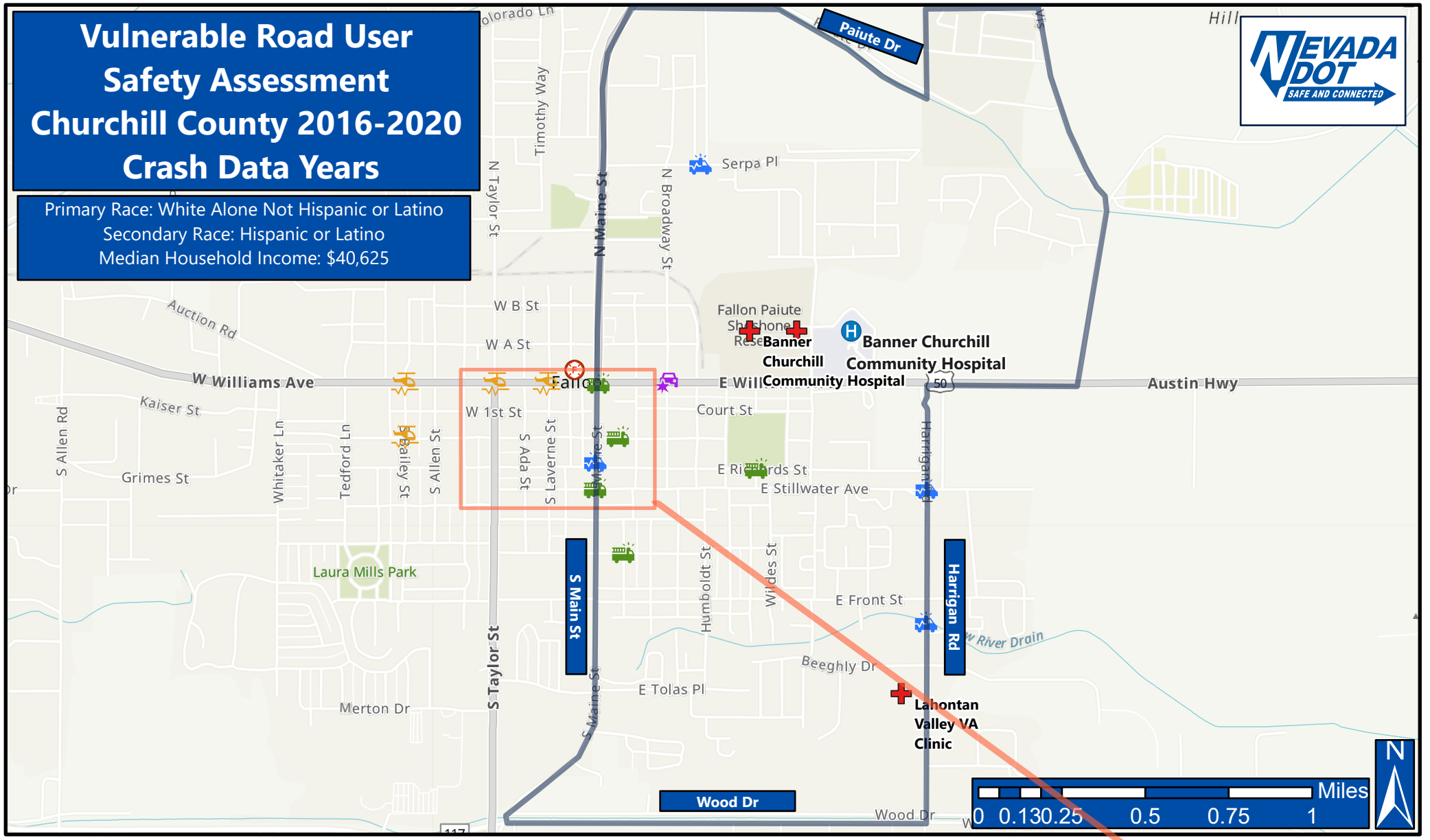
APPENDIX H

Churchill County VRU Census Tract Maps

(2 areas)

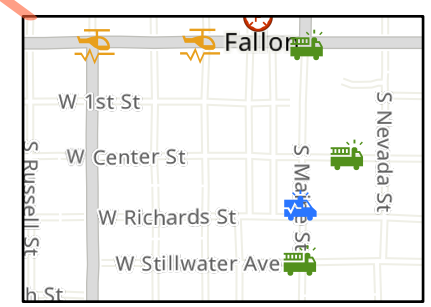
Vulnerable Road User Safety Assessment Churchill County 2016-2020 Crash Data Years

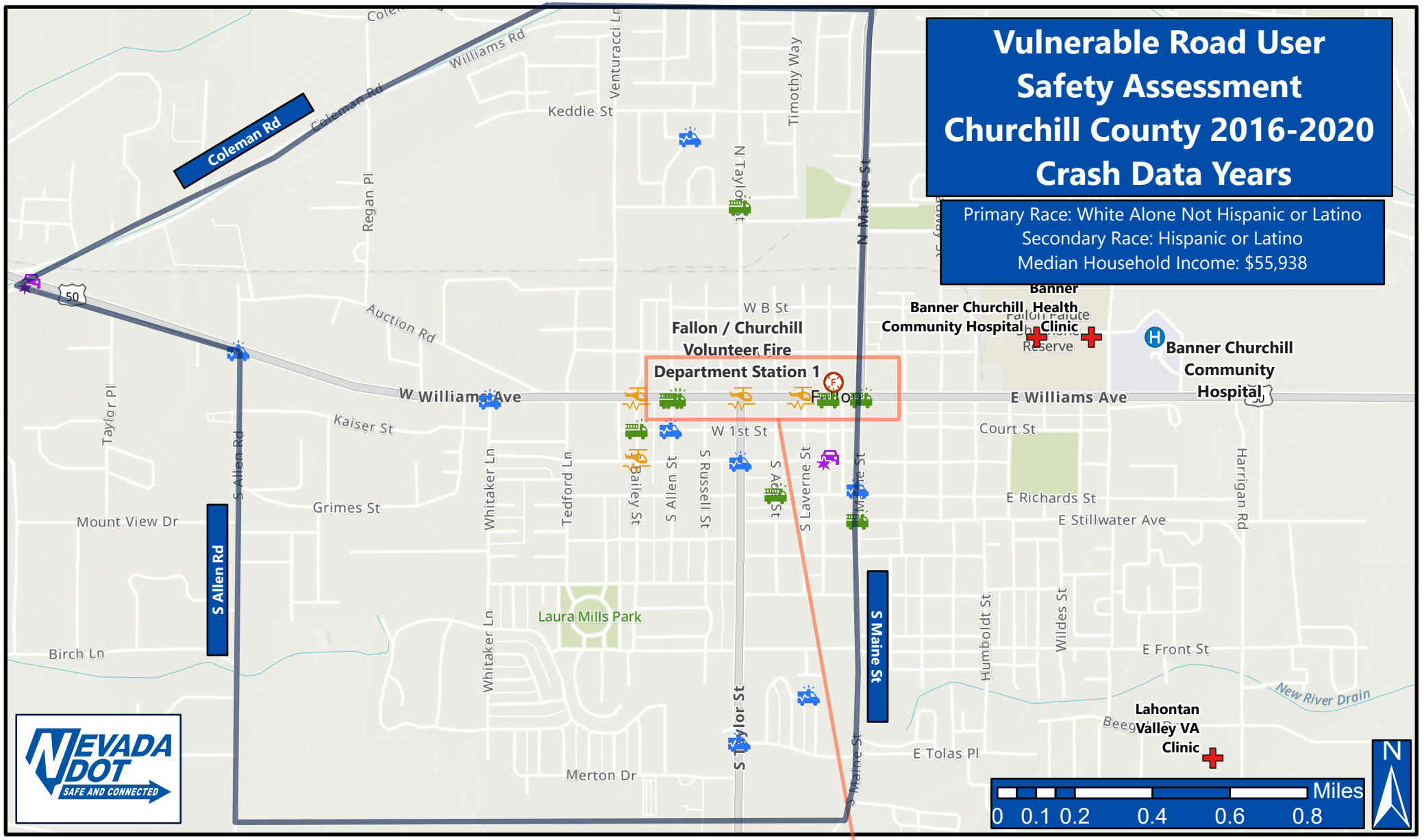
Primary Race: White Alone Not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $40,625



Legend

- Fatal Injury
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claim Possible Injury Crashes
- Property Damage Only Crashes
- Hospitals
- Fire Stations
- Nevada Health Centers
- Tract Boundary





Legend

- Fatal Injury
- Serious Injury Crashes
- Non-Serious Injury Crashes
- Claim Possible Injury Crashes
- Property Damage Only Crashes
- Hospitals
- Fire Stations
- Nevada Health Centers
- Tract Boundary

