

**DECEMBER 30, 2025**

*The Honorable Joe Lombardo  
Governor of Nevada  
Capitol Building  
101 N. Carson St.  
Carson City, Nevada 89701*

*Acting Director Diane Thornton  
Legislative Counsel Bureau  
401 S. Carson St.  
Carson City, Nevada 89701*

**Re: 2025 Nevada Advisory Committee on Traffic Safety (NVACTS) Annual Report**

**Dear Governor Lombardo and Acting Director Thornton,**

On behalf of the Nevada Advisory Committee on Traffic Safety (NVACTS), I respectfully submit the Committee's Annual Report for calendar year 2025, prepared in accordance with Nevada Revised Statutes (NRS) 408.581(10).

NVACTS was established to provide statewide leadership, coordination, and consensus among local, state, federal, and tribal partners committed to improving traffic safety in Nevada. The Committee's role includes reviewing the Highway Safety Plan, evaluating statewide traffic safety data, establishing policy priorities, and providing guidance and recommendations to reduce fatalities and serious injuries on Nevada's roadways.

The enclosed Annual Report was formally reviewed and approved by the Committee at a duly noticed public meeting on December 9, 2025. The report summarizes NVACTS activities over the past year and includes statewide crash and fatality data, analysis of key traffic safety trends, and policy recommendations intended to address the most critical and persistent roadway safety challenges facing our state.

While this report fulfills a statutory requirement, its purpose extends well beyond compliance. Each data point represents a life lost or forever changed, and each recommendation reflects the Committee's shared commitment to preventing future tragedies. Despite longstanding efforts toward a goal of Zero Fatalities, Nevada continues to experience unacceptably high numbers of roadway deaths, underscoring the urgent need for sustained leadership, coordinated action, and evidence-based policy solutions.

The Nevada Advisory Committee on Traffic Safety remains committed to working collaboratively with your office, the Legislature, and our partner agencies to advance meaningful improvements to traffic safety across the state. Members of the Committee and I stand ready to provide any additional information or clarification required and to support ongoing discussions regarding the implementation of these recommendations.

Thank you for your continued leadership and attention to this critical public safety issue.

Sincerely,



**Andrew Thomas Bennett  
Chair of the Nevada Advisory Committee on Traffic Safety  
702.217.1168**



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# **Nevada Advisory Committee on Traffic Safety**

ANNUAL REPORT

December 2025



# Nevada Advisory Committee on Traffic Safety

## ANNUAL REPORT

December 2025

### Committee Members

Name	Title	Agency/Organization
Andrew Bennett	Director (NVACTS Chair)	Nevada Association of Counties/Clark County Office of Traffic Safety
Scott Hein	Assistant Director, Engineering	Nevada Department of Transportation
Sondra Rosenberg	Deputy Director, Planning and Administration	Nevada Department of Transportation
Julia Peek	Deputy Administrator (NVACTS Vice Chair)	Department of Human Services
Sean Sever	Deputy Administrator, Research and Project Management Division	Department of Motor Vehicles
Amy Davey	Administrator	Nevada Department of Public Safety-Office of Traffic Safety
Mike Edgell	Colonel	Nevada Department of Public Safety-Nevada State Police
Daisy Marglin	Program Officer	Nevada Department of Education
Tracy Brown-May	Assemblyperson	Assembly Standing Committee on Growth and Infrastructure
Rochelle Nguyen	Senator	Senate Standing Committee on Growth and Infrastructure
Cliff Banuelos	Tribal-State Environmental Liaison	Inter-Tribal Council of Nevada
Shashi Nambisan	Director, Transportation Research Center	Nevada System of Higher Education/University of Nevada, Las Vegas Transportation Research Center
Deborah Kuhls	Associate Dean for Research, Professor and Chief, Acute Care Surgery Division	Nevada System of Higher Education/ Kirk Kerkorian School of Medicine at University of Nevada, Las Vegas
Graham Dollarhide	Transportation Planning Manager	Regional Transportation Commission of Washoe County
Theresa Gaisser	Senior Director of FAST	Regional Transportation Commission of Southern Nevada
Rachael Shaw	Associate Transportation Planner	Tahoe Regional Planning Agency
Kelly Norman	Senior Transportation Planner	Carson Area Metropolitan Planning Organization
Joey Paskey	Director of Public Works	Nevada League of Cities/City of Las Vegas
Thomas Healing	Lieutenant	Nevada Sheriffs and Chiefs Association/Boulder City Police Department
Vacant		Administrative Office of the Courts

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## List of Acronyms

BAC	Blood Alcohol Concentration
BDR	Bill Draft Request
DMV	Department of Motor Vehicles
DHS	Department of Human Services
DPS	Department of Public Safety
DUI	Driving Under the Influence
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
GDL	Graduated Driver's License
HPMS	Highway Performance Monitoring System
NDOT	Nevada Department of Transportation
NHTSA	National Highway Traffic Safety Administration
NVACTS	Nevada Advisory Committee on Traffic Safety
NRS	Nevada Revised Statutes
OTS	Office of Traffic Safety
PBL	Primary Belt Law
RSC	Road Safety Camera
RTC	Regional Transportation Commission
SB	Senate Bill
SHSP	Strategic Highway Safety Plan
SMAP	Speed Management Action Plan
STSI	State Traffic Safety Information
TSRP	Traffic Safety Resource Prosecutor
UNLV	University of Nevada, Las Vegas
VMT	Vehicle Miles Traveled

# 1. Purpose of this Document

The Nevada Advisory Committee on Traffic Safety (NVACTS) was voted into the Nevada Revised Statutes (NRS) at the 2021 Nevada Legislative Session. As defined by NRS 408.581 and described in the NVACTS Bylaws (**Appendix A**), the function of NVACTS is to:

- Review, study, and make recommendations regarding:
  - **Evidence-based best practices** for reducing or preventing fatalities and injuries related to motor vehicle crashes on roadways in Nevada;
  - **Data** on motor vehicle crashes in Nevada resulting in fatalities or serious bodily injuries, including, without limitation, factors that cause such crashes and measures known to prevent such crashes;
  - **Policies** intended to reduce or prevent deaths and injuries related to motor vehicle crashes on roadways in this State;
  - **Any other matter** submitted by the Chair.
- Prepare and submit an annual report to the Governor and to the Director of the Legislative Counsel Bureau for transmittal to the Legislature. Summarize activities of the Advisory Committee that address, without limitation, any issue reviewed or studied, and any recommendations made by the Advisory Committee. This document satisfies the requirement as the NVACTS Annual Report.

## 2. Statewide Safety Data

With a goal of **Zero Fatalities** since 2011, Nevada has focused on reducing fatalities on state and local roadways for over a decade. Some years have shown trends in the right direction. It is evident from the data below that fatalities on Nevada’s roadways are climbing, with the most common factors being speeding and alcohol/drug impairment. The latest fatality data for Nevada is summarized below. The complete summary of the most recent five years of finalized fatality data (2019-2023), is included in *2025 Nevada Crash Facts*, included in **Appendix B**.

### Crash Data Status and Reliability

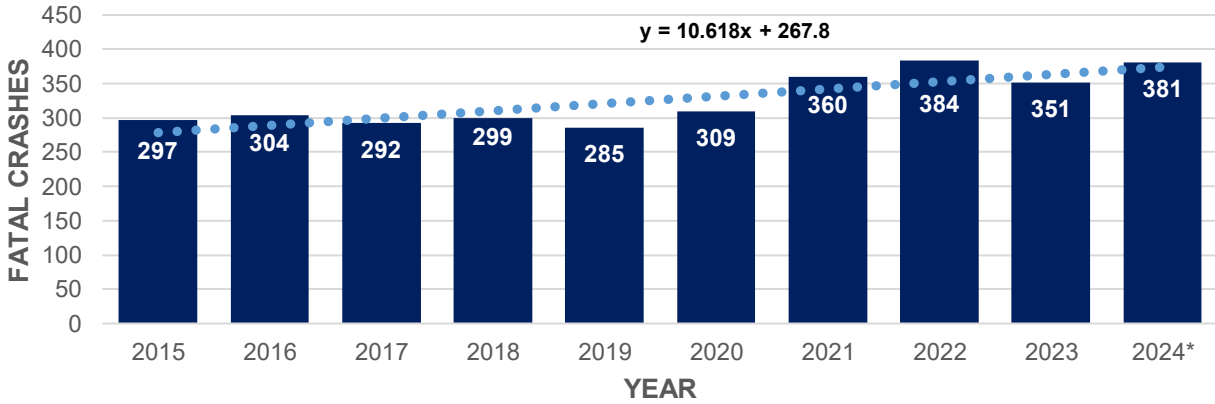
Crash data used in this report includes both finalized and preliminary sources. Data from the Fatality Analysis Reporting System (FARS) is considered final because it undergoes a standardized and comprehensive validation process conducted by the National Highway Traffic Safety Administration (NHTSA). This process includes detailed reviews of police reports, medical examiner records, and other official documentation, ensuring accuracy and consistency across jurisdictions. The FARS dataset includes seven crashes (two in 2019 and five in 2023) categorized as having occurred at a location where “Trafficway Not in State Inventory.” This designation applies when a qualifying motor vehicle traffic crash occurs on a trafficway that is not included in the State Highway Inventory; however, these crashes have been verified.

In contrast, any crash data from years following the most recent FARS release is considered preliminary. These records may still be under review, subject to updates, and not yet fully verified. As such, figures for 2024 are based on preliminary data provided by the Nevada Office of Traffic Safety and are subject to change until finalized in a future FARS release.

### Fatal Crashes and Fatalities

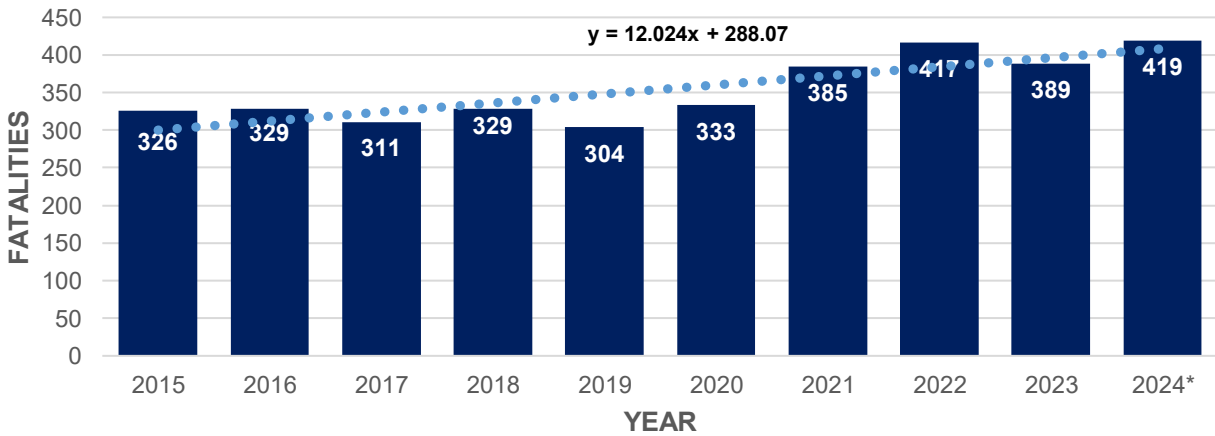
Fatal crashes and fatalities have generally increased over the past decade. Preliminary data for 2024 shows that there were **381 fatal crashes**, resulting in **419 fatalities**, the highest annual fatality count in the past 10 years. These crashes account for 11.7% of all fatal crashes recorded between 2015 and 2024. (Note: 2024 data is preliminary until 2026.)

As shown in **Figure 1**, the number of fatal crashes fluctuated over the ten-year period, with a slight decline observed in 2019. This was followed by a steady rise from 2020 through 2022, a brief decline in 2023, and then a sharp increase in 2024. **Figure 2** illustrates the total number of traffic fatalities, which mirrors the crash trends. While the overall trajectory shows an increase, 2019 marked a temporary dip in fatalities before numbers rose again in subsequent years. Fatality rates per 100 million vehicle miles traveled (VMT) and per 100,000 population are also on the rise over the ten-year period, although both rates decreased from 2022 to 2023 before climbing again in 2024. These trends are shown in **Figure 3** and **Figure 4**, respectively.



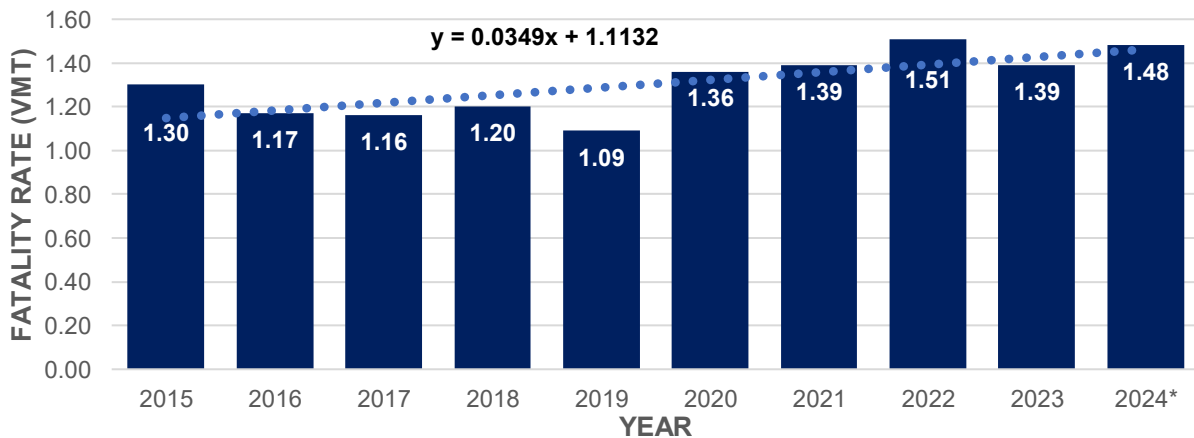
Source: 2015 to 2023: FARS, NHTSA; 2024: 2023-2024 Preliminary State Fatal Report, Nevada OTS  
 \*2024 data is preliminary until 2026.

