



NEVADA OFFICE OF TRAFFIC SAFETY

# Highway Safety Plan 2021





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## Introduction

With the goal of eliminating traffic-related fatalities and serious injuries from its roadways, Nevada's 2020 Highway Safety Plan (HSP) involves an annual collaboration with public and private stakeholders from across the state. Working with state, local, tribal, and federal partners interested in preventing traffic crashes through strategic use of the 4 E's of Safety: Engineering, Enforcement, Education, and Emergency Response, Nevada's HSP identifies proven countermeasures to move Nevada toward Zero Fatalities, its stated goal for the last decade. Reflecting the message that no fatalities are acceptable, the 2021 HSP focuses on strategies that foster the behavior changes necessary to meet this critical goal.

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

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

OTS' HSP planning efforts also reflect key priorities of the 2016-2020 Nevada Strategic Highway Safety Plan (SHSP), the comprehensive statewide plan that provides a coordinated framework for reducing fatalities and serious injuries on Nevada's roadways. With leadership from NDOT and DPS, the SHSP established statewide goals and Critical Emphasis Areas (CEAs) developed in consultation with federal, state, local, and private-sector stakeholders. Visit [zerofatalitiesnv.com](http://zerofatalitiesnv.com) for more information and history of the Nevada SHSP and HSP implementation.

**The 2021 HSP supports the seven CEAs identified in the 2016 2020 SHSP that offer the greatest potential for improving safety on Nevada roadways.**

### Impaired Driving Prevention



*Don't Drive Impaired*

### Intersection Safety



*Stop on Red*

### Lane Departure Prevention



*Focus on the Road*

### Motorcycle Safety



*Ride Safe*

### Occupant Protection



*Always Buckle Up*

### Pedestrian Safety



*Be Pedestrian Safe*

### Young Driver Safety



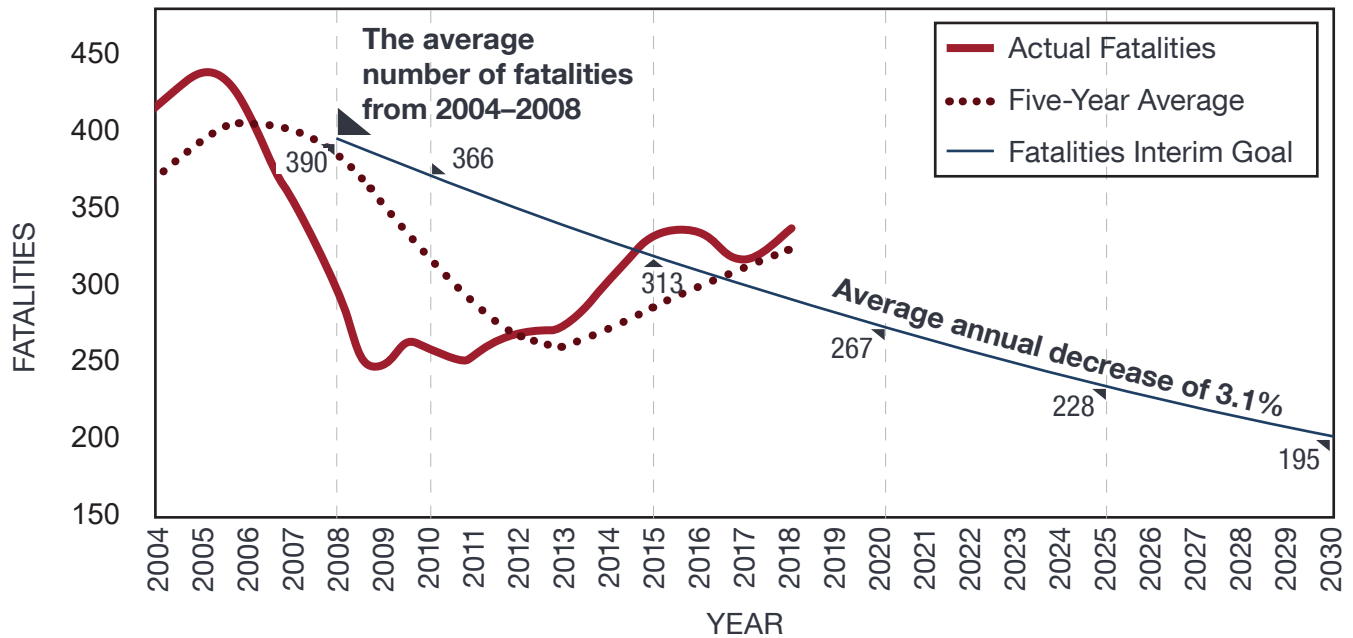
*Young Drivers*

The 2021 HSP and NDOT's HSIP share coordinated safety targets for three core safety performance measures: the number of motor vehicle fatalities, the number of motor vehicle serious injuries, and the rate of motor vehicle fatalities per annual vehicle miles traveled (VMT) on Nevada roadways. These shared target measures reinforce the commitment and focus required to reach the goal of Zero Fatalities on Nevada's public roads.

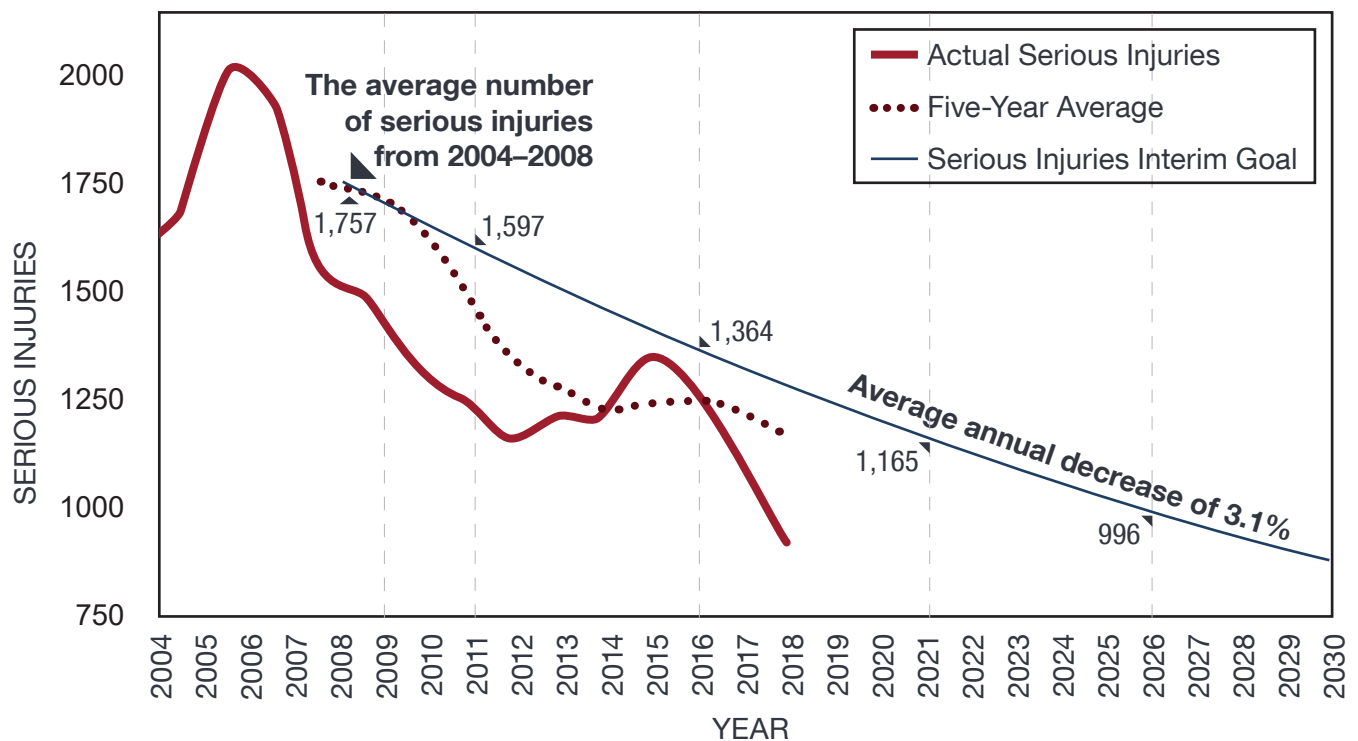
Nevada has a **Zero Fatalities** interim goal of reducing the 2004-2008 five-year moving average of 390 fatalities and 1,757 serious injuries in half by 2030. The two figures on the following page demonstrate that as of 2018 we are currently on track to meet the interim goal for serious injuries, but not for fatalities.