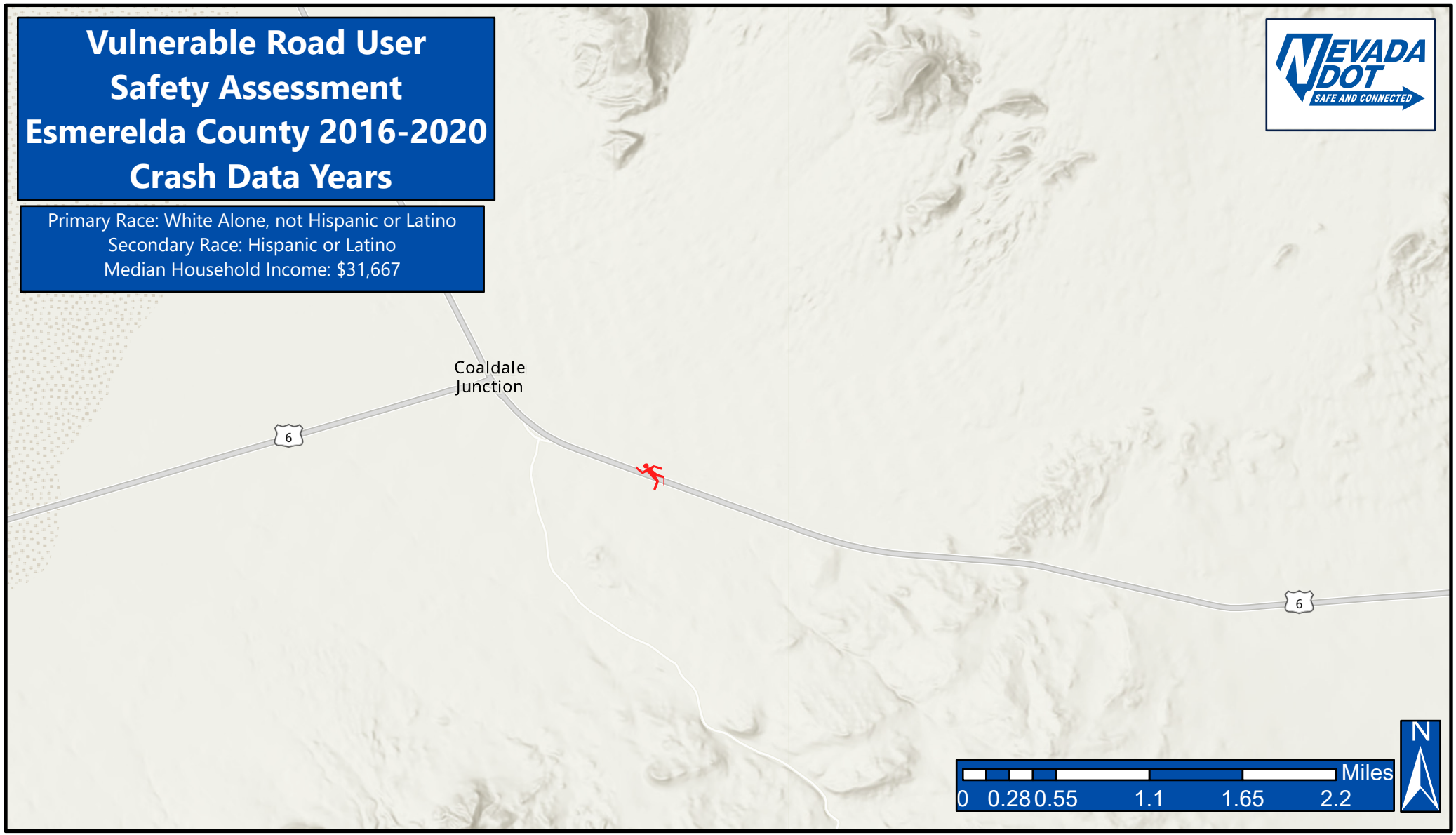
APPENDIX I

Esmerelda County VRU Census Tract Map

(1 area)

Vulnerable Road User Safety Assessment Esmerelda County 2016-2020 Crash Data Years

Primary Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $31,667



Legend

- Fatal Injury
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claim Possible Injury Crashes
- Property Damage Only Crashes
- Hospitals
- Fire Stations
- Nevada Health Centers

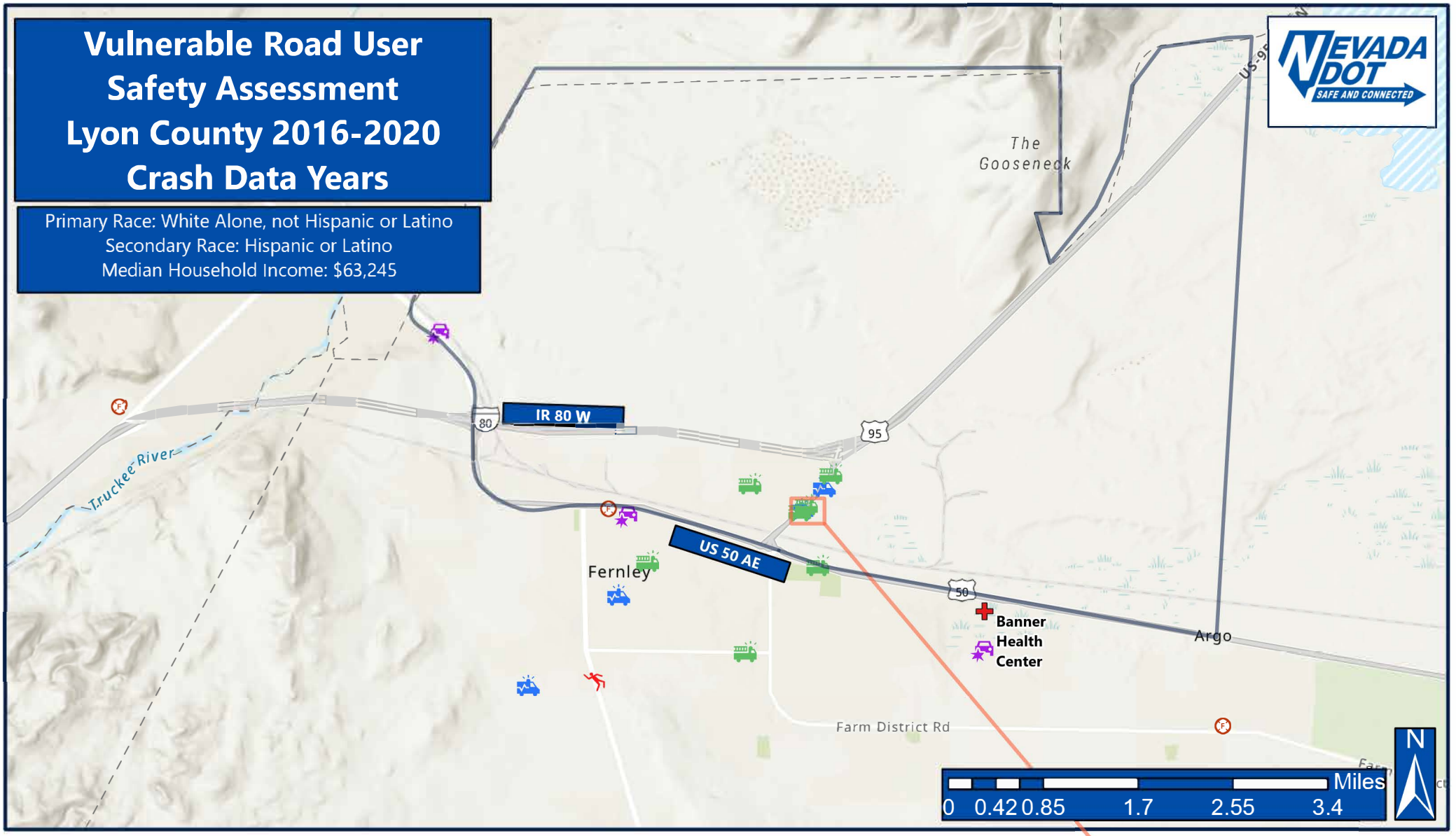
APPENDIX J

Lyon County VRU Census Tract Maps

(1 area)

Vulnerable Road User Safety Assessment Lyon County 2016-2020 Crash Data Years

Primary Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $63,245



Legend

- Fatal Injury
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claimed Possible Injury Crashes
- Property Damage Only
- Bus Stop Location
- Hospitals
- Fire Stations
- Nevada Health Centers
- Tract Boundary

US95 AN & Fremont St

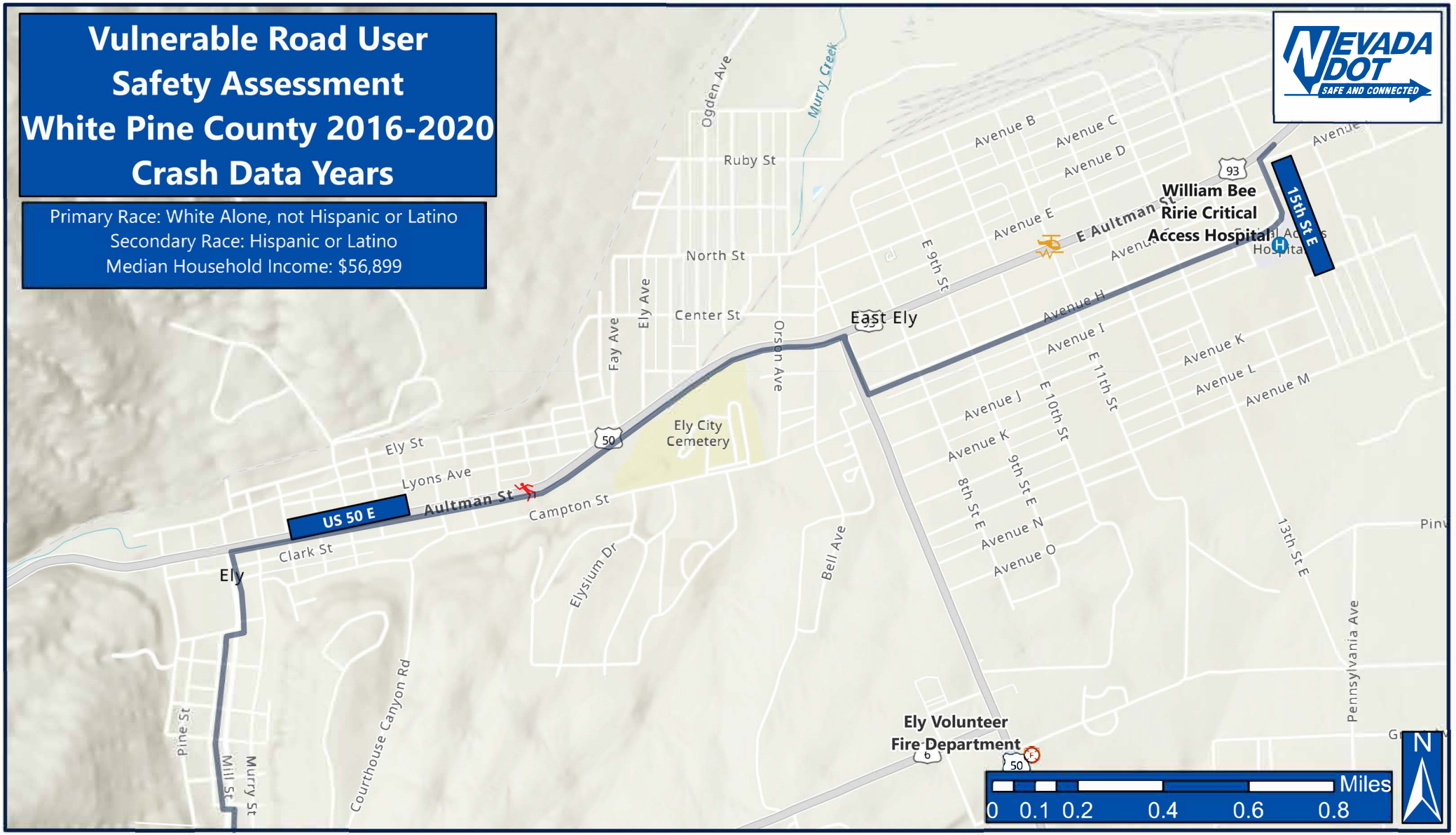
APPENDIX K

White Pine County VRU Census Tract Maps

(1 area)

