

Nevada Advisory Committee on Traffic Safety

MEETING MINUTES (DRAFT)

Thursday, August 20, 2024, 2:30-4:30 PM

1. Call to Order/Roll Call

The meeting of the Nevada Advisory Committee on Traffic Safety (NVACTS) was called to order at 2:31pm on November 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 (Vice Chair), Department of Health & Human Services
Sean Sever, Department of Motor Vehicles
Amy Davey, Department of Public Safety, Office of Traffic Safety
Lt. Col. Martin Mleczo, Department of Public Safety, Nevada Highway Patrol
Dr. Deborah Kuhls, Kerkorian School of Medicine at University of Nevada, Las Vegas
Kelly Norman, Carson Area Metropolitan Planning Organization
Andrew Bennett (Chair), Nevada Association of Counties/Clark County
Assemblywoman Tracy Brown-May, Nevada State Assembly Committee on Growth & Infrastructure
Rachael Shaw, Tahoe Regional Planning Agency
Theresa Gaisser, Regional Transportation Commission of Southern Nevada
Lt. Thomas Healing, Nevada Sheriffs and Chiefs Association/Boulder City Police Department

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)

Members Absent

Senator Dallas Harris, Nevada State Senate Committee on Growth & Infrastructure
Dr. Shashi Nambisan, University of Nevada, Las Vegas Transportation Research Center
Xuan Wang, Regional Transportation Commission of Washoe County
Christy McGill, Department of Education
Joey Paskey, Nevada League of Cities/City of Las Vegas
Cliff Banuelos, Inter-Tribal Council of Nevada
Shannon Bryant, Las Vegas Metropolitan Police Department Forensics Lab, Committee on Testing for Intoxication (non-voting member)

Vacant

Department of Education
Administrative Office of the Courts

2. Public Comment

No public comment.

3. Approve August 20, 2024, Meeting Minutes (Approved)

No comments on August 20, 2024, Meeting Minutes.

Motion: To approve the August 20, 2024, Meeting Minutes by Dr. Kuhls. Second by Lt. Col. Martin Mleczeko. Passed unanimously.

Final Meeting Minutes will be posted online.

4. Recap of the 2024 Nevada Traffic Safety Summit

The 2024 Nevada Traffic Safety Summit was the most highly attended summit with almost 400 attendees and there was a lot of interest and high energy throughout. The topics were engaging and there was all around positive feedback.

Chair Andrew Bennett shared that it was a great event, and the Silver Legacy was a great venue with great staff and expressed his gratitude to all who made the event possible.

Dr. Kuhls added that the event was terrific, and the panelists seemed all experts in their fields, providing a diverse perspective.

5. Traffic Safety Data and Trends

Amy Davey, Department of Public Safety, Office of Traffic Safety (DPS-OTS) presented the statewide monthly crash report and trends on the preliminary data through September 30, 2024.

Many states have improving trends when comparing to 2023 data; however, Nevada is getting worse, particularly regarding vulnerable road user fatalities (pedestrian and bicyclists). Nevada has seen an increasing trend in fatalities of vulnerable road users in the last 10 years from approximately 22% (of total traffic fatalities) to 34%.

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

Commissioner Scott Kipper presented on Nevada's automobile insurance rates sharing that Nevada is one of the most expensive states for auto insurance in the United States, which is attributed to factors such as gaming and high crash rates.

Assemblywoman Brown-May mentioned that there have been previous discussions about insurance rates related to the timeliness and response from insurance companies for vehicle repairs.

Amy Davey shared that insurance rates are a calculation based on collision risk, and hopes to better communicate to the public and policy makers how insurance rates correlate to a traffic crashes and how to work directly with insurance companies for incentive programs and to co-sponsor communications.

The Nevada Division of Insurance (DOI) hosts quarterly informal advisory meetings for brokers, agents, and others.

The automobile insurance carriers receive crash data directly; Commissioner Kipper was not certain of the source of the data they are receiving. This data includes the loss ratio, which is the cost paid through claims compared to administrative costs for carriers. Most carriers are paying more to motorists in claims than they are profiting (exceeding a 1:1 ratio).

The group agreed that to have further collaboration between the Nevada DOI and NVACTS, and that discussing the following items will be mutually beneficial:

- NVACTS recommendations to reduce fatalities and serious injuries.
- Best practices to involve the policy makers when discussing how crashes impact insurance rates.
- Uninsured motorists and grace periods for those that allow their insurance to lapse.
- Collaboration for public outreach educational campaigns on how driving behaviors impact insurance rates (i.e. there is an alarming number of red light running in southern Nevada).

7. Investigating Speed Distributions across School Zones in Nevada

Dr. Seri Park presented the findings of the recently completed project to study speeds in school zones across Nevada. The University of Nevada, Reno worked closely with the Office of Traffic Safety (OTS) to study 15 schools in Nevada, 10 in the south and five in the north. The selected schools ranged from elementary to high school in various areas of the urban areas. The investigation was first discussed based on historical data from the last five years, indicating that 33% of citations in school zones are related to speeding.

The study included two data sources: Roadside LiDAR Data (deployed over a three-day period) and High-Resolution Vehicle Telematic Data.

During the study, speeds over 50 mph were recorded in school zones throughout the state during the school zone periods and speeds exceeded 70 mph were recorded in non-school zone time periods.

A review of the implementation of Federal Highway Administration's (FHWA) Proven Safety Countermeasures resulted in information that New York City noted a 63% speed limit reduction of speeds when using automated traffic enforcement. The funds from the citations were provided back to the community.

Vice Chair Julia Peek inquired about other studies UNR has done that may be linked to BDRs that are moving forward into the 2025 Nevada Legislative Session. She will connect Dr. Seri Park with the academic health department contacts to testify during the legislative session.

Amy Davey shared that she is very pleased with the high-quality report and can speak to the research methodology within their report. Additionally, schools are not often located near freeways or in commercial areas, rather, they are often located in residential areas where people are often travelling. The high speeds observed during this short study are likely recurring habits of drivers in these areas and reinforce the alarmingly high speeds.

The data shared in the presentation is from March 2023 and since then, crashes in school zones at middle schools are down 83% in Clark County after the addition of school crossing guards. There are over 300 schools in Clark County, and it is not feasible to have law enforcement presence at each school.

Chair Bennett recommends the committee to consider adopting this study into the record at the next meeting as this will be instrumental during the 2025 Legislative Session as school boards, county commissions, and others will be very interested in this data.

Pedestrian LiDAR data was collected at crossing locations and can be used to help prioritize infrastructure projects.

Sondra Rosenberg offered to utilize NDOT study funding at NDOT to support the expansion of this effort. Additionally, OTS plans to provide this study to the Department of Education and the school districts.

Sondra requested for this presentation to be shared with the Nevada Bicycle and Pedestrian Advisory Board.

This study will be included in the agenda for the next NVACTS meeting to be added as an informational item to the Annual Report.

8. 2024 NVACTS Annual Report Draft

Chair Andrew Bennett provided an overview of the items within the draft report including policy priorities (under section 3), the Vulnerable Road Users Assessment, and updated crash data through 2023. Unlike previous reports, detailed updates on SHSP task forces will not be included in the 2024 Annual Report.

The Equity Working Group will not provide their findings until early 2025 and a summary of activities will be incorporated in future annual reports.

Lacey Tisler recommended a translation of the Public Health Pyramid for Traffic Safety use be added to the NVACTS Annual Report.

Assemblywoman Brown-May recommended adding the current Bill Draft Request (BDR) numbers into the Annual Report.

As NVACTS does not have BDRs, the Interim Committee on Growth & Infrastructure will carry the two BDRs recommended by this committee. NVACTS Chair will be the champion of the two BDRs.

Known BDRs relating to traffic safety include two from OTS, two or three from Nevada Highway Patrol, and two from NVACTS. The bill tracker from the 2023 Legislative Session will be updated for the next session to track these and others.

Sean Sever recommended that NVACTS should have at least one BDR per session.

Chair Bennett requests a short meeting in the second week of December 2024 to approve the NVACTS Annual Report and discuss the working group establishment.

Please send comments on the draft 2024 Annual Report to either Chair Bennett or Lindsay Saner.

9. Open Discussion

Theresa Gaisser from RTC Southern Nevada FAST has officially joined the NVACTS Committee as the representative from RTC Southern Nevada. She is the Senior Director of FAST Traffic Management Center who oversees transit, MPO, streets and highway funding, and regional traffic management. Her group also maintains the ITS equipment of southern Nevada freeways on behalf of NDOT and operates traffic signals on behalf of local cities: CLV, CNLV, Henderson, Boulder City, Mesquite, etc. RTC FAST's initiative is to get better and faster access to data, traffic management of incidents and crashes, and special events in Las Vegas.

Topics for future NVACTS Meetings:

- RTC SNV has a Transportation Resource Advisory Committee (TRAC) that largely oversees fuel indexing and policy recommendations.

The Policy Priority Working Group will be activating soon as the next legislative session begins in February 2025.

Vice Chair Julia Peek recommends consideration for a Traffic Safety Death Review Committee or Vulnerable Road Users Death Review Committee, which is similar to committees held in the public health realm, to dedicate time and attention to the increased rates of fatalities on Nevada's roadways. Amy Davey showed support and recommended a working group like this to meet for a short period of time focused on reviewing the data.

Andrew Bennett noted that we, as NVACTS members need to represent our communities and be prepared to be a traffic safety advocate in Northern Nevada for child death review committee.

Chair Andrew Bennett recommends the development of a working group dedicated to autonomous vehicles.

Sondra Rosenberg shared that a governance framework was previously developed for autonomous vehicles and she can help facilitate the working group discussion.

10. Next Meeting Date (Information/Discussion)

With the completion of the Las Vegas Legislative Chamber Bureau (LCB), NVACTS will look at in-person meetings shifting to the LCB in northern and southern Nevada after the legislative session.

The next NVACTS meetings will be mid-December (virtually), followed by February and April.

11. Public Comment

None.

12. Adjourn Meeting

Motion: To adjourn the meeting by Julia Peek. Passed unanimously.
The meeting was adjourned at 4:20 pm.

