



# NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY

COMMITTEE MEETING | APRIL 22, 2025



# Nevada Advisory Committee on Traffic Safety (NFACTS) MEETING AGENDA

Tuesday, April 22, 2025, 2:00-4:00 pm

Virtual: [Teams Link](#) Conference ID: 245 348 842# Call-in: 984-204-1608

1. Call to Order/Roll Call
2. Public Comment  
The first public comment is limited to comments on items on the agenda. No action may be taken upon a matter raised under public comment period unless the matter itself has been specifically included on an agenda as an action item. The Chair of the Committee will impose a time limit of three (3) minutes.
3. Approve December 16, 2024, Meeting Minutes (*For Possible Action*)  
Review and approve the minutes from the previous meeting.
4. Traffic Safety Data and Trends (*Information/Discussion*)  
Presentation of the latest monthly statewide fatality report and traffic safety data trends.
5. Vulnerable Road User (VRU) Safety Project at UNLV Presentation (*Information/Discussion*)  
The VRU Safety Project at UNLV will present the details of their effort to increase VRU safety through use of the Infrastructure for Healthy Living Project Scoping Tool.
6. Policy Priority Working Group Report (*Information/Discussion*)  
Receive update and discuss NFACTS policy priorities during the 2025 Nevada Legislative Session.
7. Equity Working Group Report (*For Possible Action*)  
Report and discuss recommendations from the Equity Working Group.
8. Nevada Strategic Highway Safety Plan Update Overview (*Information/Discussion*)  
Receive a presentation on the 2026-2030 Strategic Highway Safety Plan process.
9. Revisions to NFACTS Bylaws (*Information/Discussion*)  
Discuss potential changes to NFACTS Bylaws.
10. Dram Shop Law Discussion (*Information/Discussion*)  
Discuss potential NFACTS policy priority to be developed for the 2026 interim committee review and possible working group.
11. Discuss NFACTS Meeting Date and Location (*Information/Discussion*)  
Discuss the recurring date and location for NFACTS meetings in 2025.
12. Open Discussion
13. Public Comment  
This public comment period is for any matter that is within the jurisdiction of the public body. No action may be taken upon a matter raised under public comment period unless the matter itself has been specifically included on an agenda as an action item. The Chair of the Committee will impose a time limit of three (3) minutes.
14. Adjourn Meeting

Notes:

- The meeting will be held virtually.
- Items on the agenda may be taken out of order.
- The Committee may combine two or more agenda items for consideration.
- The Committee may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.
- The Committee will limit public comments to three (3) minutes per speaker and may place other reasonable restrictions on the time, place, and manner of the public comments based upon viewpoint.
- In lieu of in-person attendance, members of the public may submit public comment utilizing NDOT's online public comment form by clicking the following link: [Public Comment Form](#).

Public Comment received by 4:00 P.M. (Pacific Time) on the business day (excluding State holidays) prior to the meeting will be provided to the Committee for their review prior to the meeting and will be entered into the permanent record.

Public Comment received after 4:00 P.M. (Pacific Time) on the business day (excluding State holidays) prior to the meeting and prior to 5:00 P.M. (Pacific Time) on the day of the meeting will be included in the permanent record.

To be in compliance with the three (3) minute public comment rule, the online Public Comment Form comments will be limited to 450 words.

- Reasonable efforts will be made to assist and accommodate persons desiring to attend the meeting. If special arrangements for the meeting are necessary, please notify Lindsay Saner, Kimley-Horn at (702) 862-3633 or [lindsay.saner@kimley-horn.com](mailto:lindsay.saner@kimley-horn.com) as soon as possible and at least two (2) days in advance of the meeting.
- Copies of non-confidential supporting materials provided to the Committee are available upon request. Request for such supporting materials should be made to Lindsay Saner, Kimley-Horn at (702) 862-3633 or [lindsay.saner@kimley-horn.com](mailto:lindsay.saner@kimley-horn.com). Such supporting material is available at 1263 South Stewart Street, Carson City, Nevada 89712 and, if available online, at <https://www.dot.nv.gov/>.

This Agenda was posted at the following locations:

<https://www.dot.nv.gov/doing-business/public-involvement-information>

Nevada Dept. of Transportation  
1263 S. Stewart Street  
Carson City, Nevada

Nevada Dept. of Transportation  
123 E. Washington  
Las Vegas, Nevada

Governor's Office  
Capitol Building  
Carson City, Nevada

Nevada State Personnel  
555 E. Washington  
Las Vegas, Nevada



— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY  
(NVACTS) MEMORANDUM

TO: NVACTS Members

FROM: Andrew Bennett, Chair

SUBJECT: NVACTS Meeting, April 22, 2025

Agenda Item 1: Call to Order/Roll Call

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1. SUMMARY OF AGENDA ITEM

Roundtable introductions of NVACTS Members and Guests.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

5. LIST OF ATTACHMENTS

N/A

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Andrew Bennett, NVACTS Chair, NACO  
Representative (Clark County)



## — NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY (NVACTS) MEMORANDUM

TO: NVACTS Members

FROM: Andrew Bennett, Chair

SUBJECT: NVACTS Meeting, April 22, 2025

### Agenda Item 2: Public Comment

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#### 1. SUMMARY OF AGENDA ITEM

The first public comment is limited to comments on items on the agenda. No action may be taken upon a matter raised under public comment period unless the matter itself has been specifically included on an agenda as an action item. The Chair of the Committee will impose a time limit of three (3) minutes.

#### 2. BACKGROUND

N/A

#### 3. ANALYSIS

N/A

#### 4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

#### 5. LIST OF ATTACHMENTS

N/A

#### 6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Andrew Bennett, NVACTS Chair, NACO Representative (Clark County)





— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY  
(NVACTS) MEMORANDUM

TO: NVACTS Members

FROM: Andrew Bennett, Chair

SUBJECT: NVACTS Meeting, April 22, 2025

Agenda Item 3: Approve December 16, 2024 Meeting Minutes (For Possible Action)

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1. SUMMARY OF AGENDA ITEM

Review and approve the draft meeting minutes from the December 16, 2024 meeting.

2. BACKGROUND

The draft meeting minutes from the previous meeting are included for review and possible action.

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

Approve draft meeting minutes from December 16, 2024.

5. LIST OF ATTACHMENTS

*December 16, 2024 Meeting Minutes (draft)*

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Andrew Bennett, NVACTS Chair, NACO Representative (Clark County)

# Nevada Advisory Committee on Traffic Safety (NFACTS)

## MEETING MINUTES (Draft)

Monday, December 16, 2024, 10:00-11:00 am

### 1. Call to Order/Roll Call

The meeting of the Nevada Advisory Committee on Traffic Safety (NFACTS) was called to order at 10:01am on December 16, 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

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

Kelly Norman, Carson Area Metropolitan Planning Organization

Sean Robinson (proxy) for Joey Paskey, Nevada League of Cities/City of Las Vegas

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

#### 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, Las Vegas Metropolitan Police Department Forensics Lab, Committee on Testing for Intoxication (non-voting member)

#### Members Absent

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

Xuan Wang, Regional Transportation Commission of Washoe County

Cliff Banuelos, Inter-Tribal Council of Nevada

#### Vacant

Department of Education

Nevada State Senate Committee on Growth & Infrastructure

Administrative Office of the Courts

### 2. Public Comment

No public comment.

3. Approve November 14, 2024, Meeting Minutes (*Approved*)

Review and approve the minutes from the previous meeting.

Motion: To approve the November 14, 2024 Meeting Minutes with edits requested via email by Julia Peek. Passed unanimously.

*Final Meeting Minutes will be posted online.*

4. 2024 NVACTS Annual Report Draft (*Approved*)

The first draft was provided at the NVACTS Meeting November 14, 2024.

Update Sondra Rosenberg's position as she is now the Deputy Director of Planning, not the Assistant Director.

Upon NVACTS' approval of the document (with allowance to make technical revisions), the document will be submitted to Legislative Counsel Bureau (where the report will be available on the NELIS site) and the Governor's Office.

Amy Davey, Office of Traffic Safety, suggested that the NVACTS Annual Report should further define the role of policy in shaping the traffic safety environment by highlighting successful legislative efforts that have aligned with safety best practices and proven countermeasures and are having a positive impact.

Ms. Davey continued and shared the Advocates for Highway and Auto Safety's [2025 Roadmap to Safety](#) Report that was recently released. The Committee discussed the States at a Glance, which classifies each state as "Danger" (red), "Caution" (yellow), or "Good" (green) based on the adopted highway safety laws. Nevada is currently listed as a "Danger" state. The document can be found here: [2025-Advocates-Report-States-At-A-Glance.pdf](#)

After discussion, it was determined that a supplement to the NVACTS Annual Report with Nevada's Roadmap to Safety Report will be prepared by the Policy Priority Working Group in early 2025 in preparation for the 2025 Legislative Session.

Motion: To approve the 2024 NVACTS Annual Report with ability to make technical corrections by Erin Breen. Second by Julia Peek. Passed unanimously.

5. Final Report for the *School Zone Speed Study in Nevada (Information/Discussion)*

Following the presentation by Dr. Seri Park at the November NVACTS Meeting, the *School Zone Speed Study in Nevada Final Report* has been released and is available on the Zero Fatalities website ([School Zone Speed Study Report 2024](#)). The Executive Summary (page 6) provides an overview of the study and summarizes the results from schools in northern and southern Nevada. The Office of Traffic Safety plans to distribute the report more broadly to the Department of Education and applicable school boards. The team also welcomes any feedback on how this can be distributed.

6. NVACTS Autonomous Vehicles Working Group (*Approved*)

Establish an Autonomous Vehicles Working Group as there are gaps in understanding of regulatory authority between Department of Public Safety (DPS), Department of Motor Vehicles (DMV), and other agencies.

The Autonomous Vehicle Working Group will focus on identifying policies and procedures to regulate, define, and respond to autonomous vehicles traveling on Nevada's roadways. This is open to anyone interested and is not limited to NVACTS members. Through a previous legislative session, a bill was passed which has shifted authority over autonomous vehicles from the DMV to the Governor's Office of Economic Development (GOED), and since then, traffic safety-related strategies have not been a priority.

Autonomous vehicle companies self-certify in Nevada. Chair Andrew Bennett noted that these companies have been very communicative with Clark County and proactively identify potholes and other maintenance items on County roads.

