

||||| Nevada

Strategic Highway Safety Plan Advisory Opinions

Nevada Transportation Board - October 8, 2018



Always Buckle Up



Don't Drive Impaired



Focus on the Road



Stop on Red



Be Pedestrian Safe



Ride Safe



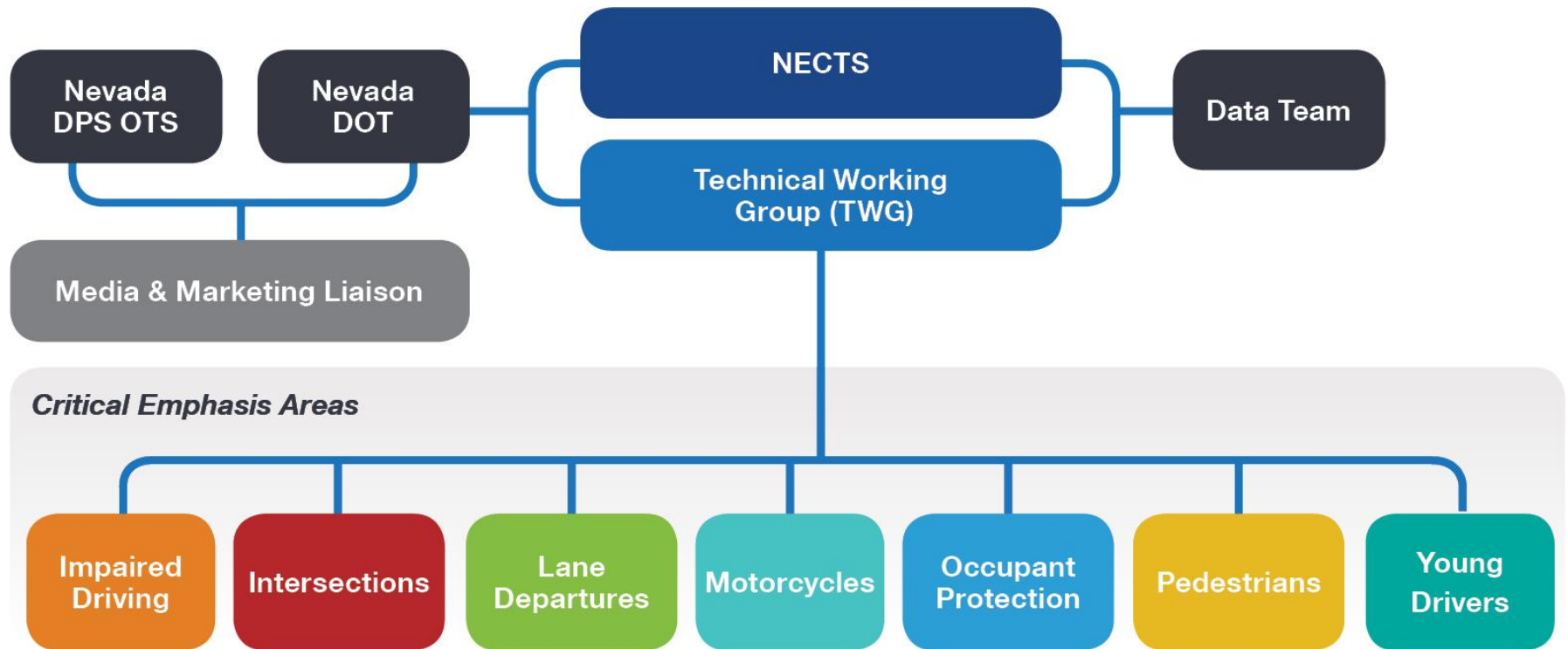
Young Drivers



NV Strategic Highway Safety Plan (SHSP)

- FHWA requirement since SAFETEA-LU
- Requirements:
 - › Multi-agency Plan with representatives of the 4 Es of Traffic Safety funded through HSIP
 - › Data driven process
 - › Focused on fatalities and serious injuries

SHSP Organizational Structure



NECTS Members

- Department of Transportation
- Office of Traffic Safety
- Highway Patrol
- Department of Motor Vehicles
- Department of Health and Human Services
- Department of Education
- Metropolitan Planning Organizations
- Nevada Sheriffs' and Chiefs' Association
- Nevada Association of Counties
- Administrative Office of the Courts
- League of Cities
- Southern Nevada Health District
- Regional Emergency Medical Services Authority
- Inter-Tribal Council of Nevada
- Local law enforcement

