NEVADA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2024 ANNUAL REPORT

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Disclaimer

Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], 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 identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 407 states “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.”

Executive Summary

The Nevada Highway Safety Improvement Program (HSIP) report for 2024 summarizes the activities of the Nevada Department of Transportation’s HSIP as required by Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)). The BIL continues the HSIP to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance regulated under Part 924 of Title 23, Code of Federal Regulations (23 CFR Part 924).

Available program funds for the purpose of this report are considered to be those funds obligated during the 2024 Federal Fiscal Year. The activities of the Nevada Department of Transportation (NDOT) are primarily designed to develop safety improvement projects for data driven improvements identified by the best available safety data and systemic solutions, which include, but not limited to: high crash locations (intersections and roadway segments), systemic safety improvements, pedestrian related safety improvements, and rural lane departure crash mitigation.

The crash data on all public roadways contained in this report is extracted from the Nevada Department of Transportation's (NDOT) crash database and the Enforcement Mobile crash databases and prepared for NDOT Traffic Safety Engineering’s analysis as a normalized view. Crash data in the NDOT crash database is processed through geolocation software and is linearly referenced to the statewide street centerline data. The geolocation software tools automate the cleanup of location attributes and assign a spatial location to the crash data through a series of database procedures.

NDOT Traffic Safety Engineering is committed to enhancing local and tribal road safety through technical, financial and strategic support. Local agencies are encouraged to implement a broad range of safety initiatives, including Safe Streets and Roads for All (SS4A) Plans, Safety Management Plans (SMP), Local Road Safety Plans (LRSP), Tribal Transportation Safety Plans, and Vision Zero Plans. NDOT provides direct support for LRSPs and active partnerships in other efforts.

The HSIP program is administered by the NDOT Traffic Safety Engineering division. The methods used by the Traffic Safety Engineering section to identify, select, implement, and evaluate safety improvement projects have been compiled in the NDOT’s HSIP Manual. A copy of the NDOT HSIP Manual and other information can be found on the NDOT website at https://www.dot.nv.gov .

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The HSIP program is managed by the NDOT Traffic Safety Engineering Team. The team is located in the Planning Division of NDOT.

Where is HSIP staff located within the State DOT?

Planning

How are HSIP funds allocated in a State?

- SHSP Emphasis Area Data

Describe how local and tribal roads are addressed as part of HSIP.

NDOT Traffic Safety Engineering is dedicated to supporting local and tribal road safety through various initiatives. This involves advocating for the use of Local Public Agency processes to access HSIP funds, thereby creating funding avenues for eligible safety plans like Local Road Safety Plans (LRSP), Safe Streets and Roads for All (SS4A) Plans, Safety Management Plans (SMP), Tribal Transportation Safety Plans, and Vision Zero Plans. NDOT Traffic Safety Engineering actively funds LRSPs for interested agencies and shares the best available state-level data to aid in safety planning efforts. Additionally, the division actively participates as stakeholders in local and tribal safety planning endeavors, fostering collaboration, and ensuring comprehensive safety measures are implemented across communities.

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Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Districts/Regions
- Local Aid Programs Office/Division
- Maintenance
- Operations
- Planning

- Traffic Engineering/Safety

Describe coordination with internal partners.

NDOT Traffic Safety Engineering coordinates with the NDOT Planning and Program Development on a regular basis. Traffic Safety Engineering provides safety improvement guidance and review to the Planning team as projects develop. Traffic Safety Engineering recommends safety improvements for projects in the early stage of development and has supported the One Nevada Transportation Plan for prioritizing projects statewide. The One Nevada Transportation Plan can be found at https://www.dot.nv.gov/projects-programs/road-projects/onenvplan .

NDOT Traffic Safety Engineering is frequently interacting with the NDOT Engineering Division. The Roadway Design and Project Management team are developing plans and specifications to make recommendations from recent Safety Management Plans (SMPs), RSAs, and local planning documents a reality. Engineering teams participate at all levels, ranging from preliminary field design surveys, pre-design, intermediate design, final design, and construction support.

NDOT Traffic Safety Engineering coordinates with Roadway Design to share the latest safety strategies and provide guidance for safety improvement ideas. This includes the utilization of Strategic Highway Safety Plan (SHSP) strategies, Highway Safety Manual (HSM) tools, and other federal guidelines. Traffic Safety Engineering coordinates with the Roadway Design Scoping Section to initiate and recommend safety improvements on projects during the Scoping Phase.

The NDOT Local Aid Programs are in the Roadway Design division. The Traffic Safety Engineering team is working with Roadway Design on Local Aid Programs to deliver projects identified in older NDOT Safety Management Plans, which occurred off system. The NDOT team will use lessons learned in existing efforts to develop a sustainable process that works to serve locals with data driven safety needs.

NDOT Traffic Safety Engineering works with the NDOT District offices to understand locations of concerns. Once the concerns are identified, Traffic Safety Engineering can support the district construction and maintenance teams as they build and maintain safe NDOT infrastructure. NDOT District Operations and Maintenance teams participate in RSAs, SMPs, and miscellaneous field inspections.

NDOT Traffic Safety Engineering collaborates with NDOT Traffic Operations when developing and implementing safety projects. Collaboration includes signal design, lighting design, operational analysis of roadway segments and intersections, and the development and discussion of safety strategies, methodologies and guidelines. Traffic Safety Engineering and Traffic Operations have partnered on the Traffic Incident Management (TIM) program and several interim approval projects with the FHWA. The TIM program has a primary goal of reducing fatalities and serious injuries from secondary crashes. Current interim approval projects include Wrong Way Driver systems with red flashing lights and Rapid Rectangular Flashing Beacon (RRFB) pedestrian crossing enhancements.

Identify which external partners are involved with HSIP planning.

- Academia/University
- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Local Technical Assistance Program
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Tribal Agency

- Other-Emergency Medical Services

Describe coordination with external partners.

NDOT Traffic Safety Engineering partners with the Nevada Department of Public Safety Office of Traffic Safety (DPS-OTS) on the implementation of the SHSP, the Critical Emphasis Areas (CEAs) identified in the SHSP, the CEA Task Force Committees, and the Zero Fatalities Initiative. DPS-OTS houses Nevada's Governor's Highway Safety Office and is NDOT Traffic Safety Engineering's primary behavioral partner. The teams collaborate frequently, share the best available data and work together to ensure that safety messages reach road users in the State of Nevada. DPS-OTS and NDOT Traffic Safety share goals that are used to develop SHSP and HSIP Performance Measures.

NDOT Traffic Safety Engineering coordinates with the University of Nevada Reno (UNR) and the University of Las Vegas (UNLV) for research projects. Current projects include Traffic Data Collection and an Urban Street Lighting study. The UNLV School of Medicine maintains two (2) crash trauma databases.

NDOT Traffic Safety Engineering team partners with the FHWA. Team members share knowledge with the FHWA by attending webinars, peer-to-peers, and workshops. Traffic Safety Engineering and Traffic Operations leadership meets with the FHWA on a regular basis to discuss the HSIP, interim approval programs, and upcoming plans. The NDOT HSIP team works with the FHWA representative to ensure that any updates in HSIP procedures or best practices are shared and documented. Nevada has been identified as a Focus Approach to Safety in two Focus Area, Pedestrians and Intersections. NDOT collaborates with the FHWA Focus Approach team to bring awareness and education to NDOT and Safe Systems Approach partners.

Representatives from Local Government Agencies partner with the HSIP team by attending the annual Safety Summit hosted by NDOT, contribute and partner on safety initiatives, and participate as team members in the SHSP Task Forces. The NDOT Traffic Safety Engineering team supplies data and acts as a stakeholder in local safety efforts.

NDOT Traffic Safety works with and seeks input from a variety of regional planning organizations, including, but not limited to the Southern Nevada Regional Transportation Commission (RTC), RTC of Washoe County, Carson Area Metropolitan Planning Organization (CAMPO), and Tahoe Regional Planning Authority (TRPA). These organizations are encouraged to attend the Safety Summit, contribute to SMPs, RSAs, and serve as members of SHSP Task Forces.

Representatives from Law Enforcement Agencies and Emergency Medical Services support and participate in the Nevada Safety Summit, contribute to SMPs, RSAs, and serve as members of the SHSP Task Forces and TIM Collation.

