



## Safer Roads Key Area Meeting Agenda



**Date/Time:** Thursday, August 3, 2023 | 10:00 AM – 11:30 AM

**Dial-In/Phone ID:** 984-204-1608 | 241548070#

**Video Conference:** [Click here to join the meeting](#)

### Agenda

- |   |                            |
|---|----------------------------|
| 1. Welcome and Introductions  | Lacey Tisler               |
| 2. Notes from Last Quarterly Meeting  | Lacey Tisler               |
| 3. Data Update  |                            |
| ○ Monthly Fatality Data   | Tiffany Patrick            |
| ○ TRCC Update   | Kevin Tice                 |
| 4. NDOT Update  | Lacey Tisler               |
| 5. OTS Update   | Amy Davey                  |
| 6. NVACTS Update  | Andrew Bennett             |
| 7. Update on Strategies and Action Items  | Lacey Tisler               |
| • Safe Speed  | Todd Hartline              |
| ○ 2.1 Support HVE efforts with multiple-channel messaging and outreach                          | Todd Hartline              |
| • NHTSA's Safe speeds saves lives campaign  |                            |
| ○ 3.1 Use education and messaging to change culture of normalized speeding                      | Todd Hartline              |
| • Traffic Safety culture and Roadmap separate presentation                                      |                            |
| • Intersections   | Rod Schilling              |
| ○ 3.1 Support efforts for automated enforcement in the state through the use of safety cameras. | Erin Breen                 |
| • Event for National Stop on Red Week   |                            |
| ○ 2.1 Determine locations with high nighttime crashes and recommendations to increase lighting. | Eric McGill/Kevin Maxwell  |
| • Lane Departures   | Shawn Paterson             |
| • 1.2 Statewide climbing and passing lane   | Jordan Daker/ Lacey Tisler |
| ○ Passing lane study updates  |                            |
| • 2.2 Apply TIM strategies to improve safety while on scene                                     | Juan Hernandez             |
| ○ The Carson City area coalition is kicking off.  |                            |
| • Work Zones  | Casey Sylvester            |

## 8. Open Discussion

Lacey Tisler

## 9. Upcoming Meetings

Tiffany Patrick

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

### *Attachments:*

- A. Summary from May 4, 2023 Safer Roads Key Area Meeting
- B. Monthly Fatality Report
- C. Actions and Strategies Update



## Safer Roads Key Area

### Meeting Summary



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

### Attendees

- See attached for the meeting attendees.

### Topics

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

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

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

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



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

*Speeding-related crashes are*  
**MORE SEVERE** on lower speed roadways



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

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



- Intersections Updates
  - 2.1 Determine locations with high nighttime crashes and make recommendations to increase lighting.
    - *Presentation on Washoe County Street Light Illumination Research which illustrates the impact of low-lit roadways with photos and videos and how this relates to the roadway classification.*
  - 2.2 Determine a high-crash corridor where crashes could be mitigated through corridor access management and identify a project to install islands to limit access. Utilize results from Safety Management Plans (SMP).

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



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

## Attachments:

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

## *Next Meetings:*

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

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

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*Date issued:* Tuesday, May 17, 2023

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



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

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

Month	2022 Crashes	2023 Crashes	% Change	Month	2022 Fatalis	2023 Fatalis	% Change
JAN	20	25	25.00%	JAN	31	27	-12.90%
FEB	23	15	-34.78%	FEB	24	17	-29.17%
MAR	37	26	-29.73%	MAR	39	26	-33.33%
APR	31	37	19.35%	APR	32	40	25.00%
MAY	36	29	-19.44%	MAY	38	31	-18.42%
JUN	40	31	-22.50%	JUN	40	34	-15.00%
JUL			0.00%	JUL			0.00%
AUG			0.00%	AUG			0.00%
SEP			0.00%	SEP			0.00%
OCT			0.00%	OCT			0.00%
NOV			0.00%	NOV			0.00%
DEC			0.00%	DEC			0.00%
Reporting Period Total	187	163	-12.83%	Reporting Period Total	204	175	-14.22%
Total				Total			

KNOWN FATAL COMPARISON BETWEEN 2022 AND 2023.