Vulnerable Road User Safety Assessment White Pine County 2016-2020 Crash Data Years

Primary Race: White Alone, not Hispanic or Latino
Secondary Race: Hispanic or Latino
Median Household Income: $56,899



Legend

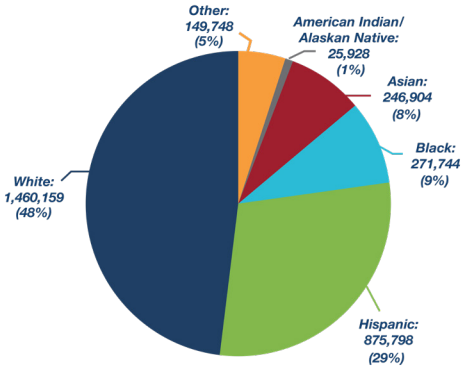
- Fatal Injury
- Serious Injury Crashes
- Non Serious Injury Crashes
- Claim/ Possible Injury Crashes
- Property Damage Only Crashes
- Hospitals
- Fire Stations
- Nevada Health Centers
- Tract Boundary

APPENDIX L

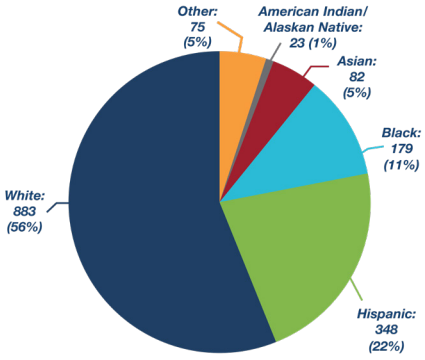
Nevada Equity Fact Sheet

Racial Equity in Traffic Fatalities in Nevada

Distribution of Nevada Traffic Fatalities by Race/Ethnicity

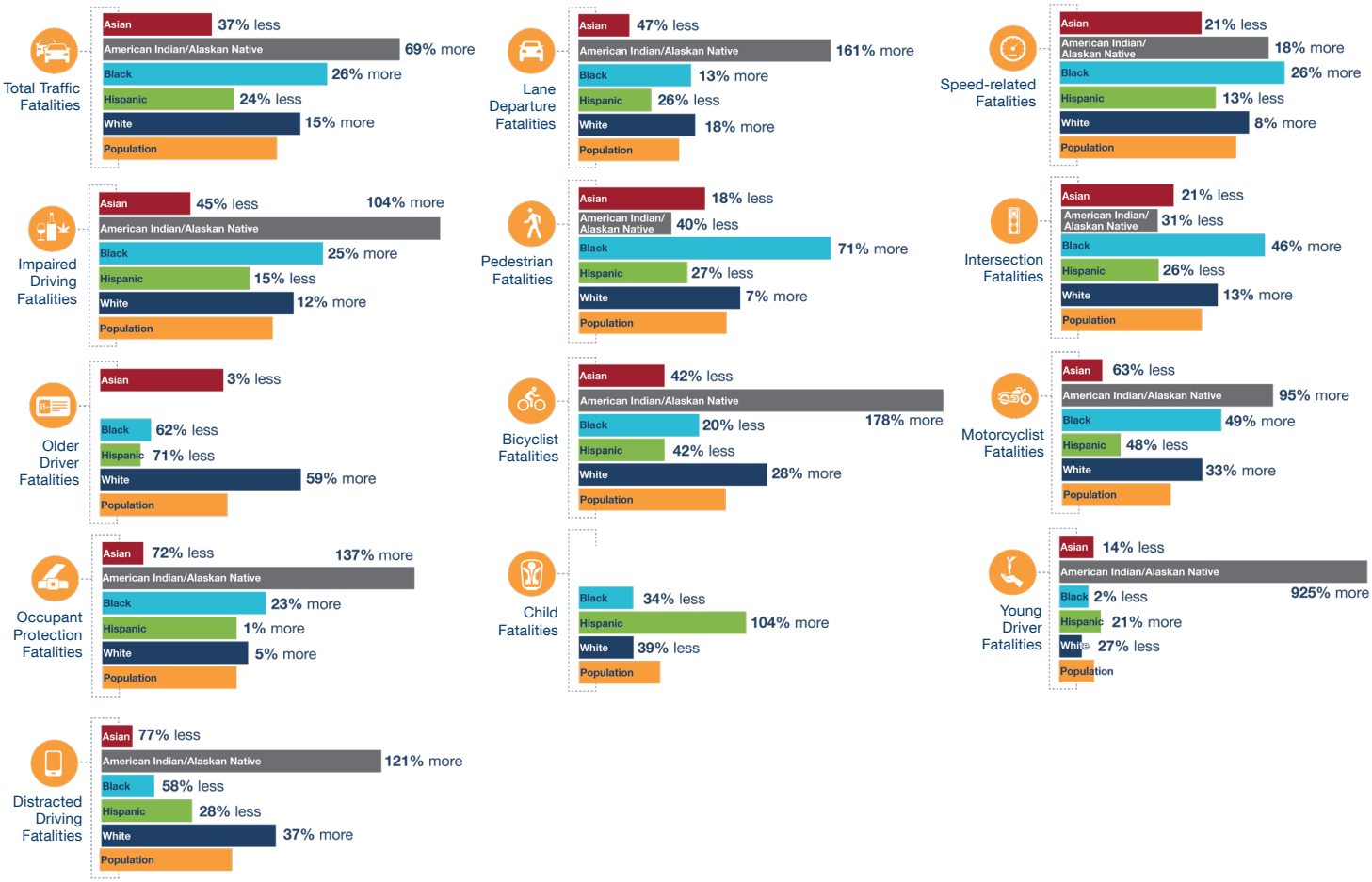


Number and Percent of Population



Number and Percent of Fatalities

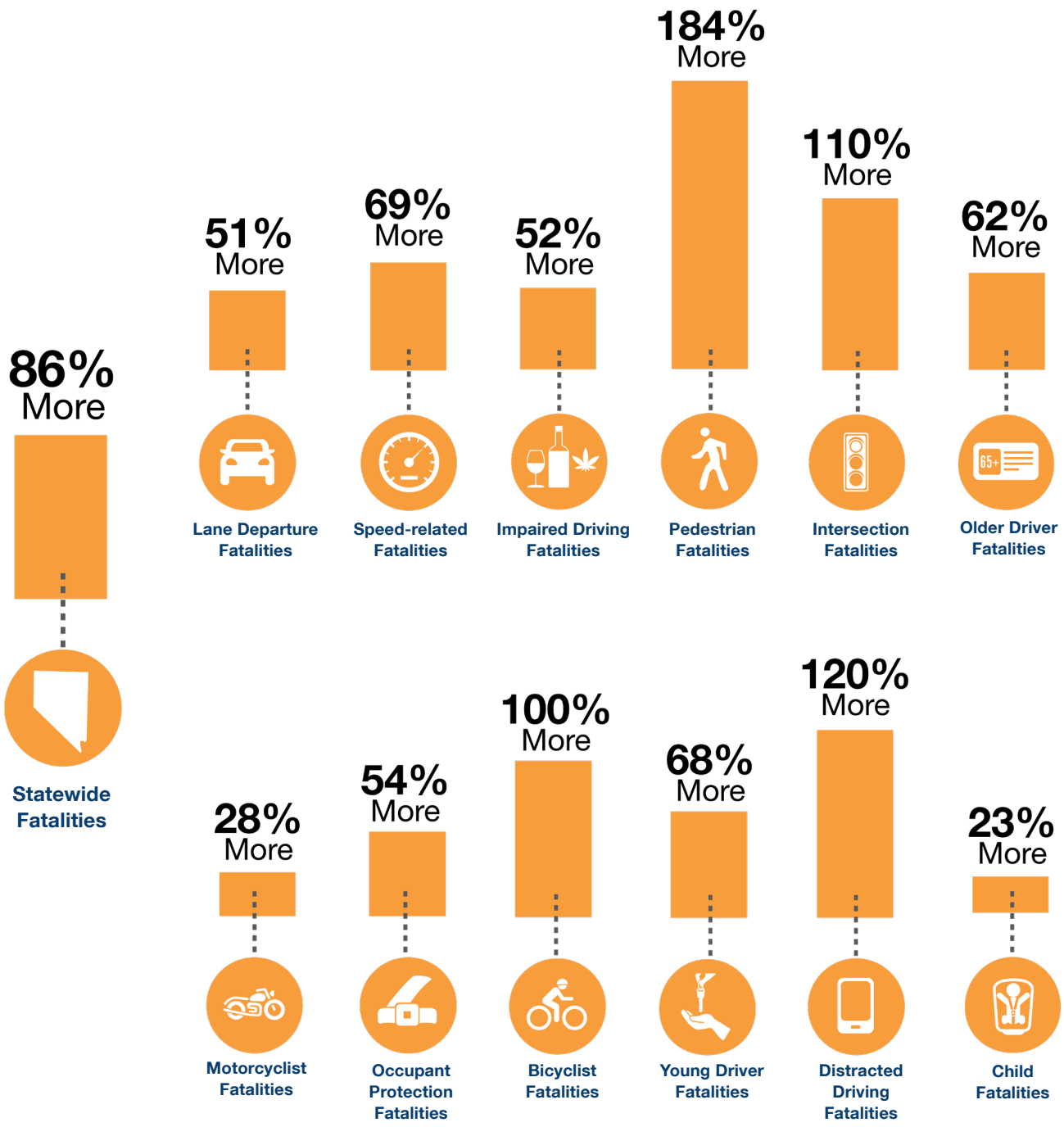
Fatality Rate by Race/Ethnicity Compared to Total Population (Comparison of Fatality Rate by Population)



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.*

MAKING NEVADA SAFER

ROAD SAFETY CAMERAS IN SCHOOL ZONES

Nevada Advisory Committee on Traffic Safety Policy Priority

Current Situation:

Our children are endangered.

