NEVADA OFFICE OF TRAFFIC SAFETY

Highway Safety Plan 2022

Final 6/29/2021

Table of Contents

Attachments

Certifications and Assurances – NV_FY22_Appendix A.pdf

Appendix B Part 1300 Application for Section 405 and Section 1906 Grants – NV_FY22_Appendix B.pdf

Attachments for Appendix B Part 1300 Application (see separate file attachments)

Funding Summary and Project Level Detail – NV_FY22_Funding Summary and Project Level Detail.pdf

Section 1906 Project – NV_FY22_1906_UNLV Project.pdf

Nevada Traffic Safety Crash Facts – NV_FY22_Traffic Safety Crash Facts.pdf

C-C-1 Supporting Document – NV_FY22_405c_Quantitative Improvement C.C.1 NV Secondary Collisions.pdf

2020 Citations and Arrests – NV_FY22_405c_2020 Citations Arrests.pdf

1. Introduction

With the goal of eliminating traffic-related fatalities and serious injuries from its roadways, Nevada's 2022 Highway Safety Plan (HSP) involves an annual collaboration with public and private stakeholders from across the state. Working with state, local, tribal, and federal partners interested in preventing traffic crashes through strategic use of the 6 Es of Safety: Equity, Engineering, Enforcement, Education, Emergency Response and Everyone, Nevada's HSP identifies proven countermeasures to move Nevada toward Zero Fatalities, its stated goal for the last decade. With the newest E—Equity—Nevada is committed to reaching all communities, all Nevadans, and all roadway users with transportation safety messaging and outreach. Toward this end, the Office of Traffic Safety (OTS) has added the following equity supporting statement to each grant partnership agreement:

The Nevada Office of Traffic Safety has established a goal of reaching Zero Fatalities on our roads as both an objective for the organization and as a framework for all grant activities. As such, the OTS commits to understanding the historic and current barriers to traffic safety as it relates to equity: the idea that, regardless of one's age, race, gender, ability, income, background, or other personal characteristics, all people can be represented in traffic safety initiatives so that achieving Zero Fatalities is possible.

Through this policy position, the Office of Traffic Safety encourages all partners and stakeholders to promote safe, fair, and equitable practices with all community members, regardless of race, ethnicity, color, religion, sex, sexual orientation, gender identity, national origin, or other personal demographics.

Reflecting the message that zero fatalities are acceptable, the 2022 HSP focuses on strategies that foster the necessary behavior changes to meet this critical goal.

The federally required HSP is based on in-depth crash data trends and analyses that identify priorities for funding and drive strategic behavioral interventions in Nevada. Data findings from these assessments guide performance measure and program development, which help the Nevada Department of Public Safety (DPS), OTS, in concert with stakeholders across the state, prioritize and direct resources to efforts and partners most likely to improve safety on Nevada roadways.

Planning and implementation of OTS' behavioral safety programming is aligned with efforts by Nevada's other principal safety partners, including the Nevada Department of Transportation (NDOT). Through NDOT's Highway Safety Improvement Program (HSIP), engineering improvements enhance Nevada's roadway infrastructure to reduce crashes, fatalities, and injuries. Together, both state agencies actively participate in the new Nevada Advisory Committee on Traffic Safety (NV ACTS), formerly known as the Nevada Executive Committee on Traffic Safety (NECTS). The committee comprises traffic safety executives from agencies involved in road safety across the state, including both OTS and NDOT leaders, working to develop a systemic approach to eliminating traffic fatalities and serious injuries.

OTS' HSP planning efforts also reflect key priorities of the 2021-2025 Nevada Strategic Highway Safety Plan (SHSP), the comprehensive statewide plan that provides a coordinated framework for reducing fatalities and serious injuries on Nevada's roadways. With leadership from NDOT and DPS, the SHSP establishes statewide goals and strategies for critical emphasis areas (CEAs) developed in consultation with federal, state, local, and private-sector stakeholders. Visit zerofatalitiesnv.com for more information and history of the Nevada SHSP and HSP implementation.

The 2022 HSP supports the nine CEAs identified in the 2021-2025 SHSP that offer the greatest potential for improving safety on Nevada roadways. The nine CEAs from the SHSP are shown in **Figure 1**.

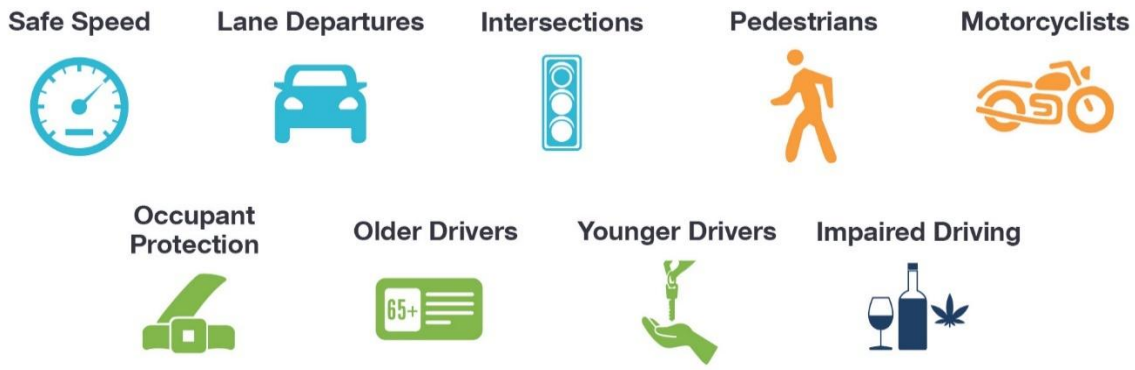


Figure 1: *2021-2025 Nevada SHSP CEAs*

The 2022 HSP and NDOT's HSIP share coordinated safety targets for three core safety performance measures: the number of motor vehicle fatalities, the number of motor vehicle serious injuries, and the rate of motor vehicle fatalities per annual vehicle miles traveled (VMT) on Nevada roadways. These shared target measures reinforce the commitment and focus required to reach the goal of Zero Fatalities on Nevada's public roads.

With approval of the 2021-2025 SHSP, the NECTS approved the new statewide goal of **Zero Fatalities** by 2050. In order to set each performance measure target, a straight-line reduction from the 2020 preliminary state number was calculated to meet the goal. **Figure 2** and **Figure 3** demonstrate historical crash data trends and track the reduction to a **goal of zero fatalities and serious injuries by 2050**.

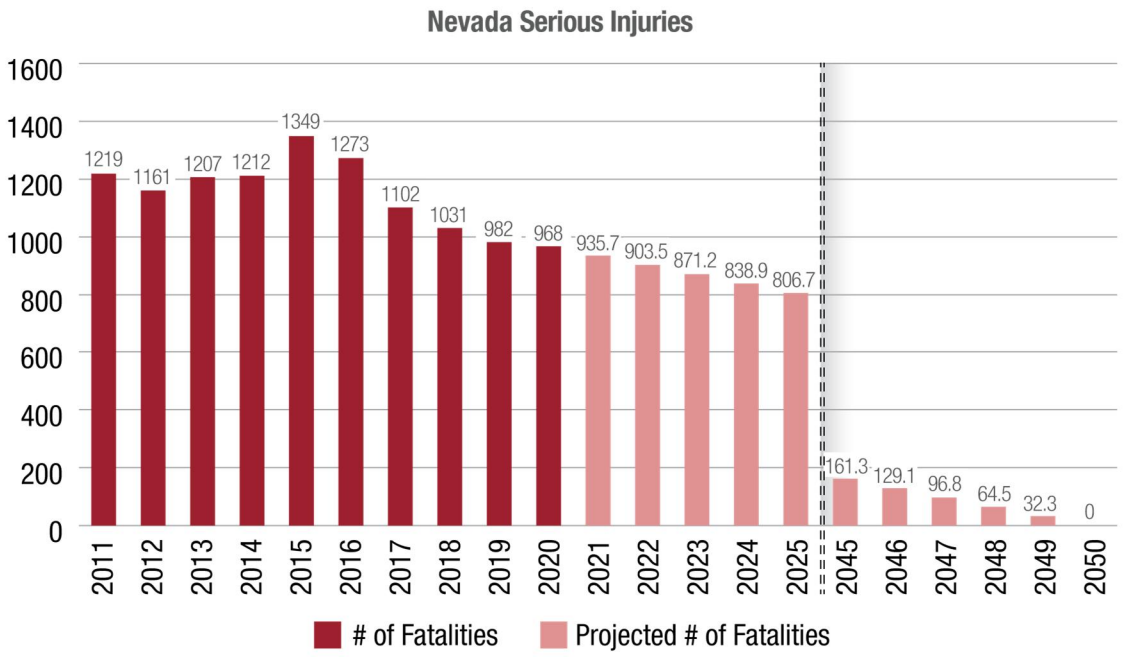


Figure 2: *Nevada Fatality Historical Trends*

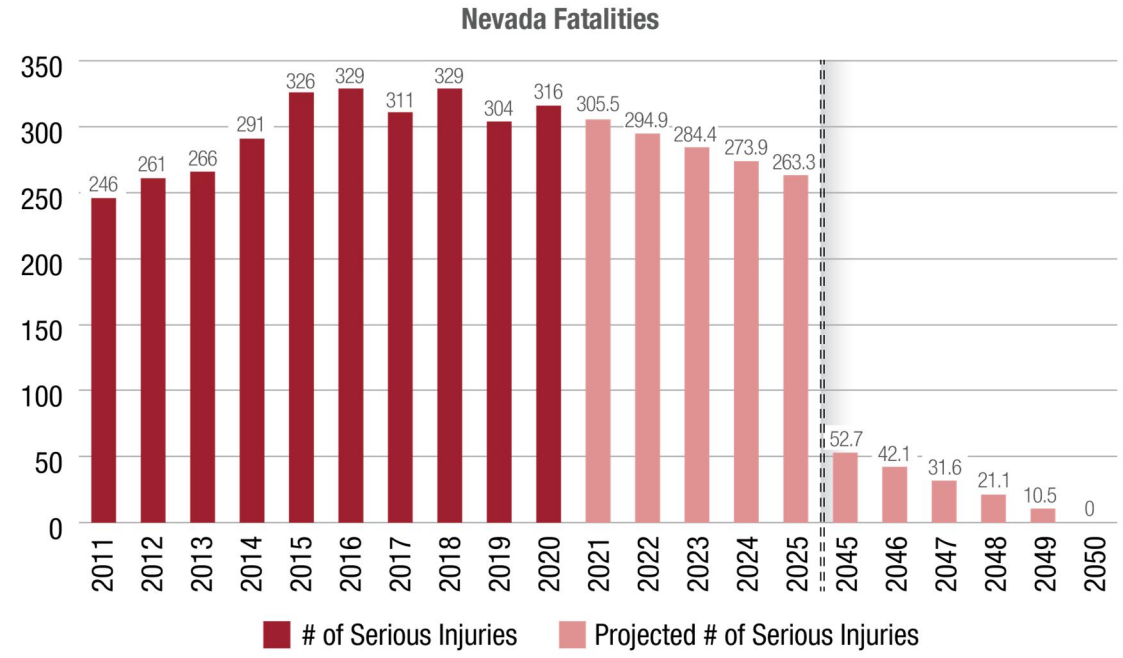


Figure 3: *Nevada Serious Injuries Historical Trends*

2. Highway Safety Planning Process

OTS begins its grant proposal period in January each year and provides resources and information to grant applicants about the priorities to be addressed and the countermeasures OTS envisions. Potential grantees are invited to review crash data for an issue and/or geographic area and propose specific strategies and actions to counteract these risky behaviors. The HSP provides partners with key information about each safety focus area, providing current data and examples of past efforts that have received funding to address these issues. Federal Fiscal Year (FFY) 2022 grant projects are supported by both state and federal funds awarded to OTS to address safety issues identified in the unified Nevada SHSP, moving the state closer to the goal of Zero Fatalities. OTS actively monitors traffic safety trends and emerging issues and will respond with changes to the HSP as needed. Requests for new projects or amendments to the HSP are submitted to National Highway Traffic Safety Administration (NHTSA) for approval.

The Goal-Setting Process

The annual highway safety planning process is circular and continuous. At any one point in time, OTS may be working on previous, current, and upcoming fiscal year plans. Due to a variety of often unpredictable factors at both the federal and state level, the planning process may be interrupted by unforeseen events and mandates. **Figure 4** below visually captures the steps involved in the planning process.

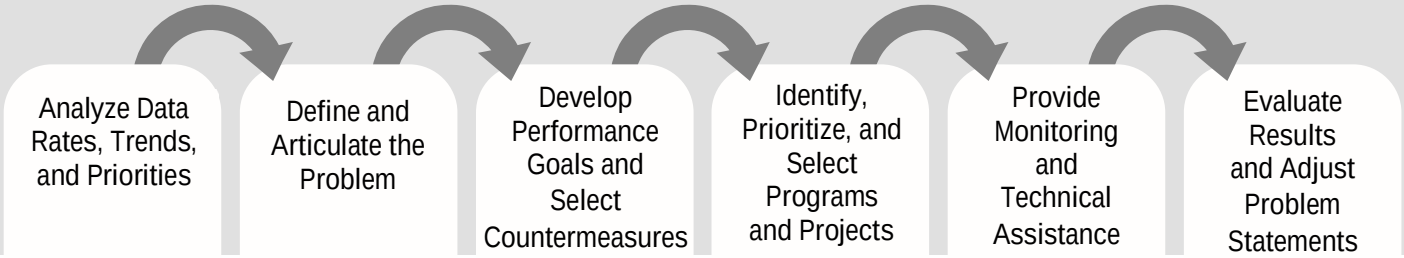


Figure 4: *Goal-Setting Process*

2.1. Funding Strategy

OTS annually awards federal funds to state, local, and non-profit organizations to actively partner in addressing priority traffic safety concerns.

Funds awarded are strictly for use in reducing motor vehicle fatalities and serious injuries through the implementation of programs or strategies addressing driver behavior in priority program areas. These priority areas and their respective funding percentages are shown in **Figure 5**.

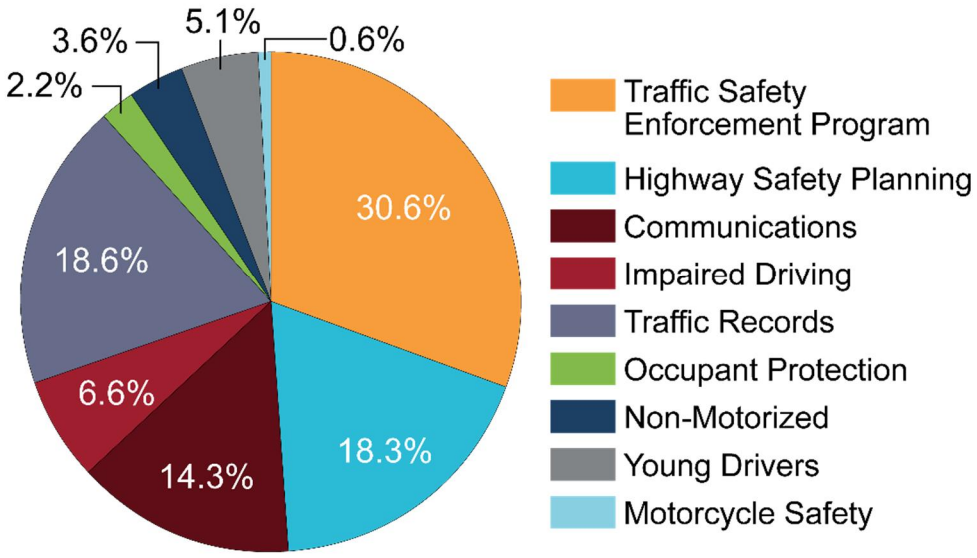


Figure 5: *2022 Total Funding by Program Area*

2.2. Grant Process

Formal project selection begins with organizations submitting either a Letter of Interest (LOI) or grant proposal to OTS. The LOI process is intended to solicit new traffic safety partners and provide potential grant recipients with a simplified mechanism to propose new programs. The invitation to submit an LOI includes requests for projects focused on Nevada's most recent data. In 2021, the 2022 grant process was impacted by the COVID-19 pandemic. Grant application review was performed remotely, the use of review panels was reduced, evaluation of emerging data (during the pandemic) was required and impacts of the pandemic on local resources was considered.

Project selection criteria included the following:

- Is the project and supporting data relevant to the applicant's jurisdiction or area of influence?
- Is the problem adequately identified?
- Is the problem identification supported by accurate and relevant local data?
- Is there evidence that this type of project saves lives and reduces severe crashes?
- Are the goals and objectives realistic and achievable?
- Is this project cost-effective?
- Is the evaluation plan sound (i.e., is the performance/progress measurable)?
- Is there a realistic plan for self-sustainability (if applicable)?
- Does the project use proven countermeasures?

2.2.1. Selection Criteria

Project selection involves constant analysis and evaluation of best practices, program area gaps, assessment of available funds and project/program return on investment. OTS funds projects and programs that are managed within the agency by staff, such as

Zero Teen Fatalities and Drug Recognition Expert/Advanced Roadside Impaired Driving Enforcement (DRE/ARIDE) training, as well as programs managed by subrecipients. OTS engages its partners year-round through task force and stakeholder meetings, trainings and presentations, the Nevada Traffic Safety Summit, and outreach events. Information regarding funding opportunities is provided via the OTS website, eGrants online grant system, announcements through statewide task forces, newsletters, and email distribution.

Formal project solicitation begins with an invitation to government agencies, non-profit organizations, and community partners to submit an LOI. The invitation to submit an LOI cover page includes a high-level description of priority issues and links to project development resources such as *"Countermeasures That Work"* and NHTSA data. LOIs are reviewed by OTS program managers and leadership to determine congruence with priority program areas and/or support strategies found in Nevada's SHSP. After review grant proposal applications are accepted via the online grant administration system eGrants and enter into an evaluation process that utilizes Peer Review Committees comprised of OTS and NDOT staff, community specialists and subject matter experts who discuss and score applications and prioritize for award. The final 2022 HSP project selections were based on the following criteria:

- Analysis of Nevada highway safety information system data
- Effectiveness or ability to improve the identified problem
- OTS program assessments and management reviews conducted by NHTSA
- Support of priorities and strategies within Nevada's SHSP
- Partner efforts and/or review may be provided by:
  - Department of Health and Human Services
  - Statewide Community Coalitions
  - Traffic Records Coordinating Committee (TRCC)
  - Impaired Driving Subcommittee
  - Statewide law enforcement agencies
  - University of Nevada, Reno School of Medicine, Center for Traffic Safety Research
  - University of Nevada, Las Vegas Transportation Research Center, Vulnerable Road Users Project
  - NECTS (now NV ACTS) and SHSP work groups

OTS also develops statewide projects in cooperation with other state, local, and non-profit agencies that partner on the SHSP. Local strategies and projects are developed by working with agencies expressing an interest in implementing an evidence-based traffic safety project in their community or jurisdiction in the annual OTS LOI grant applications.

2.2.2. Monitoring and Technical Assistance

To ensure safety efforts are undertaken in a timely fashion and in accordance with project agreements or grant contracts, all projects awarded to state, local, and non-profit agencies are monitored by OTS. Risk assessments are conducted on each project recommended for award prior to notification of approval and are assigned a risk level. A monitoring plan is developed that takes this risk level into account. Monitoring is accomplished by observing work in progress, examining products and deliverables, reviewing activity reports, facilitating desk correspondence, and conducting on-site visits. OTS performs a desk audit of each claim and monthly progress report prior to acceptance or payment. Due to the COVID-19 pandemic, OTS is currently utilizing remote monitoring of awarded projects.

In addition, OTS program managers are available to provide technical assistance to grantee project directors on an as-needed basis. Assistance may include providing and analyzing data, helping with fiscal management, providing report feedback, or giving tips for effective project management.

2.2.3. Final Reports

At the close of each fiscal year, grant subrecipients must submit a final report detailing the project's successes and challenges during the grant period. This information is compiled in the OTS Annual Report and used to evaluate progress toward OTS goals. It also aids in the assessment of future projects and documents OTS's efforts to reduce fatalities and serious injuries.

2.3. Process Participants

A broad range of agencies and organization partners participated in both the SHSP and HSP planning and the implementation process through the leadership of the NECTS (now NV ACTS). The NECTS included participation from the following agencies:

- Nevada Department of Transportation
- Nevada Department of Public Safety – Office of Traffic Safety
- Nevada Department of Public Safety – Nevada Highway Patrol
- Nevada Department of Motor Vehicles
- Nevada Department of Health and Human Services
- Nevada Department of Education
- Regional Transportation Commission of Southern Nevada
- Regional Transportation Commission of Washoe County
- Nevada Association of Counties
- Nevada Sheriffs' and Chiefs' Association
- Administrative Office of the Courts
- Nevada League of Cities
- Southern Nevada Health District
- Inter-Tribal Council of Nevada
- Federal Highway Administration (Ex-Officio/Non-Voting)
- Federal Motor Carrier Safety Administration (Ex-Officio/Non-Voting)
- National Highway Traffic Safety Administration (Ex-Officio/Non-Voting)
- Nevada Legislative Representatives
- Tahoe Regional Planning Agency
- Carson Area Metropolitan Planning Organization (CAMPO)

The 2021-2025 SHSP utilizes four Key Area Task Forces and the TRCC task force that meet quarterly to develop, implement, and evaluate action steps toward eliminating fatal and serious injury crashes, as follows: Safer Roads Key Area (CEAs: Safe Speed, Intersections, Lane Departures), Vulnerable Road Users Key Area (CEAs: Pedestrians, Motorcyclists), Safer Drivers and Passengers (CEAs: Occupant Protection, Older Drivers, Young Drivers) and Impaired Driving Key Area.

OTS actively seeks new partnerships with businesses, government agencies, associations, special interest groups, policy makers, media, and community organizations. Our outreach also extends to bringing new participants into our statewide Task Forces. Recent connections include:

- Lyft
- Zappos
- PTs Entertainment Group
- Regional Transportation Commission (RTC) of Washoe County/ Vision Zero Project
- Reno + Sparks Chamber of Commerce
- RTC Southern Nevada
- Grand Sierra Resort
- Hot August Nights
- Las Vegas Raiders
- Top Golf

3. Data Analysis

The priorities and programs of Nevada's 2022 HSP are driven by data. The process of data analysis and problem identification involves a careful review of state crash data to identify Nevada's most pressing traffic safety issues. This review of crash data helps to determine primary focus areas, inform resource allocation, and serves as an effectiveness measure of prior safety efforts. Nevada uses a collaborative process with relevant partners from the 6 Es of traffic safety (Equity, Engineering, Education, Enforcement, Emergency Medical Response and Everyone) and advocates to implement data-driven identification of issues, strategies, and action steps and relies heavily on the implementation of proven countermeasures and best practices.

3.1. Data Sources and Processes

The crash data most often used in this analysis involves fatalities and serious injuries and is collected by law enforcement officers at the scene of traffic crashes. Nevada law enforcement agencies utilize a centralized citation and crash reporting system, Brazos, which provides timely and consistent traffic data to OTS and other partners. In recent years, the integration of crash data with trauma center data has been funded to enable further analysis of the impacts of fatalities and serious injuries to society, such as medical costs, reduction of productivity, and other harms associated with these crashes.

Information related to crash incidents, vehicles, drivers, and passengers from the crash report is captured and maintained in Brazos. This database contains all related traffic information, including date, time, location, severity, manner of collision, contributing factors, weather, traffic controls, and design features of the road. Information contained in this database is accessible to traffic safety professionals, stakeholders, and the general public online at this link: https://zerofatalitiesnv.com/

Vehicle information typically includes year, make, model, and registration of the vehicles involved. Driver and passenger information typically includes age, gender, license status, and injury data. Injury Surveillance Systems (ISS) typically provide data on emergency medical services (EMS) (pre-hospital), emergency department (ED), hospital admission/discharge, trauma registry and long-term rehabilitation. Roadway information includes roadway location and classification (e.g. interstates, arterials, collectors, etc.), as well as a description of the physical characteristics and uses of the roadway. Citation data currently can be used to detect recidivism for serious traffic offenses earlier in the process (i.e., prior to conviction) and to track the behavior of law enforcement agencies and the courts with respect to dismissals and plea bargains. This data is available through direct access to query the Brazos system. Citation, injury, and roadway information are available and manually correlated to crash data for analysis. Vehicle and passenger data are only available as part of the crash report.

The chart below depicts the crash data collected for the driver/passenger/ road user, the crash, the vehicles involved, and the roadway on which the crash occurred. Each element is used to guide Nevada safety stakeholders in making key decisions about safety priorities and resource expenditures.

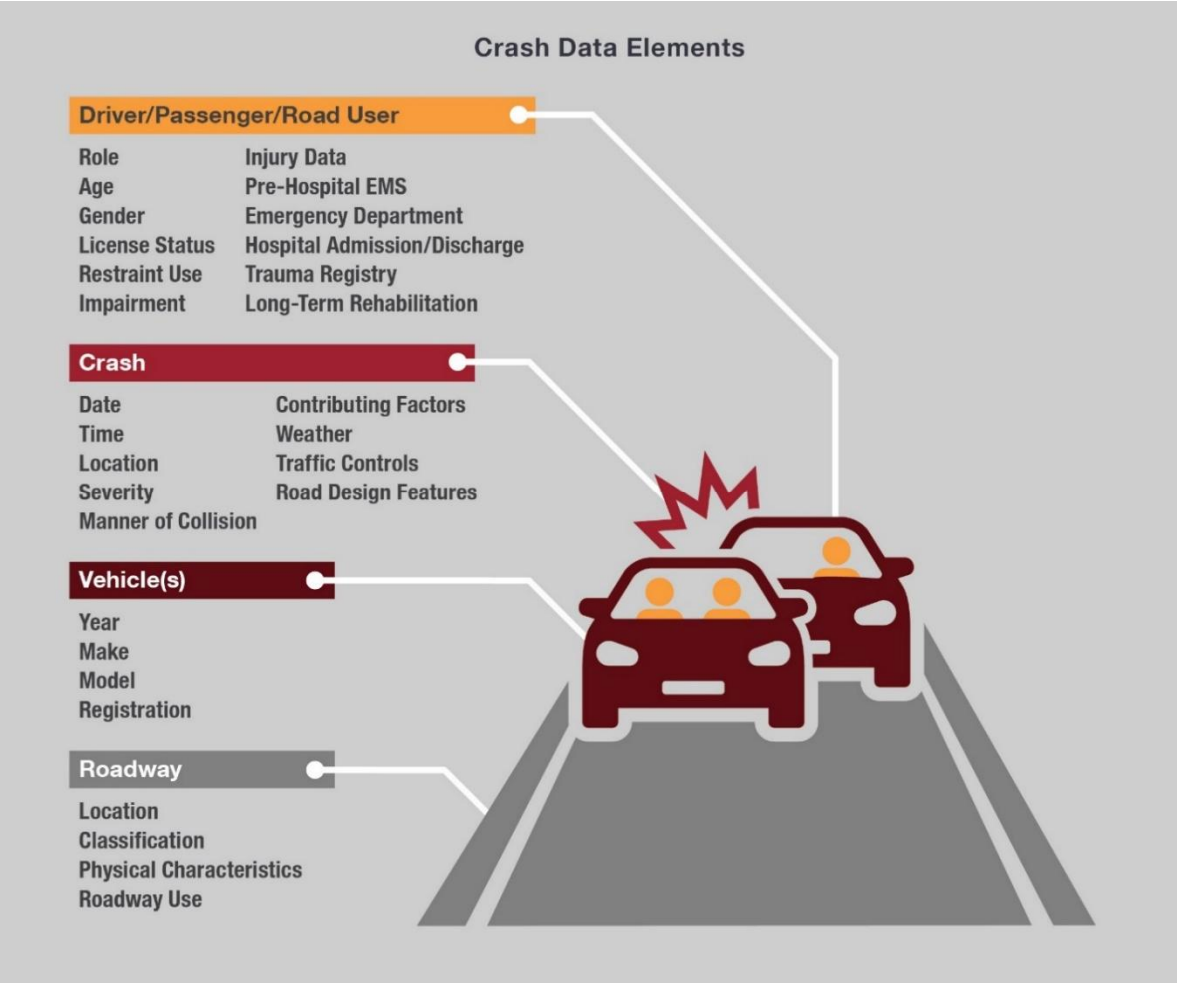


Figure 6: *Crash Data Elements*

3.2. Coordination with SHSP

OTS coordinates closely with NDOT and is an active participant in the integrated SHSP and HSP process. The 2021-2025 SHSP was approved by the Federal Highway Administration (FHWA) in February 2021. The update process for the five-year SHSP included a thorough review of Nevada's crash data, designation of Key Area and CEA Task Forces, and development of strategies and action steps. The Nevada Traffic Safety Crash Facts (**Attachment NV_FY22_Traffic Safety Crash Facts.pdf**) document was published by OTS in early 2020 and updated in 2021 to provide SHSP Task Forces with data specific to their CEA, as well as providing data to inform implementation of traffic safety countermeasures and development of local projects.

3.2.1. Traffic Records Coordinating Committee

In early 2010, the NECTS approved the formation of the SHSP Data Team, which was charged with developing a unified SHSP data message. Activities included

recommending crash statistic definitions that are acceptable to all major data generators and users; initiation of data integration between the 4 Es (now 6 Es) of traffic safety; and obtaining annual data reports from OTS and NDOT for updating the CEA tracking tools and SHSP fact sheets.

In 2016, the TRCC and its required functions were fully integrated into the SHSP, with direct report to the NECTS, who has overall authority to consider and approve projects that improve traffic crash data and data systems in Nevada.

The Nevada OTS HSP is guided by the same state and local crash data as the statewide SHSP to ensure that the recommended improvement strategies and grant-funded projects are directly linked to the factors contributing to the high frequency of fatal and life-changing injury crashes. The ability to access reliable, timely, and accurate data helps increase the overall effectiveness of the plan and increases the probability of directing resources to strategies that will prevent the most crashes and assist in identifying locations with the greatest need.

Nevada collected data from a variety of sources as a prelude to this 2022 Highway Safety Plan, including:

- Community Attitude Awareness Survey
- Emergency Medical Systems
- Fatality Analysis Reporting System (FARS)
- Brazos Citation and Crash Reporting System
- Nevada Department of Motor Vehicles (DMV)
- Nevada Traffic Safety Crash Facts (see Attachment NV_FY22_Traffic Safety Crash Facts.pdf)
- NHTSA and National Center for Statistics and Analysis (NCSA) Traffic Safety Fact Sheets
- Seat Belt Observation Survey Reports
- State Demographer Reports
- University of Nevada, Las Vegas - Transportation Research Center (TRC)
- University of Nevada, Las Vegas School of Medicine - analysis of crash and trauma records from motor vehicle crashes - Traffic Research and Education Newsletter (TREND)

Nevada's traffic safety community is committed to exploring all avenues available to reduce fatalities and serious injuries on our roadways. Additional resources utilized in the data analysis process include the following:

- Data reflecting the increase/reduction for each CEA based on the interim goals of the SHSP
- Current CEA strategies and action steps

- Recommended strategies from the local agencies and organizations such as RTCs, public transit, schools and universities, courts, etc.
- Serious injury data from the state's four trauma centers, including both cost and severity of injury
- Consideration of other strategies and countermeasures

4. Equipment Request

The following table includes equipment requested that has a useful life of more than one year and an acquisition cost of $5,000 or more.