Attachments

NVACTS Meeting Minutes from August 20, 2024

Statewide Monthly Fatality Report

NVACTS Draft Annual Report

Investigating Speed Distributions across School Zones in Nevada Presentation

Nevada Advisory Committee on Traffic Safety

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Sean Sever, Department of Motor Vehicles
Amy Davey, Department of Public Safety, Office of Traffic Safety
Lt. Col. Martin Mleczo, Department of Public Safety, Nevada Highway Patrol
Dr. Deborah Kuhls, Kerkorian School of Medicine at University of Nevada, Las Vegas
John Penuelas, Regional Transportation Commission of Southern Nevada
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
Cliff Banuelos, Inter-Tribal Council of Nevada
Assemblywoman Tracy Brown-May, Nevada State Assembly Committee on Growth & Infrastructure

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)
Terri Suffecool (proxy for Shannon Bryant), Las Vegas Metropolitan Police Department Forensics Lab, Committee on Testing for Intoxication, (non-voting member)

Members Absent

Senator Dallas Harris, Nevada State Senate Committee on Growth & Infrastructure
Dr. Shashi Nambisan, University of Nevada, Las Vegas Transportation Research Center
Nick Haven, Tahoe Regional Planning Agency
Xuan Wang, Regional Transportation Commission of Washoe County
Christy McGill, Department of Education
Lt. Thomas Healing, Nevada Sheriffs and Chiefs Association/Boulder City Police Department

Vacant

Department of Education
Administrative Office of the Courts

2. Public Comment

No public comment.

3. Approve June 13, 2024, Meeting Minutes (Approved)

No comments on June 13, 2024 Meeting Minutes.

Motion: To approve the June 13, 2024 Meeting Minutes by Julia Peek. 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 July 31, 2024.

There have been 236 lives lost on Nevada's roads in 2024, which has increased by 8% from 2023. Primary factors are speeding and impairment. Of these fatalities, 67 were pedestrians compared to 54 pedestrians that lost their lives but July 31 in 2023.

Amy Davey shared that the Office of Traffic Safety has performed analysis comparing 2022 data, which was the highest fatalities Nevada has seen in over the previous decade, to other years, and 2019 had 304 fatalities and 2022 had 416, which is an increase of 36% in the three years.

5. Revisions to NVACTS Bylaws (Approved)

Chair Bennett shared that this agenda item was requested by NVACTS members over the last year as the bylaws have not been updated since the inception of NVACTS. Proposed revisions are summarized below:

- Remove section 3.1.9 as it is no longer required by state statute.
- Modify language in sections 7.2, 8.2.3, and 8.2.4. See slides 14 and 15 for specific changes.
- Remove all references to 'Task Force' to minimize confusion with the SHSP Task Forces.

Motion: To approve the NVACTS Bylaws by Sean Sever. Passed unanimously.

6. 2024 NVACTS Annual Report Draft Outline (Approved)

Chair Bennett provided the proposed outline of the NVACTS annual report and requested input from NVACTS members.

Assemblywomen Brown-May shared that she would like to see clarity on what legislative language NVACTS intends to move forward with in the 2025 legislative session and clear understanding the policy recommendations that NVACTS is moving forward with in 2025.

Chair Bennett provided an update on the two bill draft requests (BDRs), Road Safety Cameras and Fostering DUI Intervention Programs, which were submitted to the Joint Interim Standing Committee on Growth and Infrastructure in June. The next Joint Interim Standing Committee on Growth and Infrastructure meeting will be on August 29 at 9 AM where the committee will vote to determine if these will move forward into the 2025 legislative session. The new Legislature Office Building in Las Vegas will host this meeting in-person in Southern Nevada and the Legislative Building in Carson City will host in Northern Nevada.

Ms. Davey shared that the Office of Traffic Safety submitted two BDRs, which were both accepted by the governor's office.

- The first BDR includes modified language for conceptual changes to improve traffic records data collection within NRS 484E.110, which was previously approved as an NVACTS Policy Priority.
- The second BDR pertains to amended language to distracted driving. Nevada does not qualify for a new federal funding sources for distracted funding due to current state statute language. The proposed revisions include: hands free cell phone use for navigation or emergency use for drivers over 18 and no cell phone usage for drivers under the age of 18.

Lt. Col. Martin Mleczo shared that the Nevada Highway Patrol submitted three BDRs, which have all also received initial approval.

- Revised language to add aggravated penalties to the Move Over Law
- Enhancements to DUI statutes
- Revised language to define road rage in statute and add aggravated penalties to the law

Motion: To approve the outline of the 2024 Annual Report as presented by Julia Peek. Passed unanimously.

7. Advanced Intersection Analytics: A Technology Pilot Project

Christina Karanikolas, the Engineering Program Supervisor from RTC- FAST, presented on the Advanced Intersection Analytics project which aimed to gather information proactively. They received specific intersections from the City of Las Vegas, Clark County, and City of Henderson to analyze over a 26-week performance period. Some of the data collected includes pedestrian crossings, red-light running, speeding, wrong-way driving, among others.

Now that the pilot project has been completed, the team plans submit for a Stage 1 SMART Grant to analyze 20 additional intersections. The quantified data, targeted enforcement, and prioritization of future capital projects has helped this pilot project become successful.

8. 2024 Nevada Traffic Safety Summit

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

Registration can be found here: <https://web.cvent.com/event/0e363141-da1e-4f63-9b32-b9dfcb3c740f/summary>

An NVACTS Meeting will be in-person following the conference on November 14, 2024 in Reno, NV.

Ms. Tisler provided a summary of Rural Safety Summit from July 16-17. There were 70 attendees which included engineers, planners, operators, and law enforcement. A summary video of the event can be found here: <https://www.youtube.com/watch?v=P-25xrlOGrY>

9. Open Discussion

Chair Bennett requests that NVACTS Member send any recommendations for presentations for future NVACTS Meetings to him via email at Andrew.bennett@ClarkCountyNV.gov.

NVACTS is an official Ally in Action with the USDOT National Roadway Safety Strategies. A press release and content on social media will be coming soon. On August 28, 2024, NVACTS will officially be posted as an ally here: <https://www.transportation.gov/nrss/allies-in-action>

World Day of Remembrance is on November 17, 2024 where the Las Vegas community will host an event called "Rally to Remember" at the Silverado Ranch Community Center where there will be a walk/run/ride to remember those who lost their lives on Nevada's roads and a candlelight vigil following the walk.

Dusk to Dawn campaign beginning on November 1, 2024 which will focus on pedestrian safety and will highlight ongoing efforts in Southern Nevada.

10. Upcoming Meetings

Next NVACTS Meeting will be November 14, 2024 at the Nevada Traffic Safety Summit in Reno, NV.

Chair Bennett requests as many NVACTS members to join in-person as possible, although a phone-in option will be available.

11. Public Comment

Nick Shepack, from the Nevada State Director of Fines and Fees Justice Center (FFJC), recommended that NVACTS diversify membership to include members of the community and those in non-profit work to provide more diversity.

He shared that the FFJC has concerns with road safety cameras and will lobbying against this BDR in the 2025 Legislative Session. They would like to be allies with NVACTS, particularly during the legislative sessions.

Chair Bennett requested Nick Shepack to provide a list of recommended NVACTS members from the community and those in non-profit work to aid in the diversification of NVACTS membership. State statute requires a change in legislation to add voting members beyond those currently listed; however, non-voting members can join at the request of the Nevada Department of Transportation.

12. Adjourn Meeting

Motion: To adjourn the meeting by Julia Peek. Passed unanimously.
The meeting was adjourned at 4:11 pm.

Attachments

NVACTS Meeting Minutes from June 13, 2024
Statewide Monthly Fatality Report
Revisions to NVACTS Bylaws
NVACTS Annual Report Outline
Advanced Intersection Analytics Presentation

DATE OF REPORT: 11/5/2024

DATA AS OF: 10/31/2024

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 Fatals	2024 Fatals	% Change
JAN	25	39	56.00%	JAN	27	42	55.56%
FEB	15	17	13.33%	FEB	17	19	11.76%
MAR	26	34	30.77%	MAR	26	40	53.85%
APR	37	28	-24.32%	APR	40	35	-12.50%
MAY	30	36	20.00%	MAY	33	38	15.15%
JUN	32	33	3.13%	JUN	35	35	0.00%
JUL	32	24	-25.00%	JUL	41	27	-34.15%
AUG	33	27	-18.18%	AUG	36	27	-25.00%
SEP	30	27	-10.00%	SEP	32	30	-6.25%
OCT	35	39	11.43%	OCT	40	42	5.00%
NOV	0	0	0.00%	NOV	0	0	0.00%
DEC	0	0	0.00%	DEC	0	0	0.00%
Reporting Period Total	295	304	3.05%	Reporting Period Total	327	335	2.45%
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	5	3	-40.00%	6	4	-33.33%	3	3	0.00%	0	0	0.00%
CHURCHILL	10	0	-100.00%	12	0	-100.00%	9	0	-100.00%	1	0	-100.00%
CLARK	195	217	11.28%	208	239	14.90%	92	94	2.17%	33	31	-6.06%
DOUGLAS	2	1	-50.00%	2	1	-50.00%	2	1	-50.00%	0	0	0.00%
ELKO	5	13	160.00%	5	15	200.00%	4	15	275.00%	3	6	100.00%
ESMERALDA	2	3	50.00%	2	5	150.00%	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	3	0.00%	4	3	-25.00%	3	2	-33.33%	2	0	-100.00%
LANDER	1	3	200.00%	1	3	200.00%	1	2	100.00%	1	1	0.00%
LINCOLN	3	1	-66.67%	3	1	-66.67%	3	1	-66.67%	1	1	0.00%
LYON	6	8	33.33%	7	9	28.57%	5	8	60.00%	3	2	-33.33%
MINERAL	2	1	-50.00%	3	1	-66.67%	3	1	-66.67%	0	0	0.00%
NYE	16	7	-56.25%	28	7	-75.00%	26	5	-80.77%	4	2	-50.00%
PERSHING	1	4	300.00%	1	4	300.00%	1	4	300.00%	0	1	100.00%
STOREY	0	2	200.00%	0	2	200.00%	0	1	100.00%	0	1	100.00%
WASHOE	42	38	-9.52%	43	41	-4.65%	16	16	0.00%	6	6	0.00%
WHITE PINE	2	0	-100.00%	2	0	-100.00%	2	0	-100.00%	1	0	-100.00%
Reporting Period Total	295	304	3.05%	327	335	2.45%	172	154	-10.47%	55	51	-7.27%
Year End Total	351			389			200			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%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
CHURCHILL	1	0	-100.00%	2	0	-100.00%	0	0	0.00%	0	0	0.00%
CLARK	64	80	25.00%	45	50	11.11%	7	10	42.86%	4	5	25.00%
DOUGLAS	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
ELKO	1	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
ESMERALDA	0	0	0.00%	0	4	400.00%	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	1	100.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
LANDER	0	0	0.00%	0	1	100.00%	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%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
NYE	1	0	-100.00%	1	2	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	16	10	-37.50%	7	12	71.43%	4	3	-25.00%	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	86	93	8.14%	58	69	18.97%	11	13	18.18%	4	6	50.00%
Year End Total	109			64			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.