NECTS Members



Nevada Department of Transportation

Rudy Malfabon
Rudy Malfabon



Nevada Department of Public Safety

Jim Wright
Jim Wright



Nevada Department of Motor Vehicles

Terri L. Albertson
Terri L. Albertson



Nevada Department of Health and Human Services

Richard Whitley
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Nevada Department of Education

Steve Canavero
Steve Canavero



Administrative Office of the Courts

Robin Sweet
Robin Sweet



Henderson Police Department

Patrick Moers
Patrick Moers



Inter-Tribal Council of Nevada

Daryl Crawford
Daryl Crawford



Las Vegas Metropolitan Police Department

Joseph Lombardo
Joseph Lombardo



Nevada Association of Counties

Jeff Fontaine
Jeff Fontaine



Nevada Sheriffs' and Chiefs' Association

Robert Roshak
Robert Roshak



Nevada League of Cities

Wes Henderson
Wes Henderson



Regional Emergency Medical Services Authority

Dean Dow
Dean Dow



Regional Transportation Commission of Southern Nevada

Tina Quigley
Tina Quigley



Regional Transportation Commission of Washoe County

Lee Gibson
Lee Gibson



Southern Nevada Health District

John Hammond
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Federal Highway Administration (ex-officio)

Susan Klekar
Susan Klekar



Federal Motor Carrier Safety Administration (ex-officio)