**Figure 1: Fatal Crashes in Nevada (2015-2024)**



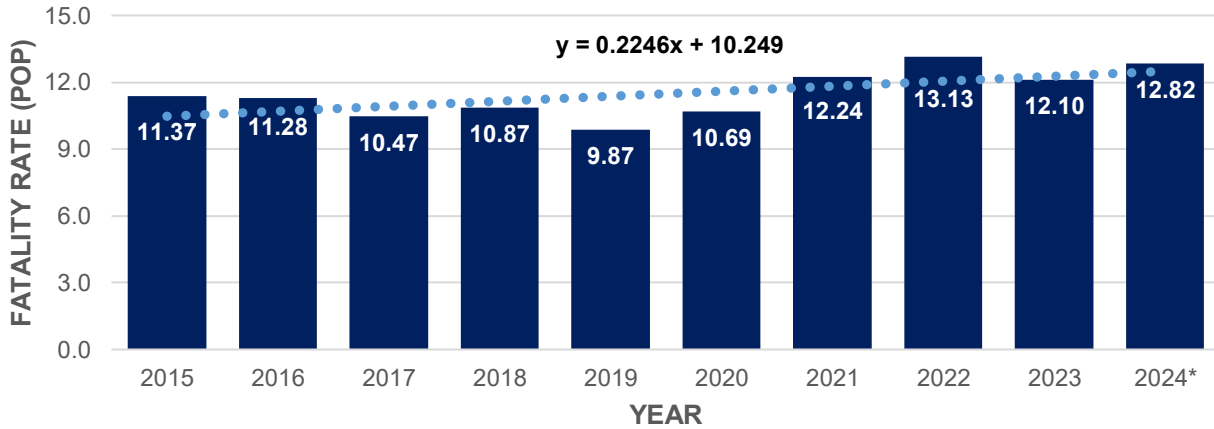
Source: 2015 to 2023: FARS, NHTSA; 2024: 2023-2024 Preliminary State Fatal Report, Nevada OTS  
 \*2024 data is preliminary until 2026.

**Figure 2: Nevada Traffic Fatalities (2015-2024)**



Source: 2015 to 2023: FARS, NHTSA; 2015-2024 VMT Data, Nevada Department of Transportation (NDOT) AVMT Reports; 2024: 2023-2024 Preliminary State Fatal Report, Nevada OTS  
 \*2024 data is preliminary until 2026.

**Figure 3: Nevada Traffic Fatality Rate per 100 million VMT (2015-2024)**

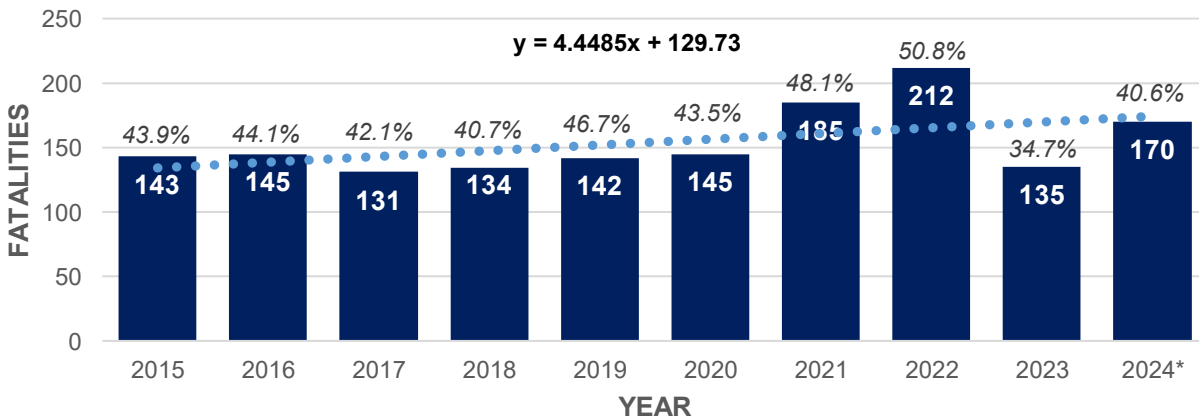


Source: 2015 to 2023: FARS, NHTSA; Population Data: Nevada Quick Facts, United States Census Bureau; 2024: 2023-2024 Preliminary State Fatal Report, Nevada OTS  
 \*2024 data is preliminary until 2026.

**Figure 4: Nevada Traffic Fatality Rate per 100 thousand Population (2015-2024)**

### Impaired Driving

Since 2015, a total of **1,542 fatalities** resulted from traffic crashes involving an impaired driver, equating to 43.5% of all fatalities in the state over the 10 years. As shown in **Figure 5**, impaired driving fatalities have increased between 2015 and 2024 (2024 data is preliminary until 2026).

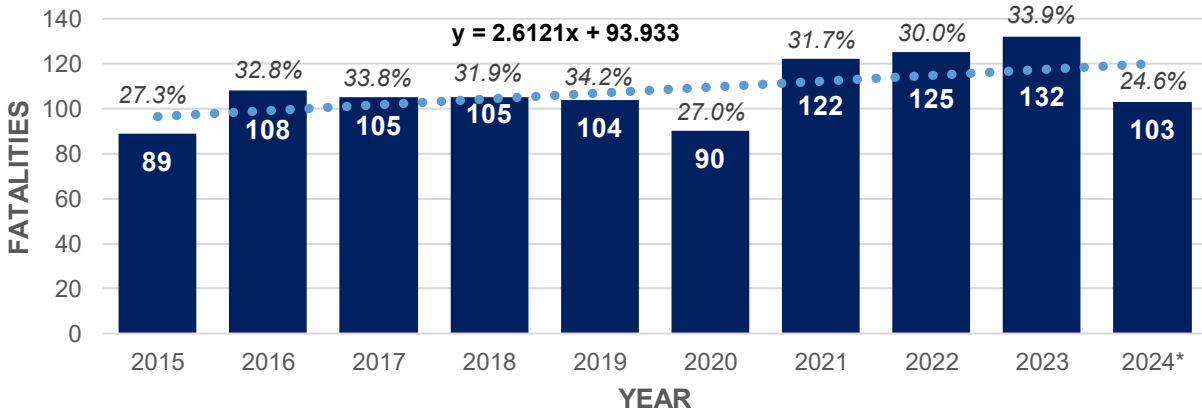


Source: 2015 to 2023: FARS, NHTSA; 2024: 2024 Preliminary State Fatal Data (obtained October 1, 2025), NDOT  
 \*2024 data is preliminary until 2026.  
 Note: Percentages shown are the ratio of impaired driving fatalities to total Nevada traffic fatalities for that year.

**Figure 5: Impaired Driving Fatalities (2015-2024)**

## Intersections

From 2015 to 2024, a total of **1,083 fatalities**, or 30.6% of all of Nevada’s fatalities, occurred at intersections. The intersection fatalities for the last ten years are shown in **Figure 6**.



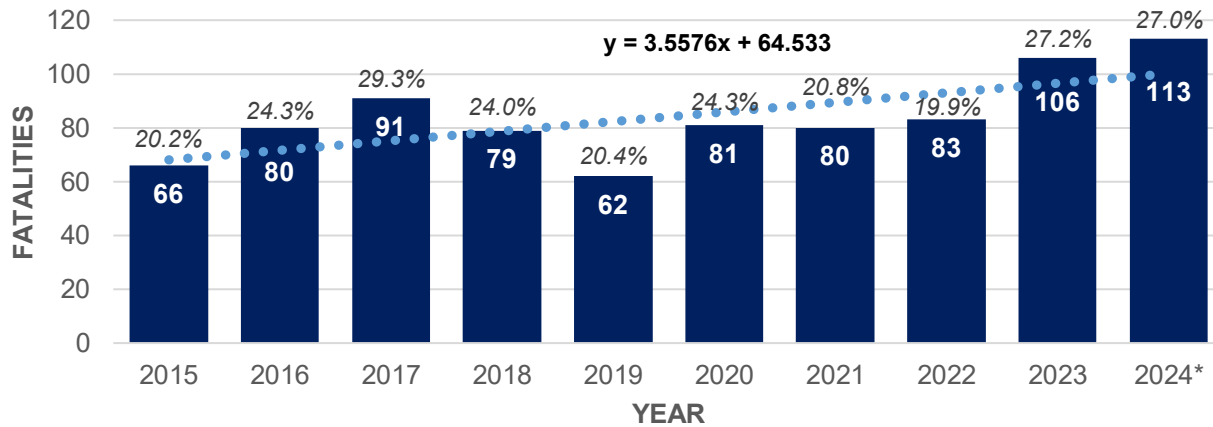
Source: 2015 to 2023: FARS, NHTSA; 2024: 2024 Preliminary State Fatal Data (obtained October 1, 2025), NDOT  
 \*2024 data is preliminary until 2026.

Note: Percentages shown are the ratio of intersection fatalities to total Nevada fatalities for that year.

**Figure 6: Intersection Fatalities (2015-2024)**

## Pedestrians

Between 2015 and 2024, there was a total of **841 pedestrian fatalities**, representing 23.7% of all fatalities in the state over the same time frame. Pedestrian fatalities reached a high of 113 in 2024 (2024 data is preliminary). The pedestrian fatalities for the last ten years are shown in **Figure 7** below.



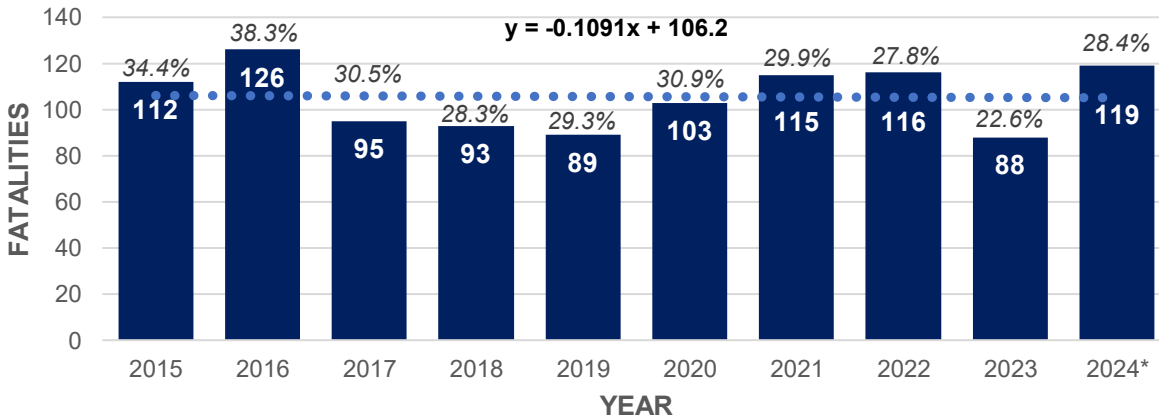
Source: 2015 to 2023: FARS, NHTSA; 2024: 2023-2024 Preliminary State Fatal Report, Nevada OTS  
 \*2024 data is preliminary until 2026.

Note: Percentages shown are the ratio of pedestrian fatalities to total Nevada fatalities for that year.

**Figure 7: Pedestrian Fatalities (2015-2024)**

## Speeding-Related

From 2015 to 2024, **1,056 fatalities**, or 29.8% of the state's fatalities, were the result of crashes where excessive speed was a factor. Since 2020, the number of speeding-related fatalities has generally increased (2024 data is preliminary). Speeding-related fatalities from 2015 to 2024 are shown in **Figure 8**.



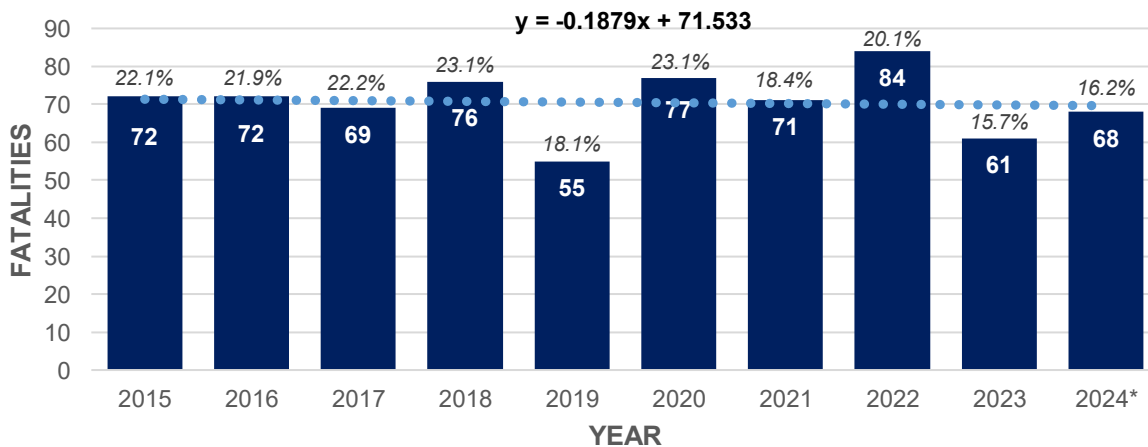
Source: 2015 to 2023: FARS, NHTSA; 2024: 2024 Preliminary State Fatal Data (obtained October 1, 2025), NDOT  
 \*2024 data is preliminary until 2026.

Note: Percentages shown are the ratio of speeding-related fatalities to total Nevada fatalities for that year.

**Figure 8: Speeding-Related Fatalities (2015-2024)**

## Unrestrained Occupants

Between 2015 and 2024, **705 fatalities**, or 19.9% of the state's fatalities, included unrestrained occupants on Nevada roadways. This includes improper use or no use of seat belts or child seats. As shown in **Figure 9**, unrestrained occupant fatalities were up in 2024 (68 fatalities) compared to 2023 (61 fatalities) (2024 data is preliminary).



Source: 2015 to 2023: FARS, NHTSA; 2024: 2023-2024 Preliminary State Fatal Report, Nevada OTS  
 \*2024 data is preliminary until 2026.

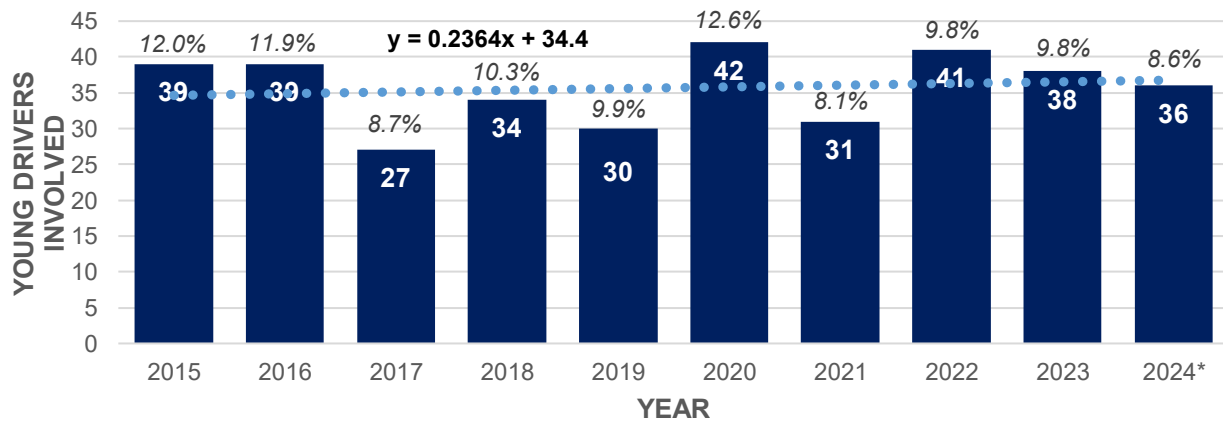
Note: Percentages shown are the ratio of unrestrained occupant fatalities to total Nevada fatalities for that year.