Nevada Advisory Committee on Traffic Safety

ANNUAL REPORT

(DRAFT) December 2024



Nevada Advisory Committee on Traffic Safety (NFACTS)

ANNUAL REPORT

December 2024

Committee Members:

Scott Hein	Assistant Director, Engineering	Nevada Department of Transportation
Sondra Rosenberg	Assistant Director, Planning	Nevada Department of Transportation
Julia Peek	Deputy Administrator (NFACTS Vice Chair)	Department of Health and Human Services
Sean Sever	Deputy Administrator, Research and Project Management Division	Department of Motor Vehicles
Amy Davey	Administrator	Nevada Department of Public Safety-Office of Traffic Safety
Martin Mieczko	Lieutenant Colonel	Nevada Department of Public Safety
Christy McGill	Director of the Office for a Safe and Respectful Learning Environment	Superintendent of Public Instruction/Nevada Department of Education
Tracy Brown-May	Assemblyperson	Assembly Standing Committee on Growth and Infrastructure
Dallas Harris	Senator	Senate Standing Committee on Growth and Infrastructure
Vacant		Administrative Office of the Courts
Cliff Banuelos	Tribal-State Environmental Liaison	Inter-Tribal Council of Nevada
Shashi Nambisan	Director, Transportation Research Center	Nevada System of Higher Education/University of Nevada, Las Vegas Transportation Research Center
Deborah Kuhls	Associate Dean for Research, Professor and Chief, Acute Care Surgery Division	Nevada System of Higher Education/ Kirk Kerkorian School of Medicine at University of Nevada, Las Vegas
Xuan Wang	Senior Planner	Regional Transportation Commission of Washoe County
Theresa Gaisser	Senior Director of FAST	Regional Transportation Commission of Southern Nevada
Rachael Shaw	Associate Transportation Planner	Tahoe Regional Planning Agency
Kelly Norman	Senior Transportation Planner	Carson Area Metropolitan Planning Organization
Andrew Bennett	Director (NFACTS Chair)	Nevada Association of Counties/Clark County Office of Traffic Safety
Joey Paskey	Director of Public Works	Nevada League of Cities/City of Las Vegas
Thomas Healing	Lieutenant	Nevada Sheriffs and Chiefs Association/Boulder City Police Department

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List of Acronyms

GDL	Graduated Driver’s License
NVACTS	Nevada Advisory Committee on Traffic Safety
NRS	Nevada Revised Statutes
OTS	Office of Traffic Safety

PBL Primary Belt Law
VMT Vehicle Miles Traveled

1. Purpose Of This Document

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

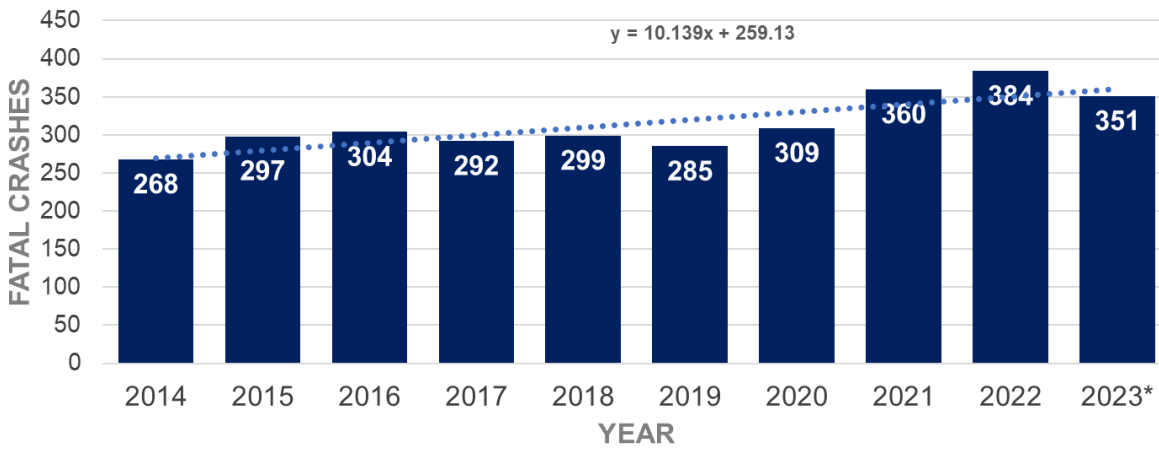
2. Statewide Safety Data

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 evident from the data below that fatalities on Nevada’s roadways are climbing, with the most common factors being speeding and alcohol/drug impairment. The latest fatality data for Nevada is summarized below. The complete summary of the most recent five years of finalized fatality data (2018-2022), is included in *2024 Nevada Crash Facts*, included in **Appendix B**.

Traffic Fatalities

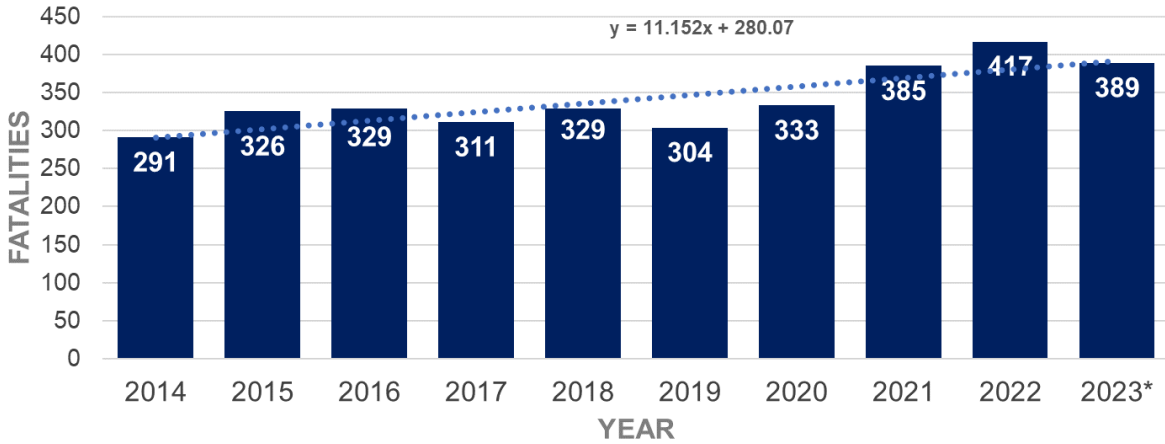
Fatalities and fatal crashes have generally increased over the last 10 years, however, from 2022 to 2023, both fatalities and crashes decreased. Preliminary data for 2023 shows that there were **389 fatalities**, accounting for 11.4% of all fatalities over the 10-year period from 2014 to 2023 (2023 data is preliminary until 2025). Fatality rates per 100 million vehicle miles traveled (VMT) and per 100,000 population are also on the rise. **Figure 1** through **4** illustrate these trends for the ten-year period from 2014 to 2023: **Figure 1** reports the number of fatal crashes in Nevada for the ten-year period; **Figure 2** reports the number of traffic fatalities (2014-2023); **Figure 3** reports Nevada Traffic Fatalities per 100 million VMT; and **Figure 4** reports the fatality rate per 100,000 population.

Figure 1: Fatal Crashes in Nevada (2014-2023)



Source: 2014 to 2021: *Fatality Analysis Reporting System (FARS)*, National Highway Traffic Safety Administration (NHTSA); 2022 to 2023: *2023 State Fatal Report*, Nevada Office of Traffic Safety (NV OTS) (2023 data is preliminary until 2025).

Figure 2: Nevada Traffic Fatalities (2014-2023)



Source: 2014 to 2021: FARS, NHTSA; 2022 to 2023: 2023 State Fatal Report, NV OTS (2023 data is preliminary until 2025).

Figure 3: Nevada Traffic Fatality Rate per 100 million VMT (2014-2023)



Source: Fatality Data: 2014 to 2021: FARS, NHTSA; 2022 to 2023: 2023 State Fatal Report, NV OTS (2023 data is preliminary until 2025) VMT Data: NDOT AVMT Reports

Figure 4: Nevada Traffic Fatality Rate per 100 thousand Population (2014-2023)

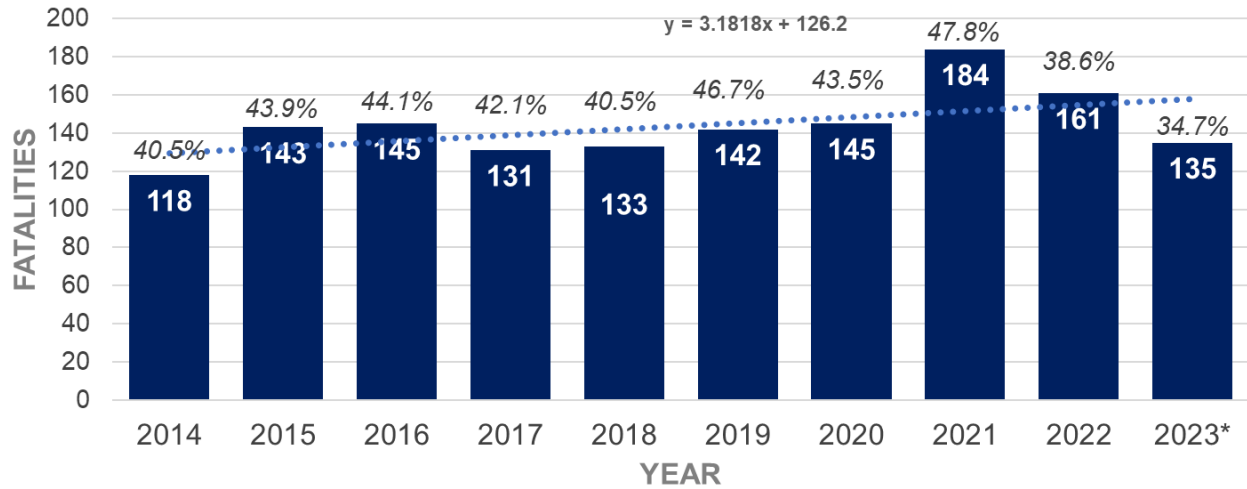


Source: Fatality Data: 2014 to 2022: FARS, NHTSA; 2023 State Fatal Report, NV OTS (2023 data is preliminary until 2025). Population Data: United States Census Bureau Nevada Quick Facts

Impaired Driving

Since 2014, a total of **1,437 fatalities** resulted from traffic crashes involving an impaired driver, equating to 42.1% of all fatalities in the state over the 10-year period. As shown in **Figure 5**, impaired driving fatalities have increased between 2014 and 2023.

