

Nevada Advisory Committee on Traffic Safety (NVACTS)

MEETING MINUTES (Draft)

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

1. Call to Order/Roll Call

The meeting of the Nevada Advisory Committee on Traffic Safety (NVACTS) was called to order at 10:01am on April 22, 2025. 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

Major Kevin Honea, 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

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

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

Rachael Shaw, Tahoe Regional Planning Agency

Theresa Gaisser, Regional Transportation Commission of Southern Nevada

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

Non-Voting Members Present

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

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

Members Absent

Shannon Bryant, Chair, Committee on Testing for Intoxication (non-voting member)

Xuan Wang, Regional Transportation Commission of Washoe County

Cliff Banuelos, Inter-Tribal Council of Nevada

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

Senator Rochelle Nguyen, Nevada State Senate Committee on Growth & Infrastructure

Vacant

Department of Education

Administrative Office of the Courts

2. Public Comment

No public comment.

3. Approve December 16, 2024, Meeting Minutes (Approved)

Review and approve the minutes from the previous meeting.

Motion: To approve the December 16, 2024 Meeting Minutes. Passed unanimously.

Final Meeting Minutes will be posted online.

4. Traffic Safety Data and Trends (Information/Discussion)

Anita Pepper, DPS-OTS, presented the statewide monthly crash report and trends on the preliminary data through March 31, 2025. The format for the state fatal report has been improved and includes updated graphics, maps, and a 10-year historical comparison of fatal crashes and fatalities. The state reports are sent monthly on the previous month's preliminary data. The past ten years has shown a steady climb in fatalities on Nevada's roadways. Fatal crashes based on 100,000 population illustrate that the rates are increasing alongside the number of people living in Nevada.

Nationally, most states saw a rise in 2020 but have experienced a flat or decreasing trend since then, but Nevada is still trending upward.

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

5. Vulnerable Road User (VRU) Safety Project at UNLV Presentation (Information/Discussion)

Associate professors at UNLV School of Public Health, Courtney Coughenour and Maxim Gakh, presented on the VRU Safety Project.

UNLV has reviewed hot spots identified from the [VRU Safety Assessment](#) completed by NDOT in 2023. Of the hot spots identified, further inspection was conducted at three locations in Clark County and the City of Las Vegas where infrastructure improvements are planned for the near future. Their work is taking public health and health outcomes into account through walk audits and collaboration with community members and organizations.

Project objectives include community member engagement with public health and built environment through use of a steering committee comprised of community partners. The project team will be specifically looking at posted speed limits, locations of crosswalks, access management, and connectivity for pedestrians and bicyclists.

The team is using the "Infrastructure for Healthy Living: A [Project Scoping Tool](#)" (PST) which has been developed for over five years and is utilized to provide project recommendations prioritizing public health. The tool currently focuses on urban environments in Clark County but the team plans to expand the capabilities of the tool for Washoe County improvements soon.

6. Policy Priority Working Group Report (Information/Discussion)

Chair Bennett provided an update on the 2025 Nevada Legislative session. Items herein are those that have been tracked and discussed throughout session by the Policy Priority Working Group.

[SB415](#) – Use of Automated Traffic Enforcement System (NVACTS BDR)

- Will not move forward
- Chair Bennett expressed gratitude to Assemblywomen Nguyen for this to be heard by the Senate of Growth and Infrastructure.

[SB416](#) – Revises provisions relating to the statewide sobriety and drug monitoring program (NVACTS BDR)

- Will move forward, amended.
- Chair Bennett expressed gratitude to Sean Sever for all his efforts on the amended language.

Upcoming legislative deadlines:

- Tuesday, April 22, 2025 First House Passage
- Friday, May 16, 2025 Committee Passage (Second House)

- Friday, May 23, 2025 Second House Passage

Chair Andrew Bennett is a registered lobbyist for the 83rd Session of the Nevada Legislature (Session) representing NVACTS.

Please reach out to Andrew Bennett via call or text (702-217-1168) for any questions or comments throughout Session.

7. Equity Working Group Report (For Possible Action)

Amy Davey provided a summary of the activities and recommendations of the “Equity Working Group,” established to review Nevada safety data to understand the types of people and communities that are overrepresented in the crash data.

The working group reviewed both national and statewide data and resources, NVACTS’ role in supporting equity, and strategic partnerships with communities that are impacted by crashes and crash data. In the short time this working group met, recommendations for research were identified:

Disproportionate Impact on Racial and Ethnic Minorities

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

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.

Transportation Modalities and Micromobility

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

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

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

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

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.

