Human Factors Task Force Meeting Summary

Subject: Nevada SHSP – Human Factors Task Force Meeting

Date: Thursday, October 1, 2026 | **Time:** 1:30 PM – 2:30 PM

Attendees

- See attachments for the meeting attendees **(Attachment)**

Agenda

- Welcome and Introductions — **Tim Burrows**
  - Zach Davis zdavis@dot.nv.gov (NDOT) and
  - Alex Neal a.neal@dhhs.nv.gov (DHS)
- Updated layout of the Zero Fatalities Website: https://zerofatalitiesnv.com/task-forces/human-factors/

1. Data Update and Safety Moment

- Attendees were provided an update on year-to-date statewide fatal data ending August 31, 2026.

2. Action Steps

- Attendees were provided information on the current Action Plan **(Attachment) with a focus on the short term time frame actions**

3. Behavioral Health Presentation — Alex Neal

Dr. Samuel Hickson provided the attendees a presentation, Attention Under Construction: How Distraction, Human Factors and Work Zones Shape Safer Roads in Nevada **(Attached)**

4. Upcoming Meetings — Tim Burrows

- NVACTS – October 13, 10:00 am –12:00 pm (Nevada Traffic Safety Summit)
- Traffic Safety Summit – October 13–15, Atlantis Resort and Casino, Reno
  - https://zerofatalitiesnv.com/2026-traffic-safety-summit/
- Impaired Driving Task Force Meeting – November 4, 12:00–1:30 pm
- Next Human Factors Meeting – January 2026 (TBD)

Actions: No actions

Attachments:

- Attendee List
- 2026-07-09 Meeting Summary
- Behavioral Health Presentation
- Monthly Crash Data Report (as of August 31, 2026)

Human Factors Task Force Meeting Summary

Subject: Nevada SHSP – Human Factors Task Force Meeting

Date: July 9, 2026 | **Time:** 1:00 PM – 2:00 PM

Attendees

- See attachments for the meeting attendees **(Attachment A)**

Agenda

- Welcome and Introductions — **Tim Burrows**
  - Zach Davis zdavis@dot.nv.gov (NDOT) and
  - Alex Neal a.neal@dhhs.nv.gov (DHS)
- Updated layout of the Zero Fatalities Website: https://zerofatalitiesnv.com/task-forces/human-factors/

1. Data Update and Safety Moment

- Attendees were provided an update on year-to-date statewide fatal data ending May 2026.

2. Action Steps

- Attendees were provided information on the current Action Plan **(Attachment)** and how it relates to the Human Factors Task Force and where the actions that the task force will oversee are located.

3. Mentimeter — **Alex Neal**

- Task Force Champion, Alex Neal, conducted a Mentimeter presentation with questions related to how public health dynamics can be correlated to support

4. Upcoming Meetings — **Tim Burrows**

- Attendees were provided updates on upcoming meetings.
  - Safer People Strategy Team Meeting Tuesday, July 14, 1:30–2:30 PM
  - Safer Vehicles Strategy Team Meeting Tuesday, Sept 8, 2:00–3:00 PM
  - Nevada Traffic Safety Summit October 13-15, Atlantis Resort, Reno
  - Post-Crash Care Strategy Team Meeting November 10, 2:00-4:00 PM

Actions: No actions

Attachments:

- Attendee List
- Human Factors Action Step Report
- 2025 Year-End Crash Data Report
- Monthly Crash Data Report (as of May 31, 2026)

