

Nevada Advisory Committee on Traffic Safety

MEETING MINUTES

Thursday, June 13, 2024, 2:00-4:00 PM

1. Call to Order/Roll Call

The meeting of the Nevada Advisory Committee on Traffic Safety (NVACTS) was called to order at 2:01pm on June 13, 2024. Roll Call determined a quorum was present.

Committee Members Present

Sondra Rosenberg, Nevada Department of Transportation

Scott Hein, Nevada Department of Transportation

Julia Peek (Vice Chair), Department of Health & Human Services

Sean Sever, Department of Motor Vehicles

Amy Davey, Department of Public Safety, Office of Traffic Safety

Kevin Honea (proxy for Lt. Col. Martin Mleczko), Department of Public Safety, Nevada Highway Patrol

Noehealani Bareng-Antolin (proxy for Dr. Deborah Kuhls), Kerkorian School of Medicine at University of Nevada, Las Vegas

Erin Breen (proxy for Dr. Shashi Nambisan), University of Nevada, Las Vegas Transportation Research Center

John Penuelas, Regional Transportation Commission of Southern Nevada

Rachael Shaw (proxy for Nick Haven), Tahoe Regional Planning Agency

Kelly Norman, Carson Area Metropolitan Planning Organization

Andrew Bennett (Chair), Nevada Association of Counties/Clark County

Lia Grimaldi (proxy for Joey Paskey), Nevada League of Cities/City of Las Vegas

Lt. Thomas Healing, Nevada Sheriffs and Chiefs Association/Boulder City Police Department

Xuan Wang, Regional Transportation Commission of Washoe County

Non-Voting Members Present

Lacey Tisler, Chief, Traffic Safety Engineering Division, Nevada Department of Transportation (non-voting member)

Kevin Tice, Chair, Traffic Records Coordinating Committee, Department of Public Safety-Office of Traffic Safety (non-voting member)

Shannon Bryant, Chair, Committee on Testing for Intoxication, Traffic Safety Resource Prosecutor (non-voting member)

Members Absent

Christy McGill, Department of Education

Senator Dallas Harris, Nevada State Senate Committee on Growth & Infrastructure

Assemblywoman Tracy Brown-May, Nevada State Assembly Committee on Growth & Infrastructure

Cliff Banuelos, Inter-Tribal Council of Nevada

Vacant

Administrative Office of the Courts

2. Public Comment

No public comment.

3. Approve March 14, 2024, Meeting Minutes (Approved)

No comments on March 14, 2024 Meeting Minutes.

Motion: To approve the March 14, 2024 Meeting Minutes by Sean Sever. Passed unanimously.
Final Meeting Minutes will be posted online.

4. Traffic Safety Data and Trends

Anita Pepper, PIO, Department of Public Safety, Office of Traffic Safety (DPS-OTS) presented the statewide monthly crash report and trends on the preliminary data through May 31, 2024.

Fatalities on Nevada's roadways have increased by approximately 17% from May 2023.

There have been 53 lives lost from pedestrian fatalities in 2024 which is a 25% increase from last year. There have been 31 motorcyclists who have lost their lives this year which is a 72% increase from 2023. There is no change in bicyclist deaths year over year resulting in five deaths in 2024. "Other" modes including scooters, mopeds, and ATV have increased from 2023 with three deaths this year compared to one last year.

Amy Davey (DPS-OTS) continued with a state comparison of fatalities for the states in the National Highway Traffic Safety Administration's (NHTSA) Region 8 (South Dakota, Colorado, Utah, North Dakota, Wyoming, and Nevada).

- As noted in the Monthly Fatality Report, Nevada has increased in fatalities year to date by 17% from 2023 whereas the other states in Region 8 have decreased fatalities ranging from 7% to 51%.
- Other states attribute recent decreases to new policy changes (i.e., primary seat belt law and decreased Blood Alcohol Content DUI threshold to 0.05 from the federal standards of 0.08) and high-visibility enforcement. Colorado, for example, has really strong executive support from the governor's office for traffic safety priorities.

5. Impacts of Crash Rates on Nevada's Automobile Insurance Rates

Agenda item held for future meeting.

6. Equity Working Group (Approved)

Ms. Davey requested the establishment of an Equity Working Group to discuss and understand and define equity in traffic safety in Nevada. This includes analysis of the current available data, discussion from individuals with different backgrounds and professions, and bringing in those not currently involved in the Nevada traffic safety community to better understand the demographics and equity of traffic fatalities throughout the state.

The working group will meet over a 6 month period and will be chaired by a voting member of the NVACTS Committee. Ms. Davey volunteered to serve as chair.

Sondra Rosenberg (NDOT) provided support, adding that she hopes the group can provide a clear definition of equity for Nevada. She also noted that she's over the division at NDOT that focuses on civil rights and will provide some people to participate.

Julia Peek (DHHS) added that she wants be involved to provide perspective from the intervention side of equity. She's aware that there is frustration about laws being passed to address inequities, but that may be resulting in traffic safety concerns.

Ms. Davey noted that the group will likely provide recommendations for future policy priorities as a result of the discussions as part of the Equity Working Group.

Motion: To establish the Equity Working Group by Sondra Rosenberg. Passed unanimously.

7. Traffic Safety Policy Priorities

This agenda item included a presentation on a new policy priority resulting from discussions at the interim Growth and Infrastructure hearing. The new policy priority is Fostering DUI Intervention Programs. This policy is based on

the recommendations from the DUI Task Force as well as those from the Policy Priority Working Group. The three recommendations include:

- Screening and Assessment
 - Mandatory screening and assessment of all DUI arrests.
 - Current screening and assessment handled by the courts. In preparation for discussion about a fiscal note for this item, information on current costs would be beneficial.
- Pre-Trial Services to Supervise all DUI Arrests
 - The pre-trial supervision pertains to DUI defendants, those arraigned and awaiting trial, and allows the defendant to be monitored to obey court orders. Level of supervision determined by risk assessment/screening.
 - The courts are responsible for supervision and include specific court-directed officers dedicated to this effort.
- Amendment of Sober 24 Driver's License Restrictions to Provide a '24/7 Sobriety Privilege'.
 - Recommends temporary restricted drivers license to allow participants in Nevada's 24/7 program to drive to work, medical appointments, testing locations, court and counseling.
 - There is judicial support for this "clean-up" language.

All three programs will have financial impacts, which will likely require fiscal notes if it goes forward as a BDR. In the 2023 Legislative Session, most BDRs with undetermined fiscal notes, did not make it to a hearing. The BDR should include supporting data and information on costs, including cost savings for preventing loss of life.

There is a mental health component to DUI offenders as many have a substance use disorder. Treatment of DUI offenders through increased penalties do not provide positive changes as relapse is part of recovery.

There's a gap in adjudication data in Nevada. From a records standpoint, could leverage the attention from the NTSB report on the City of North Las Vegas crash to call attention to the data needs required for legislation.

Motion: To adopt the Fostering DUI Intervention Programs Policy Priority recommendation and approve the white paper with technical corrections by Julia Peek. Passed unanimously.

At the NVACTS meeting on March 14, 2024, Senator Dallas Harris provided NVACTS with two BDRs for the 2025 Legislative Session through the Growth & Infrastructure Committee.