Bill Bensmiller
Bill Bensmiller

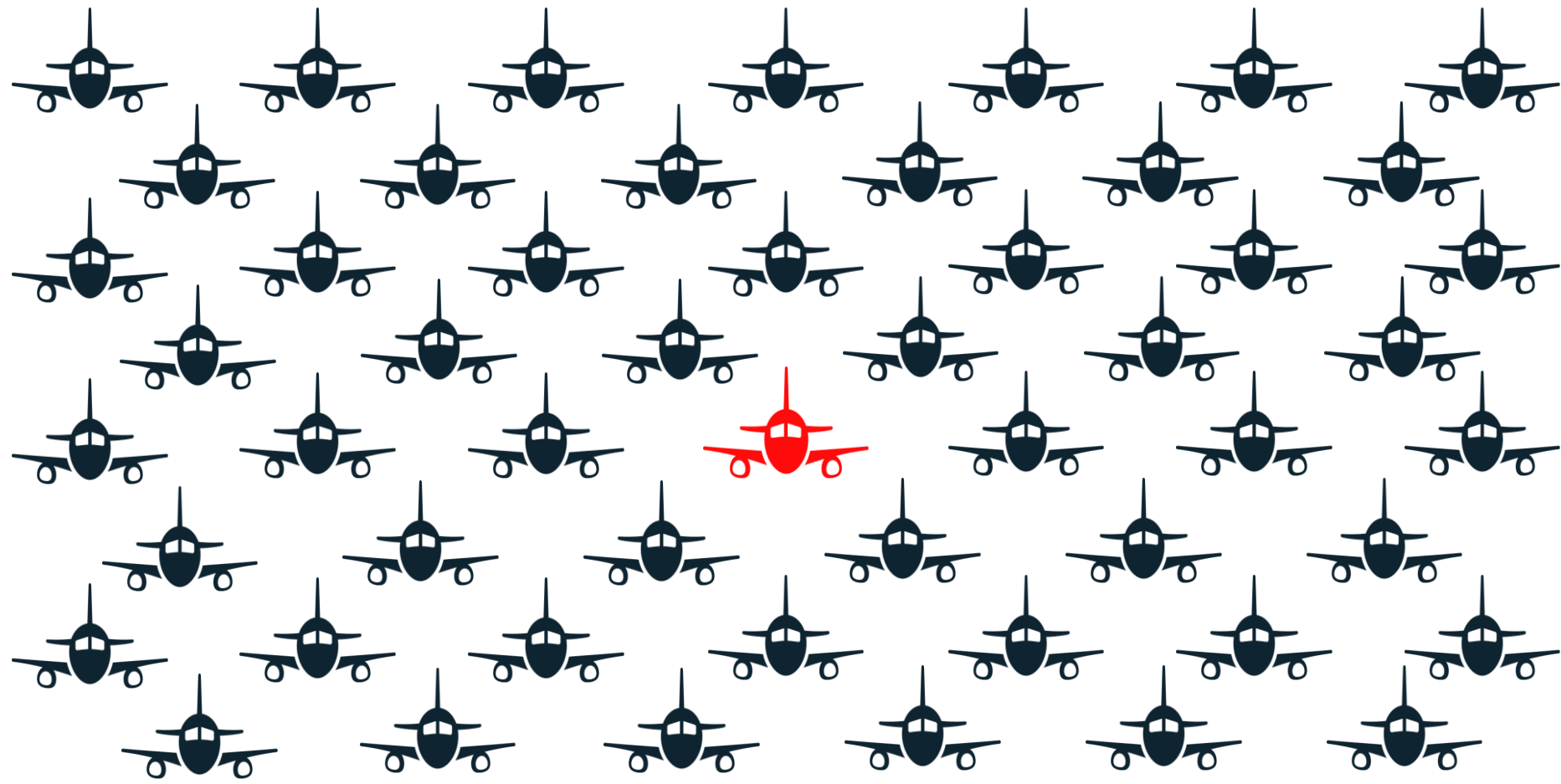


National Highway Traffic Safety Administration (ex-officio)

Gina Espinosa-Salcedo
Gina Espinosa-Salcedo



Annual Traffic Fatalities in Nevada



Advisory Opinions (AO)

- Official data driven recommendations of the Nevada SHSP Task Forces
- Top legislative or policy initiatives to reduce fatalities and serious injuries
- Have been approved by the NECTS
- Available for information to interested parties, but no official vehicle to develop legislation.



Impaired Driving Prevention AO

- **Formalize the Impaired Driving Prevention Task Force and the 24/7 Sobriety Program**
- **Why**
 - › Revisions to NRS are needed to attain federal funding for the 24/7 Sobriety Program and can simplify the qualification for the Impaired Driving Program

Impaired Driving Prevention AO

- **Revise current NRS to meet the FAST Act requirements to be eligible for NHTSA funding for interlock, for which states must:**
 - › Require a minimum of 6 months on ignition interlock installation
 - › Require an ALL-Offender law to be in place
- **Why**
 - › To attain federal grant funding for expanding ignition interlock funding



Intersection Safety AO

- Allow automated enforcement. Remove NRS requirement that photographic, video, or digital equipment used for issuance of traffic citations must be handheld or within a law enforcement vehicle or facility
- **Why**
 - › 27.6% of Nevada's vehicle crash fatalities and serious injuries occurred at intersections
 - › 2011 Insurance Institute for Highway Safety study that compared large cities with red light cameras to those without found the devices reduced the fatal red light running crash rate by 24% and the rate of all types of fatal crashes at signalized intersections by 17%



Lane Departure Prevention AO

- **What - Enhance cell phone law (NRS 484B.165) to be inclusive of inattentive/distracted driving behaviors and increase fine(s) for violation of NRS 484B.165**
- **Why**
 - › All distractions endanger drivers, passengers, and bystanders and distracted driving is on the rise
 - › 9.2% of all fatal crashes were distraction-affected, even though distracted driving is significantly underreported
 - › Increased deterrence of distracted driving is needed



Motorcycle Safety AO

- **Revise NRS to add vehicle definitions that result in more two- and three wheeled motorcycle riders receiving training**
- **Why**
 - › **Motorcycle training is a proven counter measure and a Best Practice is for three wheeled motorcycles to be licensed and trained**
 - › **Existing funding for motorcycle training comes from motorcycle registration fee and three-wheel motorcycles must be licensed to have funds pay for training**

Occupant Protection AO

- **Upgrade NRS 484D.495 to a primary seat belt law**
- **Why**
 - › 57% of fatally injured vehicle passengers in NV were unbelted (2013-2017)
 - › Unrestrained individual twice as likely to be killed or seriously injured in a crash
 - › \$250M annually in societal costs
 - › 1 of 15 states without primary seatbelt law
 - › Primary seat belt law would increase seat belt usage and save lives



Young Driver AO

- **Include seat belt usage in Graduated Driver Licensing System**
- **Why**
 - › Crashes are top killer of 15 – 20 year olds
 - › 46 percent of all younger drivers who died in a fatal crash were unrestrained in 2014
 - › Primary seat belt law would increase seat belt usage of young drivers and save lives



Young Driver

- **Revise the Graduated Licensing System to include three stages, which would add an intermediate licensure prior to full licensure that includes driving with restrictions**
- **Why**
 - › **To attain federal grant funding young driver programs**



Young Driver

- **Revise the Graduated Licensing System to remove the age cap of 18**
- **Why**
 - › Per NHTSA, “Evaluations clearly show the benefits of adopting GDL laws
 - › Many youth are waiting longer to get their licenses and are bypassing GDL
 - › All new drivers would benefit from a GDL