

CLARK COUNTY OFFICE OF TRAFFIC SAFETY STRATEGIC PLAN

NOVEMBER 2022



Clark County Office of Traffic Safety Strategic Plan

EXECUTIVE SUMMARY



EXECUTIVE SUMMARY



The Clark County Office of Traffic Safety, established in early 2022, is tasked with the goal of identifying high-crash corridors, reducing the number of crashes that result in fatalities, serving as coordinator between key departments and agencies in Clark County, and identifying procedures for implementing proactive and reactive measures. This strategic plan document includes a summary of crash statistics for Clark County and identifies focus areas, strategies, and actions to effectively address traffic safety issues in Clark County.

PURPOSE, GOALS AND OBJECTIVES

Clark County Office of Traffic Safety's purpose is to ensure that all relevant departments and agencies are working together to reduce the number of fatalities and serious injuries on roadways in Clark County.

The goal for Clark County is to reduce fatalities and serious injuries on roadways within Clark County in an effort to ultimately reach zero.

The goal will be evaluated as a reduction of the five-year average of fatalities and serious injuries in Clark County over the next five years.

Key objectives for Clark County Office of Traffic Safety include:

- Prioritizing traffic safety
- Providing guidance for education and outreach
- Improving effectiveness of enforcement processes
- Making best use of funding opportunities
- Implementation and tracking of communication

CLARK COUNTY FATAL CRASHES VS NEVADA STATEWIDE FATAL CRASHES

From 2017 to 2021, 1,036 traffic fatalities occurred in Clark County, with **impaired driving (47%)**, **intersections (38%)**, and **pedestrians (30%)** reporting the highest among focus areas.

Compared to statewide fatalities over the five-year period, **63% of Nevada's fatalities** and **64% of Nevada's fatal crashes** occurred in Clark County.

Clark County's fatality rate per 100 million vehicle miles traveled (MVMT) is generally lower than the statewide fatality rate. In 2021, **Clark County's fatality rate was 1.281**, while **Nevada's fatality rate was 1.575**.

Clark County's fatality rate per population (per 100K) is also lower than the statewide rate, with **Clark County's fatality rate of 10.295 in 2021**, compared to a **statewide rate of 12.277**.

Clark County Office of Traffic Safety Strategic Plan

EXECUTIVE SUMMARY



ACTIONS

Identified actions for each key element of the plan include:



REDUCE IMPAIRED DRIVING ACTIONS

ACTION	RESPONSIBLE DEPARTMENTS / AGENCIES	COMPLETION DATE
Develop relationships with national and regional partners to bring much needed national resources to Clark County to reduce impaired driving.	Office of Traffic Safety	On-going
Develop and implement Nevada's first Place of Last Consumption program to track impairment back to the establishment.	Office of Traffic Safety, Business Licensing, Las Vegas Metropolitan Police Department (LVMPD), Code Enforcement	December 2023



SAFE ROAD USERS ACTIONS

ACTION	RESPONSIBLE DEPARTMENTS / AGENCIES	COMPLETION DATE
Develop a traffic safety communications plan, especially related to impaired driving, distracted driving, reckless/aggressive driving, seat belts, pedestrians, speed, motorcyclists, and bicyclists.	Office of Traffic Safety, Communications and Strategy, County Commission	Q1 2023
Develop and/or share traffic safety communications through the County website, Commissioner newsletters and social media especially related to impaired driving, distracted driving, reckless/aggressive driving, seat belts, pedestrians, speed, motorcyclists, and bicyclists.	Office of Traffic Safety, Communications and Strategy, County Commission	Q2 2023 (and On-going)
Coordinate with County departments and the Nevada Department of Motor Vehicles (DMV) to develop resources for older drivers and younger drivers.	Office of Traffic Safety, Parks and Recreation, County Commission	Q2 2023

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SAFE ROAD USERS *continued*

ACTIONS

ACTION	RESPONSIBLE DEPARTMENTS/AGENCIES	COMPLETION DATE
Complete a review of the feasibility of creating a multi-disciplinary Fatal Review Team that responds to each fatality to document and learn how to prevent future fatalities.	Office of Traffic Safety, County Fire, LVMPD, Coroner's Office, University Medical Center (UMC), Public Works, Regional Transportation Commission of Southern Nevada (RTC), District Attorney	Q2 2023
Review enforcement process from citation to adjudication and provide recommendations for improvement to increase accountability and track future changes as needed.	Office of Traffic Safety, LVMPD, District Attorney, Public Defender, District Court	Q4 2023
Coordinate with Public Works and various other departments countywide to increase the safety of all road users around school zones.	Office of Traffic Safety, Public Works, RTC, Clark County School District (CCSD)	Q2 2023



SAFE SPEEDS

ACTIONS

ACTION	RESPONSIBLE DEPARTMENTS/AGENCIES	COMPLETION DATE
Using all available data develop and maintain an enforcement program targeted at locations with speeding-related crash risk factors.	Office of Traffic Safety, LVMPD, NV Office of Traffic Safety, RTC, Nevada Department of Transportation (NDOT)	On-going
Develop and/or share traffic safety communications through the County website, Commissioner newsletters and social media especially related to speed.	Office of Traffic Safety, LVMPD, NV Office of Traffic Safety, NDOT, RTC	Q3 2023
Review and update existing methodologies, policies, and processes to set lower speed limits.	Office of Traffic Safety, Public Works, County Commission	Q4 2023

EXECUTIVE SUMMARY



SAFE ROADS ACTIONS

ACTION	RESPONSIBLE DEPARTMENTS/AGENCIES	COMPLETION DATE
Review and promote roadway infrastructure improvements that impact vehicle speeds (self-enforcing roads).	Office of Traffic Safety, Public Works	Q3 2023
Develop and implement Complete Streets Policy for Clark County and prioritize corridors for implementation.	Office of Traffic Safety, Public Works, County Commission	Underway, On-going
Coordinate with Clark County School District on the Safe Routes to School program.	Office of Traffic Safety, Public Works, CCSD	On-going
Review Clark County Area Uniform Standard Drawings for updates that address traffic safety.	Office of Traffic Safety, Public Works, RTC	Q4 2023



POST-CRASH CARE ACTIONS

ACTION	RESPONSIBLE DEPARTMENTS/AGENCIES	COMPLETION DATE
Receive crash trauma data from University Medical Center.	Office of Traffic Safety, University Medical Center	Q1 2023 (annually)
Receive crash response data from Clark County Fire Department and EMS.	Office of Traffic Safety, Clark County Fire	Q1 2023 (annually)
Expand and promote the Traffic Incident Management (TIM) Coalition and promote TIM Responder Training.	Office of Traffic Safety, NDOT, TIM Coalition, LVMPD	On-going



IMPLEMENTATION, EVALUATION AND TRACKING

Clark County Office of Traffic Safety will annually evaluate performance measures for all Clark County fatalities and for each focus area. The performance measures used for evaluation include:

- Number of Fatalities
- Number of Serious Injuries
- Fatality Rate
- Serious Injury Rate
- Vulnerable Road Users Fatalities and Serious Injuries

In addition to the performance measures above, **progress of strategies and actions will be tracked using an implementation tracking spreadsheet.**

Clark County Office of Traffic Safety Strategic Plan

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Clark County Office of Traffic Safety Strategic Plan

OVERVIEW



OVERVIEW



Clark County, Nevada is the nation's 13th largest county and provides regional services to more than 2.3 million citizens and more than 45.6 million visitors a year (Clark County, NV (clarkcountynv.gov), 2019). With traffic-related fatalities on the rise for the past several years, the Clark County Board of Commissioners approved the creation of the Clark County Office of Traffic Safety in November 2021, with official establishment of the Office in January 2022.

CLARK COUNTY OFFICE OF TRAFFIC SAFETY

The Clark County Office of Traffic Safety serves as the primary coordinator and contact for the County between the Clark County Commission, County departments, and other agencies to set priorities and carry out safety-related aspects of roadway design, construction, and maintenance projects to decrease injuries and fatalities on Clark County roadways.

Responsibilities of the Clark County Office of Traffic Safety include:

- Conduct best practices research of traffic safety programs, communication strategies and behavioral/educational methodologies and provide analysis and recommendations for improvement.
- Support and manage grant projects related to traffic safety communication, education, and other traffic safety issues. Seek out and encourage traffic safety grant projects and partnerships as appropriate.
- Develop an effective system to track progress and evaluate program components to measure success that can be effectively communicated.
- Ensure the County is receiving its full share of federal funding available for traffic safety programs.
- Work closely with the County Commission and staff to set priorities and carry out programs including management of traffic safety projects.
- Write and implement traffic safety-related policies as necessary to fulfill the County's mission and vision.

PARTNER DEPARTMENTS AND AGENCIES

Clark County Office of Traffic Safety will serve as the coordinator between County departments to set priorities and develop safety-related projects. The complete organizational chart for Clark County is included in **Appendix A**.

Key partner departments and other local agencies include:

- County Commissioners
- Public Works Department
- Clark County School District
- Las Vegas Metropolitan Police Department (LVMPD) and Other Local Law Enforcement Agencies
- University Medical Center (UMC)
- Comprehensive Planning Department
- Business Licensing
- Regional Transportation Commission of Southern Nevada (RTC)
- Clark County Fire Department and Emergency Medical Services
- 8th Judicial District Court
- Clark County District Attorney's Office
- Clark County Communications and Strategy
- Coroner/Medical Examiner
- Intergovernmental Relations

OVERVIEW



SAFE SYSTEM APPROACH

The Safe System approach ([Zero Deaths - Safety | Federal Highway Administration \(dot.gov\)](#)) aims to eliminate fatalities and serious injuries for all road users through a holistic view of the road system. Where traditional road safety aims to prevent all crashes and modify human behavior, the Safe System approach refocuses the transportation system design and operation to anticipate that humans make mistakes and lessen the impact forces on the body to reduce crash severity. The Safe System approach includes six principles and five elements, which are described below. Clark County seeks to implement the national approach to traffic safety, while addressing issues that are priorities for Clark County. One issue of high importance to Clark County is impaired driving.

SAFE SYSTEM PRINCIPLES

Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System Approach prioritizes crashes that result in death and serious injuries.

Humans Make Poor Decisions

People will inevitably make poor decisions that can lead to crashes, but the transportation system can be designed and operated to accommodate our all-too-human lapses in decision-making along with our injury tolerances to avoid death and serious injuries.

Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.

Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure crashes do not lead to fatal or serious injuries.

Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and simply reacting.

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still provide protection.

OVERVIEW



SAFE SYSTEM ELEMENTS

Safe Road Users

Addresses the safety of all road users, including those who walk, bike, drive, ride transit or travel by other modes.

Safe Vehicles

Vehicles are designed with safety measures using the latest technology to minimize the occurrence and severity of crashes.

Safe Speeds

Reduced speeds reduce impact forces, provide additional time for drivers to react and stop, and improve visibility, all of which accommodate human injury tolerances.

Safe Roads

Road design that accommodates human mistakes and injury tolerances can reduce the severity of crashes (i.e., physical separation of people traveling at different speeds, dedicated time for users to move through a space, and alerting users to hazards and other road users).

Post-Crash Care

Emergency first responders are relied upon to quickly locate crashes, stabilize injured people, and transport them to medical facilities. Post-crash care also includes forensic analysis of the crash site and traffic incident management (TIM).

PURPOSE OF THIS DOCUMENT

The Clark County Office of Traffic Safety Strategic Plan identifies strategies and actions for Clark County and its partner agencies to reduce fatalities and serious injuries on Clark County roadways. Each action has a goal output measure and will be tracked for implementation progress on an annual basis. Strategies and actions will be structured for Clark County's priority areas (which include national Safe System Elements and Impaired Driving):

- Reduce Impaired Driving
- Safe Road Users
- Safe Speed
- Safe Roads
- Post-Crash Care

Clark County Office of Traffic Safety Strategic Plan

CRASH DATA ANALYSIS



CRASH DATA ANALYSIS



Utilizing the results of the analysis of crash data for Clark County will help focus the development of strategies and actions of the strategic plan to inform changes to policy, infrastructure, and education for the six “E’s” of safety (Equity, Engineering, Education, Enforcement, Emergency Response and Everyone).

DATA SOURCES

The latest five years of fatal crash data from 2017 to 2021 was collected from the Fatality Analysis Reporting System (FARS) and the Nevada Citation and Accident Tracking System (NCATS) to gain an understanding of key issues on Clark County’s roadways.

FARS crash data from 2017 to 2020 was summarized from the **Nevada Fatal Crash Data dashboard**. Preliminary crash data for 2021 was summarized from the preliminary 2021 FARS data and NCATS (2021 FARS data is not final). Crash counts vary between the two data sources. NCATS uses information from the responding law enforcement officers. For fatal crashes, additional information is obtained post-crash, including speed studies, crash forensics, officer narratives, and citations issued after the crash. This additional information is compiled and included in the FARS data summary. The additional post-crash information is not always updated in NCATS, resulting in discrepancies between the two data sets.

FOCUS AREAS

Clark County Office of Traffic Safety has identified 12 focus areas for crash data analysis to help inform the Strategic Plan. The identified focus areas are shown in **Table 1**.

Table 1 – Clark County Traffic Safety Focus Areas

FOCUS AREA	KEY ELEMENT
Impaired Driving	Reduce Impaired Driving
Pedestrians	Safe Drivers
Motorcyclists	
Bicyclists	
Occupant Protection	
Older Drivers	
Younger Drivers	
Distracted Driving	
Safe Speeds	Safe Speeds
Lane Departures	Safe Roads
Intersections	
Work Zones	

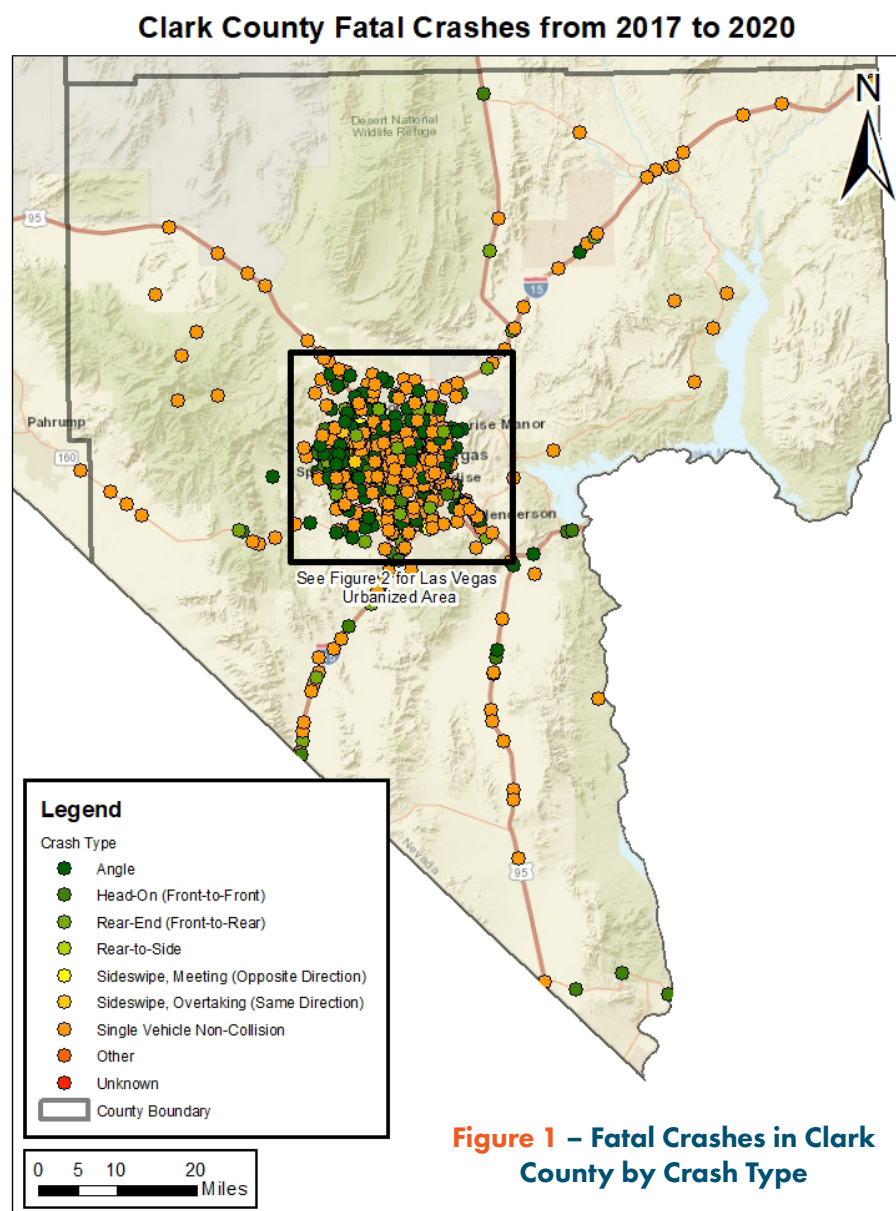
CRASH DATA ANALYSIS



The following sections provide summaries of the total fatalities and fatal crashes by year for each focus area. The “What” focus area key question will be given special attention in this document. However, further crash details summarizing the five key questions below are provided in **Appendix B**.

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

A map showing all fatal crashes within Clark County from 2017 through 2020 is shown in **Figure 1** and **Figure 2** (Note: geospatial information for 2021 crashes is not currently available). Maps providing additional crash information about each of the Focus Areas are provided in **Appendix B**.



CRASH DATA ANALYSIS

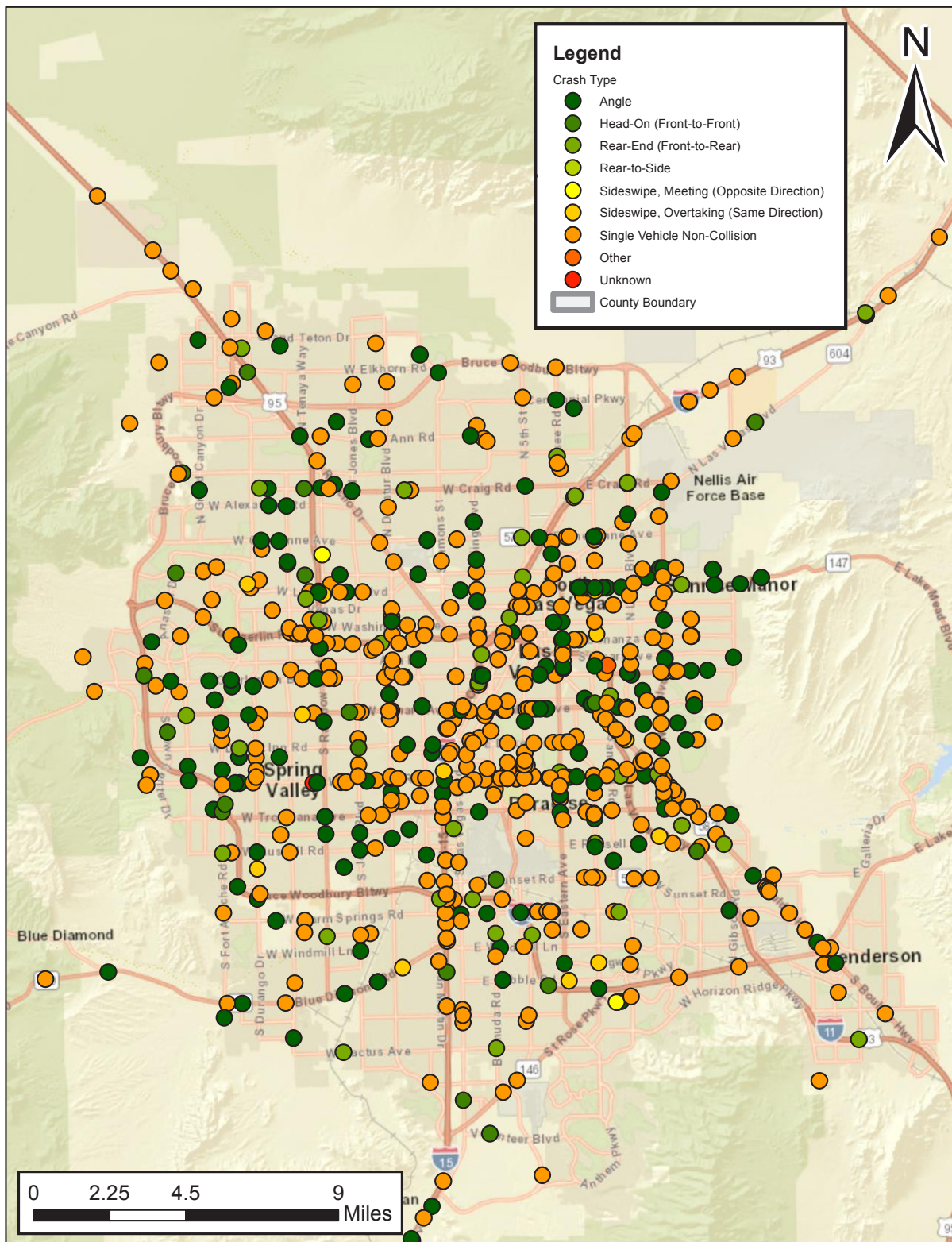


Figure 2 – Fatal Crashes in Las Vegas Urbanized Area by Crash Type

CRASH DATA ANALYSIS



CLARK COUNTY AND STATEWIDE CRASH COMPARISON

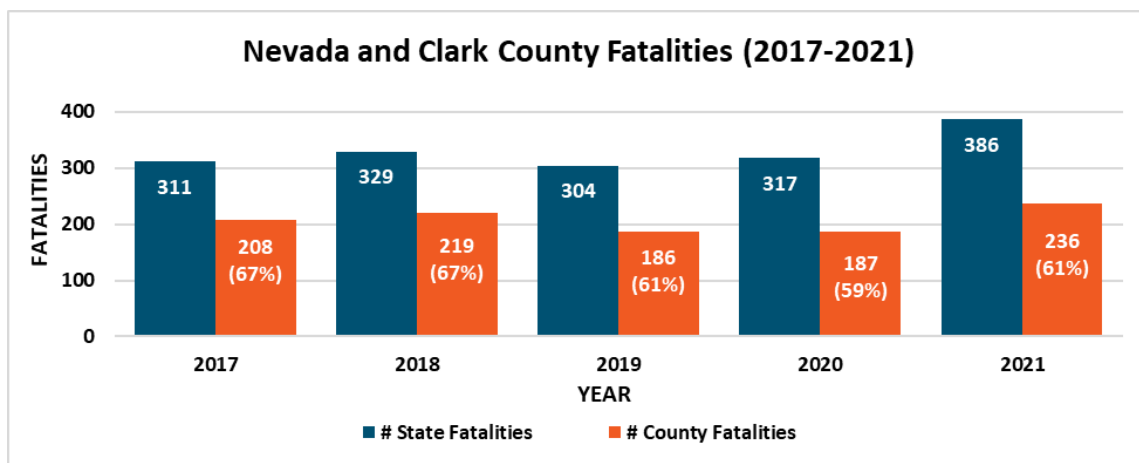
A comparison of Clark County fatalities and fatal crashes to Nevada's fatalities and fatal crashes was conducted.

A **fatal crash** and a **fatality** are defined by FARS as:

- **Fatal Crash:** a police-reported crash involving a motor vehicle in transport on a traffic-way in which at least one person dies within 30 days of the crash.
- **Fatality:** any person who dies in a police-reported crash involving a motor vehicle in transport on a traffic-way. If multiple persons die in a police-reported crash involving a motor vehicle in transport on a traffic-way, one fatality would be recorded for each person who died.

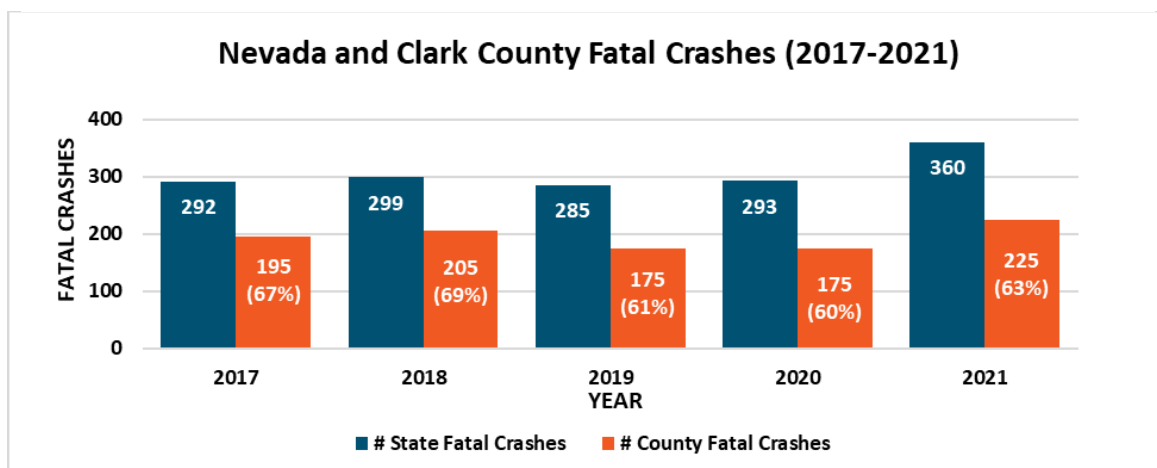
Total fatalities for Clark County account for **63% of Nevada's fatalities** and **64% of Nevada's fatal crashes** over the five-year period as shown in **Figure 3** and **Figure 4**.

Figure 3 – Nevada and Clark County Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when preliminary FARS data was not available.

Figure 4 – Nevada and Clark County Fatal Crashes (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when preliminary FARS data was not available.

Clark County Office of Traffic Safety Strategic Plan

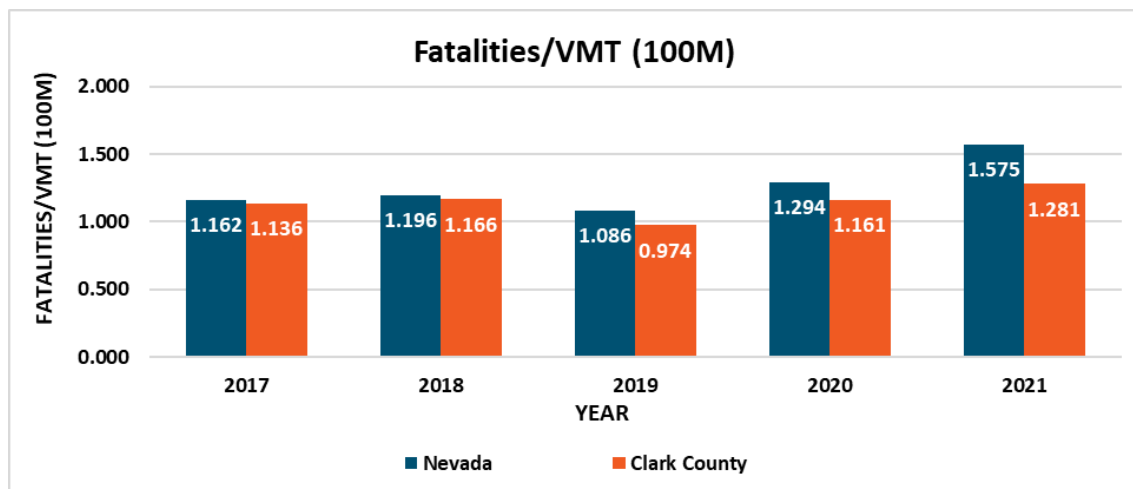
CRASH DATA ANALYSIS



FATALITY RATE PER 100 MVMT

The Clark County fatality rate per 100 million vehicle miles traveled (MVMT) is close to the state rates for a majority of the five years. An increase in the fatality rate per MVMT has occurred since 2019. The fatality rates per 100 MVMT for Clark County and Nevada are shown in **Figure 5**.

Figure 5 – Nevada and Clark County Fatal Rates Per VMT (2017-2021)

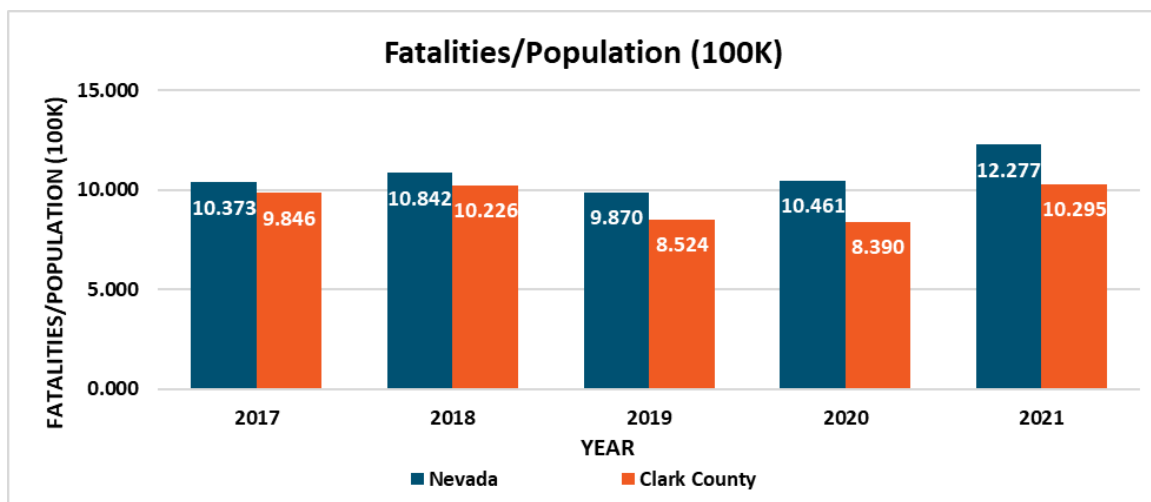


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available. VMT values are from NDOT's Highway Performance Monitoring System.

FATALITY RATE PER 100K POPULATION

The Clark County fatality rate per hundred thousand (100K) population is generally lower than the statewide fatality rate per 100K population. The fatality rate per 100K population for Clark County and statewide Nevada are shown below in **Figure 6**.

Figure 6 – Nevada and Clark County Fatal Rates Per Population (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available. U.S. Census data was used to obtain the population by year for Nevada and Clark County.

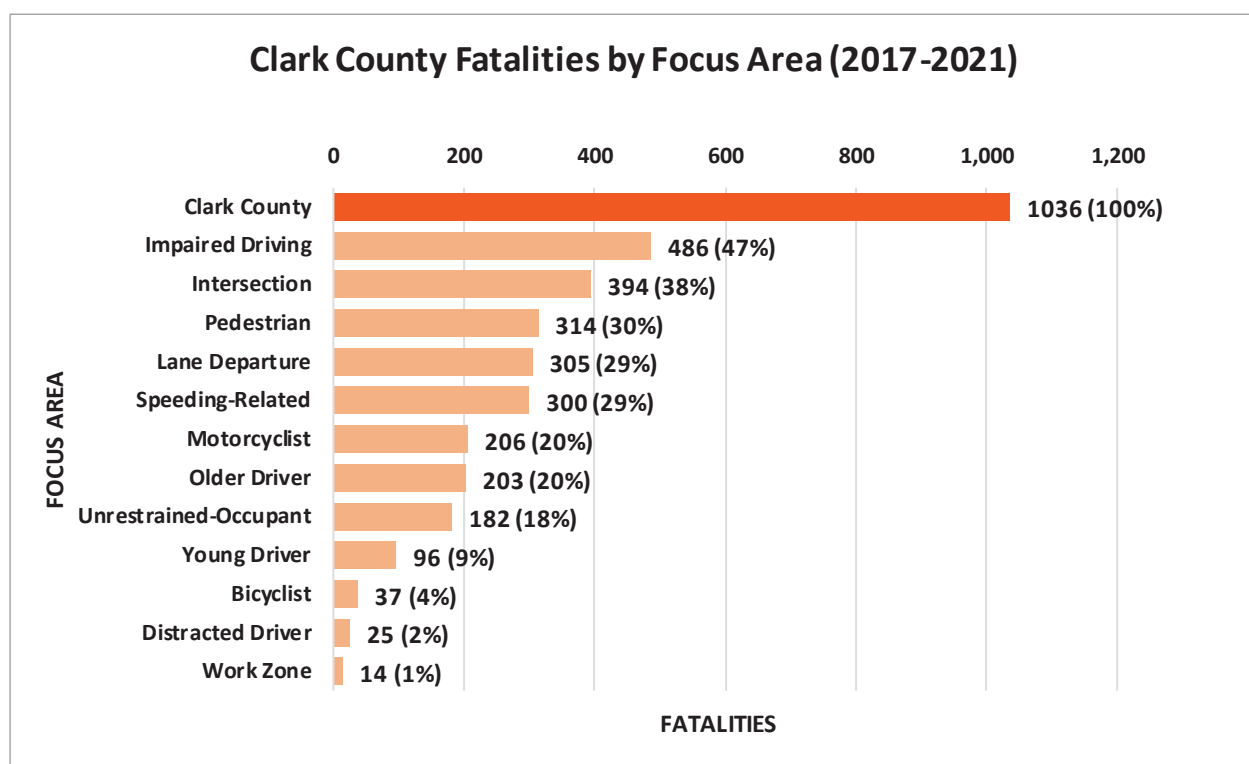
CRASH DATA ANALYSIS



FOCUS AREA COMPARISON TO NEVADA

The top three focus areas with the greatest number of fatalities within Clark County are **Impaired Driving (47%)**, **Intersections (38%)**, and **Pedestrians (30%)**. It should be noted that crashes can fall into more than one focus area, for example, a crash that involves a young driver that is speeding would be documented in the Younger Driver and Speeding-Related focus areas. A comparison of the fatalities by focus area for Clark County is summarized in **Figure 7**.