Assemblywoman Brown-May added that she is in full support of this working group as many individuals in Assembly District 42 don't have access to a vehicle and would utilize services provided by autonomous vehicles. She

recommended including the Chair of the Growth and Infrastructure, Assemblyman Watts, and also Assemblyman Nguyen, in the working group.

NVACTS Members to please email either Chair Andrew Bennett or Lindsay Saner from the Kimley-Horn team to join the working group, should NVACTS vote to move forward with the Autonomous Vehicles Working Group.

Motion: To establish the Autonomous Vehicles Working Group by Sean Sever. Passed unanimously.

#### 7. Nevada Traffic Safety Grant Funded Projects (*Information/Discussion*)

Report on the Traffic Safety Grant Recipients and Fiscal Year 2025 Projects by the Nevada Department of Public Safety-Office of Traffic Safety (DPS-OTS).

Amy Davey shared the list of 2024 grants, recipients, and the types of projects that are awarded grants, which include DUI court and testing, and education and outreach on traffic safety culture for communities. DPS-OTS requests feedback on the types of projects receiving grant funding, or ideas of projects that should apply next year. Please reach out to Amy Davey by email for further discussion on granted funding. The Request for Proposal (RFP), which includes a Letter of Interest (LOI) for the Fiscal Year 2026 Grants will be released in the next 6 weeks. Please share with others who may be interested.

#### 8. Traffic Safety Data and Trends (*Information/Discussion*)

Anita Pepper, DPS-OTS presented the statewide monthly crash report and trends on the preliminary data through November 30, 2024. There have been 375 fatalities on Nevada's roads this year. In 2022, there were 417 fatalities and 380 by the November 30, 2022, which was a 10-year high number of fatalities. This year, it appears that the trends are similar to 2022.

There will be a Lyft promotion to offer discounts through the end of the year to encourage people to use that program and limit drinking and driving. There will also be a collaborative effort with California on I-15 and in the Lake Tahoe area for strategic messaging near the state lines.

Clark County is analyzing the 2024 fatalities by road jurisdiction to help the jurisdictions understand where the high-injury networks are and help influence decision making with infrastructure improvements. NDOT also compares state and local fatal and serious injury crashes and finds this analysis helpful and helps justify distribution of funding.

If anyone would like to be added to the distribution for the monthly state fatal report, please contact Anita Pepper.

#### 9. Open Discussion

Amy Davey shared that the Roadmap to Safety document grades states based on traffic safety laws related to proven safety countermeasures. The [States at a Glance](#) Report provides a snapshot of each state's laws, what has been adopted and what is needed. It was noted that for Nevada, the bottom two bullets (red light cameras and automated traffic enforcement) come from the Insurance Institute of Highway Safety (IIHS) website, which is showing incorrect data. Nevada is working with IIHS to correct the information.

Assemblywoman Brown-May shared that she has a BDR to address both automated traffic enforcement in school zones and on bus stop arms. Pilot projects are in process in both Washoe County and Clark County to support this effort.

RTC FAST is working with FHWA to provide a training on January 22-23, 2025 on speed management called "Slow Speed, Slow Roads," which is intended for engineers and planners. Registration is prioritized for those who previously attended FHWA's Equity Training, and then open to others if space allows. Please reach out to Theresa Gaisser for more information.

#### 10. Next Meeting Date (*Information/Discussion*)

A Doodle Poll will be sent out for the next NVACTS meetings, which are planned for February and April. There will also be working group meetings within this time frame. Please reach out to Chair Andrew Bennett for interest in any of the working groups.

11. Public Comment

No public comment.

12. Adjourn Meeting

Meeting was adjourned at 10:59 AM.

Attachments

November 14, 2024 NVACTS Meeting Minutes

2024 NVACTS Annual Report

School Zone Speed Study Final Report

FY2025 Grant Funded Projects

Monthly State Fatal Report

**Minutes Only**

For full set of minutes with attachments, click here:

[https://zerofatalitiesnv.com/app/uploads/2024/12/20241216-NVACTS-Minutes\\_draft.pdf](https://zerofatalitiesnv.com/app/uploads/2024/12/20241216-NVACTS-Minutes_draft.pdf)



## — NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY (NVACTS) MEMORANDUM

TO: NVACTS Members

FROM: Andrew Bennett, Chair

SUBJECT: NVACTS Meeting, April 22, 2025

### Agenda Item 4: Traffic Safety Data and Trends

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#### 1. SUMMARY OF AGENDA ITEM

This agenda item includes a presentation of the latest traffic safety data and current trends. This update also includes an overview of the statewide monthly fatality report, which includes updated preliminary fatality statistics year-to-date through March 31, 2025.

#### 2. BACKGROUND

N/A

#### 3. ANALYSIS

N/A

#### 4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

#### 5. LIST OF ATTACHMENTS

*Monthly Statewide Traffic Fatality Report (through March 31, 2025)*

#### 6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Andrew Bennett, NVACTS Chair, NACO Representative (Clark County)



# NEVADA STATEWIDE MONTHLY FATAL REPORT



**Zero Fatalities**  
Lives are on the Line

Date of Report: 4/4/2025

Current Reporting Period: January 1, 2025 - March 31, 2025

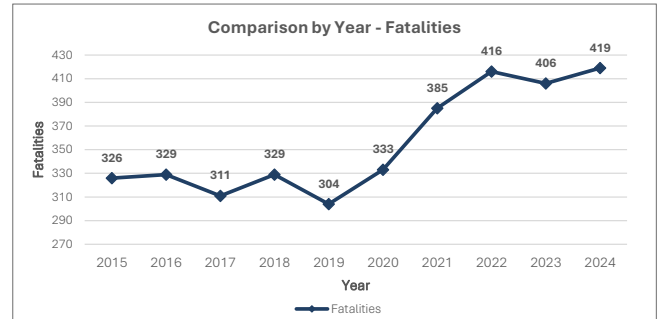
This report is compiled by the Office of Traffic Safety and includes detailed statistics on traffic fatalities in Nevada. The report breaks crash data down by behavior, county, and year-over-year changes, and includes monthly data, year-to-date data, and previous year data. The report aims to provide accurate data to help improve road safety and inform policy decisions while ensuring compliance with federal reporting requirements set by the National Highway Traffic Safety Administration (NHTSA).

[For more detailed information on traffic fatalities and the behaviors causing them, please refer to the Nevada Fatal Crash Dashboard.](#)

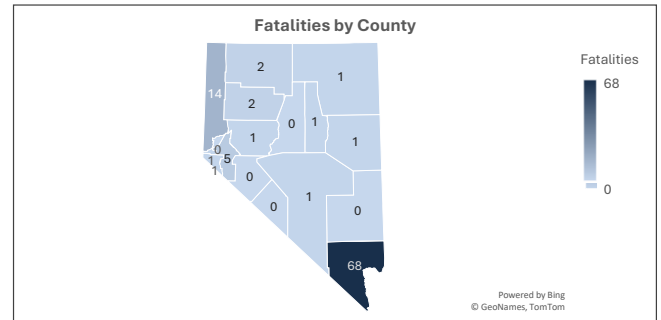
Data as of: March 31, 2025

## Crash Comparison by Month - Current Reporting Period

|   |  |
|---|--|
| <p>2025 Fatal Crashes During Current Reporting Period</p> <p><b>93</b></p> <p>+3.33%<br/>% Change from 2024</p> | <p>2025 Fatalities During Current Reporting Period</p> <p><b>98</b></p> <p>-2.97%<br/>% Change from 2024</p> |
|---|--|



| Month                         | 2024 Fatal Crashes | 2025 Fatal Crashes | % Change     | 2024 Fatalities | 2025 Fatalities | % Change      |
|-------------------------------|--------------------|--------------------|--------------|-----------------|-----------------|---------------|
| January                       | 39                 | 39                 | 0.00%        | 42              | 40              | -4.76%        |
| February                      | 17                 | 31                 | 82.35%       | 19              | 32              | 68.42%        |
| March                         | 34                 | 23                 | -32.35%      | 40              | 26              | -35.00%       |
| April                         | 0                  | 0                  | 0.00%        | 0               | 0               | 0.00%         |
| May                           | 0                  | 0                  | 0.00%        | 0               | 0               | 0.00%         |
| June                          | 0                  | 0                  | 0.00%        | 0               | 0               | 0.00%         |
| July                          | 0                  | 0                  | 0.00%        | 0               | 0               | 0.00%         |
| August                        | 0                  | 0                  | 0.00%        | 0               | 0               | 0.00%         |
| September                     | 0                  | 0                  | 0.00%        | 0               | 0               | 0.00%         |
| October                       | 0                  | 0                  | 0.00%        | 0               | 0               | 0.00%         |
| November                      | 0                  | 0                  | 0.00%        | 0               | 0               | 0.00%         |
| December                      | 0                  | 0                  | 0.00%        | 0               | 0               | 0.00%         |
| <b>Reporting Period Total</b> | <b>90</b>          | <b>93</b>          | <b>3.33%</b> | <b>101</b>      | <b>98</b>       | <b>-2.97%</b> |
| <b>Year End Total</b>         | <b>90</b>          |                    |              | <b>101</b>      |                 |               |



