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# **Nevada Advisory Committee on Traffic Safety**

ANNUAL REPORT

December 2023



# Nevada Advisory Committee on Traffic Safety (NFACTS)

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## Table of Contents

Purpose Of This Document.....	5
Statewide Safety Data .....	6
Traffic Fatalities.....	6
Impaired Driving.....	8
Intersections .....	8
Pedestrians.....	9
Speeding-Related .....	9
Unrestrained Occupants.....	10
Young Drivers .....	10
Recommendations.....	11
Traffic Safety Policy Priorities.....	11
Road Safety Cameras (Automated Traffic Enforcement).....	11
Road Safety Cameras in School Zones.....	11
Higher Fines in School Zones .....	11
Primary Seat Belt Law (PBL) .....	11
Graduated Driver License (GDL) Additions .....	11
Safe System Intersections .....	11
Yield to Stop.....	12
Traffic Records .....	12
Appropriate Speed Limits for All Road Users.....	12
Citation Process Recommendations.....	12
Summary of Activities .....	14
NVACTS Meetings.....	14
Task Forces.....	14
Traffic Safety Policy Priority Task Force Working Group.....	14
Citation Process Working Group.....	14
Traffic Safety Task Forces .....	15

## Table of Figures

Figure 1: Fatal Crashes in Nevada (2013-2022).....	6
Figure 2: Nevada Traffic Fatalities (2013-2022).....	6
Figure 3: Nevada Traffic Fatality Rate per 100 Million VMT (2013-2022).....	7
Figure 4: Nevada Traffic Fatality Rate per 100 thousand Population (2013-2022).....	7
Figure 5: Impaired Driving Fatalities (2018-2022).....	8
Figure 6: Intersection Fatalities (2018-2022).....	8
Figure 7: Pedestrian Fatalities (2018-2022).....	9
Figure 8: Speeding-Related Fatalities (2018-2022).....	9
Figure 9: Unrestrained Occupant Fatalities (2018-2022).....	10
Figure 10: Young Driver Fatalities (2018-2022).....	10
Figure 11: Nevada Traffic Safety Task Forces.....	15

## List of Appendices

Appendix A – NVACTS Bylaws
Appendix B – 2023 Nevada Crash Facts
Appendix C – Traffic Safety Policy Priority Fact Sheets
Appendix D – Citation Process Working Group Meeting Summaries
Appendix E – 2021-2025 SHSP and Action Plan

## Purpose Of This Document

The Nevada Advisory Committee on Traffic Safety (NVACTS) was voted into the Nevada Revised Statutes (NRS) at the 2021 Nevada Legislative Session. As defined by [NRS 408.581](#) and described in the NVACTS Bylaws (**Appendix A**), the function of NVACTS is to:

- Review, study, and make recommendations regarding:
  - **Evidence-based best practices** for reducing or preventing fatalities and injuries related to motor vehicle crashes on roadways in Nevada;
  - **Data** on motor vehicle crashes in Nevada resulting in fatalities or serious bodily injuries, including, without limitation, factors that cause such crashes and measures known to prevent such crashes;
  - **Policies** intended to reduce or prevent deaths and injuries related to motor vehicle crashes on roadways in this State;
  - **Any other matter** submitted by the Chair.
- Prepare and submit an annual report to the Governor and to the Director of the Legislative Counsel Bureau for transmittal to the Legislature. Summarize activities of the Advisory Committee that address, without limitation, any issue reviewed or studied, and any recommendations made by the Advisory Committee.

This document satisfies the requirement as the NVACTS Annual Report.