**Figure 9: Unrestrained Occupant Fatalities (2015-2024)**

## Young Drivers

### Young Drivers Involved in Fatal Crashes

From 2015 to 2024, a total of **357 young drivers were involved in fatal crashes**. The number of young drivers involved in fatal crashes (regardless of fault) reached a high of 42 in 2020 before a general decrease in 2023 and 2024 (2024 data is preliminary). See **Figure 10** below for young drivers involved in fatal crashes for the years 2015 to 2024.

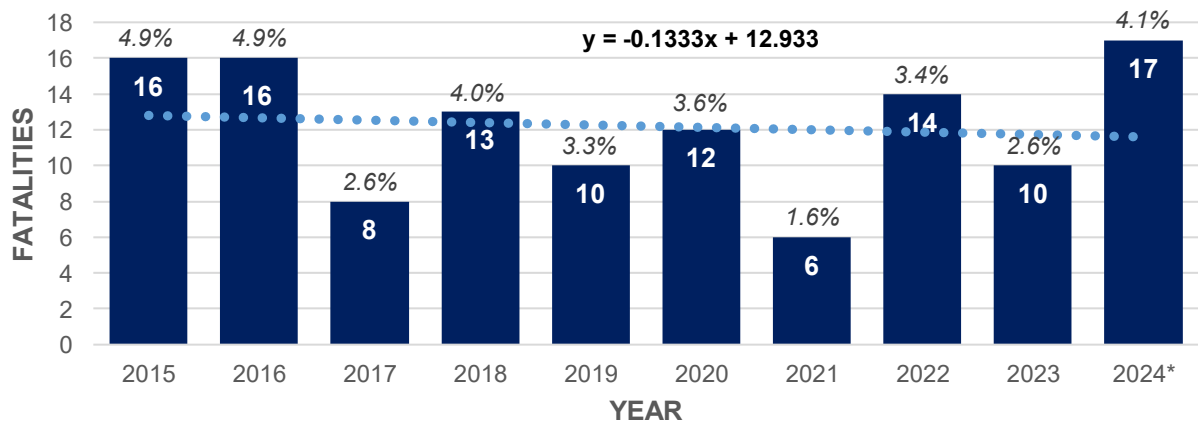


Source: 2015 to 2023: FARS, NHTSA; 2024: 2024 Preliminary State Fatal Data (obtained October 1, 2025), NDOT  
 \*2024 data is preliminary until 2026.

**Figure 10: Young Drivers Involved in Fatal Crashes (2015-2024)**

### Young Driver Fatalities

From 2014 to 2023, there were a total of **122 young driver fatalities**, or 3.7% of the state's fatalities. The greatest number of young driver fatalities occurred in 2024 (17 fatalities; 2024 data is preliminary). Young driver fatalities from 2015 to 2024 are shown in **Figure 11**.



Source: 2015 to 2023: FARS, NHTSA; 2024: 2024 Preliminary State Fatal Data (obtained October 1, 2025), NDOT  
 \*2024 data is preliminary until 2026.

Note: Percentages shown are the ratio of young driver fatalities to total Nevada fatalities for that year.

**Figure 11: Young Driver Fatalities (2015-2024)**

### **3. Recommendations**

The following Traffic Safety Policy Priorities were approved by NVACTS and recommended as policy changes that would impact current traffic safety issues across the state. These policy priorities look to reduce fatalities and serious injuries on Nevada's roadways. Additional information for the recommended Traffic Safety Policy Priorities is included in **Appendix C**.

#### **Traffic Safety Policy Priorities**

##### ***Fostering DUI Intervention Programs***

Driving under the influence (DUI) of alcohol or drugs poses significant threats to public safety, resulting in numerous collisions, serious injuries, and fatalities on the roads each year. Although current laws and penalties aim to deter and punish DUI offenses, there is an increasing need for a more comprehensive approach that addresses the underlying issues contributing to this behavior. Despite extensive public awareness campaigns and stricter enforcement efforts, the number of DUI-related incidents remains alarmingly high. Traditional measures, such as fines and license suspensions, have proven effective but are still insufficient in addressing the root causes, which often include substance abuse disorders, mental health issues, or a combination of factors. Therefore, this policy priority proposes intervention tools to prevent DUI recidivism and assist offenders with behavioral or substance misuse problems, encouraging rehabilitation and behavioral change. The proposed tools include mandatory legislative screening and assessments for all DUI arrests regardless of blood alcohol concentration (BAC) level, pre-trial services to supervise all DUI arrests pending adjudication, and amendments to the Sober24 driver's license restrictions to provide a 24/7 Sobriety Privilege driver's license.

##### ***Graduated Driver License (GDL) Additions***

Changes to the GDL include restricting all cell phone use, including hands-free devices, for drivers less than 18 years of age; include seat belt usage for young drivers and their passengers as a condition for continued licensure within Nevada's graduated driver licensing system; and removing the age restriction to current GDL laws, thereby requiring all new drivers to obtain practical driving experience in a lower risk situation. Similar GDL laws have been implemented nationally and internationally to protect both new and young drivers.

##### ***Higher Fines in School Zones***

Currently, all traffic violations in school zones are subject to fines that are twice the regular rate (for example, a typical speeding ticket of \$205 would become \$410 in a school zone). Although some jurisdictions post notifications of "higher fines in school zones", there is no explicit language in NRS 484B.363 mandating higher fines in school zones, and this has been dismissed in court due to lack of specific NRS language. This policy priority proposes adding clear language to explicitly increase speeding fines in school zones and at school crossing zones and including clear and consistent designations for higher speeding fines in school zones and at school crossing zones, as well as introducing consistent signage to indicate higher fines, with the goal of improving enforceability and public awareness.

##### ***Primary Seat Belt Law (PBL)***

Nevada currently enforces seat belt usage as a secondary offense, meaning that drivers may only be cited if initially stopped for another violation. Presently, 34 states have implemented PBL, whereas 15, including Nevada, have not. North Dakota enforces PBL only for drivers under 18, while drivers over 18 are not subject to this requirement. Findings from a recent

awareness survey indicate a prevailing perception among the public that Nevada already has such a law. To improve compliance and safety, this policy priority proposes that Nevada adopt a PBL by eliminating existing language that limits the issuance of seat belt citations. Additionally, it is recommended to include a sunset provision, similar to the approach taken in Utah, to facilitate data collection and analysis of the law's effectiveness. An increase in the minimum fine for non-compliance with Nevada's current seat belt statute is also advised. These measures may be implemented either collectively or individually.

### ***Road Safety Cameras (Automated Traffic Enforcement)***

The existing NRS prohibiting automated traffic enforcement is from 1999. In 2019, Senate Bill 43 (SB43) was proposed to change NRS to allow agencies to use Road Safety Cameras (RSCs). However, there was a strong negative response due to ongoing concerns of personal privacy. It was again unsuccessful in the 2025 Nevada Legislative Session.

The policy priority presented is the same: to eliminate the current NRS that limits local agencies' ability to use RSCs. There is continued work to be done to understand the concerns of those who have opposed this policy in previous sessions. Regional Transportation Commission (RTC) of Washoe County is considering a bill draft request (BDR) for use of RSCs specifically in school zones. There could be an opportunity to combine these proposals. Another consideration is to install RSCs specifically on school bus mast arms.

### ***Road Safety Cameras in School Zones***

Similar to the previous recommendation, this policy priority recommendation is to eliminate the current NRS that limits local agencies' ability to use RSCs, add language that enables the use of RSCs in school zones, and add language that enables the use of RSCs on school buses to enforce stop arm violations.

### ***Safe System Intersections***

Nevada and the RTC of Southern Nevada are designated by the Federal Highway Administration (FHWA) Focus Approach to Safety as an intersection focused state due to the high number of intersection fatalities. This designation is based on FHWA data analysis that identifies overrepresentation within the Focus Areas.

A safe system intersection design policy can include strategies such as:

- Minimizing and modifying conflict points
- Reducing speed of vehicles
- Improving visibility at intersections
- Providing space and protection for pedestrians and bicyclists

Safe systems intersections are built to accommodate the needs of all users. Many of the intersections in the transportation system today were constructed at a time when the emphasis was moving automobiles not people. The present and future focus is on all road users. An effective complete intersections policy will ensure cohesive action strategies that create a safe and homogenous roadway.

### ***Traffic Records***

The Office of Traffic Safety proposes, for consideration, the following conceptual changes to improve traffic records data collection:

- Add clarifying language to NRS 484E.110 to require crash notification within 10 days of the date of the crash (10 days after the investigation) or date of death.
- Require law enforcement agencies to report traffic incident arrest data within the central e-crash/e-citation system, i.e., DUI arrest, reckless driving arrest, etc.
- Require reporting of traffic offense adjudication data to the State.
- Add clarifying language to NRS 484C.170 to add required testing of prohibited substances in addition to alcohol.

### ***Yield for Pedestrians to Stop for Pedestrians***

Nevada Law (NRS 484B.283) requires a driver to yield to a pedestrian in a marked or unmarked crosswalk while the pedestrian is on their half of the road or if approaching in a manner which could be unsafe. If a driver passes through the crosswalk while the person walking is still on their half of the road, or entire road if no center divider is present, that driver may be ticketed if an officer observes them for failure to yield to a pedestrian. The law is classified as a “yield to pedestrians” law and all signage in the state for pedestrians reinforces this, as do the pavement markings. The yield to pedestrians gives drivers the idea they can proceed once the pedestrian is no longer in their path of travel. Changing the law to STOP for pedestrians clarifies that the driver must stop.

Even communicating to drivers that “In Nevada, drivers are required to stop for pedestrians” has far more weight than “drivers must yield to pedestrians.”

### ***Appropriate Speed Limits for All Road Users***

The National Roadway Safety Strategy and the Safe Systems Approach identifies Safer Speeds as a critical component to the reduction of fatal and serious injury crashes. The Safe System Approach recognizes the impact of kinetic energy on the human body and the fact that effective speed management will reduce the kinetic energy in crashes.

The FHWA has listed Appropriate Speed Limits for All Road Users as a Proven Safety Countermeasure due to broad consensus among roadway safety experts that speed control is one of the most important methods for reducing fatalities and serious injuries. Speeding, exceeding the posted speed limits, or traveling too fast for conditions is a repeating trend. Of the 42,939 fatalities that occurred on our Nation’s roadways in 2021, 29% were speeding related. The Nevada Speed Management Action Plan (SMAP) studied speeding related data from 2015-2019 and found that 31% of the fatal crashes in Nevada listed speeding as a contributing factor.

Managing speed requires a Safe Systems Approach. Safer speeds, coupled with other Safe Systems objectives will rely on modifying behaviors to begin moving toward Zero Fatalities. As such, implementation of SMAP needs to continuously engage in learning from doing. The Safe Systems principles embody learning from doing and should be fundamental in this policy priority for implementing Appropriate Speed Limits for All Users. Appropriate Speed Limits for All Users can be achieved by understanding the roadway context and environment. Speed limits can be based on the facility and the needs of the users rather than continuing the practice of setting speeds using the 85th percentile method.

It is recommended that all road owners adopt a policy to set Appropriate Speed Limits for All Road Users to reduce fatal and serious injuries on the roadway system.

### **BDRs**

As part of broader efforts to improve roadway safety and modernize enforcement mechanisms, the Nevada Legislature considered several bills during the 2025 session aimed at reducing

traffic-related injuries and fatalities. These BDRs addressed key areas such as automated enforcement and impaired driving prevention. Senate Bill (SB) 415 and SB 416 represent significant legislative efforts to enhance public safety through targeted policy changes.

### ***SB 415 (BDR 43-422)***

SB 415 from the Nevada 2025 legislative session aimed to enhance public safety by eliminating the prohibition of the installation and use of RSCs by government agencies under specific conditions. The bill outlined requirements for how these systems could be installed and operated and established procedures for issuing civil infraction citations based on the evidence collected. It also directed the Nevada Department of Transportation (NDOT) to adopt regulations and required the Advisory Committee on Traffic Safety to provide recommendations. Importantly, SB 415 included a provision prohibiting insurers from raising motor vehicle insurance rates solely based on citations issued through automated enforcement.

SB 415 failed to advance and was halted on April 12, 2025, under Joint Standing Rule No. 14.3.1, which prevents further action on certain bills.

### ***SB 416 (BDR 43-423)***

SB 416, which passed during Nevada's 2025 legislative session and became effective on May 30, 2025, revises provisions of the statewide sobriety and drug monitoring program, specifically enhancing the 24/7 Sobriety Program. The bill authorizes the Nevada Department of Motor Vehicles (DMV) to issue a new "24/7 driving privilege" to participants in the program, replacing the previous restricted driver's license and allowing broader driving rights if individuals comply with testing requirements. It also eliminates the DMV's authority to issue restricted licenses for these participants and expands acceptable testing methods to include federally approved alternatives beyond physical testing locations. Additionally, SB 416 strengthens enforcement by allowing increased monitoring, supervision, treatment, or testing for individuals who violate program conditions, aiming to improve accountability and reduce substance-related driving incidents across the state.

## **Other Actions Supporting Road Safety**

Nevada's commitment to improving traffic safety in 2025 extended beyond infrastructure and enforcement to include both enhanced data reporting and targeted legislative action. To provide clearer insights into crash trends and support data-driven decision-making, the Nevada Monthly State Fatal Report was redesigned with a new format and expanded features, offering year-over-year comparisons and detailed statewide and county-level analysis. Additionally, the passage of Assembly Bill (AB) 527 introduced innovative enforcement measures aimed at protecting vulnerable road users, particularly children, by authorizing school districts to use automated cameras on school buses to deter illegal passing.