Tribal Agency projects are generated by the RSA process or through tribal planning priorities. Projects are developed and executed with tribal input.

Describe other aspects of HSIP Administration on which the State would like to elaborate.

Nevada published the 2021-2025 SHSP in early 2021. The SHSP defines the ongoing commitments of the Nevada Safety Team. The SHSP establishes statewide goals and strategies focusing on the 6 "Es" of traffic safety: Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone. An addendum to the current SHSP was incorporated in November 2023, which included Nevada's Vulnerable Road Safety Assessment. The assessment provided a detailed analysis of locations throughout the state that are indicative of a crash problem that involves vulnerable road users.

The 81st session of the Nevada Legislature created the Nevada Advisory Committee on Traffic Safety (NVACTS) with the approval of Assembly Bill No. 54 (AB54). NVACTS is working to take traffic safety priority recommendations to the Nevada Legislature in an effort to support the goal of zero fatalities on all state and local roads.

The SHSP team coordinated the 2023 Nevada Traffic Safety Summit. The summit was a three-day event held in person at the Palace Station Hotel and Casino in Las Vegas, Nevada on September 12th, 13th, and 14th. The summit was attended by over 355 traffic safety professionals resulting in another record attendance for the Nevada Traffic Safety Summit. The 2023 Summit had session offerings, which included, child passenger safety and motorcycle safety workshops, Connecting State and Local Traffic Safety Plans and Priorities. Traffic Incident Management (TIM) training, Speed, Work Zones, and Proven Safety Countermeasures, and Young Drivers' View on Traffic Safety. Focused sessions also included presentations on Let's Get Real About Fatalities in Nevada, Traffic Safety Legislative Policy Priorities, and Safety – This is your Life. Keynote sessions featured Dr. Tara Goddard of Texas A&M University, who presented on transportation safety, particularly on intersection of transportation culture, behavior, and infrastructure safety outcomes for people who walk and wheel.

The 1st Rural Traffic Safety Summit was held in Elko, Nevada on July 16*th* and 17*th*, 2024. The Rural Traffic Safety Summit was hosted by NDOT and the Nevada Traffic Incident Management (TIM) Coalition. The 2-day event was attended by over 80 people, which included representatives from Nevada Department of Transportation, Utah Department of Transportation, Nevada Highway Patrol, Utah Highway Patrol, Elko Police Department, University of Nevada Las Vegas, University of Nevada Reno, Department of Public Safety - Office of Traffic Safety, Great Basin College, Pyramid Lake Paiute Tribe, Storey County Sheriff's Office, Capurro Trucking, Coach USA, NHTSA, FHWA, Rail Aware Inc., Nevada EMS Office, Steptoe Valley Volunteer Fire Department, Elko Fire Department, and consultants from Kimley-Horn, Parsons Corporation, CDM Smith, Avenue Consultants, Diversified Consultant Services, and the CA Group.

The event started on Tuesday afternoon and featured a communications update from NDOT Traffic Operations, Vulnerable Road User Safety on Rural Roads, Federal and Local Grants Update, and HAZMAT Command and Control. The all-day event on Wednesday featured Identifying High Risk Areas in the Rurals, Evaluating Road Safety: Contrasting Urban and Rural Areas, Speed in the Rurals, Electric Vehicle Response, Rail Safety Update, a DUI Workshop, and culminated in the outdoor Live Crash Response Demonstration.

The SHSP team is currently planning the 2024 Nevada Traffic Safety Summit. The Summit will be held November 12 through November 14 at the Silver Legacy Resort and Casino in Reno, Nevada. The 2024 Summit is scheduled to be a two and half day, in person event.

NDOT continues to revive its Road Safety Audit (RSA) program. The project kicked off in March 2024. The project will include a literature review of published information on RSAs, conduct interviews with the RSA stakeholders, conduct detailed, in-depth case study analysis of RSA initiatives, organize and facilitate RSA Workshops, create a selection process framework for RSAs on how to prioritize and select roads for a RSA, update and build a RSA Geo-database, and deliver a final User Guidebook Report. This project is scheduled to be completed in March 2025. Once complete, it will be used to support the HSIP program and project prioritization.

NDOT kicked off another project October 2023 to update the Pedestrian Safety Improvement Evaluation Guidelines for Uncontrolled Crossings. The work will consist of a literature review of published information on uncontrolled crossings, collect pertinent data using available data from multiple agencies, create a macro-enabled excel tool that includes a field inventory form and pedestrian crossing countermeasure decision matrix to select and recommend potential countermeasures, and a final User Guidelines Report. This project is scheduled to be completed in October 2024.

NDOT has been using HSIP funds to develop Local Road Safety Plans (LRSP) for local agencies to help reduce fatal and serious injury crashes. The City of North Las Vegas LRSP was completed in March 2024. The Elko LRSP was completed in June 2024, and the Carson Area Metropolitan Planning Organization (CAMPO) LRSP was completed in July 2024. The City of Fernley has shown an interest in developing an LRSP. NDOT shared the cooperative agreement information and is currently waiting for the City of Fernley to reply and sign the agreement. This will initiate the consultant agreement process to select a consultant for developing the LRSP for the City of Fernley.

Safety Management Plans (SMP) are planning studies that focus on safety to reduce the number of fatal and serious injury crashes on Nevada roadways. The NDOT Traffic Safety Engineering team identifies corridors on the roadway network to implement safety improvements. Two SMP locations were selected in the last reporting period. These locations were identified through the NDOT network screening process. The first is in Reno, Nevada on South Virginia Street from SR-431/SR-341 (Veteran's Parkway/Mt Rose Highway) to East Patriot Boulevard. The second is in Las Vegas, Nevada on SR-592 (East Flamingo Road) from South Paradise Road to South Pecos Road. Due to weather, early traffic analysis concerns and the incorporation of the newly published Safe Systems Framework, these SMPs have been extended and are expected to be completed in May 2025.

The goal of a SMP is to ultimately improve the safety, mobility, and connectivity of the area so all road users can securely access and share the road. The SMP identifies short and long-term safety improvement projects that can be eligible for federal Highway Safety Improvement Planning (HSIP) funds. SMPs can also be used to support other agencies to apply for other matching funding sources. The SMP is developed with a Technical Advisory Committee that allows a collaboration of all stakeholders and the public who commit to the entire development of the safety study. A SMP also includes previous relevant studies that have been identified for the area and include the findings from these studies. The SMP process is consistent with the Nevada Strategic Highway Safety Plan goal of reducing the number of fatalities and serious injuries on Nevada's roadways.

The Speed Management Action Plan (SMAP) published June 2022 characterizes Nevada's speeding-related safety problems and speed management issues; identifies appropriate engineering, enforcement, and educational countermeasures and strategies; and outlines actions that the Nevada Department of Transportation (NDOT) and partner agencies can take to implement these strategies to reduce speeding and speed-related fatal and serious injury crashes. This SMAP will facilitate coordination and cooperation among various agency stakeholders including planners, designers and managers, enforcement officials, public health practitioners, and policymakers to implement a sustainable speed management program, and to target the most cost-effective and feasible countermeasures where they will have the greatest safety benefits.

The safety goals of the SMAP are as follows:

· Reduce fatal and serious injury crashes in support of the Nevada Strategic Highway Safety Plan (SHSP)

· Incorporate the statewide speed management strategies and action items into the SHSP and track progress in the SHSP Action Tracking Tool

· Provide network screening guidance for agencies to determine areas of concern

· Improve compliance with speed limits and set target speed limits using the Countermeasures to Achieve Target Speed

Speed limit review, engineering, and design strategies, enforcement, and educational measures will be implemented through this SMAP. As mentioned, there are three basic approaches to implementation of strategies and countermeasures: proactive, comprehensive, and systematic:

· A **proactive approach** aims to foster creation of self-enforcing roadway designs appropriate to the land use and user needs (functions of the road) to reduce future speeding and injury risk. The approach aims to develop collaborative and consistent policies, procedures, and safety guidance in speed-limit setting and design for new projects and roadway improvements.

· The overarching objectives of the **comprehensive approach** are to seek community support for the program, coordinate various stakeholders and engage the community in setting and enforcing appropriate limits, and to complement and enhance the effectiveness of design and engineering measures with locally tailored communications and educational measures.