- More than 340 school-age children were injured—over 30 seriously and four fatally—within a quartermile of Clark County School District campuses during hours immediately before and after school between 2015 and 2019.[4]
- In one day, there were estimated to be over 3,500 school bus passing violations in Nevada.[10]
- Between 2011 and 2020, nationally 218 school-age children (ages 18 and younger) died in school transportation-related crashes; 44 were occupants of school transportation vehicles, 83 were occupants of other vehicles, 85 were pedestrians, five were bicyclists and one was an "other" nonoccupant.[3]

Recommended Solution:

Road Safety Cameras (RSCs) have been proven to save children's lives.

- Federal Highway Administration Proven Safety Countermeasure:
  - Reduced crashes on urban principal arterials by 54% and injury crashes by 47%[1]
  - Reduced speeding in school zones up to 63% during school hours[1]
- Reflects that National Highway Traffic Safety Administration (NHTSA) has determined that they are effective at the highest level
- For roadways with RSCs between 2015 and 2019, the likelihood of a driver exceeding the speed limit by more than 10 mph decreased by 59%

Concerns

Is the objective to generate revenue?

No. The primary purpose of RSCs is to improve traffic safety by reducing unsafe driving at intersections and on highways. Effective legislation limits systems to address traffic safety rather than act as a revenue generator.

Do RSCs violate motorists' privacy?

No. Driving is a regulated activity on public roads. By obtaining a license, a motorist agrees to abide by certain rules, such as to obey traffic control devices.

MAKING NEVADA SAFER

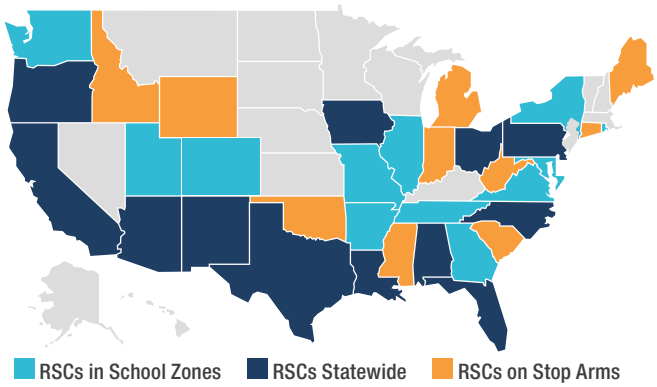
ROAD SAFETY CAMERAS IN SCHOOL ZONES

Nevada Advisory Committee on Traffic Safety Policy Priority

RSCs in School Zones Nationwide

According to Insurance Institute for Highway Safety (IIHS) and National Conference of State Legislature (NCSL) research, at least 12 states—Arkansas, Colorado, Georgia, Illinois, Maryland, Missouri, New York, Rhode Island, Tennessee, Utah, Virginia and Washington—conduct school zone automated speed enforcement. In Georgia and Rhode Island, school zones are the only locations where automated speed enforcement is allowed in the state.[6]

States with RSCs



References and Additional Resources

1. **FWHA Proven Safety Countermeasure – RSCs**
   https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras
2. **Maryland County RSC Study**
   https://www.iihs.org/news/detail/speed-cameras-reduce-injury-crashes-in-maryland-county-iihs-study-shows
3. **NHTSA School Transportation-Related Crashes**
   https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813327
4. **Clark County Pedestrian Crashes Near Schools**
   https://www.reviewjournal.com/investigations/unreliable-pedestrian-crashtracking-near-schools-leaves-parents-officials-in-the-dark-2652525/
5. **Safety Evaluation of Red Light Cameras. Report No. FHWA HRT-05-048**
   Council, F,; Persaud, B.; Eccles, K.; Lyon, C.; and Griffith, M. 2005. Washington, DC.
6. **Insurance Institute for Highway Safety**
7. **NHTSA Report on RSCs Effectiveness**
   https://www.nhtsa.gov/book/countermeasures/countermeasures/21-automated-enforcement
8. **National Conference of State Legislature RSC Review**
   https://www.ncsl.org/transportation/traffic-safety-review-state-speed-and-red-light-camera-laws-and-programs
9. **National Conference of State Legislature State School Bus Stop Arm Camera Laws**
   https://www.ncsl.org/transportation/state-school-bus-stop-arm-camera-laws
10. **Nevada Department of Education, Office for a Safe and Respectful Learning Environment**
    Optional on-board survey with 35% of drivers reporting 1240 passing violations in one day during the 2021-2022 school year

Proposed Policy Recommendations for RSCs:

1. Eliminate the prohibition on use of stationary photographic, video, or digital equipment for issuance of a traffic citation in NRS 484A.600.
2. Add enabling language for the use of RSCs in school zones.
3. Add enabling language for local authorities to use RSCs on school buses to enforce stop arm violations.

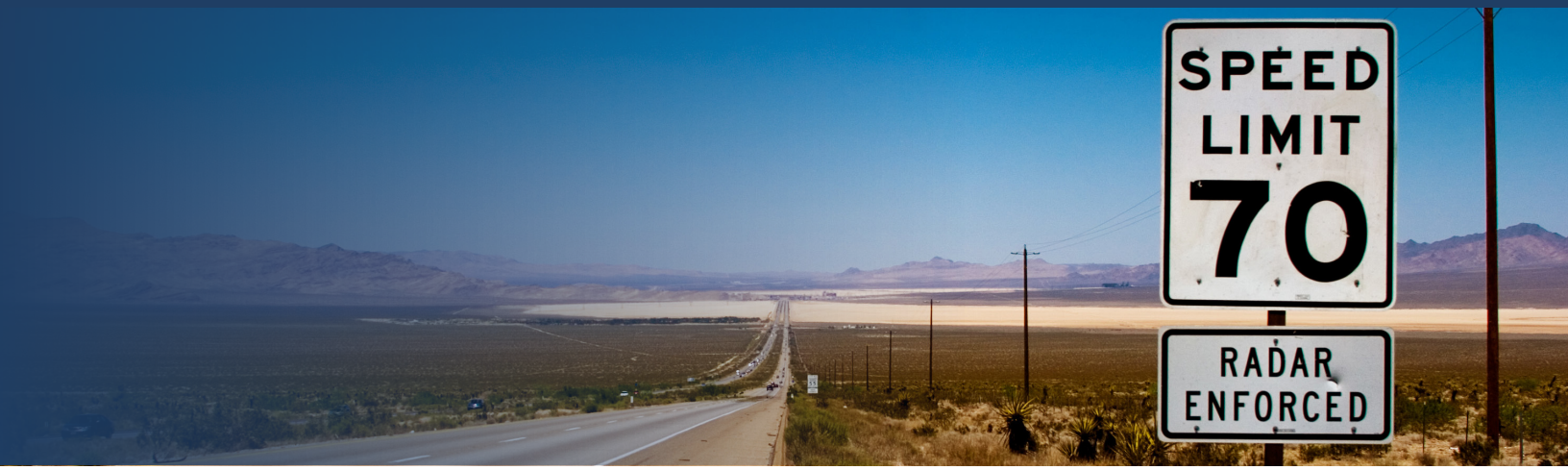
For more information contact:

Nevada Advisory Committee on Traffic Safety (NVACTS)
https://zerofatalitiesnv.com | zerofatalitiesnv@kimley-horn.com

MAKING NEVADA SAFER

ROAD SAFETY CAMERAS

Nevada Advisory Committee on Traffic Safety Policy Priority



Current Situation:

Speeding and aggressive driving are increasing and killing more people.

- Red light running crashes are responsible for approximately 140,000 injuries and 850 fatalities each year.[1]
- Speed-related crashes are responsible for approximately 9,500 fatalities each year.[1]
- Over one-third of the traffic fatalities in Nevada are related to speed and/or aggressive driving.

Recommended Solution:

Provide enabling language that allows any agency to choose to use Road Safety Cameras (RSCs), but does not require RSC use. RSCs have been proven to save lives.

- Federal Highway Administration Proven Safety Countermeasure:
  - Reduced crashes on urban principal arterials by 54% and injury crashes by 47%[1]
  - Reduced speeding in school zones up to 63% during school hours[1]
- Reflects that National Highway Traffic Safety Administration (NHTSA) has determined that they are effective at the highest level
- For roadways with RSCs between 2015 and 2019, the likelihood of a driver exceeding the speed limit by more than 10 mph decreased by 59%
- Red light cameras reduced the fatal red-light-running crash rate by 21% and the rate of all types of fatal crashes at signalized intersections by 14%[6]

Concerns

Is the objective to generate revenue?

No. The primary purpose of RSCs is to improve traffic safety by reducing unsafe driving at intersections and on highways. Effective legislation limits systems to address traffic safety rather than act as a revenue generator.