### ***Monthly State Fatal Report***

In 2025, the Nevada Monthly State Fatal Report, shown in **Figure 12**, was redesigned to make it easier to understand statewide crash trends. The updated report highlights year-over-year comparisons of crashes across Nevada, offering a clearer picture of changes over time. It uses State Fatal Crash Data from the Department of Public Safety-Office of Traffic Safety (DPS-OTS), population data from the U.S. Census Bureau, and vehicle miles traveled (VMT) data from NDOT's Highway Performance Monitoring System (HPMS) to provide a point-in-time comparison.

# NEVADA STATEWIDE MONTHLY FATAL REPORT



Nevada Department of  
**Public Safety**  
Office of Traffic Safety

**ZERO Fatalities**  
*Lives are on the Line*

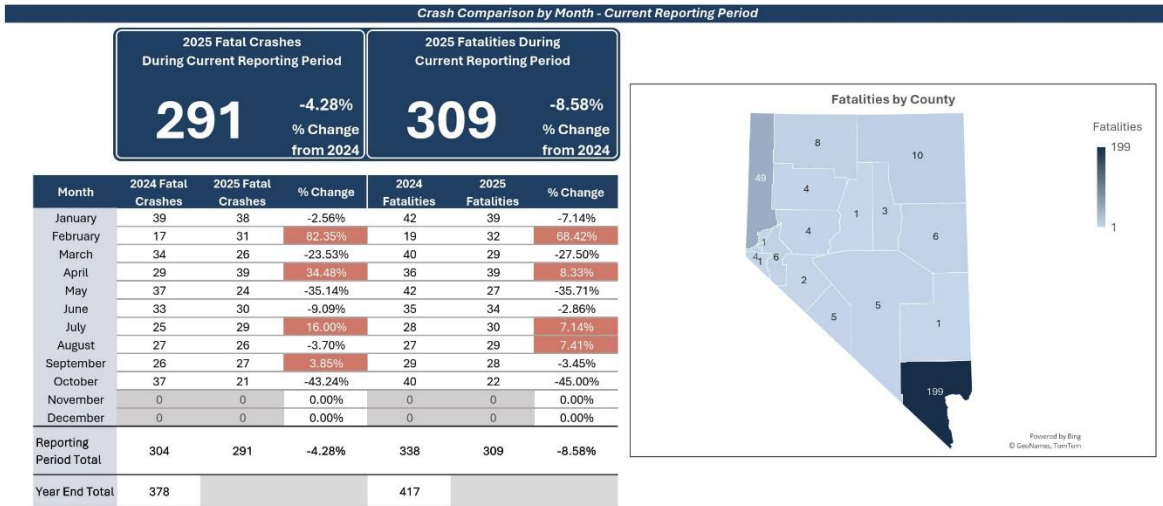
Date of Report: 11/4/2025

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

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

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

Data as of: October 31, 2025



**Figure 12: Nevada Monthly State Fatal Report**

The report includes several key features, such as a crash comparison by month and a 10-year comparison of fatalities, serious injuries, and fatality rates per 100,000 population and per 100 million miles traveled (VMT). It also provides a year-over-year crash comparison by county, covering:

- Fatal crashes
- Fatalities
- Vehicle occupants in fatal crashes
- Unrestrained victims of fatalities
- Pedestrian fatalities
- Bicycle fatalities
- Motorcycle fatalities
- Other scooter, moped, or ATV fatalities

### **Other Traffic Safety Related Legislation**

The 2025 Nevada Legislative Session and the 2025 Special Session also saw the passage of additional measures beyond the proposed BDRs. These legislative actions reflect a growing emphasis on protecting vulnerable road users, particularly children, and leveraging technology to improve enforcement and compliance.

### **AB 527**

One such measure, AB 527, introduces a targeted approach to address illegal passing of school buses through the use of automated enforcement systems.

AB 527, which passed during Nevada's 2025 legislative session, authorizes school districts to install road safety cameras on the mast arms of school buses. These systems are designed to capture photographic evidence of vehicles illegally passing a stopped school bus while its red lights are flashing and its stop arm is extended. Before any citation is issued, the recorded evidence must be reviewed by the local traffic enforcement agency before a citation is issued.

To ensure transparency and public understanding, school districts are required to conduct a 30-day public awareness campaign prior to full enforcement. This campaign must inform the community about the new enforcement technology and the penalties associated with violations.

Additional provisions of AB 527 include:

- Mandatory deletion of recorded images after a specified retention period to address privacy concerns.
- Allocation of collected fines to support school bus safety infrastructure, system maintenance, and enforcement costs.
- An annual reporting requirement for school districts using the system, detailing citation data, revenue, and effectiveness metrics.

## **AB 6**

The 2025 Special Session of the Nevada Legislature conducted in November also produced action that improved road safety related to school zones and school crossing zones in an effort to address the protection of children and to tackle the challenge of recent increases in crashes involving students going to and from school.

AB 6 provides for local discretion over the school zones and school crossing zones establishing the ability for schools to designate periods which driving behaviors such as speeding, making U-turns or passing are not prohibited and requires the governing body, local government or the Department of Transportation to provide required signage.

Further safety measures of AB 6 include increasing fines and fees for traffic convictions of specific offenses committed within active school zones and active school crossing zones and increasing the penalties and fines for specific DUI offenses also committed within the school zones and school crossing zones.

Additional provisions of AB 6 include:

- Designated periods cannot include the 30 minutes immediately after school ends or the 30 minutes immediately before school starts.
- Upon conviction of specified traffic offenses, violators will receive twice the number of demerit points assigned for the underlying offense committed within the active school zone or school crossing zone.
- Enhanced privacy protections, prohibiting schools from including specific private information of pupils in directories or disclosing phone numbers and addresses.

## 4. Summary of Activities

The following subsections summarize the 2025 annual activities under NVACTS.

### NVACTS Meetings

NVACTS meets every other month. Meetings are held in person in Las Vegas and Carson City, with a video conference/virtual option for members and the public. In 2025, meetings for NVACTS were held on April 22, June 24, September 9, and October 21. A special meeting of the NVACTS was held on December 9 to review and approve the 2025 NVACTS Annual Report. Information for NVACTS, including meeting minutes and upcoming meetings, can be found here: [Nevada Advisory Committee on Traffic Safety - Zero Fatalities \(zerofatalitiesnv.com\)](https://zerofatalitiesnv.com).

### Working Groups

#### *Traffic Safety Policy Priority Working Group*

The Policy Priority Working Group is a specialized working group within NVACTS, dedicated to the prioritization of policies aimed at improving traffic safety. This group researches and identifies key traffic safety policy improvements based on data and trends, reporting their findings and recommendations directly to NVACTS. In addition to their research, the working group actively supports legislator education on traffic safety issues and provides recommendations for traffic safety-related legislation, ensuring informed decision-making.

Traffic Safety Policy Priority Working Group members include:

- Andrew Bennett, Chair, Clark County OTS, Chair
- Julia Peek, Department of Health Services (DHS)
- Sean Sever, DMV
- Sondra Rosenberg, NDOT
- Amy Davey, Department of Public Safety (DPS) - OTS
- Kevin Honea, DPS, Nevada State Police Highway Patrol
- Lacey Tisler, NDOT
- Erin Breen, University of Nevada, Las Vegas (UNLV) Transportation Research Center
- Shannon Bryant, Traffic Safety Resource Prosecutor (TRSP)
- Deborah Kuhls, UNLV Kirk Kerkorian School of Medicine
- Todd Hartline, DPS-OTS
- Anita Pepper, DPS-OTS
- Joey Paskey, City of Las Vegas

### ***Traffic Safety Demographics Working Group***

Under the direction of the NVACTS, the Traffic Safety Demographic Working Group was formed in 2024 with the goal, “to identify overrepresented and/or underserved populations in Nevada traffic crash data to inform effective interventions that equitably improve road safety.” The working group met six times to discuss and study traffic safety in the lens of their goal. The working group created the Traffic Safety Demographics Report, which provides actionable recommendations to enhance traffic safety outcomes in Nevada. The report is included in **Attachment D**. Demographics Working Group members include:

- Amy Davey, DPS-OTS, Chair
- Noehealani Bareng-Antolin, UNLV Kirk Kerkorian School of Medicine
- Assemblywoman Tracy Brown-May, Nevada State Assembly
- Shannon Bryant, TRSP
- Kevin Honea, DPS, Nevada State Police Highway Patrol
- Teri Lewis, NDOT
- Alexandra Neal, DHS Office of Minority Health & Equity
- Julia Peek, DHS
- Anita Pepper, DPS-OTS
- Rachael Shaw, Tahoe Regional Planning Agency
- Lacey Tisler, NDOT
- Rebeca Lefler, NDOT

### ***Autonomous Vehicles Working Group***

In 2025, NVACTS established the Autonomous Vehicles Working Group to support the integration of autonomous vehicle technologies across Nevada. The purpose of this group is to examine emerging trends, regulatory needs, and infrastructure challenges related to autonomous vehicles, while ensuring that deployment strategies consider the impacts on all road users, including vulnerable road users and underserved populations. This working group will help inform policy development, promote innovation, and guide data-driven decision-making to enhance mobility and safety statewide. The Autonomous Vehicles Task Force Working Group members include:

- Andrew Bennett, Clark County OTS, Chair
- Erik Bennett, DMV
- Amy Davey, DPS-OTS
- Theresa Gaisser, RTC Freeway and Arterial System of Transportation
- Lia Grimaldi, City of Las Vegas
- Ian Machen, Ludian USA
- Thomas Martin, DMV
- Chris Ries, Las Vegas Metropolitan Police Department
- Sean Sever, DMV
- Lacey Tisler, NDOT
- Shara Thiesen, NDOT
- Joanna Wadsworth, RTC of Southern Nevada

## Traffic Safety Task Forces

Nevada’s Statewide Strategic Highway Safety Plan (SHSP), led by NDOT, includes five task forces that meet quarterly. Task forces are organized as shown in **Figure 13**: Safer Roads, Vulnerable Road Users, Safer Drivers and Passengers, Impaired Driving, and the Traffic Records Coordinating Committee. Meeting agendas, meeting minutes, and resources can be found here: [STRATEGIC HIGHWAY SAFETY PLAN - Zero Fatalities \(zerofatalitiesnv.com\)](https://www.zerofatalitiesnv.com). The 2021-2025 Nevada SHSP is included as **Appendix E**.

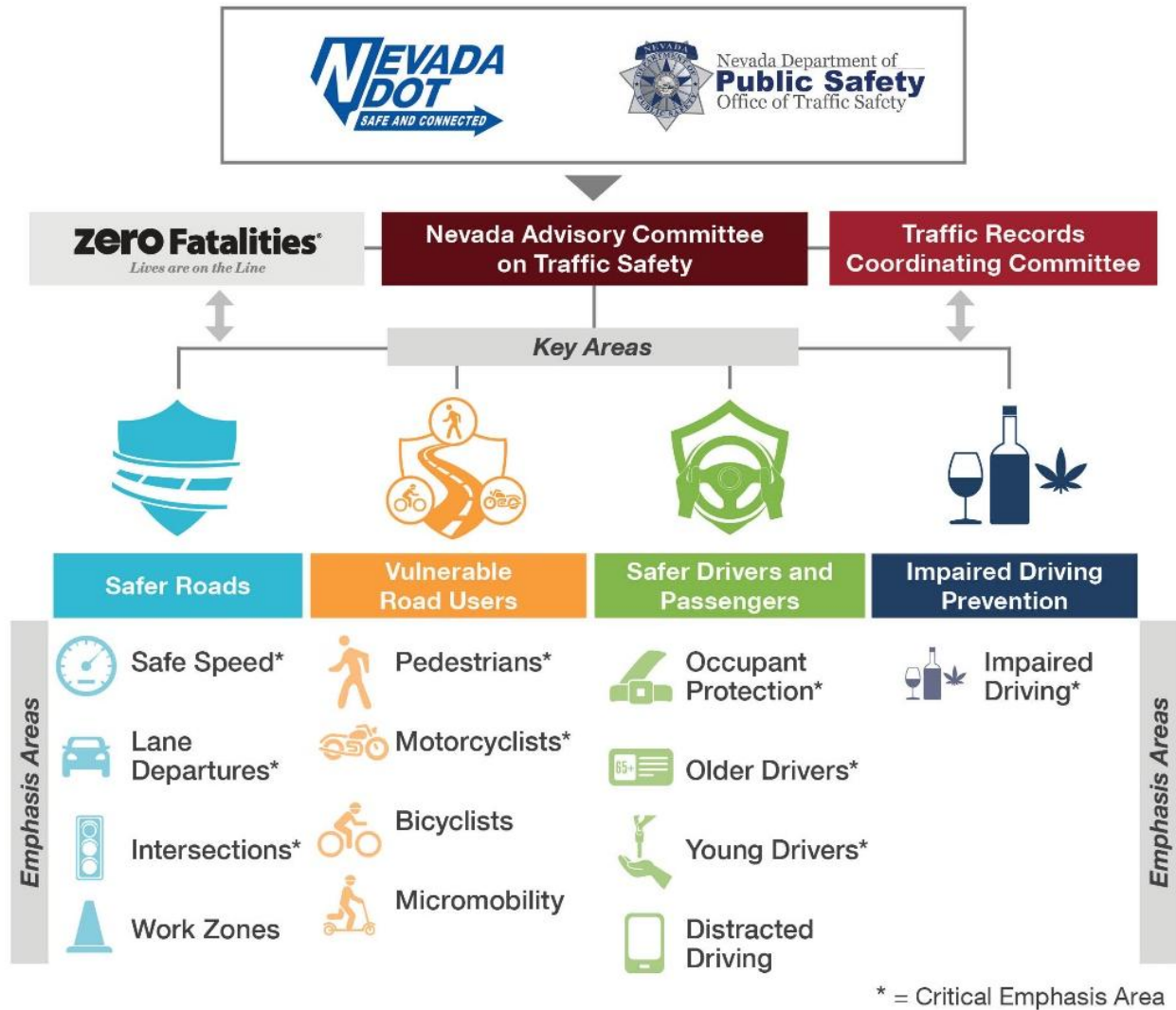


Figure 13: Nevada Traffic Safety Task Forces

# APPENDIX A

## NVACTS Bylaws

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

## **ARTICLE 1 – NAME**

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

## **ARTICLE 2 - AUTHORITY**

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

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

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

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

#### **ARTICLE 4 – MEMBERSHIP**

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

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

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

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

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

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

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

Representative, Regional Transportation Commission of Southern Nevada (RTCSNV)

Representative, Regional Transportation Commission of Washoe County (RTC)

Representative, Carson Area Metropolitan Planning Organization (CAMPO)

Representative, Tahoe Regional Planning Agency (TRPA)

Representative, Nevada Association of Counties (NACO)

Representative, Nevada League of Cities

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

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

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

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

## **ARTICLE 5 - VOTING**

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

## **ARTICLE 6 - COMPENSATION**

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

## **ARTICLE 7 – MEETINGS**

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

## **ARTICLE 8 - WORKING GROUPS**

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

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

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

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

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

8.3 Working Groups will report to the NVACTS as directed.

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

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

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

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

9.1.3 Provide research assistance and statistical data to the NVACTS.

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

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

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

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

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

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

# APPENDIX B

## 2025 Nevada Crash Facts

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For the 2025 Nevada Crash Facts, click here:  
[https://zerofatalitiesnv.com/app/uploads/2024/11/NDOT\\_Nevada-Crash-Facts-2025\\_Summer\\_v4.pdf](https://zerofatalitiesnv.com/app/uploads/2024/11/NDOT_Nevada-Crash-Facts-2025_Summer_v4.pdf)

# APPENDIX C

## Traffic Safety Policy Priorities

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## NVACTS NRS to Improve Safety in and Around School Zones

### 1. Modernize NRS 484B.363 to Grant Local Discretion Over School Zone Design, Extents, and Flasher Operations

- Allow local authority discretion: Amend NRS 484B.363 to give local traffic engineers greater flexibility to set school-zone extents and speed limits based on engineering studies.
  - Permit extending school zones beyond school frontage or crossings to encompass areas of student pedestrian activity when justified.
  - Enable local adaptation rather than a one-size-fits-all approach.
  - Clarify “when children are present”: If Nevada continues using this phrasing on signs, define it clearly in statute to remove ambiguity.
  - Example: adopt Oregon-style language “children are present if they are in the crosswalk, waiting at the crosswalk, or a crossing guard is present.”
  - Increase flexibility for flasher operations.
- Empower local traffic engineers (in coordination with school principals) to modify flasher schedules without state approval for early-release days, after-school events, or changing daylight conditions.
  - Allow flashers during additional safety hours, such as breakfast programs or late sports practices.
  - Streamline current multi-party consultation processes to enable timely adjustments.