Chair Andrew Bennett introduced the Policy Priorities for BDR consideration that have been previously approved by NVACTS:

- Road Safety Cameras in School Zones*
- Road Safety Cameras *
- Primary Seat Belt Law*
- Higher Fines in School Zones*
- Graduated Driver's License*
- Safe System Intersections
- Traffic Records*
- Yield for Pedestrians to Stop for Pedestrians*
- Appropriate Speeds Limits for All Road Users
- Fostering DUI Intervention Programs*

Those with an * are indicative of those requiring legislation.

All policy priorities have white papers on the NVACTS webpage with more information.

Ms. Davey added that DPS-OTS submitted the Traffic Records BDR to the executive level separately, therefore, it does not need to be considered as one of the top two priorities for NVACTS BDRs as it will move forward through another avenue.

Andrew Bennett, the chair of the Policy Priority Working Group, noted that the group recommends Road Safety Cameras in School Zones and Fostering DUI Intervention Programs as the two policies for BDR consideration.

In the 2023 Legislative Session, NVACTS supported a BDR for Road Safety Camera in School Zones (AB93); however, it did not receive a hearing. During the session, this was reassigned from the Growth and Infrastructure Committee to Committee on Judiciary. There was not a legislative sponsor and did not move forward after being reassigned.

The Nevada Chapter of the Associated General Contractors of America (AGC) is likely carrying a Road Safety Cameras on Work Zones BDR into the 2025 Legislative Session.

Ms. Rosenberg recommended that the committee prioritize the Road Safety Cameras policy priority. As it moves forward it could support and/or be supplemented by a Road Safety Cameras in School Zones or Road Safety Cameras in Work Zones BDR.

Motion: Adoption of Road Safety Cameras and Fostering DUI Intervention Programs as the two BDR recommendations to present to the Growth and Infrastructure Committee by Julia Peek. Passed unanimously.

8. 2024 Nevada Traffic Safety Summit

Rural Traffic Safety Summit in Elko – July 16-17, 2024

2024 Nevada Traffic Safety Summit in Reno – November 12-14, 2024

Amy extended an offer to all committee members to attend and participate in the planning of the 2024 Nevada Traffic Safety Summit.

Julia Peek (DHHS) Rachael Shaw (TRPA) are both interested in being involved in the planning process of the 2024 Nevada Traffic Safety Summit.

9. Open Discussion

Amy Davey (DPS-OTS) requests that Kelly Norman (CAMPO) and Xuan Wang (RTC Washoe) join in the planning of the Traffic Safety Summit.

Lacey Tisler (NDOT) shared that the planning 2026-2030 Nevada SHSP is underway and welcomes anyone on NVACTS to join in the discussion.

Sondra Rosenberg (NDOT) noted that the Legislative Joint Interim G&I Committee will be having a joint meeting with Health and Human Services and will be presenting on Complete Streets.

10. Upcoming Meetings

The scheduling of upcoming NVACTS Meetings will be revised due to schedule conflicts on the 2nd Thursday. Future meeting frequency will also be revised to bi-monthly beginning in August 2024.

Chair Bennett added that he is prioritizing on-boarding new committee members and plans to provide a short and concise expectation on agenda items for future meetings.

Rural Traffic Safety Summit in Elko, NV: July 16-17, 2024

Nevada Traffic Safety Summit in Reno, NV: Nov 12-14, 2024

11. Public Comment

Rebecca Kapuler (NDOT) requested the inclusion of motorcyclists with the 2024 Nevada Traffic Safety Summit.

Flor Bernal (MADD) thanked NVACTS for the inclusion of the DUI BDR as part of Agenda Item #7 as well as the establishment of the Equity Working Group. MADD is having a Summer Solstice Event on Thursday, June 20th at Pueblo Park. Follow on Instagram at MADD NV.

Kevin Tice (DPS-OTS) added that strong traffic records make all of our pursuits for safer Nevada roadway systems stronger and allow for improved traffic safety.

12. Adjourn Meeting

Motion: To adjourn the meeting by Julia Peek. Passed unanimously.
The meeting was adjourned at 3:56 pm.

Attachments

NVACTS Meeting Minutes from March 14, 2024
Statewide Monthly Fatality Report
NVACTS Traffic Safety Policy Priority White Papers

Minutes only
Visit
<https://zerofatalitiesnv.com/safety-plan-what-is-the-shsp/nvacts/> to view with attachments.

Nevada Advisory Committee on Traffic Safety MEETING MINUTES

Thursday, March 14, 2024, 2:00-4:00 PM

1. Call to Order/Roll Call

The meeting of the Nevada Advisory Committee on Traffic Safety (NVACTS) was called to order at 2:02pm on March 14, 2024. Roll Call determined a quorum was present.

Committee Members Present

Sondra Rosenberg, Nevada Department of Transportation
Scott Hein, Nevada Department of Transportation
Julia Peek, Department of Health & Human Services
Sean Sever (Vice Chair), Department of Motor Vehicles
Amy Davey, Department of Public Safety, Office of Traffic Safety
Kevin Honea (proxy for Lt. Col. Martin Mleczeko), Department of Public Safety, Nevada Highway Patrol
Sen. Dallas Harris, Nevada State Senate Committee on Growth & Infrastructure
David Gordon, Administrative Office of the Courts
Cliff Banuelos, Inter-Tribal Council of Nevada
Dr. Deborah Kuhls, Kirk Kerkorian School of Medicine at University of Nevada Las Vegas
Dr. Shashi Nambisan, University of Nevada Las Vegas Transportation Research Center
Gena Kendall (proxy for John Penuelas), Regional Transportation Commission of Southern Nevada
Rachael Shaw (proxy for Nick Haven), Tahoe Regional Planning Agency
Kelly Norman, Carson Area Metropolitan Planning Organization
Andrew Bennett (Chair), Nevada Association of Counties/Clark County
Lia Grimaldi (proxy for Joey Paskey), Nevada League of Cities/City of Las Vegas

Non-Voting Members Present

Lacey Tisler, Chief, Traffic Safety Engineering Division, Nevada Department of Transportation (non-voting member)
Kevin Tice, Chair, Traffic Records Coordinating Committee, Department of Public Safety-Office of Traffic Safety (non-voting member)
Shannon Bryant, Chair, Committee on Testing for Intoxication, Traffic Safety Resource Prosecutor (non-voting member)

Members Absent

Christy McGill, Department of Education
Xuan Wang, Regional Transportation Commission of Washoe County
Lt. Thomas Healing, Nevada Sheriffs' and Chiefs' Association/Boulder City Police Department

Vacant

TBD, Nevada State Assembly

2. Public Comment

No public comment.

3. Approve December 14, 2023, and January 3, 2024, Meeting Minutes (Approved)

No comments on either December 14, 2023, or January 3, 2024, Meeting Minutes.

Motion: To approve the December 14, 2023, and January 3, 2024, Meeting Minutes.

1st: Sean Sever. 2nd: Dr. Deborah Kuhls. Passed unanimously.

Final Meeting Minutes will be posted online.

4. Traffic Safety Data and Trends

Anita Pepper, PIO, Department of Public Safety, Office of Traffic Safety (DPS-OTS) presented the statewide monthly crash report and trends on the preliminary data through February 29, 2024.

There have been 58 fatalities so far in 2024, which is a 31.8% increase from 2023 (year to date). The 2023-2024 school year has had 98 students struck by vehicles in Clark County and 64 in Washoe County.

