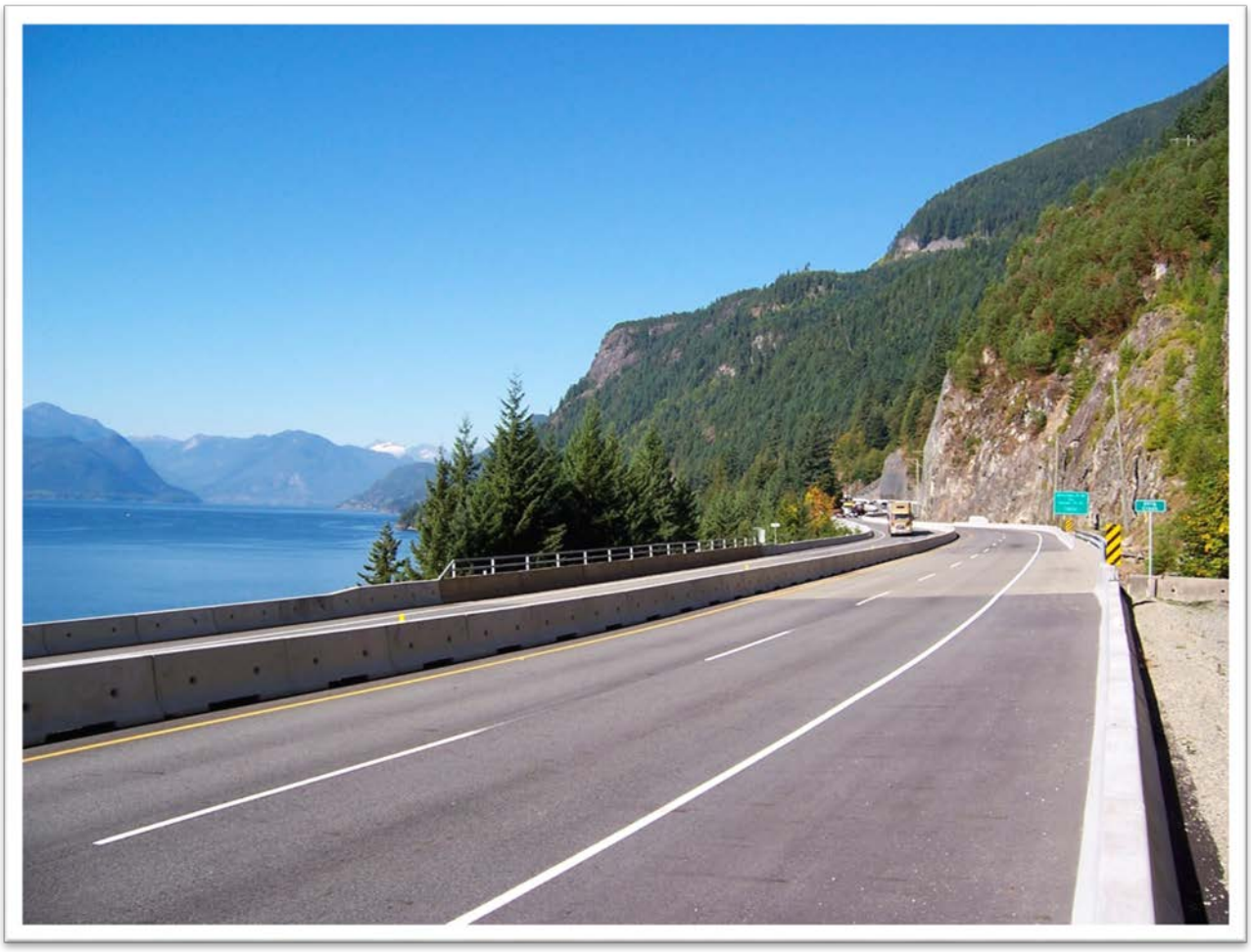


FY 2021 Highway Safety Plan

Contents

No table of contents entries found.

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **No**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(f) Motorcyclist Safety Grants: **Yes**

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **No**

S. 405(d) Alcohol-Ignition Interlock Law: **No**

S. 405(h) Nonmotorized Safety: **Yes**

S. 405(d) 24-7 Sobriety Programs: **No**

S. 1906 Racial Profiling Data Collection: **No**

Highway safety planning process

Data Sources and Processes

Nevada uses a collaborative process with relevant partners from the 4 E's of traffic safety (Engineering, Education, Enforcement and Emergency Medical Response) and advocates to implement data driven identification of issues, strategies and action steps and relies heavily on the implementation of proven countermeasures and best practices. This data is collected by police officers at the scene of a traffic crash. Nevada law enforcement agencies utilize a centralized citation and crash reporting system, Brazos, which provides timely and consistent traffic data to the Office of Traffic Safety (OTS) and other partners. Over the last few years Nevada has funded the integration of crash data with trauma center data to enable further analysis of injury and fatality impacts to society, such as medical costs and reduction of productivity. Information related to crash incidents, vehicles, drivers, and passengers from the crash report is captured and maintained in a state repository called Nevada Citation and Accident Tracking System (NCATS). This database contains all of the related traffic information, including date, time, location, severity, manner of collision, contributing factors, weather, traffic controls, and design features of the road, to name a few. Information contained in this database is accessible to traffic safety professionals, stakeholders, and the general public online at this link: http://data-ndot.opendata.arcgis.com/pages/crash-data

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

The Office of Traffic Safety coordinates closely with Nevada Department of Transportation and is an active participant in the integrated Strategic Highway Safety Plan (SHSP) and Highway Safety Plan (HSP) process. The 2016-2020 SHSP is being evaluated and planning is underway for the 2021-2025 SHSP. This includes a thorough review of Nevada's crash data, designation of Critical Emphasis Area (CEA) Task Forces and development of action items. The Nevada Traffic Safety Crash Facts document was published by OTS in early 2020 and provides SHSP Task Forces with data specific to their CEA, as well as providing data to inform implementation of traffic safety countermeasures and development of local projects.

Traffic Records Coordinating Committee

In early 2010, the Nevada Executive Committee on Traffic Safety approved the formation of a SHSP Data Team, which was charged with developing a unified SHSP data message. Activities

include recommending crash statistic definitions that are acceptable to all major data generators and users; initiation of data integration between the 4 Es; and obtaining annual data reports from OTS and NDOT for updating the CEA tracking tools and SHSP fact sheets. In 2016 the Traffic Records Coordinating Committee and its required functions were fully integrated into the SHSP, with direct report to the NECTS who has overall authority to consider and approve projects that improve traffic crash data and data systems in Nevada.

The Nevada OTS Annual Highway Safety Plan is guided by the same state and local crash data as the statewide SHSP to ensure that the recommended improvement strategies and grant- funded projects are directly linked to the factors contributing to the high frequency of fatal and life-changing injury crashes. The ability to access reliable, timely, and accurate data helps increase the overall effectiveness of the plan and increases the probability of directing resources to strategies that will prevent the most crashes, and assist in identifying locations with the greatest need. Nevada collected data from a variety of sources as a prelude to this 2019 Highway Safety Plan, including:

1. Fatality Analysis Reporting System, General Estimates System (FARS)
2. Nevada Department of Transportation Annual Crash Summary (NDOT)
3. Nevada Citation and Accident Tracking System (NCATS)
4. Nevada Department of Motor Vehicles
5. Seat Belt Observation Survey Reports
6. University of Nevada Las Vegas – Transportation Research Center (TRC)
7. NHTSA and NCSA Traffic Safety Fact Sheets
8. Emergency Medical Systems
9. State Demographer Reports
10. SHSP Fact Sheets
11. Community Attitude Awareness Survey
12. University of Nevada Las Vegas School of Medicine— analysis of crash & trauma records from motor vehicle crashes— TREND newsletter
13. NHTSA Program Uniform Guidelines

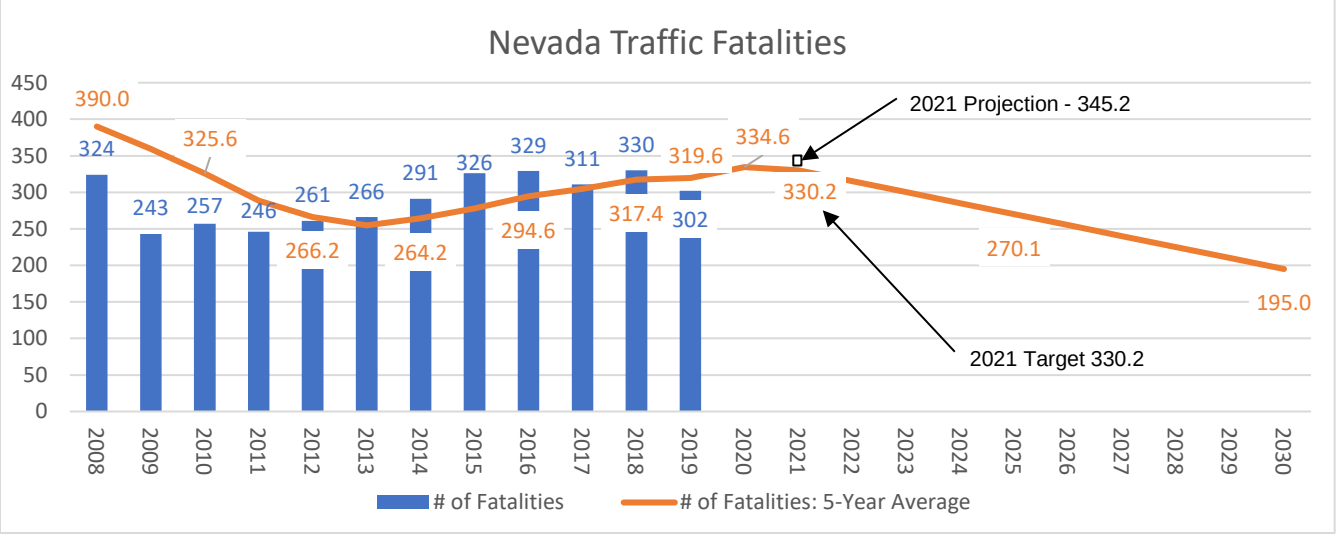
Performance Measure Targets

Performance Measure Targets are discussed as part of the Performance Report, looking at how we are progressing towards 2020 targets and as part of the Performance Plan, looking at how we will set and plan to attain the 2021 targets.

Within the Performance Report, traffic fatalities through 2019 were evaluated against the 2020 targets to determine if Nevada is on track to meet, make progress or not meet 2020 targets.

Within the Performance Plan, targets for 2021 were set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5-year average of fatalities and serious injuries in half by 2030. The first step was to extend the current trend for each performance measure through 2021. To do this, the fit (R-squared) of the linear trend line for the 5-year average for each performance measure for the last four and five year periods through 2019 for the were reviewed. The trend with the highest correlation was used to project the current trend through 2021. Then a reduction from the 2021 projection was calculated for a linear reduction starting in 2021 to meet the 2030 Interim Goal.

The figure below depicts the process for fatalities and shows the annual fatalities through 2019, the annual 5-year average projected through 2021 of 345.2 and the target for 2021 of 330.2 along with the linear reduction to the 2030 Interim Goal.



The content within the Performance Plan subsections detail out the specific targets and actions that are being taken to meet the aspirational targets.

Countermeasure Strategies

Countermeasure strategies were selected based on a review of the specific emphasis or program area problem identification of the "who, where, when and why" and additional data analysis. Based on the specific issues within that emphasis or program area, NHTSA's Countermeasures That Work Ninth Edition document was referenced for behavioral strategies as well a review of FHWA's Proven Countermeasures and countermeasures from the CMF Clearinghouse.

Process Participants

A broad range of agencies and organization partners participated in both the planning as well as the implementation process of the SHSP and the HSP through the leadership of the Nevada Executive Committee on Traffic Safety (NECTS). The NECTS includes participation from the following agencies:

2. Nevada Department of Transportation
3. Nevada Department of Public Safety - Office of Traffic Safety
4. Nevada Department of Public Safety - Nevada Highway Patrol
5. Nevada Department of Motor Vehicles
6. Nevada Department of Health and Human Services
7. Nevada Department of Education
8. Regional Transportation Commission of Southern Nevada
9. Regional Transportation Commission of Washoe County
10. Nevada Association of Counties
11. Nevada Sheriffs' and Chiefs' Association
12. Administrative Office of the Courts
13. Nevada League of Cities
14. Southern Nevada Health District
15. Inter-Tribal Council of Nevada
16. Federal Highway Administration (Ex-Officio/Non-Voting)
17. Federal Motor Carrier Safety Administration (Ex-Officio/Non-Voting)
18. National Highway Traffic Safety Administration (Ex-Officio/Non-Voting)
19. Nevada Legislative Representatives
20. Tahoe Regional Planning Agency
21. Governor's Office of Economic Development
22. Carson Area Metropolitan Planning Organization (CAMPO)

The 2016-2020 SHSP utilizes seven Task Forces that meet quarterly to develop, implement and evaluate action steps towards eliminating fatal and serious injury crashes, as follows: Impaired Driving Task Force, Occupant Protection Task Force, Lane Departures/Distracted Driving Task Force, Intersections/Speeding Task Force, Motorcycle Safety Task Force, Pedestrian/Bicycle

Task Force, and Young Drivers Task Force. In addition, the TRCC meets quarterly with additional subgroup meetings from the Brazos Working Group and Safety Data Analysis Team.

During Nevada's 2019 Traffic Safety Summit, workshops were held that focused on Nevada's traffic safety priorities and emerging issues: reaching Young Drivers, Seat Belt and Child Seat use, Impaired Driving (especially marijuana impaired), Pedestrians and Traffic Incident Management, and new partnership ideas were explored. Nevada's active traffic safety community is committed to seeking every avenue available to reducing death and serious injuries on our roadways.

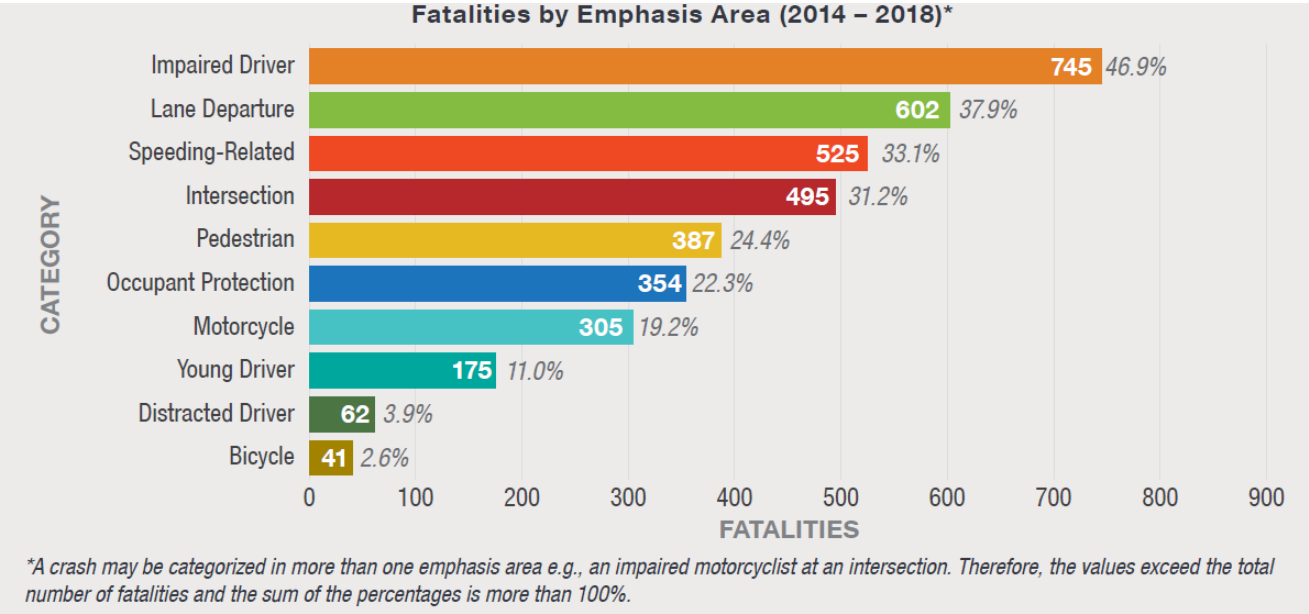
The OTS actively seeks new partnerships with business, government agencies, associations, special interest groups, policy makers, media, and community organizations. Our outreach also extends to bringing new participants into our statewide Task Forces. Recent connections include:

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

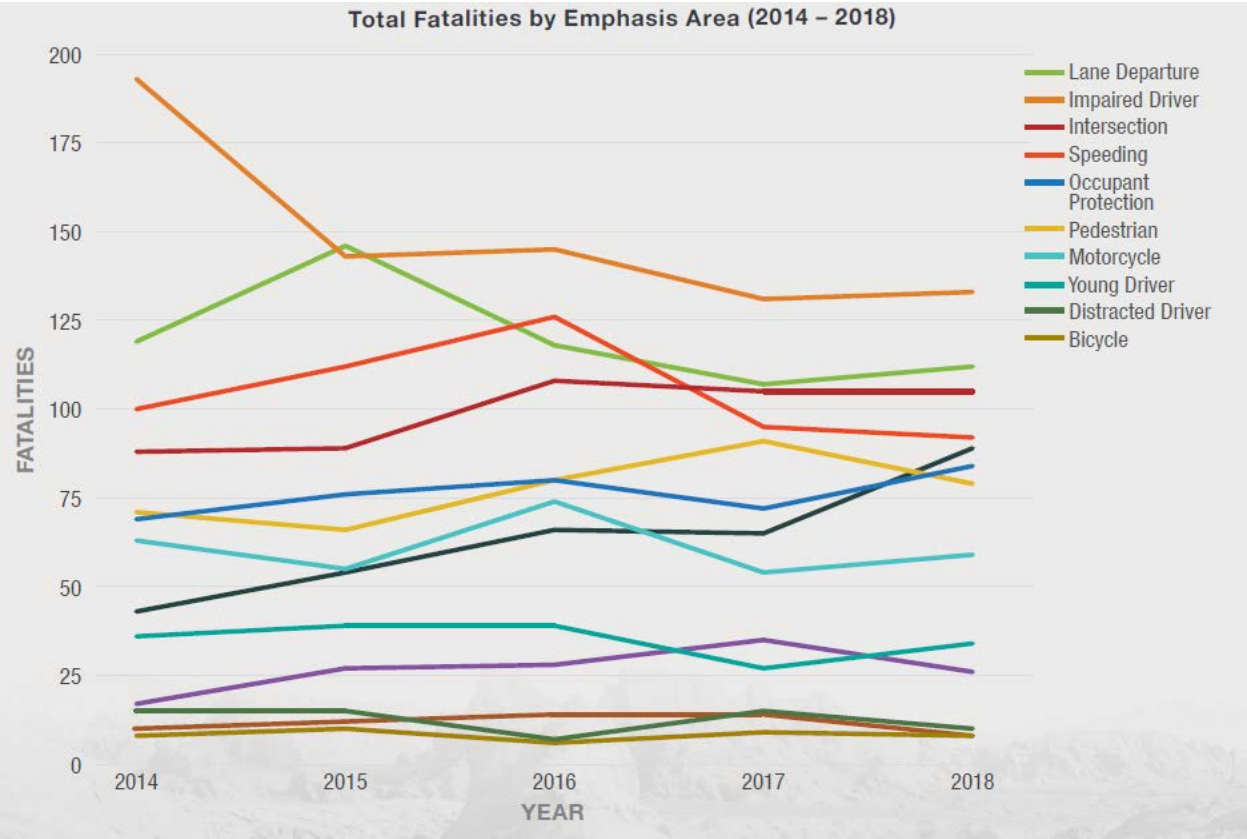
Description of Highway Safety Problems

The Nevada Highway Safety Plan (HSP) is closely integrated with the Strategic Highway Safety Plan (SHSP). For both the HSP and SHSP, there is a focus on identifying issues and actions associated with the areas with the highest percentage of fatal and serious injury crashes. Official FARS data from NHTSA is used for fatalities whenever possible with state data supplementing for additional crash parameters and vehicle miles traveled. This data is used to determine where to focus efforts and resources, and the evaluation of effectiveness.

The following chart provides a summary of the number and percentage of fatalities for the five years through 2018 for the evaluated emphasis areas.



The chart below shows the number of fatalities for each emphasis area for each year from 2014 to 2018 to depict whether emphasis areas are increasing or decreasing.



The current SHSP has seven Critical Emphasis Areas (CEA's) to focus on those with the greatest impact to reduce fatalities:

1. Impaired Driving
2. Intersections
3. Lane Departures
4. Motorcycles
5. Occupant Protection
6. Pedestrians (Bicycles included)
7. Young Drivers

The Office of Traffic Safety staff are involved in all of the emphasis area task forces, with a lead role in behavioral areas.

Methods for Project Selection

Project selection involves constant analysis and evaluation of best practices, program area gaps, assessment of available funds and project/program return on investment. OTS funds projects and programs that are managed by staff such as Zero Teen Fatalities and DRE/ARIDE training, as well as subrecipient managed programs. OTS engages its partners year round through task force and stakeholder meetings, trainings and presentations, the Nevada Traffic Safety Summit, and outreach events. Information regarding funding opportunities is provided via OTS website, eGrants online grant system, announcements through statewide task forces, newsletters, and email distribution.

Formal project solicitation begins with an invitation to government agencies, non-profit organizations and community partners to submit a Letter of Interest (LOI). The Letter of Interest process is intended to solicit new traffic safety partners and provide potential program recipients with a simplified mechanism to propose programs. The invitation to submit a Letter of The LOI cover page includes a high level description of priority issues and links to project development resources such as Countermeasures That Work and NHTSA data. LOIs are reviewed by OTS program managers and leadership to determine congruence with priority program areas and/or support strategies found in Nevada's SHSP. After review grant proposal applications are accepted via the online grant administration system eGrants and enter into an evaluation process that utilizes Peer Review Committees comprised of OTS and NDOT staff, community specialists and experts such as teachers, judges, public health officials, law enforcement and tribal representatives, who discuss and score applications and prioritize for award. The following criteria are taken into consideration:

•Is the project and supporting data relevant to the applicant's jurisdiction or area of influence?

•Is the problem adequately identified? Is the problem identification supported by accurate and relevant (local) data?

•Is there evidence that this type of project saves lives and reduces serious crashes?

•Are the goals and objectives realistic and achievable?

•Is this project cost effective?

•Is the evaluation plan sound? (Is the performance/progress measurable?)

•Is there a realistic plan for self-sustainability (if applicable)?

•Does it use proven countermeasures (such as those found in the SHSP)?

List of Information and Data Sources

The Nevada OTS Annual Highway Safety Plan is guided by the same state and local crash data as the statewide SHSP to ensure that the recommended improvement strategies and grant- funded projects are directly linked to the factors contributing to the high frequency of fatal and life-changing injury crashes. The ability to access reliable, timely, and accurate data helps increase the overall effectiveness of the plan and increases the probability of directing resources to strategies that will prevent the most crashes, and assist in identifying locations with the greatest need. Nevada collected data from a variety of sources as a prelude to this 2019 Highway Safety Plan, including:

1. Fatality Analysis Reporting System, General Estimates System (FARS)
2. Nevada Department of Transportation Crash Data (NDOT)
3. Nevada Brazos eCitation/eCrash System
4. Nevada Department of Motor Vehicles
5. Seat Belt Observation Survey Reports
6. University of Nevada Las Vegas – Transportation Research Center (TRC)
7. NHTSA and NCSA Traffic Safety Fact Sheets
8. Emergency Medical Systems
9. State Demographer Reports
10. SHSP Fact Sheets
11. Media/Communications Results
12. University of Nevada Las Vegas School of Medicine— analysis of crash & trauma records from motor vehicle crashes— TREND newsletter

Additional resources used to assist in the data analysis process include:

- Data reflecting the increase/reduction for each CEA/Task Force based on the interim goals of the SHSP
- Current CEA/Task Force strategies and action steps
- Recommended strategies from the local organizations such as RTCs, public transit, schools and universities, courts, etc.
- Strategies and countermeasures that have proven effective (and those that have not)
- Serious injury data from the State's four Trauma Centers (both cost and severity of injury)
- Consideration of other strategies and countermeasures

Description of Outcomes

The HSP and SHSP are closely linked at all levels. OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. As an outcome of coordination between the HSP and SHSP, the strategies within OTS Program Areas are being implemented as an integrated effort of the 4 Es and in alignment with the SHSP and task force priorities.

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	A-1) Number of traffic fatalities of children Age 0-4 (FARS)	In Progress
14	C-C-1: The percentage of crash records with no missing critical data elements	In Progress
15	I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file	Met

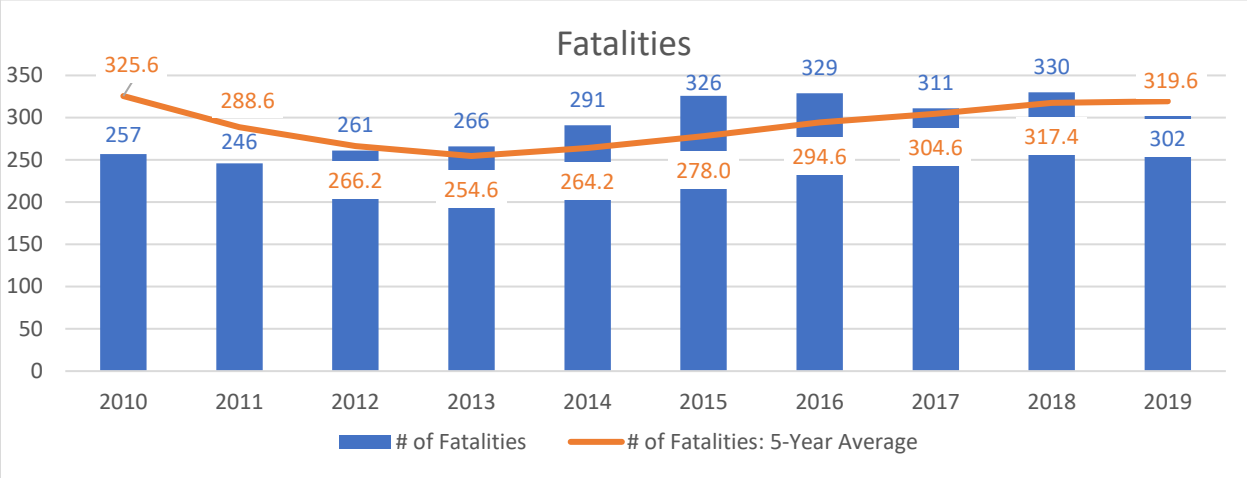
16	A-2) Number of traffic fatalities reported as distracted driving (State)	In Progress
17	C-T-1) Traffic Records Crash Timeliness Median Days	In Progress
18	C-T-2) Percentage crash report entered into database within 30 days after the crash	In Progress

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Nevada is making progress towards our 2020 performance target for fatalities from the previous fiscal year's HSP of a 5-year average of 330.6 fatalities for the years 2016 to 2020. As shown in the chart below, Nevada's preliminary fatality number for 2019 of 302 is the lowest annual fatality number since 2014 and the 5-year moving average of 319.6 is on track to be below the 2020 target.

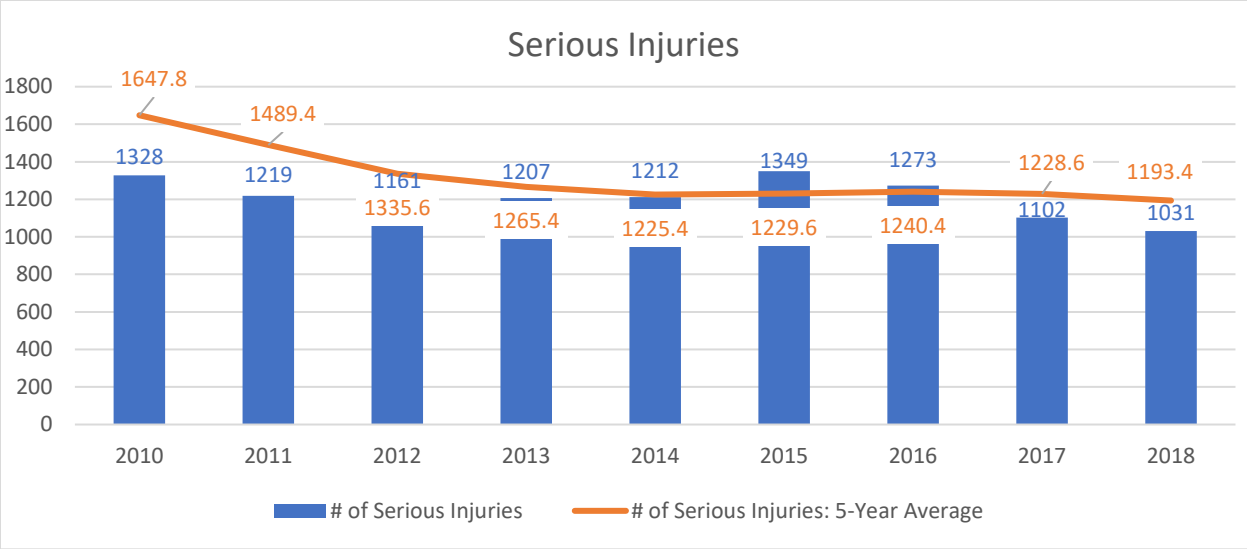


Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: **In Progress**

Program-Area-Level Report

Nevada is making progress towards our 2020 performance target for serious injuries from the previous fiscal year's HSP of a 5-year average of 1088.6 serious injuries for the years 2016 to 2020. As shown in the chart below, Nevada's preliminary serious injury number for 2019 of 1,014 has been declining the last four years, is the lowest in the last ten years and the last two years have been below the 2020 target.

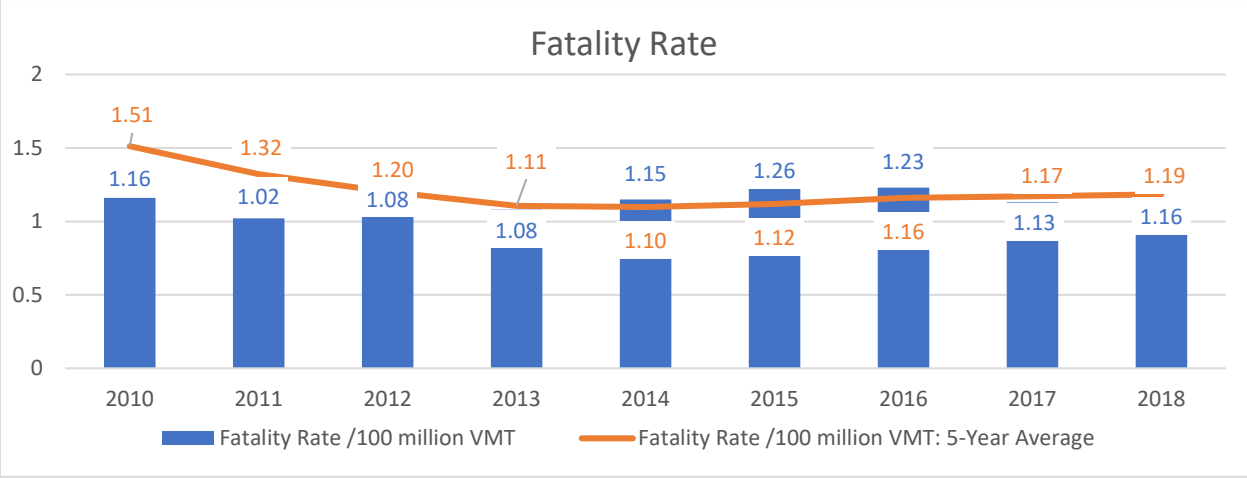


Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: **In Progress**

Program-Area-Level Report

Nevada is on track to meet our 2020 performance target for fatality rate from the previous fiscal year's HSP of a 5-year average of 1.214 for the years 2016 to 2020. As shown in the chart below, Nevada's fatality rate for 2018 is 1.16 and is below the 5-year average for the second year in a row and the 5-year average is under the target.

