



NEXT
4 MILES



NEVADA OFFICE OF TRAFFIC SAFETY

Nevada Triennial Highway Safety Plan 2027-2029



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Attachments

A – Letter of Interest Form and Invitation Form

B – Nevada Traffic Safety Crash Facts



1. Introduction

With the goal of eliminating traffic-related fatalities and serious injuries from Nevada's roadways, Nevada's 2027-2029 Highway Safety Plan (HSP) involves ongoing collaboration with public and private stakeholders from across the state. Working with state, local, tribal, and federal partners interested in preventing traffic crashes through strategic use of the 6 Es of Safety: Equity, Engineering, Enforcement, Education, Emergency Response and Everyone, Nevada's HSP identifies proven countermeasures to move Nevada toward **Zero Fatalities**, its stated goal for the last decade. Nevada is committed to reaching all communities, all Nevadans, and all roadway users with transportation safety programs, messaging, and outreach. Toward this end, the Office of Traffic Safety (OTS) has added the following equity supporting statement to each grant partnership agreement:

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

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

Additionally, Nevada OTS has implemented new approaches to working within communities across Nevada, evaluating existing programs, and to receiving feedback on a regular basis from partners, stakeholders, and community members.

Reflecting the message that zero fatalities are acceptable, the 2027-2029 THSP focuses on strategies that foster the necessary behavior changes to meet this critical goal.

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

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



both OTS and NDOT leaders, working to develop a systemic approach to eliminating traffic fatalities and serious injuries.

OTS' THSP planning efforts also reflect key priorities of the 2026-2030 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. Visit [zerofatalitiesnv.com](https://www.zerofatalitiesnv.com) for more information and history of the Nevada SHSP and THSP implementation. The 2027-2029 THSP supports the SHSP and the corresponding task forces and action items.

Strategy Teams



Task Forces



Figure 1: NDOT Strategy Teams and Corresponding Task Forces

The 2027–2029 THSP and NDOT's SHSP continue to align Nevada's statewide traffic safety strategies and emphasize data-driven approaches to reducing fatalities and serious injuries on public roadways. Although OTS is currently operating under the NHTSA waiver regarding universal core performance measures—and therefore is not establishing coordinated safety targets for the three core measures—the THSP and SHSP maintain a unified commitment to advancing Nevada's Zero Fatalities goal through collaborative planning, evidence-based strategies, and shared emphasis on reducing fatalities and serious injuries.

2. Highway Safety Planning and Problem Identification

2.1. Highway Safety Planning Process

Development of the Nevada THSP is interactive and reflective of data, partner feedback, and community activities. OTS begins its traffic safety project 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 THSP 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. Grant projects and programs 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 THSP as needed. Requests for new projects or amendments to the THSP are submitted to the National Highway Traffic Safety Administration (NHTSA) for approval.



The Goal-Setting Process

The annual highway safety planning process is circular and continuous. At any one point in time, OTS may be working on previous, current, and upcoming fiscal year plans. Due to a variety of often unpredictable factors at both the federal and state level, the planning process may be interrupted by unforeseen events and mandates. **Figure 2** below visually captures the steps involved in the planning process.

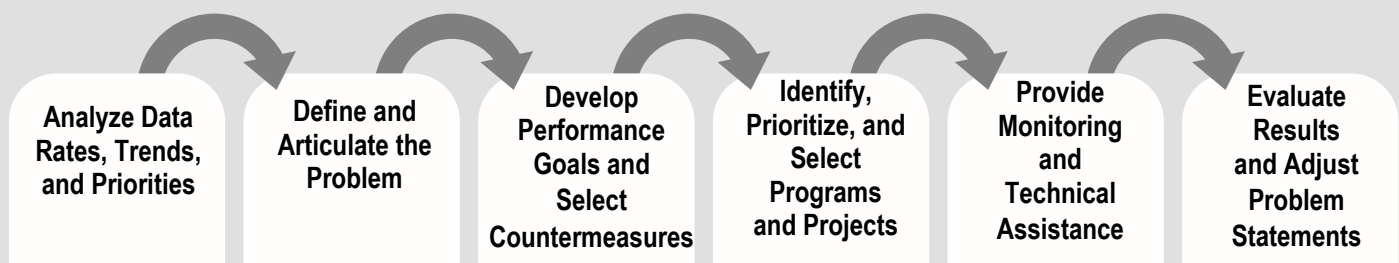


Figure 2: Goal-Setting Process

Formal project solicitation begins with an invitation for government agencies, nonprofits, and community partners to submit a Letter of Interest (LOI). The Nevada LOI is included in **Attachment A**. The LOI cover page highlights priority issues and links to project development resources and available NHTSA data. OTS leadership reviews the LOI for alignment with priority program areas identified in the THSP.

Pathways to Safer Streets is NHTSA's new national action plan to address the ongoing roadway safety crisis by targeting the behaviors and conditions that contribute most to serious crashes. Through eight coordinated strategies—from reengaging law enforcement and reducing speeding to improving impaired driving enforcement, strengthening post-crash care, and leveraging state partnerships—NHTSA aims to rebuild a culture of safety and save lives on America's roads. Nevada's state highway safety office will strive to implement NHTSA's new action plan by using real time data,

targeted enforcement strategies, and evidence-based countermeasures to address the most pressing traffic safety risks in their communities. Supported by strengthened partnerships, and NHTSA's upcoming State Program Hub, OTS will deploy tailored interventions to help reduce roadway fatalities and improve safety statewide.



Figure 3: Pathways to Safer Streets

2.1.1. Funding Strategy

OTS administers federal and state highway safety funds in accordance with applicable regulations, proven countermeasures, and emerging practices, and uses a data-driven, evidence-based funding strategy to ensure resources are allocated to programs with the highest potential to reduce fatal and serious injury crashes. Funding priorities are directly informed by the annual problem identification process, analysis of statewide crash trends, performance measure evaluations, and alignment with Nevada's Strategic Highway Safety Plan (SHSP) emphasis areas.

OTS awards federal funds to state, local, and non-profit partners capable of implementing evidence-based strategies that address behavioral safety issues in priority program areas. These program areas include Occupant Protection, Impaired Driving, Speed Prevention, Motorcycle Safety, Young Drivers, Non-Motorized/Vulnerable Road Users, Distracted Driving, Communications (Media), Traffic Records, Traffic Safety Enforcement, as well as Other Safety Programs. Projects are selected based on demonstrated need, anticipated impact, capacity for successful implementation, and consistency with proven countermeasures.

Awarded funds are exclusively used to conduct activities that measurably contribute to the reduction of fatalities and serious injuries on Nevada's roadways. Eligible activities may include high-visibility enforcement campaigns, public education and community engagement initiatives, data system enhancements, and other evidence-based



interventions. All funded projects are required to establish performance targets and report progress in accordance with monitoring and evaluation requirements.

By aligning financial investments with national guidance and statewide priorities, OTS ensures that resources are deployed effectively, strategically, and with strong accountability to achieve sustainable improvements in roadway safety.

2.1.2. Grant Process

The OTS annually conducts an open Request for Proposals period to encourage new and continuing partners to submit traffic safety project proposals that address priority program areas and emerging issues. Formal project selection begins with organizations submitting either a Letter of Interest (LOI) or grant proposal to OTS. OTS also engages in ongoing dialogue with partners and potential partners to discuss safety initiatives and project ideas. 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. The invitation to submit and the LOI form are included in **Attachment A**.

2.1.2.1. Selection Criteria

Project selection is an ongoing process that reviews best practices, program gaps, available funding, and return on investment. OTS funds both internal programs—such as Zero Teen Fatalities and DRE/ARIDE training—and projects managed by subrecipients. OTS engages partners year-round through task force and stakeholder meetings, trainings, presentations, the Nevada Traffic Safety Summit, surveys, and outreach events. Funding opportunities are shared through the OTS website, the grant management system, statewide task forces, and communication emails.

When an LOI is approved, an applicant then submits a full project proposal application where it will go through the evaluation process that includes review, discussion, and scoring. Project selections are based on elements such as:

- Nevada highway safety data
- Expected effectiveness in addressing identified problems
- Program assessments and management reviews
- Support for identified priorities areas and strategies
- Partner input from agencies such as statewide coalitions, TRCC, the Impaired Driving Subcommittee, law enforcement partners, university research centers, NVACTS, and SHSP work groups.

Project selection criteria included the following:

- Is the project and supporting data relevant to the applicant's jurisdiction or area of influence?
- Is the problem adequately identified?
- Is the problem identification supported by accurate and relevant local data?
- Is there evidence that this type of project saves lives and reduces severe crashes?
- Are the goals and objectives realistic and achievable?



- Is this project cost-effective?
- Is the evaluation plan sound (i.e., is the performance/progress measurable)?
- Is there a realistic plan for self-sustainability (if applicable)?
- Does the project use proven countermeasures?

2.1.2.2. Monitoring and Technical Assistance

To ensure safety efforts are undertaken in a timely fashion and in accordance with project agreements or grant contracts, all projects awarded to state, local, and non-profit agencies are monitored by OTS. Pursuant to CFR 200.206 OTS conducts a risk assessment on each project proposal received during the RFP process. The risk assessment is considered as part of the evaluation criteria and funded projects are assigned a risk level to inform monitoring standards throughout the life of the project. 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. Monitoring occurs through a variety of approaches, virtual, on-site, etc., and is adaptable to circumstances such as need for special reviews.

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

2.1.2.3. Final Reports

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

2.1.3. Process Participants

A broad range of agencies and organization partners participated in both the SHSP and THSP planning and the implementation process through the leadership of NVACTS. NVACTS includes participation from the following agencies:

- Nevada Department of Transportation
- Nevada Department of Public Safety
- Nevada Department of Motor Vehicles
- Nevada Department of Health and Human Services
- Nevada Department of Education
- Nevada System of Higher Education
- State Assembly, Representative of the Growth and Infrastructure Committee
- State Senate, Representative of the Growth and Infrastructure Committee
- Regional Transportation Commission of Southern Nevada
- Regional Transportation Commission of Washoe County



- Nevada Association of Counties
- Nevada Sheriffs' and Chiefs' Association
- Administrative Office of the Courts
- Nevada League of Cities
- Inter-Tribal Council of Nevada
- Tahoe Regional Planning Agency
- Carson Area Metropolitan Planning Organization (CAMPO)

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

2.1.4. Data Analysis

The priorities and programs of Nevada's 2027-2029 THSP are driven by data. The process of data analysis and problem identification involves a careful review of state crash data to identify Nevada's most pressing traffic safety issues. This review of crash data helps to determine primary focus areas, inform resource allocation, and serves as an effectiveness measure of prior safety efforts. Nevada uses a collaborative process with relevant partners from the 6 Es of traffic safety (Equity, Engineering, Education, Enforcement, Emergency Medical Response, and Everyone) and advocates to implement data-driven identification of issues, strategies, and action steps and relies heavily on the implementation of proven countermeasures and best practices.

2.1.4.1. Data Sources and Processes

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

Information related to crash incidents, vehicles, drivers, and passengers from the crash report is captured and maintained in Enforcement Mobile. This database contains all related traffic information, including date, time, location, severity, manner of collision, contributing factors, weather, traffic controls, and design features of the road.

Citation data is used to validate effectiveness of OTS' TSEP program, as well as to further illuminate traffic safety issues such as prevalence of distracted driving (underreported in crash data), seatbelt and child safety seat use, licensure information, and local/regional traffic trends. This data is available through direct access to query the Enforcement Mobile system.

Figure 4 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. To further improve data quality and interoperability, Nevada continues aligning its crash data collection processes with the Model Minimum Uniform Crash Criteria (MMUCC) 6th Edition standards. Incorporating MMUCC 6 elements enhances the consistency, completeness, and analytical value of crash records across jurisdictions. This alignment supports more robust safety analyses and ensures that Nevada's data remains compatible with national reporting expectations and emerging data integration initiatives.

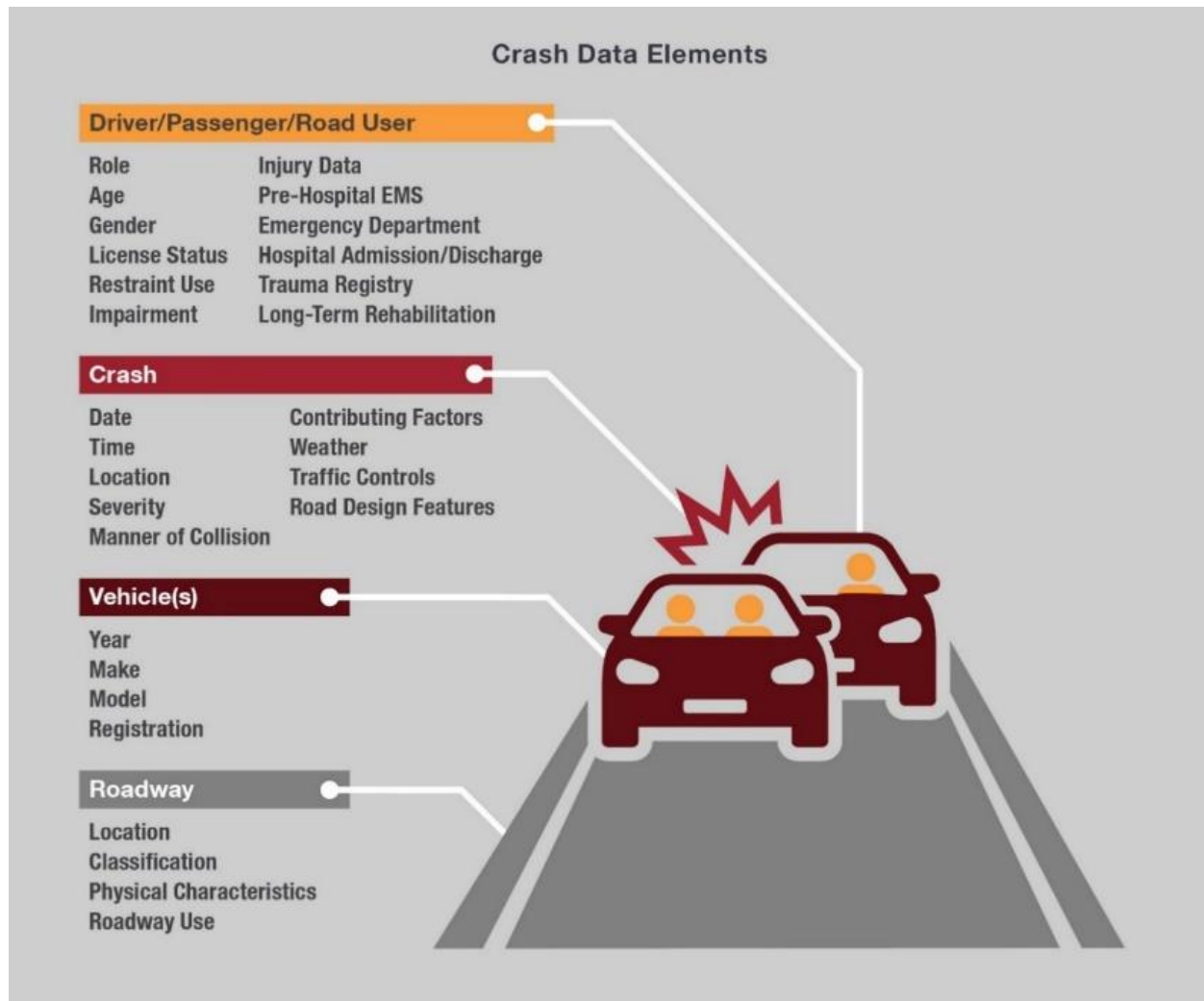


Figure 4: Crash Data Elements

2.1.4.2. Coordination with SHSP

OTS coordinates closely with NDOT and is an active participant in the integrated SHSP and THSP process. The update process for the five-year SHSP includes a thorough review of Nevada's crash data, identification of critical safety emphasis areas, and development of strategies and action steps. [Nevada Traffic Safety Crash Facts](#) was updated and published by OTS in June of 2026 to provide SHSP Task Forces with data specific to their CEA and provide data to inform implementation of traffic safety countermeasures and development of local projects.



2.1.4.3. Traffic Records Coordinating Committee

In 2016, the TRCC and its required functions were fully integrated into the SHSP, and the Traffic Records Program Manager serves as an advisor to NV ACTS.

The TRCC meets quarterly and includes presentations of projects, guest presenters, and action item matrix updates. The action items are focused on improving the performance attributes of the Model Performance Measures.

The Nevada OTS THSP 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 to build this plan, including:

- Administrative Office of the Courts
- Community Attitude Awareness Survey
- Emergency Medical Systems and Public Health Organizations
- Fatality Analysis Reporting System (FARS)
- Enforcement Mobile (formerly Brazos) Citation and Crash Reporting System
- Nevada Department of Motor Vehicles (DMV)
- Nevada Traffic Safety Crash Facts
- NHTSA and National Center for Statistics and Analysis (NCSA) Traffic Safety Fact Sheets
- Seat Belt Observation Survey Reports
- State Demographer Reports
- U.S. Census Bureau
- USDOT Justice40 Initiative Equitable Transportation Community Explorer
- University of Nevada, Las Vegas Transportation Research Center
- University of Nevada, Las Vegas Kirk Kerkorian School of Medicine – 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:

- Current SHSP 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



2.2. Problem Identification

Nevada's problem identification process is grounded in comprehensive analysis of multiple data sources, including the Trauma Registry, BRAZOS, the Fatality Analysis Reporting System (FARS), the State Fatal Report, Traffic Safety Crash Facts, NHTSA resources, and insights from Zero Fatalities NV. These sources collectively provide detailed information on fatalities, serious injuries, crash circumstances, roadway conditions, and behavioral factors. Together, they allow Nevada to identify the areas of greatest need and track emerging trends.

These data inputs, along with evidence-based strategies referenced in NHTSA's "Countermeasures That Work" and "Uniform Guidelines" guide Nevada's selection of program areas and countermeasures and support ongoing evaluation of program effectiveness.

The THSP aligns with and supports the framework and goals established in Nevada's SHSP. The SHSP is structured around five emphasis areas coordinated through the SHSP Steering Committee:

- Safer Roads
- Safer Speeds
- Safer People
- Safer Vehicles
- Post-Crash Care

Task forces associated with each emphasis area consist of multidisciplinary safety partners who meet regularly to review data, coordinate strategies, and monitor implementation progress. These task forces also integrate additional areas of concern—such as tribal safety, vulnerable road users, older drivers, and outreach to underserved communities—into their strategy discussions. OTS staff actively participate in every task force and take lead roles in those with a strong behavioral safety focus.



3. Removed per NHTSA June 10th Final Rule



Removed per NHTSA June 10th Final Rule



4. Performance Plan

Fatality, Serious Injury, and Fatality Rate Performance Measures

Nevada OTS is making use of the waiver related to the Universal Core Performance Measures and establishing a single, simple methodology to all its performance measures for this THSP.

Performance measure targets for fatalities, serious injuries, and fatality rate outcomes were developed using a data-driven methodology informed by recent observed improvements in traffic safety outcomes. Specifically, the methodology leverages the observed reduction in the Number of Total Fatalities (UC-1) between 2024 and 2025 to establish a consistent reduction trajectory across all Highway Safety Plan (HSP) performance measures.

Between 2024 and 2025, Nevada experienced an 8% reduction in total traffic fatalities. This recent positive trend was used as the basis for setting multi-year performance measure targets for the 2027–2029 HSP period, emphasizing achievable, incremental progress.

Data Availability and Baseline Considerations

Observed 2025 data for the Number of Total Fatalities (UC-1) is considered accurate and sufficiently validated for target development. However, for several other performance measures, including serious injuries and other fatality-related performance measures, 2025 data have not yet been fully validated. As a result, differences in data availability were accounted for in how the reduction was applied across performance measures.

Target Trajectory Development

To maintain consistency across performance measures while accounting for data limitations, an 8% reduction by 2029 was applied using the following approach:

For UC-1, an 8% reduction was applied to 2025 data to set the target for 2029. This establishes a clear multi-year reduction trajectory aligned with recent, documented improvements in fatality outcomes. Benchmarks for 2027 and 2028 were set assuming a uniform annual reduction to achieve an 8% reduction by 2029.

For performance measures where 2025 data have not yet been validated, the same total 8% reduction by 2029 was applied to known 2024 data. This approach splits the total reduction incrementally across each year to develop annual targets that collectively achieve the 8% reduction by 2029 and incremental benchmarks for 2027 and 2028.

Target Justifications

UC-1 Number of Fatalities:

Nevada selected the UC-1 target based on the documented decline in statewide fatalities from 417 in 2024 to 381 in 2025, a reduction of 36 fatalities that reflects a measurable shift in high-risk behaviors and improved enforcement outcomes. Crash Facts data show disproportionate impacts among Tribal communities, Hispanic residents, and young male drivers, emphasizing the need for realistic, data-aligned reductions.



UC-2 Number of Serious Injuries:

Nevada's serious injury data shows a statistically consistent downward trend, decreasing from 1,636 (2022) to 1,176 (2023) to 1,070 (2024) and then to 1,053 (2025), demonstrating sustained statewide progress in injury-severity mitigation efforts. Demographic analyses highlight urban overrepresentation and higher injury severity rates among young drivers and certain racial/ethnic groups, supporting a cautious, evidence-based reduction target.

UC-3 Fatality Rate per Vehicle Miles Traveled (VMT):

Nevada's fatality rate has remained stable with only marginal fluctuations- 1.47 (2024) to 1.45 (2025) -despite increases in statewide vehicle miles traveled, indicating improving roadway safety performance relative to exposure. Because urban counties account for most VMT and also show disproportionate fatality involvement among Hispanic and Black communities, the target reflects incremental improvement supported by statistically verified exposure-adjusted crash reductions.

UC-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities:

Unrestrained fatalities accounted for 34.16% of Nevada's passenger-vehicle occupant deaths, with 341 unrestrained fatal crashes and 359 fatalities occurring between 2020–2024, demonstrating a clear and persistent statistical problem. Because Nevada lacks a primary seat belt law and key demographic groups are overrepresented in restraint-nonuse crashes, the target reflects practical progress expectations informed by historical improvements and ongoing enforcement and outreach efforts.

UC-5 Number of Fatalities Involving Driver or Motorcycle Operator w/ $\geq$.08 BAC:

Nevada's impaired-driving problem shows clear demographic concentrations, with 45% of statewide fatalities involving impairment and 72% of impaired crashes occurring in urban areas. Polysubstance involvement is overrepresented among younger male drivers and certain racial/ethnic groups, motivating a target that aligns with recent decreases in impaired-driving fatalities while accounting for persistent demographic risk factors.

UC-6 Number of Speeding-Related Fatalities:

Speeding-related fatalities increased steadily from 2020–2024, with 76% occurring on urban roads and disproportionately higher fatality rates among Hispanic and African American residents. These demographic and geographic disparities, paired with ongoing statewide efforts, inform a target grounded in achievable improvements rather than aggressive reductions.

UC-7 Number of Pedestrian Fatalities:

Pedestrian deaths account for nearly one-quarter of statewide fatalities, with 91% occurring in urban areas and strong overrepresentation among Hispanic or Latino males. The target reflects the necessity of incremental progress due to persistent nighttime crash patterns (78% of pedestrian crashes occur dusk-to-dawn) and high urban vulnerability.

SC-1 Number of Bicyclist and Other Cyclist Fatalities:

Bicyclist fatalities are disproportionately concentrated in Nevada's urban centers, with 93% occurring in Clark and Washoe counties and higher involvement among Hispanic



male cyclists. These demographic trends, combined with environmental factors such as dusk-to-dawn crash timing, justify a target designed around measured progress supported by safety education and conspicuity-focused countermeasures.

SC-2 Number of Motorcyclist Fatalities:

Motorcyclist fatalities show clear demographic patterns- 94% of victims are male, 33% are under age 30, and impairment or speeding contributes to over half of all fatal motorcycle crashes. High urban concentrations (72% in Clark County) and a large share of improperly licensed riders support a target that mirrors realistic improvements anchored in enhanced training, licensing, and outreach efforts.

SC-3 Number of Drivers Aged 20 or Younger Involved in Fatal Crashes:

Young drivers represent only about 5% of Nevada's licensed population but are involved in approximately 12% of statewide fatalities, indicating significant overrepresentation. Elevated rates of distracted driving (46%), restraint nonuse (26%), and speeding (21%) among young drivers- paired with 77% of these crashes occurring in Clark County - support a target based on steady and achievable reductions.

SD-1 Number of Traffic Fatalities Reported as Distracted Driving:

Distracted-driving fatalities remain underreported but show pronounced demographic concentrations among male drivers ages 16–20 and disproportionately impact rural roadways at 68%. Given the difficulty of confirming distraction at crash scenes and the overrepresentation of young drivers, Nevada selected a target grounded in practical progress supported by communication strategies and high-visibility enforcement.

SD-2 MUCC 6 Implementation Progress:

Nevada's target for MMUCC 6 implementation reflects the state's ongoing progress in improving data uniformity, accuracy, and completeness, including integration with trauma data and adoption of a statewide uniform citation. Strengthening data quality is essential for addressing disparities identified in Crash Facts, such as incomplete demographic data for overrepresented groups including Hispanic, Black, and Tribal communities.

SD-3 Number of Roadside Deaths:

Roadside fatalities often mirror statewide demographic trends, including higher involvement of male drivers and overrepresentation in high-traffic urban corridors. Because work-zone and roadside crashes show persistent patterns in Clark County and among vulnerable road users, the target is shaped around modest, evidence-supported improvements informed by statewide enforcement and work-zone safety initiatives.

SD-4 Percentage of available traffic records analyzed & included in STOP report :

Nevada's target for STOP-report data completeness is driven by statewide crash-records improvements, including geolocation expansion, trauma data integration, and adoption of MMUCC 6 standards, to better identify disparities among overrepresented communities. Reliable statewide demographic data is essential for understanding persistent inequities, such as higher fatality rates among Tribal, Hispanic, Black, and young drivers, and informed the selection of a practical, fully achievable target trajectory.



Annual	2021	2022	2023	2024	2025 Prelim	2027 Target	2028 Target	2029 Target
UC-1 Number of Fatalities	385	417	406	417	381	366	359	351
UC-2 Number of Serious Injuries	1,097	1,636	1,176	1,070	1,053	1,019	1,003	987
UC-3 Fatalities Per Vehicle Miles Traveled	1.39	1.51	1.46	1.47	1.45	4.40	1.38	1.36
UC-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	71	82	69	58	68	55	54	54
UC-5 Number of Fatalities Involving Driver or Motorcycle Operator w/ $\geq$.08 BAC	121	141	127	138	136	131	129	127
UC-6 Number of Speeding-Related Fatalities	115	116	121	136	134	130	128	125
UC-7 Number of Pedestrian Fatalities	80	83	109	108	106	103	101	100
SC-1 Number of Bicyclist and Other Cyclist Fatalities	6	15	14	15	15	14	14	14
SC-2 Number of Motorcyclist Fatalities	88	88	71	89	88	85	83	82
SC-3 Number of Drivers Aged 20 or Younger Involved in Fatal Crashes	31	41	45	57	56	54	53	53
SD-1 Number of Traffic Fatalities Reported as Distracted Driving	8	13	4	9	9	9	8	8
SD-2 MUCC 6 Implementation Progress						80%	90%	100%
SD-3 Number of Roadside Deaths				13	12	13	12	12
SD-4 Percentage of available traffic records analyzed & included in annual STOP report					75%	100%	100%	100%

*Waiver requested to allow final target setting process with Nevada DOT to be established

Table 1: Performance Measure Targets



5. Countermeasure Strategies and Program Areas

Nevada OTS incorporates six (6) countermeasure strategies to address performance measures through eleven (11) targeted program areas.

5.1. Countermeasure Strategies

Countermeasure strategies (CMS) translate data findings into targeted, evidence-based actions to influence behavior, strengthen systems, and reduce specific risk factors highlighted in crash trends, citation patterns, and other traffic records. By aligning proven interventions with identified problems, these strategies ensure efforts are targeted, efficient, and responsive to documented safety needs. Each strategy is composed of individual countermeasures that aim to reduce serious injuries and fatal crashes on Nevada's roadways. The strategies are:

- Enforcement and Legislation
- Education and Outreach
- Community Safety Program
- Impaired Driving Response & Prevention
- Traffic Records
- Program Management

5.1.1. Enforcement and Legislation

Enforcement and legislation directly influence driver behavior and mitigates crash-related risks identified through data analysis.

CMS-1: Enforcement and Legislation			
Countermeasure	Source	Chapter	Justification
Minimum Drinking Age 21 Laws	CMTW, 11th Edition	Alcohol-Impaired Driving	★★★★★
H-V Saturation Patrols	CMTW, 11th Edition	Alcohol-Impaired Driving	★★★★
Alcohol Measurement Devices	CMTW, 11th Edition	Alcohol-Impaired Driving	★★★★
Integrated Enforcement	CMTW, 11th Edition	Alcohol-Impaired Driving	★★★
Zero Tolerance Law Enforcement	CMTW, 11th Edition	Alcohol-Impaired Driving	★★★
Enforcement of Drug-Impaired Driving	CMTW, 11th Edition	Drug-Impaired Driving	★★★
Strong Child Passenger Safety Laws	CMTW, 11th Edition	Seat Belts & Child Restraints	★★★★★
Child Passenger Safety Law Enforcement	CMTW, 11th Edition	Seat Belts & Child Restraints	★★★★★
H-V Enforcement	CMTW, 11th Edition	Speeding & Speed Mngmt	★★★★
GDL Passenger Limits for Young Drivers	CMTW, 11th Edition	Distracted Driving	★★★★★
H-V Cell Phone Enforcement	CMTW, 11th Edition	Distracted Driving	★★★★
Alcohol-Impaired Motorcyclists	CMTW, 11th Edition	Motorcycle Safety	★★★
Graduated Driver Licensing (GDL)	CMTW, 11th Edition	Young Drivers	★★★★★
GDL Learners Permit	CMTW, 11th Edition	Young Drivers	★★★★★
H-V Enforcement at Pedestrian Crossings	CMTW, 11th Edition	Pedestrian Safety	★★★
Pedestrian Safety Zones	CMTW, 11th Edition	Pedestrian Safety	★★★★
Universal Bicycle Helmet Laws	CMTW, 11th Edition	Bicycle Safety	★★★
Law Enforcement	Uniform Guidelines	Motorcycle Safety	Effective
Law Enforcement	Uniform Guidelines	Pedestrian & Bicycle Safety	Effective
Criminal Justice System	Uniform Guidelines	Impaired Driving	Effective
Enforcement	Uniform Guidelines	Speed Management	Effective
Legislation, Regulation and Policy	Uniform Guidelines	Speed Management	Effective
Enforcement Program	Uniform Guidelines	Occupant Protection	Effective
Enforcement Program	Uniform Guidelines	Driver Education	Effective
Traffic Law Enforcement	Uniform Guidelines	Traffic Enforcement Services	Effective
Law Enforcement	Uniform Guidelines	Older Driver Safety	Effective

Figure 5: CMS-1



5.1.2. Education and Outreach

Education and outreach promote long-term, voluntary behavior change by increasing public awareness, improving knowledge, and shaping attitudes around risk factors identified through data analysis.

CMS-2: Education and Outreach			
Countermeasure	Source	Chapter	Justification
Mass Media Campaigns	CMTW, 11th Edition	Alcohol-Impaired Driving	★★
Programs for Older Children	CMTW, 11th Edition	Seat Belts & Child Restraints	★★★★
Programs for Increasing Child Restraint & Booster Seat Use	CMTW, 11th Edition	Seat Belts & Child Restraints	★★
Motorcycle Rider Training	CMTW, 11th Edition	Motorcycle Safety	★★
Safe Routes to School	CMTW, 11th Edition	Pedestrian Safety	★★★
Elementary-Age Child Pedestrian Training	CMTW, 11th Edition	Pedestrian Safety	★★★
Pedestrian Safety Zones	CMTW, 11th Edition	Pedestrian Safety	★★★★
Safe Routes to School	CMTW, 11th Edition	Bicycle Safety	★★★
Promote Bicycle Helmet Use With Education	CMTW, 11th Edition	Bicycle Safety	★★★
Bicycle Safety Education for Children	CMTW, 11th Edition	Bicycle Safety	★★
Rider Education and Training	Uniform Guidelines	Motorcycle Safety	Effective
Communication Program	Uniform Guidelines	Motorcycle Safety	Effective
Public Information and Education	Uniform Guidelines	Emergency Medical Services	Effective
Communication Program	Uniform Guidelines	Pedestrian & Bicycle Safety	Effective
Outreach Program	Uniform Guidelines	Pedestrian & Bicycle Safety	Effective
Training and Education	Uniform Guidelines	Judicial & Court Services	Effective
Communication Program	Uniform Guidelines	Impaired Driving	Effective
Communication Program	Uniform Guidelines	Speed Management	Effective
Communication Program	Uniform Guidelines	Occupant Protection	Effective
Outreach Program	Uniform Guidelines	Occupant Protection	Effective
Outreach Program	Uniform Guidelines	Roadway Safety	Effective
Driver Education & Training Program	Uniform Guidelines	Driver Education	Effective
Communication Program	Uniform Guidelines	Driver Education	Effective
Communication Program	Uniform Guidelines	Traffic Enforcement Services	Effective
Communication Program	Uniform Guidelines	Older Driver Safety	Effective

Figure 6: CMS-2

5.1.3. Community Safety Programs

Community safety programs engage local residents, stakeholders, and organizations in addressing the specific risk factors identified through data, encouraging shared responsibility for safety and foster stronger community awareness.

CMS-3: Community Safety Programs			
Countermeasure	Source	Chapter	Justification
Child Restraint Inspection Stations	CMTW, 11th Edition	Seat Belt & Child Restraints	★★★
Multidisciplinary Involvement	Uniform Guidelines	Pedestrian & Bicycle Safety	Effective
O.P. for Children Program	Uniform Guidelines	Occupant Protection	Effective
Communications [systems]	Uniform Guidelines	Emergency Medical Services	Effective
Trauma Systems	Uniform Guidelines	Emergency Medical Services	Effective
Public Participation & Engagement	Research Data	N/A	Effective

Figure 7: CMS-3



5.1.4. Impaired Driving Response & Prevention

Response and community prevention strengthen coordination among first responders, service providers, and community partners to address risks identified through data.

CMS-4: Impaired Driving Response & Prevention			
Countermeasure	Source	Chapter	Justification
Alcohol Ignition interlocks	CMTW, 11th Edition	Alcohol-Impaired Driving	★★★★★
Alcohol Problem Assessment & Treatment	CMTW, 11th Edition	Alcohol-Impaired Driving	★★★★★
Alcohol Screening & Brief Prevention	CMTW, 11th Edition	Alcohol-Impaired Driving	★★★★★
DWI Offender Monitoring	CMTW, 11th Edition	Alcohol-Impaired Driving	★★★★
DWI Courts	CMTW, 11th Edition	Alcohol-Impaired Driving	★★★★
Training & Technical Assistance	Uniform Guidelines	Prosecutor Training	Effective
Prevention	Uniform Guidelines	Impaired Driving	Effective
Alcohol & Other Drug Misuse	Uniform Guidelines	Impaired Driving	Effective

Figure 8: CMS-4

5.1.5. Traffic Records

Traffic records provide accurate, comprehensive data needed to identify problem areas, track trends, and measure the impact of safety initiatives.

CMS-5: Traffic Records			
Countermeasure	Source	Chapter	Justification
Crash Investigation & Incident Reporting	Uniform Guidelines	Crash Investigation & Incident Reporting	Effective
Driver Reports	Uniform Guidelines	Crash Investigation & Incident Reporting	Effective
Uses of a Traffic Records System	Uniform Guidelines	Traffic Records	Effective
Data Accuracy, Completeness and Uniformity	Research Data	N/A	Effective

Figure 9: CMS-5

5.1.6. Program Management

Program management ensures that resources, activities, and performance measures are aligned with the problem areas identified through data.

CMS-6: Program Management			
Countermeasure	Source	Chapter	Justification
Program Management	Uniform Guidelines	Motorcycle Safety	Effective
Program Management	Uniform Guidelines	Pedestrian & Bicycle Safety	Effective
Program Management	Uniform Guidelines	Judicial & Court Services	Effective
Program Management	Uniform Guidelines	Prosecutor Training	Effective
Program Management	Uniform Guidelines	Impaired Driving	Effective
Program Management	Uniform Guidelines	Roadway Safety	Effective
Program Management	Uniform Guidelines	Speed Management	Effective
Program Management	Uniform Guidelines	Driver Education	Effective
Program Management	Uniform Guidelines	Occupant Protection	Effective
Program Management	Uniform Guidelines	Traffic Enforcement Services	Effective
Traffic Records System Management	Uniform Guidelines	Traffic Records	Effective
Program Management	Uniform Guidelines	Older Driver Safety	Effective
Planning & Administration	Research Data	N/A	Effective
Consulting Services	Research Data	N/A	Effective
Public Engagement & Planning	Research Data	N/A	Effective
HSP Planning	Research Data	N/A	Effective
Traffic Safety Summit	Research Data	N/A	Effective

Figure 10: CMS-6



5.2. Program Areas

Program areas establish a structured, evidence-based framework for organizing and implementing targeted traffic safety countermeasures. By consolidating related issues, resources, and proven interventions into defined program areas, OTS can more effectively identify priority safety needs, align activities with crash and exposure data, and coordinate efforts across partnerships. This framework strengthens strategic planning and supports performance-based decision-making, facilitating consistent monitoring of measurable outcomes .

To advance Nevada's roadway safety goals, each program area utilizes proven strategies to reduce serious injuries and fatal crashes. The program areas are:

- Occupant Protection (Adult and Child Passenger Safety)
- Impaired Driving (Drug and Alcohol)
- Speed Prevention
- Motorcycle Safety
- Young Drivers
- Non-Motorized/Vulnerable Road Users
- Distracted Driving
- Communications/Media (Supports all program areas)
- Traffic Records (Supports all program areas)
- Traffic Safety Enforcement (Supports all program areas)
- Other Safety Programs

5.2.1. Occupant Protection (Adult and Child Passenger Safety)

Nevada continues to adopt and implement effective occupant protection programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. While most Nevadans buckle up (Observed Seat Belt Use Rate, 2025, 95.3%), unrestrained passenger vehicle occupant fatalities represent 34.16% of Nevada's passenger vehicle occupant fatalities.

During the period 2019- 2023, 328 fatal unrestrained occupant crashes resulting in 348 fatalities occurred on Nevada roadways. Of those 328 fatal unrestrained occupant crashes, 158 occurred in Clark County where the majority of the state's population resides. Male passengers between the age of 21-25 and female occupants between the age of 26-30 comprised the largest percentage of occupant fatalities.

Occupant protection includes planning and developing innovative traffic safety programs in the areas of seat belt and Child Passenger Safety (CPS) seat usage. Nevada's THSP 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, and behavior change strategies are necessary to achieve significant, lasting increases in seat belt and CPS seat usage.



Nevada will add Unattended Passenger activities to its Occupant Protection program through communications and outreach focused on educating the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

5.2.1.1. Description of Highway Safety Problem

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

5.2.1.2. Countermeasure Strategies for Occupant Protection

Strategy	Enforcement and Legislation
Problem	Between 2020 – 2024, 341 fatal unrestrained occupant crashes resulting in 359 fatalities occurred on Nevada roadways. During that time, 20% of Nevada’s total fatalities were unrestrained. Nevada does not have a primary seatbelt law.
Countermeasures	<i>Countermeasures That Work, 11th Edition</i> <i>Uniform Guidelines</i> See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Target	UC-4, SD-1
Funding	402: \$600,000.00 *Note: Seatbelt enforcement is integrated into all traffic safety enforcement.
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Education and Outreach
Problem	Between 2020 – 2024, 341 fatal unrestrained occupant crashes resulting in 359 fatalities occurred on Nevada roadways. During that time, 20% of Nevada’s total fatalities were unrestrained. Nevada does not have a primary seatbelt law.
Countermeasures	<i>Countermeasures That Work, 11th Edition</i> <i>Uniform Guidelines</i> See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Target (link to strategy)	UC-4, SD-1
Funding	402: \$204,000.00; 405(b): \$550,000.00 * Note: Occupant Protection education is included in our integrated communication program. See also Communications/ Media Program.



Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Community Safety Programs
Problem	Between 2020 – 2024, 16 child passenger fatal crashes resulting in 17 child passenger fatalities occurred on Nevada roadways. During that time, 4% of fatal crashes involved children without a restraint. Nevada does not have a primary seatbelt law.
Countermeasures	<i>Countermeasures That Work, 11th Edition</i> <i>Uniform Guidelines</i> *Note: See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Target (link to strategy)	UC-4, SD-1
Funding	402: \$110,000.00; 405(b): \$550,000.00 *Note: Nevada is a High Belt Use State and flexes its 405(b) funds to 402 as needed.
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Program Management
Problem	Between 2020 to 2024, there were 1,798 fatal crashes resulting in 1,958 fatalities on Nevada roadways. Traffic fatalities have increased from 326 in 2015 to 417 in 2024 and, likewise, fatal crashes have increased from 297 in 2015 to 378 in 2024.
Countermeasures	Countermeasures That Work, 11 th Edition See breakdown of countermeasures on page 21
Justification	This represents total program area eligible costs as well as direct program services
Target	All Targets
Funding	\$12,205,725.00 *Note: This represents everything for all program areas
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships

Table 2: Countermeasure Strategies for Occupant Protection

5.2.2. Impaired Driving Prevention (Drug or Alcohol)

Nevada experienced a rise in DUI-related fatalities from 2019 through 2022. In 2023, the state recorded a 36% decline in these fatalities, followed by an increase to 191 deaths in 2024. Between 2020 and 2024, impaired driving accounted for an average of 45% of all traffic fatalities statewide. Data from 2017 to 2022 also shows a sustained increase in polysubstance DUI fatalities, exceeding fatalities involving alcohol only or cannabis only.



Encouragingly, from 2022 to 2024, polysubstance-related fatalities decreased by 21%, and overall DUI-involved fatalities declined by 13%.

Nevada has recently implemented more stringent penalties for impaired driving, strengthening enforcement and sentencing for DUI offenses, particularly those involving injury or death. Significant progress has also been made in interventions for first-time offenders by enhancing DUI education requirements to include evidence-based early intervention practices delivered synchronously by licensed alcohol and drug counselors. Planned activities include high-visibility and integrated enforcement efforts, review of alcohol- and drug-impaired driving statutes, specialized law enforcement training, and continued investment in toxicology programs and evidentiary testing devices.

5.2.2.1. Description of Highway Safety Problem

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

5.2.2.2. Performance Measure UC-5

The target for the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above for the 2027-2029 THSP were set based on historical crash trends within Nevada. Between 2024 and 2025, Nevada experienced an 8% reduction in total traffic fatalities. To maintain consistency across performance measures while accounting for data limitations, an 8% reduction by 2029 was applied. Benchmarks for 2027 and 2028 were set assuming a uniform annual reduction to achieve an 8% reduction by 2029.

5.2.2.3. Countermeasure Strategies for Impaired Driving

Strategy	Enforcement and Legislation
Problem	Between 2020 – 2024, 784 impaired driving fatal crashes resulting in 888 impaired driving fatalities occurred on Nevada roadways. During that time, 45% of Nevada’s total fatalities were impaired related.
Countermeasures	Countermeasures That Work, 11 th Edition Uniform Guidelines See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Targets	UC-5
Funding	402: \$4,150,000.00 *Note: Impaired driving enforcement is included in our integrated enforcement program. See also Traffic Safety Enforcement Program.



Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Impaired Driving Response & Prevention
Problem	Between 2020 – 2024, 784 impaired driving fatal crashes resulting in 888 impaired driving fatalities occurred on Nevada roadways. During that time, 45% of Nevada's total fatalities were impaired related.
Countermeasures	Countermeasures That Work, 11 th Edition Uniform Guidelines See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Targets	UC-5
Funding	402: \$250,000.00; 405(d-ic): \$4,250,000.00; 405(d-ii): \$150,000.00; 164: \$1,100,000.00
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Behavioral Change Models Stakeholders & Partnerships
Strategy	Education and Outreach
Problem	Between 2020 – 2024, 784 impaired driving fatal crashes resulting in 888 impaired driving fatalities occurred on Nevada roadways. During that time, 45% of Nevada's total fatalities were impaired related. 72% of fatal impaired driving crashes occurred on urban roadways.
Countermeasures	Countermeasures That Work, 11 th Edition Uniform Guidelines NOTE: See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Targets	UC-5
Funding	402: \$300,000.00; 405(d-ic): \$150,000.00; 164: \$750,000.00 *Note: Impaired driving education is included in our integrated communication program. See also Communications/ Media Program
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Task Forces & Coalitions Stakeholders & Partnerships
Strategy	Program Management
Problem	Between 2020 to 2024, there were 1,798 fatal crashes resulting in 1,958 fatalities on Nevada roadways. Traffic fatalities have increased from 326 in 2015 to 417 in 2024 and, likewise, fatal crashes have increased from 297 in 2015 to 378 in 2024.
Countermeasures	Countermeasures That Work, 11 th Edition NOTE: See breakdown of countermeasures on page 21



Justification	This represents total program area eligible costs as well as direct program services
Target	All Targets
Funding	\$12,205,725.00 *Note: This represents everything for all program areas
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships

Table 3: Countermeasure Strategies for Impaired Driving

5.2.3. Speed Prevention

In 2024, 11,288 people were killed in speeding-related traffic crashes. The National Highway Traffic Safety Administration states speeding was a factor in 28% of all fatal crashes, 13% of injury crashes, and 9% of property-damage-only crashes. In Nevada, the most recent 5-year period of available FARS data (2020-2024) reveals a concerning trend. In 2020 there were 103 speed-related fatalities which increased every year through 2024 when 136 were reported. This represents a 32% increase. In a recent five-year period, the Nevada Department of Transportation estimates speed-related crashes cost the state an approximate \$4.4 billion in comprehensive costs to society as detailed in the state's Speed Management Action Plan. Speed-related crashes also tend to be more severe. Just .55 percent of non-speeding-related crashes result in fatal injury, but a full 1 percent of speeding-related crashes do, meaning a speed-related crash is nearly twice as likely to result in a fatality. Whereas just six percent of Nevada's population lives in rural counties, 15 percent of all speed-related crashes occurred in those counties. Additionally, Hispanic and African American race/ethnicities have a slightly higher speeding-related fatality rate per 100,000 population when compared to the total population fatality rate in Nevada.

The Nevada Office of Traffic Safety makes a significant investment in speed-related crash countermeasures through our Traffic Safety Enforcement Program which includes the statewide Joining Forces program. OTS also uses public communication and outreach with messaging through the Zero Fatalities media/outreach program and collaboration with the Nevada Department of Transportation and their Dynamic Messaging System. The Nevada Department of Transportation, via strategies and actions detailed in the Nv-SMAP, will establish a task force to engage on target speed and speed limit setting throughout the state, and these actions are underway. During the 2025 legislative session, lawmakers passed the state's first automated traffic enforcement (school bus stop arms). In the interim between the 2025 and 2027 sessions, OTS will continue working with the state's traffic safety network to discuss speed-related automated traffic enforcement, with special consideration given to school zone implementation.

5.2.3.1. Description of Highway Safety Problem

A speeding-related crash is defined as a crash in which the responding officer deemed the crash to be related to the vehicle speeding. The FARS data uses the attribute



“speeding-related (SPEEDREL)” in the vehicle file to indicate if a fatal crash was speeding-related. For this analysis, five attribute codes were used: “yes,” “yes, racing,” “yes, exceeded speed limit,” “yes, too fast for conditions,” and “yes, specifics unknown.” If a crash reported any of the attribute codes, the crash was deemed a fatal speeding-related crash.

5.2.3.2. Performance Measure UC-6

The target for speeding-related fatalities for the 2027-2029 THSP were set based on historical crash trends within Nevada. Between 2024 and 2025, Nevada experienced an 8% reduction in total traffic fatalities. To maintain consistency across performance measures while accounting for data limitations, an 8% reduction by 2029 was applied. Benchmarks for 2027 and 2028 were set assuming a uniform annual reduction to achieve an 8% reduction by 2029.

5.2.3.3. Countermeasure Strategies for Speed Prevention

Strategy	Enforcement and Legislation
Problem	Between 2020 – 2024, 533 speeding-related fatal crashes resulting in 591 speeding-related fatalities occurred on Nevada roadways. During that time, 30% of Nevada’s total fatalities were speeding-related.
Countermeasures	Countermeasures That Work, 11 th Edition Uniform Guidelines NOTE: See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Targets	UC-6
Funding	402, \$950,000.00; *Note: Speed enforcement is included in our integrated enforcement program. See also Traffic Safety Enforcement Program.
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Education and Outreach
Problem	Between 2020 – 2024, 533 speeding-related fatal crashes resulting in 591 speeding-related fatalities occurred on Nevada roadways. During that time, 30% of Nevada’s total fatalities were speeding-related. 76% of fatal speeding crashes occurred on urban roadways.
Countermeasures	Countermeasures That Work, 11 th Edition Uniform Guidelines NOTE: See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Targets	UC-6
Funding	402: \$204,300.00 *Note: Speed education is included in our integrated communications program. See also Communications/Media Program.
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location



	Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Program Management
Problem	Between 2020 to 2024, there were 1,798 fatal crashes resulting in 1,958 fatalities on Nevada roadways. Traffic fatalities have increased from 326 in 2015 to 417 in 2024 and, likewise, fatal crashes have increased from 297 in 2015 to 378 in 2024.
Countermeasures	Countermeasures That Work, 11 th Edition NOTE: See breakdown of countermeasures on page 21
Justification	This represents total program area eligible costs as well as direct program services
Target	All Targets
Funding	\$12,205,725.00 *Note: This represents everything for all program areas
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships

Table 4: Countermeasure Strategies for Speed Prevention

5.2.4. Motorcycle Safety

Nevada has a comprehensive motorcyclist safety program designed to reduce motorcyclist crashes and related fatalities and injuries. The primary factors contributing to fatalities and serious injury crashes are impaired riding, speed, and right-of-way violations (e.g., motorists turning left in front of motorcyclists). Between 2020 and 2024, 32% of the motorcyclist fatalities were impaired and 39% of the fatalities involved speed as a factor. Motorcycle licensing is a correlated factor as 47% of Nevada motorcyclist fatalities in 2022 were improperly licensed. Male riders are 94% of fatalities. The highest age range for motorcyclist fatalities is under age 30 comprising 33% of the total. The percentage of motorcyclist fatalities are highest in urban areas with Clark County (Las Vegas) having the highest at 72.3% and Washoe county (Reno) at 14.0%

Planned activities and countermeasures include Education through social and traditional media; maintaining the state's universal helmet law; Continuing the successful rider training program; and developing projects to increase motorcycle licensing.

5.2.4.1. Description of Highway Safety Problem

Fatal motorcycle crashes are crashes involving a motorcyclist where one or more people on a motorcycle were killed in the crash. The FARS data uses the attribute "body type (BODY_TYP)" in the vehicle data set to identify if a motorcycle was involved and the attribute "deaths (DEATHS)" in the vehicle data set to determine if one or more people on a motorcycle died. Ten attribute codes were used: two-wheel motorcycle, moped or motorized bicycle, three-wheel motorcycle (two rear wheels), off-road motorcycle, motor scooter, unenclosed three-wheel motorcycle/ unenclosed autocytle (one rear wheel), enclosed three-wheel motorcycle/enclosed autocytle (one rear wheel), unknown three-



wheel motorcycle type, other motored cycle type, and unknown motored cycle type. If a fatal crash had any of the listed attribute codes assigned and one or more people on a motorcycle died in the crash, the crash was deemed a fatal motorcycle crash.

5.2.4.2. Performance Measure SC-2

The target for the number of motorcyclist fatalities for the 2027-2029 THSP were set based on historical crash trends within Nevada. Between 2024 and 2025, Nevada experienced an 8% reduction in total traffic fatalities. To maintain consistency across performance measures while accounting for data limitations, an 8% reduction by 2029 was applied. Benchmarks for 2027 and 2028 were set assuming a uniform annual reduction to achieve an 8% reduction by 2029.

5.2.4.3. Countermeasure Strategies for Motorcycle Safety

Strategy	Education and Outreach
Problem	Between 2020 – 2024, 388 fatal motorcycle crashes resulting in 399 motorcyclist fatalities occurred on Nevada roadways. During that same time, 35 fatal unhelmeted motorcycle crashes resulting in 36 unhelmeted motorcyclist fatalities occurred. 21% of Nevada's total fatalities were motorcycle crashes, of which 2% were unhelmeted motorcycle crashes.
Countermeasures	<i>Countermeasures That Work, 11th Edition</i> <i>Uniform Guidelines</i> NOTE: See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Target	UC-7
Funding	State funds: \$1,700,000.00 *Note: These funds come from fees assessed to motorcycle riders.
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Laws and Enforcement
Problem	Between 2020 – 2024, 388 fatal motorcycle crashes resulting in 399 motorcyclist fatalities occurred on Nevada roadways. During that same time, 35 fatal unhelmeted motorcycle crashes resulting in 36 unhelmeted motorcyclist fatalities occurred.
Countermeasures	<i>Countermeasures That Work, 11th Edition</i> <i>Uniform Guidelines</i> NOTE: See breakdown of countermeasures on page 21
Justification	Enforcement of traffic laws requires a holistic approach to achieve behavioral change. Motorcyclists are particularly vulnerable in high-speed incidents.
Target	UC-7
Funding	402 \$3,125,000.00; *Note: Enforcement is not based on vehicle type but on driver behavior and includes motorcyclists. See also Traffic Safety Enforcement Program.
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location



	Affected Communities Applicable Laws Stakeholders & Partnerships
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Table 5: Countermeasure Strategies for Motorcycle Safety

5.2.5. Young Drivers

Vehicle crashes are one of the leading causes of death among teen drivers. During the period of 2019 to 2023 there were approximately 173 young driver fatal crashes and 182 fatalities involving young drivers in crashes. This accounts for approximately 12% of Nevada's total fatalities while young drivers are just 5% of the driving population. Their inexperience and risky behavior are contributing factors to crashes and injuries roadway users. Speed accounts for 21% of the fatal crashes with young drivers, unrestrained occupants account for 26%, distracted driving accounts for 46% of the fatal crashes with young drivers, and impaired driving accounts for 16% of the fatal crashes for young drivers. Young driver fatalities are primarily an urban issue with 77% in Clark County (Las Vegas). The remaining 23% occurred in Washoe County and other rural areas. Male drivers were reported at fault in 70% of fatal young driver crashes.

Because most Nevada high schools do not include Driver's Education in their curriculum, the Nevada Office of Traffic Safety (OTS) continues to fund programs that educate, train, and guide young drivers on safe driving behaviors both before and after licensure. These programs also emphasize the vital role of parents in supervising teen drivers and highlight available technologies that help families monitor driving behavior.

OTS will also continue working closely with law enforcement agencies to ensure officers are informed about current Graduated Driver Licensing (GDL) requirements, enabling effective identification and enforcement of GDL laws among young drivers. In addition, OTS will provide recommendations to the state Legislature to strengthen Nevada's existing GDL framework.