Ms. Pepper introduced Amy Davey (DPS-OTS) who presented on traffic crash facts via Racial and Income Equity in Traffic Safety for Nevada (attached). The report, which currently uses FARS data, will be revised to align with FHWA's Justice 40, which includes social health indicators.

The bar charts compare a particular race/ethnicity to the total fatalities represented in relation to the overall population. NVACTS members can use this data in their respective fields.

- NDOT will compare this information to income demographics and compare crashes to infrastructure.
- Inter-Tribal Council of Nevada noted the data shown is consistent with what they understand to be the issue.

Other information to incorporate into the Equity in Traffic Safety analysis for Nevada:

- DPS-OTS plans to review these trends when filtered to the county level, including socio-economic factors such as average income.
- The Nevada System of Higher Education would like to see trip distances to work, retail destinations, etc. at the county level. Review NHTSA's Road Equity Index (REI) and review the scores against zip code which may highlight areas of equity need in particular areas.
- CAMPO requested the equity data by rural vs urban for Nevada.
- The Department of Health and Human Services has a "Child Death Review Committee" which connects experts who look at very specific resources and look for commonalities: by age, etc. See below for more information:
 - <https://dcfs.nv.gov/Programs/CWS/CPS/CDR/>
 - <https://suicideprevention.nv.gov/SP/CRSF/CRSFHome/>
- Action for next meeting: NVACTS will vote on a focus group to review the equity analyses and determine the appropriate methodologies for Nevada equity data.

Ms. Pepper provided insight on the New York Times Article titled, "Why Are American Drivers So Deadly?" featuring Dr. Deborah Kuhls.

- The article covers current US trends, the history of roads, how Americans drive, and how drivers are more aggressive and misbehave more often since the COVID19 pandemic.
- In addition, in the article, Dr. Kuhls discusses her experiences working with thousands of vehicle crash victims as a trauma surgeon and the work being done as to why driver habits are trending differently.
- The article can be found here: <https://www.nytimes.com/2024/01/10/magazine/dangerous-driving.html>

5. NVACTS Chair and Vice Chair (Approved)

Vice Chair Sean Sever (DMV) discussed the two-year terms of the Chair and Vice Chair of NVACTS have ended and that he will not return to his position for the next term. There were two nominations for Chair and Vice Chair for the next two-year term:

- Chair – Andrew Bennett, Nevada Association of Counties/Clark County
- Vice Chair – Julia Peak, Department of Health & Human Services

Motion: To approve Andrew Bennett as the Chair and Julia Peak as Vice Chair of NVACTS for 2024-2026.

1st Shashi Nambisan, 2nd Sondra Rosenberg. Passed unanimously.

6. NVACTS Bylaws and Procedures

Chair Bennett presented on the bylaws and procedures of the committee and requested that members review the bylaws and bring any comments/changes to the next meeting so it can be voted on.

Some comments from the committee were addressed:

- NVACTS Bylaws, Article 8 Task Force Working Groups: Refers to specific committees approved by NVACTS, such as the Policy Priority Working Group. Task forces under the Nevada Strategic Highway Safety Plan do not fall under the same guidance.
- NVACTS Bylaws, Article 2.2: "Study and make recommendations regarding...". Add a statement pertaining to expanding safety data sources.
- NVACTS Bylaws, Article 7: The Chair recommends that the Advisory Committee meets more frequently than quarterly. Consideration for meetings every other month.

7. Allies in Action (Approved)

Facilitator Tim Borrows read the draft commitment statement for NVACTS to become an "Ally in Action" as part of the National Roadway Safety Strategy released by the USDOT. Organizations across the county have published similar statements, which can be found here: <https://www.transportation.gov/nrss/allies-in-action>.

Ms. Davey provided her sincere gratitude to everyone. She also noted that Allies in Action is a critical national program throughout USDOT and National Roadway Safety Strategy. Our federal partners and the governor's office have received requests to pledge. This statement shows our public commitment of safer roads in Nevada.

Include an announcement on the Zero Fatalities website that indicated the organizations represented in NVACTS and therefore participating in the Allies in Action commitment.

Motion: To approve the commitment statement to become an Ally in Action but allow for technical corrections from the comments that have been received.

1st Amy Davey. 2nd: Sondra Rosenberg. Passed unanimously.

8. Consortium on DUI Education

Meg Matta (DPS-OTS), Sean Sever (DMV), and Shannon Bryant (Traffic Safety Resource Prosecutor) worked with the Office of Traffic Safety, the Judicial Outreach Liaisons, and the Administrative Office of the Courts to understand the current requirements of impairment classes throughout the state of Nevada and discovered the limited requirements for the education curriculum in the DUI classes.

There is a need for higher standards for the DUI curriculum, as well as collaboration among leadership. In order for people to come away with the best outcome after attending a DUI course, the program needs an evidence-based curriculum to facilitate change.

New requirements include 12 hours of either virtual or in-person instruction delivered by a certified treatment provider.

By law, a DUI assessment is required for all first-time DUI offenders below 0.18 BAC. Drivers under the age of 21, have impairment due to polysubstance, or above 0.18 BAC are also required to have an SAE (Substance Abuse Evaluation).

The DMV is moving forward with the updated requirements and is working with schools to update their curriculum to the new requirements. They are working on a fact sheet as a resource for schools to adjust their curriculum to come into compliance. Presentation slides provided in the attachment.

9. Traffic Safety Policy Priorities Working Group

Chair Bennett, Mr. Sever, and Ms. Davey presented the NVACTS Annual Report to the Joint Interim Standing Committee on Growth and Infrastructure on Wednesday, March 13, 2024. The report, which includes recommendations for policy priorities, was submitted to the Legislative Counsel Bureau and Governor's Office.

Senator Dallas Harris shared that NVACTS will have two BDRs for the 2025 Legislative Session on behalf of the Growth and Infrastructure Committee. She also encouraged a pilot program or a study of a pilot program on automated traffic enforcement as one of them.

10. Open Discussion

Reappointment letters are needed from a few member agencies. Chair Bennett requested for these to be submitted before next NVACTS meeting.

Welcome new NVACTS Members in attendance:

- Senator Dallas Harris, Senate Standing Committee on Growth and Infrastructure
- Scott Hein, Assistance Director of Engineering for the Nevada Department of Transportation

General Updates:

Ms. Rosenberg shared that the USDOT, as part of the University of Transportation Centers (UTC) program, announced an equal match to a number of universities to fund research, including University of Nevada Las Vegas, Howard University, and schools in Arizona, Hawaii and California.

Ms. Davey was invited to speak to Clemson University Masters of Traffic Safety, where a student from Rwanda shared that they had adopted road safety cameras.

Dr. Kuhls shared that injury is the leading cause of death in the first 44 years of life, caused by firearms and traffic crashes.

11. Upcoming Meetings

Next NVACTS Meeting: June 13, 2024

Rural Traffic Safety Summit in Elko, NV: July 16-17, 2024

Nevada Traffic Safety Summit in Reno, NV: Nov 12-14, 2024

Chair Bennett requests that members strongly consider attending in-person at the NVACTS meeting scheduled during the Traffic Safety Summit in Reno.

Chair Bennett informed the committee that the next NVACTS meeting may be held at the Legislative Chamber Bureau. Locations will be confirmed, and the committee will be notified.