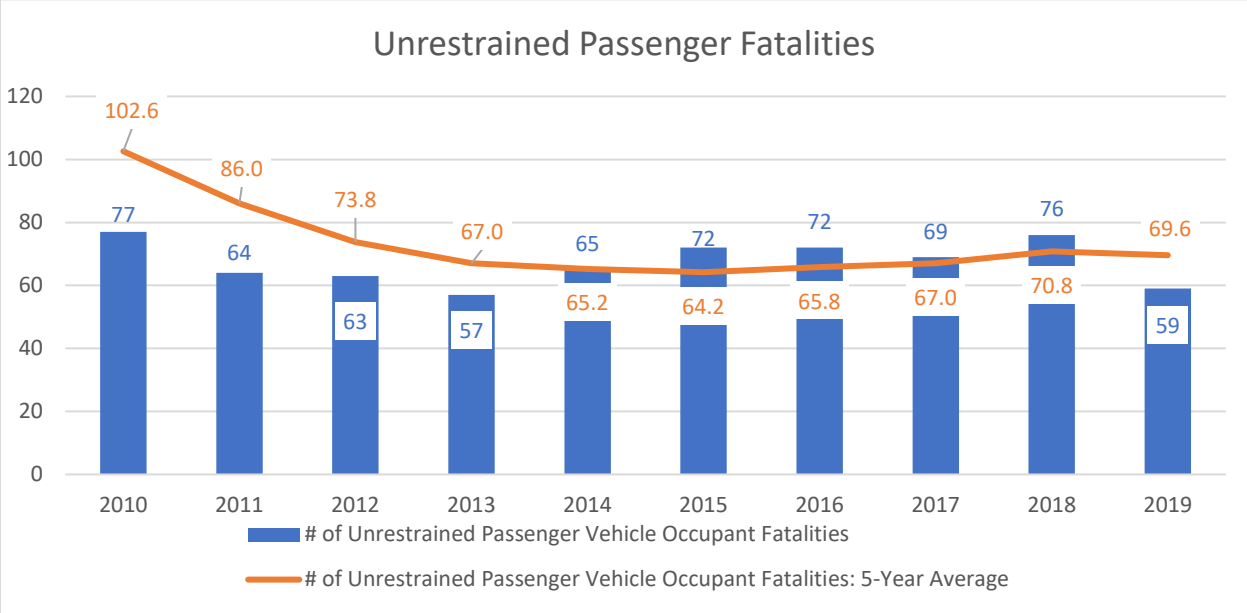


Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: **In Progress**

Program-Area-Level Report

Nevada is on track to meet our 2020 performance target for Unrestrained Passenger Vehicle Occupant fatalities from the previous fiscal year's HSP of a 5-year average of 71.5 fatalities for the years 2016 to 2020. As shown in the chart below, Nevada's preliminary unrestrained fatality number for 2019 of 59 is the lowest since 2013 and the 2019 5-year average is below the target.

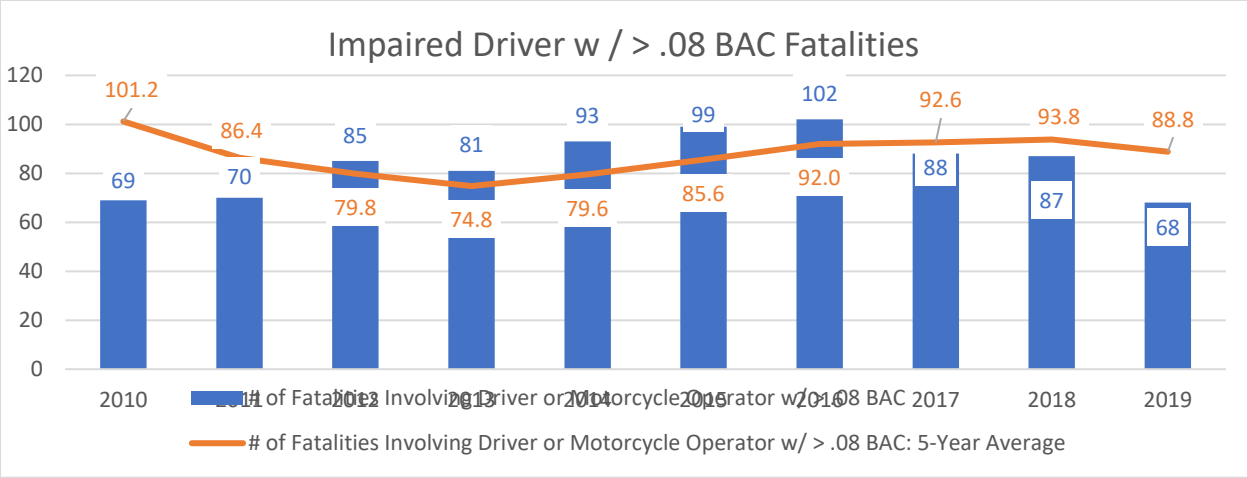


Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: **In Progress**

Program-Area-Level Report

Nevada is on track to meet our 2020 performance target for alcohol impaired fatalities from the previous fiscal year's HSP of a 5-year average of 97.2 fatalities for the years 2016 to 2020. As shown in the chart below, Nevada's alcohol impaired annual fatality number for has reduced the last three years and the 2019 5-year average of 88.8 is well below the 2020 target.

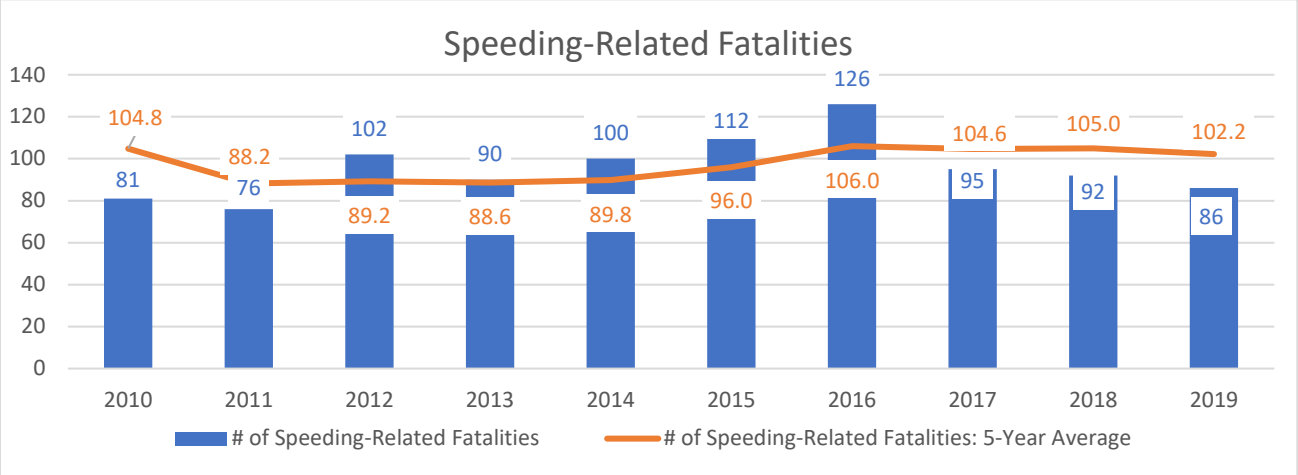


Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Nevada is on track to meet our 2020 performance target for speeding-related fatalities from the previous fiscal year's HSP of a 5-year average of 114.1 fatalities for the years 2016 to 2020. As shown in the chart below, Nevada's fatality number for 2019 of 86is the lowest since 2011 and the third straight year in a row below the 5-year average.



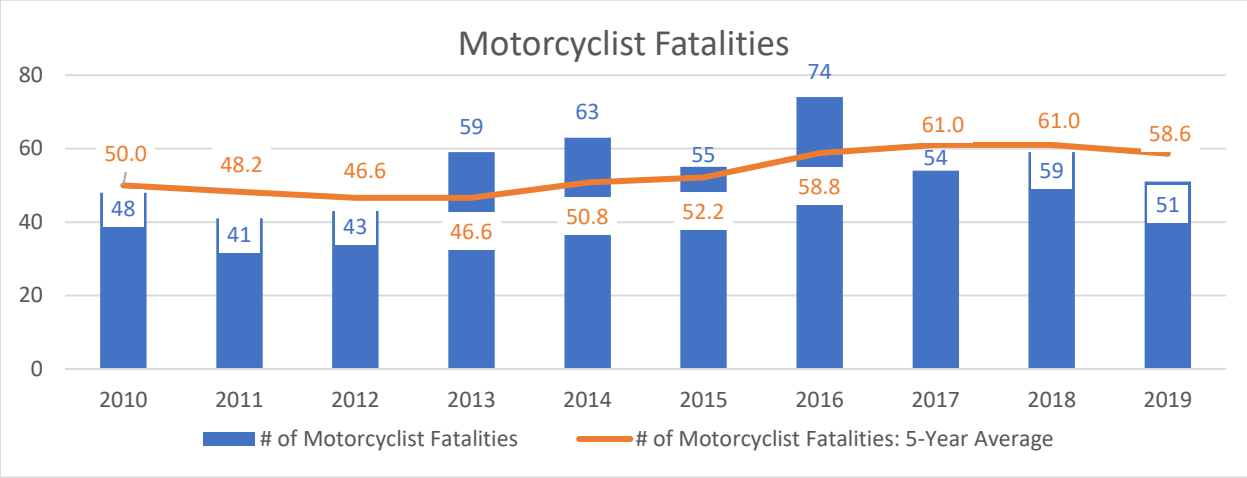
Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Nevada is on track to meet our 2020 performance target for motorcyclist fatalities from the previous fiscal year's HSP of a 5-year average of 64.5 fatalities for the years 2016 to 2020. As

shown in the chart below, Nevada's preliminary fatality number for 2019 of 51 motorcyclist fatalities is the lowest number since 2012 and the third year in row below the 5-year average.

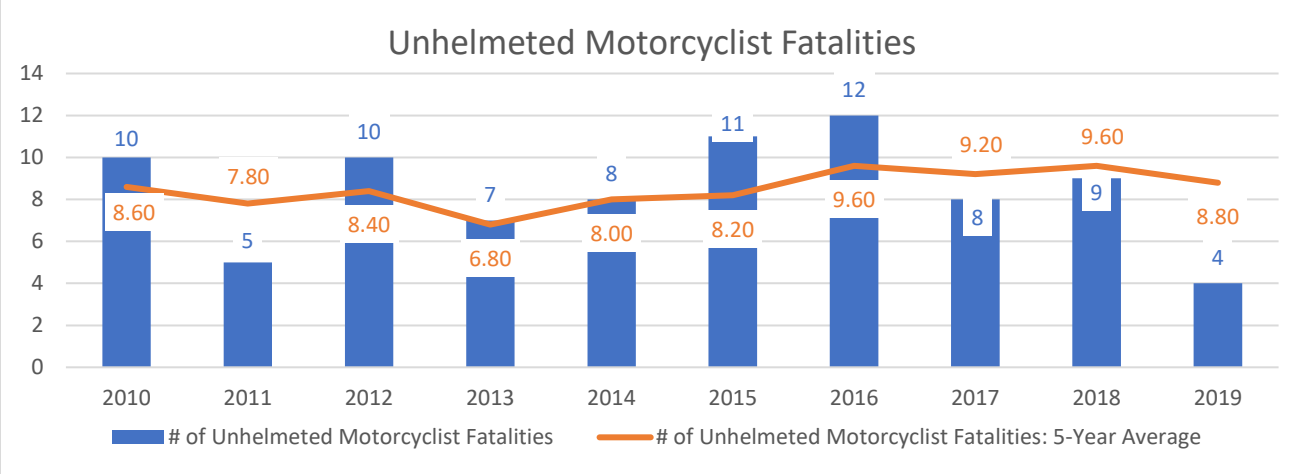


Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Nevada is on track to meet our 2020 performance target for unhelmeted motorcyclist fatalities from the previous fiscal year's HSP of a 5-year average of 9.8 fatalities for the years 2016 to 2020. As shown in the chart below, Nevada's fatality number for 2019 of 4 unhelmeted fatalities is the third year in a row below the 5-year average and the 2019 5-year average of 8.8 is below the 2020 target.



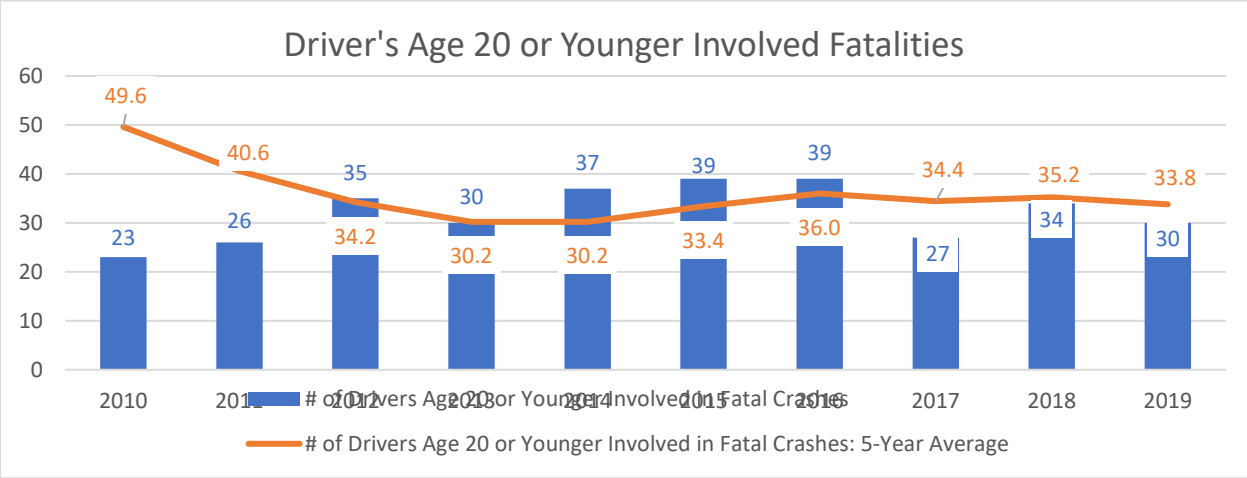
Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: **In Progress**

Program-Area-Level Report

Nevada is on track to meet our 2020 performance target for driver's age 20 or younger fatalities from the previous fiscal year's HSP of a 5-year average of 37.0 fatalities for the years 2016 to

2020. As shown in the chart below, Nevada's fatality number for 2019 of 30 is the third year in a row below the 5-year average and the 2019 5-year average of 30 is well below the 2020 target.

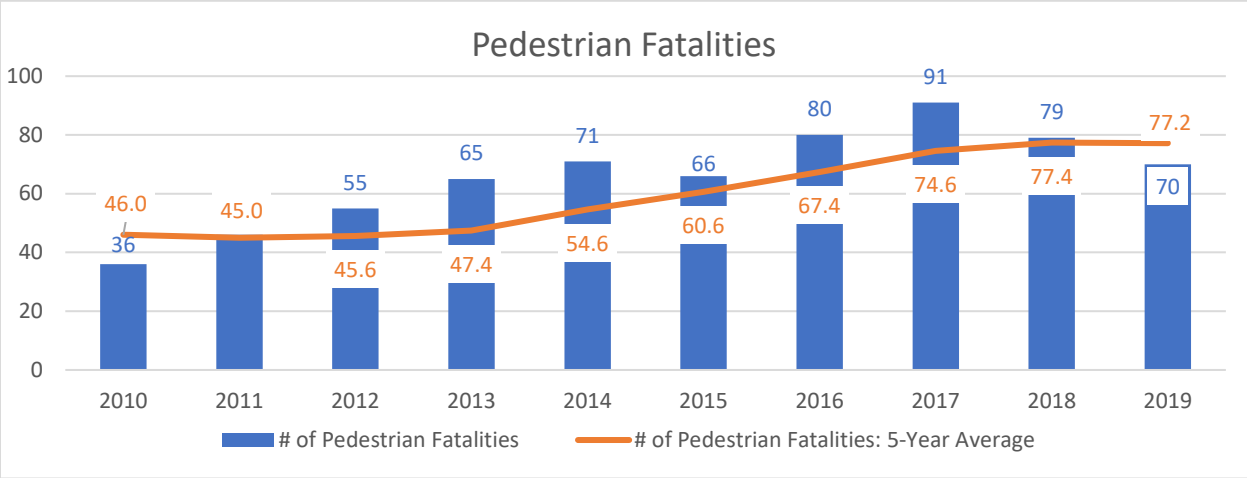


Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Nevada is on track to meet our 2020 performance target for pedestrian fatalities from the previous fiscal year's HSP of a 5-year average of 85.1 pedestrian fatalities for the years 2016 to 2020. As shown in the chart below, Nevada's preliminary fatality number for 2019 of 70 is the lowest since 2015 and the second year in a row of a reduction and being below the target.

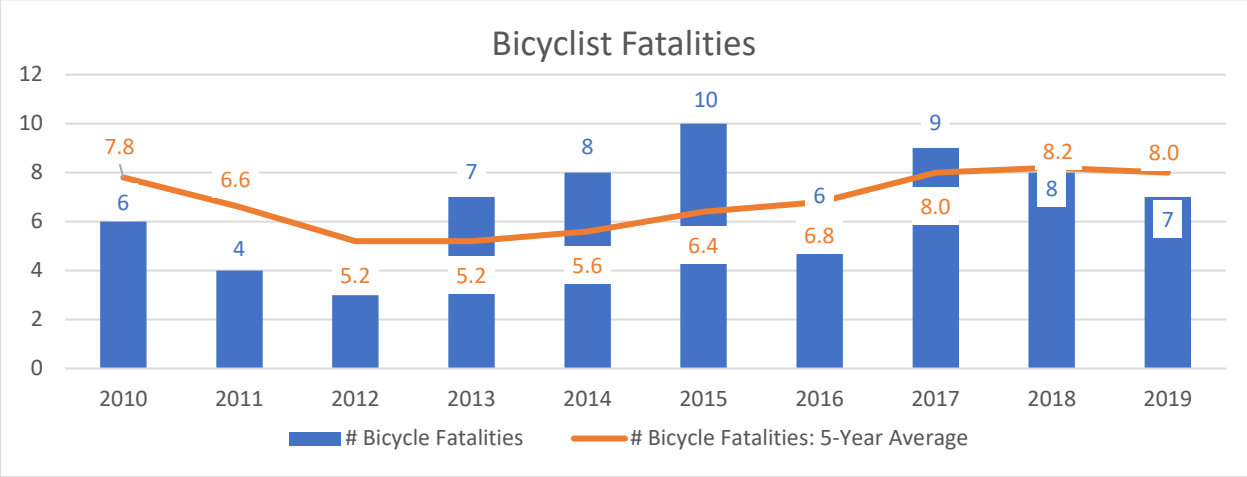


Performance Measure: C-11) Number of bicyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Nevada is on track to meet our 2020 performance from the previous fiscal year's HSP of a 5-year average of 9.2 bicycle fatalities for the years 2016 to 2020. As shown in the chart below, Nevada's preliminary bicycle fatality number for 2019 of 7 is a reduction for each of the last two years and is below the 5-year average.

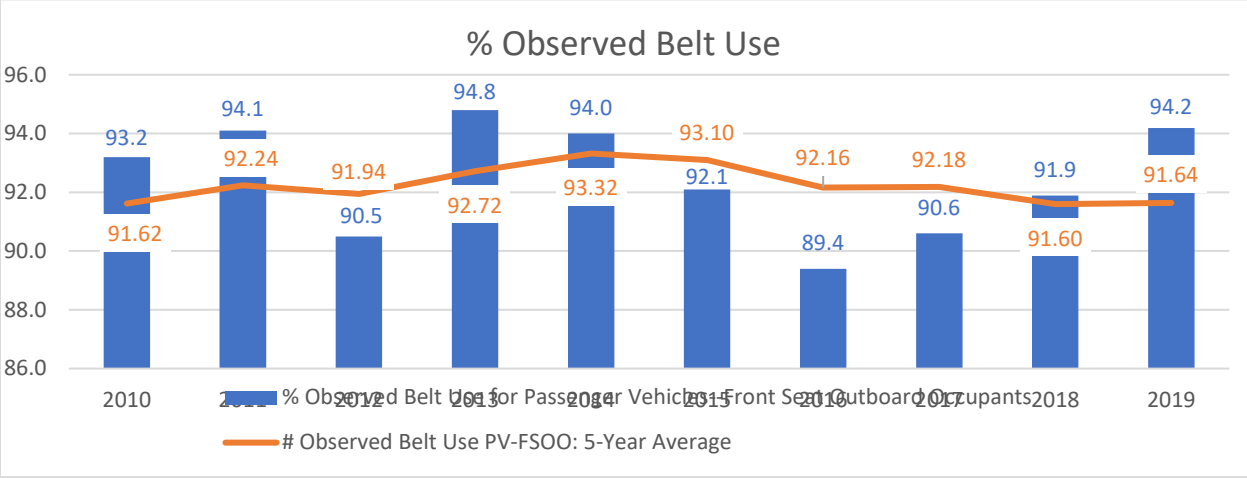


Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: **In Progress**

Program-Area-Level Report

Nevada is on track to meet our 2020 performance target for percent observed belt use from the previous fiscal year's HSP of 91.14%. As shown in the chart below, Nevada's percent belt use has been increasing the last four years and was 94.2 percent in 2019 and the 5-year average is now above the target.

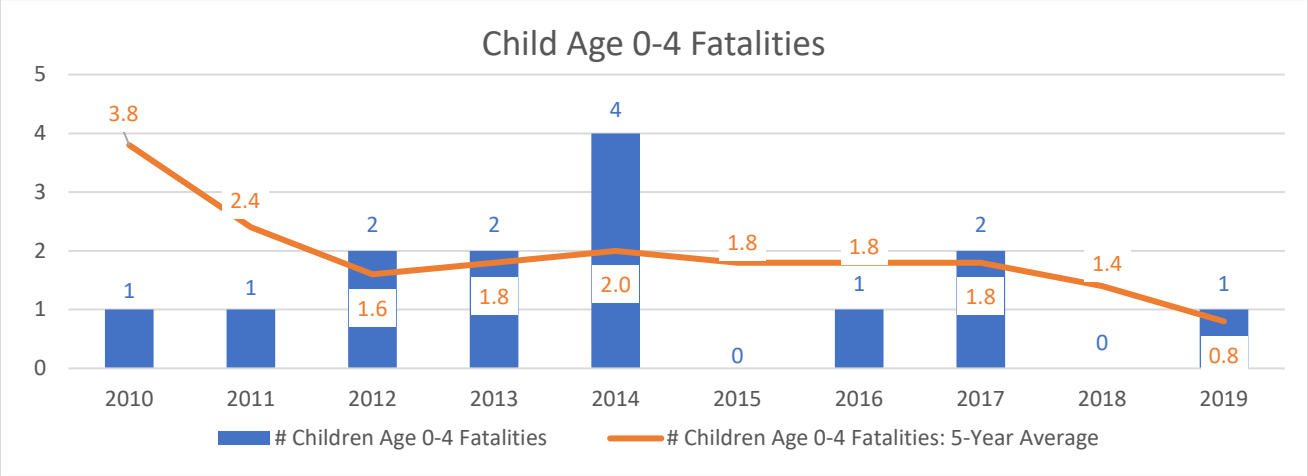


Performance Measure: A-1) Number of traffic fatalities of children Age 0-4 (FARS)

Progress: **In Progress**

Program-Area-Level Report

Nevada is on track to meet our 2020 performance target for fatalities from the previous fiscal year's HSP of a 5-year average of 1.3 Children Age 0-4 fatalities for the years 2016 to 2020. As shown in the chart below, Nevada's Children Age 0-4 fatalities was 1 in 2019 and has been 2 or less since 2015.



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

Progress: **In Progress**

Program-Area-Level Report

Nevada established a new target for crash record completeness for 2020 to be 92%. This data began to be collected last year and Nevada is currently at 91% of records with all critical data elements, however due to challenges with the data transfer from the Brazos system with law enforcement agency crash data to NCATS that has caused errors with the data transfer, we are not able to confirm if this target has been met.

Performance Measure: I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file

Progress: **Met**

Program-Area-Level Report

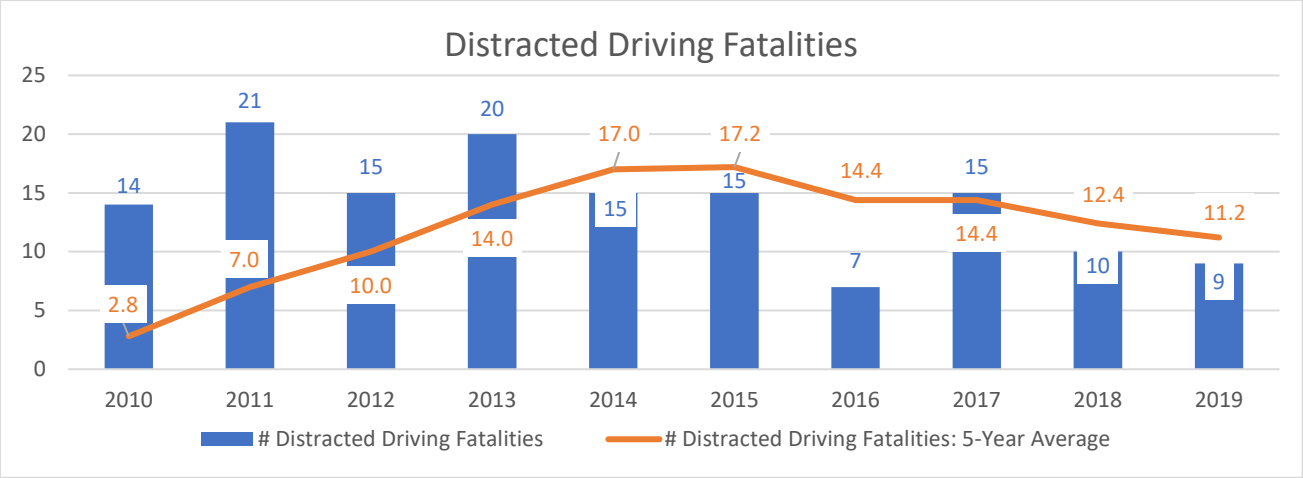
Nevada met our 2020 performance target for percentage linkage between the trauma file and crash file of 62%. After increasing from 49% to 54% the previous three years, the most recent three years of crash data available to me linked was linked at a rate of 63%.

Performance Measure: A-2) Number of traffic fatalities reported as distracted driving (State)

Progress: **In Progress**

Program-Area-Level Report

Nevada is making progress towards our 2020 performance target for distracted driving fatalities from the previous fiscal year's HSP of a 5-year average of 10.1 fatalities for the years 2016 to 2020. As shown in the chart below, Nevada's distracted driving fatality number of 9 for 2019 is the third year out of the last four below the target.



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

Progress: **In Progress**

Program-Area-Level Report

Nevada has been working diligently towards the 2020 performance measure of 12 median days from the crash date to the date the crash report is entered into the NCATS database but is not able to confirm yet if this measure has been met. This was set with 7 days provided for the law enforcement agency to approve the crash and transfer it to NDOT and an additional 7 days for NDOT Traffic Safety Engineering to review and clean the data and upload the crashes into NCATS. However, there has been challenges with the data transfer from the Brazos system with law enforcement agency crash data to NCATS that has caused errors with the data transfer that has led to Nevada not meeting this target.

Performance Measure: C-T-2) Percentage crash report entered into database within 30 days after the crash

Progress: **In Progress**

Program-Area-Level Report

Nevada met the performance target at 92 percent of crash reports entered into the database within 30 days after the crash with a current rate of 96%. The process had been 60, 90 days or longer

over the last few years but a significant amount of effort has been focused on improving the electronic transfer of files between law enforcement agencies and NDOT.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2017	2021	330.2
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2017	2021	1154.7
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2017	2021	1.226
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2017	2021	72.7
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2017	2021	90.6
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2017	2021	97.0
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2017	2021	60.6
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2017	2021	8.3
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2017	2021	32.6
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2017	2021	82.7
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2017	2021	8.8
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2017	2021	91.58
13	A-1) Number of traffic fatalities of children Age 0-4 (FARS)	5 Year	2017	2021	0.3
14	C-C-1: The percentage of crash records with no missing critical data elements	Annual	2021	2021	92

15	I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file	Annual	2021	2021	64
16	A-2) Number of traffic fatalities reported as distracted driving (State)	5 Year	2017	2021	8.3
17	C-T-1) Traffic Records Crash Timeliness Median Days	Annual	2021	2021	12
18	C-T-2) Percentage crash report entered into database within 30 days after the crash	Annual	2021	2021	92

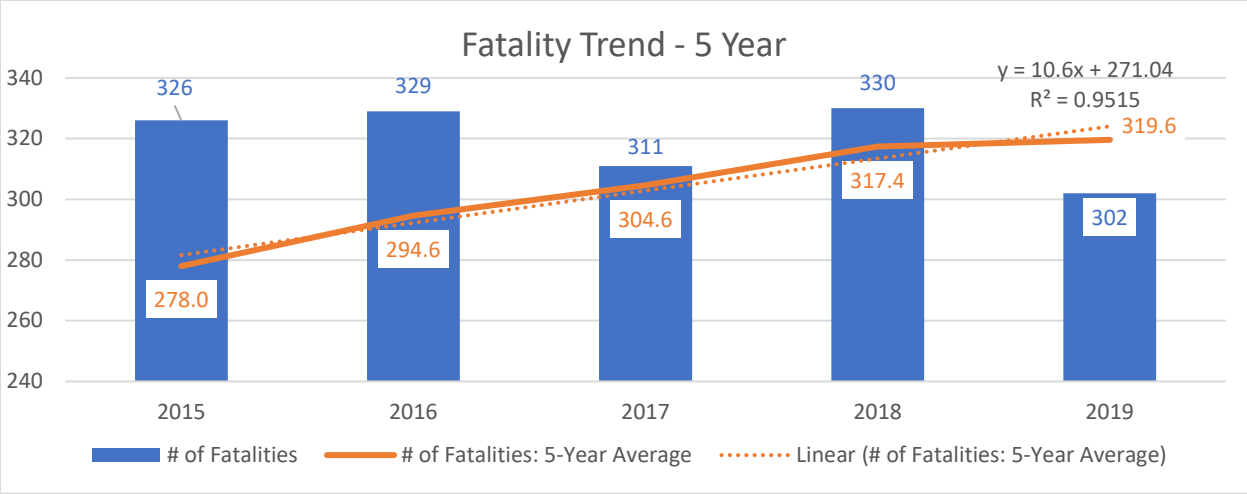
Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2021	Numeric	330.2	5 Year	2017

Performance Target Justification

The target of 330.2 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5-year average of 390 fatalities in half by 2030. The fit (R-squared) of the linear trend line for the four and five year periods through 2019 for both the actual number of fatalities and the 5-year average were reviewed. The linear trend of the 5-year average through 2019 had the highest correlation and was used to project the current trend through 2021. The figure below shows the number of fatalities, the 5-year average and the trend line used.



The following table includes the 2015 to 2019 number of fatalities, 5-year average, the projected 2020 and 2021 values and 2021 target.

Crash Data / Trends						**Baseline**	**Trend**	**Trend**	**Target**
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2021**
# of Fatalities	326	329	311	330	302	-	-	-
Fatalities: 5-Year Average	278.0	294.6	304.6	317.4	319.6	334.6	345.2	**330.2**

The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies:

Nevada Department of Transportation

Nevada Department of Motor Vehicles

Nevada Department of Health and Human Services

Nevada Department of Education

Nevada Highway Patrol

Regional Transportation Commission of Southern Nevada

Regional Transportation Commission of Washoe County

Carson Area Metropolitan Planning Organization

Tahoe Metropolitan Planning Organization

Nevada Association of Counties

Nevada Sheriffs' and Chiefs' Association

Southern Nevada Health District

Inter-Tribal Council of Nevada

Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5-year average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.

The fatality performance target has been coordinated through the Nevada SHSP to be identical to the State DOT target for this common performance measures that will be reported in the HSIP annual report.

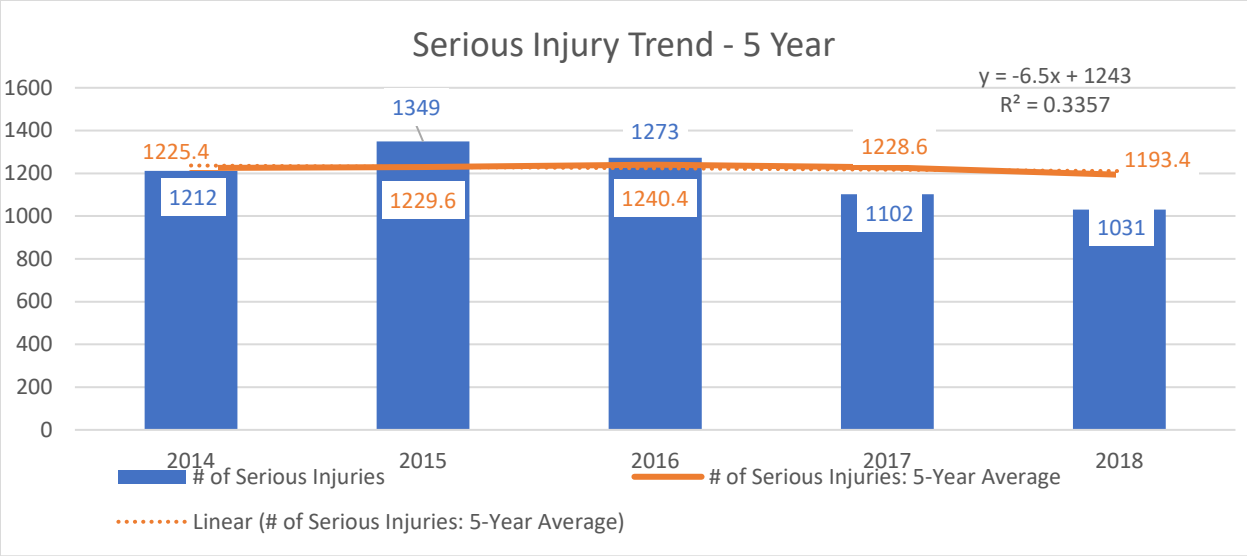
Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2021	Numeric	1154.7	5 Year	2017

Performance Target Justification

The target of 1154.7 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5-year average of 1756.6 serious injuries in half by 2030. The current trend was projected through 2021 to be 1185.4 and then a reduction from the 2021 projection was calculated for a linear reduction to meet the Interim Goal. The figure below shows the number of serious injuries, the 5-year average and the trend line.



The following table includes the 2015 to 2019 number of serious injuries, 5-year average, the projected 2020 and 2021 values and 2021 target.