## Crash Comparison by County - Current Reporting Period

| County                        | 2024 Fatal Crashes | 2025 Fatal Crashes | % Change     | 2024 Fatalities | 2025 Fatalities | % Change      | 2024 Vehicle Occupants | 2025 Vehicle Occupants | % Change     | 2024 Unrestrained | 2025 Unrestrained | % Change     |
|-------------------------------|--------------------|--------------------|--------------|-----------------|-----------------|---------------|------------------------|------------------------|--------------|-------------------|-------------------|--------------|
| Clark                         | 74                 | 66                 | -10.81%      | 85              | 68              | -20.00%       | 32                     | 23                     | -28.13%      | 11                | 10                | -9.09%       |
| Washoe                        | 6                  | 13                 | 116.67%      | 6               | 14              | 133.33%       | 2                      | 8                      | 300.00%      | 1                 | 1                 | 0.00%        |
| Lyon                          | 2                  | 4                  | 100.00%      | 2               | 5               | 150.00%       | 1                      | 4                      | 300.00%      | 0                 | 0                 | 0.00%        |
| Carson City                   | 1                  | 1                  | 0.00%        | 1               | 1               | 0.00%         | 0                      | 1                      | 100.00%      | 0                 | 1                 | 100.00%      |
| Nye                           | 3                  | 1                  | -66.67%      | 3               | 1               | -66.67%       | 3                      | 1                      | -66.67%      | 2                 | 0                 | -100.00%     |
| Elko                          | 1                  | 1                  | 0.00%        | 1               | 1               | 0.00%         | 1                      | 1                      | 0.00%        | 0                 | 0                 | 0.00%        |
| Douglas                       | 1                  | 1                  | 0.00%        | 1               | 1               | 0.00%         | 1                      | 1                      | 0.00%        | 0                 | 0                 | 0.00%        |
| Churchill                     | 0                  | 1                  | 100.00%      | 0               | 1               | 100.00%       | 0                      | 1                      | 100.00%      | 0                 | 0                 | 0.00%        |
| Humboldt                      | 2                  | 1                  | -50.00%      | 2               | 2               | 0.00%         | 2                      | 0                      | -100.00%     | 0                 | 0                 | 0.00%        |
| White Pine                    | 0                  | 1                  | 100.00%      | 0               | 1               | 100.00%       | 0                      | 0                      | 0.00%        | 0                 | 0                 | 0.00%        |
| Pershing                      | 0                  | 2                  | 200.00%      | 0               | 2               | 200.00%       | 0                      | 2                      | 200.00%      | 0                 | 1                 | 100.00%      |
| Lander                        | 0                  | 0                  | 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%        |
| Lincoln                       | 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                 | 0                 | 0.00%        |
| Eureka                        | 0                  | 1                  | 100.00%      | 0               | 1               | 100.00%       | 0                      | 1                      | 100.00%      | 0                 | 1                 | 100.00%      |
| Esmeralda                     | 0                  | 0                  | 0.00%        | 0               | 0               | 0.00%         | 0                      | 0                      | 0.00%        | 0                 | 0                 | 0.00%        |
| <b>Reporting Period Total</b> | <b>90</b>          | <b>93</b>          | <b>3.33%</b> | <b>101</b>      | <b>98</b>       | <b>-2.97%</b> | <b>42</b>              | <b>43</b>              | <b>2.38%</b> | <b>14</b>         | <b>14</b>         | <b>0.00%</b> |
| <b>Year End Total</b>         | <b>381</b>         |                    |              | <b>419</b>      |                 |               | <b>201</b>             |                        |              | <b>66</b>         |                   |              |

Continue to Page 2 for an additional breakdown of crashes by behavior, followed by a ten-year historical comparison of fatality rate (HMVMT and 100K Population).

# NEVADA STATEWIDE MONTHLY FATAL REPORT



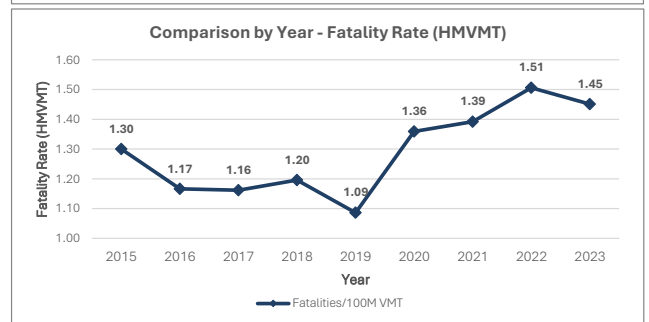
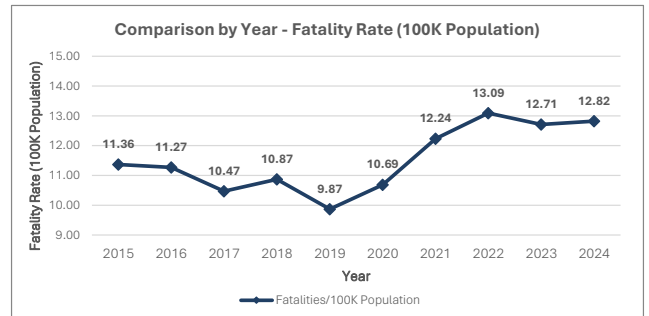
**Zero Fatalities**  
Lives are on the Line

## Vulnerable Road User and Motorcyclist Fatalities - Current Reporting Period

| County                        | 2024       | 2025       | % Change       | 2024 Bicycle | 2025 Bicycle | % Change       | 2024                | 2025                | % Change      | 2024 Other | 2025 Other | % Change        |
|-------------------------------|------------|------------|----------------|--------------|--------------|----------------|---------------------|---------------------|---------------|------------|------------|-----------------|
|                               | Pedestrian | Pedestrian |                | Motorcycle   | Motorcycle   |                | Scooter, Moped, ATV | Scooter, Moped, ATV |               |            |            |                 |
| Clark                         | 34         | 24         | -29.41%        | 2            | 5            | 150.00%        | 15                  | 16                  | 6.67%         | 2          | 0          | -100.00%        |
| Washoe                        | 2          | 3          | 50.00%         | 0            | 0            | 0.00%          | 2                   | 3                   | 50.00%        | 0          | 0          | 0.00%           |
| Lyon                          | 1          | 0          | -100.00%       | 0            | 0            | 0.00%          | 0                   | 1                   | 100.00%       | 0          | 0          | 0.00%           |
| Carson City                   | 1          | 0          | -100.00%       | 0            | 0            | 0.00%          | 0                   | 0                   | 0.00%         | 0          | 0          | 0.00%           |
| Nye                           | 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%           |
| Douglas                       | 0          | 0          | 0.00%          | 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%           |
| Humboldt                      | 0          | 2          | 200.00%        | 0            | 0            | 0.00%          | 0                   | 0                   | 0.00%         | 0          | 0          | 0.00%           |
| White Pine                    | 0          | 0          | 0.00%          | 0            | 0            | 0.00%          | 0                   | 1                   | 100.00%       | 0          | 0          | 0.00%           |
| Pershing                      | 0          | 0          | 0.00%          | 0            | 0            | 0.00%          | 0                   | 0                   | 0.00%         | 0          | 0          | 0.00%           |
| Lander                        | 0          | 0          | 0.00%          | 0            | 0            | 0.00%          | 0                   | 0                   | 0.00%         | 0          | 0          | 0.00%           |
| Mineral                       | 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%           |
| Storey                        | 0          | 0          | 0.00%          | 0            | 0            | 0.00%          | 0                   | 0                   | 0.00%         | 0          | 0          | 0.00%           |
| Eureka                        | 0          | 0          | 0.00%          | 0            | 0            | 0.00%          | 0                   | 0                   | 0.00%         | 0          | 0          | 0.00%           |
| Esmeralda                     | 0          | 0          | 0.00%          | 0            | 0            | 0.00%          | 0                   | 0                   | 0.00%         | 0          | 0          | 0.00%           |
| <b>Reporting Period Total</b> | <b>38</b>  | <b>29</b>  | <b>-14.71%</b> | <b>2</b>     | <b>5</b>     | <b>150.00%</b> | <b>17</b>           | <b>21</b>           | <b>23.53%</b> | <b>2</b>   | <b>0</b>   | <b>-100.00%</b> |
| <b>Year End Total</b>         | <b>113</b> |            |                | <b>15</b>    |              |                | <b>83</b>           |                     |               | <b>7</b>   |            |                 |

## 10-Year Historical Crash Comparison

| Year                   | Fatalities   | Serious Injuries | Population | HMVMT   |
|------------------------|--------------|------------------|------------|---------|
| 2015                   | 326          | 1,333            | 2,868,531  | 250.789 |
| 2016                   | 329          | 1,267            | 2,919,555  | 282.141 |
| 2017                   | 311          | 1,086            | 2,969,900  | 267.641 |
| 2018                   | 329          | 893              | 3,027,300  | 275.103 |
| 2019                   | 304          | 982              | 3,080,200  | 279.938 |
| 2020                   | 333          | 964              | 3,115,840  | 245.055 |
| 2021                   | 385          | 1,097            | 3,146,632  | 276.617 |
| 2022                   | 416          | 1,130            | 3,177,421  | 276.238 |
| 2023                   | 406          | 1,176            | 3,194,176  | 279.845 |
| 2024                   | 419          | N/A              | 3,267,467  | 0.000   |
| <b>10-Year Total</b>   | <b>3,558</b> | <b>9,928</b>     |            |         |
| <b>10-Year Average</b> | <b>355.8</b> | <b>1,103.1</b>   |            |         |



**DISCLAIMER: THIS REPORT IS A POINT IN TIME COMPARISON. THIS DATA DOES NOT INCLUDE DATA FIELDS MARKED BY THE OFFICER AS UNKNOWN. 2024 DATA IS PRELIMINARY AND DOES NOT NECESSARILY INCLUDE FINAL REPORTS (FORM 5, CORONER, AND/OR TOXICOLOGY). 2024 DATA IS NOT FINAL UNTIL FARS RELEASE IN 2026. 2025 DATA IS NOT FINAL UNTIL FARS RELEASE IN 2027. 2024 VMT DATA IS NOT AVAILABLE UNTIL 2025. NOTE: THE MONTHLY REPORT WILL BE DISTRIBUTED BY THE 7TH OF EACH MONTH.**

### KEY

- Fatalities:** Total number of reported deaths (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.
- Bicyclist:** A person on an other road vehicle that can be propelled by pedaling (bicycle, tricycle, unicycle, pedal car, electric bike).
- 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.
- Other:** A person on a scooter, moped, ATV, or other motorized vehicle not captured above on a roadway.
- 100 Million Vehicle Miles Traveled (HMVMT):** The total distance driven by all vehicles statewide, scaled to units of 100 million miles.