Human Factors Task Force Meeting Sign-In (07/09, 2026)				
Attended	FirstName	LastName	Agency/Organization	Email
☐	Charisse	Abbie	National Tribal Judicial Center	charissea@judges.org
☐	Sergio	Avila	AAA Nevada	sergio.avila@nevada.aaa.com
☑	McKenna	Bacon	Nevada Department of Transportation	mbacon@dot.nv.gov
☐	Adam	Blount	Reno Police Department	blounta@reno.gov
☑	Erin	Breen	University of Nevada, Las Vegas Transportation Research Center	scp.unlv@gmail.com
☑	Tim	Burrows	Kimley-Horn	tim.burrows@kimley-horn.com
☑	Mike	Colety	Kimley-Horn	mike.colety@kimley-horn.com
☐	Zachary	Cord	Nevada Department of Motor Vehicles	zcord@dmv.nv.gov
☑	Courtney	Coughenour	University of Nevada, Las Vegas School of Community Health Sciences	courtney.coughenour@unlv.edu
☐	Amy	Davey	Nevada Department of Public Safety Office of Traffic Safety	amy.davey@dps.state.nv.us
☐	Zach	Davis	Nevada Department of Transportation	zdavis@dot.nv.gov
☐	Sherry	Ely Mendes	Pyramid Lake Paiute Tribe	sely-mendes@plpt.nsn.us
☐	Mark	Fountaine	Nevada Department of Public Safety Office of Traffic Safety	m.fountaine@dps.state.nv.us
☐	John	Galicia	University of Nevada, Reno Police Services	jgalicia@police.unr.edu
☐	Jeff	Garrett	Nevada Drive Academy	jeff@nevada-drive-academy.com
☐	Kimberly	Goodwin	Nevada Department of Transportation	kgoodwin@dot.nv.gov
☐	Jennifer	Grube	Clark County School District Safe Routes to School	grubejl@nv.ccsd.net
☐	Mike	Gustafson	Elko County Police Department	mgusgus@hotmail.com
☐	Keith	Habig	Clark County School District Police Department	habigkr@nv.ccsd.net
☐	P.K.	Handley	Motorcycle Awareness & Training for Traffic and Rider Safety (MATTRS)	fourfingerpro@mac.com
☐	Todd	Hartline	Nevada Department of Public Safety Office of Traffic Safety	thartline@dps.state.nv.us
☑	Anabel	Hernandez	Kimley-Horn	anabel.hernandez@kimley-horn.com
☐	Mark	Hill	National Counsel of Juvenile and Family Court Judges	mhill@ncjfcj.org
☐	Loy	Hixson	Nevada Department of Public Safety Highway Patrol	lhixson@dps.state.nv.us
☐	Kevin	Honea	Nevada Department of Public Safety Highway Patrol	khonea@dps.state.nv.us
☑	Rob	Honea	Nevada Department of Public Safety Office of Traffic Safety	rhonea@dps.state.nv.us

Human Factors Task Force Meeting Sign-In (07/09, 2026)				
Attended	FirstName	LastName	Agency/Organization	Email
☐	Sierra	Hooft	University of Nevada, Reno Police Services	sierrahooft@unr.edu
☑	Deborah	Huff	Nevada Department of Public Safety Highway Patrol	dhuff@dps.state.nv.us
☐	Pushkin	Kachroo	University of Nevada, Las Vegas	pushkin@unlv.edu
☐	Natasha	Koch	Nevada Department of Public Safety Highway Patrol	nkoch@dps.state.nv.us
☐	Carrie	Krupp	Nevada Department of Public Safety Office of Traffic Safety	clkrupp@dps.state.nv.us
☐	Rojer	Markesen	Washoe County School District Police Department	rmarkesen@washoeschools.net
☑	Meg	Matta	Nevada Department of Public Safety Office of Traffic Safety	mmatta@dps.state.nv.us
☑	Justin	McDonald	Nevada Department of Public Safety Office of Traffic Safety	jmcdonald@dps.state.nv.us
☐	Mathew	Morris	Nevada Department of Transportation	mmorris@dot.nv.gov
☐	Johnean	Morrison	Nevada Department of Public Safety Office of Traffic Safety	jjmorrison@dps.state.nv.us
☐	Benjamin	Morrison	Nevada Department of Public Safety Office of Traffic Safety	b.morrison@dps.state.nv.us
☐	William	Murwin	Nevada Department of Public Safety Highway Patrol	wmurwin@dps.state.nv.us
☐	Shashi	Nambisan	University of Nevada, Las Vegas Transportation Research Center	shashi@unlv.edu
☐	Alexandra	Neal	Nevada Department of Health and Human Services	a.neal@dhhs.nv.gov
☐	Nick	Nordyke	Nevada Department of Public Safety Office of Traffic Safety	nnordyke@dps.state.nv.us
☐	Maurilio	Olivares	Nevada Department of Transportation	molivares@dot.nv.gov
☐	Anita	Pepper	Nevada Department of Public Safety Office of Traffic Safety	a.pepper@dps.state.nv.us
☑	David	Ranson	Storey County Sheriff's Office	dranson@storeycounty.org
☐	Michael	Rooker	Nevada Department of Transportation	mrooker@dot.nv.gov
☐	Laurie	Sanders	College of Southern Nevada, DWED Business Development	laurie.sanders@csn.edu
☐	Lindsay	Saner	Kimley-Horn	lindsay.saner@kimley-horn.com
☐	Bobbie	Sullivan	Nevada Department of Health and Human Services	bsullivan@health.nv.gov
☐	Brad	Taylor	Washoe County Crime Lab	bltaylor@washoecounty.gov
☐	Glen	Taylor	Nevada Department of Public Safety Office of Traffic Safety	gtaylor@dps.state.nv.us
☑	Shara	Thiesen	Nevada Department of Transportation	sthiesen@dot.nv.gov
☐	July	Thompson	Duckwater Shoshone Tribe	dst_injurypreventionspecialist@outlook.com

