

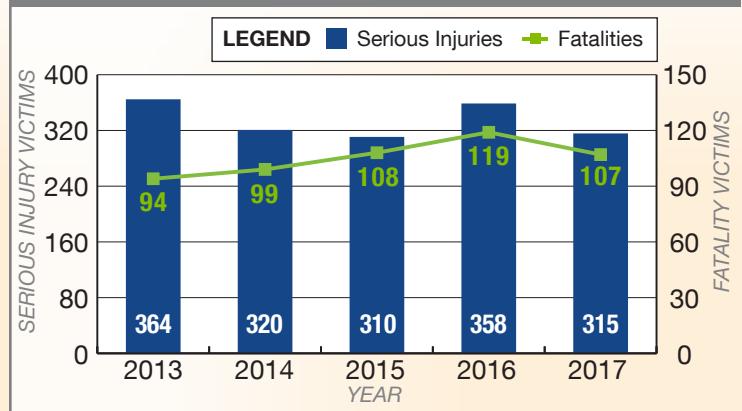


NEVADA'S LANE DEPARTURE PROBLEM

Between 2013 and 2017, 527 people lost their lives and a staggering 1,667 were seriously injured in lane departure crashes on Nevada roadways.

The goal of the Nevada Strategic Highway Safety Plan (SHSP) is to reach zero fatalities. This fact sheet provides information on who was involved in serious injury and fatal lane departure crashes, where and when these crashes occurred, and why they happened. It also outlines critical strategies and action steps to reduce lane departure crashes in efforts to reach our goal of zero fatalities.

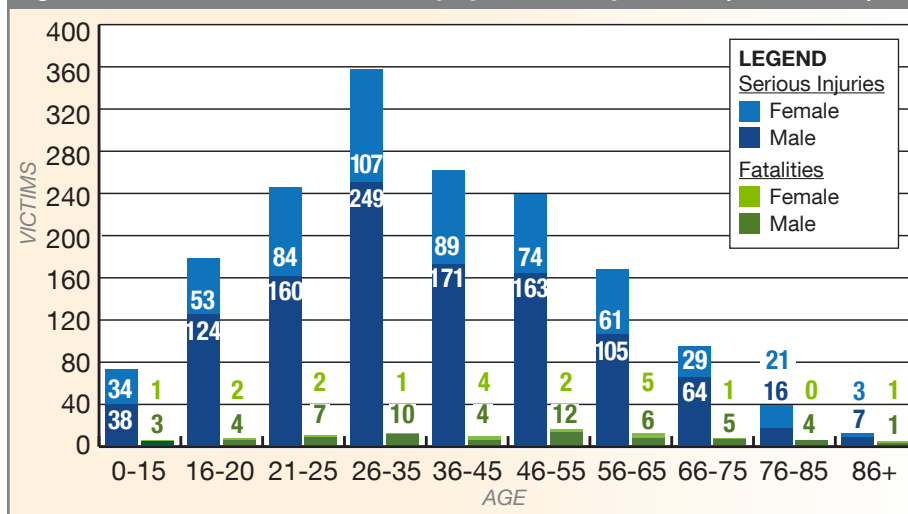
Serious Injury and Fatality Victims (2013 – 2017)



WHO?

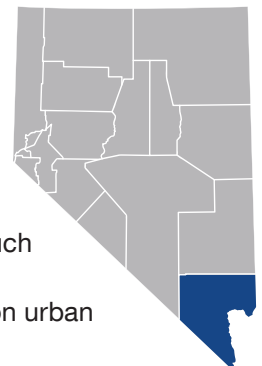
Men ages 26 to 35 years old comprised the largest number of victims of serious injury and fatal lane departure crashes from 2013 to 2017.

Age/Gender Breakdown of Serious Injury and Fatality Victims (2013 – 2017)



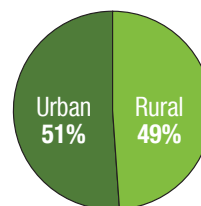
WHERE?

Between 2013 and 2017, nearly two-thirds of the serious injury and fatal lane departure crashes occurred in **Clark County**. More than half of such serious injuries and fatalities occurred on urban roadways.