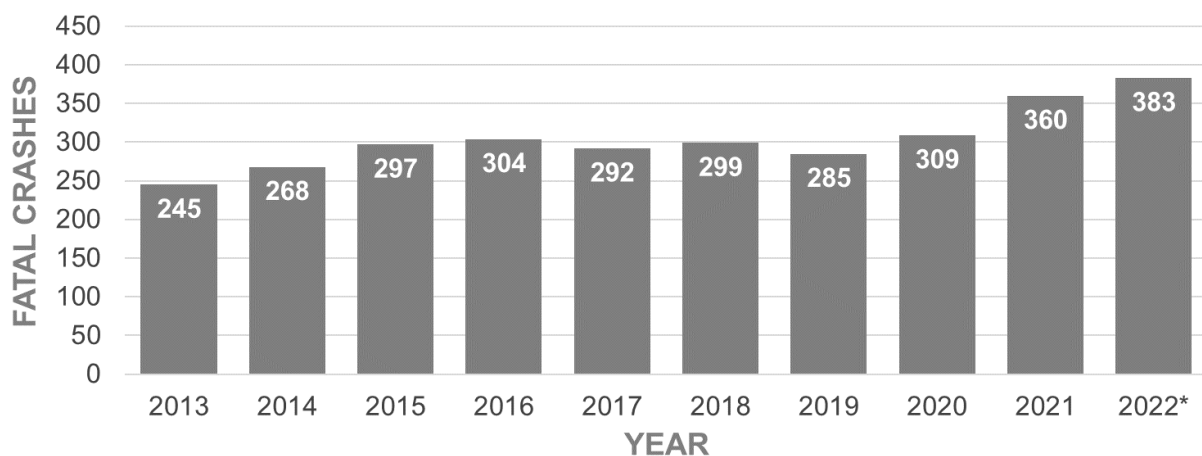
## Statewide Safety Data

With a goal of **Zero Fatalities** since 2011, Nevada has focused on reducing fatalities on state and local roadways for the past decade. There have been some years that showed trends in the right direction. It is clear from the data below that fatalities on our roadways are climbing and the most common factors are speeding and impairment (alcohol and/or drugs). The latest fatality data for Nevada is summarized below. *2023 Nevada Crash Facts*, which includes the complete summary of the most recent five years of fatality data (2017-2021), is included in **Appendix B**.

### Traffic Fatalities

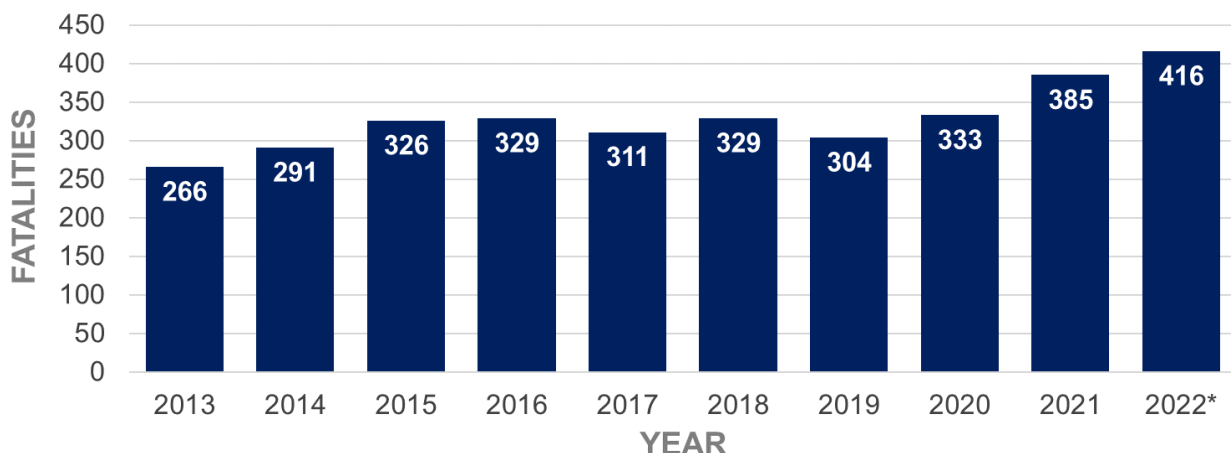
Fatalities and fatal crashes have generally increased over the last 10 years, with 2022 being the worst year in the last decade with **416 fatalities** (2022 data is preliminary until 2024). Fatality rates, when compared to vehicle miles traveled (VMT) and population, are also on the rise. The following figures show fatal crashes, fatalities, and fatality rates (per 100M vehicle miles traveled and 100K population) for 2013 to 2022. This section also includes five-year fatality data for impaired driving, intersections, pedestrians, speeding-related, unrestrained occupants, and younger driver fatalities.