	Human Factors Task Force Meeting Sign-In (07/09, 2026)			
Attended	FirstName	LastName	Agency/Organization	Email
☐	Zong	Tian	University of Nevada, Reno	zongt@unr.edu
☑	Lacey	Tisler	Nevada Department of Transportation	ltisler@dot.nv.gov
☐	Tiffany	Tucker	Kimley-Horn	tiffany.tucker@kimley-horn.com
☐	Brennan	White	Mothers Against Drunk Driving (MADD)	brennan.white@madd.org
☑	Mandy	McLaughlin	Nevada Department of Transportation	amclaughlin@dot.nv.gov
☑	Sebastian	Otano	Nevada Department of Transportation	sotano@dot.nv.gov
☑	Elena	Fernandez	Safe Routes To School	fernae1@nv.ccsd.net
☑	Laura	Wise	Nevada Depatment of Transportation	lwise@dot.nv.gov
☑	Siena	Illa	Nothern Nevada Public Health	silla@nnph.org
☑	Ema	Terriquez-Segura	Nevada Department of Transportation	esegura@dot.nv.gov
☑	Brianna	Boulay	AAA Nevada	
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Strategy Team: Safer Roads (SR)

No Strategies

Strategy Team: Safer Speeds (SS)

No Strategies

Strategy Team: Safer Vehicles (SV)

Strategy #SV.1: Vehicle Safety Standards Assessment

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment	Task Forces	Partners
1	Require blind spot and AEB (automatic emergency braking) technologies for all state-owned fleet purchases.	N/A	N/A	01/16/2026	○ Not Started	Develop or update procurement standards for state-owned fleet.	N/A	Human Factors	N/A
2	Create state-level government procurement and grant program that incentivizes both public and private fleet operators to equip vehicles with crash-avoidance technology.	N/A	N/A	01/16/2026	○ Not Started	Develop policy document detailing requirements to qualify for grant-incentive program.	N/A	Human Factors	N/A

Strategy #SV.2: Statewide Vehicle Safety Technology Awareness Campaign

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment	Task Forces	Partners
1	Design and disseminate public information campaign on the role of vehicle safety technology (AEB, lane keeping, speed limiters) to prevent collisions, especially for aging drivers and teen parents.	Kristen Marshall (NDOT - Planning) Chantelle Ewing (NDOT - Planning)	N/A	01/16/2026	○ Not Started	Safety campaign focused on the role of vehicle safety.	N/A	Human Factors	N/A
2	Partner with dealerships to include vehicle safety information at point of sale.	N/A	N/A	01/16/2026	○ Not Started	Published materials (flyer, brochure, or e-communications) to share with dealerships.	N/A	Human Factors	N/A

Strategy Team: Safer People (SP)

Strategy #SP.1: Statewide Behavior Change Campaign with Local Grants

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment	Task Forces	Partners
1	Develop traffic safety behavioral change campaigns (speed, distraction, seat belts) and activate through trusted community-based organizations at the local level.	N/A	N/A	01/16/2026	○ Not Started	Coordinate campaigns with concurrent efforts for NV at the local level.	N/A	Safer Speeds Human Factors	NDOT - Planning
3	Develop and present motorcycle safety presentations to other agencies, corporate partners, schools/universities for teens and adults.	N/A	N/A	01/16/2026	○ Not Started	Utilizing NV Rider, develop and distribute material at local events.	N/A	Human Factors	N/A

Strategy #SP.2: Road Safety Education through Lifespan Approach

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment	Task Forces	Partners
1	Connect driver s education, job training programs, public school curriculum, and senior centers with messages around safety, responsibility, and human vulnerability on the road.	Chantelle Ewing (NDOT - Planning)	N/A	01/16/2026	○ Not Started	Directory of advocates to share information across multiple agencies, institutions and community groups. Regularly share safety messages with advocates.	N/A	Human Factors	N/A
2	Create modular safety curriculum tailored to different age groups and professions.	N/A	N/A	01/16/2026	○ Not Started	Identify current curriculum to assess any gaps; develop new presentations to address any needs.	N/A	Human Factors	NDOT - Planning
4	Expand the number of ranges across the state to increase the frequency and locations for motorcycle training courses.	N/A	N/A	01/16/2026	○ Not Started	Identify locations and funding sources.	N/A	Human Factors	N/A

Strategy #SP.3: Impaired Driving Prevention through Systems Disruption

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment	Task Forces	Partners
2	Expand partnerships between bars, rideshare providers, campuses, and event venues to offer real-time alternate transport and safe ride incentives.	N/A	N/A	01/16/2026	○ Not Started	Identify what partnerships currently exist across the state and when incentives are offered.	N/A	Human Factors	N/A
4	Produce a policy for all future business license applications and permit issuance that aligns with best practices for limiting single vehicle parking.	N/A	N/A	01/16/2026	○ Not Started	Develop policy to change statewide; Tie to Code requirements for parking for certain land uses and business license/permits.	N/A	Human Factors	N/A