### 2. Increase Penalties for Violations in Active School Zones

- Establish enhanced penalties under NRS 484B.363:
  - Double base fines for speeding, illegal U-turns, or passing violations in active school zones.
  - Add additional driver’s license demerit points for these offenses.
  - Reclassify excessive speeding (15+ mph over the limit) as a more serious offense—potentially reckless driving—mirroring Tennessee’s approach.

### 3. Strengthen Regulation of E-Motorcycles

- Define electric motorcycles in statute.
  - Establish minimum operator age: 15½ years for an instruction permit (aligned with existing motorcycle framework).
  - Require a Class M endorsement on a valid Nevada driver’s license to operate an e-motorcycle on any public road.
  - Mandate both written and skills tests specific to electric motorcycle operation.

## NVACTS NRS to Improve Safety in and Around School Zones

### 4. Expand the Use of Automated Enforcement in School Zones

- Amend NRS 484A.600 to eliminate the prohibition on stationary photographic, video, or digital enforcement.
- Add enabling language to authorize automated speed enforcement (RSCs) in school zones.
- Dedicate resulting revenue to bicycle, pedestrian, and school-zone engineering improvements.

### 5. Implement Stronger Penalties for Habitual or Extreme Violators

- Create enhanced classifications and penalties for chronic or egregious school-zone offenders:
  - Driving 25+ mph over a posted school-zone limit → gross misdemeanor or higher offense.
  - Develop a “School Zone Habitual Offender” category for repeat violations.
  - Align penalties with Rex’s Law, which already enhances penalties for reckless driving causing injury in pedestrian or school zones.

### 6. Strengthen DUI Penalties in School and Pedestrian Safety Zones

- Include school zones as explicit DUI enhancements: Amend NRS 484C.110 to add school zones and school crossings (during posted hours or when children are present) to the list of locations triggering enhanced DUI penalties.
- Consecutive sentencing requirement: Additional penalties under NRS 484B.135 must be served consecutively to the base DUI sentence.
- Integration with Rex’s Law: Clarify that DUI enhancements and Rex’s Law operate cumulatively to ensure the highest applicable penalty applies to impaired or reckless driving in school zones.

### 7. Mandate Helmet Use for Minors on All Personal Mobility Devices

- Amend state law to require helmet use for all riders under 18 operating:
  - E-bikes, E-scooters and E-motorcycles

### 8. Parental Accountability for Unsafe Youth Operation

- Extend parental liability provisions (mirroring NRS 483.580) to e-motorcycles.

## Traffic Safety Policy Priority: Fostering DUI Intervention Programs

### Description:

Driving under the influence (DUI) of alcohol or drugs poses a significant threat to public safety, leading to numerous collisions, serious injuries, and fatalities on our roads each year. While existing laws and penalties aim to deter and punish DUI offenses, there is a growing need for a more comprehensive approach that addresses the underlying issues contributing to this behavior. Despite widespread public awareness campaigns and stricter enforcement efforts, the number of DUI-related incidents remains alarmingly high. Traditional approaches, such as fines and license suspensions, have proven effective but still insufficient in addressing the root causes of this behavior, which often stem from substance abuse disorders, mental health issues, or a combination of factors. For those reasons, this paper proposes intervention tools that help to prevent DUI recidivism and assist in aiding those offenders who suffer from some degree of behavioral or substance misuse problems and which are proven to encourage rehabilitation and behavioral change. The proposed tools are the implementation of mandatory legislative screening and assessments for all DUI arrests regardless of the blood alcohol concentration (BAC) level; requirement of pre-trial services to supervise all DUI arrests pending adjudication; and amending the Sober24 driver's license restrictions to provide a 24/7 Sobriety Privilege driver's license.

### PART I - Screening and Assessment

Screening and assessment are crucial components in identifying high-risk, high-need offenders and addressing the underlying factors that contribute to DUI offenses. By implementing mandatory screening and assessment protocols for all DUI arrests, regardless of the BAC level, courts ~~we~~ can gain a better understanding of the individual's specific circumstances and develop tailored intervention strategies with the added value of increasing jail diversion .

#### *Benefits of Screening and Assessment*

##### *Early Identification of Substance Abuse Disorders*

Research shows that some individuals who engage in impaired driving may be struggling with undiagnosed or untreated substance abuse disorders. Screening and assessment can help identify these issues early on, enabling timely intervention and treatment.

##### *Addressing Mental Health Concerns*

DUI offenses can sometimes be linked to underlying mental health conditions, such as depression, anxiety, or post-traumatic stress disorder (PTSD). Screening and assessment can help identify these issues and facilitate appropriate mental health support.

##### *Tailored Intervention Strategies*

By understanding the unique circumstances and contributing factors for everyone, screening and assessment can inform the development of personalized intervention strategies. These may include substance abuse treatment programs, counseling, educational courses, or a combination of approaches.

##### *Recidivism Reduction*

Addressing the root causes of DUI offenses through screening, assessment, and tailored interventions can potentially reduce the likelihood of repeat offenses, enhancing public safety.

## Legislative Framework

To effectively implement mandatory screening and assessment for all DUI arrests, a comprehensive legislative framework is necessary. This framework should include the following key components:

### *Standardized Screening and Assessment Protocols*

Establish standardized screening and assessment protocols to be administered by qualified professionals, ensuring consistency and accuracy in the evaluation process.

### *Funding and Resource Allocation*

Allocate adequate funding and resources to support the implementation and ongoing operation of screening and assessment programs, including the training and employment of qualified personnel.

### *Collaboration with Treatment Providers*

Foster collaboration between law enforcement agencies, the judicial system, and treatment providers to ensure a seamless continuum of care for individuals identified as needing intervention or treatment.

### *Data Collection and Evaluation*

Implement robust data collection and evaluation mechanisms to monitor the effectiveness of the screening and assessment programs, allowing for continuous improvement and refinement of strategies.

### *Public Awareness and Education*

Develop public awareness and education campaigns to promote understanding and support for the mandatory screening and assessment initiatives, emphasizing their role in enhancing public safety and addressing the underlying causes of impaired driving.

Implementing mandatory legislative screening and assessments for all DUI arrests, regardless of the BAC level, represents a proactive and comprehensive approach to addressing the issue of impaired driving. By identifying and addressing the underlying factors contributing to this behavior, we can develop tailored intervention strategies, reduce recidivism rates, and enhance public safety on our roads. This initiative requires a collaborative effort among law enforcement agencies, the judicial system, treatment providers, and the broader community. By prioritizing screening and assessment, we can take a significant step towards creating a safer and more responsible driving environment for all.

## Data to Support

### *Prevalence of Substance Abuse and Mental Health Issues Among DUI Offenders*

According to the National Highway Traffic Safety Administration (NHTSA), approximately one-third of DUI offenders have a diagnosable substance abuse disorder, and many others may have undiagnosed or untreated mental health conditions.<sup>1</sup>

A study by the Centers for Disease Control and Prevention (CDC) found that individuals with substance abuse disorders were nearly six times more likely to engage in impaired driving compared to those without such disorders.<sup>2</sup>

### *Effectiveness of Screening and Assessment in Reducing Recidivism*

Research by the National Institute on Alcohol Abuse and Alcoholism (NIAAA) indicates that screening and assessment, combined with appropriate interventions, can reduce the risk of repeat DUI offenses by up to fifty percent.<sup>3</sup>

A study published in the Journal of Substance Abuse Treatment found that DUI offenders who received comprehensive screening, assessment, and treatment had significantly lower rates of recidivism compared to those who did not receive such interventions.<sup>4</sup>

### ***Cost-Effectiveness of Screening and Assessment Programs***

A cost-benefit analysis conducted by the Pacific Institute for Research and Evaluation (PIRE) demonstrated that implementing screening and assessment programs for DUI offenders can result in substantial cost savings by reducing the societal and economic burden of impaired driving incidents.<sup>5</sup>

The study estimated that for every \$1 invested in screening and assessment programs, there was a potential return of \$3.81 in societal benefits, including reduced healthcare costs, property damage, and lost productivity.<sup>5</sup>

## **Resources & Reference**

1. National Highway Traffic Safety Administration. (2020). Impaired Driving. Retrieved from <https://www.nhtsa.gov/risky-driving/impaired-driving>
2. Centers for Disease Control and Prevention. (2018). Impaired Driving: Get the Facts. Retrieved from [https://www.cdc.gov/motorvehiclesafety/impaired\\_driving/impaired-driv\\_factsheet.html](https://www.cdc.gov/motorvehiclesafety/impaired_driving/impaired-driv_factsheet.html)
3. National Institute on Alcohol Abuse and Alcoholism. (2021). Screening and Assessment for Alcohol Use Disorders. Retrieved from <https://www.niaaa.nih.gov/publications/screening-and-assessment-for-alcohol-use-disorders>
4. Lapham, S. C., Kapitula, L. R., & Byers, K. (2019). Effectiveness of Screening and Assessment for Reducing Recidivism Among Impaired Driving Offenders. *Journal of Substance Abuse Treatment*, 98, 1-8.
5. Pacific Institute for Research and Evaluation. (2017). Cost-Benefit Analysis of Screening and Assessment Programs for DUI Offenders. Retrieved from [https://www.pire.org/documents/reports/DUI\\_Screening\\_Assessment\\_CBA.pdf](https://www.pire.org/documents/reports/DUI_Screening_Assessment_CBA.pdf)

## **PART II - Pre-Trial Services to Supervise all DUI Arrests**

Pre-trial Services plays a crucial role in mitigating the risks associated with offenders, including those charged with DUI offenses, for promoting public safety and reducing recidivism. The benefits to support the use of Pre-Trial Services to supervise DUI offenders include:

### ***Ensuring Compliance with Court Orders***

Pre-trial services supervision ensures that individuals arrested for DUI offenses comply with court-imposed conditions, such as abstaining from alcohol or drug use, attending substance abuse treatment programs, or adhering to curfews or travel restrictions. Failure to comply with these conditions can result in swift intervention and appropriate consequences.

### ***Monitoring and Accountability***

Regular check-ins, drug testing, and monitoring by pre-trial services provide accountability and support for

DUI offenders during the pre-trial period. This oversight can help prevent further incidents of impaired driving and promote positive behavioral changes.

### ***Risk Assessment and Management***

Pre-trial services conduct comprehensive risk assessments to identify individuals who may pose a higher risk of reoffending or failing to appear in court. Based on these assessments, appropriate supervision levels and interventions can be implemented to mitigate potential risks.

### ***Victim Safety and Support***

In cases involving victims, pre-trial supervision can help ensure the safety and well-being of victims by enforcing no-contact orders, providing victim advocacy services, and facilitating communication between the parties involved.

## **State Data and Research Supporting Pre-Trial Services Supervision**

Pre-trial services in Nevada play a crucial role in the criminal justice system. Their primary functions include:

### ***Risk Assessment and Release Recommendations***

Pre-trial services agencies conduct pre-first appearance inquiries and risk assessments to determine if defendants pose a risk of failing to appear in court or threatening public safety. Based on these assessments, they provide release recommendations to the court.<sup>3</sup>

### ***Supervision and Monitoring***

For defendants released with conditions, pre-trial services agencies supervise and monitor compliance with release conditions such as regular check-ins, drug testing, or electronic monitoring. The level of supervision is tailored to the defendant's assessed risk.<sup>3</sup>

### ***Court Date Reminders***

Pre-trial services send reminders to defendants about upcoming court dates, which has been shown to improve appearance rates.<sup>3</sup>

### ***Violation Reporting***

If a supervised defendant violates release conditions or is rearrested, pre-trial services promptly inform the court and may recommend revoking release.<sup>3, 4</sup>

### ***Coordination of Services***

Pre-trial services coordinate with other agencies and organizations to provide services like substance abuse treatment or mental health counseling to support defendants' compliance with release conditions.<sup>3</sup>

## **State Resources & References**

In Nevada, pre-trial services operate under different administrations across jurisdictions. For example, in Clark County, the Pre-Trial Services Bail Bond Window at the detention center processes bail bonds 24/7.<sup>1</sup> In Washoe County, Pre-Trial Services operates under the Second Judicial District Court.<sup>2</sup>

1 [https://www.clarkcountynv.gov/government/departments/detention\\_center/pre\\_trial\\_services\\_bail.php](https://www.clarkcountynv.gov/government/departments/detention_center/pre_trial_services_bail.php)

2 <https://www.washoecourts.com/PretrialServices>

3 <https://www.ncsc.org/pjcc/topics/pretrial-services>

4 [https://www.lasvegasjusticecourt.us/divisions/pretrial\\_services/pretrial\\_service\\_-\\_faq.php](https://www.lasvegasjusticecourt.us/divisions/pretrial_services/pretrial_service_-_faq.php)

5 <https://www.lvmpd.com/about/bureaus/clark-county-detention-center/pre-trial-services-bail>

## National Resources & References

Studies have shown that pre-trial supervision programs can significantly reduce recidivism rates among DUI offenders. For example, a study by the National Institute of Justice found that individuals who participated in pre-trial supervision programs were 33% less likely to be rearrested for a new offense compared to those without supervision (citation: National Institute of Justice, 2018).