Based on the research found, Nevada follows the trend of national statistics and socio-economic status does play a role in under and over-represented populations. The working group also found that non-residents are not overrepresented in fatalities, but they do receive more citations. These recommendations are not expected to be accepted with action taken by NVACTS; rather, a proposal for further research, training, and policy recommendations.

Both Chair Andrew Bennett and Vice Chair Julia Peek shared that these recommendations will play a role in NVACTS policy priorities during the interim session. They also foresee some moving forward and discussed through the development of NDOT's next 5-year Strategic Highway Safety Plan (SHSP).

Motion: To adopt the EWG Report inclusive of its recommendations by Dr. Kuhls. Passed unanimously.

Final EWG Report will be posted online. The group will remain in an inactive status to reinstate in the future without requiring a vote by NVACTS.

8. Nevada Strategic Highway Safety Plan (SHSP) Update Overview (Information/Discussion)

The SHSP is a requirement for federal aid through the Highway Safety Improvement Plan (HSIP). This plan is a data-driven, Safe System Approach with strategies and actions to reduce fatalities and serious injuries. The 2026-2030 plan development is underway and will be completed by the end of 2025, to be signed by the Governor.

The data shows Nevada's top issues remain the same as they were five years ago: speed, impairment, intersections, and vulnerable road users.

FHWA requires the following components for development of the SHSP: stakeholder coordination, coordination with other plans, and targets that are data-driven and performance-based. Progress needs to be tracked and monitored with strategies to be effective using data aligning with best practices. Annually, states receive rules based on the crash data and based on a state's ability to meet the FHWA's performance targets, implementation plans receive funding if safety targets are not being met.

NVACTS plays an important role in the SHSP as this committee is comprised of executive leadership across the state.

Surveys will be distributed soon to NVACTS members and stakeholders. Additionally, stakeholder workshops will be held in the next few months.

If you are interested in being involved in the development of the SHSP update, please reach out to Lacey Tisler at ltisler@dot.nv.gov. For more information on the SHSP, please visit: [STRATEGIC HIGHWAY SAFETY PLAN - Zero Fatalities](#)

9. Revisions to NVACTS Bylaws (Information/Discussion)

Chair Bennett proposed revisions to NVACTS Bylaws, which are detailed below.

3.1.6 – NVACTS ~~will~~ **may** review and ~~approve~~ **recommend approval of statewide strategic traffic safety plans** ~~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.

Recommendations may be a letter of support to the approving body of the statewide strategic traffic safety plan.

- NDOT requests that NVACTS reviews and recommends approval of SHSP.

8.2.1 Each Working Group shall be chaired by an individual whose organization is represented by a member of NVACTS.

Addition of 8.2.1.1 to either allow a chair of a working group to be appointed by the NVACTS Chair or by a vote of NVACTS members.

- Remove the requirements of NVACTS member being a working group chair to allow subject matter experts the ability to lead discussions.

The proposed revisions to the NVACTS By-laws will be for possible action at the next NVACTS meeting.

10. Dram Shop Law Discussion (Information/Discussion)

Chair Bennett provided background on the topic of a “dram shop law” in Nevada and proposed that NVACTS establish a working group.

Nevada is one of eight states that does not impose civil liability on bars, casinos, or other alcohol vendors for harm caused by an intoxicated person.

This law has not been brought to legislation in Nevada since the early 90s. New Jersey has been successful at passing a Dram Shop law since that time. The intent for establishing a working group under NVACTS is to investigate what other states have done and the feasibility of this in Nevada, as impairment is a factor in 51% of fatalities on Nevada’s roads.

This working group would review the specifics of dram shop law, gain understanding about the need for dram shop law in Nevada and determine the necessity to forward this for the 2027 legislative session.

The working group is anticipated to be eight months long with 7 meetings at about 90 minutes per meeting.

Participation from those outside of the Traffic Safety community would be needed in the conversation; however, the group will consist of less than 20 members.

The establishment of a Dram Shop Working Group is proposed and will be included for possible action at the next NVACTS meeting.

11. Discuss NVACTS Meeting Date and Location (Information/Discussion)

NVACTS Meetings will repeat bi-monthly through 2025. Chair Bennett proposed the meetings to be hosted on the fourth Tuesday of the month from 2:00 PM – 4:00 PM.

- June 24, August 26, and December 23 at the LCB in Carson City and Las Vegas.
- The October meeting will be at the South Point Hotel during the Traffic Safety Summit, October 21-23.
 - Information on the Safety Summit can be found here:

12. Open Discussion

None.

13. Public Comment

No public comment.

14. Adjourn Meeting

Meeting was adjourned at 3:43 PM.