Grant ID	Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
TS-2022-LVMPD-00007	DUI Patrol Vehicle	1	$135,000	$135,000	$135,000	$135,000
TS-2022-LVMPD-00193	Toxicology Lab Equipment	1	$440,000	$440,000	$426,800	$426,800
TS-2022-NDOT-00163	Portable Rumble Strip System	6	$11,700	$70,200	$11,700	$70,200
TS-2022-DPS NHP 00196	E-Warrant System	1	$40,000	$40,000	$40,000	$40,000

Table 1: *Equipment Request*

5. Performance Report

Progress towards meeting State performance targets from the previous fiscal year's HSP is shown in the table below.

	2022 HSP				
Performance Measure:	**Target Period**	**Target Year(s)**	**Target Value FY21 HSP**	**Data Source/ FY21 Progress Results**	**On Track to Meet FY21 Target YES/NO/In-Progress**
C-1) Total Traffic Fatalities	5 year	2017-2021	330.2	2015-2019 FARS; 2020 State / 317.8	In Progress
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	1,154.7	State / 1071.2	In Progress
C-3) Fatalities/VMT	5 year	2017-2021	1.226	FARS, FHWA / 1.166	In Progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2021	72.7	2015-2019 FARS; 2020 State / 68.6	In Progress
C-5) Alcohol-Impaired Driving Fatalities	Annual	2021	90.6	State / 86.6	In Progress
C-6) Speeding-Related Fatalities	Annual	2021	97.0	2015-2019 FARS; 2020 State / 98.2	In Progress
C-7) Motorcyclist Fatalities	Annual	2021	60.6	2015-2019 FARS; 2020 State / 59.4	In Progress
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2021	8.3	2015-2019 FARS; 2020 State / 6.8	In Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	3 year	2019-2021	32.6	2015-2019 FARS; 2020 State / 33.4	In Progress
C-10) Pedestrian Fatalities	5 year	2017-2021	82.7	2015-2019 FARS; 2020 State / 79.2	In Progress
C-11) Bicyclist Fatalities	5 year	2017-2021	8.8	2015-2019 FARS; 2020 State / 8.4	In Progress

B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Annual	2021	91.58	2019 State Survey / 92.05	In Progress
A-1) Number of traffic fatalities of children Age 0-4	5 Year	2017-2021	0.3	2015-2019 FARS; 2020 State / 0.8	No
A-2) Number of traffic fatalities reported as distracted driving	5 Year	2017-2021	8.3	State / 10.2	In Progress
C-C-1) The percentage of crash records with no missing critical data elements	Annual	2021	92	State / 99.99	Yes
C-T-1) Traffic Records Crash Timeliness Median Days	Annual	2021	12	State / 5.97	In Progress
C-T-2) Percentage crash report entered into database within 30 days after the crash	Annual	2021	92	State / 93.87	Yes

Table 2: *Performance Measure Targets FY 2021 Progress*

5.1. Performance Measure C-1: Fatalities

Progress: In Progress

Nevada is making progress towards our 2021 performance target for fatalities from the previous fiscal year's HSP of a 5-year average of 330.2 fatalities for the years 2017 to 2021. As shown in **Figure 7**, Nevada's preliminary fatality number for 2020 (316) and the five-year average of 317.8 are on track to be below the 2020 target.

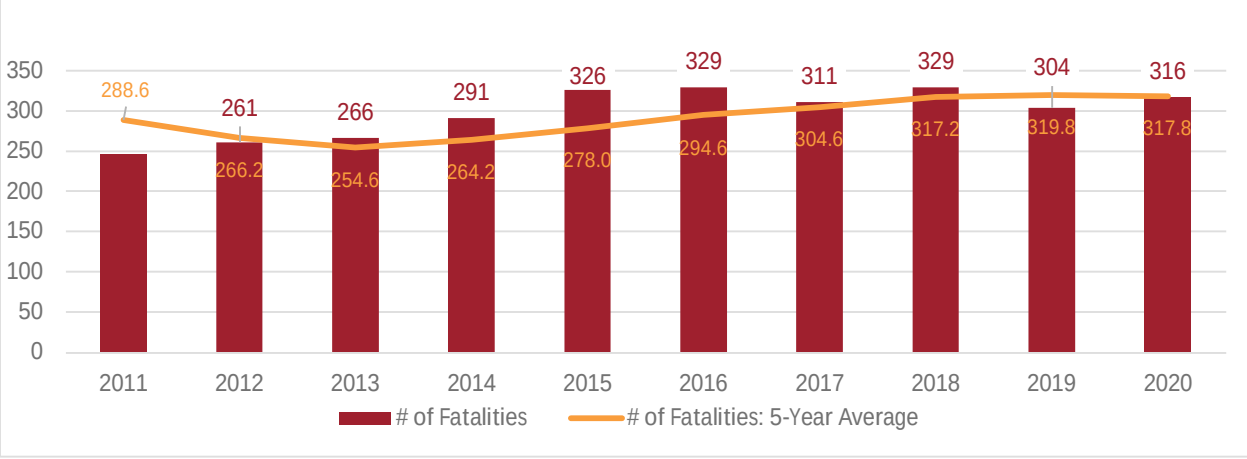


Figure 7: *Nevada Traffic Fatalities and Five-Year Average (2011-2020)*

5.2. Performance Measure C-2: Serious Injuries

Progress: In Progress

Nevada is making progress towards our 2021 performance target for serious injuries from the previous fiscal year's HSP of a 5-year average of 1,154.7 serious injuries for the years 2017 to 2021. As shown in the chart below, Nevada's preliminary serious injury number for 2020 of 968 has been declining the last six years, is the lowest in the last ten years and the last two years have been below the 2021 target.

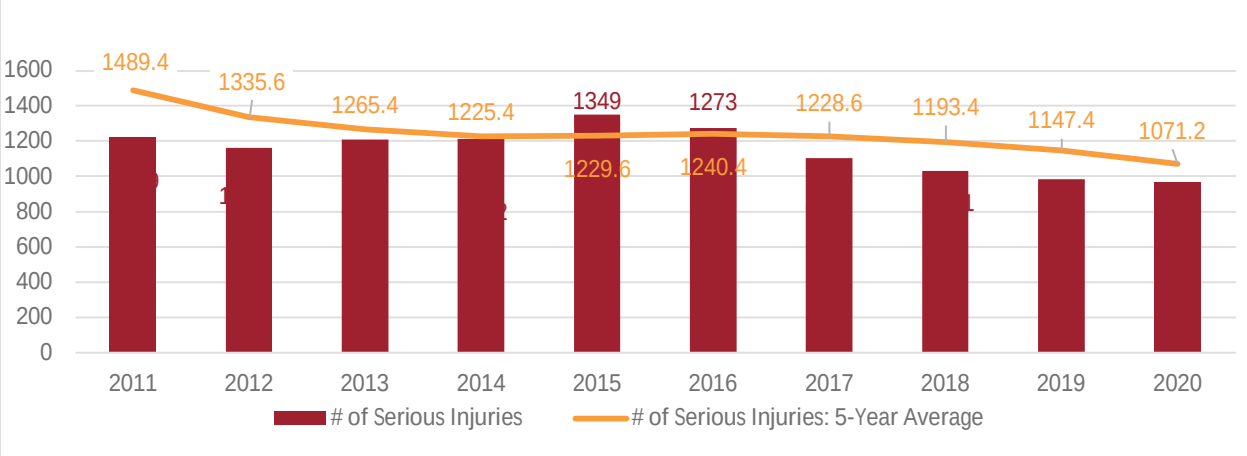


Figure 8: *Nevada Serious Injuries and Five Year Average (2011-2020)*

5.3. Performance Measure C-3: Fatality Rate/100 Million VMT

Progress: In Progress

Nevada is on track to meet our 2021 performance target for fatality rate from the previous fiscal year's HSP of a 5-year average of 1.226 for the years 2017 to 2021. As shown in the chart below, Nevada's preliminary fatality rate for 2020 is 1.25 and the 5-year average of 1.166 is under the target.

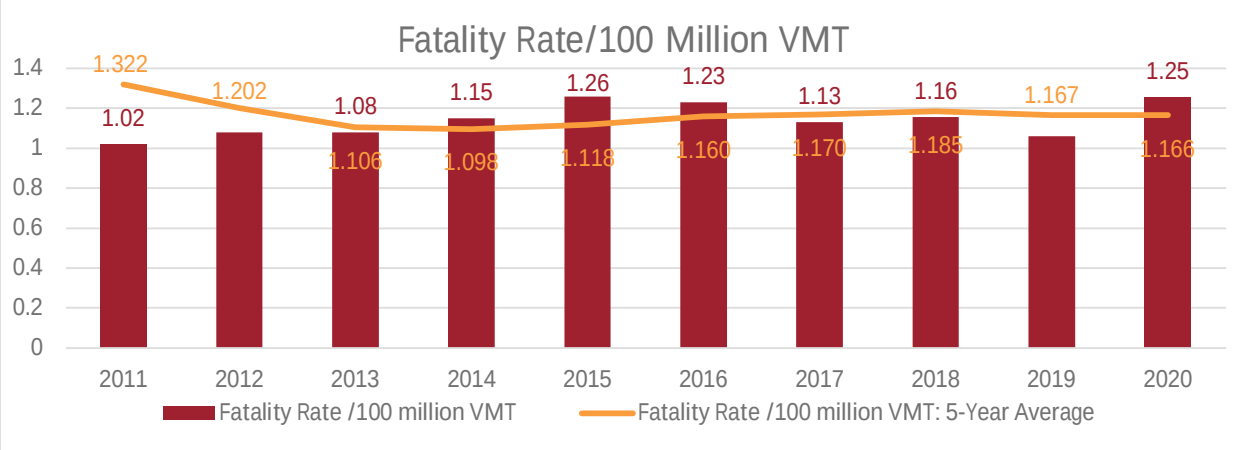


Figure 9: *Fatality Rate Per 100 Million VMT and Five-Year Average (2011-2020)*

5.4. Performance Measure C-4: Unrestrained Passenger Vehicle Occupant Fatalities, All Positions

Progress: In Progress

Nevada is on track to meet our 2021 performance target for Unrestrained Passenger Vehicle Occupant fatalities from the previous fiscal year's HSP of a 5-year average of 72.7 fatalities for the years 2017 to 2021. As shown in the chart below, Nevada's preliminary unrestrained fatality number for 2020 of 71 and the 2020 5-year average are below the target.

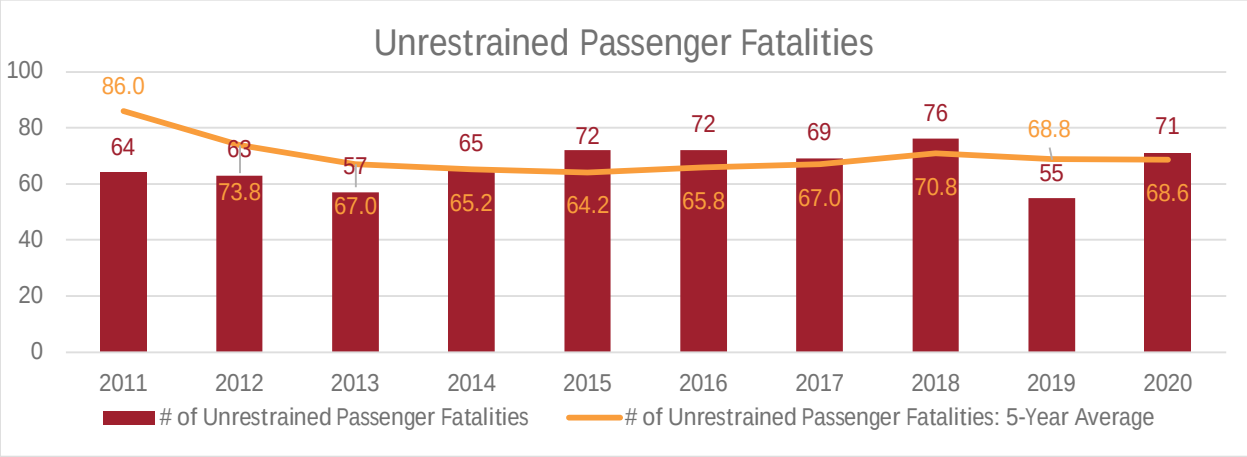


Figure 10: *Unrestrained Passenger Fatalities and Five-Year Average (2011-2020)*

5.5. Performance Measure C-5: Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above

Progress: In Progress

Nevada is on track to meet our 2021 performance target for alcohol impaired fatalities from the previous fiscal year's HSP of a 5-year average of 90.6 fatalities for the years 2017 to 2021. As shown in the chart below, Nevada's preliminary alcohol impaired annual fatality number for 2020 of 66 and the 2020 5-year average of 86.6 are well below the 2021 target.

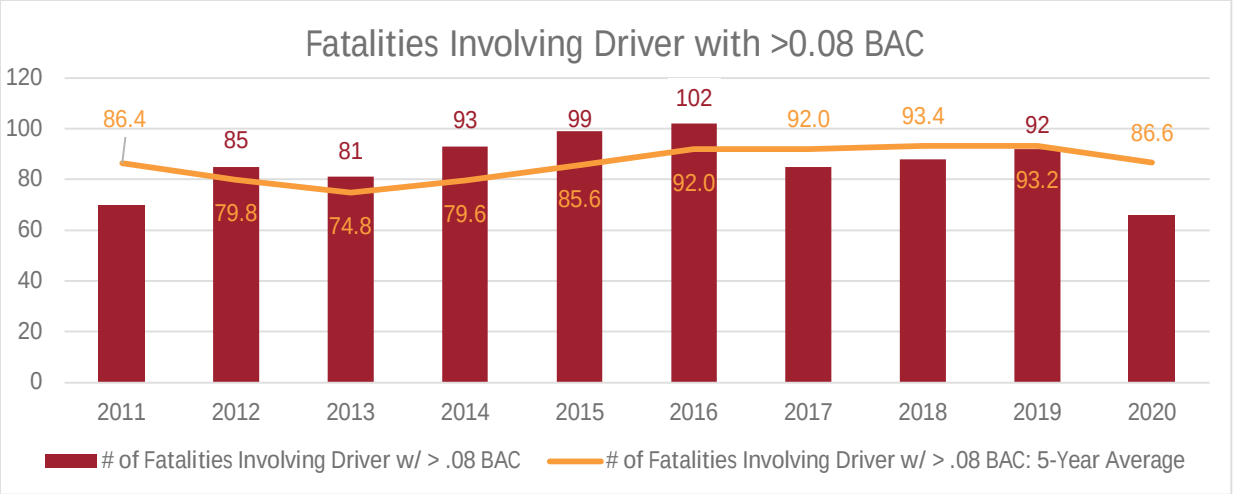


Figure 11: *Fatalities Involving Alcohol Impaired Driver and Five-Year Average (2011-2020)*

5.6. Performance Measure C-6: Speeding-Related Fatalities

Progress: In Progress

Nevada is on track to meet our 2021 performance target for speeding-related fatalities from the previous fiscal year's HSP of a 5-year average of 97.0 fatalities for the years 2017 to 2021. As shown in the chart below, Nevada's preliminary fatality number for 2020 of 90 is below the target and is on track to below the target by 2021.

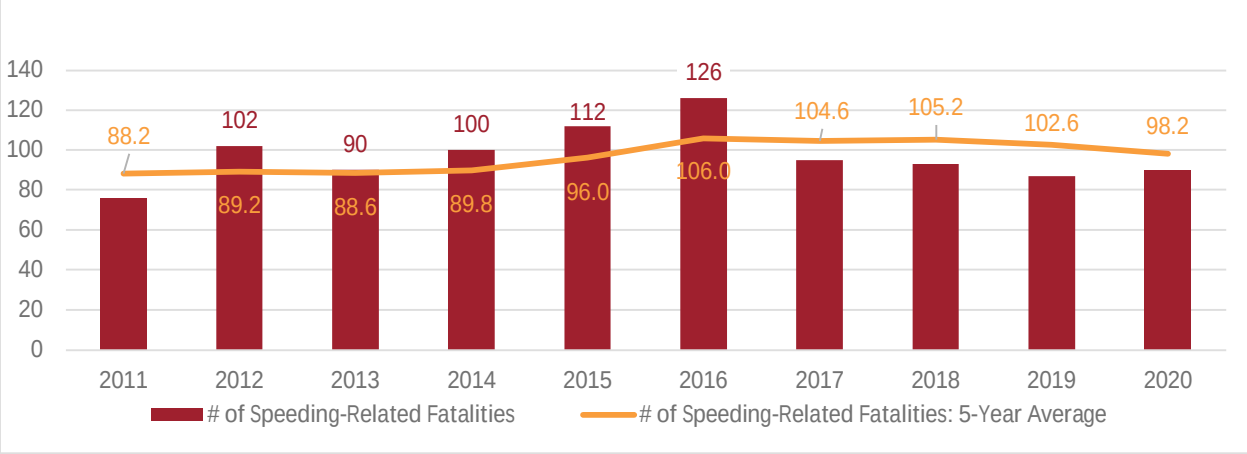


Figure 12: Nevada Speeding-Related Fatalities and Five-Year Average (2011-2020)

5.7. Performance Measure C-7: Number of Motorcyclist Fatalities

Progress: In Progress

Nevada is on track to meet our 2021 performance target for motorcyclist fatalities from the previous fiscal year's HSP of a 5-year average of 60.6 fatalities for the years 2017 to

2021. As shown in the chart below, Nevada's preliminary fatality number for 2020 of 55 motorcyclist fatalities and the 2020 5-year average of 59.4 is below the target.

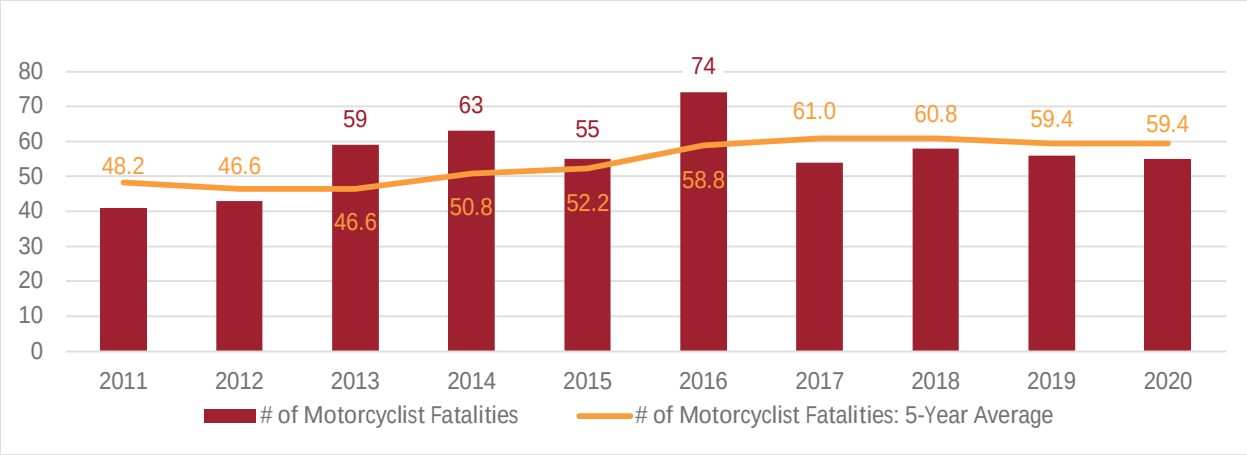


Figure 13: *Nevada Motorcyclist Fatalities and Five-Year Average (2011-2020)*

5.8. Performance Measure C-8: Number of Unhelmeted Motorcyclist Fatalities

Progress: In Progress

Nevada is on track to meet our 2021 performance target for unhelmeted motorcyclist fatalities from the previous fiscal year's HSP of a 5-year average of 8.3 fatalities for the years 2017 to 2021. As shown in the chart below, Nevada's preliminary fatality number for 2020 of 3 unhelmeted motorcyclist fatalities the 2020 5-year average of 6.8 is below the target.

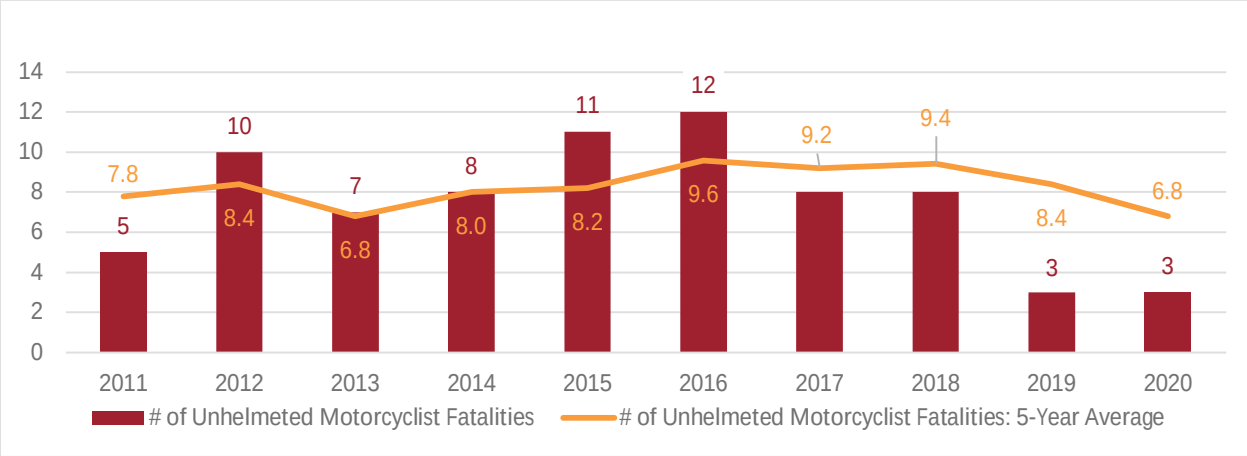


Figure 14: *Unhelmeted Motorcyclist Fatalities and Five-Year Average (2011-2020)*

5.9. Performance Measure C-9: Number of Drivers Age 20 or Younger Involved in Fatal Crashes

Progress: In Progress

Nevada is on track to meet our 2021 performance target for driver's age 20 or younger fatalities from the previous fiscal year's HSP of a 5-year average of 32.6 fatalities for the years 2017 to 2021. As shown in the chart below, Nevada's preliminary fatality number for 2020 is 37 and the 2020 5-year average is 33.4. Although these numbers are above the 2021 target, the target is still attainable in 2021.

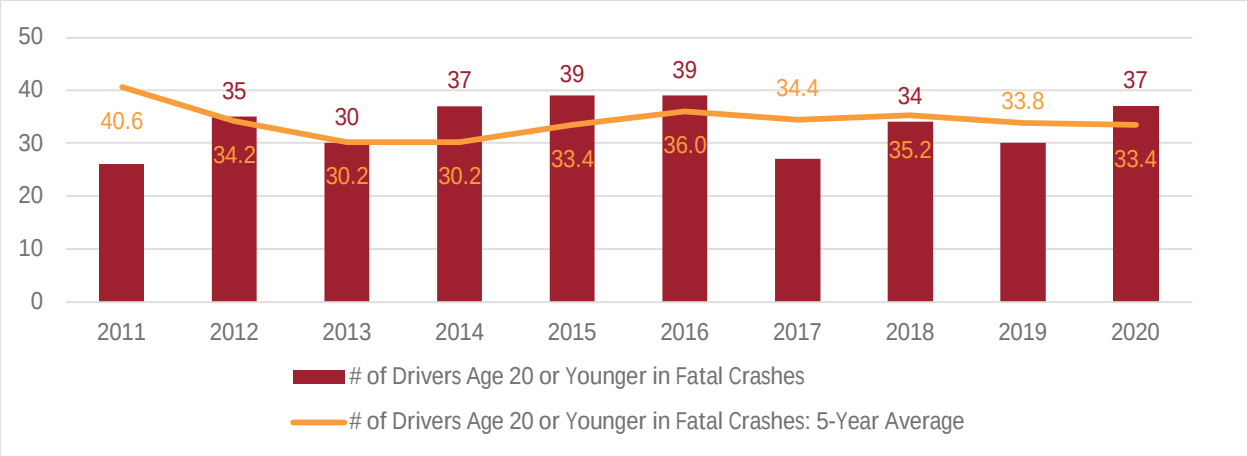


Figure 15: *Young Driver Traffic Fatalities and Five-Year Average (2011-2020)*

5.10. Performance Measure C-10: Pedestrian Fatalities

Progress: In Progress

Nevada is on track to meet our 2021 performance target for pedestrian fatalities from the previous fiscal year's HSP of a 5-year average of 82.7 pedestrian fatalities for the years 2017 to 2021. As shown in the chart below, Nevada's preliminary fatality number for 2020 is 84 and the 5-year average of 79.2 is below the target.

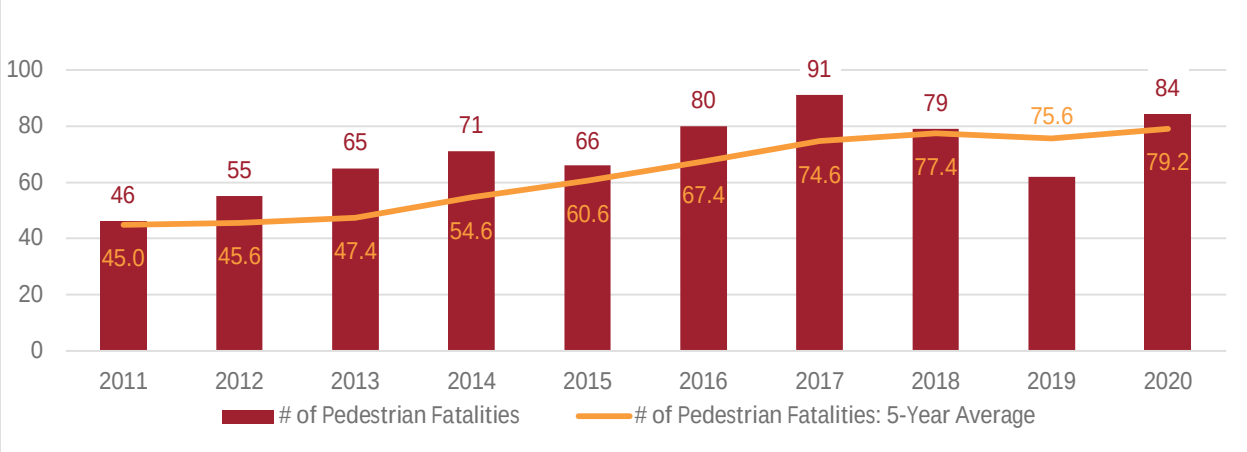


Figure 16: *Pedestrian Fatalities and Five-Year Average (2011-2020)*

5.11. Performance Measure C-11: Bicyclists Fatalities

Progress: In Progress

Nevada is on track to meet our 2020 performance from the previous fiscal year's HSP of a 5-year average of 8.8 bicycle fatalities for the years 2017 to 2021. As shown in the chart below, Nevada's preliminary bicycle fatality number for 2020 is 11, but the 5-year average of 8.4 is below the target.

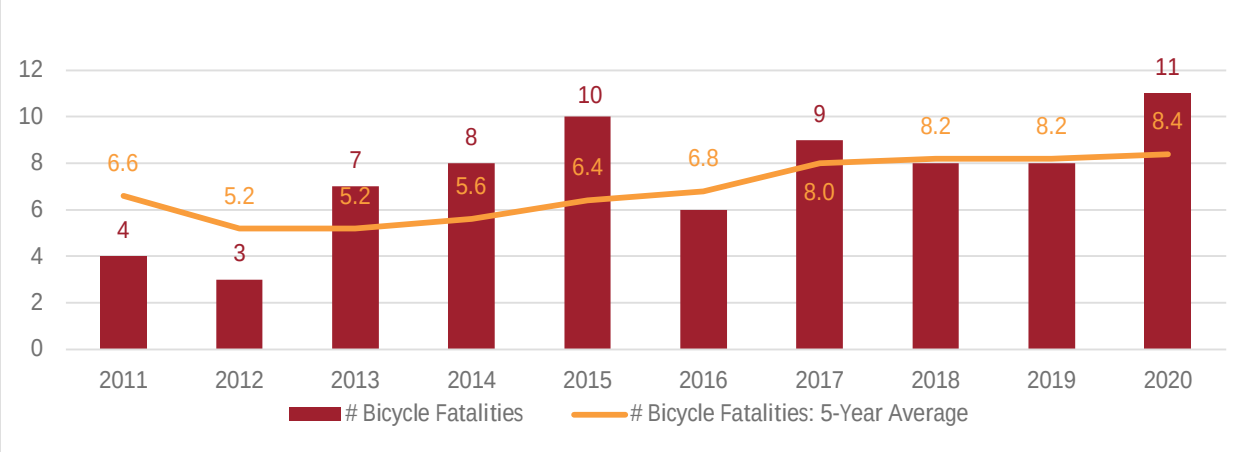


Figure 17: *Bicyclists Fatalities and Five-Year Average (2011-2020)*

5.12. Performance Measure B-1: Observed Seat Belt Usage

Progress: In Progress

Nevada is on track to meet our 2021 performance target for percent observed belt use from the previous fiscal year's HSP of 91.58%. As shown in the chart below, Nevada's percent observed seat belt use has been increasing the last four years and was 94.2 percent in 2019. Nevada requested a waiver for 2020 and has reported the 2019 percentage for 2020.

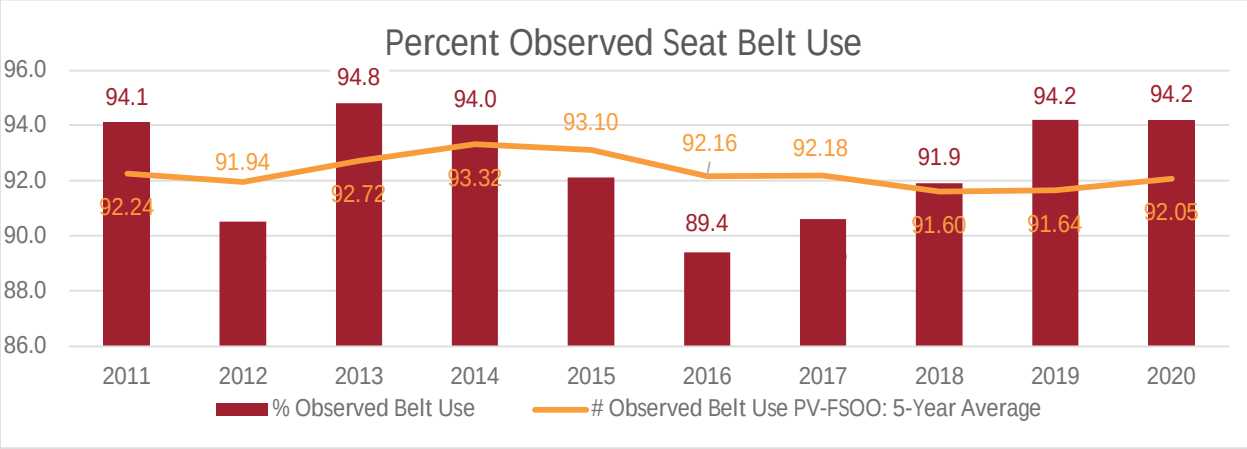


Figure 18: *Percent Observed Seat Belt Use and Five-Year Average (2011-2020)*

5.13. Performance Measure A-1: Child Passenger Safety

Progress: In Progress

Nevada is not on track to meet our 2021 performance target for fatalities from the previous fiscal year's HSP of a 5-year average of 0.3 Children Age 0-4 fatalities for the years 2017 to 2021. As shown in the chart below, Nevada's Children Age 0-4 fatalities was one (1) in 2020 and with 2 in 2017, the lowest it can be for Nevada for 2017 to 2021 is a 5-year average of 0.6.