Figure 5: Impaired Driving Fatalities (2014-2023)

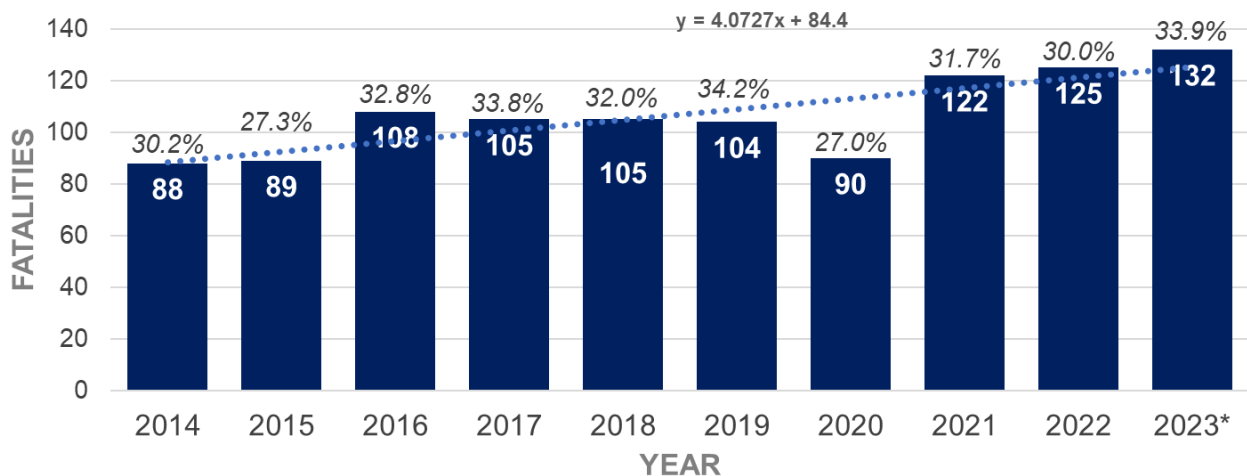


Source: 2014 to 2022 FARS, NHTSA; 2023 State Fatal Report, NV OTS (2023 data is preliminary until 2025).
 Note: Percentages shown are the ratio of impaired driving fatalities to total Nevada fatalities for that year.

Intersections

From 2014 to 2023, a total of **1,068 fatalities**, or 31.3% of all of Nevada's fatalities, occurred at intersections during that time frame. The intersection fatalities for the last ten years are shown in **Figure 6**.

Figure 6: Intersection Fatalities (2014-2023)

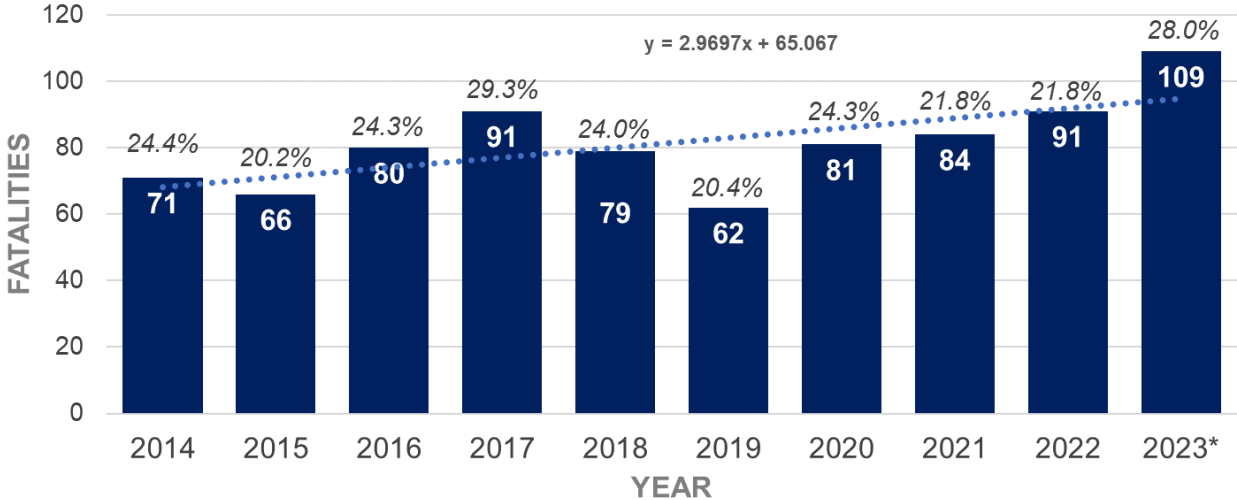


Source: 2014 to 2022 FARS, NHTSA; 2023 State Fatal Report, NV OTS (2023 data is preliminary until 2025).
 Note: Percentages shown are the ratio of intersection fatalities to total Nevada fatalities for that year.

Pedestrians

Between 2014 and 2023, there was a total of **811 pedestrian fatalities**, representing 23.8% of all fatalities in the state over the same time frame. Pedestrian fatalities reached a high of 109 in 2023 (2023 data is preliminary). The pedestrian fatalities for the last ten years are shown in **Figure 7** below.

Figure 7: Pedestrian Fatalities (2014-2023)

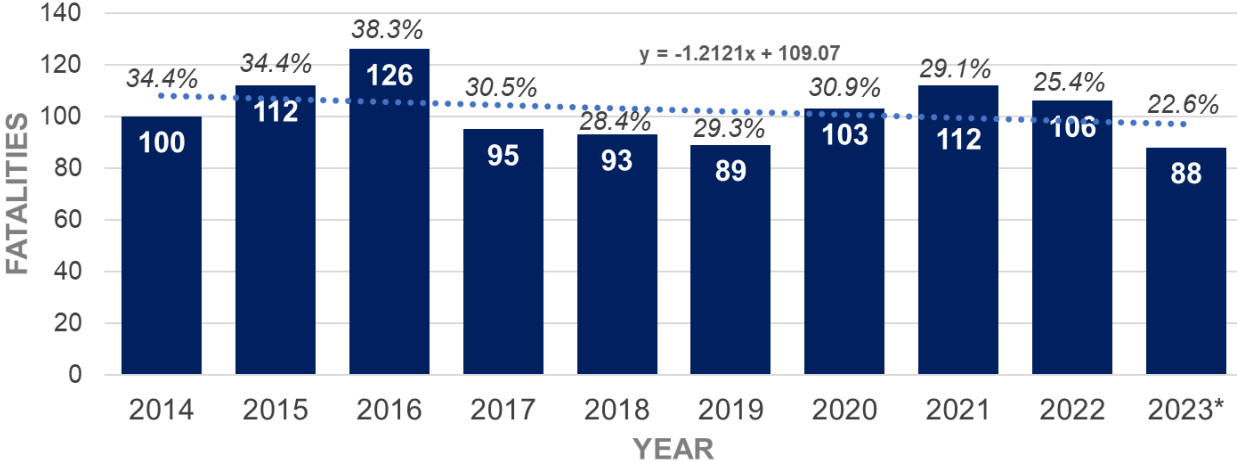


Source: 2014 to 2022: FARS, NHTSA; 2023 State Fatal Report, NV OTS (2023 data is preliminary until 2025).
 Note: Percentages shown are the ratio of pedestrian fatalities to total Nevada fatalities for that year.

Speeding-Related

From 2014 to 2023, **1,024 fatalities**, or 30.0% of the state’s fatalities over the same time frame, were the result of crashes where excessive speed was a factor. Since 2019, the number of speeding-related fatalities has generally increased (2023 data is preliminary). Speeding-related fatalities for 2014 to 2023 are shown in **Figure 8**.

Figure 8: Speeding-Related Fatalities (2014-2023)

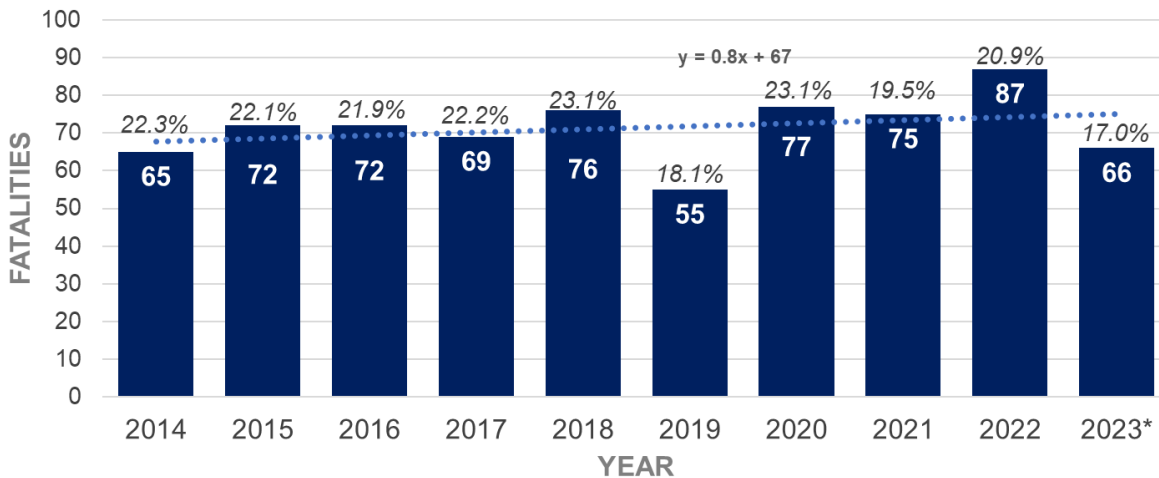


Source: 2014 to 2022 FARS, NHTSA; 2023 State Fatal Report, NV OTS (2023 data is preliminary until 2025).
 Note: Percentages shown are the ratio of speeding-related fatalities to total Nevada fatalities for that year.

Unrestrained Occupants

Between 2014 and 2023, **714 fatalities**, or 20.9% of the state’s fatalities, included unrestrained occupants on Nevada roadways. This includes improper use or no use of seat belts or child seats. As shown in **Figure 9**, unrestrained occupant fatalities were down in 2023 (66) compared to 2022 (87) (2023 data is preliminary).