Crash Data / Trends					**Baseline**	**Trend**	**Trend**	**Target**
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2021**
# of Serious Injuries	1349	1273	1102	1090	1014	-	-	-
Serious Injuries: 5-Year Average	1229.6	1240.4	1228.6	1205.2	1213.4	1195.8	1185.4	**1154.7**

The serious injury performance target has been coordinated through the Nevada SHSP to be identical to the State DOT target for this common performance measures that will be reported in the HSIP annual report.

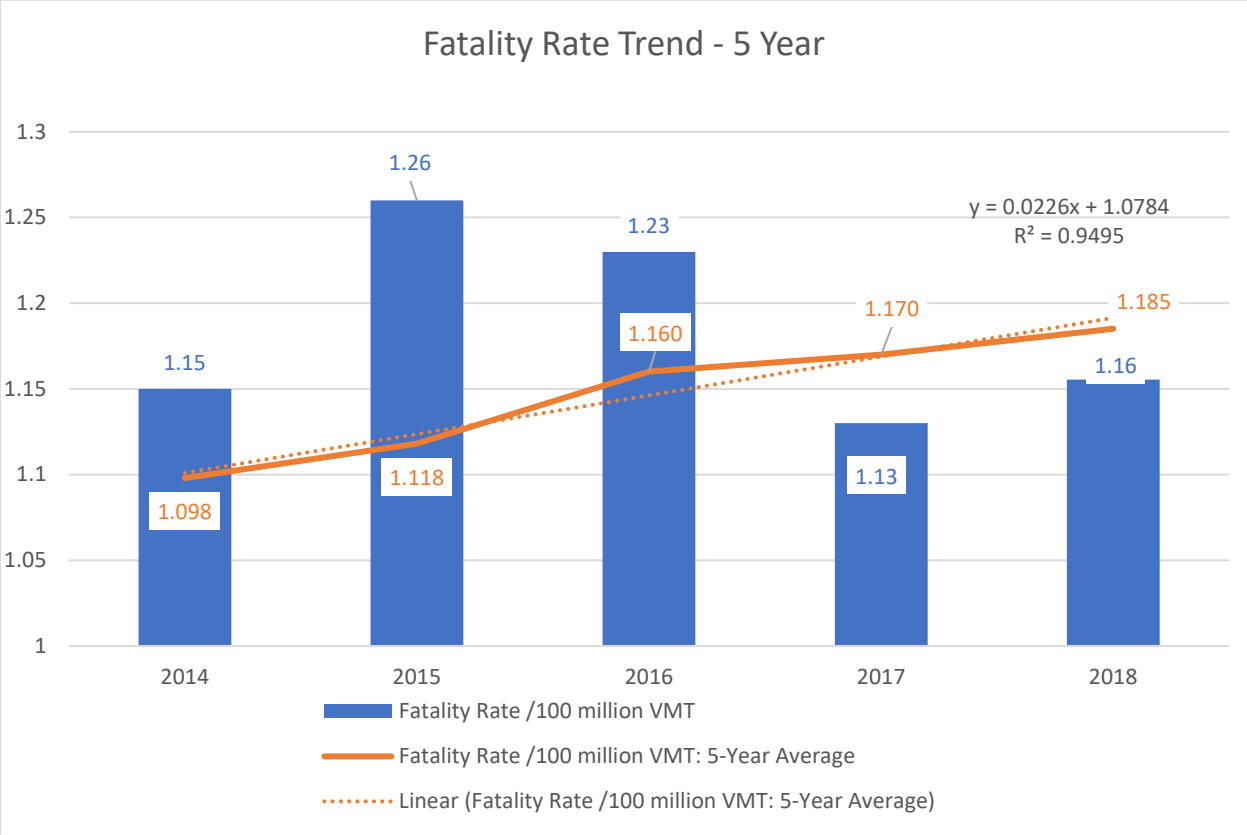
Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2021	Numeric	1.226	5 Year	2017

Performance Target Justification

The target of 1.226 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5-year average of a 1.844 fatality rate in half by 2030. The current trend was projected through 2021 to be 1.259 and then a reduction from the 2021 projection was calculated for a linear reduction to meet the Interim Goal. The linear trend line for the 5-year period through 2018 was used to project the current trend through 2021. The figure below shows the 2014 to 2018 fatality rate, the 5-year average and the trend line. Unlike other performance measure targets for 2021, a value for 2019 was not included for determining the fatality rate because vehicle miles travelled data is not available for Nevada for 2019 yet.



The following table includes the 2015 to 2019 fatality rate, 5-year average, the projected 2020 and 2021 values and 2021 target.

Crash Data / Trends					Baseline	Trend	Trend	Target
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2021**
Fatality Rate	1.26	1.23	1.13	1.16	-	-	-	-
Fatality Rate: 5-Year Average	1.118	1.160	1.170	1.185	1.214	1.237	1.259	**1.226**

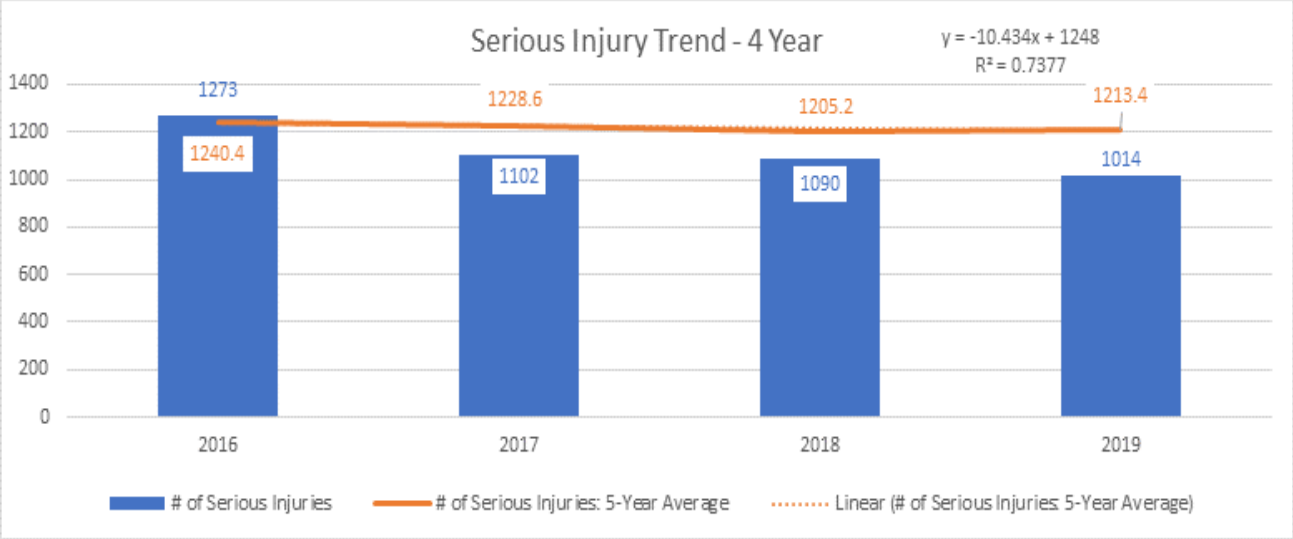
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2021	Numeric	72.7	5 Year	2017

Performance Target Justification

The target of 72.7 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5-year average of 125.0 unrestrained passenger vehicle occupant fatalities in half by 2030. The current trend was projected through 2021 to be 73.8 and then a reduction from the 2021 projection was calculated for a linear reduction to meet the Interim Goal. The linear trend line for the 5-year period through 2019 was used to project the current trend through 2021. The figure below shows the number of unrestrained passenger fatalities, the 5-year average and the trend line.



The following table includes the 2015 to 2019 number of unrestrained passenger fatalities, 5-year average, the projected 2020 and 2021 values and 2021 target.

Crash Data / Trends				**Baseline**	**Trend**	**Trend**	**Target**
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2021**
# of Unrestrained Passenger Vehicle Occupant Fatalities	72	72	69	76	59	-	-	-
# Unrestrained: 5-Year Moving Average	64.2	65.8	67.0	70.8	69.6	72.2	73.8	**72.7**

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

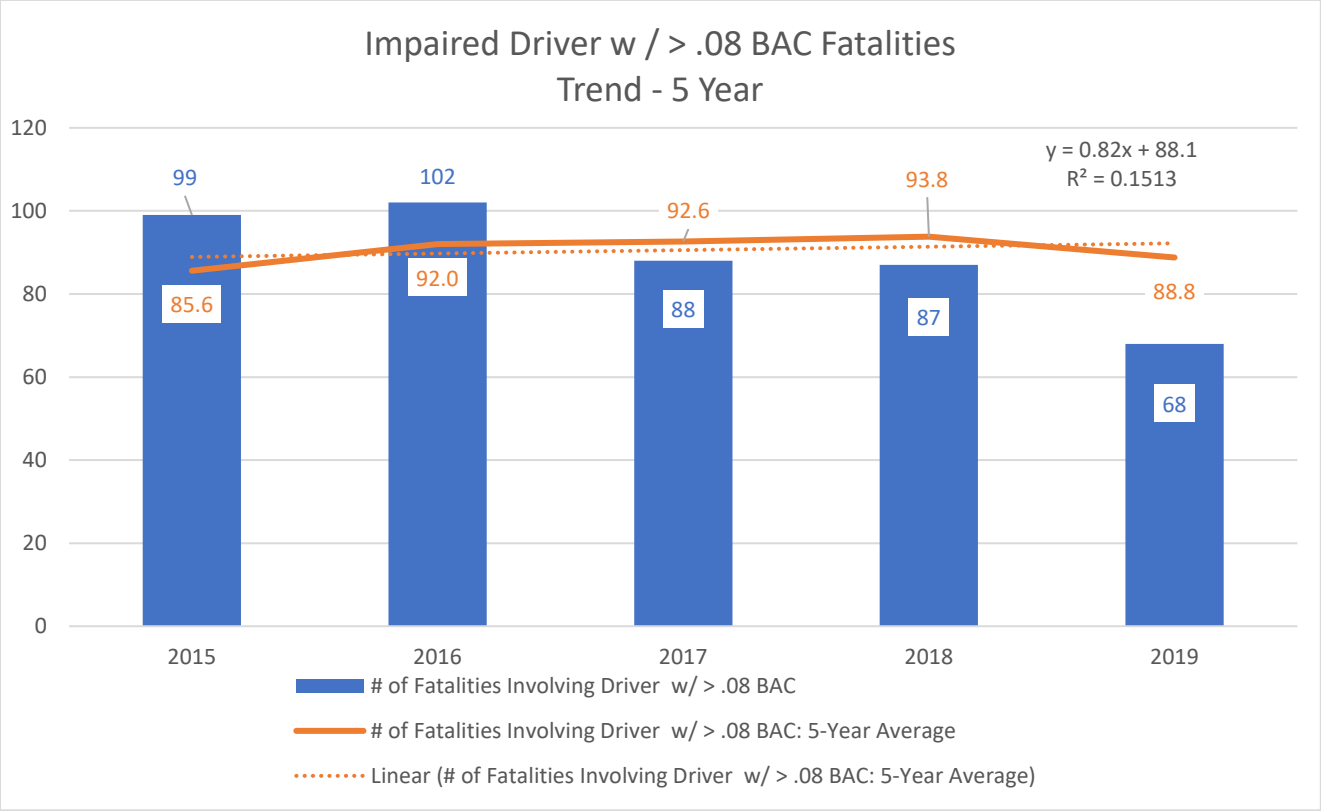
Performance Target details

Performance Target	**Target Metric Type**	**Target Value**	**Target Period**	**Target Start Year**

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2021	Numeric	90.6	5 Year	2017

Performance Target Justification

The target of 90.6 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5-year average of 123.0 fatalities involving a driver or motorcycle operator with a BAC of .08 or more in half by 2030. The current trend was projected through 2021 to be 93.8 and then a reduction from the 2021 projection was calculated for a linear reduction to meet the Interim Goal. The linear trend line for the 5-year period through 2019 was used to project the current trend through 2021. The figure below shows the number of impaired drivers w / > .08 BAC fatalities, the 5-year average and the trend line.



The following table includes the 2015 to 2019 number of impaired drivers w / > .08 BAC fatalities, 5-year average, the projected 2020 and 2021 values and 2021 target.

Crash Data / Trends					Baseline	Trend	Trend	Target
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2021**
# of Fatalities Involving Driver or Motorcycle Operator w/ ≥ .08 BAC	99	102	88	87	68	-	-	-
w/ > .08 BAC: 5-Year Moving Average	85.6	92.0	92.6	93.8	88.8	93.0	93.8	**90.6**

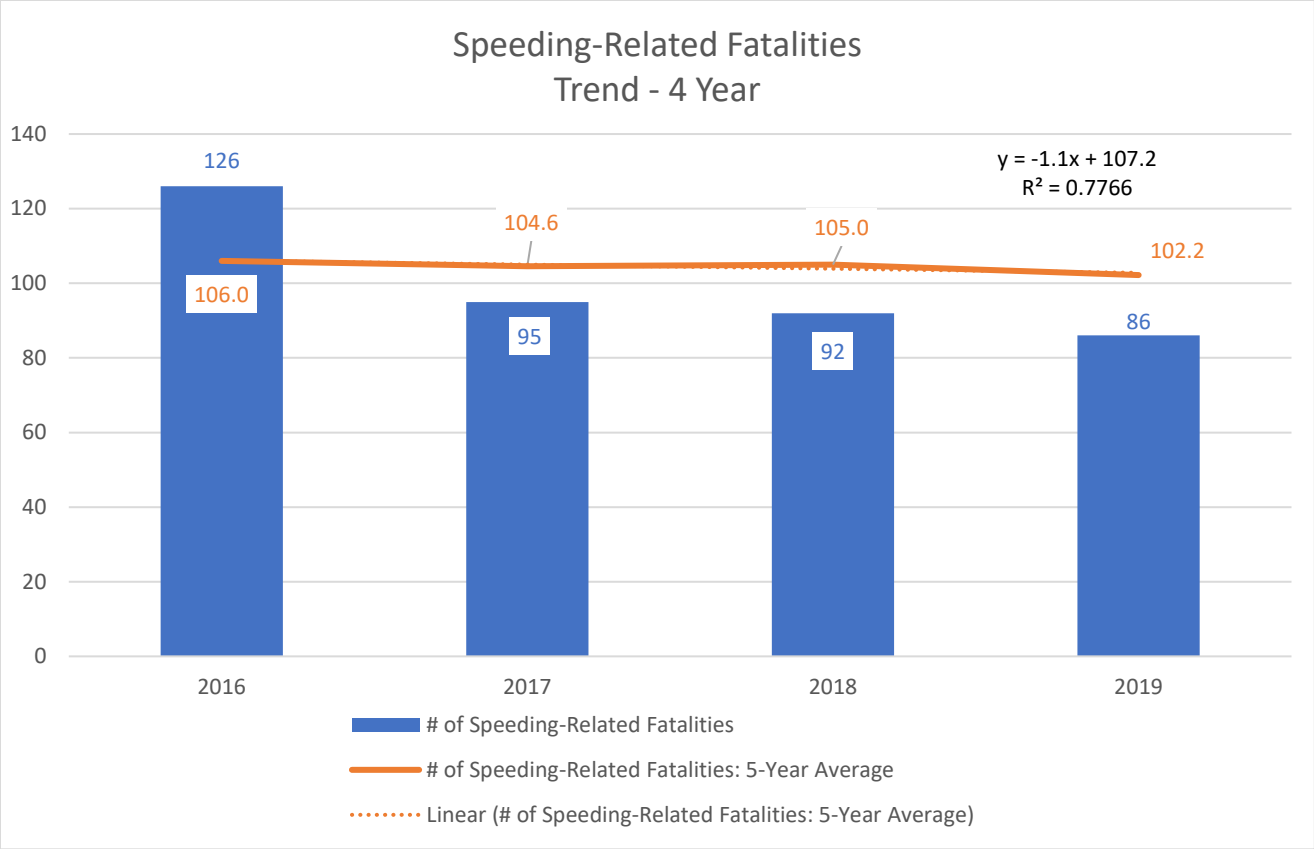
Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2021	Numeric	97.0	5 Year	2017

Performance Target Justification

The target of 97.0 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5-year average of 128.8 speeding-related fatalities in half by 2030. The current trend was projected through 2021 to be 100.6 and then a reduction from the 2021 projection was calculated for a linear reduction to meet the Interim Goal. The linear trend line for the 4-year period through 2019 was used to project the current trend through 2021. The figure below shows the number of speeding related fatalities, the 5-year average and the trend line.



The following table includes the 2015 to 2019 number of speeding-related fatalities, 5-year average, the projected 2020 and 2021 values and 2021 target.

Crash Data / Trends					**Baseline**	**Trend**	**Trend**	**Target**
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2021**
# of Speeding-Related Fatalities	112	126	95	92	86	-	-	-
# Speeding-Related: 5-Year Moving Average	96.0	106.0	104.6	105.0	102.2	101.7	100.6	97.0

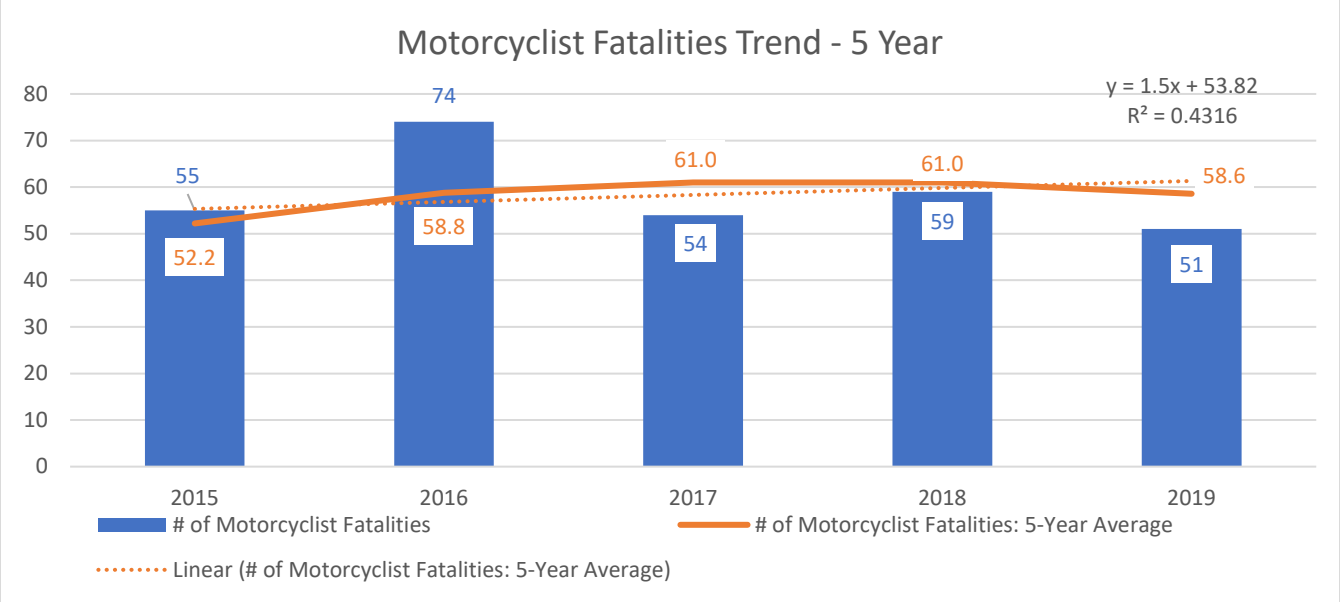
Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2021	Numeric	60.6	5 Year	2017

Performance Target Justification

The target of 60.6 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5-year average of 53.6 fatalities in half by 2030. The current trend was projected through 2021 to be 64.3 and then a reduction from the 2021 projection was calculated for a linear reduction to meet the Interim Goal. The linear trend line for the 5-year period through 2019 was used to project the current trend through 2021. The figure below shows the number of motorcyclist fatalities, the 5-year average and the trend line.



The following table includes the 2015 to 2019 number of motorcyclist fatalities, 5-year average, the projected 2020 and 2021 values and 2021 target.

Crash Data / Trends					Baseline	Trend	Trend	Target
	2015	2016	2017	2018	2019	2020	2021	2021
# of Motorcyclist Fatalities	55	74	54	59	51	-	-	-
# Motorcyclist: 5-Year Moving Average	52.2	58.8	61.0	61.0	58.6	62.8	64.3	**60.6**

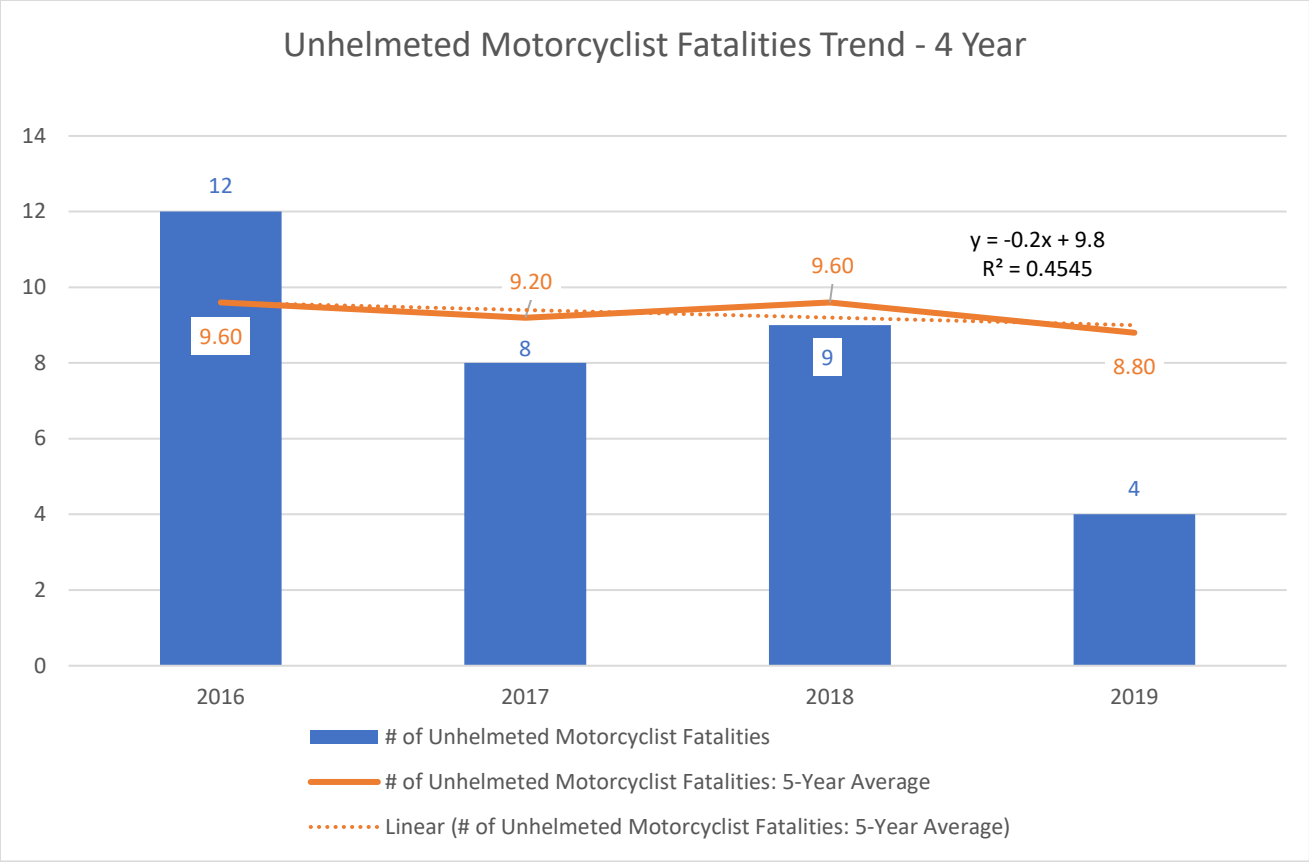
Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2021	Numeric	8.3	5 Year	2017

Performance Target Justification

The target of 8.3 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5-year average of 11.6 unhelmeted motorcyclist fatalities in half by 2030. The current trend was projected through 2021 to be 8.6 and then a reduction from the 2021 projection was calculated for a linear reduction to meet the Interim Goal. The linear trend line for the 4-year period through 2019 was used to project the current trend through 2021. The figure below shows the number of unhelmeted motorcyclist fatalities, the 5-year average and the trend line.



The following table includes the 2015 to 2019 number of unhelmeted motorcyclist fatalities, 5-year average, the projected 2020 and 2021 values and 2021 target.

Crash Data / Trends					**Baseline**	**Trend**	**Trend**	**Target**
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2021**
# of Unhelmeted Motorcyclist Fatalities	11	12	8	9	4	-	-	-
# Unhelmeted Motorcyclist: 5-Year Moving Average	8.20	9.60	9.20	9.60	8.80	8.8	8.6	**8.3**

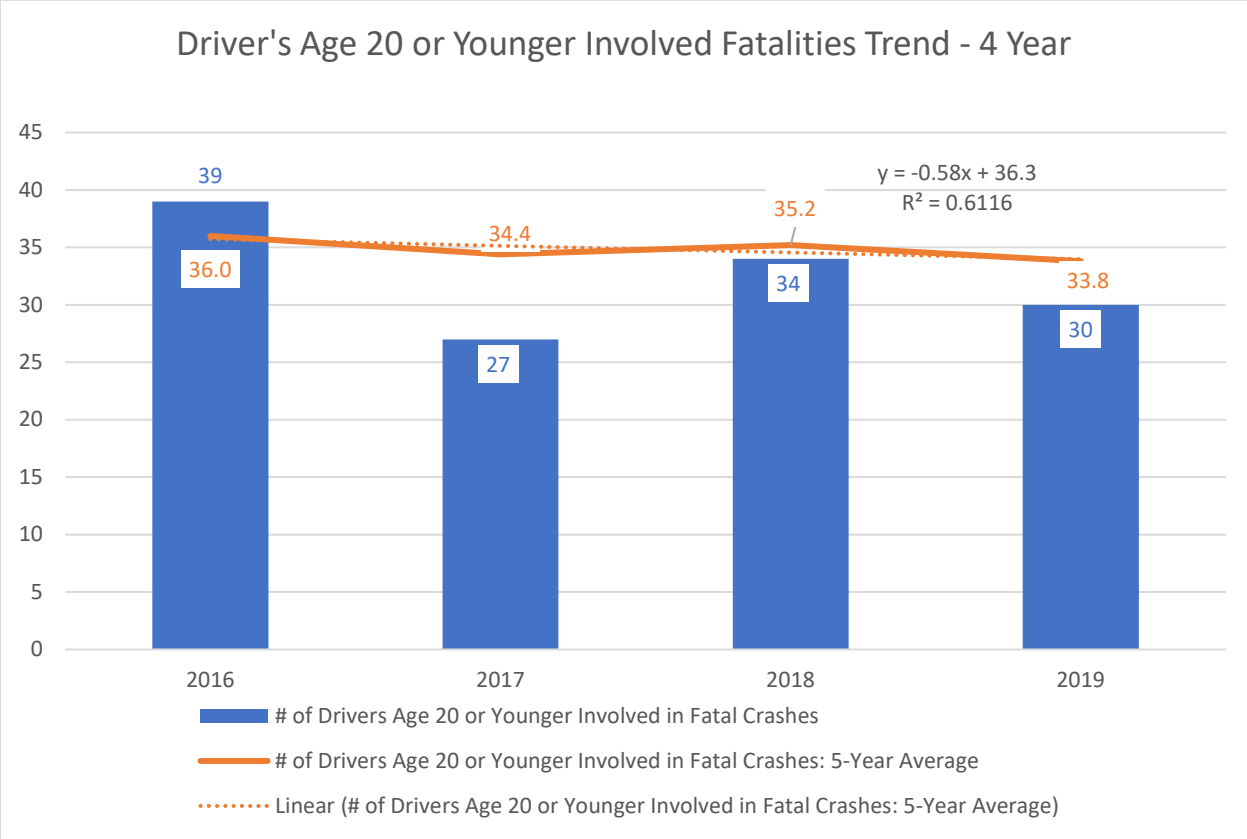
Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2021	Numeric	32.6	5 Year	2017

Performance Target Justification

The target of 32.6 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5-year average of 62.2 Drivers Age 20 or Younger Involved in Fatal Crashes in half by 2030. The current trend was projected through 2021 to be 32.8 and then a reduction from the 2021 projection was calculated for a linear reduction to meet the Interim Goal. The linear trend line for the 4-year period through 2019 was used to project the current trend through 2021. The figure below shows the number of driver age 20 or younger fatalities, the 5-year average and the trend
line.



The following table includes the 2015 to 2019 number of driver age 20 or younger fatalities, 5-year average, the projected 2020 and 2021 values and 2021 target.

Crash Data / Trends					Baseline	Trend	Trend	Target
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2021**
# of Drivers Age 20 or Younger Fatalities	39	39	27	34	30	-	-	-
# Drivers Age 20 or Younger: 5-Year Average	33.4	36.0	34.4	35.2	33.8	33.4	32.8	**32.6**

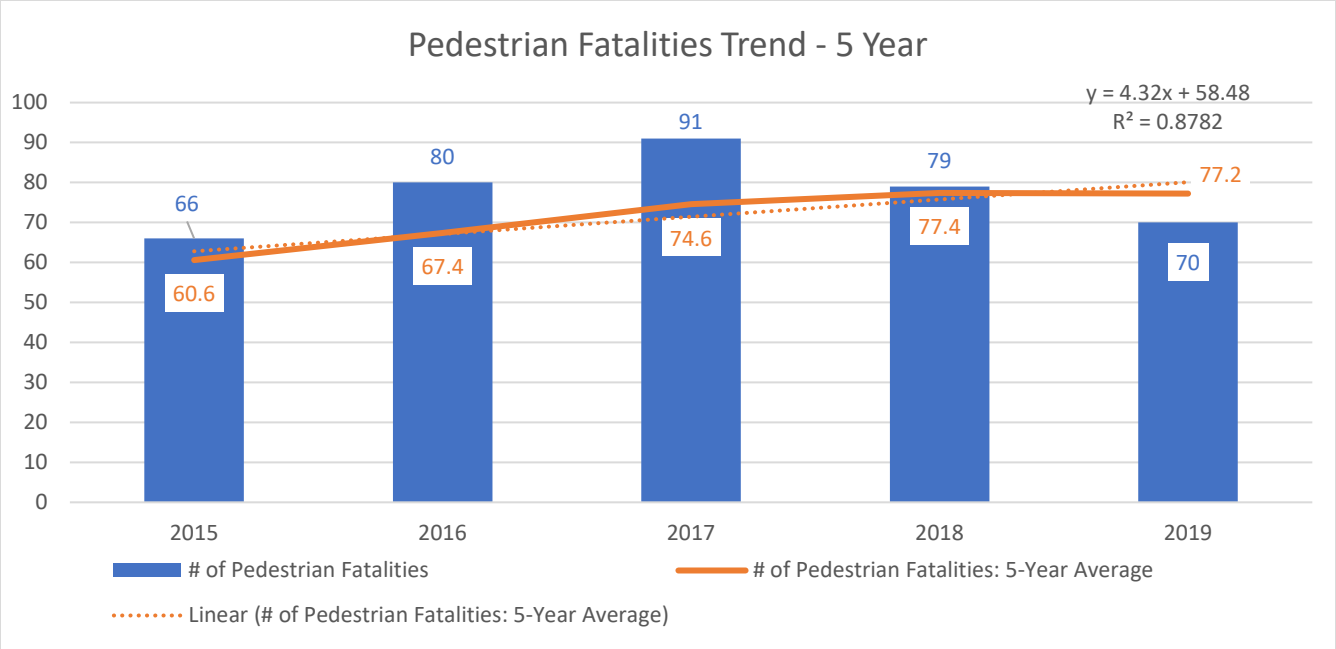
Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2021	Numeric	82.7	5 Year	2017

Performance Target Justification

The target of 82.7 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5-year average of 56.4 pedestrian fatalities in half by 2030. The current trend was projected through 2021 to be 88.7 and then a reduction from the 2021 projection was calculated for a linear reduction to meet the Interim Goal. The linear trend line for the 5-year period through 2019 was used to project the current trend through 2021. The figure below shows the number of pedestrian fatalities, the 5-year average and the trend line.



The following table includes the 2015 to 2019 number of pedestrian fatalities, 5-year average, the projected 2020 and 2021 values and 2021 target.