Strategy Team: Post-Crash Care (PCC)

No Strategies

Strategy Team: Traffic Records Coordinating Committee (TRCC)

No Strategies

NEVADA STATEWIDE MONTHLY FATAL REPORT

Nevada Department of Public Safety Office of Traffic Safety

Zero Fatalities — Lives are on the Line

Date of Report: 6/5/2026
Current Reporting Period: January 1, 2026 - May 31, 2026

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).

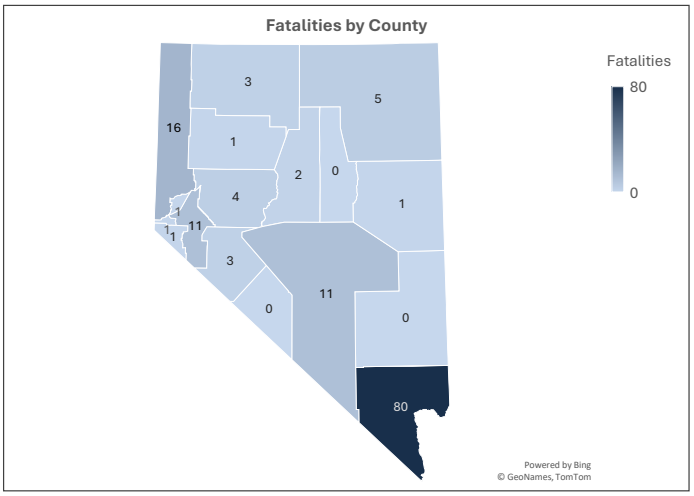
For more detailed information on traffic fatalities and the behaviors causing them, please refer to the Nevada Fatal Crash Dashboard.

Data as of: May 31, 2026

Crash Comparison by Month - Current Reporting Period

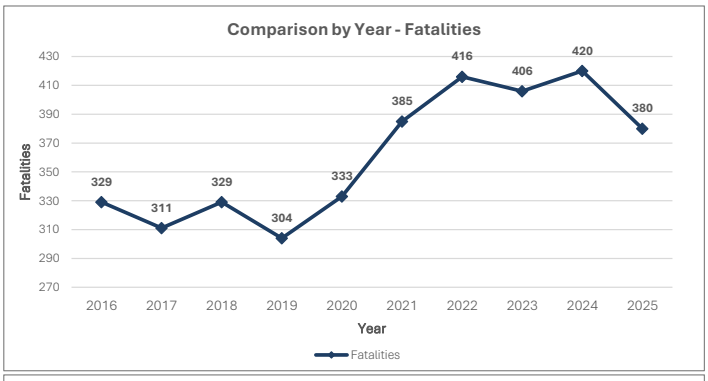
2026 Fatal Crashes During Current Reporting Period		2026 Fatalities During Current Reporting Period	
134	-15.72% % Change from 2025	140	-16.17% % Change from 2025

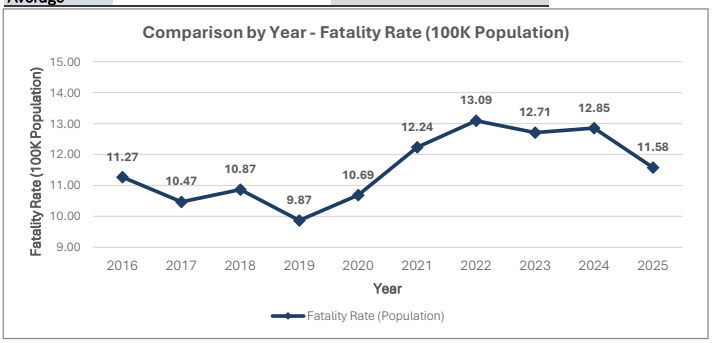
Month	2025 Fatal Crashes	2026 Fatal Crashes	% Change	2025 Fatalities	2026 Fatalities	% Change
January	38	29	-23.68%	39	29	-25.64%
February	31	23	-25.81%	32	25	-21.88%
March	26	21	-19.23%	29	24	-17.24%
April	39	29	-25.64%	39	30	-23.08%
May	25	32	28.00%	28	32	14.29%
June	0	0	0.00%	0	0	0.00%
July	0	0	0.00%	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	**159**	**134**	**-15.72%**	**167**	**140**	**-16.17%**
Year End Total	**362**			**380**		