Attachments

NVACTS Meeting Minutes from December 16, 2024

Statewide Monthly Fatality Report (March)

Vulnerable Road User Safety Project at UNLV Presentation

Traffic Safety BDR Tracker

Equity Working Group Final Report (Traffic Safety Demographics in Nevada)

Current NVACTS Bylaws

Nevada Advisory Committee on Traffic Safety (NFACTS)

MEETING MINUTES

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, Chair, 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_final.pdf

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

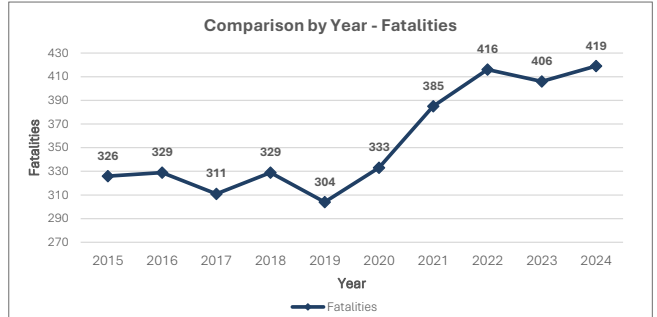
This report is compiled by the Office of Traffic Safety and includes detailed statistics on traffic fatalities in Nevada. The report breaks crash data down by behavior, county, and year-over-year changes, and includes monthly data, year-to-date data, and previous year data. The report aims to provide 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.](#)

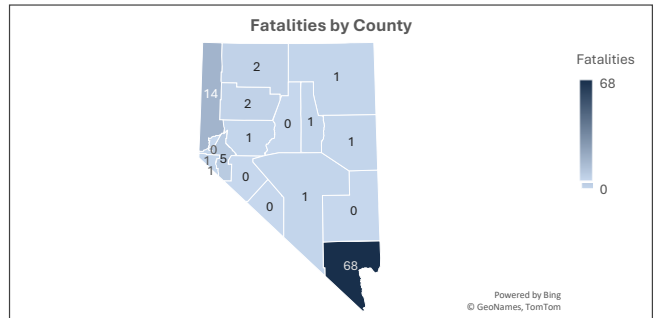
Data as of: March 31, 2025

Crash Comparison by Month - Current Reporting Period

<p>2025 Fatal Crashes During Current Reporting Period</p> <p>93</p> <p>+3.33% % Change from 2024</p>	<p>2025 Fatalities During Current Reporting Period</p> <p>98</p> <p>-2.97% % Change from 2024</p>
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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%
Reporting Period Total	90	93	3.33%	101	98	-2.97%
Year End Total	90			101		



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%
Reporting Period Total	90	93	3.33%	101	98	-2.97%	42	43	2.38%	14	14	0.00%
Year End Total	381			419			201			66		

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



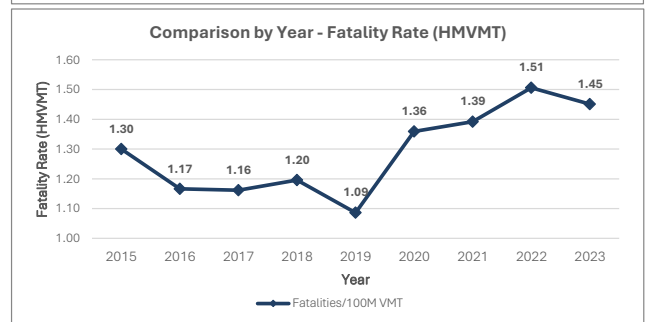
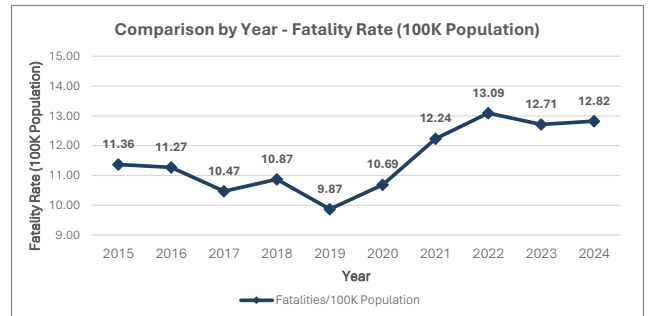
Zero Fatalities
Lives are on the Line

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%
Reporting Period Total	38	29	-14.71%	2	5	150.00%	17	21	23.53%	2	0	-100.00%
Year End Total	113			15			83			7		

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
10-Year Total	3,558	9,928		
10-Year Average	355.8	1,103.1		