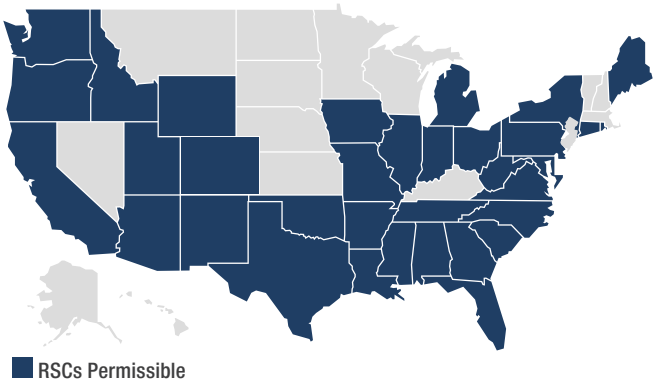
Do RSCs violate motorists' privacy?

No. Driving is a regulated activity on public roads. By obtaining a license, a motorist agrees to abide by certain rules, such as to obey traffic control devices.

RSCs Nationwide

According to Insurance Institute for Highway Safety (IIHS) and National Conference of State Legislature (NCSL) research, 33 states allow the use of Road Safety Cameras in all or specific situations. Red light cameras and photo radar give law enforcement agencies the ability to enforce these traffic laws remotely. About 350 U.S. communities use red light cameras and over 150 communities in the U.S. use cameras to enforce speed laws.[6]

States with RSCs



Sources: Insurance Institute for Highway Safety and the National Conference of State Legislature

References and Additional Resources

1. **FWHA Proven Safety Countermeasure – RSCs**
   https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras
2. **Maryland County RSC Study**
   https://www.iihs.org/news/detail/speed-cameras-reduce-injury-crashes-in-maryland-county-iihs-study-shows
3. **NHTSA School Transportation-Related Crashes**
   https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813327
4. **Clark County Pedestrian Crashes Near Schools**
   https://www.reviewjournal.com/investigations/unreliable-pedestrian-crash-tracking-near-schools-leaves-parents-officials-in-the-dark-2652525/
5. **Safety Evaluation of Red Light Cameras. Report No. FHWA HRT-05-048**
   Council, F,; Persaud, B.; Eccles, K.; Lyon, C.; and Griffith, M. 2005. Washington, DC.
6. **Insurance Institute for Highway Safety (IIHS)**
   https://www.iihs.org/
7. **NHTSA Report on RSCs Effectiveness**
   https://www.nhtsa.gov/book/countermeasures/countermeasures/21-automated-enforcement
8. **NCSL RSC Review**
   https://www.ncsl.org/transportation/traffic-safety-review-state-speed-and-red-light-camera-laws-and-programs
9. **NCSL State School Bus Stop Arm Camera Laws**
   https://www.ncsl.org/transportation/state-school-bus-stop-arm-camera-laws
10. **Nevada Department of Education, Office for a Safe and Respectful Learning Environment**
    Optional on-board survey with 35% of drivers reporting 1240 passing violations in one day during the 2021-2022 school year

Proposed Policy Recommendations for RSCs:

1. Eliminate the prohibition on use of stationary photographic, video, or digital equipment for issuance of a traffic citation in NRS 484A.600.
2. Add enabling language for the use of RSCs.

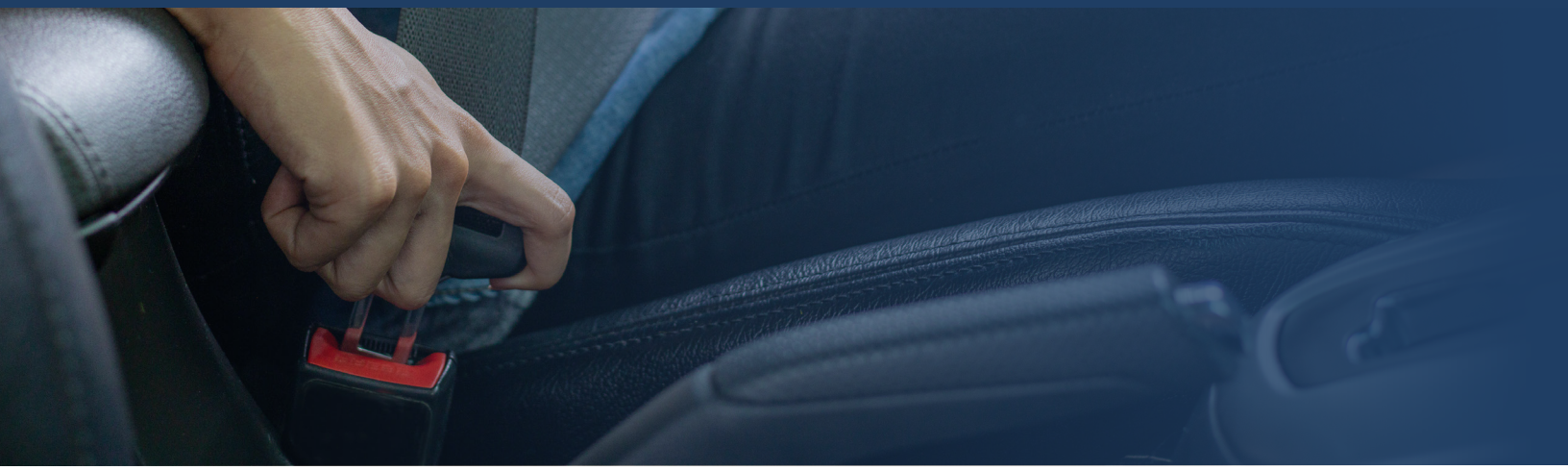
For more information contact:

Nevada Advisory Committee on Traffic Safety (NVACTS)
https://zerofatalitiesnv.com | zerofatalitiesnv@kimley-horn.com

MAKING NEVADA SAFER

PRIMARY SEAT BELT LAW

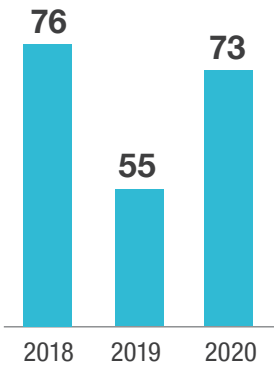
Nevada Advisory Committee on Traffic Safety Policy Priority



Current Situation:

Nearly 50% of vehicle occupants killed in traffic fatalities in Nevada are unbelted.

- Between 2018 and 2020, 204 of 480 (42%) vehicle occupants killed in Nevada were unbelted, plus an additional 32 (7%) were unknown.
- Nevada's seat belt law is a secondary law, not a primary law, and violators can only be ticketed when they are pulled over for a reason other than seat belt use.
- Nevada is one of just 15 states without a primary seat belt law.
- Restraint use is the highest predictor of injury severity of vehicle occupants in a crash in Nevada, with those **unrestrained at 2.2 times higher risk** of a fatal or serious injury compared to those who use restraints.[1]
- Hospital patients from a crash that were unrestrained have **higher injury scores**, **longer hospital stays** (6.3 vs. 3.0 days), **more days in the ICU** (2.5 days vs. 1 day), **more days on ventilator support** (1.35 vs. 0.43 days), and incur a median of **$12,110 more per person in hospital charges** compared with those who were restrained.[1]



Unbelted Fatalities in Nevada

Source: FARS for 2016-2020, Nevada State Data for 2021

Recommended Solution:

Change Nevada's seat belt law to a primary seat belt law.

- Since 2011, 35 lives would have been saved had Nevada's seat belt usage been 100%.[2]
- Approximately 200 lives were saved between 2016 and 2017 as a result of a new primary seat belt law in Utah.[3]

MAKING NEVADA SAFER

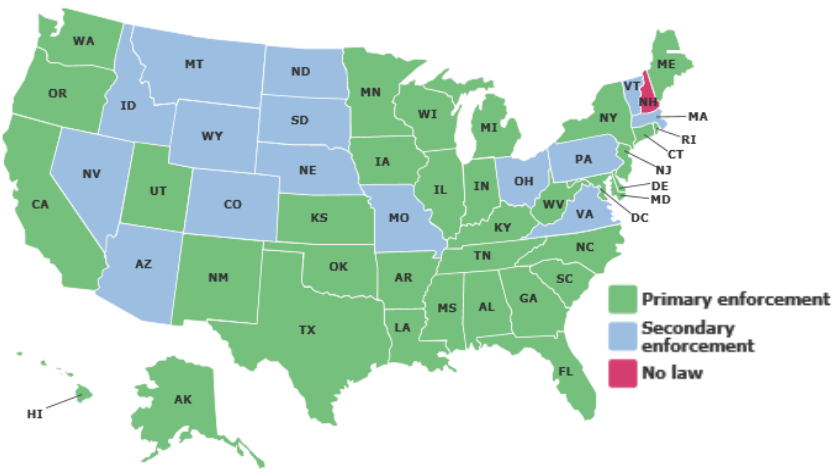
PRIMARY SEAT BELT LAW

Nevada Advisory Committee on Traffic Safety Policy Priority

Primary Seat Belt Laws Nationwide

Primary seat belt laws are being used nationally and internationally to save lives through increased seat belt usage. Primary enforcement laws are more effective than secondary enforcement laws. According to the National Highway Traffic Safety Administration (NHTSA), in 2019, 92% of front seat occupants in states with primary enforcement laws buckled up, in contrast to 86% of front seat occupants in states with secondary enforcement or no laws. Nevada is one of only 15 states with secondary seat belt laws.