NEVADA FATALITY HISTORICAL TRENDS  
(INTERIM GOALS TO 2030)



NEVADA SERIOUS INJURY HISTORICAL TRENDS  
(INTERIM GOALS TO 2030)







## Highway Safety Planning Process

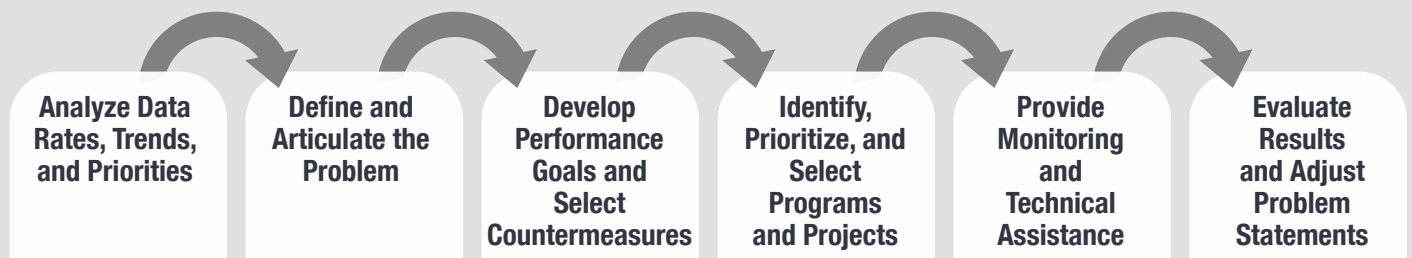
While data drives the priorities of the Nevada HSP, putting that information into action requires the work and commitment of state and local partners seeking to be part of the solution. Once critical safety issues are identified, proposals to reduce or eliminate these safety concerns are sought and evaluated by OTS prior to making funding decisions.

OTS begins its grant proposal period in January each year and provides resources and information to grant applicants about the priorities to be addressed and the countermeasures OTS envisions. Potential grantees are invited to review crash data for an issue and/or geographic area and propose specific strategies and actions to counteract these risky behaviors. The HSP provides partners with key information about each safety focus area, providing current data and examples of past efforts that have received funding to address these issues. Federal Fiscal Year (FFY) 2021 grant projects are supported by both state and federal funds awarded to OTS to address safety issues identified in the unified Nevada SHSP, moving the state closer to the goal of Zero Fatalities. OTS actively monitors traffic safety trends and emerging issues and will respond with changes to the HSP as needed. Requests for new projects or amendments to the HSP are submitted to National Highway Traffic Safety Administration (NHTSA) for approval.



### The Goal-Setting Process

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

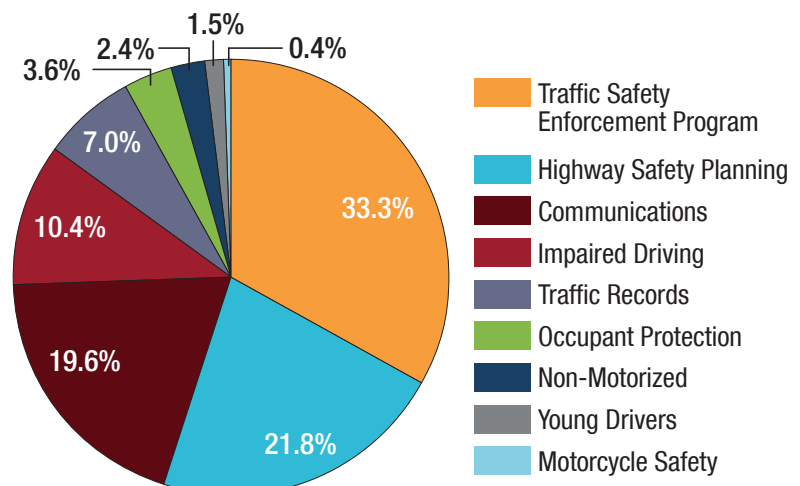


## Funding Strategy

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

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

2021 Total Funding by Program Area





## Grant Process

Formal project selection begins with organizations submitting either a Letter of Interest (LOI) or grant proposal to OTS. The LOI process is intended to solicit new traffic safety partners and provide potential grant recipients with a simplified mechanism to propose new programs. The invitation to submit an LOI includes requests for projects focused on Nevada's most recent data. In 2020, the 2021 grant process was impacted by the COVID-19 pandemic. Grant application review was performed remotely, the use of review panels was reduced, evaluation of emerging data (during the pandemic) was required, and impacts of the pandemic on local resources was considered.

Project selection criteria included the following:

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

## Selection Criteria

Once proposals are received, OTS and a peer review committee review, score, and prioritize all grant applications for award. The most promising project proposals are accepted as funding levels permit and are noted in this HSP under the Performance Measure Program Areas they address. Once a grant award is made to a sub-recipient, negotiations are conducted as needed to develop specific targeted objectives and to ensure that budgets are appropriate for the activities to be performed.

The final 2021 HSP project selections were based on the following criteria:

- Analysis of Nevada highway safety information system data
- Effectiveness or ability to improve the identified problem
- OTS program assessments and management reviews conducted by NHTSA
- Support of priorities and strategies within Nevada's SHSP
- Partner efforts and/or review provided by:
  - Department of Health and Human Services
  - Statewide Community Coalitions
  - Traffic Records Coordinating Committee (TRCC)
  - Attorney General's Substance Abuse Work Group (Impaired Driving Subcommittee)
  - Nevada Highway Patrol (NHP) Multidiscipline Incident Response Team (MIRT)
  - Statewide law enforcement agencies
  - University of Nevada, Reno School of Medicine, Center for Traffic Safety Research
  - University of Nevada, Las Vegas Transportation Research Center, Vulnerable Road Users Project

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



## **Monitoring and Technical Assistance**

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

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

## **Final Reports**

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





## Data Analysis and Critical Emphasis Areas

The priorities and programs of Nevada's 2021 HSP are driven by data. The process of data analysis and problem identification involves a careful review of state crash data to identify Nevada's most pressing traffic safety issues. This review of crash data helps to determine primary focus areas, inform resource allocation, and serves as an effectiveness measure of prior safety efforts.

The crash data most often used in this analysis involves fatalities and serious injuries and is collected by law enforcement officers at the scene of traffic crashes. Nevada law enforcement agencies utilize a centralized citation and crash reporting system, Brazos, which provides timely and consistent traffic data to OTS and other partners. In recent years, the integration of crash data with trauma center data has been funded to enable further analysis of the impacts of fatalities and serious injuries to society, such as medical costs, reduction of productivity, and other harms associated with these crashes. The chart below depicts the crash data collected for the driver/passenger/road user, the crash, the vehicles involved, and the roadway on which the crash occurred. Each element is used to guide Nevada safety stakeholders in making key decisions about safety priorities and resource expenditures.

### Crash Data Elements

#### Driver/Passenger/Road User

Role	Injury Data
Age	Pre-Hospital EMS
Gender	Emergency Department
License Status	Hospital Admission/Discharge
Restraint Use	Trauma Registry
Impairment	Long-Term Rehabilitation

#### Crash

Date	Contributing Factors
Time	Weather
Location	Traffic Controls
Severity	Road Design Features
Manner of Collision	

#### Vehicle(s)

Year
Make
Model
Registration

#### Roadway

Location
Classification
Physical Characteristics
Roadway Use







## Data Sources

The Nevada HSP and SHSP utilize the same state and local data sources to ensure improvement strategies and grant-funded projects are directly linked to the factors contributing to fatal and serious injury crashes. The ability to access reliable, timely, and accurate crash data increases confidence in the overall effectiveness of the HSP and increases the likelihood of directing resources to strategies that will prevent the most crashes and assist in identifying locations with the greatest need.

Data from a variety of sources informed the 2021 HSP, including:

- Community Attitude Awareness Survey
- Emergency Medical Systems
- Fatality Analysis Reporting System (FARS), General Estimates System
- NDOT Annual Crash Summary
- Nevada Citation and Accident Tracking System (NCATS)
- Nevada Department of Motor Vehicles (DMV)
- Nevada Traffic Safety Crash Facts
- NHTSA and National Center for Statistics and Analysis (NCSA) Traffic Safety Fact Sheets
- NHTSA Program Uniform Guidelines
- Seat Belt Observation Survey Reports
- State Demographer Reports
- University of Nevada, Las Vegas - Transportation Research Center (TRC)
- University of Nevada, Las Vegas School of Medicine - analysis of crash and trauma records from motor vehicle crashes - Traffic Research and Education Newsletter (TREND)

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

- Data reflecting the increase/reduction for each CEA based on the interim goals of the SHSP
- Current CEA strategies and action steps
- Recommended strategies from the local agencies and organizations such as regional transportation commissions (RTCs), public transit, schools and universities, courts, etc.
- Serious injury data from the state's four trauma centers, including both cost and severity of injury
- Consideration of other strategies and countermeasures



## HSP Problem Identification and SHSP Critical Emphasis Areas

The Nevada 2021 HSP is closely aligned with the Nevada SHSP. Both plans identify issues with the greatest involvement in fatal and serious injury crashes and prioritize the actions that can best mitigate them. Official FARS data from NHTSA is used for fatalities whenever possible, with state data providing additional crash parameters and VMT.