Crash Data / Trends					**Baseline**	**Trend**	**Trend**	**Target**
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2021**
# of Pedestrian Fatalities	66	80	91	79	70	-	-	-
# Pedestrians: 5-Year Moving Average	60.6	67.4	74.6	77.4	77.2	84.4	88.7	**82.7**

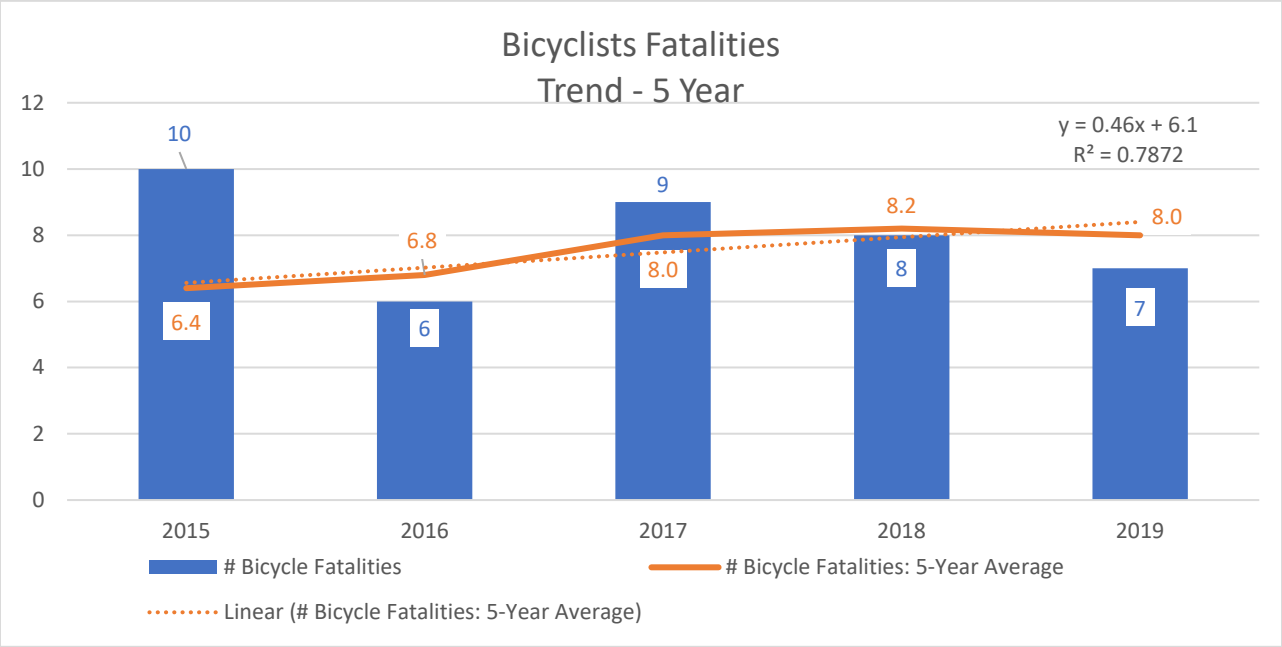
Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2021	Numeric	8.8	5 Year	2017

Performance Target Justification

The target of 8.8 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5-year average of 7.4 bicyclist fatalities in half by 2030. The current trend was projected through 2021 to be 9.3 and then a reduction from the 2021 projection was calculated for a linear reduction to meet the Interim Goal. The linear trend line for the 5-year period through 2019 was used to project the current trend through 2021. The figure below shows the number of bicyclists fatalities, the 5-year average and the trend line.



The following table includes the 2015 to 2019 number of bicyclists fatalities, 5-year average, the projected 2020 and 2021 values and 2021 target.

Crash Data / Trends					**Baseline**	**Trend**	**Trend**	**Target**
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2021**
# of Bicyclist Fatalities	10	6	9	8	7	-	-	-
# Bicyclist: 5-Year Moving Average	6.4	6.8	8.0	8.2	8.0	8.9	9.3	**8.8**

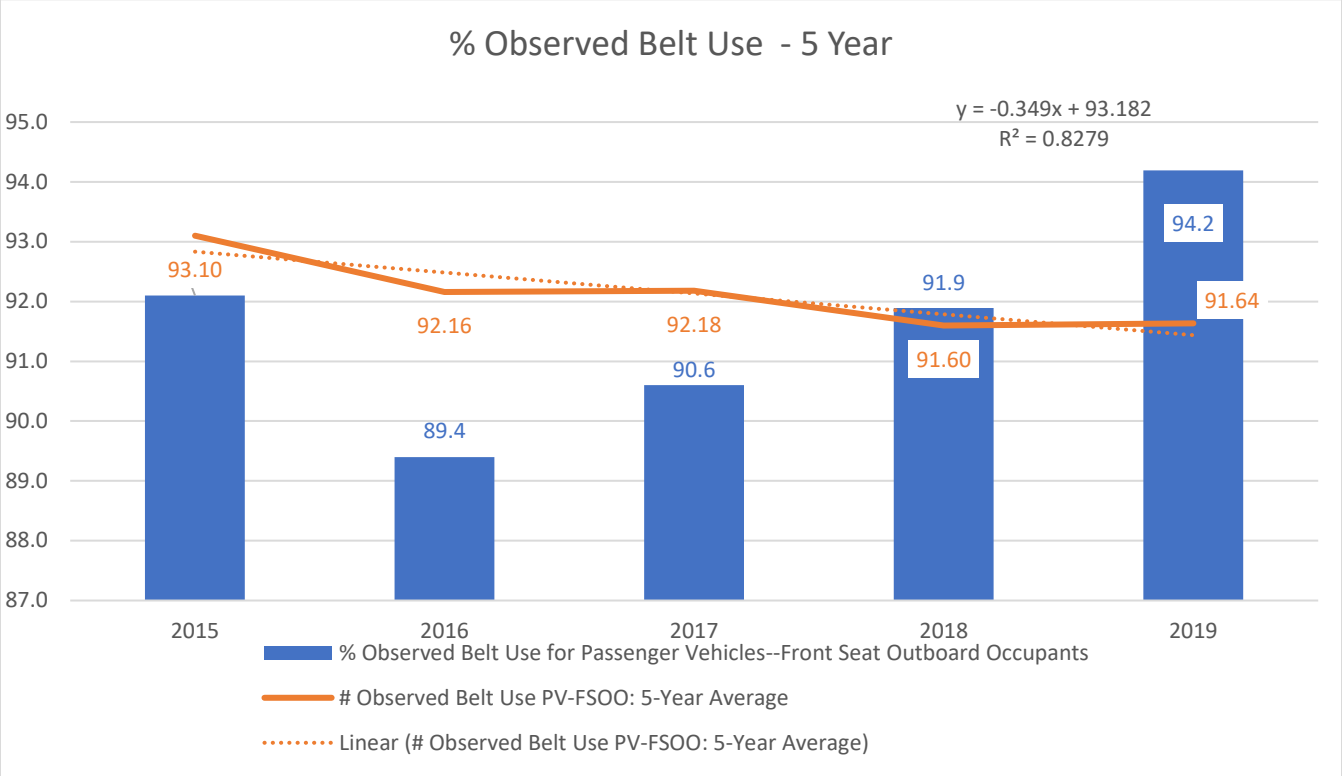
Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2021	Numeric	91.58	5-year	2017

Performance Target Justification

The target of 91.58 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5-year average of 8.8 percent observed non seat belt use (91.2 observed use) in half by 2030. The current trend was projected through 2021 to be 91.14 and then a linear increase from the 2021 projection was calculated to meet the Interim Goal. This target of 91.58 is slightly lower than the 2019 5-year average because of the decreasing seat belt use percent of the 5-year trend line that resulted in a decrease of % observed belt use for 2020 and 2021. The figure below shows the % observed seat belt use, the 5-year average and the trend line.



The following table includes the 2015 to 2019 observed passenger belt use fatalities, 5-year average, the projected 2020 and 2021 values and 2021 target.

Crash Data / Trends					Baseline	Trend	Trend	Target
	2015	2016	2017	2018	2019	2020	2021	2021
% Observed Belt Use for Passenger Vehicles--Front Seat Outboard Occupants	92.1	89.4	90.6	91.9	94.2	-	-	-
# Observed Belt Use PV-FSOO: 5-Year Moving Average	93.10	92.16	92.18	91.60	91.64	91.36	91.14	**91.58**

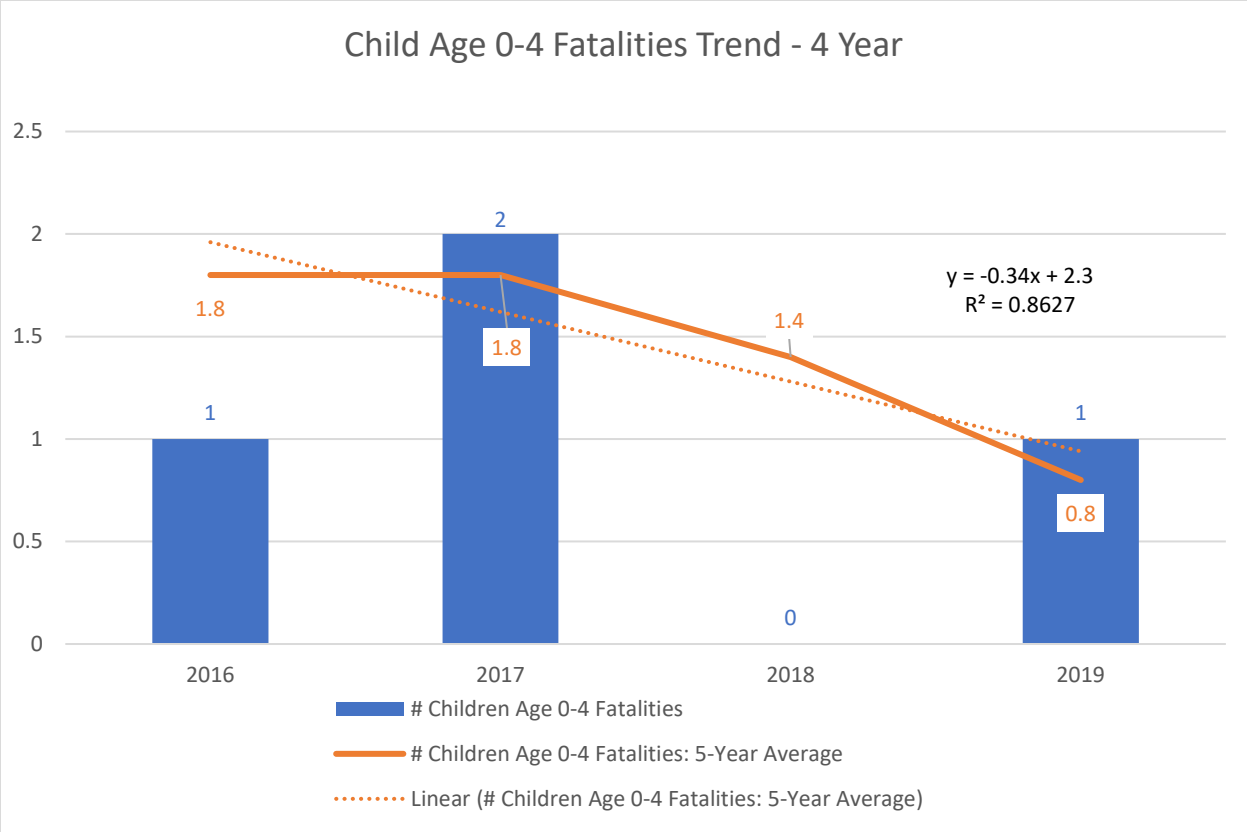
Performance Measure: A-1) Number of traffic fatalities of children Age 0-4 (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
A-1) Number of traffic fatalities of children Age 0-4 (FARS)-2021	Numeric	0.3	5 Year	2017

Performance Target Justification

The target of 0.3 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5-year average of 5.2 fatalities of children age 0 - 4 in half by 2030. The current trend was projected through 2021 to be 0.3, which was set as the target since it is below the Interim Goal. The linear trend line for the 4-year period through 2019 was used to project the current trend through 2021.The figure below shows the number of children age 0-4 fatalities, the 5-year average and the trend line.



The following table includes the 2015 to 2019 number of fatalities, 5-year average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends				**Baseline**	**Trend**	**Trend**	**Target**
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2021**
# Children Age 0-4 Fatalities	0	1	2	0	1	-	-	-
# Children 0-4: 5-Year Moving Average	1.8	1.8	1.8	1.4	0.8	0.6	0.3	**0.3**

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-C-1: The percentage of crash records with no missing critical data elements-2021	Percentage	92	Annual	2021

Primary performance attribute: **Completeness**

Core traffic records data system to be impacted: **Crash**

Performance Target Justification

Nevada is setting a 2021 performance measure target of 92% of crash records having all critical data elements by 2021. This target builds maintains the current performance measure target of 92% that Nevada established for 2020 that we are working towards.

Performance Measure: I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file-2021	Percentage	64	Annual	2020

Primary performance attribute: **Integration**

Core traffic records data system to be impacted: **Emergency Medical Services/Injury Surveillance Systems**

Performance Target Justification

Nevada has set the 2021 performance measure target at 64% for linkage between the appropriate records in the trauma database and the crash file. The last four years have had an increase from 49 to 54% and Nevada is on track to meet the 2020 target of 62%. This target for 2020 builds upon the recent improvements.

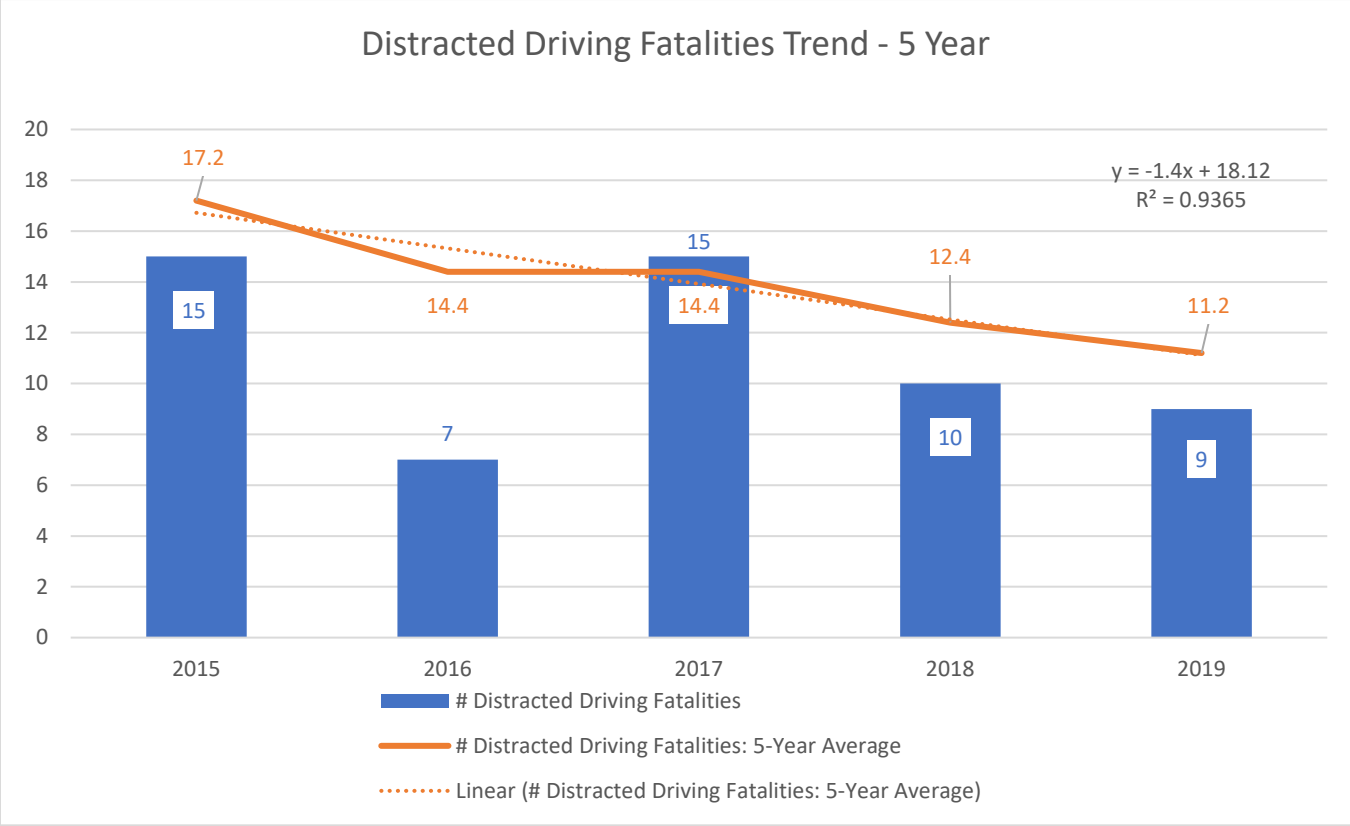
Performance Measure: A-2) Number of traffic fatalities reported as distracted driving (State)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
A-2) Number of traffic fatalities reported as distracted driving (State)-2021	Numeric	8.3	5 Year	2016

Performance Target Justification

The target of 8.3 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2010 to 2014 5-year average of 17.0 distracted driving fatalities in half by 2030 (2010 to 2014 was first year a five year moving average was available). The current trend was projected through 2021 to be 8.3 and was set to be the target since it was below the Interim Goal. The figure below shows the number of distracted driving fatalities, the 5-year average and the trend line.



The following table includes the 2015 to 2019 number of fatalities, 5-year average, the projected 2019 and 2020 values and 2020 target.

Crash Data / Trends					Baseline	Trend	Trend	Target
	2015	2016	2017	2018	2019	2020	2021	2021
# Distracted Driving Fatalities	15	7	15	10	9	-	-	-
# Distracted: 5-Year Moving Average	17.2	14.4	14.4	12.4	11.2	9.7	8.3	**8.3**

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-T-1) Traffic Records Crash Timeliness Median Days-2021	Numeric	12.00	Annual	2021

Primary performance attribute: **Timeliness**

Core traffic records data system to be impacted: **Crash**

Performance Target Justification

Nevada has set the 2021 performance measure at 12 for the median number of number of days from the crash date to the date the crash report is entered into the NCATS database. This has been set with up to 5 days provided for the law enforcement agency to approve the crash and transfer it to NDOT and an additional 7 days for NDOT Traffic Safety Engineering to review and clean the data and upload the crashes into NCATS. This data transfer from law enforcement agencies to NDOT is on track to make significant progress on electronic transfers by the end of 2020 and put Nevada in position to meet this goal in 2021.

Performance Measure: C-T-2) Percentage crash report entered into database within 30 days after the crash

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-T-2) Percentage crash report entered into database within 30 days after the crash-2021	Percentage	92	Annual	2020

Primary performance attribute: **Timeliness**

Core traffic records data system to be impacted: **Crash**

Performance Target Justification

Nevada has set its 2021 performance target at 92 percent of crash reports entered into the database within 30 days after the crash. The process had been over 60 days for a high percentage of crashes over the last few years, but a significant amount of effort has been focused on improving the electronic transfer of files between law enforcement agencies and NDOT. This process is anticipated to be weekly or less for a majority of crashes by the end of 2020, which would put Nevada in position to exceed this target in 2021.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: **Yes**

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

Seat belt citations: **1568**

Fiscal Year A-1: **2019**

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

Impaired driving arrests: **372**

Fiscal Year A-2: **2019**

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

Speeding citations: **24,039**

Fiscal Year A-3: **2019**

Program areas

Program Area: Communications (Media)

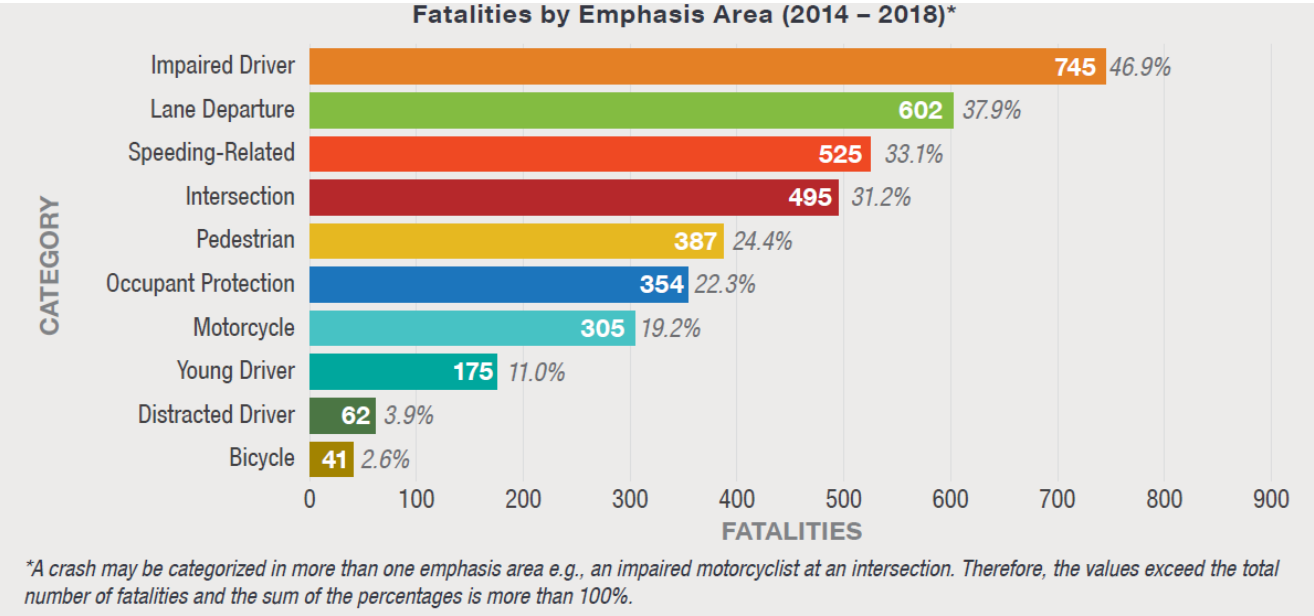
Description of Highway Safety Problems

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

Maintaining high awareness of the Zero Fatalities brand, building on the baseline in place

- Increase public education and awareness of safe driving behaviors for motorists
- Drive positive behavioral change that will result in a decrease in the total number of fatalities
- Share campaign information with existing partners to support shared initiatives and increase effectiveness
- Forge new and mutually beneficial partner relationships that will contribute to a culture of traffic and community safety
- Develop and grow a diverse network of organizations that are committed to the shared goal of Zero Fatalities, supporting community safety, public health, well-being and risk reduction.
- Collaborate with partners to increase education and encourage behavioral change, helping to build a culture of traffic safety in Nevada and continually striving to eliminate fatalities and serious injuries on our roadways.
- Provide opportunities for organizations to receive updated traffic safety training, focusing on the key factors contributing to crashes (e.g. impaired driving, occupant protection, pedestrian safety, distracted driving and intersection safety).

  The “Always On” approach will leverage an integrated mix of Paid + Earned + Owned + Partnerships to support initiatives. Some behaviors, such as Impaired and Speed, will receive paid media, while others (bicycle safety, distracted driving, pedestrian safety, occupant protection, motorcycle safety and intersection safety) will receive coverage via owned and earned channels.



Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (FARS)	2021	5 Year	330.2

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Outreach

Countermeasure Strategy: Communication Campaign

Program Area: **Communications (Media)**

Project Safety Impacts

Media and communications will be utilized to reduce traffic fatalities and serious injury crashes by raising awareness of critical traffic safety issues (HSP 2021 Performance Measures 1-14) and the need to change poor driver behavior. The OTS will generate behavior-altering public traffic safety announcements and messaging that address: 1) impaired driving, 2) safety belt usage, 3) pedestrian safety, 4) motorcycle safety, and 5) distracted driving as well as other critical behaviors in an effort to establish a downward trend in fatalities and serious injuries. All campaigns are part of and support the State's Zero Fatalities mission.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach. The overarching goal will be to educate the public about roadway safety while increasing awareness of coordinated campaigns and messages to create a positive change in safety-related behaviors on Nevada's roadways, specifically:

- Increase or maintain seat belt usage observed in the 2019 observational survey
- Reduce impaired driving crashes and fatalities in FY2021
- Reduce pedestrian fatalities in FY2021
- Effectively reach and educate drivers, motorcyclists, and pedestrians through high-impact and engaging media channels

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Communications and Outreach is recognized by "Countermeasures That Work" as an effective strategy.

Alcohol and Drug Impaired Driving 5.2

Seat Belts and Child Restraints 3.1, 3.2

Speeding 4.1

Distracted Driving 2.2

Motorcycle Safety 4.1, 4.2

Pedestrians 3.1

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Communications	Communications

Program Management	OTS Program Management

Planned Activity: Communications

Planned activity number: **Communications**

Primary Countermeasure Strategy ID:

Planned Activity Description

Mass Media, Outreach and Communications of Zero Fatalities Program, traffic safety emphasis areas (based on problem ID), and safe driving behaviors.

Intended Subrecipients

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Communication Campaign
Outreach
Outreach

Funding sources

See 2021 Project Detail Chart

Planned Activity: OTS Program Management

Planned activity number: **Program Management**

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management

Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources
See 2021 Project Detail Chart

Countermeasure Strategy: Highway Safety Office Program Management
Program Area: **Communications (Media)**

Project Safety Impacts
Planning and Administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

Linkage Between Program Area
Planning and Administration is necessary to address all program areas, performance targets, etc. Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects the NHTSA requirements.

Rationale
Planning & Administration provides necessary staff and administrative/operational funding to deliver traffic safety program services.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	OTS Program Management

Planned Activity: OTS Program Management
Planned activity number: **Program Management**

Primary Countermeasure Strategy ID:

Planned Activity Description
Program management (staff) for all traffic safety program areas.

Intended Subrecipients
Office of Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

See 2021 Project Detail Chart

Countermeasure Strategy: Outreach

Program Area: **Communications (Media)**

Project Safety Impacts

Communications and outreach strategies will be utilized to reduce traffic fatalities and serious injury crashes by making the public aware of behaviors that lead to traffic crashes and Nevada's Zero Fatalities goal.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Communications and Outreach Strategies are recommended by "Countermeasures That Work" across multiple traffic safety areas.

Seat Belts and Child Restraints, 6. Communications and Outreach

Speeding and Speed Management, 4. Communications and Outreach

Distracted and Drowsy Driving, 2. Communications and Outreach

Motorcycle Safety, 4. Communications and Outreach

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Communications	Communications
Outreach	Outreach

Planned Activity: Communications

Planned activity number: **Communications**

Primary Countermeasure Strategy ID:

Planned Activity Description

Mass Media, Outreach and Communications of Zero Fatalities Program, traffic safety emphasis areas (based on problem ID), and safe driving behaviors. Projects include outreach to the public and special demographics, such as law enforcement agencies and traffic safety education programs.

Intended Subrecipients

Roadway users, law enforcement agencies, education programs

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Communication Campaign
Outreach
Outreach

Funding sources

See 2021 Project Detail Chart

Planned Activity: Outreach

Planned activity number: **Outreach**

Primary Countermeasure Strategy ID:

Planned Activity Description
Projects include outreach to the public and special demographics, such as law enforcement agencies and traffic safety education

Intended Subrecipients
Roadway users, law enforcement agencies, education programs

See 2021 Project Detail Chart

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
CPS Training and Installation
Outreach
Outreach

Funding sources
See 2021 Project Detail Chart

Program Area: Distracted Driving

Description of Highway Safety Problems

DISTRACTED DRIVING CRASHES

3.9% of Nevada's total fatalities.

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

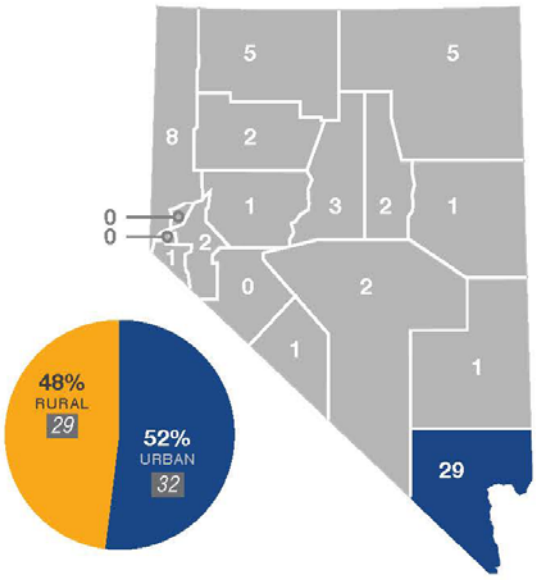
What?

Between 2014 and 2018, a total of **62 fatalities and 63 fatal distracted driving crashes** occurred in Nevada.

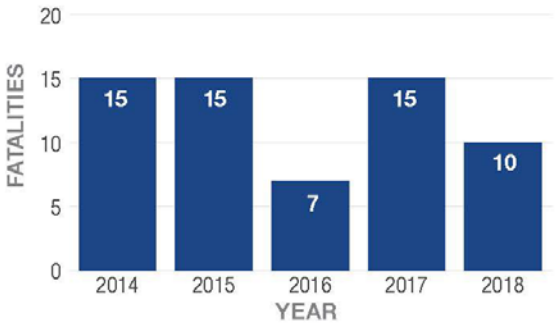
Where?

Between 2014 and 2018, 52% of fatal distracted driving crashes occurred on urban roadways. Clark County reported the greatest number of fatal distracted driving crashes in Nevada.

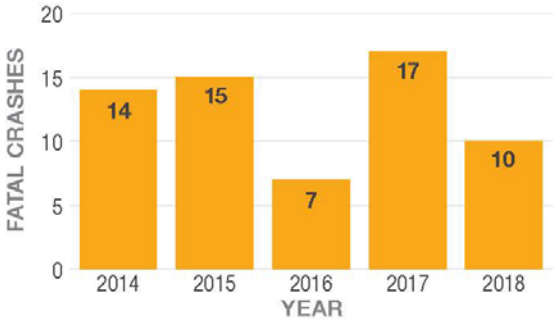
Location of Fatal Distracted Driving Crashes*



Distracted Driving Fatalities**



Distracted Driving Fatal Crashes***



**Does not include values that are unknown or missing*

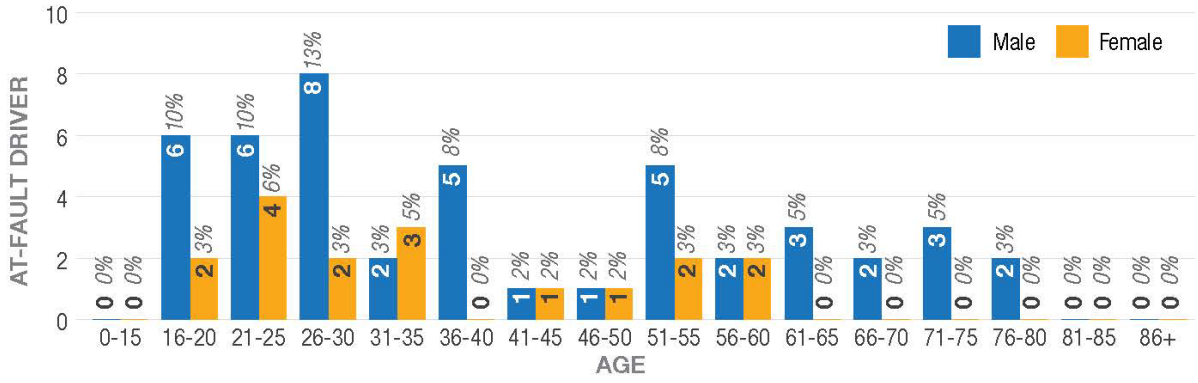
***These charts have been modified to match the NHTSA STSI summary*

****In 2017, the number of fatal crashes is higher than the number of fatalities due to adjusting the fatality values to match NHTSA STSI*

Who?

Males ages 26 to 30 were the largest reported age groups of at-fault drivers in fatal distracted driving crashes from 2014 to 2018.

Age/Gender Breakdown of At-Fault Driver in Fatal Distracted Driving Crashes

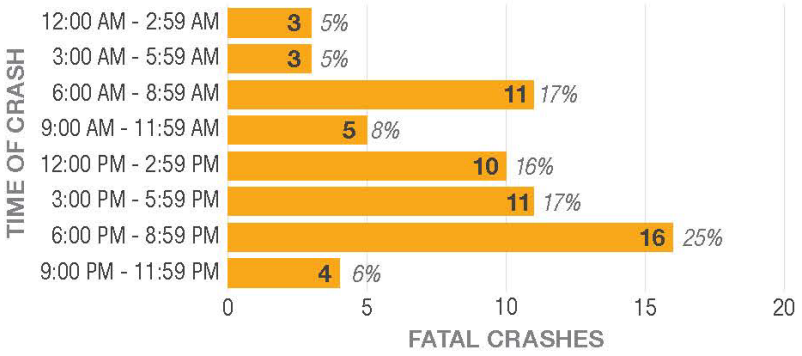


When?

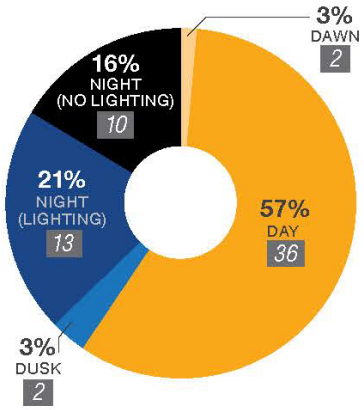
Fatal distracted driving crashes occurred most frequently between the hours of 6:00 PM and 8:59 PM. However, outside of this time frame, the majority of crashes (57%) took place during the day.

Between 2014 and 2018, most fatal distracted driving crashes occurred on Saturday. November was the highest reported month for fatal distracted driving crashes.