5.2.5.1. Description of Highway Safety Problem

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

5.2.5.2. Performance Measure SC-3

The target for the number of drivers aged 20 or younger involved in fatal crashes for the 2027-2029 THSP were set based on historical crash trends within Nevada. Between 2024 and 2025, Nevada experienced an 8% reduction in total traffic fatalities. To maintain consistency across performance measures while accounting for data limitations, an 8% reduction by 2029 was applied. Benchmarks for 2027 and 2028 were set assuming a uniform annual reduction to achieve an 8% reduction by 2029.



5.2.5.3. Countermeasure Strategies for Young Drivers

Strategy	Education and Outreach
Problem	Between 2020 – 2024, 212 young drivers were involved in 202 fatal crashes resulting in 229 fatalities on Nevada roadways. During that time, 12% of Nevada's total fatalities involved a young driver. 81% of fatal young-driver involved crashes occurred on urban roadways.
Countermeasures	Countermeasures That Work, 11 th Edition Uniform Guidelines NOTE: See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Target	C.9
Funding	402: \$500,000.00; 405(d-ic): \$450,000.00 *Note: Young driver education is included in our integrated communication program. See also Communications/Media Program.
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Enforcement and Legislation
Problem	Between 2020 – 2024, 212 young drivers were involved in 202 fatal crashes resulting in 229 fatalities on Nevada roadways. During that time, 12% of Nevada's total fatalities involved a young driver.
Countermeasures	Countermeasures That Work, 11 th Edition Uniform Guidelines NOTE: See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Target	SC-3
Funding	402, \$3,125,000.00, *Note: Enforcement is not based on age but on driver behavior and includes young drivers. See also Traffic Safety Enforcement Program.
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Program Management
Problem	Between 2020 to 2024, there were 1,798 fatal crashes resulting in 1,958 fatalities on Nevada roadways. Traffic fatalities have increased from 326 in 2015 to 417 in 2024 and, likewise, fatal crashes have increased from 297 in 2015 to 378 in 2024.
Countermeasures	Countermeasures That Work, 11 th Edition NOTE: See breakdown of countermeasures on page 21
Justification	This represents total program area eligible costs as well as direct program services
Target	All Targets



Funding	\$12,205,725.00 *Note: This represents everything for all program areas
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships

Table 6: Countermeasure Strategies for Young Drivers

5.2.6. Non-Motorized/ Vulnerable Road Users

Between 2019-2023, vulnerable road users accounted for over 27% of all fatalities in Nevada. 90% of these are in our urban communities with Clark County reporting the highest in the state. Hispanic or Latino males continue to be overrepresented in both pedestrian and bicycle fatalities. Nearly 78% of pedestrians and 53% of bicyclists are struck between dusk and dawn. Substance involvement and speeding are top contributors to vulnerable road user fatalities. Between 2019-2023 Nevada's older road users represented 18% of traffic fatalities. 35% of fatal crashes involving an older driver were angle crashes 18% were single vehicle (fixed object) and 16% were single vehicle (non-motorized) and 68% of older driver crashes are happening during daylight hours.

Planned activities and countermeasures include Pedestrian safety, Safe Routes to School, Conspicuity enhancement, Bicyclist safety education, E-device education, Older Drivers education, Promoting bicycle helmets, and Strengthening high-visibility and other enforcement strategies.

5.2.6.1. Description of Highway Safety Problem

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

5.2.6.2. Description of Highway Safety Problem (Bicyclists)

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

5.2.6.3. Performance Measure UC-7

The target for the number of pedestrian fatalities for the 2027-2029 THSP was set based on historical crash trends within Nevada. Between 2024 and 2025, Nevada experienced an 8% reduction in total traffic fatalities. To maintain consistency across performance



measures while accounting for data limitations, an 8% reduction by 2029 was applied. Benchmarks for 2027 and 2028 were set assuming a uniform annual reduction to achieve an 8% reduction by 2029.

5.2.6.4. Performance Measure SC-1

The target for the number of bicyclist fatalities for the 2027-2029 THSP was set based on historical crash trends within Nevada. Between 2024 and 2025, Nevada experienced an 8% reduction in total traffic fatalities. To maintain consistency across performance measures while accounting for data limitations, an 8% reduction by 2029 was applied. Benchmarks for 2027 and 2028 were set assuming a uniform annual reduction to achieve an 8% reduction by 2029.

5.2.6.5. Countermeasure Strategies for Non-Motorized/ VRU

Strategy	Enforcement and Legislation
Problem	Between 2020 – 2024, 456 fatal pedestrian crashes resulting in 461 pedestrian fatalities occurred on Nevada roadways. During that same time, 56 fatal bicycle crashes also occurred resulting in 61 bicycle fatalities. 24% of Nevada's total fatalities were pedestrian related, with 3% being bicycle crashes. 91% of fatal pedestrian crashes and 93% of fatal bicycle crashes occurred on urban roadways.
Countermeasures	<i>Countermeasures That Work</i> , 11 th Edition Uniform Guidelines NOTE: See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Target	UC-7, SC-1
Funding	402: \$550,000.00; 405(g): \$275,000.00 *Note: VRU enforcement is included in our integrated enforcement program. See also Traffic Safety Enforcement Program.
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Education and Outreach
Problem	Between 2020 – 2024, 456 fatal pedestrian crashes resulting in 461 pedestrian fatalities occurred on Nevada roadways. During that same time, 56 fatal bicycle crashes also occurred resulting in 61 bicycle fatalities. 24% of Nevada's total fatalities were pedestrian related.
Countermeasures	<i>Countermeasures That Work</i> , 11 th Edition Uniform Guidelines NOTE: See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Target	UC-7, SC-1
Funding	402: \$450,000.00; 405(g): \$165,000.00 *Note: VRU education is included in our integrated communications program. See also Communications/Media Program.



Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Program Management
Problem	Between 2020 to 2024, there were 1,798 fatal crashes resulting in 1,958 fatalities on Nevada roadways. Traffic fatalities have increased from 326 in 2015 to 417 in 2024 and, likewise, fatal crashes have increased from 297 in 2015 to 378 in 2024.
Countermeasures	Countermeasures That Work, 11 th Edition NOTE: See breakdown of countermeasures on page 21
Justification	This represents total program area eligible costs as well as direct program services
Target	All Targets
Funding	\$12,205,725 *Note: This represents everything for all program areas
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships

Table 7: Countermeasure Strategies for Non-Motorized/ VRU

5.2.7. Distracted Driving

Distracted driving remains a high priority concern for the Nevada Office of Traffic Safety. From 2019 to 2023, Nevada experienced approximately 43 fatalities resulting from 42 fatal distracted driving crashes. During this period, about 68% of these fatal crashes occurred on rural roadways, with Clark County reporting the highest number. Male drivers ages 16–20 represented the largest group of at fault drivers in fatal distracted driving crashes, accounting for 21%. Additionally, the most common collision type in fatal distracted driving crashes involved non-motorized road users, such as pedestrians and bicyclists.

The Nevada Office of Traffic Safety is committed to reducing fatalities and serious injuries caused by distracted driving through education, communication, and High Visibility Enforcement (HVE). Because drivers ages 16–20 represent the largest group of at fault drivers in fatal distracted driving crashes, the Office recognizes the critical importance of a strong Graduated Driver License (GDL) system. To address this, it provides recommendations to the Legislature aimed at strengthening current GDL laws—an evidence-based approach shown to reduce young driver crashes and injuries. The Office continues to fund distracted driving programs that primarily target young drivers, and it is expanding its communication and outreach efforts to engage drivers of all ages. Additionally, the Nevada Office of Traffic Safety allocates funding for the Joining Forces Program, which partners with law enforcement agencies to conduct HVE operations that educate the public and enforce distracted driving laws.



5.2.7.1. Description of Highway Safety Problem

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

5.2.7.2. Performance Measure SD-2

The target for the number of traffic fatalities reported as distracted driving for the 2027-2029 THSP were set based on historical crash trends within Nevada. Between 2024 and 2025, Nevada experienced an 8% reduction in total traffic fatalities. To maintain consistency across performance measures while accounting for data limitations, an 8% reduction by 2029 was applied. Benchmarks for 2027 and 2028 were set assuming a uniform annual reduction to achieve an 8% reduction by 2029.

5.2.7.3. Countermeasure Strategies for Distracted Driving

Strategy	Enforcement and Legislation
Problem	Between 2020 – 2024, 41 distracted driving fatal crashes resulting in 42 fatalities on Nevada roadways. During that time, 2% of Nevada's total fatalities involved a distracted driver.
Countermeasures	Countermeasures That Work, 11 th Edition NOTE: See breakdown of countermeasures on page 21
Justification	Recommended in CMTW, 11 th Edition
Target	SD-1
Funding	402: \$100,000.00; 405(e): \$600,000.00 *Note: Distracted driving is included in our integrated enforcement program. See also Traffic Safety Enforcement Program.
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Education and Outreach
Problem	Between 2020 – 2024, 41 distracted driving fatal crashes resulting in 42 fatalities on Nevada roadways. During that time, 2% of Nevada's total fatalities involved a distracted driver. 73% of fatal distracted driving crashes occurred on urban roadways.
Countermeasures	Countermeasures That Work, 11 th Edition NOTE: See breakdown of countermeasures on page 21



Justification	Recommended in CMTW, 11 th Edition
Target	SD-1
Funding	402: \$204,300.00 *Note: Distracted driving is included in our integrated communications program. See also Communications/Media Program.
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Program Management
Problem	Between 2020 to 2024, there were 1,798 fatal crashes resulting in 1,958 fatalities on Nevada roadways. Traffic fatalities have increased from 326 in 2015 to 417 in 2024 and, likewise, fatal crashes have increased from 297 in 2015 to 378 in 2024.
Countermeasures	Countermeasures That Work, 11 th Edition NOTE: See breakdown of countermeasures on page 21
Justification	This represents total program area eligible costs as well as direct program services
Target	All Targets
Funding	\$12,205,725 *Note: This represents everything for all program areas
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships

Table 8: Countermeasure Strategies for Distracted Driving

5.2.8. Communications (Media)

OTS and many other Nevada agencies work together year-round to make Nevada's roadways safe. However, in 2025, an estimated 380 people were killed on public roads. Many of these deaths can be directly traced to people who choose not to practice specific safety-driven behaviors while occupying the roadways. Threats to public safety on the road are still present today and are evolving with time and culture. Therefore, the public must be educated about the dangers and virtues of making the right choices on the roadways now more than ever. Communications, training, education, and media are supportive of all program areas and are adapted to meet highway safety needs.

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



OTS also works with SHSP partners and other traffic safety advocates to saturate the media with educational, life-changing, effective traffic safety messaging that supports Nevada's THSP 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 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, which brings together transportation agencies, law enforcement, and other safety partners to discuss the latest traffic safety trends and implement strategies and programs to help save lives on Nevada roadways.

The purpose of these efforts is to raise awareness of critical traffic safety issues (2027-2029 Triennial HSP Performance Measures 1-12) and the need to change risky driver behavior. OTS will coordinate targeted and effective public information campaigns that may address impaired driving, seat belt usage, pedestrian safety, motorcycle safety, distracted driving, and other problematic driving behaviors to eliminate fatalities and serious injuries. All campaigns are part of and support the State's Zero Fatalities mission.

OTS will strive to accomplish specific and measurable objectives related to safety marketing during the 2027-2029 THSP performance period. 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 observational survey
- Reduce impaired driving crashes and fatalities
- Reduce pedestrian fatalities
- Effectively reach and educate drivers, motorcyclists, and pedestrians through high-impact and engaging media channels

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

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



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

5.2.8.1. Countermeasure Strategies for Communications (Media)

Strategy	Education and Outreach
Problem	Fatal and serious injury crashes increased in Nevada between the years 2020-2024. Nevada OTS co-sponsors a comprehensive traffic safety education and outreach program with Nevada DOT and other partners, that addresses all traffic safety behavioral issues.
Countermeasures	Countermeasure That Work, 11 th Edition Uniform Guidelines NOTE: See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Target	All Targets
Funding	402: \$60,000.00; 405(f): \$10,863.00
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Community Safety Programs
Problem	Fatal and serious injury crashes increased in Nevada between the years of 2020-2024. Nevada OTS co-sponsors a comprehensive traffic safety education and outreach program with Nevada DOT and other partners, that addresses all traffic safety behavioral issues.
Countermeasures	Countermeasure That Work, 11 th Edition Uniform Guidelines NOTE: See breakdown of countermeasures on page 21
Justification	Recommended by Research Data
Target	All Targets
Funding	402: \$275,000.00



Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
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Table 9: Countermeasure Strategies for Communications

5.2.9. Traffic Records

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

Six Primary Data Components:

- Crash
- Driver
- Vehicle
- Roadway
- Citation and Adjudication
- Injury Surveillance System

Six Primary Data Quality Attributes:

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

Nevada is making improvements on all data components and attributes. The current effort is focused on implementing recommendations from the 2021 Traffic Records Program Self-Assessment. The TRCC will be completing an updated Self-Assessment in the 2026.

Challenges and associated efforts will continue to focus on the recommendations provided in the Traffic Records Program Self-Assessment(s). Focus areas of Nevada's traffic records program are timeliness, completeness, and integration with trauma data and other available data sets. Additionally, crash data quality improvements to accuracy and uniformity within the statewide electronic crash/citation reporting system are underway with implementation of MMUCC 6th Edition in calendar year 2026. Nevada is also implementing a statewide uniform citation in the citation reporting system.

5.2.9.1. Countermeasure Strategies for Traffic Records

Strategy	Traffic Records
Problem	Through March 2023, only 42.6% of the crash reports entered into Enforcement Mobile were geolocated and 57.4% were not, leading to data integration and accessibility issues
Countermeasures	Countermeasures That Work, 11 th Edition Uniform Guidelines NOTE: See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Target	SD-2, SD-4
Funding	402: \$220,000.00; 405(c): \$750,000.00; 1906: \$741,713.00



Considerations	Practical Application Applicable Laws Stakeholders Issues Identified in Assessments, Evaluations, etc.
Strategy	Program Management
Problem	Between 2020 to 2024, there were 1,798 fatal crashes resulting in 1,958 fatalities on Nevada roadways. Traffic fatalities have increased from 326 in 2015 to 417 in 2024 and, likewise, fatal crashes have increased from 297 in 2015 to 378 in 2024.
Countermeasures	Countermeasures That Work, 11 th Edition NOTE: See breakdown of countermeasures on page 21
Justification	This represents total program area eligible costs as well as direct program services
Target	All Targets
Funding	\$12,205,725 *Note: This represents everything for all program areas
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships

Table 10: Countermeasure Strategies for Traffic Records

5.2.10. Traffic Safety Enforcement Program (TSEP)

The Traffic Safety Enforcement Program (TSEP) uses continuous statewide and local analysis of traffic crash and citation data to guide the allocation of enforcement funding and the deployment of High-Visibility Enforcement (HVE). Agencies have access to multiple data resources, including their own traffic records and the annual *Traffic Safety Crash Facts* publication, which provides detailed statewide crash, fatality, and behavioral trend data.

Within TSEP, one major initiative is the Office of Traffic Safety's (OTS) Joining Forces Program—a multi-jurisdictional enforcement effort that brings together agencies from all 17 Nevada counties. Participation continues to expand, with 37 agencies engaged in FY26. Joining Forces conducts coordinated enforcement periods and education campaigns focused on high-risk behaviors identified through crash and citation data, such as impaired driving, speeding, occupant protection non-use, and distracted driving. Aggregated enforcement results demonstrate the program's measurable impact. Between FY24 and FY25, Nevada law enforcement agencies recorded a 237% increase in DUI arrests during Joining Forces operations.

Joining Forces coordinates 12 statewide HVE events each year, seven of which are aligned with national enforcement mobilization periods on NHTSA's annual traffic safety marketing calendar. This alignment enables consistent statewide messaging, improved public awareness, and enhanced comparability of enforcement outcomes across jurisdictions. In addition to these coordinated periods, TSEP supports other HVE operations, by the same agencies, occurring outside of the Joining Forces mobilization schedule.



5.2.10.1. National Mobilizations and High Visibility Enforcement

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

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

Traffic safety enforcement is listed and used throughout Nevada's program areas as an effective countermeasure to unsafe driving behavior.

5.2.10.2. Community Engagement

As an integral part of the Nevada Traffic Safety Enforcement Program the OTS will encourage law enforcement agencies to continue and further enhance community collaboration within their jurisdiction to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities.

5.2.10.3. Countermeasure Strategies for Traffic Safety Enforcement Program (TSEP)

Strategy	Enforcement and Legislation
Problem	Unsafe and/or illegal driving and road use behaviors contribute to traffic fatalities in Nevada
Countermeasures	Countermeasures That Work, 11 th Edition Uniform Guidelines NOTE: See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines and CMTW, 11 th Edition
Target	All Targets
Funding	402: \$3,123,000.00; 405(h): \$53,247.00
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Education and Outreach
Problem	Unsafe and/or illegal driving and road use behaviors contribute to traffic fatalities in Nevada



Countermeasures	Countermeasures That Work, 11 th Edition Uniform Guidelines NOTE: See breakdown of countermeasures on page 21
Justification	Required component of HVE, NHTSA regulations, Countermeasures That Work, Uniform Guidelines
Target	All Targets
Funding	402: \$204,300.00 *Note: See also Communications/ Media Program.
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Program Management
Problem	Between 2020 to 2024, there were 1,798 fatal crashes resulting in 1,958 fatalities on Nevada roadways. Traffic fatalities have increased from 326 in 2015 to 417 in 2024 and, likewise, fatal crashes have increased from 297 in 2015 to 378 in 2024.
Countermeasures	Countermeasures That Work, 11 th Edition NOTE: See breakdown of countermeasures on page 21
Justification	This represents total program area eligible costs as well as direct program services
Target	All Targets
Funding	\$12,205,725 *Note: This represents everything for all program areas
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships

Table 11: Countermeasure Strategies for Traffic Safety Enforcement Program

5.2.11. Other Safety Programs

The Other Safety Programs program encompass all traffic safety initiatives that do not fall within the ten core program areas of the OTS' THSP. Projects within the program address emerging issues, specialized safety needs, and cross-cutting efforts that support overall roadway safety but are not exclusively tied to occupant protection, impaired driving, speed prevention, motorcycle safety, young drivers, non-motorize/VRU, distracted driving, communications, traffic records, or TSEP. By providing flexibility to address unique or evolving traffic safety concerns, Other Safety Programs help ensure that OTS can respond proactively to trends and implement innovative strategies that contribute to reducing crashes, injuries, and fatalities statewide.



5.2.11.1. Countermeasure Strategies for Other Safety Programs

Strategy	Education and Outreach
Problem	Between 2020 to 2024, there were 1,798 fatal crashes resulting in 1,958 fatalities on Nevada roadways. Traffic fatalities have increased from 326 in 2015 to 417 in 2024 and, likewise, fatal crashes have increased from 297 in 2015 to 378 in 2024.
Countermeasure	Uniform Guidelines NOTE: See breakdown of countermeasures on page 21
Justification	Recommended in Uniform Guidelines
Target	All Targets
Funding	402: \$370,000
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Community Safety Programs
Problem	Between 2020 to 2024, there were 1,798 fatal crashes resulting in 1,958 fatalities on Nevada roadways. Traffic fatalities have increased from 326 in 2015 to 417 in 2024 and, likewise, fatal crashes have increased from 297 in 2015 to 378 in 2024.
Countermeasure	Countermeasures That Work, 11 th Edition Uniform Guidelines NOTE: See breakdown of countermeasures on page 21
Justification	Recommended by Research Data
Target	All Targets
Funding	402: \$300,000
Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
Strategy	Program Management
Problem	Between 2020 to 2024, there were 1,798 fatal crashes resulting in 1,958 fatalities on Nevada roadways. Traffic fatalities have increased from 326 in 2015 to 417 in 2024 and, likewise, fatal crashes have increased from 297 in 2015 to 378 in 2024.
Countermeasures	Countermeasures That Work, 11 th Edition NOTE: See breakdown of countermeasures on page 21
Justification	This represents total program area eligible costs as well as direct program services
Target	All Targets
Funding	\$12,205,725 *Note: This represents everything for all program areas



Considerations	Traffic Crash and Citation Data Socioeconomic Data Impacted Location Affected Communities Applicable Laws Stakeholders & Partnerships
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Table 12: Countermeasure Strategies for Other Safety Programs



6. Performance Report

For FY 2025, performance measure targets were set using a straight-line reduction from the preliminary 2021 data to a goal of zero by 2050 and determining the target five-year average. Progress towards meeting State performance targets from the previous fiscal year's THSP (FY 2025) is shown in the table below.

Performance Measure:	THSP				
	Target Period	Target Year(s)	Target Value FY25 THSP	Data Source/ FY25 Progress Results	On Track to Meet FY25 Target YES/NO/In-Progress (Must be Accompanied by Narrative)
C-1) Total Traffic Fatalities	5 years	2021-2025	396	2024 State ¹ 417	No
C-2) Serious Injuries in Traffic Crashes	5 years	2021-2025	1,553	2024 State ² 1070	Yes
C-3) Fatality Rate/100 Million VMT	5 years	2021-2025	1.44	2024 State* 1.34	Yes
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 years	2025	83	2024 State ¹ 66	Yes
C-5) Alcohol-Impaired Driving Fatalities	5 years	2025	56	2024 State ⁵ 49	Yes
C-6) Speeding-Related Fatalities	5 years	2025	90	2024 State ³ 119	No
C-7) Motorcyclist Fatalities	5 years	2025	77	2024 State ¹ 83	No
C-8) Unhelmeted Motorcyclist Fatalities	5 years	2025	4	2024 State ⁵ 2	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	3 years	2023-2025	13	2024 State ⁵ 36	No
C-10) Pedestrian Fatalities	5 years	2021-2025	84	2024 State ¹ 113	No
C-11) Bicyclist Fatalities	5 years	2021-2025	13	2024 State ¹ 15	No
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Annual	2025	93.39	Certified Seat Survey 95.31%	Yes
A-1) Number of traffic fatalities of children Age 0-4	5 Years	2021-2025	6	2024 State ⁵ 1	Yes



A-2) Number of traffic fatalities reported as distracted driving	5 Years	2021-2025	2	2024 State ⁵ 6	No
PM-1) Number and percent of citations that include valid race and/or ethnicity information.	Annual	2025	April 1, 2023 - March 31, 2024 4.18 minutes	Traffic Records Strategic Plan ⁴ 3.45 minutes	Yes
PM-2) Number of and percent of crashes that have a valid yes/no response for secondary collision or not.	Annual	2025	April 1, 2023 - March 31, 2024 10.82%	Traffic Records Strategic Plan ⁴ 31.31%	Yes

¹Monthly State Fatal Report, Nevada OTS, October 2025

²Monthly State Fatal Report, Nevada OTS, October 2025

³Nevada Crash Data Request, NDOT, Received October 1, 2025

⁴Nevada Traffic Records Strategic Plan, July 2025

⁵State Data, 2024

*VMT Data Collected from NDOT 2025 Annual Vehicle Miles of Travel (AVMT) Report

Table 13: Progress Towards Performance Measure Targets

6.1 Performance Measure C-1: Fatalities

On Track? - NO

Nevada **is not** on track to meet the FY24–FY26 THSP *total traffic fatalities* performance target of 385. Historically, the state’s target setting methodology has been anchored to the long-term aspirational goal of reaching zero fatalities by 2050, using projected trendlines to chart the path toward that goal. While this approach reflects Nevada’s commitment to improving roadway safety, it has not produced realistic targets, especially in light of the increased risky driving behaviors seen during the pandemic and post pandemic periods. Future performance targets across all programs have been developed using historical crash reduction data to ensure they are achievable and aligned with meaningful safety outcomes. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state’s performance targets. Key activities included high-visibility enforcement, targeted safety education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented countermeasures helped mitigate more severe outcomes and strengthened Nevada’s capacity to achieve future performance reductions across all target areas.



6.2 Performance Measure C-2: Serious Injuries

On Track?: - YES

Nevada **is** on track to meet the FY24–FY26 THSP *serious injuries* in traffic crashes performance target of 1512. Future performance targets across all programs have been developed using historical crash reduction data to ensure they are achievable and aligned with meaningful safety outcomes. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state's performance targets. Key activities included high-visibility enforcement, targeted safety education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented countermeasures helped mitigate more severe outcomes and strengthened Nevada's capacity to achieve future performance reductions across all target areas.

6.3 Performance Measure C-3: Fatality Rate/100 million VMT

On Track?: - YES

Nevada **is** on track to meet the FY24–FY26 THSP *fatalities/vehicle miles traveled (VMT)* performance target of 1.41. Future performance targets across all programs have been developed using historical crash reduction data to ensure they are achievable and aligned with meaningful safety outcomes. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state's performance targets. Key activities included high-visibility enforcement, targeted safety education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented countermeasures helped mitigate more severe outcomes and strengthened Nevada's capacity to achieve future performance reductions across all target areas.

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

On Track?: - YES

Nevada **is** on track to meet the FY24–FY26 THSP *unrestrained passenger vehicle occupant fatalities, all seat positions* performance target of 80. Future performance targets across all programs have been developed using historical crash reduction data to ensure they are achievable and aligned with meaningful safety outcomes. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state's performance targets. Key activities included high-visibility enforcement, targeted safety education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented



countermeasures helped mitigate more severe outcomes and strengthened Nevada's capacity to achieve future performance reductions across all target areas.

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

On Track?: - YES

Nevada **is** on track to meet the FY24–FY26 THSP *fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08% and above* performance target of 55. Future performance targets across all programs have been developed using historical crash reduction data to ensure they are achievable and aligned with meaningful safety outcomes. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state's performance targets. Key activities included high-visibility enforcement, targeted safety education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented countermeasures helped mitigate more severe outcomes and strengthened Nevada's capacity to achieve future performance reductions across all target areas.

6.6 Performance Measure C-6: Speeding-Related Fatalities

On Track?: - NO

Nevada **is not** on track to meet the FY24–FY26 THSP *speeding-related fatalities* performance target of 88. Historically, the state's target setting methodology has been anchored to the long-term aspirational goal of reaching zero fatalities by 2050, using projected trendlines to chart the path toward that goal. While this approach reflects Nevada's commitment to improving roadway safety, it has not produced realistic targets, especially in light of the increased risky driving behaviors seen during the pandemic and post pandemic periods. Future performance targets across all programs have been developed using historical crash reduction data to ensure they are achievable and aligned with meaningful safety outcomes. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state's performance targets. Key activities included high-visibility enforcement, targeted safety education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented countermeasures helped mitigate more severe outcomes and strengthened Nevada's capacity to achieve future performance reductions across all target areas.

6.7 Performance Measure C-7: Motorcyclist Fatalities

On Track?: - NO

Nevada **is not** on track to meet the FY24–FY26 THSP *motorcycle fatalities* performance target of 75. Historically, the state's target setting methodology has been anchored to the



long-term aspirational goal of reaching zero fatalities by 2050, using projected trendlines to chart the path toward that goal. While this approach reflects Nevada's commitment to improving roadway safety, it has not produced realistic targets, especially in light of the increased risky driving behaviors seen during the pandemic and post pandemic periods. Future performance targets across all programs have been developed using historical crash reduction data to ensure they are achievable and aligned with meaningful safety outcomes. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state's performance targets. Key activities included high-visibility enforcement, targeted safety education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented countermeasures helped mitigate more severe outcomes and strengthened Nevada's capacity to achieve future performance reductions across all target areas.

6.8 Performance Measure C-8: Unhelmeted Motorcyclist Fatalities

On Track?: - YES

Nevada **is** on track to meet the FY24–FY26 THSP *unhelmeted motorcyclist fatalities* performance target of 4. Future performance targets across all programs have been developed using historical crash reduction data to ensure they are achievable and aligned with meaningful safety outcomes. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state's performance targets. Key activities included high-visibility enforcement, targeted safety education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented countermeasures helped mitigate more severe outcomes and strengthened Nevada's capacity to achieve future performance reductions across all target areas.

6.9 Performance Measure C-9: Drivers Age 20 or Younger Involved in Fatal Crashes

On Track?: - NO

Nevada **is not** on track to meet the FY24–FY26 THSP *drivers age 20 or younger involved in fatal crashes* performance target of 13. Historically, the state's target setting methodology has been anchored to the long-term aspirational goal of reaching zero fatalities by 2050, using projected trendlines to chart the path toward that goal. While this approach reflects Nevada's commitment to improving roadway safety, it has not produced realistic targets, especially in light of the increased risky driving behaviors seen during the pandemic and post pandemic periods. Future performance targets across all programs have been developed using historical crash reduction data to ensure they are achievable and aligned with meaningful safety outcomes. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state's performance targets. Key activities included high-visibility enforcement,



targeted safety education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented countermeasures helped mitigate more severe outcomes and strengthened Nevada's capacity to achieve future performance reductions across all target areas.

6.10 Performance Measure C-10: Pedestrian Fatalities

On Track?: - NO

Nevada **is not** on track to meet the FY24–FY26 THSP *pedestrian fatalities* performance target of 81. Historically, the state's target setting methodology has been anchored to the long-term aspirational goal of reaching zero fatalities by 2050, using projected trendlines to chart the path toward that goal. While this approach reflects Nevada's commitment to improving roadway safety, it has not produced realistic targets, especially in light of the increased risky driving behaviors seen during the pandemic and post pandemic periods. Future performance targets across all programs have been developed using historical crash reduction data to ensure they are achievable and aligned with meaningful safety outcomes. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state's performance targets. Key activities included high-visibility enforcement, targeted safety education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented countermeasures helped mitigate more severe outcomes and strengthened Nevada's capacity to achieve future performance reductions across all target areas.

6.11 Performance Measure C-11: Bicyclists Fatalities

On Track?: - NO

Nevada **is not** on track to meet the FY24–FY26 THSP *bicycle fatalities* performance target of 13. Historically, the state's target setting methodology has been anchored to the long-term aspirational goal of reaching zero fatalities by 2050, using projected trendlines to chart the path toward that goal. While this approach reflects Nevada's commitment to improving roadway safety, it has not produced realistic targets, especially in light of the increased risky driving behaviors seen during the pandemic and post pandemic periods. Future performance targets across all programs have been developed using historical crash reduction data to ensure they are achievable and aligned with meaningful safety outcomes. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state's performance targets. Key activities included high-visibility enforcement, targeted safety education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented countermeasures helped mitigate more severe outcomes and strengthened Nevada's capacity to achieve future performance reductions across all target areas.



6.12 Performance Measure B-1: Observed Seat Belt Usage

On Track?: - YES

Nevada **is** on track to meet the FY24–FY26 THSP *observed seat belt usage* performance target of 93.56. Future performance targets across all programs have been developed using historical crash reduction data to ensure they are achievable and aligned with meaningful safety outcomes. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state's performance targets. Key activities included high-visibility enforcement, targeted safety education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented countermeasures helped mitigate more severe outcomes and strengthened Nevada's capacity to achieve future performance reductions across all target areas.

6.13 Performance Measure A-1: Child (0-4) Fatalities

On Track?: - YES

Nevada **is** on track to meet the FY24–FY26 THSP *child (0-4) fatalities (only when restraint use was known)* performance target of 6. Future performance targets across all programs have been developed using historical crash reduction data to ensure they are achievable and aligned with meaningful safety outcomes. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state's performance targets. Key activities included high-visibility enforcement, targeted safety education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented countermeasures helped mitigate more severe outcomes and strengthened Nevada's capacity to achieve future performance reductions across all target areas.

6.14 Performance Measure A-2: Distracted Driving Fatalities

On Track?: - NO

Nevada **is not** on track to meet the FY24–FY26 THSP *distracted driving fatalities* performance target of 2. Historically, the state's target setting methodology has been anchored to the long-term aspirational goal of reaching zero fatalities by 2050, using projected trendlines to chart the path toward that goal. While this approach reflects Nevada's commitment to improving roadway safety, it has not produced realistic targets, especially in light of the increased risky driving behaviors seen during the pandemic and post pandemic periods. Future performance targets across all programs have been developed using historical crash reduction data to ensure they are achievable and aligned with meaningful safety outcomes. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state's performance targets. Key activities included high-visibility enforcement, targeted safety



education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented countermeasures helped mitigate more severe outcomes and strengthened Nevada's capacity to achieve future performance reductions across all target areas.

6.15 Traffic Records Performance Measure 1: Number and Percent of Citations that Include Valid Race and/or Ethnicity Information

Core Database Improvement Citation and Crash Data Completeness

Progress: Met

SB236, enacted in 2021, required law enforcement agencies to collect race and ethnicity information during traffic stops. This performance measure evaluated our compliance with that requirement. As of December 31, 2025, the SB236 mandate expired, and only a small number of agencies continue collecting this data because it is no longer required by statute.

6.16 Traffic Records Performance Measure 2: Number of and Percent of Crashes that have a Valid Yes/No Response for Secondary Collision or Not

Core Database Improvement Crash Data Completeness

Progress: Met

SB236, enacted in 2021, required law enforcement agencies to collect race and ethnicity information during traffic stops. This performance measure evaluated our compliance with that requirement. As of December 31, 2025, the SB236 mandate expired, and only a small number of agencies continue collecting this data because it is no longer required by statute.

6.17 Preventing Roadside Deaths Performance Measure: Reduce the number of work-zone crashes in a 10-year period

On Track?: NO

Nevada **is not** on track to meet the performance target of 7 for *reducing the number of work zone crashes from the 10-year average*. During the triennial period, Nevada implemented evidence-based countermeasure strategies that supported progress toward the state's performance targets. Key activities included high-visibility enforcement, targeted safety education, and prioritized infrastructure improvements informed by crash data. These strategies were coordinated with state and local partners to maximize reach and effectiveness. Although increases in risky driving behaviors limited the progress of many performance targets, the implemented countermeasures helped mitigate more severe outcomes and strengthened Nevada's capacity to achieve future performance reductions across all target areas.



7. Policy Initiatives

The Office of Traffic Safety regularly engages on a state, local, and national level to serve as subject matter experts, providing research, best practices and recommendations on a range of traffic safety issues. NV OTS is viewed as a trusted voice for traffic safety data, trends, issues and policies and is frequently requested to participate in working groups or task forces, as well as make recommendations to Nevada legislators and members of Congress.

- Active participants in the State Strategic Highway Safety Planning Process
- Member of the Clark County School Traffic Safety Working Group
- Member of the Nevada Bicycle and Pedestrian Advisory Board
- Member of Truckee Meadows Vision Zero Working Group
- Provides support to the Nevada Committee on Testing for Intoxication
- Members and regular presenters of Nevada Advisory Committee on Traffic Safety (NV ACTS)
- GHSA Federal Relations Committee Chair

Current Policy Priorities, adopted by NV ACTS, can be found on the NVACTS page here: [Nevada Advisory Committee on Traffic Safety - Zero Fatalities \(zerofatalitiesnv.com\)](https://www.zerofatalitiesnv.com). Examples of recent and trending issues and policies affecting traffic safety include passage of authorizing state law that allows automated enforcement cameras on school bus stop arms, increased penalties for speeding violations in school zones, educational incentives for motorcycle safety training, enhanced penalties for excessive speeding and truck driving displays and consideration of statewide regulations for electric personal conveyance devices (e-bike/e-scooter/e-motorcycle).



8. Acronyms

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

Table 14: **Acronyms of the Nevada Highway Safety Office**



Attachments

A – Letter of Interest and Invitation Form

B – Nevada Traffic Safety Crash Facts



ATTACHMENT A

LETTER OF INTEREST AND INVITATION FORM

Joe Lombardo
Governor



Nevada Department of
Public Safety
Office of Traffic Safety

George Togliatti
Director

Kristi Defer
Deputy Director

Amy Davey
Administrator

107 Jacobsen Way
Carson City, Nevada 89711-0525
Telephone (775) 684-7470 Fax (775) 684-7482

Traffic Safety Grant Funding Opportunities

Grant funds are provided by the National Highway Traffic Safety Administration (NHTSA) and the Nevada Department of Transportation (NDOT) for education, enforcement of traffic laws, and adoption of safe driving behaviors that support the State's Strategic Highway Safety Plan.

Projects and programs that introduce innovative ideas or best practices with measurable outcomes are encouraged, as are programs that foster collaboration amongst community resources.

Nevada's OTS is interested in proposals that address the following:

- Speeding and aggressive driving
- Impaired driving, riding, or walking
- Distracted driving
- Pedestrian, bicyclist, and/or motorcycle safety
- Preventing roadside deaths or injuries of first responders or in work zones // Move Over Law
- Protecting passengers and children during vehicle operation
- Protecting children and others from risks related to being left unattended in a vehicle
- Community based traffic safety programs
- Traffic safety studies and improved data collection
- Public health partnerships and Emergency Management Services (EMS)
- New drivers, older drivers, and/or programs that reach underserved communities.

More information and resources are found on the OTS grant portal: <https://ots-nv.intelligrants.com/>. Please refer to the resource links below for navigating the grant portal for FY2027 projects.

Request for Proposal period opens March 23, 2026

Deadline for completed applications is April 24, 2026

Resources for traffic safety data and recommended countermeasures can be found by following these links:

[Nevada Traffic Fatality Statistics](#)

[National Highway Traffic Safety Administration](#)

[Countermeasures That Work | NHTSA](#)

[Zero Fatalities Nevada](#)

[Strategic Highway Safety Plan](#)

In addition to the previous listing, specific projects Nevada's OTS would like to receive LOIs on include the following:

- Projects to provide bi-lingual child passenger safety services in Clark County and in rural areas
- Projects that support Law Enforcement Phlebotomy Programs
- Projects specific to motorcyclist safety that address impaired riding, speed, and aggressive riding
- Projects to address young driver safety by utilizing interactive programs and/or behind the wheel training throughout the state, with a special interest in rural and underserved communities
- Projects that support DUI data sharing and integration of adjudication, arrest, toxicology and remediation data and treatment programs
- Public safety and first responder activities or programs that engage and provide education to communities
- Community organizations, public health providers, educational programs, and/or local associations that work directly with underserved or at-risk Nevada populations to provide traffic safety training, education and outreach
- Workplace based projects that support traffic safety, including partnerships with large industries, employers and compatible business sectors (automotive, hospitality, etc.)
- Projects to provide booster seat education and distribution specifically for children five to 13 years of age.
- Projects that reduce fatal crashes involving commercial motor vehicles
- Projects to address older driver education and preparing for driving retirement
- Projects that employ Traffic Gardens and build education programs around them
- Projects that further support impaired driving, to include:
 - Court support of impaired driving prevention efforts
 - Training and use of alcohol and drug screening and brief intervention
 - Training on tools used to identify and accurately sentence high risk impaired drivers
 - Technology to monitor impaired driving offenders
 - Blood alcohol and drug concentration screening and testing
 - 24/7 program start-up support

New partnerships and organizations that work with underserved or at-risk communities are encouraged to apply. Applications are submitted through email at OTSeGrants@dps.state.nv.us; however, any member of our staff is happy to assist. If you have any questions, or would like to walk through your proposal prior to submitting, please contact the Supervising Grants & Projects Analyst, Dominic Dickey- Scherk, at d.dickey@dps.state.nv.gov or (775) 684-7477, or the Deputy Administrator, Michelle Farmer, at mfarmer@dps.state.nv.us or (775) 684-7473

LETTER OF INTEREST

LETTER OF INTEREST

The Nevada Department of Public Safety - Office of Traffic Safety (OTS) awards federal and state funds to state, local, and non-profit organizations desiring to partner in solving Nevada traffic safety problems. Funds are awarded for use in reducing deaths and serious injuries caused by motor vehicle crashes, through the implementation of programs that address driver behavior and/or improve roadway safety or data collection. Funding for this grant opportunity is provided by the National Traffic Safety Administration (NHTSA) and the Nevada Department of Transportation (NDOT) through the Office of Traffic Safety.

We would like to inform the Nevada Office of Traffic Safety of our interest in applying for traffic safety program funding for Fiscal Year 2027.

NEW RENEWAL RENEWAL w / new program features *

Name of

Organization:

Address:

Contact Person * Telephone *

Email *

Information about Organization:

*

Project Description:

*

Impact on Nevada Traffic Safety:

*

Estimated funding needed: *

You will receive a response to your letter within five business days. Approval or disapproval of your submission is solely at the discretion of the Office of Traffic Safety and does not constitute approval of funding.



ATTACHMENT B

NEVADA TRAFFIC SAFETY CRASH FACTS



Nevada Traffic Safety Crash Facts

June 2026



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Statutory Notice 23 U.S.C. § 409: US Code -

Section 409: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

List of Acronyms

BAC	Blood Alcohol Content
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FTP	File Transfer Protocol
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
NDOT	Nevada Department of Transportation
NHTSA	National Highway Traffic Safety Administration
OTS	Office of Traffic Safety
SOE	Sequence of Events
SHSP	Strategic Highway Safety Plan
STSI	State Traffic Safety Information
VMT	Vehicle Miles Traveled
VRU	Vulnerable Road User

Introduction

The Nevada Traffic Safety Crash Facts documents the analysis of Fatality Analysis Reporting System (FARS) data from the National Highway Traffic Safety Administration (NHTSA) (<https://www.nhtsa.gov/content/nhtsa-ftp/251>).

The primary purpose of the Nevada Traffic Safety Crash Facts is to provide data to effectively guide strategies and actions for the Highway Safety Plan (HSP), the Highway Safety Improvement Program (HSIP), the Strategic Highway Safety Plan (SHSP), and other traffic safety efforts within the state.

FARS data is on the FARS website each year. Fatal crashes in this database are considered "final" as these records contain additional information post-crash, including speed studies, crash forensics, officer narratives, and citations issued after the crash. For the purpose of a historical understanding, 10 years of overall crash data is reported. However, all trends and safety area analyses were conducted using the most recent five years of data (2020 to 2024).

Nevada's five-year fatality data is available on an online platform ([Nevada Fatal Crash Dashboard](#)) and is updated with the latest data available from FARS (2020 to 2024).

Following a data-driven approach enables implementers to inform change in policy, infrastructure, and education aligning with the five Safe Systems Approach elements, which have been integrated into Nevada's SHSP: **safer people, safer roads, safer vehicles, safer speeds, and post-crash care**. The Safe System Approach is founded upon the following principles: death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. With consideration of the Safe System Approach and its principles, the following critical safety areas are discussed in detail within this report: impaired driving, safe speed, lane departures, intersections, work zones, vulnerable road users (VRUs), motorcyclists, unrestrained occupants, unrestrained children, older drivers, young drivers, and distracted drivers. This report provides information related to the following five key questions:

- What fatal crashes have occurred?
- Where did these fatal crashes occur?
- Who was responsible/who was affected?
- When did these fatal crashes occur?
- Why did these fatal crashes occur?

The intent is for traffic safety implementers to use this data to gain a better understanding of the factors that contribute to crashes. Once the applicable crash causes are understood, implementers and policymakers are better positioned to support the appropriate proven countermeasures and innovative approaches that target the largest factors that cause crashes.



Overall Crash Data

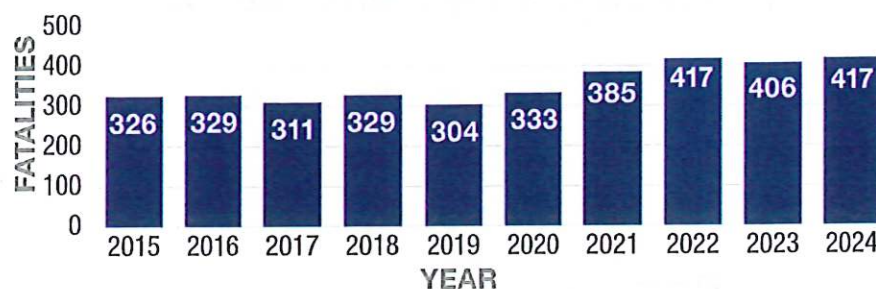
This section analyzes the overall crash data for Nevada from 2015 to 2024. Official FARS data from a File Transfer Protocol (FTP) site maintained by NHTSA was used to determine the numbers of traffic fatalities and fatal crashes (<https://www.nhtsa.gov/content/nhtsa-ftp/251>). This data is used to determine where to focus efforts and resources and to evaluate the effectiveness of existing traffic safety measures in Nevada.

What?

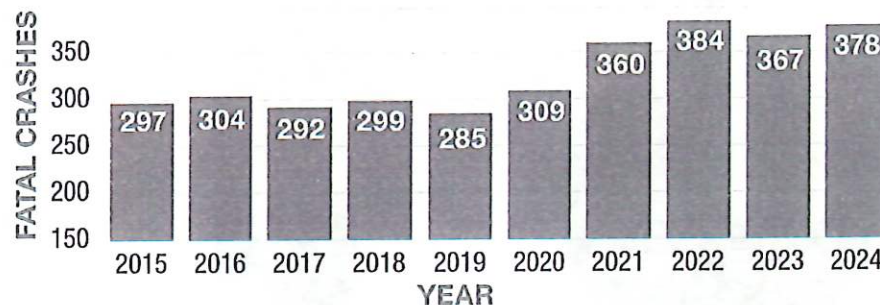
Traffic-related fatalities and fatal crashes have generally increased over the 10-year period. Nevada's traffic fatalities have increased from **326 in 2015** to **417 in 2024** and, likewise, fatal crashes have increased from **297 in 2015** to **378 in 2024**. From 2020 to 2024, there were **1,798** fatal crashes and **1,958** fatalities.

As shown in the graphs, traffic fatalities per 100 million vehicle miles traveled (VMT) and traffic fatalities per 100 thousand population have also increased in Nevada since 2015.

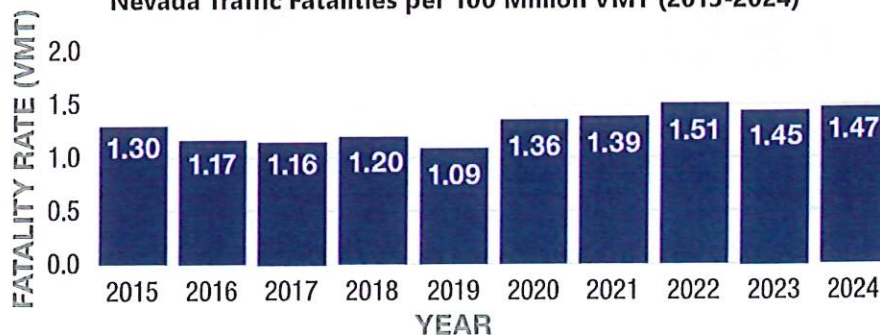
Nevada Traffic Fatalities (2015-2024)



Fatal Crashes in Nevada (2015-2024)



Nevada Traffic Fatalities per 100 Million VMT (2015-2024)



Nevada Traffic Fatalities per 100 Thousand Population (2015-2024)



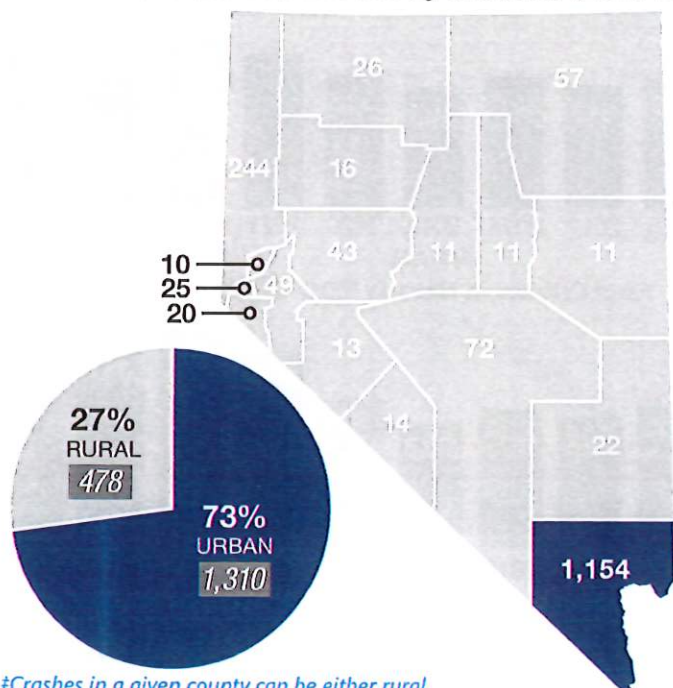
Nevada Traffic Safety Crash Facts

Where?

Rural and urban crash locations are defined in FARS as the classification of the trafficway segment on which a crash occurred, based on Federal Highway Administration (FHWA)-approved adjusted census boundaries of small rural and urbanized areas.

From 2020 to 2024, Clark County reported the largest number of fatal crashes and fatalities. Seventy-three percent of all Nevada fatal crashes throughout the state occurred on urban roadways.

Fatal Crashes in Nevada by Location (2020-2024)**

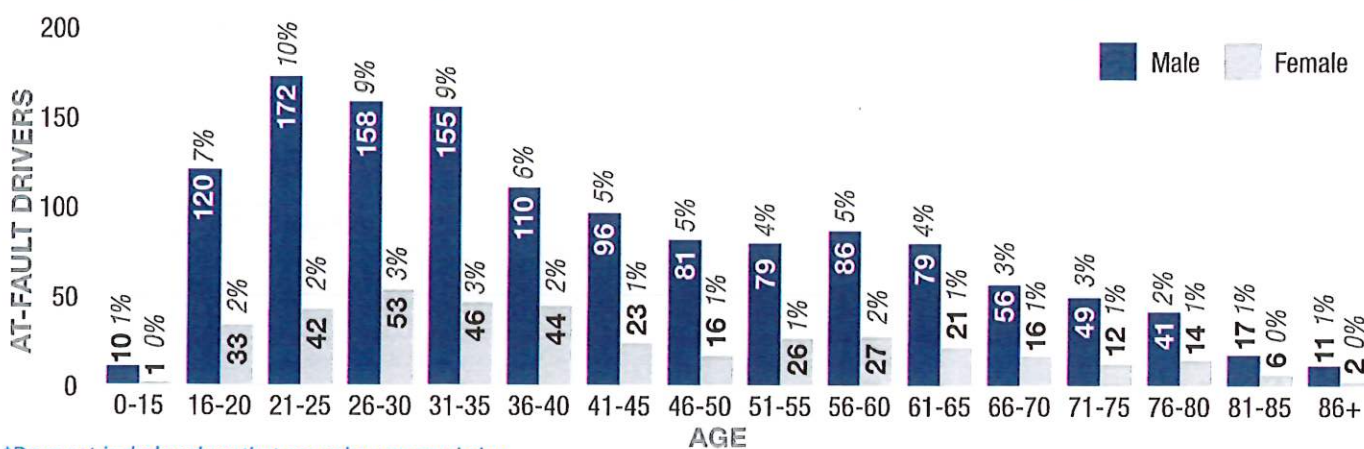


*Crashes in a given county can be either rural or urban, depending on the crash location.

Who?

From 2020 to 2024, males ages 21 to 35 comprised the largest number of at-fault drivers in fatal crashes in Nevada (28%).

Age/Gender Breakdown of At-Fault Drivers in All Fatal Crashes in Nevada (2020-2024)*†



*Does not include values that are unknown or missing.

†Percentages represent the proportion of all at-fault drivers involved in fatal crashes within each gender and age group.

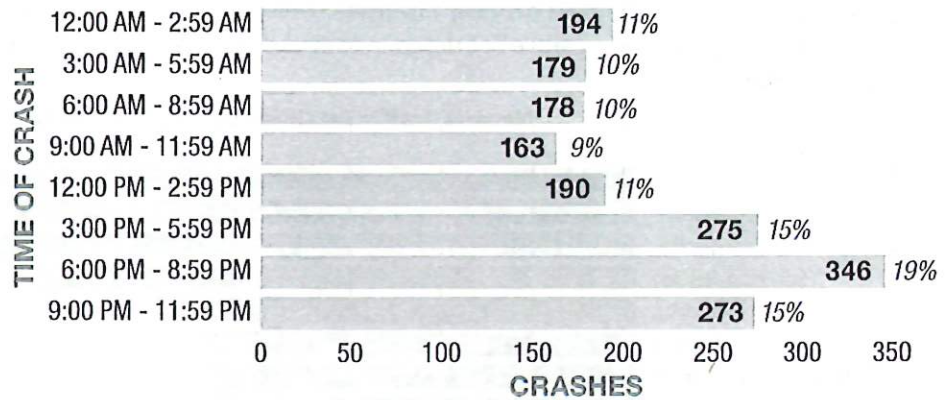
Nevada Traffic Safety Crash Facts

When?

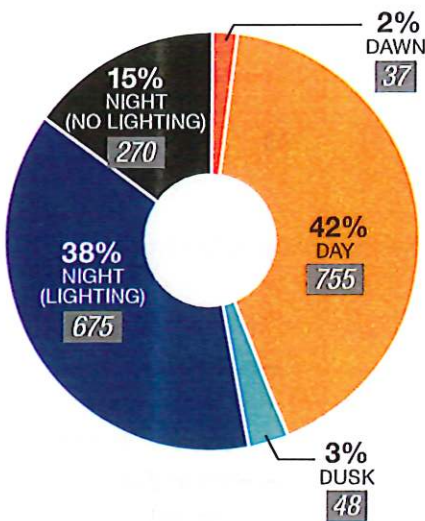
From 2020 to 2024, most fatal crashes (346) occurred between the hours of 6:00 PM and 8:59 PM, totaling 19% of all fatal crashes. More than half of all fatal crashes took place at night.

Friday through Sunday saw the highest percentage of fatal crashes, accounting for 49% of all fatal crashes. Fatal crashes occurred most frequently in the months of June, October, and November.

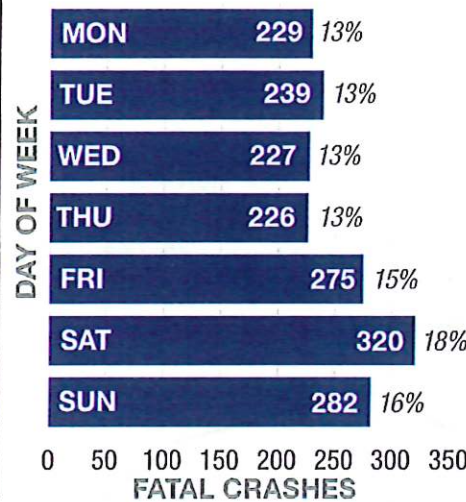
Fatal Crashes by Time of Day in Nevada (2020-2024)



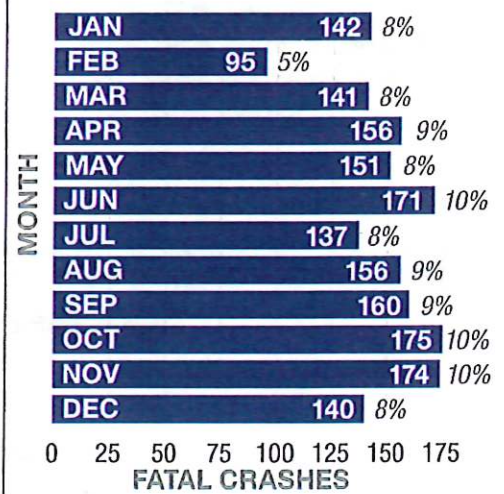
Lighting at Time of Fatal Crashes in Nevada (2020-2024)*



Fatal Crashes by Day of Week in Nevada (2020-2024)



Fatal Crashes by Month of Year in Nevada (2020-2024)



*Does not include values that are unknown or missing.