Figure 7 – Clark County Fatalities by Focus Area (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available.
NCATS values for 2021 within Clark County were used when FARS data was not available.

CRASH DATA ANALYSIS



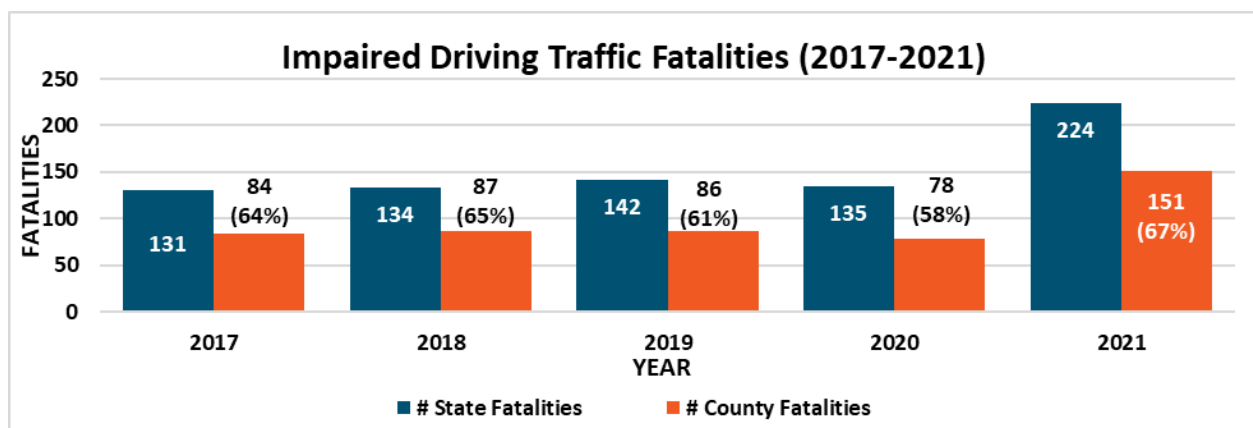
REDUCE IMPAIRED DRIVING

IMPAIRED DRIVING

Impaired driving is the most common occurrence among fatalities in Clark County, representing **47%** of Clark County's total fatalities and **63%** of Nevada's impaired driving fatalities over the five-year period from 2017 to 2021.

Impaired driving fatalities include fatal crashes involving a driver with a blood alcohol level (BAC) of 0.08% or greater and/or tested positive for drugs such as marijuana in their system. Between 2017 and 2021, a total of **447 fatal impaired driving crashes**, resulting in **486 fatalities**, occurred on Clark County roadways. The number of impaired driving fatalities per year is shown in **Figure 8**.

Figure 8 – Impaired Driving Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

SAFE ROAD USERS

Safe Road Users includes crash statistics for pedestrians, bicyclists, motorcyclists, unrestrained-occupant (occupant protection), older drivers, young drivers and distracted driving. The following subsections provide details on fatal crashes and total fatalities by year within Clark County for the five-year period from 2017 to 2021.

PEDESTRIAN

Clark County's pedestrian fatalities account for **30%** of Clark County's total fatalities and **79%** of Nevada's pedestrian fatalities over the five-year period from 2017 to 2021.

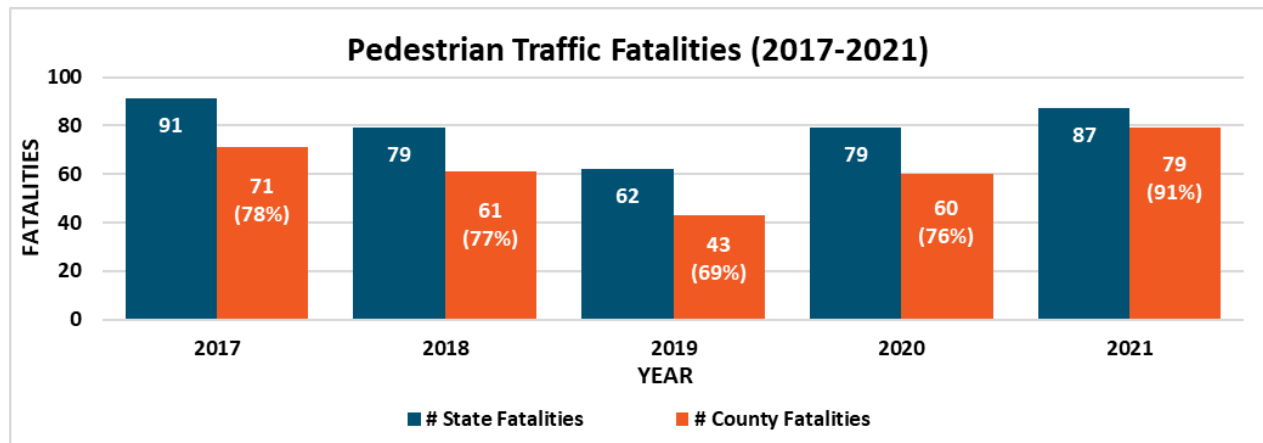
A fatal pedestrian crash is a motor vehicle crash in which a pedestrian dies. A total of **305 fatal pedestrian-related crashes**, resulting in **314 fatalities**, occurred on Clark County roadways between 2017 and 2021. The number of pedestrian fatalities is shown in **Figure 9**.

CRASH DATA ANALYSIS



PEDESTRIAN *continued*

Figure 9 – Pedestrian Traffic Fatalities (2017-2021)



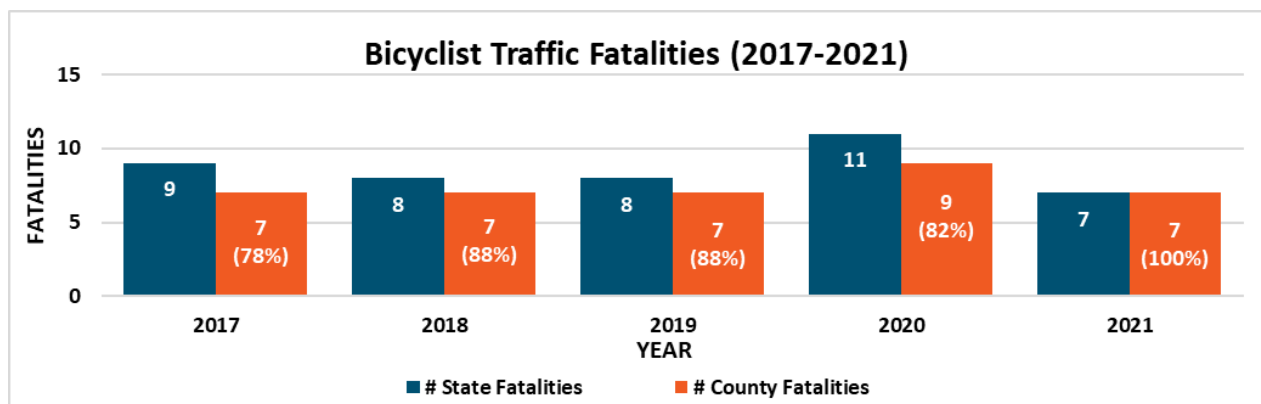
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available.
NCATS values for 2021 within Clark County were used when FARS data was not available.

BICYCLIST

Clark County's bicyclist fatalities account for **4%** of Clark County's total fatalities and **86%** of Nevada's bicyclist fatalities over the five-year period from 2017 to 2021.

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. Between 2017 and 2021, a total of **33 fatal bicycle-related crashes**, resulting in **37 fatalities**, occurred on Clark County roadways. The number of bicyclist fatalities is shown in **Figure 10**.

Figure 10 – Bicyclist Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available.
NCATS values for 2021 within Clark County were used when FARS data was not available.

CRASH DATA ANALYSIS

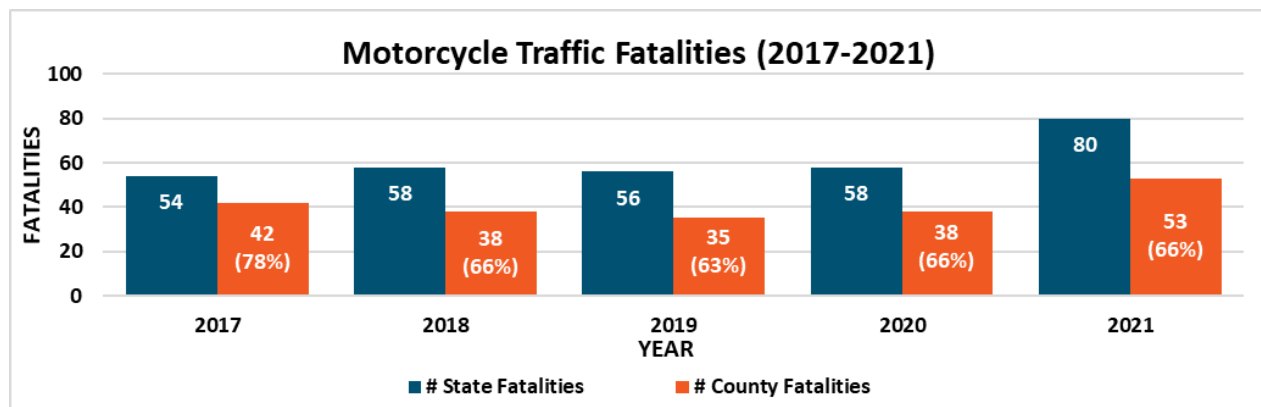


MOTORCYCLE

Clark County's motorcycle fatalities account for **20%** of Clark County's total fatalities and **67%** of Nevada's motorcycle fatalities over the five-year period from 2017 to 2021.

Fatal motorcycle crashes are crashes involving a motorcyclist where one or more people on a motorcycle were killed in the crash. Between 2017 and 2021, a total of **203 fatal motorcycle-related crashes**, resulting in **206 fatalities**, occurred on Clark County roadways. The number of motorcyclist fatalities is shown in **Figure 11**.

Figure 11 – Motorcycle Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

UNRESTRAINED-OCCUPANT

Clark County's unrestrained-occupant fatalities account for **18%** of Clark County's total fatalities and **52%** of Nevada's unrestrained-occupant fatalities over the five-year period from 2017 to 2021.

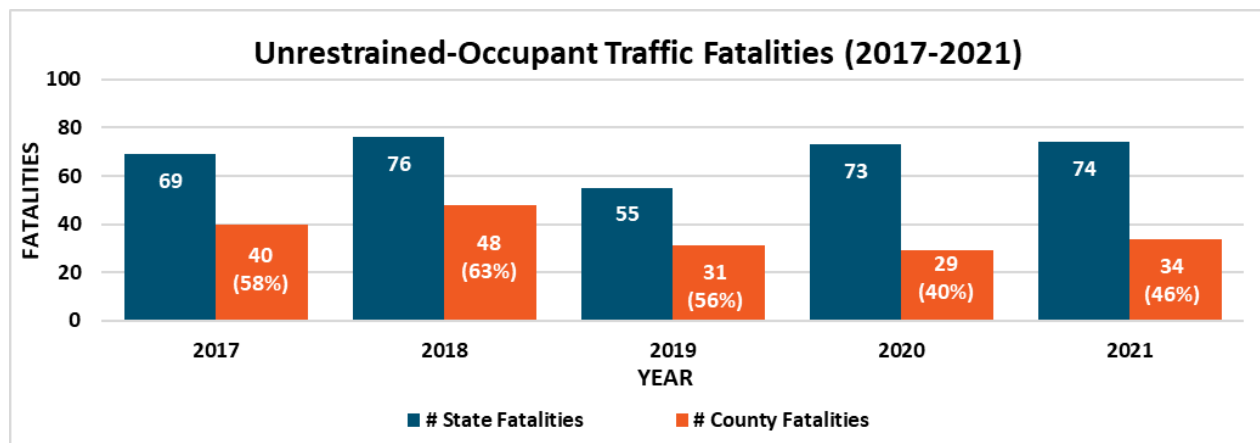
A fatal unrestrained-occupant crash involves a person traveling in a passenger vehicle that did not use a restraining device, such as a seatbelt, that died in the crash. A total of **167 fatal unrestrained-occupant crashes**, resulting in **182 fatalities**, occurred on Clark County roadways between 2017 and 2021. The number of unrestrained-occupant fatalities is shown **Figure 12**.

CRASH DATA ANALYSIS



UNRESTRAINED-OCCUPANT *continued*

Figure 12 – Unrestrained-Occupant Traffic Fatalities (2017-2021)



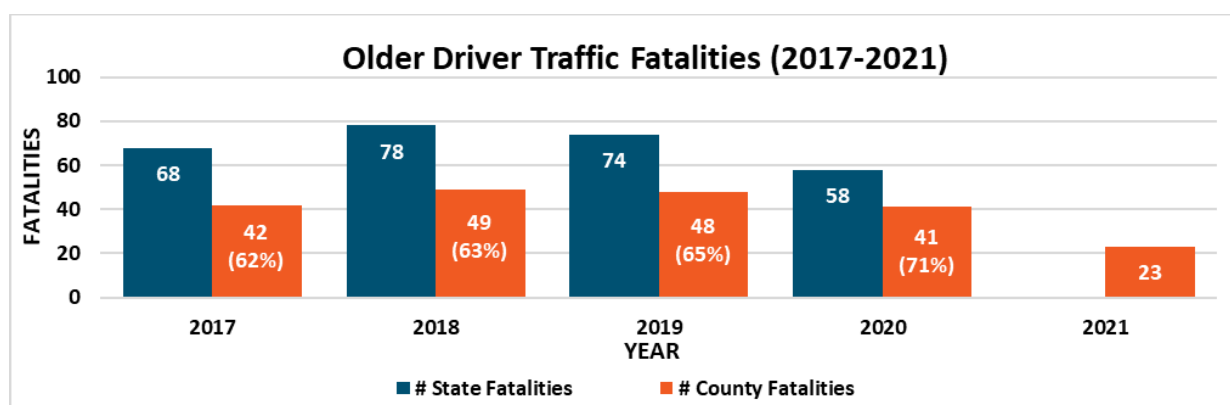
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

OLDER DRIVERS

Clark County's older driver fatalities account for **20%** of Clark County's total fatalities and **65%** of Nevada's older driver fatalities over the four-year period from 2017 to 2020 since no information on statewide fatalities for 2021 is currently available.

An older driver crash is a crash in which at least one driver is age 65 or older, regardless of fault. Between 2017 and 2021, a total of **186 fatal older driver crashes**, resulting in **203 fatalities**, occurred on Clark County roadways. The number of older driver fatalities by year can be seen in **Figure 13**.

Figure 13 – Older Driver Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available. Preliminary statewide data for 2021 was not available.

CRASH DATA ANALYSIS

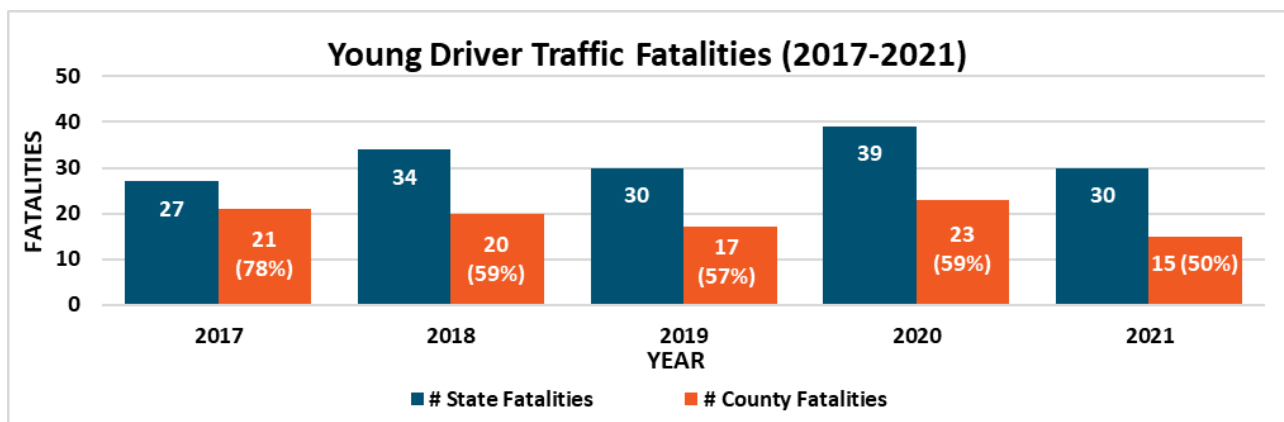


YOUNG DRIVERS

Clark County's young driver fatalities account for **9%** of Clark County's total fatalities and **60%** of Nevada's young driver fatalities over the five-year period from 2017 to 2021.

A young driver crash is a crash in which at least one driver is between the ages of 15 and 20, regardless of fault. Between 2017 and 2021, a total of **91 fatal young driver crashes**, resulting in **96 fatalities**, occurred on Clark County roadways. The number of young driver traffic fatalities by year is shown in **Figure 14**.

Figure 14 – Young Driver Traffic Fatalities (2017-2021)



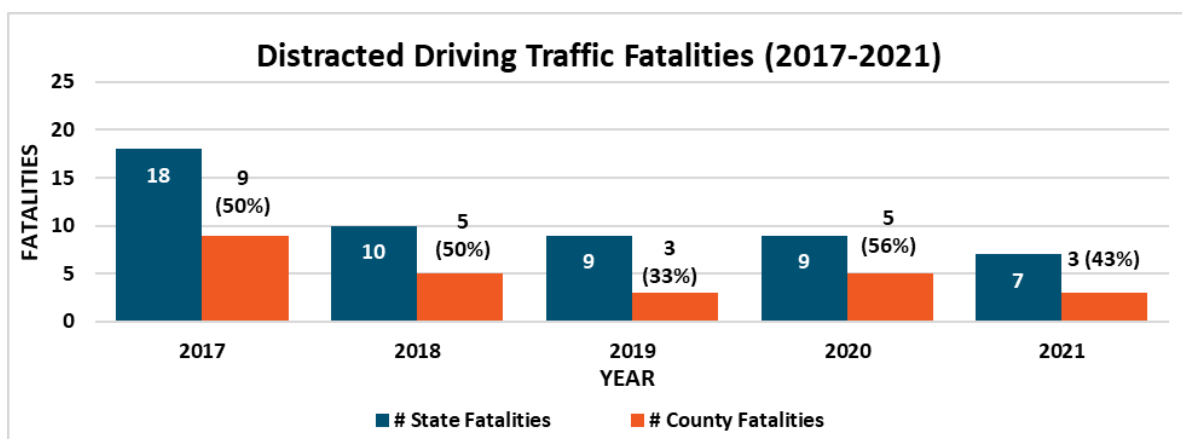
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

DISTRACTED DRIVING

Clark County's distracted driving fatalities account for **2%** of Clark County's total fatalities and **47%** of Nevada's distracted total fatalities over the five-year period from 2017 to 2021.

A distracted driving crash is a crash in which the driver of a motor vehicle involved in a crash was distracted, and this contributed to the crash. Between 2017 and 2021, a total of **24 fatal distracted driving crashes**, resulting in **25 fatalities**, occurred on Clark County roadways. The number of distracted driving fatalities by year is summarized in **Figure 15**.

Figure 15 – Distracted Driving Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.



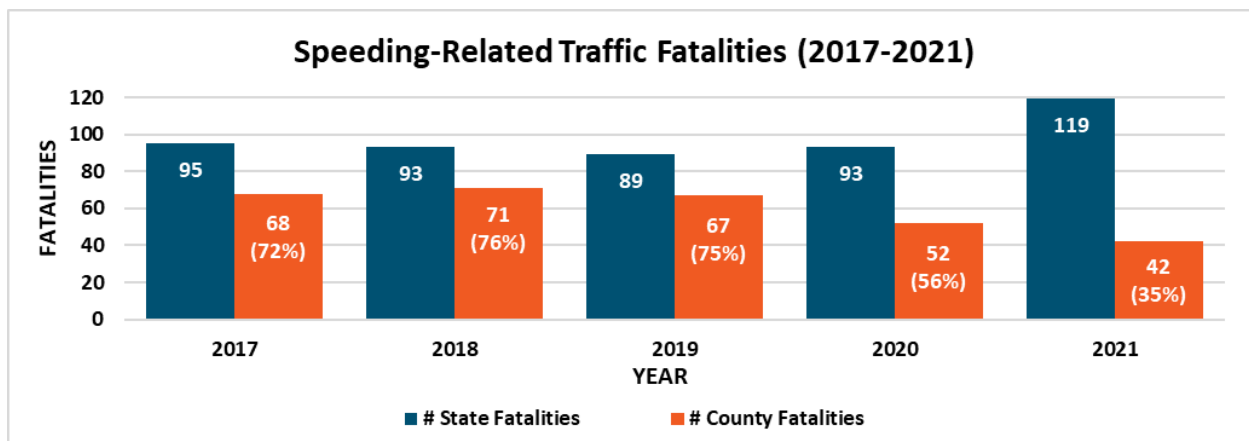
SAFE SPEED

Clark County's speeding-related fatalities account for **29%** of Clark County's total fatalities and **61%** of Nevada's speeding-related fatalities over the five-year period from 2017 to 2021.

A speeding-related crash is a crash where the corresponding officer deemed the crash to be related to the vehicle speeding. It should be noted that total speeding-related fatal crashes reported by FARS and NCATS are different. It has been found that this is due to the under-reporting of speeding-related crashes in the NCATS data (per NDOT's Speed Management Action Plan, (2022)).

Between 2017 and 2021, a total of **266 fatal speeding-related crashes**, resulting in **300 fatalities**, occurred on Clark County roadways. The number of speeding-related fatalities is shown in **Figure 16**.

Figure 16 – Speeding-Related Traffic Fatalities in Clark County (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

CRASH DATA ANALYSIS



SAFE ROADS

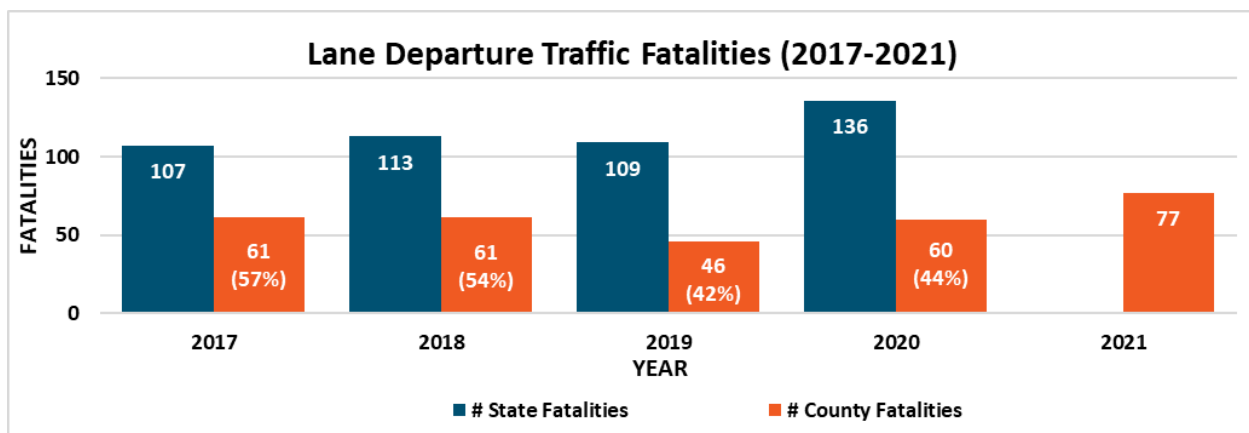
Safe Roads includes crash statistics for lane departures, intersections, and work zones. The following subsections provide details on the fatal crashes and total fatalities by year for the five-year period from 2017 to 2021.

LANE DEPARTURES

Clark County's lane departure fatalities account for **29%** of Clark County's total fatalities and **49%** of Nevada's lane departure fatalities over the four-year period from 2017 to 2020 since no information on statewide fatalities for 2021 is currently available.

A lane departure crash involves a motor vehicle in transit that leaves its designated lane. A total of 278 **fatal lane departure crashes**, resulting in **305 fatalities**, occurred on Clark County roadways between 2017 and 2021. The number of lane departure fatalities can be seen in **Figure 17**.

Figure 17 – Lane Departure Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.*Note: Preliminary statewide data for 2021 was not available.

INTERSECTIONS

Intersection crashes rank second as the most common type of fatalities in Clark County at **38%** of Clark County's total fatalities and **78%** of Nevada's intersection fatalities over the four-year period from 2017 to 2020 since no information on statewide fatalities for 2021 is currently available.

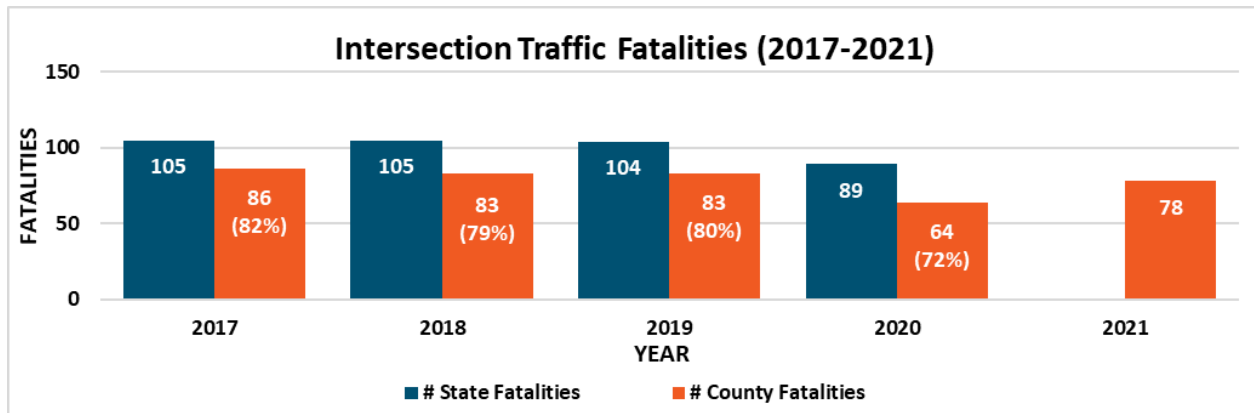
An intersection crash includes all crashes where the reporting officer designates the crash location to be at an intersection. Between 2017 and 2021, a total of **377 fatal intersection crashes** resulting in **394 fatalities**, occurred on Clark County roadways. The number of intersection fatalities for Clark County and statewide is shown in **Figure 18**.

CRASH DATA ANALYSIS



INTERSECTIONS *continued*

Figure 18 – Intersection Traffic Fatalities (2017-2021)



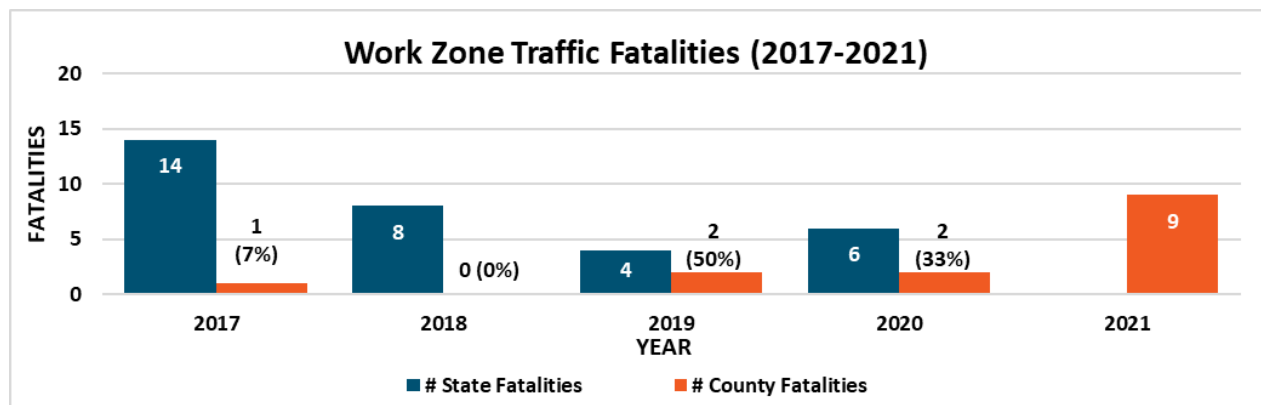
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available. Preliminary statewide data for 2021 was not available.

WORK ZONES

Clark County's work zone related fatalities account for **1%** of Clark County's total fatalities and **16%** of Nevada's intersection fatalities over the four-year period from 2017 to 2020 since no information on statewide fatalities for 2021 is currently available.

A work zone crash involves a motor vehicle which experiences a crash in a work zone. Between 2017 and 2021, a total of **14 work zone related crashes**, resulting in **14 fatalities**, occurred on Clark County roadways. The number of work zone fatalities can be seen in **Figure 19**.

Figure 19 – Work Zone Related Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available. *Note: Preliminary statewide data for 2021 was not available.

POST-CRASH CARE

Post-crash information was obtained from the Kirk Kerkorian School of Medicine at University of Nevada, Las Vegas. A total of **8,601 patient visits** were recorded for the five-year period from 2017 to 2021 with most **patients being male (64%)**.

Clark County Office of Traffic Safety Strategic Plan

PRINCIPLES, GOALS AND OBJECTIVES



Clark County Office of Traffic Safety Strategic Plan

PRINCIPLES, GOALS AND OBJECTIVES



GUIDING PRINCIPLES

Clark County Office of Traffic Safety's Strategic Plan was developed considering the following Guiding Principles:

- Incorporate Equity
- Prioritize Safe Speed
- Reduce Impaired Driving
- Double Down on What Works
- Accelerate Advanced Technology

GOAL

DRIVING DOWN FATALITIES AND SERIOUS INJURIES ON CLARK COUNTY ROADWAYS

The goal for Clark County is to reduce fatalities and serious injuries on roadways within Clark County in an effort to ultimately reach zero.

The goal will be evaluated as a reduction of the five-year average of fatalities and serious injuries in Clark County over the next five years.

OBJECTIVES AND STRATEGIES

OBJECTIVE 1: PRIORITIZE TRAFFIC SAFETY

- Strategy 1.1:** Work closely with the County Commission and staff to set priorities and carry out programs including management of traffic safety projects.
- Strategy 1.2:** Write, update, and implement traffic safety-related policy as necessary to fulfill the County's mission and vision to further traffic safety in Southern Nevada.
- Strategy 1.3:** Develop a process to further traffic safety policy through existing County workflow.
- Strategy 1.4:** Standardize a process to address constituents concerns regarding traffic safety.

OBJECTIVE 2: PROVIDE GUIDANCE FOR EDUCATION AND OUTREACH

- Strategy 2.1:** Define behavioral/educational outreach methodologies to maximize resources and reach.
- Strategy 2.2:** Develop communication strategies to effect behavioral change of unsafe traffic safety behaviors.
- Strategy 2.3:** Create messaging that addresses key traffic safety issues.

OBJECTIVE 3: IMPROVE EFFECTIVENESS OF ENFORCEMENT PROCESSES

- Strategy 3.1:** Review and improve enforcement process from citation through adjudication to maximize County resources and accountability.
- Strategy 3.2:** Improve crash and citation data collected through law enforcement and use of the data to respond to information requests and Commissioner generated requests and questions.

PRINCIPLES, GOALS AND OBJECTIVES



OBJECTIVES AND STRATEGIES *continued*

OBJECTIVE 4: MAKE BEST USE OF FUNDING OPPORTUNITIES

Strategy 4.1: Seek out and encourage traffic safety grant projects and partnerships as appropriate.

Strategy 4.2: Support grant projects for traffic safety communication, education, and other traffic safety issues.

Strategy 4.3: Ensure the County is receiving its full share of federal funding available for traffic safety programs and projects.

OBJECTIVE 5: IMPLEMENTATION, TRACKING, AND COMMUNICATION OF THIS PLAN

Strategy 5.1: Develop an effective system to track progress and evaluate program components to measure success that can be effectively communicated.

Strategy 5.2: Continue to review and improve data collection processes, availability of data, and data analysis tools.

Clark County Office of Traffic Safety Strategic Plan

ACTIONS



Clark County Office of Traffic Safety Strategic Plan

ACTIONS



Actions should be based on the data analysis and determined by level of effectiveness to reach the goal of driving down fatalities and serious injuries on Clark County's roadways. All actions should be SMART:

- **Specific:** Clearly describes action
- **Measurable:** Defined performance measures and output measures
- **Achievable:** Committed resources by responsible party
- **Relevant:** Data-driven issue and countermeasure
- **Time Constrained:** Achievable within a designated time frame (annually, reoccurring, etc.)

As actions and strategies are implemented and evaluated by the Office of Traffic Safety throughout the life of the plan, the following elements will be considered as resources for best practices:

- Federal Highway Administration (FHWA) *Proven Safety Countermeasures*
- National Highway Traffic Safety Administration (NHTSA) *Countermeasures that Work*
- Systemic improvements
- Low-cost improvements

Identified actions for each key element of the plan are described in **Table 2** through **Table 6** below.