Figure 9: Unrestrained Occupant Fatalities (2014-2023)

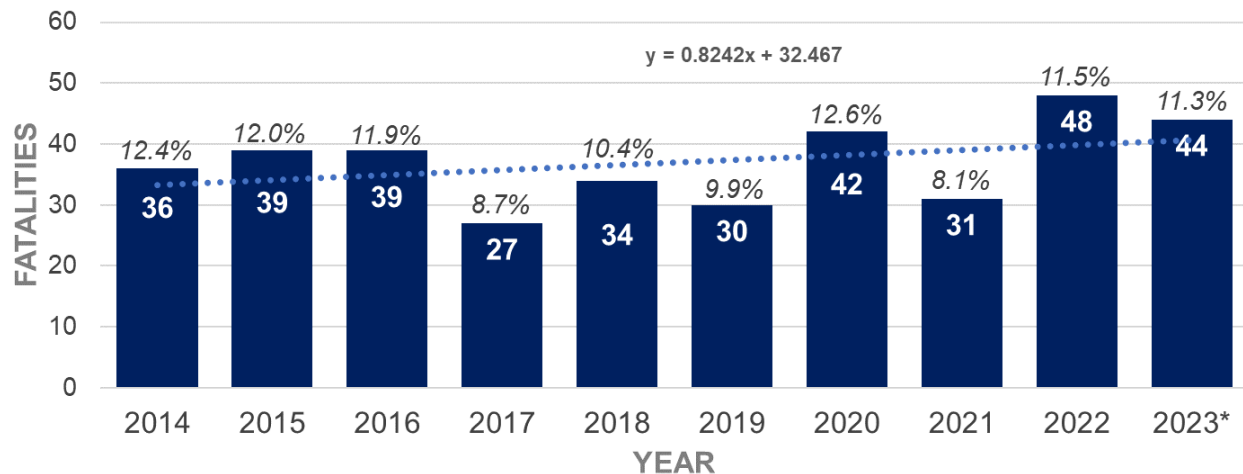


Source: 2014 to 2022: FARS, NHTSA; 2023 State Fatal Report, NV OTS (2023 data is preliminary until 2025).
 Note: Percentages shown are the ratio of unrestrained occupant fatalities to total Nevada fatalities for that year.

Young Drivers

From 2014 to 2023, a total of **370 fatalities**, or 10.8% of Nevada’s fatalities, were the result of crashes involving a driver between the ages of 15 and 20. Young driver fatalities reached a high of 48 in 2022 (2023 data is preliminary). See **Figure 10** below for young driver fatalities each year.

Figure 10: Young Driver Fatalities (2014-2023)



Source: 2014 to 2022 FARS, NHTSA; 2023 State Fatal Report, NV OTS (2023 data is preliminary until 2025).
 Note: Percentages shown are the ratio of young driver fatalities to total Nevada fatalities for that year.

3. Recommendations

Traffic Safety Policy Priorities

The following traffic safety policy priorities were approved by NVACTS and recommended as policy changes that would impact current traffic safety issues across the state. These policy priorities look to reduce fatalities and serious injuries on Nevada's roadways. 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 Road Safety Cameras (RSCs), however, there was a strong negative response due to ongoing concerns of personal privacy. It was again unsuccessful 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

Currently all traffic violations occurring in school zones are subject to fines that are twice the regular rate (a typical speeding ticket of \$205 would double to \$410 in the school zone). 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). Results from 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 (NRS 484B.283) 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 their half of the road, or entire road if no center divider is present, that driver may be ticketed if an officer observes them for failure to yield to a pedestrian. The 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 pedestrian is no longer in their path of travel. Changing the law to STOP for pedestrians clarifies that the driver must stop.

Even communicating to drivers that “In Nevada, drivers are required to stop for pedestrians” has far more weight than “drivers must yield to pedestrians.”

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.

Fostering DUI Intervention Programs

Driving under the influence (DUI) of alcohol or drugs poses significant threats to public safety, resulting in numerous collisions, serious injuries, and fatalities on the roads each year. Although current laws and penalties aim to deter and punish DUI offenses, there is an increasing need for a more comprehensive approach that addresses the underlying issues contributing to this behavior. Despite extensive public awareness campaigns and stricter enforcement efforts, the number of DUI-related incidents remains alarmingly high. Traditional measures, such as fines and license suspensions, have proven effective but are still insufficient in addressing the root causes, which often include substance abuse disorders, mental health issues, or a combination of factors. Therefore, this policy priority proposes intervention tools to prevent DUI recidivism and assist offenders with behavioral or substance misuse problems, encouraging rehabilitation and behavioral change. The proposed tools include mandatory legislative screening and assessments for all DUI arrests regardless of blood alcohol concentration (BAC) level, pre-trial services to supervise all DUI arrests pending adjudication, and amendments to the Sober24 driver's license restrictions to provide a 24/7 Sobriety Privilege driver's license.

4. Summary of Activities

The following subsections summarize the 2024 annual activities under NVACTS.

NVACTS Meetings

NVACTS meets every other month. Meetings are held in person in Las Vegas and Carson City, with video conference/virtual option for members and the public. In 2024, meetings for NVACTS were held on March 14, June 13, August 20, and November 14. A special meeting of the NVACTS was held on January 3, 2024 to review and approve the 2023 NVACTS Annual Report. 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 2023/2024, in preparation of the 2025 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) is serving as Chair. Traffic Safety Policy Priority Task Force Working Group Members included:

- 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) Kirk 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

Equity Working Group

At the June 13, 2024 meeting, NVACTS established the Equity Working Group with the purpose of identifying overrepresented and/or underserved populations in Nevada traffic crash data to inform effective interventions that equitably improve road safety. The Equity Working Group is chaired by Ms. Amy Davey from DPS-OTS. Summaries of these meetings are included in **Appendix D**. Equity Working Group Members include:

- Assemblywoman Tracy Brown-May, Nevada State Assembly
- Noehealani Bareng-Antolin, UNLV Kirk Kerkorian School of Medicine
- Shannon Bryant, Traffic Safety Resource Prosecutor (TSRP)
- Amy Davey, Nevada Office of Traffic Safety
- Kevin Honea, Nevada State Police Highway Patrol
- Terri Lewis, NDOT
- Alexandra Neal, DHHS Office of Minority Health & Equity
- Julia Peek, DHHS Office of Minority Health & Equity
- Anita Pepper, OTS
- Rachel Shaw, TRPA
- Lacey Tisler, NDOT

The Equity Working Group has a clear and structured plan to achieve its goals over a six-month period. The group will meet monthly, with each meeting lasting between one and two hours. The primary objectives are to identify data trends, resources, best practices, and program opportunities that can help improve road safety for overrepresented and underserved populations in Nevada. The topics of the planned Equity Working Group meetings are summarized in **Table 1**.

Table 1 - Equity Working Group Topics

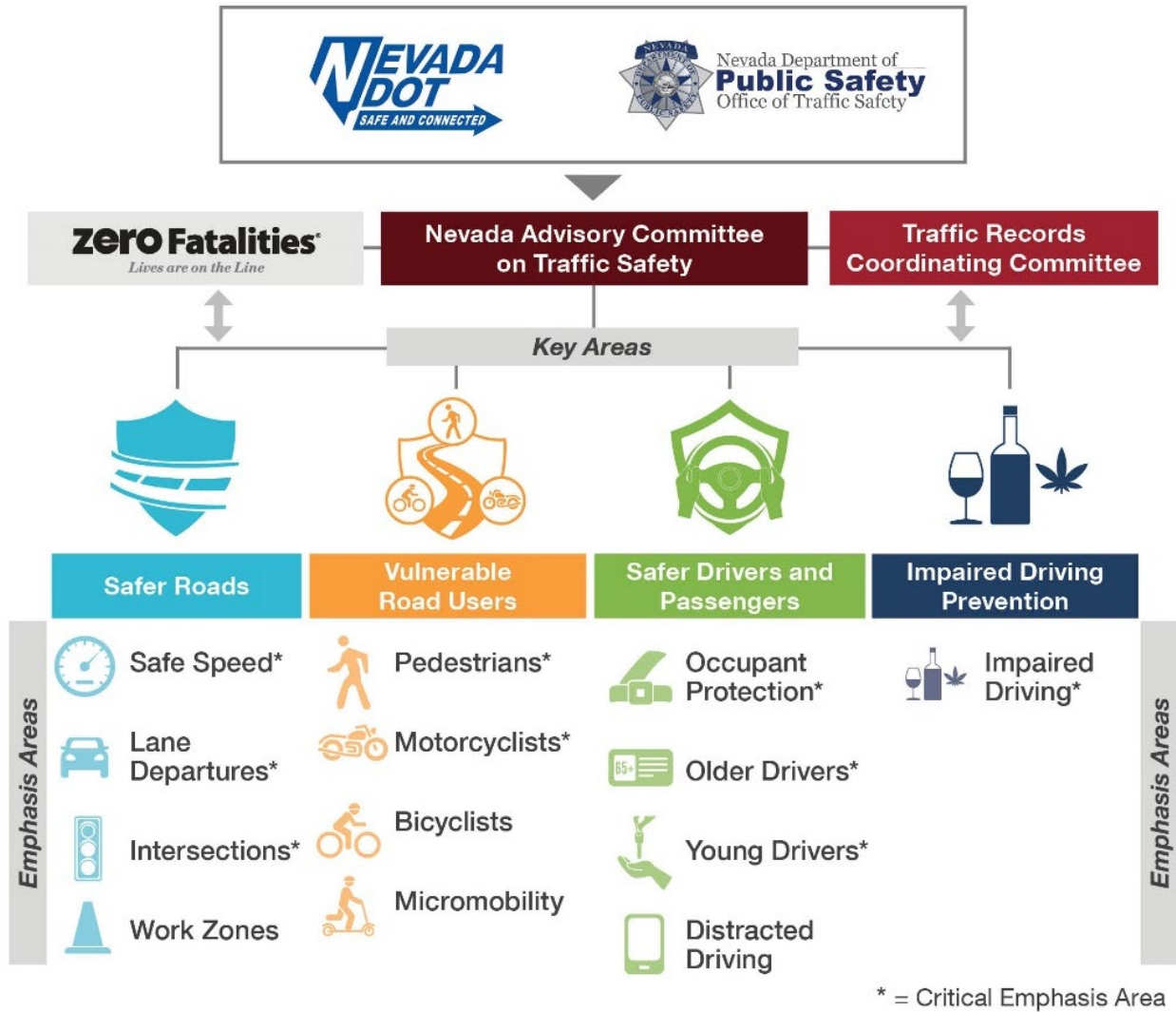
Meetings	Focus	Activities
Meeting 1 & Meeting 2	Equity Models and Data Review	Identify and discuss equity models, review national and Nevada data, resources, FHWA and NHTSA materials on equity in transportation and safety. Develop equity description and framework.
Meeting 3 & Meeting 4	Best Practices and Partnerships	Review best practices and recommendations from other states and organizations, discuss current programs and partnerships in Nevada, identify opportunities for new partnerships.
Meeting 5 & Meeting 6	Drafting Materials	Discuss and draft written materials such as fact sheets, briefing papers, recommendations, and a PowerPoint presentation for NVACTS.