**Figure 1: Fatal Crashes in Nevada (2013-2022)**



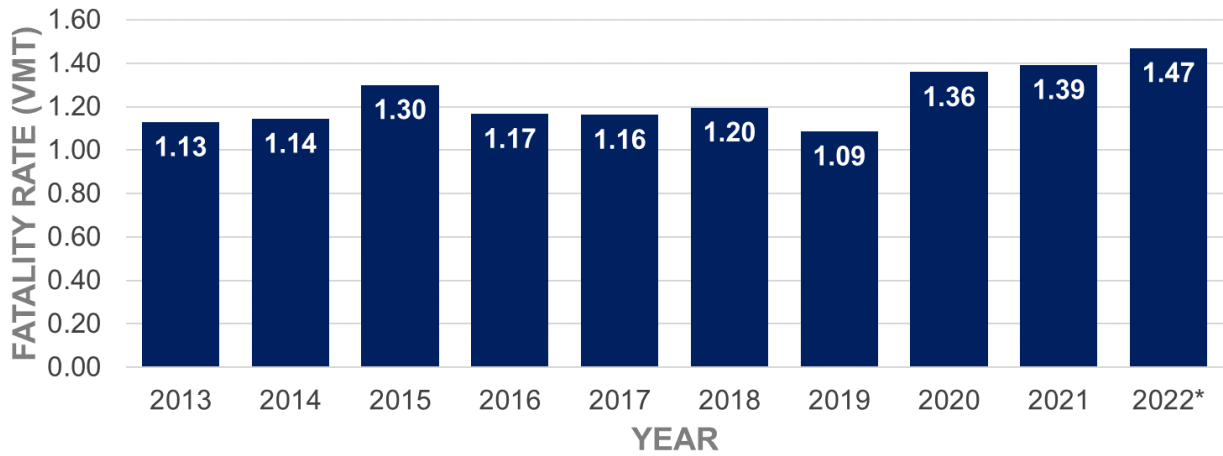
Source: 2013 to 2021 Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration (NHTSA); 2022 State Fatal Report, Nevada Office of Traffic Safety (NV OTS) (2022 data is preliminary until 2024).

**Figure 2: Nevada Traffic Fatalities (2013-2022)**



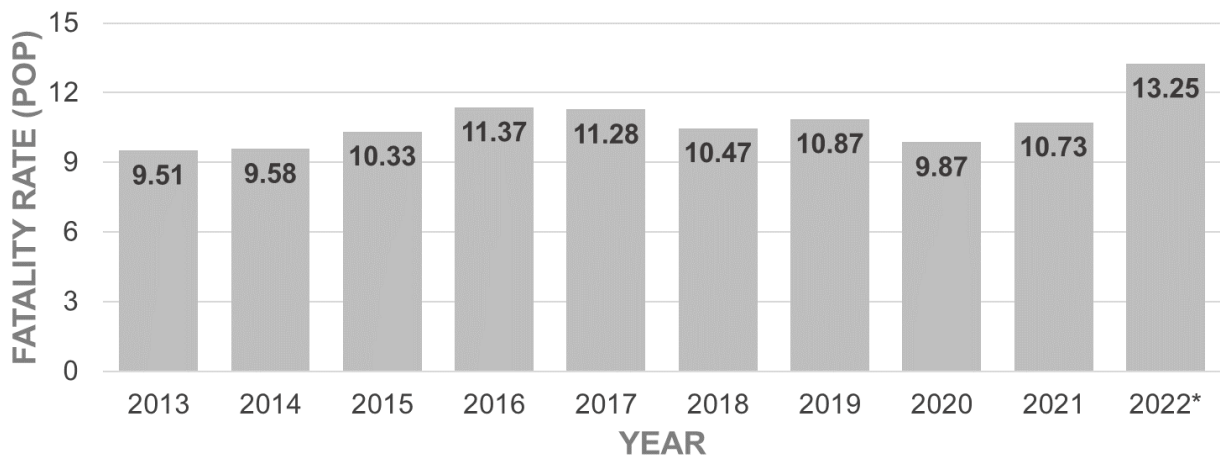
Source: 2013 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary until 2024).

**Figure 3: Nevada Traffic Fatality Rate per 100 Million VMT (2013-2022)**



Source: 2013 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary until 2024).