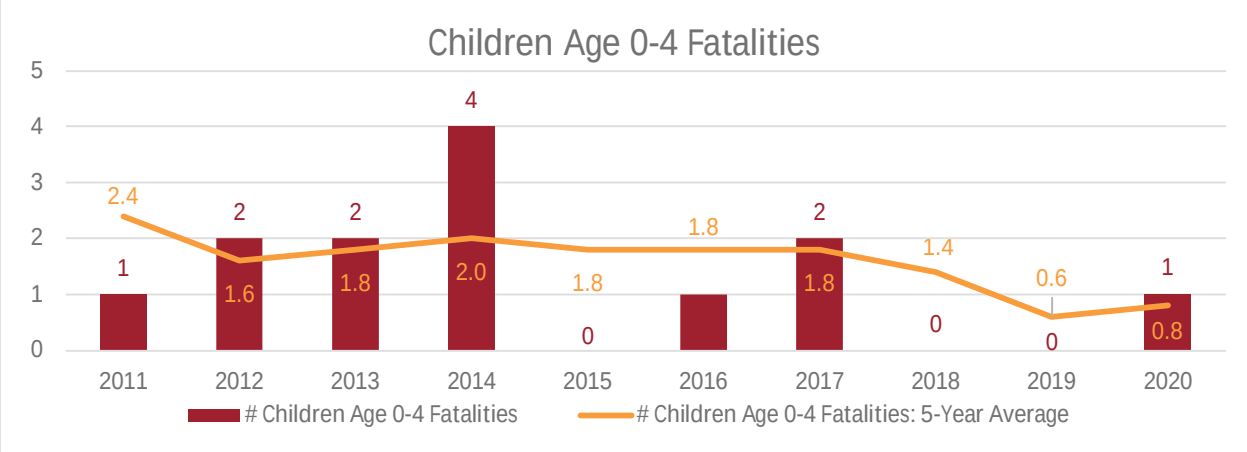


Figure 19: *Figure 19: Child Age 0-4 Fatalities and Five-Year Average (2011-2020)*

5.14. Performance Measure A-2: Number of Traffic Fatalities Reported as Distracted Driving

Progress: In Progress

Nevada is making progress towards our 2021 performance target for distracted driving fatalities from the previous fiscal year's HSP of a 5-year average of 8.3 fatalities for the years 2017 to 2021. As shown in the chart below, Nevada's distracted driving fatality number for 2020 is 10 which is under the 5-year average of 10.2.

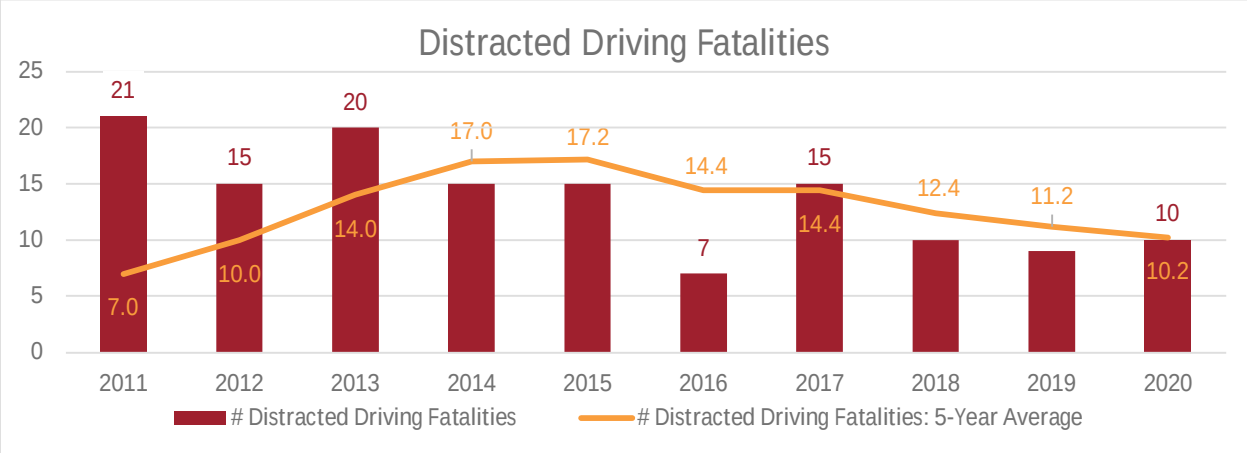


Figure 20: *Distracted Driving Fatalities and Five-Year Average (2011-2020)*

5.15. Performance Measure C-C-1: The percentage of crash records with no missing critical data elements

Progress: Yes

Nevada established a target for crash record completeness of critical data elements for 2021 to be 92%. This data began to be tracked in 2019 and Nevada was at 91% of records with all critical data elements in 2019 and has increased to 99.9952% for 2020. Supporting information provided in **Attachment NV_FY22_405c_Quantitative Improvement C.C.1 NV Secondary Collisions.pdf.**

5.16. Performance Measure C-T-1: Traffic Records Crash Timeliness Median Days

Progress: In Progress

Nevada has been working diligently towards the 2021 performance measure of 12 median days from the crash date to the date the crash report is entered into the NCATS database but is not able to confirm yet if this measure has been met. This was set with 7 days provided for the law enforcement agency to approve the crash and transfer it to NDOT and an additional 7 days for NDOT Traffic Safety Engineering to review and clean the data and upload the crashes into NCATS. However, there has been challenges with the data transfer from the Brazos system with law enforcement agency crash data to NCATS that has caused errors with the data transfer that has led to Nevada not meeting this target yet.

5.17. Performance Measure C-T-2: Percentage Crash Report Entered into Database within 30 Days after the Crash

Progress: Yes

Nevada met the performance target at 92 percent of crash reports entered into the database within 30 days after the crash with a current rate of 93.87%. The process had been 60, 90 days or longer over the last few years but a significant amount of effort has been focused on improving the electronic transfer of files between law enforcement agencies.

6. HSP Problem Identification

The Nevada 2022 HSP is closely aligned with the Nevada SHSP. Both plans identify issues with the greatest involvement in fatal and serious injury crashes and prioritize the actions that can best mitigate them. Official FARS data from NHTSA is used for fatalities whenever possible, with state data providing additional crash parameters and VMT.

This information, along with strategies for addressing the identified critical issues (found in NHTSA's *"Countermeasures That Work"* publication), help to determine where to focus HSP and SHSP efforts and resources and to evaluate effectiveness. Visit https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/812478_countermeasures-that-work-a-highway-safety-countermeasures-guide-.pdf for a full reference to this resource.

Nevada's SHSP was recently approved for the next five years (2021-2025). The HSP will continue to support the strategies and goals of the SHSP. The 2022 HSP is supportive of the following nine CEAs as established within the 2021-2025 SHSP:

- Impaired Driving Prevention
- Intersection Safety
- Lane Departure Prevention
- Motorcycle Safety
- Occupant Protection
- Older Drivers
- Safe Speed
- Pedestrian Safety
- Young Driver Safety

Powered by the collective experience of diverse safety stakeholders, traffic safety task forces associated with each CEA meet quarterly to discuss strategies and assess the implementation of defined actions for each CEA. Additional areas of interest such as tribal safety, bicycles, older drivers, and outreach to minority populations are incorporated into the strategies of each task force. OTS staff are actively involved in all task forces, with a lead role in the CEAs that have a behavioral safety focus.

The crash data summary for the key elements of Nevada's safety program for the past 10 years is provided in **Table 3.** All fatality data shown for years 2011 through 2018 is reported from FARS. Fatality data for 2019 is reported from preliminary FARS in the Annual Report File. Fatality data for 2020 is preliminary state data. Serious injury data and seat belt usage percentage for all years is reported by the state. Nevada fatality data is provided in a separate document, Nevada Traffic Safety Crash Facts (see **Attachment NV_FY22_Traffic Safety Crash Facts.pdf**).

Crash Data Summary	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatalities (Actual)	246	261	266	291	326	329	311	329	304	316
Serious Injuries	1,219	1,161	1,207	1,212	1,349	1,273	1,102	1,031	982	968
Fatality Rate/100 Million VMT	1.02	1.08	1.08	1.15	1.26	1.23	1.13	1.16	1.06	1.25
Unrestrained Passenger Vehicle Occupant Fatalities	64	63	57	65	72	72	69	76	55	71
Fatalities Involving Driver or Motorcycle Operator w/ ≥ .08 BAC	70	85	81	93	99	102	85	88	92	66
Speeding-Related Fatalities	76	102	90	100	112	126	95	93	87	90
Motorcyclist Fatalities	41	43	59	63	55	74	54	58	56	55
Unhelmeted Motorcyclist Fatalities	5	10	7	8	11	12	8	8	3	3
Drivers Age 20 or Younger Involved in Fatal Crashes	26	35	30	37	39	39	27	34	30	37
Pedestrian Fatalities	46	55	65	71	66	80	91	79	62	84
Children Age 0-4 Fatalities	1	2	2	4	0	1	2	0	0	1
Bicycle Fatalities	4	3	7	8	10	6	9	8	8	11
Distracted Driving Fatalities	21	15	20	15	15	7	15	10	9	10
Percent Observed Seat Belt Use for Passenger Vehicles—Front Seat Outboard Occupants	94%	91%	95%	94%	92%	89%	91%	92%	94%	94%

Table 3: *Crash Data Summary*

7. Performance Measures

Targets for 2022 were set to reflect Nevada's Zero Fatalities goal of zero fatalities and serious injuries by 2050. The target for 2022 was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average set the target for 2022.

A summary of all of Nevada's performance measures is shown in **Table 4**. Additional details on the three performance measures shared by the Nevada SHSP, HSP, and HSIP (fatalities, serious injuries, and fatality rate) are included on the following pages. Details on the remaining HSP performance measures are incorporated into the HSP program area sections in Section 8.

Five Year Average and Targets	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Prelim	2021	2022 Target
C-1 Fatalities	288.6	266.2	254.6	264.2	278.0	294.6	304.6	317.2	319.8	317.8	313.1	309.9
C-2 Serious Injuries	1,489.4	1,335.6	1,265.4	1,225.4	1,229.6	1,240.4	1,228.6	1,193.4	1,147.4	1,071.2	1,003.7	964.0
C-3 Fatality Rate	1.322	1.202	1.106	1.098	1.118	1.160	1.170	1.185	1.167	1.166	1.162	1.171
C-4 Unrestrained	86.0	73.8	67.0	65.2	64.2	65.8	67.0	70.8	68.8	68.6	67.9	67.4
C-5 > .08% BAC	86.4	79.8	74.8	79.6	85.6	92.0	92.0	93.4	93.2	86.6	78.9	74.2
C-6 Speeding	88.2	89.2	88.6	89.8	96.0	106.0	104.6	105.2	102.6	98.2	90.4	88.2
C-7 Motorcyclist	48.2	46.6	46.6	50.8	52.2	58.8	61.0	60.8	59.4	59.4	55.2	54.7
C-8 Unhelmeted	7.8	8.4	6.8	8.0	8.2	9.6	9.2	9.4	8.4	6.8	5.0	3.9
C-9 Drivers Age 20 or Younger	40.6	34.2	30.2	30.2	33.4	36.0	34.4	35.2	33.8	33.4	32.8	34.3
C-10 Pedestrians	45.0	45.6	47.4	54.6	60.6	67.4	74.6	77.4	75.6	79.2	79.4	76.9
C-11 Bicyclists	6.6	5.2	5.2	5.6	6.4	6.8	8.0	8.2	8.2	8.4	9.3	9.6
A-2 Distracted Driver	7.0	10.0	14.0	17.0	17.2	14.4	14.4	12.4	11.2	10.2	10.7	9.6
A-1 Children Age 0-4 *(only when restraint use was known)*	2.4	1.6	1.8	2.0	1.8	1.8	1.8	1.4	0.6	0.8	0.8	0.6
B-1 Percent Observed Belt Use for Passenger Vehicles—Front Seat Outboard Occupants (%)	92.24	91.94	92.72	93.32	93.10	92.16	92.18	91.60	91.64	92.05	93.1	93.8

Table 4: *Performance Measures Five-Year Average and Targets*

7.1. Performance Measure C-1: Fatalities

The target for fatalities for 2022 was set to meet Nevada's Zero Fatalities and Serious Injuries Goal of reaching zero in 2050. The target for 2022 fatalities was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average is 309.9 fatalities in 2022.

The following table includes the 2016-2020 fatalities, five-year average and the 2022 target.

Crash Data and Targets	2016	2017	2018	2019	2020 Prelim	2021	2022 Target
Fatalities	329	311	329	304	316	305	295
Five-Year Average	294.6	304.6	317.2	319.8	317.8	313.1	309.9

Table 5: *Performance Measure C-1: Fatalities*

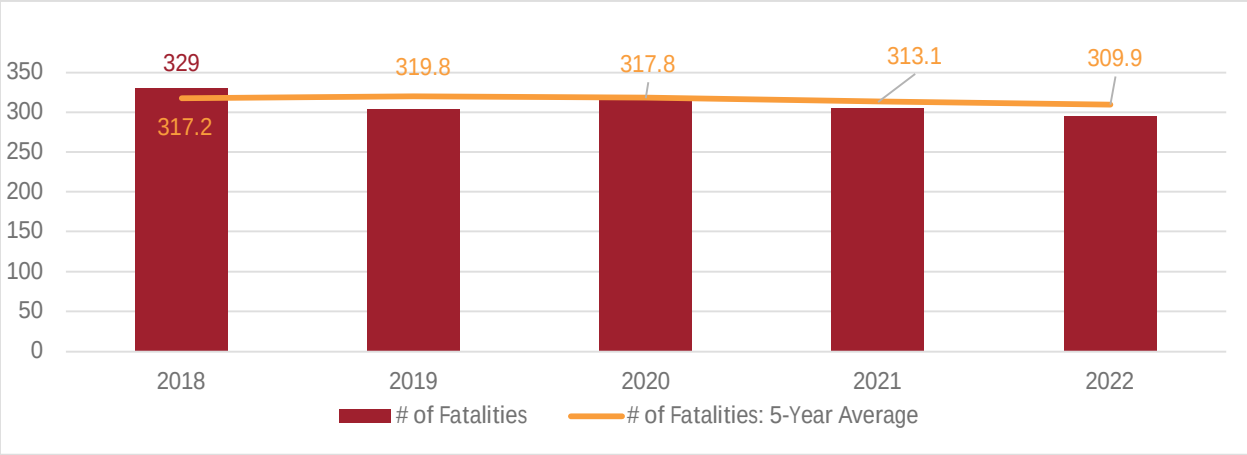


Figure 21: *2022 Target for Fatalities*

7.2. Performance Measure C-2: Serious Injuries

The target for serious injuries for 2022 was set to meet Nevada's Zero Fatalities and Serious Injuries Goal of reaching zero in 2050. The target for 2022 serious injuries was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average is 964.0 serious injuries in 2022.

The following table includes the 2016-2020 number of serious injuries, the five-year average, and the 2022 target.

Crash Data and Targets	2016	2017	2018	2019	2020 Prelim	2021	2022 Target
Serious Injuries	1,273	1,102	1,031	982	968	936	903
Five-Year Average	1,240.4	1,228.6	1,193.4	1,147.4	1,071.2	1,003.7	964.0

Table 6: *Performance Measure C-2: Serious Injuries*

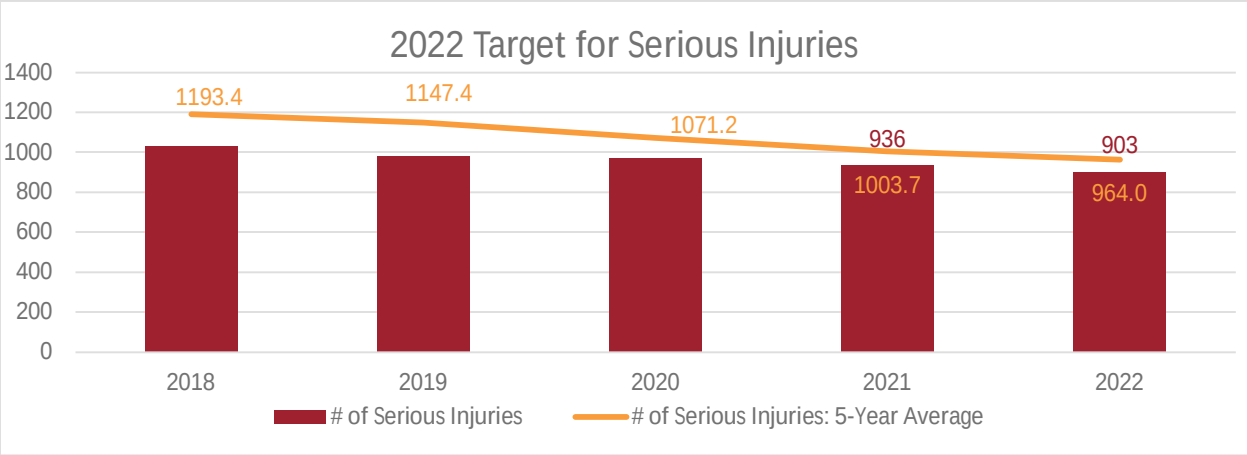


Figure 22: *2022 Target for Serious Injuries*

7.3. Performance Measure C-3: Fatality Rate Per 100 Million VMT

The target for fatality rate per 100 million VMT for 2022 was set to meet Nevada's Zero Fatalities and Serious Injuries Goal of reaching zero in 2050. The target for 2022 fatality rate was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average is 1.171 fatality rate per 100 million VMT in 2022.

The following table includes the 2016-2020 fatalities rates per 100 million vehicle miles traveled (VMT), the five-year average, and the 2022 target.

Crash Data and Targets	2016	2017	2018	2019	2020 Prelim	2021	2022 Target
Fatality Rate/100 Million VMT	1.23	1.13	1.16	1.06	1.25	1.21	1.17
Five-Year Average	1.160	1.170	1.185	1.167	1.166	1.162	1.171

Table 7: *Total Fatality Rate Per 100 Million VMT*

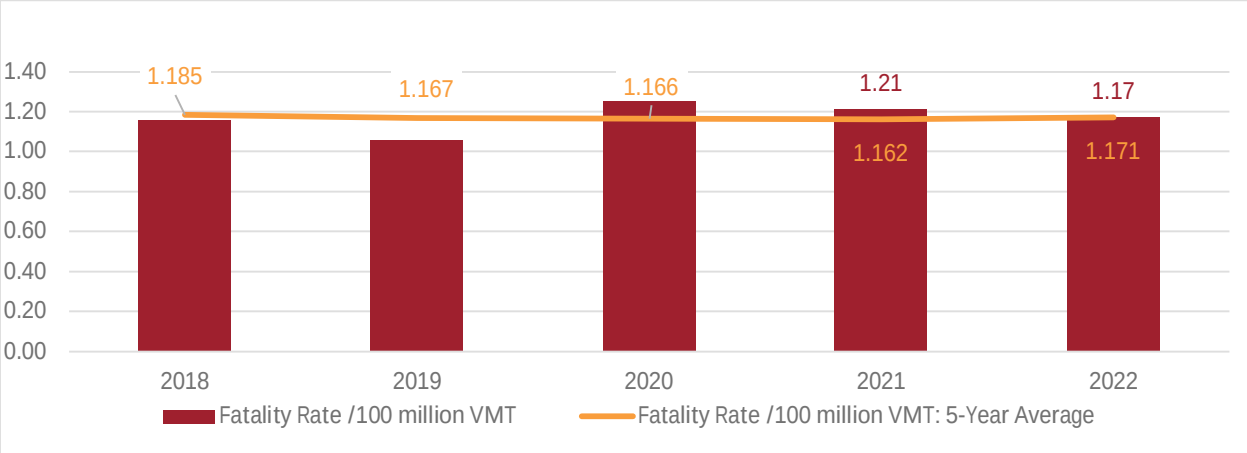


Figure 23: *2022 Target for Fatality Rate/100 Million VMT*

8. HSP Program Areas

The following sections include information on the performance measures and problem identification for the following program areas:

- Occupant Protection (Adult and Child Passenger Safety)
- Impaired Driving (Drug and Alcohol)
- Speed Management
- Motorcycle Safety
- Young Drivers
- Non-Motorized (Pedestrians and Bicyclists)
- Distracted Driving
- Communications (Media)
- Traffic Records

8.1. Occupant Protection (Adult and Child Passenger Safety [CPS])

Occupant protection includes planning and developing traffic injury control safety programs in the areas of seat belts, Child Passenger Safety (CPS) seat use, and automatic occupant protection systems. Nevada's HSP includes a comprehensive occupant protection program that educates and motivates the public to properly use available motor vehicle occupant protection systems. A combination of legislation and use requirements, enforcement, communication, education, and incentive strategies is necessary to achieve significant, lasting increases in seat belt and child car seat usage.

8.1.1. Description of Highway Safety Problem

A fatal unrestrained-occupant crash involves a person traveling in a passenger vehicle that did not use a restraining device, such as a seatbelt, that died in the crash. Passenger vehicles are constituted as passenger cars, light trucks, pickups, and vans. The FARS data uses the attribute "restraint system/helmet use (REST_USE)" in the person data set to determine if a person was using a seatbelt, and the attribute "injury severity (INJ_SEV)" to determine the level of the person's injuries. For this analysis, the two attribute codes used were "none used/not applicable" for restraint use and "fatal injury (K)" for injury severity. If a crash reported both attributes, the crash was deemed a fatal unrestrained-occupant crash. All occupant protection crash data presented in Section 8.1.1 is located in the **Attachment NV_FY22_Traffic Safety Crash Facts.pdf**.

What?

Between 2015 and 2019, **344 fatalities** and **319 fatal unrestrained-occupant crashes** occurred on Nevada roadways.

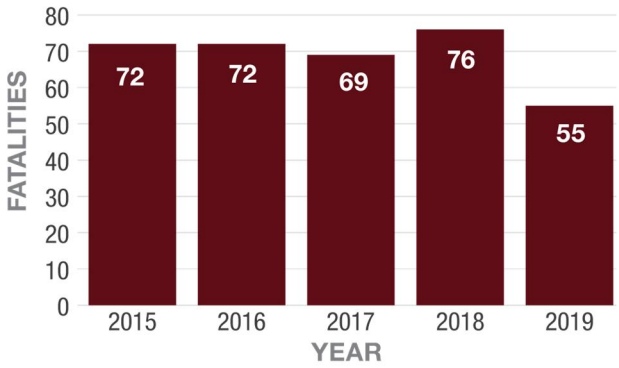


Figure 24: *Unrestrained-Occupant Fatalities in Nevada (2015-2019)*

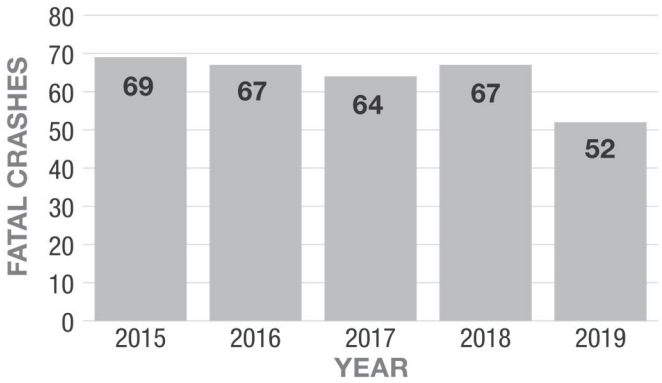


Figure 25: *Fatal Unrestrained-Occupant Crashes in Nevada (2015-2019)*

Where?

Between 2015 and 2019, 187 fatal unrestrained-occupant crashes occurred in Clark County. More than half of fatal unrestrained-occupant crashes occurred on urban roadways.

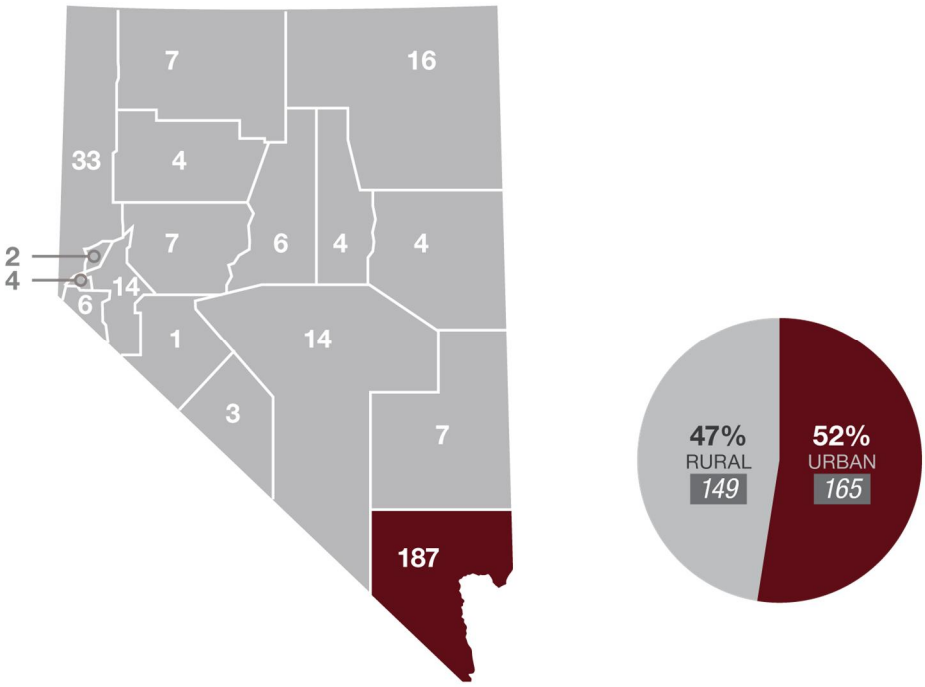


Figure 26: *Fatal Unrestrained-Occupant Crashes in Nevada (2015-2019)*

Who?

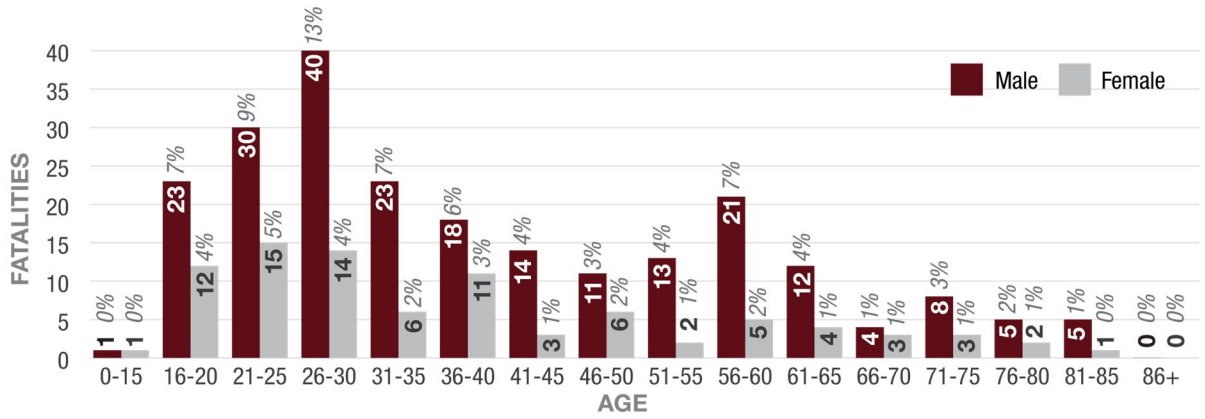


Figure 27: *Age/Gender Breakdown of Unrestrained-Occupant Fatalities in Nevada*

When?

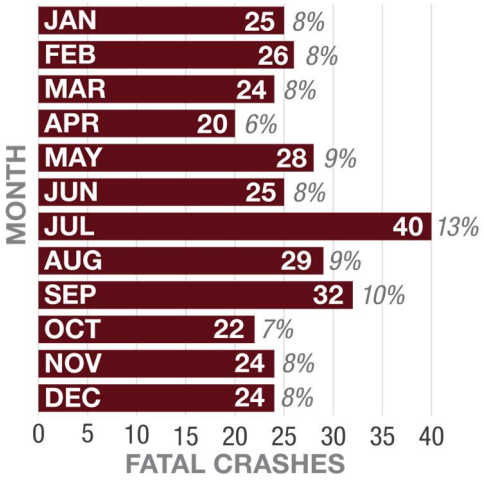


Figure 28: *Fatal Unrestrained-Occupant Crashes by Day of Week (2015-2019)*

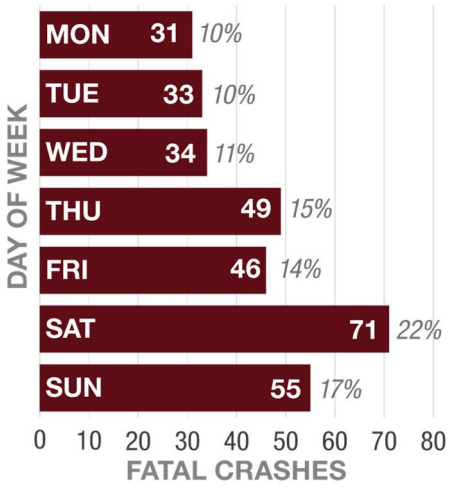


Figure 29: *Fatal Unrestrained-Occupant Crashes by Month of Year*

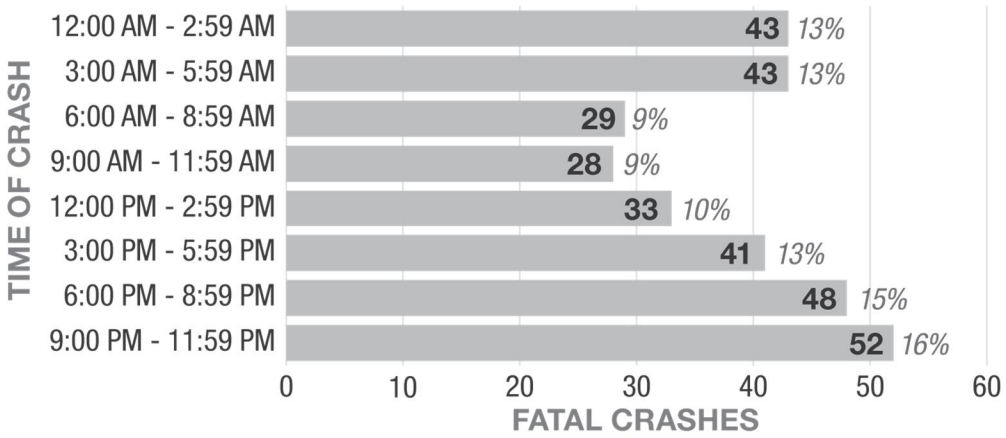


Figure 30: *Fatal Unrestrained-Occupant Crashes by Time of Day (2015-2019)*

Why?