· A **systematic approach** is used to identify and coordinate treatment of existing speeding and speed-related safety problems with cost-effective countermeasures (engineering and enforcement-related measures), and to integrate this approach with other safety plans and safety focus areas.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

NDOT Traffic Safety Engineering will systematically review this manual and update as appropriate. A full update is to be completed in FFY 2025 as new processes to the HSIP procedures will be completed then.

Select the programs that are administered under the HSIP.

- Horizontal Curve
- HRRR
- Intersection
- Local Safety
- Pedestrian Safety
- Roadway Departure
- Segments
- Other-Safety Management Plans

Program: Horizontal Curve

Date of Program Methodology:2/19/2021

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway

- Fatal and serious injury crashes only

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-Department Prioritization

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: HRRR

Date of Program Methodology:2/19/2021

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

Local Project Identification

How are projects under this program advanced for implementation?

- Other-Department Prioritization

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Intersection

Date of Program Methodology:2/19/2021

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only		

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

Local Project Identification

How are projects under this program advanced for implementation?

- Other-Department Prioritization

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Local Safety

Date of Program Methodology:2/19/2021

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Other-In development

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only • Other-Local Input	• Other-Varies with Local Input	

What project identification methodology was used for this program?

- Other-Varies with Local Input

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

Varies with Local Input

How are projects under this program advanced for implementation?

- Other-Process in Development

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Program: Pedestrian Safety

Date of Program Methodology:2/19/2021

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only		

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

Local Project Identification

How are projects under this program advanced for implementation?

- Other-Department Prioritization

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

The Vulnerable Road User Penalty Funds were obligated in the amount of $4,288,668 on a pedestrian focused project in Ely, Nevada towards a Complete Streets project on US 50 and US 93. As Nevada is a Pedestrian Focused state, NDOT is exploring all avenues to reduce fatal and serious injury crashes that involve all vulnerable road users.

Program: Roadway Departure

Date of Program Methodology:2/19/2021

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only		

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

Local Project Identification

How are projects under this program advanced for implementation?

- Other-Department Prioritization

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Segments

Date of Program Methodology:2/19/2021

What is the justification for this program?

- Other-Safety Management Plans

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes • Fatal and serious injury crashes only		

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

Local Project Identification

How are projects under this program advanced for implementation?

- Other-Department Prioritization

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Other-Safety Management Plans

Date of Program Methodology:7/14/2024

What is the justification for this program?

- Other-High Crash Network

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes • Fatal crashes only		

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Department Prioritization

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

What percentage of HSIP funds address systemic improvements?

0

HSIP funds are used to address which of the following systemic improvements?

Nevada includes systemic improvements in all projects. The improvements include signage, rumble strips, safety edge, guard rail upgrades, pavement/shoulder widening, and wrong way driving treatments. These are addressed using general project funding without a set aside.

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input
- Other-Safety Management Plans

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

NDOT is continuously evaluating connected vehicle technologies, has participated in pilot projects focusing on V2I for winter operations, and is anticipating unified national standards along with project or funding opportunities. NDOT is currently supplementing our existing sensor data with near real-time data from a fleetwide AVL platform. As part of this AVL installation, NDOT will also be installing forward facing cameras and evaluating geofenced live video for possible sharing of winter plowing activities through our 511 website. As states coalesce around possible USDOT/OEM standards for connected vehicles, most of our current efforts for the public domain are focused on expanding our underlying enterprise grade communications backbone along Nevada’s roadways. As identified in our Smart Mobility and ITS Master Plans, this will provide a robust and redundant system capable of supporting a wide variety of connected technologies as they become available and are proven safe and effective. Needs and solutions are being evaluated based on desired safety improvements and operational deficiencies. Through both plans and our TSMO selection process, we will evaluate new technology solutions (including C-V2X deployments) as well as expanding current solutions such as Wrong Way Driver (WWD) systems, Variable Speed Limit (VSL) corridors, smart work zone devices, wind and weather warning systems, and Advanced Traveler Information System (ATIS) devices.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

The HSM provides a structured process for Network Screening, Project Prioritization, and predictive methodologies. These processes help determine the priority of HSIP projects by analyzing crash data and roadway characteristics, ensuring that the most impactful safety improvements are selected. Project safety effectiveness is calculated using HSM methods, allowing NDOT to conduct benefit-cost analyses and prioritize resources effectively to enhance overall road safety.

Describe other aspects of the HSIP methodology on which the State would like to elaborate.

NDOT Traffic Safety Engineering and Traffic Operations is continuing to expand the TIM program throughout the state. The primary goal of the of the TIM program is to reduce fatalities and serious injuries from secondary crashes by providing coordination and education to all partners, including enforcement, and emergency services.

NDOT recently submitted a HSIP Implementation Plan for FFY25 for FHWA review. The team is actively pursuing opportunities identified in that plan, including, but not limited to ensuring that all data driven safety priorities can be included in the One Nevada Transportation Plan for project prioritization.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$22,359,690	$22,610,179	101.12%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$31,356	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$4,288,668	$4,288,668	100%
Penalty Funds (23 U.S.C. 154)	$0	$17,404	0%
Penalty Funds (23 U.S.C. 164)	$7,343,726	$7,343,726	100%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$2,104,401	$1,537,979	73.08%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$36,096,485	$35,829,312	99.26%

Penalty Funds (23 U.S.C. 154) had a return of $17,404.01 to the code from final vouchers, which was obligated towards EA 74581 OTS-DPS UNLV Trauma Database. This funding code is now closed out.

HRRR Special Rule had a return of $31,356 to the code from final vouchers, which was obligated towards EA 61186 US 95 HSIP Signs and Safety Improvements. This funding code is now closed out.

HSIP Fast Act funding code ZS30 had a return of $950,000 from final vouchers, which was obligated towards EA 74583 UNR CATER Support and Data Services. This funding code is now closed out. This obligation is reflected in the HSIP (23 U.S.C. 148) obligation totals.

Total amount of final vouchers for FFY24 is $669,976 for funds returned to codes MS3E, LS3E, LS30, YS30 and MS30 and are accounted for in HSIP (23 U.S.C. 148) funds above.

RHCP obligations total $1,800,000, final vouchers were a return of $262,021 to the funds, for a total net obligation of $1,537,979.

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

0%

How much funding is obligated to local or tribal safety projects?

0%

Local road safety projects are currently ongoing, and the DOT is scheduled to obligate its first Local Public Agency project funded with HSIP in FFY 2025.

How much funding is programmed to non-infrastructure safety projects?

50%

How much funding is obligated to non-infrastructure safety projects?

50%

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

0%

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

0%

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

The NDOT team is working through changes in our programs and how we prioritize projects and following the data driven process in the One Nevada Plan. Leadership is working on prioritizing projects and potentially expedite project based on the Vulnerable Road User Safety Assessment and other screening metrics. Funds for local safety projects were implemented in FFY 2023 with the plans to implement additional projects in FFY 2025.

Describe any other aspects of the State's progress in implementing HSIP projects on which the State would like to elaborate.