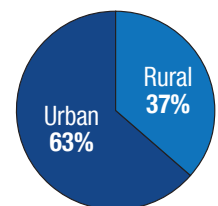


Location of Crash Occurrences (2013 – 2017)

Fatalities



Serious Injuries



WHEN?

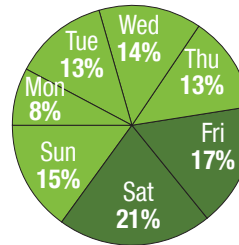
Between 2013 and 2017, serious injury and fatal lane departure crashes occurred most frequently on Saturdays and Sundays. Fifty-four percent of serious injuries and 46% of fatalities occurred during daylight hours.

WHY?

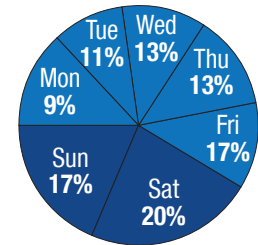
Between 2013 and 2017, 90% of lane departure serious injuries and 83% of fatalities occurred under dry road surface conditions.

Day of Crash Occurrences (2013 – 2017)

Fatalities

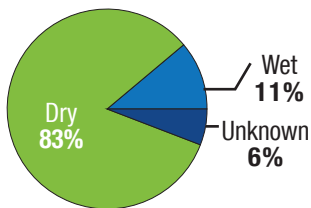


Serious Injuries

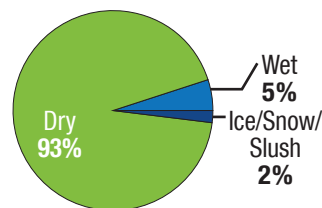


Road Conditions at the Time of the Crash (2013 – 2017)

Fatalities

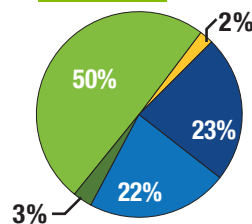


Serious Injuries

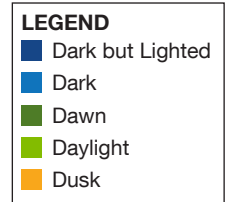
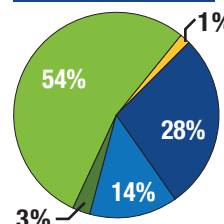


Lighting Conditions at the Time of the Crash (2013 – 2017)

Fatalities



Serious Injuries



HOW DO WE REACH OUR GOAL OF ZERO FATALITIES?

CRITICAL STRATEGIES TO REDUCE LANE DEPARTURE CRASHES

The Nevada SHSP identified several strategies and action steps to reduce lane departure fatalities and serious injuries.

Increase targeted enforcement and public education programs

- » Coordinate with the Office of Traffic Safety (OTS) data review for groups more likely to run off the road. Support and develop programs that target cell phone use, drowsy driving, distracted driving, aggressive driving, and speeding.
- » Partner with Joining Forces campaigns to target distracted driving and speeding.
- » Increase public awareness on the dangers of distracted and drowsy driving through increased signage and education.

Keep vehicles in their lanes through improvements/engineering

- » Develop NDOT standard practice to ensure the effectiveness of rumble strips and median and shoulder barriers on rural roads.
- » Improve high lane departure risk areas (curves) by evaluating existing curve crash data, coordinating with stakeholders, completing Road Safety Assessments if appropriate, and providing recommendations of surface friction treatments, reconstruction, signing, and other methods.
- » Decrease animal vehicle collisions: prioritize problem areas with crash data (statewide assessment), integrate wildlife mitigation into NDOT processes from project planning through construction, and continue research on cost-effective solutions.

Increase survivability and decrease the probability of lane departure crashes

- » Implement projects designed to increase survivability of run-off-the-road crashes (slope flattening, shoulder widening, and roadside object removal projects).
- » Apply Traffic Incident Management (TIM) strategies to minimize disruption after incidents to improve emergency response times to crashes, improve first responders' safety while on scene, and reduce secondary crashes.
- » Identify and support technology that would increase the survivability and decrease the probability of lane departure crashes.