### *Public Safety Impact*

Research conducted by the Pretrial Justice Institute revealed that pre-trial supervision programs contribute to a reduction in DUI-related crashes and fatalities. Counties with robust pre-trial supervision programs experienced a 15% decrease in DUI-related crashes and a 20% decrease in DUI-related fatalities compared to counties without such programs (citation: Pretrial Justice Institute, 2021).

### *Cost-Effectiveness*

Pre-trial supervision programs have been shown to be cost-effective overall. A study by the Urban Institute found that for every \$1 invested in pre-trial supervision, there was a \$4.44 return on investment due to reduced incarceration costs, improved public safety, and increased productivity (citation: Urban Institute, 2019).

"Pre-trial services" and "Pre-trial diversion programs" provides details and data supporting the use of pre-trial supervision for DUI arrests pending adjudication.<sup>1</sup>

The report "Pretrial Services Programs: Responsibilities and Potential" from the National Institute of Justice discusses the role and benefits of pretrial services programs, including supervising defendants released during the pretrial period and monitoring compliance with release conditions. It cites research showing pretrial supervision can reduce failure to appear rates and pretrial crime.<sup>2</sup>

"Pretrial services programs can be valuable resources for making significant improvements in the criminal justice system because they are used in the early stages of the criminal case process...Pretrial services programs offer the court alternatives by improving the breadth and quality of information about defendants...and by providing services to address identified needs."<sup>2</sup>

"Effective supervision often involves collaboration with other agencies...monitoring by the pretrial services agency supplemented by operational collaboration with other agencies, such as the police (residential curfew checks) or jail officials."<sup>2</sup>

"The pretrial services program's credibility and effectiveness within the criminal justice community depends to a significant extent on how it responds to such failures because violations of release conditions are often a precursor to FTA or criminal conduct. Responding quickly demonstrates that the defendant's activities are being monitored and that noncompliance will result in swift action."<sup>2</sup>

[1] <https://www.responsibility.org/high-risk-impaired-driving-phase2->

[2] <https://www.ojp.gov/pdffiles1/nij/181939.pdf>

[3]

[https://www.americanbar.org/groups/criminal\\_justice/publications/criminal\\_justice\\_section\\_archive/crimjust\\_standards\\_pretrialrelease\\_blk/](https://www.americanbar.org/groups/criminal_justice/publications/criminal_justice_section_archive/crimjust_standards_pretrialrelease_blk/)

[4] <https://www.arnoldventures.org/stories/what-works-and-what-doesnt-in-pretrial-supervision>

[5] <https://www.rothdavies.com/criminal-defense/frequently-asked-questions-about-criminal-defense/bond/what-pretrial-supervision-or-pretrial-services-and-how-does-it-work/>

## **PART III - Amend Sober 24 Driver's License Restrictions to Provide a '24/7 Sobriety Privilege'**

Adding a "24/7 Sobriety Privilege" restricted driver's license would provide several key benefits for participants in Nevada's 24/7 Sobriety and Drug Monitoring Program. There is existing precedence as the Ignition Interlock program allows for a privileged driver's license. Benefits include:

### ***Maintained Driving Privileges***

A 24/7 Sobriety Privilege license would allow participants to legally drive while being monitored by, and in compliance with the 24/7 program.<sup>2</sup>

This prevents a full license suspension or revocation, enabling participants to avoid undue hardships and be rewarded with continued freedom to meet the transportation demands of their family and work responsibilities.<sup>2</sup> Rewarding program compliance and good behavior is a more powerful agent of change than punishing wrong behavior.

### ***Increased Compliance and Accountability***

Having driving privileges tied to compliance with the 24/7 program creates a strong incentive for participants to consistently test sober and follow program rules.<sup>4</sup>

Failure to comply could result in immediate license suspension or revocation, increasing accountability.<sup>4</sup>

### ***Reduced Recidivism***

Allowing participants to drive legally reduces the temptation to drive on a suspended license, which can lead to further offenses.<sup>2</sup>

The 24/7 program itself has been shown to significantly reduce DUI recidivism and fatal crashes in Nevada.<sup>1, 4</sup>

Combining it with a privileged license option could further improve outcomes.

### ***Cost-Effective Monitoring***

A 24/7 Sobriety Privilege license places the financial burden of testing and monitoring on participants rather than the state.<sup>1, 4</sup>

This allows the program to operate on a smaller budget while still providing consistent alcohol/drug monitoring.<sup>1</sup>

Adding a 24/7 Sobriety Privilege license maintains offenders' ability to legally drive when sober while increasing accountability and reducing recidivism - key goals of the 24/7 program itself.<sup>1, 2, 4</sup>

1 <https://www.nabca.org/license-state-news/nevada-state-assembly-passes-24-7-sobriety-program-act>

2 <https://dmv.nv.gov/pdf/forms/dmv247.pdf>

3 <https://thedefenders.net/dui/field-sobriety-tests/>

4 <https://www.leg.state.nv.us/nrs/nrs-484c.html>

5

[https://www.nvleg.gov/App/NELIS/REL/80th2019/ExhibitDocument/OpenExhibitDocument?exhibitId=39032&fileDownloadName=AB316b\\_TolJ\\_1+page.pdf](https://www.nvleg.gov/App/NELIS/REL/80th2019/ExhibitDocument/OpenExhibitDocument?exhibitId=39032&fileDownloadName=AB316b_TolJ_1+page.pdf)

### **Subject Matter Experts**

1. Amy Davey, Director, Nevada Office of Traffic Safety
2. Shannon Bryant, Nevada State TSRP
3. Meg Matta, Nevada Impaired Driving Prevention Program Manager

### **Submitted By:**

NVACTS Policy Priority Working Group

Contact: Andrew Bennett, Chair

# MAKING NEVADA SAFER

## GRADUATED DRIVER'S LICENSE

Nevada Advisory Committee on Traffic Safety  
Policy Priority



### Current Situation:

**Too many young drivers ages 15 – 20 are dying on Nevada roads, and that number is on the rise.**

- » As shown in the figure at the lower right corner of this page, between 27 and 40 young drivers died per year in Nevada between 2017 and 2021.
- » Nevada currently has some young driver laws, but other more comprehensive requirements for graduated driver's licenses (GDLs) are not included.

### Recommended Solution:

**Revise current GDL laws to include nationally recommended components.**

- » GDL laws have been implemented nationally and internationally to protect both new and young drivers.

### What Does this Mean for Nevada?

Young drivers are inexperienced on the road and often do not realize how dangerous certain driving behaviors, like improper seat belt use, can be.

Furthermore, distracted or inattentive driving has become a national epidemic, and young drivers are at the greatest risk. Currently, 38 states ban all cell phone use for GDL drivers.<sup>1</sup> Nevada is not one of them.



*There is only 87% observed seat belt use among 16 to 24-year-olds—the lowest of any age group<sup>2</sup>*



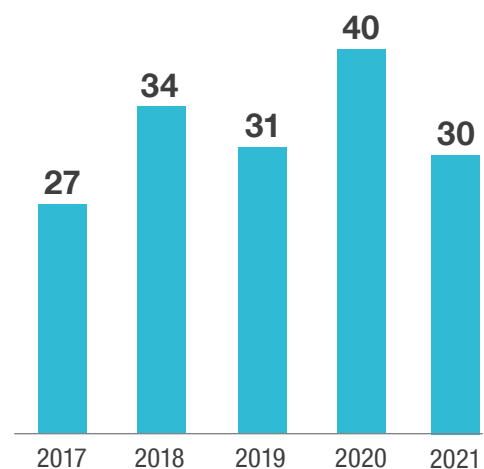
*52% of young people involved in fatal crashes were unbuckled<sup>1</sup>*



*Teens have the highest crash risk of any age group, and research confirms that distraction is often a factor<sup>1</sup>*



*Current Nevada GDL laws do not specifically ban all cell phone use for drivers less than 18 years of age<sup>1</sup>*

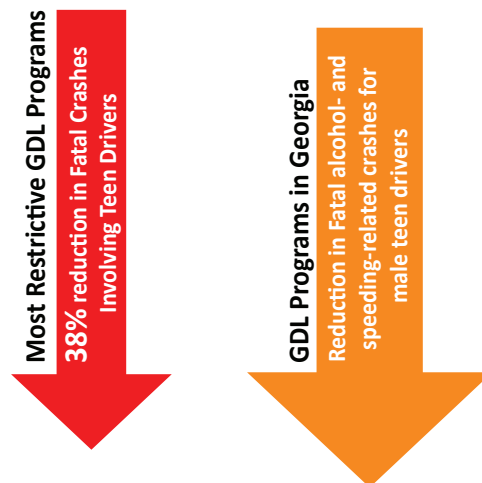


**Fatalities Among Young Drivers in Nevada**

Source: Fatality Analysis Reporting System (FARS) for 2017-2020, Nevada State Data for 2021

### Impacts of GDL Systems for New Drivers

GDL systems gradually increase the exposure of new drivers to more complex driving situations in as safe a manner as possible. New drivers are not just 16 or 17 years old, they are every age. With troubling national trends recently highlighted in the Governors Highway Safety Association (GHSA) report “Mission Not Accomplished: Teen Safe Driving, the Next Chapter,” it is clear that focus must be placed on all new drivers, not just teens. This data revealed that older teen drivers (18-20), were involved in 12% more fatal car crashes when compared to younger teen drivers (15-18). GHSA believes this upward trend is the result of teens waiting until they are 18 to get their license and bypassing GDL laws. By updating some of our laws, we can make sure that every driver who gets behind the wheel is educated and trained to avoid any behavior that could put their life at risk, including young drivers.



Source: NHTSA, 2022

### References and Additional Resources

1. **National Highway Traffic Safety Administration (NHTSA)**  
<https://www.nhtsa.gov/book/countermeasures/appendix/a6-young-drivers>
2. **Insurance Institute for Highway Safety (IIHS), 2020**  
<https://www.iihs.org/topics/seat-belts#belt-use>

### Proposed Policy Recommendations for Graduated Driver's License:

- 1 Change NRS 484B.165 to restrict all cell phone use, including hands-free devices, for drivers less than 18 years of age.
- 2 Amend NRS 484D.495 to include seat belt usage for young drivers and their passengers as a condition for continued licensure within Nevada's graduated driver licensing system.
- 3 Remove the age restriction to current GDL laws, thereby requiring all new drivers to obtain practical driving experience in a lower risk situation.

### For more information contact:

Nevada Advisory Committee on Traffic Safety (NVACTS)  
🌐 <https://zerofatalitiesnv.com> | ✉ [zerofatalitiesnv@kimley-horn.com](mailto:zerofatalitiesnv@kimley-horn.com)

# MAKING NEVADA SAFER

## HIGHER FINES IN SCHOOL ZONES

Nevada Advisory Committee on Traffic Safety  
Policy Priority



### *Current Situation:*

#### **Speeding and aggressive driving are increasing and endangering our kids.**

- » Speed-related crashes are responsible for approximately 9,500 fatalities each year.<sup>1</sup>
- » Over one-third of the traffic fatalities in Nevada are related to speed and/or aggressive driving.
- » Nevada currently has school zone laws related to speed, but higher fines for speeding in school zones is not specified.

### *Recommended Solution:*

#### **Modify legislation to increase fines for speeding in school zones.**

- » Legislating higher fines for speeding in school zones and at crossings will save lives on Nevada's roadways.
- » Specifying higher fines for speeding in school zones is expected to increase the number of speeding citations issued in school zones and the number of citations upheld in the court system.



### National Trends in School Zone Laws

There are many different ways states address speeding fines in school zones or at school crossing zones. Most states allow fines of double or more for speeding in a school zone or at a school crossing zone. For example, a standard speeding ticket in North Carolina ranges between \$10 and \$50, but a school zone speeding ticket is \$250. Similarly, a school zone speeding ticket in Virginia is \$250. However, several states who have added safety camera enforcement in school zones have lower fines for speeding. For example, the highest fine in a school zone with added safety camera enforcement in Maryland is \$40. In Washington state, the fine is about \$240, but is capped much lower if issued through a safety camera.

### References and Additional Resources

1. **FWHA Proven Safety Countermeasure – RSCs**  
<https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras>
2. **Maryland County RSC Study**  
<https://www.iihs.org/news/detail/speed-cameras-reduce-injury-crashes-in-maryland-county-iihs-study-shows>
3. **NHTSA School Transportation-Related Crashes**  
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813327>
4. **Clark County Pedestrian Crashes Near Schools**  
<https://www.reviewjournal.com/investigations/unreliable-pedestrian-crash-tracking-near-schools-leaves-parents-officials-in-the-dark-2652525/>
5. **NHTSA Report on RSCs Effectiveness**  
<https://www.nhtsa.gov/book/countermeasures/countermeasures/21-automated-enforcement>
6. **NCSL RSC Review**  
<https://www.ncsl.org/transportation/traffic-safety-review-state-speed-and-red-light-camera-laws-and-programs>
7. **FARS 2016-2019 Final and FARS 2020 ARF**  
<https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>

### Proposed Policy Recommendations for Higher Fines in School Zones:

- 1 Change NRS 484B.363 to increase speeding fines in school zones and at school crossing zones.
- 2 Amend NRS 484B.367 to include clear designations on higher speeding fines in school zones and at school crossing zones.