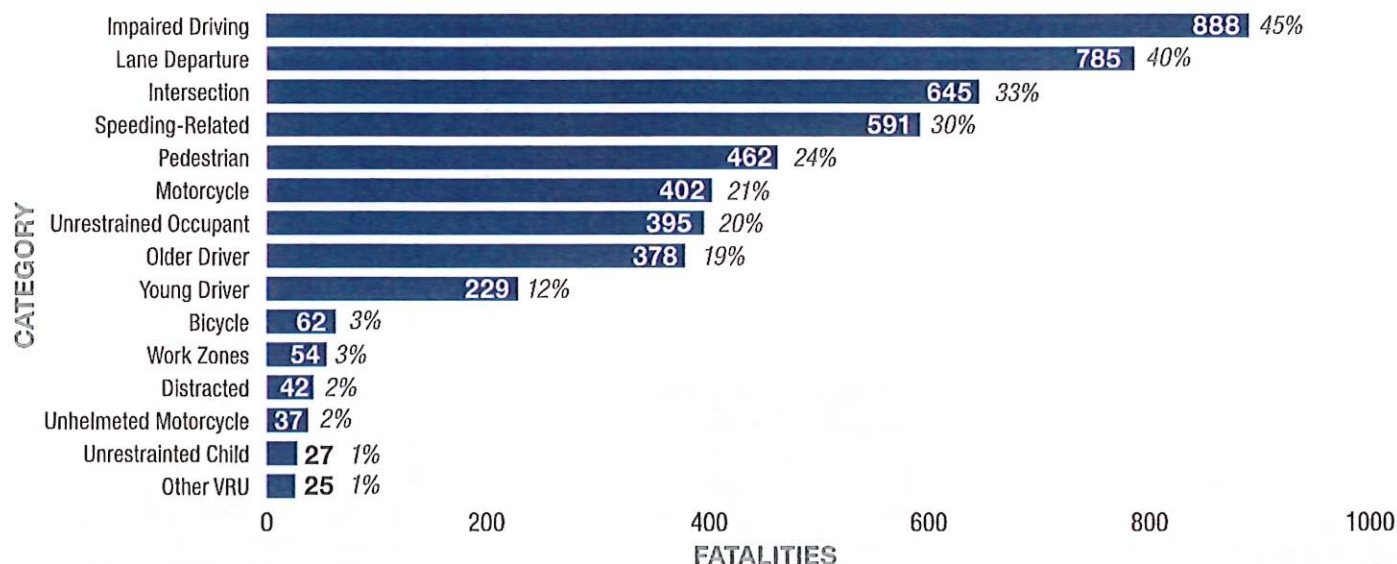


Nevada Traffic Safety Crash Facts

Why?

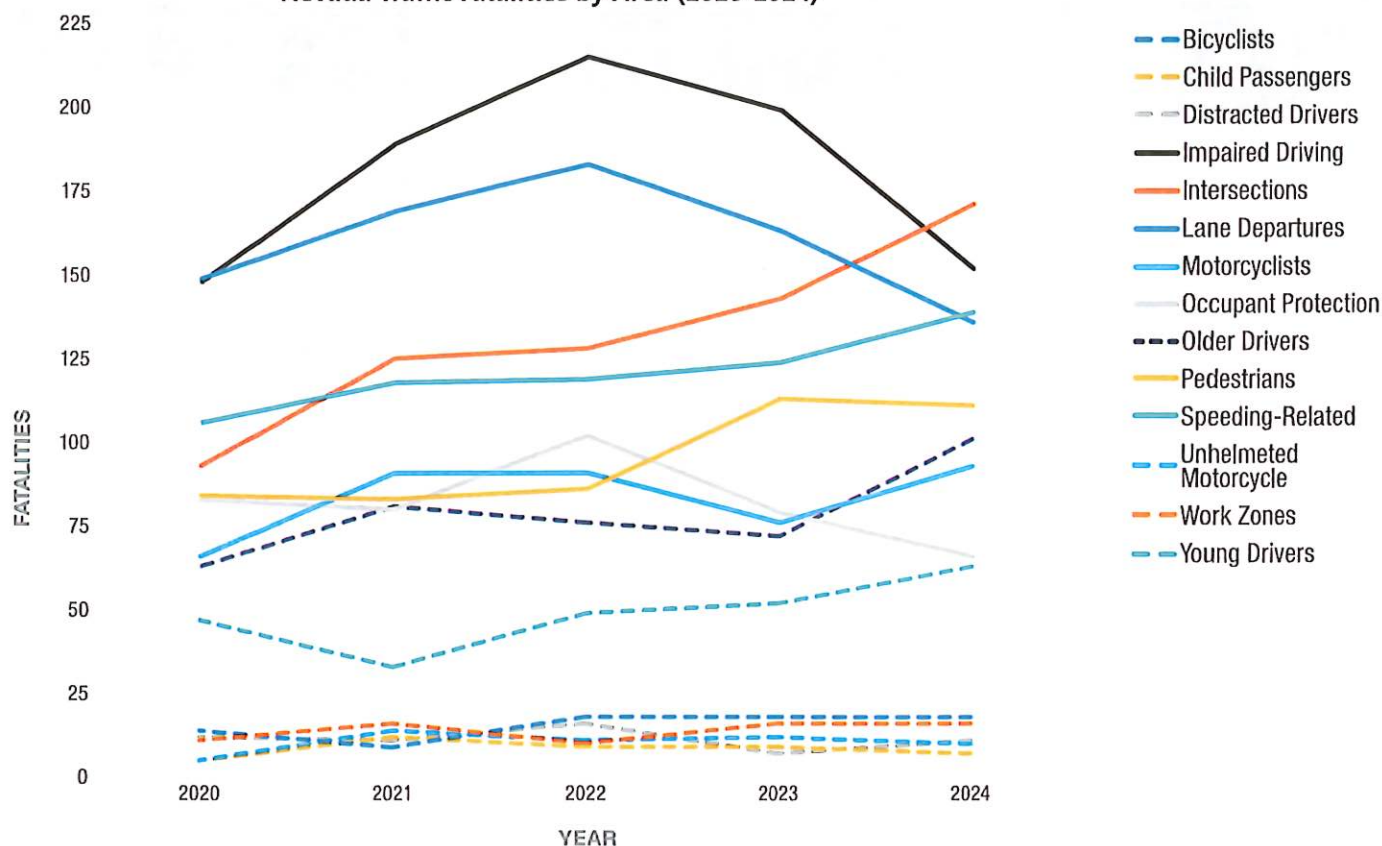
From 2020 to 2024, **impaired driving fatalities**, which involve a driver with a blood alcohol content (BAC) of 0.08% or greater and/or tested positive for drugs in their system, comprises the largest percent of fatalities at 45% of all traffic fatalities in Nevada.

Nevada Traffic Fatalities by Emphasis Area (2020-2024)*



*A crash may be categorized in more than one area, e.g., an impaired motorcyclist at an intersection. Therefore, the values exceed the total number of fatalities and the sum of the percentages is more than 100%.

Nevada Traffic Fatalities by Area (2020-2024)

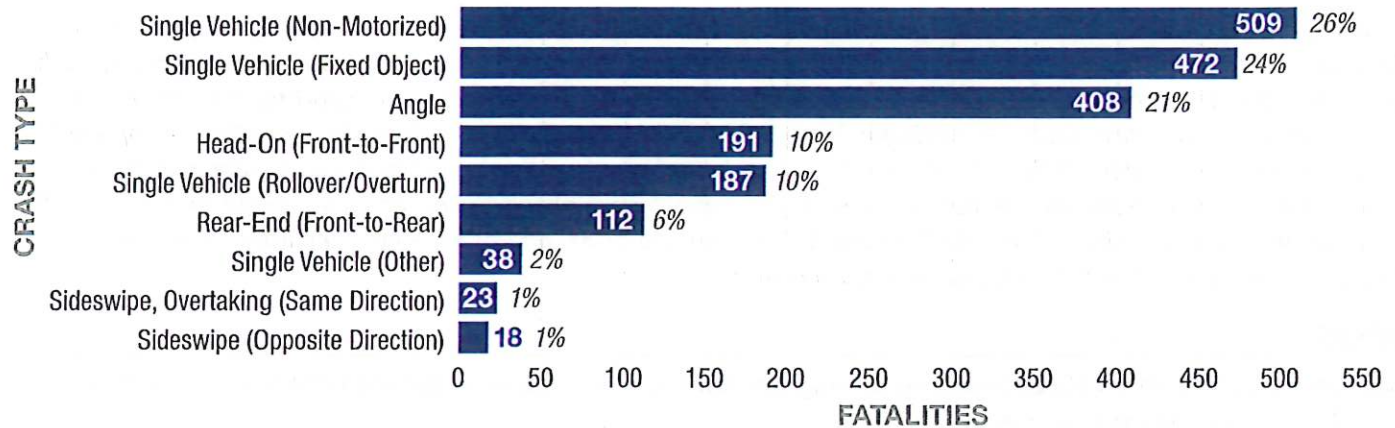


Nevada Traffic Safety Crash Facts

Why? (continued)

The greatest number of fatalities involved a single-vehicle colliding with a non-motorized form of transportation, which is defined as any form of transportation that includes vulnerable road users such as pedestrian, bicycle, or someone on a personal conveyance (26%). Persons using personal conveyances are individuals using mobility or recreational devices such as roller skates, inline skates, skateboards, scooters, strollers, wheelchairs (motorized or non-motorized), Segway-type devices, and similar conveyances.

Nevada Traffic Fatalities by Crash Type (2020-2024)*



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





Impaired Driving Crashes

45% 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 "person type (PER_TYP)" in the person data set to determine if the person was the driver, the attribute "alcohol test result (ALC_RES)" in the person data set to report the BAC test result, and the attribute "drug test result (DRUGRES for 2018-2024)" in the drugs (DRUGS) data set to report the type of drug(s) present in a person's system at the time of the crash. For this analysis, the following attribute codes were used for drug involvement: narcotic, depressant, stimulant, hallucinogen, cannabinoid, phencyclidine, anabolic steroid, and inhalant. If the driver in a fatal crash had either a BAC greater than or equal to 0.08% and/or had any of the listed drug attribute codes, the crash was deemed a fatal impaired driving crash.

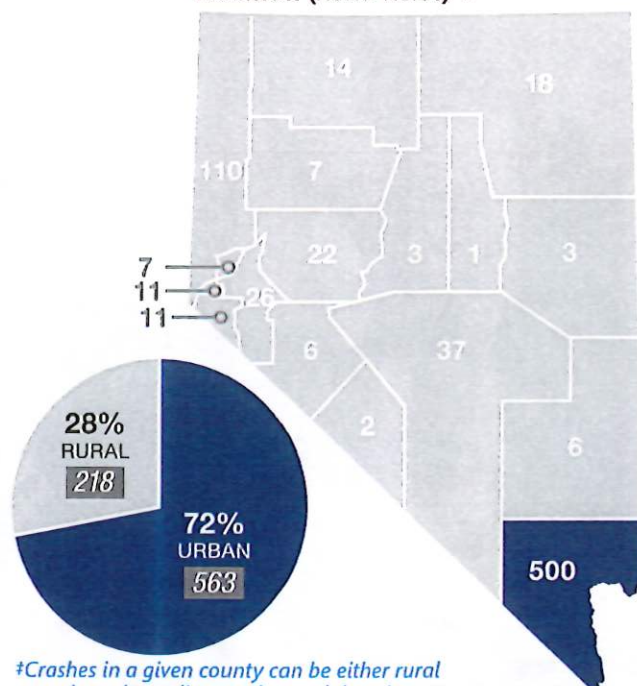
What?

From 2020 to 2024, a total of **888 impaired driving fatalities** and **784 impaired driving fatal crashes** occurred on Nevada roadways during that time.

Where?

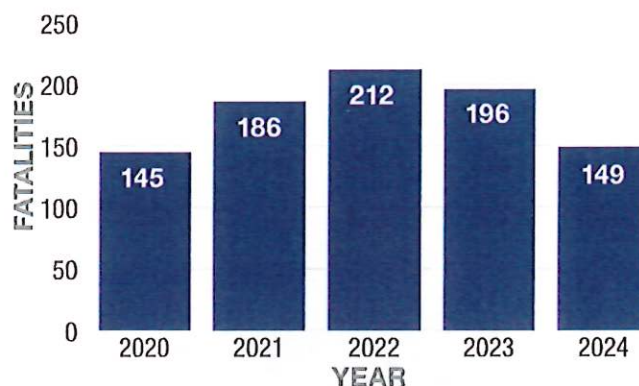
From 2020 to 2024, 72% of fatal impaired driving crashes occurred on urban roadways. Clark County reported the highest number of fatal impaired driving crashes in Nevada during this time frame.

Fatal Impaired Driving Crashes in Nevada by Location (2020-2024)**

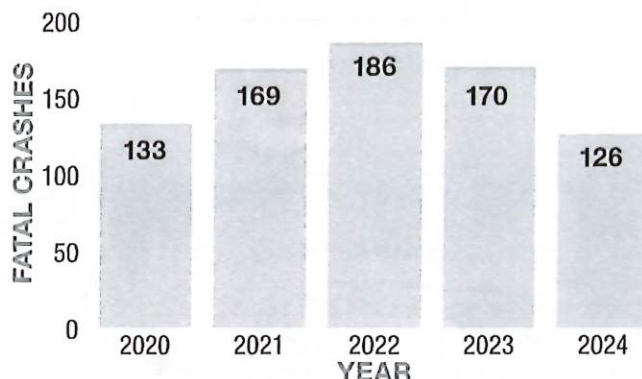


*Crashes in a given county can be either rural or urban, depending on the crash location.

Impaired Driving Fatalities in Nevada (2020-2024)



Fatal Impaired Driving Crashes in Nevada (2020-2024)



*Does not include values that are unknown or missing.

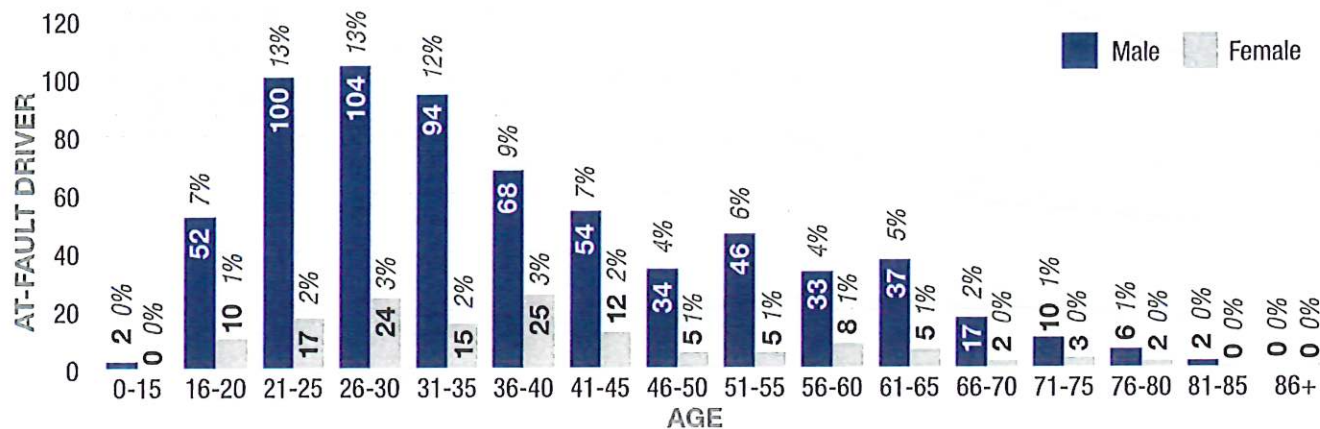
Nevada Traffic Safety Crash Facts



Who?

From 2020 to 2024, males ages 21 to 35 comprised the greatest number of at-fault drivers in fatal impaired driving crashes in Nevada.

Age/Gender Breakdown of Impaired Drivers in Fatal Crashes in Nevada (2020-2024)*†



*Does not include values that are unknown or missing.

†Percentages represent the proportion of all impaired drivers in fatal crashes within each gender and age group.

Note: The total number of impaired drivers may be more than the total number of impaired driving crashes, as it is possible for more than one impaired driver to be involved in a crash.

Fatalities Involving a Substance-Involved Operator

The table summarizes the annual number of substance-involved fatalities in Nevada from 2020 to 2024, broken down by substance type, including alcohol (BAC of 0.08% or greater), marijuana, other drugs, and poly-substance involvement. From 2020 to 2024, substance-involved fatalities fluctuate by year, with alcohol impairment consistently representing a large share of cases, and poly-substance involvement appearing frequently, often including marijuana.

Fatalities by Substance Type (2020-2024)

Crash Year	Total Substance-Involved Fatalities	Alcohol (0.08% or greater BAC)	Marijuana	Other Drug	Poly-Substance	Any Marijuana (Subset of Poly-Substance)
2020	145	59	26	17	89	67
2021	186	86	32	24	106	75
2022	212	103	15	29	139	108
2023	196	100	11	15	142	104
2024	149	76	10	20	102	76

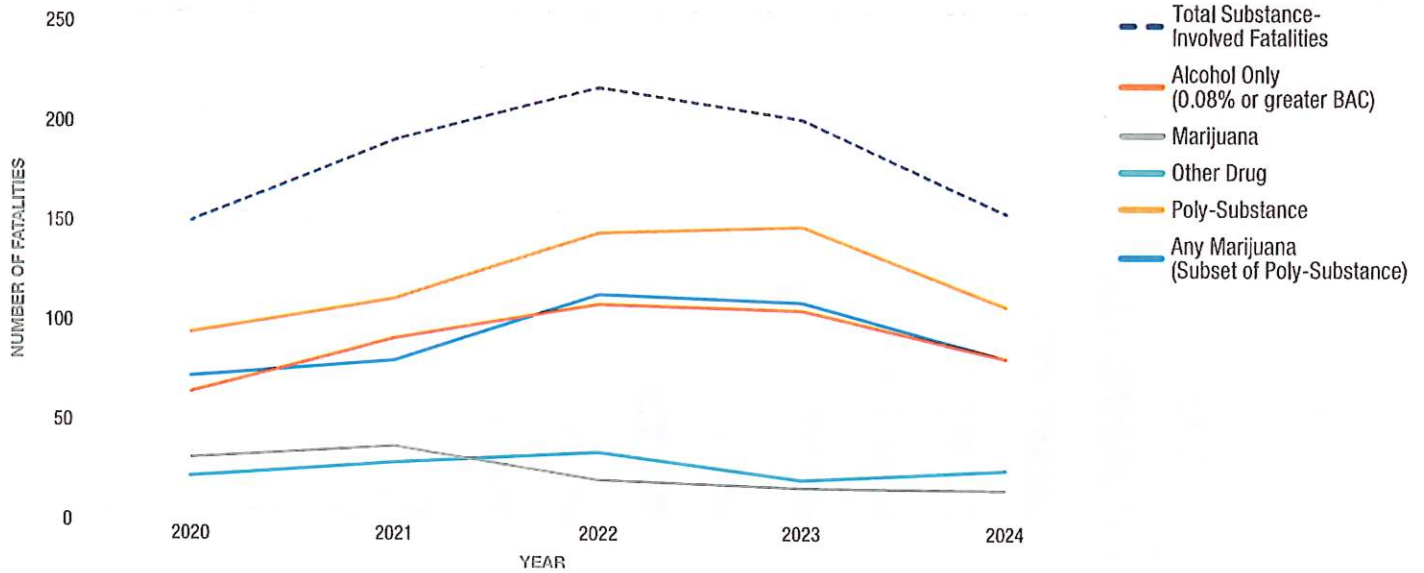
Notes:

1. The categories of Marijuana, Other, and Polysubstance are mutually exclusive. Any fatalities resulting from a driver impaired by multiple substances (drugs) were only counted under Polysubstance.
2. The data in this table was pulled from the FARS data using the queries identified in Appendix B.

Nevada Traffic Safety Crash Facts



Substance-Involved Operators and Fatalities (2020-2024)

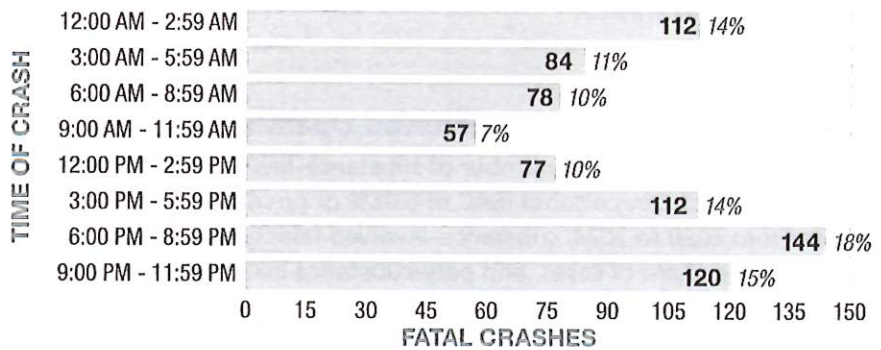


When?

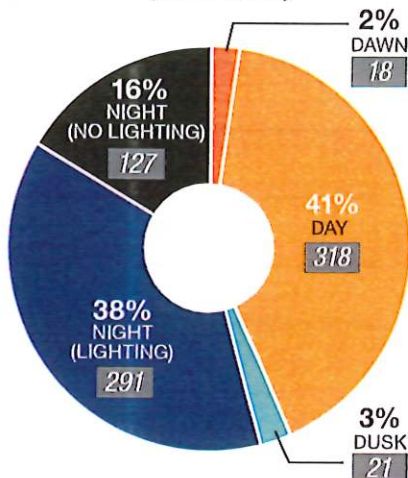
Between 2020 and 2024, 58% of fatal impaired driving crashes took place between 6:00 PM and 6:00 AM.

Of all fatal impaired driving crashes, 37% occurred on Saturdays and Sundays. The most reported month of the year for fatal impaired driving crashes was June.

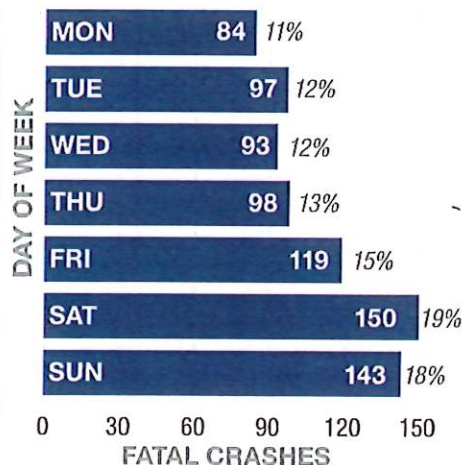
Fatal Impaired Driving Crashes in Nevada by Time of Day (2020-2024)*



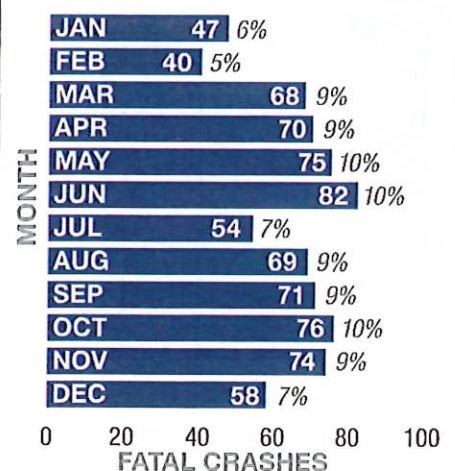
Lighting at Time of Impaired Driving Fatal Crash in Nevada (2020-2024)*



Fatal Impaired Driving Crashes in Nevada by Day of Week (2020-2024)



Fatal Impaired Driving Crashes in Nevada by Month of Year (2020-2024)



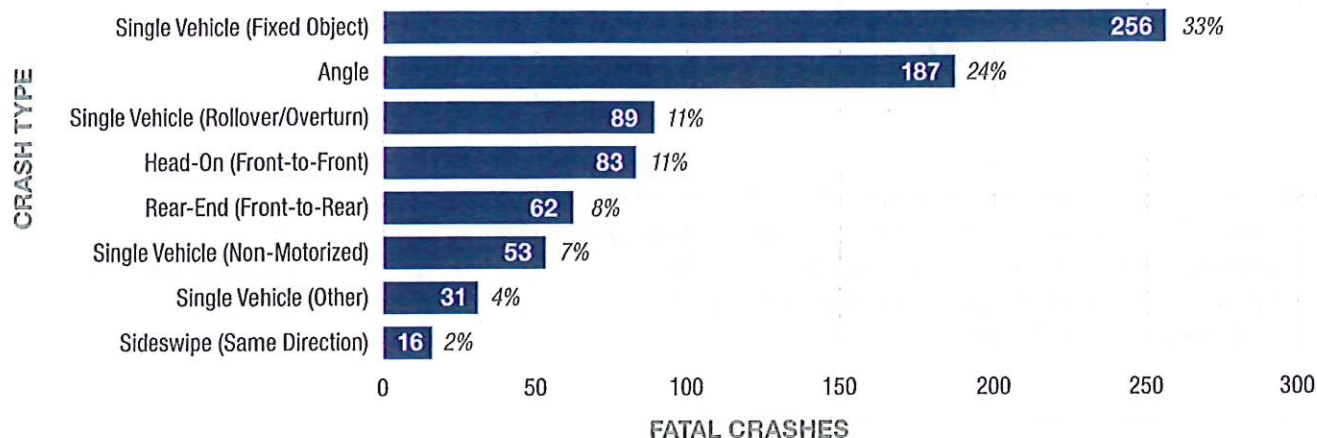
*Does not include values that are unknown or missing.



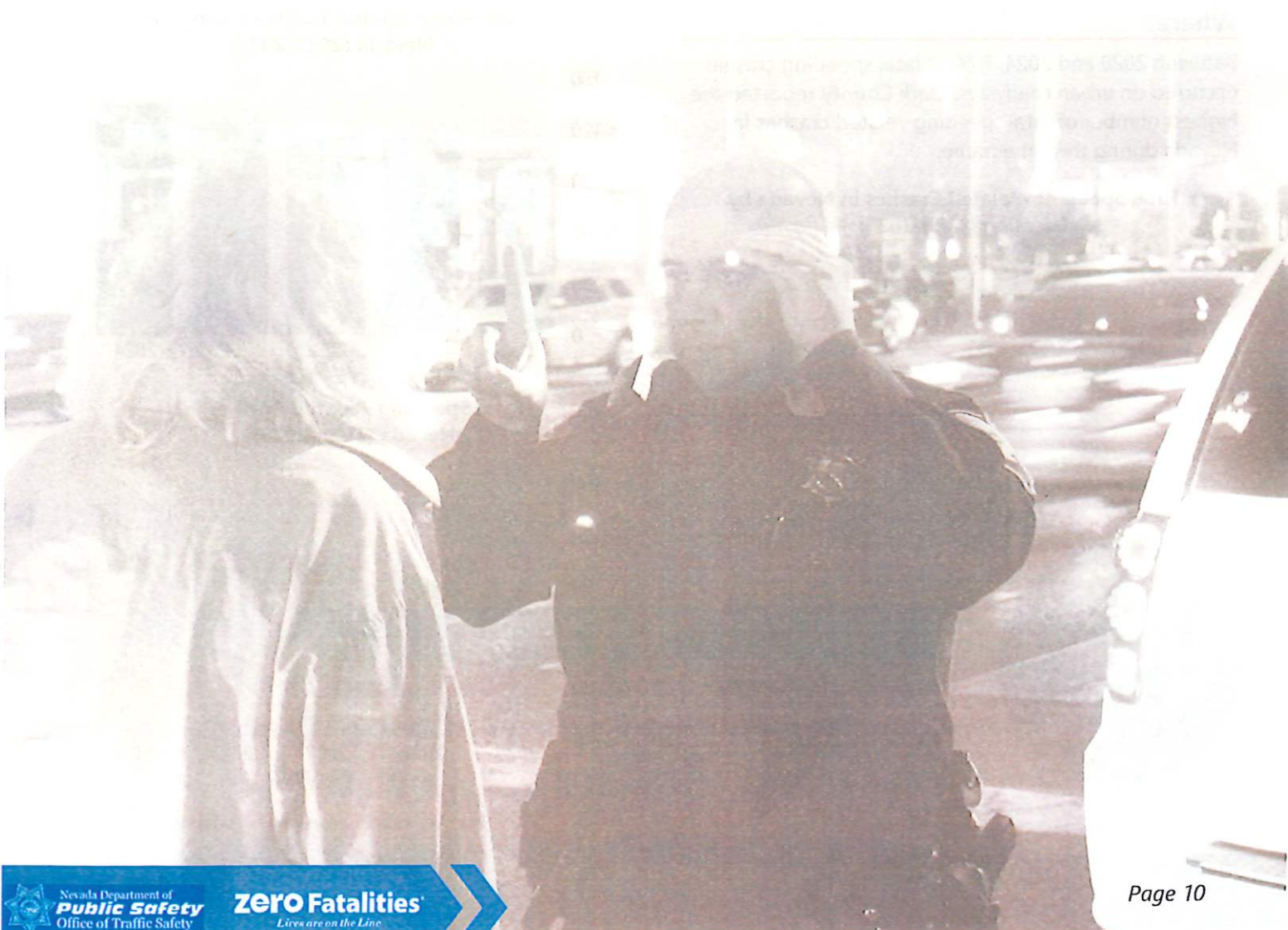
Why?

From 2020 to 2024, 33% of fatal impaired driving crashes involved a single vehicle striking a fixed object. This was the highest reported crash type for fatal impaired driving crashes.

Fatal Impaired Driving Crashes in Nevada by Crash Type (2020-2024)*



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





Speeding-Related Crashes

30% of Nevada's total fatalities

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

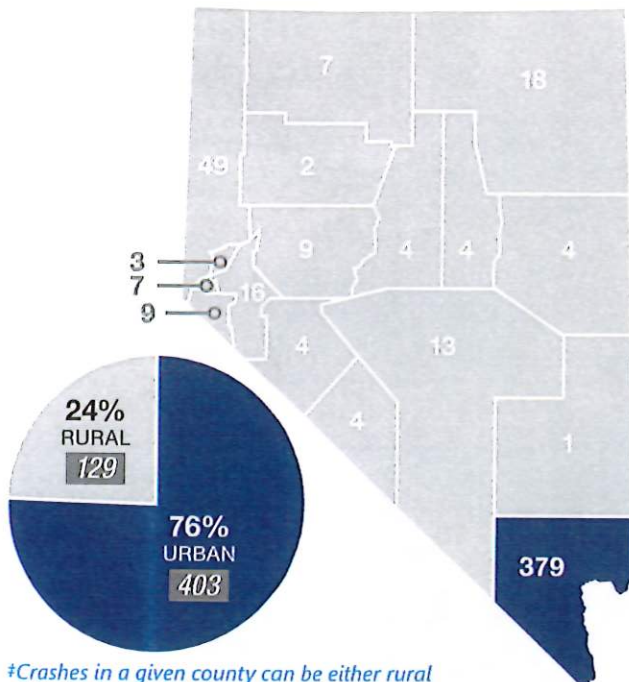
What?

From 2020 to 2024, the number of fatal speeding crashes generally increased. A total of **591 speeding-related fatalities** and **533 fatal speeding-related crashes** occurred on Nevada roadways during this time frame.

Where?

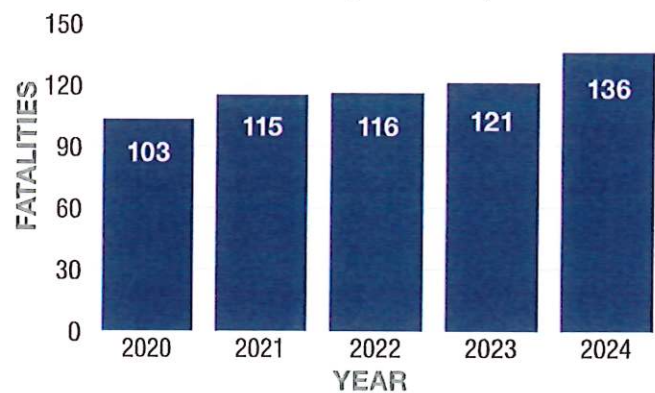
Between 2020 and 2024, 76% of fatal speeding crashes occurred on urban roadways. Clark County reported the highest number of fatal speeding-related crashes in Nevada during this time frame.

Fatal Speeding-Related Crashes in Nevada by Location (2020-2024)*†

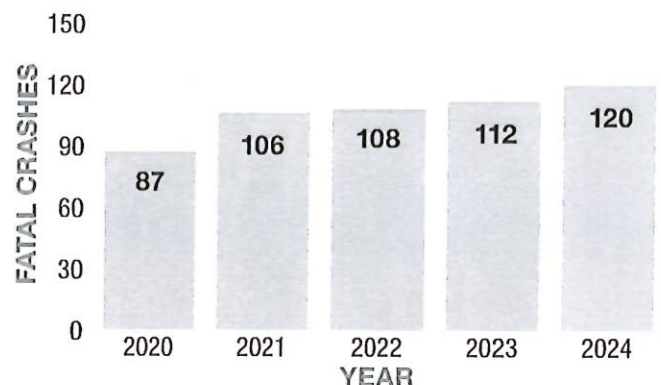


*Crashes in a given county can be either rural or urban, depending on the crash location.

Speeding-Related Traffic Fatalities in Nevada (2020-2024)



Fatal Speeding-Related Crashes in Nevada (2020-2024)



*Does not include values that are unknown or missing.

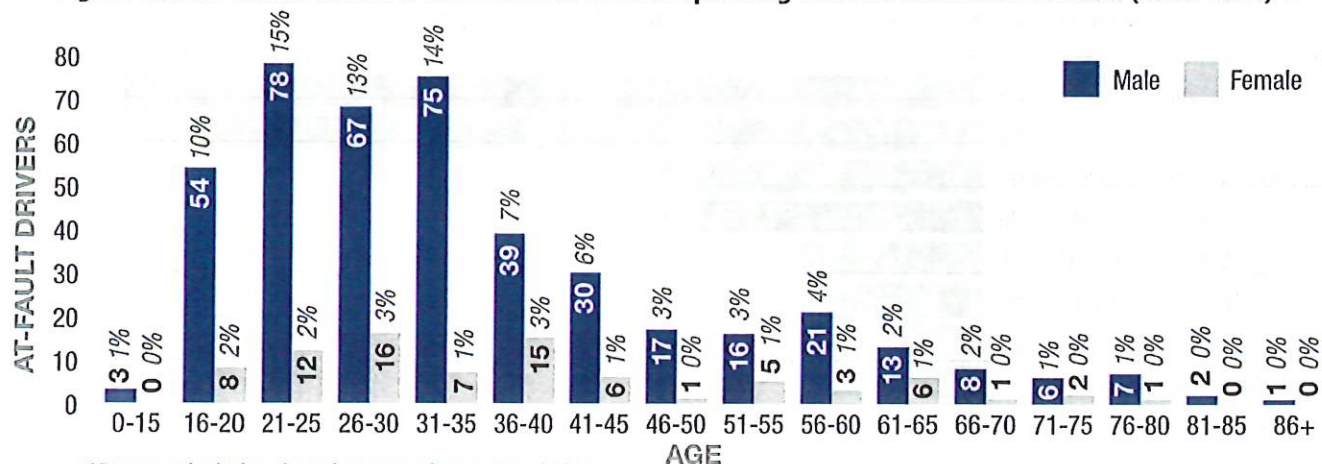
Nevada Traffic Safety Crash Facts



Who?

From 2020 to 2024, male drivers ages 21 to 35 years old comprised the greatest number of at-fault drivers in fatal speeding-related crashes in Nevada.

Age/Gender Breakdown of At-Fault Drivers in Fatal Speeding-Related Crashes in Nevada (2020-2024)**



*Does not include values that are unknown or missing.

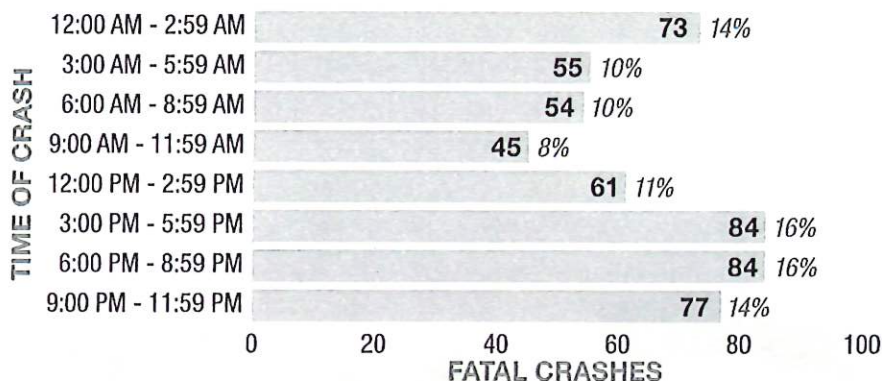
**Percentages represent the proportion of all at-fault drivers in fatal speeding-related crashes within each age group.

When?

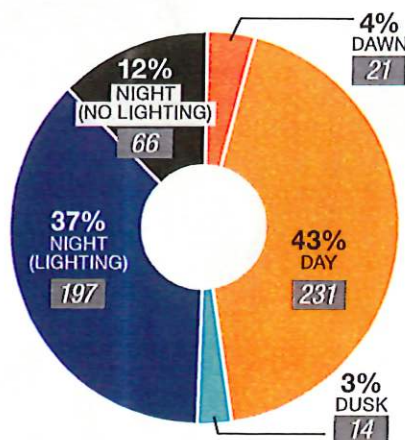
Between 2020 and 2024, the hours from 3:00 PM to 8:59 PM had the greatest number of fatal speeding-related crashes. A total of 49% of all fatal speeding-related crashes took place in dark conditions.

Forty-nine percent of fatal speeding-related crashes occurred from Friday to Sunday. Fatal crashes occurred most frequently during the month of June.

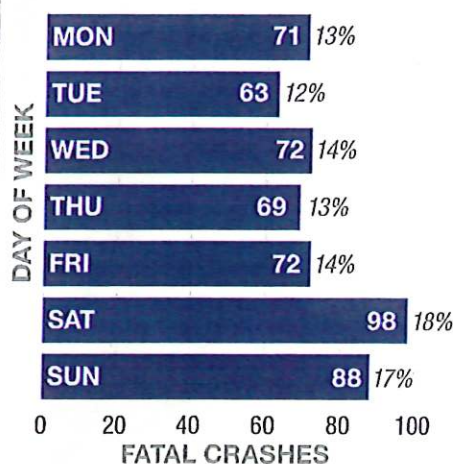
Fatal Speeding-Related Crashes in Nevada by Time of Day (2020-2024)*



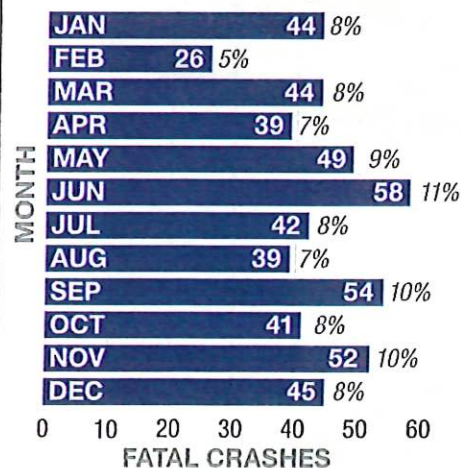
Lighting at Time of Fatal Speeding-Related Crashes in Nevada (2020-2024)*



Fatal Speeding-Related Crashes in Nevada by Day of Week (2020-2024)



Fatal Speeding-Related Crashes in Nevada by Month of Year (2020-2024)

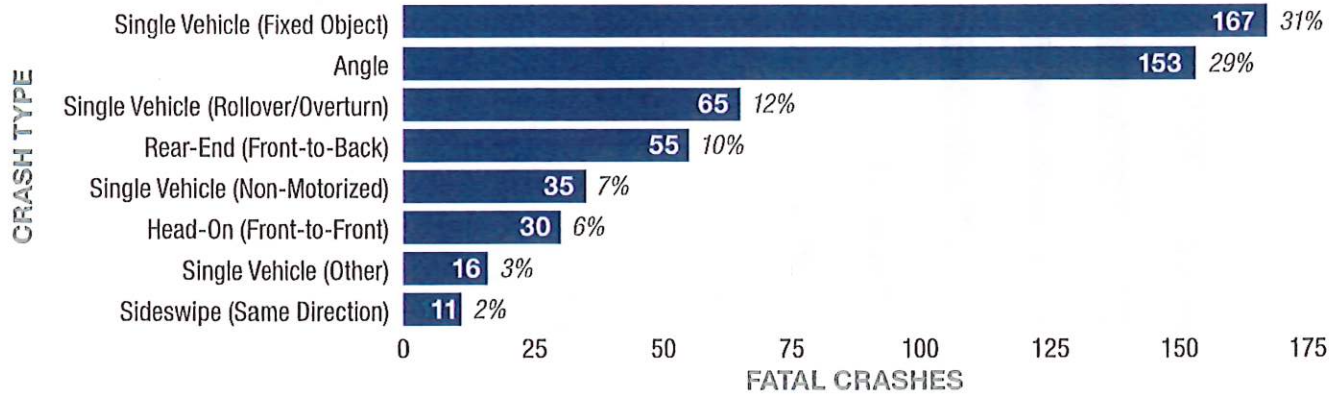




Why?

From 2020 to 2024, 43% of all fatal speeding-related crashes involved a single motor vehicle, either striking a fixed object or resulting in a rollover or overturn.

Fatal Speeding-Related Crashes in Nevada by Crash Type (2020-2024)*



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





Lane Departure Crashes

40% of Nevada's total fatalities

Lane departure crashes involve a motor vehicle in transit that leaves its designated lane. The FARS data uses the attribute "sequence of events (SOE)" in the crash event (CEVENT) data set to identify if and how the vehicle left its lane. Thirty-one attribute codes were used: immersion or partial immersion, building, impact attenuator/crash cushion, bridge pier or support, bridge rail, guardrail face, concrete or other traffic barrier, utility pole/light support, post/pole/other support, culvert, curb, ditch, embankment, fence, wall, fire hydrant, shrubbery, tree (standing only), other fixed object, traffic signal support, snow bank, bridge overhead structure, guardrail end, mail box, cable barrier, traffic sign support, ran off road-right, ran off road-left, cross median, and cross centerline. If any of the listed attribute codes were assigned, the crash was deemed a lane departure crash.

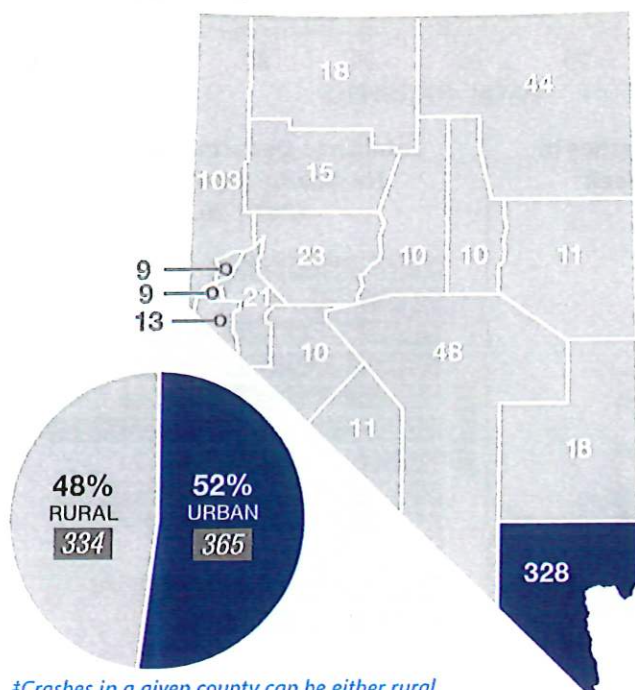
What?

From 2020 to 2024, the number of fatal lane departure crashes generally increased. A total of **785 lane departure fatalities** and **701 fatal lane departure crashes** occurred on Nevada roadways during that time frame.

Where?

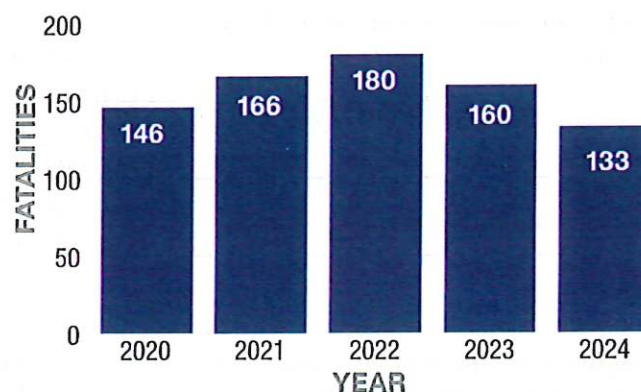
From 2020 to 2024, 47% of fatal lane departure crashes occurred in Clark County. Over half of all lane departure fatalities took place on urban roadways.

Fatal Lane Departure Crashes in Nevada by Location (2020-2024)*†

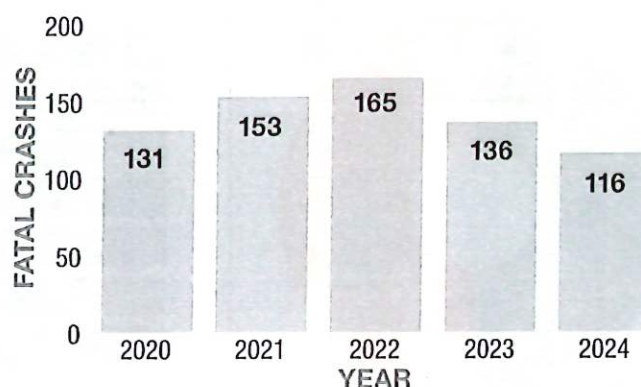


*Crashes in a given county can be either rural or urban, depending on the crash location.

Lane Departure Traffic Fatalities in Nevada (2020-2024)



Fatal Lane Departure Crashes in Nevada (2020-2024)



*Does not include values that are unknown or missing.

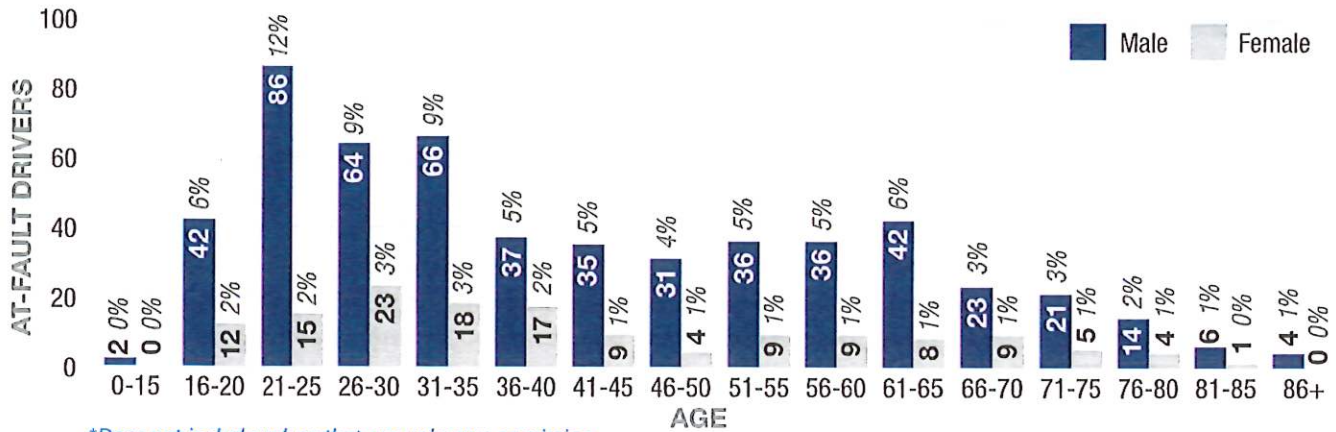
Nevada Traffic Safety Crash Facts



Who?

From 2020 to 2024, males ages 21 to 25 comprised the largest reported age group of at-fault drivers involved in fatal lane departure crashes in Nevada.

Age/Gender Breakdown of At-Fault Drivers in Fatal Lane Departure Crashes in Nevada (2020-2024)**



*Does not include values that are unknown or missing.

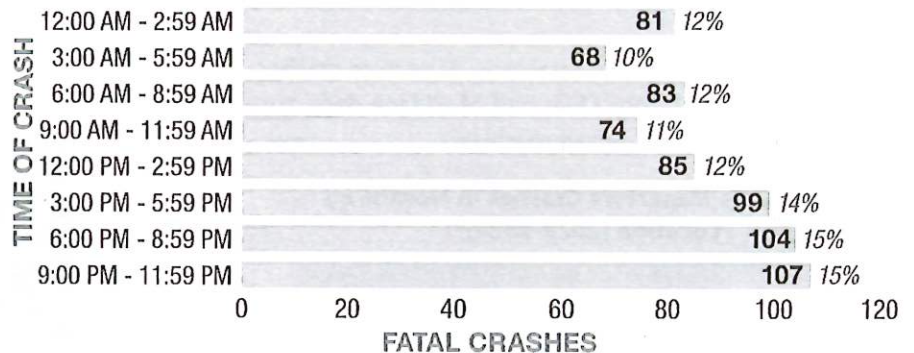
**Percentages represent the proportion of all at-fault drivers in fatal lane departure crashes within each gender and age group.

When?

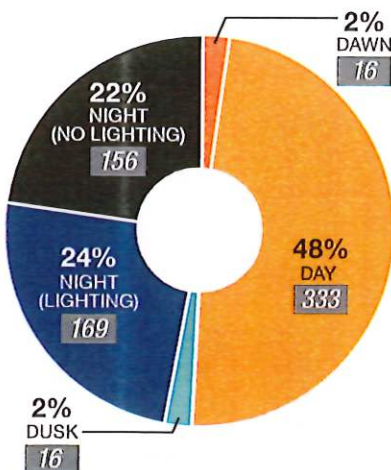
Between 2020 and 2024, the hours from 6:00 PM to 11:59 PM had the greatest number of fatal lane departure crashes. Daylight conditions accounted for 48% of crashes.

Thirty-seven percent of fatal lane departure crashes occurred on Saturdays and Sundays. Almost half of fatal crashes took place during the summer months.

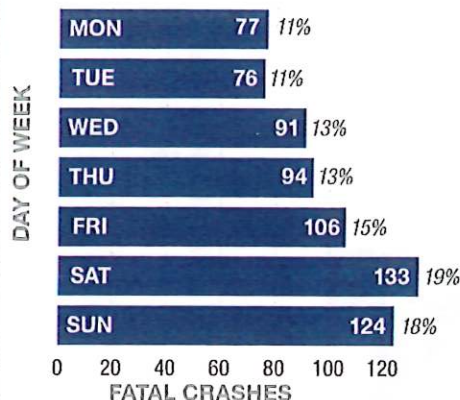
Fatal Lane Departure Crashes in Nevada by Time of Day (2020-2024)*



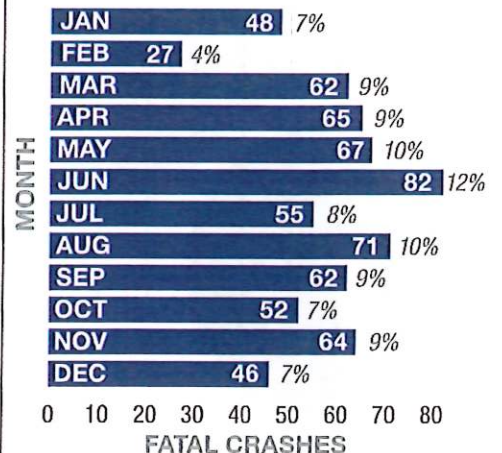
Lighting at Time of Fatal Lane Departure Crashes in Nevada (2020-2024)*



Fatal Lane Departure Crashes in Nevada by Day of Week (2020-2024)



Fatal Lane Departure Crashes in Nevada by Month of Year (2020-2024)

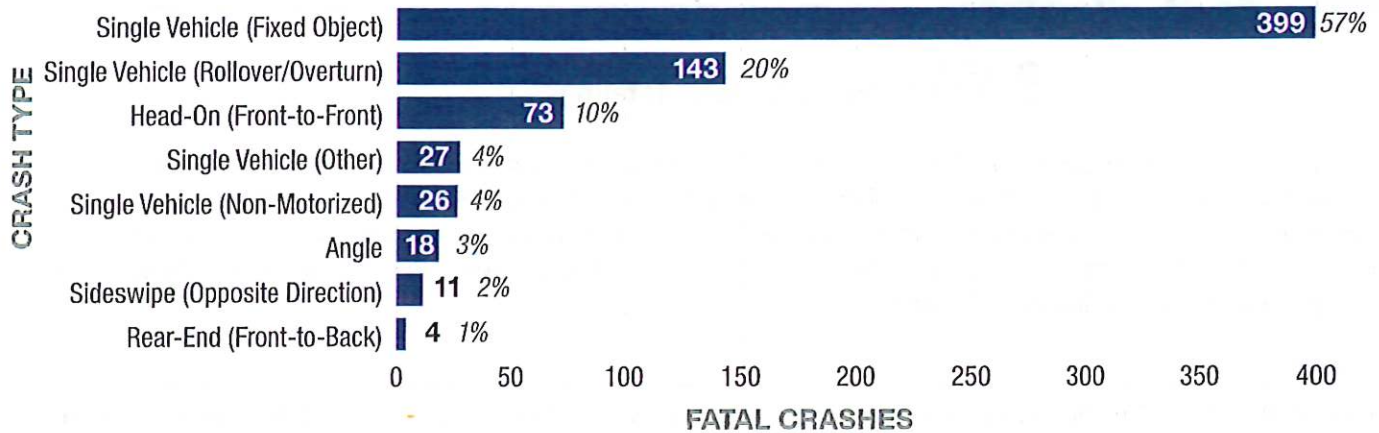




Why?

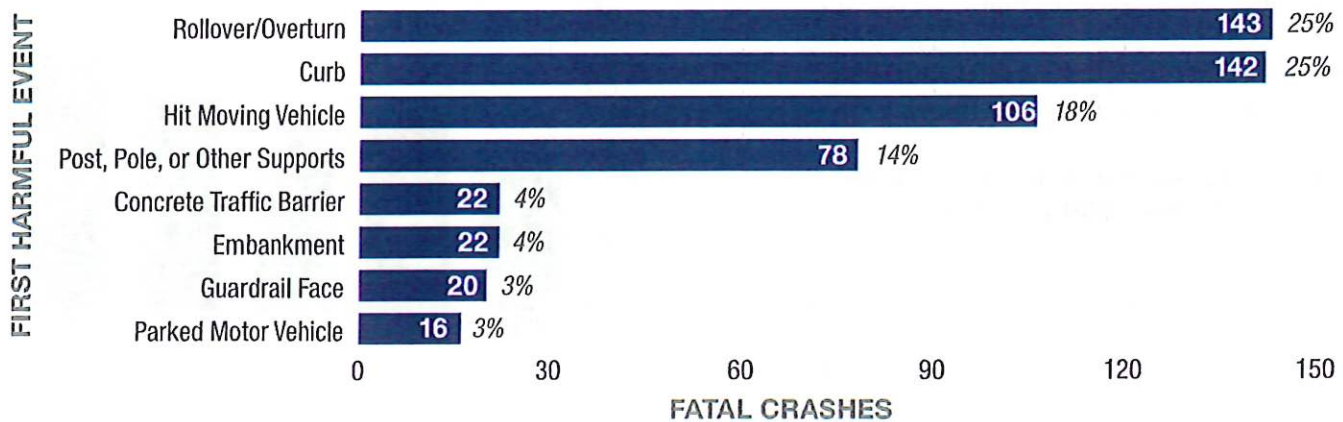
From 2020 to 2024, 77% of fatal lane departure crashes involved a single vehicle, either striking a fixed object or resulting in a rollover or overturn.