REDUCE IMPAIRED DRIVING ACTIONS

Table 2 – Reduce Impaired Driving Actions

ACTION	RESPONSIBLE DEPARTMENTS/AGENCIES	COMPLETION DATE
Develop relationships with national and regional partners to bring much needed national resources to Clark County to reduce impaired driving.	Office of Traffic Safety	On-going
Develop and implement Nevada's first Place of Last Consumption program to track impairment back to the establishment.	Office of Traffic Safety, Business Licensing, LVMPD, Code Enforcement	December 2023

ACTIONS



SAFE ROAD USERS ACTIONS

Table 3 – Safe Road Users Actions

ACTION	RESPONSIBLE DEPARTMENTS/AGENCIES	COMPLETION DATE
Develop a traffic safety communications plan, especially related to impaired driving, distracted driving, reckless/aggressive driving, seat belts, pedestrians, speed, motorcyclists, and bicyclists	Office of Traffic Safety, Communications and Strategy, County Commission	Q1 2023
Develop and/or share traffic safety communications through the County website, Commissioner newsletters and social media especially related to impaired driving, distracted driving, reckless/aggressive driving, seat belts, pedestrians, speed, motorcyclists, and bicyclists.	Office of Traffic Safety, Communications and Strategy, County Commission	Q2 2023 (and On-going)
Coordinate with County departments and the Nevada Department of Motor Vehicles (DMV) to develop resources for older drivers and younger drivers.	Office of Traffic Safety, Parks and Recreation, County Commission	Q2 2023
Complete a review of the feasibility of creating a multi-disciplinary Fatal Review Team that responds to each fatality to document and learn how to prevent future fatalities.	Office of Traffic Safety, County Fire, LVMPD, Coroner's Office, University Medical Center (UMC), Public Works, Regional Transportation Commission of Southern Nevada (RTC), District Attorney	Q2 2023
Review enforcement process from citation to adjudication and provide recommendations for improvement to increase accountability and track future changes as needed.	Office of Traffic Safety, LVMPD, District Attorney, Public Defender, District Court	Q4 2023
Coordinate with Public Works and various other departments countywide to increase the safety of all road users around school zones.	Office of Traffic Safety, Public Works, RTC, Clark County School District (CCSD)	Q2 2023

ACTIONS



SAFE SPEEDS ACTIONS

Table 4 – Safe Speeds Actions

ACTION	RESPONSIBLE DEPARTMENTS/AGENCIES	COMPLETION DATE
Using all available data develop and maintain an enforcement program targeted at locations with speeding-related crash risk factors.	Office of Traffic Safety, LVMPD, NV Office of Traffic Safety, NDOT, RTC	On-going
Develop and/or share traffic safety communications through the County website, Commissioner newsletters and social media especially related to speed.	Office of Traffic Safety, LVMPD, NV Office of Traffic Safety, NDOT, RTC	Q3 2023
Review and update existing methodologies, policies, and processes to set lower speed limits.	Office of Traffic Safety, Public Works, County Commission	Q4 2023



SAFE ROADS ACTIONS

Table 5 – Safe Roads Actions

ACTION	RESPONSIBLE DEPARTMENTS/AGENCIES	COMPLETION DATE
Review and promote roadway infrastructure improvements that impact vehicle speeds (self-enforcing roads).	Office of Traffic Safety, Public Works	Q3 2023
Develop and implement Complete Streets Policy for Clark County and prioritize corridors for implementation.	Office of Traffic Safety, Public Works, County Commission	Underway, On-going
Coordinate with Clark County School District on the Safe Routes to School program.	Office of Traffic Safety, Public Works, CCSD	On-going
Review Clark County Area Uniform Standard Drawings for updates that address traffic safety.	Office of Traffic Safety, Public Works, RTC	Q4 2023

Clark County Office of Traffic Safety Strategic Plan

ACTIONS



POST-CRASH CARE ACTIONS

Table 6 – Post Crash Care Actions

ACTION	RESPONSIBLE DEPARTMENTS/AGENCIES	COMPLETION DATE
Receive crash trauma data from University Medical Center.	Office of Traffic Safety, University Medical Center	Q1 2023 (annually)
Receive crash response data from Clark County Fire Department and EMS.	Office of Traffic Safety, Clark County Fire	Q1 2023 (annually)
Expand and promote the Traffic Incident Management (TIM) Coalition and promote TIM Responder Training.	Office of Traffic Safety, NDOT, TIM Coalition, LVMPD	On-going

Clark County Office of Traffic Safety Strategic Plan

IMPLEMENTATION



Clark County Office of Traffic Safety Strategic Plan

IMPLEMENTATION



STAKEHOLDER COORDINATION

Clark County Office of Traffic Safety will collaborate and coordinate with Clark County Commissioners, County departments, and other local partner agencies to set priorities and implement the actions included in this strategic plan. Clark County Office of Traffic Safety will communicate with its partners on a regular basis to track progress of safety-related projects, share successes and barriers to implementation, and re-evaluate safety issues on an annual basis to update priorities, strategies, and actions.

PROGRAMS/ACTIVITIES

Clark County and partner agencies create policy and regularly sponsor programs and activities which focus on traffic safety. **A list of current programs includes:**

- Leading the implementation of AB 116 from the 33rd Session of the Nevada Legislature. This required Title 14 of the Clark County Code to be redrafted and implemented with law enforcement partners, Nevada Court System, and the Nevada DMV.
- Implementing enforcement, education, and engineering countermeasures to reduce the recent increase in street racing on Clark County Roads.
- Developing procedures for enhancing the safety of new school zones with the Nevada Charter School Authority, the Clark County School District, and various Clark County agencies.
- Drafting policy for Cannabis Consumption Lounges to reduce impaired driving on Clark County Roadways.

Clark County Office of Traffic Safety Strategic Plan

IMPLEMENTATION



EVALUATION

Evaluation on an annual basis of performance measures (number of fatalities, etc.) for Clark County overall and for each focus area.

Include evaluation of behavior changes and knowledge gained by Clark County Office of Traffic Safety and partner agencies. These could include opportunities to incorporate emerging technologies, partnering with large corporations or institutions, and applying national best practices.

PERFORMANCE MEASURES

Performance of the plan will be tracked by tracking progress related to the FHWA performance measures.

- Number of Fatalities
- Number of Serious Injuries
- Fatality Rate
- Serious Injury Rate
- Vulnerable Road Users Fatalities and Serious Injuries

TRACKING

Progress of strategies and actions will be tracked using an implementation tracking spreadsheet. Progress is tracked if it is an annual reoccurring action or a one-time action, and status can be "not started," "early progress," "underway," "substantial progress," or "completed."

Ongoing evaluation of strategies and actions is critical to understanding what is working and worthy of investment, and what is less effective and a candidate for revision. This way, Clark County can allocate resources focused on strategies and actions that will lead to reaching traffic safety goals.

Clark County Office of Traffic Safety Strategic Plan

APPENDIX A

CLARK COUNTY ORGANIZATIONAL CHART

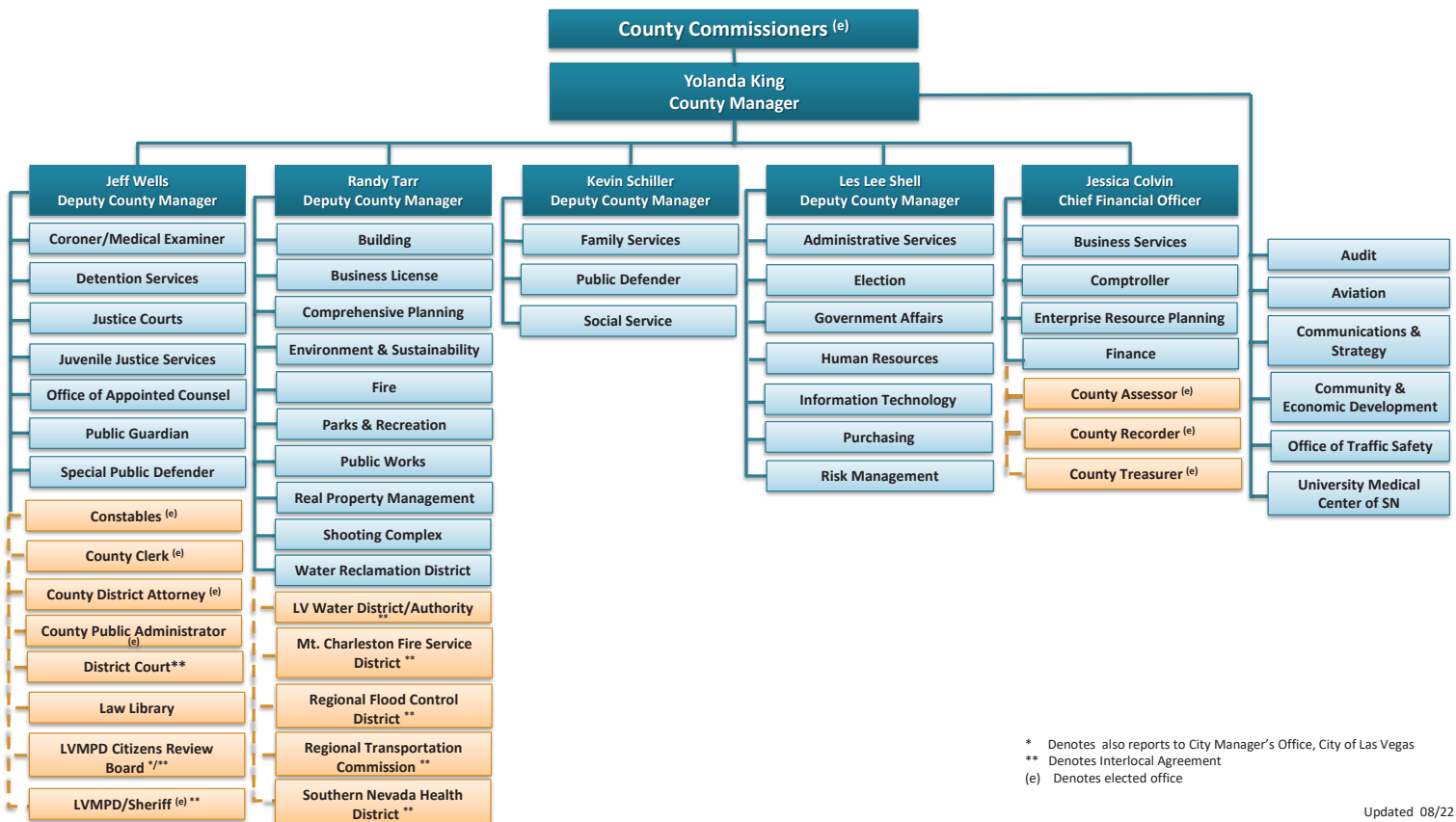


Clark County Office of Traffic Safety Strategic Plan

APPENDIX A



CLARK COUNTY ORGANIZATIONAL CHART



Clark County Office of Traffic Safety Strategic Plan

APPENDIX B

DETAILED CRASH ANALYSIS SUMMARY



CRASH DATA SUMMARY

Crash data for the five-year period from 2017 to 2021 was collected from the Fatality Analysis Reporting System (FARS) and the Nevada Citation and Accident Tracking System (NCATS) for analysis as part of a data-driven approach for the Clark County Office of Traffic Safety Strategic Plan. A data-driven approach enables implementers to inform changes in policy, infrastructure, and education for the 6 “E’s” of safety (Equity, Engineering, Education, Enforcement, Emergency Response and Everyone). The crash data from the [Nevada Fatal Crash Data dashboard](#) which uses FARS data was used to summarize the data from 2017 through 2020. A combination of available preliminary FARS values and NCATS data was used for 2021. Note that values that are unknown or missing data were not included in the summary. The maps included in each section display FARS data from 2017-2020 since geospatial information for the 2021 crashes is not currently available.

It should be noted that crash counts vary between the two data sources. NCATS uses information from responding law enforcement officers. In the event of fatal crashes, more information is obtained post-crash which includes analyses such as speed studies, crash forensics, officer narratives, and citations issued after the crash that include additional information compiled into FARS. As a result, some of this information is not re-entered into NCATS, which results in discrepancies.

IMPAIRED DRIVING

Impaired driving is the number one cause of fatalities in Clark County, representing **47%** of Clark County’s total fatalities and **63%** of Nevada’s impaired driving fatalities over the five-year period from 2017 to 2021. Impaired driving crashes are fatal crashes involving a driver with a blood alcohol level (BAC) of 0.08% or greater and/or tested positive for drugs in their system.

Data Query:

Fatality: Any individual who died in a crash in which at least one driver with a BAC of 0.08% or greater and/or tested positive for drugs in their system.

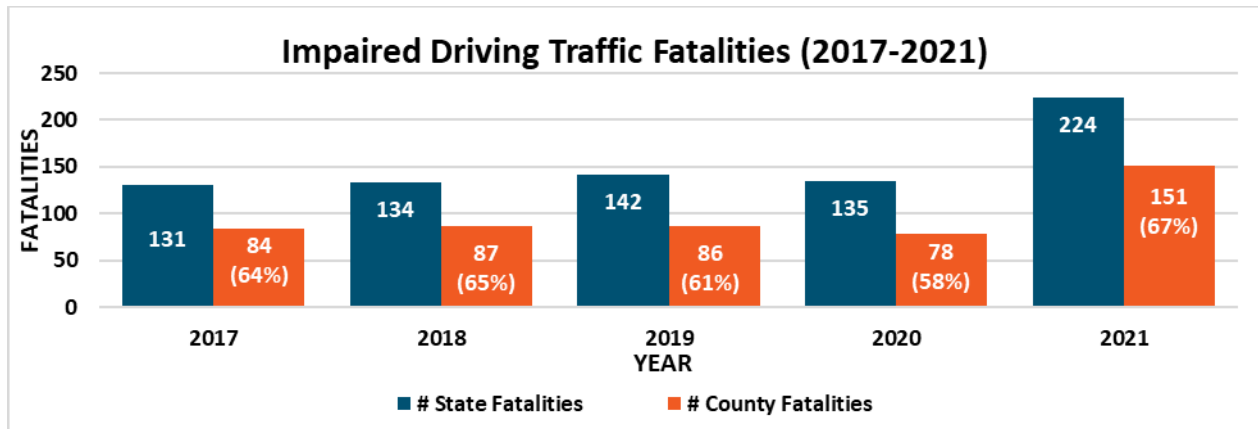
Fatal Crash: Any crash that involved at least one fatality and at least one driver with a BAC of 0.08% or greater and/or tested positive for drugs in their system.

NCATS Query

PersonView.PersonTypeDescription = ‘DRIVER’ AND PersonView.AlcoholDrugSuspectDescription IN (‘YES - ALCOHOL AND DRUGS SUSPECTED’, ‘YES - ALCOHOL SUSPECTED’, ‘YES - DRUGS SUSPECTED’)

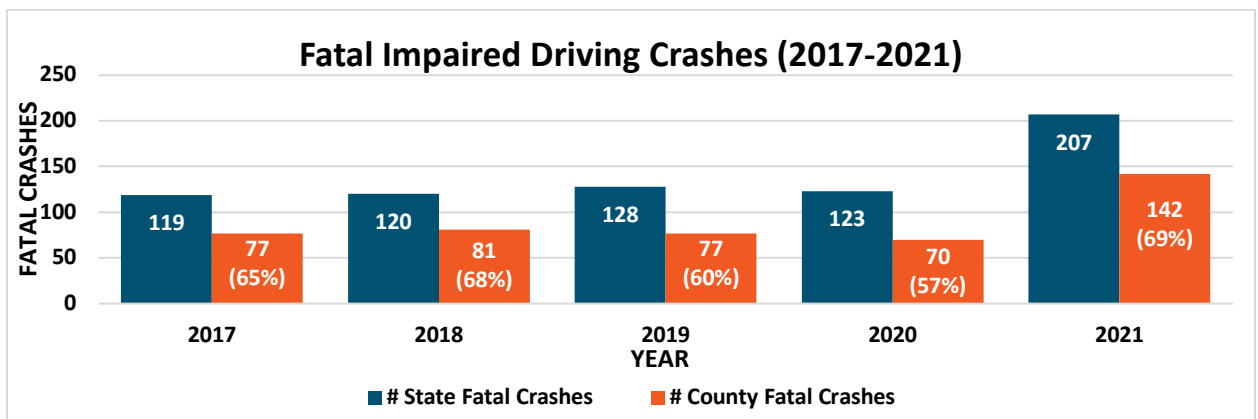
What?

Between 2017 and 2021, there were a total of **447 fatal impaired driving crashes**, resulting in **486 fatalities** on Clark County roadways. The number of impaired driving fatalities and crashes are shown in **Figure 1** and **Figure 2**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 1 – Impaired Driving Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 2 – Impaired Driving Fatal Crashes (2017-2021)

Where?

Maps showing the location of impaired driving fatal crashes on Clark County and Las Vegas Urbanized Area roadways are shown in **Figure 3** and **Figure 4**, respectively.

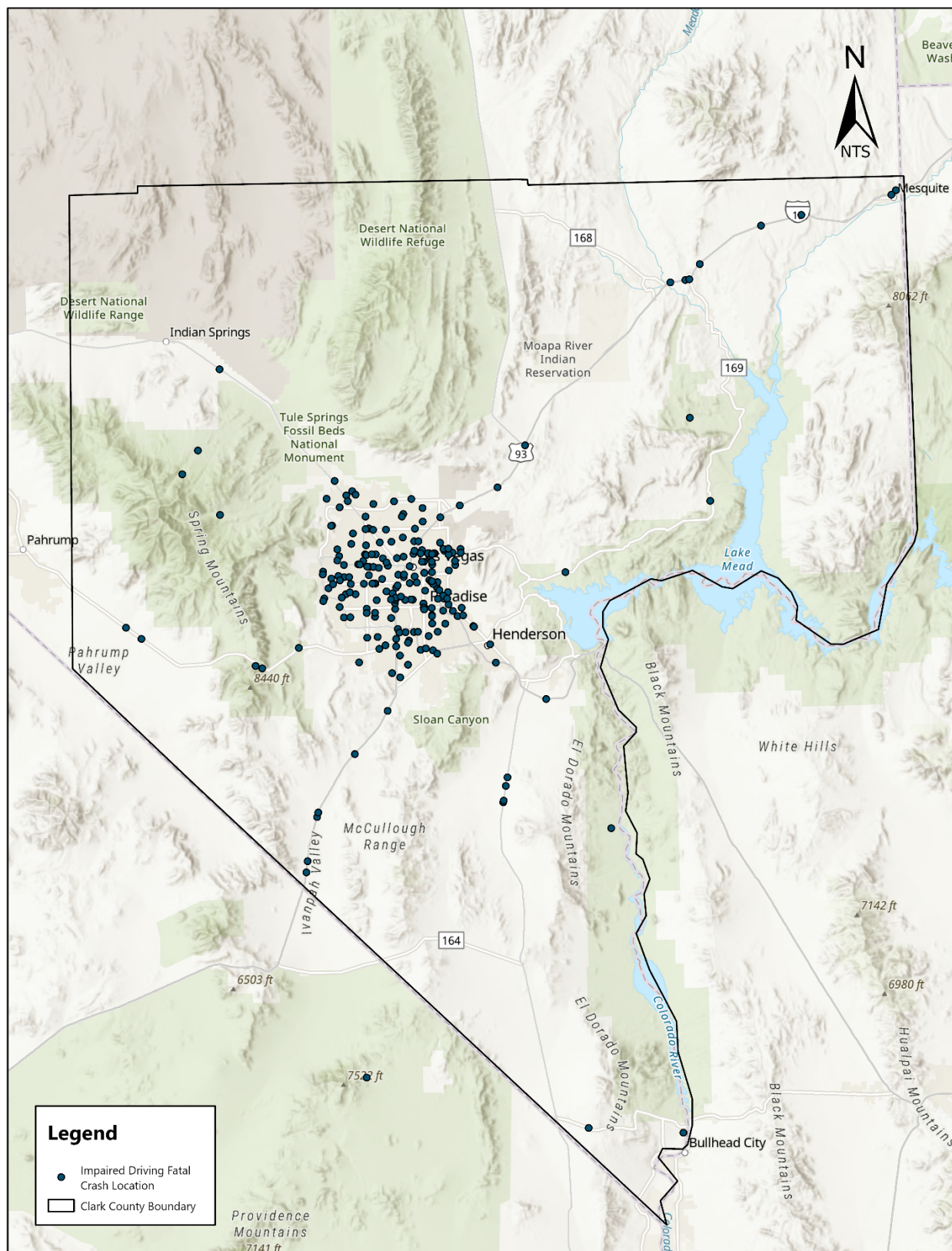


Figure 3 – Impaired Driving Fatal Crashes in Clark County (2017-2020)

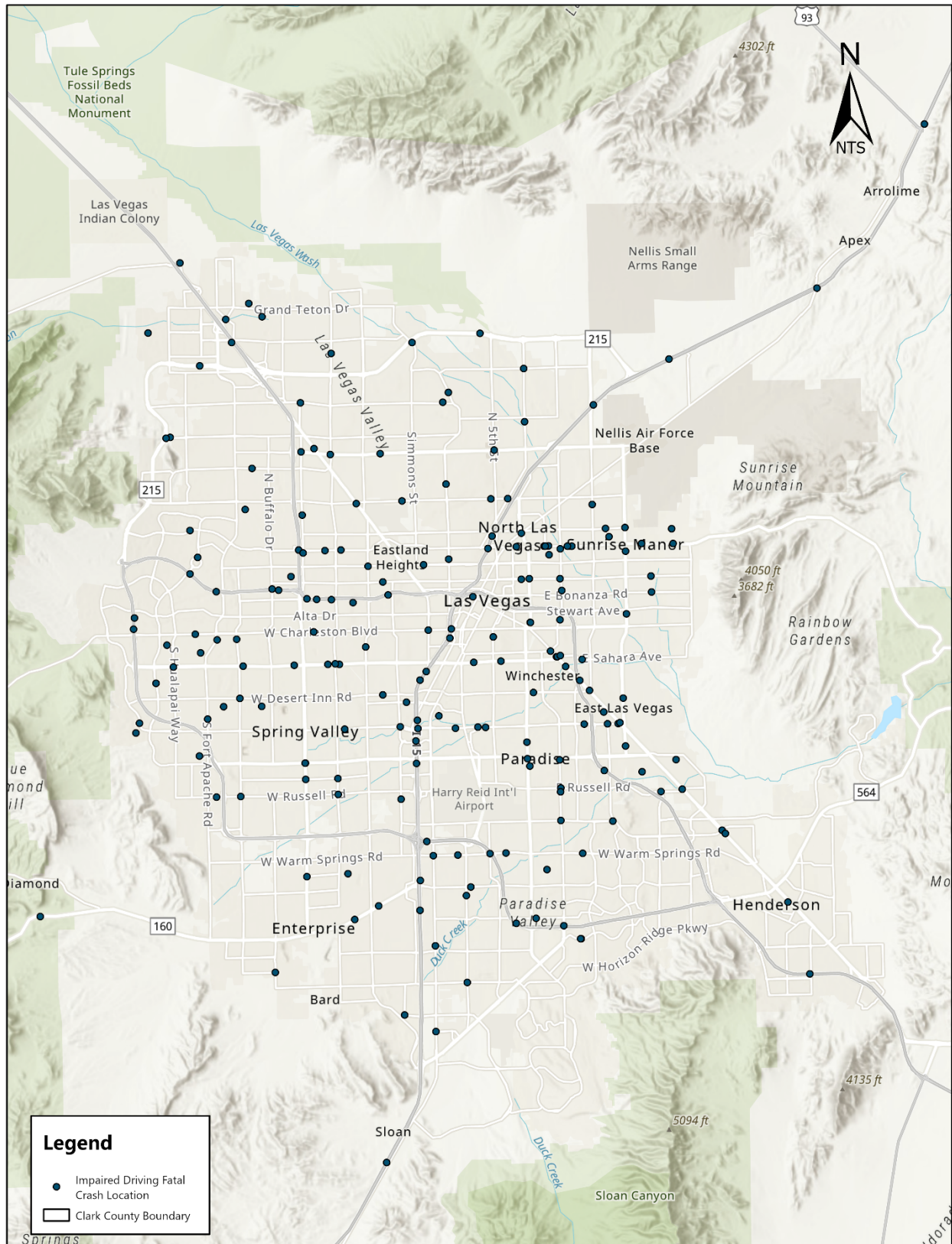
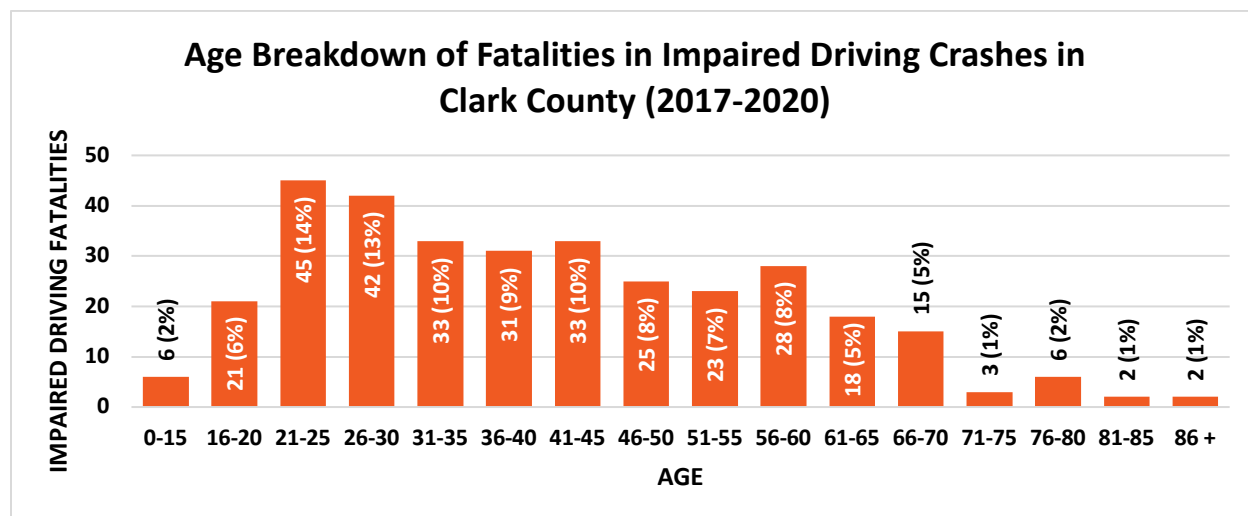


Figure 4 –Impaired Driving Fatal Crashes in Las Vegas Urbanized Area (2017-2020)

Who?

From 2017-2020, **drivers ages 21 to 25 years old** comprised the greatest number of fatalities in fatal impaired driving crashes on Clark County Roadways, accounting for **14%** of all impaired driving fatalities. The second greatest number of fatalities, with **13%** of all impaired driving fatalities were **drivers ages 26 to 30**, as illustrated in **Figure 5**.

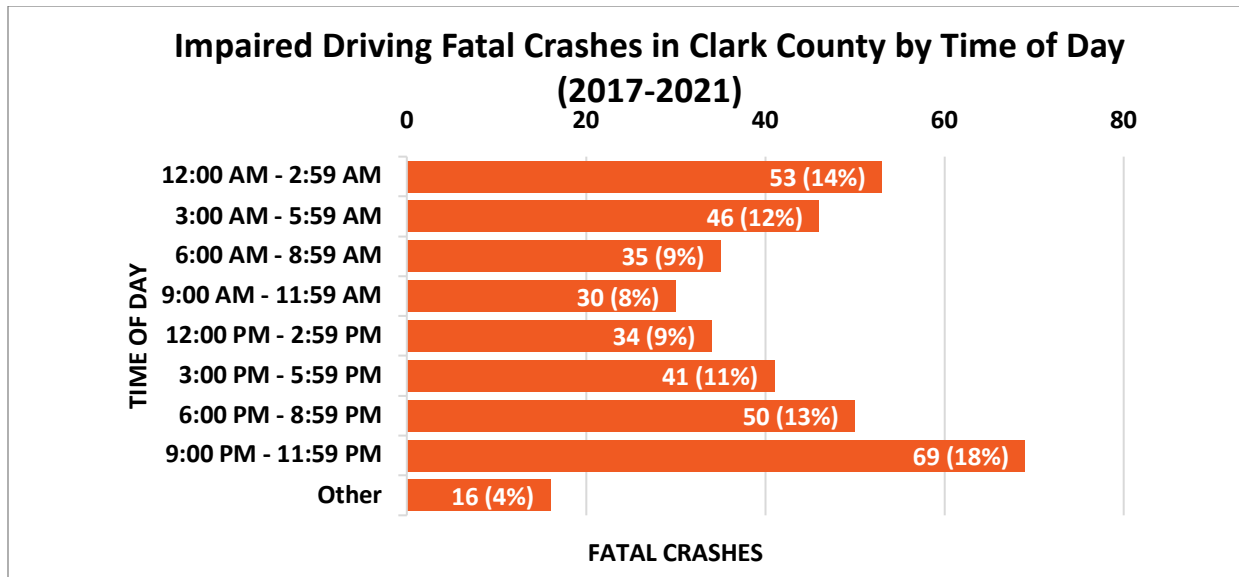


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. No age data for victims was available for 2021.

Figure 5 – Age Breakdown of Fatalities in Clark County Impaired Driver Crashes (2017-2020)

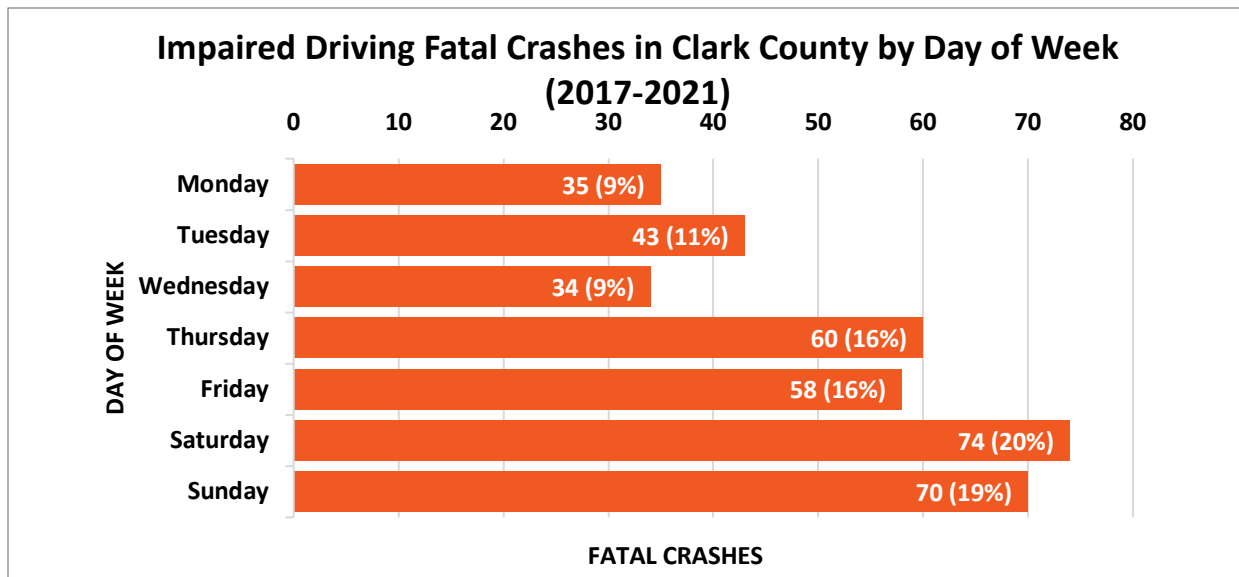
When?

The greatest number of impaired driving fatal crashes occurred between **9:00 PM and 11:59 PM**, with **69 crashes (18%)** of all impaired driving fatal crashes. The second highest number of crashes occurred between the hours of **12:00 AM and 2:59 AM** with **53 crashes (14%)** of all impaired driving fatal crashes. Most impaired driving fatal crashes occurred **over the weekend on Saturdays with 74 fatal crashes (20%) and Sundays with 70 fatal crashes (19%)**. Impaired driving fatal crashes occurred **most frequently in September**, with **43 fatal crashes (11%)** followed closely by **May with 37 fatal crashes (10%)**. Most crashes occurred during **nighttime in both lighted (45%) and not lighted (38%) conditions**. These statistics can be seen in **Figure 6** through **Figure 9**.