### For more information contact:

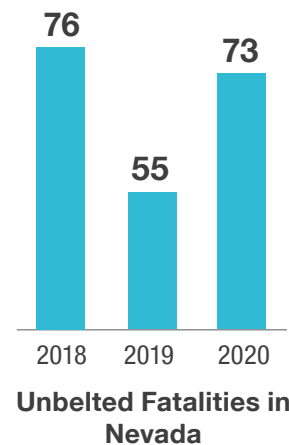
Nevada Advisory Committee on Traffic Safety (NVACTS)  
<https://zerofatalitiesnv.com> | [zerofatalitiesnv@kimley-horn.com](mailto:zerofatalitiesnv@kimley-horn.com)



### Current Situation:

#### Nearly 50% of vehicle occupants killed in traffic fatalities in Nevada are unbelted.

- » Between 2018 and 2020, 204 of 480 (42%) vehicle occupants killed in Nevada were unbelted, plus an additional 32 (7%) were unknown.
- » Nevada's seat belt law is a secondary law, not a primary law, and violators can only be ticketed when they are pulled over for a reason other than seat belt use.
- » Nevada is one of just 15 states without a primary seat belt law.
- » Restraint use is the highest predictor of injury severity of vehicle occupants in a crash in Nevada, with those **unrestrained at 2.2 times higher risk** of a fatal or serious injury compared to those who use restraints.<sup>1</sup>
- » Hospital patients from a crash that were unrestrained have **higher injury scores, longer hospital stays** (6.3 vs. 3.0 days), **more days in the ICU** (2.5 days vs. 1 day), **more days on ventilator support** (1.35 vs. 0.43 days), and incur a median of **\$12,110 more per person in hospital charges** compared with those who were restrained.<sup>1</sup>



Source: FARS for 2016-2020, Nevada State Data for 2021

### Recommended Solution:

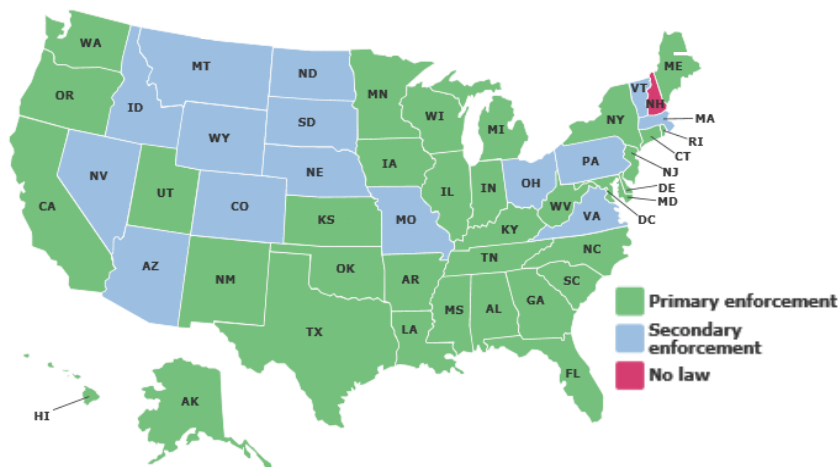
#### Change Nevada's seat belt law to a primary seat belt law.

- » Since 2011, 35 lives would have been saved had Nevada's seat belt usage been 100%.<sup>2</sup>
- » Approximately 200 lives were saved between 2016 and 2017 as a result of a new primary seat belt law in Utah.<sup>3</sup>

### Primary Seat Belt Laws Nationwide

Primary seat belt laws are being used nationally and internationally to save lives through increased seat belt usage. Primary enforcement laws are more effective than secondary enforcement laws. According to the National Highway Traffic Safety Administration (NHTSA), in 2019, 92% of front seat occupants in states with primary enforcement laws buckled up, in contrast to 86% of front seat occupants in states with secondary enforcement or no laws. Nevada is one of only 15 states with secondary seat belt laws.

It is estimated that over 220,000 of Nevadans are still not buckling up and are overrepresented in fatalities in Nevada.<sup>4</sup>



### References and Additional Resources

1. **Nevada's Traffic Research and Education Newsletter**  
<https://www.unlv.edu/medicine/newsletters>
2. **State of Nevada Office of Traffic Safety Annual Report, 2016**  
[https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/nv\\_fy2016\\_annual\\_report.pdf](https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/nv_fy2016_annual_report.pdf)
3. **Fatality Analysis Reporting System (FARS) 2016-2019 Final, FARS 2020 ARF, Preliminary State Data (2021)**  
<https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>
4. **Utah Department of Public Safety (DPS)**  
<https://publicsafety.utah.gov/>

### Proposed Policy Recommendations for a Primary Seat Belt Law:

- 1 Change the Nevada law by eliminating existing language that limits the issuance of a seat belt citation. This would make Nevada a primary seat belt law state.
- 2 Change Nevada law by eliminating existing language that limits the issuance of a citation, but with a sunset date to allow for data collection and analysis to evaluate the effectiveness of the law (similar to Utah).
- 3 Increase the minimum fine for non-compliance with Nevada's existing seat belt law. This could be enacted in conjunction with the other options or separately.

### For more information contact:

Nevada Advisory Committee on Traffic Safety (NVACTS)  
<https://zerofatalitiesnv.com> | [zerofatalitiesnv@kimley-horn.com](mailto:zerofatalitiesnv@kimley-horn.com)



### Current Situation:

#### Speeding and aggressive driving are increasing and killing more people.

- » Red light running crashes are responsible for approximately 140,000 injuries and 850 fatalities each year.<sup>1</sup>
- » Speed-related crashes are responsible for approximately 9,500 fatalities each year.<sup>1</sup>
- » Over one-third of the traffic fatalities in Nevada are related to speed and/or aggressive driving.

### Recommended Solution:

#### Provide enabling language that allows any agency to choose to use Road Safety Cameras (RSCs), but does not require RSC use. RSCs have been proven to save lives.

- » Federal Highway Administration Proven Safety Countermeasure:
  - » Reduced crashes on urban principal arterials by 54% and injury crashes by 47%<sup>1</sup>
  - » Reduced speeding in school zones up to 63% during school hours<sup>1</sup>
- » Reflects that National Highway Traffic Safety Administration (NHTSA) has determined that they are effective at the highest level
- » For roadways with RSCs between 2015 and 2019, the likelihood of a driver exceeding the speed limit by more than 10 mph decreased by 59%
- » Red light cameras reduced the fatal red-light-running crash rate by 21% and the rate of all types of fatal crashes at signalized intersections by 14%<sup>6</sup>

### Concerns



#### Is the objective to generate revenue?

No. The primary purpose of RSCs is to improve traffic safety by reducing unsafe driving at intersections and on highways. Effective legislation limits systems to address traffic safety rather than act as a revenue generator.

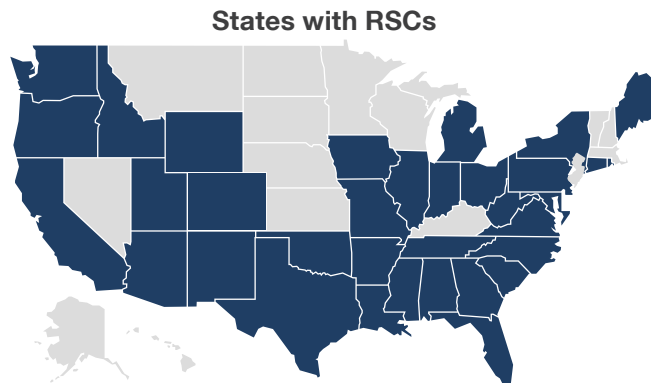


#### Do RSCs violate motorists' privacy?

No. Driving is a regulated activity on public roads. By obtaining a license, a motorist agrees to abide by certain rules, such as to obey traffic control devices.

### RSCs Nationwide

According to Insurance Institute for Highway Safety (IIHS) and National Conference of State Legislature (NCSL) research, 33 states allow the use of Road Safety Cameras in all or specific situations. Red light cameras and photo radar give law enforcement agencies the ability to enforce these traffic laws remotely. About 350 U.S. communities use red light cameras and over 150 communities in the U.S. use cameras to enforce speed laws.<sup>6</sup>



Sources: Insurance Institute for Highway Safety and the National Conference of State Legislature

### References and Additional Resources

1. **FWHA Proven Safety Countermeasure – RSCs**  
<https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras>
2. **Maryland County RSC Study**  
<https://www.iihs.org/news/detail/speed-cameras-reduce-injury-crashes-in-maryland-county-iihs-study-shows>
3. **NHTSA School Transportation-Related Crashes**  
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813327>
4. **Clark County Pedestrian Crashes Near Schools**  
<https://www.reviewjournal.com/investigations/unreliable-pedestrian-crash-tracking-near-schools-leaves-parents-officials-in-the-dark-2652525/>
5. **Safety Evaluation of Red Light Cameras. Report No. FHWA HRT-05-048**  
 Council, F.; Persaud, B.; Eccles, K.; Lyon, C.; and Griffith, M. 2005. Washington, DC.
6. **Insurance Institute for Highway Safety (IIHS)**  
<https://www.iihs.org/>
7. **NHTSA Report on RSCs Effectiveness**  
<https://www.nhtsa.gov/book/countermeasures/countermeasures/21-automated-enforcement>
8. **NCSL RSC Review**  
<https://www.ncsl.org/transportation/traffic-safety-review-state-speed-and-red-light-camera-laws-and-programs>
9. **NCSL State School Bus Stop Arm Camera Laws**  
<https://www.ncsl.org/transportation/state-school-bus-stop-arm-camera-laws>
10. **Nevada Department of Education, Office for a Safe and Respectful Learning Environment**  
*Optional on-board survey with 35% of drivers reporting 1240 passing violations in one day during the 2021-2022 school year*

### Proposed Policy Recommendations for RSCs:

- 1 Eliminate the prohibition on use of stationary photographic, video, or digital equipment for issuance of a traffic citation in NRS 484A.600.
- 2 Add enabling language for the use of RSCs.

#### For more information contact:

Nevada Advisory Committee on Traffic Safety (NVACTS)  
<https://zerofatalitiesnv.com> | [zerofatalitiesnv@kimley-horn.com](mailto:zerofatalitiesnv@kimley-horn.com)

# MAKING NEVADA SAFER

## ROAD SAFETY CAMERAS IN SCHOOL ZONES

Nevada Advisory Committee on Traffic Safety  
Policy Priority



### Current Situation:

#### Our children are endangered.

- » More than 340 school-age children were injured—over 30 seriously and four fatally—within a quartermile of Clark County School District campuses during hours immediately before and after school between 2015 and 2019.<sup>4</sup>
- » In one day, there were estimated to be over 3,500 school bus passing violations in Nevada.<sup>10</sup>
- » Between 2011 and 2020, nationally 218 school-age children (ages 18 and younger) died in school transportation-related crashes; 44 were occupants of school transportation vehicles, 83 were occupants of other vehicles, 85 were pedestrians, five were bicyclists and one was an “other” nonoccupant.<sup>3</sup>

### Recommended Solution:

#### Road Safety Cameras (RSCs) have been proven to save children’s lives.

- » Federal Highway Administration Proven Safety Countermeasure:
  - » Reduced crashes on urban principal arterials by 54% and injury crashes by 47%<sup>1</sup>
  - » Reduced speeding in school zones up to 63% during school hours<sup>1</sup>
- » Reflects that National Highway Traffic Safety Administration (NHTSA) has determined that they are effective at the highest level
- » For roadways with RSCs between 2015 and 2019, the likelihood of a driver exceeding the speed limit by more than 10 mph decreased by 59%

### Concerns



#### Is the objective to generate revenue?

No. The primary purpose of RSCs is to improve traffic safety by reducing unsafe driving at intersections and on highways. Effective legislation limits systems to address traffic safety rather than act as a revenue generator.



#### Do RSCs violate motorists’ privacy?

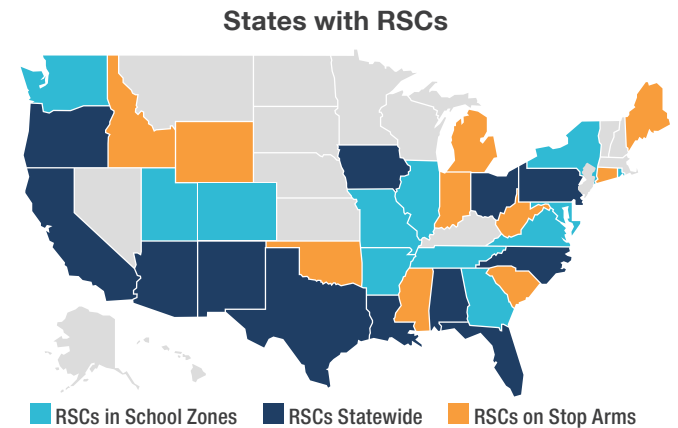
No. Driving is a regulated activity on public roads. By obtaining a license, a motorist agrees to abide by certain rules, such as to obey traffic control devices.

### RSCs in School Zones Nationwide

According to Insurance Institute for Highway Safety (IIHS) and National Conference of State Legislatures (NCSL) research, at least 12 states—Arkansas, Colorado, Georgia, Illinois, Maryland, Missouri, New York, Rhode Island, Tennessee, Utah, Virginia and Washington—conduct school zone automated speed enforcement. In Georgia and Rhode Island, school zones are the only locations where automated speed enforcement is allowed in the state.<sup>6</sup>

### References and Additional Resources

1. **FWHA Proven Safety Countermeasure – RSCs**  
<https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras>
2. **Maryland County RSC Study**  
<https://www.iihs.org/news/detail/speed-cameras-reduce-injury-crashes-in-maryland-county-iihs-study-shows>
3. **NHTSA School Transportation-Related Crashes**  
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813327>
4. **Clark County Pedestrian Crashes Near Schools**  
<https://www.reviewjournal.com/investigations/unreliable-pedestrian-crashtracking-near-schools-leaves-parents-officials-in-the-dark-2652525/>
5. **Safety Evaluation of Red Light Cameras. Report No. FHWA HRT-05-048**  
Council, F.; Persaud, B.; Eccles, K.; Lyon, C.; and Griffith, M. 2005. Washington, DC.
6. **Insurance Institute for Highway Safety**
7. **NHTSA Report on RSCs Effectiveness**  
<https://www.nhtsa.gov/book/countermeasures/countermeasures/21-automated-enforcement>
8. **National Conference of State Legislatures RSC Review**  
<https://www.ncsl.org/transportation/traffic-safety-review-state-speed-and-red-light-camera-laws-and-programs>
9. **National Conference of State Legislatures State School Bus Stop Arm Camera Laws**  
<https://www.ncsl.org/transportation/state-school-bus-stop-arm-camera-laws>
10. **Nevada Department of Education, Office for a Safe and Respectful Learning Environment**  
*Optional on-board survey with 35% of drivers reporting 1240 passing violations in one day during the 2021-2022 school year*



### Proposed Policy Recommendations for RSCs:

- 1 Eliminate the prohibition on use of stationary photographic, video, or digital equipment for issuance of a traffic citation in NRS 484A.600.
- 2 Add enabling language for the use of RSCs in school zones.
- 3 Add enabling language for local authorities to use RSCs on school buses to enforce stop arm violations.