Fatal Lane Departure Crashes in Nevada by Crash Type (2020-2024)*



From 2020 to 2024, 25% of fatal lane departure crashes had a first harmful event of rollover/overturn, and another 25% had a first harmful event of striking a curb.

Fatal Lane Departure Crashes in Nevada by First Harmful Event (2020-2024)*



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





Intersection Crashes

33% of Nevada's total fatalities

Intersection crash data includes all fatal crashes where the reporting officer designates the crash location to be at an intersection. FARS data uses the attribute "relation to junction-specific location (RELJCT2)" to identify the crash location with respect to the presence in or proximity to roadway junctions or interchanges. For this analysis, the two attribute codes used were "intersection" and "intersection-related." If a fatal crash was assigned either of the two attribute codes, the crash was deemed an intersection crash.

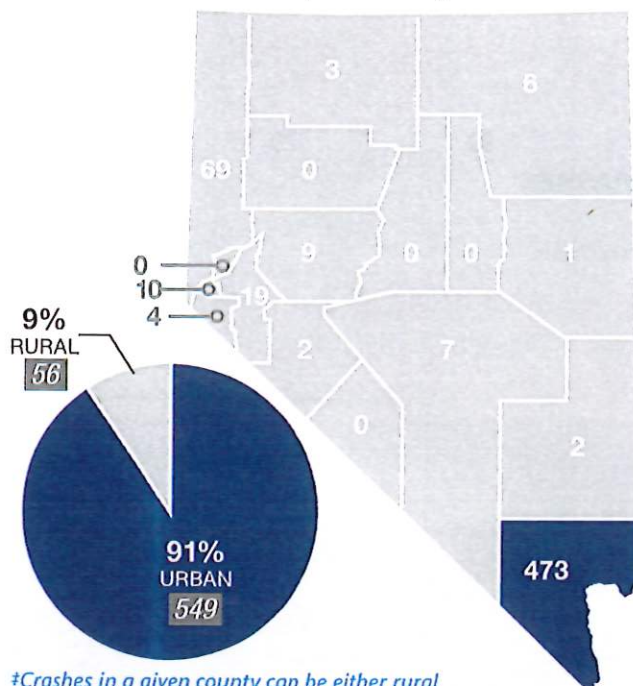
What?

From 2020 to 2024, the number of fatal intersection-related crashes increased. A total of **645 intersection crash fatalities** and **605 fatal intersection crashes** occurred on Nevada roadways during that time frame.

Where?

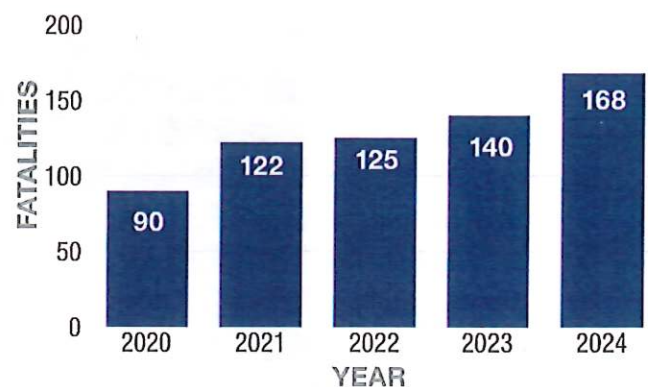
Between 2020 and 2024, 91% of fatal intersection crashes occurred on urban roadways. Clark County reported the highest number of fatal intersection crashes in Nevada during this time frame.

Fatal Intersection Crashes in Nevada by Location (2020-2024)*†

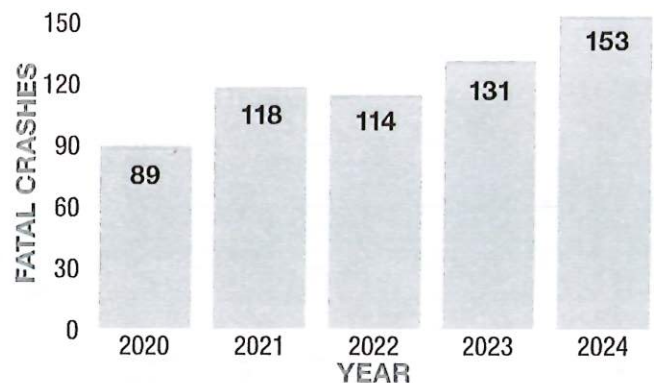


*Crashes in a given county can be either rural or urban, depending on the crash location.

Intersection Traffic Fatalities in Nevada (2020-2024)



Fatal Intersection Crashes in Nevada (2020-2024)



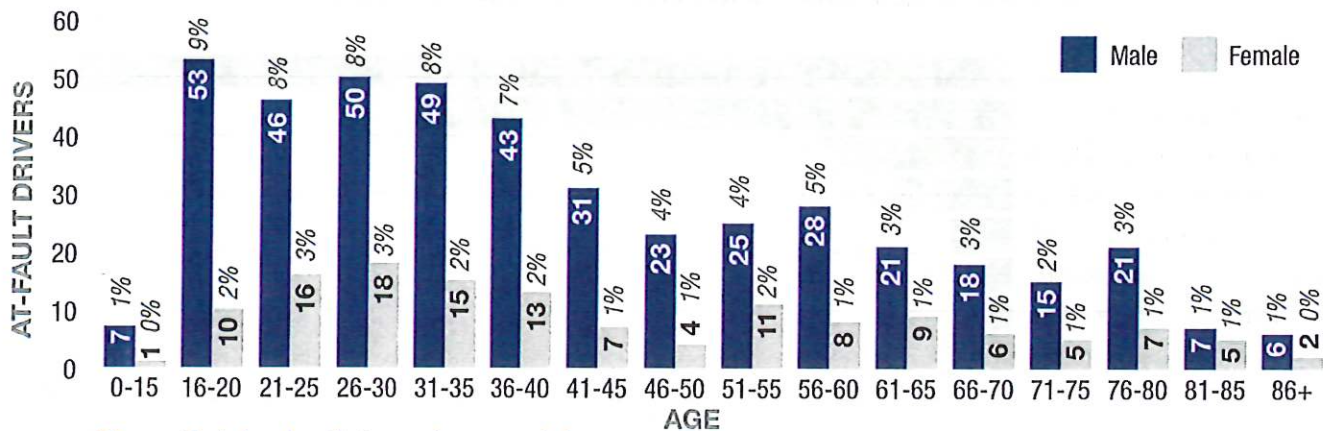
*Does not include values that are unknown or missing.

Nevada Traffic Safety Crash Facts

Who?

From 2020 to 2024, males ages 16 to 20 were the highest reported age group of at-fault drivers in fatal intersection crashes in Nevada.

Age/Gender Breakdown of At-Fault Drivers in Fatal Intersection Crashes in Nevada (2020-2024)*†



*Does not include values that are unknown or missing.

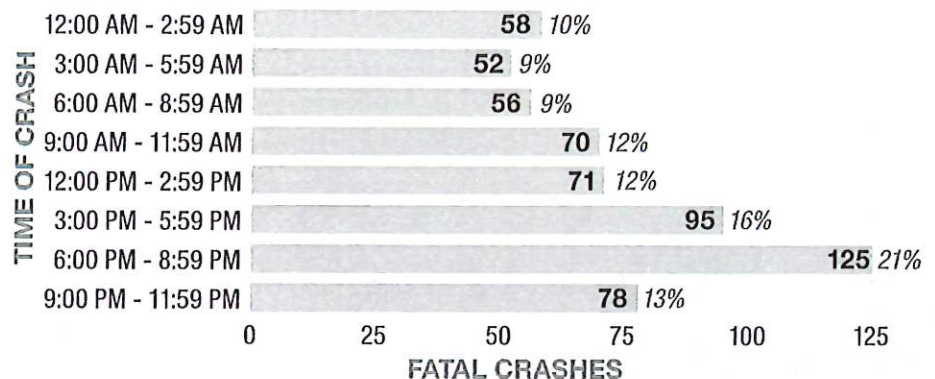
†Percentages represent the proportion of all at-fault drivers in fatal intersection crashes within each gender and age group.

When?

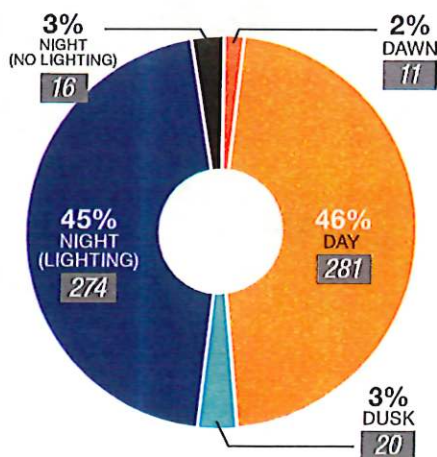
Between 2020 and 2024, the hours of 6:00 PM to 8:59 PM had the greatest number of fatal intersection crashes. A total of 48% of all fatal intersection crashes took place at night.

Sixty percent of fatal intersection crashes occurred from Thursday to Sunday. Nearly half of all fatal intersection crashes occurred between August and December.

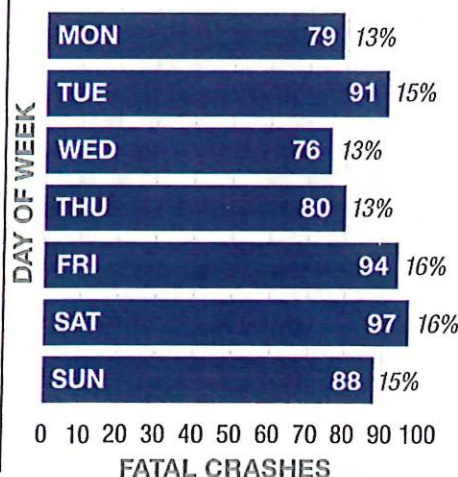
Fatal Intersection Crashes in Nevada by Time of Day (2020-2024)*



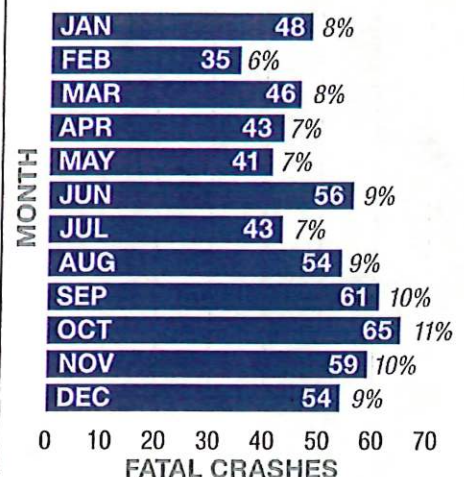
Lighting at Time of Fatal Intersection Crashes in Nevada (2020-2024)*



Fatal Intersection Crashes in Nevada by Day of Week (2020-2024)



Fatal Intersection Crashes in Nevada by Month of Year (2020-2024)

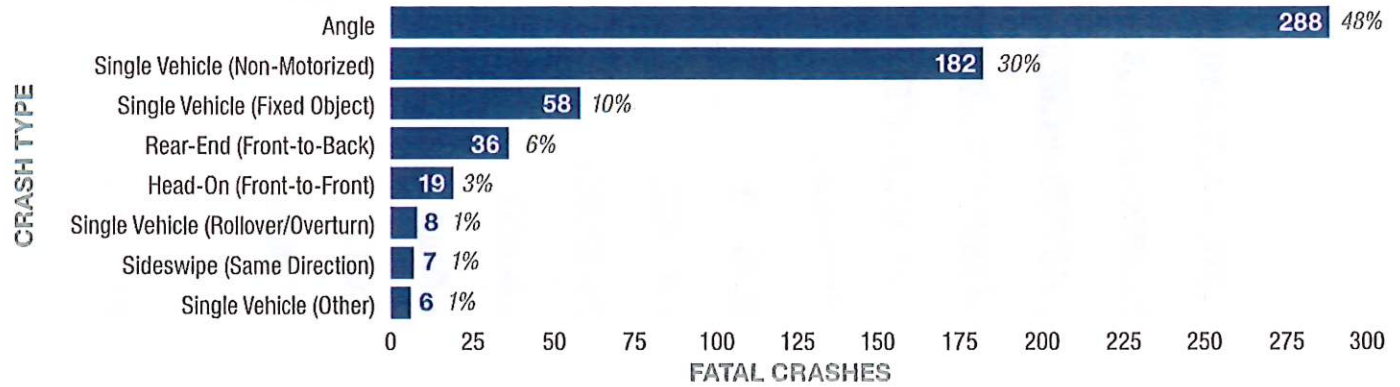




Why?

From 2020 to 2024, the greatest number of fatal intersection crashes involved a motor vehicle striking another motor vehicle in an angle crash.

Fatal Intersection Crashes in Nevada by Crash Type (2020-2024)*



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





Work Zone Crashes

3% of Nevada's total fatalities

Work zone crash data includes all fatal crashes where the reporting officer designates the crash location to be within the boundaries of a work zone or on an approach to or exit from a work zone, resulting from an activity, behavior, or control related to the movement of the traffic units through the work zone. FARS data uses the attribute "work zone (WRK_ZONE)" to identify the crash location with respect to the presence in or proximity to work zones. For this analysis, the four attribute codes used were "Construction", "Maintenance", "Utility", or "Work Zone, Type Unknown." If a fatal crash was assigned any of these four attribute codes, the crash was deemed a work zone crash.

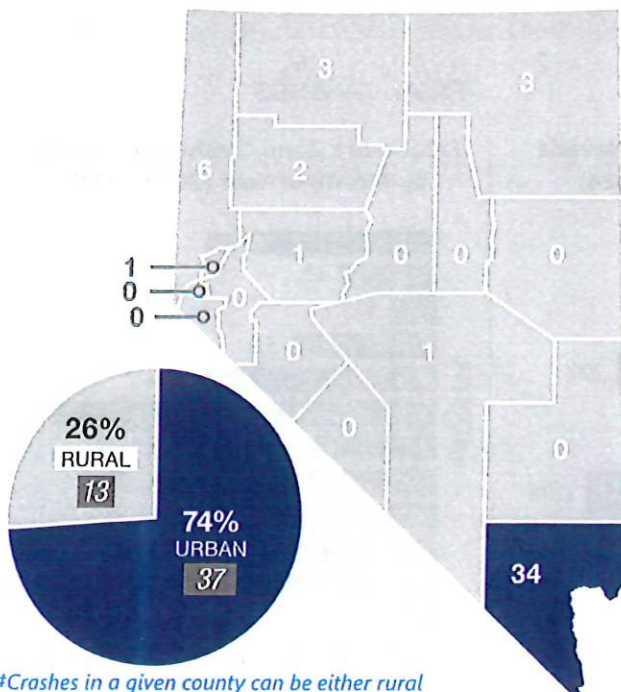
What?

From 2020 to 2024, the number of work zone fatal crashes generally increased. A total of **54 work zone fatalities** and **51 fatal work zone crashes** took place during that time frame.

Where?

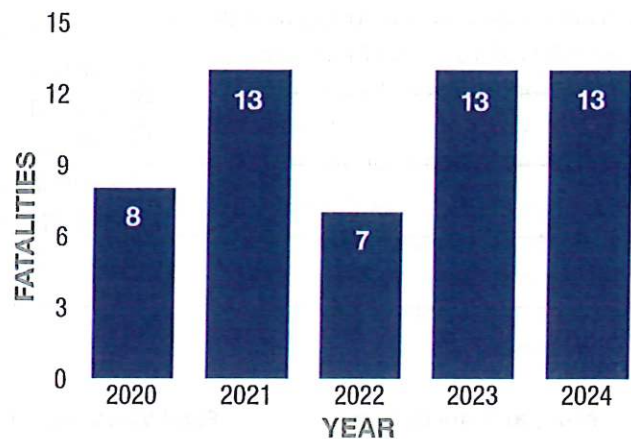
From 2020 to 2024, 74% of fatal work zone crashes occurred on urban roadways. Clark County reported the greatest number of fatal work zone crashes in Nevada during that time frame.

Fatal Work Zone Crashes in Nevada by Location (2020-2024)*†

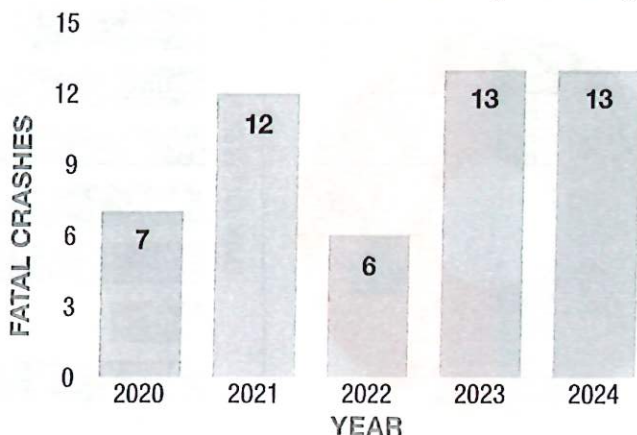


*Crashes in a given county can be either rural or urban, depending on the crash location.

Work Zone Traffic Fatalities in Nevada (2020-2024)



Fatal Work Zone Crashes in Nevada (2020-2024)



*Does not include values that are unknown or missing.

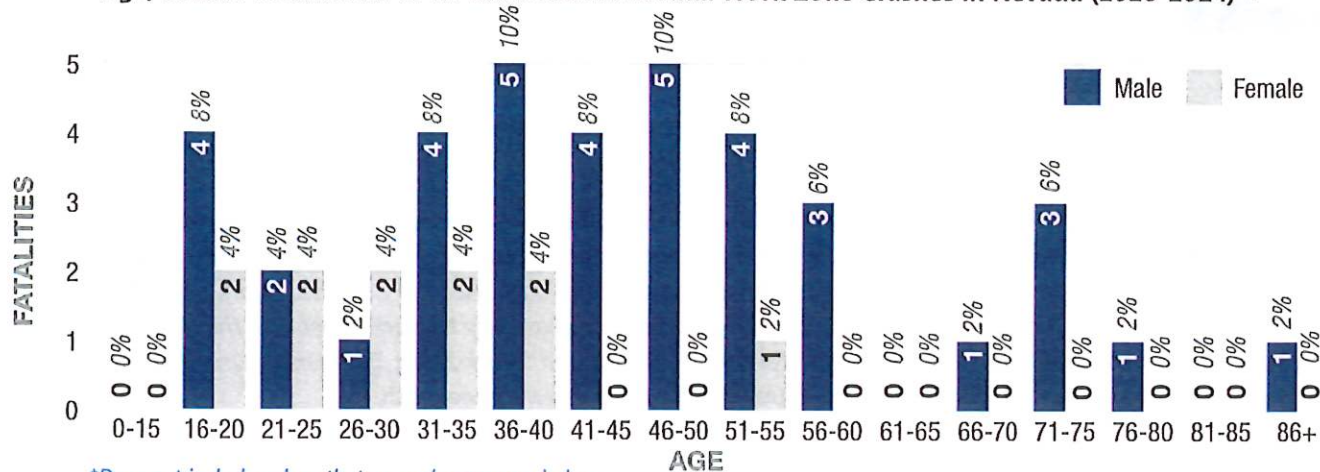
Nevada Traffic Safety Crash Facts



Who?

From 2020 to 2024, male drivers ages 36 to 50 were the largest reported age groups of at-fault drivers in fatal work zone crashes in Nevada.

Age/Gender Breakdown of At-Fault Drivers in Fatal Work Zone Crashes in Nevada (2020-2024)**



*Does not include values that are unknown or missing.

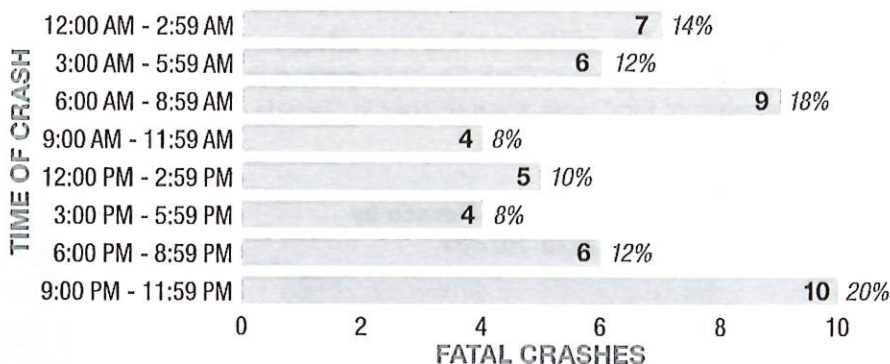
**Percentages represent the proportion of all at-fault drivers in fatal intersection crashes within each gender and age group.

When?

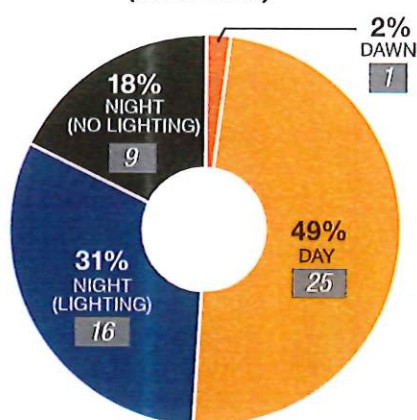
Between 2020 and 2024, the most commonly reported time frames for fatal work zone crashes were 6:00 AM to 8:59 AM and 9:00 PM to 11:59 PM, totaling 38% of all fatal work zone crashes. A total of 51% of fatal work zone crashes occurred during daytime lighting conditions.

The most reported days of the week for work zone driving crashes were Wednesday and Friday. June was the highest reported month of the year for fatal work zone crashes.

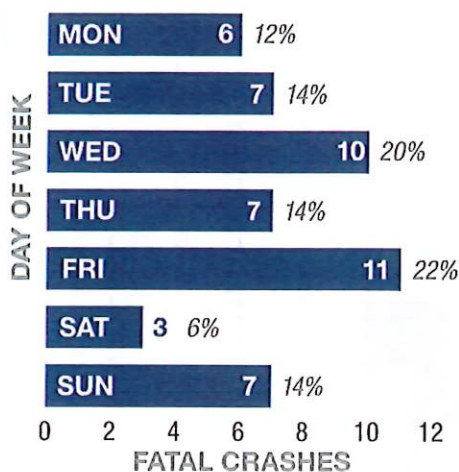
Fatal Work Zone Crashes in Nevada by Time of Day (2020-2024)*



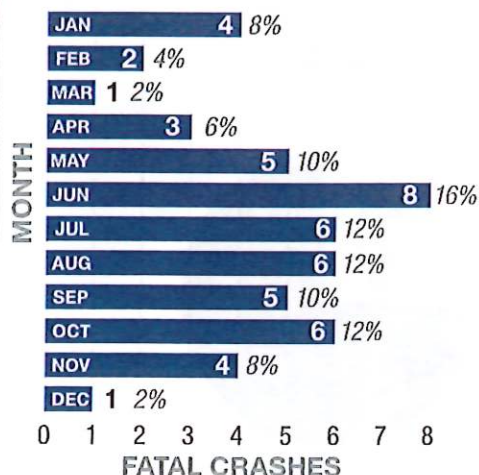
Lighting at Time of Fatal Work Zone Crashes in Nevada (2020-2024)*



Fatal Work Zone Crashes in Nevada by Day of Week (2020-2024)



Fatal Work Zone Crashes in Nevada by Month of Year (2020-2024)

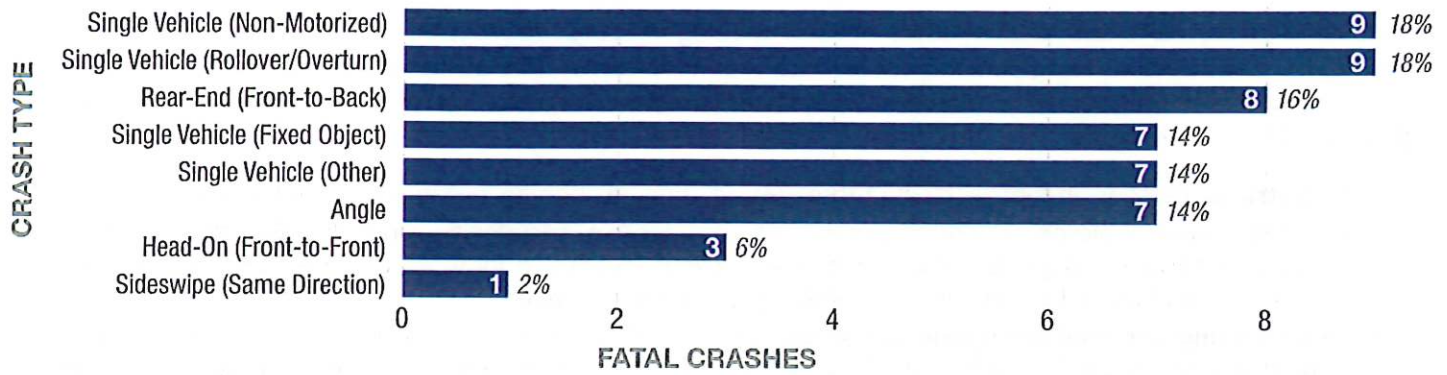




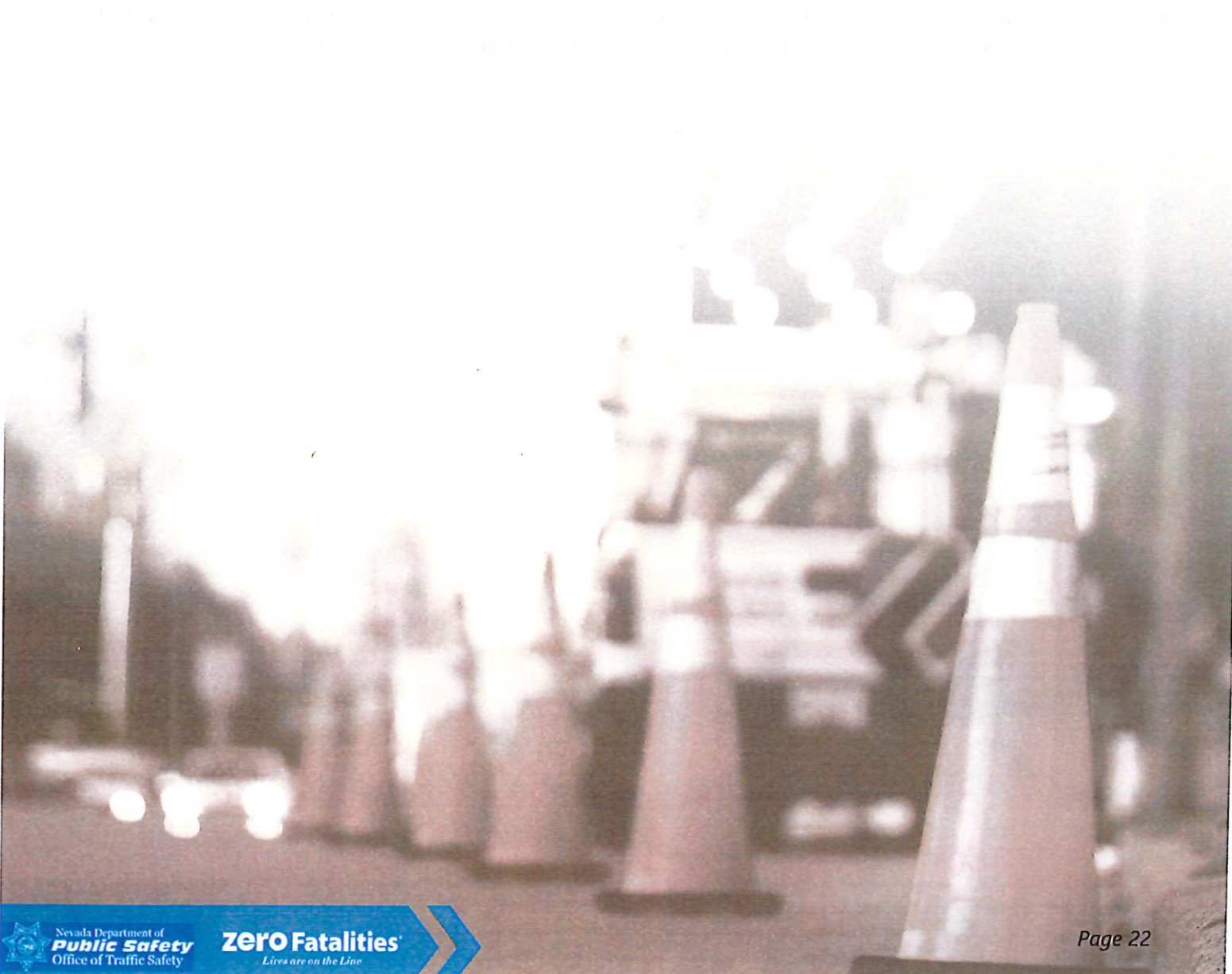
Why?

From 2020 to 2024, single-vehicle crashes accounted for about half of fatal work zone crashes in Nevada, with rollover/overtake crashes and non-motorized single-vehicle crashes each comprising 18% of crashes, and fixed-object crashes accounting for 14% of the total.

Fatal Work Zone Crashes in Nevada by Crash Type (2020-2024)*



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





Vulnerable Road Users

FARS classifies nonmotorized roadway users into several categories, including pedestrians, bicyclists, other pedalcyclists, and persons using personal conveyances. For this analysis, fatal crashes involving VRUs were grouped into three modes of transportation referencing definitions based on National Highway Traffic Safety Administration (NHTSA) FARS documentation:

- **Pedestrians:** persons on foot, including those walking, running, jogging, hiking, sitting, or lying down.
- **Bicyclists:** riders of bicycles and other pedal-powered cycles (e.g., tricycles and unicycles). Beginning in 2022, this category also includes riders of motor-assisted bicycles (e-bikes); prior to 2022, e-bikes were classified as motorcycles in FARS and are therefore not fully captured in earlier years.
- **Persons using personal conveyances:** individuals using mobility or recreational devices such as roller skates, inline skates, skateboards, scooters, strollers, wheelchairs (motorized or non-motorized), Segway-type devices, and similar conveyances.

The following subsections break out VRU crashes by each category. In total, there were 549 VRU fatalities from 2020 to 2025 (462 pedestrian fatalities, 62 bicyclist fatalities, and 25 fatalities using other personal conveyances).





Pedestrian Crashes

24% of Nevada's total fatalities

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

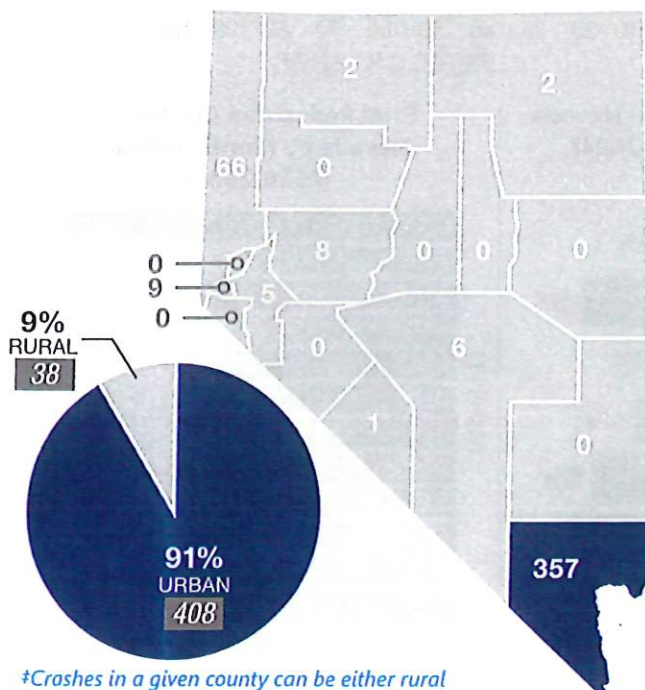
What?

From 2020 to 2024, the number of fatalities increased. A total of **461 pedestrian fatalities** and **456 fatal pedestrian crashes** took place during that time frame.

Where?

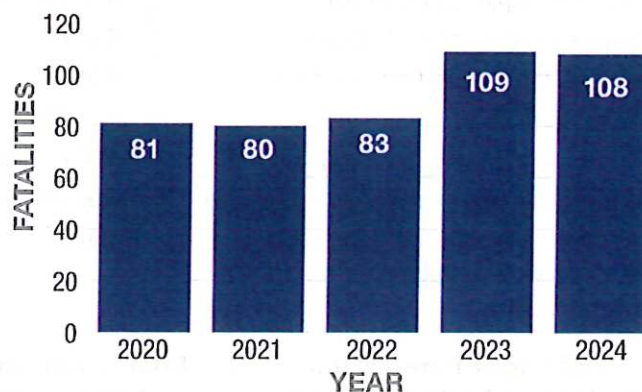
From 2020 to 2024, 91% of fatal pedestrian crashes occurred on urban roadways. Clark County reported the highest number of fatal pedestrian crashes in Nevada during that time frame.

Fatal Pedestrian Crashes in Nevada by Location (2020-2024)*†

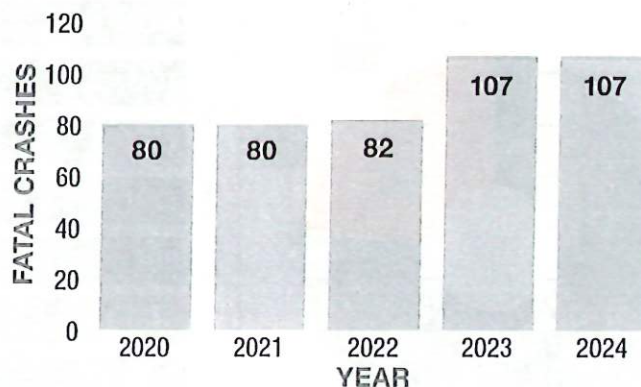


*Crashes in a given county can be either rural or urban, depending on the crash location.

Pedestrian Traffic Fatalities in Nevada (2020-2024)



Fatal Pedestrian Crashes in Nevada (2020-2024)



*Does not include values that are unknown or missing.

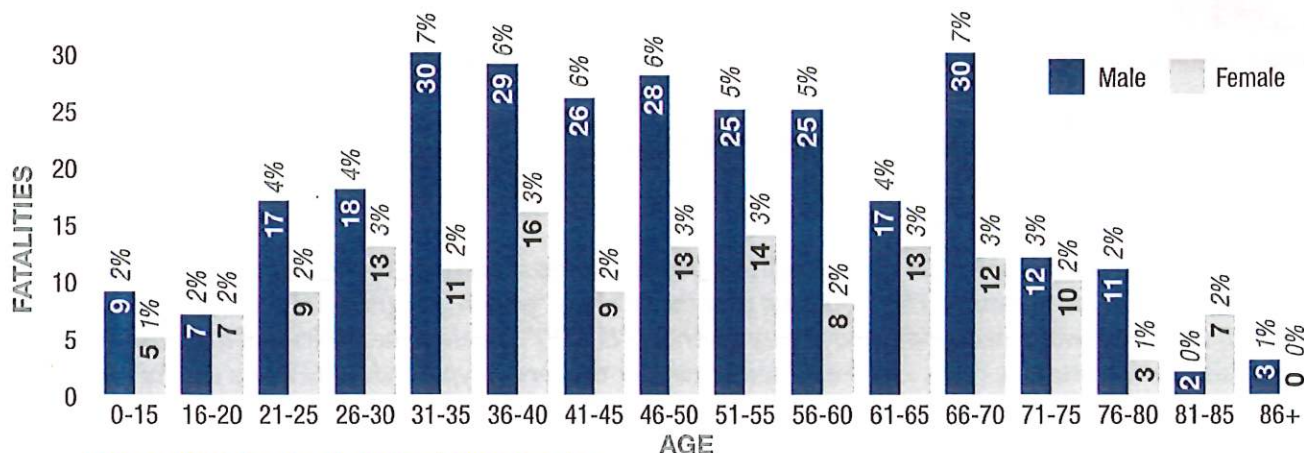
Nevada Traffic Safety Crash Facts



Who?

From 2020 to 2024, people ages 31 to 40, 46 to 50, and 66 to 70 accounted for the highest number of pedestrian fatalities in Nevada.

Age/Gender Breakdown of Pedestrian Fatalities in Nevada (2020-2024)*†



*Does not include values that are unknown or missing.

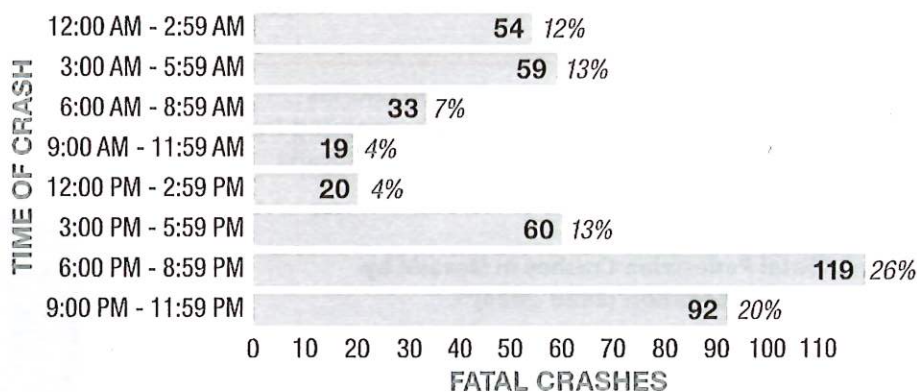
†Percentages represent the proportion of all pedestrian fatalities within each gender and age group.

When?

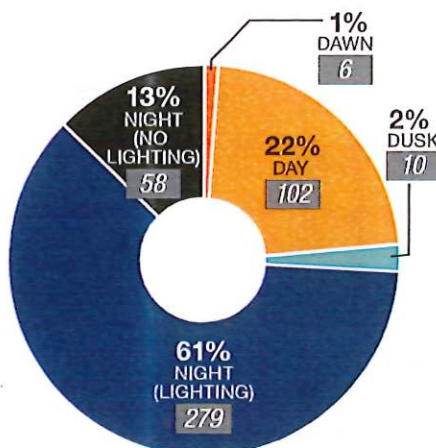
From 2020 to 2024, the highest number of fatal pedestrian crashes occurred between 6:00 PM and 8:59 PM. Sixty-one percent of pedestrian crashes took place at night in areas with lighting.

The most reported days of the week were Tuesday and Saturday. January and November recorded the greatest number of fatal pedestrian crashes during this period.

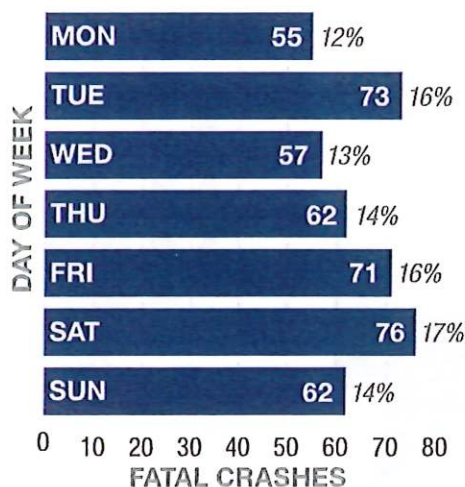
Fatal Pedestrian Crashes in Nevada by Time of Day (2020-2024)*



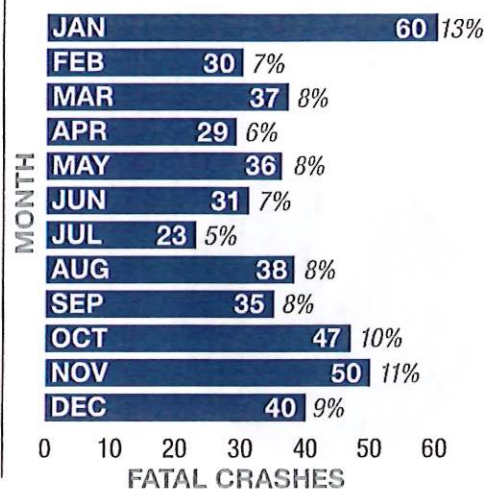
Lighting at Time of Fatal Pedestrian Crashes in Nevada (2020-2024)*



Fatal Pedestrian Crashes in Nevada by Day of Week (2020-2024)



Fatal Pedestrian Crashes in Nevada by Month of Year (2020-2024)

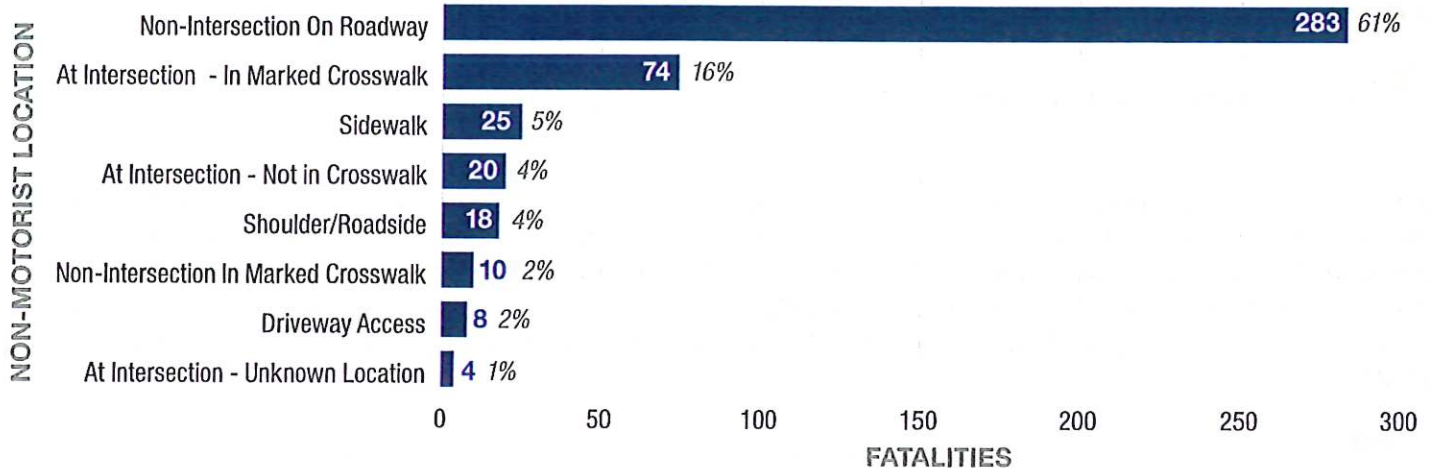




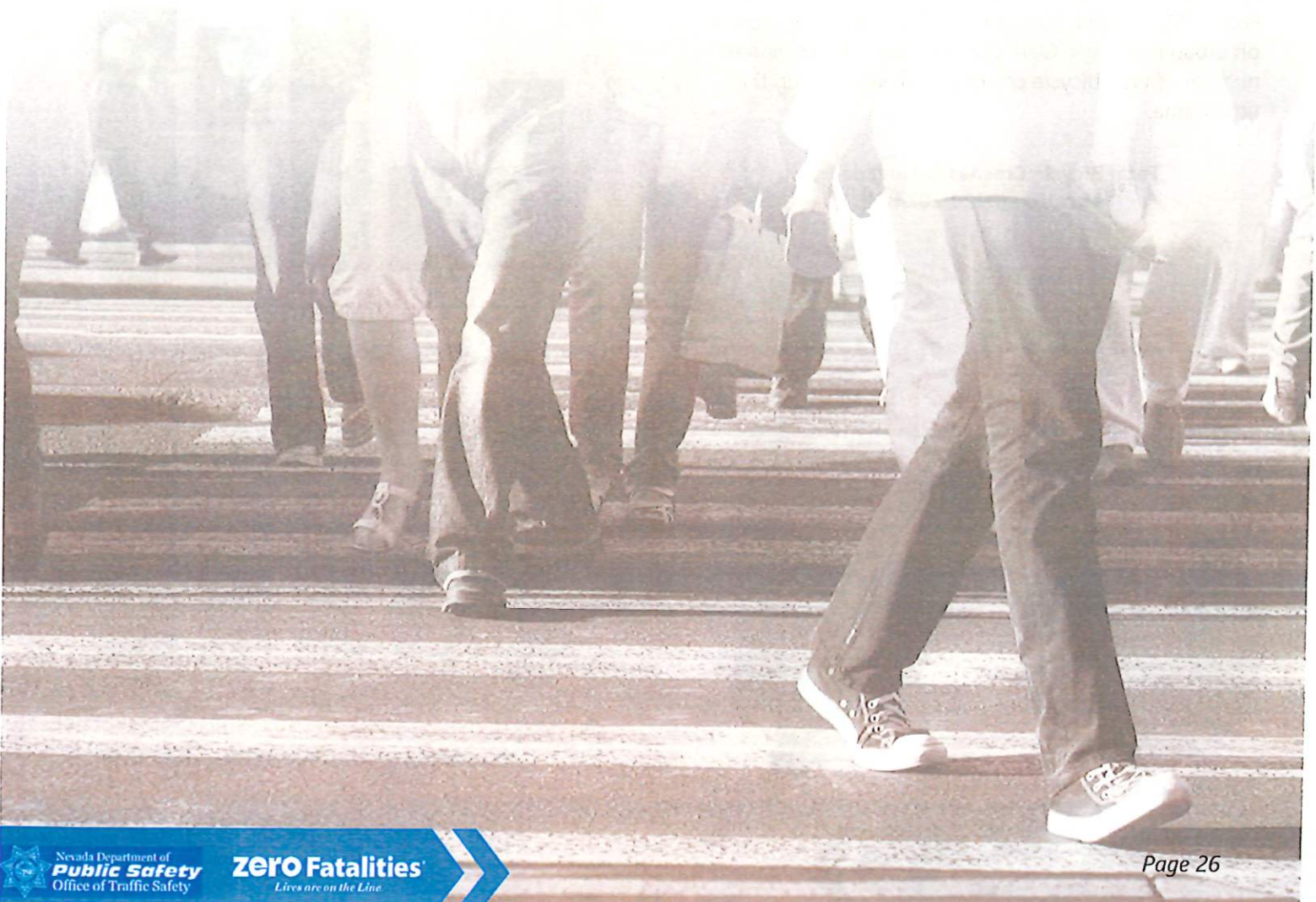
Why?

Between 2020 and 2024, 61% of pedestrian fatalities took place on the roadway, not at a designated intersection.

Pedestrian Fatalities in Nevada by Non-Motorist Location (2020-2024)*



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





Bicyclist Crashes

3% of Nevada's total fatalities

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

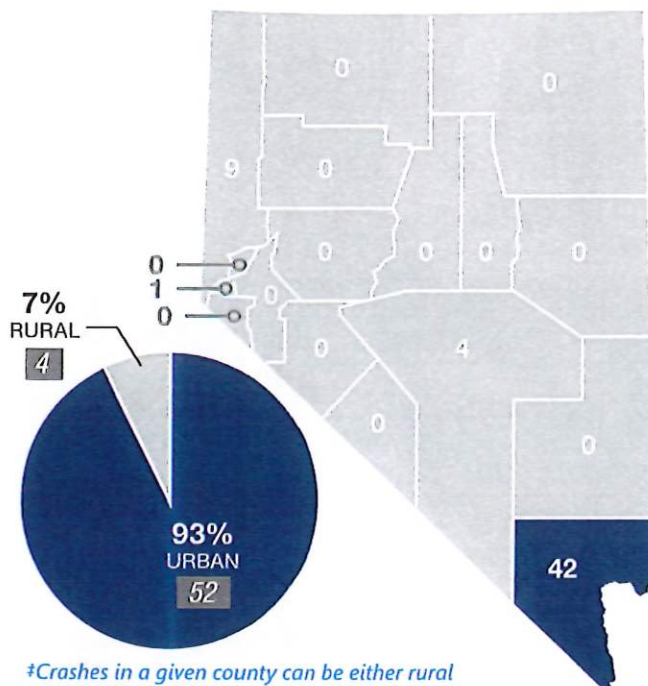
What?

From 2020 to 2024, the number of fatal bicyclist crashes generally increased. A total of **61 bicyclist fatalities** and **56 fatal bicyclist crashes** took place during that time frame.

Where?

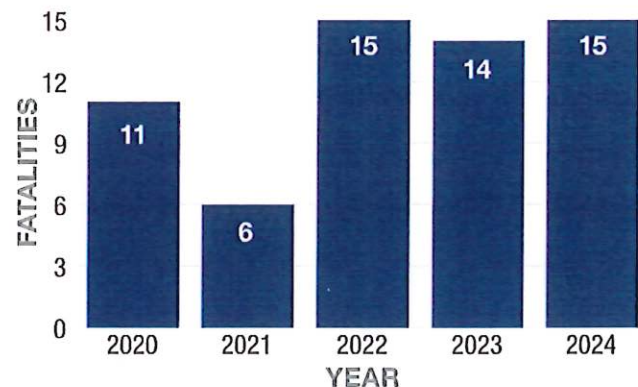
From 2020 to 2024, 93% of fatal bicycle crashes occurred on urban roadways. Clark County reported the highest number of fatal bicycle crashes in Nevada during this time frame.

Fatal Bicycle Crashes in Nevada by Location (2020-2024)*†

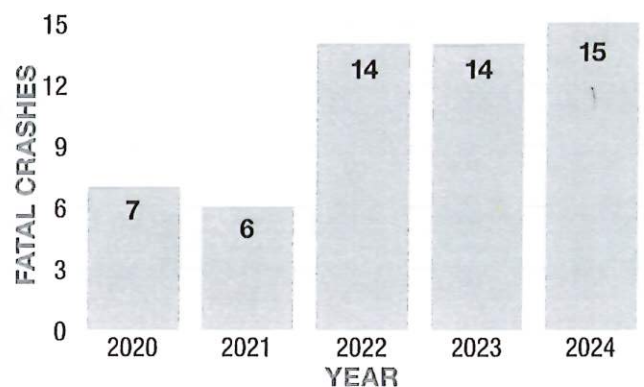


*Crashes in a given county can be either rural or urban, depending on the crash location.

Bicyclist Fatalities in Nevada (2020-2024)



Fatal Bicycle Crashes in Nevada (2020-2024)



*Does not include values that are unknown or missing.

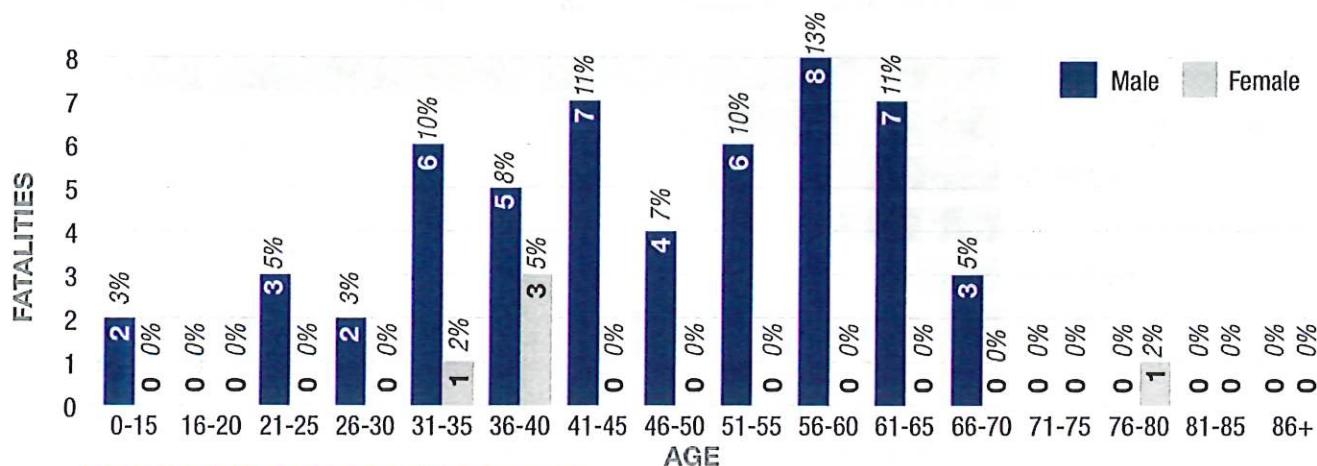
Nevada Traffic Safety Crash Facts



Who?

From 2020 to 2024, males ages 41 to 45 and 56 to 65 comprised the largest number of bicyclist fatalities in Nevada.

Age/Gender Breakdown of Bicycle Fatalities in Nevada (2020-2024)*†



*Does not include values that are unknown or missing.

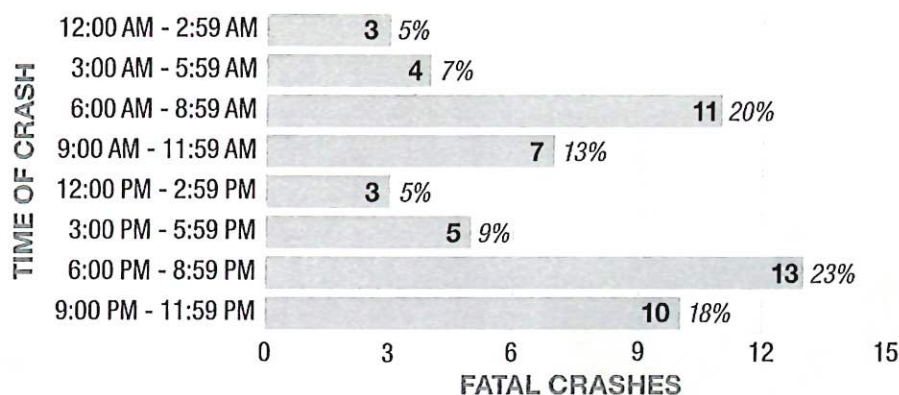
†Percentages represent the proportion of all bicyclist fatalities within each gender and age group.

When?

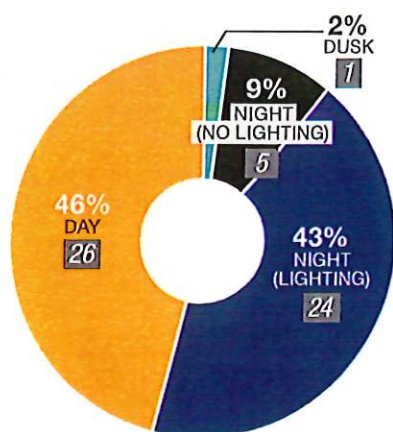
Between 2020 and 2024, the highest reported number of fatal bicycle crashes occurred between the hours of 6:00 AM and 8:59 AM and 6:00 PM and 8:59 PM. Fifty-two percent of fatal bicycle crashes occurred during nighttime hours.

Fifty-four percent of fatal bicycle crashes occurred from Friday to Sunday. May and September were the highest reported months for fatal bicycle crashes, totaling 26% of all crashes.