It is estimated that over 220,000 of Nevadans are still not buckling up and are overrepresented in fatalities in Nevada.[4]



References and Additional Resources

1. **Nevada's Traffic Research and Education Newsletter**
   https://www.unlv.edu/medicine/newsletters
2. **State of Nevada Office of Traffic Safety Annual Report, 2016**
   https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/nv_fy2016_annual_report.pdf
3. **Fatality Analysis Reporting System (FARS) 2016-2019 Final, FARS 2020 ARF, Preliminary State Data (2021)**
   https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars
4. **Utah Department of Public Safety (DPS)**
   https://publicsafety.utah.gov/

Proposed Policy Recommendations for a Primary Seat Belt Law:

1. Change the Nevada law by eliminating existing language that limits the issuance of a seat belt citation. This would make Nevada a primary seat belt law state.
2. Change Nevada law by eliminating existing language that limits the issuance of a citation, but with a sunset date to allow for data collection and analysis to evaluate the effectiveness of the law (similar to Utah).
3. Increase the minimum fine for non-compliance with Nevada's existing seat belt law. This could be enacted in conjunction with the other options or separately.

For more information contact:

Nevada Advisory Committee on Traffic Safety (NVACTS)
https://zerofatalitiesnv.com | zerofatalitiesnv@kimley-horn.com

MAKING NEVADA SAFER

HIGHER FINES IN SCHOOL ZONES

Nevada Advisory Committee on Traffic Safety Policy Priority

Current Situation:

Speeding and aggressive driving are increasing and endangering our kids.

- Speed-related crashes are responsible for approximately 9,500 fatalities each year.[1]
- Over one-third of the traffic fatalities in Nevada are related to speed and/or aggressive driving.
- Nevada currently has school zone laws related to speed, but higher fines for speeding in school zones is not specified.

Recommended Solution:

Modify legislation to increase fines for speeding in school zones.

- Legislating higher fines for speeding in school zones and at crossings will save lives on Nevada's roadways.
- Specifying higher fines for speeding in school zones is expected to increase the number of speeding citations issued in school zones and the number of citations upheld in the court system.

MAKING NEVADA SAFER

HIGHER FINES IN SCHOOL ZONES

Nevada Advisory Committee on Traffic Safety Policy Priority

National Trends in School Zone Laws

There are many different ways states address speeding fines in school zones or at school crossing zones. Most states allow fines of double or more for speeding in a school zone or at a school crossing zone. For example, a standard speeding ticket in North Carolina ranges between $10 and $50, but a school zone speeding ticket is $250. Similarly, a school zone speeding ticket in Virginia is $250. However, several states who have added safety camera enforcement in school zones have lower fines for speeding. For example, the highest fine in a school zone with added safety camera enforcement in Maryland is $40. In Washington state, the fine is about $240, but is capped much lower if issued through a safety camera.

References and Additional Resources

1. **FWHA Proven Safety Countermeasure – RSCs**
   https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras
2. **Maryland County RSC Study**
   https://www.iihs.org/news/detail/speed-cameras-reduce-injury-crashes-in-maryland-county-iihs-study-shows
3. **NHTSA School Transportation-Related Crashes**
   https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813327
4. **Clark County Pedestrian Crashes Near Schools**
   https://www.reviewjournal.com/investigations/unreliable-pedestrian-crash-tracking-near-schools-leaves-parents-officials-in-the-dark-2652525/
5. **NHTSA Report on RSCs Effectiveness**
   https://www.nhtsa.gov/book/countermeasures/countermeasures/21-automated-enforcement
6. **NCSL RSC Review**
   https://www.ncsl.org/transportation/traffic-safety-review-state-speed-and-red-light-camera-laws-and-programs
7. **FARS 2016-2019 Final and FARS 2020 ARF**
   https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars

Proposed Policy Recommendations for Higher Fines in School Zones:

1. Change NRS 484B.363 to increase speeding fines in school zones and at school crossing zones.
2. Amend NRS 484B.367 to include clear designations on higher speeding fines in school zones and at school crossing zones.

For more information contact:

Nevada Advisory Committee on Traffic Safety (NVACTS)
https://zerofatalitiesnv.com | zerofatalitiesnv@kimley-horn.com

MAKING NEVADA SAFER

GRADUATED DRIVER'S LICENSE

Nevada Advisory Committee on Traffic Safety Policy Priority

Current Situation:

Too many young drivers ages 15 – 20 are dying on Nevada roads, and that number is on the rise.

- As shown in the figure at the lower right corner of this page, between 27 and 40 young drivers died per year in Nevada between 2017 and 2021.
- Nevada currently has some young driver laws, but other more comprehensive requirements for graduated driver's licenses (GDLs) are not included.

Recommended Solution:

Revise current GDL laws to include nationally recommended components.

- GDL laws have been implemented nationally and internationally to protect both new and young drivers.

What Does this Mean for Nevada?

Young drivers are inexperienced on the road and often do not realize how dangerous certain driving behaviors, like improper seat belt use, can be.

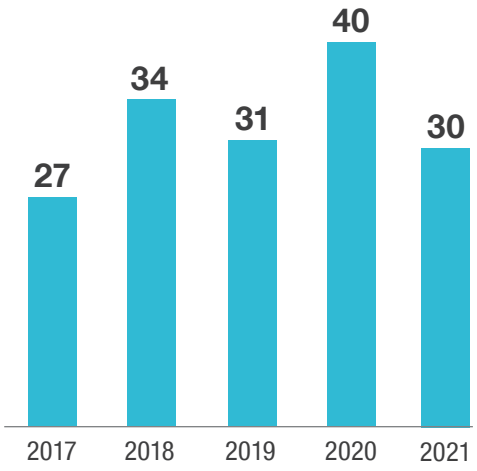
Furthermore, distracted or inattentive driving has become a national epidemic, and young drivers are at the greatest risk. Currently, 38 states ban all cell phone use for GDL drivers.[1] Nevada is not one of them.

There is only 87% observed seat belt use among 16 to 24-year-olds—the lowest of any age group [2]

52% of young people involved in fatal crashes were unbuckled [1]

Teens have the highest crash risk of any age group, and research confirms that distraction is often a factor [1]

Current Nevada GDL laws do not specifically ban all cell phone use for drivers less than 18 years of age [1]



Fatalities Among Young Drivers in Nevada

Source: Fatality Analysis Reporting System (FARS) for 2017-2020, Nevada State Data for 2021

MAKING NEVADA SAFER

GRADUATED DRIVER'S LICENSE

Nevada Advisory Committee on Traffic Safety Policy Priority

Impacts of GDL Systems for New Drivers

GDL systems gradually increase the exposure of new drivers to more complex driving situations in as safe a manner as possible. New drivers are not just 16 or 17 years old, they are every age. With troubling national trends recently highlighted in the Governors Highway Safety Association (GHSA) report "Mission Not Accomplished: Teen Safe Driving, the Next Chapter," it is clear that focus must be placed on all new drivers, not just teens. This data revealed that older teen drivers (18-20), were involved in 12% more fatal car crashes when compared to younger teen drivers (15-18). GHSA believes this upward trend is the result of teens waiting until they are 18 to get their license and bypassing GDL laws. By updating some of our laws, we can make sure that every driver who gets behind the wheel is educated and trained to avoid any behavior that could put their life at risk, including young drivers.

Source: NHTSA, 2022

References and Additional Resources

1. **National Highway Traffic Safety Administration (NHTSA)**
   https://www.nhtsa.gov/book/countermeasures/appendix/a6-young-drivers
2. **Insurance Institute for Highway Safety (IIHS), 2020**
   https://www.iihs.org/topics/seat-belts#belt-use

Proposed Policy Recommendations for Graduated Driver's License:

1. Change NRS 484B.165 to restrict all cell phone use, including hands-free devices, for drivers less than 18 years of age.
2. Amend NRS 484D.495 to include seat belt usage for young drivers and their passengers as a condition for continued licensure within Nevada's graduated driver licensing system.
3. Remove the age restriction to current GDL laws, thereby requiring all new drivers to obtain practical driving experience in a lower risk situation.

For more information contact:

Nevada Advisory Committee on Traffic Safety (NVACTS)
https://zerofatalitiesnv.com | zerofatalitiesnv@kimley-horn.com

MAKING NEVADA SAFER

ROADSIDE DRUG IMPAIRMENT TESTING

Nevada Advisory Committee on Traffic Safety Policy Priority

Current Situation:

Drug impaired driving is growing faster that alcohol impairment as a cause of fatalities.

- Impaired Driving was a cause in over 43% of fatalities, more than 130 fatalities per year, in Nevada between 2016 and 2020.
- Current law in Nevada requires implied consent for preliminary testing of a person's breath if operating a vehicle on a highway or premises to which the public has access, but there is no provision for use of non-evidentiary or preliminary testing of oral fluid at the roadside akin to the preliminary breath test.

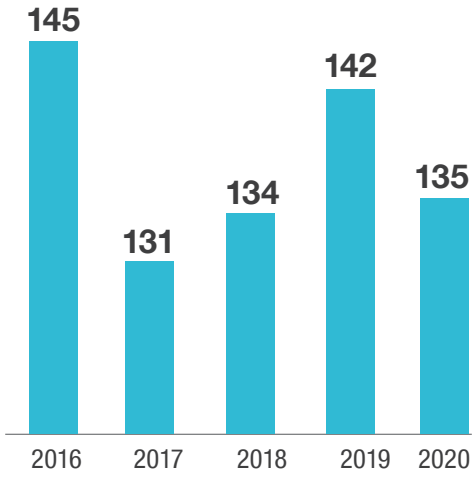
Recommended Solution:

Pass enabling legislation for oral fluid testing for drug impairment testing.

- There is no provision for use of non-evidentiary or preliminary testing of oral fluid at the roadside akin to the preliminary breath test referenced

Pilot Programs Nationwide

Michigan State Police's oral fluid testing pilot program proved to be successful and they concluded, "Each of the six drug classes demonstrated varied percentages of accuracy when compared to the "Gold Standard," which is a blood test. Oral fluid testing does not equal the "Gold Standard" but has been found to be accurate for purposes of preliminary roadside testing."[2] Additionally, Alabama has an oral fluid testing program after completing their pilot program and Indiana is using a pilot oral fluid testing program for Drug Recognition Expert (DRE) use only. These testing programs are minimally-invasive and usually take less than five minutes to provide an officer with information.