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

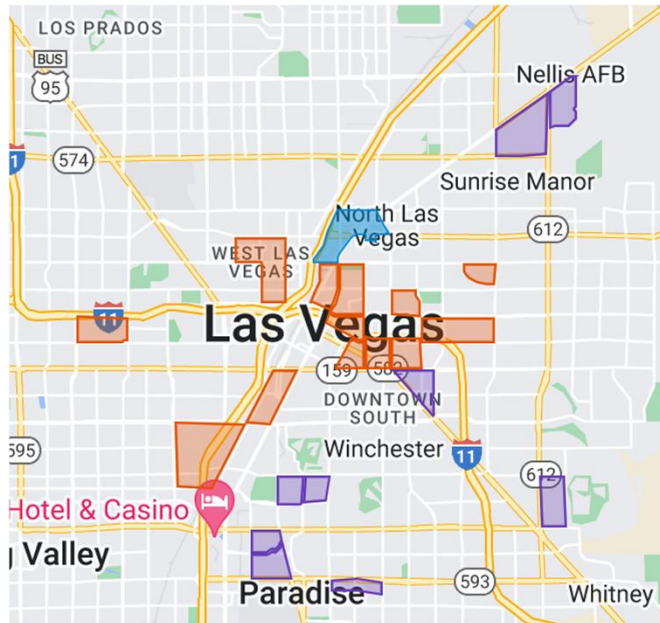
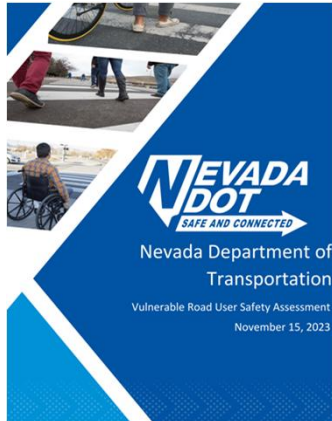


1



2

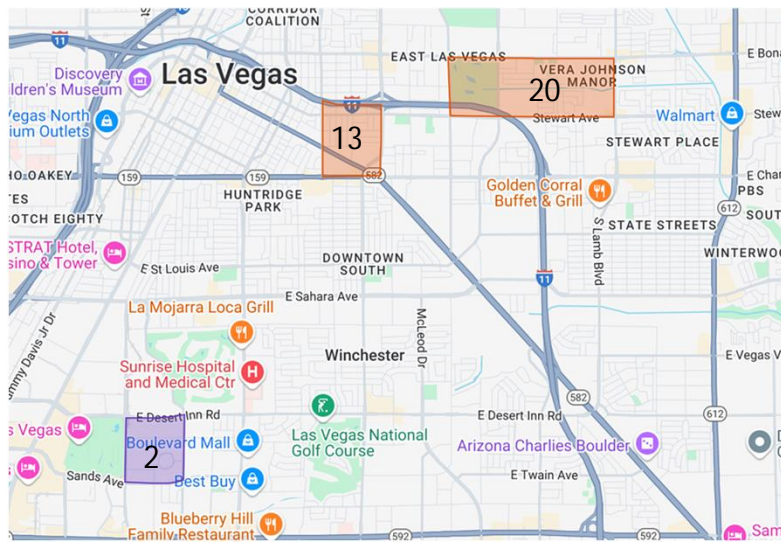
Project background NDOT VRU Report



3

VRU Project Hot Spots

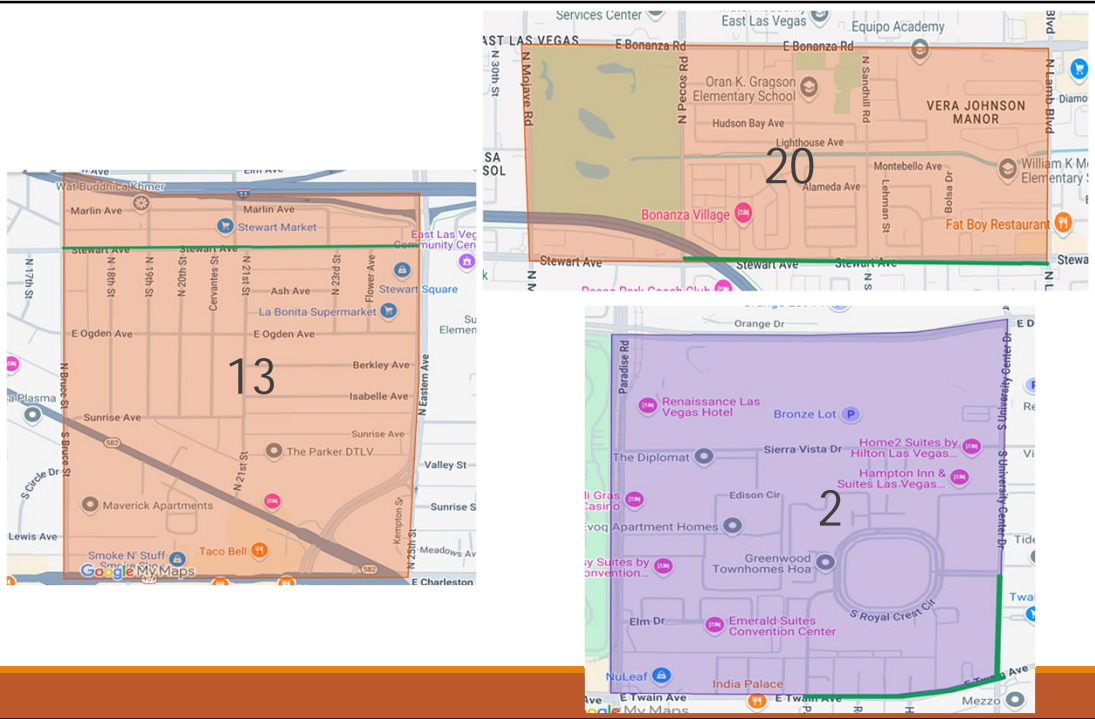
LEGEND - HOT SPOTS:
City of Las Vegas
Unincorporated Clark County