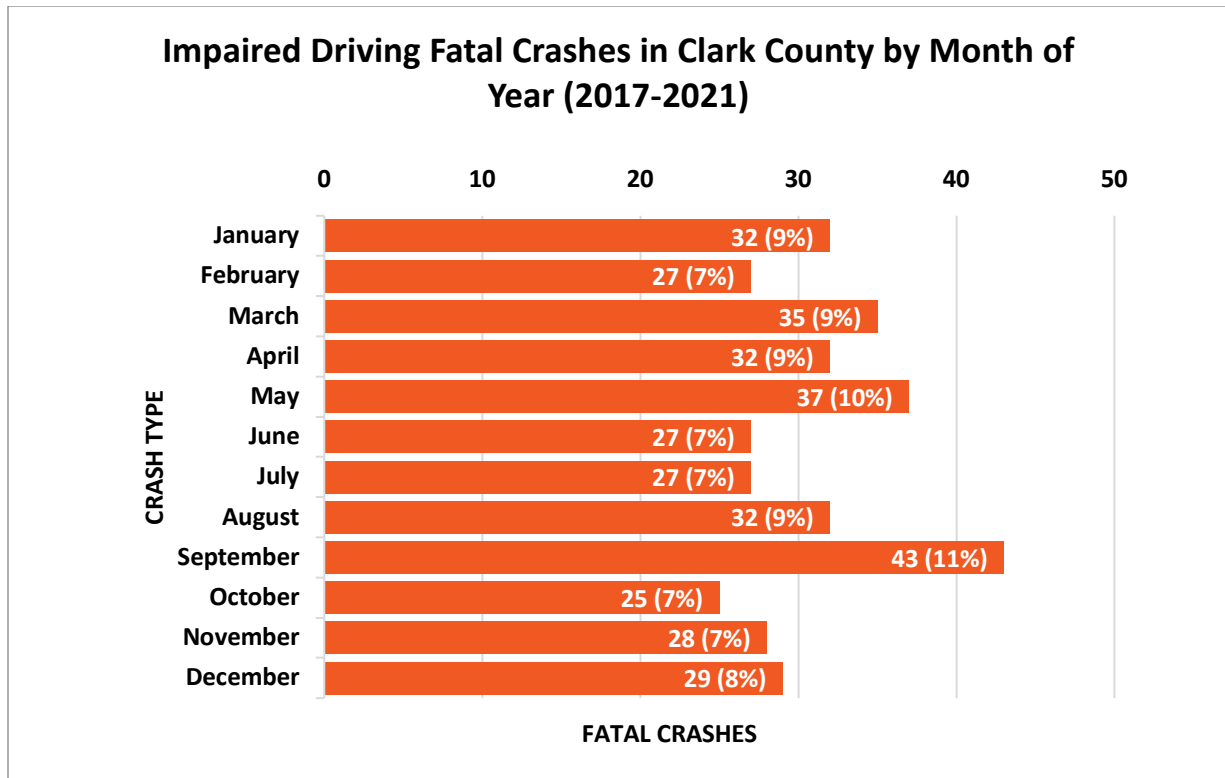
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 6 – Impaired Driving Fatal Crashes in Clark County by Time of Day (2017-2021)



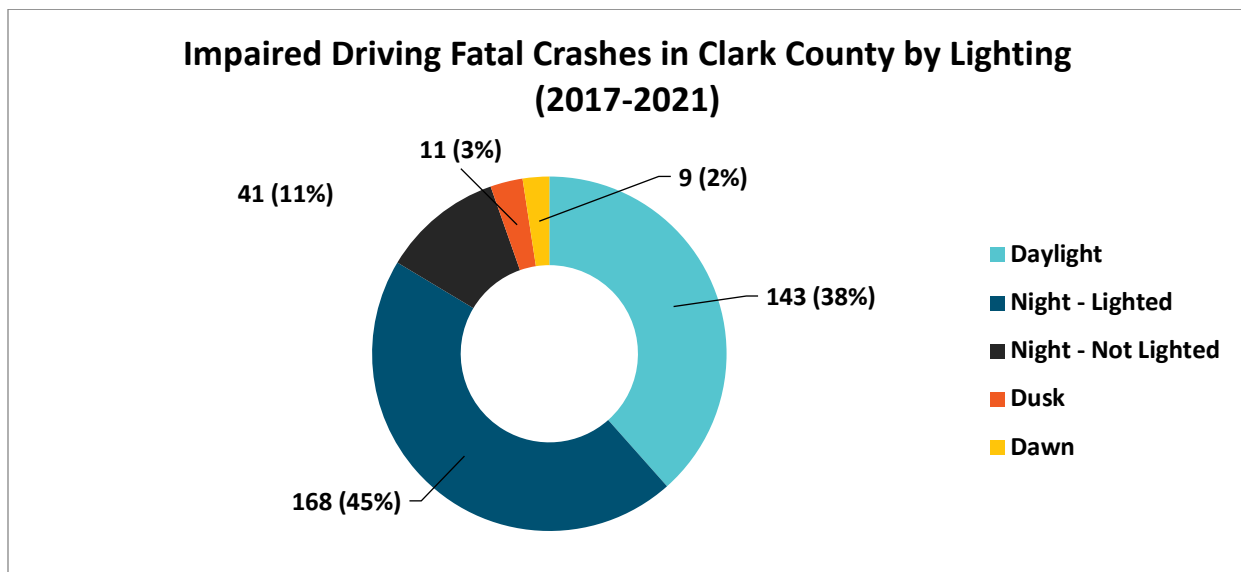
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 7 – Impaired Driving Fatal Crashes in Clark County by Day of Week (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 8 – Impaired Driving Fatal Crashes in Clark County by Month of Year (2017-2021)

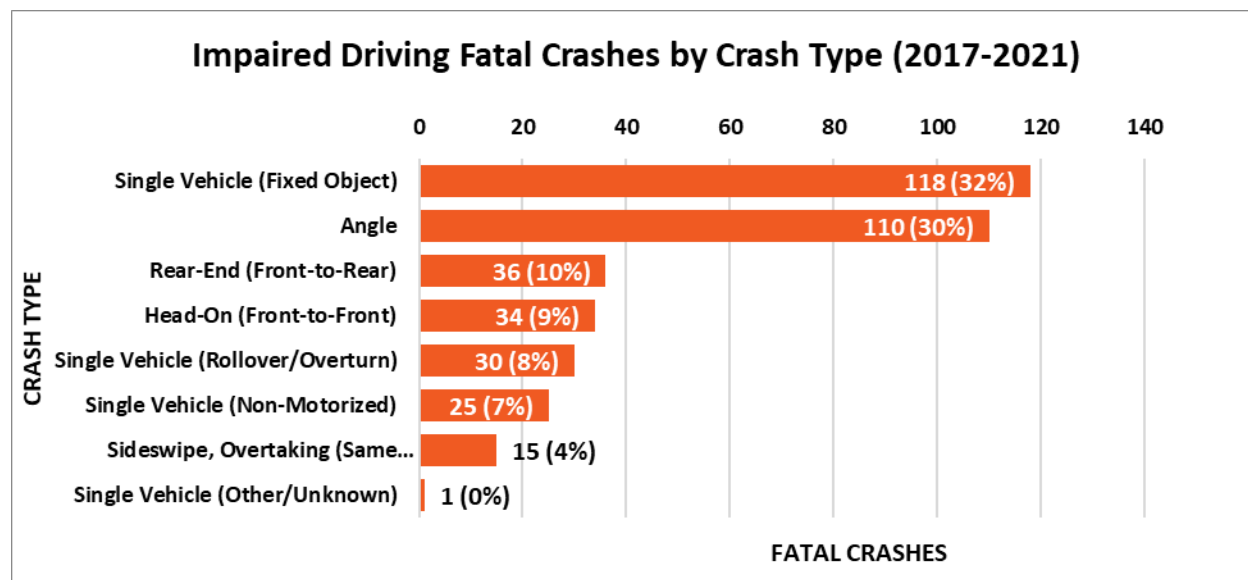


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 9 – Impaired Driving Fatal Crashes in Clark County by Lighting Condition (2017-2021)

Why?

From 2017-2021, impaired driving fatal crashes involved a **single vehicle crashing into a fixed object**. Single vehicle, non-motorized collisions accounted for **118 crashes (32%)** of impaired driving fatal crashes. The breakdown of all crash types for impaired driving fatal crashes can be seen in **Figure 10**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 10 – Impaired Driving Fatal Crashes by Crash Type (2017-2021)

SAFE ROAD USERS

Safe Road Users includes crash statistics for pedestrians, bicyclists, motorcyclists, older drivers, young drivers, and distracted driving. The following subsections provide detailed information for these focus areas and identify the What, Where, Who, When, and Why for the data.

PEDESTRIAN

Clark County's pedestrian fatalities account for **30%** of Clark County's total fatalities and **79%** of Nevada's pedestrian fatalities over the five-year period from 2017 to 2021. A pedestrian crash is a motor vehicle crash in which a pedestrian dies.

Data Query:

Fatality: Any pedestrian who died in a crash.

Fatal Crash: Any crash that involved the death of a pedestrian.

FARS Query (Nevada)

PER_TYP=5 or 8 and INJ_SEV=4.

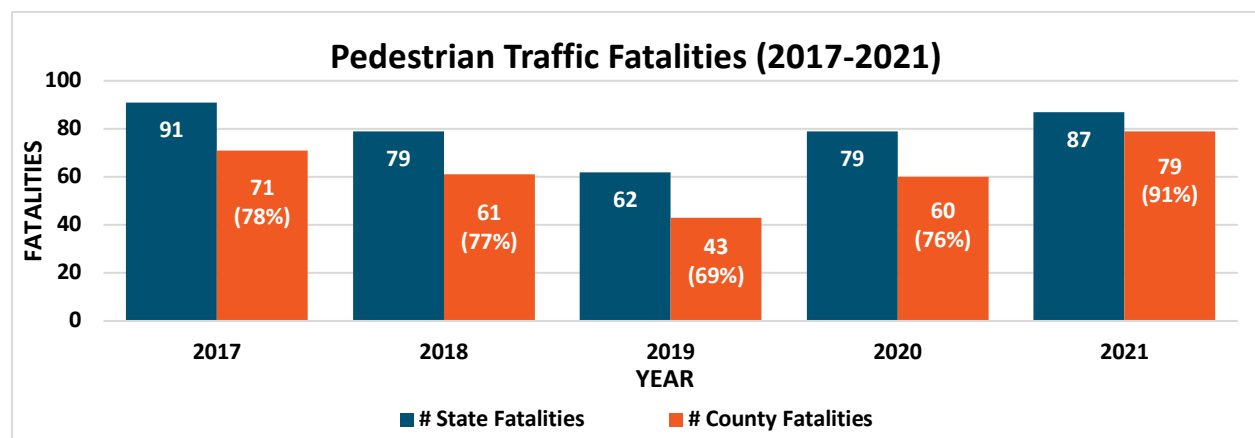
A pedestrian crash is a crash in which a pedestrian dies in the crash. Pedestrian crash fatalities are the total number of pedestrians killed in crashes. FARS data uses the attribute "Person Type (PER_TYP)" in the person data set to determine if the person was a pedestrian, and "Injury Severity (INJ_SEV)" to determine the level of the persons injuries. The attribute codes used are "Pedestrian" and "Person on a Personal Conveyance" for the person type, and "Fatal Injury (K)" for injury severity. If a crash reports the fatality of a "Pedestrian" or a "Person on a Personal Conveyance", the crash is deemed a pedestrian crash.

NCATS Query

NCATSDW.PERSON.PERSON_TYPE_DESC = 'PEDESTRIAN','SKATER','WHEELCHAIR','OTHER NONMOTORIST'

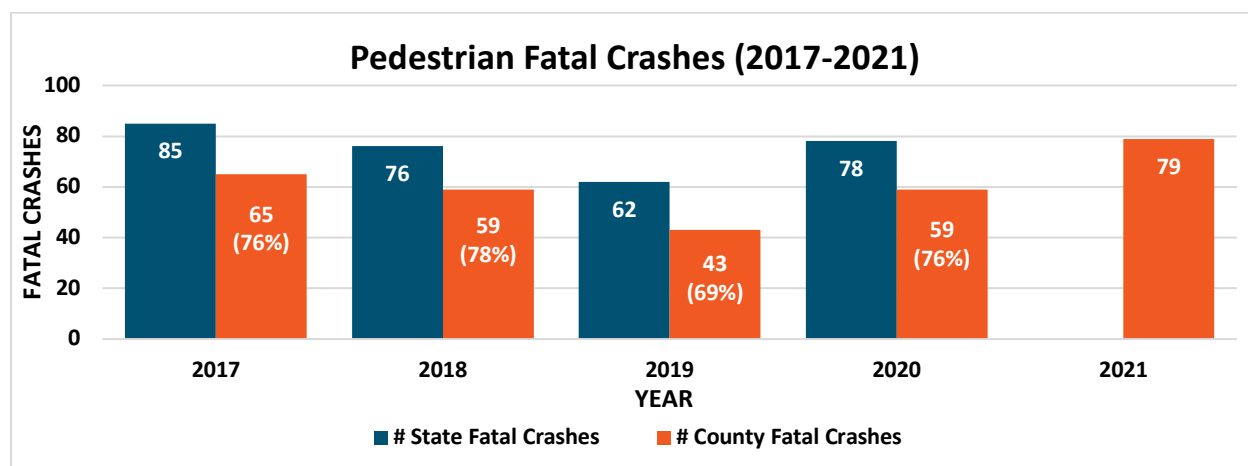
What?

A total of **305 fatal pedestrian-related crashes**, resulting in **314 fatalities**, occurred on Clark County roadways between 2017 and 2021. The number of fatalities and crashes is shown in **Figure 11** and **Figure 12**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 11 – Pedestrian Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

*Note: Preliminary statewide data for 2021 was not available.

Figure 12 – Pedestrian Fatal Crashes (2017-2021)

Where?

Maps showing the location of pedestrian fatal crashes on Clark County and Las Vegas Urbanized Area roadways are shown in **Figure 13** and **Figure 14**, respectively.

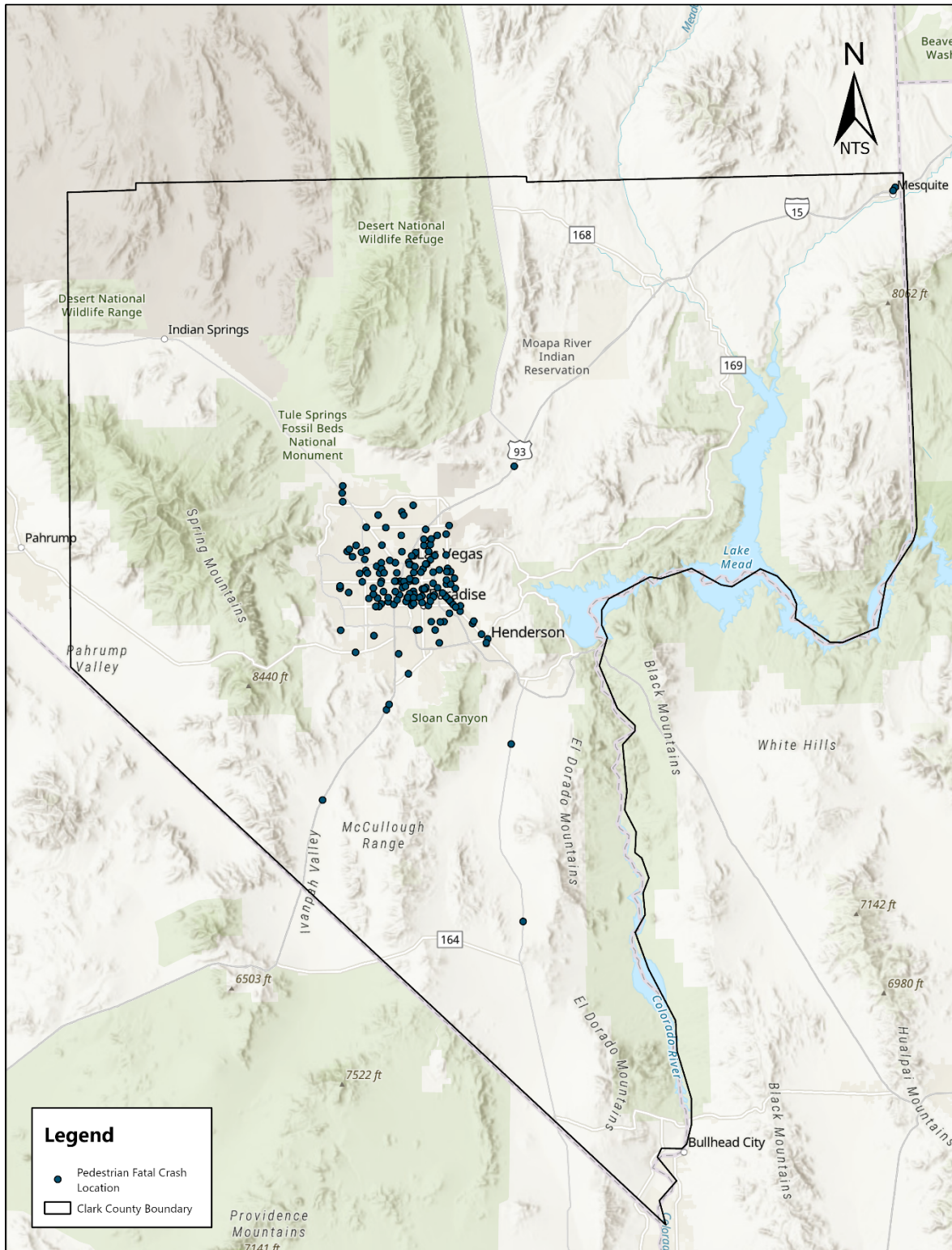


Figure 13 – Pedestrian Fatal Crashes in Clark County (2017-2020)

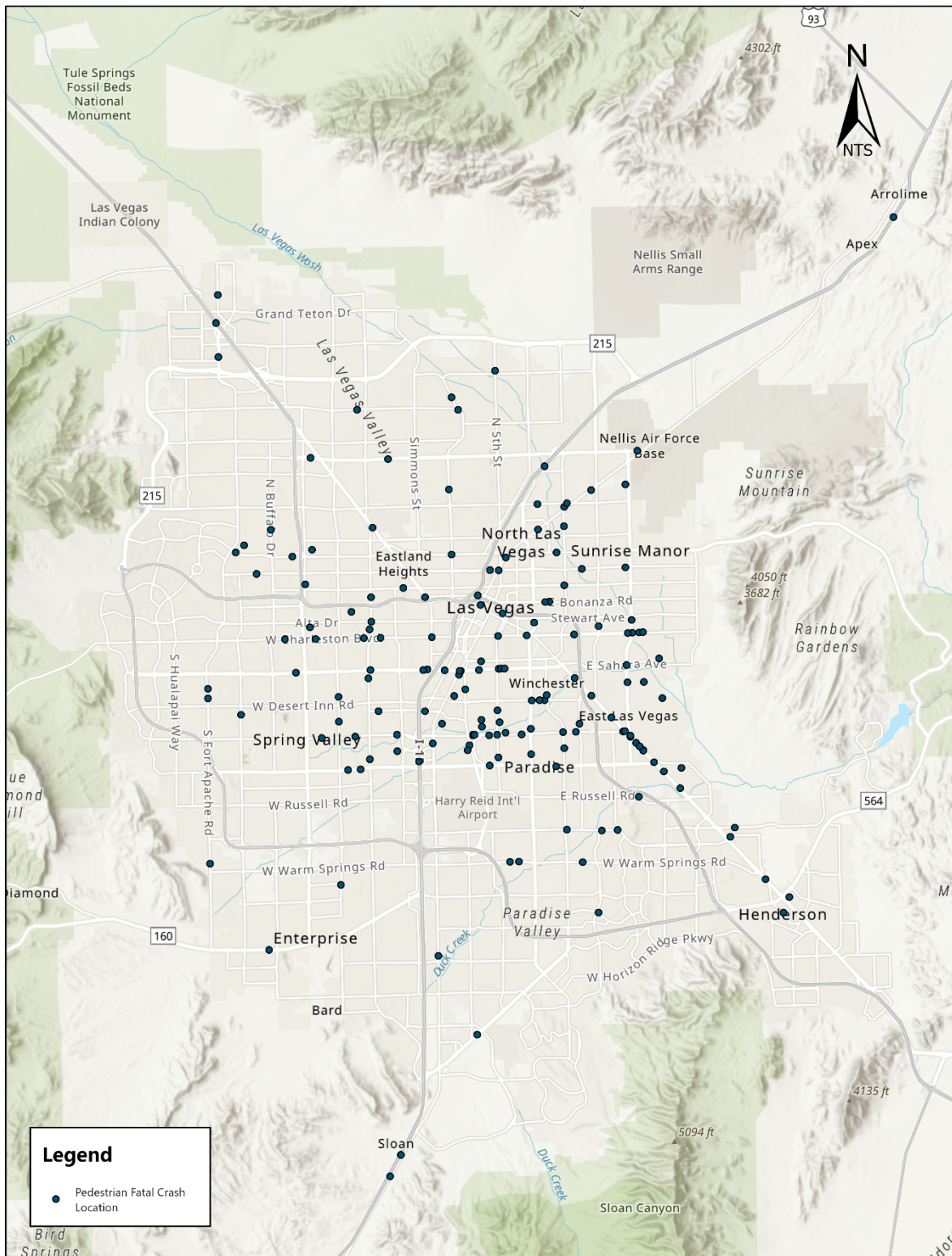
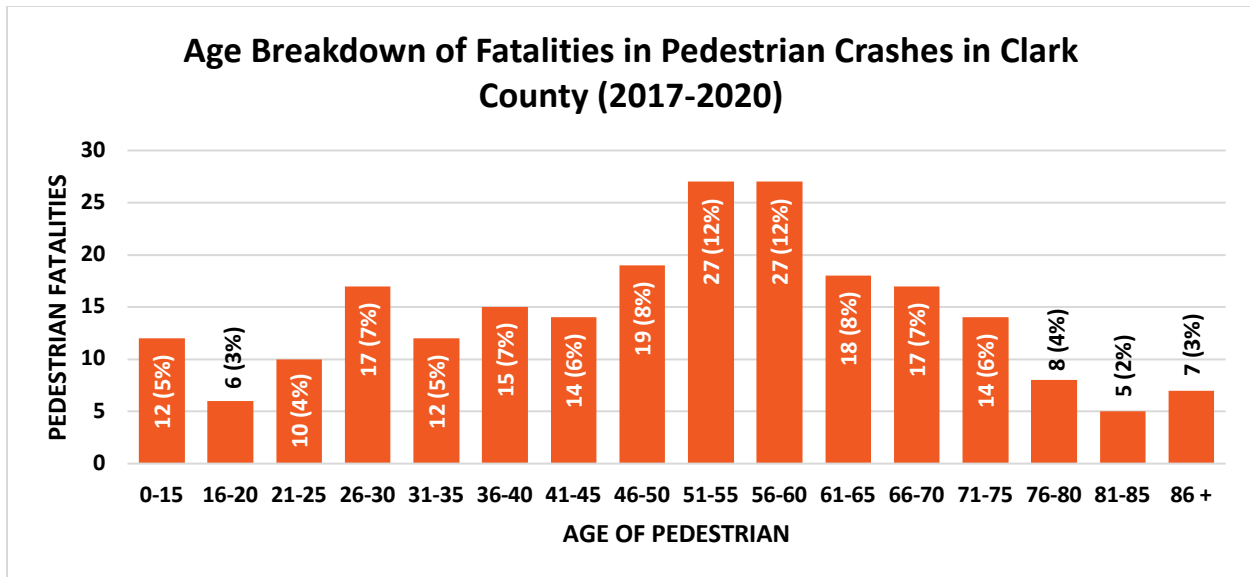


Figure 14 – Pedestrian Fatal Crashes in Las Vegas Urbanized Area (2017-2020)

Who?

From 2017-2020, **pedestrians ages 51 to 60 years old** comprised the greatest number of fatalities at **24%** of all pedestrian fatal crashes as illustrated in **Figure 15**

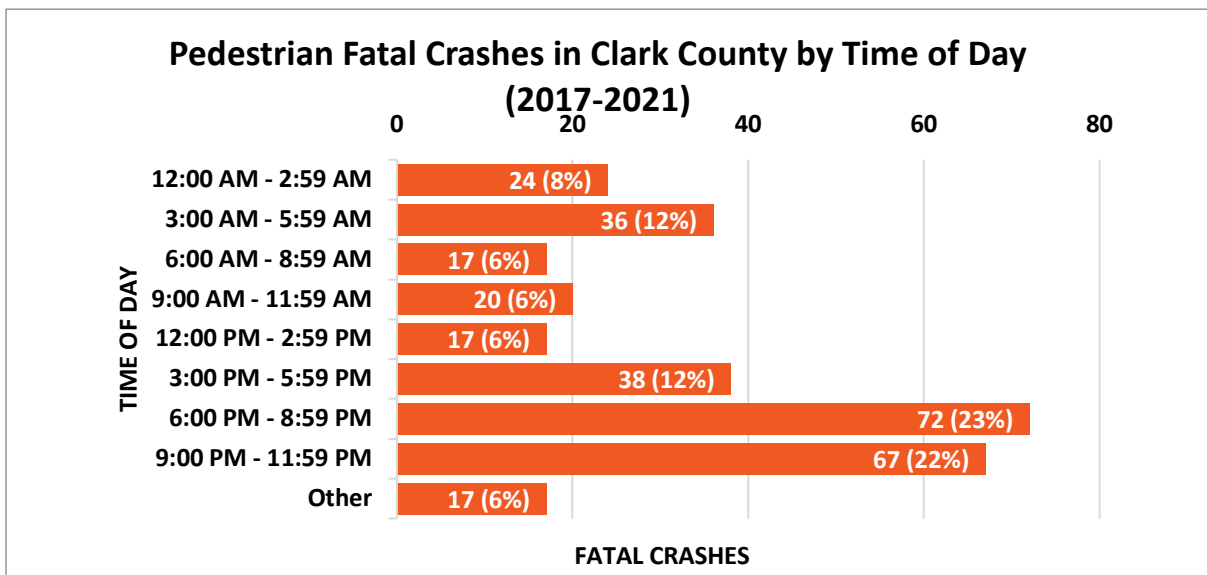


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. No age data for victims was available for 2021.

Figure 15 – Age Breakdown of Fatalities in Pedestrian Crashes in Clark County (2017-2020)

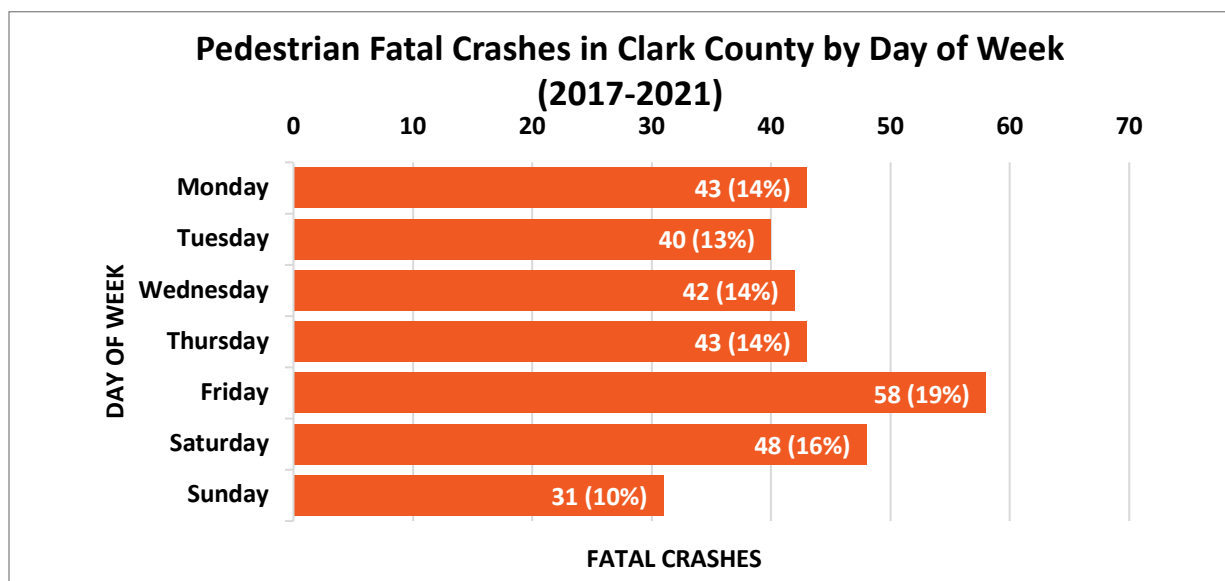
When?

The greatest number of pedestrian fatal crashes occurred between **6:00 PM and 8:59 PM**, with **72 crashes (23%)** of all pedestrian fatal crashes. The second highest number of crashes occurred between the hours of **9:00 PM and 11:59 PM**, with **67 crashes (22%)** of all pedestrian fatal crashes. The majority of pedestrian fatal crashes occurred on **Fridays with 58 crashes (19%)**. Pedestrian fatal crashes occurred **most frequently in December**, with **33 fatal crashes (11%)**, followed closely by **January with 31 fatal crashes (10%)**. Most crashes occurred during **nighttime, lighted hours**, with **206 crashes (68%)**. These statistics can be seen in **Figure 16** through **Figure 19**.



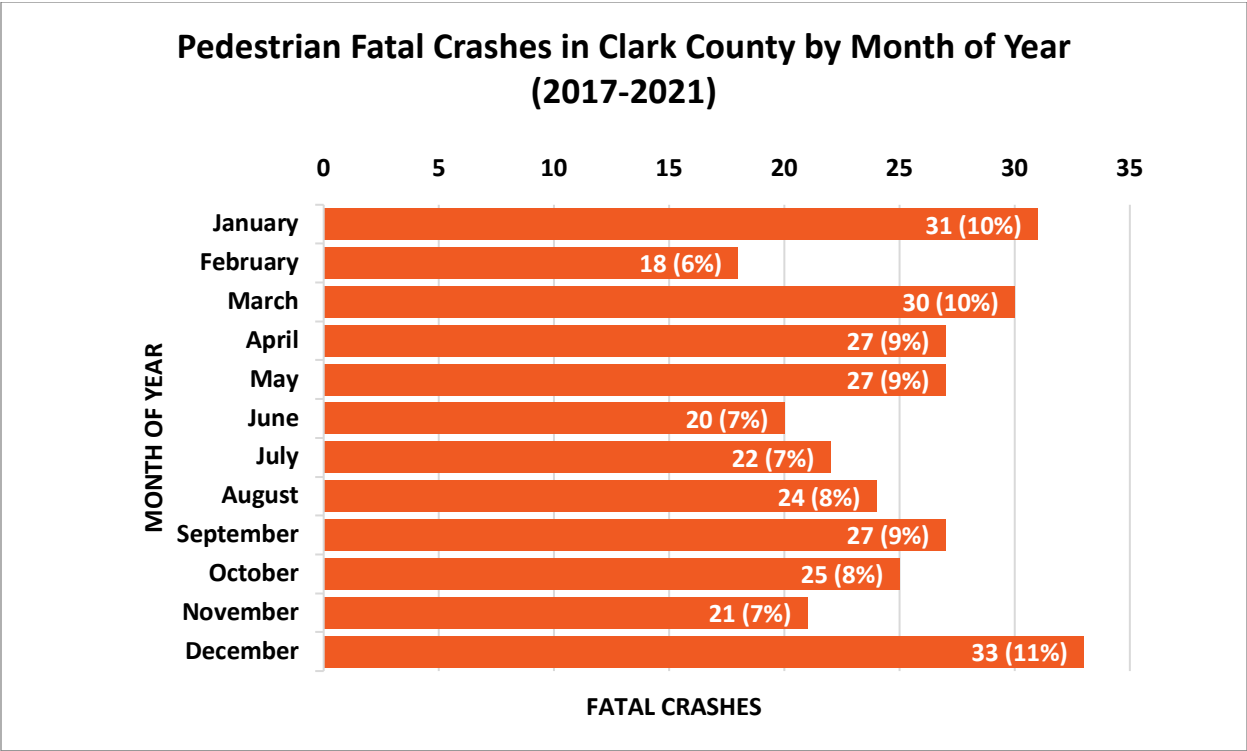
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 16 – Pedestrian Fatal Crashes in Clark County by Time of Day (2017-2021)



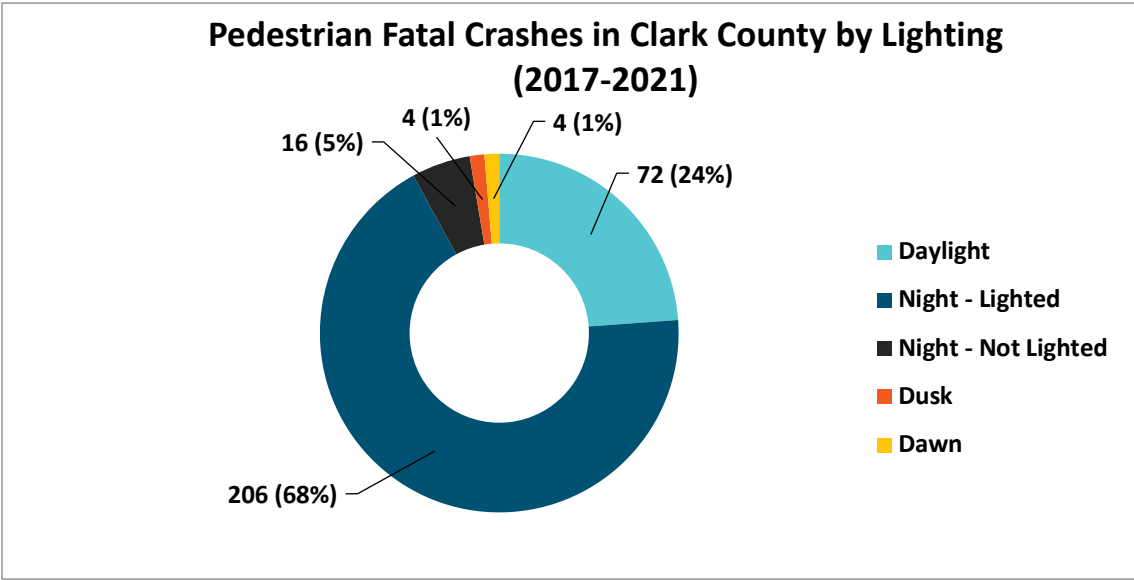
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 17 – Pedestrian Crashes in Clark County by Day of Week (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 18 – Pedestrian Crashes in Clark County by Month of Year (2017-2021)

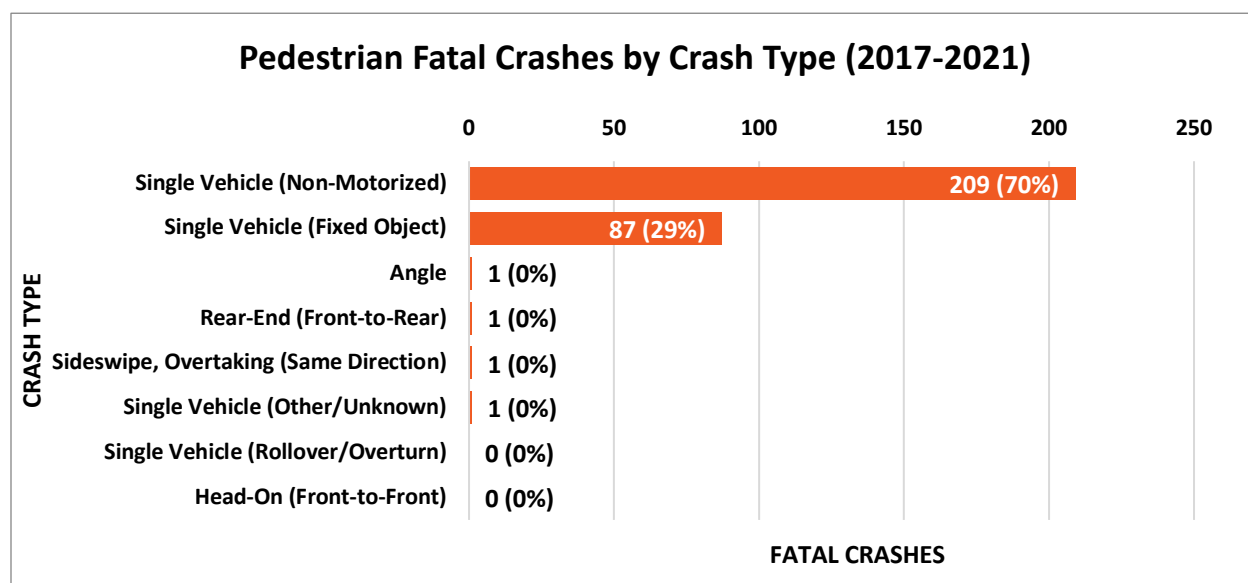


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 19 – Pedestrian Fatal Crashes in Clark County by Lighting Condition (2017-2021)

Why?