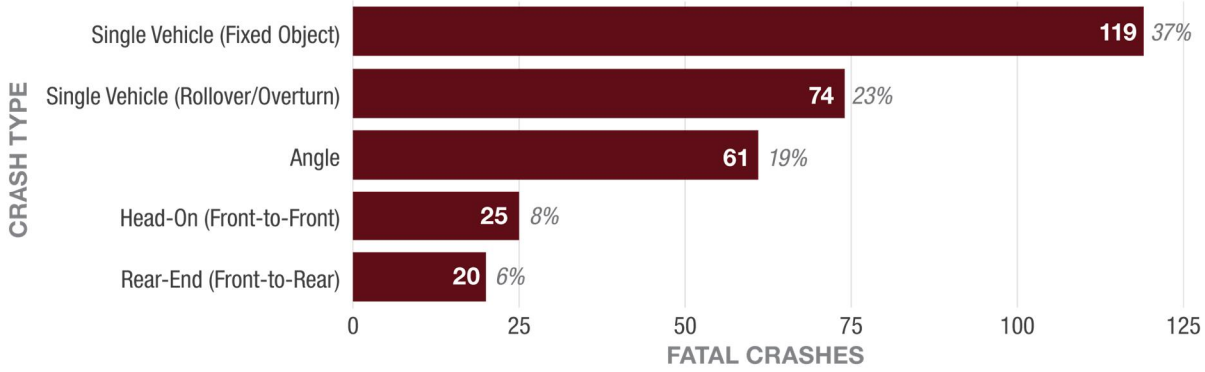


Figure 31: *Fatal Unrestrained-Occupant Crashes by Crash Type (2015-2019)*

Child Passenger Crashes

A child passenger crash involves a child between the ages of zero and 13 that dies in a crash. The FARS data uses the person data file attributes “age (AGE),” “person type (PER_TYP),” and “injury severity (INJ_SEV).” The following attribute codes were used: values equal to and between zero and 13 to identify age, “passenger of a motor vehicle in transport,” and “fatal injury (K).” If a crash reported all the individual attribute codes, the crash was deemed a fatal child passenger crash. Fatal child passenger crashes make up too small of a percentage of all fatalities and fatal crashes in Nevada to perform a full analysis.

What?

During 2015 to 2019, **16 fatalities** and **16 child passenger fatal crashes** occurred on Nevada roadways.

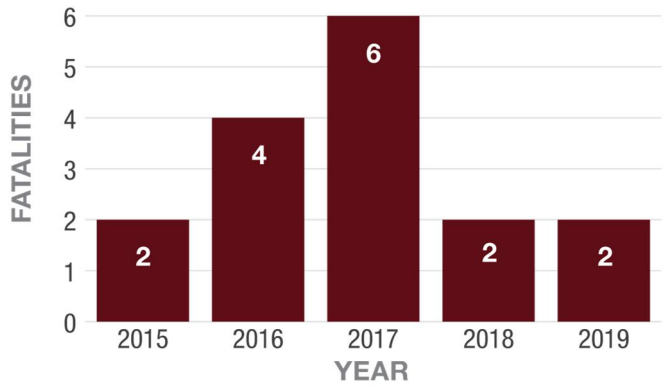


Figure 32: *Child Passenger Fatalities in Nevada (2015-2019)*

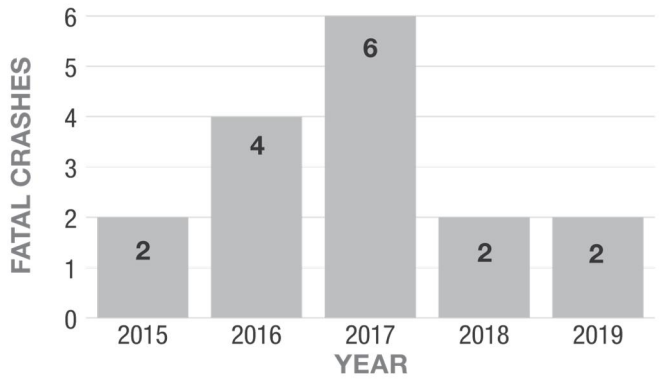


Figure 33: *Fatal Child Passenger Crashes in Nevada (2015-2019)*

Where?

The majority of fatal child passenger crashes occurred in Clark County and on urban roadways.

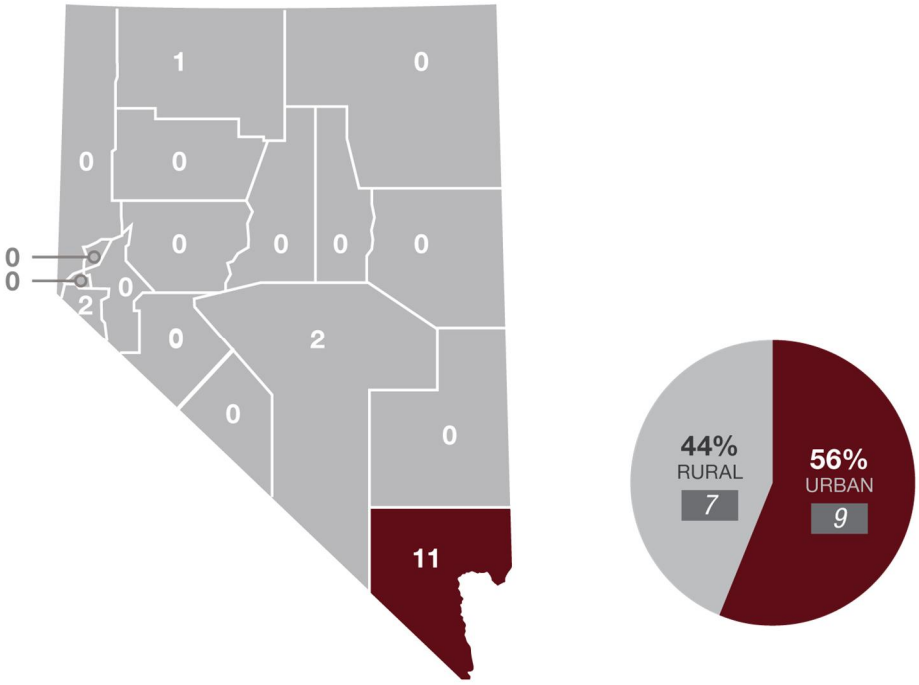


Figure 34: *Fatal Child Passenger Crashes in Nevada by Location (2015-2019)**

8.1.2. Performance Measure C-4: Unrestrained Passenger Vehicle Occupant Fatalities, All Positions

The target for unrestrained passenger vehicle occupants for 2022 was set to meet Nevada's Zero Fatalities and Serious Injuries Goal of reaching zero in 2050. The target for 2022 unrestrained passenger vehicle occupant fatalities was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average is 67.4 unrestrained passenger vehicle occupant fatalities.

The following table includes the 2016-2020 unrestrained passenger vehicle occupant fatalities, the five-year average, and the 2022 target.

Crash Data and Targets	2016	2017	2018	2019	2020 Prelim	2021	2022 Target
Number of Unrestrained-Occupant Fatalities	72	69	76	55	71	69	66
Five-Year Average	65.8	67.0	70.8	68.8	68.6	67.9	67.4

Table 8: *Performance Measure C-4: Unrestrained Passenger Vehicle Occupant Fatalities*

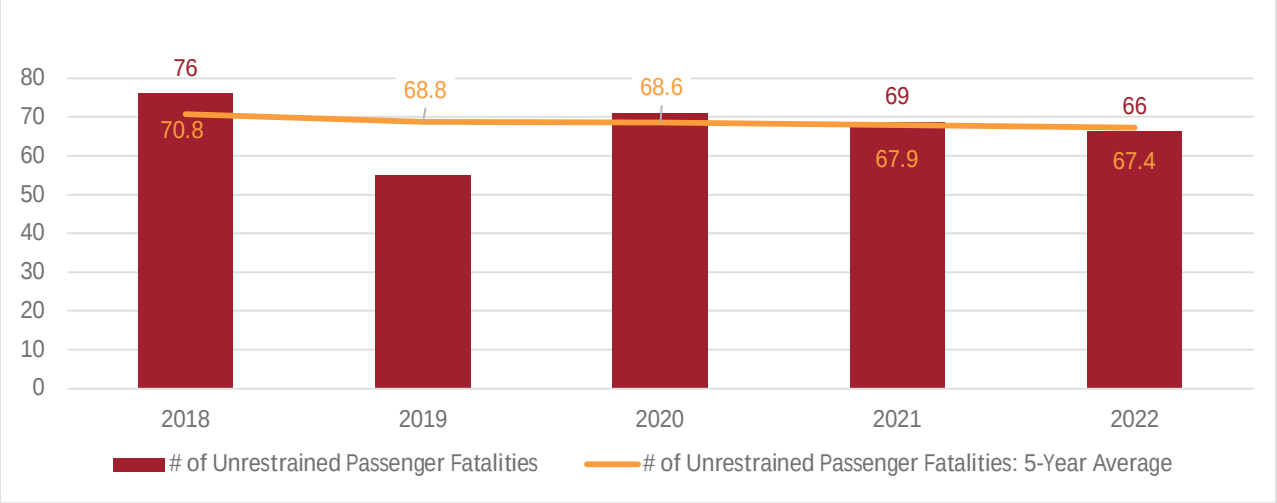


Figure 35: *2022 Target for Unrestrained Passenger Fatalities*

8.1.3. Performance Measure B-1: Observed Seat Belt Usage

The target for observed seat belt usage for 2022 was set to meet a goal of 100% usage in 2050. The target for 2022 observed seat belt usage was estimated by using a straight-line increase from the 2020 annual value to reaching 100% usage in 2050. The resulting five-year average is 93.85% observed seat belt usage for 2022.

The following table includes the 2016-2020 observed seat belt usage, the five-year average, and the 2022 target. Nevada requested a waiver for 2020 and reported the 2019 percentage (94.2) for 2020.

Crash Data and Targets	2016	2017	2018	2019	2020 Prelim	2021	2022 Target
% Observed Belt Use	89.4	90.6	91.9	94.2	94.2	94.4	94.6
Five-Year Average	92.16	92.18	91.60	91.64	92.05	93.05	93.85

Table 9: *Performance Measure B-1: Observed Seat Belt Use*

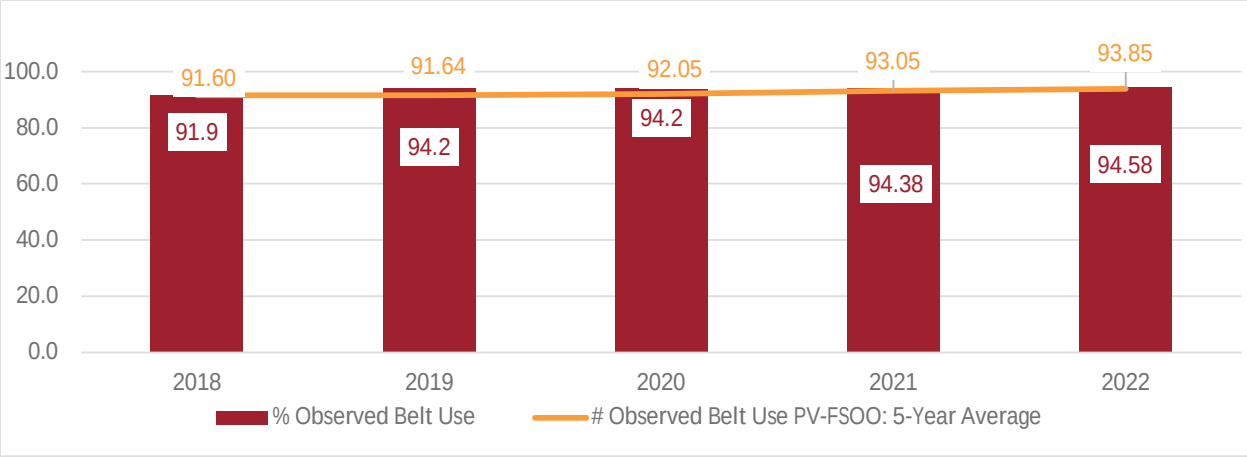


Figure 36: *Figure 36: 2022 Target for Observed Seat Belt Use*

8.1.4. Performance Measure A-1: Child Passenger Safety

The target for child passenger safety for 2022 was set to meet Nevada's Zero Fatalities and Serious Injuries Goal of reaching zero in 2050. The target for 2022 children ages 0-4 fatalities was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average is 0.6 children ages 0-4 fatalities.

The following table and graph include the 2016-2020 fatality number for children ages 0-

Crash Data and Targets	2016	2017	2018	2019	2020 Prelim	2021	2022 Target
Children Ages 0-4 Fatalities	1	2	0	0	1	1	1
Five-Year Average	1.8	1.8	1.4	0.6	0.8	0.8	0.6

Table 10: *Performance Measure A-1: Child Passenger Safety*

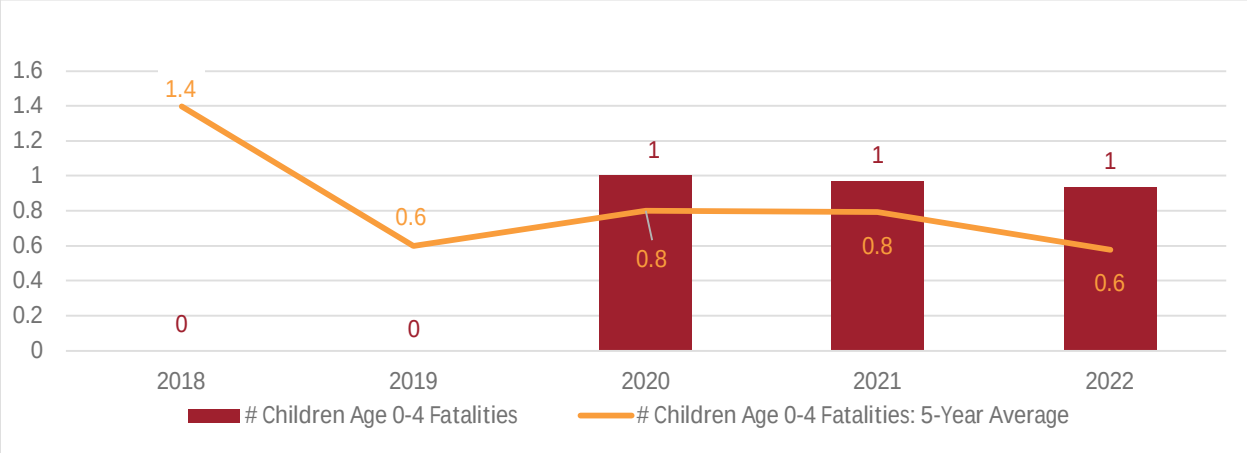


Figure 37: *2022 Target for Children Age 0-4 Fatalities*

8.1.5. Countermeasure Strategies

Strategy	Description
Seat Belt Use Survey	Seat belt use data helps OTS, policy makers, and local partners develop seat belt education and policy in Nevada. This is a NHTSA-required activity. An impromptu observational seat belt survey will be conducted during all CPS seat inspection events.
Communications	Communications and outreach strategies will be utilized to reduce traffic fatalities and serious injuries by making the public aware of behaviors that lead to traffic crashes. Seat belt and CPS educational outreach will be combined during all CPS seat inspection events. Providing educational programs and partnering with other traffic safety advocates on safety belts, CPS, proper seating, and the use of child restraints will be continued.
High-Visibility Enforcement (HVE)	HVE focusing on occupant protection non-use will be utilized to reduce traffic fatalities and serious injuries by citing drivers who are not wearing seat belts or not using child restraints.
CPS Training and Installation	CPS technician training and installation support will be utilized to reduce traffic fatalities and serious injuries by providing training and certification costs for new CPS instructors, recertification costs for continuing instructors, child safety seats, and support for CPS installation programs and events. OTS partners with community organizations, law enforcement, hospitals, and healthcare providers to recruit and train technicians and trainers and notifies these partners in advance of certification classes.

Table 11: *Countermeasure Strategies*

8.1.6. Planned Activities for 2022

Project	Description
Occupant Protection Survey	Seat belt use survey conducted by University of Nevada, Las Vegas.
Communications	OTS is actively engaged in outreach, education, and communications on traffic safety across all types of users statewide.
Traffic Safety Enforcement Program HVE	(Occupant Protection Enforcement) – HVE for seat belt and child safety seat non-use conducted by law enforcement agencies statewide.
Occupant Protection/CPS Programs	(CPS training and installation) – Coordination and support for CPS technician training, community outreach and education, and car seat installation stations. Partners include first responders and law enforcement, community programs, Native American tribal populations, schools, foster care, and healthcare programs.

Table 12: *Planned Activities for 2022*

The Funding Summary and Project Level Detail Chart in **Attachment NV_FY22_Funding Summary and Project Level Detail.pdf** provides additional project level details, intended subrecipients, federal funding source, funding amount, match, and local benefit.

8.2. Impaired Driving Prevention (Drug or Alcohol)

Nevada's HSP includes an impaired driving component that addresses highway safety activities related to impaired driving. Impaired driving means operating a motor vehicle while affected by alcohol and/or other drugs, including prescription drugs, over-the-counter medicines, or illicit substances. Impaired driving crashes involve a driver or rider operating a motor vehicle at or above a 0.08% BAC and/or is impaired by marijuana, opioids, methamphetamines, or any other potentially impairing drug. There is currently limited access to drug-impaired driving data due to local lab testing protocols and access to results.

8.2.1. Description of Highway Safety Problem

Impaired driving crashes are fatal crashes involving a driver with a BAC of 0.08% or greater and/or tested positive for drugs in their system. The FARS data uses the attribute "person type (PER_TYP)" in the person data set to determine if the person was the driver, the attribute "alcohol test result (ALC_RES)" in the person data set to report the BAC test result, and the attribute "drug test result (DRUGRES)" in the person data set to report the type of drug(s) present in a person's system at the time of the crash. For this analysis, the following attribute codes were used for drug involvement: "narcotic," "depressant," "stimulant," "hallucinogen," "cannabinoid," "phencyclidine," "anabolic steroid," and "inhalant." If the driver in a fatal crash had either a BAC greater than or equal to 0.08% and/or had any of the listed drug attribute codes, the crash was deemed a fatal impaired driving crash. All impaired driving crash data presented in Section 8.2.1 is located in **Attachment NV_FY22_Traffic Safety Crash Facts.pdf**.

What?

Between 2015 to 2019, the number of impaired driving fatalities and fatal crashes generally decreased. A total of **682 impaired driving fatalities** and **609 fatal impaired driving crashes** occurred on Nevada roadways during that time.

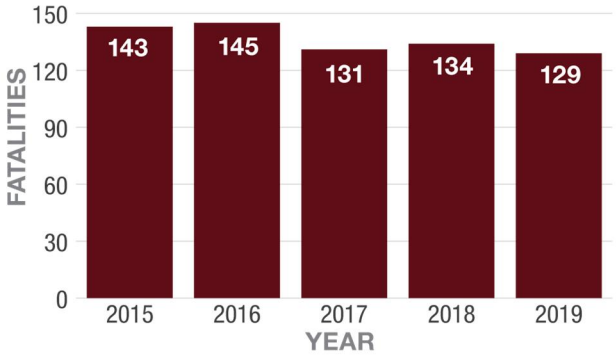


Figure 38: *Impaired Driving Fatalities in Nevada (2015-2019)*

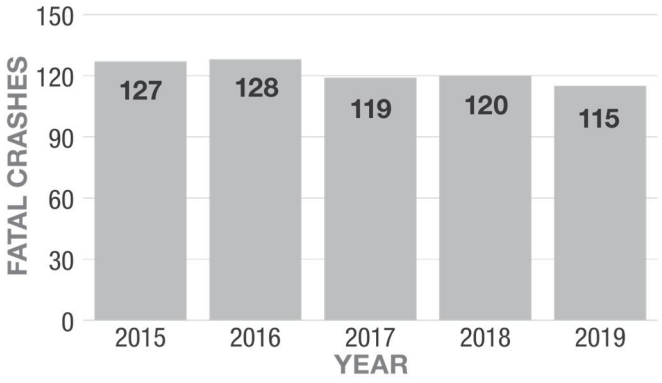
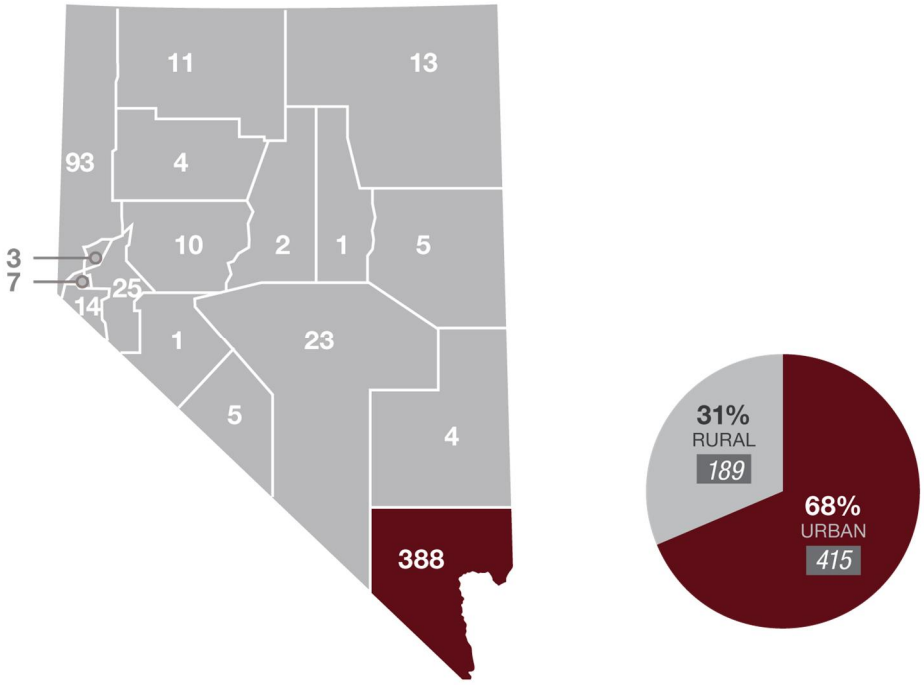


Figure 39: *Impaired Driving Fatal Crashes in Nevada (2015-2019)*

Where?

From 2015 to 2019, 68% of fatal impaired driving crashes occurred on urban roadways. Clark County reported the highest number of fatal impaired driving crashes in Nevada.



:

Figure 40: *Impaired Driving Crashes in Nevada by Location (2015-2019)*

Who?

From 2015 to 2019, males ages 21 to 25 comprised the greatest number of at-fault drivers in fatal impaired driving crashes in Nevada.

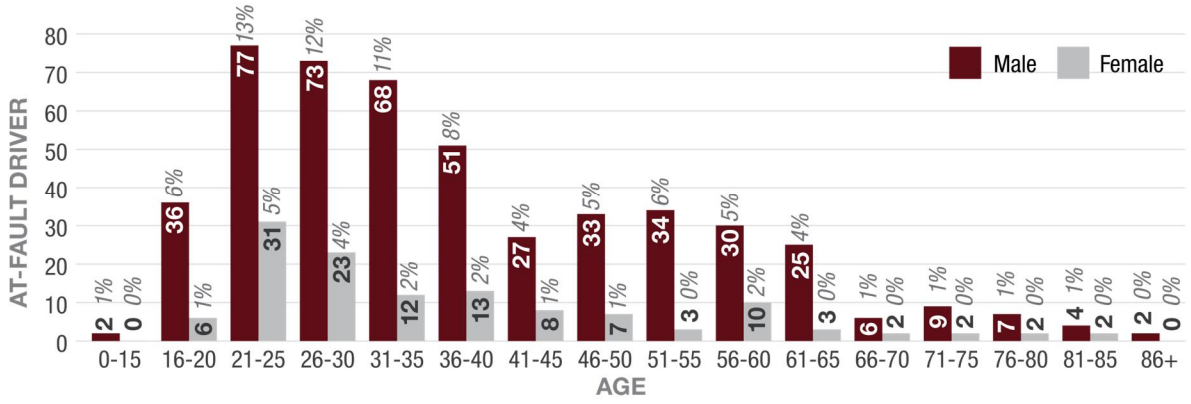


Figure 41: *Age/Gender of At-Fault Drivers in Impaired Driving Fatal Crashes*

When?

Nearly half of fatal impaired driving crashes occurred between 3:00 PM and 11:59 PM, while 54% of the fatal crashes took place at night.

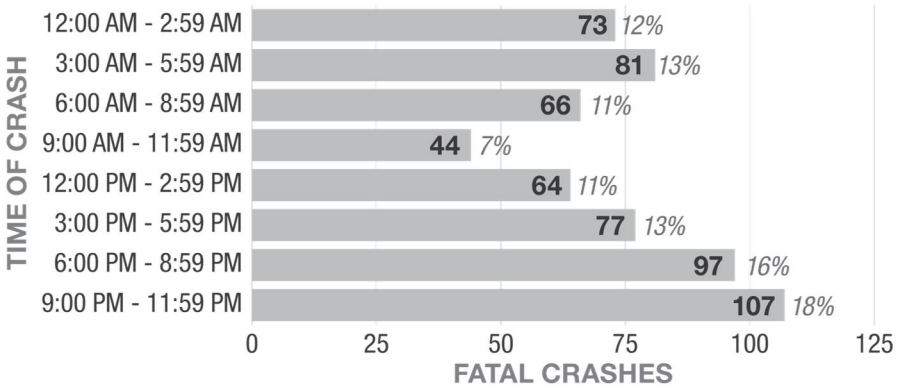


Figure 42: *Fatal Impaired Driving Crashes in Nevada by Time of Day (2015-2019)*

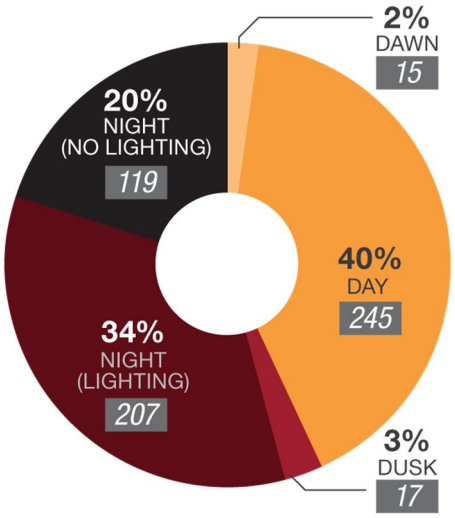


Figure 43: *Lighting at Time of Fatal Impaired Driving Crashes in Nevada (2015-2019)*

From 2015 to 2019, 40% of fatal impaired driving crashes occurred on Saturdays and Sundays. The most reported month of the year for fatal impaired driving crashes was September.

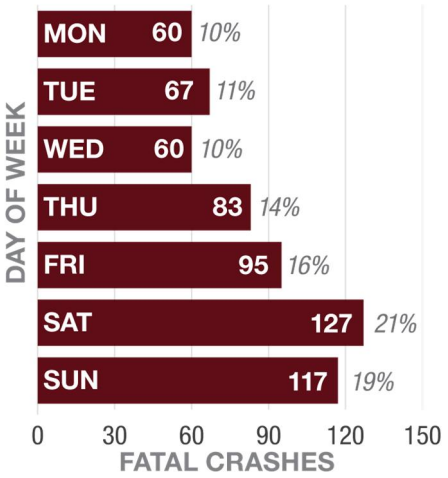


Figure 44: *Fatal Impaired Driving Crashes in Nevada by Day of Week (2015-2019)*

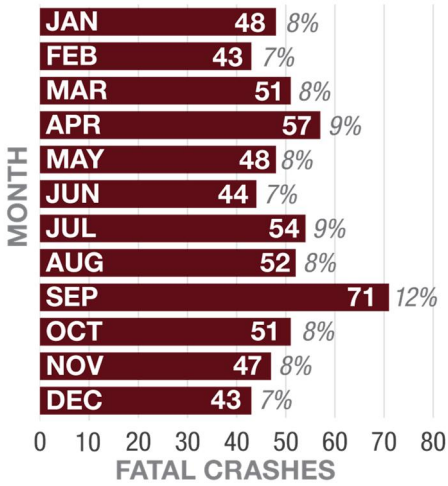


Figure 45: *Fatal Impaired Driving Crashes in Nevada by Month of Year (2015-2019)*

Why?

From 2015 to 2019, 31% of fatal impaired driving crashes involved a motor vehicle hitting a fixed object.

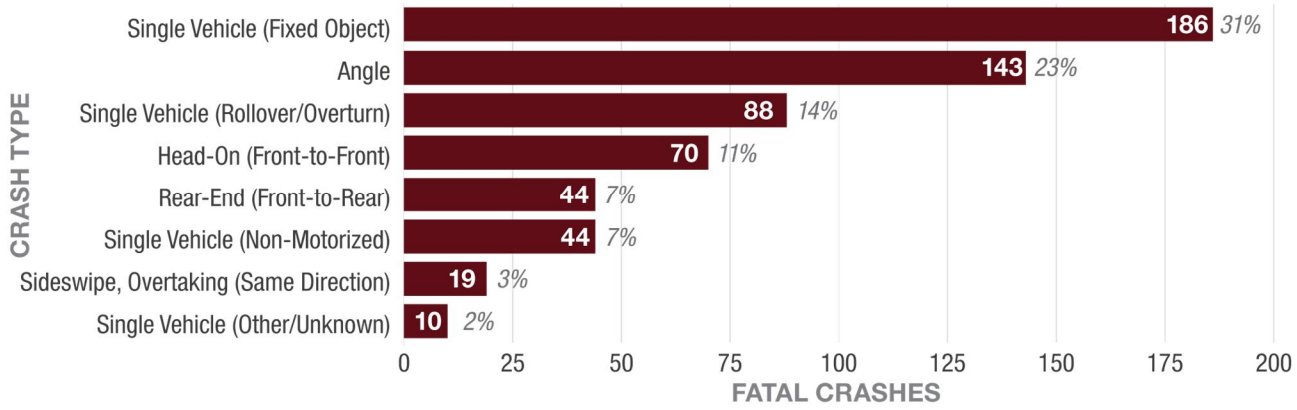


Figure 46: *Fatal Impaired Driving Crashes in Nevada by Crash Type (2015-2019)*

8.2.2. Performance Measure C-5: Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above

The target for the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above for 2022 was set to meet Nevada's Zero Fatalities and Serious Injuries Goal of reaching zero in 2050. The target for 2022 fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average is 74.2 fatalities.

The following table includes the 2016-2020 number of fatalities involving a driver or rider with a BAC of 0.08% or above, the five-year average, and the 2022 target.