NDOT Traffic Safety Engineering is refining the Road Safety Audit (RSA) Guidelines with a focus on developing both the RSA selection process and the implementation process. From the implementation process, the RSA will produce short-term, mid-term, and long-term recommendations and identify the agencies responsible for implementing them. Traffic Safety Engineering is collaborating with the Districts to develop Betterment project processes, which will transform short-term RSA recommendations into deliverable contract projects.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SR-227 Roundabout	Intersection traffic control	Intersection traffic control - other	1	Intersections	$6967487	$13170761	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	6,850	45	State Highway Agency	Spot	Intersections	Intersections
Cheyenne and Jones Safety Project	Access management	Access management - other	2.00	Miles	$778197	$818010	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	35,040	45	State Highway Agency	Spot	Roadway	All Emphasis Areas
Winnemucca, Various Locations - Pedestrian	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.685	Miles	$1667311	$1718830	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	11,240	25	Other Local Agency	Systemic	Pedestrians	All Emphasis Areas
US 50/US 93 Ely Complete Streets	Miscellaneous	Miscellaneous - other	1.875	Miles	$9653750	$47599952	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,987	25	State Highway Agency	Systemic	All Emphasis Areas	All Emphasis Areas
US 95 MP 6.9-69.0 Safety Betterment	Roadway signs and traffic control	Roadway signs and traffic control - other	63.730	Miles	$1784317	$1878228	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,226	65	State Highway Agency	Systemic	All Emphasis Areas	All Emphasis Areas
ATCMTD WWD SYSTEM	Advanced technology and ITS	Wrong-way Driving Detection System	32.579	Miles	$1149500	$1207290	Penalty Funds (23 U.S.C. 164)	Multiple/Varies	Principal Arterial-Interstate	0	0	State Highway Agency	Systemic	WRONG WAY DRIVER	All Emphasis Areas
UNR CATER HSIP SUPPORT	Miscellaneous	Data collection	0	Data Study	$950000	$1000000	HSIP (23 U.S.C. 148)	Multiple/Varies	N/A	0	0	State Highway Agency	Systemic	Data	All Emphasis Areas
US 50, Austin, West of Austin to Churchill/Lander County Line - Pavement rehab	Roadway	Pavement surface - other	46.300	Miles	$1098002	$1155792	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	690	70	State Highway Agency	Systemic	All Emphasis Areas	All Emphasis Areas
SR 667, KIETZKE LN, RENO, 600FT N OF GENTRY WAY.	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.145	Miles	$600000	$600000	Penalty Funds (23 U.S.C. 164)	Urban	Major Collector	23,140	45	State Highway Agency	Spot	Pedestrians	All Emphasis Areas
OTS-DPS Behavioral Campain	Miscellaneous	Transportation safety planning	0	Road User Behavioral Campaign	$3177900	$5400000	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0	0	State Highway Agency	Systemic	All Emphasis Areas	All Emphasis Areas
DPS/OTS for Tyler Technologies	Miscellaneous	Data analysis	0	Data Study	$1330000	$5600000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Data	All Emphasis Areas

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Crash Data Management															
AGC Marketing Plan for Work Zones	Miscellaneous	Miscellaneous - other	0	Design Services	$25000	$25000	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0	0	State Highway Agency	Systemic	Work Zones	All Emphasis Areas
OTS-DPS UNLV Trauma Database	Miscellaneous	Data analysis	0	Data Study	$1935941	$2000000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	All Emphasis Areas	All Emphasis Areas
ATCMTD - Construction	Advanced technology and ITS	Advanced technology and ITS - other	5.00	Miles	$2850500	$25494374	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other Freeways & Expressways	226,000	65	State Highway Agency	Systemic	Roadway	All Emphasis Areas
Statewide At-Grade Railway-Highway Crossings Engineering Design Services (RHCEDS)	Miscellaneous	Miscellaneous - other	0	Engineering Design Services	$1800000	$2000000	RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Multiple/Varies	N/A	0	0	Railroad	Spot	All Emphasis Areas	All Emphasis Areas
SR 169, Clark County, Shoulder Widening and Truck Climbing Lanes	Roadway	Install / remove / modify passing zone	3.470	Miles	$993403	$17341022	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,500	55	State Highway Agency	Systemic	All Emphasis Areas	All Emphasis Areas

The final vouchers total a return of $669,979 for HSIP 23 U.S.C. 148 for funds returned to codes MS3E, LS3E, LS30, YS30, and MS30.

HSIP obligations total $34,961,309, final vouchers were a return of $669,979 to the funds, for a total net obligation of $34,291,332.

The final vouchers total a return of $262,021 for RHCP 23 U.S.C. 130 and reflect NDOT fiscal closeouts of older projects.

RHCP obligations total $1,800,000, final vouchers were a return of $262,021 to the funds, for a total net obligation of $1,537,979.

Total net obligations for FFY 24 for HSIP and RHCP is $35,829,312.

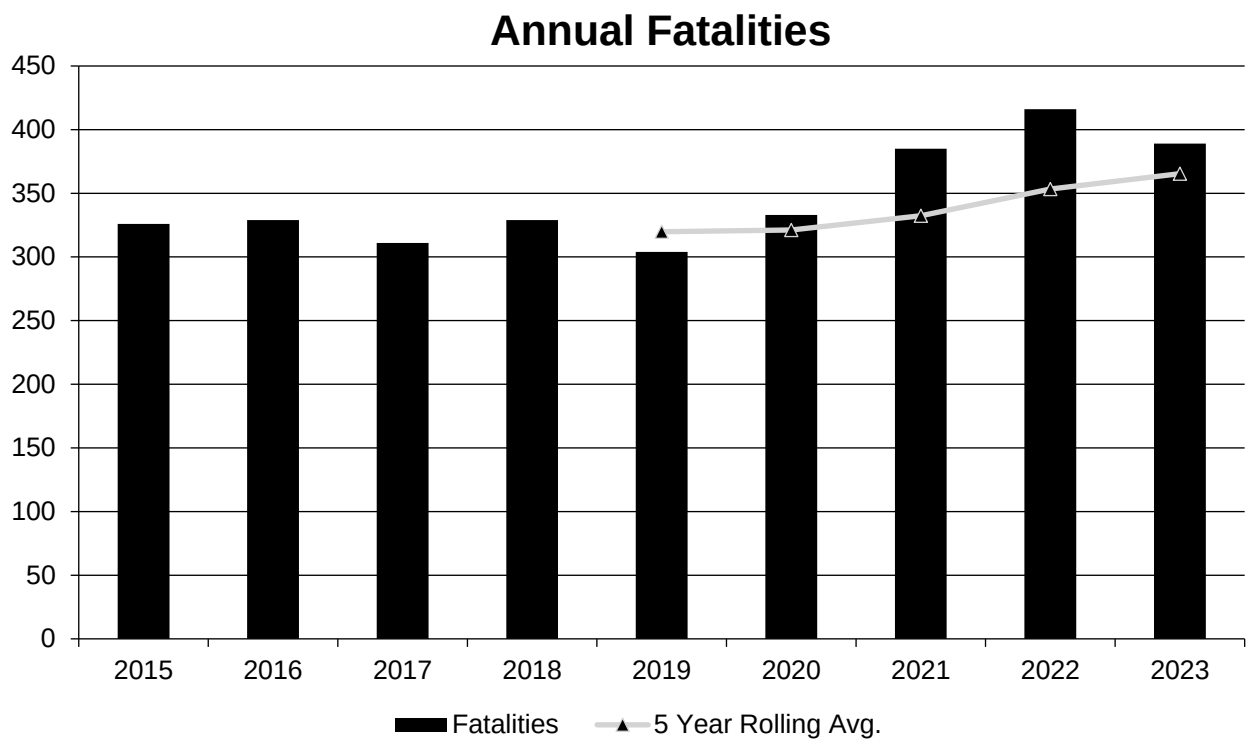
The final voucher total is reflected for all Obligated and programmed HSIP funds in the reporting period.