This information, along with strategies for addressing the identified critical issues (found in NHTSA's "Countermeasures That Work" publication), help to determine where to focus HSP and SHSP efforts and resources and to evaluate effectiveness. Visit [www.ghsa.org/resources/countermeasures](http://www.ghsa.org/resources/countermeasures) for a full reference to the 9<sup>th</sup> Edition of this resource.

**The 2021 HSP is supportive of the following seven CEAs as established within the 2016-2020 SHSP:**

- Impaired Driving Prevention
- Intersection Safety
- Lane Departure Prevention
- Motorcycle Safety
- Occupant Protection
- Pedestrian Safety
- Young Driver Safety

Nevada's SHSP is currently being updated for the next five years (2021-2025). The HSP will continue to support the strategies and goals of the SHSP.

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

The following table includes a crash data summary for all the key elements of Nevada's safety program over the past 10 years. A detailed data analysis to be used in the selection of specific strategies to reduce fatal and serious injury crashes is included in the separate 2021 Nevada Traffic Safety Problem Identification Report.

<b>Crash Data Summary</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Fatalities (Actual)</b>	243	257	246	261	266	291	326	329	311	330	302
<b>Serious Injuries</b>	1,412	1,328	1,219	1,161	1,207	1,212	1,349	1,273	1,102	1,031	1,014
<b>Fatality Rate/100 Million VMT</b>	1.19	1.16	1.02	1.08	1.08	1.15	1.26	1.23	1.13	1.16	1.21
<b>Unrestrained Passenger Vehicle Occupant Fatalities</b>	74	77	64	63	57	65	72	72	69	76	59
<b>Fatalities Involving Driver or Motorcycle Operator w/ <math>\geq</math> .08 BAC</b>	69	69	70	85	81	93	99	102	88	87	68
<b>Speeding-Related Fatalities</b>	94	81	76	102	90	100	112	126	95	92	86
<b>Motorcyclist Fatalities</b>	42	48	41	43	59	63	55	74	54	59	51
<b>Unhelmeted Motorcyclist Fatalities</b>	2	10	5	10	7	8	11	12	8	9	4
<b>Drivers Age 20 or Younger Involved in Fatal Crashes</b>	37	23	26	35	30	37	39	39	27	34	30
<b>Pedestrian Fatalities</b>	35	36	46	55	65	71	66	80	91	79	70
<b>Children Age 0-4 Fatalities</b>	3	1	1	2	2	4	0	1	2	0	1
<b>Bicycle Fatalities</b>	6	6	4	3	7	8	10	6	9	8	7
<b>Distracted Driving Fatalities</b>		14	21	15	20	15	15	7	15	10	9
<b>Percent Observed Seat Belt Use for Passenger Vehicles—Front Seat Outboard Occupants</b>	91%	93%	94%	91%	95%	94%	92%	89%	91%	92%	94.2



## Performance Measures

Targets for 2021 were set to reflect Nevada's Zero Fatalities interim goal of reducing the 2004-2008 five-year moving average of 390 fatalities in half by 2030. The current trend was projected through 2021 and a reduction from the 2021 projection was calculated for a linear reduction to meet the interim goal. The fit (R-squared) of the linear trend line for the last four- and five-year periods through 2019 for both the actual number of fatalities and the five-year moving average were reviewed. The 2015-2019 five-year moving average had the highest correlation and was used to project the current trend through 2021.

The following table includes a summary of all of Nevada's performance measures. Additional details on the three performance measures shared by the Nevada SHSP, HSP, and HSIP (fatalities, serious injuries, and fatality rate) are included on the following pages.

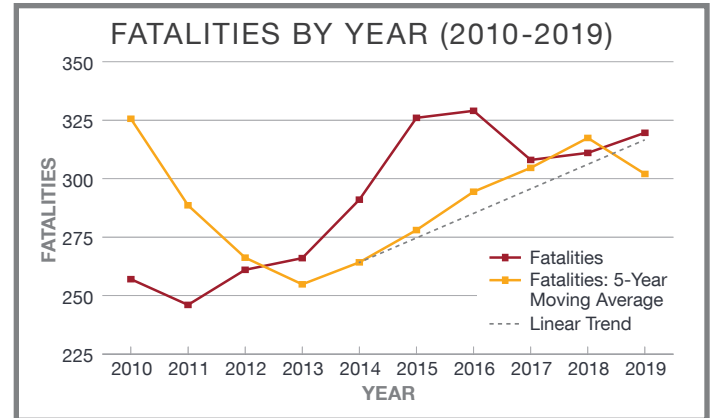
Details on the remaining HSP performance measures are incorporated into the HSP program area sections.

Crash Data and Trends	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2021
5-Year Moving Average	BASELINE										TREND	TREND	TARGET
Fatalities	325.6	288.6	266.2	254.6	264.2	278.0	294.6	304.6	317.4	319.6	334.6	345.2	330.2
Serious Injuries	1,647.8	1,489.4	1,335.6	1,265.4	1,225.4	1,229.6	1,240.4	1,228.6	1,205.2	1,213.4	1,195.8	1,185.4	1,154.7
Fatality Rate	1.924	1.716	1.538	1.106	1.098	1.118	1.160	1.170	1.185	1.214	1.237	1.259	1.226
Unrestrained	102.6	86.0	73.8	67.0	65.2	64.2	65.8	67.0	70.8	69.6	72.2	73.8	72.7
> .08 BAC	101.2	86.4	79.8	74.8	79.6	85.6	92.0	92.6	93.8	88.8	93.0	93.8	90.6
Speeding	104.8	88.2	89.2	88.6	89.8	96.0	106.0	104.6	105.0	102.2	101.7	100.6	97.0
Motorcyclist	50.0	48.2	46.6	46.6	50.8	52.2	58.8	61.0	61.0	58.6	62.8	64.3	60.6
Unhelmeted	8.6	7.8	8.4	6.8	8.0	8.2	9.6	9.2	9.6	8.8	8.8	8.6	8.3
Drivers Age 20 or Younger	49.6	40.6	34.2	30.2	30.2	33.4	36.0	34.4	35.2	33.8	33.4	32.8	32.6
Pedestrians	46.0	45.0	45.6	47.4	54.6	60.6	67.4	74.6	77.4	77.2	84.4	88.7	82.7
Children Age 0-4 (only when restraint use was known)	3.8	2.4	1.6	1.8	2.0	1.8	1.8	1.8	1.4	0.8	0.6	0.3	0.3
Bicyclists	7.8	6.6	5.2	5.2	5.6	6.4	6.8	8.0	8.2	8.0	8.9	9.3	8.8
Distracted Driver					17.0	17.2	14.4	14.4	12.4	11.2	9.7	8.3	8.3
Percent Observed Belt Use for Passenger Vehicles—Front Seat Outboard Occupants	91.62	92.24	91.94	92.72	93.32	93.10	92.16	92.18	91.60	91.64	91.36	91.14	91.58



## Fatalities

As shown in the table and graph, Nevada's 2019 preliminary fatality number is 302. The table includes the 2015-2019 number of fatalities, five-year moving average, the projected 2020 and 2021 moving averages, and the 2021 target.