### SOURCES

State Fatal Crash Data, Office of Traffic Safety  
Population Data, United States Census Bureau  
VMT Data, NDOT



— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY  
(NVACTS) MEMORANDUM

TO: NVACTS Members

FROM: Andrew Bennett, Chair

SUBJECT: NVACTS Meeting, April 22, 2025

Agenda Item 5: Vulnerable Road User (VRU) Safety Project at UNLV

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1. SUMMARY OF AGENDA ITEM

The VRU Safety Project at UNLV will present the details of their effort to increase VRU safety through use of the Infrastructure for Healthy Living Project Scoping Tool.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

5. LIST OF ATTACHMENTS

N/A

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Andrew Bennett, NVACTS Chair, NACO Representative (Clark County)





— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY  
(NVACTS) MEMORANDUM

TO: NVACTS Members

FROM: Andrew Bennett, Chair

SUBJECT: NVACTS Meeting, April 22, 2025

Agenda Item 6: Policy Priority Working Group Report

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1. SUMMARY OF AGENDA ITEM

Receive update and discuss NVACTS policy priorities during the 2025 Nevada Legislative Session.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

5. LIST OF ATTACHMENTS

*Traffic Safety Related BDR Tracking List*

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Andrew Bennett, NVACTS Chair, NACO Representative (Clark County)

|  |        |                       | Last Update<br>04/15/25                        | <a href="https://www.leg.state.nv.us/Session/83rd2025/">https://www.leg.state.nv.us/Session/83rd2025/</a>  |                  |          |  | Indicates how a bill will be tracked. Bills designated as                                |   |
|--|--------|-----------------------|--|--|------------------|----------|--|--|---|
| Update                                     | BDR #  | Bill                  | Sponsor  | Description  | Potential Impact | Priority | Lead Agency  | Current Committee  | Notes/Comments  |
| Yes  |        | <a href="#">AB54</a>  | Committee on Growth and Infrastructure         | Revises penalties for failing to take certain precautions when approaching a traffic incident. (BDR 43-244)  | Moderate         | High     | Nevada Highway Patrol<br>Division of the Department of Public Safety | (Pursuant to Joint Standing Rule No. 14.3.1, no further action allowed.)                 | This bill increases the penalty for failing to take precautions when approaching a traffic incident. If such failure directly causes the death or substantial bodily harm of a first responder, the offender will be charged with a category B felony. The punishment includes 1 to 6 years in state prison and a fine between \$2,000 and \$5,000.   |
| Yes - Amend and do pass as ammended        |        | <a href="#">AB55</a>  | Committee on Judiciary                         | Revises provisions relating to motor vehicle crashes. (BDR 43-250)   | Moderate         | High     | Office of Traffic Safety of the Department of Public Safety          | Judiciary - Amend, and do pass as ammended 04/07/2025                                    | It mandates that coroners analyze blood samples from deceased crash victims for both alcohol and certain prohibited substances. It also requires police officers investigating vehicle crashes to submit their reports through the state's electronic crash reporting system within 10 days of the crash or the death of an involved individual. Additionally, the Department of Public Safety must provide standardized electronic crash report forms to law enforcement agencies and other relevant entities.   |
| Yes - Will not pass                        |        | <a href="#">AB61</a>  | Committee on Growth and Infrastructure         | Authorizes the Regional Transportation Commission of Washoe County or any local government within Washoe County to establish a demonstration project for a certain toll road. (BDR 43-468) |                  |          |  | (Pursuant to Joint Standing Rule No. 14.3.1, no further action allowed.)                 |   |
| Yes - Do pass                              | 43-161 | <a href="#">AB111</a> | Committee on Growth and Infrastructure         | Revises provisions relating to certain traffic violations.   | Significant      | High     | Assemblymember Hibbetts  | Judiciary - Do pass 04/11/2025   | Changing certain traffic violations from civil infratons to misdemeanors; providing penalties and providing other matters properly relating thereto.  |
| Yes - Read second time, Amende. To printer |        | <a href="#">AB168</a> |  |  |                  |          |  | Assembly Growth and Infrastructure - Amended, to printer. 04/14/2025                     |   |
| Yes - Will not pass                        | 43-162 | <a href="#">AB175</a> | Assemblymember Hibbetts                        | Revises provisions relating to public safety   | Moderate         | High     | Assemblymember Hibbetts  | (Pursuant to Joint Standing Rule No. 14.3.1, no further action allowed.)                 | This bill increases the lookback period for DUI offenses from 7 years to 10 years, meaning prior offenses will be considered for a longer period when determining penalties.  |
| Yes - Amend, and do pass as amended        |        | <a href="#">AB375</a> | Assemblymember Yaeger /<br>Assemblymember Gurr | Revises provisions relating to intoxicating liquor   |                  |          |  | Assembly Commerce and Labor - Amend, and do pass as amended 04/11/2025                   | Authorizing certain establishments to sell or deliver mixed drinks for consumption off the premises of the establishment under certain circumstances; revising the required curriculum for an alcoholic beverage awareness program which is required for certain employees; designating the Picon Punch as the official state drink of the State of Nevada; and providing other matters properly relating thereto.  |
| Yes - Amend, and do pass as amended        | 43-184 | <a href="#">AB402</a> | Assemblymember Torres-Fossett                  | Authorizes the installation and use of automated traffic enforcement systems in temporary traffic control zones. (BDR 43-184)  | High             | High     | Assemblymember Torres-Fossett  | Committee on Growth and Infrastructure. - Amend, and do pass as amended Heard 04/10/2025 | To allow the installation and use of an automated traffic enforcement system to enforce certain provisions of law; requiring a peace officer of a traffic enforcement agency having jurisdiction over the location of an automated traffic enforcement system to review certain evidence detected by the automated traffic enforcement system before a citation is issued; establishing requirements relating to the issuance of a civil infraction citation based on evidence detected by an automated traffic enforcement system; creating a rebuttable presumption that the registered owner of a vehicle is the driver of the vehicle at the time of a violation detected by an automated traffic enforcement system; and providing other matters properly relating thereto |
| No   | 43-647 | <a href="#">AB417</a> | Assemblymember Hunt                            | Revises provisions relating to reckless driving  | Significant      | High     |  | Committee on Growth and Infrastructure. - Amend, and do pass as amended 04/03/2025       | Relating to public safety; establishing provisions relating to the inspection of certain vehicles; revising provisions relating to the rescission and cancellation of the registration of a vehicle under certain circumstances; and providing other matters properly relating thereto.   |

|                                     |        |                       |  |  |             |          |   |   |  |
|-------------------------------------|--------|-----------------------|--|--|-------------|----------|---|---|--|
| Yes - Amend, and do pass as amended | 43-421 | <a href="#">AB527</a> | Committee on Growth and Infrastructure                                       | Authorizes the installation and use of school bus infraction detection systems on school buses.          | Significant | High     |   | Assembly Growth and Infrastructure - Amend, and do pass as amended 04/10/2025 | Authorizing a school district to install and use a school bus infraction detection system on school buses to enforce certain provisions of law; requiring a peace officer of a traffic enforcement agency having jurisdiction over the location in which such school buses operate to review certain evidence detected by the school bus infraction detection system before a civil infraction citation is issued; establishing requirements relating to the issuance of a civil infraction citation based on evidence detected by a school bus infraction detection system; creating a rebuttable presumption that the driver of a vehicle at the time of a violation recorded by a school bus infraction detection system is the registered owner of the vehicle; and providing other matters properly relating thereto. |
| Yes - Will not pass                 |        | <a href="#">SB37</a>  | Committee on Growth and Infrastructure                                       | Prohibits engaging in road rage. (BDR 43-242)  | Significant | High     | Nevada Highway Patrol Division of the Department of Public Safety | (Pursuant to Joint Standing Rule No. 14.3.1, no further action allowed.)      | This bill makes road rage a criminal offense, defining it as assaulting or intentionally intimidating, harassing, or frightening another driver or occupant in response to a roadway incident. A first offense is classified as a misdemeanor, while a second or subsequent offense is a gross misdemeanor. Penalties may include fines, up to 364 days in jail, driver's license suspension, community service, and vehicle impoundment.  |
| Yes - Will not pass                 |        | <a href="#">SB53</a>  | Committee on Growth and Infrastructure                                       | Establishes certain requirements relating to notices of road hazards and road closures. (BDR 35-406)     | Minimal     | High     | Lyon County   | (Pursuant to Joint Standing Rule No. 14.3.1, no further action allowed.)      | This bill requires the DOT to create an electronic system for local governments to report road conditions under certain circumstances; authorizing a city, county, regional transportation commission, the Department or any other public authority to notify a navigation provider regarding certain road conditions; requiring a navigation provider to take certain actions after receiving such a notification; revising provisions relating to the Advisory Committee on Traffic Safety; requiring the Director of the Department to adopt regulations; providing a civil penalty; and providing other matters properly relating thereto.   |
| Yes - Will not pass                 |        | <a href="#">SB56</a>  | Committee on Growth and Infrastructure                                       | Revises provisions relating to driving a vehicle or operating a vessel under the influence. (BDR 43-243) | Moderate    | High     | Nevada Highway Patrol Division of the Department of Public Safety | (Pursuant to Joint Standing Rule No. 14.3.1, no further action allowed.)      | Increasing time allowance for testing from 2 hours to 3 hours.   |
| Yes - Amend, and do pass as amended |        | <a href="#">SB78</a>  | Senate Committee on Revenue and Economic Development                         | Revises provisions relating to boards, commissions, councils and similar bodies.                         |             |          |   | Senate Government Affairs - Amend, and do pass as amended 04/11/2025          | <b>Not a traffic safety bill but may impact NVACTS</b><br>Relating to governmental administration; revising in skeleton form the powers and duties of the Office of Nevada Boards, Commissions and Councils Standards of the Department of Business and Industry; making various changes in skeleton form to the composition and operation of various boards, commissions, councils and similar bodies; providing in skeleton form for the consolidation and termination of various boards, commissions, councils and similar bodies; and providing other matters properly relating thereto.   |
| Yes - Amend, and do pass as amended | 43-370 | <a href="#">SB304</a> | Senator Stone  | Revises provisions relating to the crime of vehicular homicide.  | Moderate    | Moderate |   | Senate Growth and Infrastructure - Amend, and do pass as amended 04/09/2025   | Relating to vehicular homicide; revising the elements required for a person to commit the crime of vehicular homicide; and providing other matters properly relating thereto.  |
| No                                  | 43-9   | <a href="#">SB320</a> | Senator Scheible   | Revises provisions relating to crosswalks.   | Moderate    | Moderate |   | Senate Growth and Infrastructure - Amend, and do pass as amended 04/02/2025   | Revising provisions governing stopping, standing or parking near a crosswalk; and providing other matters properly relating thereto.   |
| Yes - Will not pass                 | 422    | <a href="#">SB415</a> | Joint Interim Standing Committee on Growth and Infrastructure (NRS 218E.320) | Revises provisions relating to traffic safety  | Significant | High     | NVACTS  | (Pursuant to Joint Standing Rule No. 14.3.1, no further action allowed.)      | authorizing the installation and use of an automated traffic enforcement system by a governmental entity under certain circumstances; setting forth the requirements for the installation and use of an automated traffic enforcement system; establishing provisions governing the issuance of a civil infraction citation based on evidence detected by an automated traffic enforcement system; requiring the Department of Transportation to adopt certain regulations; requiring the Advisory Committee on Traffic Safety to provide certain recommendations to the Department; prohibiting an insurer from increasing rates for motor vehicle insurance under certain circumstances; and providing other matters properly relating thereto.  |