Crash Data and Targets	2016	2017	2018	2019	2020 Prelim	2021	2021 Target
Fatalities	102	85	88	92	66	64	61
Five-Year Average	92.0	92.0	93.4	93.2	96.6	78.9	74.2

Table 13: *Performance Measure C-5: Number of Fatalities in Crashes with BAC >0.08*

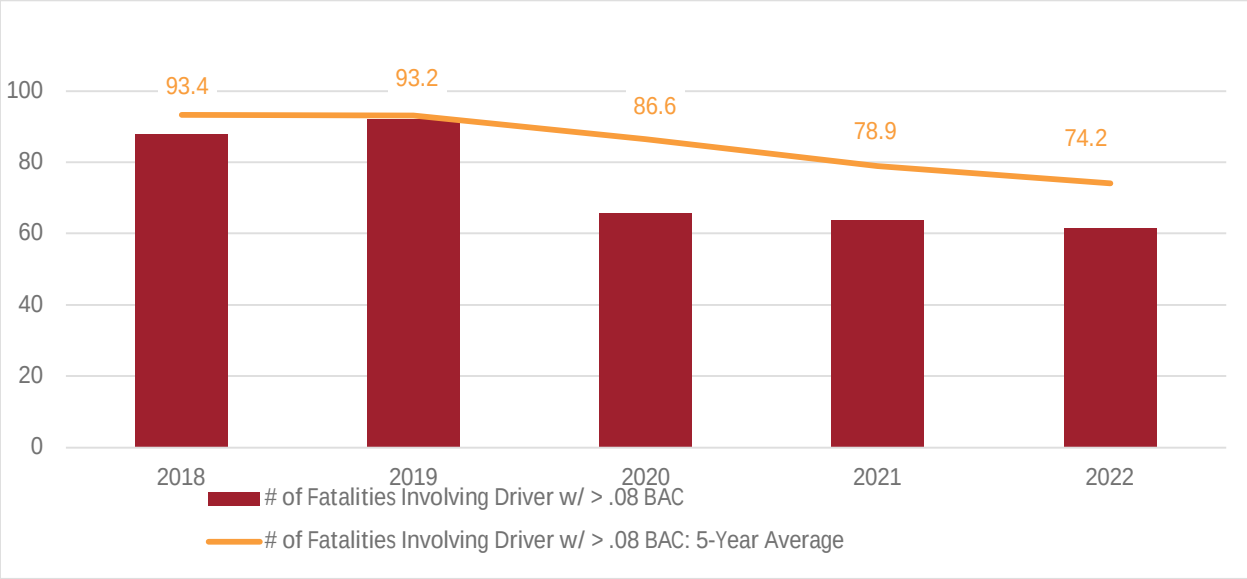


Figure 47: *2022 Target for Fatalities Involving Driver with >0.08% BAC*

8.2.3. Countermeasure Strategies

Strategy	Description
Law Enforcement Training	Law enforcement training will be utilized to reduce traffic fatalities and serious injuries by providing the specialized skills needed to detect, arrest, and collect evidence of alcohol- and drug-impaired driving.
Judicial and Prosecutor Education	Judicial and prosecutor education will be utilized to reduce traffic fatalities and serious injuries by providing training to judges, prosecutors, and specialty court staff on best practices related to Driving Under the Influence (DUI) court principles, diversion programs, ignition interlock, and 24/7 program usage.
Highway Safety Office Program Management	Planning and administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.
HVE (Pedestrian, Motorist, and Impaired)	HVE will be utilized to reduce traffic fatalities and serious injuries by removing impaired drivers and pedestrians from the roads.
Driving While Intoxicated (DWI) Courts	DWI courts are rated as highly effective for reducing recidivism. With the passage of mandatory ignition interlock, the specialty courts will need to assume an even stronger role in case management for DWI offenders. Funding for DWI courts supports case management and coordination.
Communications	Communications, outreach and education is a key component of all program areas and combines traffic safety messaging through multiple channels with in-person outreach and education to multiple target groups.

Table 14: *Impaired Driving Countermeasure Strategies*

8.2.4. Planned Activities for 2022

Project	Description
DUI/ Driving Under the Influence of Drugs (DUID) Law Enforcement Training	Statewide DUI/DUID training in DRE, ARIDE, and comprehensive marijuana detection and prosecution knowledge delivered in person and via electronic trainings to law enforcement and prosecutors.
Judicial and Prosecutor Training	Training/education for judges, court staff, and prosecutors. Nevada has secured funding through the American Bar Association to implement a State Judicial Outreach Liaison program. Additionally, a Tribal Outreach Program will be established in 2022 to work with courts serving native populations throughout the state.
Program Management	Highway Safety Office Program Management.
Impaired Driving HVE	Impaired driving high-visibility/saturation enforcement. Impaired Driving HVE is a key component of the Traffic Safety Enforcement Plan (TSEP). This includes phlebotomy projects, DRE call-out, saturation patrols and DUI field processing, and e-warrant projects as supportive to the timely and accurate apprehension of DUI drivers.
DUI Specialty Courts	Multiple DUI Specialty Courts statewide are provided seed funding to support their work with DUI offenders. For 2022, OTS proposes requiring use of an industry standard DUI assessment tool for funded projects. Funds are also included to send key court staff to DUI specialty training and for court monitoring.
Communications	The Office of Traffic Safety is actively engaged in outreach, education, and communications on traffic safety across all types of users statewide.

Table 15: *Impaired Driving Planned Activities*

The Project Detail Chart in **Attachment NV_FY22_Funding Summary and Project Level Detail.pdf** provides additional project level details, intended subrecipients, federal funding source, funding amount, match, and local benefit.

8.3. Speeding Prevention

Like most of the country, Nevada saw an increase in speeding in 2020 and is responding by funding several speed reduction grants focused on high speed corridors/events, street racing and unsafe passing. Speed management involves a balanced program effort that includes defining the relationship between speed, speeding, and safety; applying road design and engineering measures to obtain appropriate speeds; setting speed limits that are safe and reasonable; applying enforcement efforts and appropriate technologies that effectively address speeders and deter speeding; marketing communication and educational messages that focus on high-risk drivers; and soliciting the cooperation, support, and leadership of traffic safety stakeholders. The 2021-2025 SHSP sets Safe Speed as one of Nevada's CEAs under the Safer Roads Key Area.

8.3.1. Description of Highway Safety Problem

A speeding-related crash is defined as a crash in which the responding officer deemed the crash to be related to the vehicle speeding. The FARS data uses the attribute "speeding-related (SPEEDREL)" in the vehicle file to indicate if a fatal crash was speeding-related. For this analysis, five attribute codes were used: "yes," "yes, racing," "yes, exceeded speed limit," "yes, too fast for conditions," and "yes, specifics unknown." If a crash reported any of the attribute codes, the crash was deemed a fatal speeding-related crash. All speeding-related crash data presented in Section 8.3.1 is located in **Attachment NV_FY22_Traffic Safety Crash Facts.pdf**.

What?

Between 2015 to 2019, there was a slight decline in the number of fatal speeding crashes. fatalities and fatal crashes generally decreased. A total of **682 fatalities** and **609 fatal speeding-related crashes** occurred on Nevada roadways during that time.

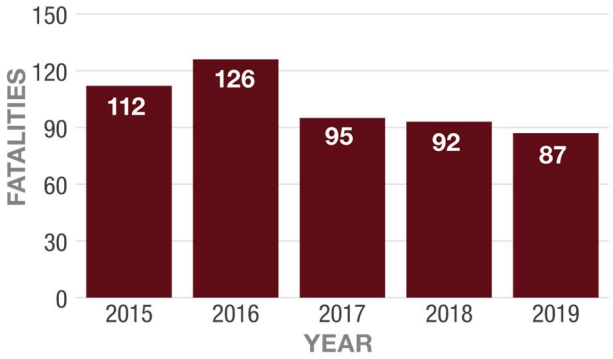


Figure 48: *Speed-Related Fatalities in Nevada (2015-2019)*

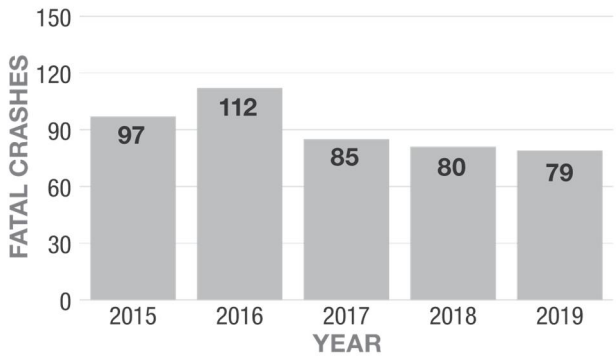


Figure 49: *Fatal Speed-Related Crashes in Nevada (2015-2019)*

Where?

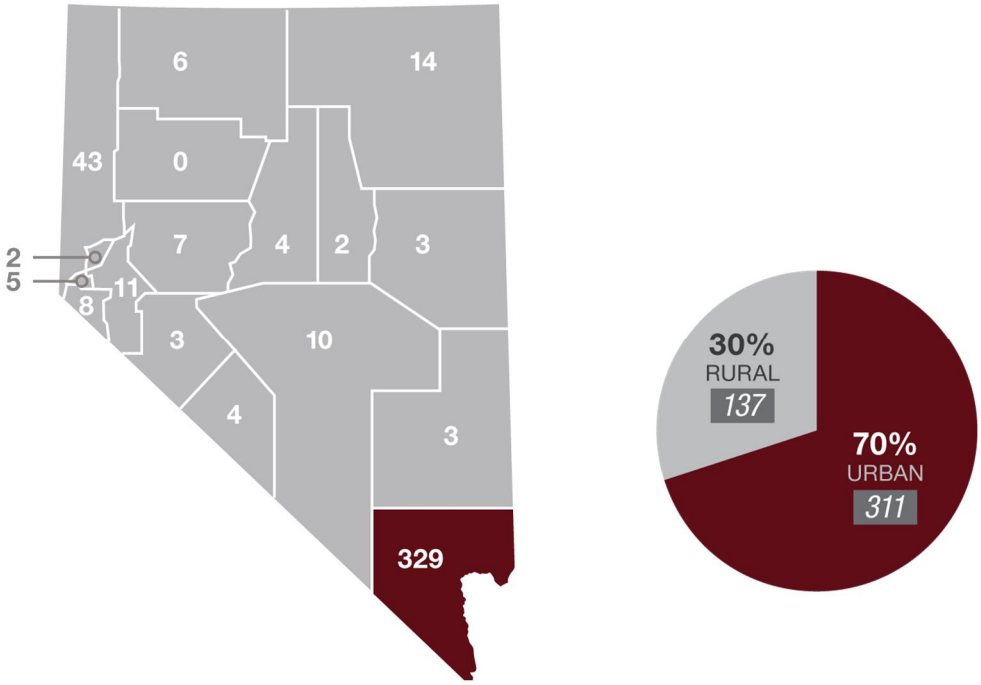


Figure 50: *Fatal Speed-Related Crashes in Nevada by Location (2015-2019)*

Who?

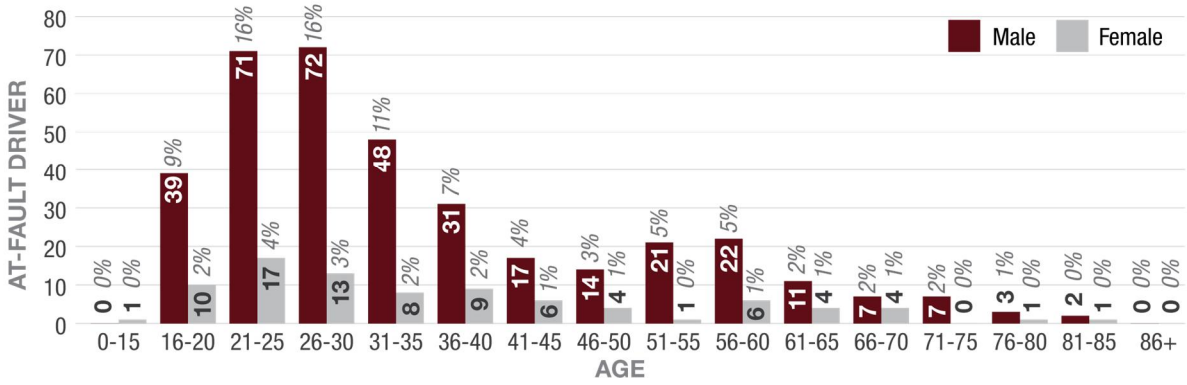


Figure 51: *Age/Gender of At-Fault Drivers in Fatal Speed-Related Crashes*

When?

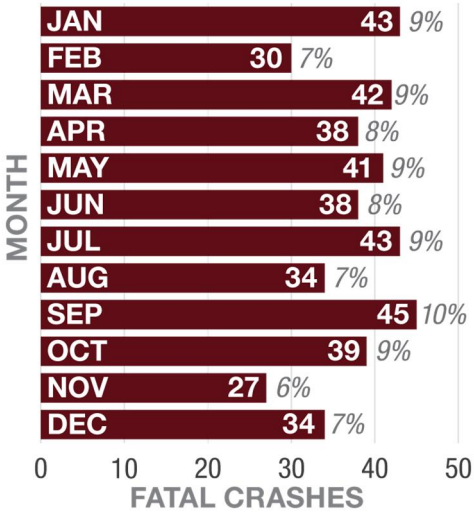


Figure 52: *Average Month of Speed-Related Fatal Crashes*

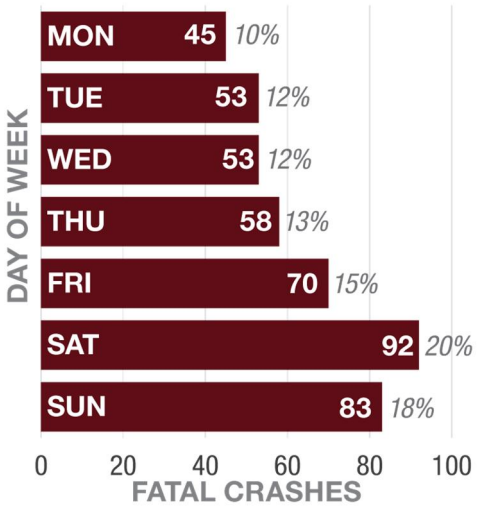


Figure 53: *Average Day of Speed-Related Fatal Crashes*

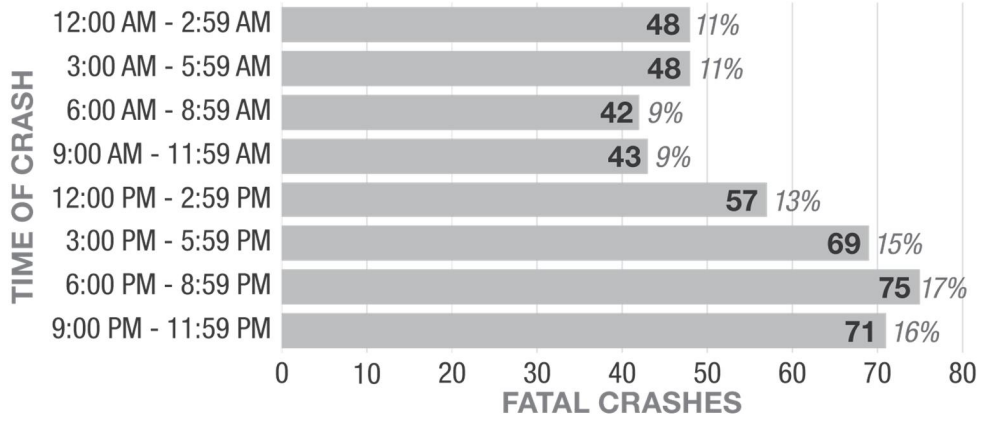


Figure 54: *Fatal Speed-Related Crashes in Nevada by Time of Day (2015-2019)*

Why?

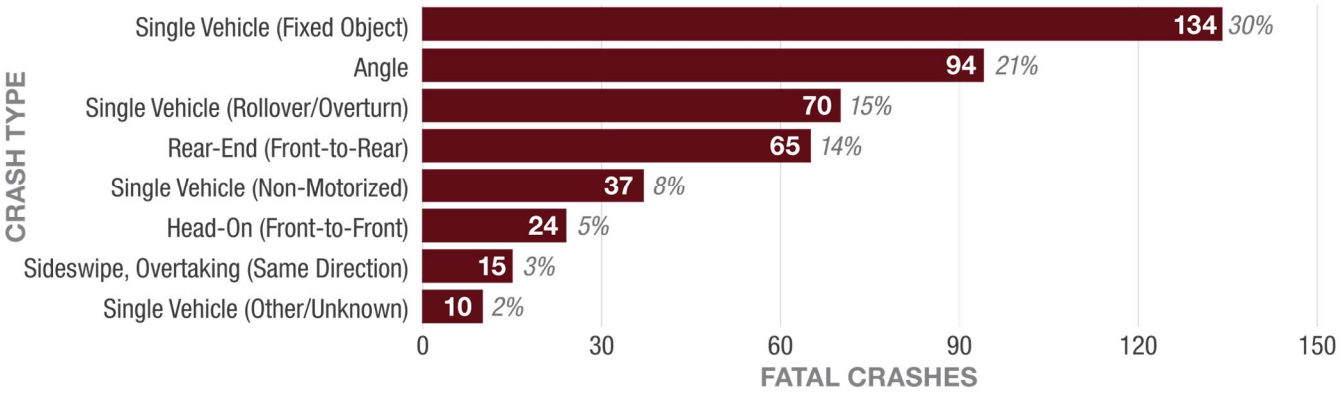


Figure 55: *Fatal Speed-Related Crashes in Nevada by Crash Type (2015-2019)*

8.3.2. Performance Measure C-6: Speeding-Related Fatalities

The target for speeding-related fatalities for 2022 was set to meet Nevada's Zero Fatalities and Serious Injuries Goal of reaching zero in 2050. The target for 2022 speeding-related fatalities was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average is 88.2 speeding-related fatalities.

The following table includes the 2016-2020 number of speeding-related fatalities, five-year average, and the 2022 target for speeding-related fatal crashes.

Crash Data and Targets	2016	2017	2018	2019	2020 Prelim	2021	2022 Target
Fatalities	126	95	93	87	90	87	84
Five-Year Average	106.0	104.6	105.2	102.6	98.2	90.4	88.2

Table 16: *Number of Speeding-Related Fatalities (2016-2020)*

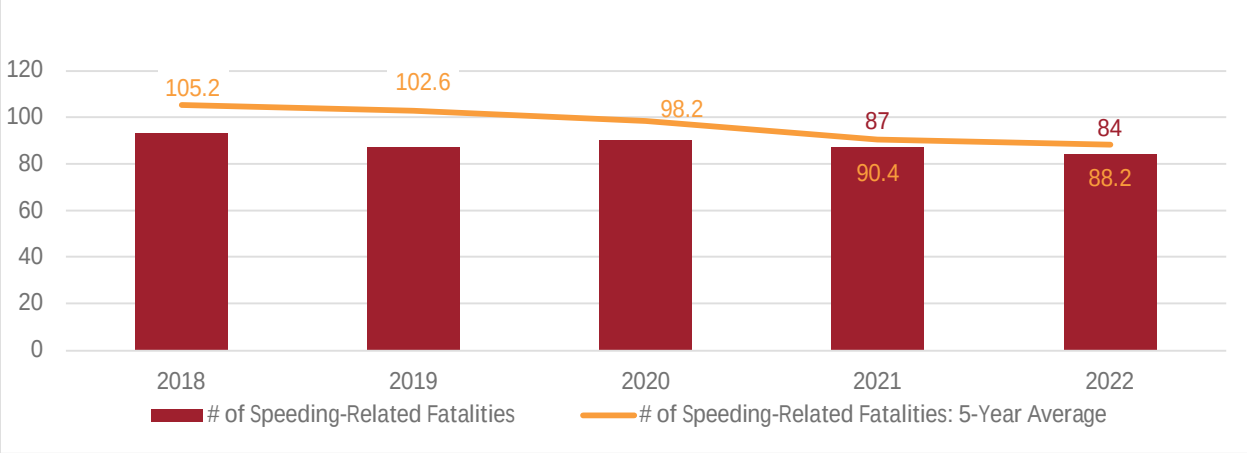


Figure 56: *2022 Target for Speeding-Related Fatalities*

8.3.3. Countermeasure Strategies

Strategy	Description
HVE (Speed)	HVE will be utilized to reduce traffic fatalities and serious injuries by citing speeders.
Communications	Communications, outreach, and education is a key component of all program areas and combines traffic safety messaging through multiple channels with in-person outreach and education to multiple target groups.

Table 17: *Speed-Related Countermeasure Strategies*

8.3.4. Planned Activities for 2022

Project	Description
Speed HVE	High Visibility Enforcement of speeding and risky driving including street racing, motorcycle "stunting", unsafe passing, and excessive speed.
Communications	OTS is actively engaged in outreach, education, and communications on traffic safety across all types of users statewide.

Table 18: *Speeding-Related Planned Activities for 2022*

The Project Detail Chart in **Attachment NV_FY22_Funding Summary and Project Level Detail.pdf** provides additional project level details, intended subrecipients, federal funding source, funding amount, match and local benefit.

8.4. Motorcycle Safety

Nevada's 2022 HSP includes a comprehensive motorcycle safety program designed to reduce motorcycle crashes and related fatalities and injuries. Each comprehensive motorcycle safety program should address the use of helmets meeting Federal Motor Vehicle Safety Standard 218 as well as the safety benefits of other protective gear, proper licensing, impaired riding, rider training, conspicuity, and motorist awareness.

8.4.1. Description of Highway Safety Problem

Fatal motorcycle crashes are crashes involving a motorcyclist where one or more people on a motorcycle were killed in the crash. The FARS data uses the attribute "body type (BODY_TYP)" in the vehicle data set to identify if a motorcycle was involved and the attribute "deaths (DEATHS)" in the vehicle data set to determine if one or more people on a motorcycle died. Ten attribute codes were used: two-wheel motorcycle, moped or motorized bicycle, three-wheel motorcycle (two rear wheels), off-road motorcycle, motor scooter, unenclosed three-wheel motorcycle/ unenclosed autocycle (one rear wheel), enclosed three-wheel motorcycle/enclosed autocycle (one rear wheel), unknown three-wheel motorcycle type, other motored cycle type, and unknown motored cycle type. If a fatal crash had any of the listed attribute codes assigned and one or more people on a motorcycle died in the crash, the crash was deemed a fatal motorcycle crash. All motorcycle crash data presented in Section 8.4.1 is located in **Attachment NV_FY22_Traffic Safety Crash Facts.pdf**.

What?

Between 2015 to 2019, there were **297 fatalities** and **293 fatal motorcycle crashes** on Nevada roadways.

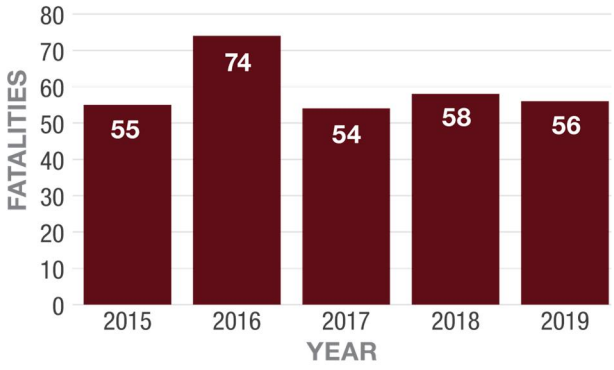


Figure 57: *Motorcycle Fatalities in Nevada (2015-2019)*

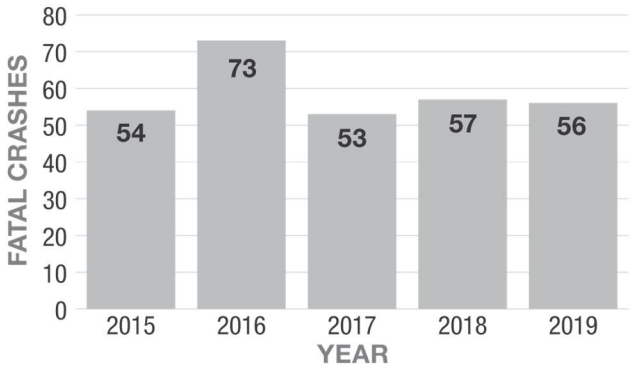


Figure 58: *Fatal Motorcycle Crashes in Nevada (2015-2019)*

Where?

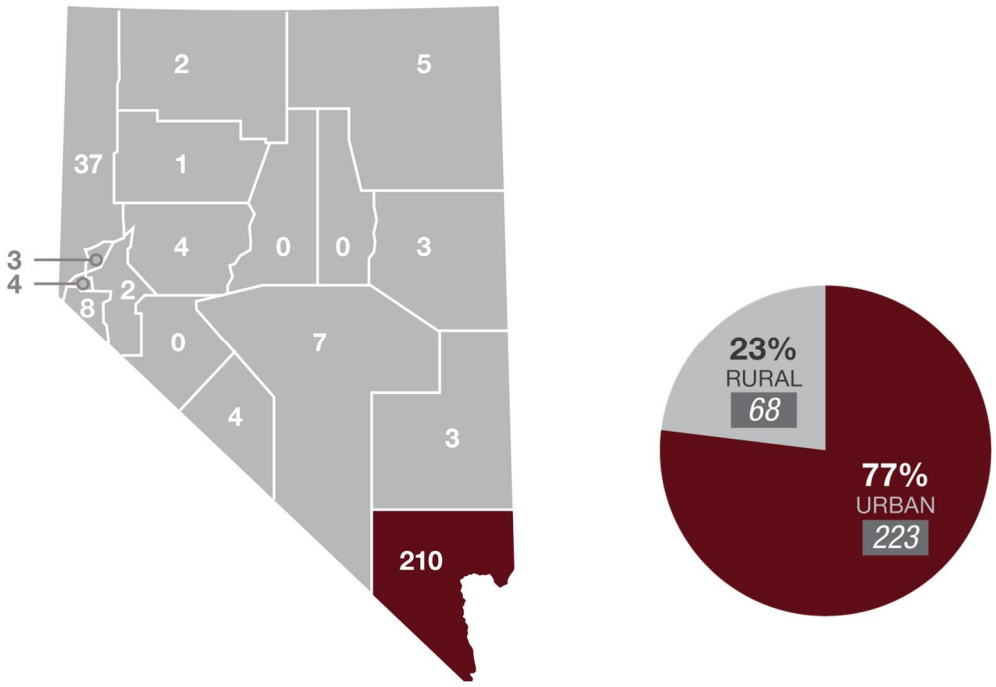


Figure 59: *Fatal Motorcycle Crashes in Nevada by Location (2015-2019)*

Who?

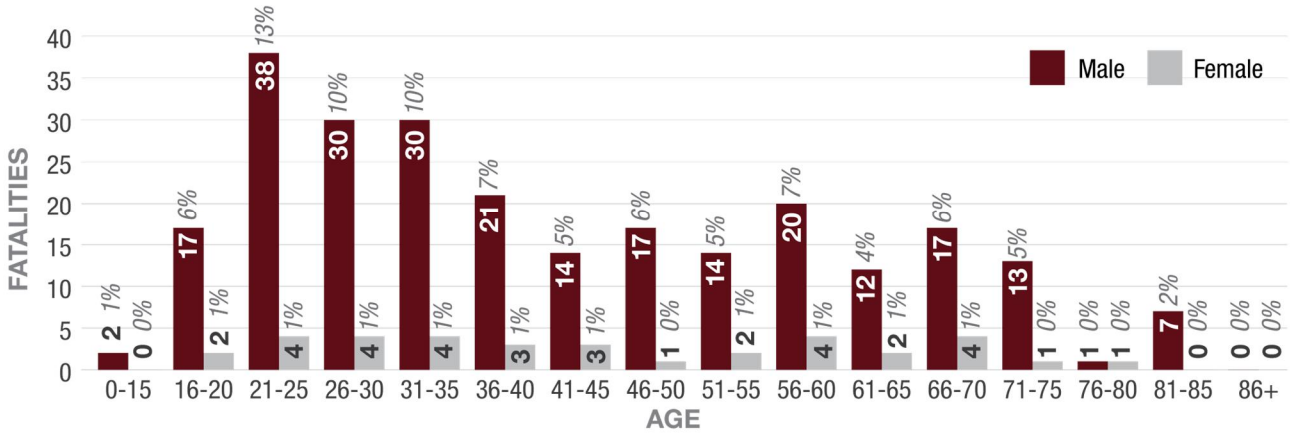


Figure 60: *Age/Gender Breakdown of Motorcycle Fatalities in Nevada (2015-2019)*

When?

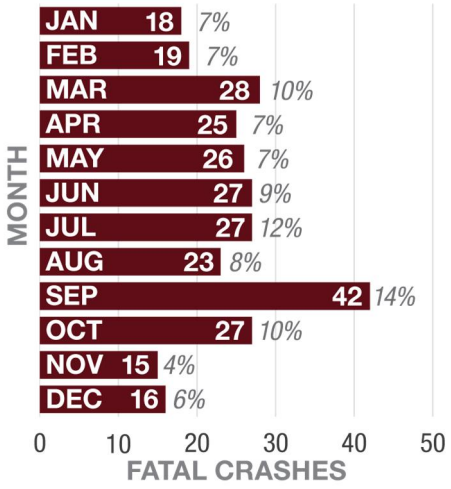


Figure 61: *Fatal Motorcycle Crashes in Nevada by Month of Year (2015-2019)*

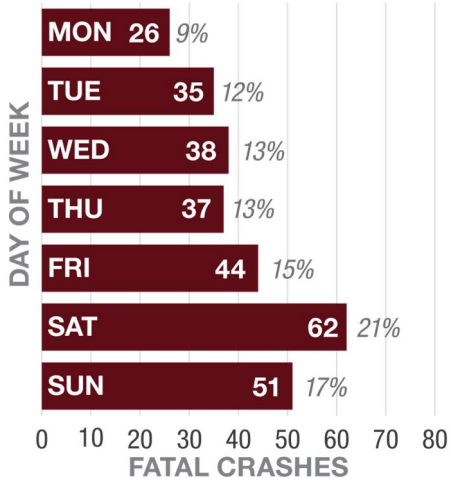


Figure 62: *Fatal Motorcycle Crashes in Nevada by Day of Week (2015-2019)*

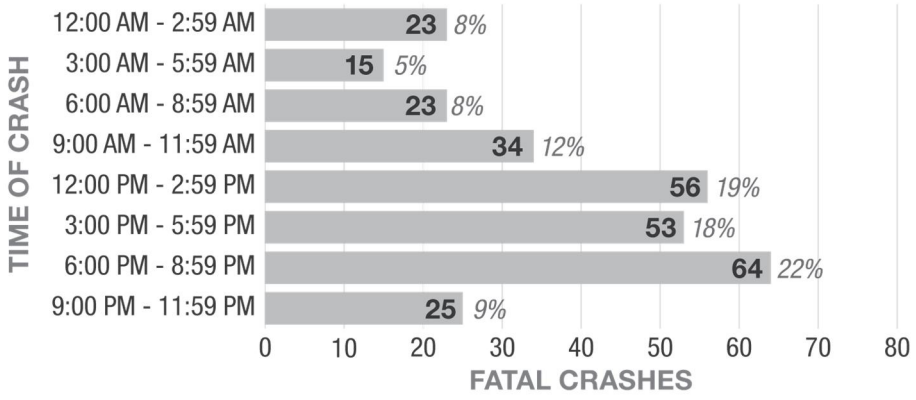


Figure 63: *Fatal Motorcycle Crashes in Nevada by Time of Day (2015-2019)*

Why?