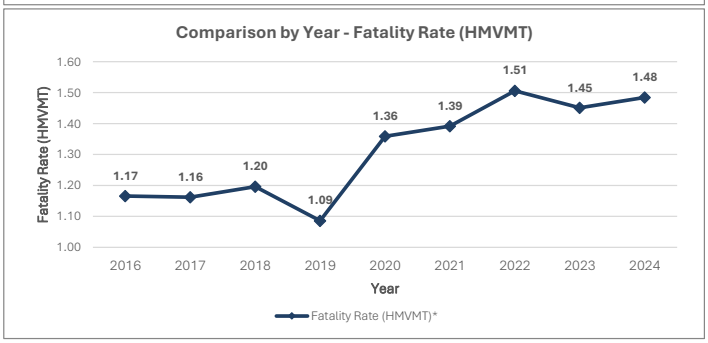


10-Year Historical Crash Comparison

Year	Fatalities	Serious Injuries	Fatality Rate (Population)	Fatality Rate (HMVMT)*
2016	329	1,267	11.27	1.17
2017	311	1,086	10.47	1.16
2018	329	893	10.87	1.20
2019	304	982	9.87	1.09
2020	333	964	10.69	1.36
2021	385	1,097	12.24	1.39
2022	416	1,130	13.09	1.51
2023	406	1,070	12.71	1.45
2024	420	1,176	12.85	1.48
2025	380	#N/A	11.58	#N/A
10-Year Total	**3,613**	**9,665**		
10-Year Average	**361.3**	**1,073.9**		







HMVMT refers to "100 million vehicle miles traveled" and is the total number of miles traveled by all vehicles statewide, aggregated to units of 100 million miles.

Continue to Page 2 for an additional breakdown of crashes by driver behavior, vehicle type, and road user.

NEVADA STATEWIDE MONTHLY FATAL REPORT

Nevada Department of Public Safety Office of Traffic Safety

Zero Fatalities — Lives are on the Line

Crash Comparison by County - Current Reporting Period

County	2025 Fatal Crashes	2026 Fatal Crashes	% Change	2025 Fatalities	2026 Fatalities	% Change	2025 Vehicle Occupants	2026 Vehicle Occupants	% Change	2025 Unrestrained	2026 Unrestrained	% Change
Clark	112	78	-30.36%	115	80	-30.43%	40	24	-40.00%	16	9	-43.75%
Washoe	24	16	-33.33%	27	16	-40.74%	14	4	-71.43%	6	2	-66.67%
Lyon	3	10	233.33%	4	11	175.00%	3	10	233.33%	0	2	200.00%
Carson City	1	1	0.00%	1	1	0.00%	1	1	0.00%	1	1	0.00%
Nye	1	9	800.00%	1	11	1000.00%	1	7	600.00%	0	0	0.00%
Elko	3	5	66.67%	3	5	66.67%	1	3	200.00%	0	2	200.00%
Douglas	1	1	0.00%	1	1	0.00%	1	1	0.00%	0	0	0.00%
Churchill	3	4	33.33%	3	4	33.33%	1	3	200.00%	0	1	100.00%
Humboldt	2	3	50.00%	3	3	0.00%	1	2	100.00%	1	2	100.00%
White Pine	2	1	-50.00%	2	1	-50.00%	1	1	0.00%	0	0	0.00%
Pershing	3	1	-66.67%	3	1	-66.67%	3	1	-66.67%	1	0	-100.00%
Lander	0	2	200.00%	0	2	200.00%	0	2	200.00%	0	0	0.00%
Mineral	1	2	100.00%	1	3	200.00%	1	3	200.00%	1	0	-100.00%
Lincoln	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Storey	1	1	0.00%	1	1	0.00%	1	0	-100.00%	0	0	0.00%
Eureka	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%
Esmeralda	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
Reporting Period Total	**159**	**134**	**-15.72%**	**167**	**140**	**-16.17%**	**71**	**62**	**-12.68%**	**27**	**19**	**-29.63%**
Year End Total	**362**			**380**			**168**			**67**		

Vulnerable Road User and Motorcyclist Fatalities - Current Reporting Period

County	2025 Pedestrian	2026 Pedestrian	% Change	2025 Bicycle	2026 Bicycle	% Change	2025 Motorcycle	2026 Motorcycle	% Change	2025 Other Scooter, Moped, ATV	2026 Other Scooter, Moped, ATV	% Change
Clark	39	26	-33.33%	7	1	-85.71%	29	27	-6.90%	0	2	200.00%
Washoe	4	8	100.00%	1	3	200.00%	8	1	-87.50%	0	0	0.00%
Lyon	0	1	100.00%	0	0	0.00%	1	0	-100.00%	0	0	0.00%
Carson City	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Nye	0	3	300.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%
Elko	0	1	100.00%	0	0	0.00%	1	0	-100.00%	1	1	0.00%
Douglas	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Churchill	1	1	0.00%	0	0	0.00%	1	0	-100.00%	0	0	0.00%
Humboldt	2	1	-50.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
White Pine	0	0	0.00%	0	0	0.00%	1	0	-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	1	100.00%	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	**46**	**41**	**-10.87%**	**8**	**4**	**-50.00%**	**41**	**30**	**-26.83%**	**1**	**3**	**200.00%**
Year End Total	**109**			**17**			**83**			**3**		

KEY

Fatalities: Total number of reported deaths (vehicle occupants, pedestrian, motorcyclist, bicyclist, and other).