**Figure 4: Nevada Traffic Fatality Rate per 100 thousand Population (2013-2022)**

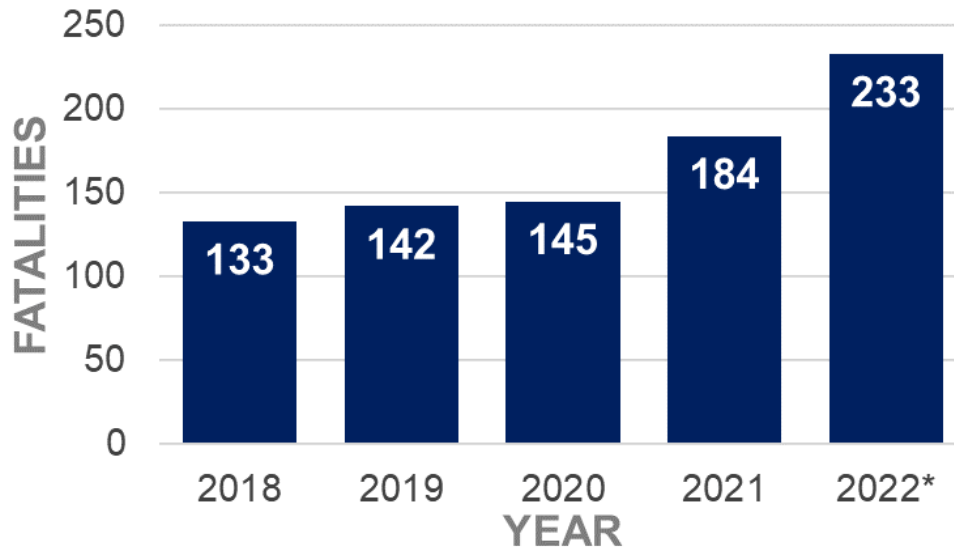


Source: 2013 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary.)

## Impaired Driving

Since 2018, a total of **837 fatalities** resulted from traffic crashes involving an impaired driver. As shown in **Figure 5**, impaired driving fatalities have increased between 2018 and 2022.

**Figure 5: Impaired Driving Fatalities (2018-2022)**

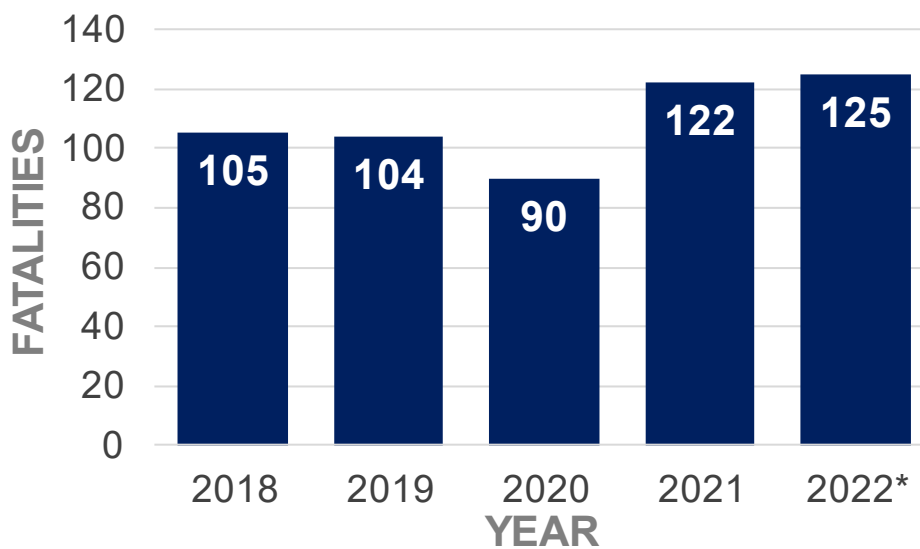


Source: 2018 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary until 2024).

## Intersections

From 2018 to 2022, a total of **546 fatalities** occurred at intersections on Nevada roadways during that time frame. The intersection fatalities for the last five years are shown in **Figure 6**.

**Figure 6: Intersection Fatalities (2018-2022)**



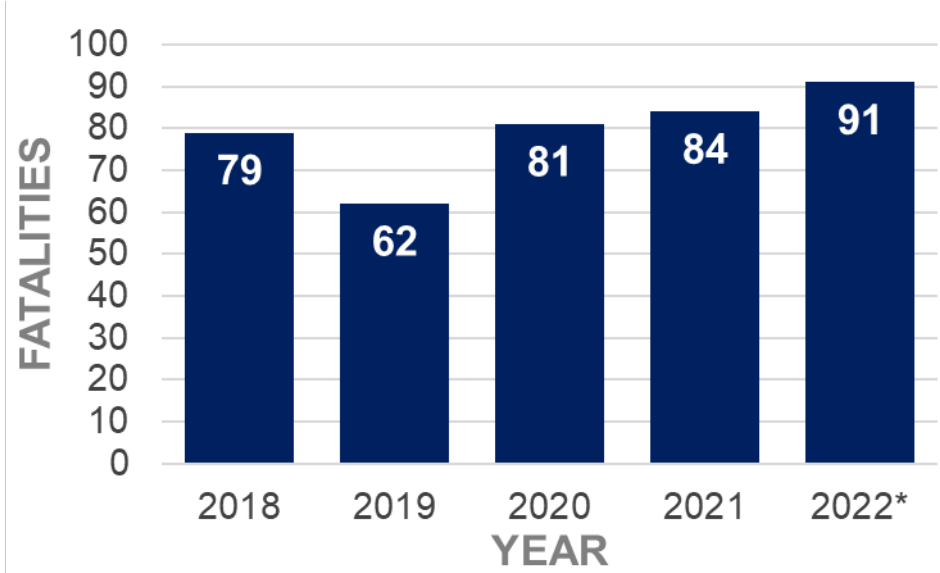
Source: 2018 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary until 2024).