|                                     |                              |                       |   |   |             |      |        |  |  |
|-------------------------------------|------------------------------|-----------------------|---|---|-------------|------|--------|--|--|
| Yes - Amend, and do pass as amended | 422                          | <a href="#">SB416</a> | Joint Interim Standing Committee on Growth and Infrastructure (NRS 218E.320)            | Revises provisions relating to the statewide sobriety and drug monitoring program.              | Significant | High | NVACTS | Growth and Infrastructure - Amend, and do pass as amended 04/09/2025 | authorizing the Department of Motor Vehicles to issue a 24/7 privilege to certain persons assigned to the statewide sobriety and drug monitoring program; eliminating the authority of the Department to issue a restricted driver's license to such persons; clarifying certain requirements relating to the testing of persons assigned to the program; providing that a person assigned to the program may be subject to increased monitoring, supervision, treatment or testing under certain circumstances; and providing other matters properly relating thereto |
|                                     | <b>Noted but not tracked</b> |                       |   |   |             |      |        |  |  |
|                                     | 8                            |                       | Senator Scheible  | Revises provisions relating to public safety  |             |      |        |  |  |
|                                     | 9                            |                       | Senator Scheible  | Revises provisions relating to public safety  |             |      |        |  |  |
|                                     | <a href="#">C-21</a>         | <a href="#">AJR3</a>  | Assemblymember Kasama   | AJR: Revises provisions governing legislative affairs and operations                            | None        |      |        |  | No impact on road safety. This is a legislative accountability bill.   |
|                                     | <a href="#">C-22</a>         | <a href="#">AJR4</a>  | Assemblymember Kasama   | AJR: Revises provisions governing legislative affairs and operations                            | None        |      |        |  | No impact on road safety. This is a legislative regulatory bill.   |
|                                     | 43-48                        | <a href="#">AB117</a> | Assemblymember Brown-May, Assemblymember Monroe-Moreno, Senator Harris                  | Revises provisions relating to motor vehicles   | None        |      |        |  | No impact on road safety. Allowance for issuance of Las Vegas Aces Basketball Team license plates.   |
|                                     | 52-50                        |                       | Assemblymember Brown-May  | Enacts provisions relating to repair of certain mobility devices                                |             |      |        |  |  |
|                                     | 56-51                        | <a href="#">AB149</a> | Assemblymember Carter   | Revises provisions relating to cannabis   | None        |      |        |  | Adding research and data sharing section.  |
|                                     | 14-52                        |                       | Assemblymember Yurek  | Revises provisions relating to public safety  |             |      |        |  |  |
|                                     | 61                           |                       | Senator Ohrenschall   | Revises provisions relating to autonomous vehicles  |             |      |        |  |  |
|                                     | 65                           |                       | Assemblymember Jauregui   | Revises provisions relating to development and zoning   |             |      |        |  |  |
|                                     | 10-80                        | <a href="#">SB121</a> | Senator Neal  | Revises provisions governing homeowners' associations   | None        |      |        |  |  |
|                                     | 85                           |                       | Senator Neal  | Revises provisions relating to the suspension or revocation of the driver's license of a person |             |      |        |  |  |
|                                     | 45-112                       |                       | Senator Hansen  | Revises provisions relating to law enforcement  |             |      |        |  |  |
|                                     | 56-134                       | <a href="#">AB203</a> | Assemblymember Carter   | Revises provisions relating to cannabis   | None        |      |        |  | Creates Social Equity Liaison position on the Cannabis Compliance Board  |
|                                     | 24-138                       |                       | Assemblymember Gurr   | Revises provisions relating to artificial intelligence  |             |      |        |  |  |
|                                     | 19-139                       | <a href="#">AB99</a>  | Assemblymember Gurr   | Designates picot punch as the state drink   | None        |      |        |  |  |
|                                     | 143                          |                       | Senator Nguyen  | Revises provisions relating to artificial intelligence  |             |      |        |  |  |
|                                     | 35-148                       | <a href="#">AB110</a> | Assemblymember Gallant  | Revises provisions relating to the designation of certain highways                              | Minimal     |      |        |  |  |
|                                     | 149                          |                       | Assemblymember Gallant  | Revises provisions relating to cannabis   |             |      |        |  |  |
|                                     | 15-157                       | <a href="#">AB150</a> | Assemblymember Orentlicher  | Revises provisions governing the administration of justice                                      | Minimal     |      |        |  | Authorizes the DMV to display an alternate address for Tribal Judiciary members.   |
|                                     | 43-161                       | <a href="#">AB111</a> | Assemblymember Hibbetts   | Revises provisions relating to public safety  | Minimal     |      |        |  | Changes civil infraction to misdemeanor upon conviction for NRS 484.227 Driving on divided highway: Prohibited turns; additional penalty for violation committed in work zone or pedestrian safety zone.   |
|                                     | 43-162                       | <a href="#">AB175</a> | Assemblymember Hibbetts   | Revises provisions relating to public safety  | Moderate    |      |        |  | Increases prior offence period for DUI from 7 to 10 years  |
|                                     | 173                          |                       | Senator Harris  | Revises provisions relating to cannabis   |             |      |        |  |  |
|                                     | 184                          |                       | Assemblymember Torres-Fossett   | Revises provisions relating to public safety  |             |      |        |  |  |
|                                     | 23-194                       |                       | Assemblymember O'Neill  | Revises provisions relating to first responders   | WITHDRAWN   |      |        |  |  |
|                                     | 14-196                       | <a href="#">SB197</a> | Senator Daly  | Revises provisions relating to law enforcement  | None        |      |        |  | Changes to the Brady-Giglio list for disclosure  |
|                                     | 43-200                       | <a href="#">AB140</a> | Assemblymember González   | Revises provisions governing driver authorization cards   | Minimal     |      |        |  | Changes the expiry of driver authorization cards removing 4 year expiry changing to 'prescribed by regulation'   |
|                                     | 207                          |                       | Assemblymember Carter   | Revises provisions relating to transportation   |             |      |        |  |  |
|                                     | 226                          |                       | Senator Titus   | Revises provisions relating to abandoned vehicles   |             |      |        |  |  |
|                                     | 43-231                       |                       | Assemblymember Watts  | Revises provisions relating to the Department of Motor Vehicles                                 |             |      |        |  |  |
|                                     | 18-239                       | <a href="#">SB136</a> | Senator Scheible  | Revises provisions relating to governmental administration                                      |             |      |        |  |  |
|                                     | 16-241                       | <a href="#">SB141</a> | Senator Scheible  | Revises provisions relating to local facilities for detention                                   |             |      |        |  |  |
|                                     | 14-246                       | <a href="#">AB4</a>   | Division of Parole and Probation of the Department of Public Safety                     | Revises provisions relating to parole and lifetime supervision                                  |             |      |        |  |  |
|                                     | 14-247                       | <a href="#">SB7</a>   | Division of Parole and Probation of the Department of Public Safety                     | Revises provisions relating to presentence investigations and reports                           |             |      |        |  |  |
|                                     | 315                          |                       | Senator Hansen  | Revises provisions relating to criminal justice   |             |      |        |  |  |
|                                     | 316                          |                       | Senator Hansen  | Revises provisions relating to motor vehicle licensing  |             |      |        |  |  |
|                                     | 322                          |                       | Assemblymember Hansen   | Revises provisions relating to public safety  |             |      |        |  |  |
|                                     | 18-334                       | <a href="#">AB154</a> | Assemblymember Miller   | Creates the Nevada Office of the Inspector General  |             |      |        |  |  |
|                                     | 341                          |                       | Senator Hansen  | Revises provisions relating to crimes   |             |      |        |  |  |
|                                     | 359                          |                       | Senator Cannizzaro  | Revises provisions relating to law enforcement  |             |      |        |  |  |
|                                     | 17-365                       |                       | Joint Interim Standing Committee on Legislative Operations and Elections (NRS 218E.320) | Revises provisions relating to legislative affairs  |             |      |        |  |  |
|                                     | 370                          |                       | Senator Stone   | Revises provisions relating to vehicular homicide   |             |      |        |  |  |
|                                     | 35-382                       |                       | Joint Interim Standing Committee on Natural Resources (NRS 218E.320)                    | Creates the Transit-to-Trails Task Force  |             |      |        |  |  |