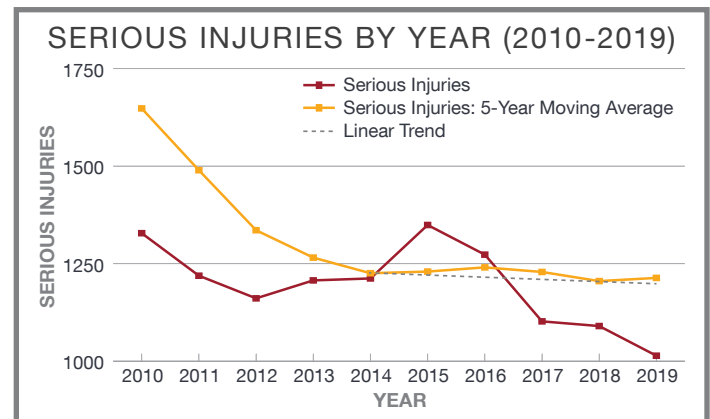


Crash Data and Trends	2014	2015	2016	2017	2018	BASELINE 2019	TREND 2020	TREND 2021	TARGET 2021
Fatalities	291	326	329	311	330	302	-	-	-
5-Year Moving Average	264.2	278	294.6	304.6	317.4	319.6	334.6	345.2	330.2

## Serious Injuries

As shown in the table and graph, Nevada's 2019 preliminary serious injury number of 1,014 has been declining for the last several years and is the lowest number of serious injuries the state has experienced in the past 10 years.

The table includes the 2015-2019 number of serious injuries, five-year moving average, the projected 2020 and 2021 moving averages, and the 2021 target.



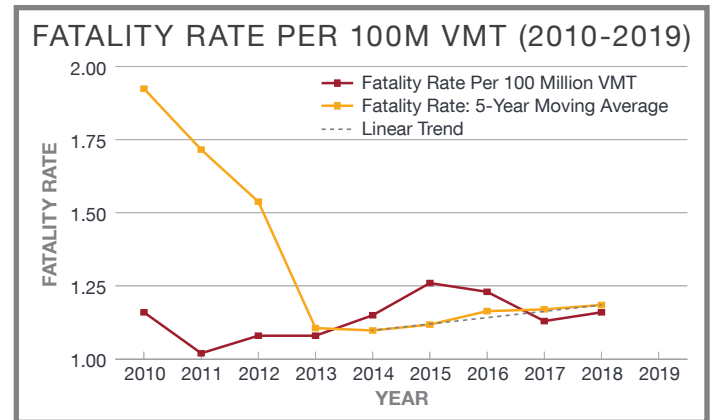
Crash Data and Trends	2014	2015	2016	2017	2018	BASELINE 2019	TREND 2020	TREND 2021	TARGET 2021
Serious Injuries	1,212	1,349	1,273	1,102	1,090	1,014	-	-	-
5-Year Moving Average	1,225.4	1,229.6	1,240.4	1,228.6	1,205.2	1,213.4	1,195.8	1,185.4	1,154.7





## Total Fatality Rate Per 100 Million VMT

As shown in the table and graph, Nevada's fatality rate has generally been increasing since 2011 but has dropped from a high of 1.26 in 2015 to 1.16 in 2019. The table includes the 2015-2019 fatality rate, five-year moving average, the projected 2019 and 2020 moving averages, and the 2021 target.



Crash Data and Trends						BASELINE	TREND	TREND	TARGET
	2014	2015	2016	2017	2018	2019	2020	2021	2021
Fatality Rate Per 100 Million VMT	1.15	1.26	1.23	1.13	1.16	-	-	-	-
5-Year Moving Average	1.098	1.118	1.160	1.170	1.185	1.214	1.237	1.259	1.226





## 2021 HSP Program Areas

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

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





## Occupant Protection (Adult and Child Passenger Safety)

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

### Unrestrained Passenger Vehicle Occupant Fatalities, All Positions

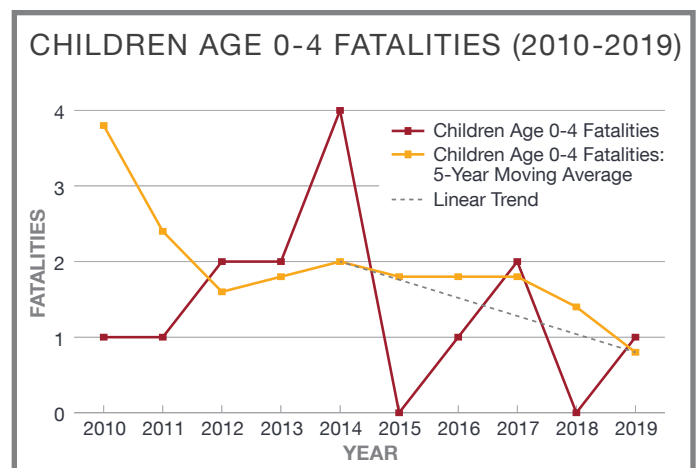
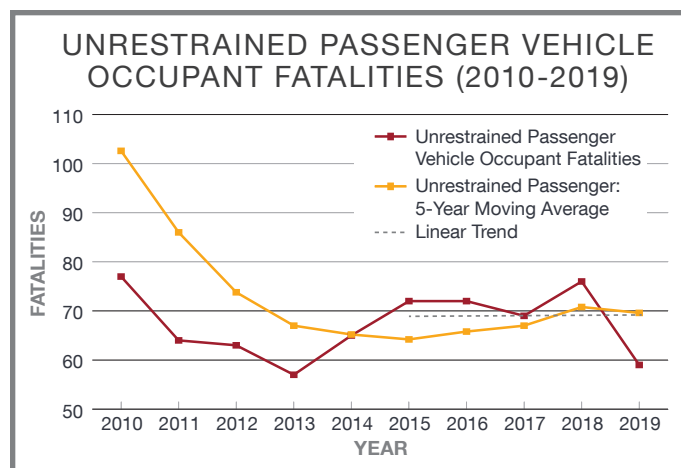
The following table and graph include the 2015-2019 number of unrestrained fatalities, the five-year moving average, the projected 2020 and 2021 moving averages, and the 2021 target.

Crash Data and Trends	2015	2016	2017	2018	BASELINE 2019	TREND 2020	TREND 2021	TARGET 2021
Number of Unrestrained Passenger Vehicle Occupant Fatalities	72	72	69	76	59	-	-	-
5-Year Moving Average	64.2	65.8	67.0	70.8	69.6	72.2	73.8	72.7

### Child Passenger Safety

The following table and graph include the 2015-2019 number of fatalities for children ages 0-4, the five-year moving average, the projected 2020 and 2021 moving averages, and the 2021 target.

Crash Data and Trends	2015	2016	2017	2018	BASELINE 2019	TREND 2020	TREND 2021	TARGET 2021
Children Ages 0-4 Fatalities	0	1	2	0	1	-	-	-
5-Year Moving Average	1.8	1.8	1.8	1.4	0.8	0.6	0.3	0.3





## Strategies

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

## Related Projects in 2021

- **Occupant Protection Survey** – Seat belt use survey conducted by University of Nevada, Las Vegas.
- **Outreach** – CPS training and installation.
- **Communications** – Communications campaign.
- **Traffic Safety Enforcement Program (Occupant Protection Enforcement)** – HVE for seat belt and child safety seat non-use conducted by law enforcement agencies statewide.
- **Occupant Protection/CPS Programs (CPS training and installation)** – Coordination and support for CPS technician training, community outreach and education, and car seat installation stations. Partners include first responders and law enforcement, community programs, Native American tribal populations, schools, foster care, and healthcare programs.





## Impaired Driving Prevention (Drug or Alcohol)

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

### Fatalities Involving a Driver or Rider with BAC of 0.08 or Above

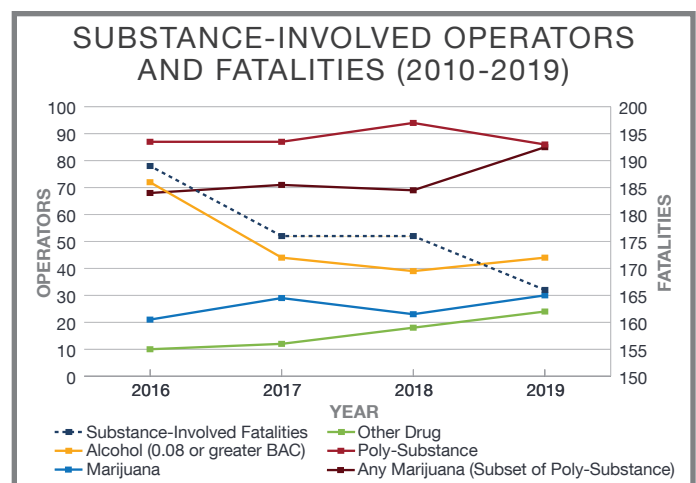
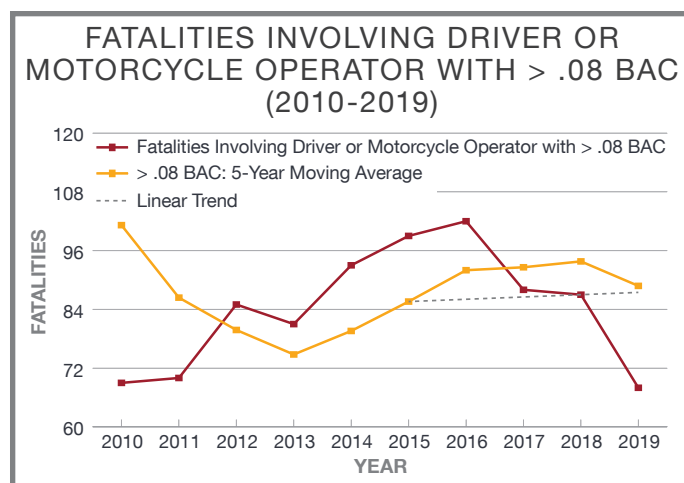
The following table includes the 2015-2019 number of fatalities involving a driver or rider with a BAC of 0.08 or above, the five-year moving average, the projected 2020 and 2021 moving averages, and the 2021 target.