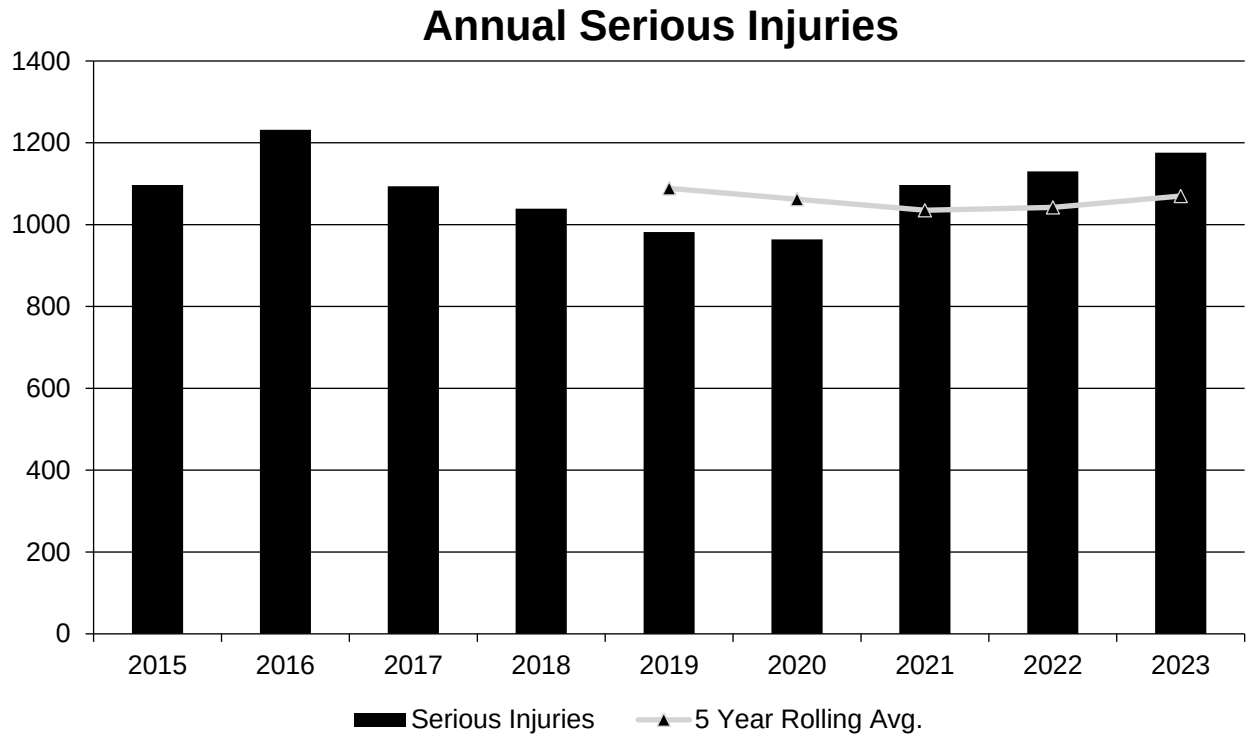
Safety Performance

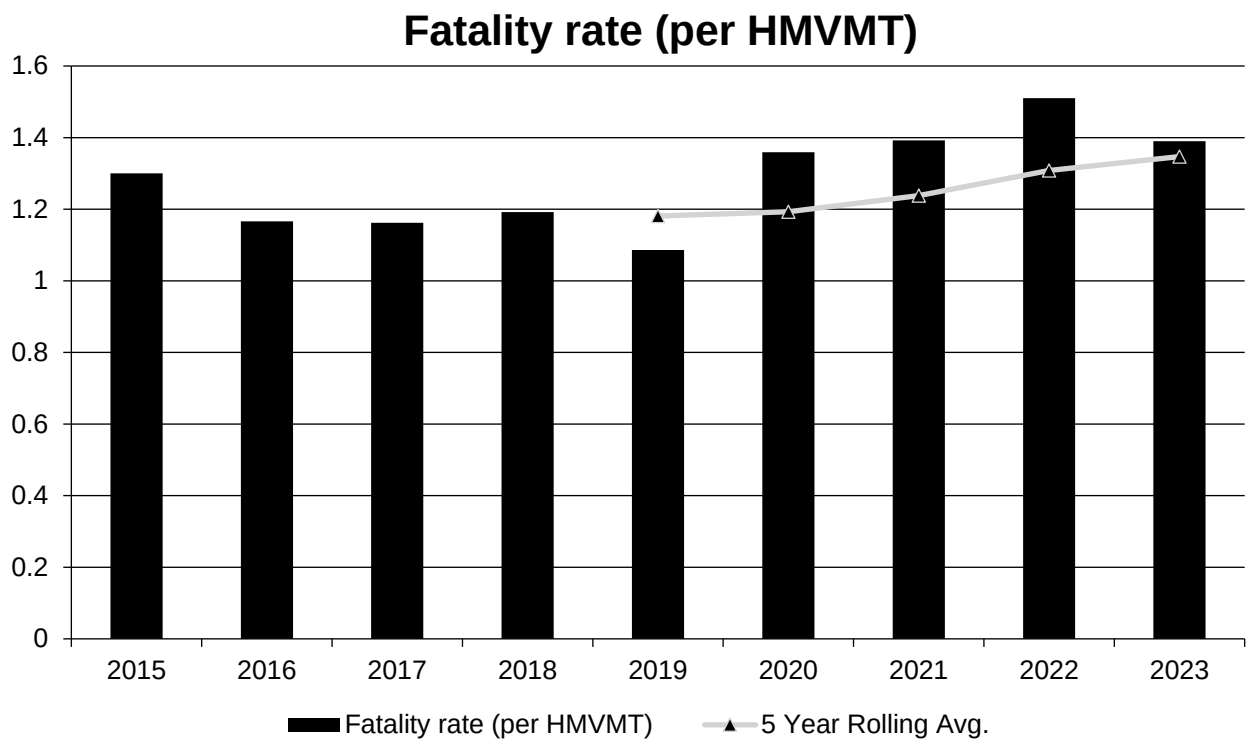
General Highway Safety Trends

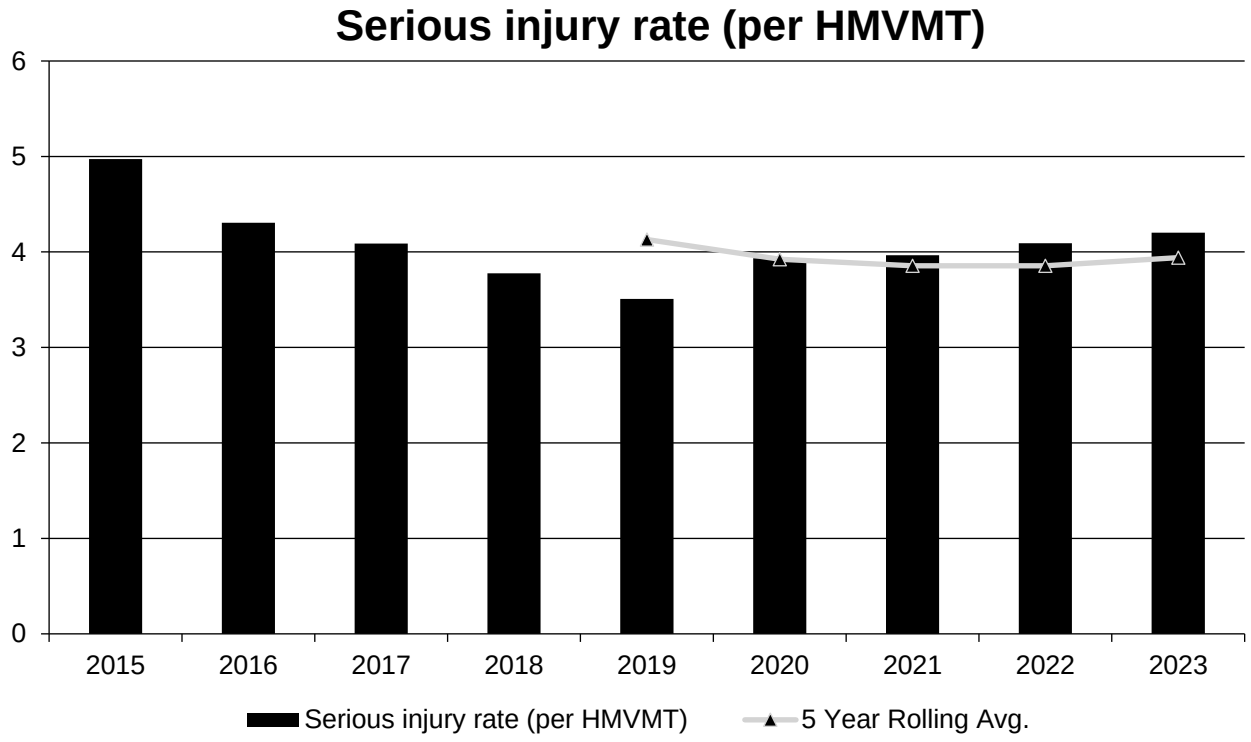
Present data showing the general highway safety trends in the State for the past five years.