VRU Hotspot	Property Damage Crash	Claimed Injury Crash	Non-Serious Injury Crash	Serious Injury Crash	Fatal Crash	Crash Total	ADI	Bike	Walk	Bus Stop	Grocery Stores
2	4	11	9	2	2	28	8	1.80%	4.80%	9	0
13	2	11	15	5	2	35	9	0%	5.10%	15	0
20	0	13	19	2	1	35	9	0%	1.60%	31	0

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Walk Audit Areas



5

Project Objectives

Objective 2

Engage community members and interested parties around the role that infrastructure plays in traffic safety and center community engagement in developing safer, data-driven infrastructure.

- Timeline: October 2026
- Actions so far: Established Steering Committee, recruited two community partners – Make the Road Nevada and Puentes, began recruiting process for community members, attended community meetings and traffic safety events

Objective 3

Conduct Vulnerable Road User (VRU) assessments in selected Clark County VRU “hot spots”

- Timeline: October 2025
- Actions so far: Selected three VRU hot spots with community and jurisdictional input, conducted PST assessment for all VRUs, began scheduling walk audits

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Project Objectives

Objective 4

Validate the PST by cross-referencing its outputs with other information.

- Timeline: December 2025
- Actions so far: Began exploring new sources to add to PST such as Social Vulnerability Index, Justice 40

Objective 5

Enhance the capability of the PST to assess existing infrastructure and infrastructure needs in Clark and Washoe counties moving forward.

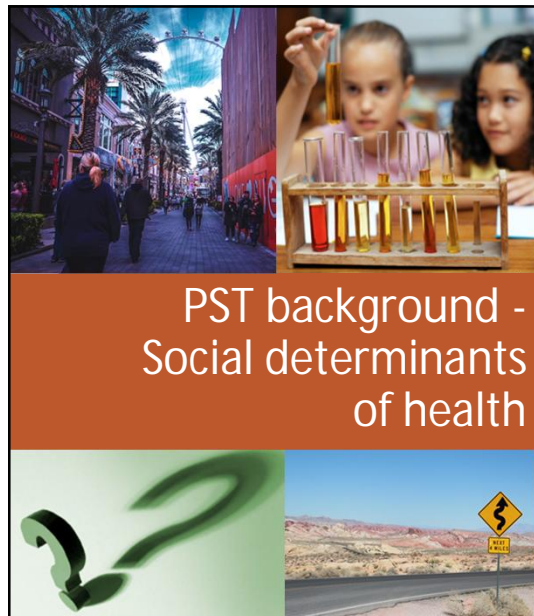
- Timeline: May 2026
- Actions so far: Began process of instructional and response updates for PST based upon source updates, met with RTC of Washoe County, Began exploring Washoe County data sources

Objective 6

Disseminate project work and findings to interested parties and partners.

- Timeline: October 2026
- Actions so far: Began summarizing activities for final report

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PST background - Social determinants of health

Social determinants of health=Other sectors drive health

- Consider the transit-health nexus including crashes, walkability, bikeability
- Built environment changes can encourage physical activity
- Structural elements including sidewalks, crossings, roadways, intersections, transit & other measures impact injury rates through crashes involving pedestrians.¹
- Shared roadways, biking facilities on roads, shared use paths, traffic calming, intersections, signage, maintenance & other measures impact crashes involving bicyclists.²

1. Institute of Medicine. *For the Public's Health: Revitalizing Law and Policy to Meet New Challenges*. Washington, DC: The National Academies Press; 2011.