During the September 18, 2024, Equity Working Group meeting, members were tasked with researching chosen topics to identify overrepresented and/or underserved populations in Nevada traffic crash data. They were also asked to summarize their findings and insights in a two-paragraph narrative to be presented at the following meeting. Additionally, members were to compile a list of recommendations or next steps related to their topics for discussion at the subsequent meeting.

Traffic Safety Task Forces

Nevada’s Statewide Strategic Highway Safety Plan (SHSP), led by NDOT, includes five task forces that meet on a quarterly basis. 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 (See **Figure 11**). 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







University of Nevada, Reno


Investigating Speed Distributions across School Zones in Nevada

Seri Park, Ph.D., Associate Professor

November 14, 2024
NVACTS Meeting




University of Nevada, Reno



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University of Nevada, Reno

Presentation Outline

- Study Objectives
- Data Sources & Site Selections
- Findings
- Closing Remarks



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Presentation Outline

- Study Objectives
- Data Sources & Site Selections
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3



Some Facts



Number of Traffic Citations Issued by WCSD School Police Department						
	SY 19-20 #/% total tickets	SY 20-21 #/% total tickets	SY 21-22 #/% total tickets	SY 22-23 #/% total tickets	SY 23-24 #/% total tickets	Average % over 5- year period
Speeding in School Zone	185 – 36.3%	139 – 32.1%	35 - 6.9%	82 – 36.6%	170 – 44%	33.18%
Speeding	30 – 5.8%	8 – 1.8%	3 – 1.4%	3 - 1.3%	34 – 8.8%	3.82%
DUI	0	1 – 0.2%	0	0	4 – 1%	.24%
Reckless Driving	5 - 0.9%	0	6 – 2.8%	4 – 1.7%	4 – 1%	1.28%
Hit & Run	0	0	0	3 – 1.3%	3 – 0.7%	.4%
Failure to Yield to Ped	4 – 0.7%	1- 0.2%	0	1- 0.4%	2 – 0.5%	.36%
Other*	285 – 55.9%	283 – 65.5%	163 – 78.7%	131 – 58.4%	169 – 43.7%	60.44%
Total	509	432	207	224	386	

*Other includes no valid driver's license, driving with a suspended license, no proof of insurance, failure to take due care, etc.

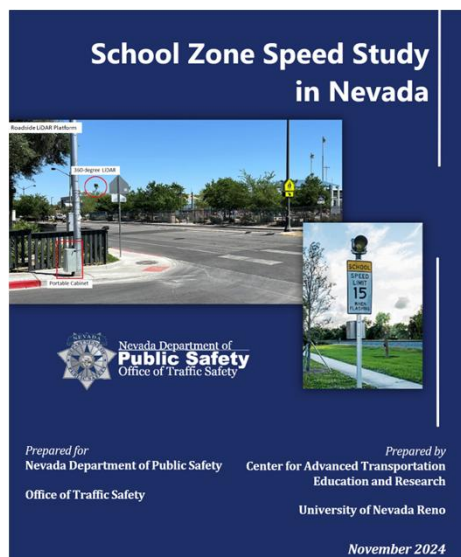


4



Study Objective

- Explore Speed distribution across different school zone sites
 - Emerging data sources
- Ultimately assist in developing a more informed and data-driven decision for major stakeholders



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Presentation Outline

- Study Objectives
- Data Sources & Site Selections
- Findings
- Closing Remarks



6



Data Sources



Light Detection and Ranging (LiDAR) Data

How Does the Telematics System Work?

The tracking device collects data on:



High-resolution Vehicle Telemetric Data



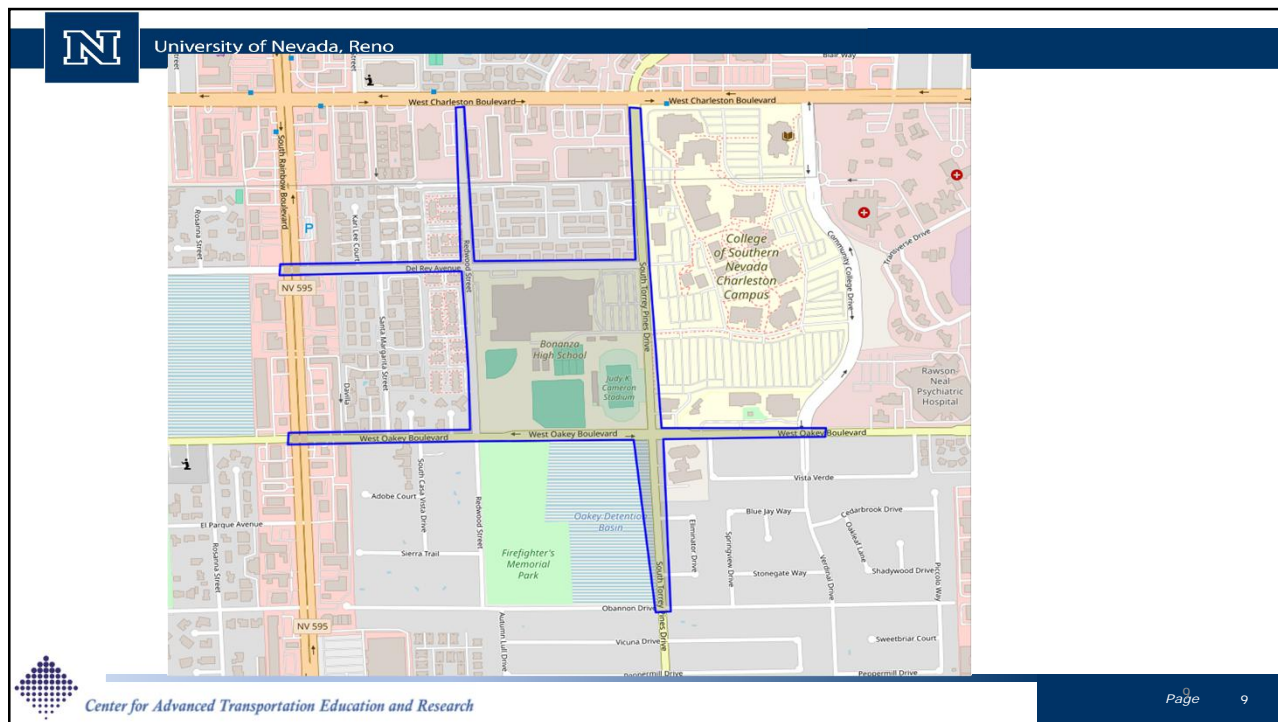
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	Roadside LiDAR Data	High-resolution Vehicle Telemetric Data
Spatial Coverage	600 ft	Entire roadway network including major and minor roadways surrounding the school zone
Temporal Coverage	Southern NV Sites: May 2024, 72 hours Northern NV Sites: April/May 2023, 96 hours except Mendive MS (48 hours)	March 6 th - 20 th , 2023
Resolution level	10 Hertz (Every 0.1 seconds)	0.3 Hertz (every 3 seconds)
Penetration Rate / Vehicle Coverage Rate	100 %	3-5%



8



9

Study Sites

- Selection Criteria
 - Land Use
 - Roadway features
 - Socioeconomic status

Figure 1. Southern NV Study Sites

Figure 2. Northern NV Study Sites

■ : High School (HS)
 ■ : Middle School (MS)
 ■ : Elementary School (ES)

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Presentation Outline

- Study Objectives
- Data Sources & Site Selections
- **Findings**
- Closing Remarks

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LiDAR Data

Average Speed Compliance Rate (%)		Southern NV Sites	Northern NV Sites
LiDAR Data			
School Zone Period	AM	36.2	58.53 *
	PM	34.1	52.57 *
	Total	35.1	31.6 **
Non-School Zone Period	Total	50.7	46.2

*: Only for Mendive MS
**: for all 5 Northern study sites

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LiDAR Data

- During School Zone period

Study Site	Roadway	Rate (Observations point)			
		Compliance	1-10 mph Over	11 - 20 mph Over	21 mph + Over
Southern Study Sites					
Bonanza HS	S. Torrey Pines Dr	20.1 % (493)	57.9% (1422)	18.0% (441)	4.1% (100)
Cashman MS	W. Desert Inn Rd.	43.8% (3109)	52.6% (3729)	3.1% (217)	0.5% (36)
Charles Silvestri Jr HS *	E. Silverado Ranch Blvd.	31.1% (3178)	59.7% (6099)	8.1% (829)	1.1% (111)
J. H. Brinley MS	W. Smoke Ranch Rd.	29.2% (1154)	53.5% (2113)	14.8% (586)	2.5% (97)
Fremont MS	E. St. Louis Ave.	12.1% (530)	63.0% (2767)	22.5% (990)	2.4% (105)
M. Cortez ES	E. Tonopah Ave.	53.5% (702)	33.0% (432)	12.3% (161)	1.2% (16)
Mervin Iverson ES	W. Tropical Pkwy.	24.3% (253)	34.1% (356)	37.9% (395)	3.7% (39)
Northwest Career S	American Beauty Ave.	33.5% (1342)	60.8% (2437)	5.0% (202)	0.7% (29)
Oran K.G ES	E. Bonanza Rd.	41.3% (6553)	54.4% (8626)	3.3% (526)	0.9% (149)
Southwest Career S	S. Rainbow Blvd.	62.1% (1889)	31.6% (961)	5.8% (175)	0.6% (18)
Northern Study Sites					
Double Diamond ES	S. Meadows Pkwy.	37.8% (8154)	59.1% (12756)	2.7% (575)	0.5% (101)
Innovation HS	W. 2 nd St.	25.3% (1914)	61.4% (4643)	12.4% (936)	1.0% (75)
Mendive MS *	Vista Blvd.	56.0% (2265)	42.1% (1702)	1.8% (71)	0.1% (6)
Reno HS	Booth St.	27.3% (1787)	56.3% (3815)	13.6% (890)	0.7% (49)
Vaughn MS	Vassar St.	11.4% (1042)	75.9% (6968)	12.6% (1156)	0.1% (9)

Collected over 48 hours



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LiDAR Data

Table 3.4. Speed related statistics during School Zone Period

	Roadway	Speed Limit	Speed Statistics (mph)		
			85 th Percentile Speed	Average Speed	Maximum Speed
Southern Study Sites					
Bonanza HS	S. Torrey Pines Dr	15	27.45	20.38	51
Cashman MS	W. Desert Inn Rd.	15	19.82	15.76	47
Charles Silvestri Jr HS *	E. Silverado Ranch Blvd.	15	37.52	26.66	62.17
J. H. Brinley MS	W. Smoke Ranch Rd.	15	25.98	19.03	53.84
Fremont MS	E. St. Louis Ave.	15	27.67	21.3	54.29
M. Cortez ES	E. Tonopah Ave.	15	24.38	14.88	49.65
Mervin Iverson ES	W. Tropical Pkwy.	15	30.45	21.25	50.58
Northwest Career S	American Beauty Ave.	15	20.79	17.03	48.53
Oran K.G ES	E. Bonanza Rd.	15	20.19	16.19	51.14
Southwest Career S	S. Rainbow Blvd.	25	29.56	22.76	56.54
Northern Study Sites					
Double Diamond ES	S. Meadows Pkwy.	15	19.59	16.12	50.92
Innovation HS	W. 2 nd St.	15	24.32	18.55	55.32
Mendive MS	Vista Blvd.	25	28.35	23.66	52.74
Reno HS	Booth St.	15	24.74	18.49	72.16
Vaughn MS	Vassar St.	15	24.6	20.18	38.42