Crash Data and Trends	2015	2016	2017	2018	BASELINE 2019	TREND 2020	TREND 2021	TARGET 2021
Fatalities	99	102	88	87	68	-	-	-
5-Year Moving Average	85.6	92.0	92.6	93.8	88.8	93.0	93.8	90.6

### Fatalities Involving a Substance-Impaired Operator

The following table includes the 2016-2019 number of fatalities involving a driver with substance impairment. The data has been manually tallied based on fatal cases only, no live driver data.

Crash Data	Substance-Involved Fatalities	Alcohol (0.08 or greater BAC)	Marijuana	Other Drug	Poly-Substance	Any Marijuana (Subset of Poly-Substance)
2016	189	72	21	10	87	68
2017	176	44	29	12	87	71
2018	176	39	23	18	94	69
2019	166	44	30	24	86	85



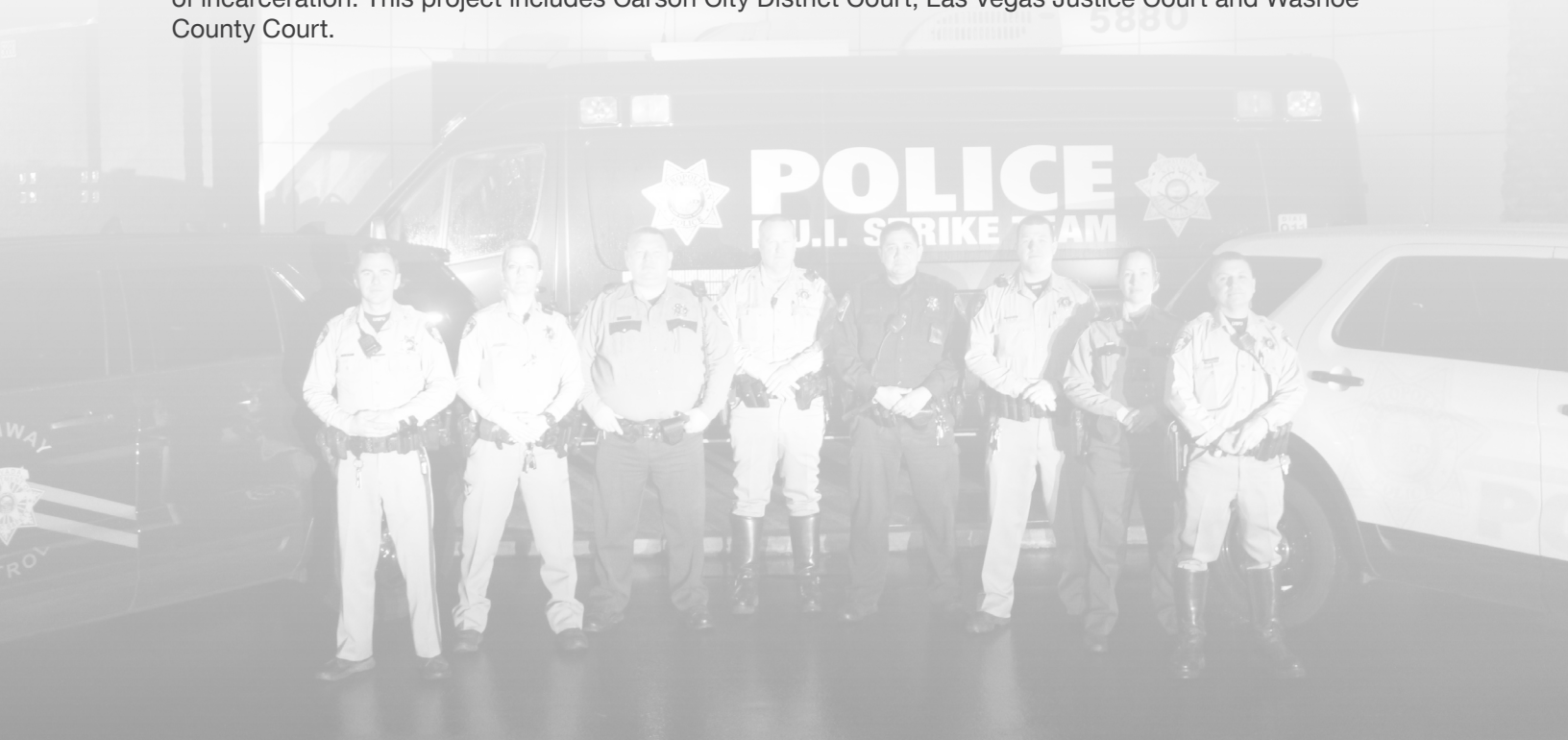


## Strategies

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

## Related Projects in 2021

- **DUI/DUID Law Enforcement Training** – Statewide DUI/Driving Under the Influence of Drugs (DUID) training in Drug Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE), and comprehensive marijuana detection and prosecution knowledge delivered in person and via electronic trainings to law enforcement and prosecutors.
- **Judicial and Prosecutor Training** – Training/education for judges, court staff, and prosecutors.
- **Program Management** – Highway Safety Office Program Management.
- **Pedestrian and Motorist HVE** – High-visibility law enforcement directed at motorists and pedestrians.
- **Impaired Driving HVE** – Impaired driving high-visibility/saturation enforcement.
- **DUI Specialty Courts** – The DUI Court Program is a court-supervised, comprehensive treatment program for misdemeanor DUI offenders. 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. This project includes Carson City District Court, Las Vegas Justice Court and Washoe County Court.





## Non-Motorized (Pedestrian and Bicyclist)

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

### Pedestrian Fatalities

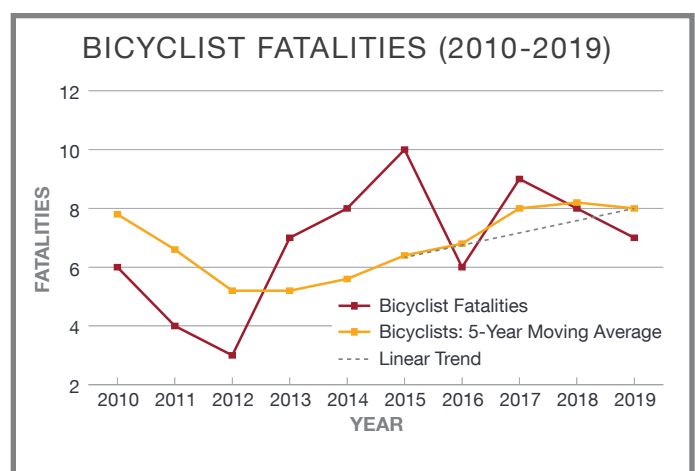
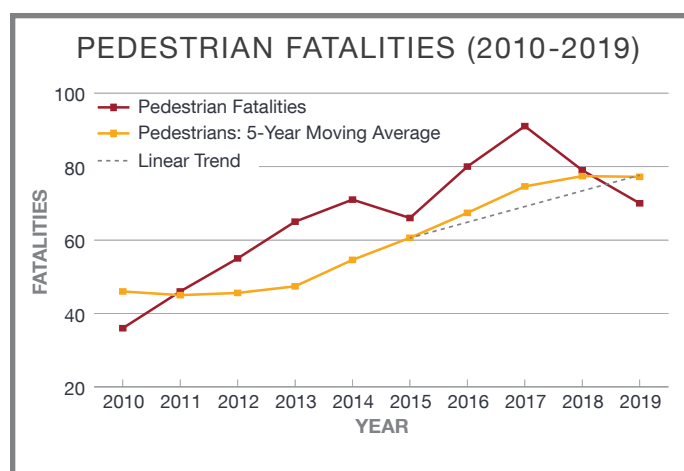
The following table includes the 2015-2019 number of pedestrian fatalities, five-year moving average, the projected 2020 and 2021 moving averages, and the 2021 target for pedestrian fatalities.