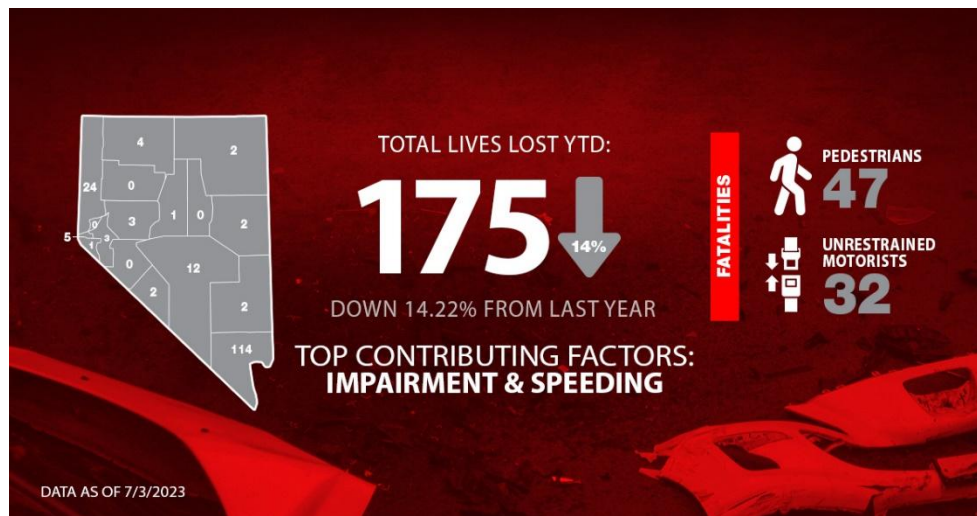
COUNTY	2022 Crashes	2023 Crashes	% Change	2022 Fatalities	2023 Fatalities	% Change	2022 Occupants	2023 Occupants	% Change	2022 Unrestrained	2023 Unrestrained	% Change
CARSON	3	4	33.33%	3	5	66.67%	3	3	0.00%	3	0	-100.00%
CHURCHILL	7	3	-57.14%	7	3	-57.14%	4	3	-25.00%	2	0	-100.00%
CLARK	114	108	-5.26%	130	114	-12.31%	59	53	-10.17%	21	21	0.00%
DOUGLAS	5	1	-80.00%	5	1	-80.00%	4	1	-75.00%	2	0	-100.00%
ELKO	7	2	-71.43%	8	2	-75.00%	6	2	-66.67%	4	2	-50.00%
ESMERALDA	0	2	200.00%	0	2	200.00%	0	2	200.00%	0	0	0.00%
EUREKA	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
HUMBOLDT	2	3	50.00%	2	4	100.00%	2	3	50.00%	0	2	200.00%
LANDER	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	1	100.00%
LINCOLN	2	2	0.00%	2	2	0.00%	2	2	0.00%	2	1	-50.00%
LYON	6	3	-50.00%	6	3	-50.00%	3	1	-66.67%	2	1	-50.00%
MINERAL	2	0	-100.00%	2	0	-100.00%	2	0	-100.00%	0	0	0.00%
NYE	3	8	166.67%	3	12	300.00%	1	10	900.00%	1	1	0.00%
PERSHING	3	0	-100.00%	3	0	-100.00%	3	0	-100.00%	1	0	-100.00%
STOREY	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
WASHOE	31	24	-22.58%	31	24	-22.58%	18	9	-50.00%	5	2	-60.00%
WHITE PINE	0	2	200.00%	0	2	200.00%	0	2	200.00%	0	1	100.00%
Reporting Period Total	187	163	-12.83%	204	175	-14.22%	108	92	-14.81%	43	32	-25.58%
Total												

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

COUNTY	2022 Pedestrian	2023 Pedestrian	% Change	2022 Motorcyclist	2023 Motorcyclist	% Change	2022 Bicyclist	2023 Bicyclist	% Change	2022 Other Scooter, Moped, ATV	2023 Other Scooter, Moped, ATV	% Change
CARSON	0	2	200.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
CHURCHILL	1	0	-100.00%	2	0	-100.00%	0	0	0.00%	0	0	0.00%
CLARK	34	33	-2.94%	28	23	-17.86%	7	3	-57.14%	2	2	0.00%
DOUGLAS	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
ELKO	0	0	0.00%	2	0	-100.00%	0	0	0.00%	0	0	0.00%
ESMERALDA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
EUREKA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
LANDER	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LINCOLN	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LYON	0	1	100.00%	3	1	-66.67%	0	0	0.00%	0	0	0.00%
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
NYE	0	1	100.00%	1	1	0.00%	1	0	-100.00%	0	0	0.00%
PERSHING	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
STOREY	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
WASHOE	4	10	150.00%	9	2	-77.78%	0	3	300.00%	0	0	0.00%
WHITE PINE	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Reporting Period Total	39	47	20.51%	47	28	-40.43%	8	6	-25.00%	2	2	0.00%
Total												

THIS REPORT IS A POINT IN TIME COMPARISON  
THIS DATA DOES NOT INCLUDE DATA FIELDS MARKED BY THE OFFICER AS UNKNOWN.  
2022 DATA IS PRELIMINARY AND DOES NOT NECESSARILY INCLUDE FINAL REPORTS (FORM 5, CORONER, AND/OR TOXICOLOGY).  
2023 DATA IS NOT FINAL UNTIL THE END OF DECEMBER 2024.  
NOTE: The monthly report will be distributed by the 7th of each month.