From 2017-2021, pedestrian fatal crashes most frequently involved **only one vehicle at 296 crashes (99%)**. The breakdown of all crash types for pedestrian fatal crashes can be seen in **Figure 20**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 20 – Pedestrian Fatal Crashes in Clark County by Crash Type (2017-2021)

BICYCLIST

Clark County's bicyclist fatalities account for **4%** of Clark County's total fatalities and **86%** of Nevada's bicycle fatalities over the five-year period from 2017 to 2021. 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.

Data Query:

Fatality: Any bicyclist who died in a crash.

Fatal Crash: Any crash that involved a bicyclist who died.

FARS Query

FARS Person file: PER_TYP= 6 or 7 and INJ_SEV = 4

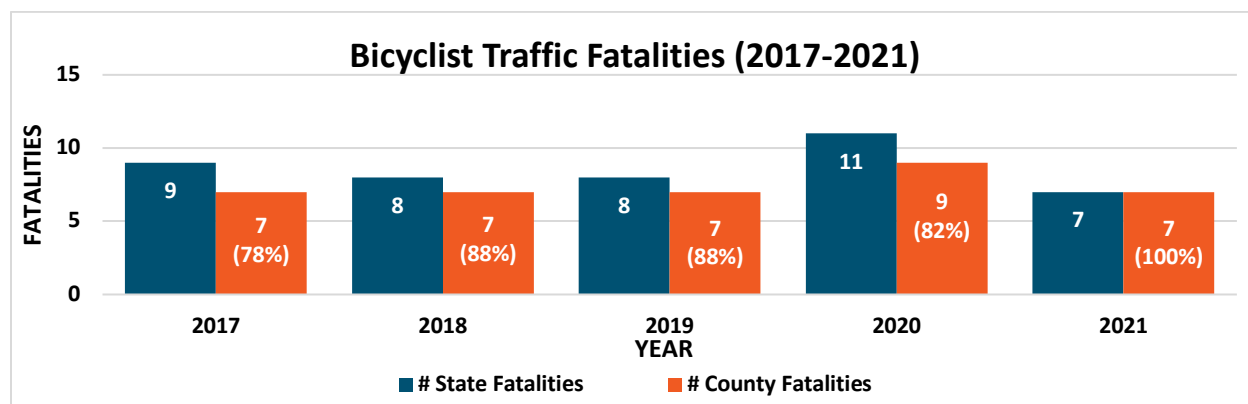
A bicycle crash is a crash in which a cyclist is killed. Bicycle crash fatalities are the total number of cyclists who died in a crash. FARS data uses the attribute "Person Type (PER_TYP)" in the person data file to determine if the person was a cyclist, and "Injury Severity (INJ_SEV)" to determine the level of the persons injuries. Three attribute codes are used: "Bicyclist" and "Other Cyclist" for person type, and "Fatal Injury (K)" for injury severity. If a crash reports either "Bicyclist" or "Other Cyclist" and a "Fatal Injury (K)", the crash is deemed a fatal bicycle crash.

NCATS Query

NCATSDW.PERSON.PERSON_TYPE_DESC IN ('PEDALCYCLIST', 'PEDALCYCLIST (BICYCLE, TRICYCLE, UNICYCLE, PEDAL CAR)')

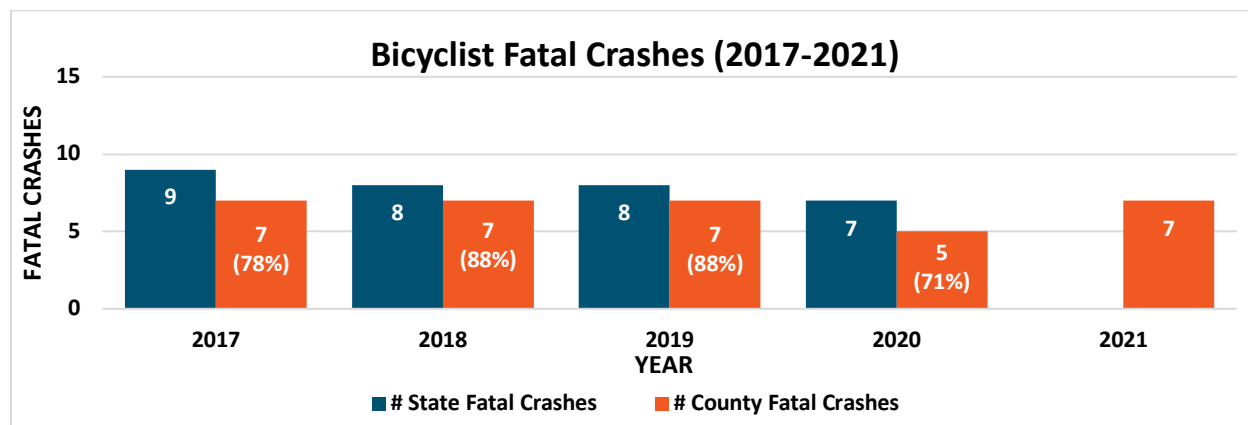
What?

Between 2017 and 2021, a total of **33 fatal bicycle-related crashes**, resulting in **37 fatalities**, occurred on Clark County roadways. The number of bicyclist fatalities and crashes can be seen in **Figure 21** and **Figure 22**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 21 – Bicyclist Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

*Note: Preliminary statewide data for 2021 was not available.

Figure 22 – Bicyclists Fatal Crashes (2017-2021)

Where?

Maps showing the location of bicyclist fatal crashes on Clark County and Las Vegas Urbanized Area roadways are shown in **Figure 23** and **Figure 24**, respectively.

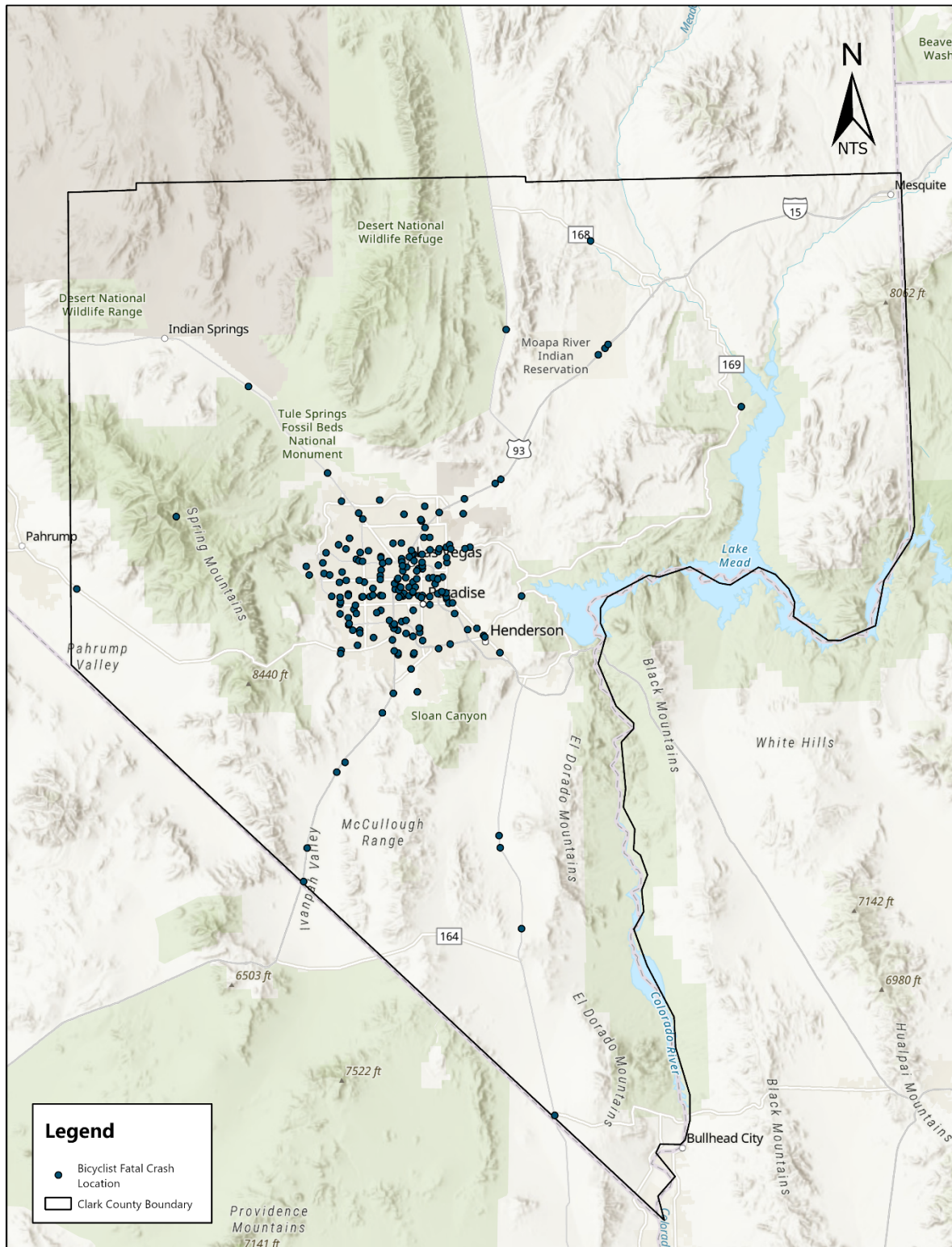


Figure 23 – Bicyclist Fatal Crashes in Clark County (2017-2020)

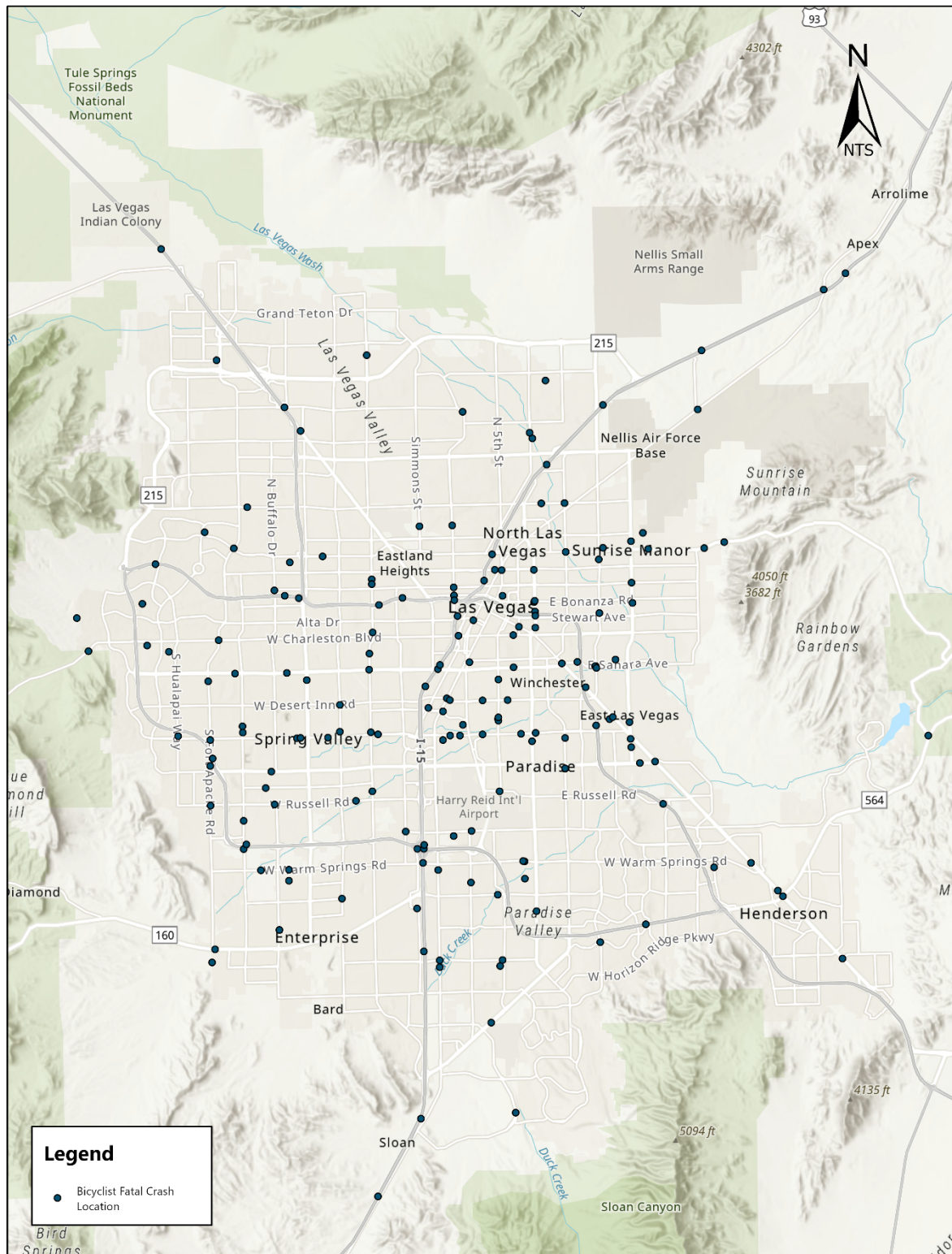
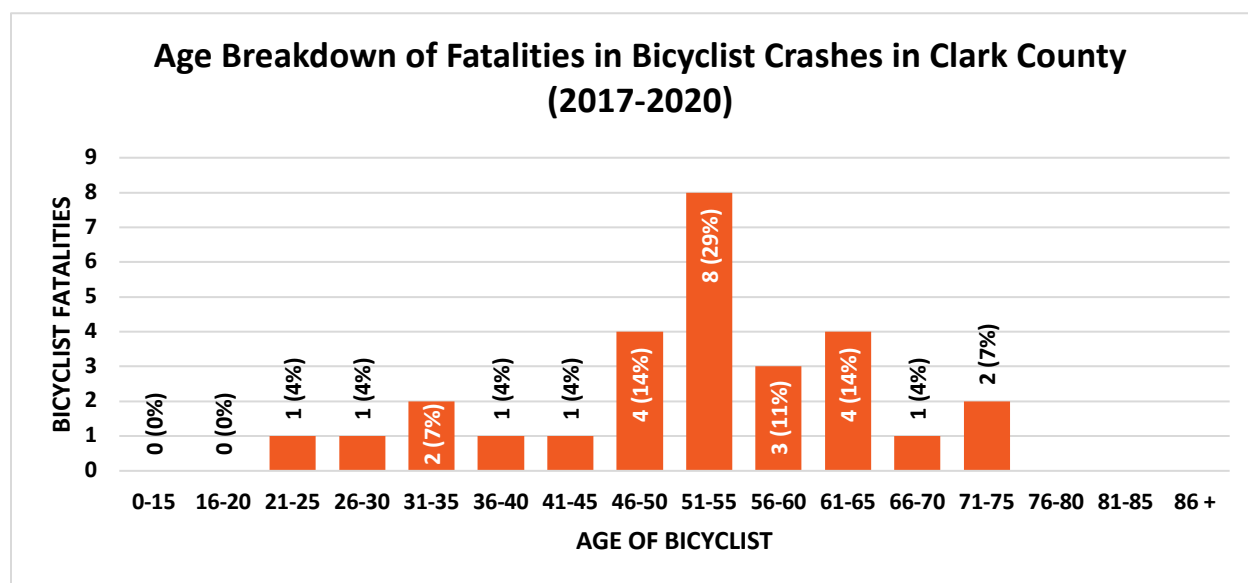


Figure 24 – Bicyclist Fatal Driving Crashes in Las Vegas Urbanized Area (2017-2020)

Who?

From 2017-2020, **bicyclist ages 51 to 55 years old** comprised the greatest number of bicyclist fatalities, accounting for **29%**, as illustrated in **Figure 25**.

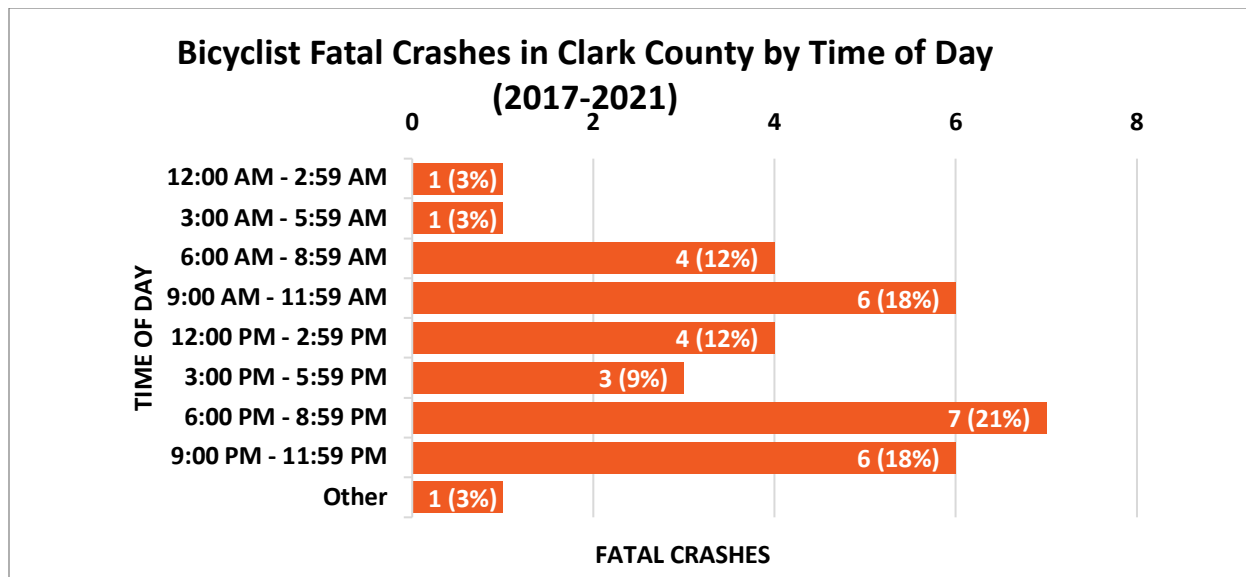


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. No age data for victims was available for 2021.

Figure 25 – Age Breakdown of Fatalities in Bicyclist Crashes in Clark County (2017-2020)

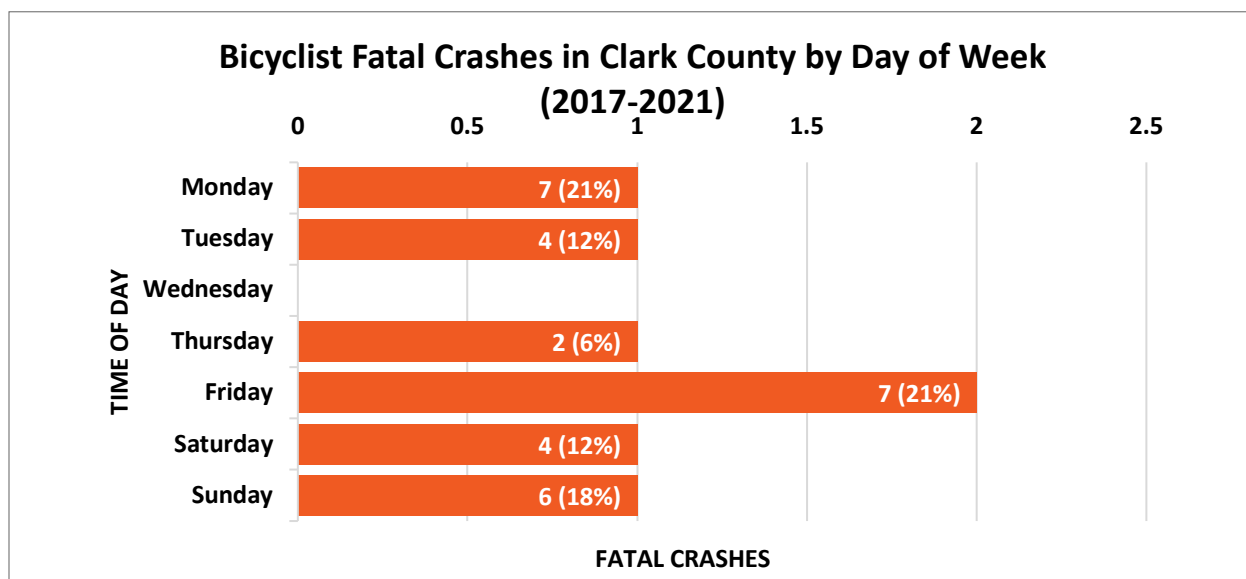
When?

The greatest number of bicyclist fatal crashes occurred between **6:00 PM and 8:59 PM**, with **7 crashes (21%)**. The second highest number of crashes occurred between the hours of **9:00 AM and 11:59 AM, and 9:00 PM and 11:59 PM**, with **a total of twelve crashes (36%) combined**. Most bicyclist fatal crashes occurred on **Fridays with seven crashes (21%)**. Bicyclist fatal crashes occurred **most frequently in September**, with **five fatal crashes (15%)**. Most crashes occurred during **daylight hours**, with **18 crashes (56%)**. These statistics can be seen in **Figure 26** through **Figure 29**.



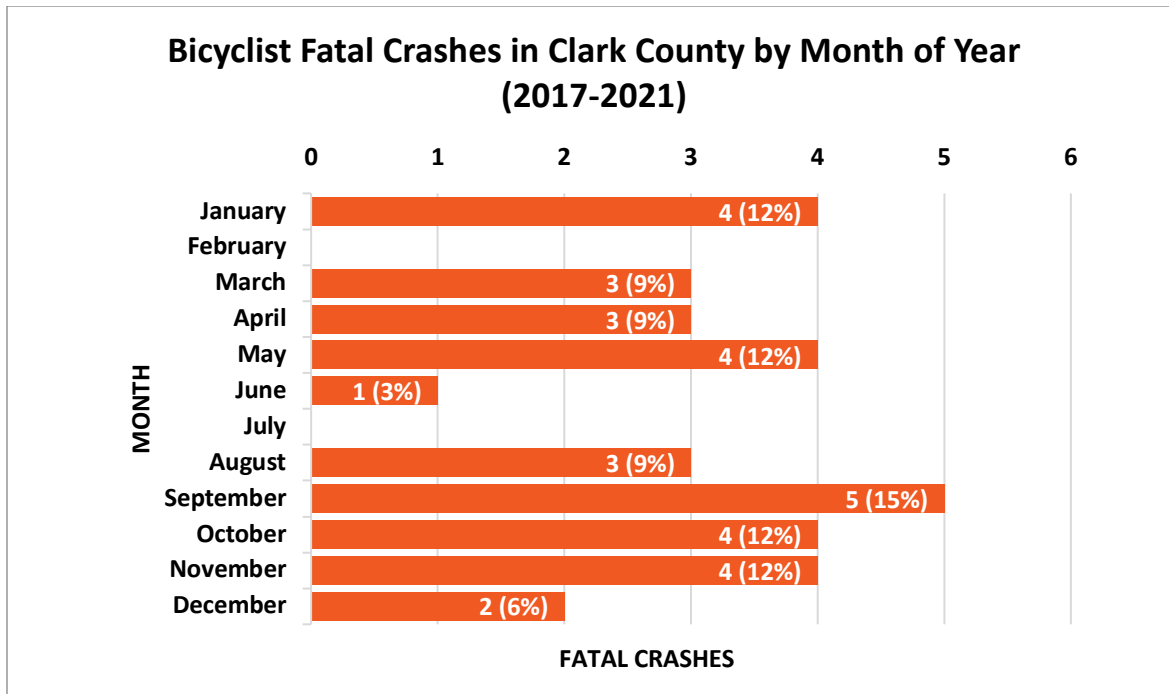
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 26 – Bicyclist Fatal Crashes in Clark County by Time of Day (2017-2021)



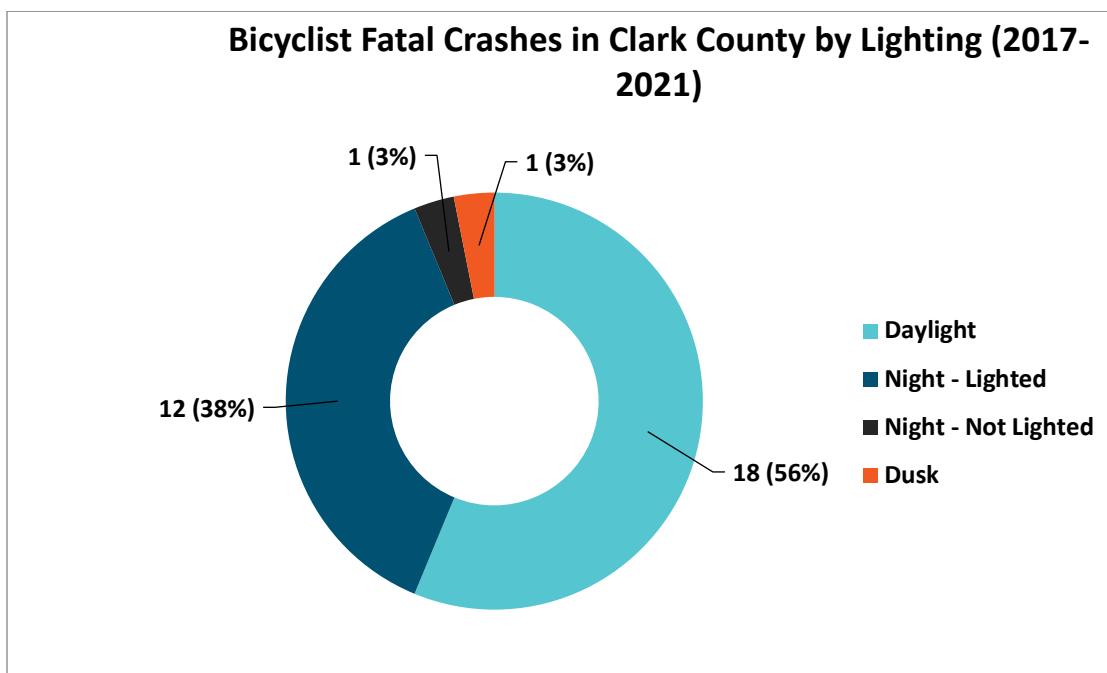
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 27 – Bicyclist Fatal Crashes in Clark County by Day of Week (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 28 – Bicyclist Fatal Crashes in Clark County by Month of Year (2017-2021)

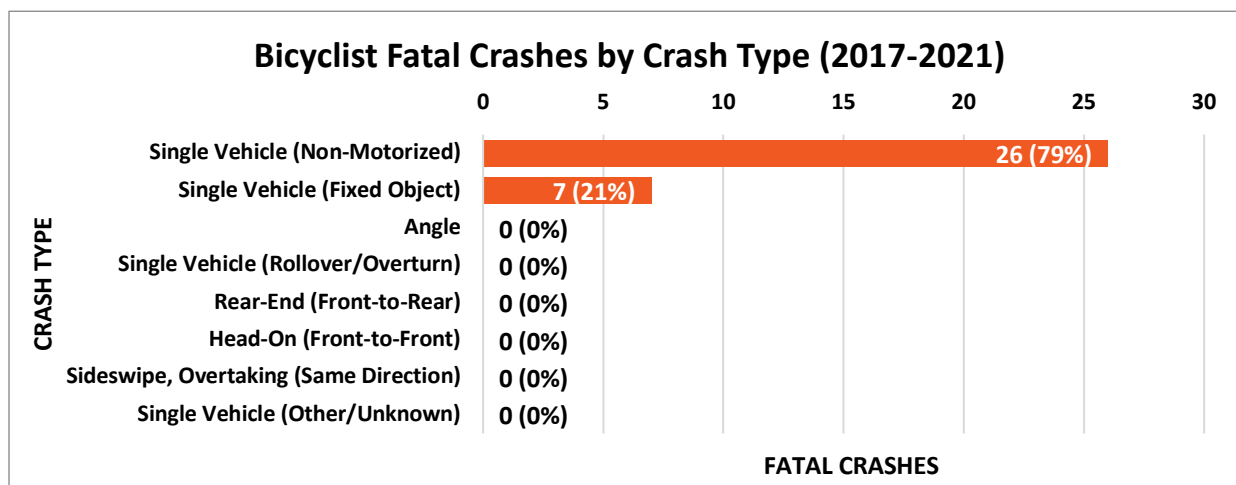


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 29 – Bicyclist Fatal Crashes in Clark County by Lighting Condition (2017-2021)

Why?

From 2017-2021, bicyclist fatal crashes only involved **single vehicles**. The breakdown of crash types for bicyclist fatal crashes can be seen in **Figure 30**



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 30 – Bicyclist Fatal Crashes in Clark County (2017-2021)

MOTORCYCLIST

Clark County's motorcycle fatalities account for **20%** of Clark County's total fatalities and **67%** of Nevada's motorcycle fatalities over the five-year period from 2017 to 2021. Fatal motorcycle crashes are crashes involving a motorcyclist where one or more people on a motorcycle were killed in the crash.

Data Query:

Fatality: Any individual on a motorcycle who died in a crash.

Fatal Crash: Any crash that involved a fatality of any individual on a motorcycle.

FARS Query

FARS Vehicle file: $82 \leq \text{BODY_TYP} \leq 87$ or $\text{BODY_TYP} = 80$ or $\text{BODY_TYP} = 89$, and $\text{DEATHS} > 0$

VEHICLE data file was used with a query for the BODY_TYP field. If $82 \leq \text{BODY_TYP} \leq 87$ or $\text{BODY_TYP} = 80$ or $\text{BODY_TYP} = 89$ was true and $\text{DEATHS} > 0$, the crash was counted as a fatal motorcycle crash. This was tied into the ACCIDENT data file by counting the number of motorcycles in each crash. For any case where the number of motorcycles was greater than zero, it was considered a motorcycle crash.