12. Public Comment

Rebecca Kapuler (NDOT) shared that March is Nevada Moves month which encourages families to get out of their vehicles to walk or bike to school. This year, a student was hit by a vehicle at a school in Sparks the morning of the outreach event in the Reno area.

13. Adjourn Meeting

Motion: To adjourn the meeting.

1st: Sean Sever. 2nd: Sondra Rosenberg. Passed unanimously.

The meeting was adjourned at 4:04 pm.

Attachments

NVACTS Meeting Minutes from December 14, 2023

NVACTS Meeting Minutes from January 3, 2024

Statewide Monthly Fatality Report

Nevada Crash Facts – Racial and Income Equity in Traffic Fatalities in Nevada

NVACTS Bylaws and Procedures

Robert's Rules of Order Simplified and Cheat Sheet

NVACTS Allies in Action Statement

Consortium on DUI Education Presentation

DATE OF REPORT: 6/5/2024
 DATA AS OF: 5/31/2024

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	2023 Crashes	2024 Crashes	% Change	Month	2023 Fatalities	2024 Fatalities	% Change
JAN	25	36	44.00%	JAN	27	39	44.44%
FEB	15	17	13.33%	FEB	17	19	11.76%
MAR	26	33	26.92%	MAR	26	39	50.00%
APR	37	28	-24.32%	APR	40	35	-12.50%
MAY	30	33	10.00%	MAY	33	35	6.06%
JUN	0	0	0.00%	JUN	0	0	0.00%
JUL	0	0	0.00%	JUL	0	0	0.00%
AUG	0	0	0.00%	AUG	0	0	0.00%
SEP	0	0	0.00%	SEP	0	0	0.00%
OCT	0	0	0.00%	OCT	0	0	0.00%
NOV	0	0	0.00%	NOV	0	0	0.00%
DEC	0	0	0.00%	DEC	0	0	0.00%
Reporting Period Total	133	147	10.53%	Reporting Period Total	143	167	16.78%
Year End Total	351			Year End Total	389		

KNOWN FATAL COMPARISON BETWEEN 2023 AND 2024.

COUNTY	2023 Crashes	2024 Crashes	% Change	2023 Fatalities	2024 Fatalities	% Change	2023 Occupants	2024 Occupants	% Change	2023 Unrestrained	2024 Unrestrained	% Change
CARSON	4	2	-50.00%	5	3	-40.00%	3	2	-33.33%	0	0	0.00%
CHURCHILL	3	0	-100.00%	3	0	-100.00%	3	0	-100.00%	0	0	0.00%
CLARK	87	111	27.59%	91	126	38.46%	42	49	16.67%	17	16	-5.88%
DOUGLAS	1	1	0.00%	1	1	0.00%	1	1	0.00%	0	0	0.00%
ELKO	2	6	200.00%	2	7	250.00%	2	7	250.00%	2	2	0.00%
ESMERALDA	2	2	0.00%	2	4	100.00%	2	1	-50.00%	0	0	0.00%
EUREKA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	3	2	-33.33%	4	2	-50.00%	3	2	-33.33%	2	0	-100.00%
LANDER	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	0	0.00%
LINCOLN	2	0	-100.00%	2	0	-100.00%	2	0	-100.00%	1	0	-100.00%
LYON	2	3	50.00%	2	3	50.00%	1	2	100.00%	1	0	-100.00%
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
NYE	7	4	-42.86%	11	4	-63.64%	9	4	-55.56%	1	2	100.00%
PERSHING	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
STOREY	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
WASHOE	19	14	-26.32%	19	15	-21.05%	8	6	-25.00%	2	3	50.00%
WHITE PINE	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
Reporting Period Total	133	147	10.53%	143	167	16.78%	77	75	-2.60%	26	23	-11.54%
Year End Total	352			390			201			66		

KNOWN COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2023 AND 2024.

COUNTY	2023 Pedestrian	2024 Pedestrian	% Change	2023 Motorcyclist	2024 Motorcyclist	% Change	2023 Bicyclist	2024 Bicyclist	% Change	2023 Other (Scooter, Moped, ATV)	2024 Other (Scooter, Moped, ATV)	% Change
CARSON	2	1	-50.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
CHURCHILL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
CLARK	31	48	54.84%	14	24	71.43%	3	3	0.00%	1	2	100.00%
DOUGLAS	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
ELKO	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
ESMERALDA	0	0	0.00%	0	3	300.00%	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%	1	0	-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	1	1	0.00%	0	0	0.00%	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	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
PERSHING	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
STOREY	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	1	100.00%
WASHOE	7	3	-57.14%	2	4	100.00%	2	2	0.00%	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	42	53	26.19%	18	31	72.22%	5	5	0.00%	1	3	200.00%
Year End Total	109			86			12			4		

THIS REPORT IS A POINT IN TIME COMPARISON

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

2023 DATA IS PRELIMINARY AND DOES NOT NECESSARILY INCLUDE FINAL REPORTS (FORM 5, CORONER, AND/OR TOXICOLOGY).

2024 DATA IS NOT FINAL UNTIL THE END OF DECEMBER 2025.

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.

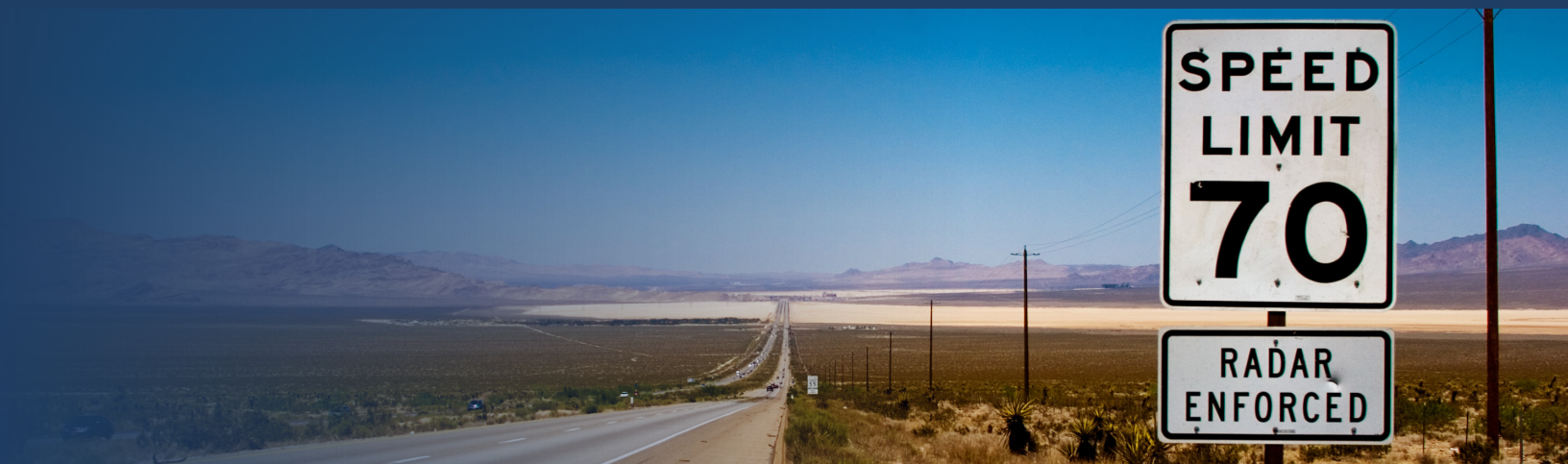
Vehicle Unrestrained = Driver and occupant fatalities in a motor vehicle unrestrained.