Crash Data and Trends	2015	2016	2017	2018	BASELINE 2019	TREND 2020	TREND 2021	TARGET 2021
Fatalities	66	80	91	79	70	-	-	-
5-Year Moving Average	60.6	67.4	74.6	77.4	77.2	84.4	88.7	82.7

### Bicyclist Fatalities

The following table includes the 2015-2019 number of bicyclist fatalities, five-year moving average, the projected 2020 and 2021 moving averages, and the 2021 target for bicyclist fatalities.

Crash Data and Trends	2015	2016	2017	2018	BASELINE 2019	TREND 2020	TREND 2021	TARGET 2021
Fatalities	10	6	9	8	7	-	-	-
5-Year Moving Average	6.4	6.8	8.0	8.2	8.0	8.9	9.3	8.8





## *Strategies*

- **Highway Safety Office Program Management** – Planning and administration will be utilized to reduce traffic fatalities and serious injuries by managing the activities of the Highway Safety Office.
- **HVE (Pedestrians/Bicyclists)** – HVE will be utilized to reduce traffic fatalities and serious injuries by enforcing traffic laws for pedestrians, bicyclists, and drivers.
- **Comprehensive Vulnerable Road Users Strategies** – Strategies include education for children and adults; conspicuity enhancement; driver, bicyclist, and pedestrian training; communications and outreach; and pedestrian safety zone/speed reduction advocacy. These strategies will be utilized to reduce traffic fatalities and serious injuries by providing an all-inclusive approach to addressing vulnerable road user traffic crashes.

## *Related Projects in 2021*

- **OTS Program Management** – Program management (staff) for all traffic safety program areas.
- **Pedestrian and Motorist HVE** – High-visibility law enforcement directed at motorists and pedestrians.
- **Pedestrian Programs** – Training, education, communications and outreach, targeted enforcement, conspicuity enhancement, community coalition participation, advocacy, speeding, and speed management directed at motorists, pedestrians, and bicyclists.







## Young Drivers

Nevada's 2021 HSP includes comprehensive strategies to address the issues associated with young driver overinvolvement in fatal and serious injury traffic crashes. These efforts include training, licensing, education, and enforcement activities that positively impact the safety of novice drivers.

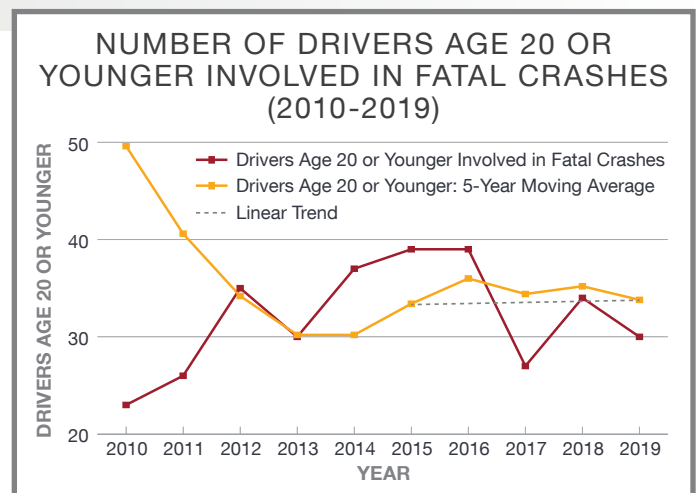
### Drivers Age 20 or Younger in Nevada Fatal Crashes

The following table includes the 2015-2019 number of young drivers involved in fatal crashes, the five-year moving average, the projected 2020 and 2021 moving averages, and the 2021 target for these crashes.

Crash Data and Trends	2015	2016	2017	2018	BASELINE 2019	TREND 2020	TREND 2021	TARGET 2021
Fatalities	39	39	27	34	30	-	-	-
5-Year Moving Average	33.4	36.0	34.4	35.2	33.8	33.4	32.8	32.6

### Strategies

- School Programs** – Young driver educational programs will be utilized to reduce traffic fatalities and serious injuries by reaching young drivers with important safety information. Zero Teen Fatalities uses a combination of school and classroom presentations, assemblies, administrator/educator meetings, parent presentations, driver education classes, and other venues and events to spread awareness about teen driving issues.
- Highway Safety Office Program Management** – Planning and administration will be utilized to reduce traffic fatalities and serious injured by managing the activities of the Highway Safety Office.
- Driving Skills Training Programs** – This program provides 3,500 parents and high-school-age drivers with hands-on driving training and education in crash avoidance, traffic safety behaviors, vehicle familiarization, and traffic law.



### Related Projects in 2021

- Young Driver Programs** – Young driver programs delivered through high schools and community colleges, universities, vocational schools, community organizations, etc.
- OTS Program Management** – Program management (staff) for all traffic safety program areas.
- Driver Training Program** – Driver's Edge driving skills training program is a half-day, hands-on driving skills training workshop for young drivers and their parents. Young drivers are given comprehensive education and behind the wheel training delivered by race car drivers, law enforcement officers, commercial vehicle operators, and vehicle maintenance specialists.



## Motorcycle Safety

Nevada's 2021 HSP includes a comprehensive motorcycle safety program designed to reduce motorcycle crashes and related fatalities and injuries. Each comprehensive motorcycle safety program should address the use of helmets meeting Federal Motor Vehicle Safety Standard 218 as well as the safety benefits of other protective gear, proper licensing, impaired riding, rider training, conspicuity, and motorist awareness.

### Motorcyclist Fatalities

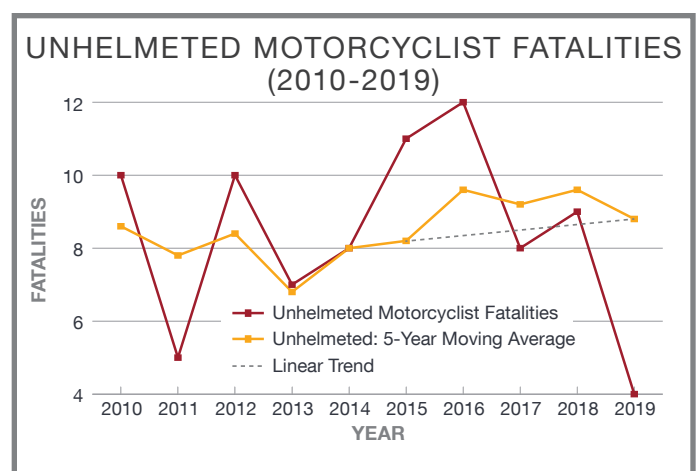
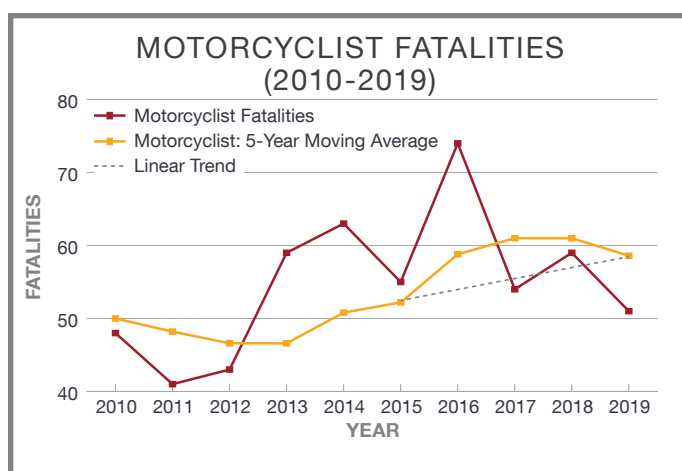
The following table includes the 2015-2019 number of motorcyclist fatalities, five-year moving average, the projected 2020 and 2021 moving averages, and the 2021 target for motorcyclist fatalities.

Crash Data and Trends	2015	2016	2017	2018	BASELINE 2019	TREND 2020	TREND 2021	TARGET 2021
Fatalities	55	74	54	59	51	-	-	-
5-Year Moving Average	52.2	58.8	61.0	61.0	58.6	62.8	64.3	60.6

### Unhelmeted Motorcyclist Fatalities

The following table includes the 2015-2019 number of motorcyclist fatalities, five-year moving average, the projected 2020 and 2021 moving averages, and the 2021 target for motorcyclist fatalities.