NCATS Query

NCATSDW.VEHICLE.MOTORCYCLE = 'Y'

OR

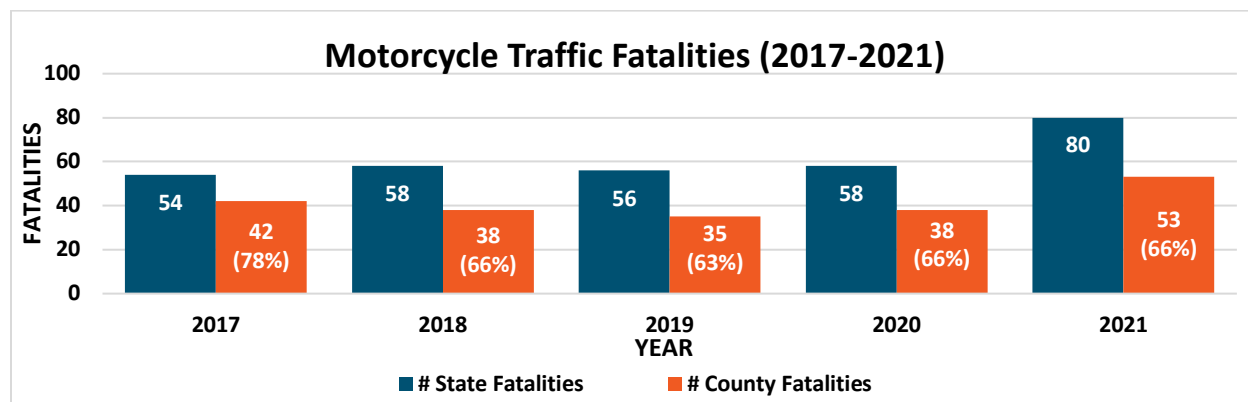
NCATSDW.VEHICLE.STYLE_DESC = 'MOTORCYCLE'

OR

NCATSDW.VEHICLE.STYLE_DESC IN ('MOTORCYCLE', 'MOPED', 'MOTORSCOOTER', 'MULTI-WHEEL'

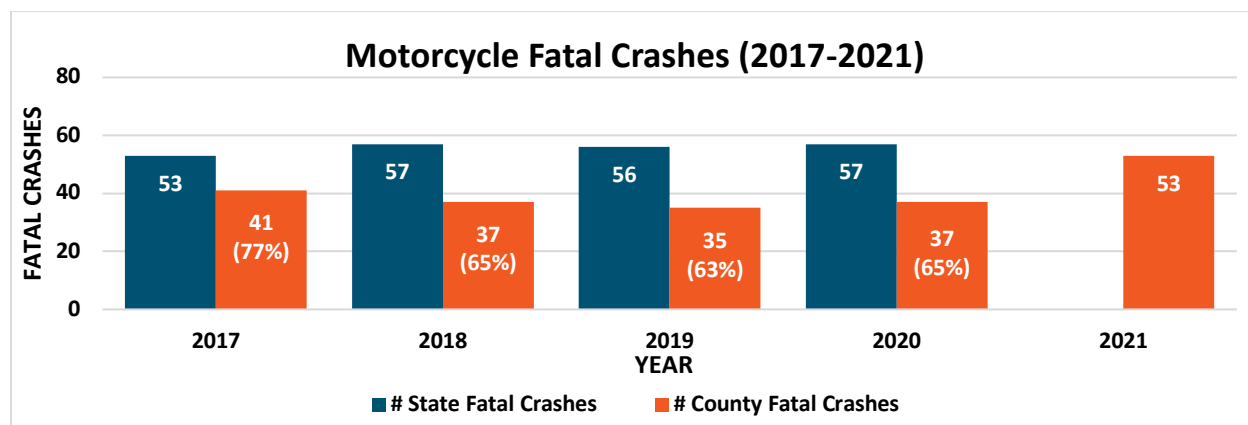
What?

Between 2017 and 2021, a total of **203 fatal motorcycle-related crashes**, resulting in **206 fatalities**, occurred on Clark County roadways. The number of motorcyclist fatalities and crashes can be seen in **Figure 31** and **Figure 32**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 31 – Motorcyclist Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

*Note: Preliminary statewide data for 2021 was not available.

Figure 32 – Motorcyclist Fatal Crashes (2017-2021)

Where?

Maps showing the location of motorcyclist fatal crashes on Clark County and Las Vegas Urbanized Area roadways are shown in **Figure 33** and **Figure 34**, respectively.

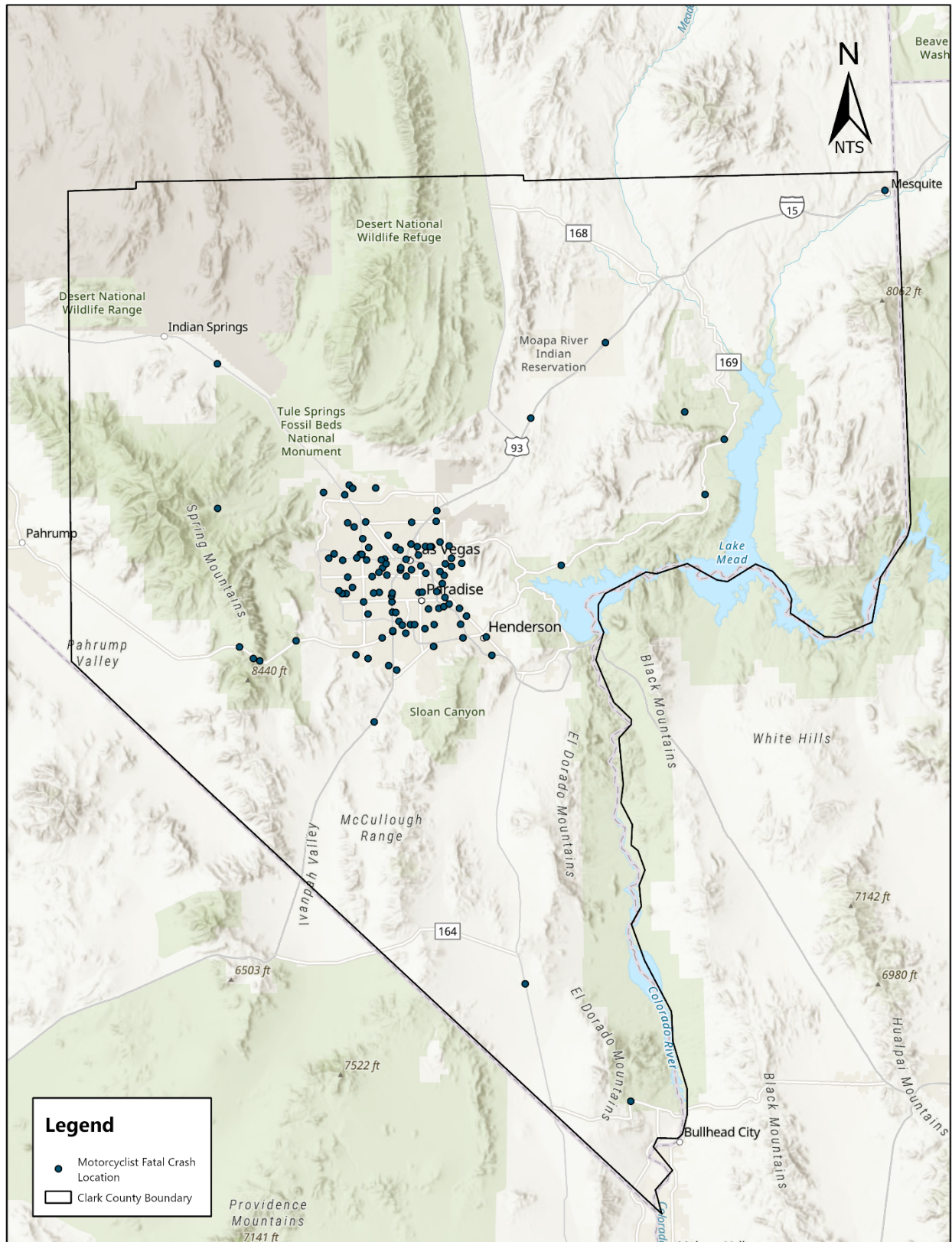


Figure 33 – Motorcyclist Fatal Driving Crashes in Clark County (2017-2020)

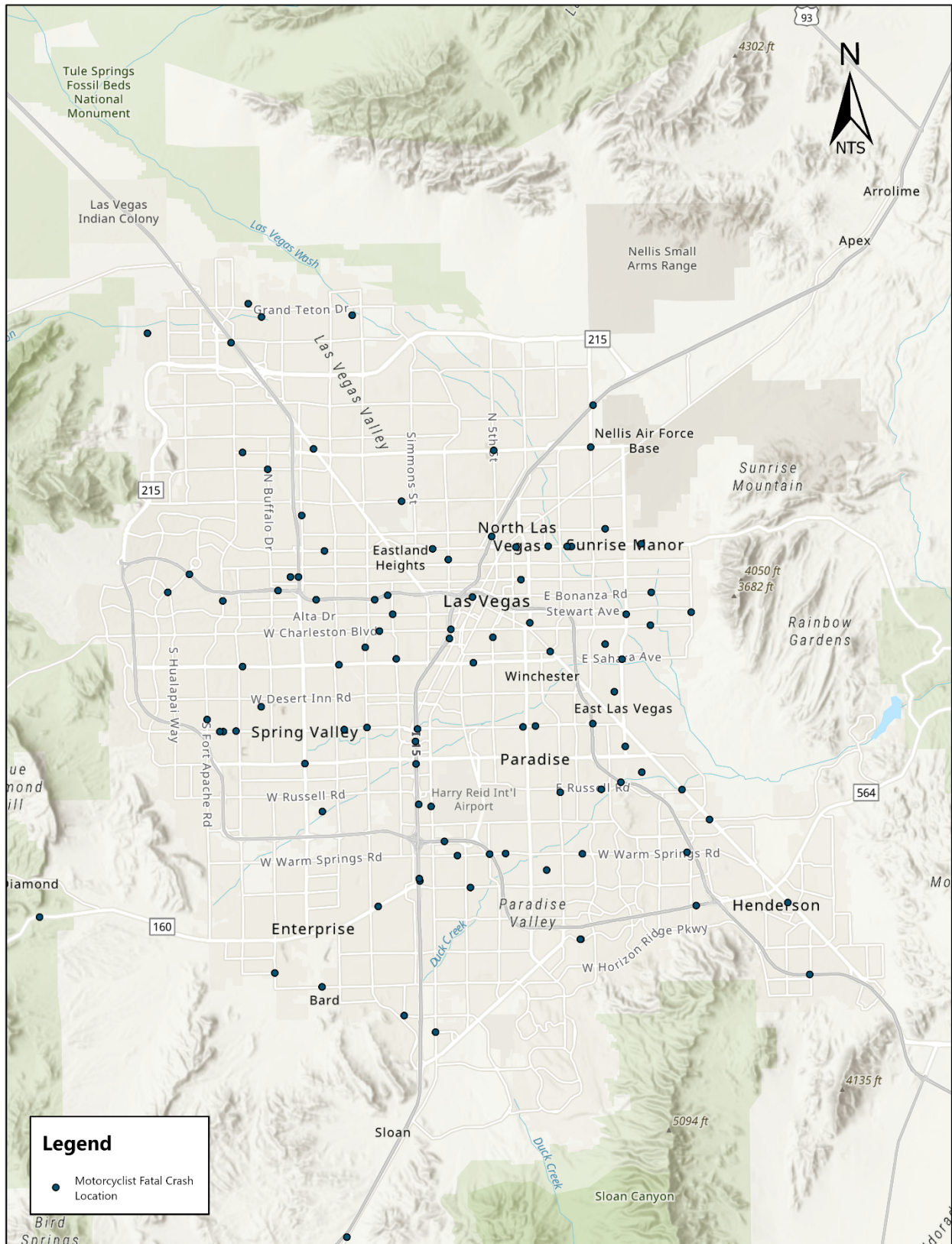
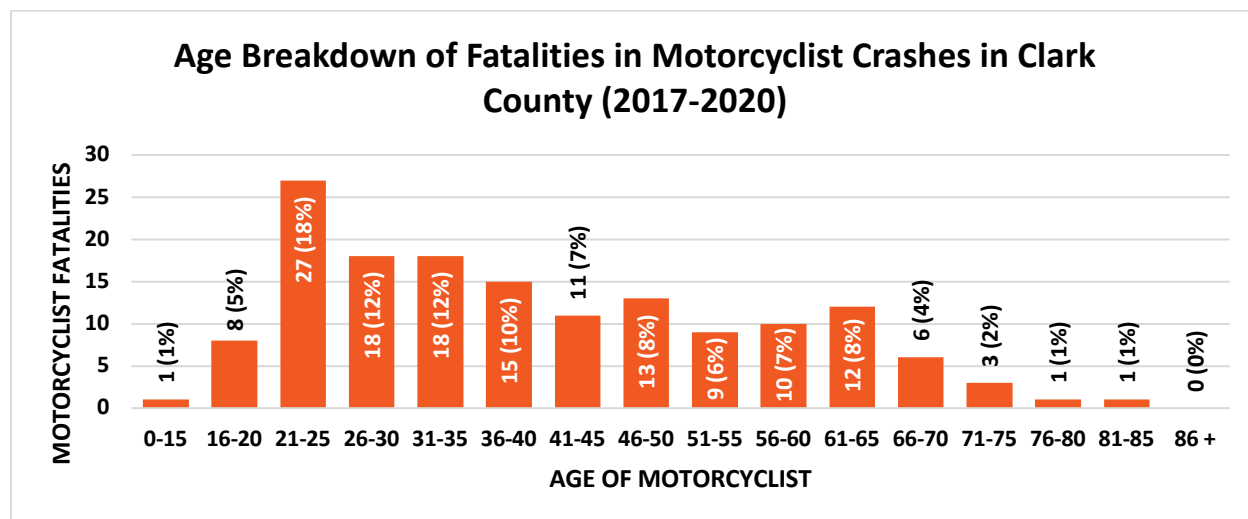


Figure 34 – Motorcyclist Fatal Driving Crashes in Las Vegas Urbanized Area (2017-2020)

Who?

From 2017-2020, **drivers ages 21 to 25 years old** comprised the greatest number of fatalities in fatal motorcyclist crashes on Clark County roadways, **accounting for 18%** of all fatal motorcyclist crashes as illustrated in **Figure 35**.

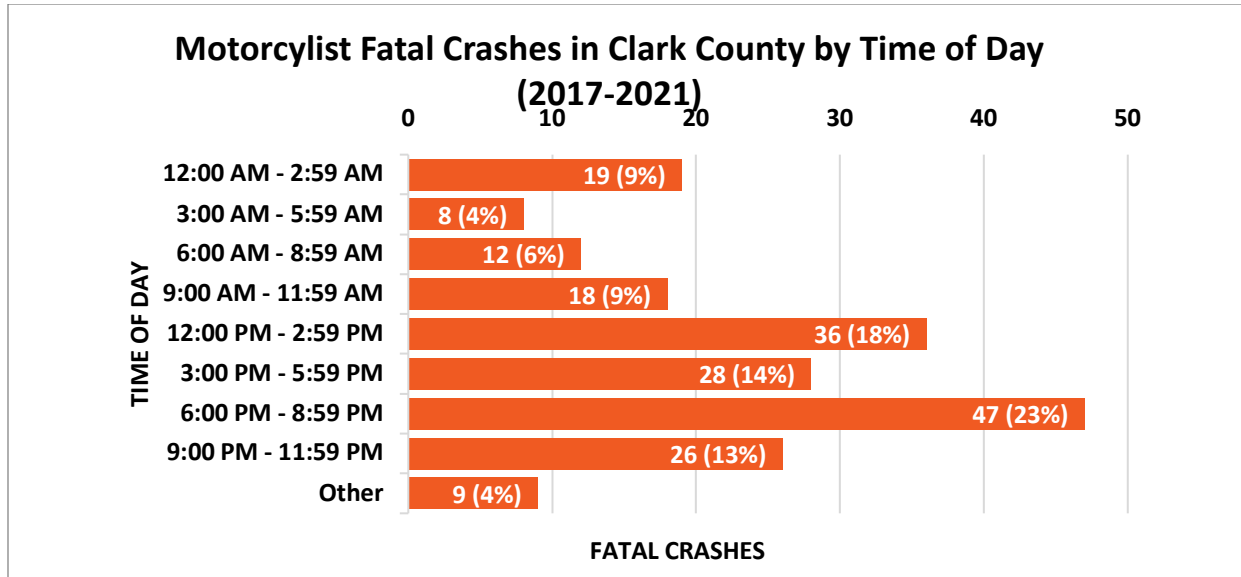


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. No age data for victims was available for 2021.

Figure 35 – Age Breakdown of Fatalities in Motorcyclist Crashes in Clark County (2017-2020)

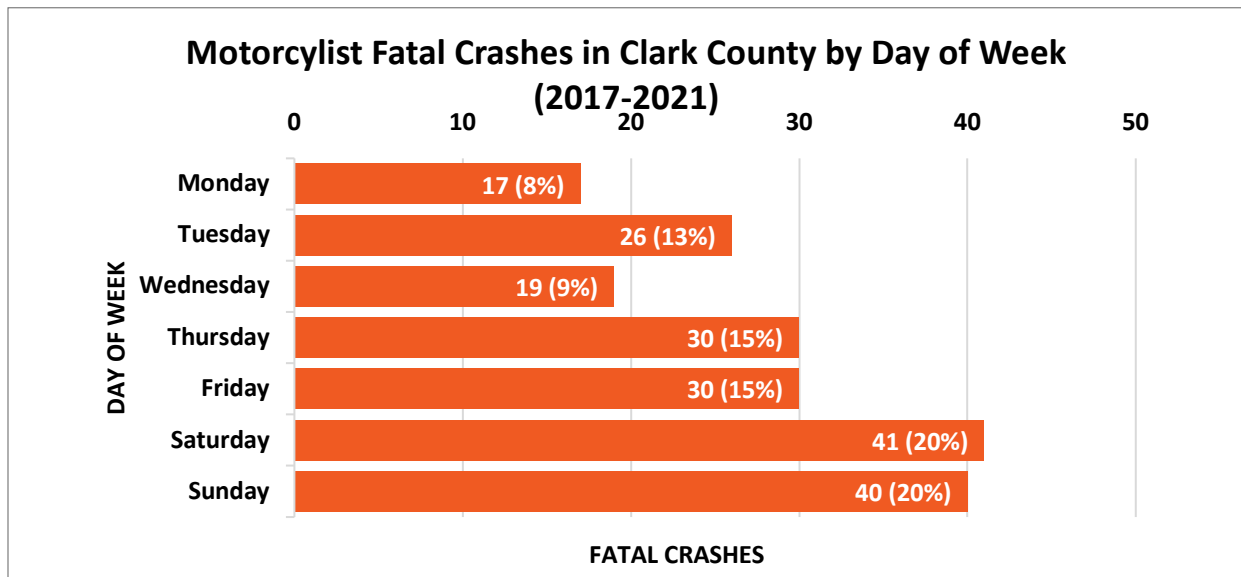
When?

The greatest number of motorcyclist fatal crashes occurred between **6:00 PM and 8:59 PM**, with **47 crashes (23%)**. The second highest number of crashes occurred between the hours of **12:00 PM and 2:59 PM**, with **36 crashes (18%)**. Most motorcyclist fatal crashes occurred over the weekend with **Saturdays accounting for 41 crashes (20%)** and **Sundays accounting for 40 crashes (20%)**. Motorcyclist fatal crashes occurred **most frequently in October**, with **24 fatal crashes (12%)** followed closely by **September with 22 crashes (11%)**. Most crashes occurred during **daylight hours**, with **99 crashes (49%)**. These statistics can be seen in **Figure 36** through **Figure 39**.



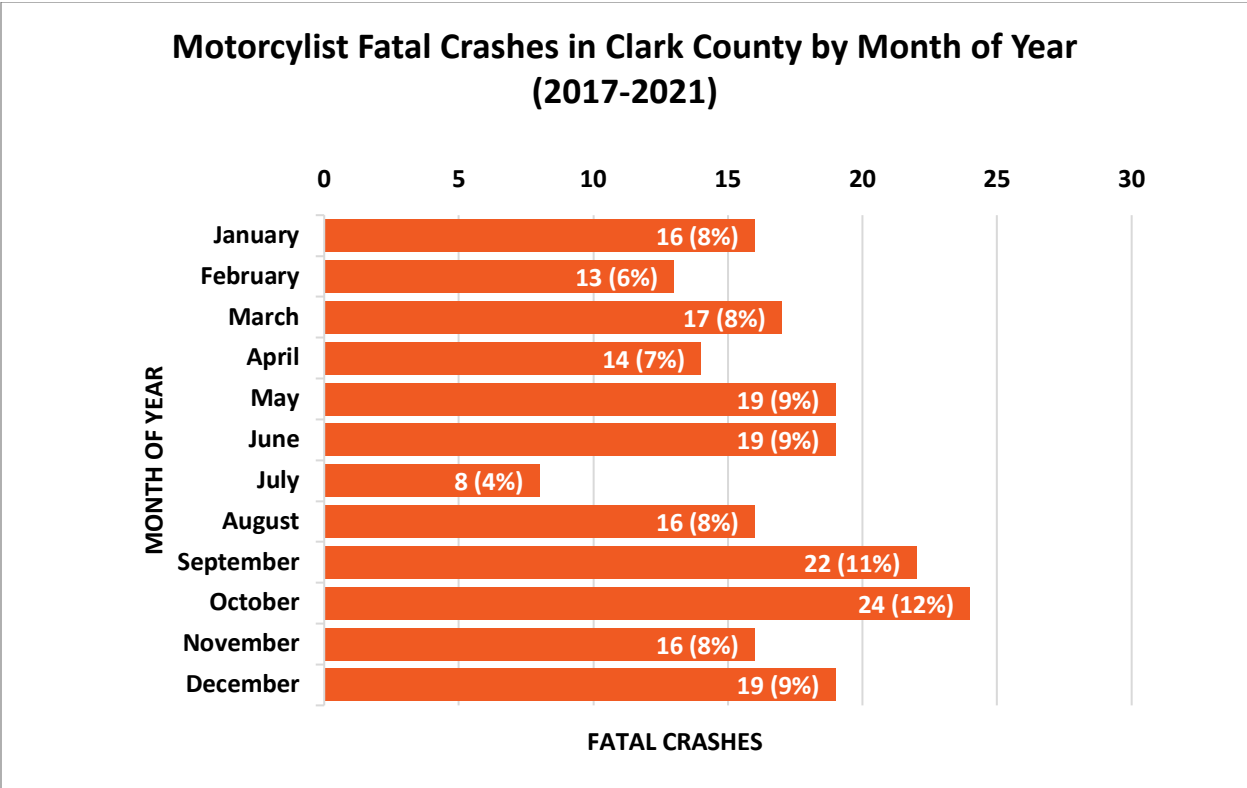
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 36 – Motorcyclist Fatal Crashes in Clark County by Time of Day (2017-2021)



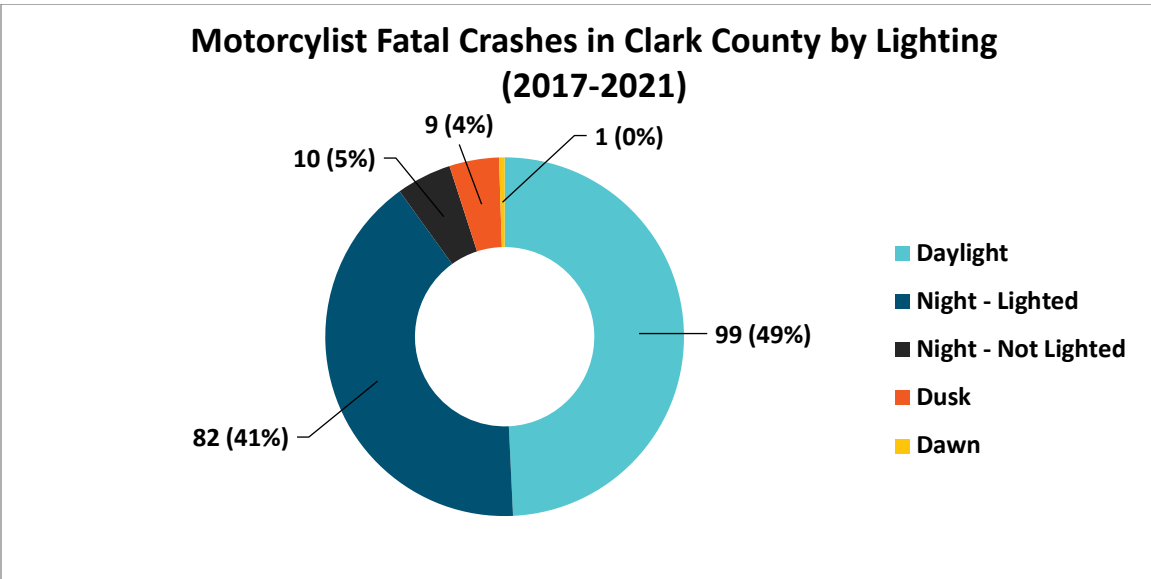
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 37 – Motorcyclist Fatal Crashes in Clark County by Month of Year (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 38 – Motorcyclist Fatal Crashes in Clark County by Day of Week (2017-2021)

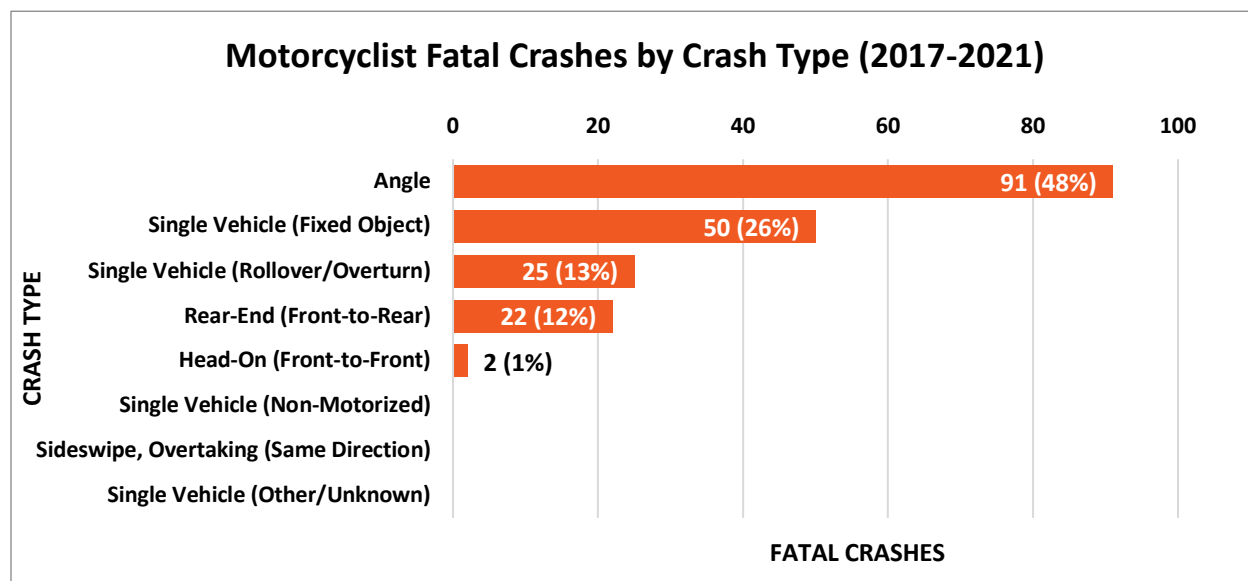


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 39 – Motorcyclist Fatal Crashes in Clark County by Lighting Condition (2017-2021)

Why?

From 2017-2021, motorcyclist fatal crashes most frequently involved **angle crashes**, accounting for **91 crashes (48%)**. The breakdown of all crash types for motorcyclist fatal crashes can be seen in **Figure 40**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 40 – Motorcyclist Fatal Crashes in Clark County (2017-2021)

UNRESTRAINED-OCCUPANT

Clark County's unrestrained-occupant fatalities account for **18%** of Clark County's total fatalities and **52%** of Nevada's unrestrained-occupant fatalities over the five-year period from 2017 to 2021. A fatal unrestrained-occupant crash involves a person travelling in a passenger vehicle that did not use a restraining device, such as a seatbelt, that died in the crash.

Data Query:

Fatality: Unrestrained individual who died in a crash as a driver or passenger in any vehicle.

Fatal Crash: Any crash involving an unrestrained individual who died in a crash as a driver or passenger in any vehicle.

FARS Query (Nevada)

FARS Accident file: [REST_USE=20 (2017-2018), REST_USE=7 (2013-2016), or REST_USE = 1, 2, 3, 4, 5, 8, 10, 11, or 12 and REST_MIS = 1], and INJ_SEV_ = 4

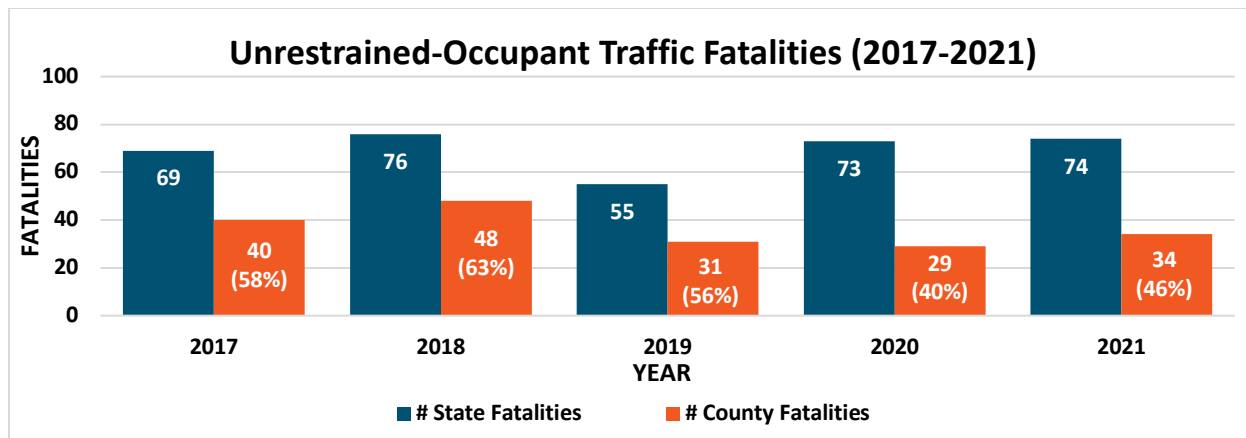
An occupant protection crash is a crash where an unbelted person or a person not properly using a restraining device dies in the crash. Occupant protection fatalities are the total number of unbelted or improperly restrained people who died in the crash. FARS data uses the attributes "Restraint System/Helmet Use (REST_USE)" and "Indication of Misuse of Restraint System/Helmet (REST_MIS)" in the Person data set to determine if a person was using or misusing a restraining device such as a seatbelt or car seat, and the attribute "Injury Severity (INJ_SEV)" to determine the level of the persons injuries. The attribute codes used are "None Used/Not Applicable", "Shoulder Belt Only Used", "Child Safety Seat/Booster Seat", "Child Restraint - Type Unknown", "Restraint Used – Type Unknown", "Child Restraint System – Rear Facing", "Booster Seat with Lap/Shoulder Belt Used Properly", "Booster Seat" for restraint use, "Yes" for restraint misuse, and "Fatal Injury (K)" for injury severity. If a crash reports a fatality and either the nonuse or misuse of a restraint device, the crash is deemed an occupant protection crash.

NCATS Query

NCATSDW.PERSON. AP_OCC_RESTR_DESC = 'NONE USED - VEHICLE OCCUPANT'

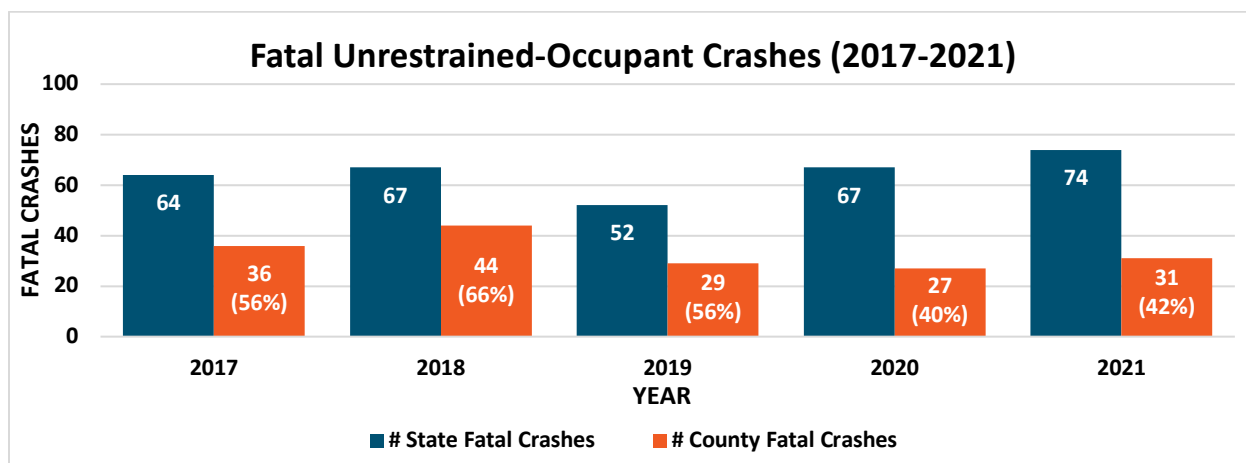
What?

A total of **167 fatal unrestrained-occupant crashes**, resulting in **182 fatalities**, occurred on Clark County roadways between 2017 and 2021. The number of unrestrained-occupant fatalities and crashes can be seen in **Figure 41** and **Figure 42**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 41 – Unrestrained-Occupant Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 42 – Unrestrained-Occupant Fatal-Crashes (2017-2021)

Where?

Maps showing the location of unrestrained-occupant fatal crashes on Clark County and Las Vegas Urbanized Area roadways are shown in **Figure 43** and **Figure 44**, respectively.