Vehicle Occupants: Driver and occupant fatalities in a motor 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, aggregated to units of 100 million miles.

DISCLAIMER

This report is a point in time comparison.

This data does not include data fields marked by the officer as unknown.

2025 data is preliminary and does not necessarily include final reports (Form 5, coroner, and/or toxicology).

2025 data is not final until FARS release in 2027. 2026 data is not final until FARS release in 2028.

2025 VMT data is expected to be released in July 2026.

Note: The monthly report will be distributed by the 7th of each month.

SOURCES

State Fatal Crash Data, Office of Traffic Safety

Population Data, United States Census Bureau

VMT Data, NDOT

1. Summary

Meeting title

Name	Email
Burrows, Tim	Tim.Burrows@kimley-horn.com
Samuel Hickson	shickson@wakeresearch.com
Davis, Zachary	ZDavis@dot.nv.gov
Otano Sebastian	sotano@dot.nv.gov
Robert Honea	rhonea@dps.state.nv.us
Hao Xu	haox@unr.edu
Erin Breen (Unverified)	
Daisy Lodovico	daisy.lodovico@doe.nv.gov
Terriquez Segura, Ema	esegura@dot.nv.gov
Alexandra Neal	a.neal@dhs.nv.gov
Mclaughlin, Mandy	amclaughlin@dot.nv.gov
Bacon, McKenna	mbacon@dot.nv.gov
Thiesen, Shara	sthiesen@dot.nv.gov
Tisler, Lacey L. (Guest)	ltisler@dot.nv.gov
Wise, Laura	LWise@dot.nv.gov
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NEVADA

STATE HIGHWAY SAFETY PLAN

HUMAN FACTORS TASK FORCE

ATTENTION UNDER CONSTRUCTION

How Distraction, Human Factors, and Work Zones Shape Safer Roads in Nevada

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SHSP Human Factors Task Force Meeting

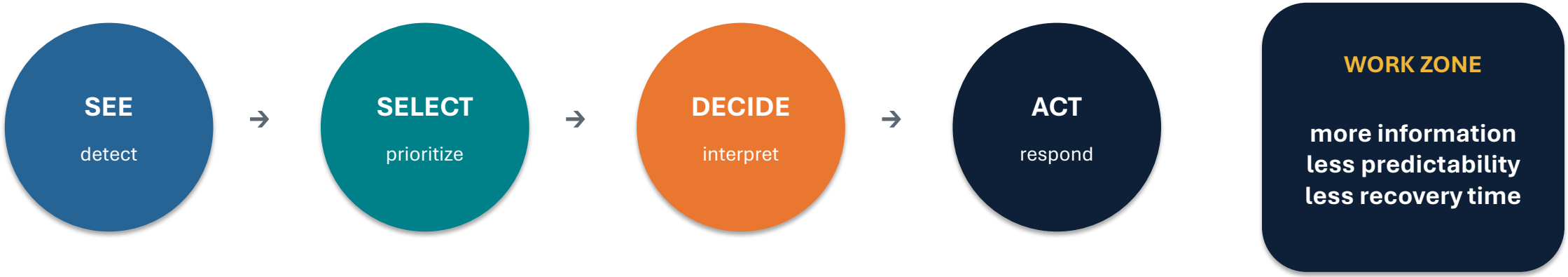
October 1, 2026

1:30 PM – 2:30 PM

PEOPLE
PLACES
BEHAVIORS
SAFER ROADS

Attention is a limited-capacity safety resource

Driving continuously taxes working memory, inhibition, vigilance, and task switching.



Working memory

Hold new rules

Inhibition

Ignore irrelevant cues

Vigilance

Stay alert over time

Task switching

Reorient quickly

Design for predictable variability in attention — not an idealized, perfectly focused driver.

Zhang et al., Accident Analysis & Prevention (2023), PMID 37060663.

Distraction can capture eyes, hands, or mind

VISUAL

Eyes off road

MANUAL

Hands off control

COGNITIVE

Mind off task

PHONE

often all 3

FOOD / DRINK

visual + manual

INTERNAL

worry • symptoms • rumination

TECH

visual + cognitive

The safety mechanism is attentional competition — regardless of whether the source is external or internal.