|        |                       |   |  |           |  |  |  |
|--------|-----------------------|---|--|-----------|--|--|--|
| 393    |                       | Joint Interim Standing Committee on Government Affairs (NRS 218E.320) | Revises provisions relating to artificial intelligence   |           |  |  |  |
| 15-394 |                       | Joint Interim Standing Committee on Government Affairs (NRS 218E.320) | Revises provisions relating to the theft of copper wiring.   |           |  |  |  |
| 399    |                       | Joint Interim Standing Committee on Government Affairs (NRS 218E.320) | Revises provisions relating to peace officers  |           |  |  |  |
| 28-401 |                       | Joint Interim Standing Committee on Government Affairs (NRS 218E.320) | Revises provisions relating to public works  |           |  |  |  |
| 23-402 | <a href="#">AB232</a> | Joint Interim Standing Committee on Government Affairs (NRS 218E.320) | Makes changes to the computation of credit for service for certain members of the Public Employees' Retirement System  |           |  |  |  |
| 14-471 | <a href="#">SB13</a>  | Nevada Supreme Court  | Revises provisions relating to bail  |           |  |  |  |
| 14-475 | <a href="#">AB13</a>  | Nevada Supreme Court  | Revises provisions relating to probation   |           |  |  |  |
| 480    |                       | State Treasurer   | Revises provisions relating to governmental administration   | WITHDRAWN |  |  |  |
| 481    |                       | State Treasurer   | Revises provisions relating to criminal procedure  | WITHDRAWN |  |  |  |
| 14-489 |                       | Joint Interim Standing Committee on Judiciary (NRS 218E.320)          | Revises provisions relating to criminal procedure  |           |  |  |  |
| 14-502 | <a href="#">SB14</a>  | Attorney General  | Revises provisions relating to certain conduct   |           |  |  |  |
| 520    |                       | Senator Cannizzaro  | Revises provisions relating to public safety   |           |  |  |  |
| 1-535  | <a href="#">AB218</a> | Assemlblymember González  | Revises provisions relating to criminal justice  |           |  |  |  |
|        | <a href="#">AB20</a>  | Committee on Growth and Infrastructure                                | Revises provisions relating to the Department of Motor Vehicles. (BDR 43-305)  | Minor     |  |  | Allows for the imprinting of specific medical conditions on DL |
|        | <a href="#">AB28</a>  | Committee on Government Affairs                                       | Revises provisions related to transportation. (BDR 22-463)   | None      |  |  |  |
|        | <a href="#">AB34</a>  | Committee on Judiciary  | Revises provisions relating to certain crimes. (BDR 15-443)  |           |  |  |  |
|        | <a href="#">AB43</a>  | Committee on Government Affairs                                       | Revises provisions relating to public works. (BDR 28-465)  |           |  |  |  |
|        | <a href="#">AB61</a>  | Committee on Growth and Infrastructure                                | Authorizes the Regional Transportation Commission of Washoe County or any local government within Washoe County to establish a demonstration project for a certain toll road. (BDR 43-468)   |           |  |  |  |
|        | <a href="#">AB66</a>  | Committee on Judiciary  | Revises provisions relating to district courts. (BDR 1-473)  |           |  |  |  |
|        | <a href="#">AB76</a>  | Committee on Judiciary  | Revises provisions relating to cannabis. (BDR 56-286)  |           |  |  |  |
|        | <a href="#">AB78</a>  | Committee on Revenue  | Revises provisions relating to licenses for the distribution of alcoholic beverages. (BDR 32-283)  |           |  |  |  |
|        | <a href="#">AB81</a>  | Assemblymember La Rue Hatch   | Exempts the State of Nevada from provisions of federal law relating to daylight saving time. (BDR 19-23)   |           |  |  |  |
|        | <a href="#">AB84</a>  | Assemblymember Koenig   | Revises provisions relating to county roads. (BDR 35-152)  |           |  |  |  |
|        | <a href="#">AB94</a>  | Assemblymember O'Neill  | Revises provisions relating to public works. (BDR 28-193)  |           |  |  |  |
|        | <a href="#">AB97</a>  | Committee on Judiciary  | Revises provisions relating to public safety. (BDR 14-499)   |           |  |  |  |
|        | <a href="#">SB17</a>  | Committee on Judiciary  | Revises provisions relating to specialty courts. (BDR 14-474)  |           |  |  |  |
|        | <a href="#">SB20</a>  | Committee on Judiciary  | Revises provisions relating to criminal procedure. (BDR 14-476)  |           |  |  |  |
|        | <a href="#">SB22</a>  | Committee on Revenue and Economic Development                         | Revises provisions governing the amount of the penalty for late payment of certain taxes and fees administered by the Department of Motor Vehicles. (BDR 32-303)   |           |  |  |  |
|        | <a href="#">SB23</a>  | Committee on Growth and Infrastructure                                | Revises provisions related to the use of cellular telephones and other handheld wireless communications devices by minors while operating a motor vehicle. (BDR 43-251)  |           |  |  |  |
|        | <a href="#">SB26</a>  | Committee on Judiciary  | Revises provisions authorizing certain entities to obtain information relating to the records of criminal history of certain persons responsible for the safety and well-being of children, elderly persons or persons with disabilities. (BDR 14-249) |           |  |  |  |
|        | <a href="#">SB30</a>  | Committee on Judiciary  | Revises provisions governing requests for public information relating to parole. (BDR 16-252)  |           |  |  |  |
|        | <a href="#">SB37</a>  | Committee on Growth and Infrastructure                                | Prohibits engaging in road rage. (BDR 43-242)  |           |  |  |  |
|        | <a href="#">SB38</a>  | Committee on Education  | Revises provisions relating to school emergency operations plans. (BDR 34-270)   |           |  |  |  |
|        | <a href="#">SB39</a>  | Committee on Government Affairs                                       | Revises provisions relating to emergency management. (BDR 36-269)  |           |  |  |  |
|        | <a href="#">SB41</a>  | Committee on Revenue and Economic Development                         | Revises provisions relating to the taxation of cannabis establishments. (BDR 32-284)   |           |  |  |  |
|        | <a href="#">SB48</a>  | Committee on Government Affairs                                       | Revises provisions relating to planning and zoning. (BDR 22-413)   |           |  |  |  |
|        | <a href="#">SB53</a>  | Committee on Growth and Infrastructure                                | Establishes certain requirements relating to notices of road hazards and road closures. (BDR 35-406)   |           |  |  |  |
|        | <a href="#">SB56</a>  | Committee on Growth and Infrastructure                                | Revises provisions relating to driving a vehicle or operating a vessel under the influence. (BDR 43-243)   |           |  |  |  |
|        | <a href="#">SB57</a>  | Committee on Government Affairs                                       | Revises provisions relating to portable event recording devices. (BDR 23-245)  |           |  |  |  |
|        | <a href="#">SB62</a>  | Committee on Judiciary  | Revises provisions relating to crimes. (BDR 15-507)  |           |  |  |  |
|        | <a href="#">SB65</a>  | Committee on Government Affairs                                       | Revises provisions relating to certain records of investigations of deaths. (BDR 20-452)   |           |  |  |  |
|        | <a href="#">SB80</a>  | Committee on Growth and Infrastructure                                | Revises certain provisions governing motor vehicles. (BDR 43-304)  |           |  |  |  |



## — NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY (NVACTS) MEMORANDUM

TO: NVACTS Members

FROM: Andrew Bennett, Chair

SUBJECT: NVACTS Meeting, April 22, 2025

### **Agenda Item 7: Equity Working Group Report (For Possible Action)**

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#### **1. SUMMARY OF AGENDA ITEM**

Report and discuss recommendations from the Equity Working Group.

#### **2. BACKGROUND**

N/A

#### **3. ANALYSIS**

N/A

#### **4. RECOMMENDATIONS FOR NVACTS ACTION**

N/A

#### **5. LIST OF ATTACHMENTS**

*Traffic Safety Demographics in Nevada Summary Report*

#### **6. PREPARED BY**

Lindsay Saner, Kimley-Horn, for Andrew Bennett, NVACTS Chair, NACO Representative (Clark County)



# Nevada Advisory Committee on Traffic Safety (NVACTS)

## TRAFFIC SAFETY DEMOGRAPHICS IN NEVADA

Special Report – April 2025

### Introduction

Under the direction of the Nevada Advisory Committee on Traffic Safety (NVACTS), the Safety Demographic Data Working Group (SDDWG) was formed with the goal, “To identify overrepresented and/or underserved populations in Nevada traffic crash data to inform effective interventions that equitably improve road safety.”

The SDDWG held five meetings over the course of 2024. The members represent multiple disciplines of road safety across the state.

- Amy Davey, DPS-OTS (Chair)
- Noehealani Bareng-Antolin, UNLV School of Medicine
- Assemblywoman Tracy Brown-May, Nevada Assembly
- Shannon Bryant, Traffic Safety Resource Prosecutor
- Major Kevin Honea, DPS Nevada State Police
- Tyler Mleczo, DPS Nevada State Police
- William White, DPS Nevada State Police
- Yvan Pittmon, DPS Nevada State Police
- Rebeca Lefler, NDOT
- Terri Lewis, NDOT
- Alex Neal, DHHS
- Julia Peek, DHHS
- Anita Pepper, DPS-OTS
- Rachael Shaw, TRPA
- Lacey Tisler, NDOT

The meeting topics were:

- Meeting 1 & 2: Identify and discuss equity models, review of national and Nevada data, resources, FHWA and NHTSA materials on equity in transportation and safety. Discuss NVACTS role in supporting equity and develop equity description and framework. Possible presentations: FHWA and NHTSA
- Meeting 3 & 4: Review best practice and recommendations from other states and organizations, discuss current programs and partnerships in Nevada, identify opportunities for new partnerships. Possible presentations: Participants (representing their organizations), Nevada state or local agencies or organizations.
- Meeting 5: Discuss and draft written materials such as fact sheets, briefing paper, recommendations, PowerPoint presentation for NVACTS.

This brief examines communities and populations that face disproportionately high traffic incident rates along with those who receive inadequate safety services.

Because of its distinctive socio-economic environment Nevada faces numerous traffic safety challenges which are intensified by distinct disparities among different demographic groups. The combined effects of socio-economic conditions and cultural diversity along with infrastructure constraints cause some groups to experience higher rates of traffic incidents while others seemingly receive insufficient safety support. The Safety Demographics/Equity Working sub-Group of NVACTS explored these issues by examining available data and national best practices on racial and ethnic disparities, age demographics, transportation modalities, disability issues, homelessness factors and differences between resident and non-resident road users. This report provides actionable recommendations to enhance traffic safety outcomes in Nevada

## **Disproportionate Impact on Racial and Ethnic Minorities**

Although American Indian/Alaska Native communities represent just 1.6% of Nevada's population and live mostly on 31 reservations they face disproportionately high rates of traffic-related incidents. This demographic is widely recognized across the U.S. as being overrepresented in crash statistics. Infants from these communities experience more than double the traffic crash risk when compared to other populations and data shows speeding and alcohol-related incidents are high-risk factors for all tribal populations.

A further review of data shows that Black, Hispanic, Asian, Native Hawaiian or other Pacific Islander also have fatality rates that exceed their representation within the Nevada overall populations.

### ***Recommendations:***

1. Establish grant-funded programs or projects that focus exclusively on outreach activities to connect state resources with tribal needs through dedicated resources.
2. Develop outreach initiatives that require face-to-face visits to communities over-represented in data to engage through listening and learning while showing cultural respect. State agency collaboration together with community leadership helps build trust and enables teamwork to enhance safety measures.
3. Consider an in-depth review of crash data within over-represented communities to determine additional risk factors and develop effective countermeasures, such as transportation patterns that can be addressed with safety treatments.

## **Socio-Economic Status**

Socio-economic status influences the types of transportation available to individuals and the types of transportation infrastructure they are exposed to. According to a report by NHTSA, low-income households are less likely to own vehicles and have access to transportation options in their community to perform daily tasks without personal cars. Low-income people are more likely to use public transportation and are more likely to be vulnerable road users (pedestrian, bicyclist, personal conveyance). Thirty seven percent of lower-income people report that they drove every day compared to 73 percent of higher-income people.

Localities that face economic disadvantages typically do not have essential road safety infrastructure and resources such as illuminated streets and pedestrian crossings along with traffic enforcement. The dangerous environment created by unsafe vehicles together with risky driving practices and substandard infrastructure impacts low-income communities the hardest. Nevada's Income Equity Fact Sheet shows us that across all crash types, the rate of traffic fatalities is higher in census block groups where the average household income is less than \$50,000 annually than those census blocks where household income is

greater than the rise in traffic fatalities across Nevada highlights the urgent necessity for interventions that address socio-economic disparities.