### Pedestrians

During 2018 to 2022, there were a total of **397 fatalities** involving pedestrians. Pedestrian fatalities reached a high of 91 in 2022. The pedestrian fatalities for the last five years are shown in **Figure 7** below.

**Figure 7: Pedestrian Fatalities (2018-2022)**

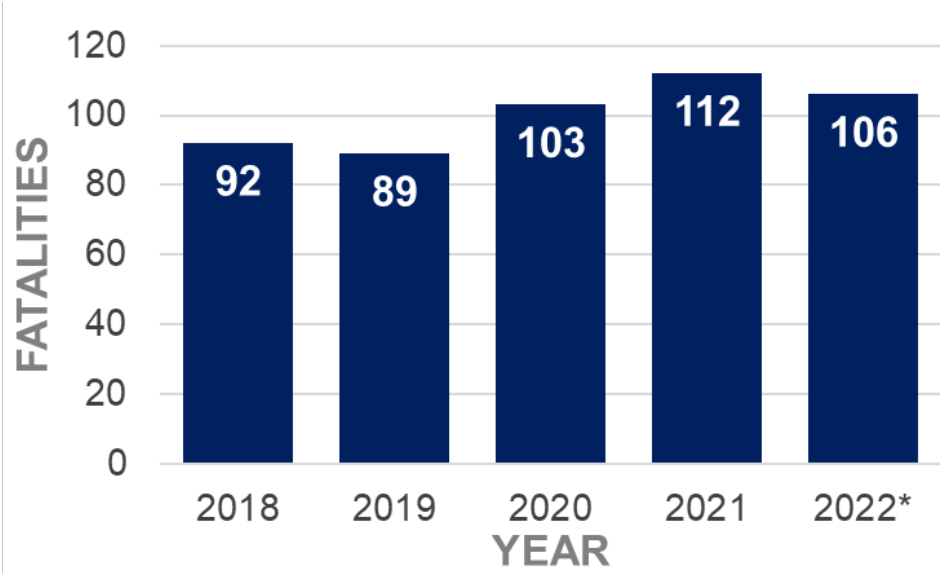


Source: 2018 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary until 2024).

### Speeding-Related

From 2018 to 2022, **502 fatalities** were the result of crashes where excessive speed was a factor. Since 2018, the number of speeding-related fatalities has generally increased (2022 data is preliminary). Speeding-related fatalities for 2018 to 2022 are shown in **Figure 8**.

**Figure 8: Speeding-Related Fatalities (2018-2022)**

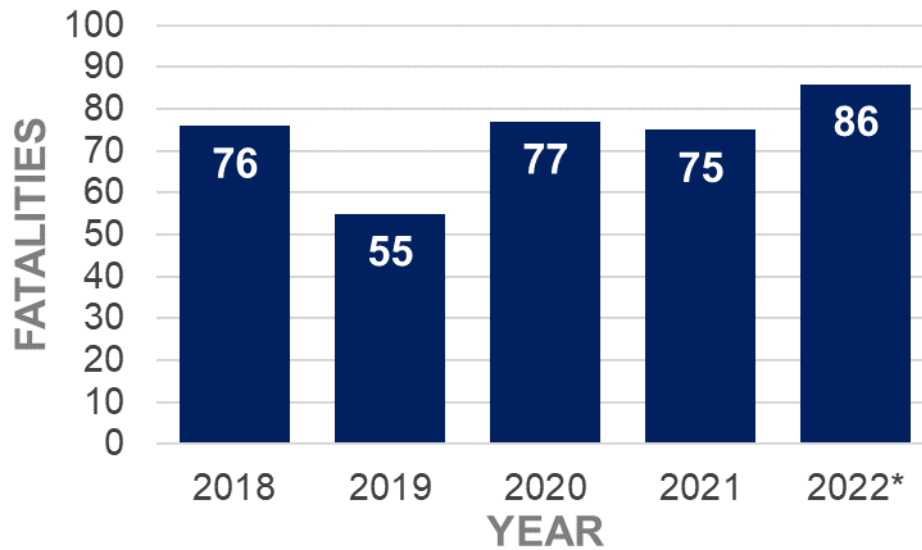


Source: 2018 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary).