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.



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 hours¹
- » 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.

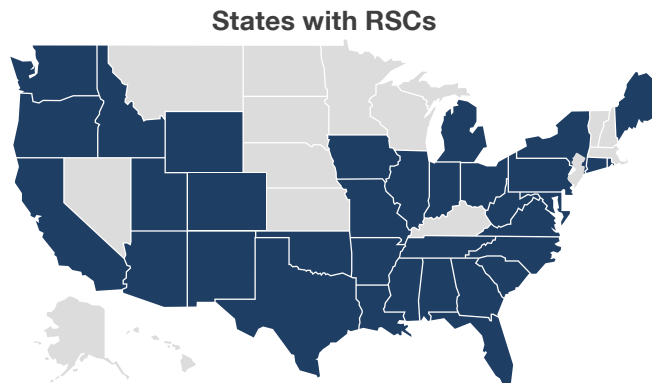


Do RSCs violate motorists' privacy?

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



■ RSCs Permissible

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



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 hours¹
- » 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.

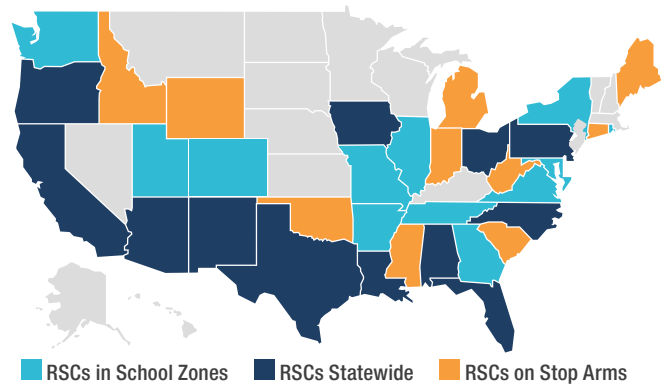
RSCs in School Zones Nationwide

According to Insurance Institute for Highway Safety (IIHS) and National Conference of State Legislatures (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

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 Legislatures RSC Review**
<https://www.ncsl.org/transportation/traffic-safety-review-state-speed-and-red-light-camera-laws-and-programs>
9. **National Conference of State Legislatures 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

States with RSCs



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 (NFACTS)
<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.



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:

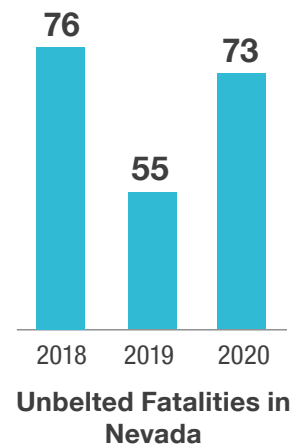
Nevada Advisory Committee on Traffic Safety (NVACTS)
<https://zerofatalitiesnv.com> | zerofatalitiesnv@kimley-horn.com



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



Source: FARS for 2016-2020, Nevada State Data for 2021

Recommended Solution:

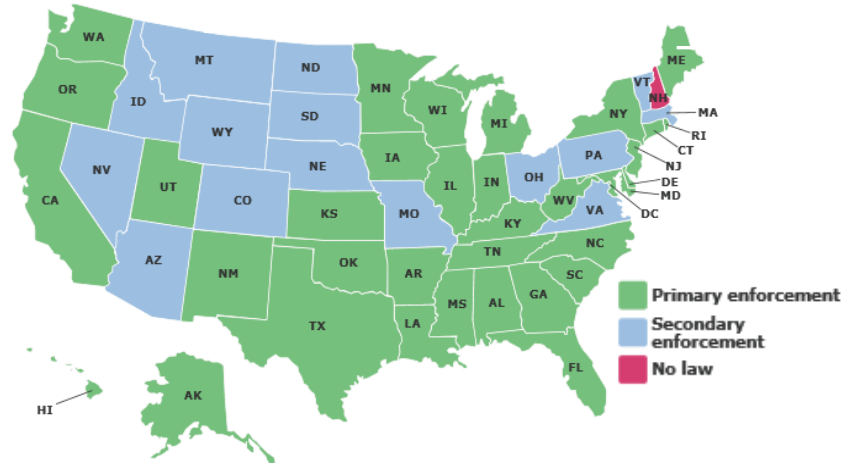
Change Nevada's seat belt law to a primary seat belt law.

- » 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

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

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 group²



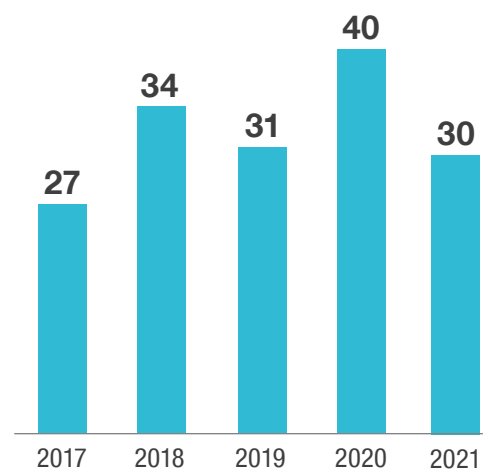
52% of young people involved in fatal crashes were unbuckled¹



Teens have the highest crash risk of any age group, and research confirms that distraction is often a factor¹



Current Nevada GDL laws do not specifically ban all cell phone use for drivers less than 18 years of age¹

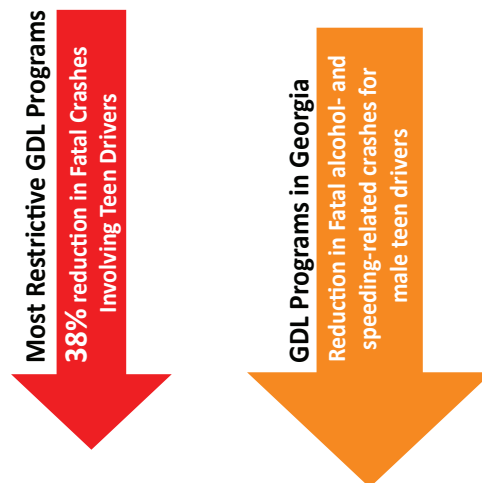


Fatalities Among Young Drivers in Nevada

Source: Fatality Analysis Reporting System (FARS) for 2017-2020, Nevada State Data for 2021

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

Traffic Safety Policy Priority: Safe Systems Intersections

Description:

Nevada specific crash data shows that reducing intersection crashes is critical to the reduction in fatal and serious injury crashes throughout the system. The 2021-2025 Strategic Highway Safety Plan (SHSP) indicates that 35% of the fatal and serious injury crashes occurred in an intersection. 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 systems 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.

The most recent Fatalities Reporting System (FARS) data Nevada Specific data (2017-2021) shows that 526 of the 1661 fatalities (32%) occurred at intersections. Of these 526 fatalities, 136 involved a pedestrian, 17 involved a bicyclist and 147 involved speeding. Safe systems 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 safe systems intersections provide positive steps toward the SHSP goal of Zero Fatalities by 2050.