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LiDAR Data

Table 3.5. Speed related statistics during Non-School Zone Period

	Roadway	Speed Statistics (mph)			
		Speed Limit	85 th Percentile Speed	Average Speed	Maximum Speed
Southern Study Sites					
Bonanza HS	S. Torrey Pines Dr	35	41.25	34.96	86.2
Cashman MS	W. Desert Inn Rd.	45	43.52	34.41	87.68
Charles Silvestri Jr HS *	E. Silverado Ranch Blvd.	45	48.40	41.93	86.83
J. H. Brinley MS	W. Smoke Ranch Rd.	35	41.75	36.11	74.35
Fremont MS	E. St. Louis Ave.	30	36.78	31.42	73.21
M. Cortez ES	E. Tonopah Ave.	25	28.93	22.5	54.06
Mervin Iverson ES	W. Tropical Pkwy.	25	33.36	23.7	65.51
Northwest Career S	American Beauty Ave.	30	40.52	34.57	79.97
Oran K.G ES	E. Bonanza Rd.	35	43.00	35.82	93.54
Southwest Career S	S. Rainbow Blvd.	45	50.93	45.00	95.13
Northern Study Sites					
Double Diamond ES	S. Meadows Pwky.	35	42	31.27	86.63
Innovation HS	W. 2 nd St.	30	32.65	27.49	62.81
Mendive MS	Vista Blvd.	40	47.42	38.71	94.58
Reno HS	Booth St.	25	33.04	28.03	57.11
Vaughn MS	Vassar St.	25	20.61	25.42	52.45

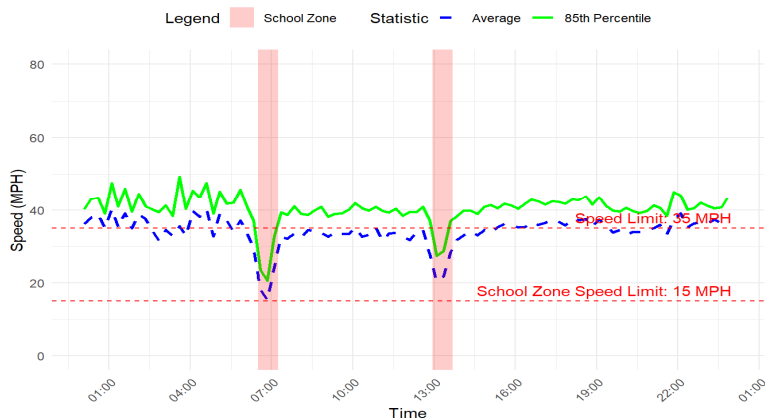


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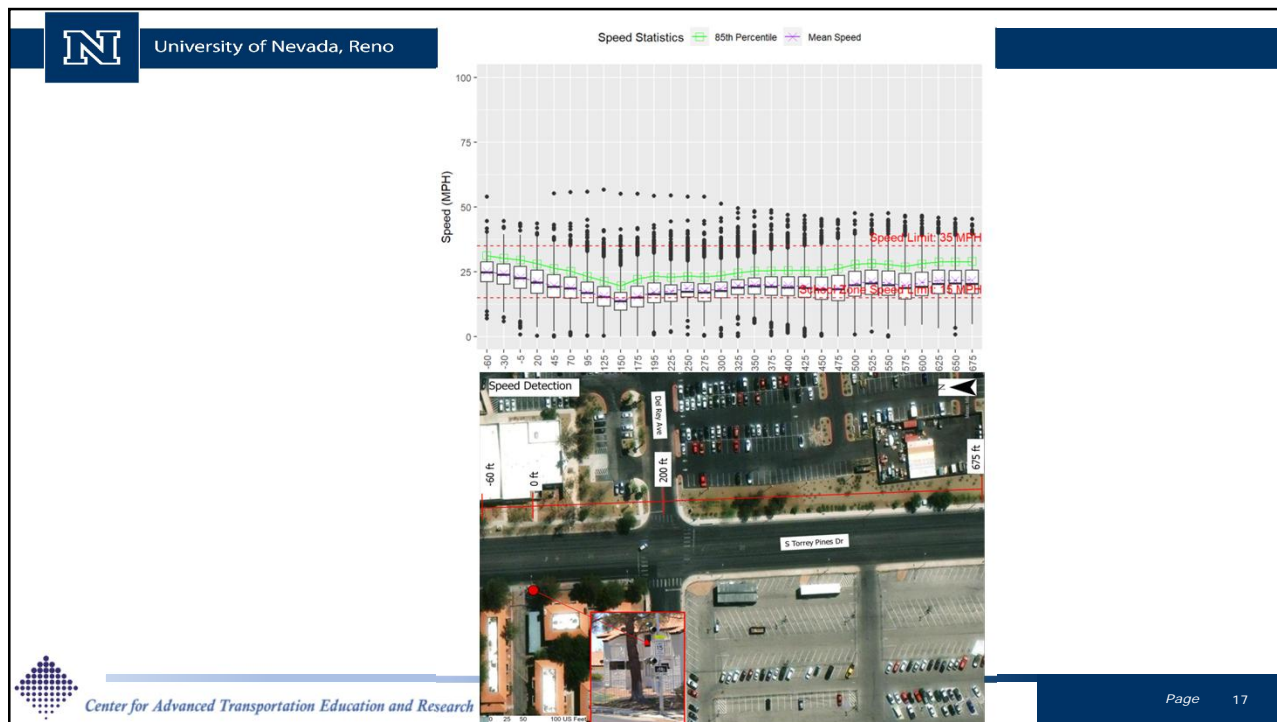


Speed Distribution

Wednesday, May 1, 2024 15-minute Speed Statistics Over Time



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High Resolution Vehicle Telemetric Data

Average Speed Compliance Rate (%)		Southern NV Sites	Northern NV Sites
School Zone Speed Control Period	AM	26.76%	17.71% *
	PM	24%	23.24% *
	Total	24.74%	16.73% **
Non-School Zone Speed Control Period	Total	41.45%	40.31%

*: Only for Mendive MS
 **: for all 5 Northern study sites

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University of Nevada, Reno		Study Sites	School Name	Roadway	School Zone Speed Distribution Rates		
				Compliance	1-10 mph Over	11 - 20 mph Over	21 mph + Over
Southern NV	Bonanza HS	S. Torrey Pines Dr.		14.38%	43.79%	33.33%	8.5%
			Del Rey Ave.	45.92%	47.96%	6.12%	0%
			Redwood St.	29.17%	32.29%	34.38%	4.17%
	Cashman MS	W. Desert Inn Rd.		14.84%	66.89%	15.75%	2.51%
			Cameron St.	0%	80%	20%	0%
			S Warnock Rd.	16.67%	61.11%	22.22%	0%
	Charles Silvestri Jr HS	E. Silverado Ranch Blvd.		13.99%	26.19%	32.64%	27.18%
			Jack Leavitt St.	9.89%	44.39%	42.51%	3.21%
	J. H. Brinley MS	W. Smoke Ranch Rd.		16.37%	55.56%	11.11%	16.96%
			Maverick St.	31.88%	49.28%	17.39%	1.45%
	Fremont MS	E. St. Louis Ave.		4.17%	22.4%	64.58%	8.85%
	M. Cortez ES	E. Tonopah Ave.		48.89%	35.56%	13.33%	2.22%
			N. Lamb Blvd.	6.32%	59.17%	24.4%	10.11%
	Northwest Career S	W. Tropical Pkwy.		19.85%	75.06%	4.07%	1.02%
Mervin Iverson ES	American Beauty Ave.		31.17%	22.08%	44.16%	2.6%	
		S. Hollywood Blvd.	8.07%	49.3%	30.73%	11.91%	
Oran K.G ES	E. Bonanza Rd.		21.87%	58.18%	8.66%	11.29%	
		N. Honolulu St.	51.85%	37.96%	10.19%	0%	
Southwest Career S	S. Rainbow Blvd.		56.77%	40.98%	2.26%	0%	
		W. Shelbourne Ave.	48.76%	47.35%	3.89%	0%	
Northern NV	Innovation HS	W. 2 nd St.		16.71%	71.03%	11.7%	0.56%
			Vista Blvd.	12.38%	72.15%	12.48%	3%
	Mendive MS	Whitewood Dr.		27.55%	55.61%	16.84%	0%
			Del Rosa Way	19.2%	77.6%	3.2%	0%
			Booth St.	14.78%	67.3%	17.92%	0%
	Reno HS	Foster Dr.		14.16%	69.45%	15.87%	0.51%
			Vassar St.	6.83%	76.24%	16.3%	0.62%
	Vaughn MS	Bresson Dr.		44.44%	51.85%	3.7%	0%
			S. Meadows Pkwy.	1.39%	54.57%	40.34%	3.71%