## Unrestrained Occupants

Between 2018 and 2022, **369 fatalities** occurred to unrestrained occupants on Nevada roadways. See **Figure 9**.

**Figure 9: Unrestrained Occupant Fatalities (2018-2022)**

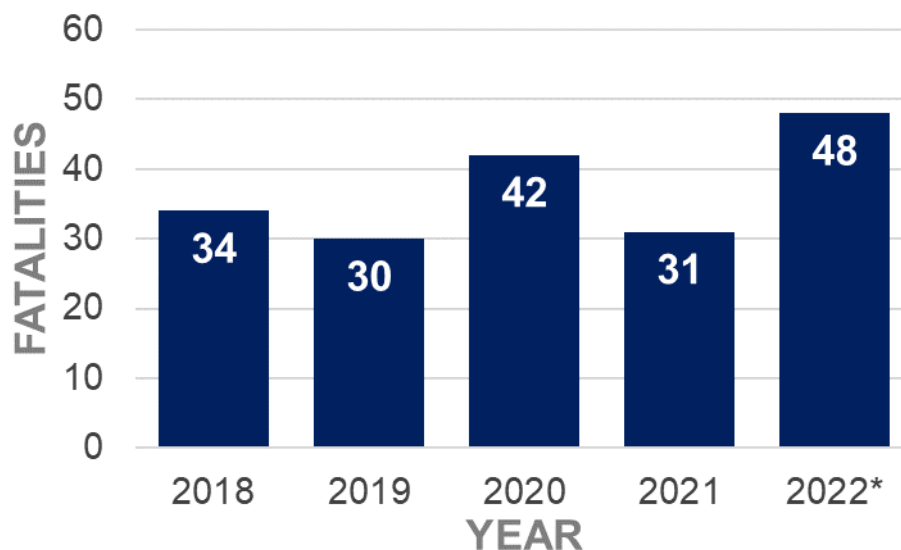


Source: 2018 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary).

## Young Drivers

During 2018 to 2022, there were a total of **185 fatalities**, resulting from crashes involving a driver between the ages of 15 and 20. Young driver fatalities reached a high of 48 in 2022 (data is preliminary). See **Figure 10** below for the fatalities each year.

**Figure 10: Young Driver Fatalities (2018-2022)**



Source: 2018 to 2021 FARS, NHTSA; 2022 State Fatal Report, NV OTS (2022 data is preliminary).

# Recommendations

## Traffic Safety Policy Priorities

The following policy priorities were approved by NVACTS as the most important policy priorities that would lead to the reduction of fatalities and serious injuries on Nevada's roadways based on a review of the current traffic safety issues. Additional information for the recommended traffic safety policy priorities is included in **Appendix C**.

### *Road Safety Cameras (Automated Traffic Enforcement)*

The existing NRS prohibiting automated traffic enforcement is from 1999. In 2019, Senate Bill 43 (SB43) was proposed to change NRS to allow agencies to use RSCs, however, there was a strong negative response due to ongoing concerns of personal privacy. It was again shut down in the 2023 Nevada Legislative Session.

The policy priority presented is the same: to eliminate the current NRS that limits local agencies' ability to use RSCs. There is continued work to be done to understand the concerns of those who have opposed this policy in previous sessions. Regional Transportation Commission of Washoe County (RTC Washoe) is considering a bill draft request (BDR) for use of RSCs specifically in school zones. There could be an opportunity to combine these proposals. Another consideration is to install RSCs specifically on school bus mast arms.

### *Road Safety Cameras in School Zones*

Similar to the previous recommendation, this policy priority recommendation is to eliminate the current NRS that limits local agencies' ability to use RSCs, add language that enables the use of RSCs in school zones, and add language that enables the use of RSCs on school buses to enforce stop arm violations.

### *Higher Fines in School Zones*

While "higher fines in school zones" may be posted in some jurisdictions, there is no specific language in NRS for higher fines in school zones (NRS 484B.363) and this has been dismissed in court due to lack of specific NRS language. This policy priority recommends strengthening NRS to specify higher fines and/or points in school zones, similar to work zones (NRS 484B.130) and pedestrian safety zones (NRS 484B.135).