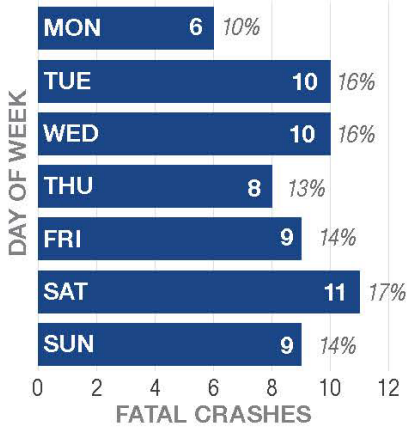
Fatal Distracted Driving Crashes by Time of Day



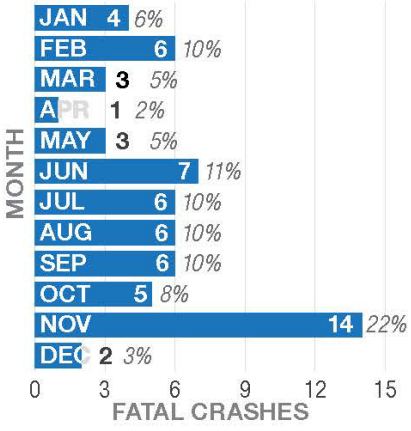
Lighting at Time of Fatal Distracted Driving Crash



Fatal Distracted Driving Crashes by Day of Week

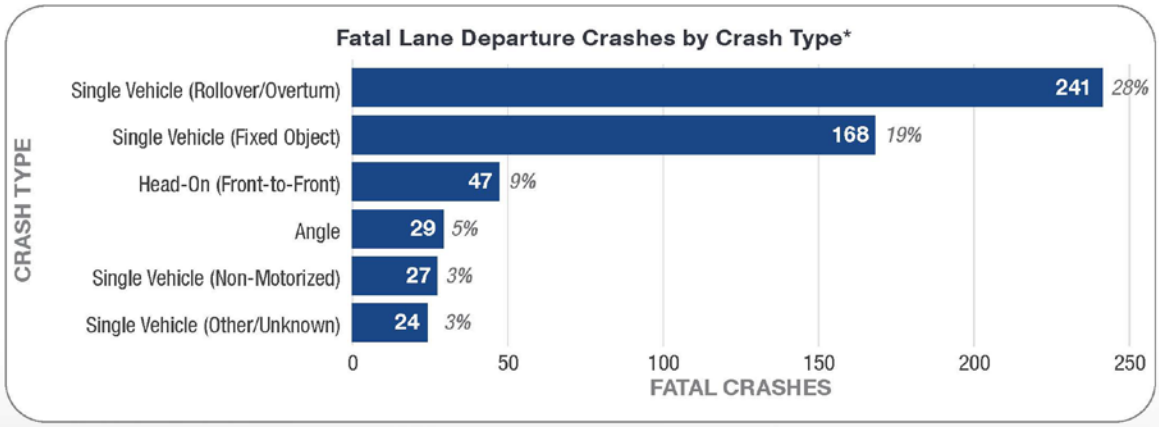


Fatal Distracted Driving Crashes by Month of Year



Why?

From 2014 to 2018, fatal lane departure crashes most frequently involved a motor vehicle rolling over (33%). The least frequent fatal lane departure crash type involved a motor vehicle side swiping/overtaking another motor vehicle (4%).



*Does not include values that are unknown or missing or data categories with low representation

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	A-2) Number of traffic fatalities reported as distracted driving (State)	2021	5 Year	8.3

Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement
Highway Safety Office Program Management

Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

Program Area: **Distracted Driving**

Project Safety Impacts

Countermeasures That Work rates enforcement as effective in reduction of distracted driving. In 2018 distracted driving high visibility enforcement activities yielded 5,139 citations.

Linkage Between Program Area

Distracted driving continues to be a concern for users of Nevada's roadways. Citation information, along with input from law enforcement, informs OTS' decisions to fund distracted driving enforcement events. Although Nevada's cell phone use law was effective in 2011, the number of citations written during High Visible Enforcement (HVE) events for cell phone distracted driving violations has not significantly decreased. Distracted Driving was added to the State's HVE problem focus areas in 2012, and is a focus area of the State's Strategic Highway Safety Plan (SHSP). The SHSP action steps include increasing targeted enforcement and public education.

From 2012 to 2016 in Nevada 540 fatalities and 1,688 serious injuries occurred in lane departure crashes, primarily young male drivers in urban locations during daytime hours were involved. While not all of these can be attributed to distracted driving we believe that inattentiveness is a major contributing factor to lane departure crashes.

Rationale

While crash and fatality data on distracted driving as a causal factor is incomplete and difficult to obtain, the number of citations given during enforcement events provides evidence that this continues to be an area of concern despite a ban on hand held cell phone use. Distracted driving enforcement is funded through Nevada OTS' statewide HVE program Joining Forces, and is conducted during National Distracted Driving month in April, along with additional enforcement periods in 201 in February and July.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSEP-DD Enf	Distracted Driving HVE

Planned Activity: Distracted Driving HVE

Planned activity number: **TSEP-DD Enf**

Primary Countermeasure Strategy ID:

Planned Activity Description

Statewide coordinated high visibility enforcement of distracted driving laws by multiple law enforcement agencies. Up to six weeks of dedicated distracted driving HVE occur throughout the year, as well as continuing to be a focus area throughout all HVE mobilizations.

Intended Subrecipients

Law enforcement agencies statewide

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement

Funding sources

See 2021 Project Detail Chart and 2021 TSEP Funding Chart

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Distracted Driving**

Project Safety Impacts

Planning and Administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

Linkage Between Program Area

Planning and Administration is necessary to address all program areas, performance targets, etc. Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects the NHTSA requirements.

Rationale

Planning & Administration provides necessary staff and administrative/operational funding to deliver traffic safety program services.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	OTS Program Management

Planned Activity: OTS Program Management

Planned activity number: **Program Management**

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

See 2021 Project Detail Chart

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

IMPAIRED DRIVING CRASHES

46.9% of Nevada's total fatalities.

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

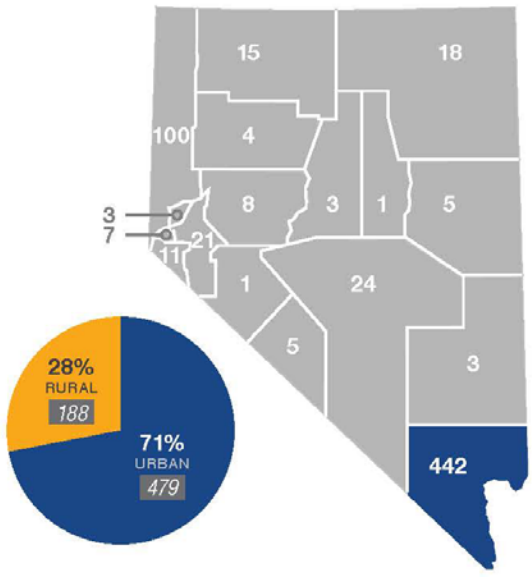
What?

Between 2014 to 2018, the number of impaired driving fatalities and fatal crashes generally decreased. A total of **745 fatalities and 671 fatal impaired driving crashes** occurred on Nevada roadways during that time.

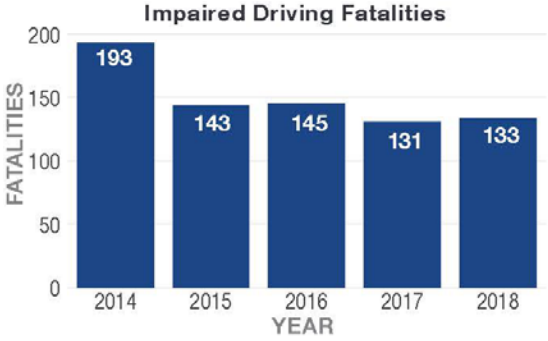
Where?

From 2014 to 2018, more than 70% of fatal impaired driving crashes occurred on urban roadways. Clark County reported the highest number of fatal impaired driving crashes in Nevada.

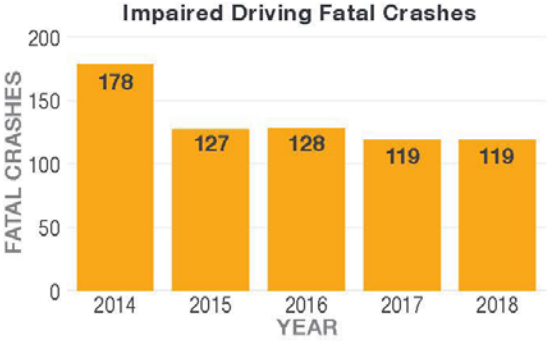
Location of Fatal Impaired Driving Crashes*



Impaired Driving Fatalities



Impaired Driving Fatal Crashes

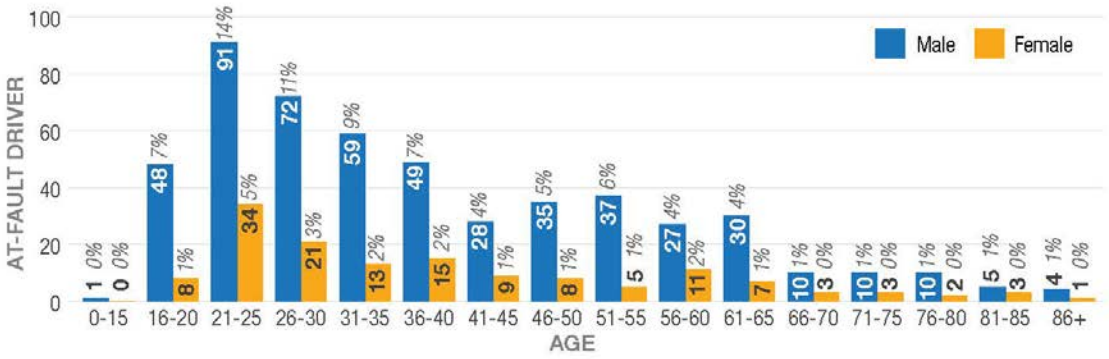


*Does not include values that are unknown or missing

Who?

Males ages 21 to 25 comprised the greatest number of at-fault drivers in fatal impaired driving crashes from 2014 to 2018.

Age/Gender Breakdown of At-Fault Drivers in Impaired Driving Fatal Crashes*

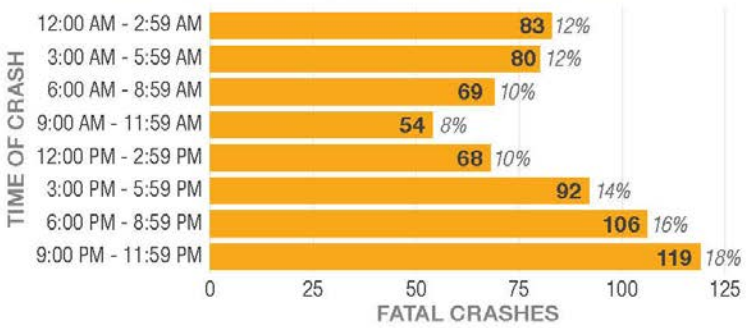


When?

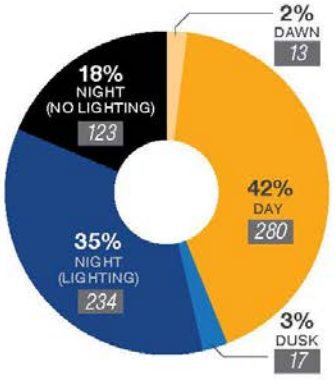
Nearly half of fatal impaired driving crashes took place between 3:00 PM and 11:59 PM, while 53% of the time the officer reported that the fatal crash took place at night in areas with and without street lighting.

From 2014 to 2018, 38% of fatal impaired driving crashes occurred on the weekends. These crashes occurred most frequently in the month of September.

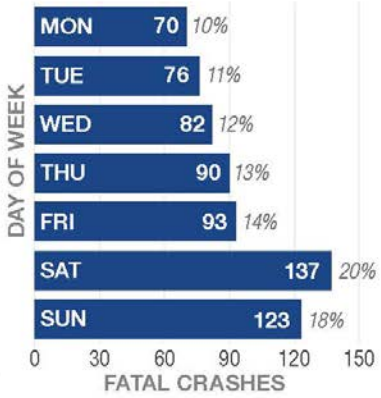
Fatal Impaired Driving Crashes by Time of Day



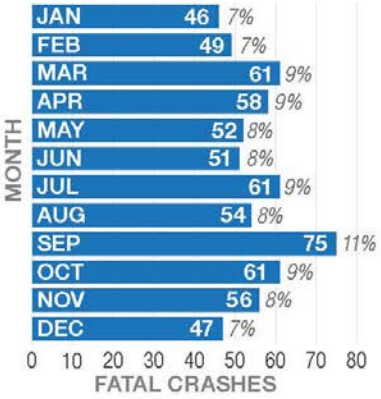
Lighting at Time of Impaired Driving Fatal Crash*



Fatal Impaired Driving Crashes by Day of Week



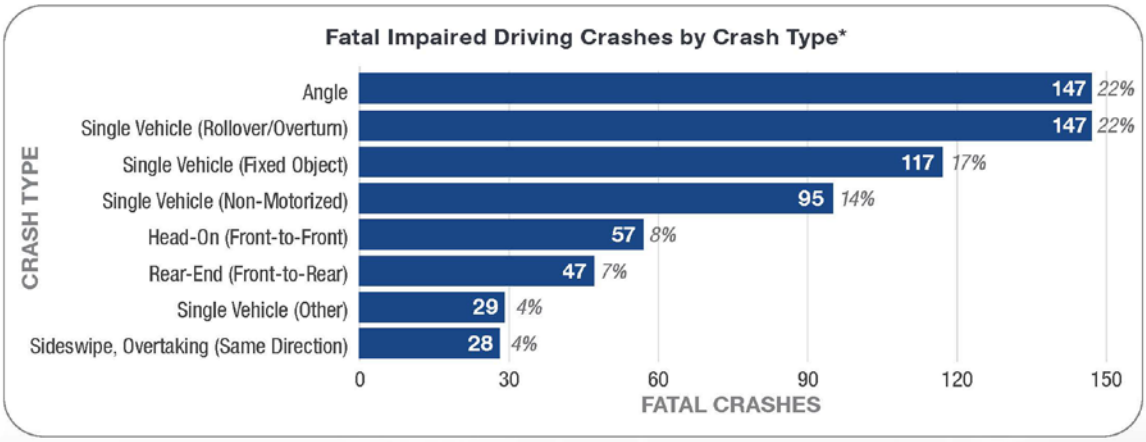
Fatal Impaired Driving Crashes by Month of Year



*Does not include values that are unknown or missing

Why?

From 2014 to 2018, 44% of fatal impaired driving crashes involved a motor vehicle being struck by another motor vehicle in an angle crash or rolling over.



*Does not include values that are unknown or missing or data categories with low representation

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2021	5 Year	90.6

Countermeasure Strategies in Program Area

Countermeasure Strategy
DWI Courts
High Visibility Enforcement (Impaired)
Highway Safety Office Program Management
Judicial & Prosecutor Education
Law Enforcement Training

Countermeasure Strategy: DWI Courts

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

DWI Courts are rated as highly effective for reducing recidivism. With the passage of mandatory ignition interlock the specialty courts will need to assume an even stronger role in case management for DWI offenders. Funding for DWI Courts supports case management and coordination.

Linkage Between Program Area

Nevada Justice Courts handled 7,002 misdemeanor DUI cases and 561 Felony DUI cases in 2015. 48% of DUI charges resulted in a guilty finding. Nevada successfully funds DUI Courts in Las Vegas, Washoe County, and Carson City to provide assessment, treatment and intensive supervision of the impaired drivers during the length of time they actively participate in the program to help break the cycle of drug and/or alcohol addiction. They provide a critical balance of authority, supervision, support and encouragement as an alternative to incarceration for the DUI offender. The courts utilize the 10 Guiding Principles of DWI Courts. The DUI Courts reduce recidivism because the judge, prosecutor, probation staff, and treatment staff work together to ensure all requirements of the program are followed, while ensuring that underlying treatment issues are being addressed. Non-compliant offenders receive swift and immediate judicial or administrative action.

Rationale

Countermeasures That Work, Alcohol and Drug Impaired Driving, 3.1

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DUI Specialty Courts	DUI Specialty Courts

Planned Activity: DUI Specialty Courts

Planned activity number: **DUI Specialty Courts**

Primary Countermeasure Strategy ID:

Planned Activity Description

The DUI Court Program is a court-supervised, comprehensive treatment program for misdemeanor DUI offenders. Operating under the 10 Key Components of the National Association of Drug Court Professionals (NADCP), the program's goal is to reduce DUIs and lower DUI recidivism among its participants through treatment intervention, alcohol/drug testing, court supervision, house arrest, and community supervision, along with drug/alcohol use monitoring technology. Funding is provided to support case management and coordination.

The Felony DUI Court offers repeat DUI offenders with no fewer than three DUI offenses who are facing a minimum one-year prison sentence to receive treatment instead of incarceration. Included in these programs are Mental Health Court and the Misdemeanor Treatment Court for high BAC misdemeanor cases to change behaviors and lower recidivism. DUI Court program expenses and treatment costs are paid by the offenders including house arrest (including SCRAM), ignition interlock devices, and substance abuse counseling.

Intended Subrecipients
Courts

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
DWI Courts

Funding sources
See 2021 Project Detail Chart

Countermeasure Strategy: High Visibility Enforcement (Impaired)
Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts
High Visibility Enforcement will be utilized to reduce traffic fatalities and serious injury crashes by removing impaired drivers from the roads.

Linkage Between Program Area
Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale
High Visibility/Saturation patrol is recognized by "Countermeasures That Work" as an effective strategy. Alcohol and Drug Impaired Driving: 2.2

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSEP-ID Enf	Impaired Driving HVE
TSEP-Ped Enf	Ped & Motorist HVE

Planned Activity: Impaired Driving HVE
Planned activity number: **TSEP-ID Enf**

Primary Countermeasure Strategy ID:

Planned Activity Description
High visibility law enforcement directed at impaired motorists. Some project will include funds for purchase of PBTs to conduct preliminary roadside alcohol detection.

Intended Subrecipients
Law enforcement statewide

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement (Impaired)

Funding sources
See 2021 Project Detail Chart and 2021 TSEP Funding Chart

Planned Activity: Ped & Motorist HVE
Planned activity number: **TSEP-Ped Enf**

Primary Countermeasure Strategy ID:

Planned Activity Description
High visibility law enforcement directed at motorists and pedestrians

Intended Subrecipients
Law enforcement statewide

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement (Impaired)
High Visibility Enforcement (Pedestrian/Bike)

Funding sources
See 2021 Project Detail Chart and 2021 TSEP Funding Chart

Countermeasure Strategy: Highway Safety Office Program Management
Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Planning and Administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

Linkage Between Program Area

Planning and Administration is necessary to address all program areas, performance targets, etc. Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects the NHTSA requirements.

Rationale

Planning & Administration provides necessary staff and administrative/operational funding to deliver traffic safety program services.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	OTS Program Management

Planned Activity: OTS Program Management

Planned activity number: **Program Management**

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Highway Safety Office Program Management

Funding sources
See 2021 Project Detail Chart

Countermeasure Strategy: Judicial & Prosecutor Education
Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts
Judicial and Prosecutor Education will be utilized to reduce traffic fatalities and serious injury crashes by providing training to judges, prosecutors, and specialty court staff on best practices related to DUI court principles, diversion programs, ignition interlock and 24/7 program usage.

Linkage Between Program Area
Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale
Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Jud/Pros Training	Judicial & Prosecutor Training

Planned Activity: Judicial & Prosecutor Training
Planned activity number: **Jud/Pros Training**

Primary Countermeasure Strategy ID:

Planned Activity Description
Training/education for judges, court staff, prosecutors.

Intended Subrecipients
Courts and Prosecutors

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Judicial & Prosecutor Education

Funding sources
See 2021 Project Detail Chart

Countermeasure Strategy: Law Enforcement Training

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Law enforcement training will be utilized to reduce traffic fatalities and serious injury crashes by providing specialized skills needed to detect, arrest, and collect evidence for impaired driving.

Alcohol-related crashes account for almost 20% of Nevada's traffic-related deaths and 39% of serious injuries each year. Between 2011 and 2015, 341 people lost their lives and 780 were seriously injured in impaired driving crashes on Nevada roadways. Strategies adopted in the Strategic Highway Safety Plan include:

23. Maximize DUI enforcement through training, coordination, education, and funding
24. Aggressively reduce impaired driving through educational campaigns, training, and events
25. Eliminate repeat DUI offenses through successful existing programs and innovative new programs
26. Understand and address the increase in "under the influence of other substances" crashes

It is critical to public safety to continue to train front line officers, and other within the law enforcement community with specialized and advanced skills to effectively detect, detain, describe, and collect evidence of impaired driving.

Linkage Between Program Area

Law Enforcement is challenged with the growing trend of drivers under the influence of both licit and illicit drugs. Nevada must prepare its law enforcement officers beyond the basic NHTSA 24 hour Standardized Field Sobriety Testing (SFST) course that Nevada officers receive.

Advanced Roadside Impaired Driving Education (ARIDE) has become a top priority to identify and provide evidence of impairment in DUI arrests. OTS funds ARIDE classes statewide for Nevada's law enforcement officers and encourages prosecutors to attend. In addition to a SFST refresher course, officers also learn about the seven drug categories as well as case preparation to strengthen prosecution of impaired driving cases.

ARIDE certification is recommended prior to entering the 80-hour Drug Recognition Expert (DRE) course. DRE certification is critical to law enforcement's ability to identify drug impairment and to provide effective testimony in the prosecution of cases with suspected drugged driving with the limitations of toxicology testing. Forensic lab work includes a standard screen for the most commonly encountered drugs, but there are always emerging synthetic drugs new to the market. Blood tests may detect the presence of a substance, but the tests alone measure the quantity of substance ingested but not whether it is sufficient to cause impairment in an individual. The goal is to train 20-30 additional DRE students per year and provide ongoing continuing education to help officers maintain their DRE certification.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Law enforcement training is recognized by "Countermeasures That Work" as an effective strategy. Alcohol and Drug Impaired Driving 2. Deterrence: Enforcement.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DUI LE Training	DUI/DUID Law Enforcement Training

Planned Activity: DUI/DUID Law Enforcement Training

Planned activity number: **DUI LE Training**

Primary Countermeasure Strategy ID:

Planned Activity Description

Statewide DUI/DUID training in DRE, ARIDE and comprehensive marijuana detection and prosecution knowledge delivered in person and via electronic trainings to law enforcement and prosecutors.

Intended Subrecipients

Law enforcement agencies statewide

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

See 2021 Project Detail Chart

Program Area: Motorcycle Safety

Description of Highway Safety Problems

MOTORCYCLE CRASHES

19.2% of Nevada's total fatalities.

Fatal motorcycle crashes are fatal crashes involving a motorcyclist where one or more people on a motorcycle were killed in the crash. The FARS data uses the attribute "body type (BODY_TYP)" in the vehicle data set to identify if a motorcycle was involved, and attribute "deaths" in the vehicle data set to determine that one or more people on a motorcycle died. Eight attribute codes were used: two-wheel motorcycle, three-wheel motorcycle (two rear wheels), off-road motorcycle, motor scooter, unenclosed three-wheel motorcycle/unenclosed autocycle (one rear wheel), enclosed three-wheel motorcycle/enclosed autocycle (one rear wheel), unknown three wheel motorcycle type, and unknown motorcycle. If a fatal crash had any of the listed attribute codes assigned and one or more people on a motorcycle died in the crash, the crash was deemed a fatal motorcycle crash.

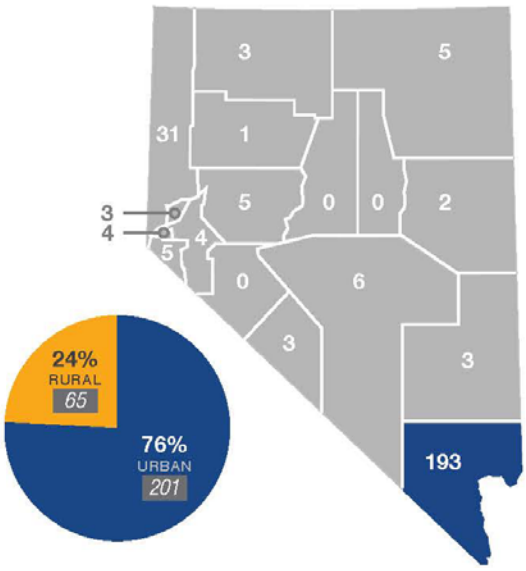
What?

Between 2014 to 2018, there were **305 fatalities and 268 fatal motorcycle crashes** on Nevada roadways.

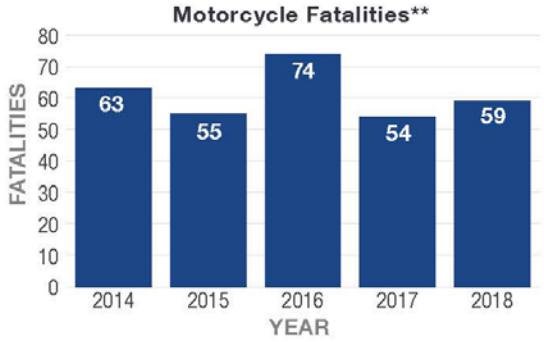
Where?

Between 2014 and 2018, more than 70% of fatal motorcycle crashes occurred on urban roadways. Clark County reported the highest number of fatal motorcycle crashes in Nevada.

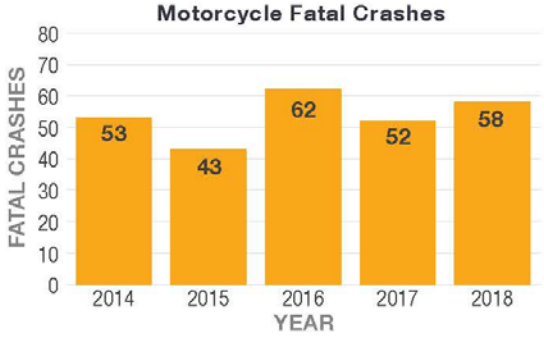
Location of Fatal Motorcycle Crashes*



Motorcycle Fatalities**



Motorcycle Fatal Crashes



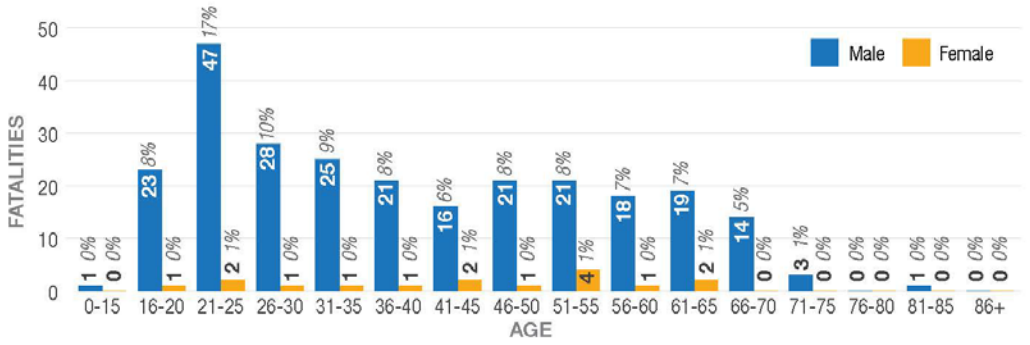
*Does not include values that are unknown or missing

**This chart has been modified to match the NHTSA STSI summary

Who?

Between 2014 and 2018, males ages 21 to 25 years old were the largest reported age group for motorcycle driver and passenger fatalities.

Age/Gender Breakdown of Motorcycle Driver and Passenger Fatalities*

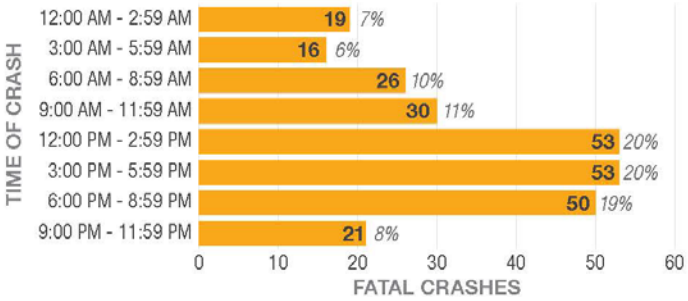


When?

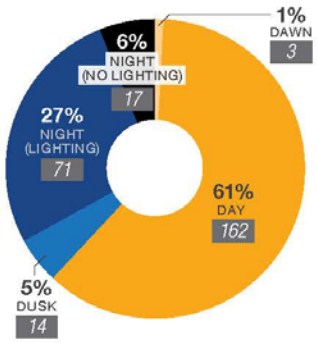
The majority of fatal motorcycle crashes occurred between the hours of 12:00 PM and 8:59 PM, while 61% of the time the officer reported that the fatal crash took place during the day.

Thirty-seven percent of fatal motorcycle crashes occurred on the weekends. Fatal motorcycle crashes took place most frequently in September.

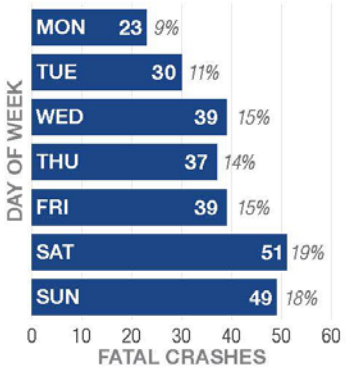
Fatal Motorcycle Crashes by Time of Day



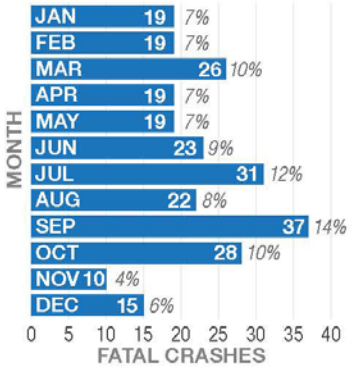
Lighting at Fatal Time of Motorcycle Crash*



Fatal Motorcycle Crashes by Day of Week



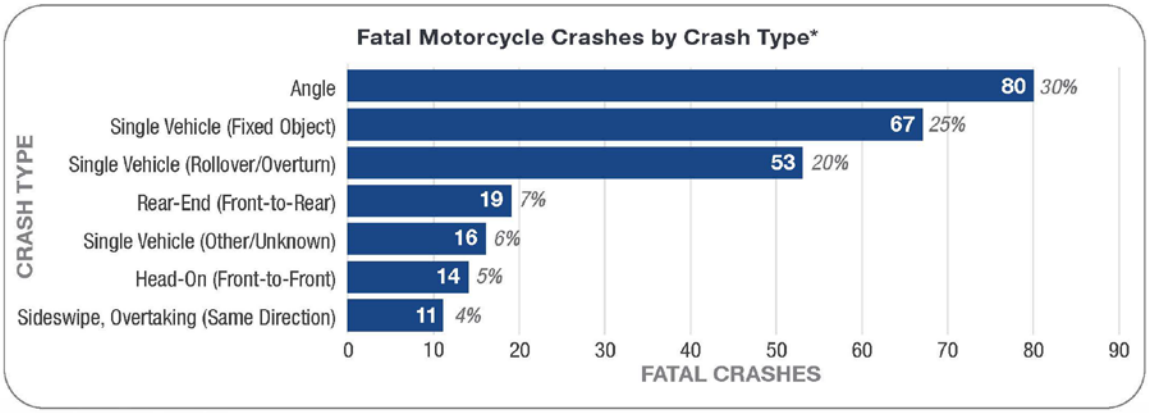
Fatal Motorcycle Crashes by Month of Year

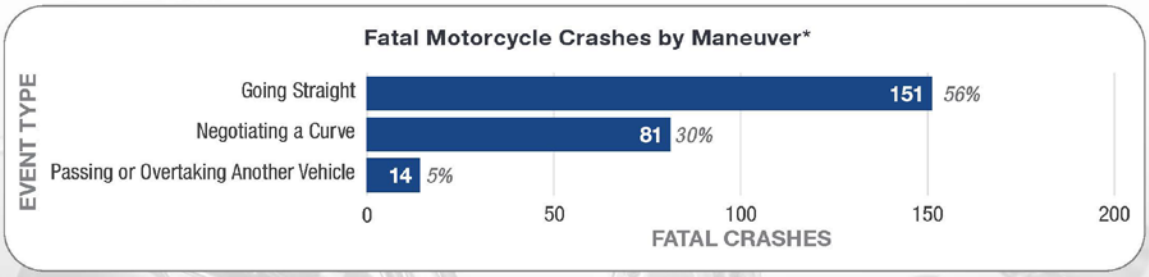


*Does not include values that are unknown or missing

Why?

From 2014 to 2018, 30% of motorcycle crashes were angle crashes. The most frequent maneuver of fatal motorcycle crashes was going straight (56%).





*Does not include values that are unknown or missing or data categories with low representation

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-7) Number of motorcyclist fatalities (FARS)	2021	5 Year	60.6
2021	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2021	5 Year	8.3

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management

Motorcycle Rider Training

Countermeasure Strategy: Communication Campaign

Program Area: **Motorcycle Safety**

Project Safety Impacts

Media and communications will be utilized to reduce traffic fatalities and serious injury crashes by raising awareness of critical traffic safety issues (HSP 2018 Performance Measures 1-14) and the need to change poor driver behavior. The OTS will coordinate and purchase behavior-altering public traffic safety announcements and messaging that address: 1) impaired driving, 2) safety belt usage, 3) pedestrian safety, 4) motorcycle safety, and 5) distracted driving as well as other critical behaviors in an effort to establish a downward trend in fatalities and serious injuries. All campaigns are part of and support the State's Zero Fatalities mission.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach. The overarching goal will be to educate the public about roadway safety while increasing awareness of coordinated campaigns and messages to create a positive change in safety-related behaviors on Nevada's roadways, specifically:

27. Increase or maintain seat belt usage in the 2019 observational survey
28. Reduce impaired driving crashes and fatalities in FY2019
29. Reduce pedestrian fatalities in FY2019
30. Effectively reach and educate drivers, motorcyclists, and pedestrians through high-impact and engaging media channels

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Communications and Outreach is recognized by "Countermeasures That Work" as an effective strategy.