Data to Support:

[Focused Approach to Safety | FHWA \(dot.gov\)](#)

Nevada Fars Data 2017-2021 [Microsoft Power BI](#)

Subject Matter Expert(s):

1. Lacey Tisler, NDOT, ltisler@dot.nv.gov

Resources & Reference:

<https://highways.dot.gov/safety/intersection-safety/safe-system-intersections>

[Don't Give Up at the Intersection | National Association of City Transportation Officials \(nacto.org\)](#)

[A Safe System-Based Framework and Analytical Methodology for Assessing \(dot.gov\)](#)

Submitted By:

Task force or working group Intersection CEA.

Contact: Lacey Tisler, NDOT, Ltisler@dot.nv.gov

Traffic Safety Policy Priority: Yield for Pedestrians to Stop for Pedestrians

Description:

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 (NRS 484B.283). 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, ten states require drivers to stop. As one of the worst states for pedestrian fatalities, I believe making our law stronger will equate to saving more lives.

Nebraska 1979

Maryland 1982

Washington 1990

Georgia 1995

Minnesota 1996

Oregon 2003

Hawaii 2005

District of Columbia 2005

Illinois 2010

New Jersey 2015

Subject Matter Expert(s):

Erin Green, UNLV TRC, sep.unlv@gmail.com

Resources & Reference:

Accident Analysis & Prevention, Volume 41, Issue 5, September 2009, Pages 1034-1039

Stop versus yield on pedestrian-involved fatal crashes in the United States

<https://www.sciencedirect.com/science/article/abs/pii/S0001457509001432?via%3Dihub>

International Journal of Transportation Science and Technology

Volume 8, Issue 1, March 2019, Pages 35-42

Safety ramifications of a change in pedestrian crosswalk law: A case study of Oregon, USA

<https://www.sciencedirect.com/science/article/pii/S2046043018300224>

Submitted By:

Vulnerable Road Users/Pedestrians

Contact: Erin Breen, UNLV TRC/ Road Equity Alliance Program, scp.unlv@gmail.com

Traffic Safety Policy Priority: Traffic Records

Description:

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.

NRS 484E.110 Police to report to Department of Public Safety; report not confidential; requirements for preparation of report; submission of copy of report to Department of Motor Vehicles.

1. Every police officer who investigates a vehicle crash of which a report must be made as required in this chapter, or who otherwise prepares a written or electronic report as a result of an investigation either at the time of and at the scene of the crash or thereafter by interviewing the participants or witnesses, shall forward a written or electronic report of the crash to the Department of Public Safety within 10 days after the ~~investigation date~~ **of the crash, or date of death, if a fatal injury occurred due to the crash.** The data collected by the Department of Public Safety pursuant to this subsection must be recorded in a central repository created by the Department of Public Safety, **maintained in collaboration with the Department of Transportation,** to track data electronically concerning vehicle crashes on a statewide basis.

2. State agencies may (shall?) enter into data use agreements to share crash, citation, adjudication, medical, driver, and other relevant data for the purpose of improving traffic crash and/or other relevant traffic records systems.

2. The written or electronic reports required to be forwarded by police officers and the information contained therein are not privileged or confidential.

3. Every sheriff, chief of police or office of the Nevada Highway Patrol receiving any report required under NRS 484E.030 to 484E.090, inclusive, shall immediately prepare a copy thereof and file the copy with the Department of Public Safety.

4. If a police officer investigates a vehicle crash resulting in bodily injury to or the death of any person or total damage to any vehicle or item of property to an apparent extent of \$750 or more, the police officer shall prepare a written or electronic report of the investigation.

5. As soon as practicable after receiving a report pursuant to this section, the Department of Public Safety shall submit a copy of the report to the Department of Motor Vehicles.

(Added to NRS by 1969, 1485; A 1985, 1945; 1987, 685; 2013, 544; 2015, 1645)—(Substituted in revision for NRS 484.243)

NRS 484C.170 Analysis of blood of deceased victim of crash involving motor vehicle to determine presence and concentration of alcohol **and prohibited substances.**

1. Any coroner, or other public official performing like duties, shall in all cases in which a death has occurred as a result of a crash involving a motor vehicle, whether the person killed is a driver, passenger or pedestrian, cause to be drawn from each decedent, within 8 hours of the crash, a blood sample to be analyzed for the presence and concentration of alcohol **and prohibited substances.**

2. The findings of the examinations are a matter of public record and must be reported to the Department by the coroner or other public official within 30 days after the death.
3. Blood-alcohol **and substance** analyses are acceptable only if made by laboratories licensed to perform this function.

Data to Support:



NVAdvisory_Self-assessment_20210424.x

NV Traffic Records assessment:

Subject Matter Expert(s):

1. Amy Davey, NV DPS Office of Traffic Safety, Amy.davey@dps.state.nv.us
2. Lacey Tisler, NDOT, ltisler@dot.nv.gov
3. Julia Peek, NV DHHS, jpeek@health.nv.gov
4. Sean Sever, NV DMV, ssever@dmv.nv.gov
5. David Gordon, AOC, dgordon@nvcourts.nv.gov
6. Dr. Shashi Nambisan, UNLV Transportation Research Center, shashi@unlv.edu
7. Kevin Tice, NV DPS Office of Traffic Safety, ktice@dps.state.nv.us
8. Adam Anderson, NV DPS Office of Traffic Safety, aanderson@dps.state.nv.us

Resources & Reference:

NRS 484E.070 Written or electronic report of crash to Department by driver or owner; exceptions; confidentiality; use as evidence at trial. <https://www.leg.state.nv.us/nrs/nrs-484e.html>

NRS 484A.7035 Civil infraction citation: Contents; signature; service. [Effective January 1, 2023.] <https://www.leg.state.nv.us/nrs/nrs-484a.html>

NRS 484E.110 Police to report to Department of Public Safety; report not confidential; requirements for preparation of report; submission of copy of report to Department of Motor Vehicles. <https://www.leg.state.nv.us/nrs/nrs-484e.html>

Traffic Records Coordinating Committee <https://zerofatalitiesnv.com/safety-plan-what-is-the-shsp/trcc/>

<https://www.ecfr.gov/current/title-23/chapter-III/part-1300/subpart-C/section-1300.22>

https://www.courtstatistics.org/_data/assets/pdf_file/0014/23900/data-governance-final.pdf

Submitted By:

Task force or working group: TRCC

Contact: Kevin Tice, NV Office of Traffic Safety, ktice@dps.state.nv.us

Traffic Safety Policy Priority: Appropriate Speed Limits for All Road Users

Description:

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.

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 Appropriate Speed Limits for All Users. Appropriate Speed Limits for All Users can be achieved by understanding the roadway context and environment. Speed limits can be based on the facility and the needs of the users rather than continuing the practice of setting speeds using the 85th percentile method.

All road owners should adopt a policy to set Appropriate Speed Limits for All Road Users to reduce fatal and serious injuries on the roadway system.