Impairment Related Fatalities in Nevada

Source: Fatality Analysis Reporting System (FARS) for 2017-2020, Nevada State Data for 2021

ROADSIDE DRUG IMPAIRMENT TESTING

Nevada Advisory Committee on Traffic Safety Policy Priority

Year	Fatalities			Operators				
	Total Fatalities	Total Substance-Involved Fatalities [3]	Percentage of Fatalities that are Substance	Alcohol (0.08 or greater BAC)	Marijuana	Other Drug	Poly-Substance	Any Marijuana (Subset of Poly-Substance)
2017	309	176	56.96%	44	29	12	87	71
2018	329	176	53.50%	39	23	18	94	69
2019	304	166	54.61%	44	30	24	86	85
2020	333	188	56.46%	38	37	13	102	98
2021	384	224	58.33%	47	38	16	114	108

Impacts of Roadside Oral Fluid Testing

In Michigan, roadside oral fluid testing has proven to be accurate for use in impaired driving investigations after an extensive two-part pilot program. The oral fluid test instrument provides the investigating police officer positive or negative results, within five minutes, on recent drug intake. Accuracy in the pilot program measured the percentage of all samples correctly classified by the oral fluid tests, and performs generally around 80% for common drug classes.[4]

References and Additional Resources

1. **National Highway Traffic Safety Administration (NHTSA)**
   https://www.nhtsa.gov/book/countermeasures/appendix/a6-young-drivers
2. **Oral Fluid Roadside Analysis - Pilot Program, Michigan State Police, February 2019**
   https://www.michigan.gov/-/media/Project/Websites/msp/reports/Oral_Fluid_Report.pdf?rev=f3f046036bc34e87b8113bced08ea484
3. **Fatality Analysis Reporting System (FARS) 2016-2019 Final, FARS 2020 ARF, Preliminary State Data (2021)**
   https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars
4. **Oral Fluid Roadside Analysis - Pilot Program Phase II, Michigan State Police, January 2021**
   https://www.michigan.gov/-/media/Project/Websites/msp/reports/phase_ii_oral_fluid_report.pdf?rev=911dc2c7042d444eb8918395a2211915

Proposed Policy Recommendations for Roadside Drug Impairment Testing:

1. Pass and implement oral fluid testing for statewide use in all agencies that wish to use the devices.
2. Pass, but limit utilization of the devices to Nevada peace officers who are DREs with current credentials certified by the International Association of the Chiefs of Police (IACP).

For more information contact:

Nevada Advisory Committee on Traffic Safety (NVACTS)
https://zerofatalitiesnv.com | zerofatalitiesnv@kimley-horn.com

Traffic Safety Policy Priority:
Transit Riders and Other Pedestrian's Safety

Description:

Bus Stop Safety for stops more than 50 yards from a signalized intersection. When a bus stop is more than 150' from an intersection, no matter the street, a mid-block crosswalk must be added to the stop. The crosswalk should follow NDOT guidelines for marked crosswalks standards, to include enhanced lighting up to and including a pedestrian signal. This will be the policy no matter if the stop is near or far side.

Data to Support:

All data and research looked at concluded that pedestrian crashes were higher around transit stops. Not surprising, because there is increased foot traffic each time a bus stops, and at popular pick up locations where pedestrians gather to catch the bus. There are research papers that evaluate a tool developed to measure need for improvements at bus stop locations based on a danger index. I will get studies to you ASAP, but in the next week.

Subject Matter Expert(s):

1. First Name Last Name, Agency, Email
2. First Name Last Name, Agency, Email

Resources & Reference:

Include links here

Submitted By:

Task force or working group (Intersections, Safe Speeds, Pedestrians, etc.)

Pedestrian

Contact: Erin Breen, UNLV TRC/ Road Equity Alliance Program, scp.unlv@gmail.com

Traffic Safety Policy Priority: Complete Intersections

Description:

Recommend implementing a complete intersections policy. This policy will help advocate for safe intersections that are designed, built, retrofitted, and maintained to meet the need of all users in particular vulnerable road users. Many of the intersections in the transportation system today were constructed at a time when the emphasis was moving automobiles. The present and future focus is on all road users. An effective complete intersections policy will ensure cohesive action strategies that create a safe and homogenous roadway.

There are several benefits for focusing on complete intersections. First, safety stakeholders will collectively work towards prioritizing vulnerable road user safety. Nevada has triggered the vulnerable road user special rule, and this allows for a tactical use of resources that will effectively target a Strategic Highway Safety Plan priority. Second, by focusing on vulnerable road user safety it will collectively increase the safety of all road users. In Nevada intersection fatalities make up 32 percent of Nevada's total fatalities and 93 percent of fatal intersection crashes occurred on urban roadways. Third, vulnerable road users are disproportionally represented by disadvantaged communities. By focusing on vulnerable road users, this policy will help address equity within the transportation system. The City of North Las Vegas Local Road Safety Plan found that most crashes happened in underserved communities. Fourth, there are economic benefit derived from to complete intersections leading to complete streets that ultimately result in vibrant streetscapes. Fifth, complete intersections serve as a focus point for Safe Systems approach principles:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

These benefits of focusing on complete intersections provide positive steps toward Zero Fatalities.

The cons for this approach would be changing the mindset of transportation professionals and stakeholders that are set in their ways.

The national trends for intersection crashes have been increasing since 2018.

Year	Total Intersection Fatalities	Total Signalized Intersection Fatalities	Total Unsignalized Intersection Fatalities
2018	10,148	3,347	6,801
2019	10,273	3,296	6,977
2020	10,626	3,537	7,089

Data to Support:

- https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/FHWA_SafeSystem_Brochure_V9_508_200717.pdf
- https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa21008.pdf
- https://www.ite.org/pub/?id=C8B1C6F9-DCB5-C4F3-4332-4BBE1F58BA0D

Subject Matter Expert(s):

1. Lacey Tisler, NDOT, Ltisler@dot.nv.gov
2. Dr. Perry Gross, NDOT, perry.gross@dot.nv.gov

Resources & Reference:

https://highways.dot.gov/safety/intersection-safety

https://highways.dot.gov/safety/intersection-safety/safe-system-intersections

Submitted By:

Task force or working group Intersection CEA.

Contact: Lacey Tisler, NDOT, Ltisler@dot.nv.gov

Traffic Safety Policy Priority:
Implementation of the Speed Management Action Plan

Description:

Nationally speed violations are on the rise across all segments of the roadway network. While there are likely many factors, the reduction in work trips associated with shifts in hybrid work situations are believed to be central to the speeding trend. Nevada is experiencing these phenomena. The Nevada Department of Transportation recognized this issue and published the Speed Management Action Plan (SMAP).

Managing speed requires a Safe Systems Approach. Safer speeds, coupled with other Safe Systems objectives will rely on modifying behaviors to begin moving toward Zero Fatalities. As such, implementation of SMAP needs to continuously engage in learning from doing. The Safe Systems principles embody learning from doing and should be fundamental in this policy priority for implementing Nevada's SMAP.

All road owners should adopt a context sensitive speed setting policy to reduce fatal and serious injuries on the roadway system.

Data to Support:

The Nevada's Speed Management Action Plan web page and document located here, 638064569575470000 (nv.gov) provides abundant supporting details supporting the strategies and actions. Preliminary information is included about implementation of the plan

Subject Matter Expert(s):

1. Lacey Tisler, NDOT, Ltisler@dot.nv.gov
2. Jorden Kaczmarek, NDOT, jkaczmarek@dot.nv.gov

Resources & Reference:

SMAP web page Speed Management Action Plan (SMAP) | Nevada Department of Transportation (nv.gov)

FHWA Speed Management web page Speed Management | FHWA (dot.gov)

FHWA Safe Systems Approach What Is a Safe System Approach? | US Department of Transportation

PIARC Road Safety Manual The Safe System Approach | Road Safety Manual - World Road Association (PIARC)

Submitted By:

Safe Speeds Task Force

Contact: Lacey Tisler, ltisler@dot.nv.gov

Traffic Safety Policy Priority:
Yield to Merging Public Bus

Description:

Yielding right of way to transit bus may help reduce the delay of transit buses re-entering traffic after loading and unloading passengers at the designated bus stops. Though it may not deter every vehicle to yield, the chance that one vehicle will yield will help reduce merging delay. The priority merge has been adopted by Washington State, Oregon, Florida, New Jersey, California, Minnesota, Montana, Colorado and Canada. The buses usually have a yield light at the back of the bus to indicate when the bus is ready to re-enter traffic (see image below). Some states have even included a fine for those that do not follow the new law.