Crash Data and Trends	2015	2016	2017	2018	BASELINE 2019	TREND 2020	TREND 2021	TARGET 2021
Fatalities	11	12	8	9	4	-	-	-
5-Year Moving Average	8.2	9.6	9.2	9.6	8.8	8.8	8.6	8.3





## *Strategies*

- **Motorcycle Rider Training** – Training will be utilized to reduce traffic fatalities and serious injury crashes by providing skills development, risk awareness, and safety education to motorcycle riders.
- **Highway Safety Office Program Management** – Planning and administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.
- **Communications Campaign** – Outreach and communication related to promoting motorcycle safety.

## *Related Projects in 2021*

- **Motorcycle Rider Training** – Activities support the Nevada's comprehensive motorcyclist training program, including education of instructors, training classes, and training and education of at-risk motorcyclist populations.
- **Communications** – Mass media, outreach, and communications of Zero Fatalities program, traffic safety emphasis areas (based on the problem identification), and safe driving behaviors.





## Distracted Driving

Nevada's 2021 HSP includes a comprehensive distracted driving program that focuses on the reduction of fatalities and injuries caused by inattentive drivers. Distraction occurs when a driver's mental or physical attention is diverted from driving to some other activity. A distraction can be produced by something a driver sees or hears, a physical task not directly involved in driving such as eating or operating the car radio, or mental activities such as conversations on a cell phone.

### Distracted Driving Fatalities

The following table includes the 2015-2019 number of distracted driving-related fatalities, the five-year moving average, the projected 2020 and 2021 moving averages, and the 2021 distracted driving target.

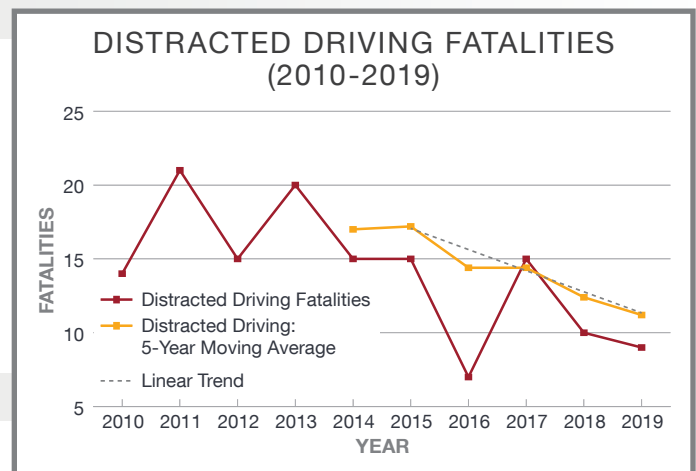
Crash Data and Trends	2015	2016	2017	2018	BASELINE 2019	TREND 2020	TREND 2021	TARGET 2021
Fatalities	15	7	15	10	9	-	-	-
5-Year Moving Average	17.2	14.4	14.4	12.4	11.2	9.7	8.3	8.3

### Strategies

- **Highway Safety Office Program Management** – Planning and administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.
- **High-Visibility Cellphone/Text Messaging Enforcement.**

### Related Projects in 2021

- **OTS Program Management** – Program management (staff) for all traffic safety program areas.
- **Distracted Driving HVE** – Statewide coordinated HVE by multiple law enforcement agencies. Up to six weeks of dedicated distracted driving HVE occur throughout the year and continuing to be a focus area throughout all HVE mobilizations.





## Speeding Prevention

Nevada's 2021 HSP includes a comprehensive speed management program that encourages drivers to voluntarily comply with speed limits. Speed management involves a balanced program effort that includes defining the relationship between speed, speeding, and safety; applying road design and engineering measures to obtain appropriate speeds; setting speed limits that are safe and reasonable; applying enforcement efforts and appropriate technology that effectively address speeders and deter speeding; marketing communication and educational messages that focus on high-risk drivers; and soliciting the cooperation, support, and leadership of traffic safety stakeholders.

### Speeding-Related Fatalities

The following table includes the 2015-2019 number of speeding-related fatalities, five-year moving average, the projected 2020 and 2021 moving averages, and the 2021 target for speeding-related fatal crashes.

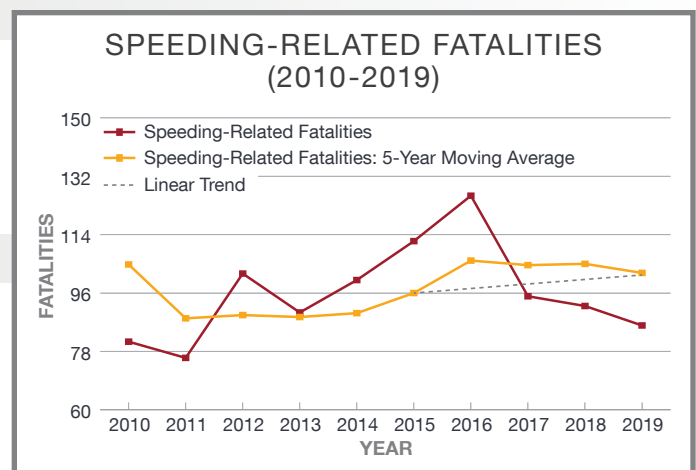
Crash Data and Trends	2015	2016	2017	2018	BASELINE 2019	TREND 2020	TREND 2021	TARGET 2021
Fatalities	112	126	95	92	86	-	-	-
5-Year Moving Average	96.0	106.0	104.6	105.0	102.2	101.7	100.6	97.0

### Strategies

- **HVE (Speed)** – HVE will be utilized to reduce traffic fatalities and serious injuries by citing speeders.

### Related Projects in 2021

- **Speed HVE**







## Communications (Media)

### *Related Projects*

OTS and many other Nevada agencies work together year-round to make Nevada's roadways safe. However, in 2019 an estimated 302 people were killed on the roads. Many of these deaths can be directly traced to people choosing to not practice specific safety-driven behaviors while occupying the roadways. Threats to the public safety on the road are still present today and are evolving with time and culture. Therefore, the public must be educated about the dangers and virtues of making the right choices on the roads now more than ever.

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

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

### *Zero Fatalities Survey*

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

### *Nevada Traffic Safety Summit*

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





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

OTS will strive to accomplish specific and measurable objectives related to safety marketing during FY 2021. The overarching goal is to educate the public about roadway safety while increasing awareness of coordinated campaigns and messages to create a positive change in safety-related behaviors on Nevada's roadways, specifically:

- Increase or maintain seat belt usage in the 2019 observational survey
- Reduce impaired driving crashes and fatalities in FY 2021
- Reduce pedestrian fatalities in FY 2021
- Effectively reach and educate drivers, motorcyclists, and pedestrians through high-impact and engaging media channels

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

- Maintaining high awareness of the Zero Fatalities brand, building on the baseline in place
- Increasing public education and awareness of safe driving behaviors for motorists
- Driving positive behavioral change that will result in a decrease in the total number of fatalities
- Sharing campaign information with existing partners to support shared initiatives and increase effectiveness
- Forging new and mutually-beneficial partner relationships that will contribute to a culture of traffic and community safety
- Developing and growing a diverse network of organizations that are committed to the shared goal of Zero Fatalities by supporting community safety, public health, well-being, and risk reduction
- Collaborating with partners to increase education and encouraging behavioral change, helping to build a culture of traffic safety in Nevada and continually striving to eliminate fatalities and serious injuries on our roadways
- Providing opportunities for organizations to receive updated traffic safety training, focusing on the key factors contributing to crashes (e.g., impaired driving, occupant protection, pedestrian safety, distracted driving, and intersection safety)
- The "Always On" approach will leverage an integrated mix of Paid + Earned + Owned + Partnerships to support initiatives. Some behaviors, such as impaired driving and speeding, will receive paid media, while others (bicycle safety, distracted driving, pedestrian safety, occupant protection, motorcycle safety, and intersection safety) will receive coverage via owned and earned channels



## Traffic Records

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

### Six Primary Data Components:

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

### Six Primary Data Quality Attributes:

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

Nevada is making improvements on all data components and attributes. The current effort is focused on implementing recommendations from the 2015 Traffic Records Program Assessment. In addition, Nevada will be undergoing a new Traffic Records Program Assessment in 2020.