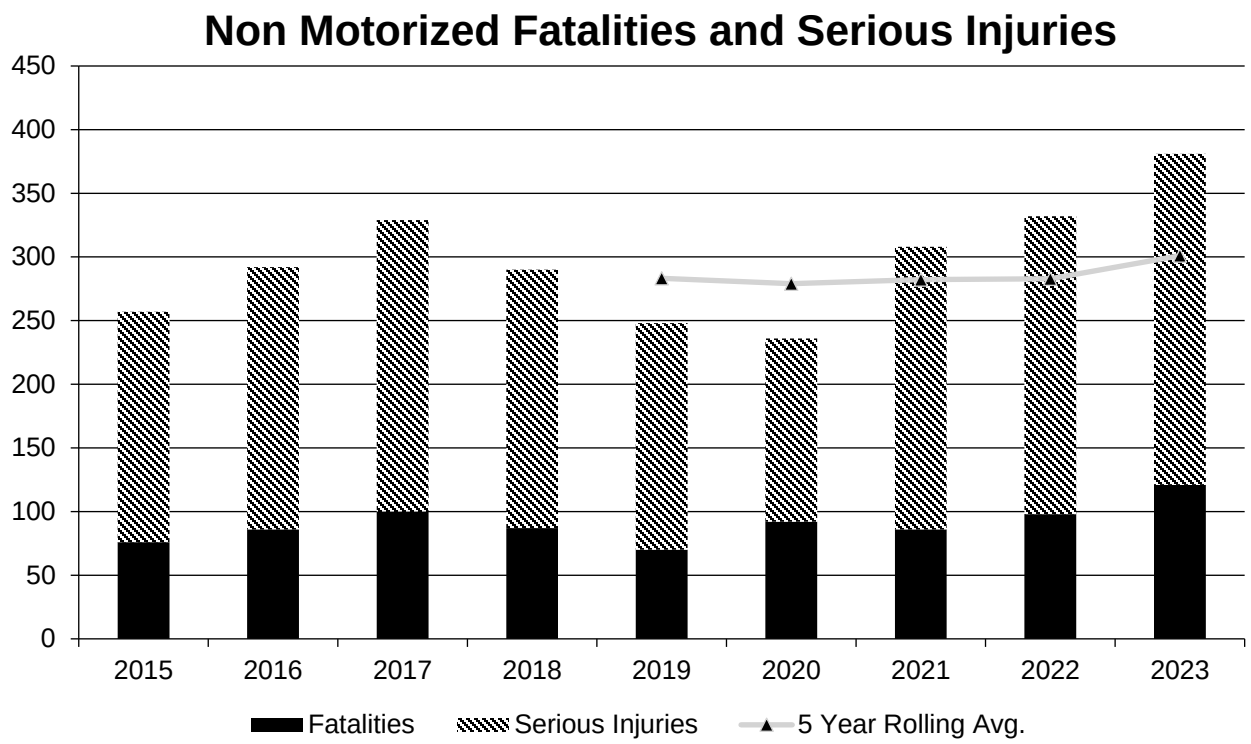
PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	326	329	311	329	304	333	385	416	389
Serious Injuries	1,097	1,232	1,094	1,039	982	964	1,097	1,130	1,176
Fatality rate (per HMVMT)	1.300	1.166	1.162	1.192	1.086	1.359	1.392	1.510	1.390
Serious injury rate (per HMVMT)	4.972	4.306	4.088	3.777	3.508	3.934	3.966	4.091	4.202
Number non-motorized fatalities	76	86	100	87	70	92	86	98	121
Number of non-motorized serious injuries	181	206	229	203	178	144	222	234	260


Annual Fatalities
450
400
350
300
250
200
150
100
50
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1400
1200
1000
800
600
400
200
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
6
5
4
3
2
1
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

To the maximum extent possible, present this data by functional classification and ownership.

Year 2022

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	24	37.2	1	1.51
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	47	125.4	2.64	6.86
Rural Minor Arterial	10	16.8	2.22	3.69
Rural Minor Collector	3	6.8	2.04	4.47
Rural Major Collector	8.8	14	2.23	3.57
Rural Local Road or Street	4.4	13.2	0.93	2.82
Urban Principal Arterial (UPA) - Interstate	26.6	73	0.59	1.61
Urban Principal Arterial (UPA) - Other Freeways and Expressways	6.8	15	0.38	0.83
Urban Principal Arterial (UPA) - Other	58	154.8	1.76	4.69
Urban Minor Arterial	97.6	243.4	1.98	4.92
Urban Minor Collector	28.2	68.2	1.39	3.35
Urban Major Collector	1	1.2	2.18	2.63
Urban Local Road or Street	28.6	108.6	0.6	2.26

Year 2020

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	0	0	0	0
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Safety Performance Targets

Safety Performance Targets

Calendar Year 2025 Targets *

Number of Fatalities:360.6

Describe the basis for established target, including how it supports SHSP goals.

The target was set based on Nevada's SHSP Goal of Zero Fatalities in 2050. The number of non -motorized fatalities and serious injuries in 2023 was reduced on a straight-line basis to be 0 in 2050.

Number of Serious Injuries:1088.5

Describe the basis for established target, including how it supports SHSP goals.

The target was set based on Nevada's SHSP Goal of Zero Fatalities in 2050. The number of non -motorized fatalities and serious injuries in 2023 was reduced on a straight-line basis to be 0 in 2050.

Fatality Rate:1.400

Describe the basis for established target, including how it supports SHSP goals.

The target was set based on Nevada's SHSP Goal of Zero Fatalities in 2050. The number of non -motorized fatalities and serious injuries in 2023 was reduced on a straight-line basis to be 0 in 2050.

Serious Injury Rate:4.038

Describe the basis for established target, including how it supports SHSP goals.

The target was set based on Nevada's SHSP Goal of Zero Fatalities in 2050. The number of non -motorized fatalities and serious injuries in 2023 was reduced on a straight-line basis to be 0 in 2050.

Total Number of Non-Motorized Fatalities and Serious Injuries:352.8

Describe the basis for established target, including how it supports SHSP goals.

The target was set based on Nevada's SHSP Goal of Zero Fatalities in 2050. The number of non -motorized fatalities and serious injuries in 2023 was reduced on a straight-line basis to be 0 in 2050.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

Nevada is sharing its methodology with all stakeholders and will support all efforts to align with the SHSP Goal of Zero Fatalities in 2050 by reducing on a straight-line basis to be 0 in 2050.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2023 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	347.8	365.4
Number of Serious Injuries	1021.3	1069.8
Fatality Rate	1.279	1.347
Serious Injury Rate	3.755	3.940
Non-Motorized Fatalities and Serious Injuries	262.6	301.0

Nevada did not meet the targets for Number of Fatalities, Number of Serious Injuries, Fatality Rate, Serious Injury Rate, and Non-Motorized Fatalities and Serious Injuries. Fatal and serious injuries have been increasing in Nevada and across the nation. Nevada is continuing to see the upward trend in these crashes in the 5-year average. NDOT is looking into every avenue to reduce fatal and serious injuries on the road network to decrease the fatal and serious injury rate. Nevada is focusing on intersection related and vulnerable road user involved crashes and is collaborating with all stakeholders in Nevada in a joint effort to reduce this alarming trend.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

No

Does the VRU Safety Special Rule apply to the State for this reporting period?

Yes

Nevada has completed the Vulnerable Road User (VRU) Safety Assessment and is working with all partners and stakeholders in the state to implement project, programs, and strategies to reduce and eliminate VRU crashes on the road network.

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2017	2018	2019	2020	2021	2022	2023
Number of Older Driver and Pedestrian Fatalities	55	61	63	54	71	61	60
Number of Older Driver and Pedestrian Serious Injuries	97	91	110	79	93	94	116

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

NDOT Traffic Safety Engineering focuses on developing projects that will reduce the numbers of fatalities and serious injuries. This involves using HSIP funds as outlined in the strategies and action items under the current emphasis areas outlined in the Nevada SHSP. Due to the increased rate of fatal and serious injuries on the road network, NDOT is looking into every resource available to decrease the upward trend.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