Data to Support:

https://www.nctr.usf.edu/wp-content/uploads/2013/05/77939.pdf

https://rosap.ntl.bts.gov/view/dot/36644/dot_36644_DS1.pdf

https://digitalcommons.usf.edu/cgi/viewcontent.cgi?article=1125&context=jpt#:~:text=In%20the%20United%20States%2C%20seven,the%20backs%20of%20buses%20and

Subject Matter Expert(s):

1. N/A

Resources & Reference:

- Beaverton Police Department. (2015, April 23). *Did you know that you're required to yield to a TriMet bus when it's entering the roadway with its yield sign activated*. Facebook. Retrieved June 2, 2023, from https://www.facebook.com/BeavertonPoliceDepartment/posts/did-you-know-that-youre-required-to-yield-to-a-trimet-bus-when-its-entering-the-/1032088276813733/
- Oregon Law: https://oregon.public.law/statutes/ors_811.167
- http://www.ci.missoula.mt.us/DocumentCenter/View/37584/Mountain-Line-Launches-Yield-to-the-Bus-Campaign
- http://www.ci.missoula.mt.us/DocumentCenter/View/1730/Yield-to-Bus-Packet?bidId=

Submitted By:

Design - Scoping Division

Contact: Kate Adkins, NDOT kadkins@dot.nv.gov

Traffic Safety Policy Priority: Safe Neighborhoods

Description:

Safe Neighborhoods: A proposal to limit how vehicles travel in neighborhoods; and more safety enhancements to encourage travel by foot and bike, especially to school. This policy/law would:

- Limit speeds in neighborhoods to 25 mph, maximum, 24/7/365, to include even collector roads on school days for an hour before and an hour after school.
- Ability to temporarily close neighborhood streets to non-residents for safety reasons, or during a covid-like situation when children needed safe places to recreate outdoors, or things like block parties.
- Sidewalks are required on both sides of the street on new construction or major rehab, no bargaining with builders to reduce their costs.
- Streetlights are required.
- Require every school budget includes $300. For one gallon of red paint a month to keep the 20' on either side of crosswalks to be refreshed monthly.
- Neighborhood streets that promote safe speeds, i.e., 60' max ROW, improvements for bikes, scooters, mobility devices as well as minimum 8' sidewalks, 8' mobility lane, 11' travel lane and center treatment.
- School zones that extend to the limit of bussing zones away from a school campus, most two miles, so we are actively supporting children walking and biking to school and not just those who are being dropped off at the main entrance,
- Consider slower school speed limits truly "when children are present" and not the current half hour before and half-hour after school, 24/7 on true neighborhood streets and 25 mph on collector or higher streets through neighborhoods. At minimum for one hour before and after school; so many kids travel to school for free breakfast in the morning and have activities after school.
- Speed limit signs posted every half-mile.

Data to Support:

I am happy to provide data for kids traveling to and from school, as well as pedestrian and bikes around schools, both which I have, but only a quarter mile away. With time, we can put the data together for all road use and include buffers for schools at one, two and three mile radius.

Subject Matter Expert(s):

1. Erin Breen, UNLV/TRC; scp.unlv@gmail.com
2. Albert Jacquez, NDOT Multi-Modal Department, Ajacquez@dot.nv.gov

Resources & Reference:

Include links here

Submitted By:

Task force or working group (Intersections, Safe Speeds, Pedestrians, etc.) Pedestrians

Contact: Erin Breen, Road Equity Alliance Program, scp.unlv@gmail.com

Traffic Safety Policy Priority:
Yield for Pedestrians to Stop for Pedestrians

Description:

Short description of policy priority recommendation (300 words). Include existing laws, national trends, pros/cons.

Nevada law requires a driver to yield to a pedestrian in a marked or unmarked crosswalk while the pedestrian is on their half of the road or if approaching in a manner which could be unsafe. If a driver passes through the crosswalk while the person walking is still on his half of the road, or entire road if no center divider is present, that driver will be ticketed if an officer sees them for failure to yield to a pedestrian. Our law is classified as a yield to pedestrians' law and all signage in the state for pedestrians reinforces this, as do the pavement markings. The yield to pedestrians gives drivers the idea they can proceed one the walker is no longer in their lane. Changing our law to STOP for pedestrians clarifies that you must stop.

Even saying to drivers that "In Nevada you are required to stop for pedestrians" has far more weight than "you must yield to walkers".

Data to Support:

Currently, nine states require drivers to stop, one more than when we looked last time. As one of the worst states for pedestrian fatalities, I believe making our law stronger will equate to saving more lives.

I will submit data over the weekend.

Subject Matter Expert(s):

1. Erin Breen, UNLV/TRC, scp.unlv@gmail.com
2. First Name Last Name, Agency, Email

Resources & Reference:

Include links here

Submitted By:

Task force or working group (Intersections, Safe Speeds, Pedestrians, etc)

Pedestrian

Contact: Erin Breen, UNLV TRC/ Road Equity Alliance Program, scp.unlv@gmail.com

Traffic Safety Policy Priority:
[Specific Priority Name Here]

Description:

Short description of policy priority recommendation (300 words). Include existing laws, national trends, pros/cons.

Data to Support:

Include information here on the data/documentation that supports this item.

Subject Matter Expert(s):

1. First Name Last Name, Agency, Email
2. First Name Last Name, Agency, Email

Resources & Reference:

Include links here

Submitted By:

Task force or working group (Intersections, Safe Speeds, Pedestrians, etc)

Contact: First Name Last Name, Agency, Email

SUMMARY

NEVADA CITATION WORKING GROUP

Wednesday, July 12, 2023, at 1:00 p.m.
Via Zoom

Working Group Members Present

David Gordon, Chair and Manager of Judicial Education AOC, Nevada Supreme Court
The Honorable Sam Bateman, Henderson Township Justice Court
The Honorable Scott Pearson, Reno Township Justice Court
The Honorable Stephen Bishop, White Pine County Justice Court
The Honorable Karen Stephens, Lake Township Justice Court
Hans Jessup - AOC - Lead Court Research Analyst
John McCormick – Assistant Court Administrator
Trooper D. Kassebaum, Jr. – State of Nevada Department of Public Safety
Amber Putz – IT Manager, AOC, Nevada Supreme Court
Julia Peek, Deputy Administrator, Nevada Department of Health and Human Services
Amy Davey – Nevada Office of Traffic Safety
Marc Schifalacqua - Senior Assistant City Attorney, Henderson
Scott Keane – Sergeant, Commercial Enforcement Bureau State of Nevada
The Honorable Karen Stephens, Lake Township Justice Court
Delora Early – Supervisor, Department of Motor Vehicles, Data Integrity and Driver's License Assessment Team
Brenda Witt – Manager 1, Department of Motor Vehicles, Carson City, Nevada

Staff Present

Shyle, Irigoin, Judicial Education, AOC, Nevada Supreme Court
Rosemary Luque, Judicial Education, AOC Nevada Supreme Court

Call to Order

Meeting called to order at 1:01 p.m.

I. **Review of Proposed Recommendations**

Mr. Gordon addressed the recommendations listed below. These recommendations have been discussed among the members of this working group with a commitment to conclude by December, if not earlier. The focus is to report recommendations to the Nevada Advisory Committee of Traffic Safety between September and December 2023.

a. That DMV become a data repository for every traffic offense including original citation and final resolution.

b. Require all moving violation arrest data be sent through JLINK to the DMV Repository, including retainable and non-retainable arrests.

c. That NVACTS annually complete a report of all moving violations reported to the DMV repository, comparing arrest records to adjudication records.

d. Promote legislation to prevent masking violations related to speeding.

e. Assess ability of the Criminal History Repository to allow efficient collection and analysis of records when no fingerprint is available.

f. Provide best practices to Nevada Legislature on responsibilities of judges under the Nevada Code of Judicial Conduct to eliminate conflicts between legislation and judicial ethics.

g. Identify possible resources for law enforcement and prosecutors to research driving history, including reduction of charges.

h. Consider whether civil infractions should still be part of criminal code, allowing use of criminal process.

i. Compare other state policies to produce best practices for Nevada, including a formal study.

Miss Peek emphasized that these are recommendations for an outcome. DMV may not use information to act on someone's driver's license; however, that data can live there and can be accessed. We are looking for a data repository.

Judge Bateman explained the need for a central repository so that everyone can be able to access it. The idea is to know what the citation is and if it ended up in a non-moving violation. If the information could be housed in the DMV databases, accurate information can be obtained.

Miss Peek clarified to the DMV staff the need to gather the right people who can execute the vision and determine if these recommendations will work. She then proposed that the DMV team meet and gather data to bring back to the citation group.

Mr. Gordon explained to the group that these recommendations will be submitted to the Traffic Safety Advisory Committee, and they will determine what action is needed.

Judge Bishop commented that the language in item B on the proposed recommendations should read, and or citations, rather than arrests. He also spoke about changing the language on item D to read, promote legislation to not encourage masking violations related to speeding and other offenses. Judge Bishop said that assessing the ability of the repository in item E isn't necessarily appropriate in view of violations being civil citations.

Mr. McCormick stated that there was already a statutory preference for reducing speed to non-moving if they pay. He also emphasized that the repository does not want fingerprint records.

Mr. Gordon explained that these items, A-I, do not need to be exhaustive. If anything is missing and needs to be added, it can be discussed.

Ms. Peek stated that NVACTS was tasked with making the roads safer and the working group should voice concerns with legislation that would assist in reaching that outcome. Judge Bateman endorsed that idea.

Judge Bishop noted that a number of prosecutors' offices have opted out of participating in hearings related to the civil citation process.

Ms. Peek stated that this working group should be focusing on data collection, but that it is probably the right group to provide other recommendations, such as recommended legislation to keep our roads safe. Additionally, Ms. Peek noted that the data, as reported by the Review-Journal was not provided with context or recommendations.

Judge Bateman proposed that the Review-Journal, and the Governors Highway Safety Association articles on Pedestrian Traffic Fatalities might be considered. One article listed pedestrian traffic fatalities by state, and the other was a Las Vegas crash that revealed gaps and flaws in driving enforcement.

Judge Bateman circled back for clarification on the origins and the purpose to gather recommendations.

Mr. Gordon went on to say that in the last meeting where Mr. Bennett, the Clark County Safety Director, asked this committee to provide a document on facts to backup recommendations and where improvements needed to be made. He requested this document be submitted between September and December 2023.

Ms. Witt agreed to discuss this working group with DMV' Research and Project Management (RPM).

II. **Determination of Action Items**

- Mr. Gordon and Julia Peek will report on these preliminary recommendations on September 7th, 2023, to the Nevada Advisory Committee on Traffic Safety. And recommend that the working group continue to operate, until the next legislative session, and provide recommendations, including proposed legislation.

- Mr. Gordon will forward information about the NVACTS invitation meeting to Judge Bishop and Judge Bateman and will inform Mr. Bennett.

- Judge Bateman volunteered to appear as a guest at the September NVACTS meeting.

- Summary will be sent out to committee members who did not receive materials.

- DMV provide feedback on the recommendations i.e., any items prohibiting implementation of the proposed recommendations.

III. **Next Meeting**

October 11, 2023

IV. **Meeting Adjourned**

This meeting was adjourned at 1:38 p.m.