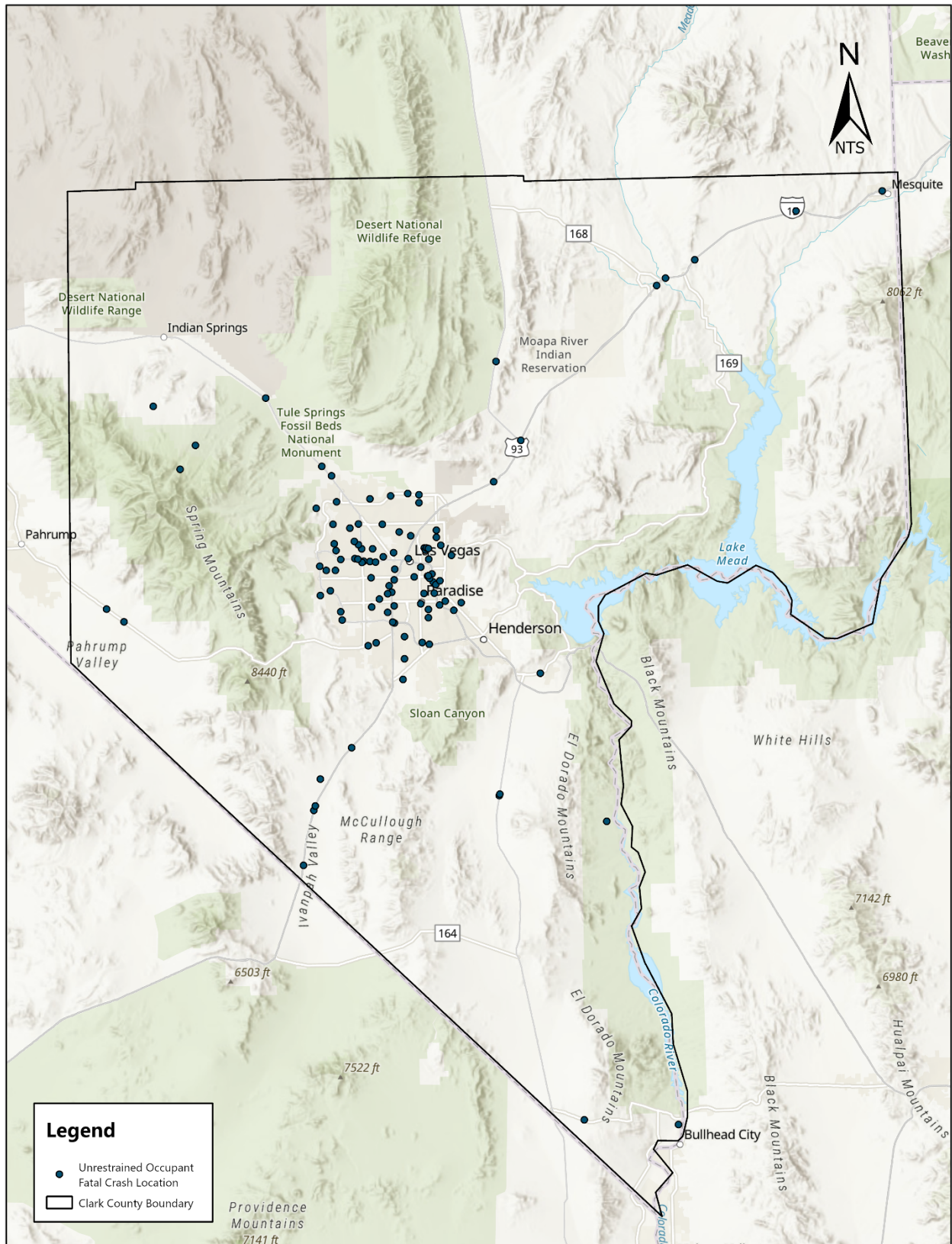


Figure 43 – Unrestrained Occupant Fatal Crashes in Clark County (2017-2020)

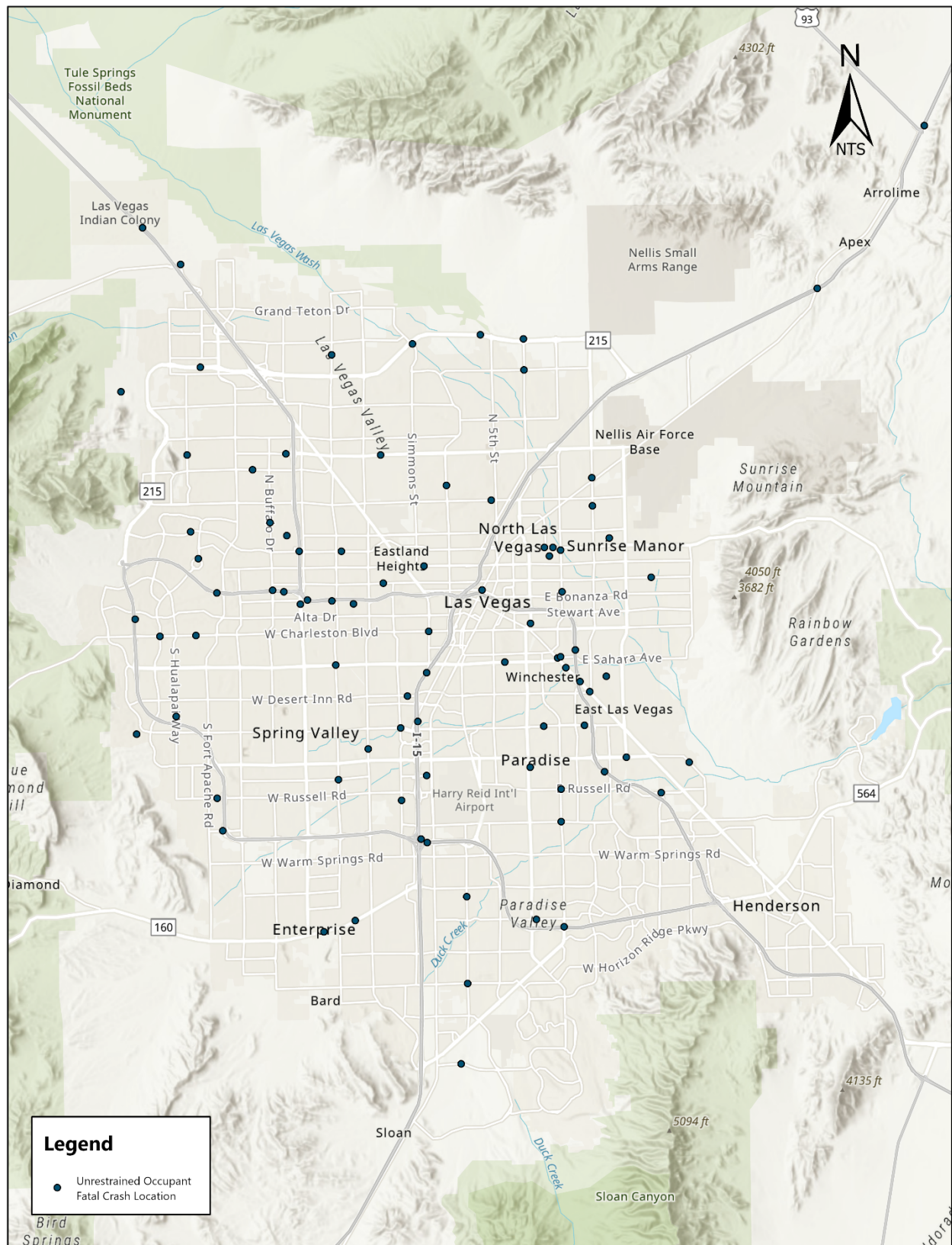
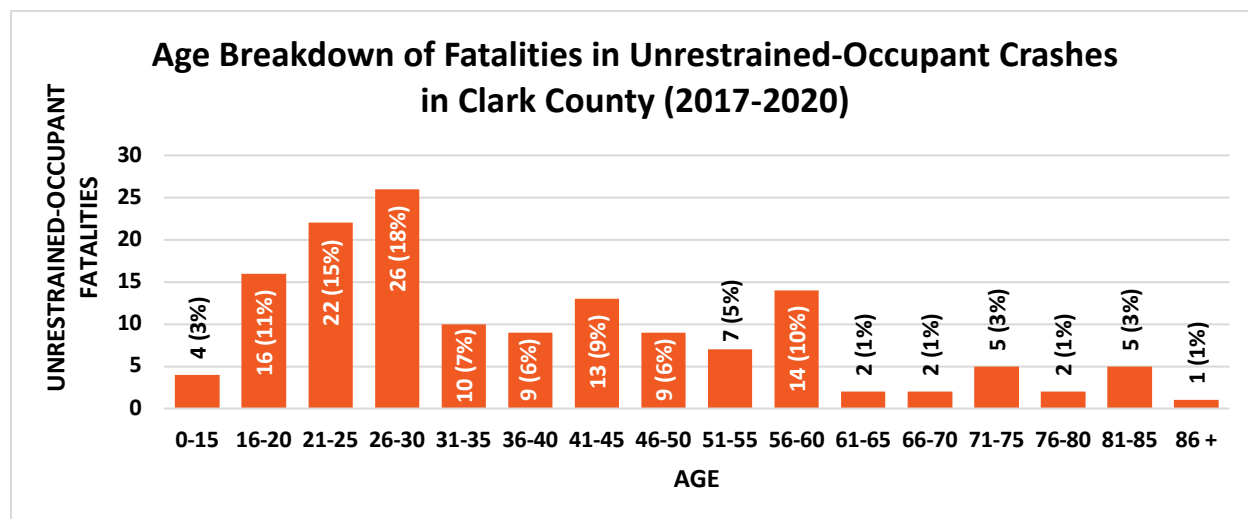


Figure 44 – Unrestrained Occupant Fatal Crashes in Las Vegas Urbanized Area (2017-2020)

Who?

From 2017-2020, **occupants ages 26 to 30 years old** comprised the greatest number of fatalities in fatal unrestrained occupant crashes on Clark County roadways, accounting for **18%** of all fatal unrestrained-occupant crashes. The second greatest number of fatalities, with **15%** of all fatal unrestrained-occupant crashes were **occupants ages 21 to 25** as illustrated in **Figure 45**.

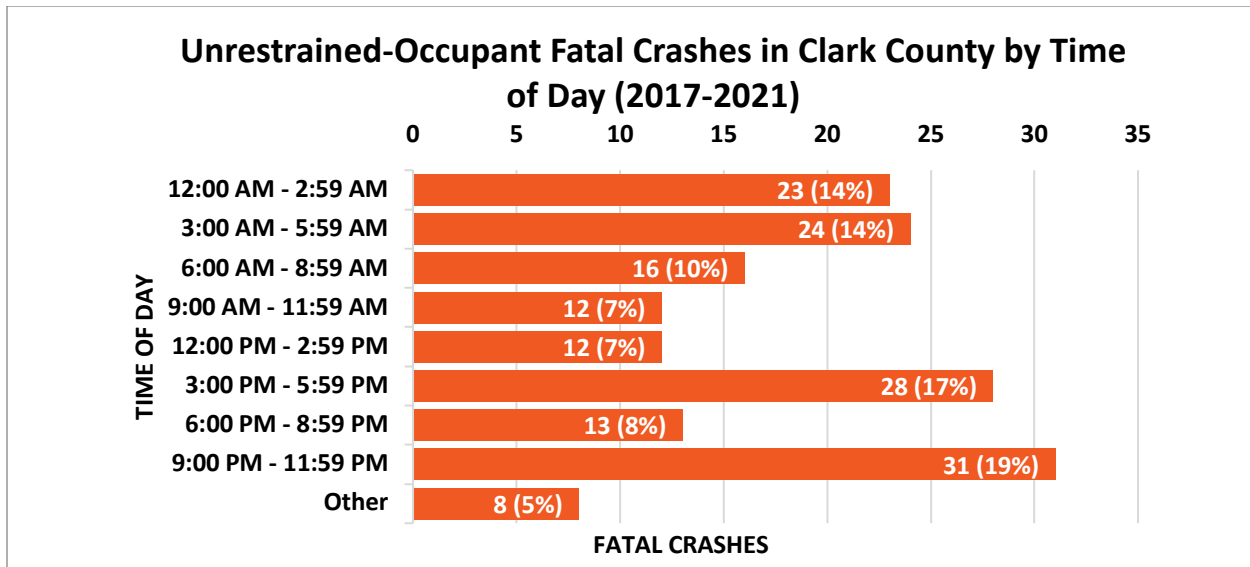


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. No age data for victims was available for 2021.

Figure 45 – Age Breakdown of Fatalities in Unrestrained Occupant Crashes in Clark County (2017-2020)

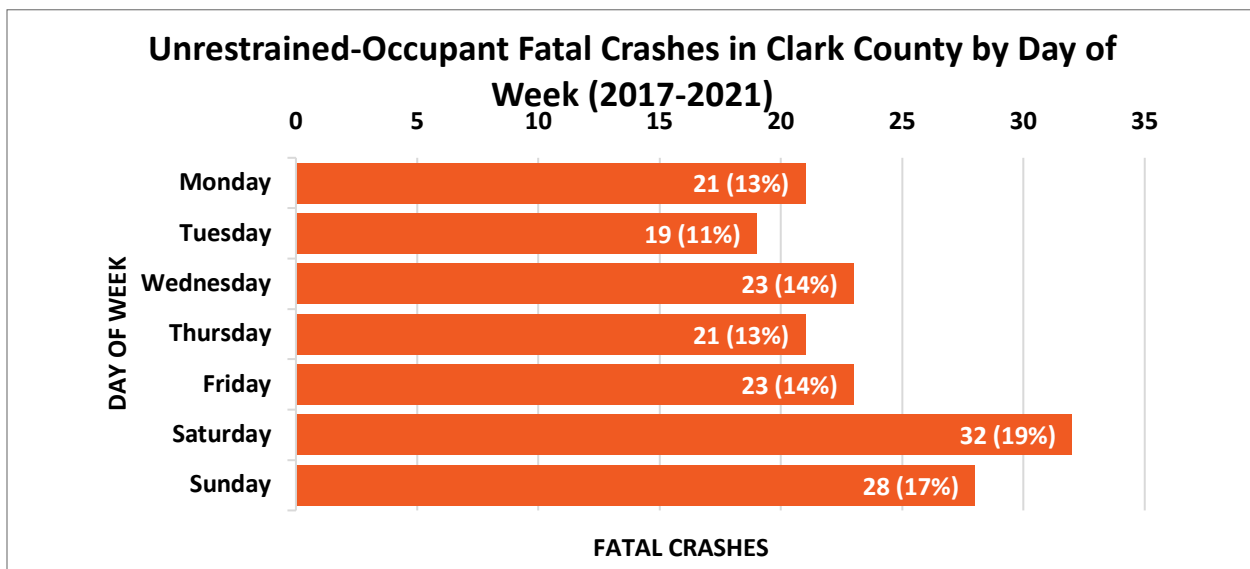
When?

The greatest number of unrestrained occupant fatal crashes occurred between **9:00 PM and 11:59 PM**, with **31 crashes (19%)** of all unrestrained-occupant fatal crashes. The second highest number of crashes occurred between the hours of **3:00 PM and 5:59 PM**, with **28 crashes (17%)** of all unrestrained occupant fatal crashes occurring during the time period. **Nineteen percent (32 crashes)** of all unrestrained occupant fatal crashes occurred on **Saturdays**. Unrestrained occupant fatal crashes occurred **most frequently in July and September**, with **18 fatal crashes (11%)** during each of the months. Most crashes occurred during **daylight hours at 67 crashes (40%)** or **nighttime-lighted hours at 64 crashes (39%)**. These statistics can be seen in **Figure 46** through **Figure 49**.



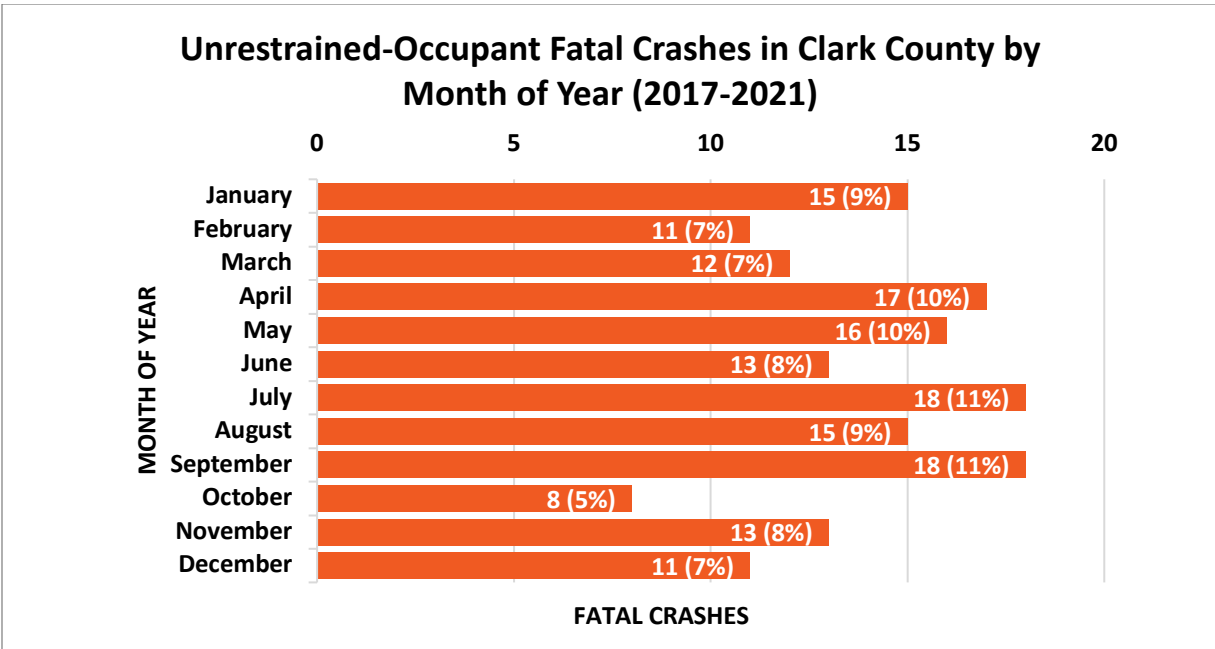
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 46 – Unrestrained Occupant Fatal Crashes in Clark County by Time of Day (2017-2021)



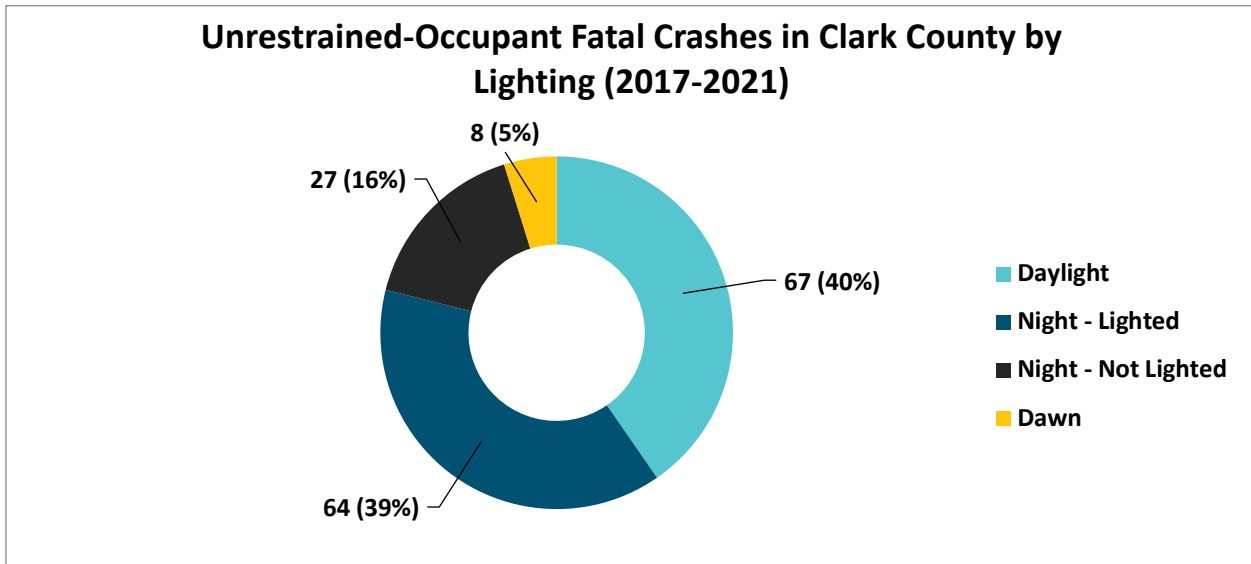
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 47 – Unrestrained Occupant Fatal Crashes in Clark County by Day of Week (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 48 – Unrestrained Occupant Fatal Crashes in Clark County by Month of Year (2017-2021)

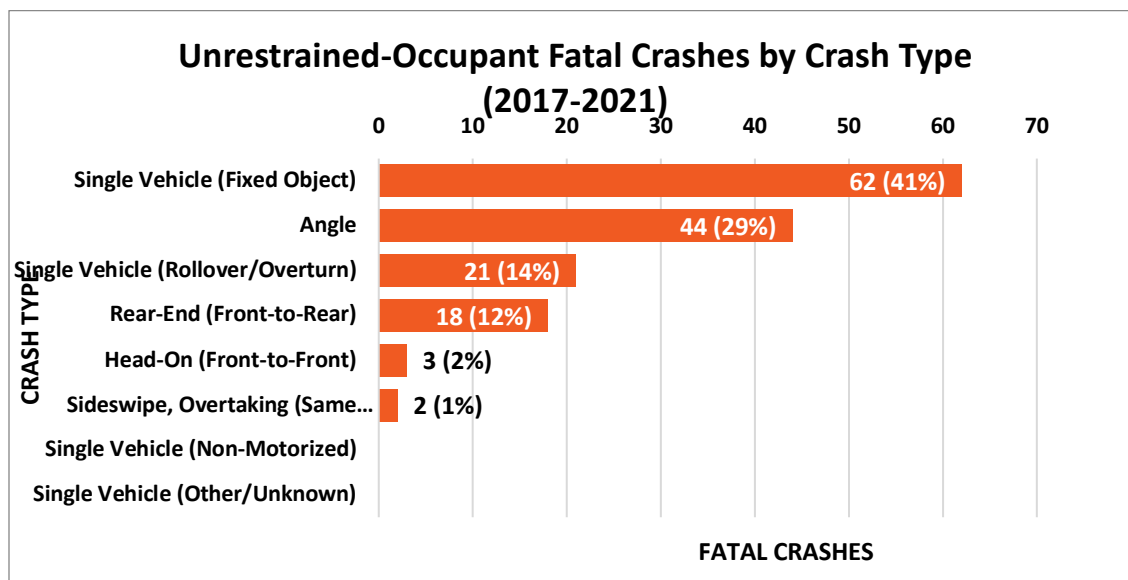


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 49 – Unrestrained Occupant Fatal Crashes in Clark County by Lighting Condition (2017-2021)

Why?

From 2017-2021, unrestrained occupant fatal crashes most frequently involved **single vehicle (fixed object) crashes** accounting for **62 crashes (41%)** of unrestrained occupant fatal crashes. The breakdown of all crash types for unrestrained occupant fatal crashes can be seen in **Figure 50**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 50 – Unrestrained Occupant Fatal Crashes in Clark County (2017-2021)

OLDER DRIVER

Clark County's older driver fatalities account for **20%** of Clark County's total fatalities and **73%** of Nevada's older driver fatalities over the four-year period from 2017 to 2020 since no information on statewide fatalities for 2021 is currently available. An older driver crash is a crash in which at least one driver is age 65 or older, regardless of fault.

Data Query:

Fatality: Any individual who died in a crash involving at least one driver age 65 or older, regardless of fault.

Fatal Crash: Any crash that involved a fatality and at least one driver age 65 or older, regardless of fault.

FARS Query

FARS Person file: AGE ≤ 65 and PER_TYP = 1

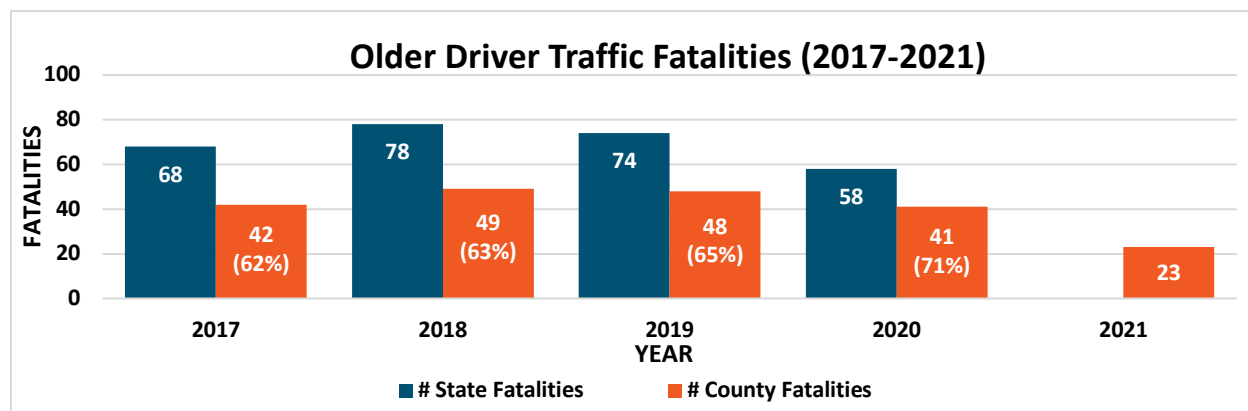
An older driver crash is a crash in which a person aged 65 or older was a driver in the crash regardless of fault. FARS data uses the attribute "Person Type (PER_TYP)" in the person data file to determine if the person was the driver, and "Age" in the person data file to determine the age of the driver. The two attribute codes used are "Driver of a Motor Vehicle In-Transport" to indicate the person was the driver and age values of 65 or older to designate the person as being the specified age range. If a crash reports both attributes, the crash is deemed an older driver crash.

NCATS Query

Driver Age ≤ 65

What?

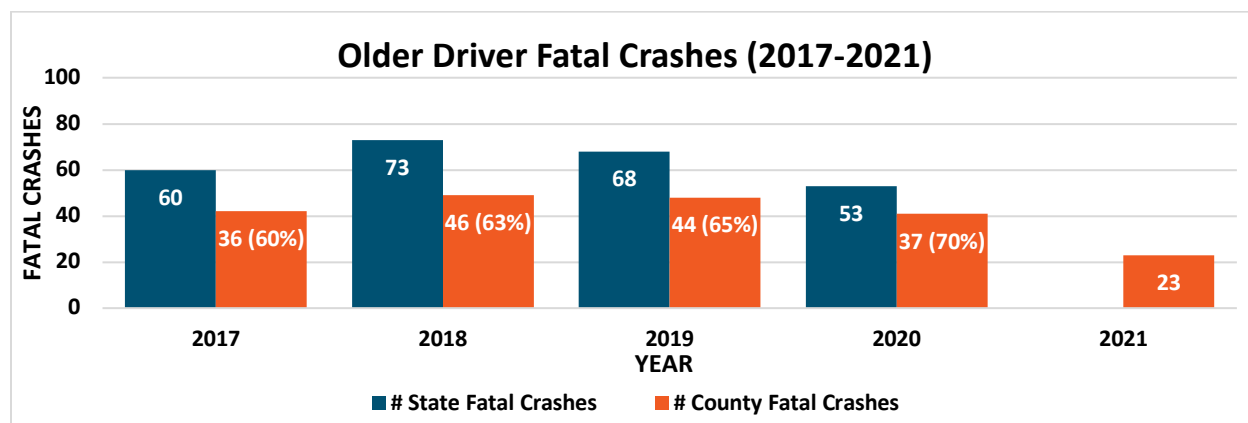
Between 2017 and 2021, a total of **186 fatal older driver crashes**, resulting in **203 fatalities**, occurred on Clark County roadways. The number of older driver fatalities and crashes can be seen in **Figure 51** and **Figure 52**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

*Note: Preliminary statewide data for 2021 was not available.

Figure 51 – Older Driver Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

*Note: Preliminary statewide data for 2021 was not available.

Figure 52 – Older Driver Fatal Crashes (2017-2021)

Where?

Maps showing the location of older driver fatal crashes on Clark County and Las Vegas Urbanized Area roadways are shown in **Figure 53** and **Figure 54**, respectively.

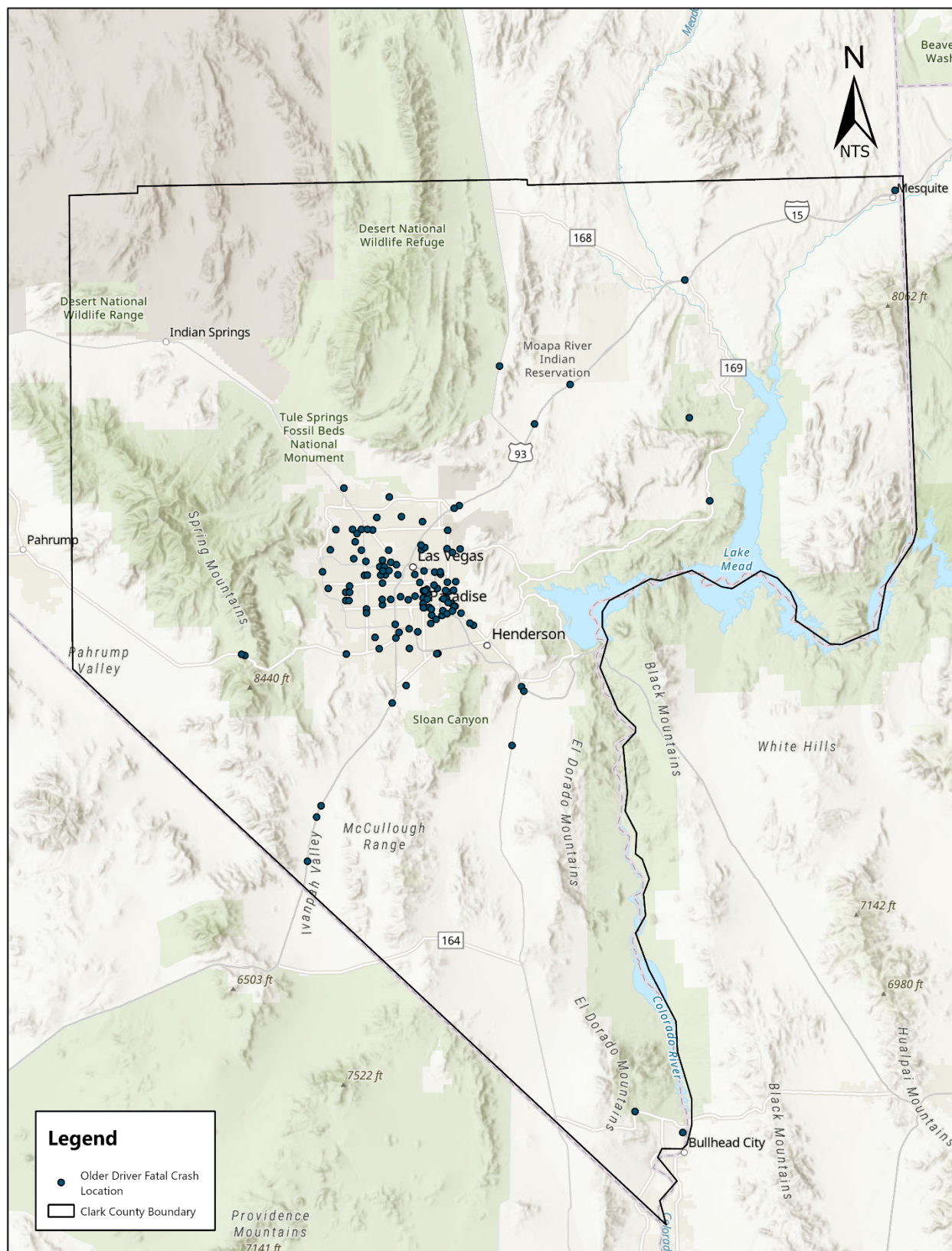


Figure 53 – Older Driver Fatal Crashes in Clark County (2017-2020)

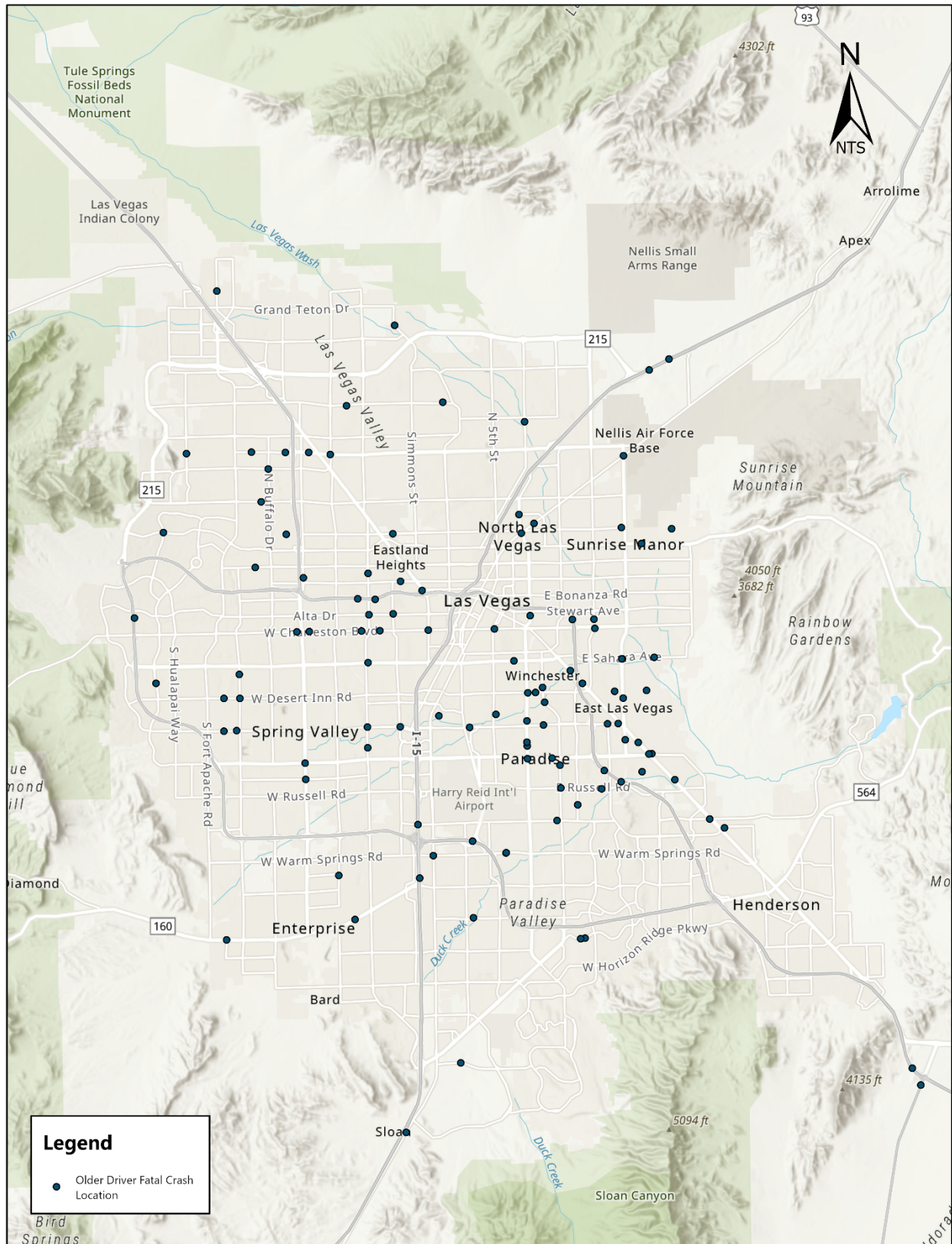
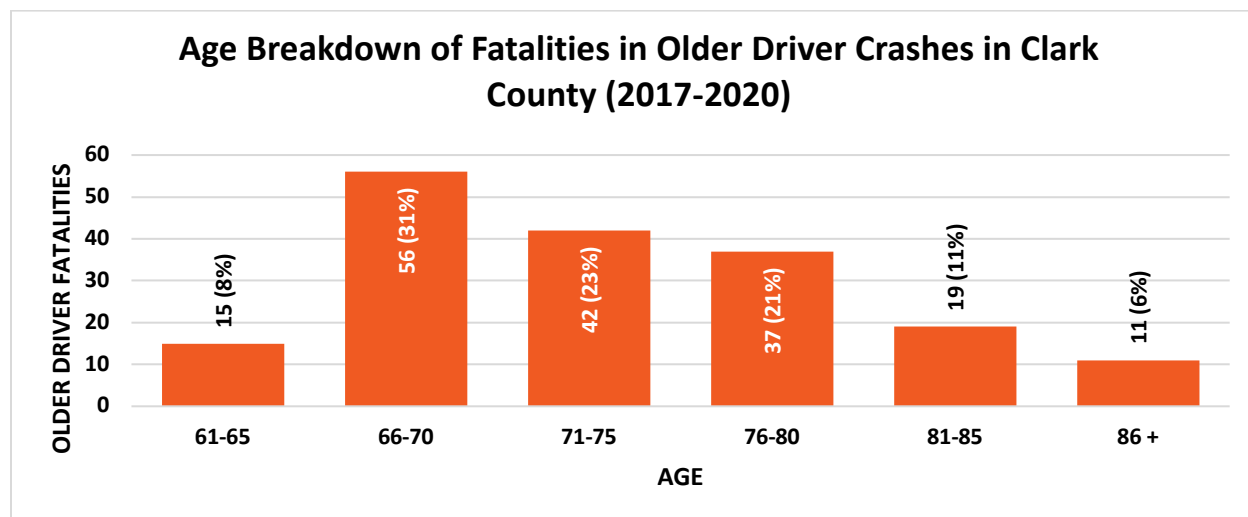


Figure 54 – Older Driver Fatal Crashes in Las Vegas Urbanized Area (2017-2020)

Who?