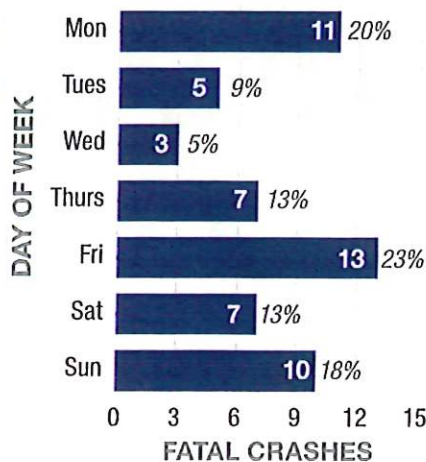
Fatal Bicycle Crashes in Nevada by Time of Day (2020-2024)*



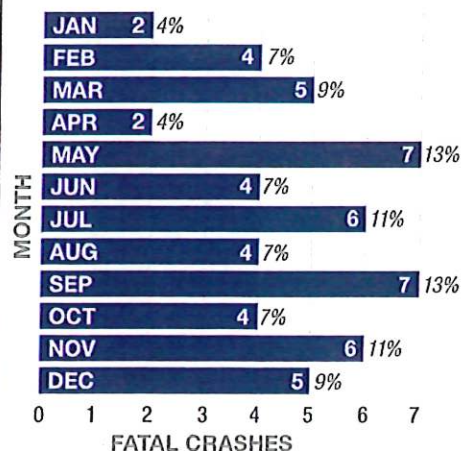
Lighting at Time of Fatal Bicycle Crashes in Nevada (2020-2024)



Fatal Bicycle Crashes in Nevada by Day of Week (2020-2024)



Fatal Bicycle Crashes in Nevada by Month of Year (2020-2024)

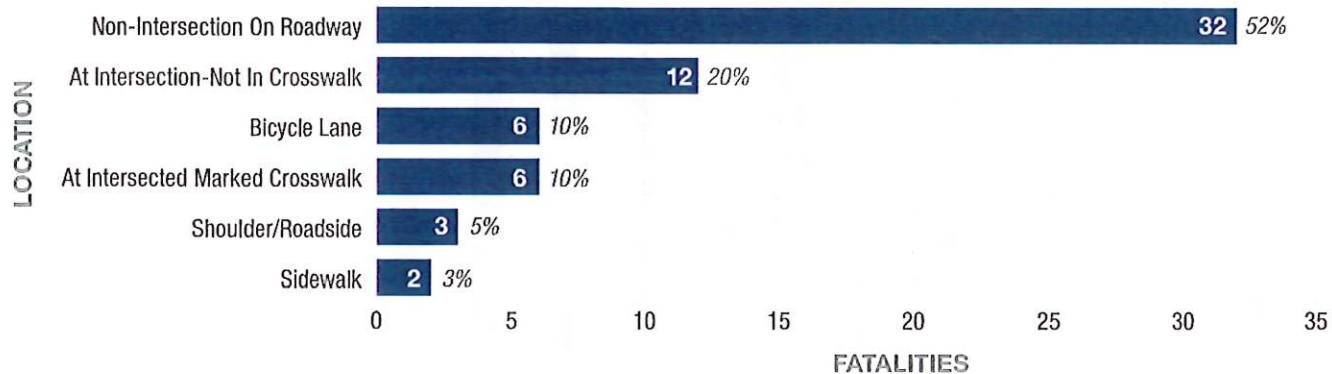




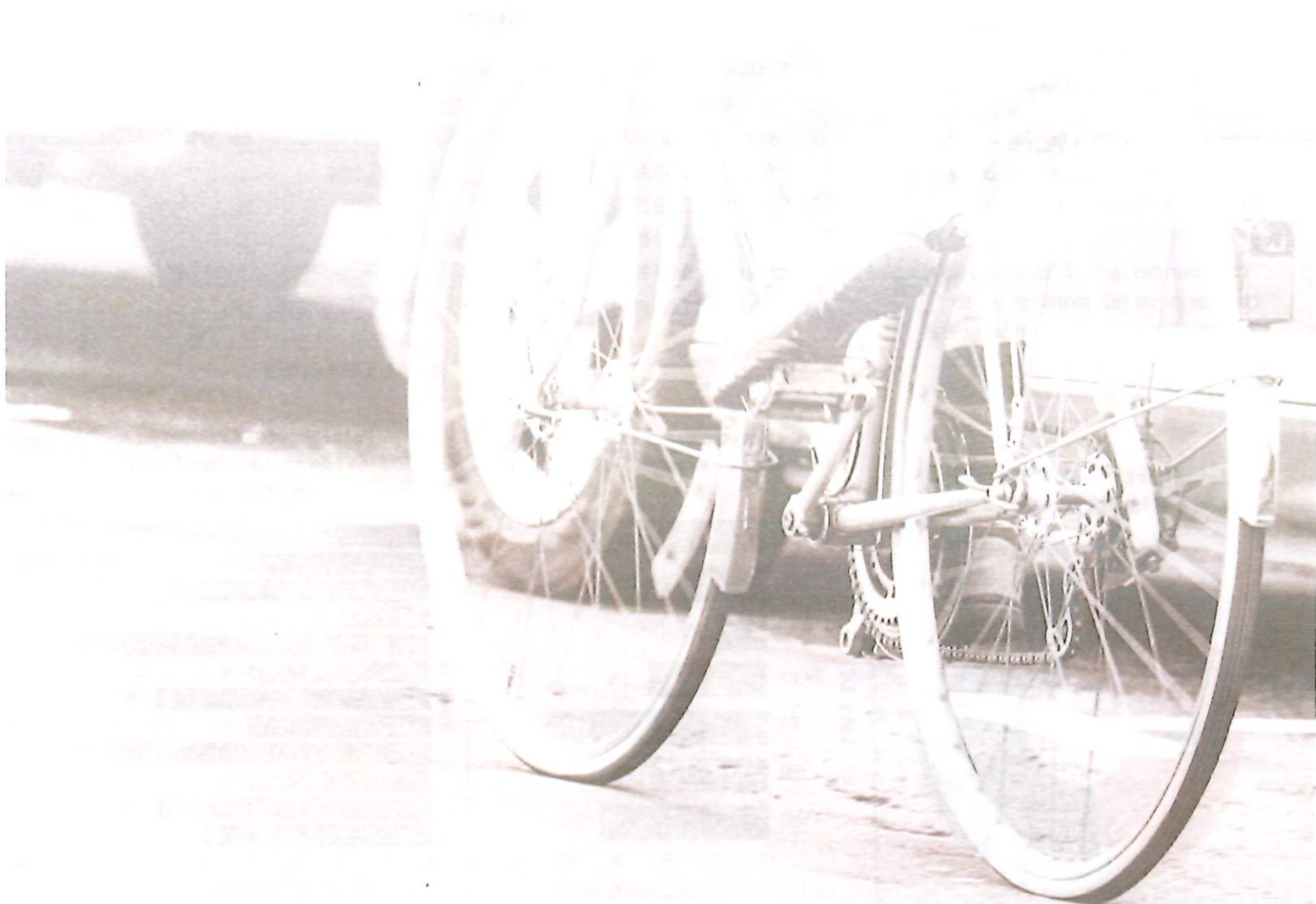
Why?

Between 2020 and 2024, 52% of bicyclist fatalities took place on the roadway, not at a designated intersection.

Bicycle Fatalities in Nevada by Location (2020-2024)*



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





Other VRUs Person on Personal Conveyance

1% of Nevada's total fatalities

A fatal personal conveyance crash is a motor vehicle crash in which a person dies while operating or using a personal conveyance. In FARS, these cases are identified using the "person type (PER_TYP)" attribute coded as "person on personal conveyance" and the "injury severity (INJ_SEV)" attribute coded as "fatal injury (K)." A crash meeting both criteria is classified as a fatal personal conveyance crash.

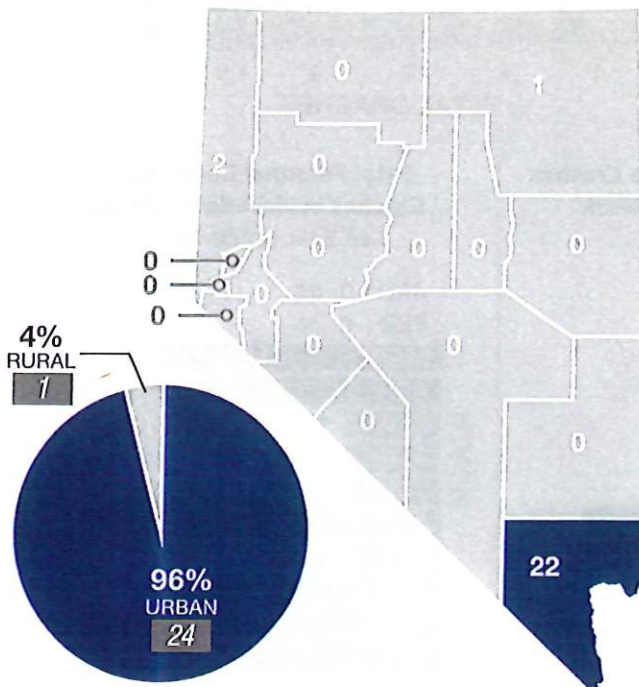
What?

From 2020 to 2024, there were **25 personal conveyance fatalities** and **25 fatal personal conveyance crashes**.

Where?

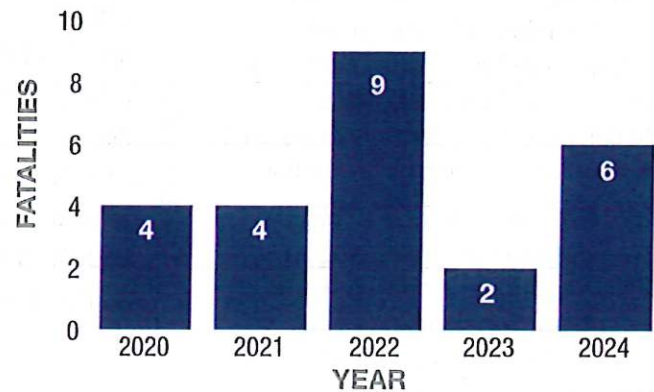
From 2020 to 2024, 96% of fatal personal conveyance crashes occurred on urban roadways. Clark County reported the highest number of fatal personal conveyance crashes in Nevada during this time frame.

Fatal Personal Conveyance Crashes in Nevada by Location (2020-2024)*†

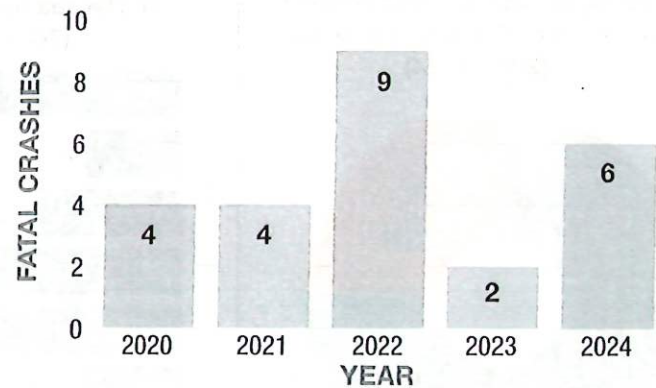


*Crashes in a given county can be either rural or urban, depending on the crash location.

Personal Conveyance Fatalities in Nevada (2020-2024)



Fatal Personal Conveyance Crashes in Nevada (2020-2024)



*Does not include values that are unknown or missing.

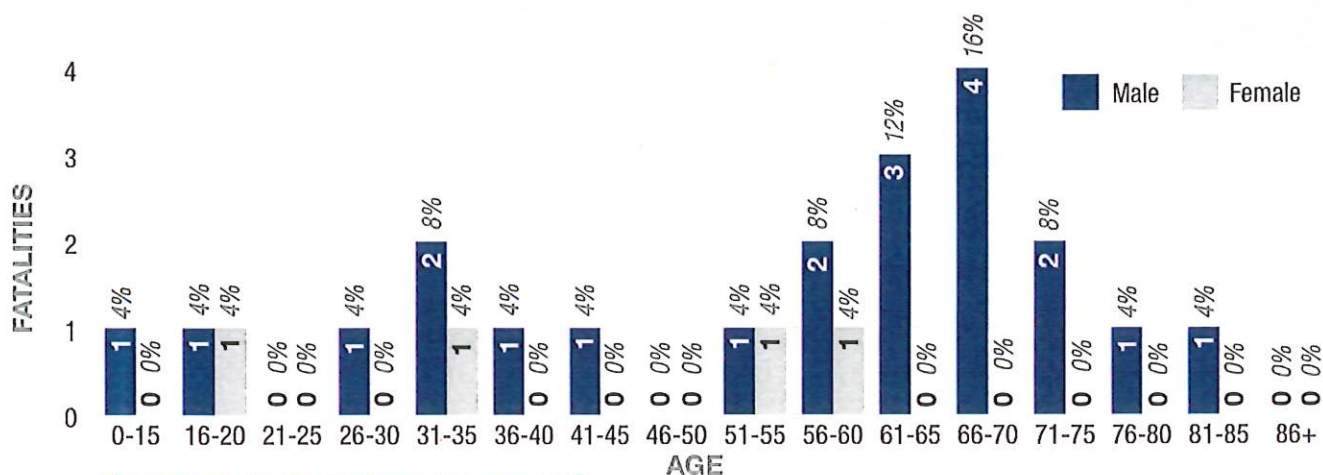
Nevada Traffic Safety Crash Facts



Who?

From 2020 to 2024, males ages 61 to 70 comprised the 28% of all personal conveyance fatalities in Nevada.

Age/Gender Breakdown of Personal Conveyance Fatalities in Nevada (2020-2024)*†



*Does not include values that are unknown or missing.

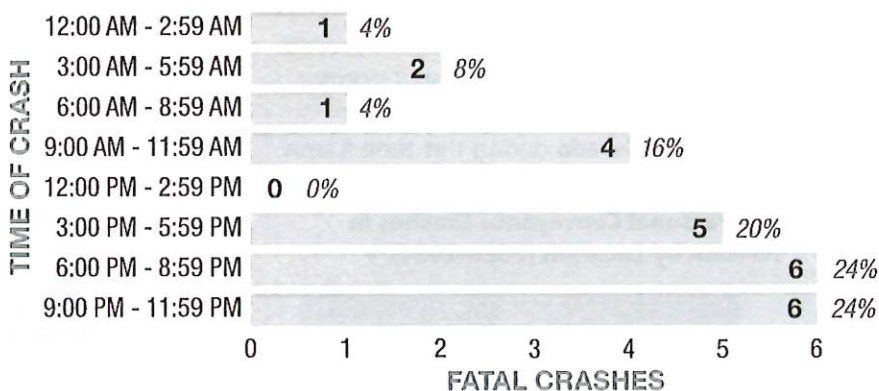
†Percentages represent the proportion of all personal conveyance fatalities within each gender and age group.

When?

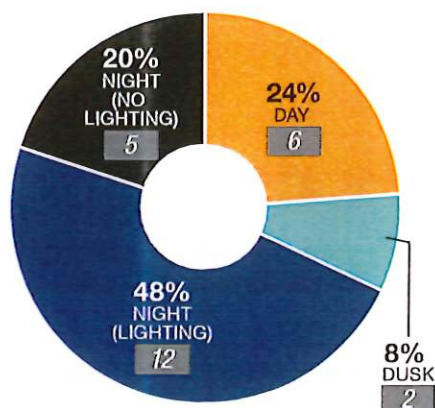
Between 2020 and 2024, the highest reported number of fatal personal conveyance crashes occurred between the hours of 6:00 PM and 11:59 PM. Sixty-eight percent of fatal personal conveyance crashes occurred during nighttime hours.

Twenty-eight percent of fatal bicycle crashes occurred on Friday. August, November, and December were the highest reported months for fatal bicycle crashes, totaling 48% of all personal conveyance crashes.

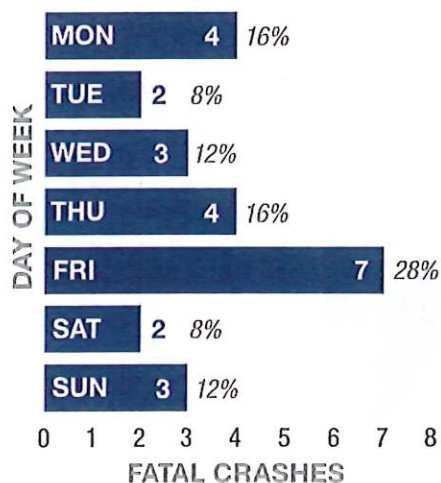
Fatal Personal Conveyance Crashes in Nevada by Time of Day (2020-2024)*



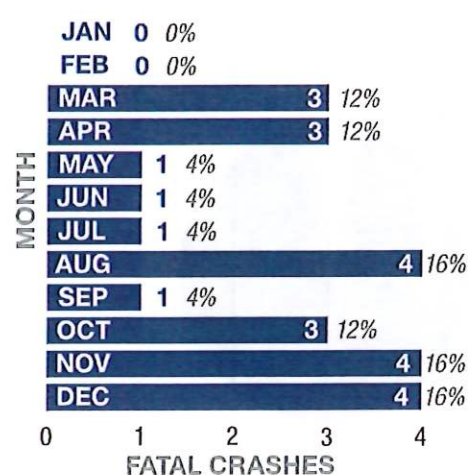
Lighting at Time of Fatal Personal Conveyance Crashes in Nevada (2020-2024)



Fatal Personal Conveyance Crashes in Nevada by Day of Week (2020-2024)



Fatal Personal Conveyance Crashes in Nevada by Month of Year (2020-2024)

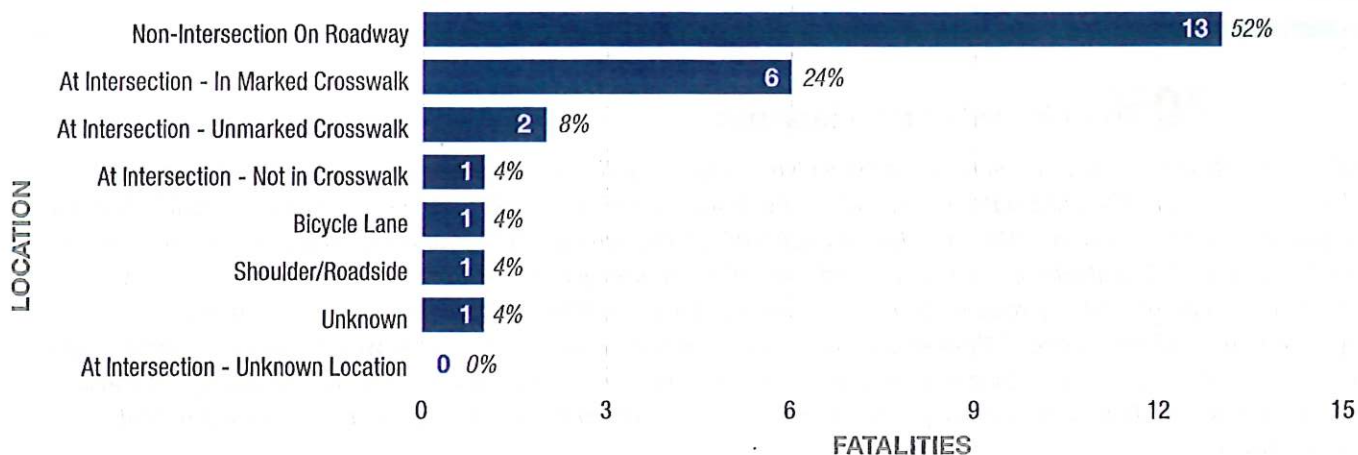




Why?

From 2020 to 2024, 52% of fatal personal conveyance fatalities took place on the roadway, not at a designated intersection.

Personal Conveyance Fatalities in Nevada by Location (2020-2024)*



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





Motorcycle Crashes

20% of Nevada's total fatalities

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

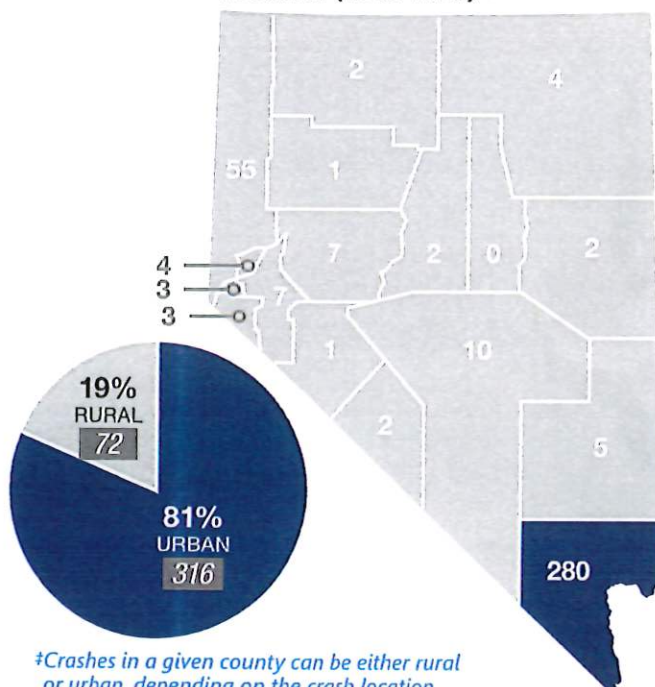
What?

From 2020 to 2024, the number of fatal motorcycle crashes generally increased. A total of **399 motorcyclist fatalities** and **388 fatal motorcycle crashes** took place during that time frame.

Where?

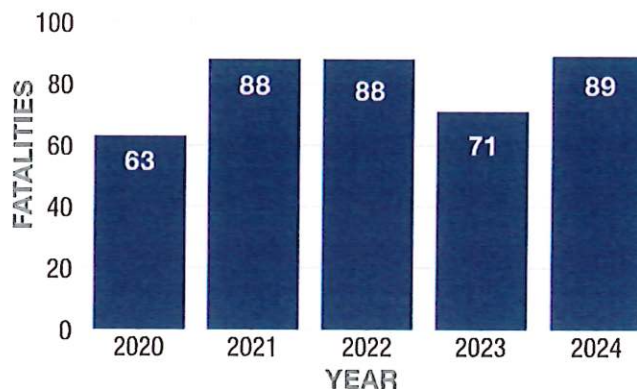
From 2020 to 2024, 81% of fatal motorcycle crashes occurred on urban roadways. Clark County reported the highest number of fatal motorcycle crashes in Nevada during that time frame.

Fatal Motorcycle Crashes in Nevada by Location (2020-2024)**

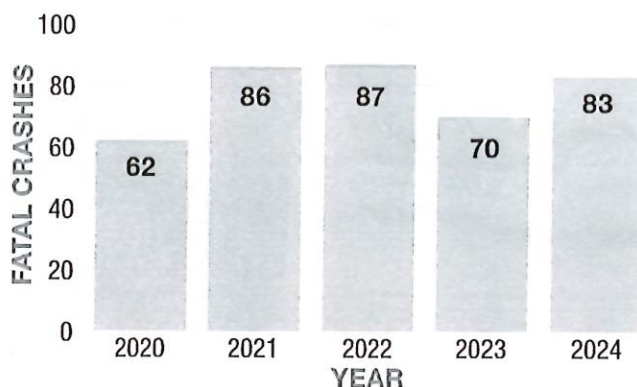


*Crashes in a given county can be either rural or urban, depending on the crash location.

Motorcycle Fatalities in Nevada (2020-2024)*



Fatal Motorcycle Crashes in Nevada (2020-2024)



*Does not include values that are unknown or missing.

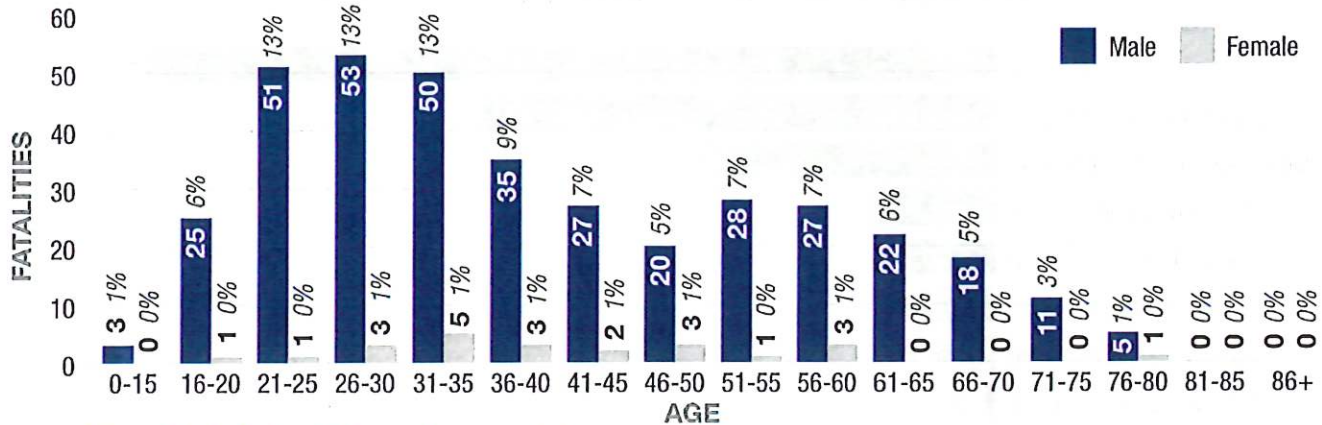
Nevada Traffic Safety Crash Facts



Who?

From 2020 to 2024, males ages 21 to 35 years old comprised the largest reported age group for motorcycle driver and passenger fatalities.

Age/Gender Breakdown of Motorcycle Driver and Passenger Fatalities in Nevada (2020-2024)*†



*Does not include values that are unknown or missing.

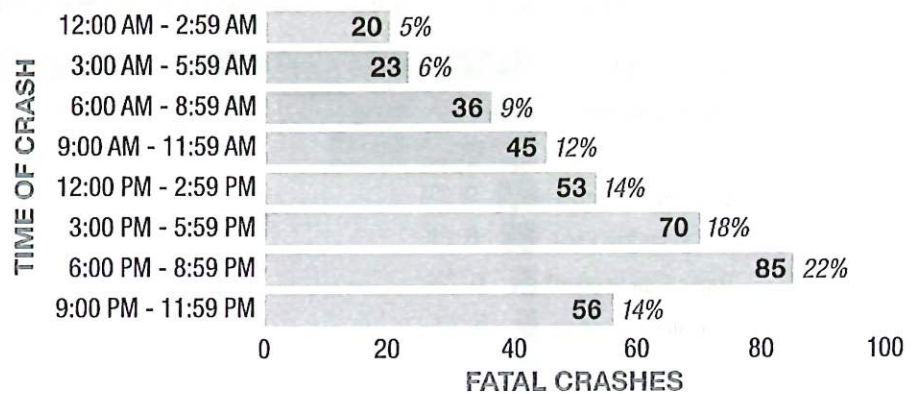
†Percentages represent the proportion of all bicyclist fatalities within each gender and age group.

When?

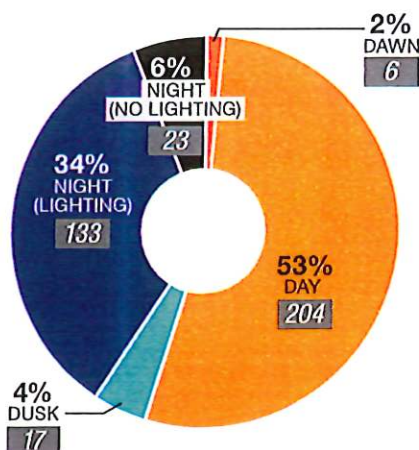
Between 2020 and 2024, 22% of fatal motorcycle crashes occurred between the hours of 6:00 PM and 8:59 PM, and 53% of crashes occurred during daytime lighting conditions.

The most reported day of the week for fatal motorcycle crashes was Saturday. The greatest number of fatal motorcycle crashes took place in June and October during this time frame.

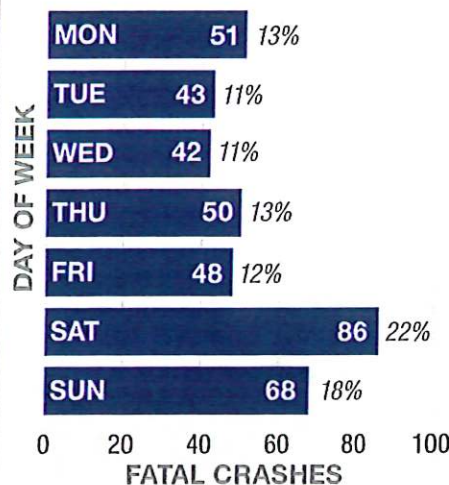
Fatal Motorcycle Crashes in Nevada by Time of Day (2020-2024)*



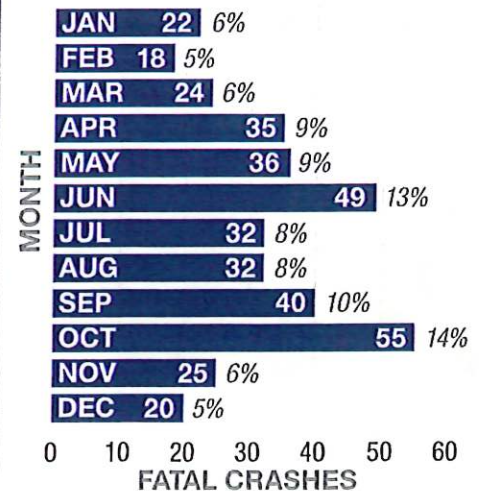
Lighting at Time of Motorcycle Fatal Crash in Nevada (2020-2024)*



Fatal Motorcycle Crashes in Nevada by Day of Week (2020-2024)



Fatal Motorcycle Crashes in Nevada by Month of Year (2020-2024)

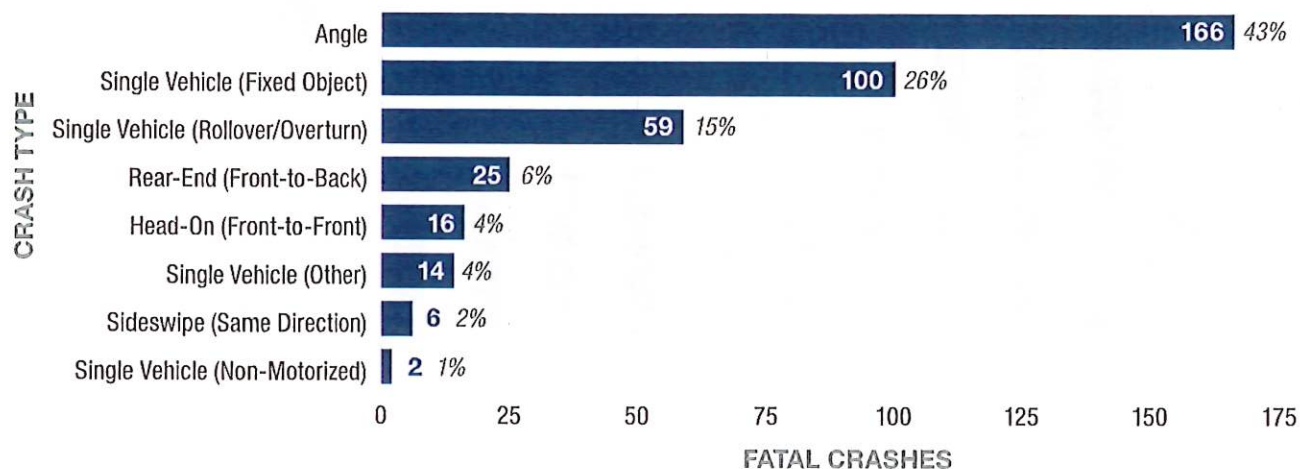




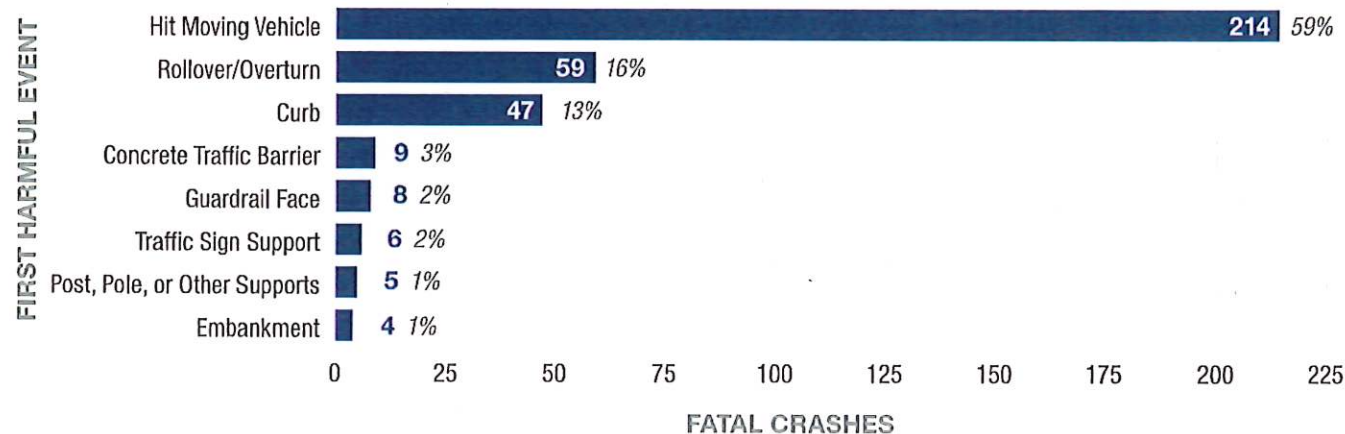
Why?

From 2020 to 2024, 43% of all fatal motorcycle crashes were angle crashes. The highest reported harmful event that resulted in fatal motorcycle crashes was a collision with a moving vehicle (59%).

Fatal Motorcycle Crashes in Nevada by Crash Type (2020-2024)*



Fatal Motorcycle Crashes in Nevada by First Harmful Event (2020-2024)*



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





Helmet Use Unhelmeted Motorcyclist Crashes

2% of Nevada's total fatalities

A fatal unhelmeted motorcyclist crash is a motor vehicle crash involving a motorcyclist where one or more people on a motorcycle were killed in the crash while not wearing a helmet or misused a helmet. The FARS data uses the attribute "body type (BODY_TYP)" in the person data set to identify if a motorcycle was involved and the attribute "injury severity (INJ_SEV)" in the person data set to determine if one or more people on a motorcycle died. To determine if no helmet was used, the attribute codes "helmet use (HELM_USE for 2020 to 2024)" and "restraint use (REST_USE for 2017-2018)" in the person data set were used. To determine if a helmet was misused, the attribute codes "helmet misuse (HELM_MIS for 2020 to 2024)" and "restraint misuse (REST_MIS for 2017-2018)" in the person data set were used. If a 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 unhelmeted motorcyclist crash.

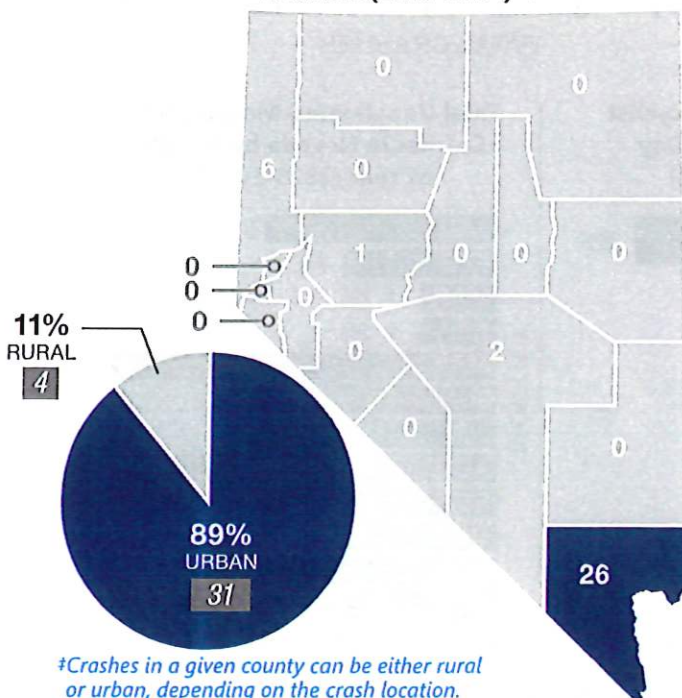
What?

From 2020 to 2024, the number of unhelmeted motorcyclist traffic fatalities generally increased. A total of **36 unhelmeted motorcyclist fatalities** and **35 fatal unhelmeted motorcyclist crashes** took place during this time frame.

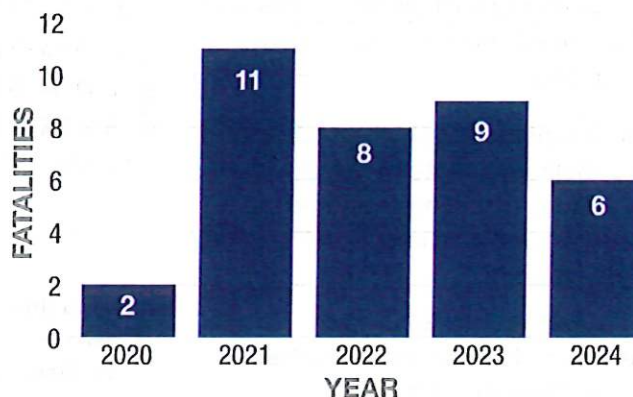
Where?

From 2020 to 2024, 89% of fatal unhelmeted motorcyclist crashes occurred on urban roadways. Clark County reported the highest number of fatal unhelmeted motorcyclist crashes in Nevada during that time frame.

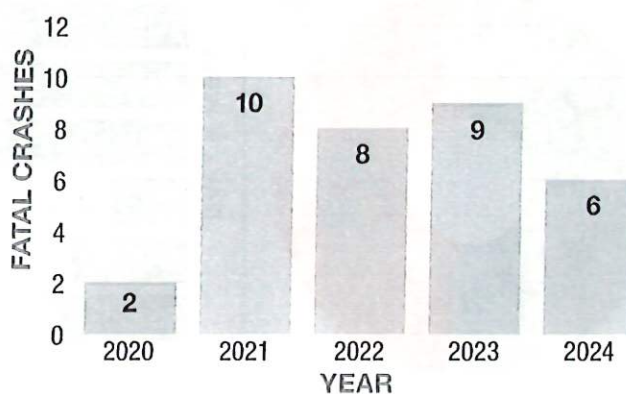
Fatal Unhelmeted Motorcyclist Crashes in Nevada by Location (2020-2024)*†



Unhelmeted Motorcyclist Traffic Fatalities in Nevada (2020-2024)



Fatal Motorcycle Crashes in Nevada (2020-2024)



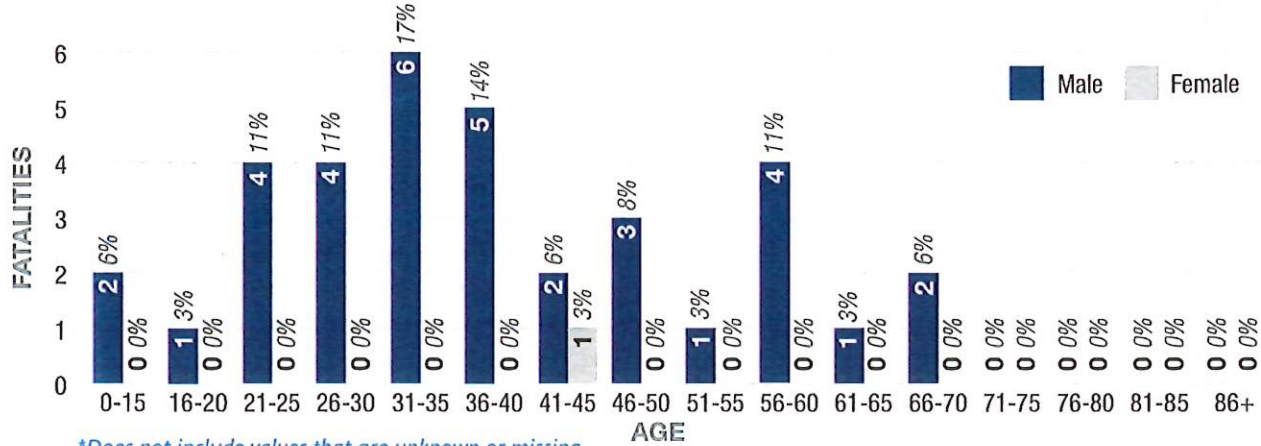
*Does not include values that are unknown or missing.



Who?

From 2020 to 2024, males ages 31 to 40 were the highest reported age groups with unhelmeted motorcyclist fatalities. Only one female fatality, compared to 35 male fatalities, was reported during this time frame.

Age/Gender Breakdown of Unhelmeted Motorcyclist Fatalities in Nevada (2020-2024)*†



*Does not include values that are unknown or missing.

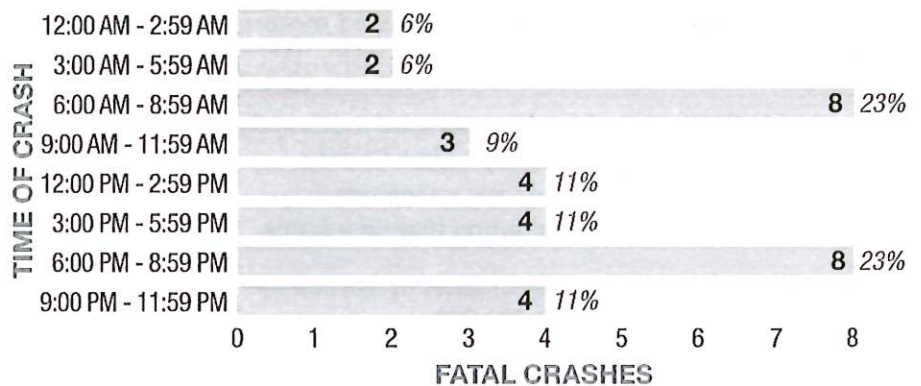
†Percentages represent the proportion of all bicyclist fatalities within each gender and age group.

When?

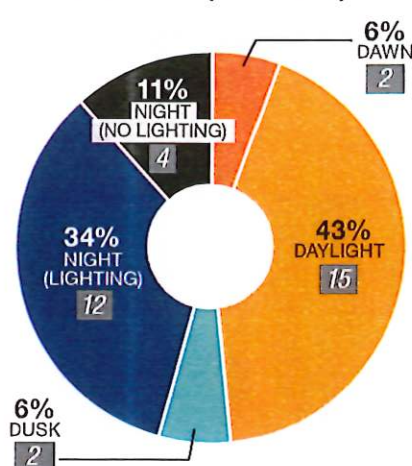
Between 2020 and 2024, fatal unhelmeted motorcyclist crashes occurred most frequently from 6:00 AM to 8:59 AM and 6:00 PM to 8:59 PM. Forty-three percent of unhelmeted motorcyclist crashes occurred during daylight conditions, and 34% occurred under dark conditions with lighting.

Monday reported the highest number of fatal unhelmeted motorcyclist crashes. May, August, and September had the highest frequency of fatal crashes during this time frame.

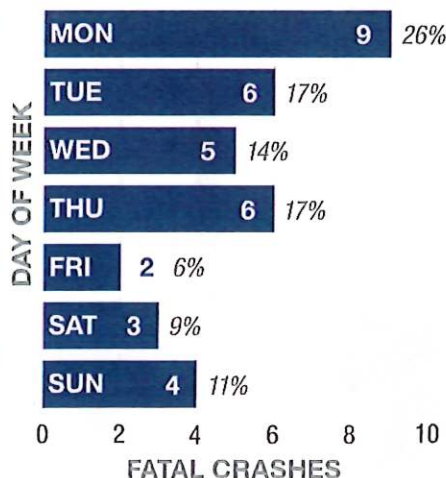
Fatal Unhelmeted Motorcyclist Crashes in Nevada by Time of Day (2020-2024)



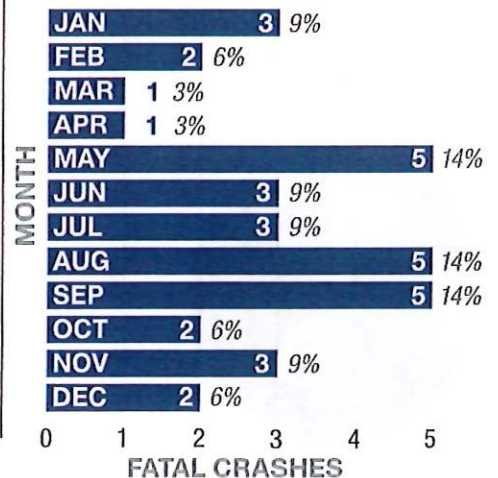
Lighting at Time of Fatal Unhelmeted Motorcyclist Crashes in Nevada (2020-2024)



Fatal Unhelmeted Motorcyclist Crashes in Nevada by Day of Week (2020-2024)



Fatal Unhelmeted Motorcyclist Crashes in Nevada by Month of Year (2020-2024)

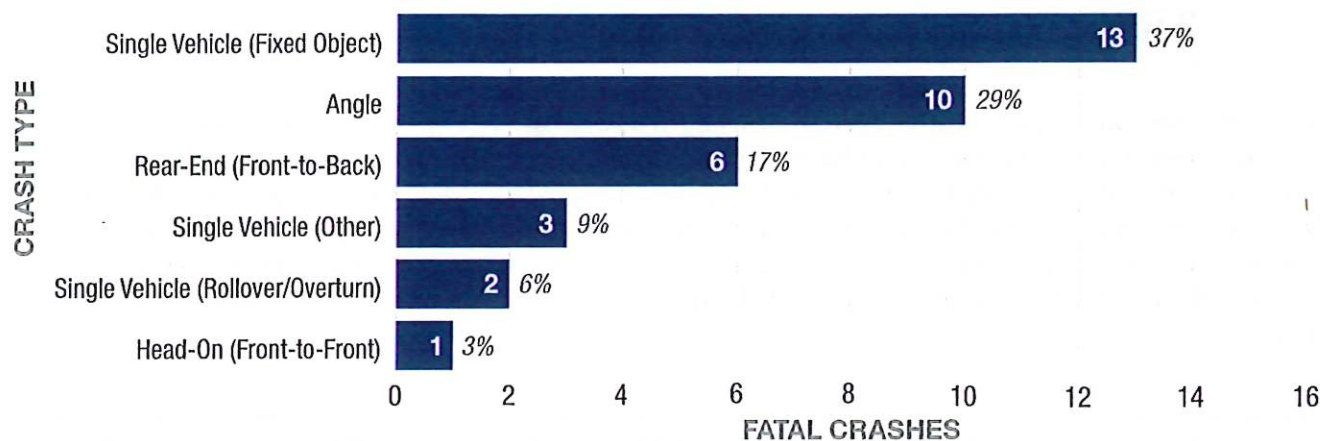




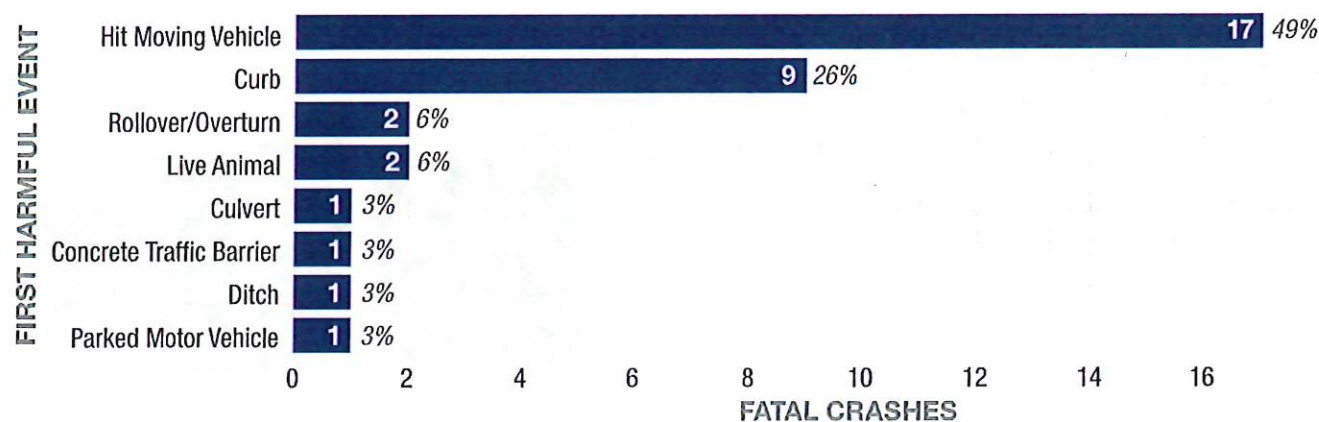
Why?

From 2020 to 2024, single-vehicle crashes with a fixed object involving unhelmeted motorcyclists accounted for the highest share of fatal crash types (37%). Additionally, 49% of fatal unhelmeted motorcyclist crashes involved collisions between the motorcyclists and moving vehicles.

Fatal Unhelmeted Motorcyclist Crashes in Nevada by Crash Type (2020-2024)*



Fatal Unhelmeted Motorcyclist Crashes in Nevada by First Harmful Event (2020-2024)*



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





Unrestrained-Occupant Crashes

18% of Nevada's total fatalities

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

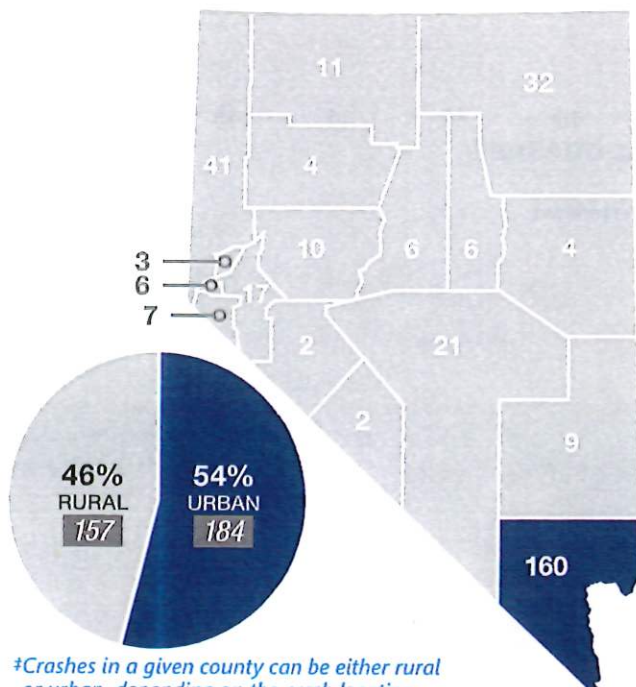
What?

From 2020 to 2024, the number of unrestrained occupant crashes generally decreased. There were **359 unrestrained-occupant fatalities** and **341 fatal unrestrained-occupant crashes** occurred on Nevada roadways.

Where?

From 2020 to 2024, more than half (54%) of fatal unrestrained-occupant crashes occurred on urban roadways. Clark County reported the highest number of fatal unrestrained occupant crashes during that time frame.

Fatal Unrestrained-Occupant Crashes in Nevada by Location (2020-2024)**

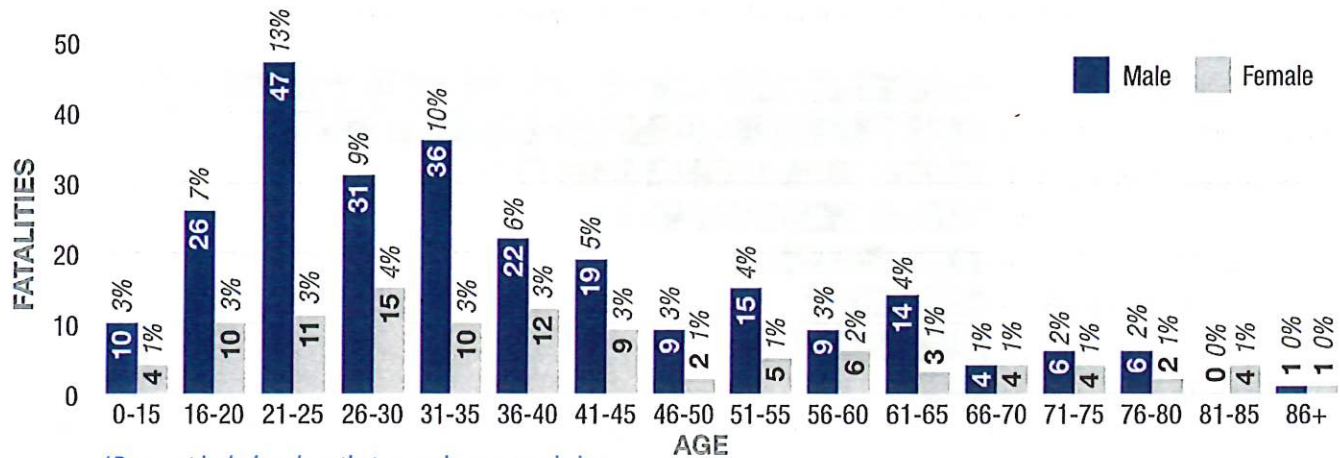




Who?

From 2020 to 2024, males ages 21 to 25 years old comprised the greatest number of unrestrained-occupant fatalities in Nevada.

Age/Gender Breakdown of Unrestrained-Occupant Fatalities in Nevada (2020-2024)*†



*Does not include values that are unknown or missing.

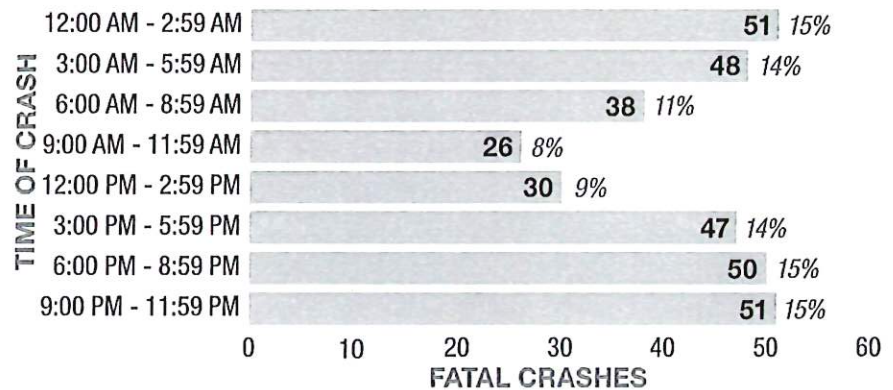
†Percentages represent the proportion of all bicyclist fatalities within each gender and age group.

When?

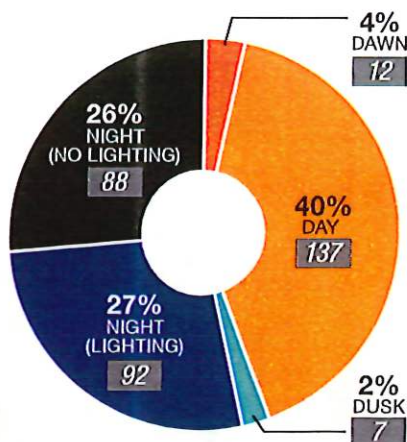
Between 2020 and 2024, the greatest percentage of fatal unrestrained-occupant crashes occurred between the hours of 6:00 PM to 2:59 AM. More than half of the unrestrained occupant fatalities occurred in dark conditions at night (53%).