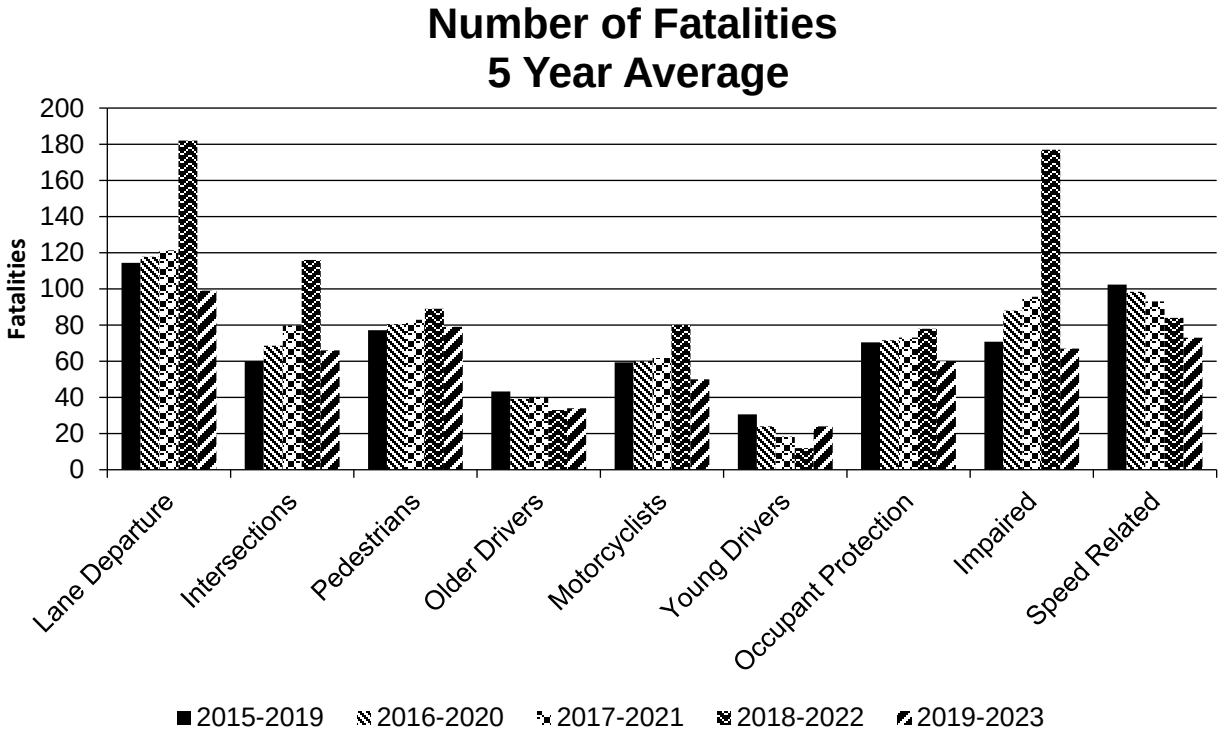
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs
- Policy change

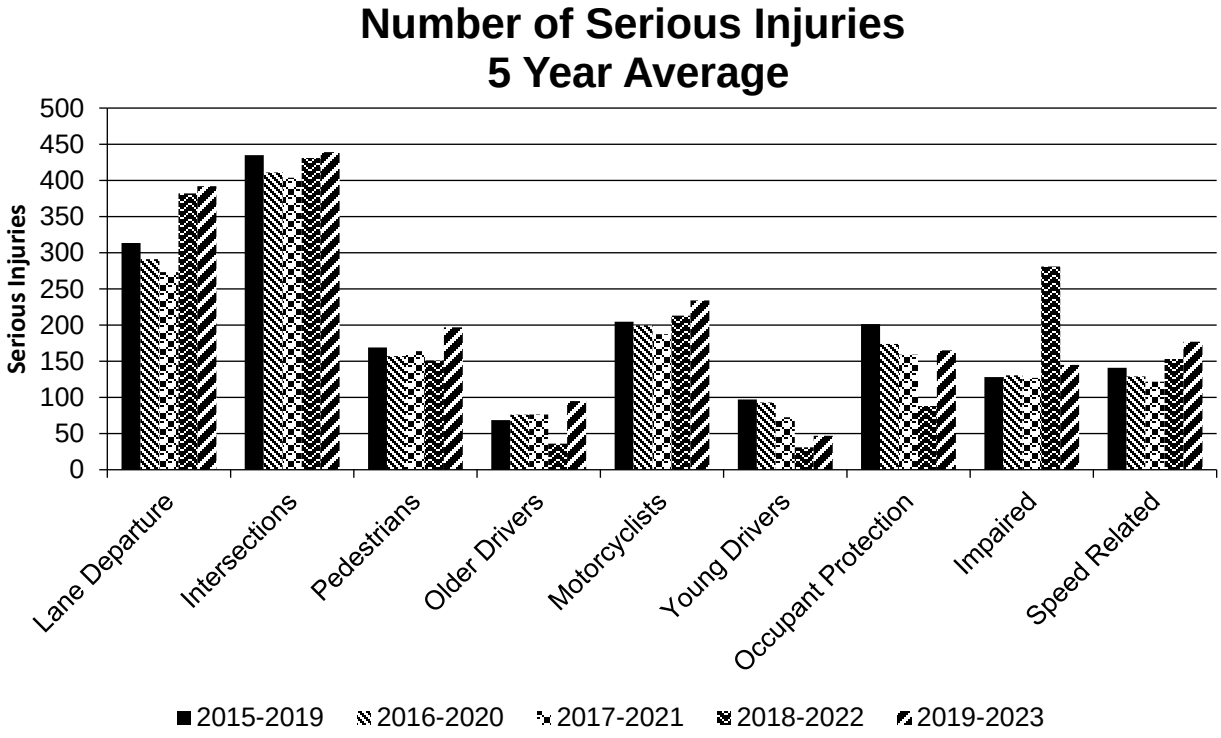
Effectiveness of Groupings or Similar Types of Improvements

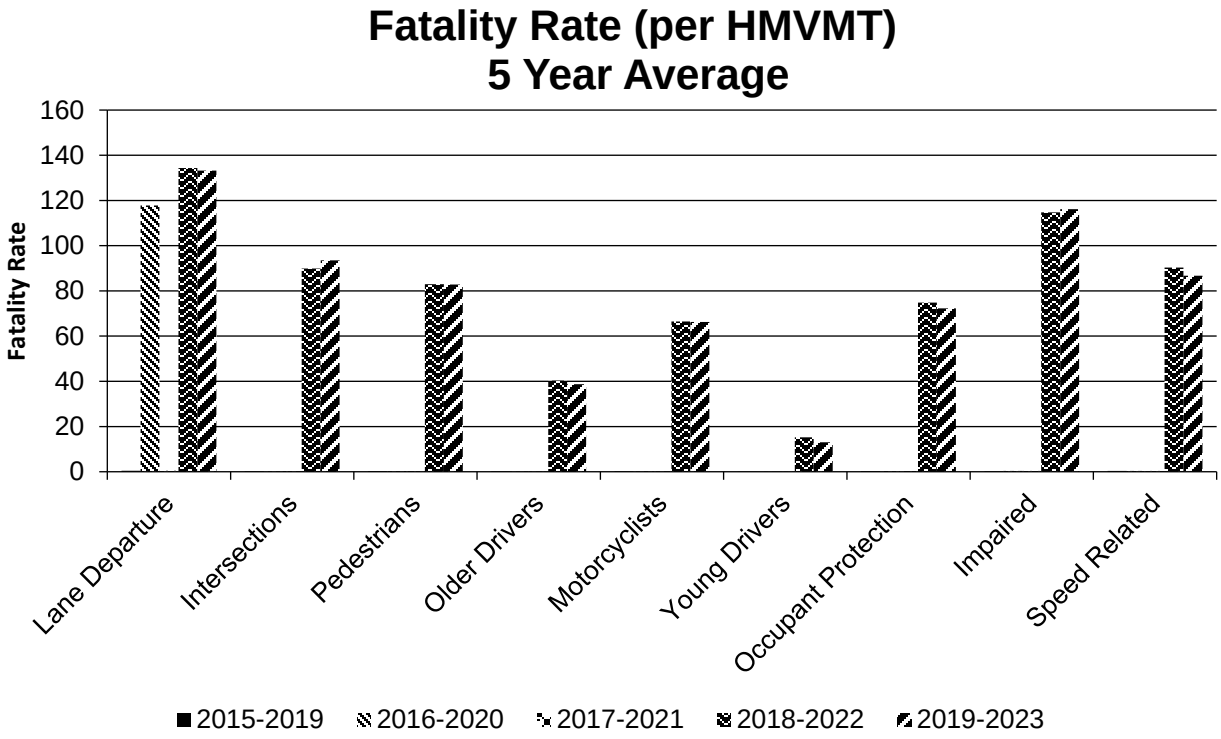
Present and describe trends in SHSP emphasis area performance measures.