2. Mead, J., Zegeer, C., & Bushell, M. (2014). *Evaluation of pedestrian-related roadway measures: A summary of available research*. Pedestrian & Bicycle Information Center (for the Federal Highway Administration). https://www.pedbikeinfo.org/cms/downloads/PedestrianLitReview_April2014.pdf.

3. Mead, J., McGrane, A., Zegeer, C., & Thomas, L. (2014). *Evaluation of bicycle-related roadway measures: A summary of available research*. Pedestrian & Bicycle Information Center (for the Federal Highway Administration). https://www.pedbikeinfo.org/cms/downloads/06%2013%202014%20BIKESAFE%20Lit%20Review_FINAL.pdf.

8

Infrastructure for Healthy Living Project Scoping Tool (PST)

<https://pst.rtcsv.com/intro/>



9

PST Overview

- Step 1: Assess area's existing need
- Step 2: Assess existing infrastructure
- Step 3: Select proposed infrastructure

➔

Area Existing Need

		Existing Infrastructure		
		Below Average	Average	Above Average
High		Best	Best	Best
Medium		Best	≥ Better	≥ Good
Low		≥ Better	≥ Good	Minimal potential for benefit

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Jurisdiction: Choose the appropriate jurisdiction

- City of Las Vegas
- City of North Las Vegas
- Clark County
- City of Henderson
- Boulder City
- City of Mesquite

[Go to Step 1](#)

Step 1: Assess Area's Existing Need Jurisdiction: City of Las Vegas

Existing Needs Assessment											Domain	Points
Q1: How underserved is the geographic area where the project will be built? Use U. of Wisconsin Area Deprivation Index (state deciles) available here											Equity	/10
ADI	1	2	3	4	5	6	7	8	9	10		
Q2: What is the current rate of biking to work in the proposed project's Census Tracts? Use U.S. Census data available here											Active Transport	/5
Rate: 0-2%												
Q3: What is the current rate of walking to work in the proposed project's Census Tracts? Use U.S. Census data available here												
Rate: 0-1.3%												
Q4: What is the pedestrian crash rate in the proposed project's Census Tracts? Use pedestrian crash data from pedcrash.com												

The health-promoting features recommended for this project are highlighted below. These recommendations are based on answers to questions in Steps 1 & 2. They are intended to promote walkability and bicyclability and to reduce crashes in a targeted manner. Please consider these recommendations in your project design decisions.

To complete Step 3, please choose the features that you plan to include in the project. You are highly encouraged to select features that correspond to the recommendations generated by this tool. However, you may choose not to follow a recommendation (i.e., select a feature that is not recommended or select not to include a recommended feature), if you believe a specific recommendation is inappropriate for this particular project. If you choose not to follow a recommendation, please use the "justify" column below "Justification" to explain why you are choosing not to follow a recommendation and what you are choosing instead and why.

Area's Existing Need: **Medium Need**

Existing Infrastructure: **Average**

Recommendation: **a Better**

Category	Good for health promotion	Better for health promotion	Best for health promotion	Justification
1: Speed Limit	<input type="radio"/> 35 mph	<input type="radio"/> 30 mph	<input checked="" type="radio"/> 25 mph	
2: Traffic Calming	<input type="radio"/> Reduce lane widths with centerlines, edge lines or other pavement markings.	<input type="radio"/> Reduce lane widths with raised center medians to discourage passing in two-way turn lanes.	<input checked="" type="radio"/> Reduce lane widths and/or reduce number of lanes.	Did not install chicanes and speed warning flashing beacons
	<input type="radio"/> Install painted curb extensions at crosswalks.	<input checked="" type="radio"/> Install painted curb extensions at crosswalks.	<input checked="" type="radio"/> Install raised center medians.	
	<input type="radio"/> Install painted chicanes with lane delineators.	<input checked="" type="radio"/> Install painted chicanes with lane delineators.	<input checked="" type="radio"/> Install raised curb extensions.	
	<input type="radio"/> Install speed warning flashing beacons.	<input type="radio"/> Install speed warning flashing beacons.	<input type="radio"/> Install chicanes.	
	<input type="radio"/> Install speed warning flashing beacons.	<input type="radio"/> Install speed warning flashing beacons.	<input type="radio"/> Install speed warning flashing beacons.	