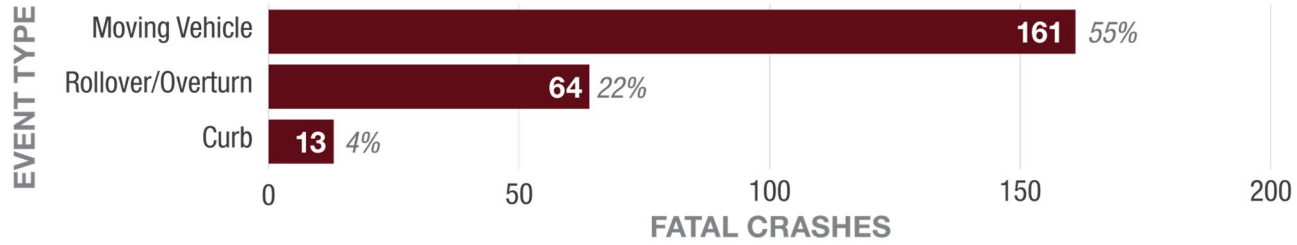


Figure 64: *Fatal Motorcycle Crashes in Nevada by Crash Type (2015-2019)*

8.4.2. Performance Measure C-7: Number of Motorcyclist Fatalities

The target for the number of motorcyclist fatalities for 2022 was set to meet Nevada's Zero Fatalities and Serious Injuries Goal of reaching zero in 2050. The target for 2022 number of motorcyclist fatalities was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average is 54.7 motorcyclist fatalities.

The following table and graph include the 2016-2020 fatality number of motorcyclist fatalities, the five-year average, and the 2022 target.

Crash Data and Targets	2016	2017	2018	2019	2020 Prelim	2021 Trend	2022 Target
Motorcyclist Fatalities	74	54	58	56	55	53	51
5-Year Average	58.8	61.0	60.8	59.4	59.4	55.2	54.7

Table 19: *Performance Measure C-7: Number of Motorcyclist Fatalities*

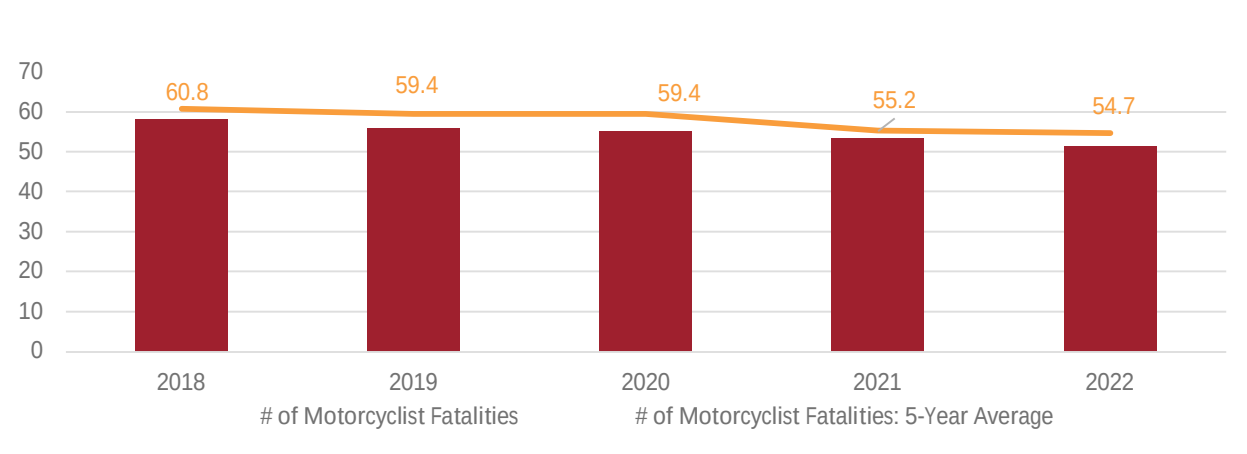


Figure 65: *2022 Target for Motorcyclist Fatalities*

8.4.3. Performance Measure C-8: Number of Unhelmeted Motorcyclist Fatalities

The target for the number of unhelmeted motorcyclist fatalities for 2022 was set to meet Nevada's Zero Fatalities and Serious Injuries Goal of reaching zero in 2050. The target for 2022 number of unhelmeted motorcyclist fatalities was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average is 3.9 unhelmeted motorcyclist fatalities.

The following table and graph include the 2016-2020 fatality number of unhelmeted motorcyclist fatalities, the five-year average, and the 2022 target.

Crash Data and Targets	2016	2017	2018	2019	2020 Prelim	2021	2022 Target
Unhelmeted Fatalities	12	8	8	3	3	3	3
5-Year Average	9.6	9.2	9.4	9.4	6.8	5.0	3.9

Table 20: *Performance Measure C-8: Number of Unhelmeted Motorcyclist Fatalities*

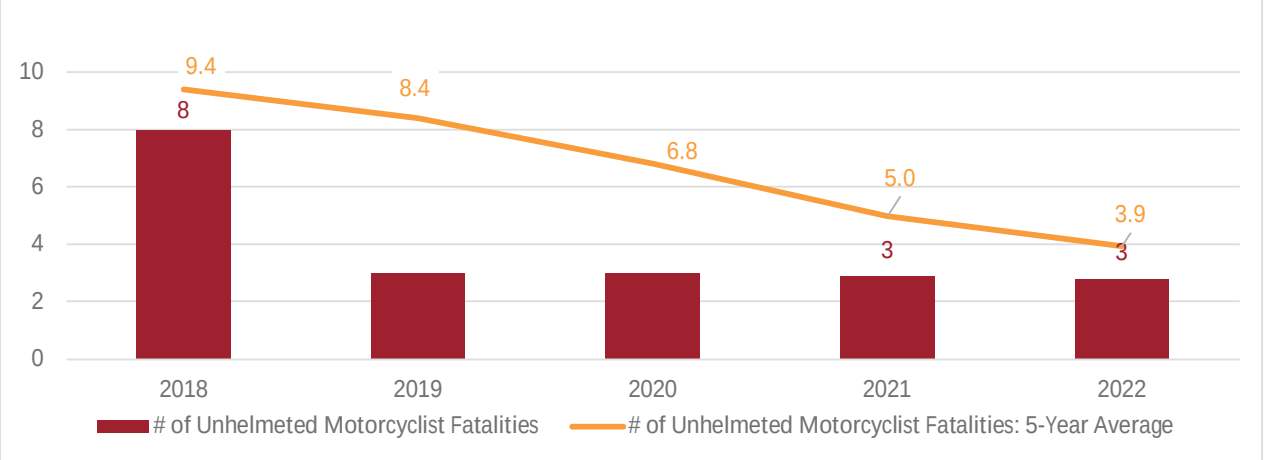


Figure 66: *2022 Target for Unhelmeted Motorcyclist Fatalities*

8.4.4. Countermeasure Strategies

Strategy	Description
Motorcycle Rider Training	Training will be utilized to reduce traffic fatalities and serious injury crashes by providing skills development, risk awareness, and safety education to motorcycle riders.
HVE Speed	Coordinated enforcement of speed limits with a focus on street racing and other risky riding behaviors.
Highway Safety Office Program Management	Planning and administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.
Communications	Outreach and communication related to promoting motorcycle safety.

Table 21: *Motorcycle Countermeasure Strategies*

8.4.5. Planned Activities for 2022

Project	Description
Motorcycle Rider Training	Nevada maintains an active statewide motorcyclist training program that includes new rider training and advanced rider training. Activities support the Nevada's comprehensive motorcyclist training program, including education of instructors, training classes, and training and education of at-risk motorcyclist populations.
HVE Speed	Coordinated enforcement of speed limits with a focus on street racing and other risky riding behaviors.
Communications	Mass media, outreach, and communications of Zero Fatalities program, traffic safety emphasis areas (based on the problem identification), and safe driving behaviors. Outreach to riders through motorcycle dealerships, events, and clubs.

Table 22: *Motorcycle Planned Activities for 2022*

The Project Detail Chart in **Attachment NV_FY22_Funding Summary and Project Level Detail.pdf** provides additional project level details, intended subrecipients, federal funding source, funding amount, match and local benefit.

8.5. Young Drivers

Nevada's 2022 HSP includes comprehensive strategies to address the issues associated with young driver overinvolvement in fatal and serious injury traffic crashes. These efforts include training, licensing, education, and enforcement activities that positively impact the safety of novice drivers.

8.5.1. Description of Highway Safety Problem

A young driver crash is a crash in which at least one driver is between the ages of 15 and 20, regardless of fault. The FARS data uses the attribute "person type (PER_TYP)" in the person data file to determine if the person was the driver and "age (AGE)" in the person data file to determine the age of the driver. For this analysis, the two attribute codes that were used were "driver of a motor vehicle in transport" to indicate the person was the driver and age values of 15 to 20 to designate the specified age range. If a

crash reported both attributes, the crash was deemed a fatal young driver crash. All young driver crash data presented in Section 8.5.1 is located in **Attachment NV_FY22_Traffic Safety Crash Facts.pdf**.

What?

During 2015 to 2019, the number of young driver crashes and crash fatalities in Nevada generally decreased. There were a total of **169 fatalities** and **161 fatal young driver crashes** during this time frame.

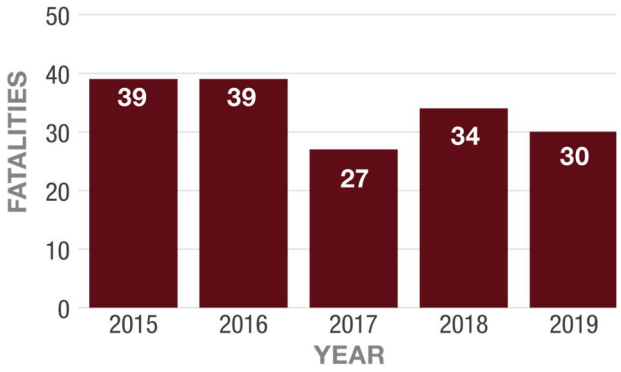


Figure 67: *Young Driver Crash Fatalities in Nevada (2015-2019)*

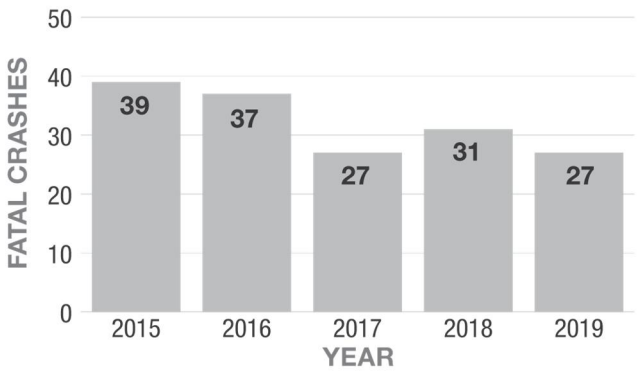


Figure 68: *Fatal Young Driver Crashes in Nevada (2015-2019)*

Where?

Between 2015 and 2019, 78% of young driver fatal crashes occurred on urban roadways. Clark County reported the highest number of fatal young driver crashes.

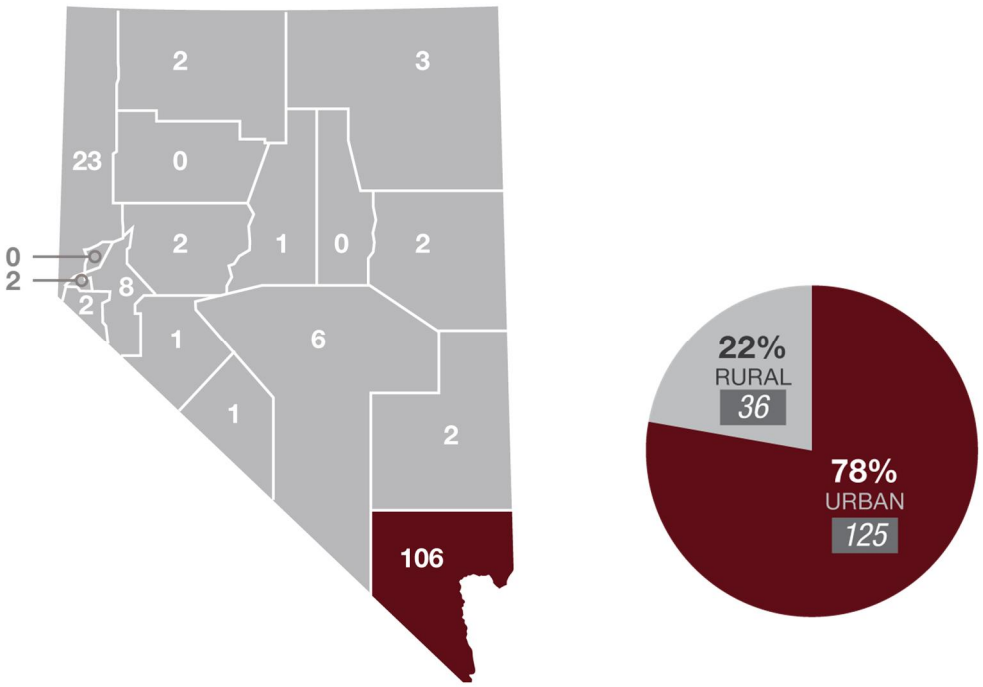


Figure 69: *Fatal Young Driver Crashes in Nevada by Location (2015-2019)*

Who?

Between 2015 and 2019, young males 16 to 20 years old were the highest reported age group of at-fault drivers in fatal young driver crashes.

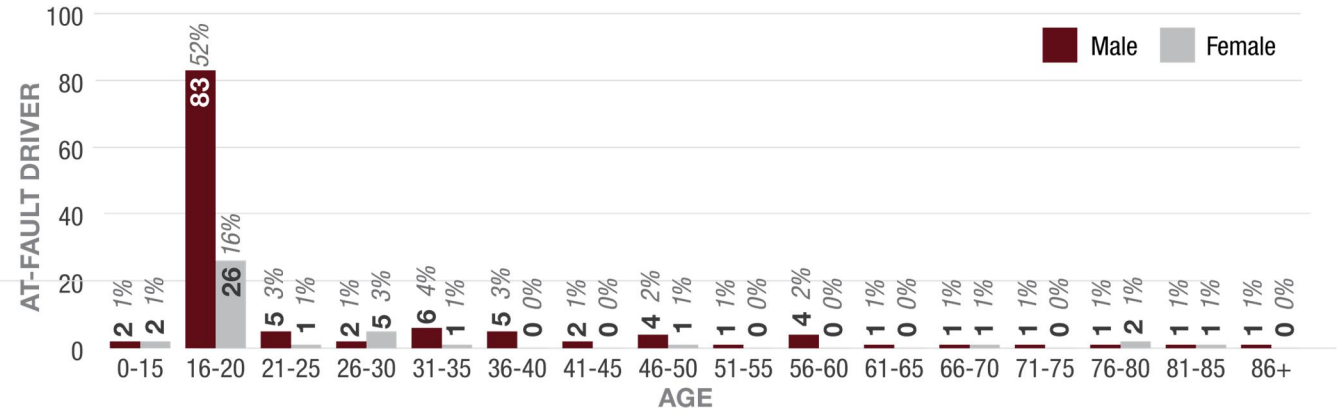


Figure 70: *Age/Gender Breakdown of At-Fault Driver in Fatal Young Driver Crashes in Nevada (2015-2019)*

When?

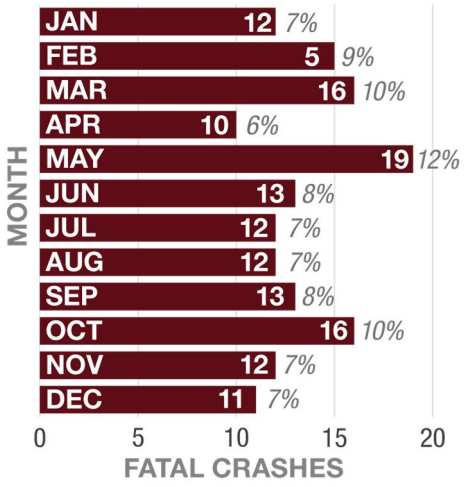


Figure 71: *Fatal Young Driver Crashes in Nevada by Month of Year (2015-2019)*

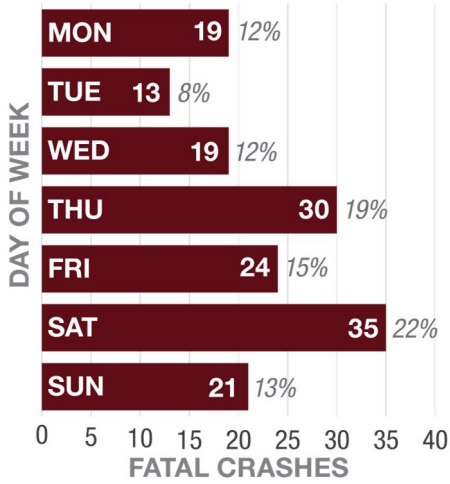


Figure 72: *Fatal Young Driver Crashes in Nevada by Day of Week (2015-2019)*

From 2015 to 2019, most reported time frame for fatal young driver crashes was 6:00 PM to 8:59 PM, totaling 21%. More than half of fatal young driver crashes took place at night in areas with and without street lighting. Saturday was the most reported day of the week for fatal young driver crashes. The most reported months of the year for fatal young driver crashes were May and October, with a combined total of 22%.

Why?

From 2015 to 2019, fatal young driver crashes most frequently involved a motor vehicle hitting another motor vehicle in an angle crash.

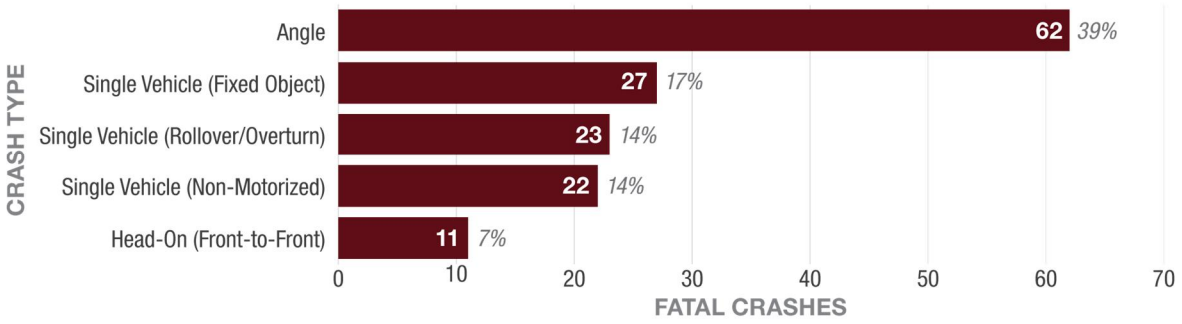


Figure 73: *Fatal Young Driver Crashes in Nevada by Crash Type (2015-2019)*

8.5.2. Performance Measure C-9: Number of Drivers Age 20 or Younger Involved in Fatal Crashes

The target for the number of drivers age 20 or younger involved in fatal crashes for 2022 was set to meet Nevada's Zero Fatalities and Serious Injuries Goal of reaching zero in 2050. The target for 2022 number of drivers age 20 or younger involved in fatal crashes was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average is 34.3 drivers age 20 or younger involved in fatal crashes.

The following table and graph include the 2016-2020 fatality number of drivers age 20 or younger involved in fatal crashes, the five-year average, and the 2022 target.

Crash Data and Targets	2016	2017	2018	2019	2020 Prelim	2021	2022 Target
Young Driver Fatalities	39	27	34	30	37	36	35
5-Year Average	36.0	34.4	35.2	33.8	33.4	32.8	34.3

Table 23: *Performance Measure C-9: Number of Young Drivers Involved in Fatal Crashes*

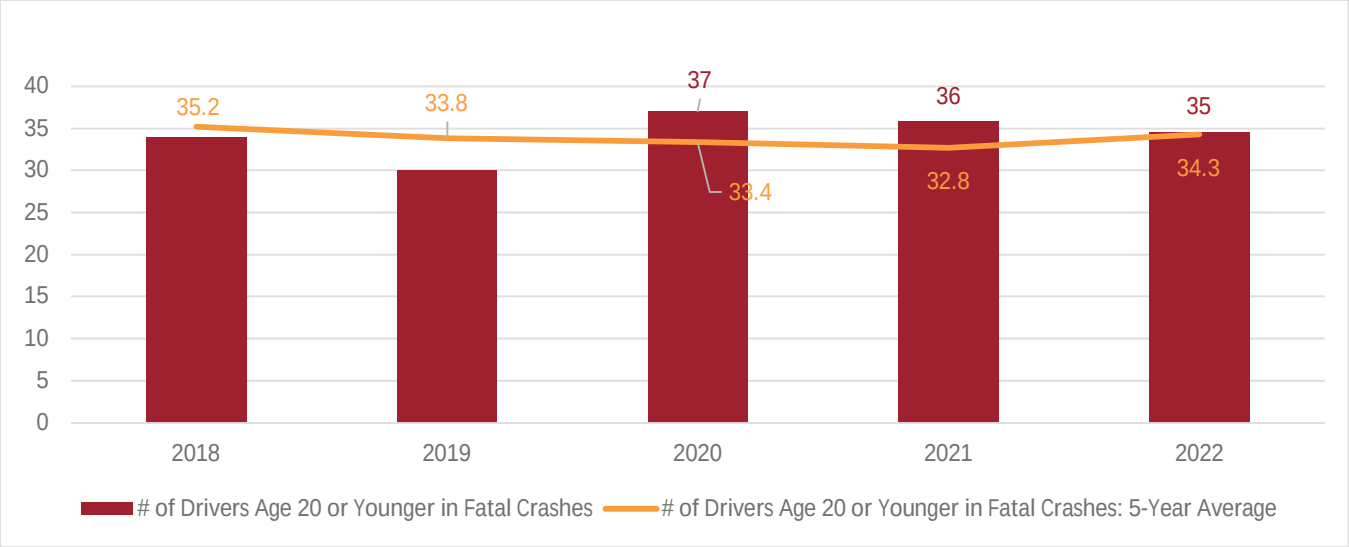


Figure 74: *2022 Target for Drivers Age 20 or Younger in Fatal Crashes*

8.5.3. Countermeasure Strategies

Strategy	Description
School Programs	Young driver educational programs will be utilized to reduce traffic fatalities and serious injuries by reaching young drivers with important safety information.
Highway Safety Office Program Management	Planning and administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.
Driver Education	Hands-on driving training and education in crash avoidance, traffic safety behaviors, vehicle familiarization, and traffic law.
Communications	Communications, outreach, and education is a key component of all program areas and combines traffic safety messaging through multiple channels with in-person outreach and education to multiple target groups.

Table 24: *Young Drivers Countermeasure Strategies*

8.5.4. Planned Activities for 2022

Project	Description
Young Driver Programs	Young driver programs delivered through high schools and community colleges, universities, vocational schools, community organizations, etc. Zero Teen Fatalities uses a combination of school and classroom presentations, assemblies, administrator/educator meetings, parent presentations, driver education classes, and other venues and events to spread awareness about teen driving issues.
OTS Program Management	Program management (staff) for all traffic safety program areas.
Driving Skills Training Programs	Driver's Edge driving skills training program is a half-day, hands-on driving skills training workshop for young drivers and their parents. Young drivers are given comprehensive education and behind the wheel training delivered by race car drivers, law enforcement

	officers, commercial vehicle operators, and vehicle maintenance specialists.
Communications	OTS is actively engaged in outreach, education, and communications on traffic safety across all types of users statewide.

Table 25: *Young Drivers Planned Activities for 2022*

The Project Detail Chart in **Attachment NV_FY22_Funding Summary and Project Level Detail.pdf** provides additional project level details, intended subrecipients, federal funding source, funding amount, match, and local benefit.

8.6. Non-Motorized (Pedestrian and Bicycle)

Nevada's HSP includes a comprehensive pedestrian and bicycle safety program that promotes safe pedestrian and bicycle practices, educates drivers to share the road safely with other road users, and provides safe facilities for pedestrians and bicyclists through a combination of policy, enforcement, communication, education, incentive, and engineering strategies.

8.6.1. Description of Highway Safety Problem (Pedestrians)

A pedestrian fatal crash is a motor vehicle crash in which a pedestrian dies. Pedestrian crash fatalities are the total number of pedestrians killed in crashes. The FARS data uses the attribute "person type (PER_TYP)" in the person data set to determine if the person was a pedestrian and "injury severity (INJ_SEV)" to determine the level of the person's injuries. For this analysis, the two attribute codes used were "pedestrian" for the person type, and "fatal injury (K)" for injury severity. If a crash reported both attributes, the crash was deemed a fatal pedestrian crash. All pedestrian crash data presented in Section 8.6.1 is located in **Attachment NV_FY22_Traffic Safety Crash Facts.pdf**.

What?

During 2015 to 2019, A total of **378 fatalities** and **368 fatal pedestrian crashes** occurred on Nevada roadways.

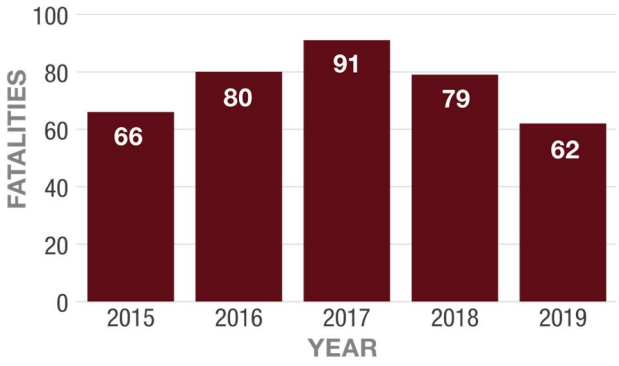


Figure 75: *Pedestrian Traffic Fatalities in Nevada (2015-2019)*

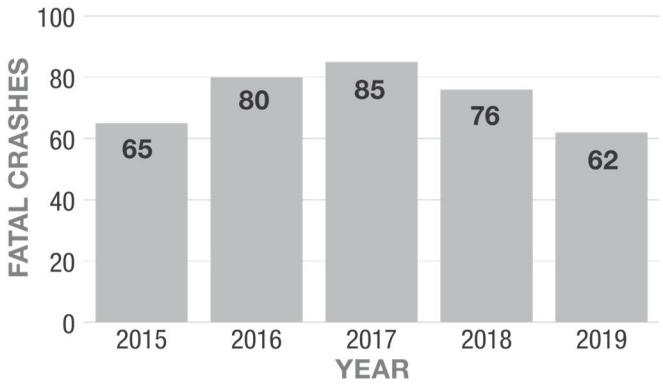


Figure 76: *Fatal Pedestrian Crashes in Nevada (2015-2019)*

Where?

Between 2015 and 2019, 89% of fatal pedestrian crashes occurred on urban roadways. Clark County reported the highest number of fatal pedestrian crashes in Nevada.

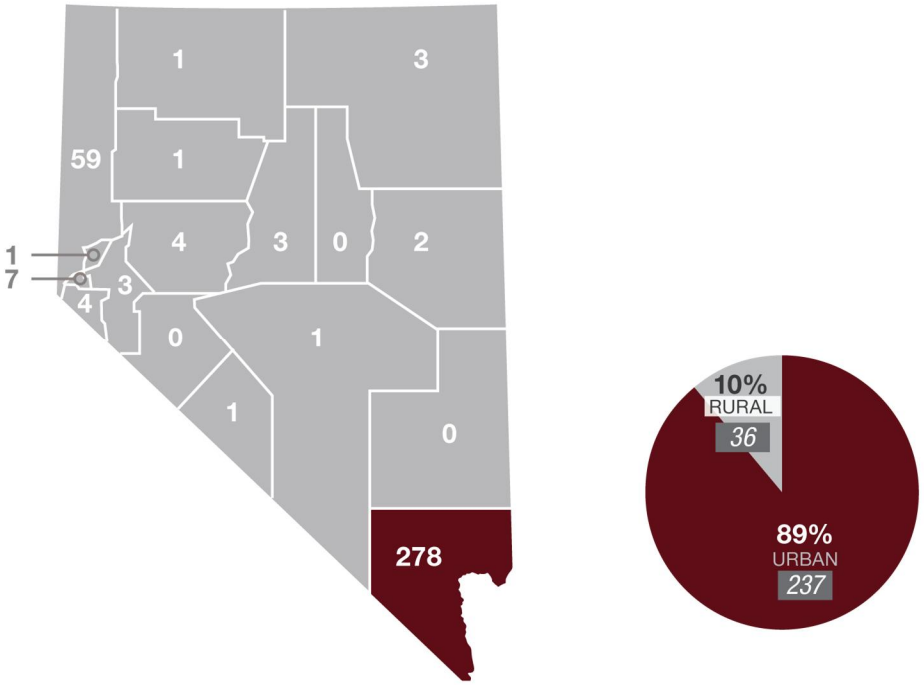


Figure 77: *Fatal Pedestrian Crashes in Nevada by Location (2015-2019)*

Who?

From 2015 to 2019, males ages 51 to 60 years old comprised the greatest number of pedestrian fatalities in Nevada.

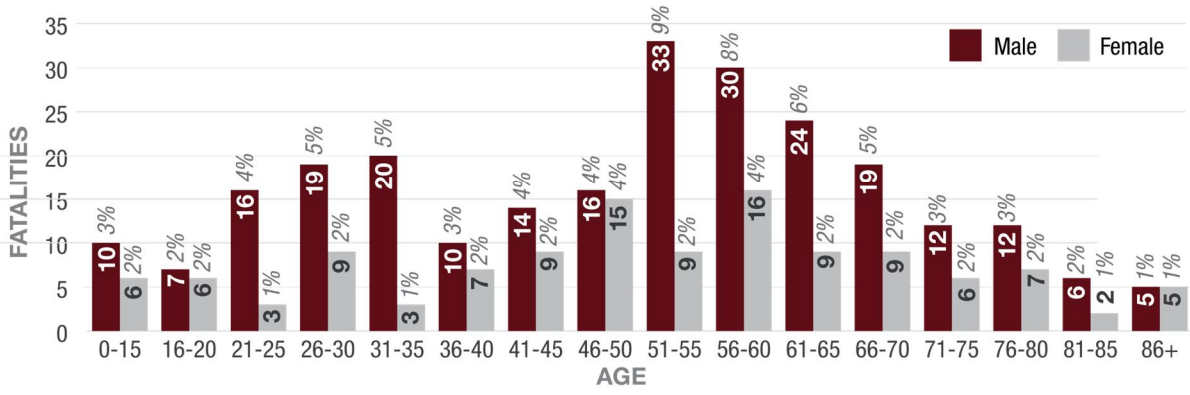


Figure 78: *Age/Gender Breakdown of Pedestrian Fatalities in Nevada (2015-2019)*

When?

The hours of 6:00 PM to 11:59 PM had the greatest number of fatal pedestrian crashes. From 2015 to 2019, 62% of fatal pedestrian crashes took place at night in areas with street lighting.