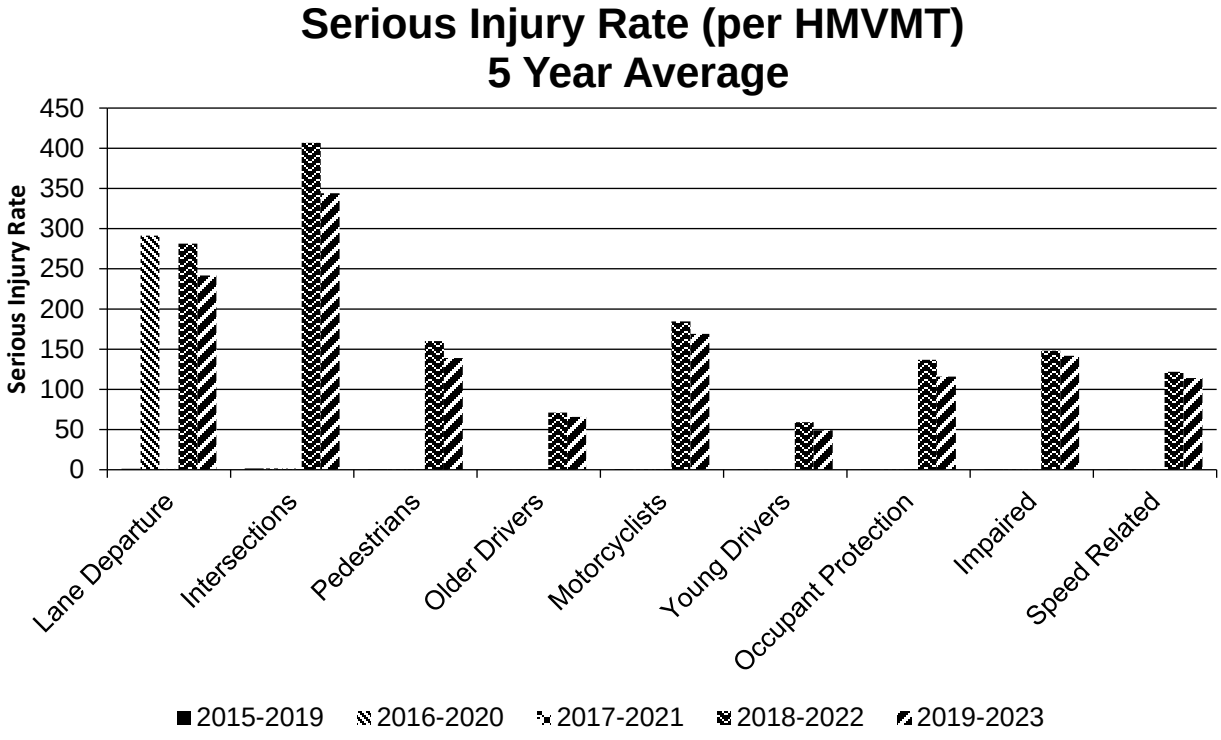
Year 2023

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		99	392	133.2	241.67
Intersections		66	439	93.49	343.97
Pedestrians		79	197	82.83	139.02
Older Drivers		34	95	38.72	65.72
Motorcyclists		50	234	66.24	169.08
Young Drivers		24	47	13.04	49.02
Occupant Protection		60	165	72.31	115.92
Impaired		67	145	116.13	141.74
Speed Related		73	177	86.72	114.11


Number of Fatalities
5 Year Average
Fatalities
200
180
160
140
120
100
80
60
40
20
0
Lane Departure
Intersections
Pedestrians
Older Drivers
Motorcyclists
Young Drivers
Occupant Protection
Impaired
Speed Related
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Number of Serious Injuries
5 Year Average
Serious Injuries
500
450
400
350
300
250
200
150
100
50
0
Lane Departure
Intersections
Pedestrians
Older Drivers
Motorcyclists
Young Drivers
Occupant Protection
Impaired
Speed Related
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
160
140
120
100
80
60
40
20
0
Lane Departure
Intersections
Pedestrians
Older Drivers
Motorcyclists
Young Drivers
Occupant Protection
Impaired
Speed Related
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
450
400
350
300
250
200
150
100
50
0
Lane Departure
Intersections
Pedestrians
Older Drivers
Motorcyclists
Young Drivers
Occupant Protection
Impaired
Speed Related
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
US 95, FROM THE INTERSECTION OF US95/US95A SOUTH OF SCHURZ TO 2.43 MN OF CHURCHILL COUNTY LINE MP MI 83.94 TO MI 92.26, MP LY 0.00 TO 2.82, MP CH 0.00	Rural Principal Arterial (RPA) - Other	Roadway	Roadway widening - add lane(s) along segment	7.00	14.00		1.00	2.00		3.00	1.00	12.00	16.00	-3.58852336
US 93, ELKO COUNTY, MP EL 101.09 TO MP EL 107.11	Rural Principal Arterial (RPA) - Other	Roadway	Roadway widening - add lane(s) along segment	6.00	5.00		1.00			1.00	2.00	7.00	8.00	-3.42994845
US 95 FROM 12.16 MILES NORTH OF BEATTY TO 3.67 MILES SOUTH OF THE NYE/ES COUNTY LINE. NY 72.036 TO NY 103.552	Rural Principal Arterial (RPA) - Other	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	30.00	31.00	3.00	4.00	1.00	1.00	11.00	14.00	45.00	50.00	-4.49284324
VARIOUS LOCATIONS IN DISTRICT 3 EA # 73976	Rural Minor Arterial	Miscellaneous	Miscellaneous - other	68.00	53.00	2.00	1.00	1.00	4.00	17.00	12.00	88.00	70.00	12.5417973
WASHOE COUNTY, MACCARRAN BLVD (GREG TO PRATER WAY) WA MP 16.350 TO MP 17.850	Urban Principal Arterial (UPA) - Other	Pedestrians and bicyclists	Medians and pedestrian refuge areas	248.00	127.00	1.00		6.00	6.00	134.00	57.00	389.00	190.00	42.1775894
WASHOE COUNTY, SR 447, PYRAMID	Rural Minor Arterial	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.00								1.00		0.01170927

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
LAKE PAIUTE TRIBE COMMUNITY OF WADSWORTH, WA MP 0.150 TO MP 0.530														
CLARK COUNTY, EASTERN AVENUE/CIVIC CENTER DRIVE (CHEYENNE TO US 95)	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection geometry - other	324.00	262.00	3.00	3.00	8.00	12.00	334.00	246.00	669.00	523.00	6.2992566

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

01/26/2021

What are the years being covered by the current SHSP?

From: 2021 To: 2025

When does the State anticipate completing its next SHSP update?

2026

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	100					100	100	100	100
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	100					90	100		
	Begin Point Segment Descriptor (10) [10]	100	100					100	100	100	100
	End Point Segment Descriptor (11) [11]	100	100					100	100	100	100
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	100	100	100

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	80	80								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					90	100		
	Average Annual Daily Traffic (79) [81]	100	100					100	100		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120) [110]			100	100						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	100						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	100						
	Intersection/Junction Geometry (126) [116]			95	95						
	Intersection/Junction Traffic Control (131) [131]			95	95						
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at					100	100				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]										
	Interchange Type (182) [172]					100	100				
	Ramp AADT (191) [181]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**98.89**	**98.89**	**98.75**	**98.75**	**90.91**	**90.91**	**97.78**	**100.00**	**100.00**	**100.00**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

NDOT has collected nearly 100% of the FDE's. Once the data is checked for QA/QC, the MIRE FDEs will be at 100% by FFY 2025.

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

Nevada expects to meet the MIRE Fundamental Data Elements (FDEs) deadline of September 30, 2026. Completed actions (to date) include: mapping subsequent overlap between HPMS and MIRE data elements, as well as, participation in Federal Highway Administration FDEs mapping report, the investigation of database management system to create a MIRE repository, and the collection and identification of safety gaps not addressed by MIRE, State, or Federal guidance. Data extraction from the Road Video Lidar system is underway, and once completed, data will be utilized in safety tools and/or other tools. Nevada participated in the MIRE Peer Exchange in Washington D.C. Aug 9th and 10th, 2023 to gain valuable insight on best practices of collecting and analyzing MIRE data. Lastly, evaluation shall include Highway Safety Improvement Program quality control, ensuring the accuracy of safety data.

Optional Attachments

Program Structure:

HSIP Procedure Manual July 2020.pdf
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.