PST Design and Results

11

Acknowledgements & Thanks

Southern Nevada Health District Office of Chronic Disease Prevention & Health Promotion

UNLV School of Public Health

City of Las Vegas Department of Public Works

Regional Transportation Commission of Southern Nevada

UNLV College of Engineering

Nevada Minority Health & Equity Coalition

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Next steps for VRU Safety Project

- Recruit community members and a third community partner organization
- Conduct walk audits with community partners and community members in May 2025
- Gather input on PST and update the tool
- Scout additional data sources for PST
- Explore Washoe County data sources and tools

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*Interested in helping us to further develop the PST?

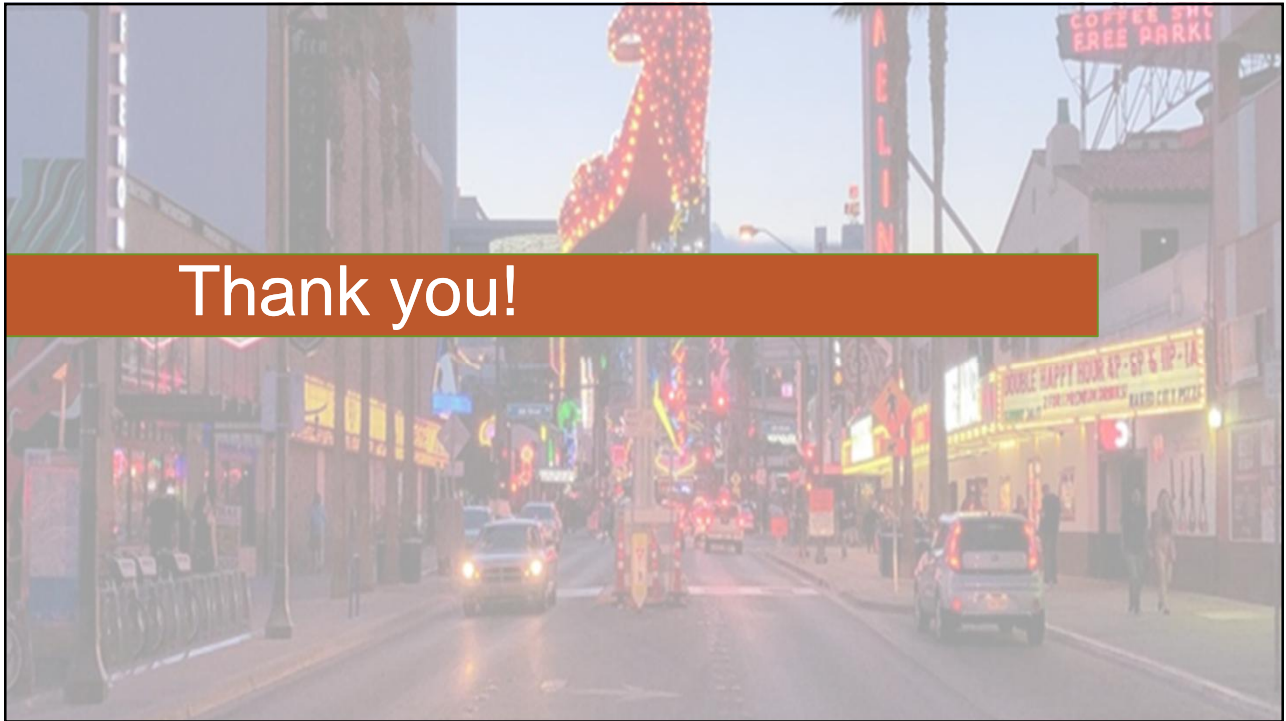
*Are you aware of any additional secondary data sources, web map tools, or other publicly available datasets at the community or neighborhood level?