Alcohol and Drug Impaired Driving 5.2

Seat Belts and Child Restraints 3.1, 3.2

Speeding 4.1

Distracted Driving 2.2

Motorcycle Safety 4.1, 4.2

Pedestrians 3.1

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Communications	Communications

Planned Activity: Communications

Planned activity number: **Communications**

Primary Countermeasure Strategy ID:

Planned Activity Description

Mass Media, Outreach and Communications of Zero Fatalities Program, traffic safety emphasis areas (based on problem ID), and safe driving behaviors.

Intended Subrecipients

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Communication Campaign
Outreach
Outreach

Funding sources

See 2021 Project Detail Chart

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Motorcycle Safety**

Project Safety Impacts

Planning and Administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

Linkage Between Program Area

Planning and Administration is necessary to address all program areas, performance targets, etc. Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects the NHTSA requirements.

Rationale

Planning & Administration provides necessary staff and administrative/operational funding to deliver traffic safety program services.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	OTS Program Management

Planned Activity: OTS Program Management

Planned activity number: **Program Management**

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

See 2021 Project Detail Chart

Countermeasure Strategy: Motorcycle Rider Training

Program Area: **Motorcycle Safety**

Project Safety Impacts
Motorcycle rider training will be utilized to reduce traffic fatalities and serious injury crashes by providing skills development, risk awareness, and safety education to motorcycle riders.

Linkage Between Program Area
Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale
OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Motorcycle rider training is recognized by "Countermeasures That Work" as an effective strategy.

Motorcycle Safety 3.2

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M/C Training Pgm	Motorcycle Training Programs

Planned Activity: Motorcycle Training Programs
Planned activity number: **M/C Training Pgm**

Primary Countermeasure Strategy ID:

Planned Activity Description
Activities support the State's comprehensive motorcyclist training program, including education of instructors, training classes, and training and education of at-risk motorcyclist populations.

Intended Subrecipients
Motorcycle Riders

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Motorcycle Rider Training

Funding sources
See 2021 Project Detail Chart

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

PEDESTRIAN CRASHES

24.4% of Nevada's total fatalities.

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

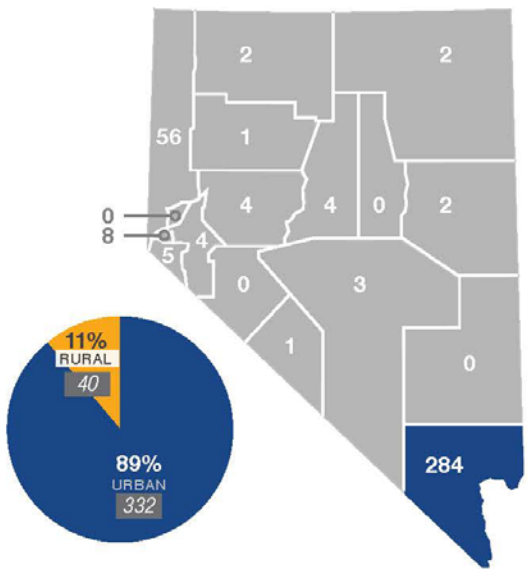
What?

During 2014 to 2018, the number of pedestrian fatalities and fatal crashes generally increased. A total of **387 fatalities and 376 fatal pedestrian crashes** occurred on Nevada roadways.

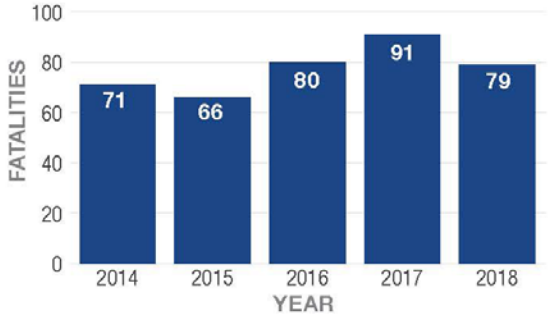
Where?

Between 2014 and 2018, nearly 90% of fatal pedestrian crashes occurred on urban roadways. Clark County reported the highest number of fatal pedestrian crashes in Nevada.

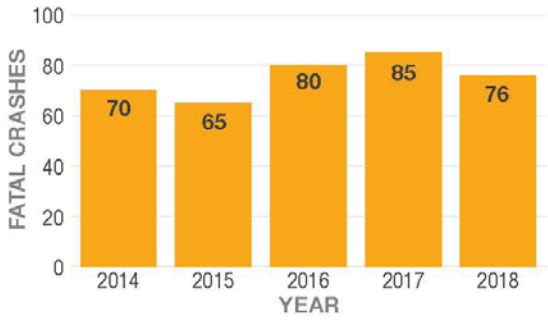
Location of Fatal Pedestrian Crashes



Pedestrian Fatalities*



Pedestrian Fatal Crashes

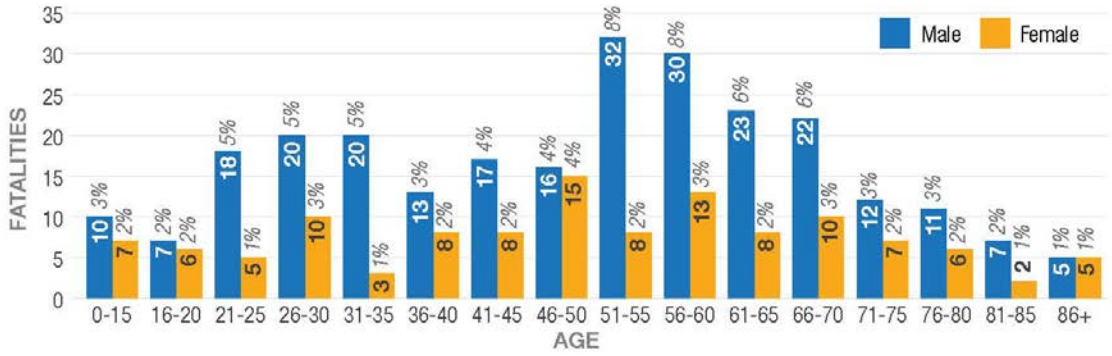


**This chart has been modified to match the NHTSA STSI summary*

Who?

Males ages 51 to 60 years old comprised the greatest number of pedestrian fatalities from 2014 to 2018.

Age/Gender Breakdown of Pedestrian Fatalities

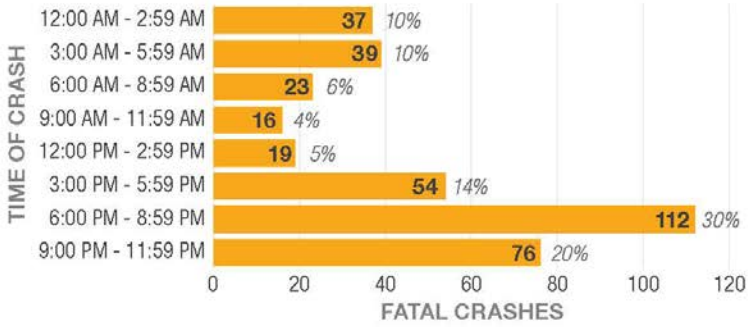


When?

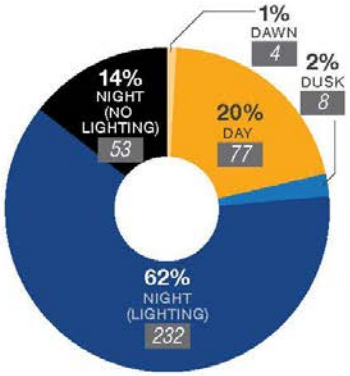
The hours of 6:00 PM and 11:59 PM had the greatest number of fatal pedestrian crashes. More than 60% of fatal pedestrian crashes took place at night in areas with street lighting.

Fifty percent of fatal pedestrian crashes occurred from Thursday to Saturday. More pedestrian fatal crashes occurred in November than any other month.

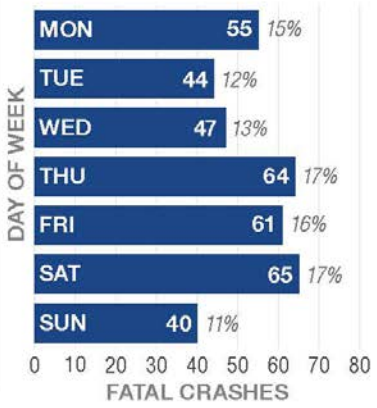
Fatal Pedestrian Crashes by Time of Day



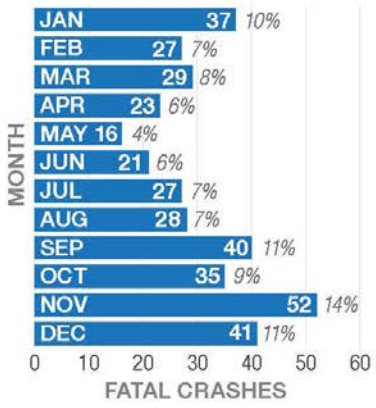
Lighting at Time of Fatal Pedestrian Crashes*



Fatal Pedestrian Crashes by Day of Week



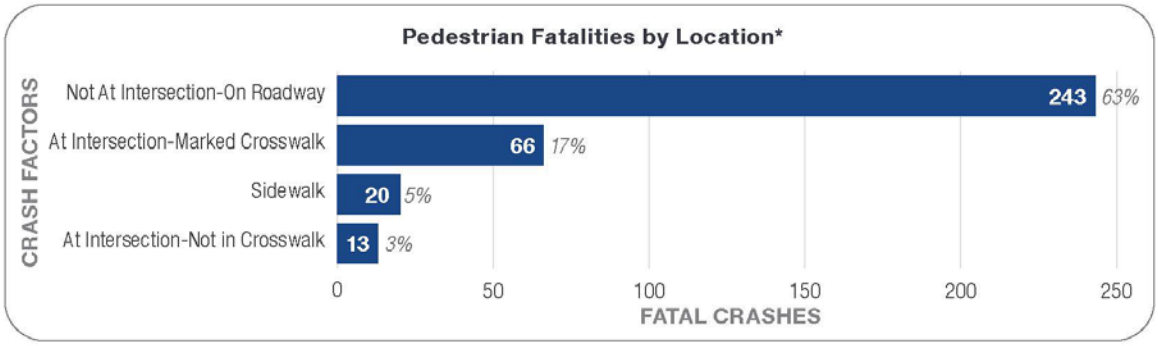
Fatal Pedestrian Crashes by Month of Year



*Does not include values that are unknown or missing

Why?

From 2014 to 2018, the pedestrian location that resulted in the majority (63%) of fatal pedestrian crashes was not at an intersection or a marked crosswalk–on the roadway.



**Does not include values that are unknown or missing or data categories with low representation*

BICYCLE CRASHES

2.6% of Nevada's total fatalities.

A fatal bicycle crash is a motor vehicle crash in which a cyclist is killed. Bicycle crash fatalities are the total number of cyclists who died in a crash. The FARS data uses the attribute "person type" in the person data file to determine if the person was a cyclist, and "injury severity" to determine the level of the person's injuries. For this analysis, three attribute codes were used: "bicyclist" and "other cyclist" for person type and "fatal injury (K)" for injury severity. If a crash reported either "bicyclist" or "other cyclist" and a "fatal injury (K)," the crash was deemed a fatal bicycle crash.

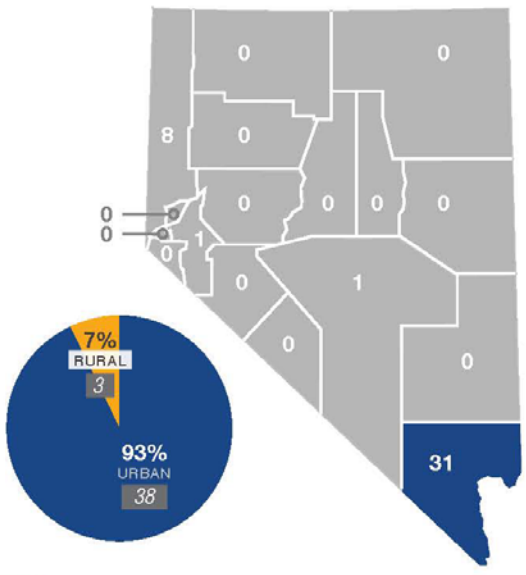
What?

Between 2014 and 2018, there were **41 fatalities in 41 fatal bicycle crashes** on Nevada roadways.

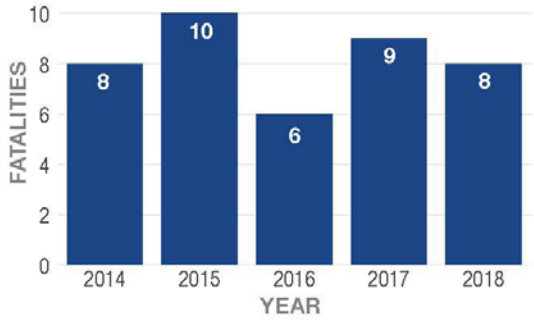
Where?

Between 2014 and 2018, over 90% of fatal bicycle crashes occurred on urban roadways. Clark County reported the highest number of fatal bicycle crashes in Nevada.

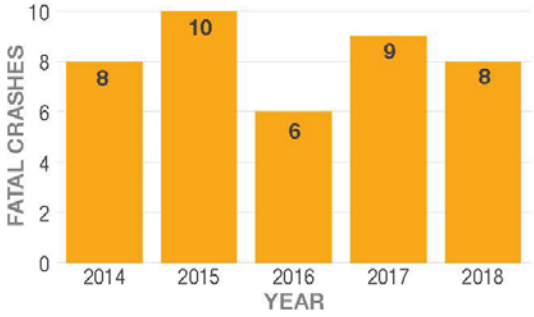
Location of Bicycle Crashes



Bicycle Fatalities

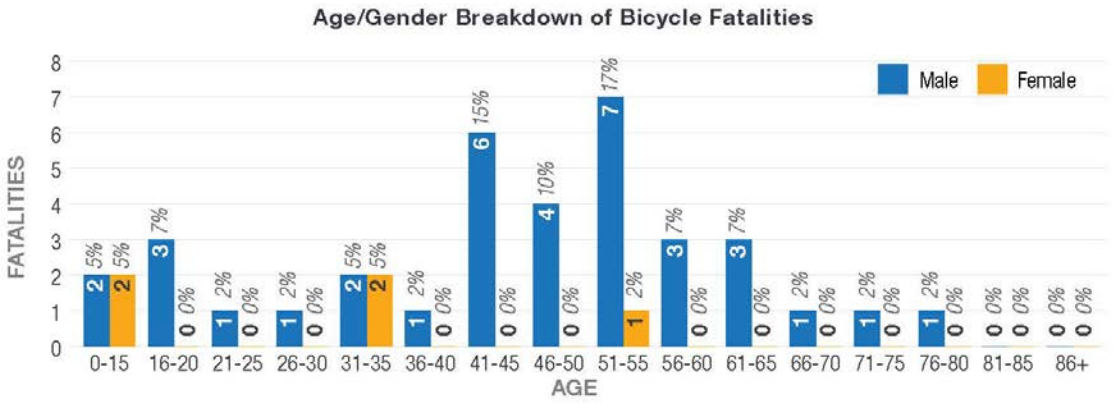


Bicycle Fatal Crashes



Who?

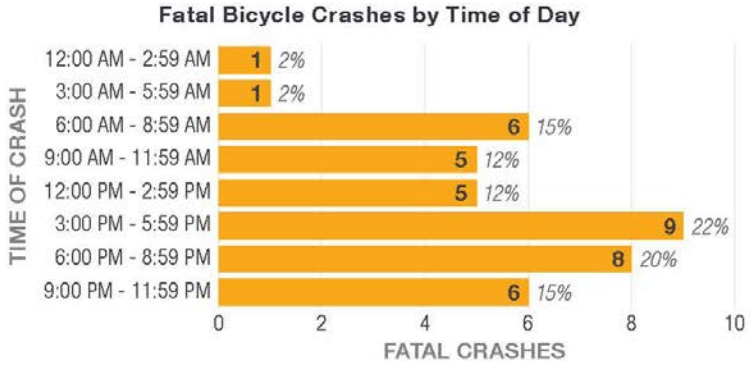
Males ages 51 to 55 comprised the largest number of bicycle fatalities between 2014 and 2018.

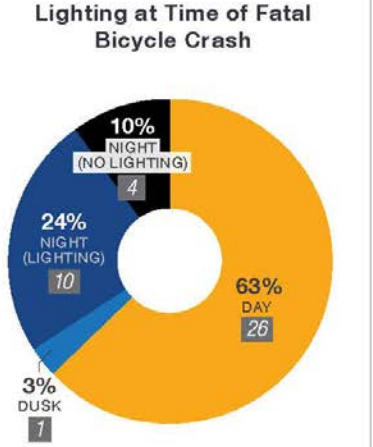


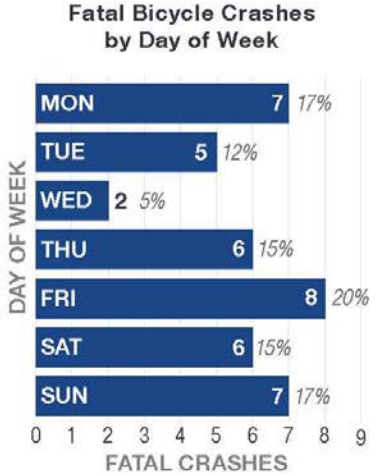
When?

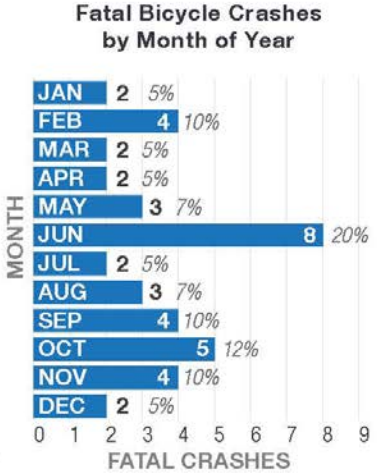
From 2014 to 2018, 44% of fatal bicycle crashes took place between the hours of 3:00 PM and 8:59 PM. Sixty-three percent of fatal bicycle crashes occurred during daylight hours.

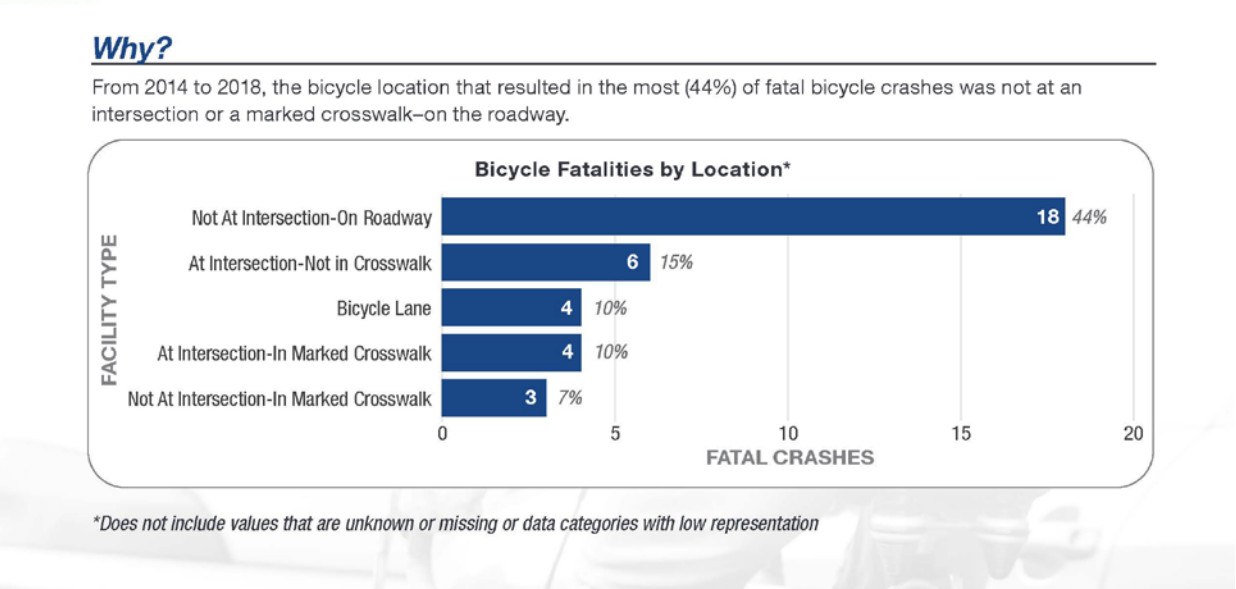
Fifty-two percent of fatal bicycle crashes occurred on Friday, Saturday, and Sunday. Twenty percent of crashes occurred in the month of June, the highest reported month for fatal bicycle crashes.











Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	82.7
2021	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	8.8

Countermeasure Strategies in Program Area

Countermeasure Strategy
Comprehensive Vulnerable Road Users Strategies
High Visibility Enforcement (Pedestrian/Bike)
Highway Safety Office Program Management

Countermeasure Strategy: Comprehensive Vulnerable Road Users Strategies

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

Comprehensive Vulnerable Road Users Strategies, which includes education for children & adults, conspicuity enhancement, driver, bicyclist, and pedestrian training, communications and

outreach, and Pedestrian Safety Zone/speed reduction advocacy will be utilized to reduce traffic fatalities and serious injury crashes by providing an all-inclusive approach to addressing vulnerable road user traffic fatality and serious injury crashes.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Vulnerable Road Users Strategies are recognized by "Countermeasures That Work" .

Pedestrians - 2.1 Elementary-Age Child Pedestrian Training, 3. Impaired Pedestrians, 4.1 Pedestrian Safety Zones, 4.2 Reduce and Enforce Speed Limits, 4.3 Conspicuity Enhancement, 4.4 Targeted Enforcement, 4.5 Driver Training

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Ped Programs	Pedestrian Programs

Planned Activity: Pedestrian Programs

Planned activity number: **Ped Programs**

Primary Countermeasure Strategy ID:

Planned Activity Description

Training, education, communications and outreach, targeted enforcement, conspicuity enhancement, community coalition participation, advocacy, speeding and speed management, directed at motorists, pedestrians and bicyclists.

Intended Subrecipients

See 2021 Project Detail Chart

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Comprehensive Vulnerable Road Users Strategies

Funding sources
See 2021 Project Detail Chart

Countermeasure Strategy: High Visibility Enforcement (Pedestrian/Bike)
Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts
Linkage Between Program Area
Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale
OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. High visibility enforcement is recognized by "Countermeasures That Work" as an effective strategy.

Alcohol and Drug Impaired Driving - 2. Deterrence: Enforcement

Speeding and Speed Management - 2. Enforcement

Distracted and Drowsy Driving - 1.3 High Visibility Cell Phone and Text Messaging Enforcement

Pedestrians - 3.2 Sweeper Patrols of Impaired Pedestrians

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSEP-Ped Enf	Ped & Motorist HVE

Planned Activity: Ped & Motorist HVE
Planned activity number: **TSEP-Ped Enf**

Primary Countermeasure Strategy ID:

Planned Activity Description
High visibility law enforcement directed at motorists and pedestrians

Intended Subrecipients
Law enforcement statewide

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement (Impaired)
High Visibility Enforcement (Pedestrian/Bike)

Funding sources
See 2021 Project Detail Chart and 2021 TSEP Funding Chart

Countermeasure Strategy: Highway Safety Office Program Management
Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts
Planning and Administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

Linkage Between Program Area
Planning and Administration is necessary to address all program areas, performance targets, etc. Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects the NHTSA requirements.

Rationale
Planning & Administration provides necessary staff and administrative/operational funding to deliver traffic safety program services.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	OTS Program Management

Planned Activity: OTS Program Management
Planned activity number: **Program Management**

Primary Countermeasure Strategy ID:

Planned Activity Description
Program management (staff) for all traffic safety program areas.

Intended Subrecipients
Office of Traffic Safety

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

See 2021 Project Detail Chart

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

OCCUPANT PROTECTION CRASHES

22.3% of Nevada's total fatalities.

A fatal crash involving a person that did not use a restraining device, such as a seatbelt, that died in the crash is deemed an occupant protection fatal crash. The FARS data uses the attribute "restraint system/helmet use (REST_USE)" in the Person data set to determine if a person was using a seatbelt, and the attribute "injury severity (INJ_SEV)" to determine the level of the persons injuries. For this analysis, the two attribute codes used were "none used/not applicable" for restraint use and "fatal injury (K)" for injury severity. If a crash reported both attributes, the crash was deemed a fatal occupant protection crash.

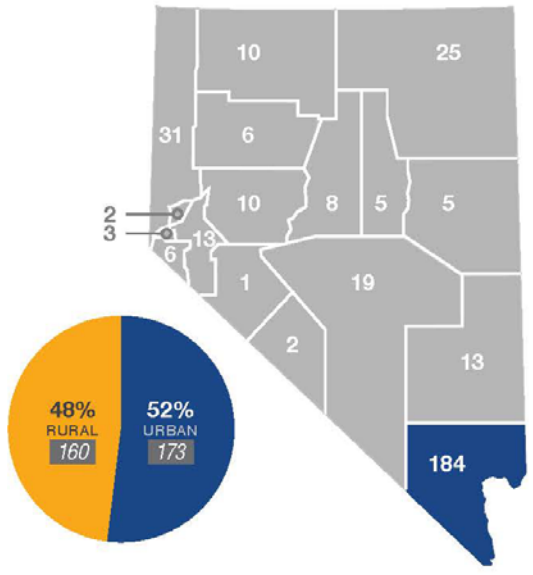
What?

Between 2014 and 2018, **354 fatalities and 337 fatal unbelted vehicle occupant crashes** occurred on Nevada roadways.

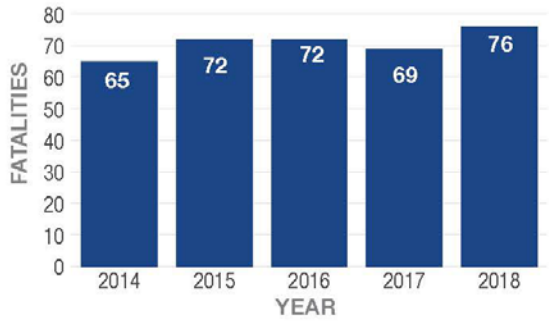
Where?

Between 2014 and 2018, 184 of fatal occupant protection crashes occurred in Clark County. More than half of fatal occupant protection crashes took place on urban roadways.

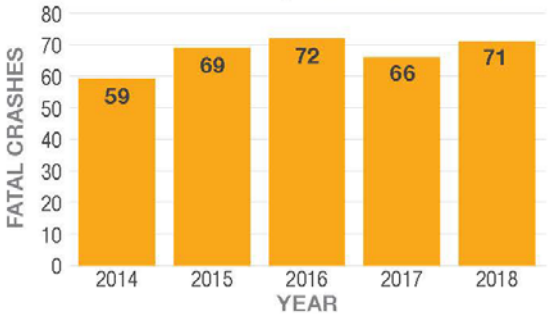
Location of Fatal Unbelted-Occupant Crashes*



Unbelted-Occupant Fatalities**



Unbelted-Occupant Fatal Crashes



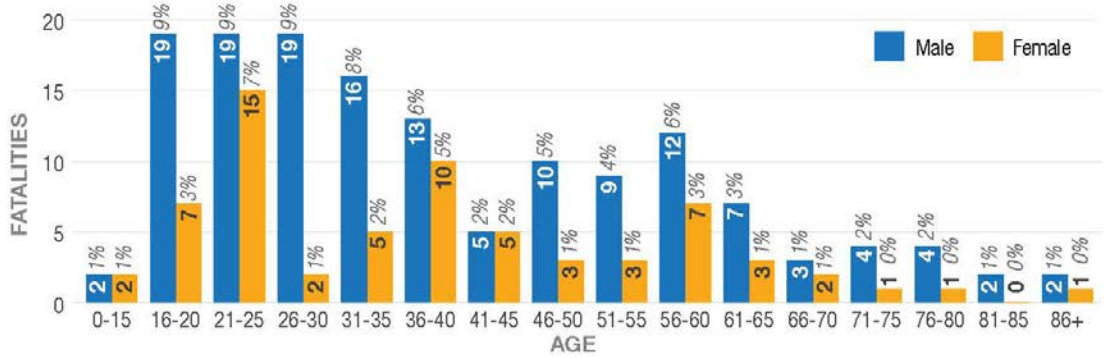
**Does not include values that are unknown or missing*

***This chart has been modified to match the NHTSA STSI summary*

Who?

Males ages 16 to 30 years old comprised the greatest number of unbelted-occupant fatalities from 2014 to 2018.

Age/Gender Breakdown of Unbelted-Occupant Fatalities

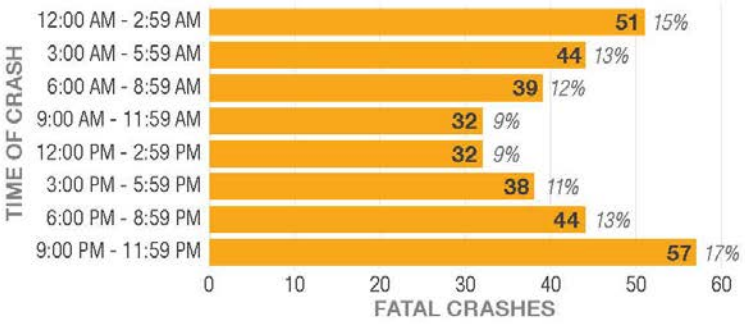


When?

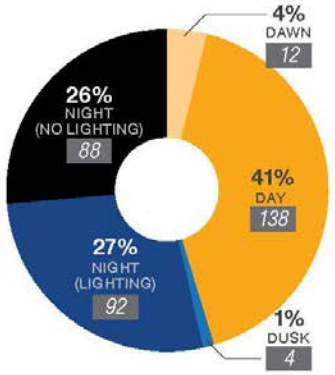
The greatest percentage of fatal unbelted-occupant crashes occurred between the hours of 9:00 PM and 11:59 PM. More than half of fatal unbelted-occupant crashes occurred at night in areas with and without street lighting.

Most fatal unbelted-occupant crashes occurred on the weekends (38%). July reported the greatest number of fatal unbelted-occupant crashes.