The greatest number of fatal unrestrained occupant crashes occurred on Saturdays (66 crashes). April, May, and August reported the greatest number of fatal unrestrained occupant crashes.

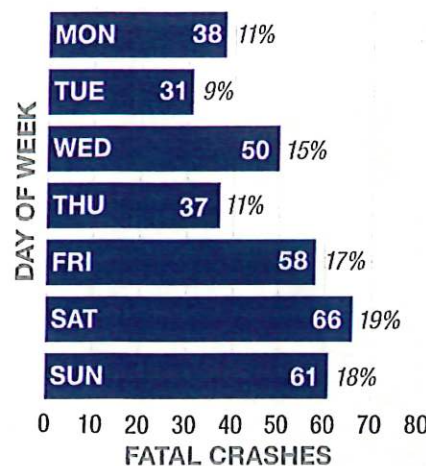
Fatal Unrestrained-Occupant Crashes in Nevada by Time of Day (2020-2024)*



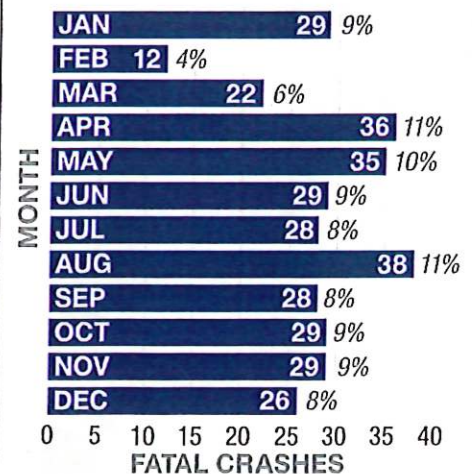
Lighting at Time of Fatal Unrestrained-Occupant Crashes in Nevada (2020-2024)*



Fatal Unrestrained-Occupant Crashes in Nevada by Day of Week (2020-2024)



Fatal Unrestrained-Occupant Crashes in Nevada by Month of Year (2020-2024)

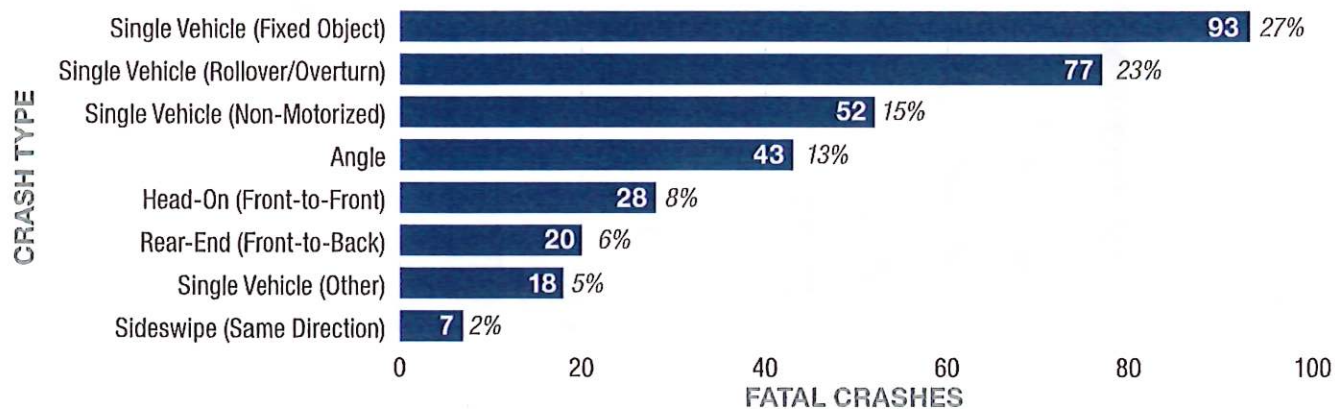




Why?

From 2020 to 2024, 27% of fatal unrestrained-occupant crashes involved hitting a fixed object, and 23% involved a motor vehicle rollover.

Fatal Unrestrained-Occupant Crashes in Nevada by Crash Type (2020-2024)*



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





Unrestrained Child Crashes

1% of Nevada's total fatalities

A fatal unrestrained child crash involves a child between the ages of 0 and 13 who dies in a crash while not wearing a seat belt or wearing a seat belt improperly. The FARS data use the person data file attributes "age (AGE)," "person type (PER_TYP)," "injury severity (INJ_SEV)," and "restraint use (REST_USE) or restraint misuse (REST_MIS)." The following attribute codes were used: values equal to and between zero and 13 to identify age, "passenger of a motor vehicle in transport," and "fatal injury (K)." If a crash reported all the individual attribute codes, the crash was deemed a fatal unrestrained child crash. Fatal unrestrained child crashes make up too small of a percentage of all fatalities and fatal crashes in Nevada to perform a full analysis.

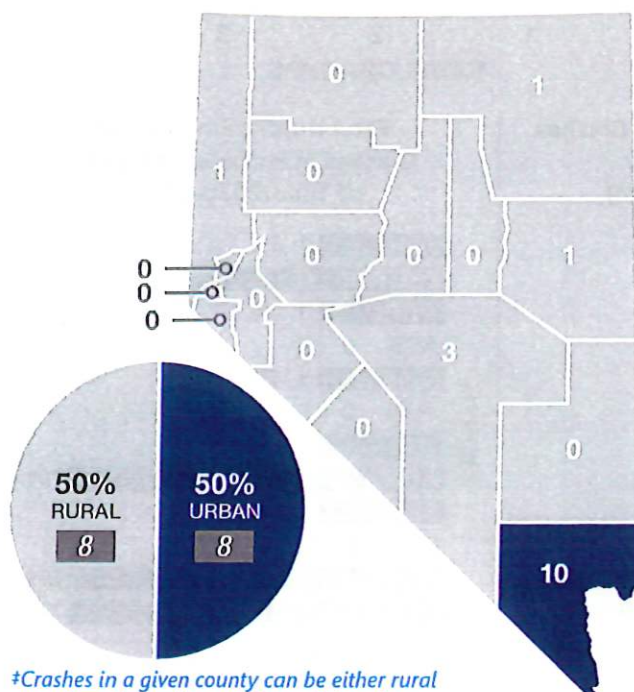
What?

From 2020 to 2024, the number of fatal unrestrained child crashes generally increased. There were a total of **17 unrestrained child fatalities** and **16 unrestrained child fatal crashes** during that time frame.

Where?

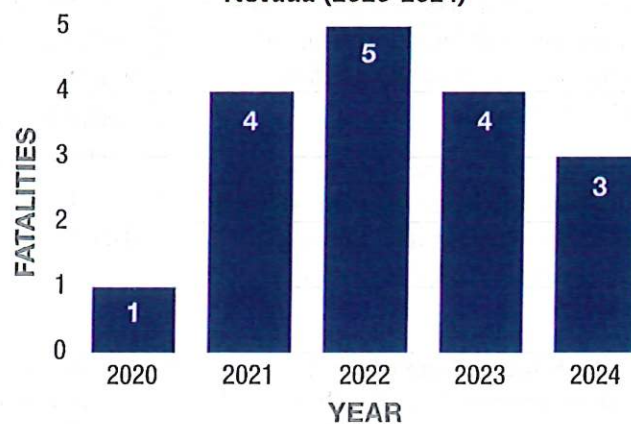
From 2020 to 2024, 50% of fatal unrestrained child crashes occurred on rural roadways and 50% occurred on urban roadways. Clark County reported the highest number of fatal unrestrained child crashes in Nevada during this time frame.

Fatal Unrestrained Child Crashes in Nevada by Location (2020-2024)*†

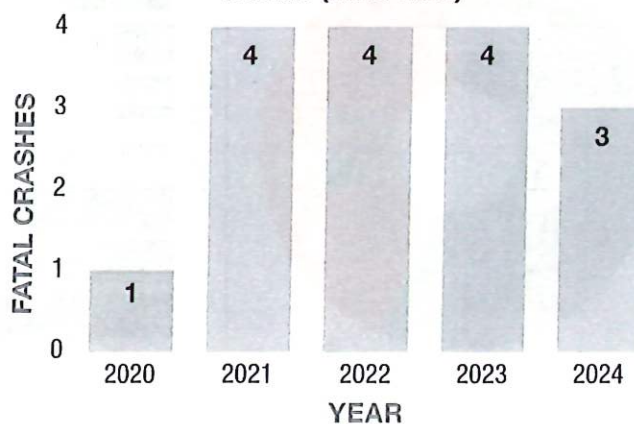


*Crashes in a given county can be either rural or urban, depending on the crash location.

Unrestrained Child Fatalities in Nevada (2020-2024)



Fatal Unrestrained Child Crashes in Nevada (2020-2024)



*Does not include values that are unknown or missing.

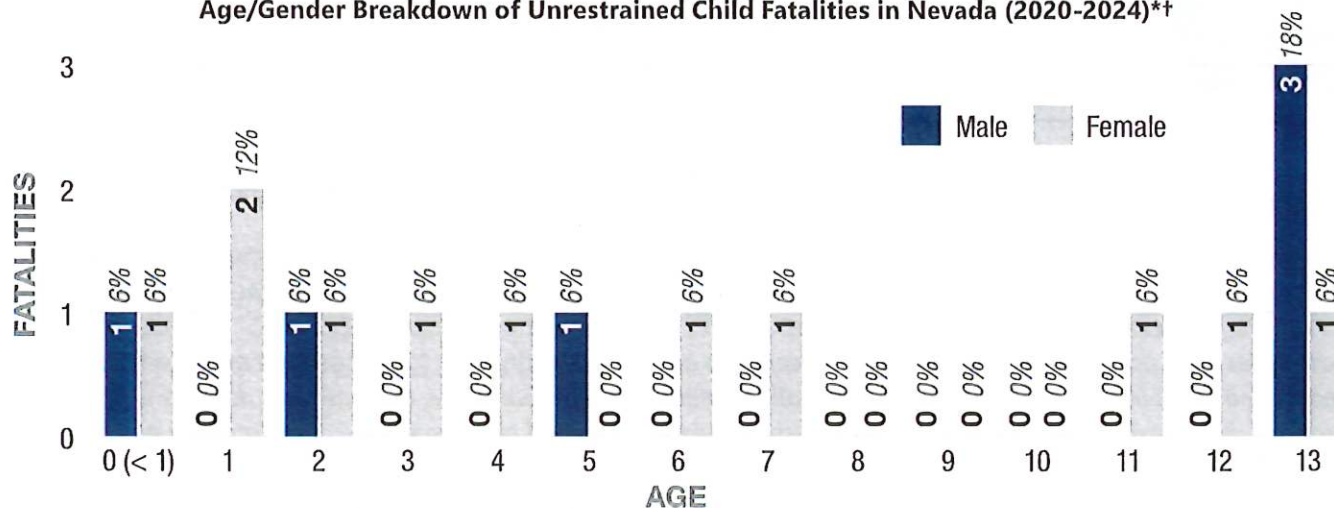
Nevada Traffic Safety Crash Facts



Who?

From 2020 to 2024, six male children and 11 female children accounted for the total 17 unrestrained child fatalities.

Age/Gender Breakdown of Unrestrained Child Fatalities in Nevada (2020-2024)*†



*Does not include values that are unknown or missing.

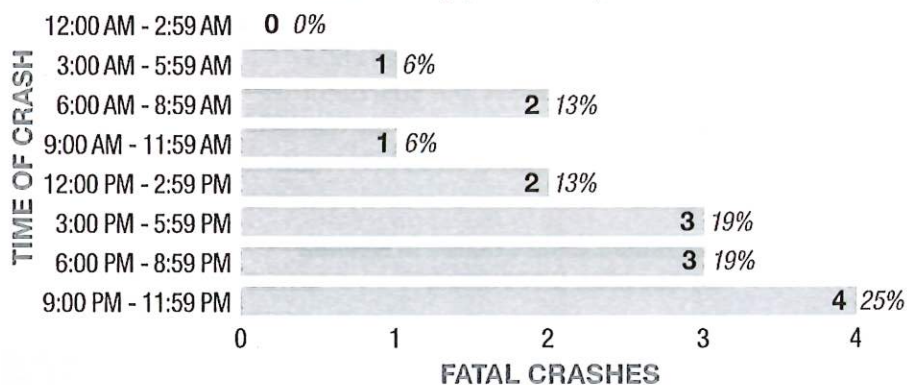
†Percentages represent the proportion of all bicyclist fatalities within each gender and age group.

When?

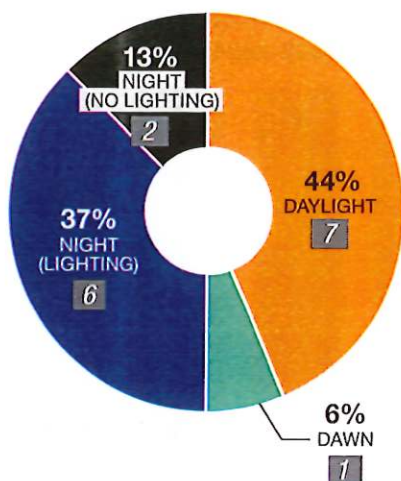
Between 2020 and 2024, 10 fatal unrestrained child crashes (63%) occurred between 3:00 PM and 11:59 PM. Fifty percent of all fatal unrestrained child crashes occurred during dark conditions at night.

August, November, and December had the highest number of fatal unrestrained child crashes. The greatest number of unrestrained child fatalities occurred on Sundays.

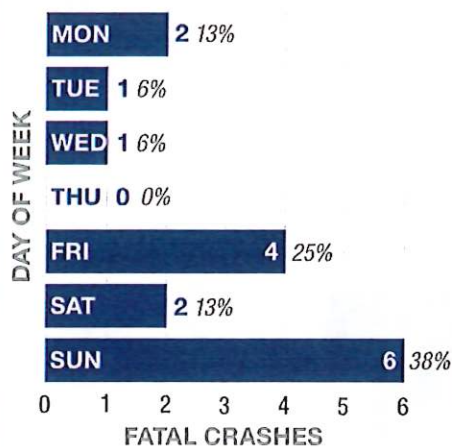
Fatal Unrestrained Child Crashes in Nevada by Time of Day (2020-2024)*



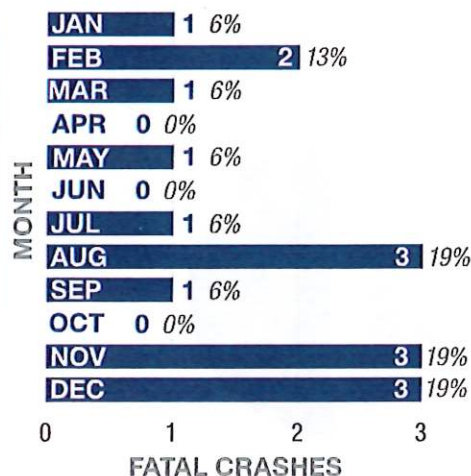
Lighting at Time of Fatal Unrestrained Child Crashes in Nevada (2020-2024)*



Fatal Unrestrained Child Crashes in Nevada by Day of Week (2020-2024)



Fatal Unrestrained Child Crashes in Nevada by Month of Year (2020-2024)

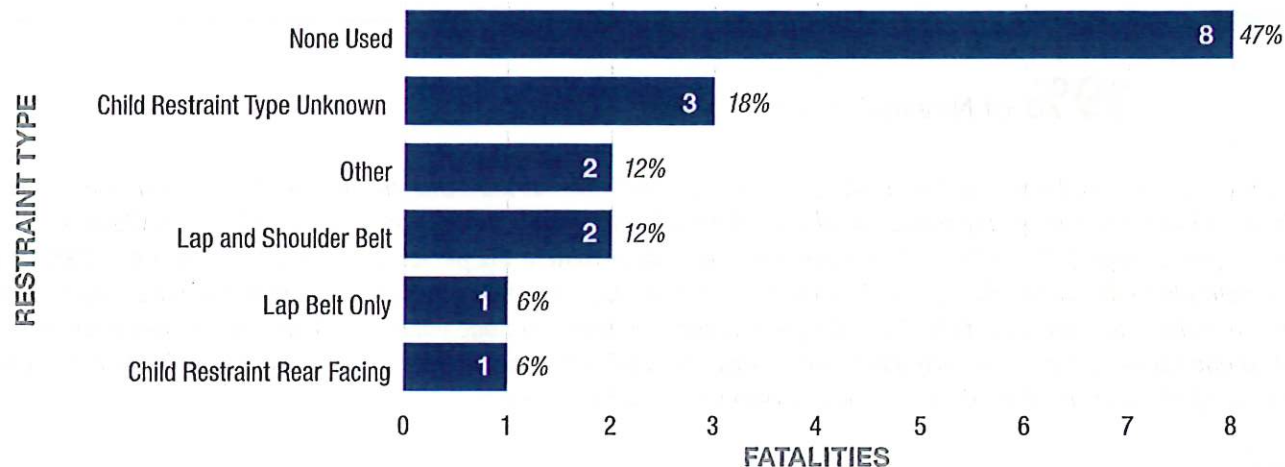




Why?

From 2020 to 2024, 47% of fatal crashes involved children without a restraint, and 18% involved children in unknown child restraint systems.

Fatal Child Passenger Crashes in Nevada by Restraint Type (2020-2024)



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



65+

Older Driver Crashes

19% of Nevada's total fatalities

An older driver-involved fatal crash is a motor vehicle crash in which at least one driver is age 65 or older and the crash results in at least one fatality, regardless of which individual in the crash died or who was at fault. The FARS data uses the attribute "person type (PER_TYP)" in the person data file to determine if the person was the driver and "age (AGE)" in the person data file to determine the age of the driver. For this analysis, the two attribute codes that were used were "driver of a motor vehicle in transport" to indicate the person was the driver and age values of 65 and over to designate the specified age range. If a crash reported both attributes, the crash was classified as an older driver-involved fatal crash, regardless of whether the older driver was the person who died in the crash.

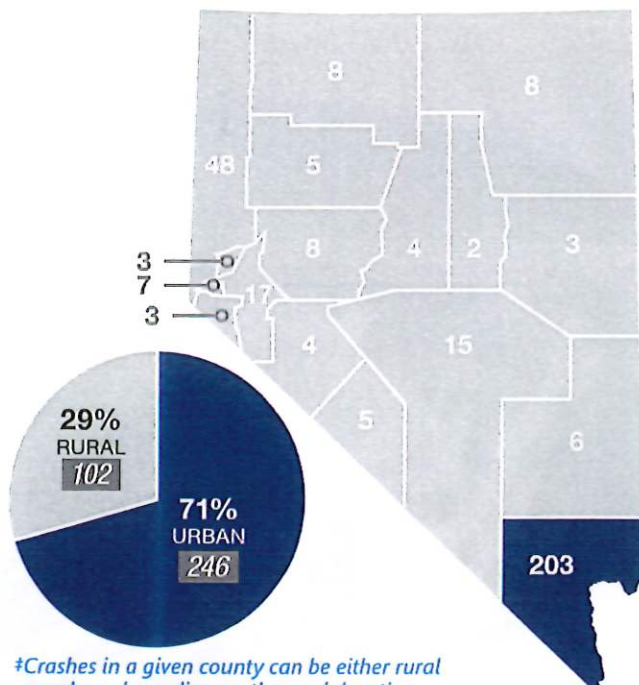
What?

From 2020 to 2024, the number of older driver-involved crashes generally increased. During this time frame, **375 older drivers were involved in 349 fatal crashes**, resulting in **378 fatalities**.

Where?

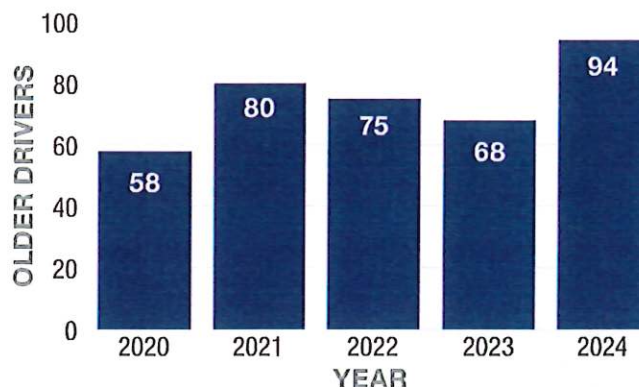
From 2020 to 2024, 71% of fatal older driver-involved crashes occurred on urban roadways. Clark County reported the highest number of fatal older driver-involved crashes during the same time frame.

Fatal Older Driver Crashes in Nevada by Location (2020-2024)**

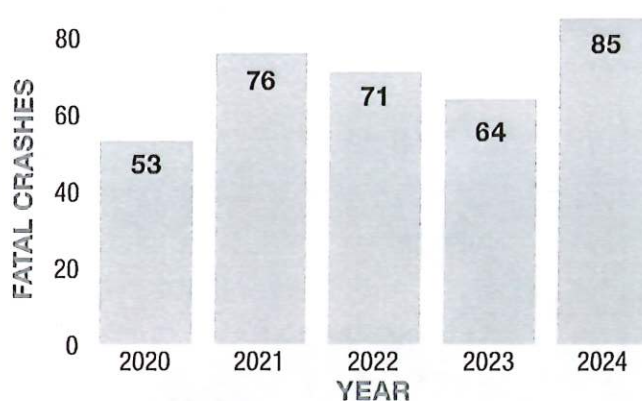


*Crashes in a given county can be either rural or urban, depending on the crash location.

Number of Older Drivers Involved in Fatal Crashes (2020-2024)



Fatal Older Driver-involved Crashes in Nevada (2020-2024)

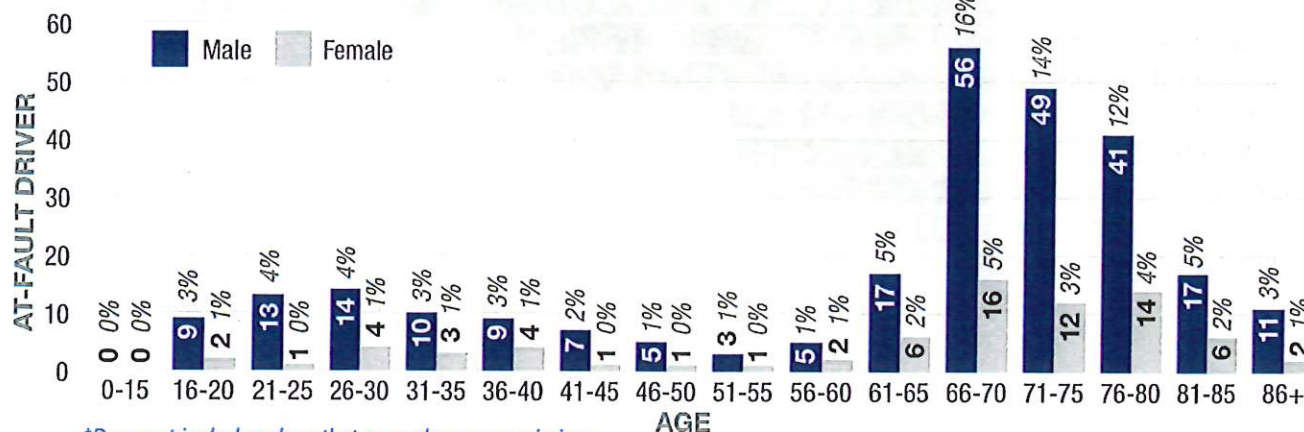


*Does not include values that are unknown or missing.

Who?

From 2020 to 2024, drivers ages 66 to 80 represented the highest number of at-fault drivers in fatal older driver-involved crashes; however, drivers age 65 and older are not necessarily the at-fault party in every older driver-involved crash.

Age/Gender Breakdown of At-Fault Drivers in Fatal Older Driver-involved Crashes in Nevada (2020-2024)*†



*Does not include values that are unknown or missing.

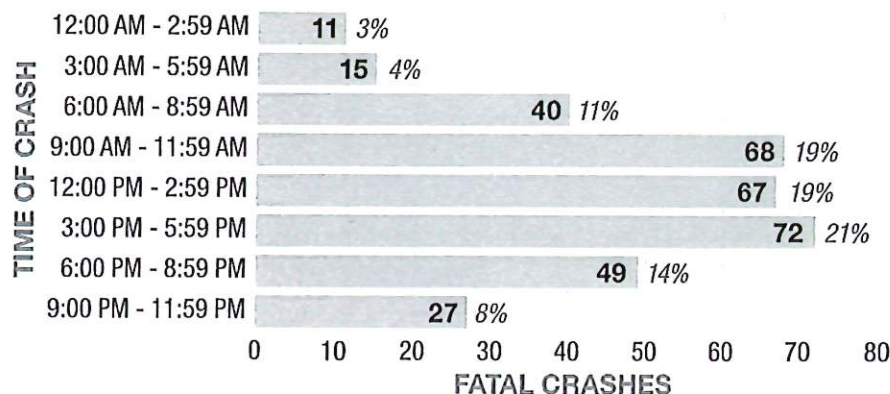
†Percentages represent the proportion of all bicyclist fatalities within each gender and age group.

When?

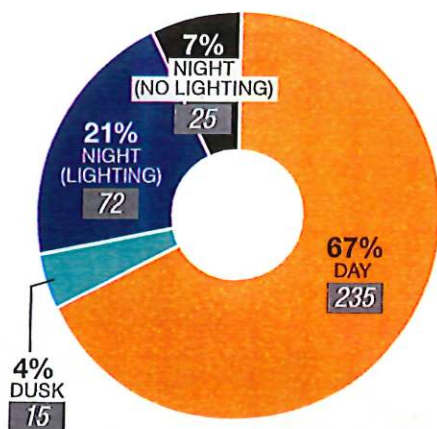
Between 2020 and 2024, the most reported time frame for fatal older driver crashes was 3:00 PM to 5:59 PM. Sixty-seven percent of fatal older driver-involved crashes took place during daylight.

Fatal older driver-involved crashes occurred most frequently on Saturday, followed by Wednesdays and Tuesdays. The most commonly reported months for fatal older driver crashes were April and June.

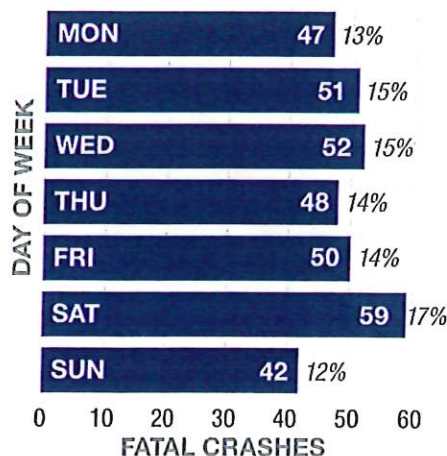
Fatal Older Driver-involved Crashes in Nevada by Time of Day (2020-2024)*



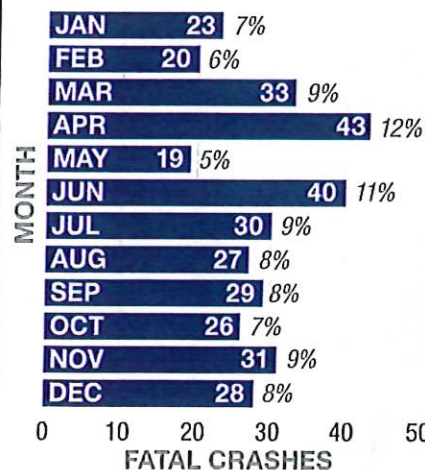
Lighting at Time of Fatal Older Driver-involved Crashes in Nevada (2020-2024)*



Fatal Older Driver-involved Crashes in Nevada by Day of Week (2020-2024)



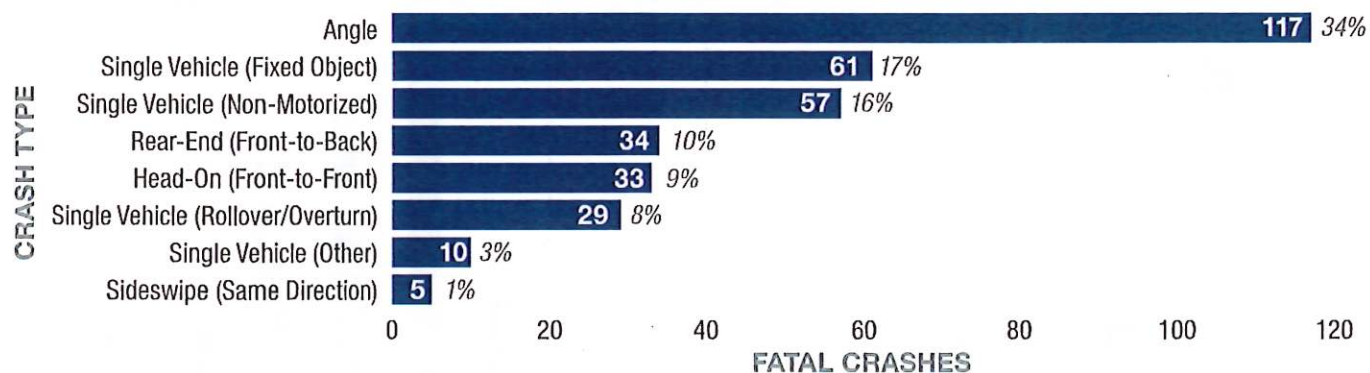
Fatal Older Driver-involved Crashes in Nevada by Month of Year (2020-2024)



Why?

From 2020 to 2024, 34% of fatal older driver-involved crashes were motor vehicle angle collisions.

Fatal Older Driver Crashes in Nevada by Crash Type (2020-2024)*



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





Young Driver Crashes

12% of Nevada's total fatalities

A young driver-involved fatal crash is a motor vehicle crash in which at least one driver is age 15 to 20 and the crash results in at least one fatality, regardless of which individual in the crash died or who was at fault. The FARS data uses the attribute "person type (PER_TYP)" in the person data file to determine if the person was the driver and "age (AGE)" in the person data file to determine the age of the driver. For this analysis, the two attribute codes 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 classified as an older driver-involved fatal crash, regardless of whether the young driver was the person who died in the crash.

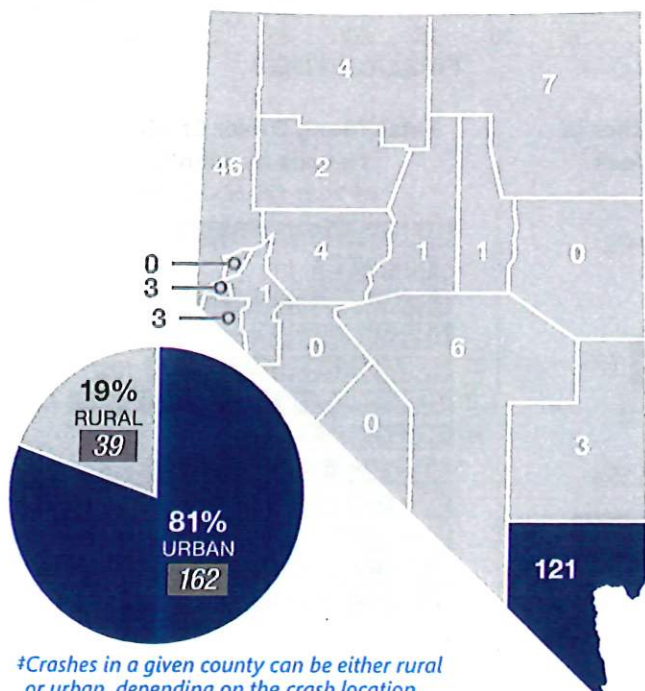
What?

From 2020 to 2024, the number of young driver-involved crashes generally increased. During this time frame, **212 young drivers were involved in 202 fatal crashes**, resulting in **229 fatalities**.

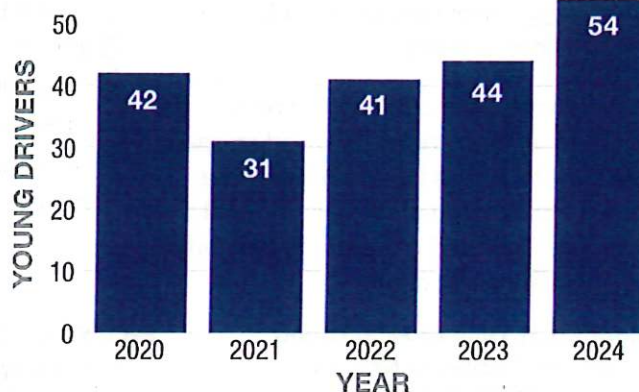
Where?

From 2020 to 2024, 81% of fatal young driver-involved crashes occurred on urban roadways. Clark County reported the highest number of fatal young driver-involved crashes during this time frame.

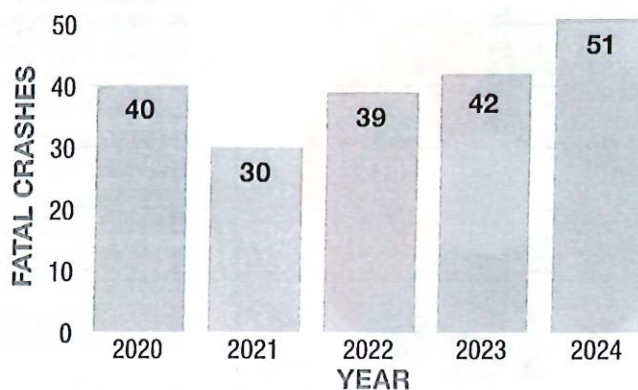
Fatal Young Driver Crashes in Nevada by Location (2020-2024)*†



Number of Young Drivers Involved in Fatal Crashes (2020-2024)



Fatal Young Driver Crashes in Nevada (2020-2024)



*Does not include values that are unknown or missing.

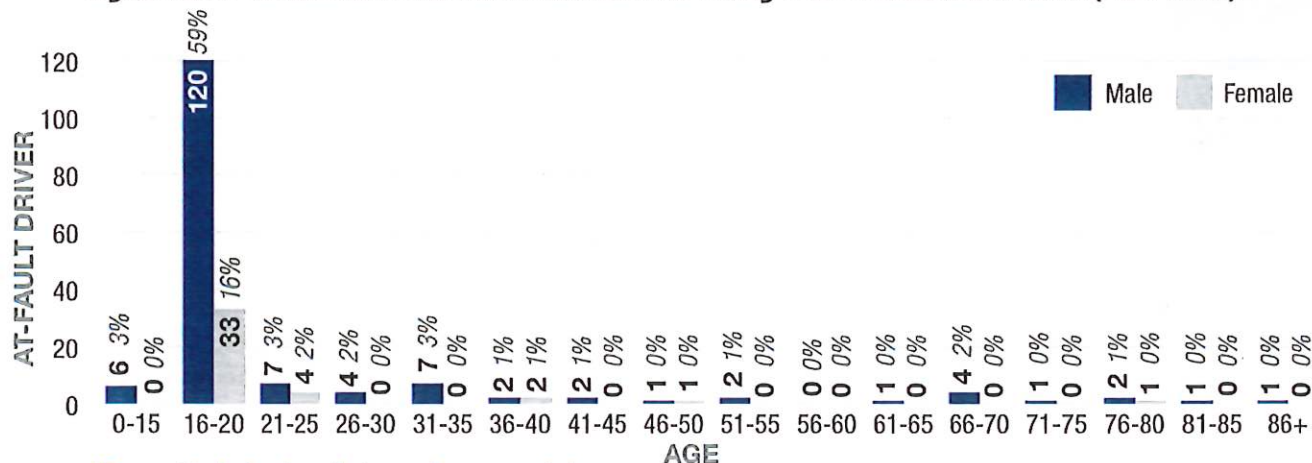
Nevada Traffic Safety Crash Facts



Who?

From 2020 to 2024, drivers ages 16 to 20 represented the highest number of at-fault drivers in fatal young driver-involved crashes; however, drivers ages 16 to 20 are not necessarily the at-fault party in every young driver-involved crash.

Age/Gender Breakdown of At-Fault Driver in Fatal Young Driver Crashes in Nevada (2020-2024)*†



*Does not include values that are unknown or missing.

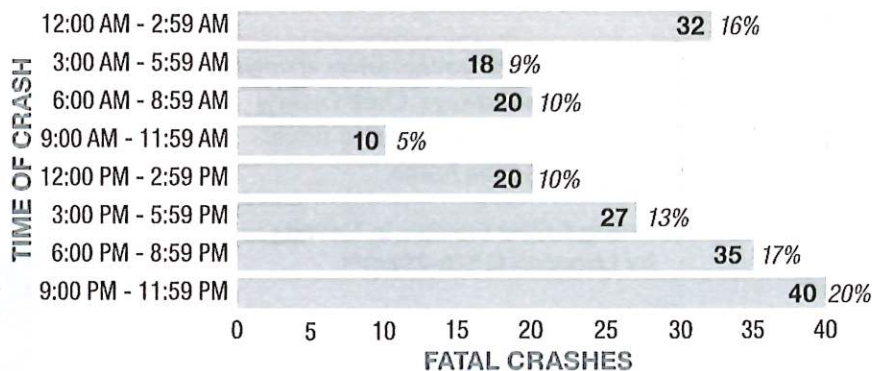
†Percentages represent the proportion of all bicyclist fatalities within each gender and age group.

When?

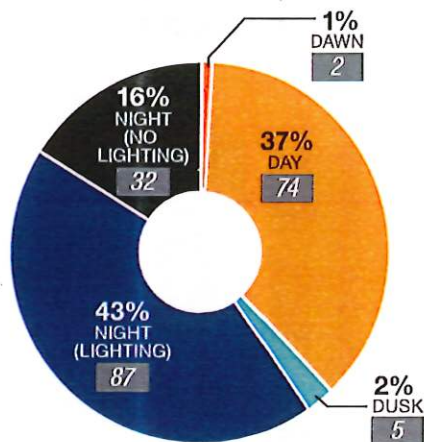
Between 2020 and 2024, the most reported time frame for young driver crashes was 6:00 PM to 11:59 PM, accounting for 37% of incidents from 2020 to 2024. More than half of fatal young driver crashes took place in dark conditions at night.

Saturdays were the most reported days of the week for fatal young driver-involved crashes, followed by Wednesdays and Fridays. The most reported month of the year for fatal young driver-involved crashes was June, with a total of 12% of fatal crashes.

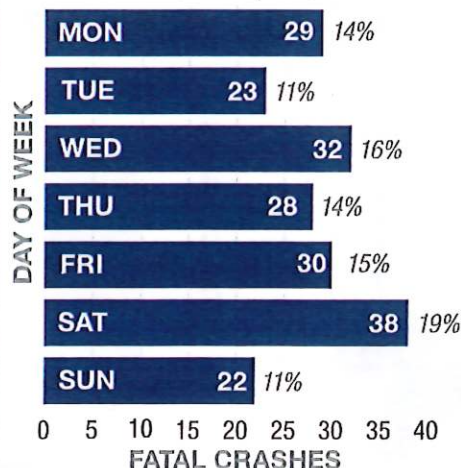
Fatal Young Driver Crashes in Nevada by Time of Day (2020-2024)*



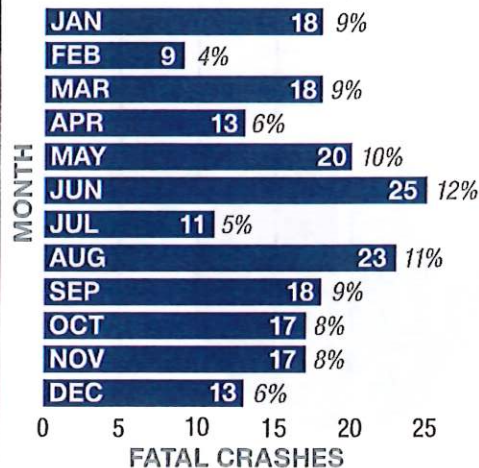
Lighting at Time of Fatal Young Driver Crashes in Nevada (2020-2024)*



Fatal Young Driver Crashes in Nevada by Day of Week (2020-2024)



Fatal Young Driver Crashes in Nevada by Month of Year (2020-2024)

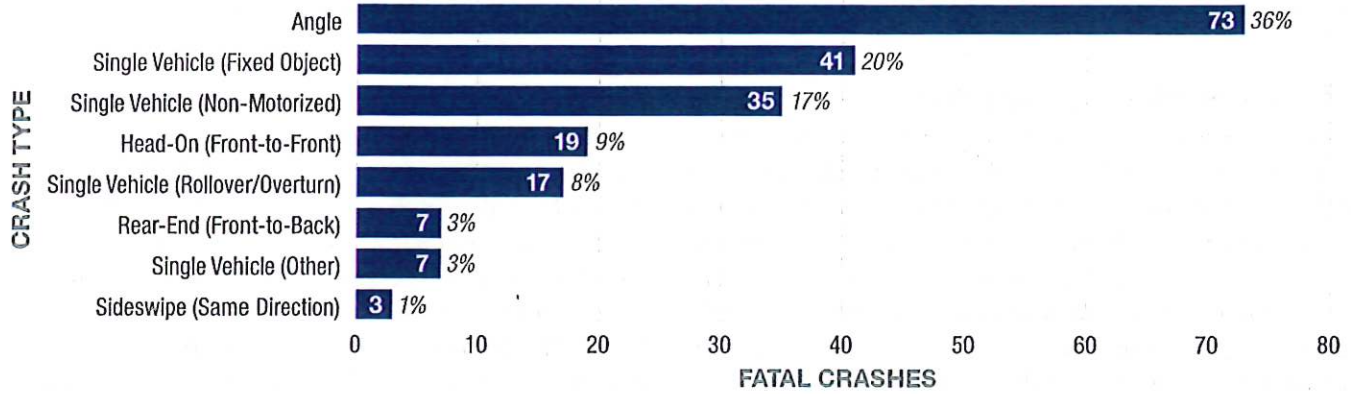




Why?

From 2020 to 2024, 36% of fatal young driver-involved crashes were motor vehicle angle collisions.

Fatal Young Driver Crashes in Nevada by Crash Type (2020-2024)*



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





Distracted Driving Crashes

2% 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 for 2010-2019) or (DRDISTRACT for 2020-2024)" 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 for a police officer to confirm a driver was distracted when they arrive at the crash scene.

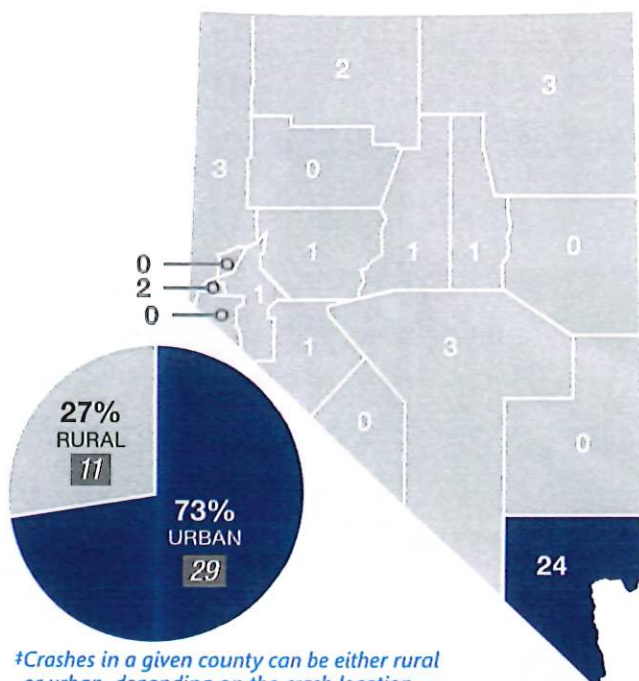
What?

From 2020 to 2024, the number of fatal distracted driving crashes and resulting fatalities remained relatively consistent year to year. There were **42 distracted driving fatalities** and **41 distracted driving fatal crashes** during that time frame.

Where?

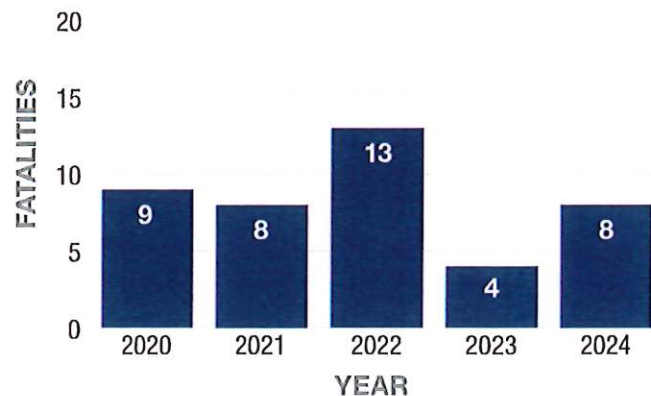
From 2020 to 2024, 73% of fatal distracted driving crashes occurred on urban roadways. Clark County reported the greatest number of fatal distracted driving crashes in Nevada during this time frame.

Fatal Distracted Driving Crashes in Nevada by Location (2020-2024)*‡

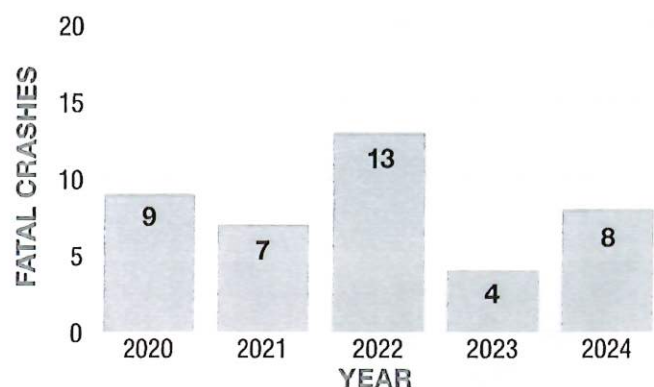


#Crashes in a given county can be either rural or urban, depending on the crash location.

Distracted Driving Fatalities in Nevada (2020-2024)



Fatal Distracted Driving Crashes in Nevada (2020-2024)



*Does not include values that are unknown or missing.

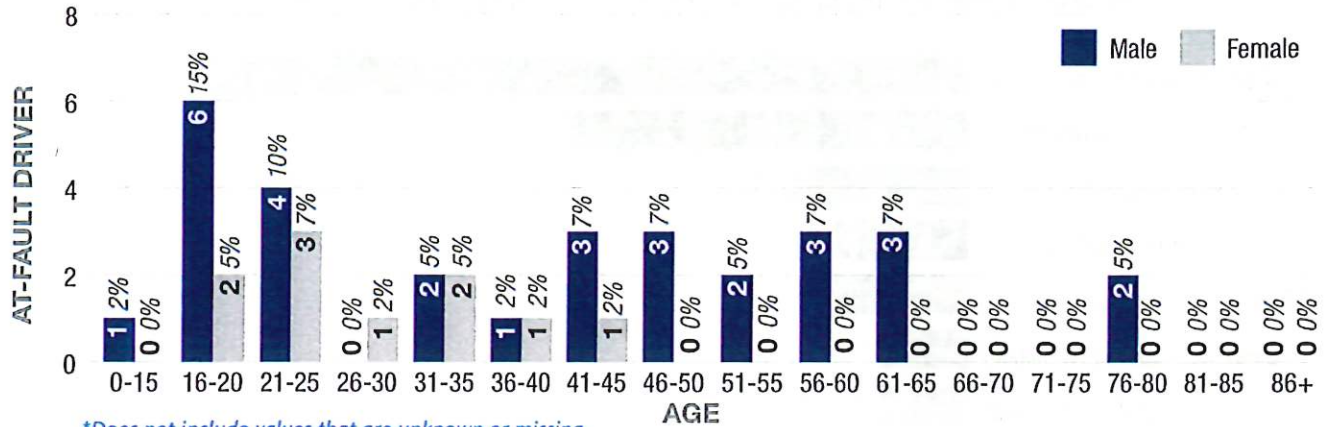
Nevada Traffic Safety Crash Facts



Who?

From 2020 to 2024, people ages 16 to 25 were the largest reported age groups of at-fault drivers in fatal distracted driving crashes in Nevada.

Age/Gender Breakdown of At-Fault Drivers in Fatal Distracted Driving Crashes in Nevada (2020-2024)**



*Does not include values that are unknown or missing.

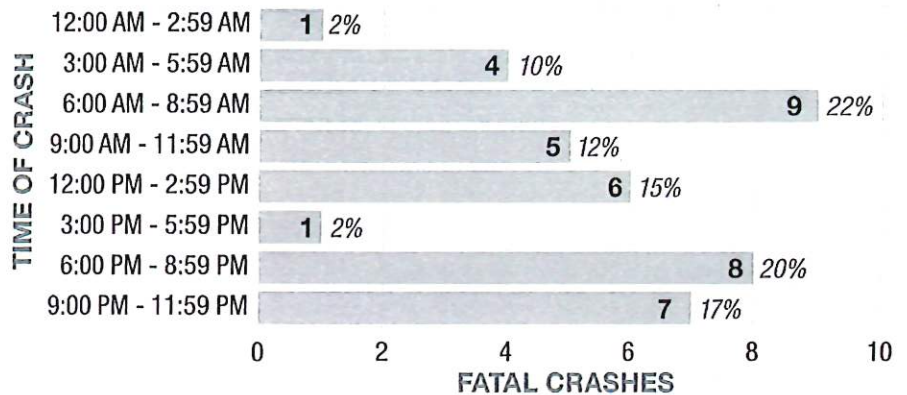
**Percentages represent the proportion of all bicyclist fatalities within each gender and age group.

When?

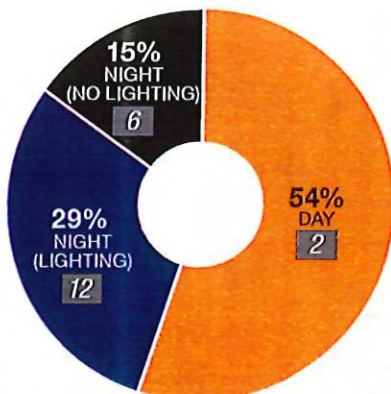
From 2020 to 2024, the most commonly reported time frame for fatal distracted driving crashes was 6:00 AM to 8:59 AM and 6:00 PM to 8:59 PM. A total of 54% of fatal distracted driving crashes occurred during the daytime.

The most reported days of the week for fatal distracted driving crashes were Thursday and Sunday. May and October were the most reported months of the year for fatal distracted driving crashes.

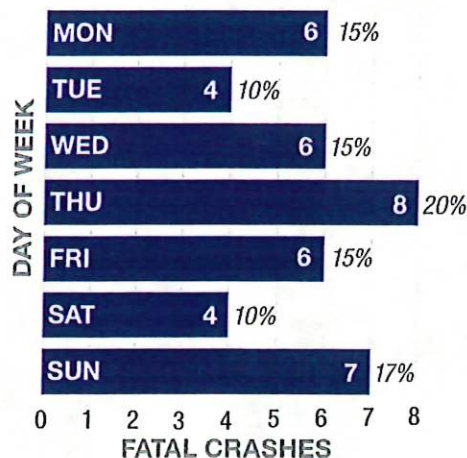
Fatal Distracted Driving Crashes in Nevada by Time of Day (2020-2024)*



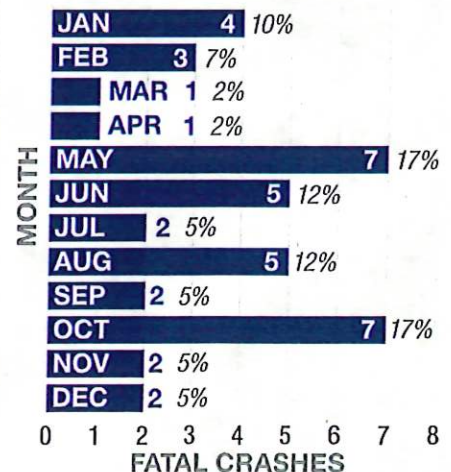
Lighting at Time of Fatal Distracted Driving Crashes in Nevada (2020-2024)



Fatal Distracted Driving Crashes in Nevada by Day of Week (2020-2024)



Fatal Distracted Driving Crashes in Nevada by Month of Year (2020-2024)

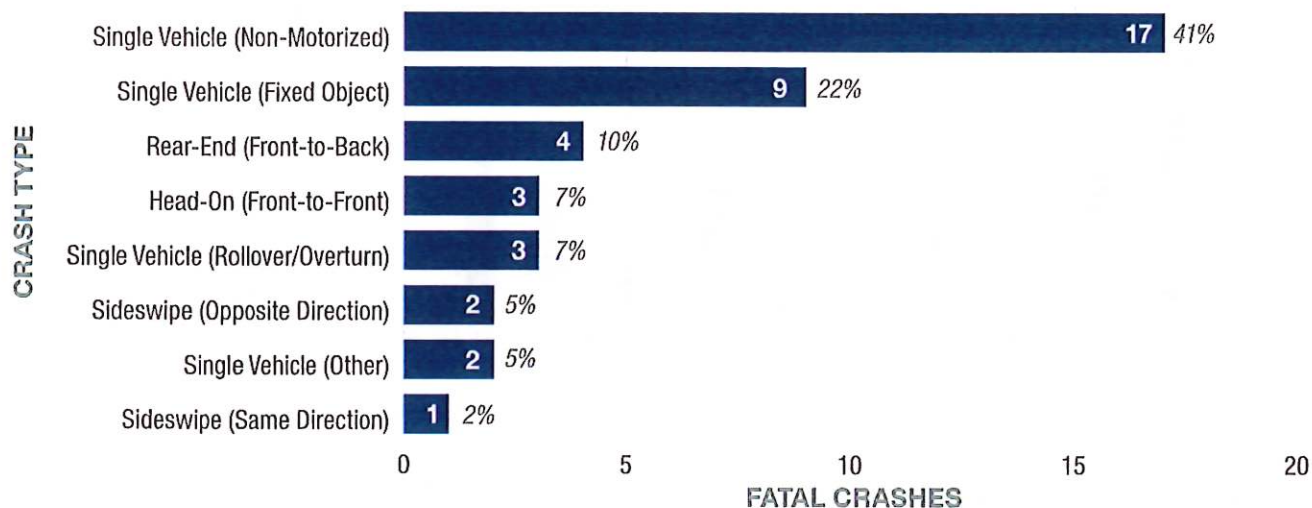




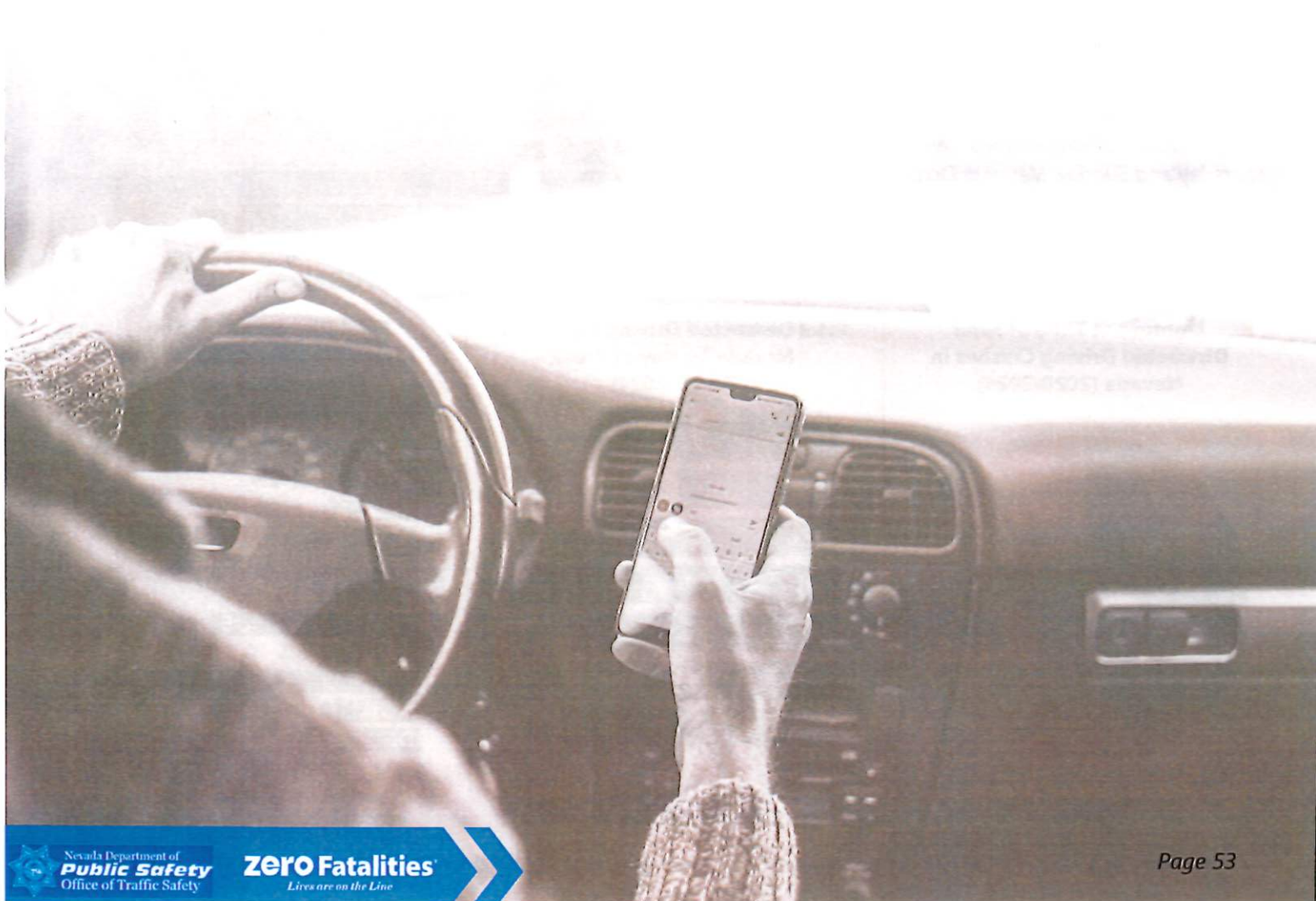
Why?