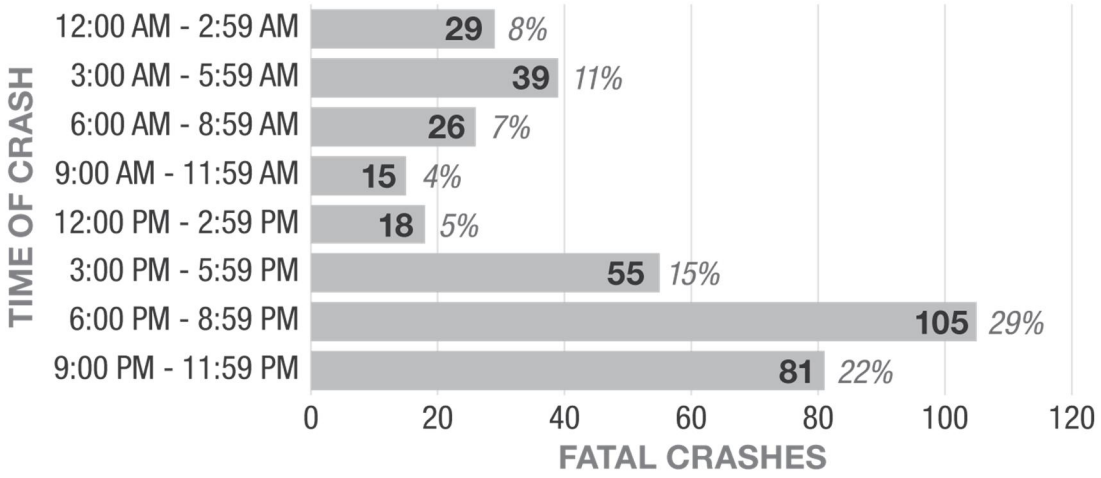


Figure 79: *Fatal Pedestrian Crashes in Nevada by Time of Day (2015-2019)*

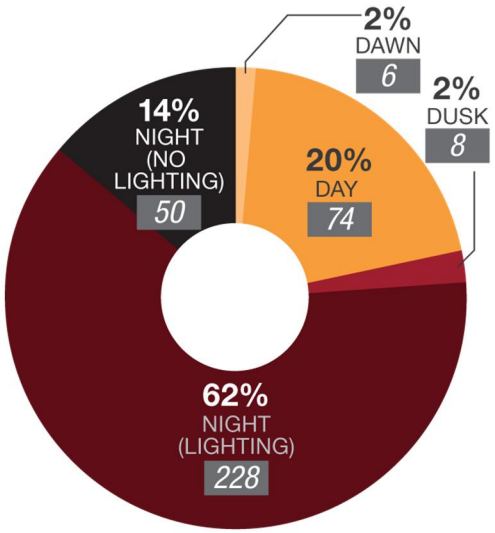


Figure 80: *Lighting at Time of Fatal Pedestrian Crashes in Nevada (2015-2019)*

From 2015-2019, 59% of fatal pedestrian crashes occurred from Thursday to Saturday. More pedestrian fatal crashes occurred in November than any other month during this time frame.

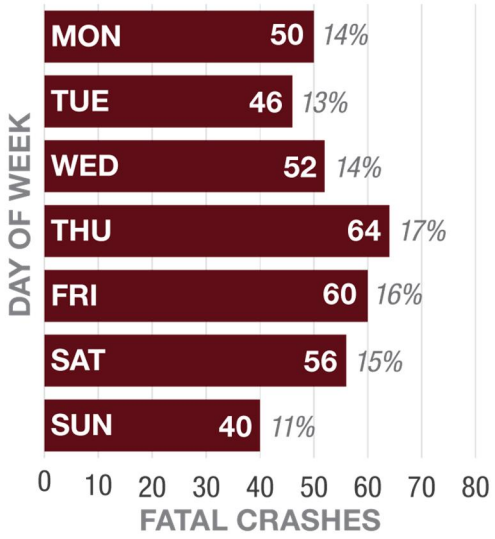


Figure 81: *Fatal Pedestrian Crashes in Nevada by Day of Week (2015-2019)*

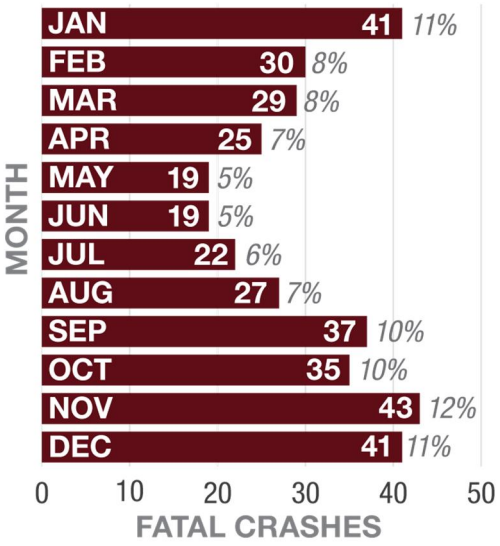


Figure 82: Fatal Pedestrian Crashes in Nevada by Month of Year (2015-2019)

Why?

Sixty-five percent of fatal pedestrian crashes took place on the roadway, not at a designated intersection.

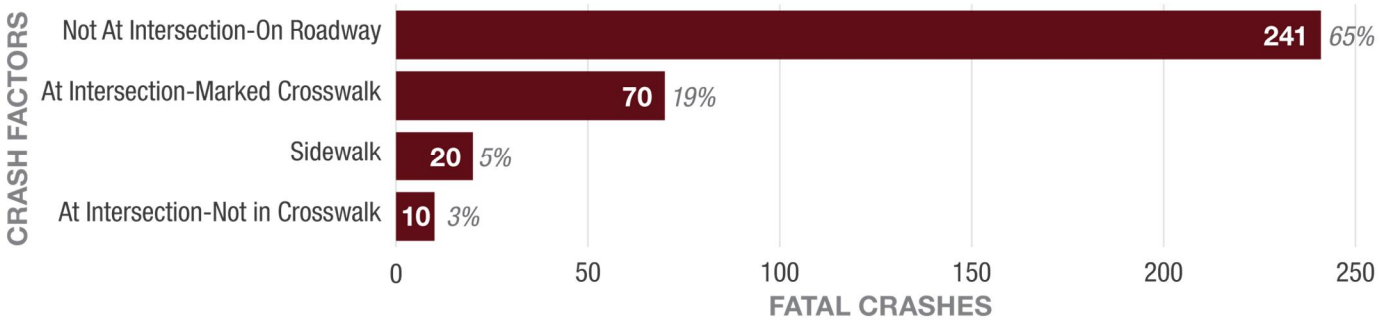


Figure 83: *Pedestrian Fatal Crashes in Nevada by Crash Factors (2015-2019)*

8.6.2. Description of Highway Safety Problems (Bicyclists)

A fatal bicycle crash is a motor vehicle crash in which a bicyclist is killed. Bicycle crash fatalities are the total number of bicyclists who died in a crash. The FARS data uses the attribute “person type (PER_TYP)” in the person data file to determine if the person was a cyclist, and “injury severity (INJ_SEV)” to determine the level of the person's injuries. For this analysis, three attribute codes were used: “bicyclist” and “other cyclist” for person type and “fatal injury (K)” for injury severity. If a crash reported either “bicyclist” or “other cyclist” and a “fatal injury (K),” the crash was deemed a fatal bicycle crash. All bicyclist crash data presented in Section 8.6.2 is located in **Attachment NV_FY22_Traffic Safety Crash Facts.pdf**.

What?

Between 2015 and 2019, there were **41 fatalities** and **41 fatal bicycle crashes** on Nevada roadways.

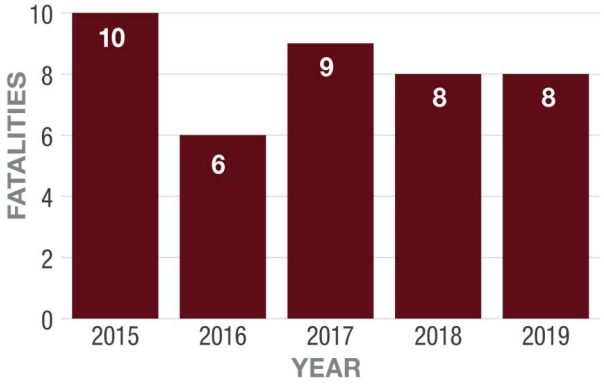


Figure 84: *Bicycle Traffic Fatalities in Nevada (2015-2019)*

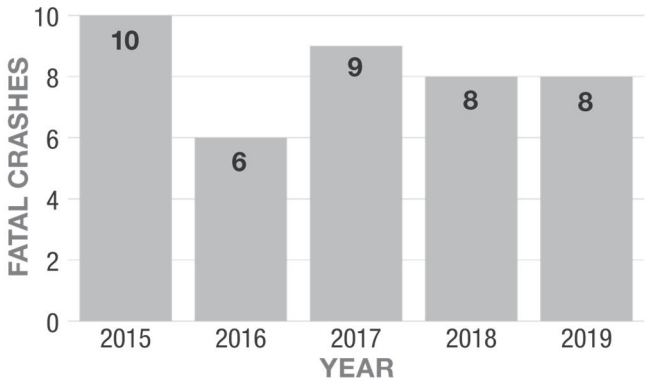


Figure 85: *Fatal Bicycle Crashes in Nevada (2015-2019)*

Where?

Between 2015 and 2019, 95% of fatal bicycle crashes occurred on urban roadways. Clark County reported the highest number of fatal bicycle crashes in Nevada.

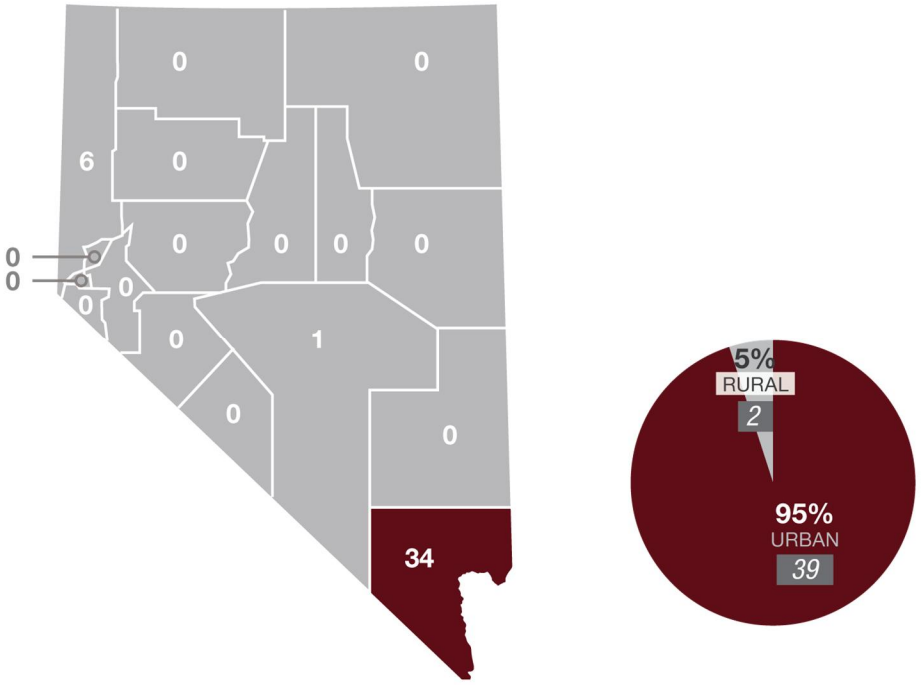


Figure 86: *Fatal Bicycle Crashes in Nevada by Location (2015-2019)*

Who?

From 2015 and 2019, males ages 51 to 55 comprised the largest number of bicycle fatalities in Nevada.

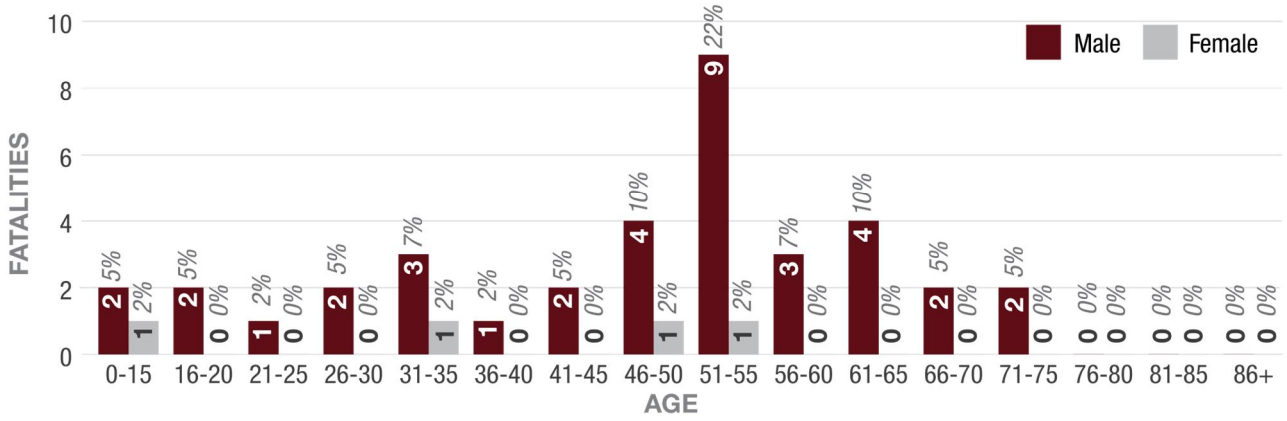


Figure 87: *Age/Gender Breakdown of Bicycle Fatalities in Nevada (2015-2019)*

When?

From 2015 to 2019, 42% of fatal bicycle crashes occurred between the hours of 3:00 PM and 8:59 PM. Fifty-nine percent of fatal bicycle crashes occurred during daylight hours.

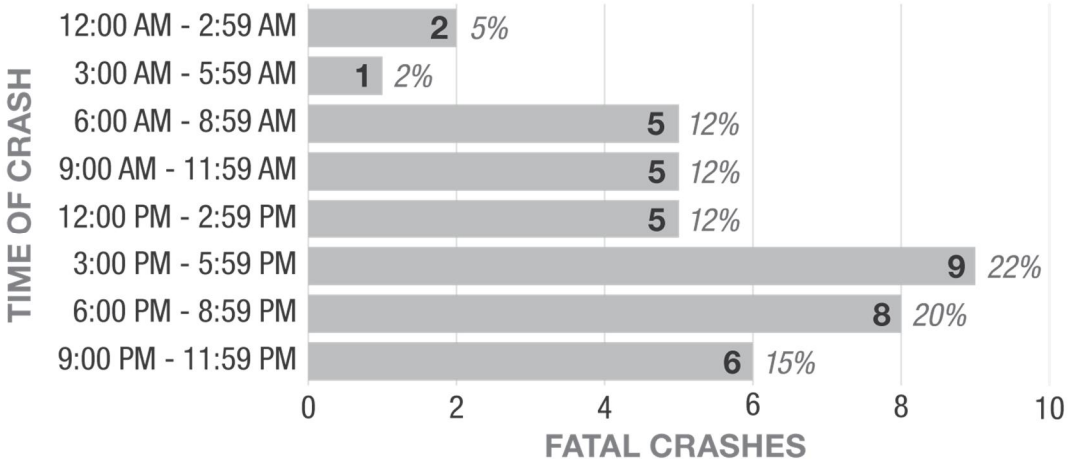


Figure 88: *Fatal Bicycle Crashes in Nevada by Time of Day (2015-2019)*

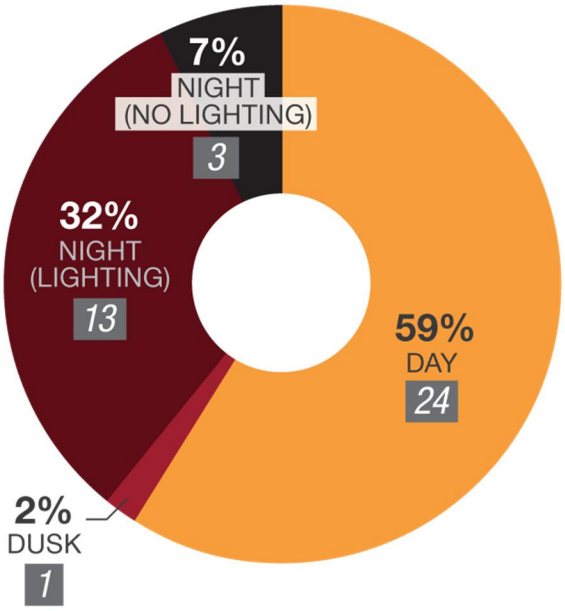


Figure 89: *Lighting at Time of Fatal Bicycle Crashes in Nevada (2015-2019)*

Forty-nine percent of fatal bicycle crashes occurred on Friday, Saturday, and Sunday. October was the highest reported month for fatal bicycle crashes, totaling 15% of all crashes.

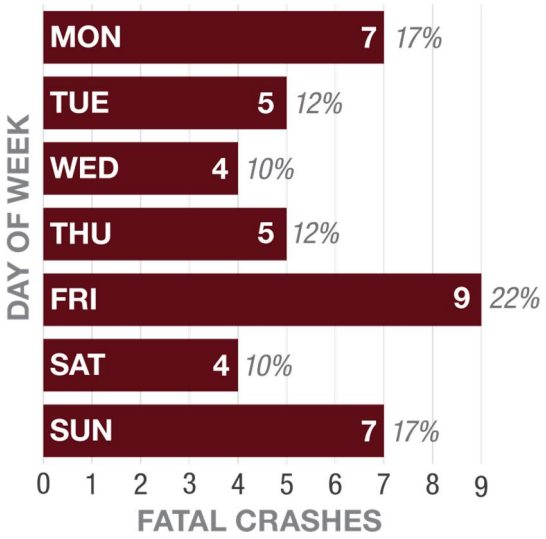


Figure 90: *Fatal Bicycle Crashes in Nevada by Month of Year (2015-2019)*

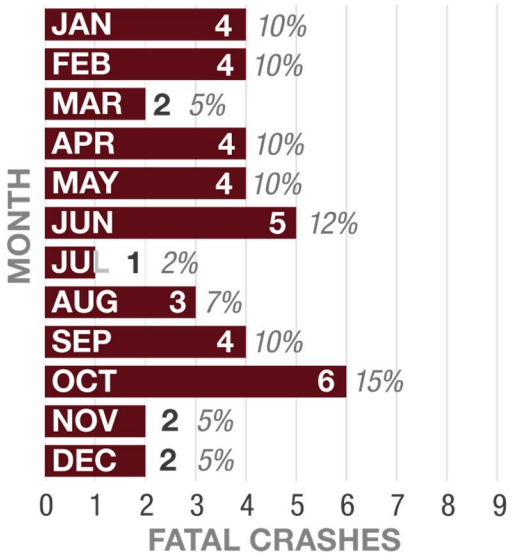


Figure 91: *Fatal Bicycle Crashes in Nevada by Day of Week (2015-2019)*

Why?

From 2015 to 2019, the facility type that resulted in the most fatal bicycle crashes was "not at an intersection on the roadway."

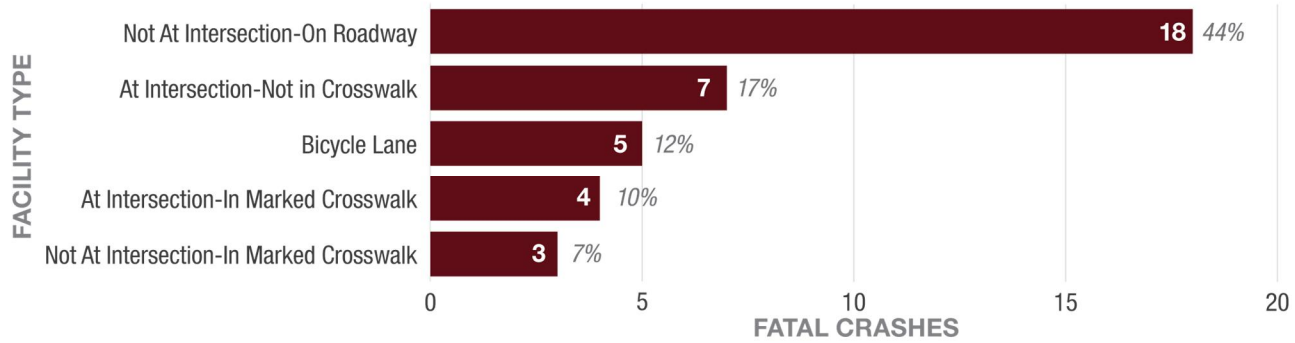


Figure 92: *Bicycle Fatal Crashes in Nevada by Crash Factors (2015-2019)*

8.6.3. Performance Measure C-10: Pedestrian Fatalities

The target for the number of pedestrian fatalities for 2022 was set to meet Nevada's Zero Fatalities and Serious Injuries Goal of reaching zero in 2050. The target for 2022 number of pedestrian fatalities was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average is 76.9 pedestrian fatalities.

The following table and graph include the 2016-2020 fatality number of pedestrian fatalities, the five-year average, and the 2022 target.

Crash Data and Targets	2016	2017	2018	2019	2020 Prelim	2021	2022 Target
Pedestrian Fatalities	80	91	79	62	84	81	78
Five-Year Average	67.4	74.6	77.4	75.6	79.2	79.4	76.9

Table 26: *Performance Measure C-10: Number of Pedestrian Fatalities*

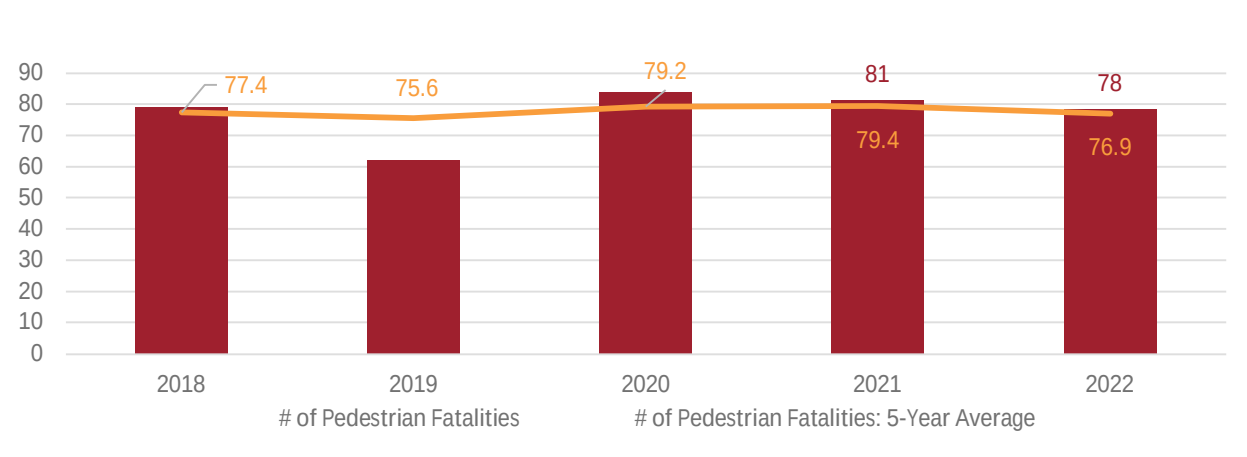


Figure 93: *2022 Target for Pedestrian Fatalities*

8.6.4. Performance Measure C-11: Bicyclist Fatalities

The target for the number of bicyclist fatalities for 2022 was set to meet Nevada's Zero Fatalities and Serious Injuries Goal of reaching zero in 2050. The target for 2022 number of bicyclist fatalities was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average is 9.6 bicyclist fatalities.

The following table and graph include the 2016-2020 fatality number of bicyclist fatalities, the five-year average, and the 2022 target.

Crash Data and Trends	2016	2017	2018	2019	2020 Prelim	2021	2022 Target
Bicyclist Fatalities	6	9	8	8	11	11	10
Five-Year Average	6.8	8.0	8.2	8.2	8.4	9.3	9.6

Table 27: *Performance Measure C-11: Number of Bicyclist Fatalities*

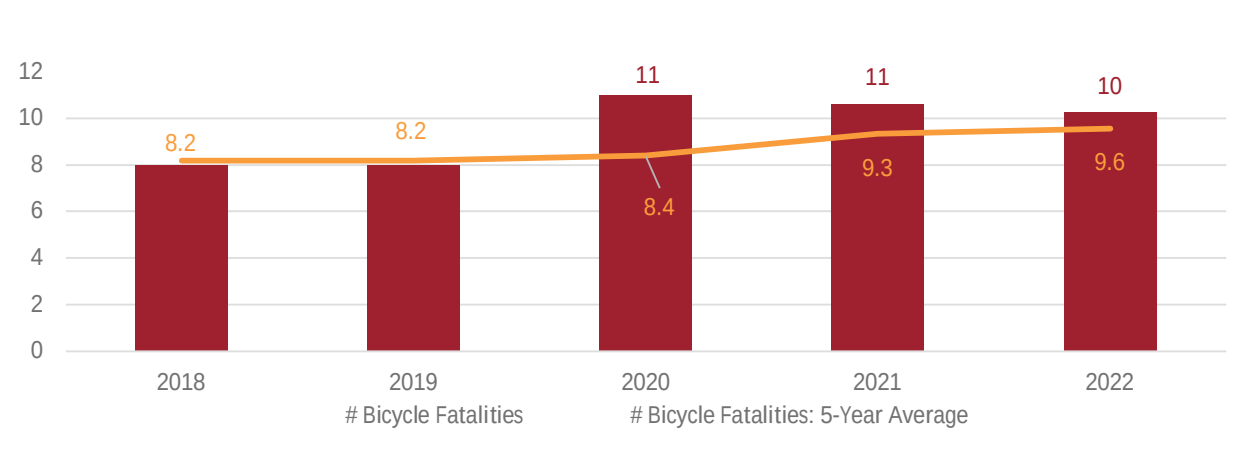


Figure 94: *2022 Target for Bicyclist Fatalities*

8.6.5. Countermeasure Strategies

Strategy	Description
Highway Safety Office Program Management	Planning and administration will be utilized to reduce traffic fatalities and serious injuries by managing the activities of the Highway Safety Office.
HVE (Pedestrians/Bicyclists)	HVE will be utilized to reduce traffic fatalities and serious injuries by enforcing traffic laws for pedestrians, bicyclists, and drivers.
Pedestrian/Bicyclist Education Programs	Strategies include education for children and adults; conspicuity enhancement; driver, bicyclist, and pedestrian training; communications and outreach; and pedestrian safety zone/speed reduction advocacy. These strategies will be utilized to reduce traffic fatalities and serious injuries by providing an all-inclusive approach to addressing vulnerable road user traffic crashes.
Communications	Communications, outreach, and education is a key component of all program areas and combines traffic safety messaging through multiple channels with in-person outreach and education to multiple target groups.

Table 28: *Bicyclists Countermeasure Strategies*

8.6.6. Planned Activities for 2022

Project	Description
OTS Program Management	Program management (staff) for all traffic safety program areas.
Pedestrian and Motorist HVE	As children and drivers re-acclimate to in-person schools again, high-visibility law enforcement directed at motorists and pedestrians with an emphasis on areas around schools will be a focus. Bicycle patrol will be implemented in and around the state capitol to provide better pedestrian safety during civil demonstrations, which crowd sidewalks and spill over into roadways. There will also be dedicated “Move Over” enforcement of motorist/bicyclist interaction throughout the year.
Comprehensive Vulnerable Road Users Strategies	Training, education, communications and outreach, targeted enforcement, conspicuity enhancement, community coalition participation, advocacy, and speed management directed at motorists, pedestrians, and bicyclists.
Communications	OTS is actively engaged in outreach, education, and communications on traffic safety across all types of users statewide.

Table 29: *Bicyclist Planned Activities*

The Project Detail Chart in **Attachment NV_FY22_Funding Summary and Project Level Detail.pdf** provides additional project level details, intended subrecipients, federal funding source, funding amount, funding match, and local benefit.

8.7. Distracted Driving

Nevada’s 2022 HSP focuses on eliminating distracted driving through HVE and communications and education. Distraction occurs when a driver’s mental or physical attention is diverted from driving to some other activity. A distraction can be produced by something a driver sees or hears, a physical task not directly involved in driving, such as eating or operating the car radio, or mental activities such as conversations on a cell phone.

8.7.1. Description of Highway Safety Problem

A distracted driving crash is a crash in which the driver of a motor vehicle involved in a fatal crash was distracted, and this contributed to the crash. The FARS data uses the attribute “driver distracted by (MDRDSTRD)” in the distracted (DISTRACT) data file to indicate what distracted the driver. For this analysis, all attribute codes for the attribute “driver distracted by” were used with the exception of “not distracted,” “no driver present/unknown if driver present,” “not reported,” and “unknown if distracted.” The other 19 attribute codes cover a range of situations and activities such as: "while talking or listening to cellular phone," "eating or drinking," "careless/inattentive," etc. If a crash reported any of the 24 attribute codes, the crash was deemed a distracted driving crash. It is likely the number of recorded distracted driving crashes is much less than the actual

number of distracted driving crashes due to the difficulty of a police officer being able to confirm a driver was distracted when they arrive at the crash scene. All distracted driving crash data presented in Section 8.7.1 is located in **Attachment NV_FY22_Traffic Safety Crash Facts.pdf**.

What?

Between 2015 and 2019, a total of **59 fatalities** and **58 fatal distracted driving crashes** occurred in Nevada.

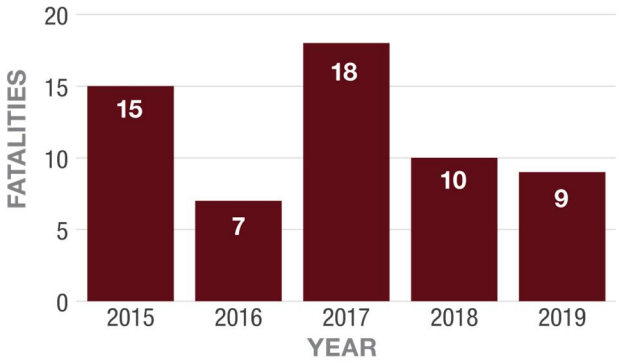


Figure 95: *Distracted Driving Fatalities in Nevada (2015-2019)*

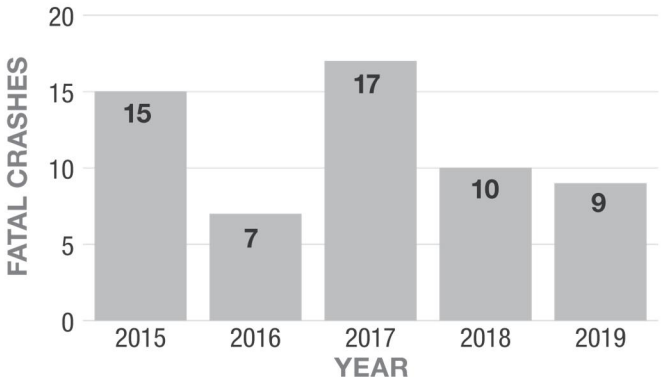


Figure 96: *Fatal Distracted Driving Crashes in Nevada (2015-2019)*

Where?

Between 2015 and 2019, 50% of fatal distracted driving crashes occurred on urban roadways. Clark County reported the greatest number of fatal distracted driving crashes in Nevada.