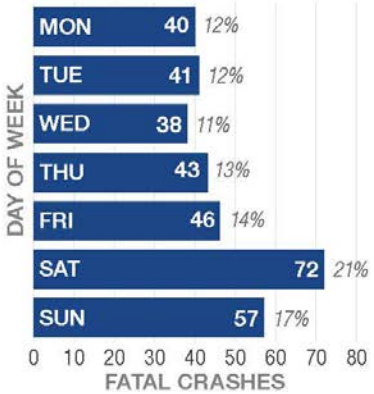
Fatal Unbelted-Occupant Crashes by Time of Day



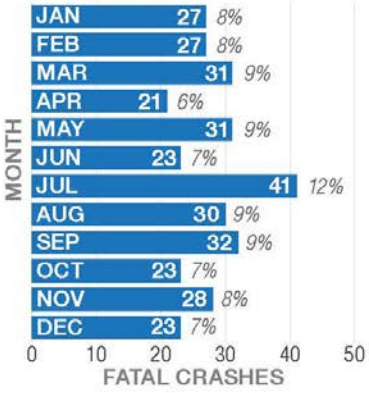
Lighting at Time of Fatal Unbelted-Occupant Crash*



Fatal Unbelted-Occupant Crashes by Day of Week



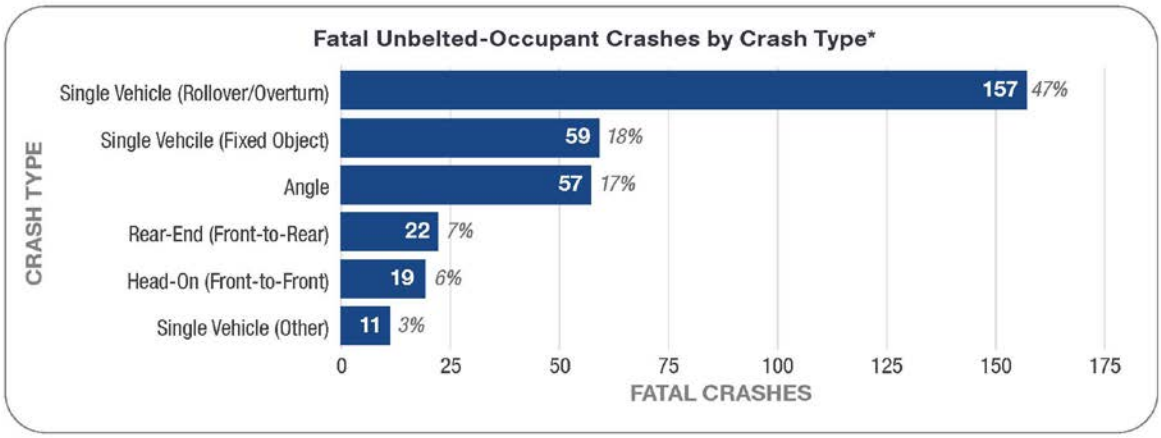
Fatal Unbelted-Occupant Crashes by Month of Year



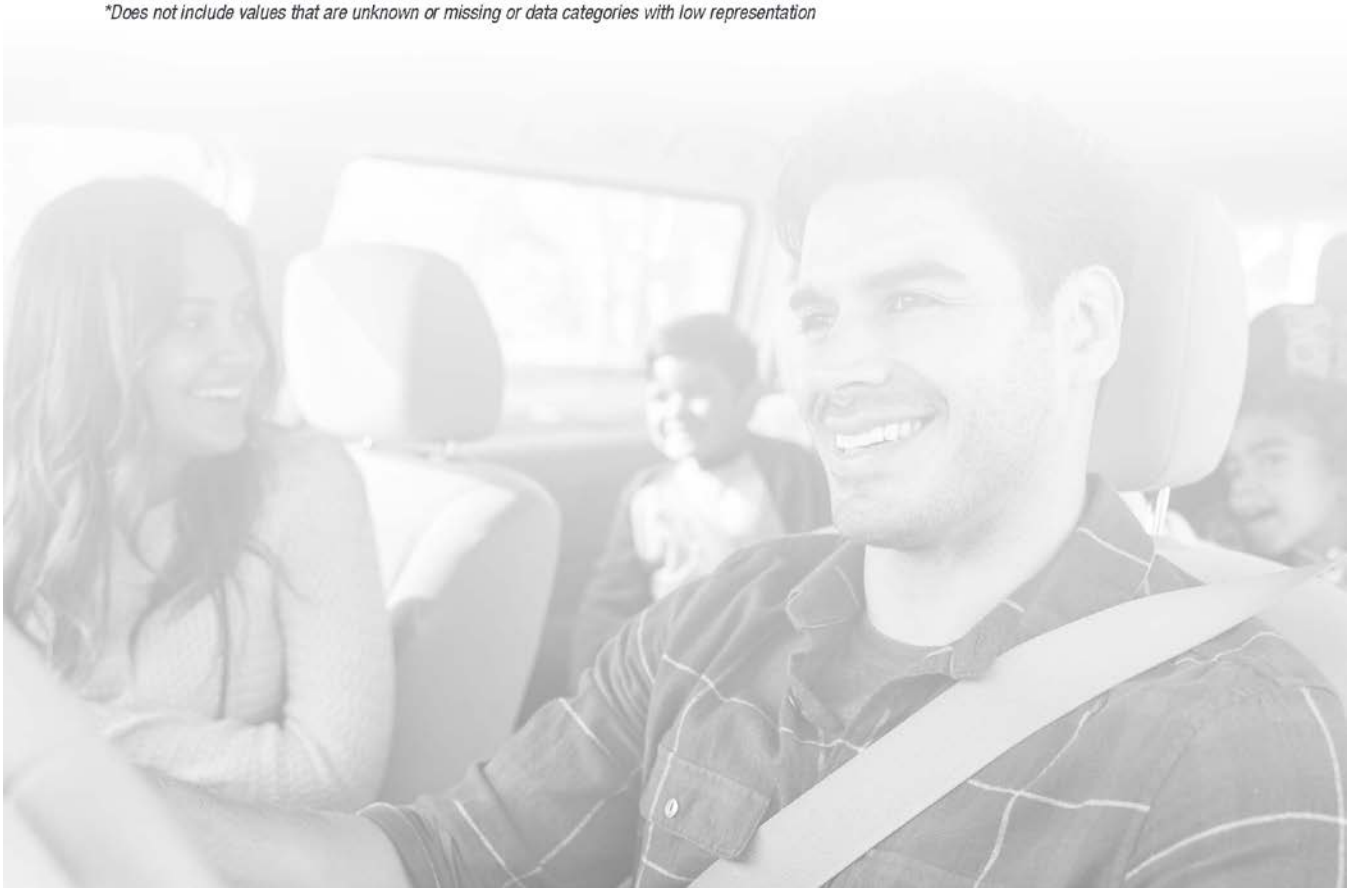
*Does not include values that are unknown or missing

Why?

From 2014 to 2018, fatal unbelted-occupant crashes most frequently involved a motor vehicle rolling over.



*Does not include values that are unknown or missing or data categories with low representation



CHILD PASSENGER CRASHES

0.4% of Nevada's total fatalities.

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

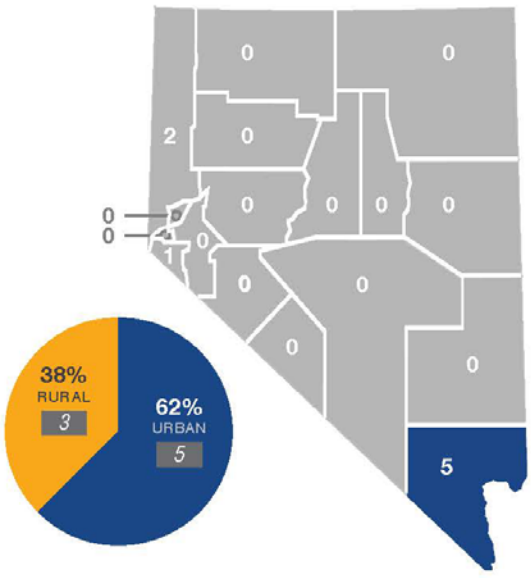
What?

During 2014 to 2018, child passenger fatalities generally decreased. There were a total of **four fatalities and four child passenger fatal crashes** in 2014, compared to **zero fatalities or fatal crashes** in 2015 and 2018.

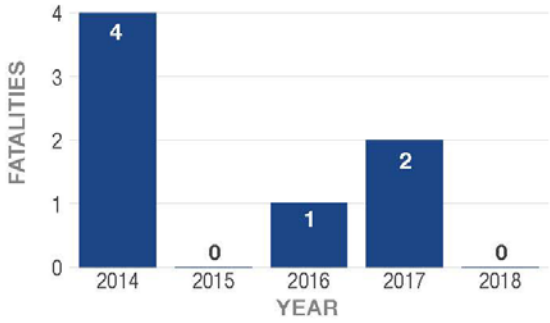
Where?

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

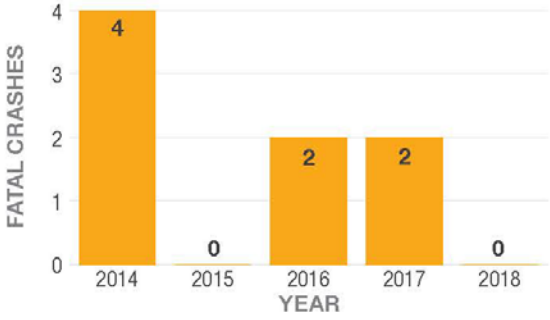
Location of Fatal Child Passenger Crashes



Child Passenger Fatalities*



Child Passenger Fatal Crashes**



**These charts have been modified to match the NHTSA STSI summary*

***In 2016, the number of fatal crashes is higher than the number of fatalities due to adjusting the fatality values to match NHTSA STSI*

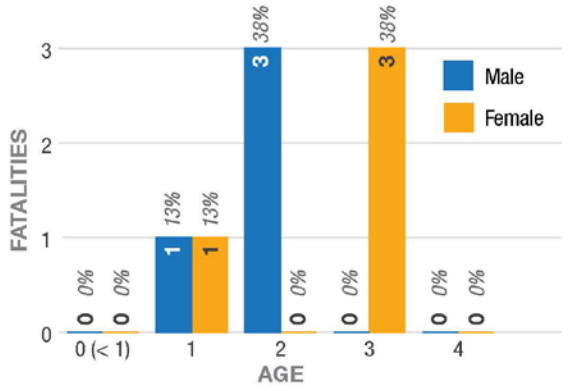
Who?

From 2014 to 2018, male children age two and female children age three each accounted for three child passenger fatalities.

When?

More than half (63%) of fatal child passenger crashes took place between the hours of 3:00 PM and 5:59 PM. All fatal child passenger crashes occurred during daylight. The months of April, October, and November each reported two fatal child passenger crashes.

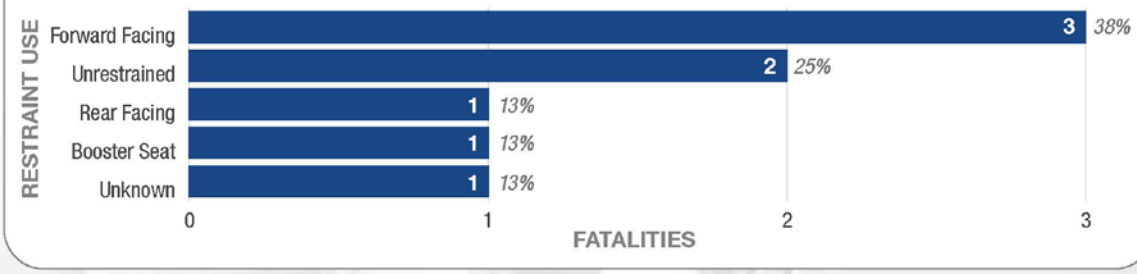
Age/Gender Breakdown of Child Passenger Fatalities



Why?

Between 2014 and 2018, forward facing and unrestrained were the most reported restraint uses for children involved in fatal child passenger crashes.

Fatal Child Passenger Crashes by Restraint Use



Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	A-1) Number of traffic fatalities of children Age 0-4 (FARS)	2021	5 Year	0.3
2021	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2021	5 Year	72.7

Countermeasure Strategies in Program Area

Countermeasure Strategy
CPS Training and Installation
High Visibility Enforcement (OP)
Outreach
Seat Belt Use Survey

Countermeasure Strategy: CPS Training and Installation

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

CPS Technician training and installation support will be utilized to reduce traffic fatalities and serious injury crashes by providing training and certification costs for new CPS instructors, recertification costs for continuing instructors, child safety seats, and support for CPS installation programs and events. The Office of Traffic Safety partners with community organizations, law enforcement, hospital and health care providers to recruit and train technicians and trainers and notifies these partners in advance of certification classes.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That

Work publication. Child inspections stations staffed by trained technicians are recognized by "Countermeasures That Work" as an effective strategy.

Seat Belts and Child Restraints - 7.2

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP/CPS Programs	Occupant Protection & CPS Programs
Outreach	Outreach

Planned Activity: Occupant Protection & CPS Programs

Planned activity number: **OP/CPS Programs**

Primary Countermeasure Strategy ID:

Planned Activity Description

Coordination and support for CPS technician training, community outreach and education, and car seat installation stations.

Intended Subrecipients

See 2021 Project Detail Chart

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CPS Training and Installation

Funding sources

See 2021 Project Detail Chart

Planned Activity: Outreach

Planned activity number: **Outreach**

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

See 2021 Project Detail Chart

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CPS Training and Installation
Outreach
Outreach

Funding sources
See 2021 Project Detail Chart

Countermeasure Strategy: High Visibility Enforcement (OP)
Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts
High visibility enforcement will be utilized to reduce traffic fatalities and serious injury crashes by citing drivers who are not wearing seat belts or not using child restraints.

Linkage Between Program Area
Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale
OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. High visibility enforcement for seatbelt and child safety seat use is recognized by "Countermeasures That Work" as an effective strategy.

Seat Belts and Child Restraints - 2. Seat Belt Law Enforcement, 5. Child Restraint/Booster Seat Law Enforcement

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSEP-OP Enf	OP HVE

Planned Activity: OP HVE
Planned activity number: **TSEP-OP Enf**

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Law enforcement statewide

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement (OP)

Funding sources

See 2021 Project Detail Chart and TSEP Chart

Countermeasure Strategy: Outreach

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Communications and outreach strategies will be utilized to reduce traffic fatalities and serious injury crashes by making the public aware of behaviors that lead to traffic crashes and Nevada's Zero Fatalities goal.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Communications and Outreach Strategies are recommended by "Countermeasures That Work" across multiple traffic safety areas.

Seat Belts and Child Restraints, 6. Communications and Outreach

Speeding and Speed Management, 4. Communications and Outreach

Distracted and Drowsy Driving, 2. Communications and Outreach

Motorcycle Safety, 4. Communications and Outreach

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Communications	Communications

Outreach	Outreach

Planned Activity: Communications

Planned activity number: **Communications**

Primary Countermeasure Strategy ID:

Planned Activity Description

Mass Media, Outreach and Communications of Zero Fatalities Program, traffic safety emphasis areas (based on problem ID), and safe driving behaviors.

Intended Subrecipients

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Communication Campaign
Outreach
Outreach

Funding sources

See 2021 Project Detail Chart

Planned Activity: Outreach

Planned activity number: **Outreach**

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

See 2021 Project Detail Chart

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CPS Training and Installation
Outreach
Outreach

Funding sources
See 2021 Project Detail Chart

Countermeasure Strategy: Seat Belt Use Survey
Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts
Seat Belt use data helps the Office of Traffic Safety, policy makers, and local partners form seat belt education and policy in Nevada. The Observational Survey is a NHTSA required activity.

Linkage Between Program Area
Seat Belt use data helps the Office of Traffic Safety, policy makers, and local partners form seat belt education and policy in Nevada. The Observational Survey is NHTSA required activity

Rationale
Seat Belt use data helps the Office of Traffic Safety, policy makers, and local partners form seat belt education and policy in Nevada. The Observational Survey is a NHTSA required activity

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP Survey	Occupant Protection Survey

Planned Activity: Occupant Protection Survey
Planned activity number: **OP Survey**

Primary Countermeasure Strategy ID:

Planned Activity Description
2020 Seat Belt Attitude Survey

Intended Subrecipients
See 2021 Project Detail Chart

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Outreach

Funding sources
See 2021 Project Detail Chart

Program Area: Planning & Administration

Description of Highway Safety Problems

Planned activities in the Planning and Administration. Costs to cover personnel, operations and administration of the highway safety office and activities in the efforts to reduce fatalities and serious injuries in Nevada.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
Program Management	OTS Program Management	
P & A	Planning & Administration	
Program Evaluation	Program Evaluation	

Planned Activity: OTS Program Management

Planned activity number: **Program Management**

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources
See 2021 Project Detail Chart

Planned Activity: Planning & Administration
Planned activity number: **P & A**

Primary Countermeasure Strategy ID:

Planned Activity Description
This program area covers the allowable Planning & Administration costs for personnel, operations, and administration of the highway safety office.

Intended Subrecipients
Nevada Office of Traffic Safety

Countermeasure strategies

Funding sources
See 2021 Project Detail Chart

Planned Activity: Program Evaluation
Planned activity number: **Program Evaluation**

Primary Countermeasure Strategy ID:

Planned Activity Description
Research based evaluation of traffic safety programs

Intended Subrecipients
See 2021 Project Detail Chart

Universities

Countermeasure strategies

Funding sources
See 2021 Project Detail Chart

SPEEDING CRASHES

33.1% of Nevada's total fatalities.

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

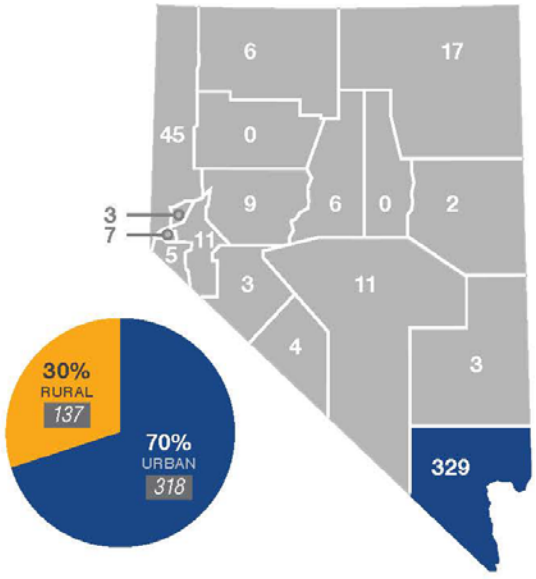
What?

From 2014 to 2018, there was a slight decline in the number of fatal speeding crashes. A total of **525 fatalities and 461 fatal speeding crashes** occurred on Nevada roadways.

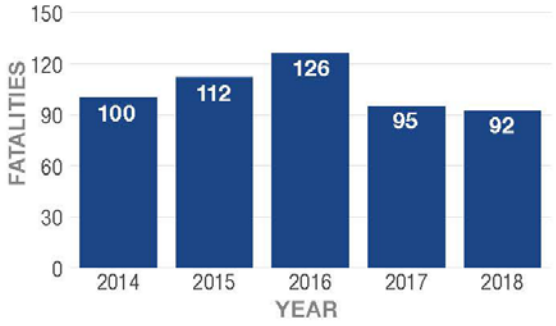
Where?

Between 2014 and 2018, 70% of fatal speeding crashes occurred on urban roadways. Clark County reported the highest number of fatal speeding crashes in Nevada.

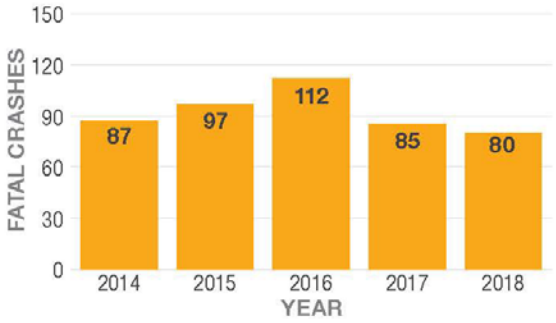
Location of Fatal Speeding Crashes*



Speeding Fatalities



Speeding Fatal Crashes

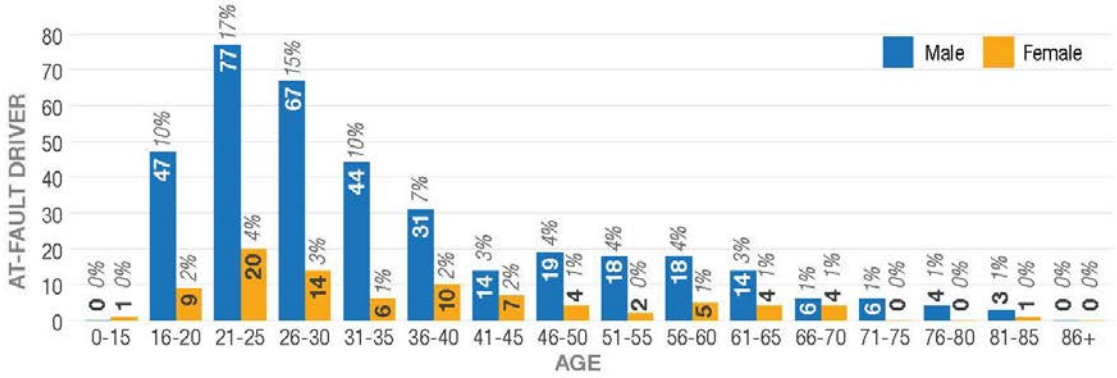


**Does not include values that are unknown or missing*

Who?

Male drivers ages 21 to 25 years old comprise the greatest number of at-fault drivers in fatal speeding crashes from 2014 to 2018.

Age/Gender Breakdown of At-Fault Drivers in Fatal Speeding Crashes*

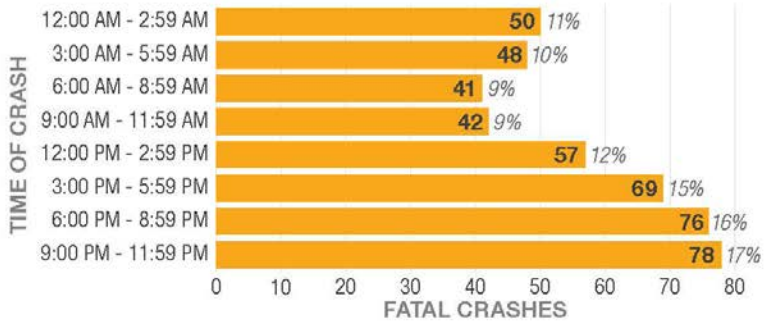


When?

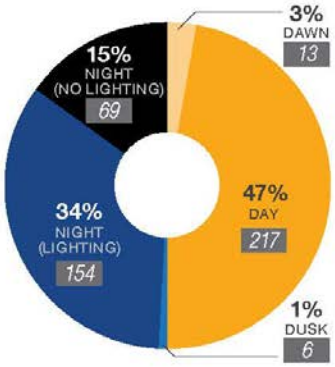
The hours of 6:00 PM and 11:59 PM had the greatest number of fatal speeding crashes. Nearly half of fatal speeding crashes took place at night in areas with and without street lighting.

Over 50% of fatal speeding crashes occurred from Friday to Sunday. Fatal crashes occurred most frequently during the months of March and September, totaling 20% of all fatal speeding crashes.

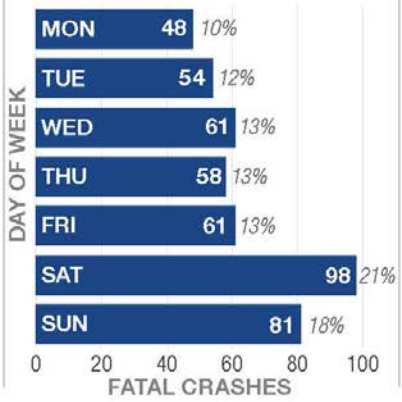
Fatal Speeding Crashes by Time of Day



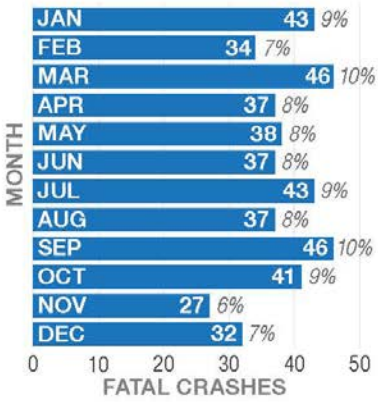
Lighting at Time of Fatal Speeding Crash*



Fatal Speeding Crashes by Day of Week



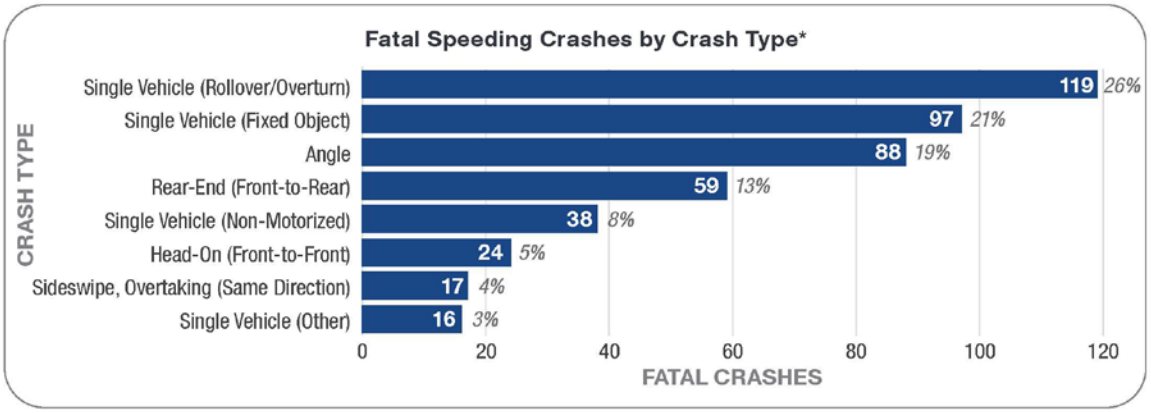
Fatal Speeding Crashes by Month of Year



*Does not include values that are unknown or missing

Why?

From 2014 to 2018, fatal speeding crashes most frequently involved a motor vehicle rolling over or hitting a fixed object.



*Does not include values that are unknown or missing or data categories with low representation

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-6) Number of speeding-related fatalities (FARS)	2021	5 Year	97.0

Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility Enforcement (Speed)

Countermeasure Strategy: High Visibility Enforcement (Speed)

Program Area: **Speed Management**

Project Safety Impacts

High Visibility Enforcement will be utilized to reduce traffic fatalities and serious injury crashes by citing speeders.

Linkage Between Program Area
Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale
OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. High visibility enforcement of speeding is recognized by "Countermeasures That Work" as an effective strategy.

Speeding and Speed Management - 2.2 High Visibility Enforcement

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSEP-Speed Enf	Speed HVE

Planned Activity: Speed HVE
Planned activity number: **TSEP-Speed Enf**

Primary Countermeasure Strategy ID:

Planned Activity Description
Intended Subrecipients
Law enforcement agencies statewide

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement (Speed)

Funding sources
See 2021 Project Detail Chart and 2021 TSEP Funding Chart

Program Area: Traffic Records

Description of Highway Safety Problems

In support of Nevada's Highway Safety Plan (HSP) and Strategic Highway Safety Plan (SHSP), there is a focus on improving data quality attributes for the primary data components in order to more effectively use existing traffic records to target strategies that reduce serious injuries and traffic fatalities towards Nevada's Zero Fatalities Goal. The following are the six primary data components and primary data quality attributes:

Six Primary Data Components

31. Crash
32. Driver
33. Vehicle
34. Roadway
35. Citation/Adjudication
36. EMS/Injury Surveillance

Six Primary Data Quality Attributes

37. Timeliness
38. Accuracy
39. Completeness
40. Uniformity
41. Integration
42. Accessibility

Nevada is making improvements on all data components and attributes. The primary challenge and associated effort has continued to center around the timeliness of crash data. Crash data has continued to lag a quarter to a half of a year with challenges between the electronic transfer between law enforcement agencies and NDOT Traffic Safety, who enters the data into the Nevada Citation and Accident Tracking System (NCATS). Focus areas of Nevada's traffic records program are timeliness, completeness and integration. Additionally, data quality improvements to accuracy and uniformity within the statewide electronic crash/citation reporting system is underway. For federal fiscal year 2021 Nevada is including implementation of data quality training as recommended by the GO Team Crash Data Quality Assessment Report of December 2019. Project funds have been set aside to hire a part-time trainer to implement to develop and implement this training.

Efforts are also being made to improve the completeness of the data and integration of the data. The integration of the data continues to be on linking trauma data with crash data.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-C-1: The percentage of crash records with no missing critical data elements	2021	Annual	92
2021	I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file	2021	Annual	64
2021	C-T-1) Traffic Records Crash Timeliness Median Days	2021	Annual	12.00
2012	C-T-2) Percentage crash report entered into database within 30 days after the crash	2021	Annual	92

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Traffic Records**

Project Safety Impacts

Planning and Administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

Linkage Between Program Area

Planning and Administration is necessary to address all program areas, performance targets, etc. Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects the NHTSA requirements.

Rationale

Planning & Administration provides necessary staff and administrative/operational funding to deliver traffic safety program services.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	OTS Program Management

Planned Activity: OTS Program Management

Planned activity number: **Program Management**

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

See 2021 Project Detail Chart

Countermeasure Strategy: Improves completeness of a core highway safety database

Program Area: **Traffic Records**

Project Safety Impacts
Thorough and complete traffic crash data provides key information to improving safety, educating planners, law enforcement, policy makers and the driving public, and increasing data validity.

Linkage Between Program Area
"The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timelines, uniformity, accessibility or integration of a core database...." Title 23, Chapter III, Part 1300.22

Rationale
"The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timelines, uniformity, accessibility or integration of a core database...." Title 23, Chapter III, Part 1300.22

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Data Integration	Crash Data Integration
Data Quality	Data Quality Projects

Planned Activity: Crash Data Integration
Planned activity number: **Data Integration**

Primary Countermeasure Strategy ID:

Planned Activity Description
EMS and Trauma Data Integration

Intended Subrecipients
See 2021 Project Detail Chart

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases

Funding sources
See 2021 Project Detail Chart

Planned Activity: Data Quality Projects

Planned activity number: **Data Quality**

Primary Countermeasure Strategy ID: **Improves completeness of a core highway safety database**

Planned Activity Description

Training and education for first responders to improve data collection

Crash data retrieval and analysis

Impaired driving toxicology analysis and reporting

Intended Subrecipients

Law enforcement agencies and first responders

Las Vegas Metropolitan Police Department Crime & Toxicology Laboratory

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves completeness of a core highway safety database

Funding sources

See 2021 Project Detail Chart

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Grant ID	Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
TS-2021-DPS NHP-00173	Data System Interface	1	$6,000	$6,000	$6,000	$6,000
TS-2021-LVMPD-00072	Toxicology Lab Equipment	1	$440,000	$440,000	$418,000	$418,000
TS-2021-DPS NHP-00159	Vehicle Forensic Diagnostic Equipment	3	$7,635	$22,905	$7,635	$22,905
TS-2021-NVOTS 658-00189	DRE Data Collection	1	$50,000	$50,000	$50,000	$50,000

Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program Area: **Traffic Records**

Project Safety Impacts

Data integration is a key component of the full understanding of traffic crashes.

Linkage Between Program Area

Integration of crash data components is a best practices recommendation.

Rationale

Core database integration is a recognized strategy per NHTSA Traffic Records Technical Assessment

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Data Integration	Crash Data Integration

Planned Activity: Crash Data Integration

Planned activity number: **Data Integration**

Primary Countermeasure Strategy ID:

Planned Activity Description

EMS and Trauma Data Integration

Intended Subrecipients

See 2021 Project Detail Chart

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases

Funding sources

See 2021 Project Detail Chart

Countermeasure Strategy: Improves timeliness of a core highway safety database

Program Area: **Traffic Records**

Project Safety Impacts

Nevada is in final stages of implementing a statewide eCrash/eCite system that has all law enforcement agencies reporting traffic crash and citation data into a single electronic system. This allows law enforcement to submit crash and citation information in an expedient and effective manner to the State Depts. of Public Safety and Transportation, and to the court system. The contract for the statewide system is funded through the Nevada DOT. The Office of Traffic Safety supports the project by funding implementation and initial hardware for agencies new to the system, system user working groups and training, and interfaces between the statewide system and agency records management systems. Electronic reporting also allows access to information for traffic safety planners and the FARS analyst, and supports data quality and validation.

Linkage Between Program Area

"The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timelines, uniformity, accessibility or integration of a core database...." Title 23, Chapter III, Part 1300.22

Rationale

"The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timelines, uniformity, accessibility or integration of a core database...." Title 23, Chapter III, Part 1300.22

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Brazos System	Electronic Crash Reporting System

Planned Activity: Electronic Crash Reporting System

Planned activity number: **Brazos System**

Primary Countermeasure Strategy ID:

Planned Activity Description

Quarterly meetings of system users (LEAs), the State, and the vendor to implement system enhancements and improve funtctionality

System interface development to connect LEA records management systems to central eCrash/eCite system

Initial system implementation costs (devices and training) for new LEAs.

Intended Subrecipients

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

See 2021 Project Detail Chart

Program Area: Young Drivers

Description of Highway Safety Problems

YOUNG DRIVER CRASHES

11.0% of Nevada's total fatalities.

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

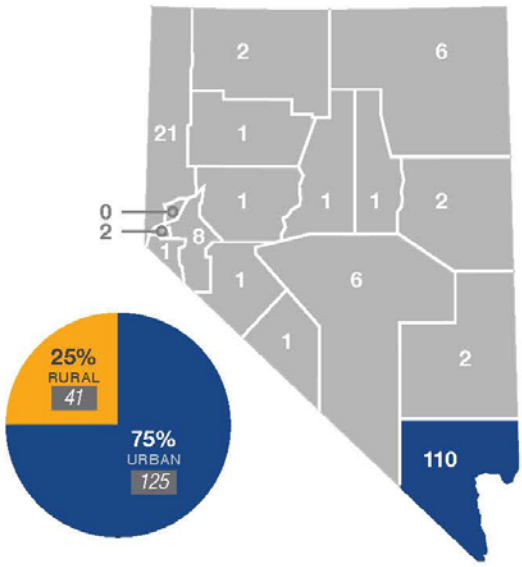
What?

During 2014 to 2018, the number of young driver crash fatalities and fatal crashes in Nevada generally decreased. There were a total of **175 fatalities and 166 fatal young driver crashes**.

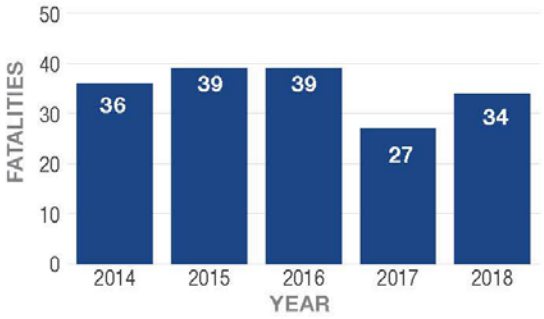
Where?

Between 2014 and 2018, 75% of young drivers involved in fatal crashes occurred on urban roadways. Clark County reported the highest number of fatal young driver crashes.