### *Primary Seat Belt Law (PBL)*

This policy priority is to create a PBL for Nevada. A PBL allows law enforcement to stop and ticket a driver or passenger for not wearing their seat belt. Currently, it is a secondary offense in Nevada. At this time, 37 states have a PBL in place (only 13 do not, including Nevada). A recent awareness survey showed that there is the perception that there is a PBL in Nevada.

### *Graduated Driver License (GDL) Additions*

Changes to the GDL include extending the GDL through 20 years of age, or for all new drivers; installing a three-stage intermediate GDL for 6-12 months; and requiring additional training after a permit is earned. It was discussed that the current requirement for 50 hours of training is not closely tracked. Defensive driving courses (NRS 483.727) approved by the Department of Motor Vehicles (DMV) may provide a more structured curriculum for driver training than logging hours with parents. A statewide driver education program could be established in the future.

### *Safe System Intersections*

Nevada and the Southern Nevada RTC are designated by the Federal Highway Administration (FHWA) Focus Approach to Safety as an intersection focused state due to the high number of intersection fatalities. This designation is based on FHWA data analysis that identifies overrepresentation within the Focus Areas.

A safe system intersection design policy can include strategies such as:

- Minimizing and modifying conflict points
- Reducing speed of vehicles
- Improving visibility at intersections
- Providing space and protection for pedestrians and bicyclist

Safe systems intersections are built to accommodate the needs of all users. Many of the intersections in the transportation system today were constructed at a time when the emphasis was moving automobiles not people. 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.

### ***Yield to Stop***

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 once 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".

### ***Traffic Records***

The Office of Traffic Safety proposes, for consideration, the following conceptual changes to improve traffic records data collection:

- Add clarifying language to NRS 484E.110 to require crash notification within 10 days of the date of the crash (10 days after the investigation) or date of death.
- Require law enforcement agencies to report traffic incident arrest data within the central e-crash/e-citation system, i.e., DUI arrest, reckless driving arrest, etc.
- Require reporting of traffic offense adjudication data to the State.
- Add clarifying language to NRS 484C.170 to add required testing of prohibited substances in addition to alcohol.

### ***Appropriate Speed Limits for All Road Users***

The National Roadway Safety Strategy and the Safe Systems Approach identifies Safer Speeds as a critical component to the reduction of fatal and serious injury crashes. The Safe System Approach recognizes the impacts of kinetic energy on the human body and the fact that effective speed management will reduce the kinetic energy in crashes.

The Federal Highway Administration (FHWA) has listed Appropriate Speed Limits for All Road Users as a Proven Safety Countermeasure due to broad consensus among roadway safety experts that speed control is one of the most important methods for reducing fatalities and serious injuries. Speeding, exceeding the posted speed limits, or traveling too fast for conditions is a repeating trend. Of the 42,939 fatalities that occurred on our Nation's roadway in 2021, 29% were speeding related. The Nevada Speed Management Action Plan (SMAP) studied speeding related data from 2015-2019 and found that 31% of the fatal crashes in Nevada listed speeding as a contributing factor.

### **Citation Process Recommendations**

To address the challenges associated with the lack of data related to traffic citations, a set of comprehensive recommendations is proposed to establish an organized and efficient system ensuring accuracy and accessibility. The recommendations are summarized below.

**The adoption of a centralized digital database** has been determined to be the key to success. This database could either be a custom-built system or a specialized software solution designed for law enforcement or traffic management. Additionally, the utilization of cloud storage, provided by platforms such as AWS, Azure, or Google Cloud, is recommended to enhance accessibility, scalability, and data security.

To ensure the integrity of the data within the system, **standardized entry procedures and validation checks** are essential. Standardized entry promotes consistency and facilitates efficient information retrieval, while validation checks, such as cross-referencing against existing records and verifying information against official databases, guarantee the accuracy of entered data.

Security measures are crucial in managing access to the citation database. Among the required measures are **implementing secure user authentication and defining user roles and permissions to control access**. Access should be restricted to authorized personnel only to protect sensitive information.

**Integration with external systems**, such as the Department of Motor Vehicles (DMV) and court systems, is recommended to streamline the exchange of information and maintain data consistency across different platforms.

For analysis and decision-making purposes, **the development of custom reports and real-time dashboards** is suggested. This enables the identification of patterns, assessment of officer performance, and generation of insights related to traffic citations.