### ***Recommendations:***

1. Improve vehicle safety by developing a program supported by local mechanics, schools and non-profit organizations to assist with vehicle repairs for basic safety issues (e.g. lighting, brakes, tires)
2. Prioritize infrastructure upgrades in distressed neighborhoods using data on traffic fatalities improving street lighting, installing speed bumps, pedestrian crossings, and signage in high-risk areas through federal and state grants specifically for low-income community transportation safety improvements (e.g., Safe Streets and Roads for All grant).
3. Develop community education and outreach programs focused on the dangers of impaired, distracted, and fatigued driving.

## **Age Demographics and Traffic Safety**

The age demographics of a population significantly affect traffic safety issues within Nevada. Young drivers, those persons between the ages of 16 and 20, along with older drivers, those persons over 65 years represent higher proportions in crash statistics. Young drivers frequently do not have access to modern collision avoidance systems in their vehicles which increases their risk while highlighting the larger problem of insufficient safety technology distribution.

The greater likelihood of crashes among mature drivers stems from their slower reaction times and limited ability to turn their heads rapidly. The presence of advanced crash warning systems has not benefited many older adults who cannot buy vehicles with such features or due to a lack of understating of those features, turn them off, leaving them unprotected and more exposed to road dangers.

### ***Recommendations:***

1. New driver training can be improved by integrating compulsory safety webinars alongside practical in-person training sessions that teach real-world driving scenarios. Financial resources need to be directed towards updating driver's education materials with current safety technology advancements.
2. Foster assessment programs which evaluate older drivers' abilities. The combined work of health services and transportation agencies along with local law enforcement support at-risk drivers receiving proper guidance as well as alternative transportation choices.
3. Support programs that promote the use and understanding of advanced technologies that assist drivers.

## **Transportation Modalities and Micromobility**

The quick growth of micromobility choices like e-scooters and bicycles brings fresh traffic safety concerns. In crash-prone areas near transit hubs VRUs show a higher presence than average population density. Although these sustainable transportation modes serve as alternatives to cars, they create distinct risks for users and other road users.

### ***Recommendations:***

1. Infrastructure modifications at transit hubs should include the development of exclusive lanes and improved signage to protect users of micromobility devices. Enhanced lighting along with distinct road markings and physical barriers where possible should be implemented.

2. Areas with high micromobility-related incidents should receive increased behavioral enforcement efforts. We need to implement educational initiatives that teach users about safety protocols and device limitations.
3. County-level research should be carried out to pinpoint specific high-risk areas for vulnerable road users. The collected data serves as a foundation for developing targeted interventions that maximize efficacy while minimizing resource use.

## Addressing Ability and Disability Challenges

A substantial number of licensed drivers choose not to operate vehicles because of physical or mental restrictions which leads to an essential transportation access gap. Traffic safety programs fail to address the needs of this population segment because they operate under the assumption that most residents drive vehicles.

### *Recommendations:*

1. Create specialized driver education programs that help people overcome their unique challenges to obtain and maintain licenses. The program may offer financial support for training programs that assess drivers to enhance their road preparedness.
2. Initiate community-based transportation solutions and public options which support non-drivers to keep underprivileged groups connected to essential services and community activities.
3. The state should consider projects modeled after Washington State to study transportation challenges faced by people who hold a license yet choose not to drive.

## Homelessness and Traffic Safety

Recent statistics show Nevada has one of the highest homelessness rates in the U.S. and experienced a 20% rise in its homeless population during 2023. The homeless population faces increased road vulnerability because they experience long-term exposure to traffic conditions while possibly dealing with mental health or substance use disorders and a shortage of secure living spaces. Pedestrian death statistics reveal that homeless individuals suffer fatality rates far exceeding those of the general population which demonstrates the critical need for specific intervention strategies.

### *Recommendations:*

1. Create specific outreach programs that help homeless populations by using models from successful programs like Springfield, MO's "Use Your WITS" program. The development of such programs should include collaborations between local non-profits and mental health organizations.
2. Law enforcement, emergency services, and social service agencies should work together to offer comprehensive support through safe spaces, healthcare, and mental health counseling.
3. The program should identify homeless community members who can act as spokespersons and provide them with necessary support. The information provided by these speakers will enable the creation of customized safety initiatives as well as foster trust among populations who generally distrust such efforts.

## Resident vs Non-Resident Crash Dynamics

According to 2020-2024 crash data, approximately 7% of all crashes involve a non-Nevada resident, as identified by driver's licenses. However, approximately 35% of citations are non-Nevada residents or UNK. Based on anecdotal observations and opinion pieces, there is a sentiment that non-residents significantly

contribute to crashes. However, data shows that non-residents are involved in a relatively low rate of crashes. From my own experience in Tahoe, there is a lot of local frustration around tourists – driving well under the speed limit because they are lost or looking at the view, braking suddenly for a last-minute turn, not chaining up in the snow, and making illegal U-turns. While this is frustrating (and sometimes illegal, hence the 35% citations), these actions do not necessarily equate to more crashes and the data backs that up. In Las Vegas, couple of reddit threads on driving in Las Vegas overwhelming recommend two things: 1) always go when the light is yellow, or you may get rear-ended and 2) always pause when the light turns green to look for red-light runners. The sentiment here is that Las Vegas drivers run red lights and anyone new to the area should be careful to not get rear-ended at a yellow light or hit by a red-light runner; it puts the impetus on the person not committing a violation to change their behavior to avoid a crash.

### ***Recommendations:***

1. Incorporate “rules of the road” in marketing to tourists or on changeable message signs entering into the region. Marketing is already in progress (see sources under Nevada Road Safety Tips for Tourists/Non-residents) New Zealand has a very successful campaign with signs that say “NZ roads are different, allow more time”
2. Social media campaigns to resident population asking them to be patient and not expect visitors to know the roads like they do.
3. The state should implement educational campaigns and dynamic message signs at Nevada entry points to educate non-residents about local driving rules.

## **Policy Recommendations and Collaborative Actions**

The Safety Demographic/Equity Working Group’s analysis shows a multi-pronged approach is necessary to enhance traffic safety in Nevada by tackling both systemic and demographic-specific obstacles. Key policy actions include:

1. Municipal codes and state laws need updates to strengthen best practice policies and traffic safety enforcement while providing for sustained and improved support of education, road safety enhancements, and equitable access to transportation alternatives.
2. Initiate educational and outreach programs directed at groups with high representation levels including American Indian/Alaska Native communities and youth as well as populations that receive inadequate services such as the elderly, non-drivers and homeless individuals. All campaigns need to incorporate cultural and social awareness and require coordination with community representatives during their design process.
3. Continue collaborative relationships between state agencies such as NDOT and DMV alongside law enforcement with tribal organizations alongside non-profit groups and educational institutions. Develop dedicated positions including a grant-funded outreach liaison to maintain focused and sustainable efforts.
4. Secure additional funds for research and data gathering to identify existing safety gaps and evaluate the success of current interventions. Equity fact sheets development plays a part in tracking progress and shaping upcoming policy changes.

It is clear that Nevada’s traffic safety issues include elements closely connected to social and economic conditions. Targeted interventions must be developed for over-represented populations including American Indian/Alaska Native communities, youth and VRUs and under-served groups such as non-drivers and homeless populations because they face specific vulnerabilities. Through better data collection alongside

investments in education and outreach and progressive policy implementation as well as cross-sector collaboration efforts Nevada can start reducing these risks and build safer roadways. A multi-dimensional strategic plan is critical to address socio-economic disparities within Nevada's traffic safety environment for the protection of all road users.

### **Racial Equity in Traffic Fatalities in Nevada**

[https://zerofatalitiesnv.com/app/uploads/2024/09/NDOT\\_Nevada-Crash-Facts-Equity-Pages\\_Final-v5.pdf](https://zerofatalitiesnv.com/app/uploads/2024/09/NDOT_Nevada-Crash-Facts-Equity-Pages_Final-v5.pdf)

## Resources

### National

Health in All Policies | Policy, Performance, and Evaluation | CDC

<https://youtu.be/6ZBnRVqmwDo>

Environmental Justice

<https://www.environmentaljustice.gov/>

Real Talk on Equity in Roadway Safety | Vision Zero Network

<https://visionzeronetWORK.org/real-talk-on-equity-in-roadway-safety>

Integrating Equity into the Safe System Approach Presentation | FHWA (dot.gov)

<https://highways.dot.gov/safety/zero-deaths/integrating-equity-safe-system-approach-presentation>

Equity in Roadway Safety Webinar Series | FHWA (dot.gov)

<https://highways.dot.gov/safety/zero-deaths/equity-roadway-safety-webinar-series>

Public Roads - Spring 2023 | FHWA (dot.gov) – Virtual Magazine Dedicated to Transportation Equity

<https://highways.dot.gov/public-roads/spring-2023>

Institutionalizing Equity through Transportation Decision Making

<https://www.youtube.com/watch?v=lhmLwYgexYY>

USDOT Equity

<https://www.transportation.gov/priorities/equity>

USDOT Equity Road Safety

<https://highways.dot.gov/safety/zero-deaths/equity-roadway-safety>

Equity in Transportation GIS Resources

<https://hepgis-usdot.hub.arcgis.com/pages/equity-in-transportation-gis-resources>

An Analysis of Traffic Fatalities by Race and Ethnicity

<https://www.ghsa.org/resources/Analysis-of-Traffic-Fatalities-by-Race-and-Ethnicity21>

FHWA - Promising Practices to Address Road Safety among People Experiencing Homelessness

<https://highways.dot.gov/safety/zero-deaths/promising-practices-address-road-safety-among-people-experiencing-homelessness>

Climate and Economic Justice Screening Tool

<https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>

American Public Transportation Association – Diversity, Equity and Inclusion

<https://www.apta.com/research-technical-resources/diversity-equity-and-inclusion/>

Equity in Transportation for People with Disabilities

<https://www.civilrightsdocs.info/pdf/transportation/final-transportation-equity-disability.pdf>

### State

Kirk Kerkorian School of Medicine at UNLV Traffic Safety Research Team Subscription

<https://lp.constantcontactpages.com/su/MQt4nuX/TSRTRENDSignup>

NHTSA presentation from the July 17th meeting of the Nevada Joint Interim Committee Meeting on Growth and Infrastructure and Health and Human Services meeting: Start at agenda item 3 at the 9:30

mark.