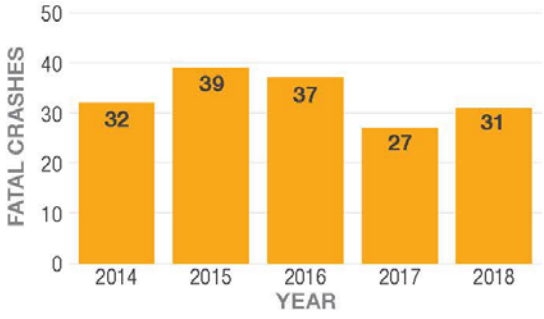
Location of Fatal Young Driver Crashes



Young Driver Crash Fatalities*



Young Driver Fatal Crashes

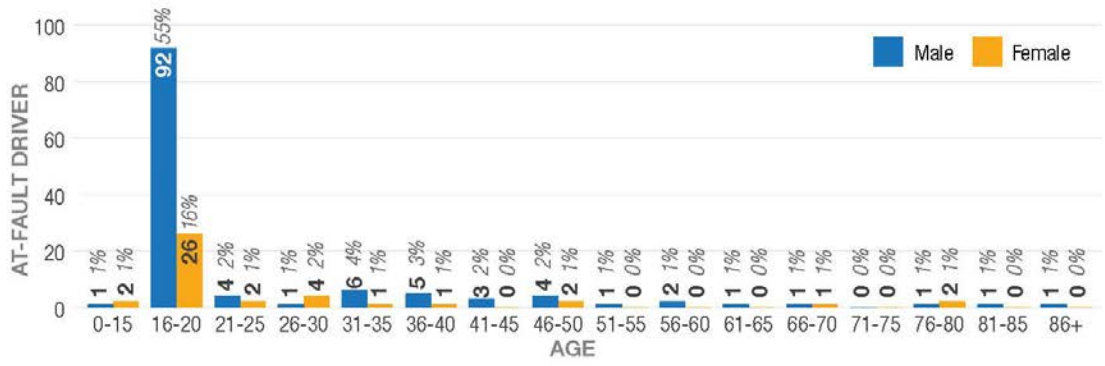


**This chart has been modified to match the NHTSA STSI summary*

Who?

Between 2014 and 2018, young males (16 to 20 years old) were the highest reported age group of at-fault drivers in fatal young driver crashes.

Age/Gender Breakdown of At-Fault Driver in Fatal Young Driver Crashes

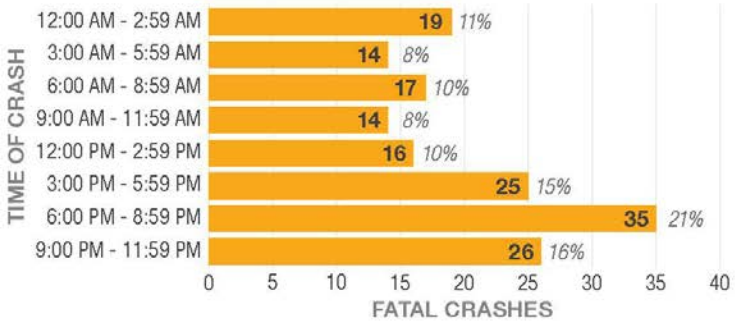


When?

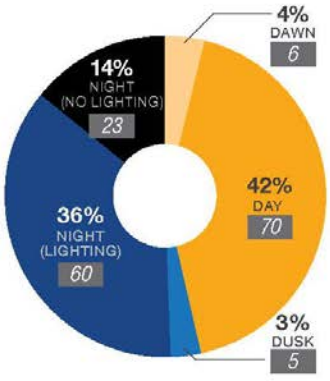
From 2014 to 2018, most fatal young driver crashes occurred during the hours of 6:00 PM to 8:59 PM, totaling 21%. Fifty percent of fatal young driver crashes took place at night in areas with and without street lighting.

Fatal young driver crashes occurred most frequently on Saturdays. The largest percent of fatal young driver crashes took place in the months of May and October, with a total of 26%.

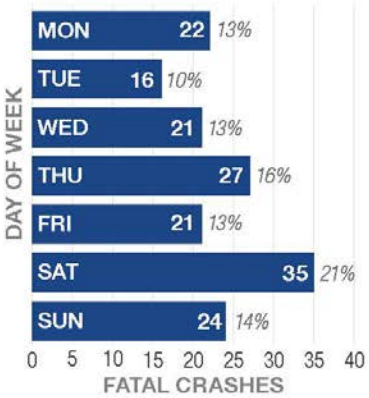
Fatal Young Driver Crashes by Time of Day



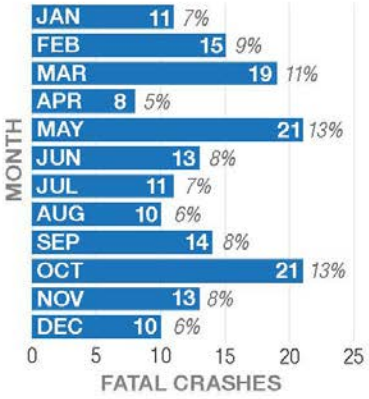
Lighting at Time of Fatal Young Driver Crash*



Fatal Young Driver Crashes by Day of Week



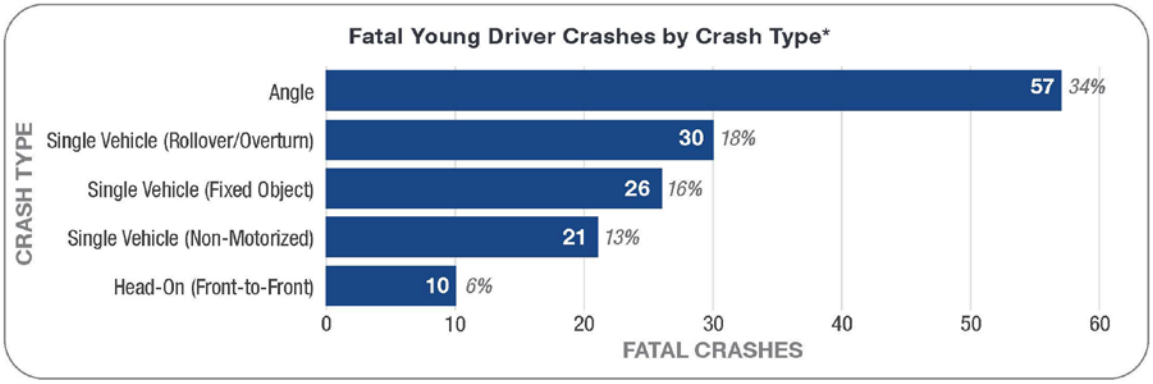
Fatal Young Driver Crashes by Month of Year



*Does not include values that are unknown or missing

Why?

From 2014 to 2018, fatal young driver crashes most frequently involved a motor vehicle hitting another motor vehicle in an angle crash or a motor vehicle rolling over.



*Does not include values that are unknown or missing or data categories with low representation

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2021	5 Year	32.6

Countermeasure Strategies in Program Area

Countermeasure Strategy
Driving Skills Training Program
Highway Safety Office Program Management
School Programs

Countermeasure Strategy: Driving Skills Training Program

Program Area: **Young Drivers**

Project Safety Impacts

3,500 parents and high school age drivers will receive hands-on driving training and education in crash avoidance, safety behaviors in traffic, vehicle familiarization and traffic law.

Linkage Between Program Area
Evidence of effectiveness

Rationale
Nevada law currently allows young drivers the ability to take an online course, pass a written exam, and practice behind the wheel with a licensed driver for 50 hours prior to receiving a driver's license. This training does not include exposure to many real life scenarios such as panic braking, evasive lane change, skidding, vehicle maintenance, etc. Driver's Edge provides a half-day, hands-on training session that introduces young drivers to these situations, as well as educating them on how to interact with law enforcement, commercial vehicles, vehicle equipment failure, and other real life issues. Parent participation is included and allows young drivers and parents to ask questions, practice skills, and learn how to stay safe on the roads.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Driver Training	Driver's Edge Driving Skills Training Program

Planned Activity: Driver's Edge Driving Skills Training Program
Planned activity number: **Driver Training**

Primary Countermeasure Strategy ID: **Driving Skills Training Program**

Planned Activity Description
Driver's Edge is a half day hands-on driving skills training workshop for young drivers and their parents. Young drivers are given comprehensive education and behind the wheel training delivered by race car drivers, law enforcement officers, commercial vehicle operators, and vehicle maintenance specialists. This training includes a driving skills course where they are taught techniques for panic braking, skid correction, and evasive lane change. A pre and post knowledge test is administered to gauge effectiveness, as well as follow-up surveys of participants.

Intended Subrecipients
See 2021 Project Detail Chart

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Driving Skills Training Program

Funding sources
See 2021 Project Detail Chart

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Young Drivers**

Project Safety Impacts

Planning and Administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

Linkage Between Program Area

Planning and Administration is necessary to address all program areas, performance targets, etc. Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects the NHTSA requirements.

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	OTS Program Management

Planned Activity: OTS Program Management

Planned activity number: **Program Management**

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

See 2021 Project Detail Chart

Countermeasure Strategy: School Programs

Program Area: **Young Drivers**

Project Safety Impacts

Young Driver School and Educational Programs will be utilized to reduce traffic fatalities and serious injury crashes by reaching young drivers with important safety information.

Motor vehicle crashes are the leading cause of young driver fatalities in the United States. Based on miles driven, teenagers are involved in three times the number of fatal crashes for all other drivers. Specific behaviors are associated with the causes of their high fatality rate, including speeding, distracted driving and driving under the influence of alcohol and/or drugs, combined with inexperience and immaturity. Lack of seat belt use also contributes to a high percentage of preventable teen driver deaths.

Zero Teen Fatalities was developed to address Nevada's Strategic Highway Safety Plan, specifically Strategy 3.4: "Education - Educate young drivers, reduce underage drinking and driving, increase awareness, and improve pedestrian and motorist safety awareness." Zero Teen Fatalities increases awareness of the impact of seatbelt usage and the dangers of impaired and distracted driving, as well as speeding and aggressive driving, which are all critical safety issues for this age group. This program also addresses the importance of pedestrian safety and the rising fatality rate for pedestrians in Nevada.

Zero Teen Fatalities uses a combination of school and classroom presentations, assemblies, administrator/educator meetings, parent presentations, driver's education classes, and other venues and events to spread awareness about teen driving issues. These subset programs include:

43.

1. CARS & COPS
    1. This high school event teaches teens about basic automobile maintenance and traffic safety. The interactive, 45-minute program also explains what to expect during a routine traffic stop with law enforcement.
2. CODE ZERO
    1. This hospital based event teaches teens about the consequences of poor decision making while behind the wheel of an automobile. The program is a team effort of the Trauma Program, Rehabilitation Staff, Emergency

Department Staff, Ambulance Services and Law Enforcement, along with Zero Teen Fatalities.

3. ZERO 101

1. This University based event addresses the unique age group (18-20) about the consequences of poor decision making. University police departments, student clubs, Greek life organizations, and athletic departments will be approached to partake in the inaugural year of "Zero 101." This program will consist of a 60 minute multimedia presentation that will focus on the following behaviors:

1. Always Buckle Up
2. Always Drive Sober
3. Focus on the Road
4. Be Pedestrian Safe
5. Ride Safe

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan www.zerofatalitiesnv.com. The project strategy for teens includes:

•Encouraging safe driving habits by increasing awareness of safety belt usage and of the dangers of impaired, distracted, and aggressive driving through public media campaigns and in- school programs.

•Educating teens about traffic safety through community-based organizations, workshops, mentoring, and providing resources for effective traffic safety projects.

44. Working with statewide and local law enforcement agencies to continue to promote and educate teens about safe driving behaviors.

•Creating public education programs that will reach and engage the target demographic

Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem-specific countermeasures for projects under Performance Measure 9:

Chapter 1 – Alcohol and Drug Impaired Driving Chapter 2 – Seat Belts and Child Restraints Chapter 3 – Speeding and Speed Management Chapter 4 – Distracted and Drowsy Driving Chapter 6 – Young Drivers

The potential effectiveness of these strategies is documented within the NHTSA Countermeasures That Work publication and the reader should reference it for specifics on Nevada's selected strategies also found in the SHSP.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Chapter 6 Young Drivers.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Young Driver Program	Young Driver Programs

Planned Activity: Young Driver Programs

Planned activity number: **Young Driver Program**

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (s Office of Traffic Safety taff) for all traffic safety program areas.

Intended Subrecipients

See 2021 Project Detail Chart

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School Programs

Funding sources

See 2021 Project Detail Chart and 2021 TSEP Funding Chart

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
TSEP-DD Enf	Distracted Driving HVE
TSEP-ID Enf	Impaired Driving HVE
TSEP-OP Enf	OP HVE
TSEP-Ped Enf	Ped & Motorist HVE
TSEP-Speed Enf	Speed HVE

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

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

Deployment of Resources

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

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

Effectiveness Monitoring

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

With these progress reports are officer stats sheets for each officer in the event documenting their citations and warnings issued during their shift. The coordinator completes a narrative section detailing the negatives and positives of the event they or their officers incurred. Each progress reports recaps the OT hours and the Match hours for each day worked during the event period.

The enforcement statistics are monitored year-over-year by the OTS and reviewed with each participating agency.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
High Visibility Enforcement (Impaired)
High Visibility Enforcement (OP)

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
TSEP-ID Enf	Impaired Driving HVE
TSEP-OP Enf	OP HVE

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

HSP pages 90-100 and 2021 Project Detail Chart

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Douglas County Sheriff's Office
Elko County Sheriff's Office
Humboldt County Sheriff's Office
Lander County Sheriff's Office
Las Vegas Metro Police Dept.
Lincoln County Sheriff's Office
Lyon County Sheriff's Office
Mesquite Policy Dept.
Mineral County Sheriff's Office
Nevada Highway Patrol
North Las Vegas Police Dept.
Nye County Sheriff's Office
Reno Police Dept.
Sparks Police Dept.
Washoe County Sheriff's Office
West Wendover Police Dept.
White Pine County Sheriff's Office

Washoe School District Police Dept.
University of Nevada Reno Police Dept.
Boulder City Policy Dept.
Henderson City Police Dept.
Carson City Sheriff's Office
Winnemucca Police Dept.
Eureka County Sheriff’s Office

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

The May 2020 *Click it or Ticket (CIOT)* campaign was one of two mandatory events for the Joining Forces program with a secondary *CIOT* enforcement campaign in November 2019. Twenty-six of Nevada’s law enforcement agencies participated in this campaign serving well over 95% of the state’s population. Participating agencies are required to distribute a press release to local media regarding Nevada's participation in Click it or Ticket and hold a joint press conference in advance of the mobilization. OTS also includes NHTSA produced and native messaging on social media and other media channels.

Nevada will participate in the 2021 *Click it or Ticket* national mobilization. A continued focus is needed on occupant protection strategies, such as high visibility enforcement that measurably changes behavior.

The State’s planned participation in the Click-it-or Ticket national mobilization will be accomplished through the OTS Joining Forces program. Joining Forces is an evidence-based traffic safety enforcement program which has been successful in increasing enforcement in all areas. In fiscal year 2020, 26 agencies participated in this program. Periodic, high-intensity and sustained, high visibility enforcement (HVE) efforts are proven countermeasures to changes in driving behavior. The efforts of multiple law enforcement officers in a specific location for a set period of time amplifies the effectiveness of HVE and reducing dangerous driving behaviors, crashes, injuries and fatalities. Additionally, using traffic stops to interdict narcotics, guns and contraband can be an effective crime control strategy as a secondary benefit resulting from HVE. Using data and agency knowledge of high crash and fatalities to identify high incident locations, OTS engages and funds Nevada law enforcement agencies to conduct HVE events throughout the state. A set calendar of events supporting NHTSA’s national campaigns is created and provides law enforcement a focus for HVE. The annual calendar identifies two events specifically focused on Click-it-or-Ticket.

List of Task for Participants & Organizations

State submits under High Seat Belt Use requirements; list is not required for High Belt Use States.

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

HSP pages 90-100 and 2021 Project Detail Chart

Countermeasure Strategy
CPS Training and Installation

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
OP/CPS Programs	Occupant Protection & CPS Programs

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **37**

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **2**

Populations served - rural: **15**

Populations served - at risk: **10**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

HSP pages 90-100 and Project Detail Chart

Countermeasure Strategy
CPS Training and Installation

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
OP/CPS Programs	Occupant Protection & CPS Programs
Outreach	Outreach

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: **5**

Estimated total number of technicians: **50**

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
9/3/2019
12/4/2019
3/4/2020
6/3/2020

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: **Genevieve Swain**

Title of State's Traffic Records Coordinator: **Traffic Records Program Manager**

TRCC members by name, title, home organization and the core safety database represented:

Page 6 – 8 in TR Strategic Plan

List of TRCC members

Member Name	Title	Organization	Databases
Genevieve Swain	Traffic Records Program Manager	Department of Public Safety-Office of Traffic Safety	A, B
Kyle Bacon	Transportation Analyst III	Nevada Department of Transportation- Traffic Safety Engineering	A
Lori Campbell	Project Coordinator	Nevada Department of Transportation	A, E
Wayne Bahmiller	Management Analyst	Nevada Department of Motor Vehicles	C, F
Juan Balbuena	Safety/LPA Engineer	Federal Highway Administration	A, E
Amanda Brandenburg	FARS Analyst	Department of Public Safety-Office of Traffic Safety	A
Shannon Bryant	Deputy District Attorney, Traffic Safety Resource Prosecutor	Washoe County District Attorney	A, B, C
Mike Colety	Senior Vice President	Kimley-Horn	A, E
Amy Davey	Administrator	Department of Public Safety-Office of Traffic Safety	A
Lawrie Black	Roadway Data/ MIRE Manager	Nevada Department of Transportation	A, E

Mohammed Farhan	Principle Planner	RTC of Southern Nevada	A, E
Gina Featherstone	Community Health Specialist	Reno Sparks Indian Colony	A, D
Sean Sever	Supervisor	Nevada Department of Motor Vehicles	C, F
Laura Gryder	Project Director	University of Nevada Las Vegas School of Medicine	D
Kevin Honea	Lieutenant	Department of Public Safety- Nevada Highway Patrol	A, B, C
Dawn Voight	Supervisor	Nevada Department of Motor Vehicles, Central Services Driver's License and Business Programs	C, F
Rebecca Edwards	Business Systems Analyst	Administrative Office of the Courts	A, B, C
Samantha Slinkard	Research Assistant	University of Nevada Las Vegas School of Medicine	D
John McCormick	Assistant Court Administrator	Administrative Office of the Courts	A, B, C
Karl Nieberlein	Project Manager	Tyler Technologies- Brazos	A, B
Raul Ramirez	Electronics Technician 2	Department of Public Safety Nevada Highway Patrol	A, B, C
John Riley	Sergeant	Fallon Police Department	A, B, C
Brad Smith	Officer	Las Vegas Metropolitan Police Department	A, B, C
Casey Smith	Transportation Planner/ Analyst 3	Nevada Department of Transportation	A, E
Fred Shakal	Chief/Admin 2/ Prof. Engineer	Nevada Department of Transportation	A, E
Jaime Tuddao	Senior Traffic Safety Engineer	Nevada Department of Transportation	E
James Weston	Transportation Planner	Regional Transportation Commission of Washoe County	A, E
Hao Xu	Assistant Professor	University of Nevada Reno	A, E

Traffic Records System Assessment

45. Strategic Planning Recommendations

46. Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.

47. Crash Recommendations

    1. Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    2. Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

3. Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

48. Vehicle Recommendations

    1. Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    2. Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

49. Driver Recommendations

    1. Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    2. Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

    3. Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

50. Roadway Recommendations

    1. Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

    2. Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    3. Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

51. Citation/Adjudication Recommendations

    1. Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    2. Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

    3. Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    4. Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

52. EMS/Injury Surveillance Recommendations

1. Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

2. Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

3. Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

53. Data Use and Integration Recommendations

1. Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Traffic Records for Measurable Progress

1. Performance Measure: Crash Data Completeness

System to be Impacted	Crash
Performance Area(s) to be Impacted	Completeness
Performance Measure used to Track Improvement(s)	In April 2018, three Traffic Incident Management (TIM) fields were added to the Brazos Form 5 to collect if a crash was a secondary collision (yes/no), the roadway clearance time, and the incident clearance time.
Relevant Project(s) in the State's Strategic Plan	Strategy 2: Crash, Action Step# 2.2: Improve the consistency and reliability of delivery of the crash files from law enforcement to the State to minimize processing effort and reduce the time between crash and data availability and reduces opportunities for data quality corruption. Activity ID: 2020 Program Management- TRCC Strategic Plan Coordination and Development Project Pg. 15
Improvement(s) Achieved or Anticipated	The addition of these fields to the Brazos Form 5 enabled the agency and state to collect secondary crash information that was not collected in prior reporting periods. The fields will be updated to require mandatory data entry and it is anticipated that in the 2021 reporting period an increase in data collection will occur and the amount of blank

	records will decrease from 5,094 where 'Y' or 'N' was not collected in the Secondary Collision field.
Specification of How the Measure is Calculated/Estimated	A query of the TIM data fields will occur to show the success of collecting the data including roadway clearance and incident clearance times.
Date and Baseline Value for the Measure	Baseline Date: TIM fields available in Brazos Form 5- April 1, 2018 to March 31, 2019. Baseline Value: 551 secondary crashes occurred and roadway clearance and incident clearance time data was captured.
Date and Current Value for the Measure	Current Measurement Date: TIM field data available in the Brazos Form 5- April 1, 2019 to March 31, 2020. Current Measure Value: 1,408 secondary crashes occurred, which was an increase from the 551 secondary crashes captured the prior reporting period. The 5,094 blank records for the Secondary Collision field will decrease by 5% in 2021.

2. Performance Measure: Crash Data Integration

System to be Impacted	Data Use and Integration
Performance Area(s) to be Impacted	Integration
Performance Measure used to Track Improvement(s)	The percentage of appropriate trauma records that are linked to crash data.
Relevant Project(s) in the State's Strategic Plan	Strategy 1: Data Use and Integration, Action Step# 1.11: Consider employing a research and program development arm of its Office of Traffic Safety that assists decision-makers and the public with providing and analyzing up-to-date data, especially for those that are interested in generating documents separate from annual or strategic plans such as white papers, fact sheets, conference papers, etc. Activity ID: 2021Program Management-TRCC Strategic Plan Coordination and Development Project, pg. 15.

Improvement(s) Achieved or Anticipated	The performance period of April 1, 2019 to March 31, 2020 had 63% linkage, which is an increase over the 54% linkage reported last year in the base period of April 1, 2018 to March 31, 2019. Attachment provided (Database Linking Rates Tracker).
Specification of How the Measure is Calculated/Estimated	A query of the years, trauma centers, NDOT (crash data) and linked crash-trauma numbers and percentage.
Date and Baseline Value for the Measure	Baseline Date: Year, Number of trauma by trauma center, number of crash records provided by NDOT, and number of linked crash-trauma data – April 1, 2018 to March 31, 2019. Baseline value: 54% with 3,176 linked crash-trauma data.
Date and Current Value for the Measure	Current Measurement Date: Year, Number of trauma by trauma center, number of crash records provided by NDOT, and number of linked crash-trauma data – April 1, 2019 to March 31, 2020. Baseline value: 63% with 3,707 linked crash-trauma data.

Traffic Records Supporting Non-Implemented Recommendations

The following are recommendations that are not currently planned measurements for 2021:

- Strengthen the TRCC's management approach that reflects best practices identified in the Traffic Records Program Assessment Advisory
  - Develop a traffic records data “warehouse” that provides agencies the ability to manage information
    - Status: Not Started
  - Develop data governance protocols in place that appropriately link and identify traffic records data or documents the use of such data by a variety of internal and external users
    - Status: Not Started
  - Develop a systematic process to conduct, analyze and set performance measure with consideration for behavioral, social, spatial, and temporal variations
    - Status: Not Started

The TRCC prioritized the strategies to ensure that there was documented progress towards implementation of the strategies. A priority level was applied to each strategy and the ones above were set at a lower priority for completion in the future. The primary focus is to

increase the engagement responsible agency in the TRCC and gain a better understanding of the existing data dictionary, format, quality control and ability to link the particular data.

- Improve the procedures/ process flows, interfaces and data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - Implement a report for officers related to timeliness, accuracy and completeness feedback. This can be useful for training, updates to manuals, and form revisions. Allow feedback from users to collectors to further enhance data quality.
        - Status: Not Started
    - Establish performance measures related to the quality categories (accuracy, completeness, etc.). These should include baselines and timeframes to establish effectiveness as data quality improvement initiatives are implemented.
        - Status: Not Started

The above items are dependent upon an NDOT funded project to upgrade NCATS, which is in progress and anticipated to be completed by late 2020.

- Improve the procedures/ process flows and data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - Increase active representation on the Nevada Traffic Records Coordinating Committee (TRCC) and providing vehicle data system quality management reports which could potentially result in obtaining priority consideration for federal traffic records grant funding to enhance the vehicle data system.
        - Status: Early Progress
    - Participate in the Performance and Registration System Management (PRISM) program.
        - Status: Not Started
    - Evaluate the current AAMVA recommended title brands for potential Nevada branding additions.
        - Status: Not Started

    The above items were placed on hold per the Nevada Department of Motor Vehicle (NV DMV)'s request for the 2019 reporting period. NV DMV is in the process of implementing new software and they were not in a position to explore integration or other changes.

- Improve the description, contents, data dictionary and the data quality control program of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    - Attain the driver and vehicles system data from the DMV and link to the crash system NCATS.
        - Status: Early Progress
    - Obtain the required authorizations or attain a non-proprietary version of the driver system documents and narratives to assist with future assessments and system evaluations.
        - Status: Early Progress
    - Develop a quality control program and performance measures for the driver system.
        - Status: Not Started

  The above items were placed on hold per the Nevada Department of Motor Vehicle (NV DMV)'s request for the 2019 and 2020 reporting period. NV DMV is in the process of implementing new software and they were not in a position to explore integration or other changes.

- Improve the applicable guidelines, data dictionary, interfaces, and data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    - Explore the development of a complete set of performance measures related to the quality of citation systems' data.
        - Status: Not Started
    - Establish an official set of security protocols governing data access, modification and release that can be applied to each court management system.
        - Status: Not Started
    - Encourage all court systems to standardize their information systems using established national protocols and standards.
        - Status: Not Started

  The TRCC prioritized the strategies to ensure that there was documented progress towards implementation of the strategies. A priority level was applied to each strategy and the ones above were set at a lower priority for completion in the future. The primary focus is to increase the engagement responsible agency in the TRCC and gain a better understanding of the existing data dictionary, format, quality control and ability to link the particular data.

- Improve the description, contents, interfaces and quality control program of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - Share information and data management reports with the TRCC on a regular basis.
        - Status: Not Started
    - Develop a system where multiple EMS/injury surveillance data sets can be accessed and analyzed together to solve a specific problem.
        - Status: Not Started
    - Establish performance measures for each system following the 'Model Performance Measures for State Traffic Records Systems' publication.
        - Status: Not Started
    - Build on the success of the integration of the State crash file and the NTR and integrate all components of the injury surveillance system.
        - Status: Not Started
    - Develop the core injury surveillance data into an important resource to define, evaluate, and support highway safety programs and projects through enhanced coordination with the State's health agencies.
        - Status: Not Started

The NVDOT funded EMS software upgrade went live on February 8, 2019, which was the first component. EMS has a second component that was implemented in the 2020 reporting period and reporting options will continue with Activity ID: 2021 Program Management- TRCC Strategic Plan Coordination and Development Project.

Traffic Records for Model Performance Measures

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Documents
NV_FY21_405c_TRCC Strategic Plan.docx
NV-FY21_405c_TRCCPM1_CrashTIM data.XLSX
NV_FY21_405c_TRCCPM2_Integration Trauma Linking.pdf
Supporting Documents

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
Data Integration	Crash Data Integration
Data Quality	Data Quality Projects
Brazos System	Electronic Crash Reporting System

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Documents
NV_FY21_405c_TRCC Strategic Plan.docx
NV-FY21_405c_TRCCPM1_CrashTIM data.XLSX
NV_FY21_405c_TRCCPM2_Integration Trauma Linking.pdf
Supporting Documents

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: **5/12/2015**

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Mid-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment:

Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis of Operation

On August 9, 2013 the Nevada Executive Committee on Traffic Safety (NECTS) was designated as the Statewide Impaired Driving Task Force with the authority to approve the Nevada Impaired Driving Strategic Plan (IDSP). The NECTS reports to Nevada's Transportation Board of Directors which includes the Governor, Lieutenant Governor, State Controller, and four members appointed by the Governor. Statutory authority is described in the NECTS Bylaws as follows:

ARTICLE 2- AUTHORITY

2.1 The NECTS was established to involve traffic safety officials statewide in a program working together to develop an effective and efficient system for prioritizing and utilizing limited federal, state, local, and tribal resources for the purpose of reducing fatalities and serious injuries on Nevada's roadways.

The authority for establishing the NECTS Committee is found in the State of Nevada Revised Statutes (NRS) Chapter 408, which authorizes the Department of Transportation Board of Directors to adopt such rules, bylaws, motions and resolutions necessary to govern the administration, activities and proceedings of the Department of Transportation.

2.2 The NECTS shall report to the State Board of Directors of the Department of Transportation and shall be advisory in nature. NECTS includes appropriate stakeholders that meet the membership requirements identified by FAST IFR. Key stakeholders include the highway safety office, law enforcement, and prosecution, adjudication and probation, driver licensing, treatment/rehabilitation, data and traffic records, public health, and communications. NECTS oversees Nevada's Strategic Highway Safety Plan (SHSP) with strategies developed by multiple disciplines and partners across the state. Those partners review multiple data sources and proven

countermeasures to address impaired driving and then allocate various resources toward the identified problem. The Office of Traffic Safety is committed to aligning its goals to reduce Nevada's impaired fatalities and serious injuries in conjunction with the Nevada Department of Transportation's (NDOT) Strategic Highway Safety Plan (SHSP).

The Impaired Driving Task Force works collaboratively with NECTS as a critical part of the operational statewide task force dedicated to identifying top impaired driving priorities, and provide input relating to each of the elements within NHTSA's Highway Safety Program Guideline No. 8 to develop the Strategic Impaired Driving Plan for approval by NECTS**.**

Key Stakeholders

Nevada Impaired
Driving Task Force

First Name	Last Name	Title,Agency
Justin	Ames	Sgt., DPS Nevada Highway Patrol
David	Astles	Forensic Criminalist, Washoe County Sheriff's Office-Forensic Science Division
Eddie	Bowers	Captain, DPS Nevada Highway Patrol
Karyl	Brown	Supervising Criminalist, Washoe County Crime Lab
Shannon	Bryant	Deputy District Attorney/TSRP, Washoe County District Attorney's Office
Timothy	Fassette	Chief Toxicologist, City of Henderson Police Department Crime Lab
Brenda	Hahn	Law Enforcement Liaison, National Highway Traffic Safety Administration
Victoria	Hauan	Administrator, DPS Office of Criminal Justice
Kerri T.	Heward	Director, Washoe County Sheriff's Office-Forensic Science Division
Rob	Honea	Law Enforcement Liaison, DPS Office of Traffic Safety
Kevin	Honea	Lt., DPS Nevada Highway Patrol
Tamrah	Jackson	Lt., DPS Nevada Highway Patrol
Deon	McDaniel	Lt., DPS Nevada Highway Patrol
Scott	Shaw	Lt., Reno Police Department
David	Stoddard	Sgt., Las Vegas Metropolitan Police Department
Theresa	Suffecool	Forensic Lab Manager, Las Vegas Metropolitan Police Department - Lab
Mike	Colety	Consultant, Kimley Horn
David	Giacomin	Consultant, Kimley Horn
Karen	Sprattler	Consultant, Kimley Horn
Lacey	Tisler	Project Manager, Nevada Department of Transportation
Sergio	Avila	Public Relations Specialist, AAA

Jerry	Mager	Victim Advocate
Stephie	Mager	Victim Advocate
Laura	Oslund	Executive Director, Pace Coalition
Doug	Scoles	Director of Field Operations, MADD
Laura	Gryder	Project Director, University of Nevada Las Vegas School of Medicine
Samantha	Slinkard	Research Assistant, University of Nevada Las Vegas School of Medicine
Dwayne	Burns	Company Representative, Alcohol Detection Systems (ADS)
Jennifer	Rangel	Business Development Manager, Draeger, Inc.
Lynn	Wetzel	Marketing Director, Kirvin Doak Communications
Andrew	Bennett	Public Information Officer, DPS Office of Traffic Safety
Amanda	Brandenburg	FARS Analyst, DPS Office of Traffic Safety
Michael	Close	Regional Program Manager, National Highway Traffic Safety Administration
Dianne	Draper	Program Officer 3, Nevada Department of Motor Vehicles
Danielle	Hafeman	Ignition Interlock Program Coordinator, DPS Office of Traffic Safety
Judith	Mata	Child Passenger Safety / Outreach Coordinator, DPS Office of Traffic Safety
Meg	Matta	Program Manager/Impaired Driving, DPS Office of Traffic Safety
Narcisa	Zepeda	Zero Teen Fatalities Program Coordinator, DPS Office of Traffic Safety

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: **7/10/2020**

Strategic plan details

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: New plan updated 7/10/2020

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: **Yes**

Motorcyclist awareness program: **No**

Reduction of fatalities and crashes: **No**

Impaired driving program: **No**

Reduction of impaired fatalities and accidents: **No**

Use of fees collected from motorcyclists: **Yes**

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **Department of Public Safety**

State authority name/title: **George Togliatti, Director**

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: **(i) Motorcycle Safety Foundation Basic Rider Course**

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Carson City	2,455
Clark County	41,407
Elko County	1,656
Humboldt County	596
Lyon County	2,736

Mineral County	158
Washoe County	15,947

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **71,005**

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: **Data State**

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	Attachment provided
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	Attachment provided

405(h) Nonmotorized safety grant

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.