### For more information contact:

Nevada Advisory Committee on Traffic Safety (NFACTS)  
<https://zerofatalitiesnv.com> | [zerofatalitiesnv@kimley-horn.com](mailto:zerofatalitiesnv@kimley-horn.com)

## Traffic Safety Policy Priority: Safe Systems Intersections

### Description:

Nevada specific crash data shows that reducing intersection crashes is critical to the reduction in fatal and serious injury crashes throughout the system. The 2021-2025 Strategic Highway Safety Plan (SHSP) indicates that 35% of the fatal and serious injury crashes occurred in an intersection. Nevada and the Southern Nevada RTC are designated by the Federal Highway Administration (FHWA) Focus Approach to Safety as an intersection focused state due to the high number of intersection fatalities. This designation is based on FHWA data analysis that identifies overrepresentation within the Focus Areas.

A safe systems intersection design policy can include strategies such as:

- Minimizing and modifying conflict points
- Reducing speed of vehicles
- Improving visibility at intersections
- Providing space and protection for pedestrians and bicyclist

Safe systems intersections are built to accommodate the needs of all users. Many of the intersections in the transportation system today were constructed at a time when the emphasis was moving automobiles not people. The present and future focus is on all road users. An effective complete intersections policy will ensure cohesive action strategies that create a safe and homogenous roadway.

The most recent Fatalities Reporting System (FARS) data Nevada Specific data (2017-2021) shows that 526 of the 1661 fatalities (32%) occurred at intersections. Of these 526 fatalities, 136 involved a pedestrian, 17 involved a bicyclist and 147 involved speeding. Safe systems intersections serve as a focus point for Safe Systems approach principles:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

These benefits of focusing on safe systems intersections provide positive steps toward the SHSP goal of Zero Fatalities by 2050.

### Data to Support:

[Focused Approach to Safety | FHWA \(dot.gov\)](#)

Nevada Fars Data 2017-2021 [Microsoft Power BI](#)

### Subject Matter Expert(s):

1. Lacey Tisler, NDOT, [ltisler@dot.nv.gov](mailto:ltisler@dot.nv.gov)

**Resources & Reference:**

<https://highways.dot.gov/safety/intersection-safety/safe-system-intersections>

[Don't Give Up at the Intersection | National Association of City Transportation Officials \(nacto.org\)](#)

[A Safe System-Based Framework and Analytical Methodology for Assessing \(dot.gov\)](#)

**Submitted By:**

Task force or working group Intersection CEA.

Contact: Lacey Tisler, NDOT, Ltisler@dot.nv.gov

## Traffic Safety Policy Priority: Traffic Records

### Description:

The Office of Traffic Safety proposes, for consideration, the following conceptual changes to improve traffic records data collection:

- Add clarifying language to NRS 484E.110 to require crash notification within 10 days of the date of the crash (10 days after the investigation) or date of death.
- Require law enforcement agencies to report traffic incident arrest data within the central e-crash/e-citation system, i.e. DUI arrest, reckless driving arrest, etc.
- Require reporting of traffic offense adjudication data to the State.
- Add clarifying language to NRS 484C.170 to add required testing of prohibited substances in addition to alcohol.

### **NRS 484E.110 Police to report to Department of Public Safety; report not confidential; requirements for preparation of report; submission of copy of report to Department of Motor Vehicles.**

1. Every police officer who investigates a vehicle crash of which a report must be made as required in this chapter, or who otherwise prepares a written or electronic report as a result of an investigation either at the time of and at the scene of the crash or thereafter by interviewing the participants or witnesses, shall forward a written or electronic report of the crash to the Department of Public Safety within 10 days after the ~~investigation date~~ **of the crash, or date of death, if a fatal injury occurred due to the crash.** The data collected by the Department of Public Safety pursuant to this subsection must be recorded in a central repository created by the Department of Public Safety, **maintained in collaboration with the Department of Transportation,** to track data electronically concerning vehicle crashes on a statewide basis.

**2. State agencies may (shall?) enter into data use agreements to share crash, citation, adjudication, medical, driver, and other relevant data for the purpose of improving traffic crash and/or other relevant traffic records systems.**

2. The written or electronic reports required to be forwarded by police officers and the information contained therein are not privileged or confidential.

3. Every sheriff, chief of police or office of the Nevada Highway Patrol receiving any report required under NRS 484E.030 to 484E.090, inclusive, shall immediately prepare a copy thereof and file the copy with the Department of Public Safety.

4. If a police officer investigates a vehicle crash resulting in bodily injury to or the death of any person or total damage to any vehicle or item of property to an apparent extent of \$750 or more, the police officer shall prepare a written or electronic report of the investigation.

5. As soon as practicable after receiving a report pursuant to this section, the Department of Public Safety shall submit a copy of the report to the Department of Motor Vehicles.

(Added to NRS by 1969, 1485; A 1985, 1945; 1987, 685; 2013, 544; 2015, 1645)—(Substituted in revision for NRS 484.243)

NRS 484C.170 Analysis of blood of deceased victim of crash involving motor vehicle to determine presence and concentration of alcohol **and prohibited substances.**

1. Any coroner, or other public official performing like duties, shall in all cases in which a death has occurred as a result of a crash involving a motor vehicle, whether the person killed is a driver, passenger or pedestrian, cause to be drawn from each decedent, within 8 hours of the crash, a blood sample to be analyzed for the presence and concentration of alcohol **and prohibited substances.**

2. The findings of the examinations are a matter of public record and must be reported to the Department by the coroner or other public official within 30 days after the death.
3. Blood-alcohol **and substance** analyses are acceptable only if made by laboratories licensed to perform this function.

### Data to Support:



NVAdvisory\_Self-assessment\_20210424.x

NV Traffic Records assessment:

### Subject Matter Expert(s):

1. Amy Davey, NV DPS Office of Traffic Safety, [Amy.davey@dps.state.nv.us](mailto:Amy.davey@dps.state.nv.us)
2. Lacey Tisler, NDOT, [ltisler@dot.nv.gov](mailto:ltisler@dot.nv.gov)
3. Julia Peek, NV DHHS, [jpeek@health.nv.gov](mailto:jpeek@health.nv.gov)
4. Sean Sever, NV DMV, [ssever@dmv.nv.gov](mailto:ssever@dmv.nv.gov)
5. David Gordon, AOC, [dgordon@nvcourts.nv.gov](mailto:dgordon@nvcourts.nv.gov)
6. Dr. Shashi Nambisan, UNLV Transportation Research Center, [shashi@unlv.edu](mailto:shashi@unlv.edu)
7. Kevin Tice, NV DPS Office of Traffic Safety, [ktice@dps.state.nv.us](mailto:ktice@dps.state.nv.us)
8. Adam Anderson, NV DPS Office of Traffic Safety, [aanderson@dps.state.nv.us](mailto:aanderson@dps.state.nv.us)

### Resources & Reference:

NRS 484E.070 Written or electronic report of crash to Department by driver or owner; exceptions; confidentiality; use as evidence at trial. <https://www.leg.state.nv.us/nrs/nrs-484e.html>

NRS 484A.7035 Civil infraction citation: Contents; signature; service. [Effective January 1, 2023.] <https://www.leg.state.nv.us/nrs/nrs-484a.html>

NRS 484E.110 Police to report to Department of Public Safety; report not confidential; requirements for preparation of report; submission of copy of report to Department of Motor Vehicles. <https://www.leg.state.nv.us/nrs/nrs-484e.html>

Traffic Records Coordinating Committee <https://zerofatalitiesnv.com/safety-plan-what-is-the-shsp/trcc/>  
<https://www.ecfr.gov/current/title-23/chapter-III/part-1300/subpart-C/section-1300.22>  
[https://www.courtstatistics.org/\\_data/assets/pdf\\_file/0014/23900/data-governance-final.pdf](https://www.courtstatistics.org/_data/assets/pdf_file/0014/23900/data-governance-final.pdf)

### Submitted By:

Task force or working group: TRCC

Contact: Kevin Tice, NV Office of Traffic Safety, [ktice@dps.state.nv.us](mailto:ktice@dps.state.nv.us)

## Traffic Safety Policy Priority: Yield for Pedestrians to Stop for Pedestrians

### Description:

Nevada law requires a driver to yield to a pedestrian in a marked or unmarked crosswalk while the pedestrian is on their half of the road or if approaching in a manner which could be unsafe (NRS 484B.283). If a driver passes through the crosswalk while the person walking is still on his half of the road, or entire road if no center divider is present, that driver will be ticketed if an officer sees them for failure to yield to a pedestrian. Our law is classified as a yield to pedestrians' law and all signage in the state for pedestrians reinforces this, as do the pavement markings. The yield to pedestrians gives drivers the idea they can proceed one the walker is no longer in their lane. Changing our law to STOP for pedestrians clarifies that you must stop.

Even saying to drivers that "In Nevada you are required to stop for pedestrians" has far more weight than "you must yield to walkers".

### Data to Support:

Currently, ten states require drivers to stop. As one of the worst states for pedestrian fatalities, I believe making our law stronger will equate to saving more lives.

Nebraska 1979

Maryland 1982

Washington 1990

Georgia 1995

Minnesota 1996

Oregon 2003

Hawaii 2005

District of Columbia 2005

Illinois 2010

New Jersey 2015

### Subject Matter Expert(s):

Erin Green, UNLV/FRC, sep.unlv@gmail.com

### Resources & Reference:

**Accident Analysis & Prevention, Volume 41, Issue 5, September 2009, Pages 1034-1039**

*Stop versus yield on pedestrian-involved fatal crashes in the United States*

<https://www.sciencedirect.com/science/article/abs/pii/S0001457509001432?via%3Dihub>

**International Journal of Transportation Science and Technology**

Volume 8, Issue 1, March 2019, Pages 35-42

*Safety ramifications of a change in pedestrian crosswalk law: A case study of Oregon, USA*

<https://www.sciencedirect.com/science/article/pii/S2046043018300224>

**Submitted By:**

Vulnerable Road Users/Pedestrians

Contact: Erin Breen, UNLV TRC/ Road Equity Alliance Program, [scp.unlv@gmail.com](mailto:scp.unlv@gmail.com)

## Traffic Safety Policy Priority: Appropriate Speed Limits for All Road Users

### Description:

The National Roadway Safety Strategy and the Safe Systems Approach identifies Safer Speeds as a critical component to the reduction of fatal and serious injury crashes. The Safe System Approach recognizes the impacts of kinetic energy on the human body and the fact that effective speed management will reduce the kinetic energy in crashes.

The Federal Highway Administration (FHWA) has listed Appropriate Speed Limits for All Road Users as a Proven Safety Countermeasure due to broad consensus among roadway safety experts that speed control is one of the most important methods for reducing fatalities and serious injuries. Speeding, exceeding the posted speed limits, or traveling too fast for conditions is a repeating trend. Of the 42,939 fatalities that occurred on our Nation's roadway in 2021, 29% were speeding related. The Nevada Speed Management Action Plan (SMAP) studied speeding related data from 2015-2019 and found that 31% of the fatal crashes in Nevada listed speeding as a contributing factor.

Managing speed requires a Safe Systems Approach. Safer speeds, coupled with other Safe Systems objectives will rely on modifying behaviors to begin moving toward Zero Fatalities. As such, implementation of SMAP needs to continuously engage in learning from doing. The Safe Systems principles embody learning from doing and should be fundamental in this policy priority for implementing Appropriate Speed Limits for All Users. Appropriate Speed Limits for All Users can be achieved by understanding the roadway context and environment. Speed limits can be based on the facility and the needs of the users rather than continuing the practice of setting speeds using the 85<sup>th</sup> percentile method.

All road owners should adopt a policy to set Appropriate Speed Limits for All Road Users to reduce fatal and serious injuries on the roadway system.

### Data to Support:

[Speed Management Action Plan \(SMAP\) | Nevada Department of Transportation \(nv.gov\)](#)

### Subject Matter Expert(s):

1. Lacey Tisler, NDOT, [ltisler@dot.nv.gov](mailto:ltisler@dot.nv.gov)

### Resources & Reference:

[Safer Speeds | US Department of Transportation](#)

[Appropriate Speed Limits for All Road Users | FHWA \(dot.gov\)](#)

[Safe System Approach for Speed Management \(dot.gov\)](#)

[Speed Management Action Plan \(SMAP\) | Nevada Department of Transportation \(nv.gov\)](#)

[Aligning Geometric Design with Roadway Context | Blurbs New | Blurbs | Publications \(trb.org\)](#)

[Understanding the 85th Percentile Speed \(strongtowns.org\)](#)

**Submitted By:**

Safe Speeds Task Force

Contact: Lacey Tisler, [ltisler@dot.nv.gov](mailto:ltisler@dot.nv.gov)

# APPENDIX D

## Traffic Safety Demographics Report

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# Nevada Advisory Committee on Traffic Safety (NVACTS)

## TRAFFIC SAFETY DEMOGRAPHICS IN NEVADA

Special Report – April 2025

### Introduction

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

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

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

The meeting topics were:

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

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

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

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

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

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

### ***Recommendations:***

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

## **Socio-Economic Status**

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

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

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

### ***Recommendations:***

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

## **Age Demographics and Traffic Safety**

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

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

### ***Recommendations:***

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

## **Transportation Modalities and Micromobility**

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

### ***Recommendations:***

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

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

## Addressing Ability and Disability Challenges

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

### *Recommendations:*

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

## Homelessness and Traffic Safety

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

### *Recommendations:*

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

## Resident vs Non-Resident Crash Dynamics

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

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

### ***Recommendations:***

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

## **Policy Recommendations and Collaborative Actions**

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

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

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

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

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

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

## Resources

### National

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

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

Environmental Justice

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

Real Talk on Equity in Roadway Safety | Vision Zero Network

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

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

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

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

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

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

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

Institutionalizing Equity through Transportation Decision Making

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

USDOT Equity

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

USDOT Equity Road Safety

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

Equity in Transportation GIS Resources

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

An Analysis of Traffic Fatalities by Race and Ethnicity

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

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

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

Climate and Economic Justice Screening Tool

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

American Public Transportation Association – Diversity, Equity and Inclusion

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

Equity in Transportation for People with Disabilities

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

### State

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

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

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

mark.

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

Nevada Census Profile

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

Nevada Census Population Change

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

Tahoe Regional Planning Agency – Transportation Equity Study

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

# APPENDIX E

## 2021-2025 Strategic Highway Safety Plan and Action Plan

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For the 2021-2025 Strategic Highway  
Safety Plan, click:  
[https://zerofatalitiesnv.com/app/uploads/2021/03/2021-2025\\_NV\\_SHSP.pdf](https://zerofatalitiesnv.com/app/uploads/2021/03/2021-2025_NV_SHSP.pdf)