CDC, Distracted Driving (updated Jan. 28, 2026).

Clinical conditions can change attention-relevant functions

A diagnosis does not determine whether an individual is a safe driver. Function, severity, treatment, sleep, experience, and context matter.

ADHD	sustained attention • inhibition • working memory	Crash-risk associations reported in large cohorts.
DEPRESSION	concentration • processing speed • psychomotor function	Real-world study found elevated crash/near-crash rates associated with symptoms.
ANXIETY / PTSD	threat monitoring • intrusive thoughts • attentional capture	PTSD review reports lapses/errors; crash evidence remains variable.
SLEEP APNEA	vigilance • alertness • reaction time	2022 meta-analysis: accident odds >2× controls.
COGNITIVE IMPAIRMENT	attention • executive • visuospatial processing	Driving-performance impairment documented; individual assessment is essential.

Human factors should design around functional demands — not diagnostic labels.

Chang 2017; Davis 2018; Clapp 2022; Garbarino 2022; Hird 2017. Full citations at end.

Nevada work zones and distraction: two measurable safety burdens

Nevada's current SHSP identifies both work zones and distracted driving in officer-reported fatality and serious-injury data.

NEVADA WORK ZONES

5,955 crashes

2020–2024

31 fatal work-zone crashes

Clark County:

5,157 crashes • 22 fatal

These are crashes occurring in work zones; the total does not establish that construction caused each crash.

CURRENT NEVADA SHSP

2019–2023 fatalities + serious injuries

134 WORK ZONES

111 DISTRACTED

Source population: Nevada statewide, officer-reported crash data.

Source: 2026–2030 Nevada SHSP; NHTSA STSI + NDOT Crash Database.

NATIONAL CONTEXT • 2024

850 work-zone fatalities

22% fatal work-zone crashes involved rear-end collision

34% fatal work-zone crashes involved speeding

Nevada OTS cautions that distracted-driving crash data are underreported.

Sources: Nevada DOT 2026–2030 SHSP; Nevada DOT work-zone release (Apr. 21, 2026); Nevada OTS FY2024–26 Triennial HSP; FHWA 2026 NWZAW Fact Sheet.

NEVADA • 2020–2024

Nevada work zones: thousands of crashes in five years

5,955 work-zone crashes

31 fatal work-zone crashes

2.4% of all Nevada crashes

Occurred in work zones; these counts do not establish that construction caused each crash.