The primary challenge and associated effort has continued to center around the timeliness of crash data. Crash data has continued to lag three to six months with challenges between the electronic transfer between law enforcement agencies and NDOT Traffic Safety, who enters the data into NCATS. Focus areas of Nevada's traffic records program are timeliness, completeness, and integration with trauma data. Additionally, crash data quality improvements to accuracy and uniformity within the statewide electronic crash/citation reporting system is underway. Improvements are also being made to improve the completeness of the data and integration of the trauma data. Recommendations from the Occupant Protection Assessment are being applied in the realm of traffic records to send the University of Nevada School of Medicine staff to the University of Maryland to review best practices on trauma data linkage.

The following table describes the Performance Measures and target values set for 2021.

2021 Annual Performance Measures		Target Value
<b>C-C-1: The percentage of crash records with no missing critical data elements</b>		92%
<b>I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file</b>		64%
<b>C-T-1: Traffic records crash timeliness median days</b>		12
<b>C-T-2: Percentage of crash report entered into database within 30 days after the crash</b>		92%



## *Strategies*

- **Improve timeliness of a core highway safety database** – Nevada is in final stages of implementing a statewide eCrash/eCite system that includes 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 DPS, NDOT, and the court system.
- **Improve integration between one or more core highway safety databases** – Data integration is a key component to fully understanding of traffic crashes. Integration of crash data components is a best practice and a recognized strategy per NHTSA's Traffic Records Technical Assessment.
- **Improve completeness of a core highway safety database** – Thorough and complete traffic crash data provides key information to improving safety; educating planners, law enforcement, policy makers, and the motoring public; and increasing data validity.
- **Highway Safety Office Management** – Planning and administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

## *Related Projects in 2021*

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





## Funding Summary

Project Name	Program Area	Funding Source	Budget
Highway Safety Plan and Annual Report	Communications	402	\$20,000
Traffic Safety Summit	Communications	402	\$30,000
Rail Safety for NV Mining	Communications	402	\$12,500
Media and Marketing: MASTER	Communications	402	\$500,000
Mothers Against Drunk Driving Court Monitoring Program	Impaired Driving	164	\$46,000
DRE/ARIDE Training	Impaired Driving	405d	\$48,000
Ron Wood Child Car Seat Safety Program	Occupant Protection	402	\$24,332
REMSA Point of Impact Program	Occupant Protection	402	\$17,610
Planning and Administration	Planning & Administration	402	\$326,414
Professional Development	Program Management	402	\$20,000
Program Management	Program Management	402	\$659,424
Contract Services – As Needed Support	Program Management	402	\$20,000
Lincoln County Sheriff's Office Speed Project	Program Management	402	\$4,025
Program Management	Occupant Protection	405b	\$7,346
Car Seat Support of Income Targeted Populations	Occupant Protection	405b	\$13,650
East Valley Family Traffic Safety 2018 – Child Restraint Safety Program	Occupant Protection	405b	\$10,810
Lyon Co. Child Seat Safety	Occupant Protection	405b	\$4,485
NyE Communities Coalition Child Passenger Safety	Occupant Protection	405b	\$9,196
Kinship Caregivers	Occupant Protection	405b	\$7,265
First Responders/CPS Training	Occupant Protection	405b	\$39,976
Observational Seat Belt Use Survey Fiscal Year 2021	Occupant Protection	405b	\$90,000
Program Management	Traffic Records	405c	\$130,498
Brazos Working Group/Crash Record Technical Group	Traffic Records	405c	\$7,500
TS-RMS Interfaces	Traffic Records	405c	\$20,000
Crash 2 Vehicle Training	Traffic Records	405c	\$8,000
Traffic Records Fixed Deliverables	Traffic Records	405c	\$30,000
TRCC Strategic Plan Coordination and Development	Program Management	405c	\$87,500
Traffic Records Data Quality Project	Traffic Records	405c	\$10,000
Program Management	Impaired Driving	405d	\$146,892
Carson City DUI Specialty Court Case Manager	Impaired Driving	405d	\$22,250
NHP DUI Enforcement Saturations Patrols	Impaired Driving	164	\$253,440
LVMPD Traffic Safety DUI Mobile Processing	Impaired Driving	405d	\$100,000
DUI Enforcement	Impaired Driving	405d	\$150,000
District Court-Clark County	Impaired Driving	405d	\$30,000
Impaired Driving	Impaired Driving	164	\$90,468
Las Vegas Justice Court DUI Court	Impaired Driving	405d	\$50,000
DUI Training for Courts/Judges/Prosecutors	Impaired Driving	405d	\$30,000





Project Name	Program Area	Funding Source	Budget
Reno Police Department Preventing Impaired Driving through Education and Enforcement	Impaired Driving	164	\$40,000
Washoe County Felony DUI Court	Impaired Driving	405d	\$30,000
Motorcycle Programs	Motorcycle Safety	405f	\$36,666
North Las Vegas Police Department Traffic Safety Pedestrian Safety, Awareness and Education Program	Non-Motorized	402	\$60,000
Las Vegas Metropolitan Police Department Pedestrian Enforcement	Non-Motorized	405h	\$100,000
Pedestrian Safety Project	Non-Motorized	405h	\$12,500
Rethink Your Step	Non-Motorized	405h	\$8,823
Program Management	Non-Motorized	405h	\$16,674
Reno Police Department Pedestrian Safety Program	Non-Motorized	405h	\$40,000
Program Management	Program Management	Multiple	\$2,275,700
Joining Forces High Visibility Enforcement	Multiple	Multiple	\$1,905,143
Program Development	Multiple	Multiple	\$2,475,000
First Responders/CPS Training	Occupant Protection	CPASS	\$15,000
			<b>\$10,093,087</b>

Project Name	Program Area	Funding Source	Budget
Zero Teen Fatalities Program	Young Drivers	DOT21	\$133,000
Program Management	Program Management	DOT21	\$204,290
SHSP Implementation	Communications	DOT21	\$272,710
Vulnerable Road Users Project 2018	Non-Motorized	DOT21	\$125,000
Media and Marketing: MASTER	Communications	DOT21	\$565,000
NCATS Master Services Agreement	Traffic Records	DOT23	\$40,000
University of Nevada School of Medicine Trauma Data & EMS Integration	Traffic Records	DOT23	\$438,798
Tyler/Brazos Contract	Traffic Records	DOT23	\$2,366
			<b>\$1,781,164</b>



## Glossary

Acronyms of the Nevada Highway Safety Office	
ARIDE	Advanced Roadside Impaired Driving Enforcement (ARIDE),
BAC	Blood Alcohol Content
CEA	Critical Emphasis Area (SHSP)
CPS	Child Passenger Safety
DMV	Department of Motor Vehicles
DPS	Department of Public Safety
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
DUID	Driving Under the Influence of Drugs
EMS	Emergency Medical Systems
FHWA	Federal Highways Administration
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
HSP	Highway Safety Plan (Behavioral Traffic Safety)
HSIP	Highway Safety Improvement Plan
HVE	High-Visibility Enforcement
LEA	Law Enforcement Agency
LOI	Letter of Interest
MIRT	Multidiscipline Incident Response Team
NCATS	Nevada Citation and Accident Tracking System
NCSA	National Center for Statistics and Analysis
NDOT	Nevada Department of Transportation
NECTS	Nevada Executive Committee on Traffic Safety
NHP	Nevada Highway Patrol
NHTSA	National Highway Traffic Safety Administration
OTS	Department of Public Safety's-Office of Traffic Safety
RTC	Regional Transportation Commission
SHSP	Strategic Highway Safety Plan (Many Partners)
TRC	UNLV's Transportation Research Center
TRCC	Traffic Records Coordinating Committee
TREND	Traffic Research and Education Newsletter
UNLV	University Nevada, Las Vegas
UNR	University Nevada, Reno
VMT	Vehicle Miles Traveled



## Resources

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

### Websites

- <http://ots.nv.gov/>
- <https://www.nevadadot.com/>
- <https://www.trafficsafetymarketing.gov/>
- <http://zeroteenfatalities.com/>
- <http://www.zerofatalitiesnv.com/>
- <http://nhp.nv.gov/>
- <http://dps.nv.gov/>
- <https://cdan.nhtsa.gov/stsi.htm>
- <http://www.nsc.org/pages/home.aspx>
- <https://www.responsibility.org/>
- <http://www.nrsf.org/>
- <http://www.towardzerodeaths.org/>

### Documents

- [Highway Safety Plan FY 2020 Nevada](#)
- [NHTSA Countermeasures That Work](#)
- [2016-2020 Nevada Strategic Highway Safety Plan](#)
- [FARS Report](#)
- [NHTSA Communications Calendars](#)



NEVADA OFFICE OF TRAFFIC SAFETY

## Highway Safety Plan 2021