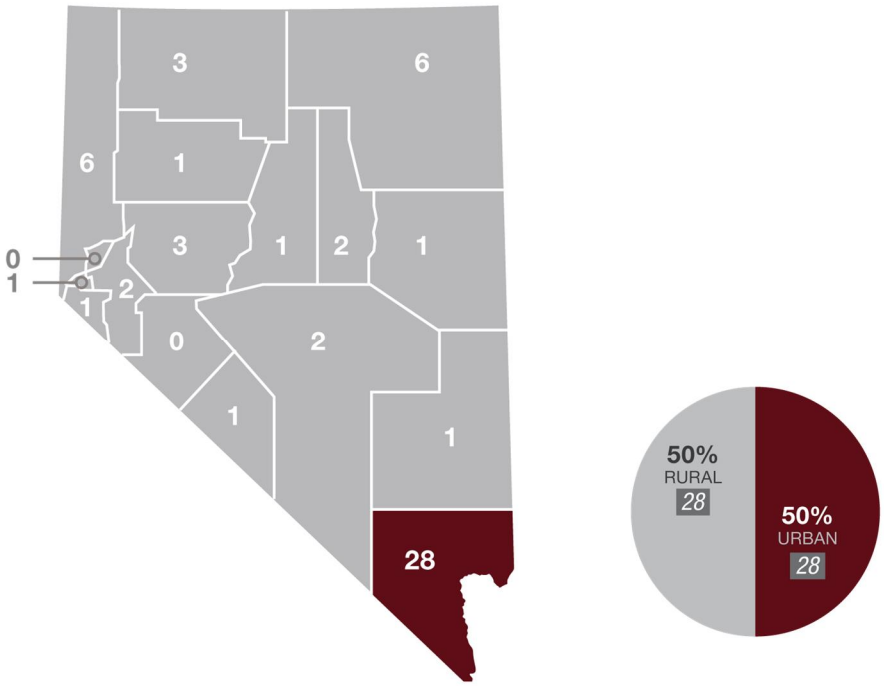


Figure 97: *Fatal Distracted Driving Crashes in Nevada by Location (2015-2019)*

Who?

From 2015 to 2019, males ages 21 to 25 and 26 to 30 were the largest reported age groups of at-fault drivers in fatal distracted driving crashes in Nevada.

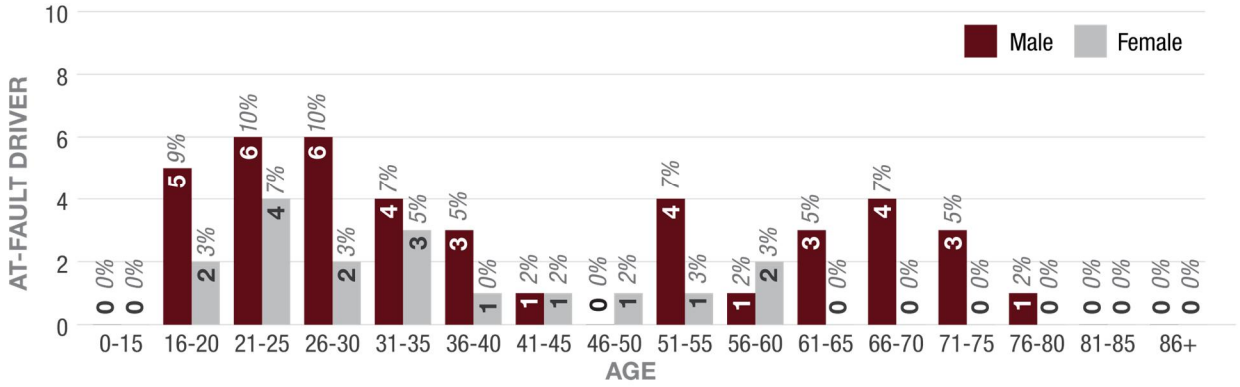


Figure 98: *Age/Gender Breakdown of At-Fault Drivers in Fatal Distracted Driving Crashes in Nevada (2015-2019)*

When?

The most commonly reported time frame for fatal distracted driving crashes was 6:00 PM to 8:59 PM, totaling 22% of all fatal distracted driving crashes. However, 60% of fatal distracted driving crashes occurred during the day.

Between 2015 and 2019, the most reported day of the week for fatal distracted driving crashes was Saturday. November was the highest reported month of the year for fatal distracted driving crashes.

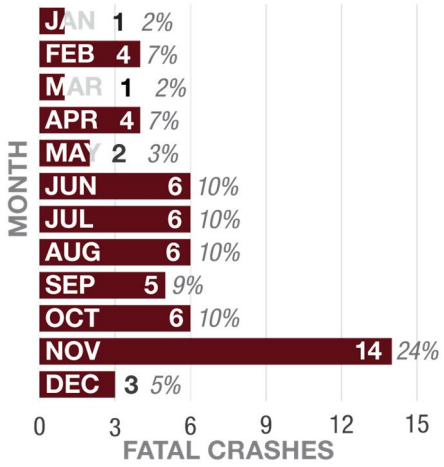


Figure 99: *Fatal Distracted Driving Crashes in Nevada by Month of Year (2015-2019)*

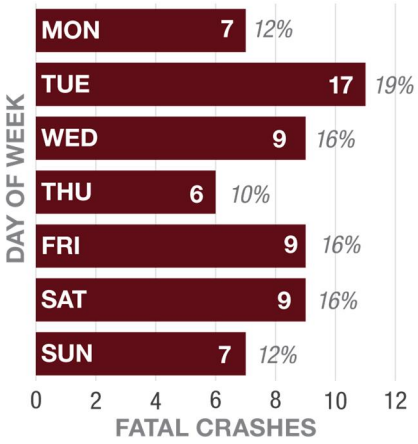


Figure 100: *Fatal Distracted Driving Crashes in Nevada by Day of Week (2015-2019)*

Why?

From 2015 to 2019, a moving vehicle colliding with a non-motorized form of transportation, such as a bicycle or pedestrian, was reported more often than all other crash types in distracted driving crashes.

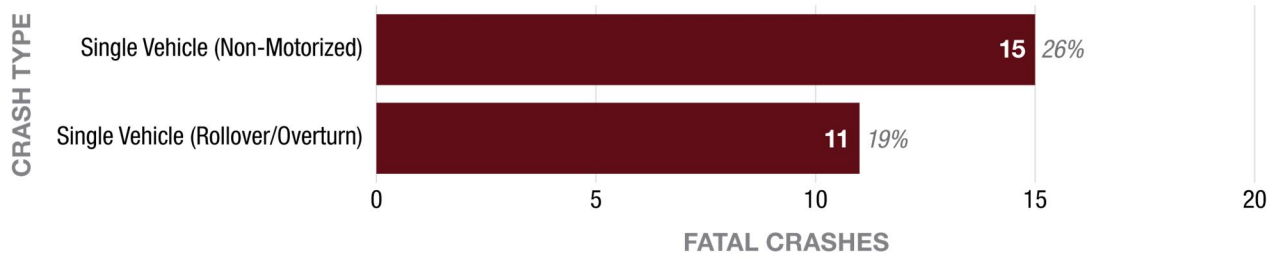


Figure 101: *Fatal Distracted Driving Crashes in Nevada by Crash Factors (2015-2019)*

8.7.2. Performance Measure A-2: Number of Traffic Fatalities Reported as Distracted Driving

The target for the number of traffic fatalities reported as distracted driving for 2022 was set to meet Nevada's Zero Fatalities and Serious Injuries Goal of reaching zero in 2050. The target for 2022 number of traffic fatalities reported as distracted driving was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average is 9.6 traffic fatalities reported as distracted driving.

The following table and graph include the 2016-2020 fatality number of traffic fatalities reported as distracted driving, the five-year average, and the 2022 target.

Crash Data and Targets	2016	2017	2018	2019	2020 Prelim	2021	2022 Target
Fatalities	7	15	10	9	10	10	9
5-Year Average	14.4	14.4	12.4	11.2	10.2	10.7	9.6

Table 30: *Performance Measure A-2: Distracted Driving Fatalities*

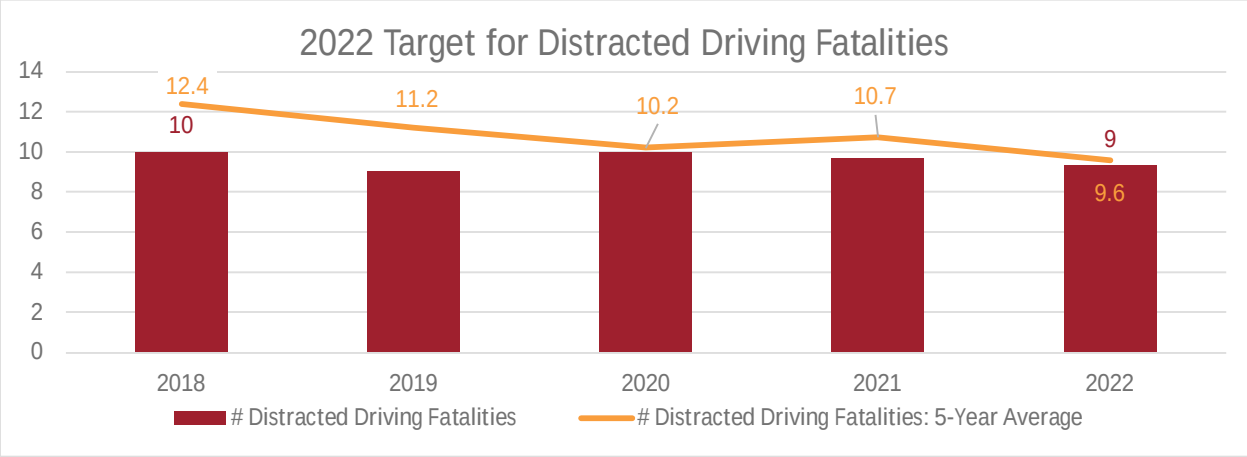


Figure 102: *Performance Measure A-2: Distracted Driving Fatalities*

8.7.3. Countermeasure Strategies

Strategy	Description
Highway Safety Office Program Management	Planning and administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.
Distracted Driving HVE	Statewide coordinated HVE conducted by multiple law enforcement agencies. Up to six weeks of dedicated distracted driving HVE occurs throughout the year and continues to be a focus area throughout all HVE mobilizations.
Communication	Communications, outreach, and education is a key component of all program areas and combines traffic safety messaging through multiple channels with in-person outreach and education to multiple target groups.

Table 31: *Distracted Driving Countermeasure Strategies*

8.7.4. Planned Activities for 2022

Project	Description
OTS Program Management	Program management (staff) for all traffic safety program areas.
Distracted Driving HVE	Statewide coordinated HVE by multiple law enforcement agencies. Up to six weeks of dedicated distracted driving HVE occur throughout the year and continues to be a focus area throughout all HVE mobilizations.
Communications	OTS is actively engaged in outreach, education, and communications on traffic safety across all types of users statewide.

Table 32: *Distracted Driving Planned Activities*

The Project Detail Chart in **Attachment NV_FY22_Funding Summary and Project Level Detail.pdf** provides additional project level details, intended subrecipients, federal funding source, funding amount, match, and local benefit.

8.8. Communications (Media)

8.8.1. Communications Performance Measure C-1: Fatalities

The performance measure target for Communications (Media) is the number of fatalities. The target for number of fatalities for 2022 was set to meet Nevada's Zero Fatalities and Serious Injuries Goal of reaching zero in 2050. The target for 2022 number of fatalities was estimated by using a straight-line reduction from the 2020 annual value to reaching zero in 2050. The resulting five-year average is 309.9 fatalities.

The following table and graph include the 2016-2020 fatality number of fatalities, the five-year average, and the 2022 target.

Crash Data and Targets	2016	2017	2018	2019	2020 Prelim	2021	2022 Target
Fatalities	329	311	329	304	316	305	295
Five-Year Average	294.6	304.6	317.2	319.8	317.8	313.1	309.9

Table 33: *Communications Performance Measure C-1: Fatalities*

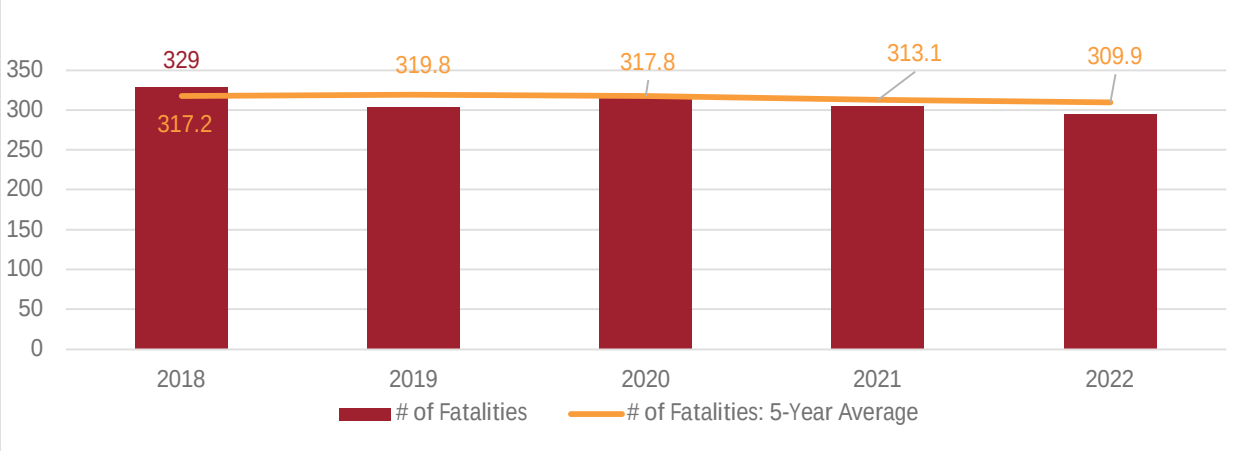


Figure 103: *2022 Target for Fatalities*

8.8.2. Planned Activities for 2022

OTS and many other Nevada agencies work together year-round to make Nevada's roadways safe. However, in 2020 an estimated 316 people were killed on public roads. Many of these deaths can be directly traced to people choosing to not practice specific safety-driven behaviors while occupying the roadways. Threats to the public safety on the road are still present today and are evolving with time and culture. Therefore, the public must be educated about the dangers and virtues of making the right choices on the roadways now more than ever.

The goal of **Zero Fatalities** is to raise awareness of the need to change poor driver behavior and educate the motoring public, pedestrians, and bicyclists on safe driving behaviors. OTS will develop and publish behavior-altering messaging that addresses impaired driving, seat belt usage, pedestrian safety, motorcycle safety, distracted driving, and other critical behaviors to establish a downward trend in fatalities and serious injuries. All messaging is a part of and supports the State's Zero Fatalities mission and messaging designed to educate road users and eliminate serious injuries and fatalities in Nevada.

OTS also works with SHSP partners and other traffic safety advocates to saturate the media with educational, life-changing, effective traffic safety messaging that supports Nevada's HSP and SHSP strategies.

8.8.2.1. Zero Fatalities Survey

Annually, the Zero Fatalities program conducts a public awareness survey to measure levels of awareness, impact, and effectiveness of Zero Fatalities messaging, as well as the public's level of education regarding traffic laws. This valuable data helps identify where the Zero Fatalities program needs to focus future campaign efforts and policy initiatives.

8.8.2.2. Nevada Traffic Safety Summit

NDOT and DPS host the annual Nevada Traffic Safety Summit, which brings together transportation agencies, law enforcement, and other safety partners to discuss the latest traffic safety trends and implement strategies and programs to help save lives on Nevada roadways.

The purpose of these efforts is to raise awareness of critical traffic safety issues (HSP 2021 Performance Measures 1-14) and the need to change risky driver behavior. OTS will coordinate targeted and effective public information campaigns that may address: impaired driving, seat belt usage, pedestrian safety, motorcycle safety, distracted driving, and other problematic driving behaviors to eliminate fatalities and serious injuries. All campaigns are part of and support the State's Zero Fatalities mission.

OTS will strive to accomplish specific and measurable objectives related to safety marketing during FY 2022. The overarching goal is to educate the public about roadway safety while increasing awareness of coordinated campaigns and messages to create a positive change in safety-related behaviors on Nevada's roadways, specifically:

- Increase or maintain seat belt usage in the 2020 observational survey
- Reduce impaired driving crashes and fatalities in FY 2022
- Reduce pedestrian fatalities in FY 2022
- Effectively reach and educate drivers, motorcyclists, and pedestrians through high-impact and engaging media channels

Traffic safety is a daily issue, where one event can change the course of conversation. The communication program will balance a strategic focus on supporting behavioral areas of emphasis for the year, with ongoing efforts that support all behaviors by:

- Maintaining high awareness of the Zero Fatalities brand, building on the baseline in place.
- Increasing public education and awareness of safe driving behaviors for motorists.
- Driving positive behavioral change that will result in a decrease in the total number of fatalities.
- Sharing campaign information with existing partners to support shared initiatives and increase effectiveness.

- Forging new and mutually beneficial partner relationships that will contribute to a culture of traffic and community safety.
- Developing and growing a diverse network of organizations committed to the shared goal of zero fatalities by supporting community safety, public health, well-being, and risk reduction.
- Collaborating with partners to increase education and encouraging behavioral change, helping to build a culture of traffic safety in Nevada and continually striving to eliminate fatalities and serious injuries on our roadways.
- Providing opportunities for organizations to receive updated traffic safety training, focusing on the key factors contributing to crashes (e.g., impaired driving, occupant protection, pedestrian safety, distracted driving, and intersection safety).
- The “Always On” approach will leverage an integrated mix of paid, earned, owned, partnerships to support initiatives. Some behaviors, such as impaired driving and speeding, will receive paid media, while others (bicycle safety, distracted driving, pedestrian safety, occupant protection, motorcycle safety, and intersection safety) will receive coverage via owned and earned channels.

8.9. Traffic Records

In support of Nevada’s HSP and SHSP, there is a focus on improving data quality attributes for the primary data components. This allows for more effective use of existing traffic records to target strategies that reduce serious injuries and traffic fatalities. The following are the primary data components and primary data quality attributes:

Six Primary Data Components:

- Crash
- Driver
- Vehicle
- Roadway
- Citation/Adjudication
- EMS/Injury Surveillance

Six Primary Data Quality Attributes:

- Timeliness
- Accuracy
- Completeness
- Uniformity
- Integration
- Accessibility

Nevada is making improvements on all data components and attributes. The current effort is focused on implementing recommendations from the 2021 Traffic Records Program Self-Assessment.

To support the implementation of the recommendations from the Traffic Records Program Self-Assessment, the Traffic Records Coordinating Committee (TRCC) meets on a quarterly basis. The most recent TRCC meetings were held on the following dates:

- Wednesday, September 16, 2020

- Wednesday, December 16, 2020
- Wednesday, April 28, 2021
- Wednesday, June 16, 2021

Challenges and associated efforts will continue to focus on the recommendations provided in the Traffic Records Program Self-Assessment. Focus areas of Nevada's traffic records program are timeliness, completeness, and integration with trauma data and other available data sets. Additionally, crash data quality improvements to accuracy and uniformity within the statewide electronic crash/citation reporting system is underway. Improvements are also being made to improve the completeness of the data and integration of the trauma data. Nevada will apply for Section 1906 Racial Profiling grant funds to initiate data collection and analysis of race and ethnicity information in traffic stops.

The following table describes the Performance Measures and target values set for 2022.

2022 Annual Performance Measures	Target Value
C-C-1: The percentage of crash records with no missing critical data elements	92%
I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file	64%
C-T-1: Traffic records crash timeliness median days	12
C-T-2: Percentage of crash report entered into the database within 30 days of the crash	92%

Table 34: *Traffic Records Performance Measures*

The supporting documentation for Traffic Records Performance Measure C-C-1 is included in **Attachment NV_FY22_405c_Quantitative Improvement C.C.1 NV Secondary Collisions.pdf**.

8.9.1. Countermeasure Strategies

Strategy	Description
Improve timeliness of a core highway safety database	Nevada is in the final stages of implementing a statewide eCrash/eCite system that includes traffic crash and citation data from all law enforcement agencies into a single electronic system. This allows law enforcement to submit crash and citation information in an expedient and effective manner to DPS, NDOT, and the court system.
Improve integration between one or more core highway safety databases	Data integration is a key component to fully understanding traffic crashes. Integration of crash data components is a best practice and a recognized strategy per NHTSA's Traffic Records Technical Assessment.
Improve completeness of a core highway safety database	Thorough and complete traffic crash data provides key information to improving safety; educating planners, law enforcement, policy makers, and the motoring public; and increasing data validity.
Highway Safety Office Management	Planning and administration will be utilized to eliminate traffic fatalities and serious injuries by managing the activities of the Highway Safety Office.

Table 35: *Traffic Records Countermeasure Strategies*

8.9.2. Planned Activities for 2022

Project	Description
Electronic Crash Reporting System Improvements	Quarterly meetings will be held with system users, Law Enforcement Agencies (LEAs), the State, and the vendor to implement system enhancements and improve functionality. System interface development connects LEA records management systems to the central eCrash/eCite system. This includes initial system implementation costs for devices and training for LEAs. Proposed race/ethnicity data collection system enhancements and data analysis.
Crash Data Integration	EMS and trauma data integration as well as other available data sets.
Data Quality Projects	Training and education for first responders to improve data collection and crash data retrieval.
OTS Program Management	Program management (staff) for all traffic safety program areas.

Table 36: *Traffic Records Planned Activities*

8.10. Evidence-Based Traffic Safety Enforcement Program

The Nevada traffic safety enforcement program (TSEP) includes frequent review of traffic data at a statewide and local level to inform funding and deployment of HVE. Extensive data resources are provided to law enforcement agencies, in addition to their own traffic data, including an annual Traffic Safety Crash Facts publication. In order to receive TSEP funding, law enforcement agencies must provide their analysis of traffic safety issues in their jurisdiction and present a plan to address and monitor those issues.

8.10.1. Deployment of Resources

High-visibility activities to increase public awareness and decrease crashes may include checkpoints, saturation patrols, and Selective Traffic Enforcement Programs (STEP). Most speed, pedestrian, and intersection activities will be conducted by spotters calling out violations to awaiting officers. The locations will be selected based upon statistics and safety, ensuring officers have areas to safely pull over numerous vehicles and not cause additional traffic issues.

STEP enforcement partners meet with the Office of Traffic Safety TSEP Program Manager annually at the beginning of the program year to plan the calendar of enforcement events. Quarterly meetings are held in each region of the state to review procedures, discuss emerging issues, and analyze citation data from enforcements. Interagency coordination is required for each event to maximize visibility and effectiveness. Each agency is also required to submit a press release to local media.

8.10.2. Effectiveness Monitoring

After each enforcement event, LEAs are required to submit a detailed progress report and claims for enforcement reimbursement. The progress report requires they identify enforcement details by selecting and describing the following: 1) local crash data analysis, 2) recent fatal crash locations, 3) public requests or concerns, 4) other/officer discretion (requires explanation).

With these progress reports are officer stats sheets for each officer in the event, documenting their citations and warnings issued during their shift. The coordinator completes a narrative section detailing the negatives and positives of the event they or their officers incurred. Each progress reports recaps the overtime hours and the match hours for each day worked during the event period. The enforcement statistics are monitored year-over-year by OTS and reviewed with each participating agency.

8.10.3. National Mobilizations and High Visibility Enforcement

Nevada shall implement activities in support of national highway safety goals to reduce motor-vehicle-related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including participation in the national high-visibility law enforcement mobilizations in accordance with 23 U.S.C. 404.

The planned high-visibility enforcement strategies to support the national mobilizations shall include not less than three mobilization campaigns in each fiscal year to reduce alcohol-impaired or drug-impaired operation of motor vehicles and increase use of seatbelts by occupants of motor vehicles. This is achieved through Nevada's comprehensive statewide HVE program Joining Forces which requires law enforcement agencies to participate in three mandatory events per year, a May mobilization which coincides with *Click it or Ticket* (*CIOT*), and two Impaired Driving mobilizations.

8.10.3.1. Click it or Ticket Mobilization

The May 2021 *CIOT* campaign was one of two mandatory events for the Joining Forces program with a secondary seatbelt enforcement campaign in November 2021. Twenty-nine (29) of Nevada's law enforcement agencies participated in this campaign serving well over 95% of the state's population. Participating agencies are required to distribute a press release to local media regarding Nevada's participation in *CIOT* and Nevada Highway Patrol hold a joint press conference in advance of the mobilization. OTS also includes NHTSA produced and native messaging on social media and other media channels.

The State's planned participation in the *CIOT* national mobilization will be accomplished through the OTS Joining Forces program. Joining Forces is an evidence-based traffic safety enforcement program which has been successful in enhancing traffic safety through all program areas. In fiscal year 2021, 29 agencies participated in this program. The efforts of multiple law enforcement officers in a specific location for a set period of time amplifies the effectiveness of HVE and reducing dangerous driving behaviors, crashes, injuries and fatalities. Using crash and citation data and agency knowledge of high incident locations, OTS engages and funds Nevada law enforcement agencies to conduct HVE events throughout the state. A set calendar of events supporting NHTSA's national campaigns is created and provides law enforcement a focus for HVE.

8.10.3.2. Alcohol-Impaired or Drug-Impaired Operation of Motor Vehicles Mobilizations

Nevada's HSP includes an impaired driving component that addresses highway safety activities related to impaired driving. Impaired driving means operating a motor vehicle while affected by alcohol and/or other drugs, including prescription drugs, over-the-counter medicines, or illicit substances. Impaired driving crashes involve a driver or rider operating a motor vehicle at or above a 0.08% blood alcohol content (BAC) and/or is impaired by marijuana, opioids, methamphetamines, or any other potentially impairing drug.

8.10.4. Performance Report

The citations and arrests are summarized below for grant-funded enforcement activities. Detailed information is provided in **Attachment NV_FY22_405c_2020 Citations Arrests.xlsx**.

A-1) Number of seat belt citations issued during grant-funded enforcement activities

Seatbelt citation: 1,243
Fiscal Year A-1: 2020

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Impaired driving arrests: 436
Fiscal Year A-2: 2020

A-3) Number of speeding citations issued during grant-funded enforcement activities

Speeding citations: 24,698
Fiscal Year A-3: 2020

8.10.5. Countermeasure Strategies

Strategy	Description
High Visibility Enforcement - Impaired	HVE will be utilized to reduce traffic fatalities and serious injuries by removing impaired drivers and pedestrians from the roads.
High Visibility Enforcement - Occupant Protection	HVE focusing on occupant protection non-use will be utilized to reduce traffic fatalities and serious injuries by citing drivers who are not wearing seat belts or not using child restraints.
High Visibility Enforcement - Speed	HVE will be utilized to reduce traffic fatalities and serious injuries by citing speeders.
High Visibility Enforcement - Pedestrians/Bicyclists	HVE will be utilized to reduce traffic fatalities and serious injuries by enforcing traffic laws for pedestrians, bicyclists, and drivers.
High Visibility Enforcement - Distracted Driving	Statewide coordinated HVE conducted by multiple law enforcement agencies. Up to six weeks of dedicated distracted driving HVE occurs throughout the year and continues to be a focus area throughout all HVE mobilizations.
Communications	Communications, Outreach and Education is a key component of all program areas and combines traffic safety messaging through multiple channels with in-person outreach and education to multiple target groups.

Table 37: *TSEP Countermeasure Strategies*

8.10.6. Planned Activities for 2022

Project	Description
Impaired Driving HVE Impaired Driving High-Visibility/Saturation Enforcement	Impaired Driving HVE is a key component of the Traffic Safety Enforcement Plan (TSEP). This includes phlebotomy projects, DRE call-out, saturation patrols and DUI field processing, and e-warrant projects as supportive to the timely and accurate apprehension of DUI drivers.
Occupant Protection HVE	HVE for seat belt and child safety seat non-use conducted by law enforcement agencies statewide.
Speed HVE	High Visibility Enforcement of speeding and risky driving including street racing, motorcycle "stunting", unsafe passing, and excessive speed.
Pedestrian, Bicyclists and Motorist HVE	As children and drivers re-acclimate to in-person schools again, high-visibility law enforcement directed at motorists and pedestrians with an emphasis on areas around schools will be a focus. Bicycle patrol will be implemented in and around the state capitol to provide better pedestrian safety during civil demonstrations, which crowd sidewalks and spill over into roadways. There will also be dedicated "Move Over" enforcement of motorist/bicyclist interaction throughout the year.
Distracted Driving HVE	HVE Statewide coordinated HVE by multiple law enforcement agencies. Up to six weeks of dedicated distracted driving HVE occur throughout the year and continues to be a focus area throughout all HVE mobilizations.
Communications	The Office of Traffic Safety is actively engaged in outreach, education, and communications on traffic safety across all types of users statewide.

Table 38: *TSEP Planned Activities*

Additional information in **Attachment NV_FY22_TSEP_2022 LE Participating Agencies** and in the Funding Summary and Project Level Detail **Attachment NV_FY22_Funding Summary and Project Level Detail.pdf.**

8.11. Racial Profiling Data Collection

Nevada will apply for Section 1906 Racial Profiling Data Collection grant funds to support a statewide implementation of data collection, analysis, and reporting of traffic stop data that includes race/ethnicity, traffic stop outcomes, and other pertinent data. The University of Nevada, Las Vegas is leading the project and is basing their model on successful examples in Connecticut and Oregon. This effort is further enhanced by the passage of Senate Bill 236 in the 2021 Legislative Session, which requires collection of this information.

A copy of the University of Nevada, Las Vegas Statistical Transparency of Policing Data Collection Project is provided in **Attachment NV_F22_1906_UNLVProject.pdf**.

8.12. Legislative Initiatives

The 2021 Nevada Legislative Session included many changes that affect traffic safety and road rules. This includes increased data collection initiatives, new guidelines for

child safety seat use, prohibition of traffic citation and arrest quotas, pedestrian safety initiatives, changes to DUI laws, and the establishment of NV ACTS.

9. Acronyms

Acronyms of the Nevada Highway Safety Office	
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Content
CEA	Critical Emphasis Area
CIOT	Click it or Ticket
CPS	Child Passenger Safety
DMV	Department of Motor Vehicles
DPS	Department of Public Safety
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
DUID	Driving Under the Influence of Drugs
EMS	Emergency Medical Systems
FARS	Fatality Analysis Reporting System
FHWA	Federal Highways Administration
FFY	Federal Fiscal Year
HSP	Highway Safety Plan
HSIP	Highway Safety Improvement Plan
HVE	High-Visibility Enforcement
LEA	Law Enforcement Agency
LOI	Letter of Interest
NCSA	National Center for Statistics and Analysis
NDOT	Nevada Department of Transportation
NECTS	Nevada Executive Committee on Traffic Safety
NHTSA	National Highway Traffic Safety Administration
NV ACTS	Nevada Advisory Committee on Traffic Safety
OTS	Department of Public Safety-Office of Traffic Safety
RTC	Regional Transportation Commission
SHSP	Strategic Highway Safety Plan (Many Partners)
STEP	Selective Traffic Enforcement Program
TRC	Transportation Research Center
TRCC	Traffic Records Coordinating Committee
TREND	Traffic Research and Education Newsletter
TSEP	Traffic Safety Enforcement Program
VMT	Vehicle Miles Traveled

10. Resources

The following are lists of websites and documents that were used in the development of Nevada's HSP and/or will be beneficial to grantees to reference for their grant applications and project implementation.

10.1. Websites

- https://ots.nv.gov/
- https://www.dot.nv.gov/
- https://www.trafficsafetymarketing.gov/
- https://zeroteenfatalities.com/
- https://zerofatalitiesnv.com/
- https://nhp.nv.gov/
- https://dps.nv.gov/
- https://cdan.nhtsa.gov/stsi.htm
- https://www.nsc.org/
- https://www.responsibility.org/
- https://www.nrsf.org/
- https://www.towardzerodeaths.org/

10.2. Documents

- NHTSA's *"Countermeasures That Work"*
- 2016-2020 Nevada Strategic Highway Safety Plan
- Nevada Traffic Safety Crash Facts, June 2020