From 2020 to 2024, single-vehicle crashes involving non-motorized road users, such as a cyclist or pedestrian, were the highest reported crash type in fatal distracted driving crashes.

Fatal Distracted Driving Crashes in Nevada by Crash Type (2020-2024)*



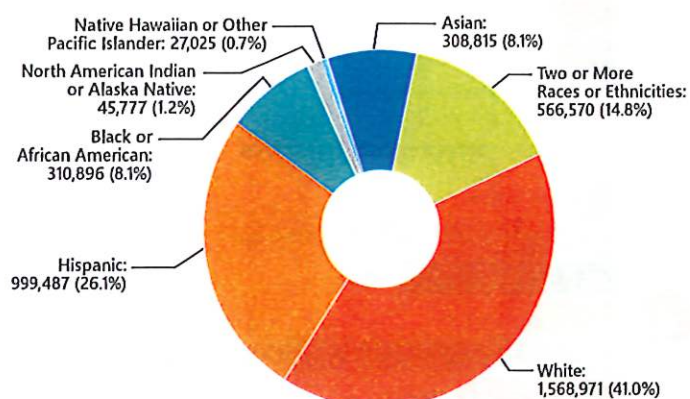
*The values in the chart differ from the total due to eliminating data categories with low representation.



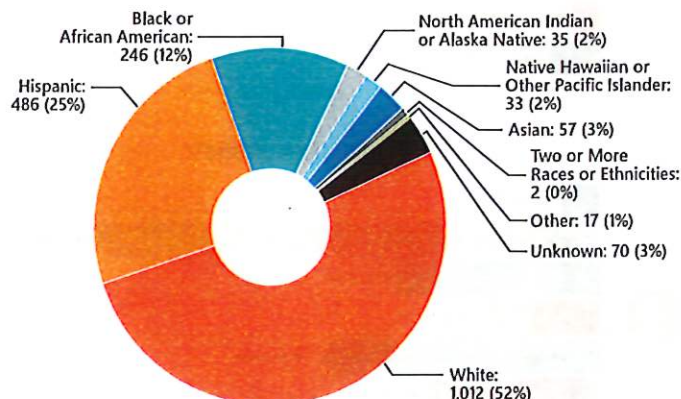
Demographics in Traffic Fatalities in Nevada

From 2020 to 2024, there were 1,958 traffic fatalities in Nevada. This summary focuses on racial and ethnic disparities of those fatalities to identify focal points for strategic intervention. The data used stems from the US Census Bureau American Community Survey (ACS) and Fatality Analysis Reporting System (FARS) data. The figures below show racial and ethnic population distributions in Nevada, with a breakdown of traffic fatalities experienced by members of each race or ethnicity over the five-year period.

Distribution of Nevada Population and Traffic Fatalities by Race/Ethnicity (2020-2024)



Number and Percent of State Population



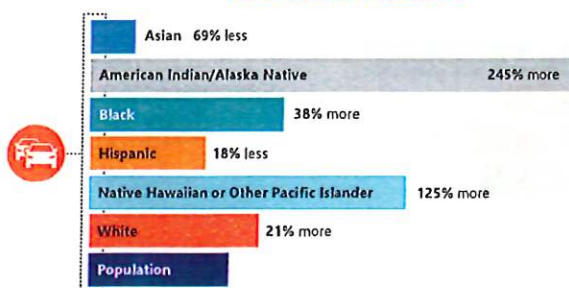
Number and Percent of Fatalities By Race

Asian	North American Indian/Alaska Native	Black	Hispanic
White	Native Hawaiian or Other Pacific Islander	Two or More Races or Ethnicities	Other
			Unknown

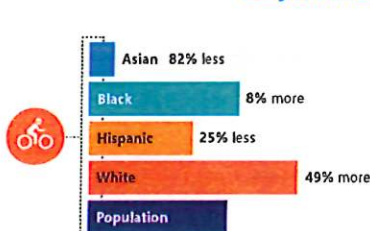
The following figures present a comparison of traffic fatality rates across various racial or ethnic groups relative to Nevada's total population.

**Fatality Rate by Race/Ethnicity Compared to Fatality Rate of Total Population
(Comparison of Fatality Rate by Population (Overall, Nevada's Safety Emphasis Areas))**

Total Traffic Fatalities



Bicyclist Fatalities



¹Unrestrained Children:
Unrestrained or improperly restrained child age 13 or younger died in the crash

²Impaired Driving:
Driver either intoxicated by alcohol (BAC=0.08 or greater) or tested positive for one or more drugs

³Older Driver:
One or more of the motor vehicles involved in the crash had a driver age 65 or older

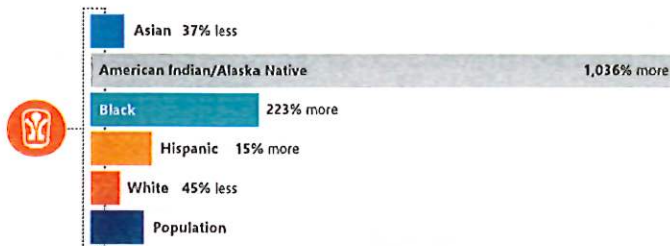
⁴Young Driver:
One or more of the motor vehicles in the crash had a driver age 15 to 20

*Two or more, *Other, or *Unknown* not included • Data Source: US Census Bureau American Community Survey (ACS) and FARS (2020-2024) • The race/ethnic groups presented above summarize groups that could be consistently compared across the different data sets.

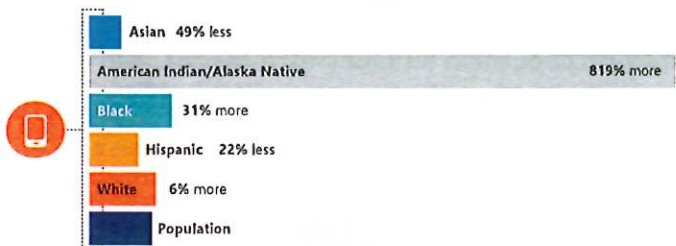
Nevada Traffic Safety Crash Facts

Fatality Rate by Race/Ethnicity Compared to Fatality Rate of Total Population
(Comparison of Fatality Rate by Population (Overall, Nevada's Critical Emphasis Areas)) (cont.)

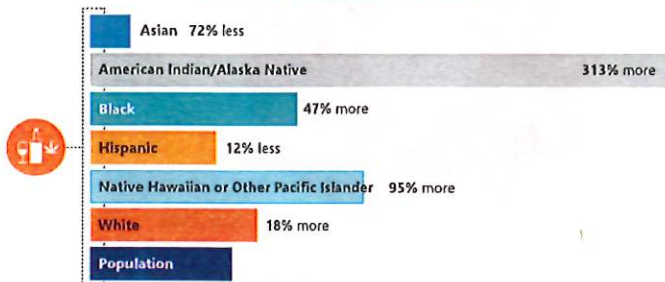
Unrestrained Child Fatalities¹



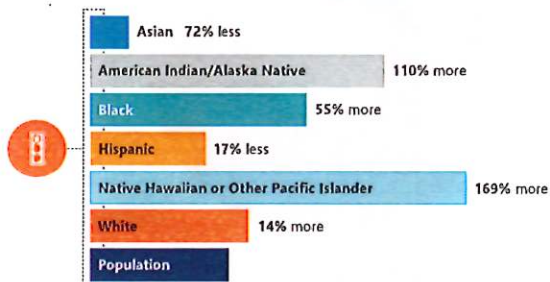
Distracted Driving Fatalities



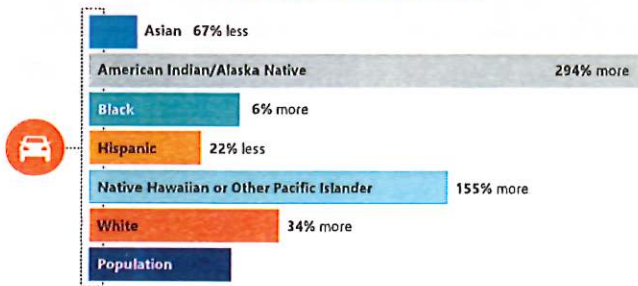
Impaired Driving Fatalities²



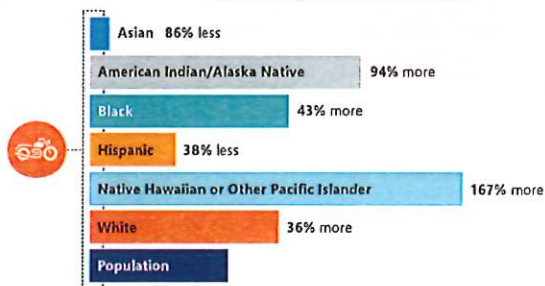
Intersection Fatalities



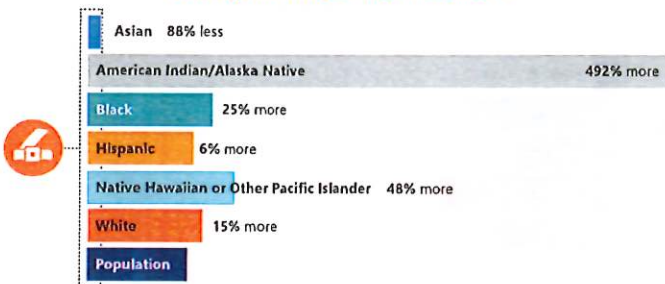
Lane Departure Fatalities



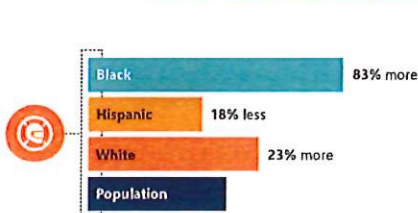
Motorcyclist Fatalities



Occupant Protection Fatalities



Unhelmeted Motorcyclist Fatalities



¹Unrestrained Children:
Unrestrained or improperly
restrained child age 13 or
younger died in the crash

²Impaired Driving:
Driver either intoxicated by alcohol
(BAC=0.08 or greater) or tested
positive for one or more drugs

³Older Driver:
One or more of the motor vehicles
involved in the crash had a driver
age 65 or older

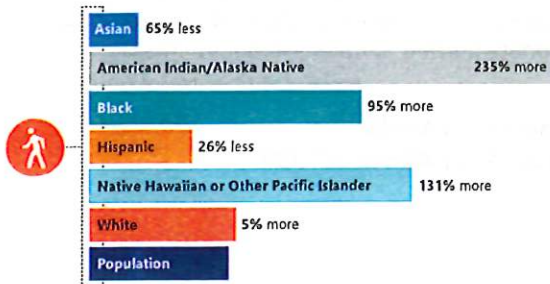
⁴Young Driver:
One or more of the motor vehicles in
the crash had a driver age 15 to 20

*Two or more, "Other," or "Unknown" not included • Data Source: US Census Bureau American Community Survey (ACS) and FARS (2020-2024) • The race/ethnic groups presented above summarize groups that could be consistently compared across the different data sets.

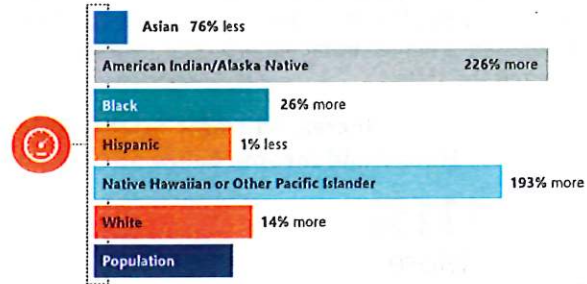
Nevada Traffic Safety Crash Facts

Fatality Rate by Race/Ethnicity Compared to Fatality Rate of Total Population (Comparison of Fatality Rate by Population (Overall, Nevada's Critical Emphasis Areas)) (cont.)

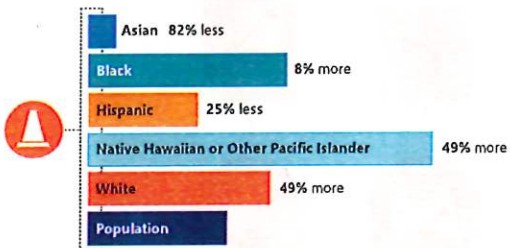
Pedestrian Fatalities



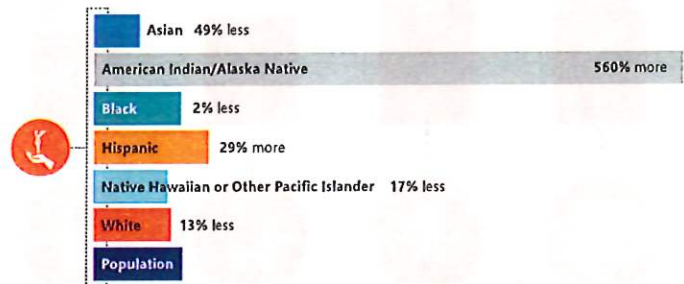
Speed-Related Fatalities



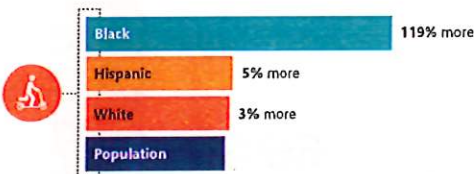
Work Zone Fatalities



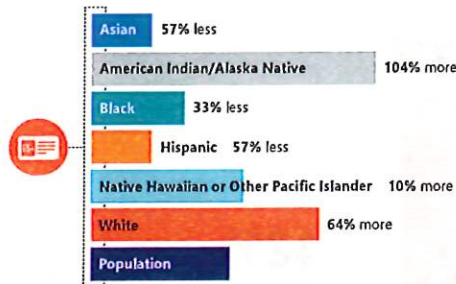
Young Driver Fatalities⁴



Other VRU



Older Driver Fatalities³



¹Unrestrained Children:
Unrestrained or improperly
restrained child age 13 or
younger died in the crash

²Impaired Driving:
Driver either intoxicated by alcohol
(BAC=0.08 or greater) or tested
positive for one or more drugs

³Older Driver:
One or more of the motor vehicles
involved in the crash had a driver
age 65 or older

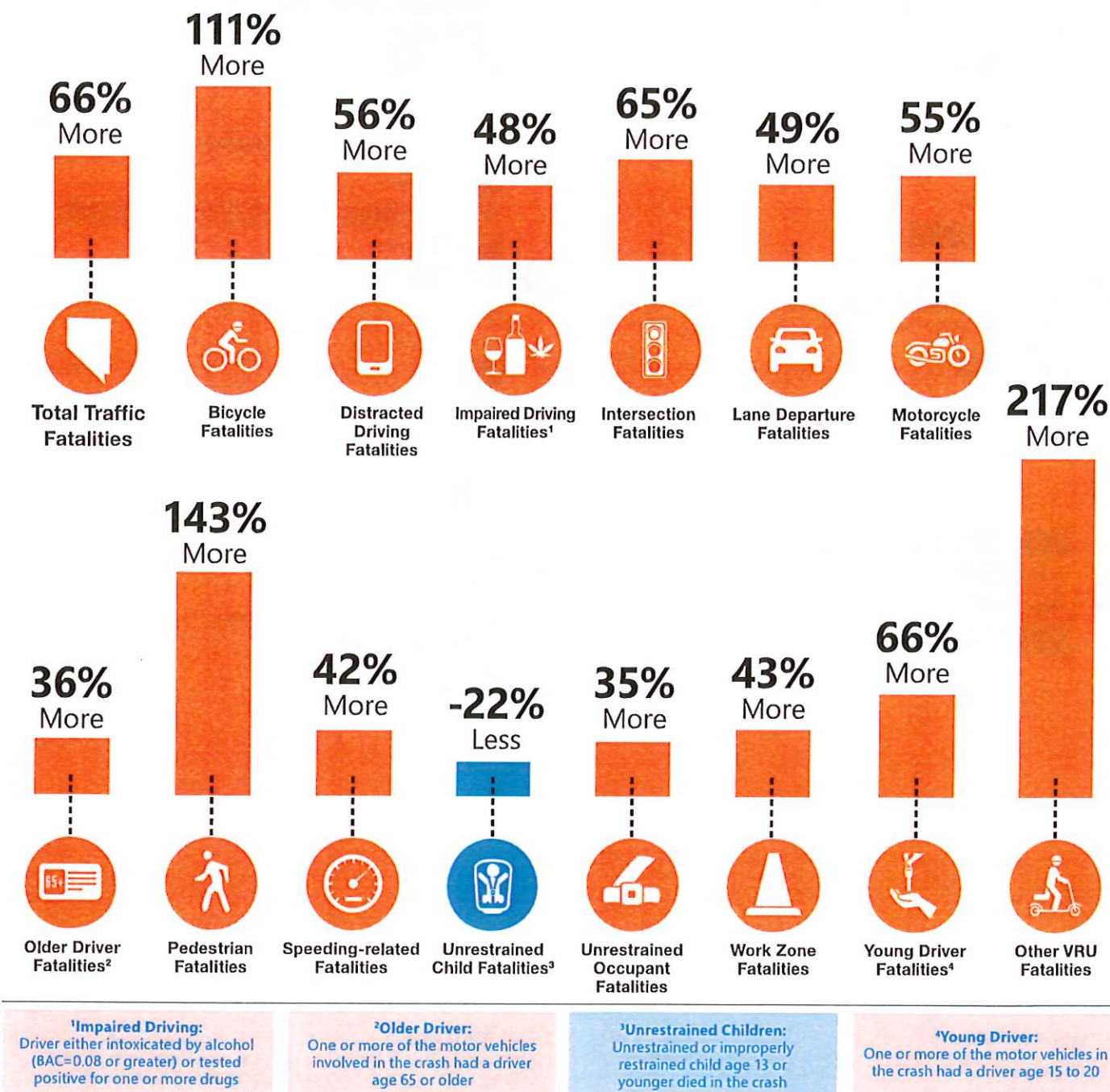
⁴Young Driver:
One or more of the motor vehicles in
the crash had a driver age 15 to 20

*Two or more, "Other," or "Unknown" not included • Data Source: US Census Bureau American Community Survey (ACS) and FARS (2020-2024) • The race/ethnic groups presented above summarize groups that could be consistently compared across the different data sets.

Traffic Fatalities in Nevada

This section compares traffic fatality rates in lower- and higher-income communities using data from the U.S. Census Bureau's American Community Survey (ACS) and FARS. Census tracts are categorized based on whether their median household income falls below or at/above \$81,134, the statewide median household income in Nevada in 2024. The figure shows that lower-income census tracts experience higher traffic fatality rates, highlighting the disproportionate burden of traffic fatalities in these communities across the state.

Increased Traffic Fatality Rates in Census Tracts with Median Household Income Below \$81,134 Compared to Those At or Above \$81,134



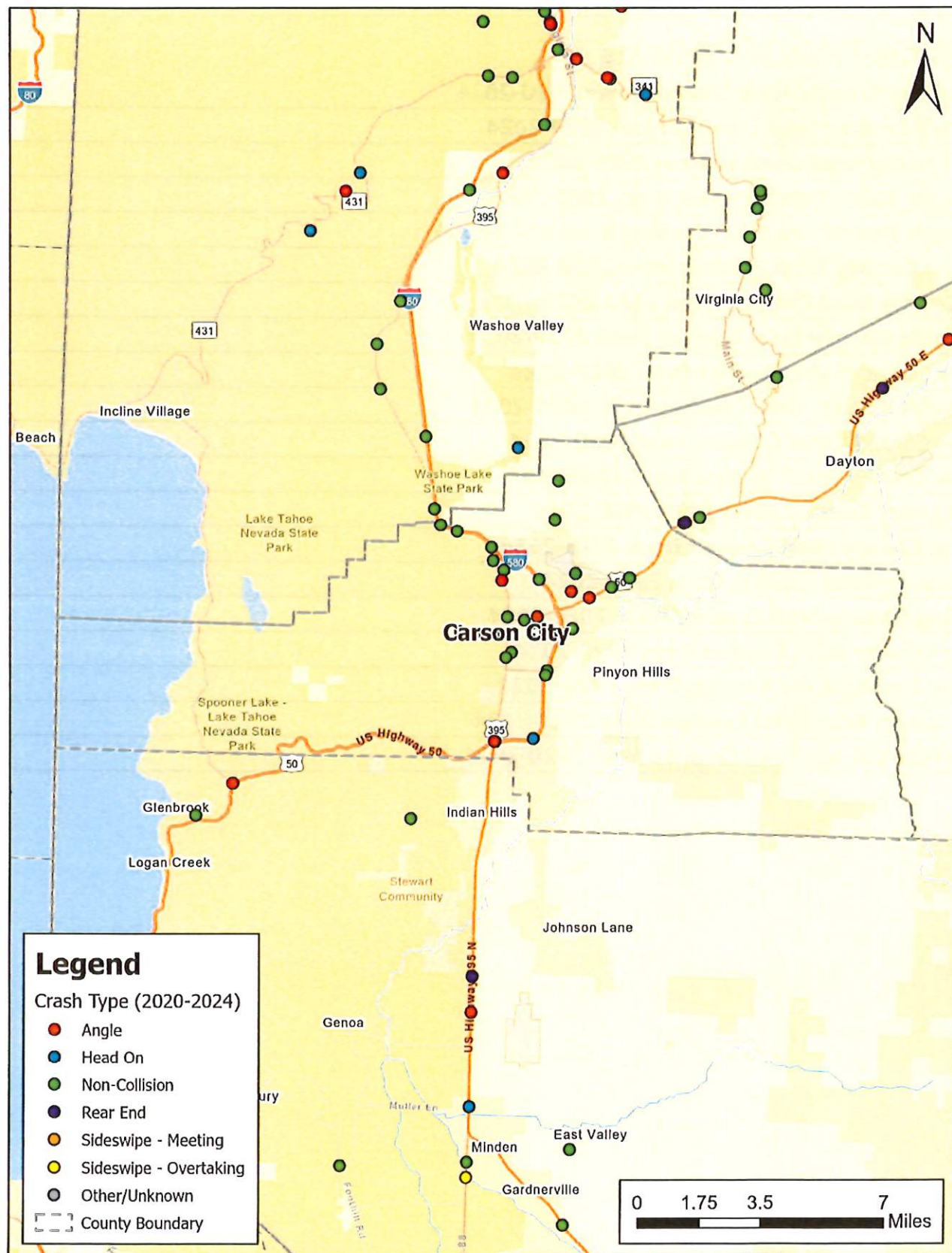
Data Source: ACS collected by U.S. Census Bureau, FARS • Income data is available for the Census Block Groups where a traffic fatality occurred and not the individual (i.e., this data represents the income information of the Census Block Groups where crashes occurred and not the income of the crash victim.) • The ACS Five-Year Estimates for 2020 were used to determine per-capita fatality rates.

Appendix A – Crash Maps

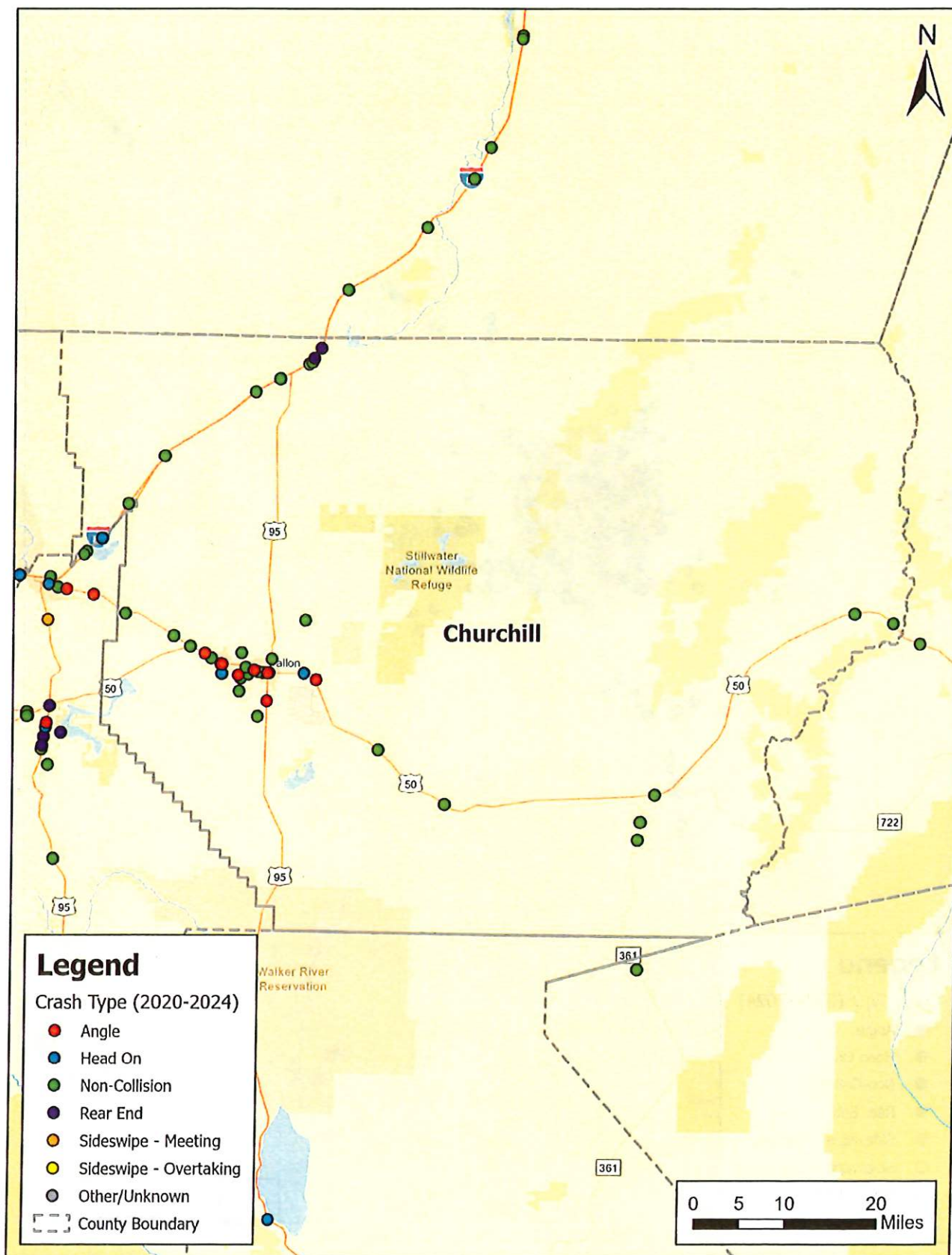
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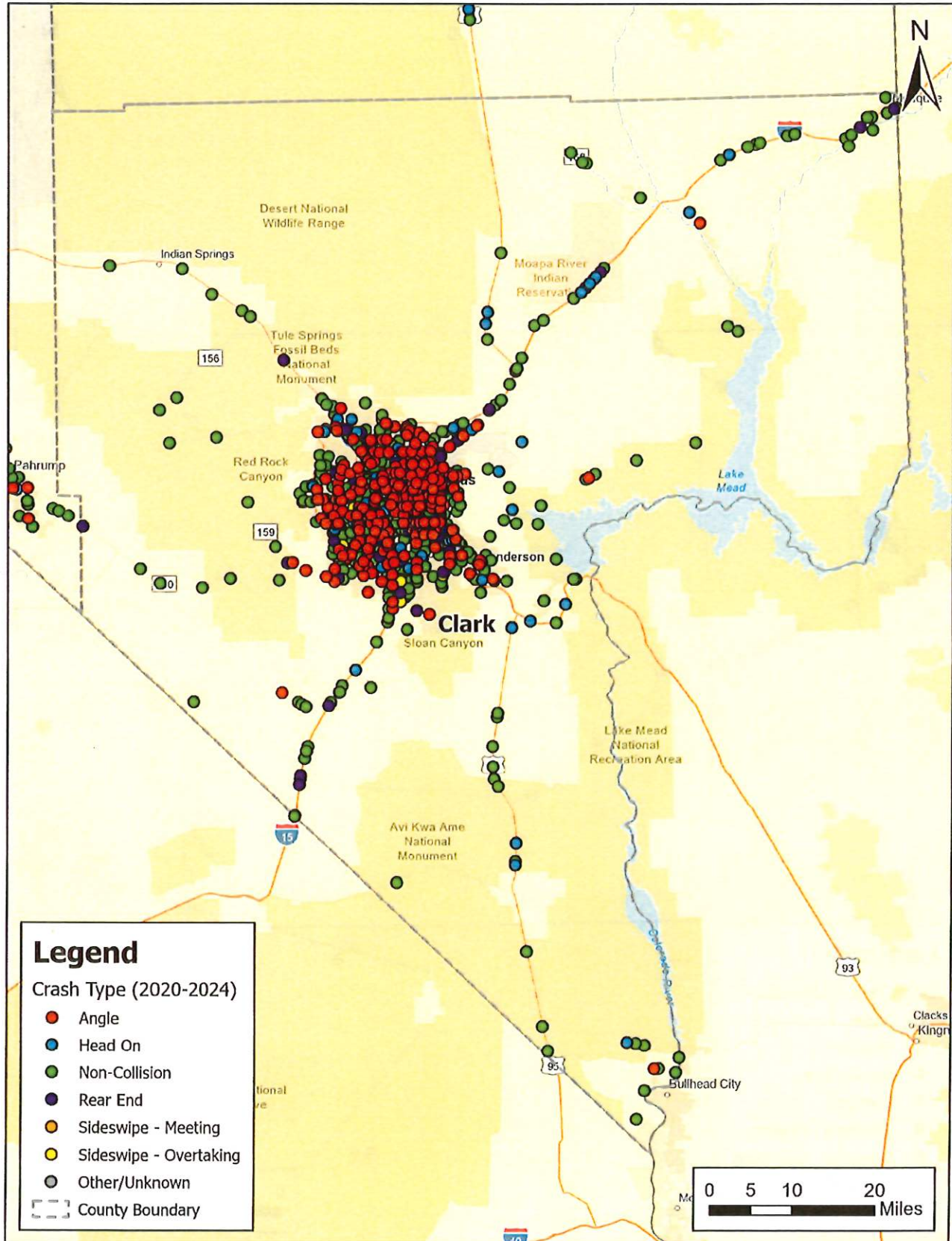
Carson City County Fatal Crashes from 2020-2024



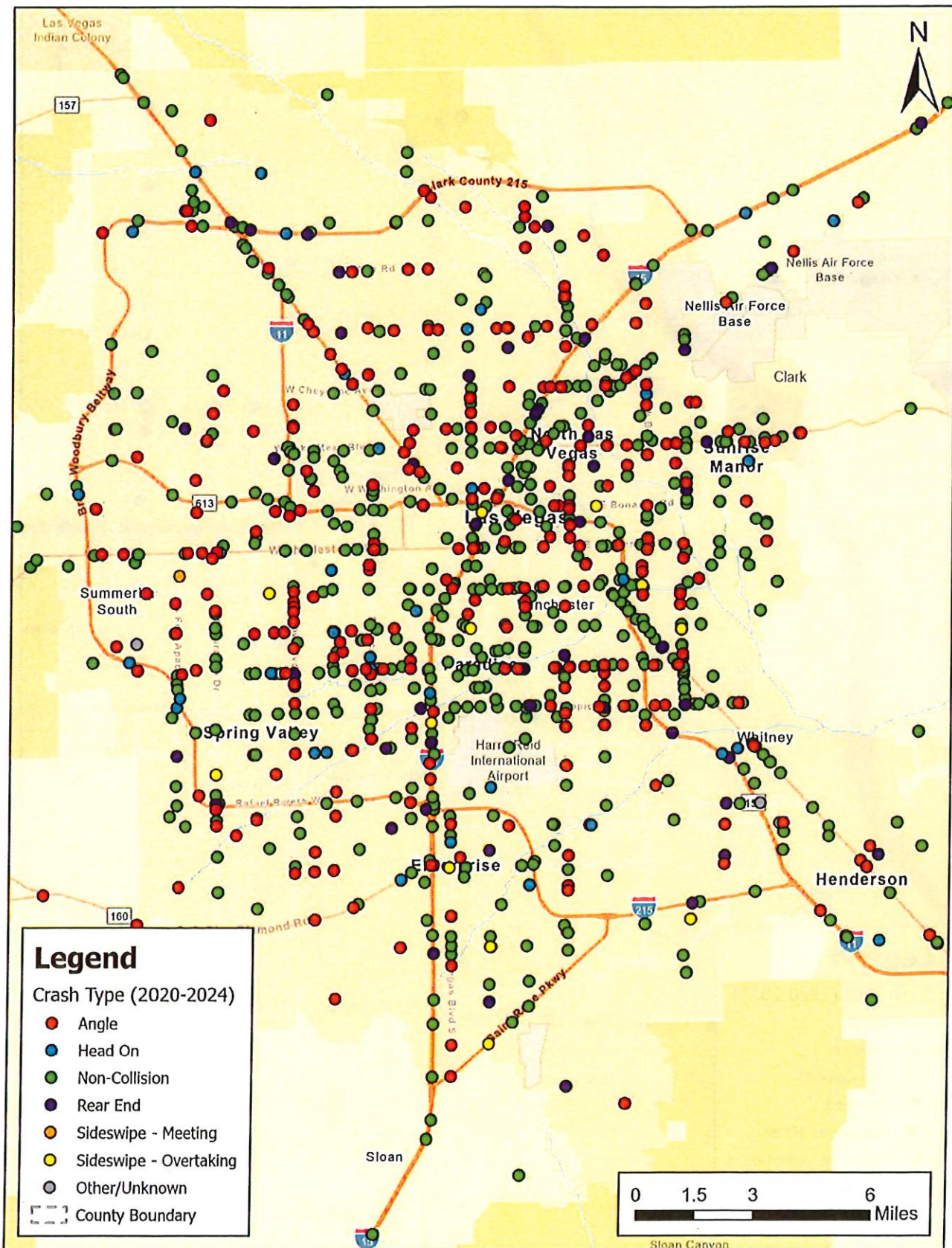
Churchill County Fatal Crashes from 2020-2024



Clark County Fatal Crashes from 2020-2024

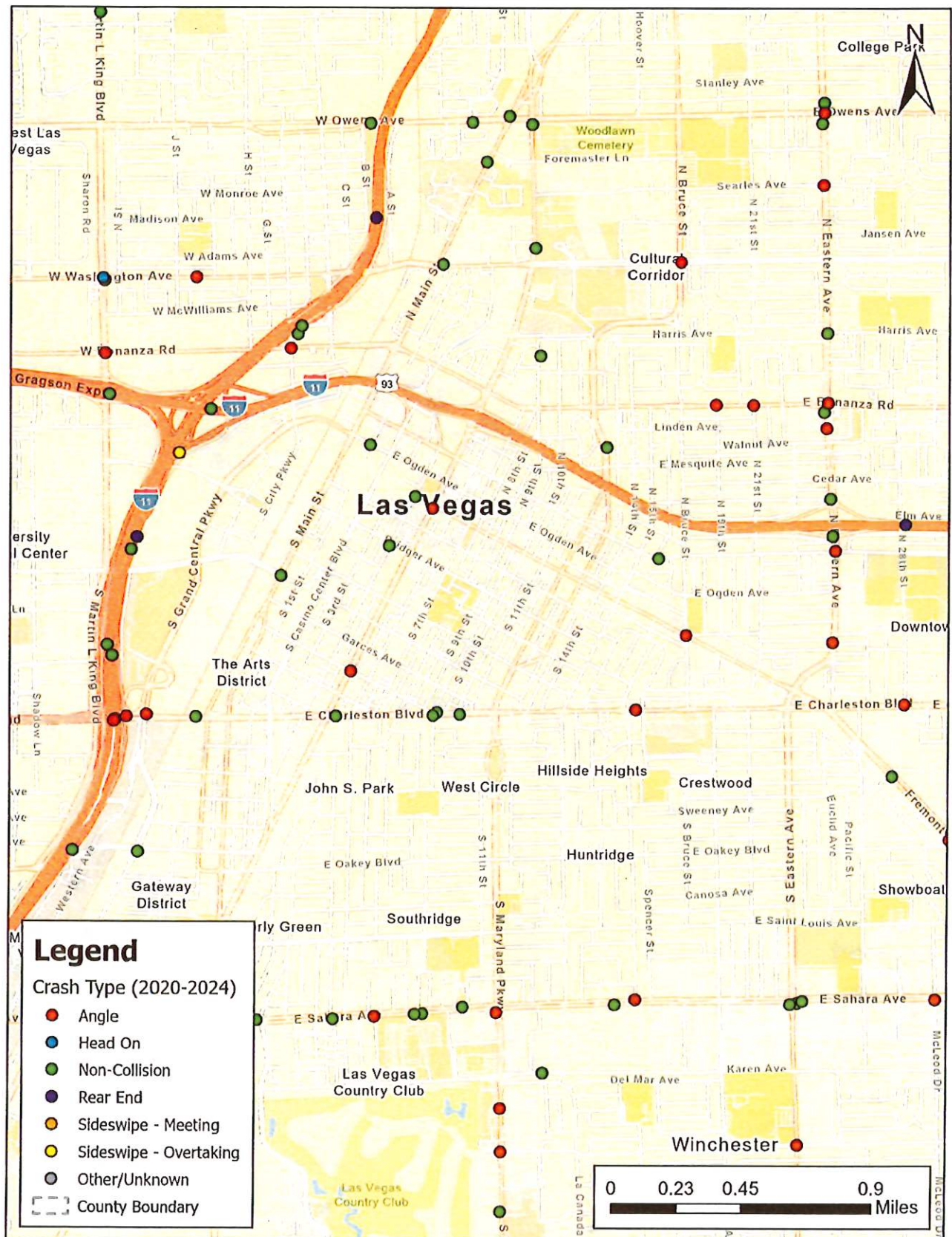


Las Vegas Valley Fatal Crashes from 2020-2024

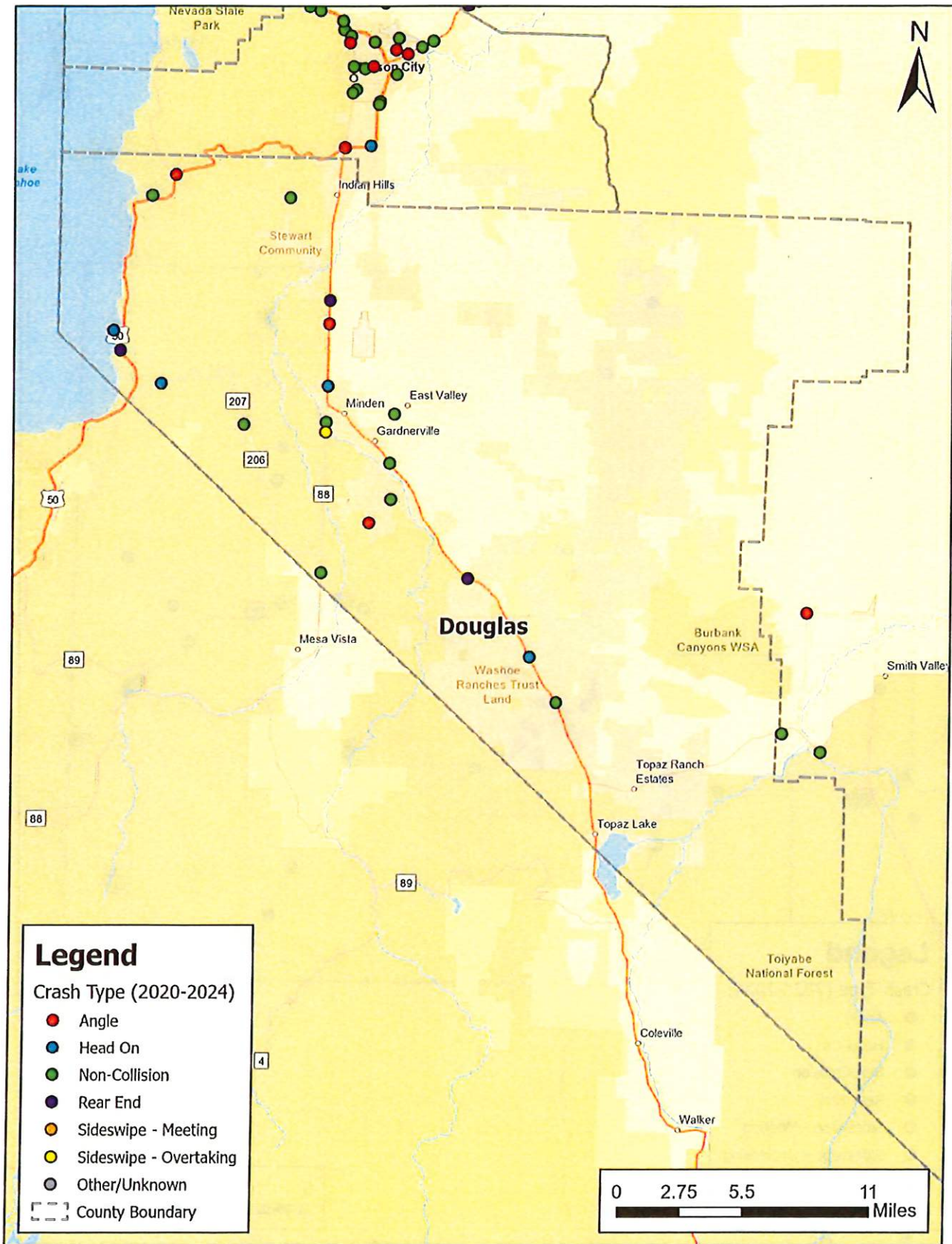


Nevada Traffic Safety Crash Facts

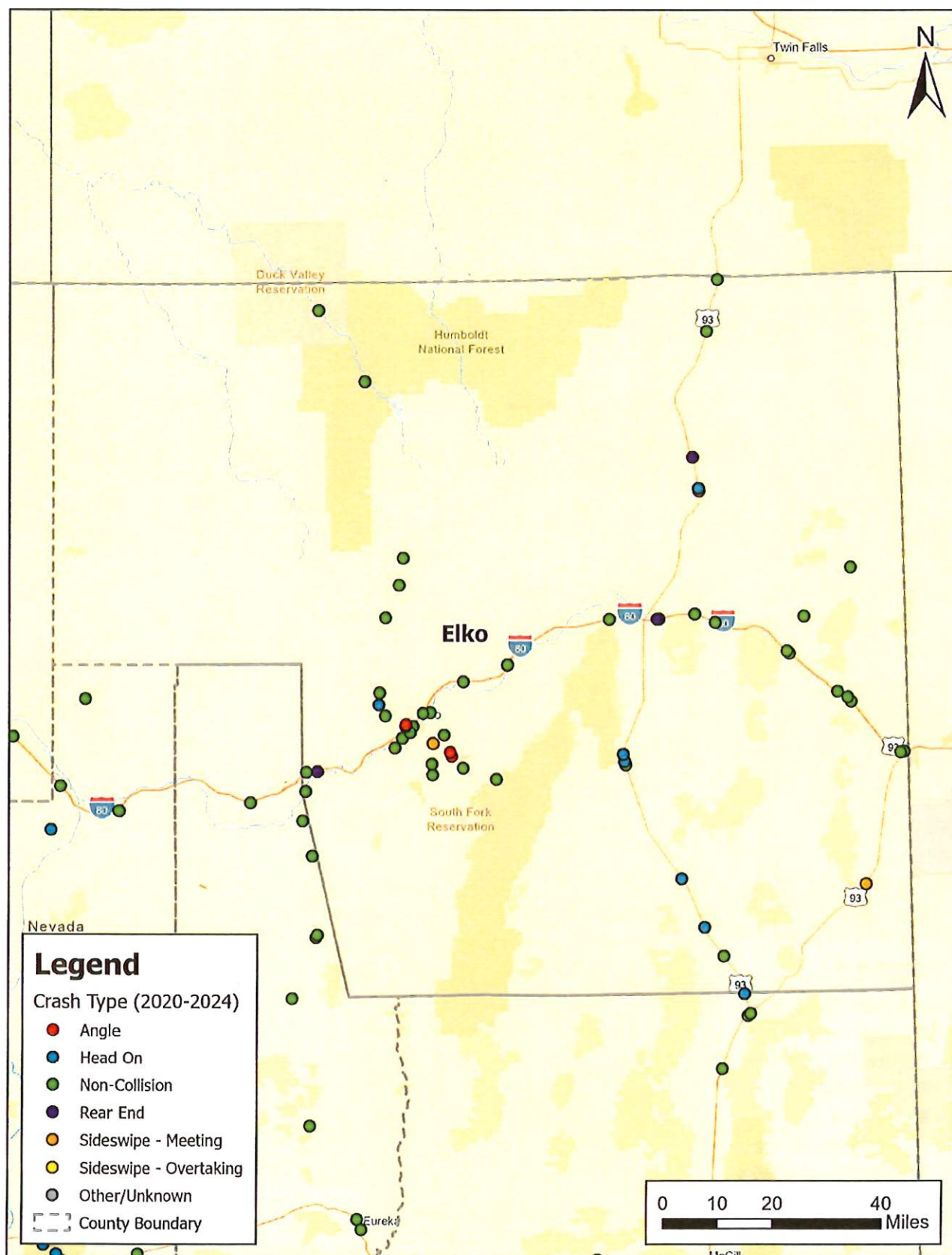
Las Vegas Downtown Fatal Crashes from 2020-2024



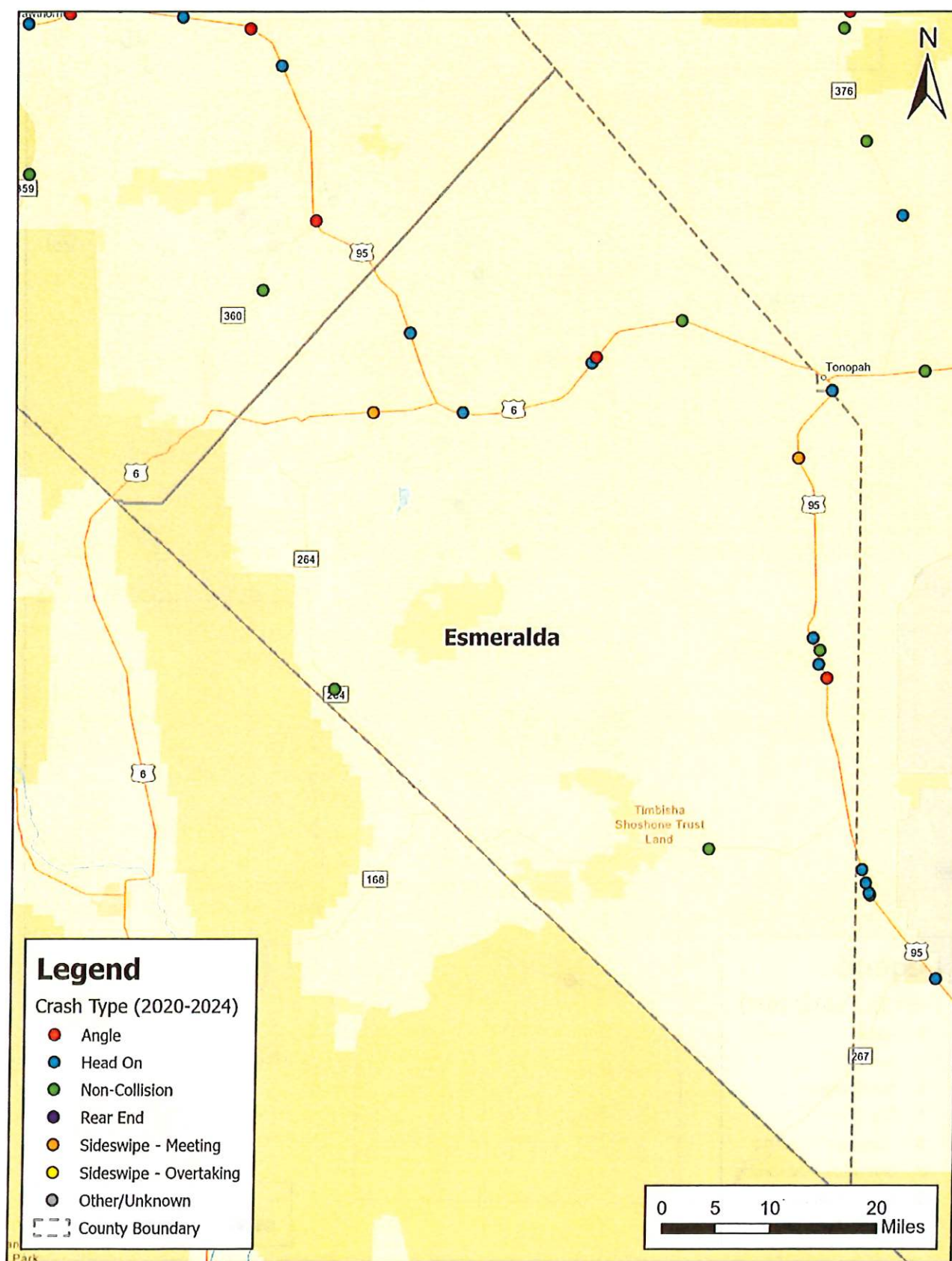
Douglas County Fatal Crashes from 2020-2024



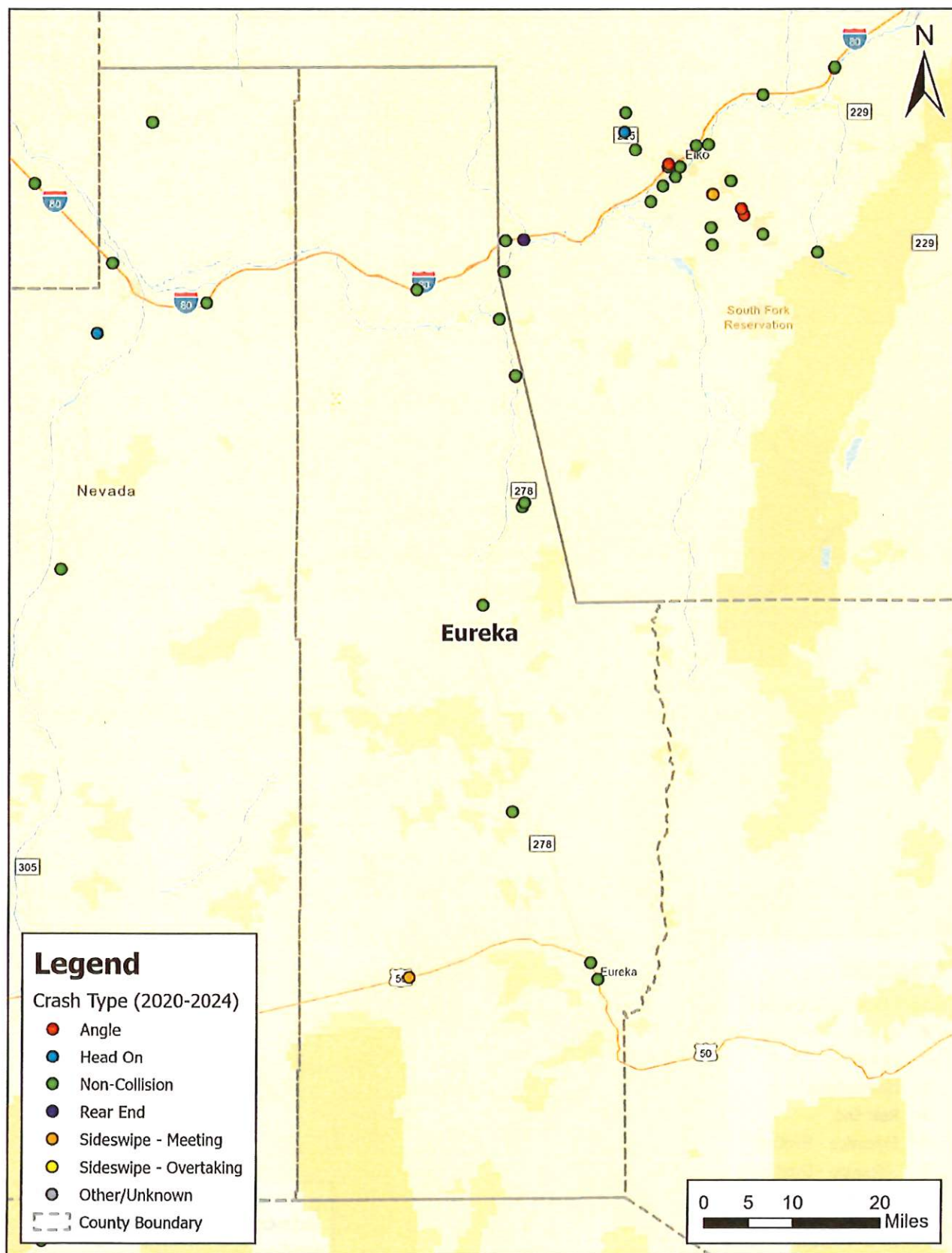
Elko County Fatal Crashes from 2020-2024