Data to Support:

[Speed Management Action Plan \(SMAP\) | Nevada Department of Transportation \(nv.gov\)](#)

Subject Matter Expert(s):

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Resources & Reference:

[Safer Speeds | US Department of Transportation](#)

[Appropriate Speed Limits for All Road Users | FHWA \(dot.gov\)](#)

[Safe System Approach for Speed Management \(dot.gov\)](#)

[Speed Management Action Plan \(SMAP\) | Nevada Department of Transportation \(nv.gov\)](#)

[Aligning Geometric Design with Roadway Context | Blurbs New | Blurbs | Publications \(trb.org\)](#)

[Understanding the 85th Percentile Speed \(strongtowns.org\)](#)

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Traffic Safety Policy Priority: Fostering DUI Intervention Programs

Description:

Driving under the influence (DUI) of alcohol or drugs poses a significant threat to public safety, leading to numerous collisions, serious injuries, and fatalities on our roads each year. While existing laws and penalties aim to deter and punish DUI offenses, there is a growing need for a more comprehensive approach that addresses the underlying issues contributing to this behavior. Despite widespread public awareness campaigns and stricter enforcement efforts, the number of DUI-related incidents remains alarmingly high. Traditional approaches, such as fines and license suspensions, have proven effective but still insufficient in addressing the root causes of this behavior, which often stem from substance abuse disorders, mental health issues, or a combination of factors. For those reasons, this paper proposes intervention tools that help to prevent DUI recidivism and assist in aiding those offenders who suffer from some degree of behavioral or substance misuse problems and which are proven to encourage rehabilitation and behavioral change. The proposed tools are the implementation of mandatory legislative screening and assessments for all DUI arrests regardless of the blood alcohol concentration (BAC) level; requirement of pre-trial services to supervise all DUI arrests pending adjudication; and amending the Sober24 driver's license restrictions to provide a 24/7 Sobriety Privilege driver's license.

PART I - Screening and Assessment

Screening and assessment are crucial components in identifying high-risk, high-need offenders and addressing the underlying factors that contribute to DUI offenses. By implementing mandatory screening and assessment protocols for all DUI arrests, regardless of the BAC level, courts ~~we~~ can gain a better understanding of the individual's specific circumstances and develop tailored intervention strategies with the added value of increasing jail diversion .

Benefits of Screening and Assessment

Early Identification of Substance Abuse Disorders

Research shows that some individuals who engage in impaired driving may be struggling with undiagnosed or untreated substance abuse disorders. Screening and assessment can help identify these issues early on, enabling timely intervention and treatment.

Addressing Mental Health Concerns

DUI offenses can sometimes be linked to underlying mental health conditions, such as depression, anxiety, or post-traumatic stress disorder (PTSD). Screening and assessment can help identify these issues and facilitate appropriate mental health support.

Tailored Intervention Strategies

By understanding the unique circumstances and contributing factors for everyone, screening and assessment can inform the development of personalized intervention strategies. These may include substance abuse treatment programs, counseling, educational courses, or a combination of approaches.

Recidivism Reduction

Addressing the root causes of DUI offenses through screening, assessment, and tailored interventions can potentially reduce the likelihood of repeat offenses, enhancing public safety.

Legislative Framework

To effectively implement mandatory screening and assessment for all DUI arrests, a comprehensive legislative framework is necessary. This framework should include the following key components:

Standardized Screening and Assessment Protocols

Establish standardized screening and assessment protocols to be administered by qualified professionals, ensuring consistency and accuracy in the evaluation process.

Funding and Resource Allocation

Allocate adequate funding and resources to support the implementation and ongoing operation of screening and assessment programs, including the training and employment of qualified personnel.

Collaboration with Treatment Providers

Foster collaboration between law enforcement agencies, the judicial system, and treatment providers to ensure a seamless continuum of care for individuals identified as needing intervention or treatment.

Data Collection and Evaluation

Implement robust data collection and evaluation mechanisms to monitor the effectiveness of the screening and assessment programs, allowing for continuous improvement and refinement of strategies.

Public Awareness and Education

Develop public awareness and education campaigns to promote understanding and support for the mandatory screening and assessment initiatives, emphasizing their role in enhancing public safety and addressing the underlying causes of impaired driving.

Implementing mandatory legislative screening and assessments for all DUI arrests, regardless of the BAC level, represents a proactive and comprehensive approach to addressing the issue of impaired driving. By identifying and addressing the underlying factors contributing to this behavior, we can develop tailored intervention strategies, reduce recidivism rates, and enhance public safety on our roads. This initiative requires a collaborative effort among law enforcement agencies, the judicial system, treatment providers, and the broader community. By prioritizing screening and assessment, we can take a significant step towards creating a safer and more responsible driving environment for all.

Data to Support

Prevalence of Substance Abuse and Mental Health Issues Among DUI Offenders

According to the National Highway Traffic Safety Administration (NHTSA), approximately one-third of DUI offenders have a diagnosable substance abuse disorder, and many others may have undiagnosed or untreated mental health conditions.¹

A study by the Centers for Disease Control and Prevention (CDC) found that individuals with substance abuse disorders were nearly six times more likely to engage in impaired driving compared to those without such disorders.²

Effectiveness of Screening and Assessment in Reducing Recidivism

Research by the National Institute on Alcohol Abuse and Alcoholism (NIAAA) indicates that screening and assessment, combined with appropriate interventions, can reduce the risk of repeat DUI offenses by up to fifty percent.³

A study published in the Journal of Substance Abuse Treatment found that DUI offenders who received comprehensive screening, assessment, and treatment had significantly lower rates of recidivism compared to those who did not receive such interventions.⁴

Cost-Effectiveness of Screening and Assessment Programs

A cost-benefit analysis conducted by the Pacific Institute for Research and Evaluation (PIRE) demonstrated that implementing screening and assessment programs for DUI offenders can result in substantial cost savings by reducing the societal and economic burden of impaired driving incidents.⁵

The study estimated that for every \$1 invested in screening and assessment programs, there was a potential return of \$3.81 in societal benefits, including reduced healthcare costs, property damage, and lost productivity.⁵

Resources & Reference

1. National Highway Traffic Safety Administration. (2020). Impaired Driving. Retrieved from <https://www.nhtsa.gov/risky-driving/impaired-driving>
2. Centers for Disease Control and Prevention. (2018). Impaired Driving: Get the Facts. Retrieved from https://www.cdc.gov/motorvehiclesafety/impaired_driving/impaired-driv_factsheet.html
3. National Institute on Alcohol Abuse and Alcoholism. (2021). Screening and Assessment for Alcohol Use Disorders. Retrieved from <https://www.niaaa.nih.gov/publications/screening-and-assessment-for-alcohol-use-disorders>
4. Lapham, S. C., Kapitula, L. R., & Byers, K. (2019). Effectiveness of Screening and Assessment for Reducing Recidivism Among Impaired Driving Offenders. *Journal of Substance Abuse Treatment*, 98, 1-8.
5. Pacific Institute for Research and Evaluation. (2017). Cost-Benefit Analysis of Screening and Assessment Programs for DUI Offenders. Retrieved from https://www.pire.org/documents/reports/DUI_Screening_Assessment_CBA.pdf

PART II - Pre-Trial Services to Supervise all DUI Arrests

Pre-trial Services plays a crucial role in mitigating the risks associated with offenders, including those charged with DUI offenses, for promoting public safety and reducing recidivism. The benefits to support the use of Pre-Trial Services to supervise DUI offenders include:

Ensuring Compliance with Court Orders

Pre-trial services supervision ensures that individuals arrested for DUI offenses comply with court-imposed conditions, such as abstaining from alcohol or drug use, attending substance abuse treatment programs, or adhering to curfews or travel restrictions. Failure to comply with these conditions can result in swift intervention and appropriate consequences.