Table 3.10. Speed-related Statistics during School Zone Speed Control Period

University of Nevada, Reno		Study Sites	School Name	Roadway	Speed Statistics (mph)			
					Speed Limit	85 th Percentile Speed	Average Speed	Maximum Speed
Southern NV	Bonanza HS	S. Torrey Pines Dr.		15	25.91	18.49	44.94	
			Del Rey Ave.	15	14.32	8.29	30.06	
			Redwood St.	15	23.62	15.4	40.08	
	Cashman MS	W. Desert Inn Rd.		15	20.75	16.53	43.66	
			Cameron St.	15	22.87	14.49	32.21	
			S Warnock Rd.	15	27.91	17.32	35.78	
	Charles Silvestri Jr HS	E. Silverado Ranch Blvd.		15	31.49	22.85	52.25	
			Jack Leavitt St.	15	17.17	10.41	39.57	
	J. H. Brinley MS	W. Smoke Ranch Rd.		15	26.73	19.15	47.96	
			Maverick St.	15	17.44	10.22	29.35	
	Fremont MS	E. St. Louis Ave.		15	29.35	22.98	46.53	
	M. Cortez ES	E. Tonopah Ave.		15	22.19	13.32	36.79	
			N. Lamb Blvd.	15	19.44	27.2	55.12	
	Northwest Career S	W. Tropical Pkwy.		15	21.47	16.72	45.81	
Mervin Iverson ES	American Beauty Ave.		15	27.91	17.8	46.53		
		S. Hollywood Blvd.	15	33.64	14.32	56.54		
Oran K.G ES	E. Bonanza Rd.		15	21.47	15.77	53.68		
		N. Honolulu St.	15	19.32	13.23	30.06		
Southwest Career S	S. Rainbow Blvd.		25	24.33	12.11	40.36		
		W. Shelbourne Ave.	15	16.11	8.98	32.93		
Northern NV	Innovation HS	W. 2 nd St.		15	27.91	19.29	39.36	
			Vista Blvd.	25	45.09	33.29	62.27	
	Mendive MS	Whitewood Dr.		15	14.32	8.29	30.06	
			Del Rosa Way	15	24.33	16.23	37.93	
			Booth St.	15	32.4	24.79	45.81	
	Reno HS	Foster Dr.		15	24.33	15.32	37.93	
			Vassar St.	15	22.19	17.2	40.56	
	Vaughn MS	Bresson Dr.		15	17.17	11.02	26.48	
			S. Meadows Pkwy.	15	21.47	16.52	47.96	

Table 3.11. Speed-related Statistics during Non-School Zone Speed Control Period

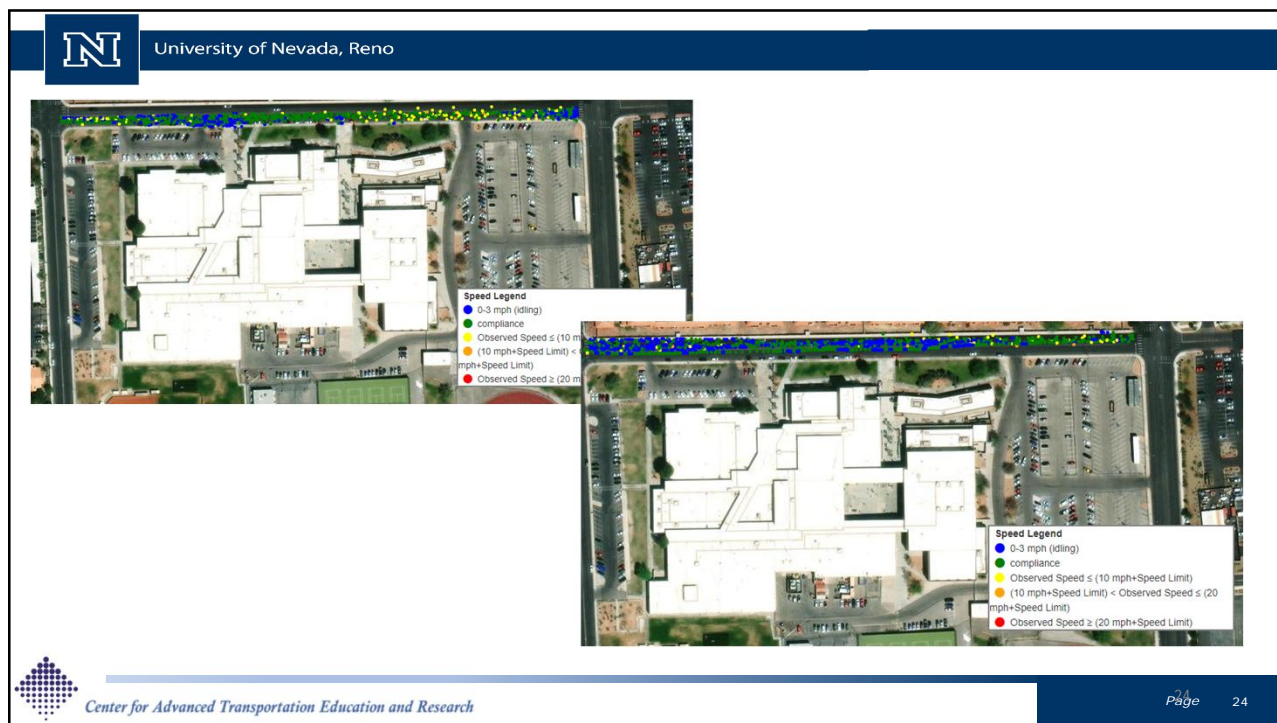
Study Sites	School Name	Roadway	Speed Statistics (mph)			
			Speed Limit	85 th Percentile Speed	Average Speed	Maximum Speed
Southern NV	Bonanza HS	S. Torrey Pines Dr.	35	39.57	32.41	57.27
		Del Rey Ave.	25	30.42	20.86	48.67
		Redwood St.	25	35.07	24.13	52.25
	Cashman MS	W. Desert Inn Rd.	45	43.94	38.32	68.63
		Cameron St.	25	30.24	23.34	40.8
		S Warnock Rd.	25	28.24	22.95	36.51
	Charles Silvestri Jr HS	E. Silverado Ranch Blvd.	45	47.24	41.91	69.79
		Jack Leavitt St.	25	35.07	28.88	49.91
	J. H. Brinley MS	W. Smoke Ranch Rd.	35	42.94	35.89	60.84
		Maverick St.	25	27.2	18.36	41.2
	Fremont MS	E. St. Louis Ave.	30	29.35	22.89	48.67
	M. Cortez ES	E. Tonopah Ave.	25	28.63	20.5	39.37
		N. Lamb Blvd.	45	44.38	35.36	73.37
	Northwest Career S	W. Tropical Pkwy.	30	42.23	35.67	57.66
		American Beauty Ave.	25	30.78	25.85	41.51
Mervin Iverson ES	S. Hollywood Blvd.	35	45.09	35.93	63.7	
	E. Bonanza Rd.	35	42.23	34.11	60.45	
Oran K.G ES	N. Honolulu St.	25	30.06	21.72	38.65	
	S. Rainbow Blvd.	45	50.31	40.58	66.01	
Southwest Career S	W. Shelbourne Ave.	25	37.22	28.88	52.25	
Northern NV	Innovation HS	W. 2 nd St.	30	27.91	23	36.79
		Vista Blvd.	40	38.54	46.53	99.42
	Mendive MS	Whitewood Dr.	25	26.48	18.51	38.65
		Del Rosa Way	25	19.11	27.91	39.97
	Reno HS	Booth St.	25	32.4	24.79	45.53
		Foster Dr.	25	30.78	25.85	41.51
	Vaughn MS	Vassar St.	25	31.49	26.72	47.24
		Bresson Dr.	25	24.33	17.23	41.95
Double Diamond ES	S. Meadows Pkwy.	35	38.65	29.51	56.54	

High Resolution Vehicle Telemetric Data

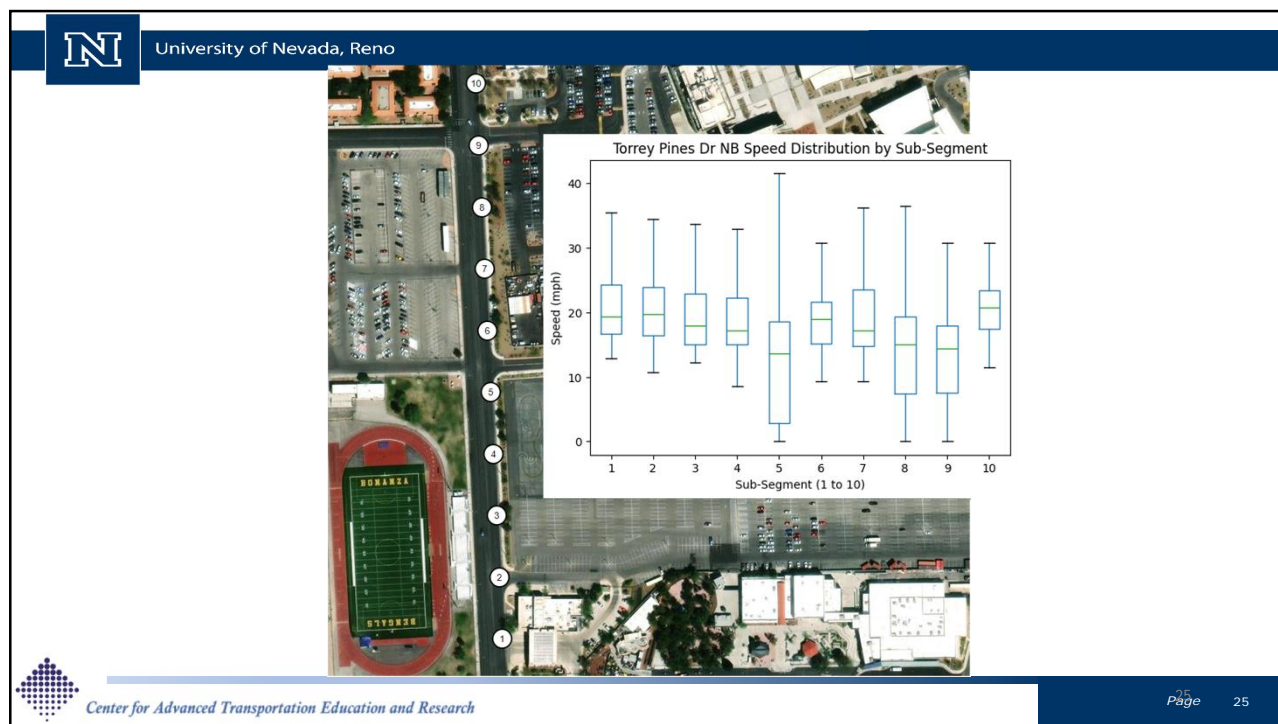
Road Name	Speed Limit	School Zone Speed Limit	School Zone Control Type
Torrey Pine Drive	35 mph	15 mph	School zone speed control signs and flashers
Del Rey Avenue	25 mph	15 mph	School zone speed control signs
Redwood Street	25 mph*	15 mph	School zone speed control signs
West Oakey Boulevard	35 mph	N/A	N/A



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Presentation Outline

- Study Objectives
- Data Sources & Site Selections
- Findings
- **Closing Remarks**

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U.S. Department of Transportation
Federal Highway Administration

About FHWA Programs

Speed Safety Cameras

U.S. Department of Transportation
Federal Highway Administration

School Zone Speed Study in Nevada

Speed Safety Cameras **Variable Speed Limits**

Safety Benefits:
Fixed units can reduce crashes on urban principal arterials up to: **54%** for all crashes.⁴

In New York City, fixed units reduced speeding in school zones up to 63% during school hours.⁶

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Prepared by Center for Advanced Transportation Education and Research University of Nevada Reno
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