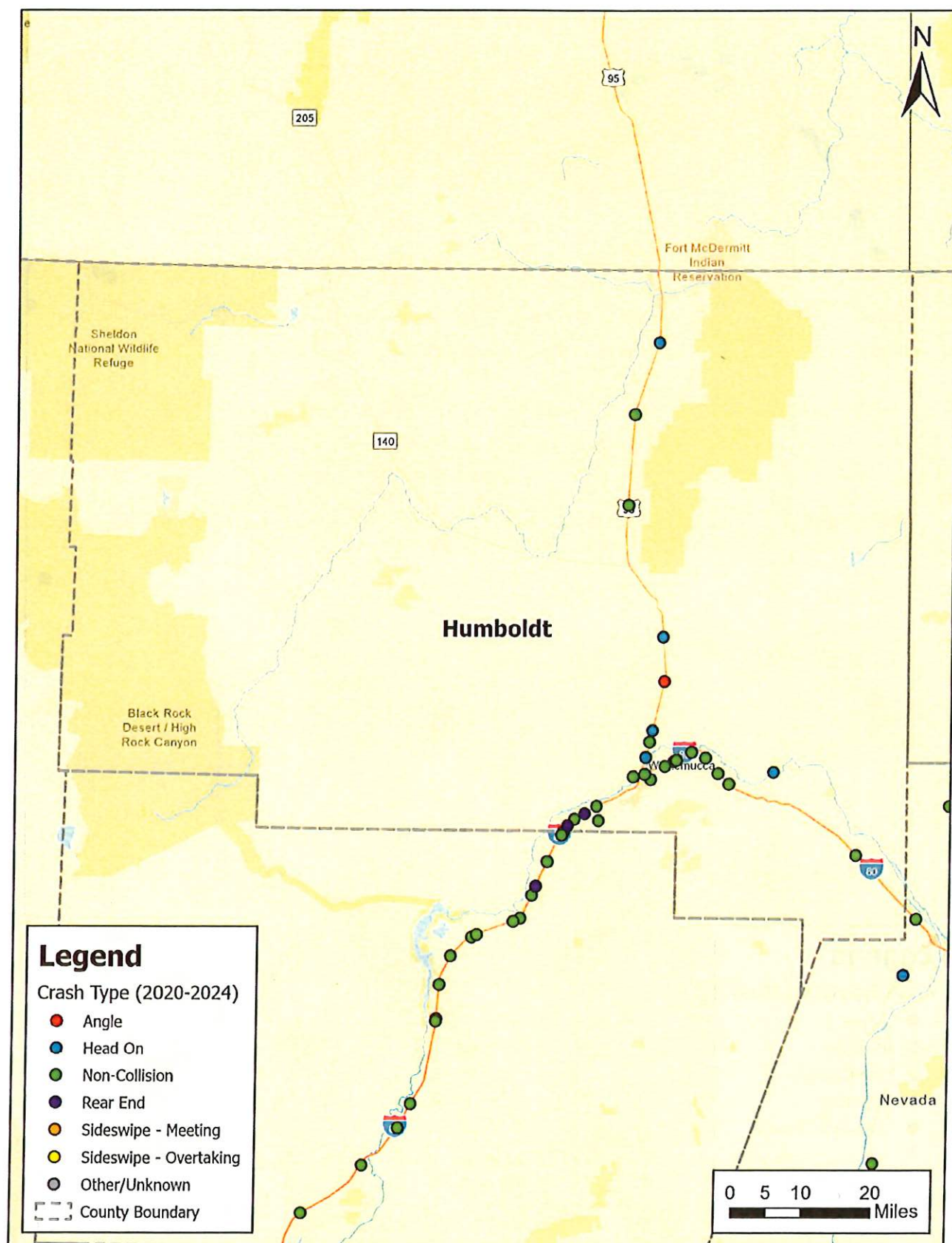
Esmeralda County Fatal Crashes from 2020-2024



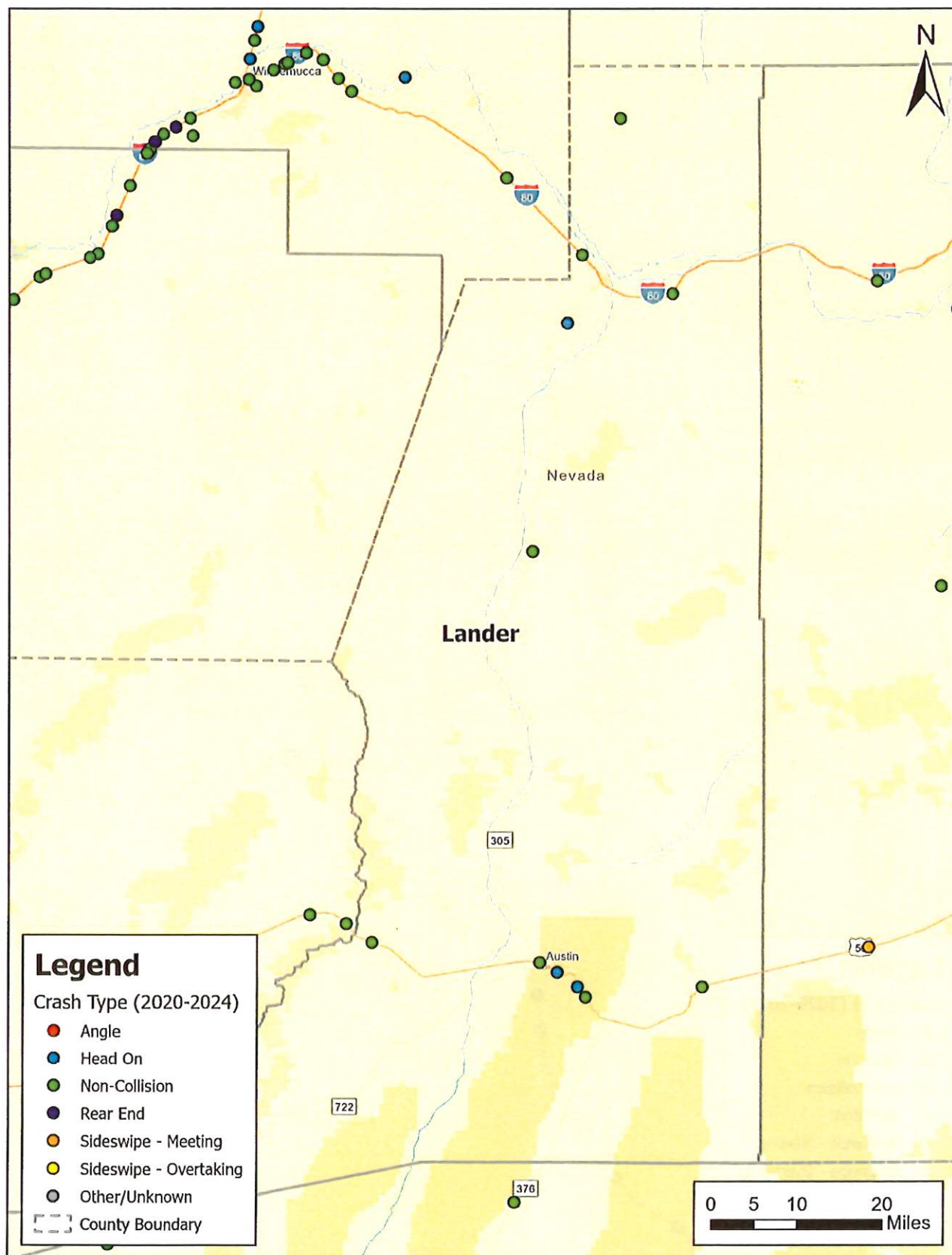
Eureka County Fatal Crashes from 2020-2024



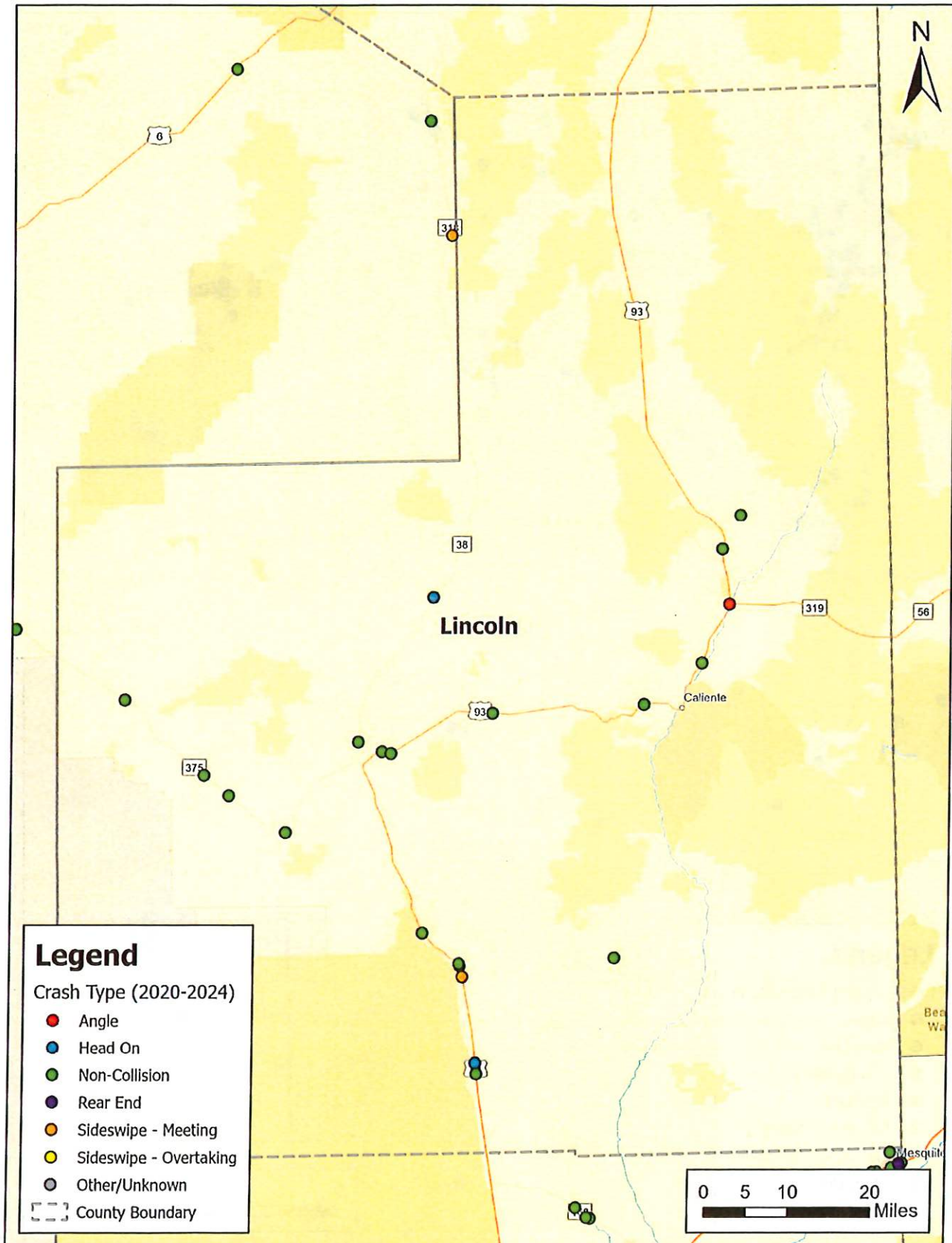
Humboldt County Fatal Crashes from 2020-2024



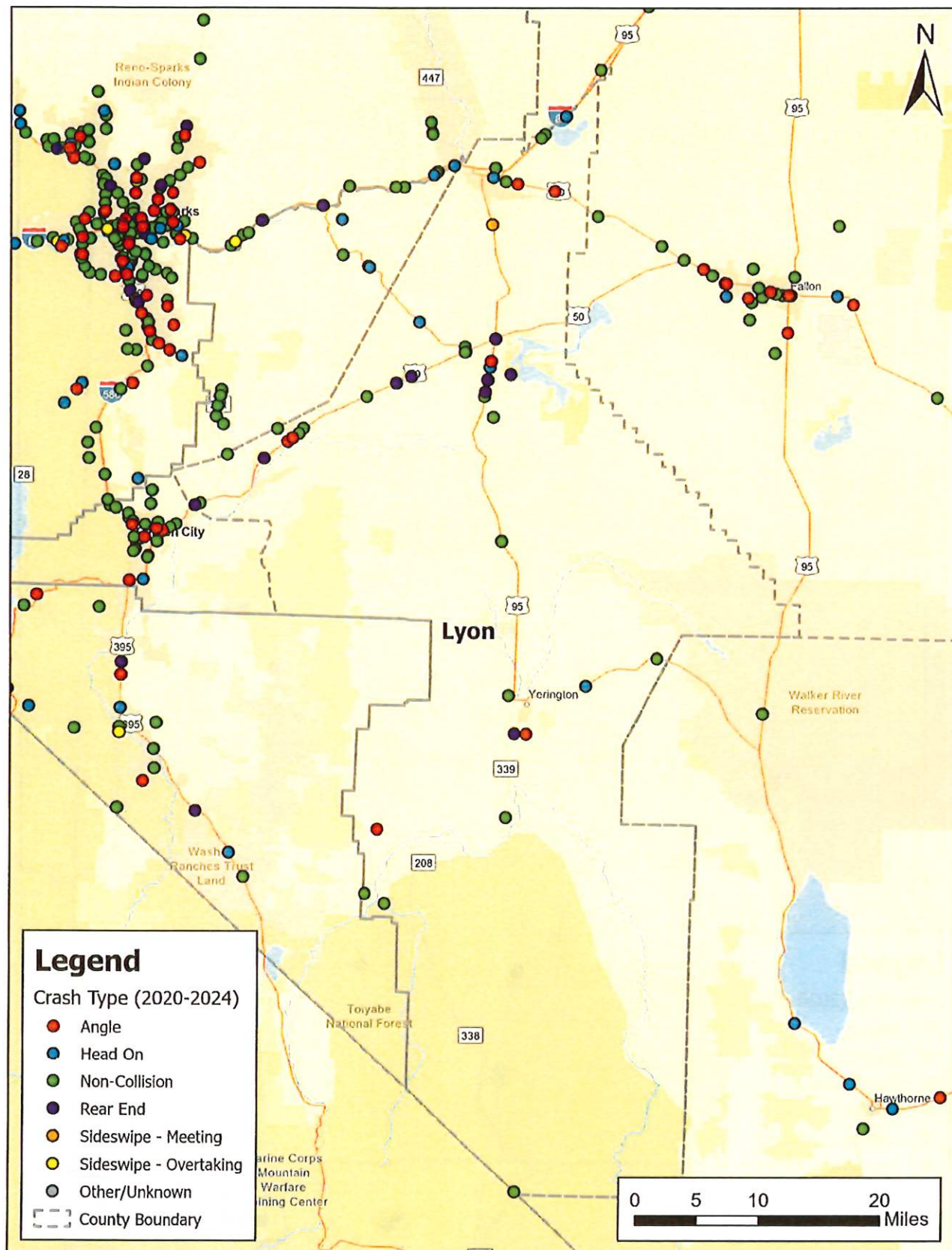
Lander County Fatal Crashes from 2020-2024



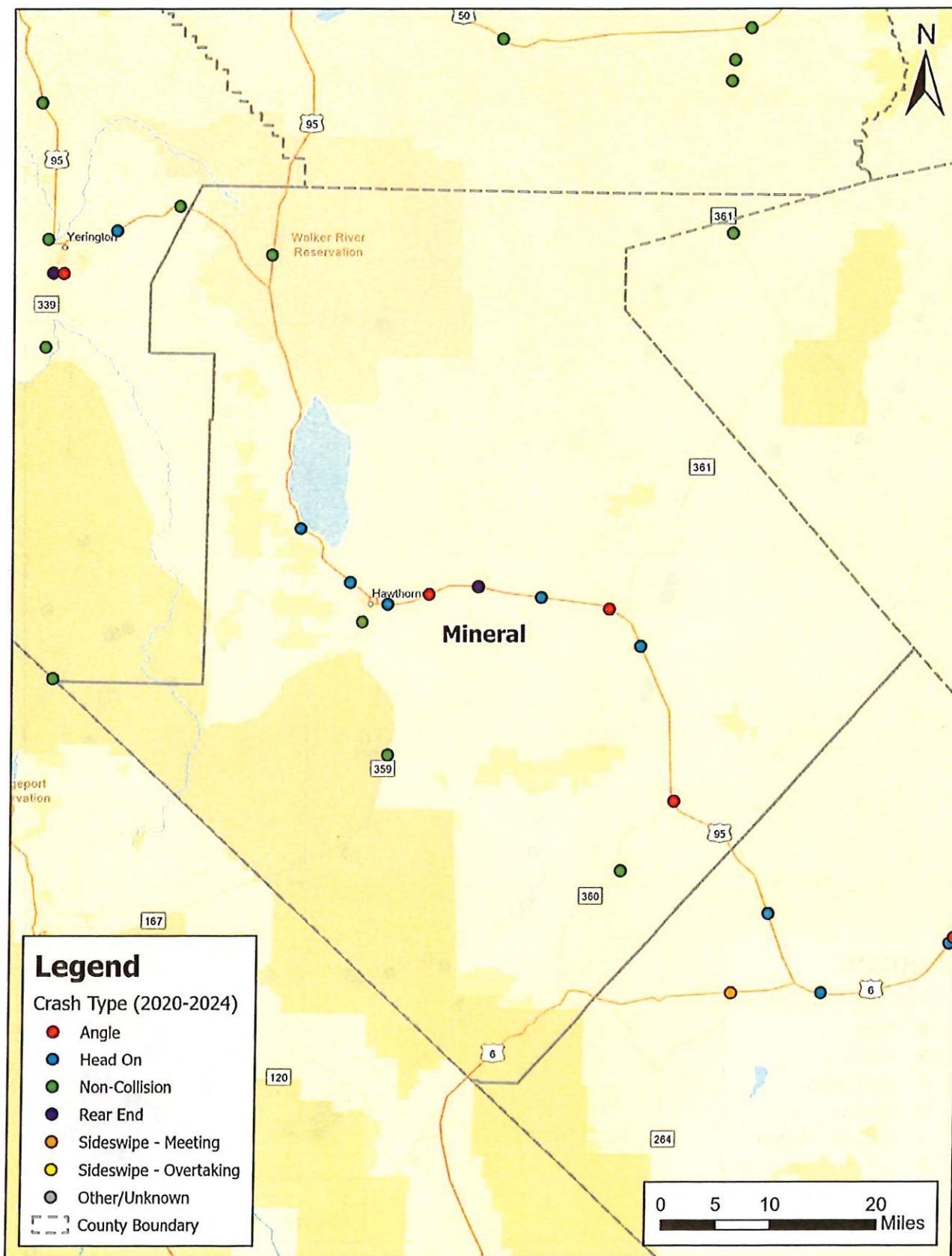
Lincoln County Fatal Crashes from 2020-2024



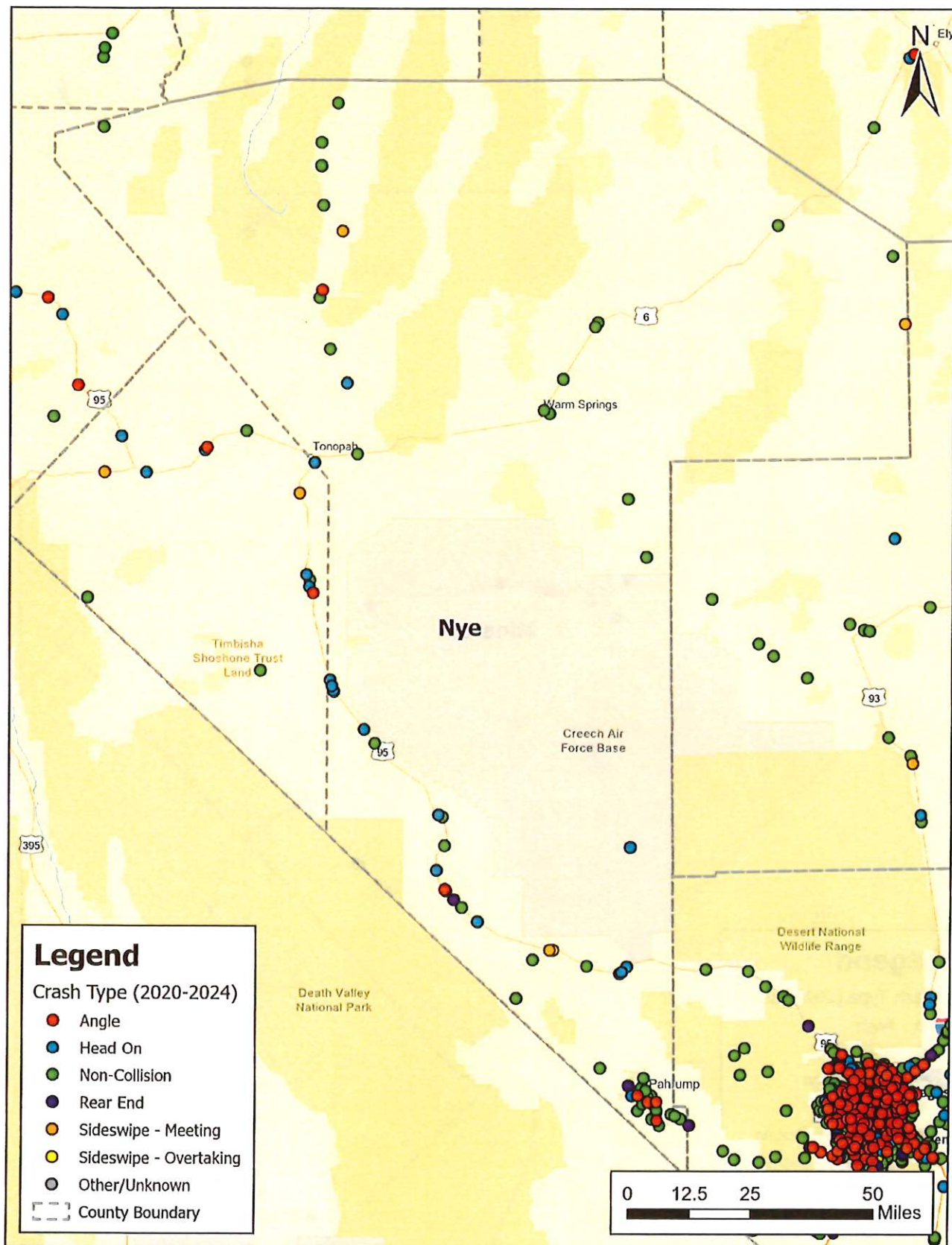
Lyon County Fatal Crashes from 2020-2024



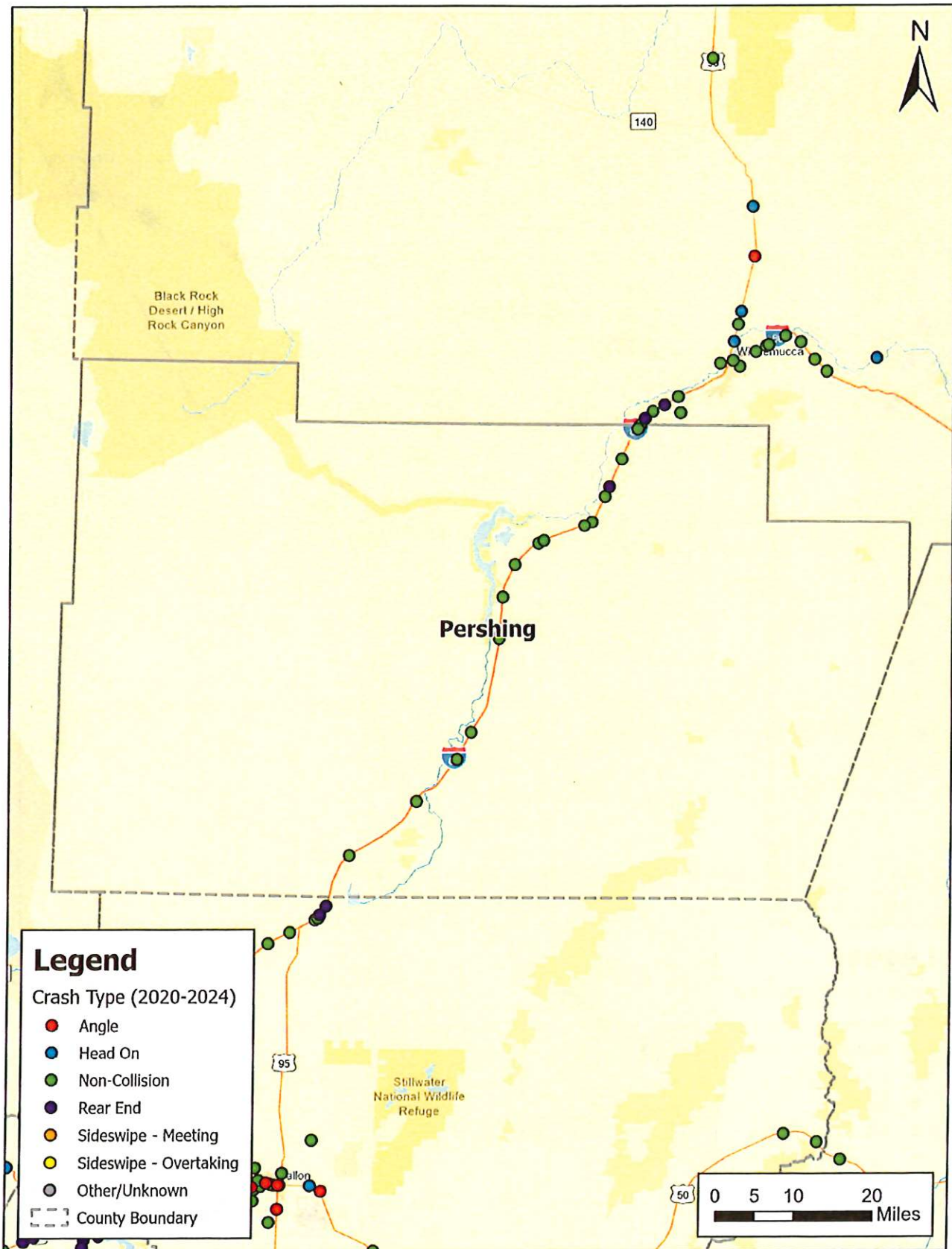
Mineral County Fatal Crashes from 2020-2024



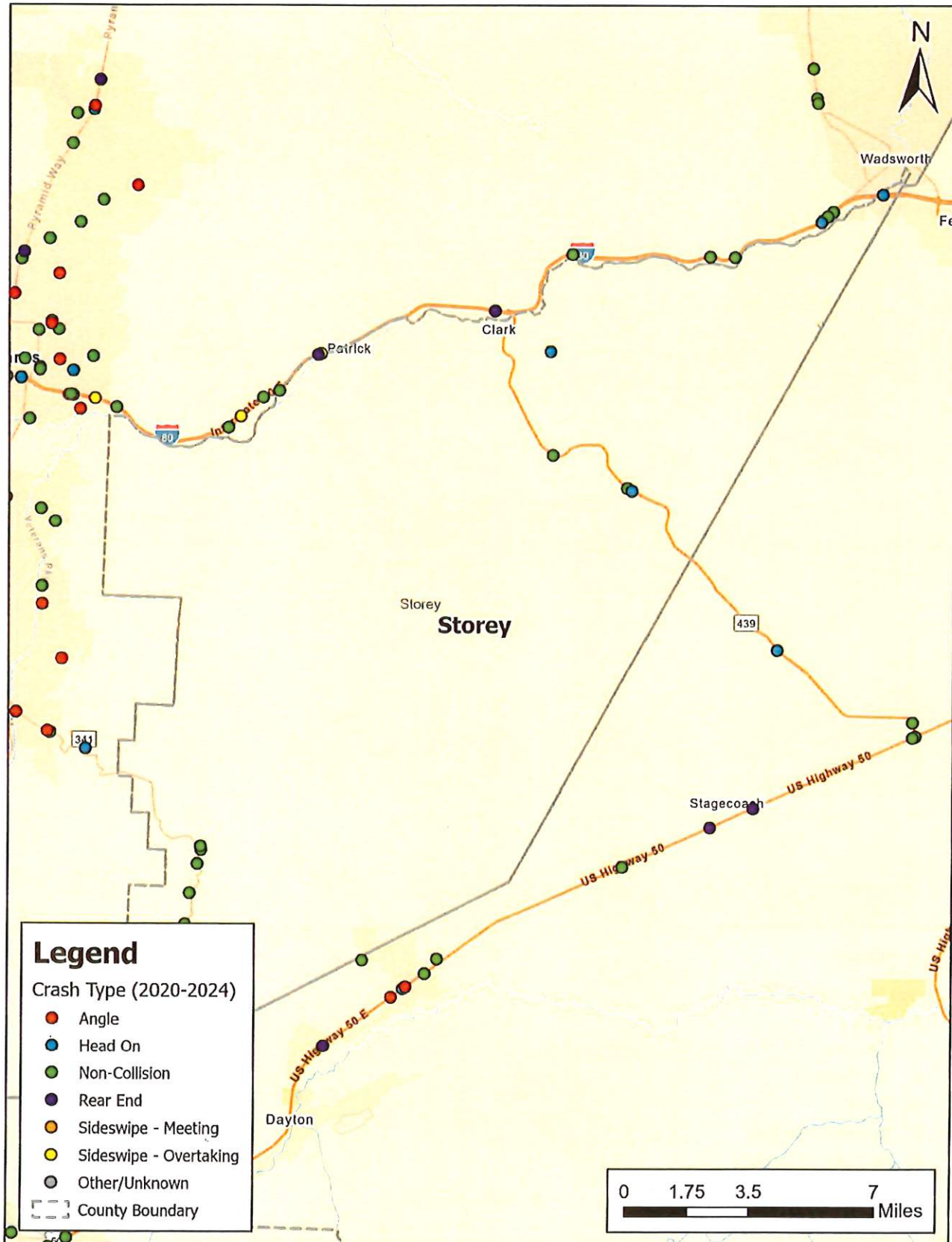
Nye County Fatal Crashes from 2020-2024



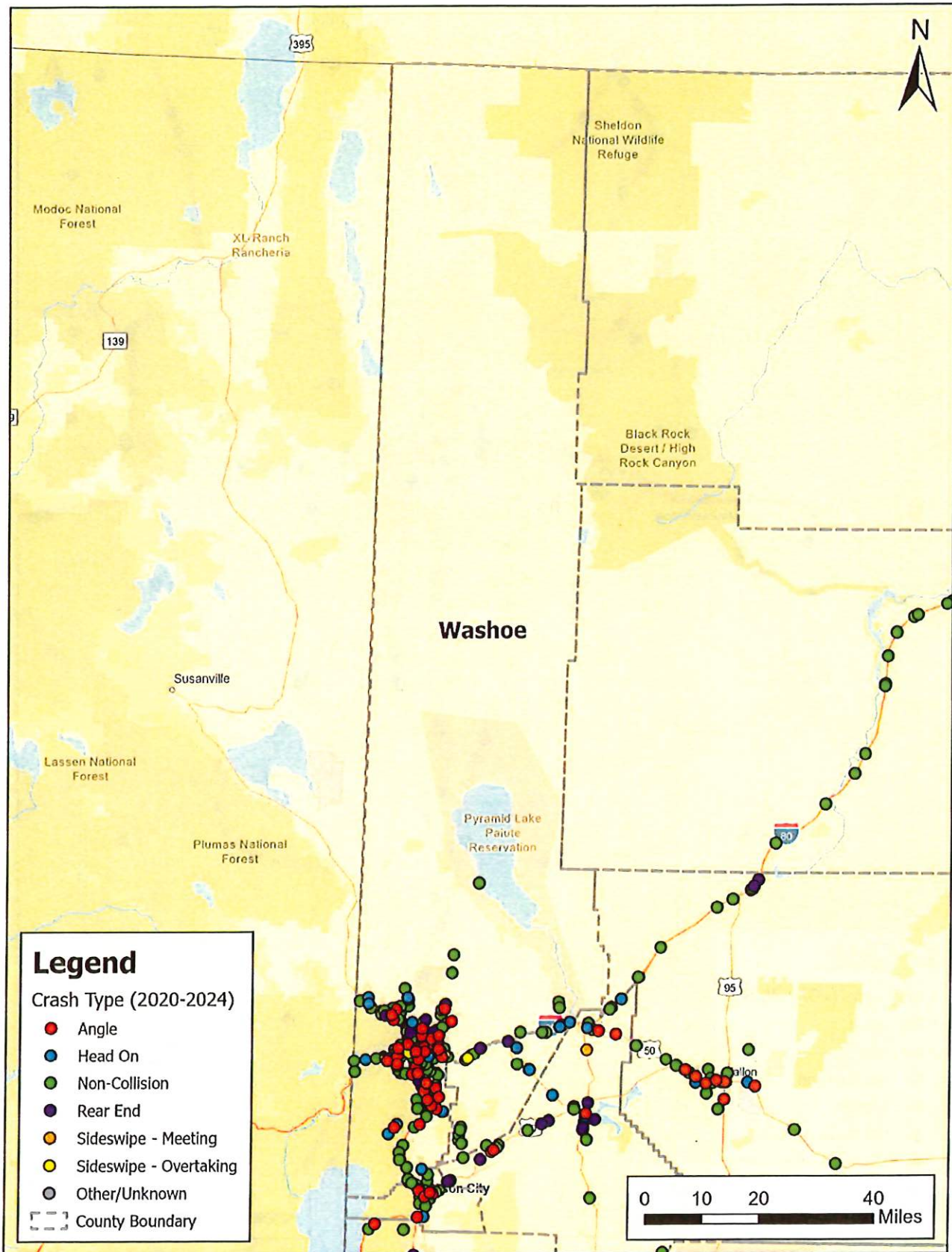
Pershing County Fatal Crashes from 2020-2024



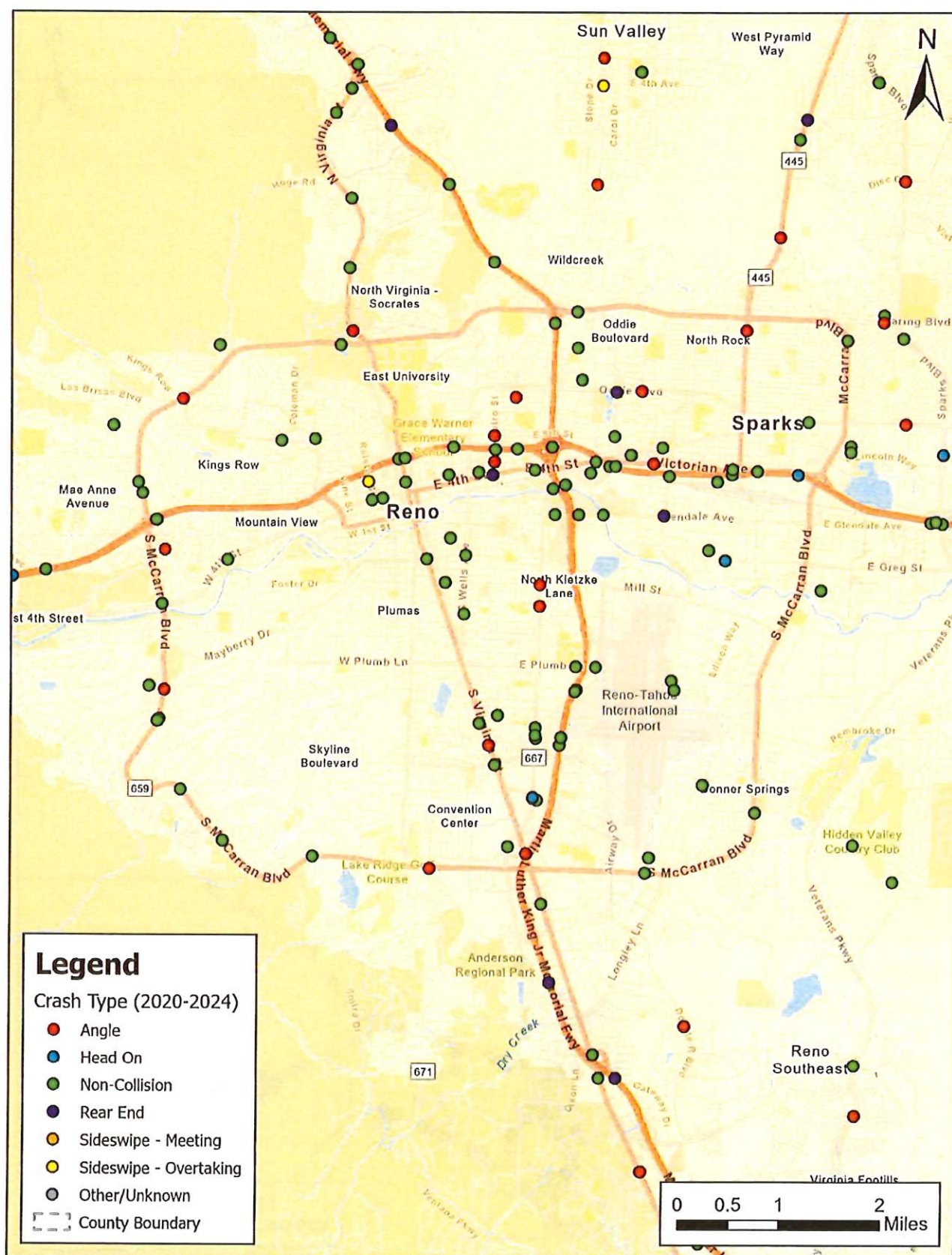
Storey County Fatal Crashes from 2020-2024



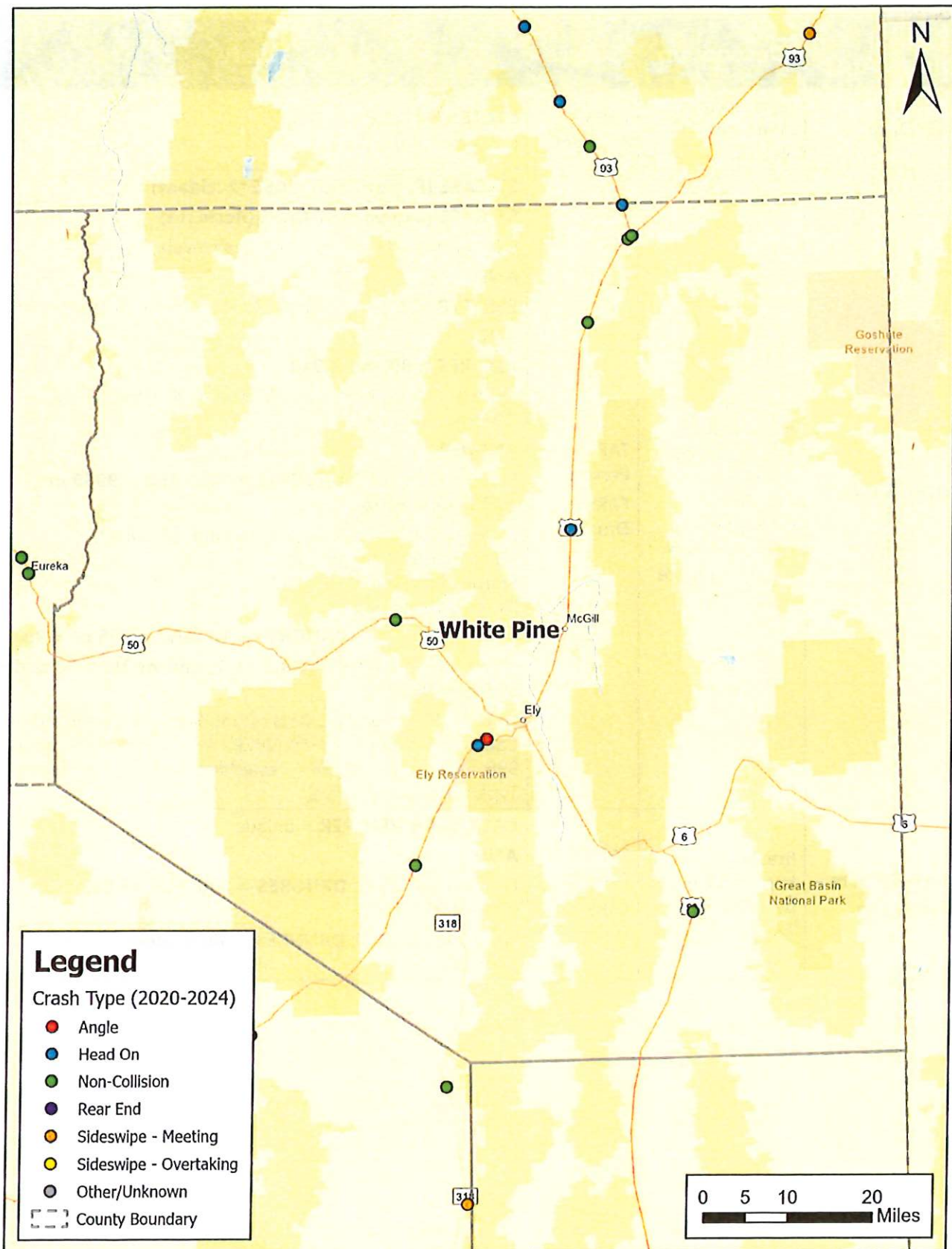
Washoe County Fatal Crashes from 2020-2024



Reno-Sparks Area Fatal Crashes from 2020-2024



White Pine County Fatal Crashes from 2020-2024



Appendix B – Emphasis Area Data Query Table

Critical Emphasis Area	Description	Source	Query
All Data	All fatal crashes in the state of Nevada	FARS - Accident	STATE = 32 (32 = Nevada)
Impaired Drivers	Fatal crash involving a driver either intoxicated by alcohol (BAC = 0.08% or greater) or tested positive for one or more drugs	FARS - Person FARS - Drugs	ST_CASE (Person) = ST_CASE (Accident) ST_CASE (Drugs) = ST_CASE (Accident) (This ensures the data is on a crash level) AND PER_TYP = 1 (1 = Driver of a Motor Vehicle In-Transport) AND ALC_RES ≥ 80 and ≤ 940 (80-939 = Actual Value of BAC Test (0.08-0.939%); 940 = 0.940% or Greater) AND/OR From 2021 to 2024: DRUGRES ≥ 1000 and ≤ 9960 or =9996 or = 9998 (1000 to 9960 = Narcotic, Depressant, Stimulant, Hallucinogen, Cannabinoid, Phencyclidine (PCP), Anabolic Steroid, Inhalant; 9996 = Other Drugs; 9998 = Tested for Drugs, Drugs Found, Type Unknown/Positive) From 2018 to 2021: DRUGRES ≥ 100 and ≤ 996 or = 998 From 2015 to 2017: DRUGRES (1, 2, and/or 3) ≥ 100 and ≤ 996 or = 998 (100 to 995 = Narcotic, Depressant, Stimulant, Hallucinogen, Cannabinoid, Phencyclidine (PCP), Anabolic Steroid, Inhalant; 996 = Other Drugs; 998 = Tested for Drugs, Drugs Found, Type Unknown/Positive)
Impaired Drivers - Marijuana	Breakdown of Impaired Drivers by Substance Type (Marijuana)	FARS - Person FARS - Drugs	CASE_YEAR_VEH_PER = unique AND From 2018 to 2021: DRUGRES = 600, 603, or 605 (Cannabinoids) From 2021 to 2024: DRUGRES = 5060, 5062, or 5997 (Cannabinoids)

Critical Emphasis Area	Description	Source	Query
Impaired Drivers - Other	Breakdown of Impaired Drivers by Substance Type (Other Drug)	FARS - Person FARS - Drugs	CASE_YEAR_VEH_PER = unique AND From 2018 to 2021: DRUGRES ≥ 100 and ≤600, or ≥ 700 and ≤996, or = 998 (100 to 995 = Narcotic, Depressant, Stimulant, Hallucinogen, Phencyclidine (PCP), Anabolic Steroid, Inhalant; 996 = Other Drugs; 998 = Tested for Drugs, Drugs Found, Type Unknown/Positive) From 2021 to 2024: DRUGRES = ≥ 1000 and ≤5000, or ≥ 1000 and ≤9960, or =99960, or =9998 (1000 to 9960 = Narcotic, Depressant, Stimulant, Hallucinogen, Phencyclidine (PCP), Anabolic Steroid, Inhalant; 9996 = Other Drugs; 9998 = Tested for Drugs, Drugs Found, Type Unknown/Positive)
Impaired Drivers - Polysubstance	Breakdown of Impaired Drivers by Substance Type (Polysubstance)	FARS - Person FARS - Drugs	CASE_YEAR_VEH_PER = not unique AND From 2021 to 2024: DRUGRES ≥ 1000 and ≤ 9960 or =9996 or = 9998 (1000 to 9960 = Narcotic, Depressant, Stimulant, Hallucinogen, Cannabinoid, Phencyclidine (PCP), Anabolic Steroid, Inhalant; 9996 = Other Drugs; 9998 = Tested for Drugs, Drugs Found, Type Unknown/Positive) From 2018 to 2021: DRUGRES ≥ 100 and ≤ 996 or = 998 (100 to 995 = Narcotic, Depressant, Stimulant, Hallucinogen, Cannabinoid, Phencyclidine (PCP), Anabolic Steroid, Inhalant; 996 = Other Drugs; 998 = Tested for Drugs, Drugs Found, Type Unknown/Positive)
Impaired Drivers - Polysubstance with Marijuana	Breakdown of Impaired Drivers by Substance Type (Polysubstance with Marijuana)	FARS - Person FARS - Drugs	CASE_YEAR_VEH_PER = not unique AND From 2018 to 2021: DRUGRES = 600, 603, or 605 (Cannabinoids) From 2021 to 2024: DRUGRES = 5060, 5062, or 5997 (Cannabinoids)
Speeding-Related	Fatal crash in which speeding is determined by the officer to be a factor in the crash	FARS - Vehicle	ST_CASE (Vehicle) = ST_CASE (Accident) (This ensures the data is on a crash level) AND SPEEDREL > 0 and < 6 (1 = Yes, 2 = Yes Racing, 3 = Yes Exceeded Speed Limit, 4 = Yes Too Fast for Conditions, 5 = Yes Specifics Unknown)

Nevada Traffic Safety Crash Facts

Critical Emphasis Area	Description	Source	Query
Lane Departures	Fatal crash in which a vehicle leaves its designated lane of travel	FARS - Cevent	ST_CASE (CEvent) = ST_CASE (Accident) (This ensures the data is on a crash level) AND EVENTNUM = 1 (1 = The first event in the SOE) AND SOE = 3, 19-43, 46-48, 52, 53, 57, 59, 63-65, or 68 (3 = Immersion or Partial Immersion; 19 = Building; 20 = Impact Attenuator/Crash Cushion; 21 = Bridge Pier or Support; 23 = Bridge Rail (Includes Parapet); 24 = Guardrail Face; 25 = Concrete Traffic Barrier; 26 = Other Traffic Barrier; 30 = Utility Pole/Light Support; 31 = Post, Pole or Other Support; 32 = Culvert; 33 = Curb; 34 = Ditch; 35 = Embankment; 38 = Fence; 39 = Wall; 40 = Fire Hydrant; 41 = Shrubbery; 42 = Tree (Standing Only); 43 = Other Fixed Object; 46 = Traffic Signal Support; 48 = Snow Bank; 52 = Guardrail End; 53 = Mail Box; 57 = Cable Barrier; 59 = Traffic Sign Support; 63 = Ran Off Road – Right; 64 = Ran Off Road – Left; 65 = Cross Median; 68 = Cross Centerline)
Intersections	Fatal crashes that occur at intersections or are related to intersections	FARS - Accident	From 2010 to 2024: RELJCT2 = 2 or 3 (2 = Intersection or 3 = Intersection-Related) In 2009: RELJCT2 = 2, 3, 10, or 11 (2 = Intersection [Non-Interchange Area]; 3 = Intersection-Related [Non-Interchange Area]; 10 = Intersection [Interchange Area]; 11 = Intersection-Related [Interchange Area])
Work Zones	Fatal crashes that takes place within a work zone or are related to work zones	FARS - Accident	WRK_ZONE = 1, 2, 3, or 4 (1 = Construction, 2 = Maintenance, 3 = Utility, or 4 = Work Zone, Type Unknown)
Pedestrians	Fatal crash in which a pedestrian is killed	FARS - Person	ST_CASE (Person) = ST_CASE (Accident) (This ensures the data is on a crash level) AND PER_TYP = 5 (5 = Pedestrian) AND INJ_SEV = 4 (4 = Fatal)
Bicyclist	Fatal crash in which a bicyclist is killed	FARS - Person	ST_CASE (Person) = ST_CASE (Accident) (This ensures the data is on a crash level) AND PER_TYP = 6 or 7 (6 = Bicyclist, 7 = Other Cyclist) AND INJ_SEV = 4 (4 = Fatal)

Critical Emphasis Area	Description	Source	Query
Other VRU: Person on Personal Conveyance	Fatal crash in which the user of a personal conveyance device is killed	FARS - Person	ST_CASE (Person) = ST_CASE (Accident) (This ensures the data is on a crash level) AND PER_TYP = 8, 11, 12 or 13 (8 = Person on a Personal Conveyance, 11 = Person on Motorized Personal Conveyance, 12 = Person on Non-Motorized Personal Conveyance, 13 = Person on Personal Conveyance, Unknown if Motorized or Non-Motorized) AND INJ_SEV = 4 (4 = Fatal)
Motorcycle	Fatal crash involving a motorcycle in which either the driver or a passenger on the motorcycle died	FARS - Person	ST_CASE (Person) = ST_CASE (Accident) (This ensures the data is on a crash level) AND BODY_TYP ≥ 80 and ≤ 89 (80 = Two-Wheel Motorcycle [excluding motor scooters]; 81 = Moped or Motorized Bicycle; 82 = Three-Wheel Motorcycle [2 Rear Wheels]; 83 = Off-Road Motorcycle; 84 = Motor Scooter; 85 = Unenclosed Three-Wheel Motorcycle / Unenclosed Autocycle [1 Rear Wheel]; 86 = Enclosed Three-Wheel Motorcycle / Enclosed Autocycle [1 Rear Wheel]; 87 = Unknown Three-Wheel Motorcycle Type; 88 = Other Motored Cycle Type [Mini-Bikes, Pocket Motorcycles, "Pocket"]; 89 = Unknown Motored Cycle Type) AND INJ_SEV = 4 (4 = Fatal)

Critical Emphasis Area	Description	Source	Query
Unhelmeted Motorcyclists	Fatal crash involving a motorcycle in which either the driver or a passenger on the motorcycle died and was not wearing or was misusing a helmet	FARS - Person	ST_CASE (Person) = ST_CASE (Accident) (This ensures the data is on a crash level) AND BODY_TYP ≥ 80 and ≤ 89 (80 = Two-Wheel Motorcycle [excluding motor scooters]; 81 = Moped or Motorized Bicycle; 82 = Three-Wheel Motorcycle [2 Rear Wheels]; 83 = Off-Road Motorcycle; 84 = Motor Scooter; 85 = Unenclosed Three-Wheel Motorcycle / Unenclosed Autocycle [1 Rear Wheel]; 86 = Enclosed Three-Wheel Motorcycle / Enclosed Autocycle [1 Rear Wheel]; 87 = Unknown Three-Wheel Motorcycle Type; 88 = Other Motored Cycle Type [Mini-Bikes, Pocket Motorcycles, "Pocket"]; 89 = Unknown Motored Cycle Type) AND From 2019 to 2024: HELM_USE = 17 (17 = No Helmet) From 2015 to 2018: REST_USE = 17 (17 = No Helmet) OR From 2019 to 2024: HELM_MIS = 1 (1 = Yes, Indication of Misuse) From 2015 to 2018: REST_MIS = 1 (1 = Yes) AND INJ_SEV = 4 (4 = Fatal)
Unrestrained Occupants	Fatal crash in which a person in a motor vehicle in transit dies while not using a restraining device such as a seatbelt	FARS - Person	ST_CASE (Person) = ST_CASE (Accident) (This ensures the data is on a crash level) AND BODY_TYP = 1-11, 14-22, 24, 25, 28-41, or 45-49 (All codes correspond to NHSTA's Vehicle Body Type Classification: Passenger Vehicles [Passenger Cars, Light Trucks and Vans, Pickups, and Vans]) AND PER_TYP = 1, 2, or 9 (1 = Driver of a Motor Vehicle In-Transport; 2 = Passenger of a Motor Vehicle In-Transport; 9 = Unknown Occupant Type in a Motor Vehicle In-Transport) AND REST_USE = 0, 7, or 20 (0 = Not Applicable - no restraint available in seat position of occupant; 7 = None Used - vehicle occupant; 20 = None Used / Not Applicable) AND INJ_SEV = 4 (4 = Fatal)

Critical Emphasis Area	Description	Source	Query
Unrestrained Children	Fatal crash in which a child age 13 or younger died in the crash while unrestrained or improperly restrained	FARS - Person	ST_CASE (Person) = ST_CASE (Accident) (This ensures the data is on a crash level) AND AGE = 0 to 13 (A child is classified as age 0 to 13 with 0 being less than 1 year old) AND PER_TYP = 2 (2 = Passenger of a Motor Vehicle In-Transport) AND INJ_SEV = 4 (4 = Fatal) AND REST_MIS = 1 or 7 (1 = Yes, Indication of Misuse, 7 = None Used/Not Applicable). AND REST_USE ≠ 98 or 99 (98 = Not Reported, 99 = Reported as Unknown)
Older Drivers	Fatal crash in which one or more of the motor vehicles involved in the crash had a driver aged 65 or older	FARS - Person	ST_CASE (Person) = ST_CASE (Accident) (This ensures the data is on a crash level) AND AGE ≥ 65 (An older driver is classified as a driver age 65 or older) AND PER_TYP = 1 (1 = Driver of a Motor Vehicle In-Transport)
Young Drivers	A fatal crash in which one or more of the motor vehicles involved in the crash had a driver age 15-20	FARS - Person	ST_CASE (Person) = ST_CASE (Accident) (This ensures the data is on a crash level) AND AGE ≥ 15 and ≤ 20 (A young driver is classified as a driver age 15 to 20) AND PER_TYP = 1 (1 = Driver of a Motor Vehicle In-Transport)

Critical Emphasis Area	Description	Source	Query
Distracted Drivers	Fatal crash in which the driver of the motor vehicle was distracted	FARS - Distracted	ST_CASE (Distracted) = ST_CASE (Accident) (This ensures the data is on a crash level) AND From 2020 to 2024: DRDISTRACT ≠ 0, 16, 96, or 99 (0 = Not Distracted, 16 = No Driver Present/Unknown if Driver Present, 96 = Not Reported, 99 = Unknown if Distracted) From 2010 to 2019: MDRDSTRD ≠ 0, 16, 96, or 99 (0 = Not Distracted, 16 = No Driver Present/Unknown if Driver Present, 96 = Not Reported, 99 = Unknown if Distracted)

FARS Data is available for download on the NHTSA website
 (<https://www.nhtsa.gov/content/nhtsa-ftp/251>)

NEVADA Traffic Safety Crash Facts

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zero Fatalities
Lives are on the Line