Key: Fatalities= Total number of reported fatalities (vehicle occupants, pedestrian, motorcyclist, bicyclist, and other).  
Vehicle Occupants = Driver and occupant fatalities in a motor vehicle.  
Vehicle Unrestrained = Driver and occupant fatalities in a motor vehicle unrestrained.  
Pedestrian = Any person on foot, on a personal conveyance, or in a building.  
Motorcyclist= A person riding any motor vehicle that has a seat or saddle for the use of its operator and is designed to travel on not more than three wheels in contact with the ground.  
Bicyclist= A person on an other road vehicle that can be propelled by pedaling (bicycle, tricycle, unicycle, pedalcar, electric bike).  
Other = A person on a scooter, moped, ATV, or other motorized vehicle not captured above on a roadway.



Key Area: Safer Roads (SR)

Critical Emphasis Area: Safe Speed (SP)



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

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

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

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

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





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

Critical Emphasis Area:[Lane Departures \(LD\)](#)

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

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

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

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






## Critical Emphasis Area: [Intersections \(I\)](#)




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

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

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

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
2.1	Determine locations with high nighttime crashes and make recommendations to increase lighting.	<a href="#">Maurilio Olivares (NDOT)</a> <a href="#">Xu Hao (UNR)</a>	Mar 2024	07/21/2023	 Substantial Progress	Provide recommendations to add lighting to high nighttime crash locations. Work with agencies to educate them on lighting standards. Education on destination lighting in rural locations.	End date was updated from 6-30-2022 to 3-31-2024.
2.2	Determine a high-crash corridor where crashes could be mitigated through corridor access management, and identify a project to install islands to limit access. Utilize results from Safety Management Plans (SMP).	<a href="#">Jorden Kaczmarek (NDOT)</a>	Jun 2024	07/21/2023	 Substantial Progress	Determine how access management is implemented at the local level. Determine a high-crash corridor and identify a project to install islands to limit access. Access management as recommended in SMPs. Number of access management measures incorporated into NDOT Encroachment Permits.	End date was updated from 6-30-2022 to 6-30-2024.
2.3	Support and document roadway lane reconfigurations throughout the state.	<a href="#">Maurilio Olivares (NDOT)</a> <a href="#">Gena Kendall (RTCSNV)</a>	Dec 2023	07/21/2023	 Substantial Progress	White paper on benefits of roadway lane reconfiguration. Determine what local agencies policies are. Reach out to agencies yearly to determine if roadway lane reconfigurations are being implemented.	End date was updated from 6-30-2022 to 12-31-2023.

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

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
3.1	Support efforts for automated enforcement in the state through the use of safety cameras.	<a href="#">Mike Browett (RPD)</a> <a href="#">Erin Breen (UNLV)</a>	Jun 2025	07/21/2023	 Initiated	Conduct a study to prove the issue. Review hearing to determine what made the bill fail and look to make changes to address those concerns, Conduct a best practice review on automated enforcement technology, address equity in automated enforcement. (Consider calling these safety cameras ).	End date was updated from 6-30-2023 to 6-30-2025.
3.2	Conduct saturation enforcement of red light running.	<a href="#">Mike Browett (RPD)</a>	Jun 2022	08/11/2021	 Not Started	Number of red-light running citations reported statewide.	N/A
3.3	Support efforts for roundabout training in driver education and on driving test.	<a href="#">Sam Ahiamadi (NDOT)</a>	Jun 2024	07/21/2023	 Moderate Progress	Review driver education materials to see if they incorporate information on roundabouts. Coordinate with the Department of Motor Vehicles (DMV) to have roundabouts included in the driving test when they are located near a DMV.	End date was updated from 6-30-2022 to 6-30-2024.

Critical Emphasis Area:Work Zones (WZ)

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

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

Strategy #2: Increase effectiveness of Traffic Control Work Zones

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

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

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