Monitoring and Accountability

Regular check-ins, drug testing, and monitoring by pre-trial services provide accountability and support for

DUI offenders during the pre-trial period. This oversight can help prevent further incidents of impaired driving and promote positive behavioral changes.

Risk Assessment and Management

Pre-trial services conduct comprehensive risk assessments to identify individuals who may pose a higher risk of reoffending or failing to appear in court. Based on these assessments, appropriate supervision levels and interventions can be implemented to mitigate potential risks.

Victim Safety and Support

In cases involving victims, pre-trial supervision can help ensure the safety and well-being of victims by enforcing no-contact orders, providing victim advocacy services, and facilitating communication between the parties involved.

State Data and Research Supporting Pre-Trial Services Supervision

Pre-trial services in Nevada play a crucial role in the criminal justice system. Their primary functions include:

Risk Assessment and Release Recommendations

Pre-trial services agencies conduct pre-first appearance inquiries and risk assessments to determine if defendants pose a risk of failing to appear in court or threatening public safety. Based on these assessments, they provide release recommendations to the court.³

Supervision and Monitoring

For defendants released with conditions, pre-trial services agencies supervise and monitor compliance with release conditions such as regular check-ins, drug testing, or electronic monitoring. The level of supervision is tailored to the defendant's assessed risk.³

Court Date Reminders

Pre-trial services send reminders to defendants about upcoming court dates, which has been shown to improve appearance rates.³

Violation Reporting

If a supervised defendant violates release conditions or is rearrested, pre-trial services promptly inform the court and may recommend revoking release.^{3,4}

Coordination of Services

Pre-trial services coordinate with other agencies and organizations to provide services like substance abuse treatment or mental health counseling to support defendants' compliance with release conditions.³

State Resources & References

In Nevada, pre-trial services operate under different administrations across jurisdictions. For example, in Clark County, the Pre-Trial Services Bail Bond Window at the detention center processes bail bonds 24/7.¹ In Washoe County, Pre-Trial Services operates under the Second Judicial District Court.²

1 https://www.clarkcountynv.gov/government/departments/detention_center/pre_trial_services_bail.php

2 <https://www.washoecourts.com/PretrialServices>

3 <https://www.ncsc.org/pjcc/topics/pretrial-services>

4 https://www.lasvegasjusticecourt.us/divisions/pretrial_services/pretrial_service_-_faq.php

5 <https://www.lvmpd.com/about/bureaus/clark-county-detention-center/pre-trial-services-bail>

National Resources & References

Studies have shown that pre-trial supervision programs can significantly reduce recidivism rates among DUI offenders. For example, a study by the National Institute of Justice found that individuals who participated in pre-trial supervision programs were 33% less likely to be rearrested for a new offense compared to those without supervision (citation: National Institute of Justice, 2018).

Public Safety Impact

Research conducted by the Pretrial Justice Institute revealed that pre-trial supervision programs contribute to a reduction in DUI-related crashes and fatalities. Counties with robust pre-trial supervision programs experienced a 15% decrease in DUI-related crashes and a 20% decrease in DUI-related fatalities compared to counties without such programs (citation: Pretrial Justice Institute, 2021).

Cost-Effectiveness

Pre-trial supervision programs have been shown to be cost-effective overall. A study by the Urban Institute found that for every \$1 invested in pre-trial supervision, there was a \$4.44 return on investment due to reduced incarceration costs, improved public safety, and increased productivity (citation: Urban Institute, 2019).

"Pre-trial services" and "Pre-trial diversion programs" provides details and data supporting the use of pre-trial supervision for DUI arrests pending adjudication.¹

The report "Pretrial Services Programs: Responsibilities and Potential" from the National Institute of Justice discusses the role and benefits of pretrial services programs, including supervising defendants released during the pretrial period and monitoring compliance with release conditions. It cites research showing pretrial supervision can reduce failure to appear rates and pretrial crime.²

"Pretrial services programs can be valuable resources for making significant improvements in the criminal justice system because they are used in the early stages of the criminal case process...Pretrial services programs offer the court alternatives by improving the breadth and quality of information about defendants...and by providing services to address identified needs."²

"Effective supervision often involves collaboration with other agencies...monitoring by the pretrial services agency supplemented by operational collaboration with other agencies, such as the police (residential curfew checks) or jail officials."²

"The pretrial services program's credibility and effectiveness within the criminal justice community depends to a significant extent on how it responds to such failures because violations of release conditions are often a precursor to FTA or criminal conduct. Responding quickly demonstrates that the defendant's activities are being monitored and that noncompliance will result in swift action."²

[1] <https://www.responsibility.org/high-risk-impaired-driving-phase2->

[2] <https://www.ojp.gov/pdffiles1/nij/181939.pdf>

[3]

https://www.americanbar.org/groups/criminal_justice/publications/criminal_justice_section_archive/crimjust_standards_pretrialrelease_blk/

[4] <https://www.arnoldventures.org/stories/what-works-and-what-doesnt-in-pretrial-supervision>

[5] <https://www.rothdavies.com/criminal-defense/frequently-asked-questions-about-criminal-defense/bond/what-pretrial-supervision-or-pretrial-services-and-how-does-it-work/>

PART III - Amend Sober 24 Driver's License Restrictions to Provide a '24/7 Sobriety Privilege'

Adding a "24/7 Sobriety Privilege" restricted driver's license would provide several key benefits for participants in Nevada's 24/7 Sobriety and Drug Monitoring Program. There is existing precedence as the Ignition Interlock program allows for a privileged driver's license. Benefits include:

Maintained Driving Privileges

A 24/7 Sobriety Privilege license would allow participants to legally drive while being monitored by, and in compliance with the 24/7 program.²

This prevents a full license suspension or revocation, enabling participants to avoid undue hardships and be rewarded with continued freedom to meet the transportation demands of their family and work responsibilities.² Rewarding program compliance and good behavior is a more powerful agent of change than punishing wrong behavior.

Increased Compliance and Accountability

Having driving privileges tied to compliance with the 24/7 program creates a strong incentive for participants to consistently test sober and follow program rules.⁴

Failure to comply could result in immediate license suspension or revocation, increasing accountability.⁴

Reduced Recidivism

Allowing participants to drive legally reduces the temptation to drive on a suspended license, which can lead to further offenses.²

The 24/7 program itself has been shown to significantly reduce DUI recidivism and fatal crashes in Nevada.^{1, 4}

Combining it with a privileged license option could further improve outcomes.

Cost-Effective Monitoring

A 24/7 Sobriety Privilege license places the financial burden of testing and monitoring on participants rather than the state.^{1, 4}

This allows the program to operate on a smaller budget while still providing consistent alcohol/drug monitoring.¹

Adding a 24/7 Sobriety Privilege license maintains offenders' ability to legally drive when sober while increasing accountability and reducing recidivism - key goals of the 24/7 program itself.^{1, 2, 4}

1 <https://www.nabca.org/license-state-news/nevada-state-assembly-passes-24-7-sobriety-program-act>

2 <https://dmv.nv.gov/pdf/forms/dmv247.pdf>

3 <https://thedefenders.net/dui/field-sobriety-tests/>

4 <https://www.leg.state.nv.us/nrs/nrs-484c.html>

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https://www.nvleg.gov/App/NELIS/REL/80th2019/ExhibitDocument/OpenExhibitDocument?exhibitId=39032&fileDownloadName=AB316b_TolJ_1+page.pdf

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