Contact Information

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Update	BDR #	Bill	Sponsor	Description	Potential Impact	Priority	Lead Agency	Current Committee	Notes/Comments
				Last Update 04/15/25 https://www.leg.state.nv.us/Session/83rd2025/				Indicates how a bill will be tracked. Bills designated as	
Yes		AB54	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 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		AB55	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		AB61	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	AB111	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		AB168						Assembly Growth and Infrastructure - Amended, to printer. 04/14/2025	
Yes - Will not pass	43-162	AB175	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		AB375	Assemblymember Yaeger / 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	AB402	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	AB417	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	AB527	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		SB37	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		SB53	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		SB56	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		SB78	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	Not a traffic safety bill but may impact NVACTS 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	SB304	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	SB320	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	SB415	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	SB416	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
	Noted but not tracked								
	8		Senator Scheible	Revises provisions relating to public safety					
	9		Senator Scheible	Revises provisions relating to public safety					
	C-21	AJR3	Assemblymember Kasama	AJR: Revises provisions governing legislative affairs and operations	None				No impact on road safety. This is a legislative accountability bill.
	C-22	AJR4	Assemblymember Kasama	AJR: Revises provisions governing legislative affairs and operations	None				No impact on road safety. This is a legislative regulatory bill.
	43-48	AB117	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	AB149	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	SB121	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	AB203	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	AB99	Assemblymember Gurr	Designates picot punch as the state drink	None				
	143		Senator Nguyen	Revises provisions relating to artificial intelligence					
	35-148	AB110	Assemblymember Gallant	Revises provisions relating to the designation of certain highways	Minimal				
	149		Assemblymember Gallant	Revises provisions relating to cannabis					
	15-157	AB150	Assemblymember Orentlicher	Revises provisions governing the administration of justice	Minimal				Authorizes the DMV to display an alternate address for Tribal Judiciary members.
	43-161	AB111	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	AB175	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	SB197	Senator Daly	Revises provisions relating to law enforcement	None				Changes to the Brady-Giglio list for disclosure
	43-200	AB140	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	SB136	Senator Scheible	Revises provisions relating to governmental administration					
	16-241	SB141	Senator Scheible	Revises provisions relating to local facilities for detention					
	14-246	AB4	Division of Parole and Probation of the Department of Public Safety	Revises provisions relating to parole and lifetime supervision					
	14-247	SB7	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	AB154	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	AB232	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	SB13	Nevada Supreme Court	Revises provisions relating to bail				
14-475	AB13	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	SB14	Attorney General	Revises provisions relating to certain conduct				
520		Senator Cannizzaro	Revises provisions relating to public safety				
1-535	AB218	Assemlblymember González	Revises provisions relating to criminal justice				
	AB20	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
	AB28	Committee on Government Affairs	Revises provisions related to transportation. (BDR 22-463)	None			
	AB34	Committee on Judiciary	Revises provisions relating to certain crimes. (BDR 15-443)				
	AB43	Committee on Government Affairs	Revises provisions relating to public works. (BDR 28-465)				
	AB61	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)				
	AB66	Committee on Judiciary	Revises provisions relating to district courts. (BDR 1-473)				
	AB76	Committee on Judiciary	Revises provisions relating to cannabis. (BDR 56-286)				
	AB78	Committee on Revenue	Revises provisions relating to licenses for the distribution of alcoholic beverages. (BDR 32-283)				
	AB81	Assemblymember La Rue Hatch	Exempts the State of Nevada from provisions of federal law relating to daylight saving time. (BDR 19-23)				
	AB84	Assemblymember Koenig	Revises provisions relating to county roads. (BDR 35-152)				
	AB94	Assemblymember O'Neill	Revises provisions relating to public works. (BDR 28-193)				
	AB97	Committee on Judiciary	Revises provisions relating to public safety. (BDR 14-499)				
	SB17	Committee on Judiciary	Revises provisions relating to specialty courts. (BDR 14-474)				
	SB20	Committee on Judiciary	Revises provisions relating to criminal procedure. (BDR 14-476)				
	SB22	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)				
	SB23	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)				
	SB26	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)				
	SB30	Committee on Judiciary	Revises provisions governing requests for public information relating to parole. (BDR 16-252)				
	SB37	Committee on Growth and Infrastructure	Prohibits engaging in road rage. (BDR 43-242)				
	SB38	Committee on Education	Revises provisions relating to school emergency operations plans. (BDR 34-270)				
	SB39	Committee on Government Affairs	Revises provisions relating to emergency management. (BDR 36-269)				
	SB41	Committee on Revenue and Economic Development	Revises provisions relating to the taxation of cannabis establishments. (BDR 32-284)				
	SB48	Committee on Government Affairs	Revises provisions relating to planning and zoning. (BDR 22-413)				
	SB53	Committee on Growth and Infrastructure	Establishes certain requirements relating to notices of road hazards and road closures. (BDR 35-406)				
	SB56	Committee on Growth and Infrastructure	Revises provisions relating to driving a vehicle or operating a vessel under the influence. (BDR 43-243)				
	SB57	Committee on Government Affairs	Revises provisions relating to portable event recording devices. (BDR 23-245)				
	SB62	Committee on Judiciary	Revises provisions relating to crimes. (BDR 15-507)				
	SB65	Committee on Government Affairs	Revises provisions relating to certain records of investigations of deaths. (BDR 20-452)				
	SB80	Committee on Growth and Infrastructure	Revises certain provisions governing motor vehicles. (BDR 43-304)				

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. Personal experience in Tahoe was referenced, “here 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, a couple of reddit threads on driving in Las Vegas overwhelmingly 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 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

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) 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