In terms of data protection, **regular backups of the citation database, along with the implementation of data encryption**, are advised to prevent data loss and protect sensitive information, particularly when stored on the cloud or involving personally identifiable information.

**Training programs for personnel responsible for data entry and management**, coupled with **comprehensive documentation outlining procedures and troubleshooting steps**, are vital components to ensure the effective use of the system.

The **establishment of an audit trail system** is recommended to log all changes made to the citation data, enhancing accountability, and facilitating investigations into any discrepancies.

Continual maintenance, including **keeping the database software up to date, conducting regular optimization, and ensuring data integrity**, is essential for the sustained effectiveness of the system.

**Regular reviews and updates** should be conducted to ensure legal compliance with relevant laws and regulations regarding data storage and privacy. To foster collaboration and coordination, **the creation of a proposed Traffic Records Coordinating Committee**, as a standing subcommittee of NVACTS, with defined membership requirements is suggested.

## Summary of Activities

The following subsections summarize the 2023 annual activities under NVACTS.

### NVACTS Meetings

NVACTS meets quarterly on the second Thursday of the month. Meetings are held in person in Las Vegas and Carson City, with video conference/virtual option for members and the public. The quarterly meetings for NVACTS were held on March 9<sup>th</sup>, June 8<sup>th</sup>, September 14<sup>th</sup>, and December 14<sup>th</sup> in 2023. A special meeting of the NVACTS was held on October 31, 2023 to view a presentation and take action on the Vulnerable Road Users Safety Assessment, present the Traffic Safety Policy Priorities, and reinstate the Traffic Safety Policy Priority Task Force Working Group. Information for NVACTS, including meeting minutes and upcoming meetings, can be found here: [Nevada Advisory Committee on Traffic Safety - Zero Fatalities \(zerofatalitiesnv.com\)](https://www.zerofatalitiesnv.com).

### Task Forces

#### *Traffic Safety Policy Priority Task Force Working Group*

NVACTS established the Traffic Safety Policy Priority Task Force Working Group to research and develop Traffic Safety Policy Priorities for 2022/2023, in preparation of the 2023 Nevada Legislative Session. The task force was reinstated by NVACTS at the meeting on October 31, 2023. Sean Sever of the Nevada Department of Motor Vehicles (DMV) served (and is serving) as Chair. Traffic Safety Policy Priority Task Force Working Group Members include:

- Sean Sever, DMV, Chair
- Andrew Bennett, Clark County Office of Traffic Safety
- Erin Breen, UNLV Transportation Research Center
- Shannon Bryant, Traffic Safety Resource Prosecutor
- Tim Burrows, Kimley-Horn
- Mike Colety, Kimley-Horn
- Amy Davey, Department of Public Safety-Office of Traffic Safety (DPS-OTS)
- David Gordon, Administrative Office of the Courts
- Kevin Honea, Nevada State Police
- Deborah Kuhls, University of Nevada, Las Vegas (UNLV) Kerkorian School of Medicine
- Meg Matta, DPS-OTS
- Christy McGill, Department of Education
- Kelly Norman, Carson City Area MPO
- Nick Nordyke, DPS-OTS
- Tiffany Patrick, Kimley-Horn
- John Penuelas, RTC Southern Nevada
- Kevin Tice, DPS-OTS
- Lacey Tisler, NDOT
- Pete Vander Aa, DPS-OTS

#### *Citation Process Working Group*

NVACTS established the Citation Process Working Group at the September 8, 2022 meeting to research and discuss the current processes for citations in Nevada. Mr. David Gordon from the Administrative Office of the Courts served as Chair. The group met quarterly, starting in November 2022. The working group meeting summaries are included in **Appendix D**. Citation Process Working Group Members include:

- 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
- Amy Davey, Administrator, DPS-OTS

### Traffic Safety Task Forces

Nevada’s Strategic Highway Safety Plan (SHSP) includes five task forces that meet quarterly. Task forces are organized as shown in **Figure 11**: Safer Roads, Vulnerable Road Users, Safer Drivers and Passengers, Impaired Driving, and the Traffic Records Coordinating Committee. Meeting agendas, meeting minutes, and resources can be found here: [STRATEGIC HIGHWAY SAFETY PLAN - Zero Fatalities \(zerofatalitiesnv.com\)](https://www.zerofatalitiesnv.com). The 2021-2025 Nevada SHSP is included as **Appendix E**.

**Figure 11: Nevada Traffic Safety Task Forces**



\* = Critical Emphasis Area