CLARK COUNTY

5,157 work-zone crashes

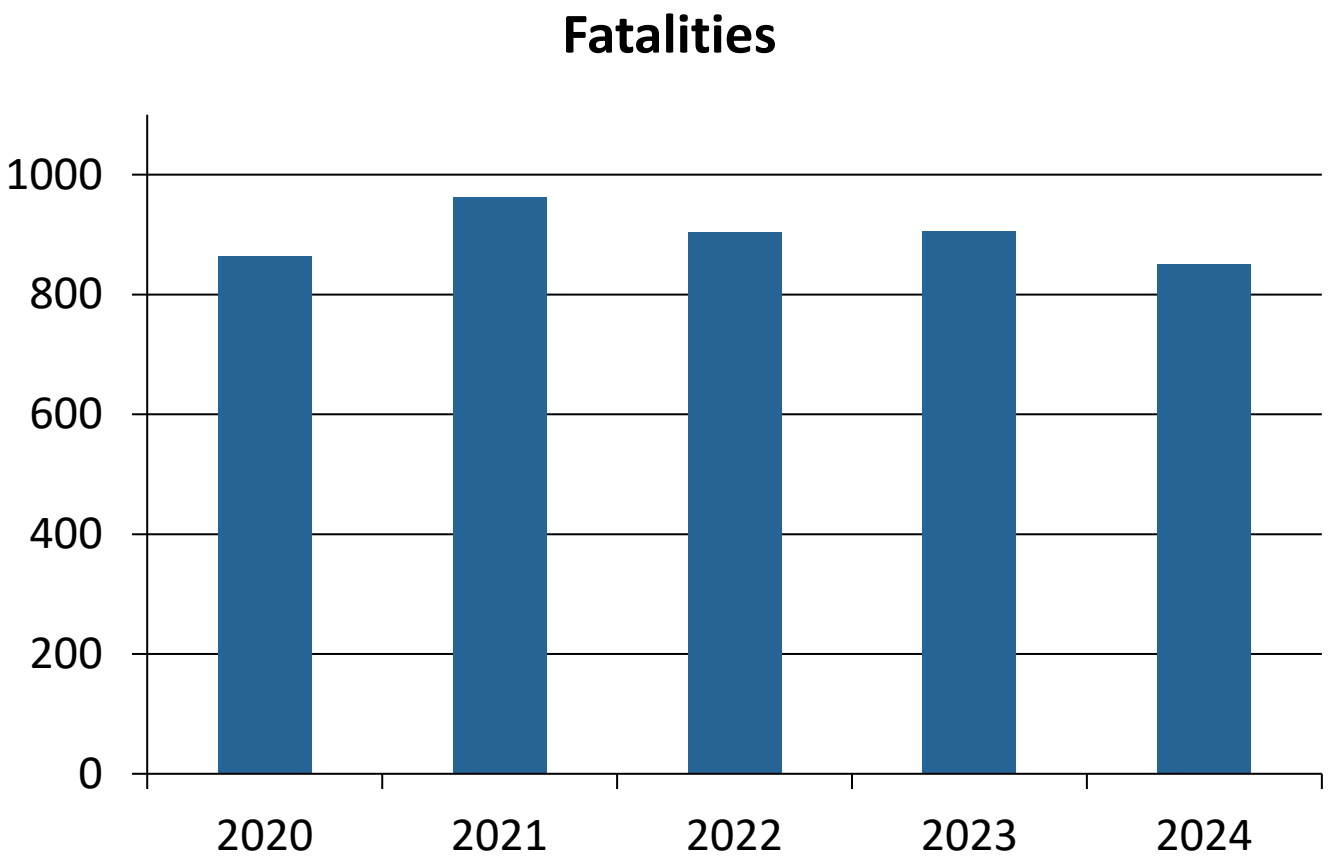
22 fatal

Work zones add:

- lane shifts and temporary geometry
- temporary signs and competing messages
- workers, equipment, barriers and queues
- speed changes and shorter decision windows

Nevada DOT, National Work Zone Awareness Week release, Apr. 21, 2026.

National work-zone fatalities remain substantial



850 work-zone fatalities in 2024

22% fatal work-zone crashes involving rear-end collision

34% fatal work-zone crashes involving speeding

2024 uses the FARS Annual Report File and may be updated.

FHWA, 2026 National Work Zone Awareness Week Fact Sheet (FHWA-HOP-26-060); NHTSA FARS.

Construction raises demand while driver capacity may vary

Safety margin depends on the relationship between what the driver can process and what the roadway demands.

DRIVER CAPACITY

- sleep / fatigue
- phone / food
- ADHD / depression
- anxiety / PTSD
- medication effects

SAFETY MARGIN

When roadway demand consumes more of the available attention budget, there is less room for error.

Design objective:
preserve time to detect → decide → recover

ROADWAY DEMAND

- lane shift
- queue
- temporary signs
- workers / barriers
- speed transition

The human-factors question is not whether every driver can maintain perfect focus; it is whether the system preserves a usable recovery window.

Conceptual synthesis from CDC distraction framework, FHWA work-zone data, and driving-cognition literature.

Design for attention before asking for perfect attention

ANTICIPATE

Information early enough to prepare

advance warning • queue warning

1

SIMPLIFY

One dominant action at a time

reduce redundant messages

2

STABILIZE

Make transitions predictable

consistent geometry • legibility

3

FORGIVE

Protect the recovery window

speed management • buffers

4

Layer design + vehicle technology + education + enforcement. No single layer should carry the full safety burden.

Aligned with Nevada SHSP Safe System principles and FHWA work-zone safety practice.

DISCUSSION

Three questions for the Task Force

01

Where are Nevada’s biggest attentional bottlenecks?

Identify recurring points of surprise, overload, or late decision-making.

02

Can we measure recovery time — not only compliance?

Queue detection, lane-change lead time, conflicts, and near misses.

03

How do we design for population variability without stigma?

Use functional assumptions rather than diagnosis-based assumptions.

Attention is variable. Roadway safety should not be.

What this means for the Human Factors Task Force

The evidence points toward system design that assumes attention will vary — and protects drivers and workers when it does.

1	IDENTIFY	**Map high-demand locations**	Where do drivers receive late, conflicting, or unusually dense information?
2	MEASURE	**Track the recovery window**	Use queue detection, lane-change lead time, conflicts, near misses, and speed adaptation.
3	DESIGN	**Reduce avoidable cognitive load**	Prioritize early warning, consistent geometry, message hierarchy, and predictable transitions.
4	EVALUATE	**Test with real-world variability**	Assess performance under fatigue, distraction, unfamiliarity, and differing attention capacities.

A safer work zone is one that remains understandable when attention is less than ideal.

VERIFIABLE SOURCES

Primary references

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Reference slides are retained for verification and Q&A; they do not need to be narrated during the 10–15 minute briefing.