<https://www.leg.state.nv.us/Video/>

Nevada Census Profile

<https://data.census.gov/profile/Nevada?g=040XX00US32>

Nevada Census Population Change

<https://www.census.gov/library/stories/state-by-state/nevada-population-change-between-census-decade.html>

Tahoe Regional Planning Agency – Transportation Equity Study

<https://www.trpa.gov/wp-content/uploads/FINAL-Equity-Study-with-Appendix.pdf>



## **— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY (NVACTS) MEMORANDUM**

TO: NVACTS Members

FROM: Andrew Bennett, Chair

SUBJECT: NVACTS Meeting, April 22, 2025

### **Agenda Item 8: Nevada Strategic Highway Safety Plan Update Overview**

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#### **1. SUMMARY OF AGENDA ITEM**

Receive a presentation on the 2026-2030 Strategic Highway Safety Plan process.

#### **2. BACKGROUND**

N/A

#### **3. ANALYSIS**

N/A

#### **4. RECOMMENDATIONS FOR NVACTS ACTION**

N/A

#### **5. LIST OF ATTACHMENTS**

N/A

#### **6. PREPARED BY**

Lindsay Saner, Kimley-Horn, for Andrew Bennett, NVACTS Chair, NACO  
Representative (Clark County)





## **— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY (NVACTS) MEMORANDUM**

TO: NVACTS Members

FROM: Andrew Bennett, Chair

SUBJECT: NVACTS Meeting, April 22, 2025

### **Agenda Item 9: Revisions to NVACTS Bylaws**

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#### **1. SUMMARY OF AGENDA ITEM**

Discuss potential changes to NVACTS Bylaws.

#### **2. BACKGROUND**

N/A

#### **3. ANALYSIS**

N/A

#### **4. RECOMMENDATIONS FOR NVACTS ACTION**

N/A

#### **5. LIST OF ATTACHMENTS**

*Current NVACTS Bylaws*

#### **6. PREPARED BY**

Lindsay Saner, Kimley-Horn, for Andrew Bennett, NVACTS Chair, NACO Representative (Clark County)



# **NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY (NVACTS) BYLAWS**

## **ARTICLE 1 – NAME**

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

## **ARTICLE 2 - AUTHORITY**

- 2.1 The authority for establishing NVACTS is found in the State of Nevada Revised Statutes (NRS) Chapter 408, which creates the Advisory Committee on Traffic Safety within the Department of Transportation.
- 2.2 The Advisory Committee shall review, study and make recommendations regarding:
  - 2.2.1 Evidence-based best practices for reducing or preventing deaths and injuries related to motor vehicle crashes on roadways in this State;
  - 2.2.2 Data on motor vehicle crashes resulting in death or serious bodily injury in this State, including, without limitation, factors that cause such crashes and measures known to prevent such crashes;
  - 2.2.3 Policies intended to reduce or prevent deaths and injuries related to motor vehicle crashes on roadways in this State; and
  - 2.2.4 Any other matter submitted by the Chair.
- 2.3 NVACTS shall prepare and submit to the Governor and to the Director of the Legislative Counsel Bureau for transmittal to the Legislature an annual report concerning the activities of the Advisory Committee that addresses, without limitation, any issue reviewed or studied, and any recommendations made by the Advisory Committee.

## **ARTICLE 3 - PURPOSE AND FUNCTION**

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

- 3.1.5 NVACTS will provide guidance to state, county, all local agencies, and tribal communities that incorporate a commitment to traffic safety in their mission and/or organization.
- 3.1.6 NVACTS will review and approve a strategic plan that will impact the present and predicted statistics on vehicle-related deaths and injuries, focusing on key emphasis areas and containing strategies designed to improve major problem areas or to advance effective practices by means that are both cost-effective and acceptable to the majority of Nevada's citizens.
- 3.1.7 NVACTS will establish and publish statewide highway safety goals and objectives.
- 3.1.8 NVACTS will create the mechanisms to foster multidisciplinary efforts to resolve statewide traffic safety problems and issues through communication and cooperative agreements.

#### **ARTICLE 4 – MEMBERSHIP**

- 4.1 The members of the Advisory Committee shall elect from their voting membership a Chair and a Vice Chair. The Chair shall preside at the meetings of the NVACTS. If the Chair is unable to attend, then the Vice Chair shall assume the duties of the Chair.
- 4.2 The term of office of the Chair and the Vice Chair is 2 years. If a vacancy occurs in the office of Chair or Vice Chair, the members of the Advisory Committee shall elect a Chair or Vice Chair, as applicable, from among its voting members to serve for the remainder of the unexpired term.
- 4.3 NVACTS shall consist of:
  - Director (or designee), Department of Transportation (NDOT)
  - Representative (appointed by NDOT Director) of NDOT
  - Director (or designee), Department of Health and Human Services (DHHS)
  - Director (or designee), Department of Motor Vehicles (DMV)
  - Director (or designee), Department of Public Safety (DPS)
  - Representative (appointed by DPS Director) of DPS
  - Superintendent (or designee), Department of Education (DED)

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

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

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

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

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

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

Representative, Regional Transportation Commission of Southern Nevada (RTCSNV)

Representative, Regional Transportation Commission of Washoe County (RTC)

Representative, Carson Area Metropolitan Planning Organization (CAMPO)

Representative, Tahoe Regional Planning Agency (TRPA)

Representative, Nevada Association of Counties (NACO)

Representative, Nevada League of Cities

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

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

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

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

## **ARTICLE 5 - VOTING**

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

## **ARTICLE 6 - COMPENSATION**

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

## **ARTICLE 7 – MEETINGS**

- 7.1 The Advisory Committee shall meet at least once each calendar quarter and may meet at such further times as deemed necessary by the Chair.
- 7.2 NVACTS members may submit agenda items no later than 12 working days before a scheduled meeting to the Chair. These agenda items will be approved by the Chair and will be distributed to the NVACTS members seven days prior to the scheduled NVACTS meeting date.
- 7.3 Meetings will comply with the Nevada Open Meeting Law (NRS 241).
- 7.4 The deliberations at NVACTS meetings shall be in accord with Robert's Rules of Order-Newly Revised.

## **ARTICLE 8 - WORKING GROUPS**

- 8.1 The Advisory Committee may establish such working groups and similar entities from within or outside its membership as necessary to address specific issues or otherwise to assist in its work.
- 8.2 Each Working Group will be required to analyze the issue assigned, determine cause and develop solutions and strategies for addressing the contributing factors of the subject matter assigned.
- 8.2.1 A member of NVACTS shall chair each Working Group.
- 8.2.2 The size and composition of a Working Group will be determined by the appointed chair.
- 8.2.3 Working Group membership are not required to be limited to members of the NVACTS, and when possible, they will be composed of a diverse selection of representatives from relevant state, federal, county, local, and tribal agencies in an effort to ensure all aspects of the topic are identified and addressed.
- 8.2.4 Working Groups may meet as frequently as needed.

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

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

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

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

8.3 Working Groups will report to the NVACTS as directed.

## **ARTICLE 9 - TECHNICAL SUPPORT STAFF**

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

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

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

9.1.3 Provide research assistance and statistical data to the NVACTS.

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

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

## **ARTICLE 10 - ADOPTION and AMENDMENTS**

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

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

Approved by action of the Committee at the meeting on August 20, 2024



## **— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY (NVACTS) MEMORANDUM**

TO: NVACTS Members

FROM: Andrew Bennett, Chair

SUBJECT: NVACTS Meeting, April 22, 2025

### **Agenda Item 10: Dram Shop Law Discussion**

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#### **1. SUMMARY OF AGENDA ITEM**

Discuss potential NVACTS policy priority to be developed for the 2026 interim committee review and possible working group.

#### **2. BACKGROUND**

N/A

#### **3. ANALYSIS**

N/A

#### **4. RECOMMENDATIONS FOR NVACTS ACTION**

N/A

#### **5. LIST OF ATTACHMENTS**

N/A

#### **6. PREPARED BY**

Lindsay Saner, Kimley-Horn, for Andrew Bennett, NVACTS Chair, NACO Representative (Clark County)





— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY  
(NVACTS) MEMORANDUM

TO: NVACTS Members

FROM: Andrew Bennett, Chair

SUBJECT: NVACTS Meeting, April 22, 2025

Agenda Item 11: Discuss NVACTS Meeting Date and Location

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1. SUMMARY OF AGENDA ITEM

Discuss the recurring date and location for NVACTS meetings in 2025.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

5. LIST OF ATTACHMENTS

N/A

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Andrew Bennett, NVACTS Chair, NACO  
Representative (Clark County)





— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY  
(NVACTS) MEMORANDUM

TO: NVACTS Members

FROM: Andrew Bennett, Chair

SUBJECT: NVACTS Meeting, April 22, 2025

### Agenda Item 12: Open Discussion

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#### 1. SUMMARY OF AGENDA ITEM

This agenda item allows for additional comments from NVACTS Members.

#### 2. BACKGROUND

N/A

#### 3. ANALYSIS

N/A

#### 4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

#### 5. LIST OF ATTACHMENTS

N/A

#### 6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Andrew Bennett, NVACTS Chair, NACO  
Representative (Clark County)



## — NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY (NVACTS) MEMORANDUM

TO: NVACTS Members

FROM: Andrew Bennett, Chair

SUBJECT: NVACTS Meeting, April 22, 2025

### Agenda Item 13: Public Comment

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#### 1. SUMMARY OF AGENDA ITEM

This agenda item allows for the second public comment period of the meeting. This public comment period is for any matter that is within the jurisdiction of the public body. No action may be taken upon a matter raised under public comment period unless the matter itself has been specifically included on an agenda as an action item. The Chair of the Committee will impose a time limit of three (3) minutes.

#### 2. BACKGROUND

N/A

#### 3. ANALYSIS

N/A

#### 4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

#### 5. LIST OF ATTACHMENTS

N/A

#### 6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Andrew Bennett, NVACTS Chair, NACO Representative (Clark County)





— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY  
(NVACTS) MEMORANDUM

TO: NVACTS Members

FROM: Andrew Bennett, Chair

SUBJECT: NVACTS Meeting, April 22, 2025

Agenda Item 14: Adjourn Meeting

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1. SUMMARY OF AGENDA ITEM

Adjourn the meeting.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

5. LIST OF ATTACHMENTS

N/A

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Andrew Bennett, NVACTS Chair, NACO  
Representative (Clark County)