From 2017-2020, **drivers ages 66 to 70 years old** comprised the greatest number of fatalities in fatal older driver crashes, accounting for **31%** of all fatalities. The second greatest number of fatalities, with **23%** of all fatal older driver fatalities were **drivers ages 71 to 75** as illustrated in **Figure 55**.

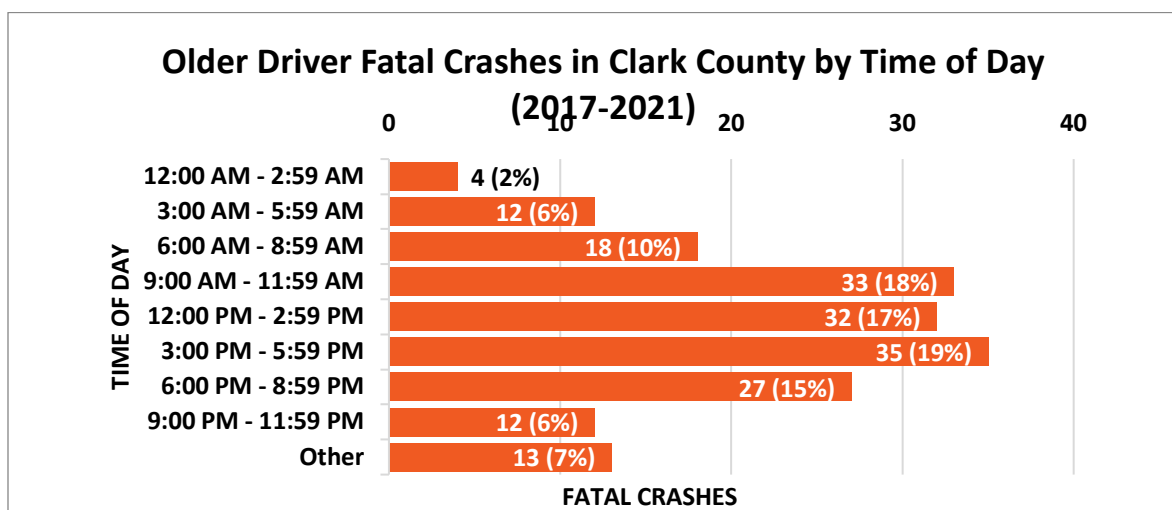


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. No age data for victims was available for 2021.

Figure 55 – Age Breakdown of Fatalities in Older Driver Crashes in Clark County (2017-2020)

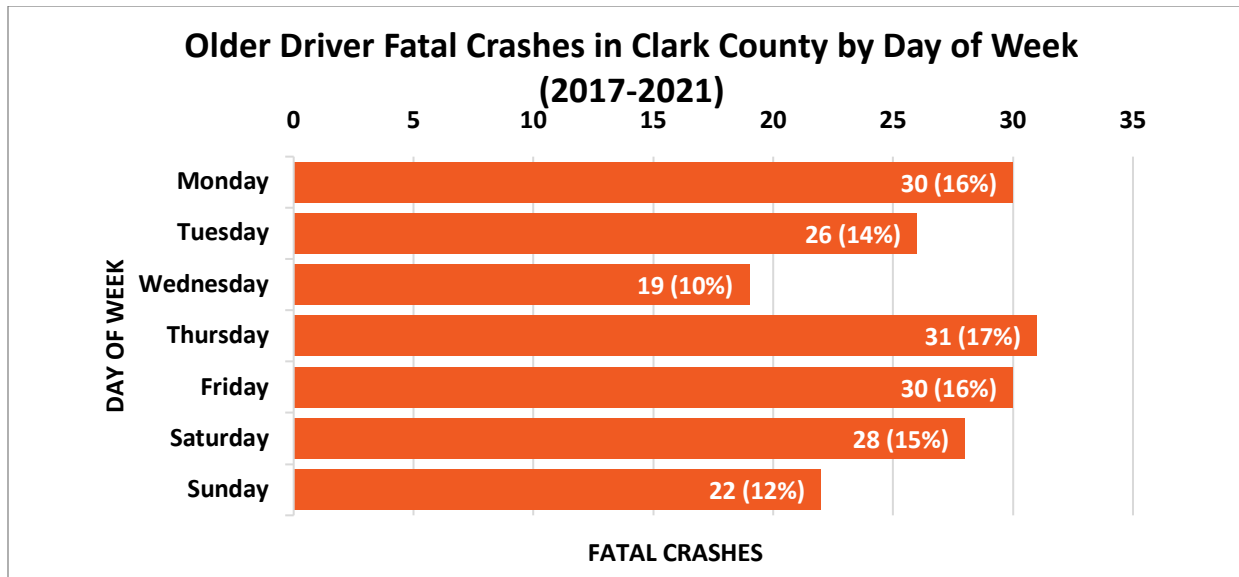
When?

The greatest number of older driver fatal crashes occurred between **3:00 PM and 5:59 PM**, with **35 crashes (19%)**. Crashes were slightly higher on **Thursdays** and in **March and December**. Crashes occurred more frequently during **daylight** conditions. These statistics can be seen in **Figure 56** through **Figure 59**.



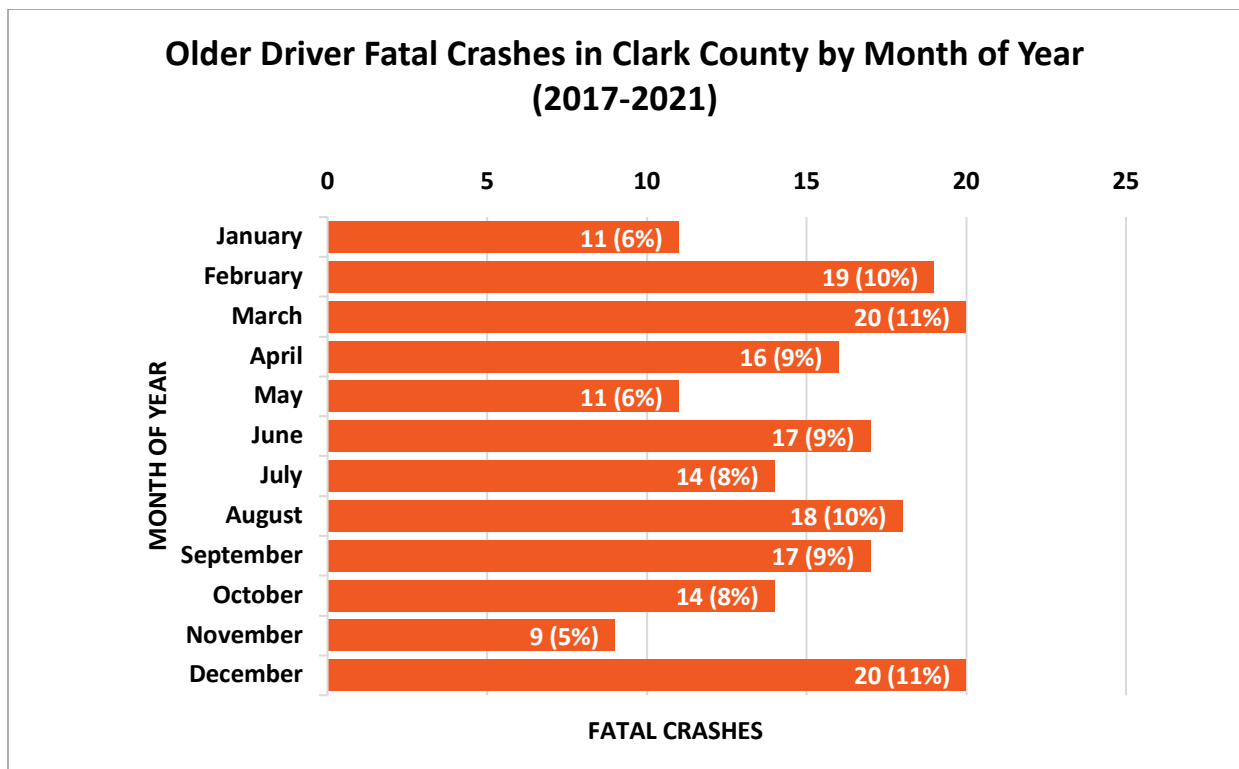
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 56 – Older Driver Fatal Crashes in Clark County by Time of Day (2017-2021)



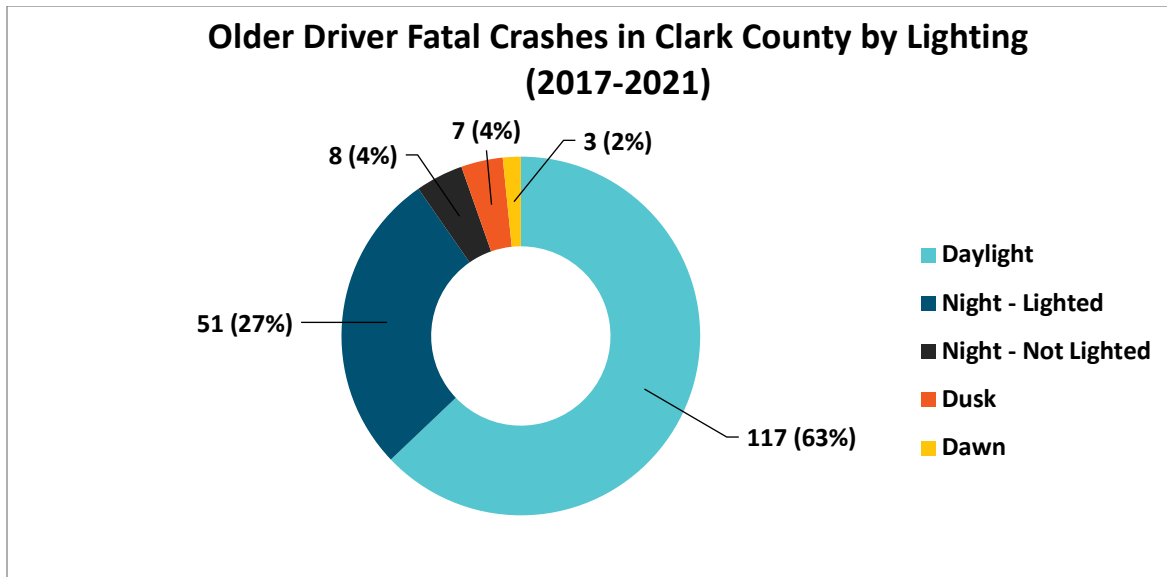
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 57 – Older Driver Fatal Crashes in Clark County by Day of Week (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 58 – Older Driver Fatal Crashes in Clark County by Month of Year (2017-2021)

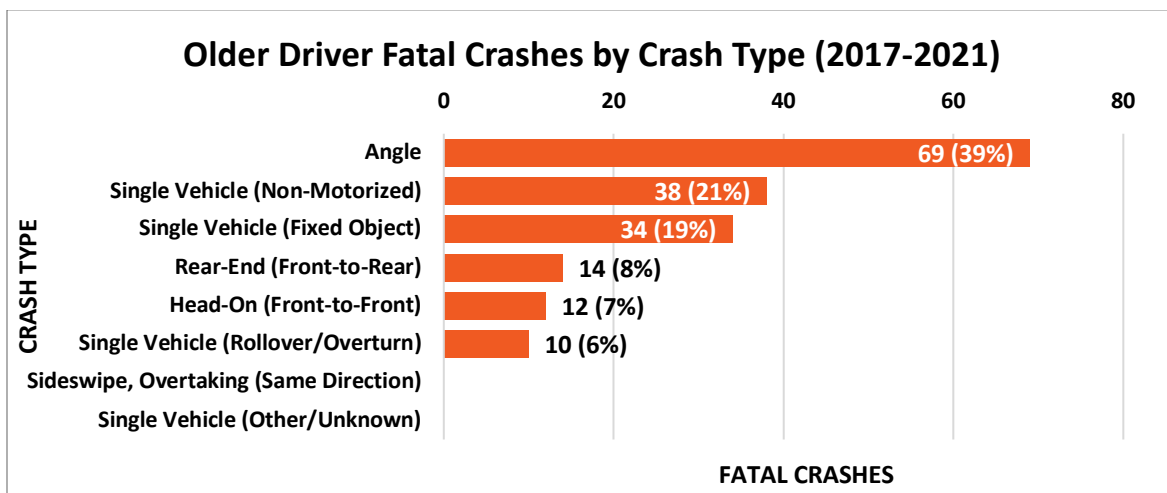


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 59 – Older Driver Fatal Crashes in Clark County by Lighting Condition (2017-2021)

Why?

From 2017-2021, older driver fatal crashes **most frequently involved angle crashes accounting for 39%** of these crashes. The breakdown of all crash types for older driver fatal crashes can be seen in **Figure 60**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 60 – Older Driver Fatal Crashes in Clark County (2017-2021)

YOUNG DRIVER

Clark County's young driver fatalities account for **9%** of Clark County's total fatalities and **60%** of Nevada's young driver fatalities over the five-year period from 2017 to 2021. A young driver crash is a crash in which at least one driver is between the ages of 15 and 20, regardless of fault.

Data Query:

Fatality: Any individual who died in a crash involving at least one driver between age 15 and 20, regardless of fault.

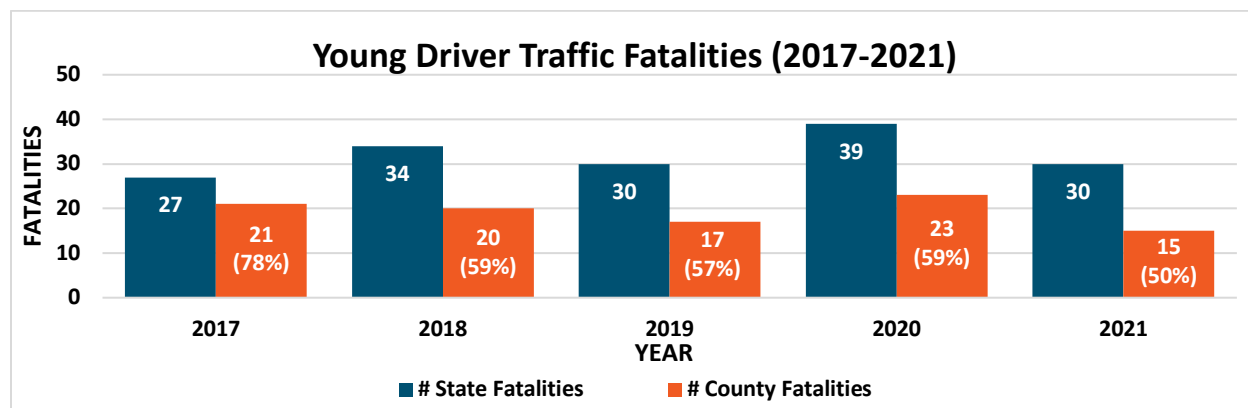
Fatal Crash: Any crash that involved a fatality and at least one driver between age 15 and 20, regardless of fault.

NCATS Query

PersonView.PersonTypeDescription = 'DRIVER' AND AGE IN (15, 16, 17, 18, 19, 20)

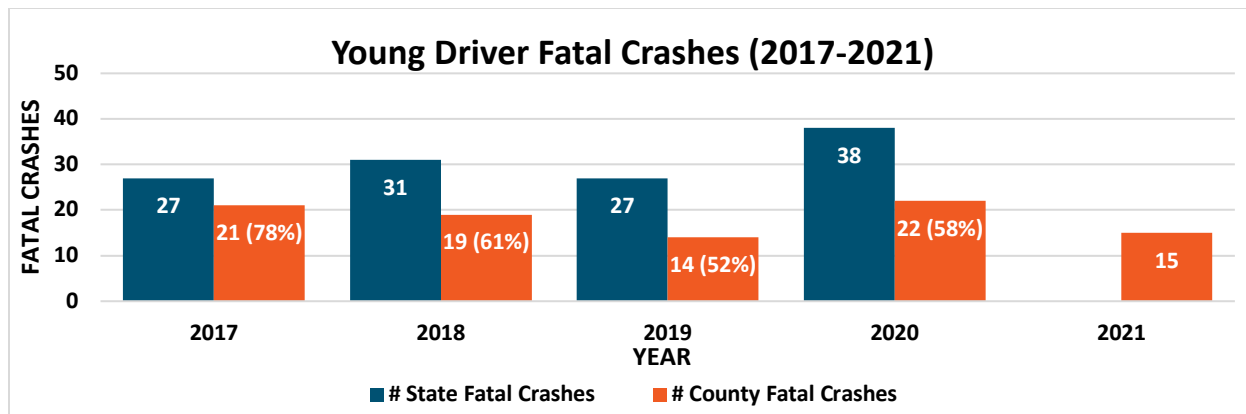
What?

Between 2017 and 2021, a total of **91 fatal young driver crashes**, resulting in **96 fatalities**, occurred on Clark County roadways. The number of young driver fatalities and crashes can be seen in **Figure 61** and **Figure 62**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 61 – Young Driver Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.
 *Note: Preliminary statewide data for 2021 was not available.

Figure 62 – Young Driver Fatal Crashes (2017-2021)

Where?

Maps showing the location of young driver fatal crashes on Clark County and Las Vegas Urbanized Area roadways are shown in **Figure 63** and **Figure 64**, respectively.

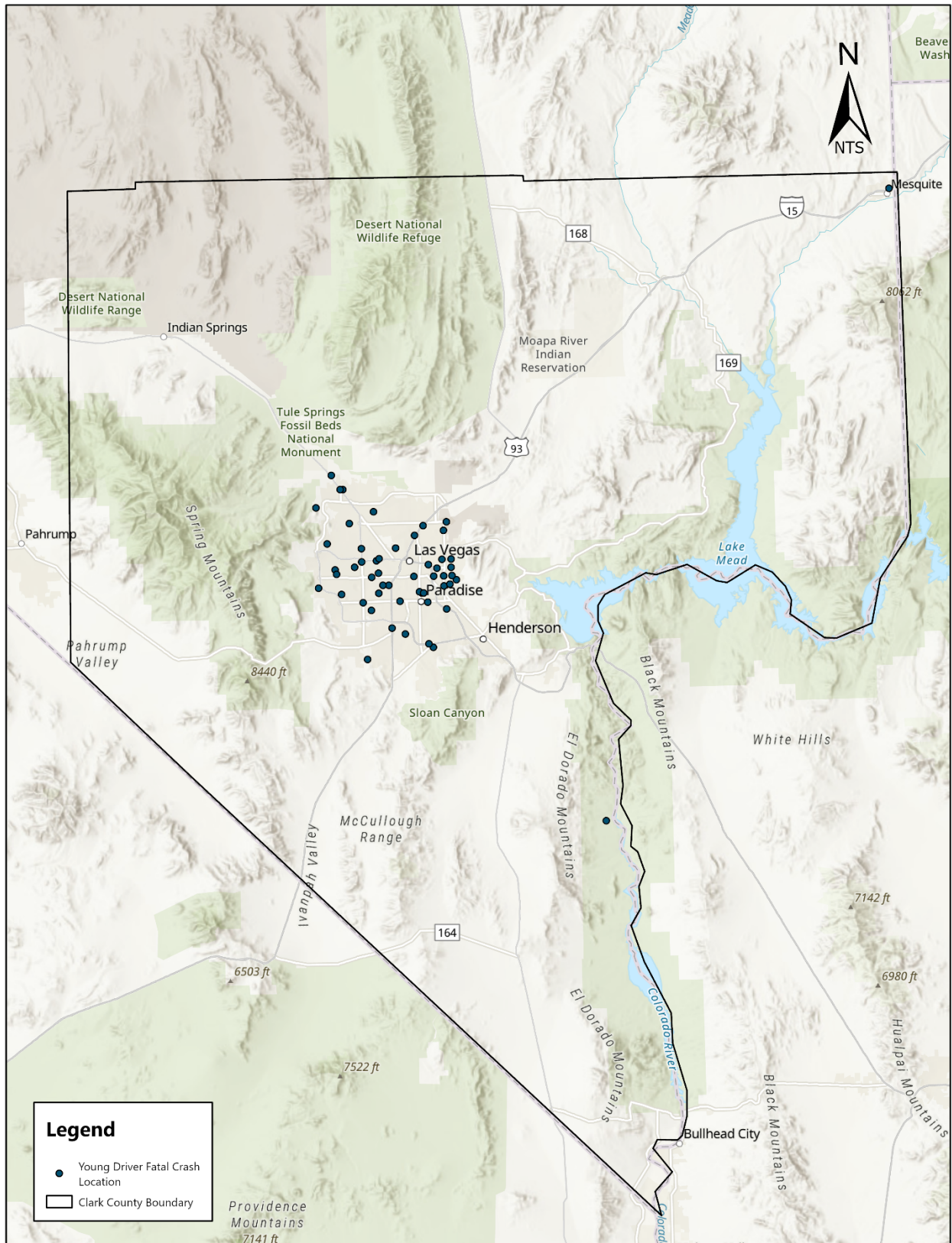


Figure 63 – Young Driver Fatal Crashes in Clark County (2017-2020)

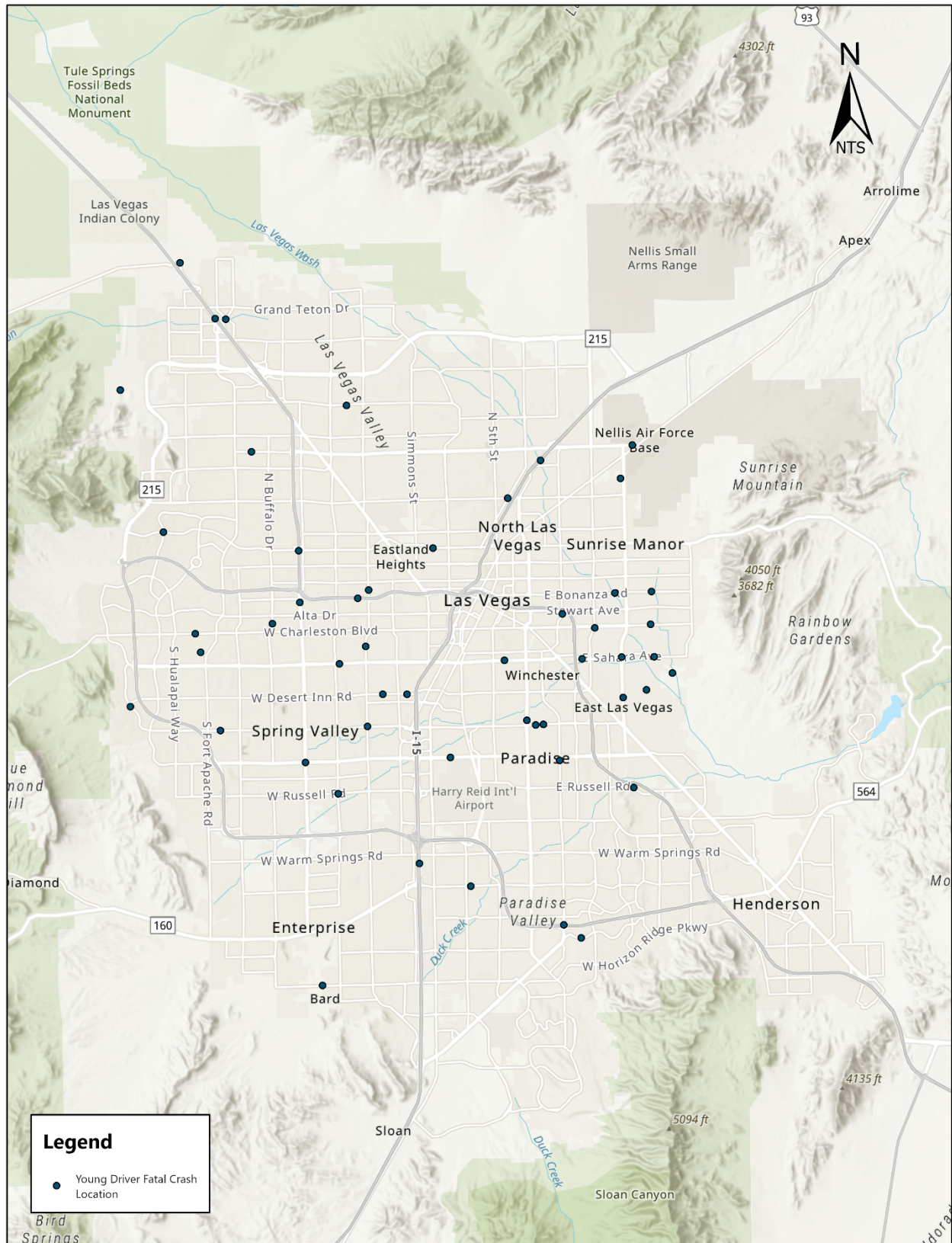
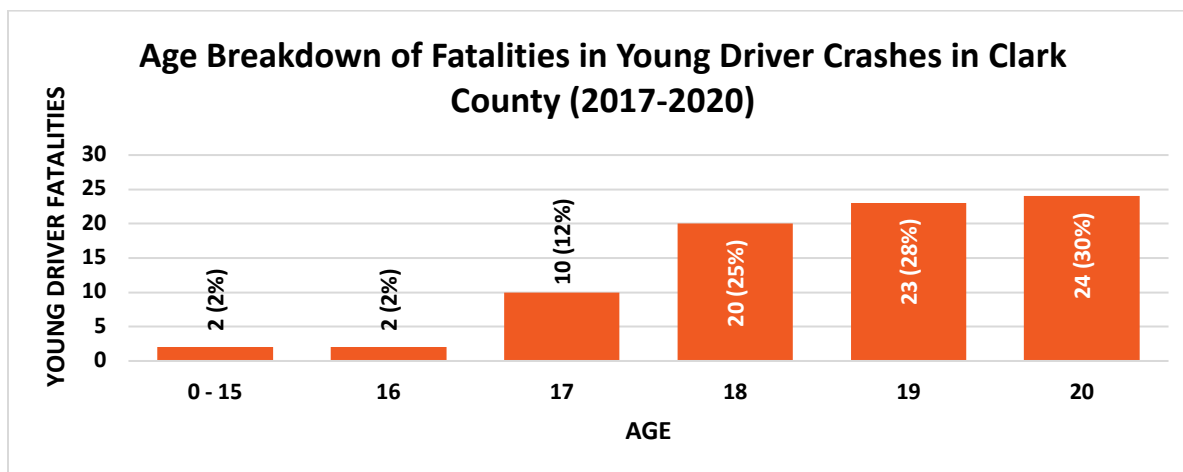


Figure 64 – Young Driver Fatal Crashes in Las Vegas Urbanized Area (2017-2020)

Who?

From 2017-2020, **drivers aged 20 years old** comprised the greatest number of fatalities in fatal young driver crashes, accounting for **30%** of all fatal young driver crashes. The second greatest number of fatalities, with **28%** of all young driver fatalities were **drivers aged 19** as illustrated in **Figure 65**.

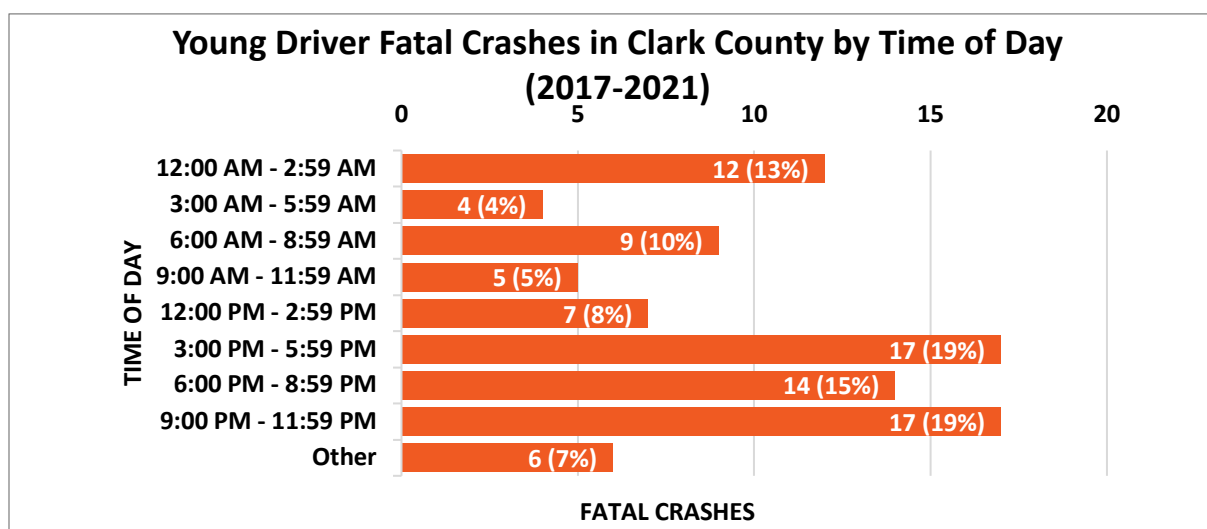


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. No age data for victims was available for 2021.

Figure 65 – Age Breakdown of Fatalities in Young Driver Crashes in Clark County (2017-2020)

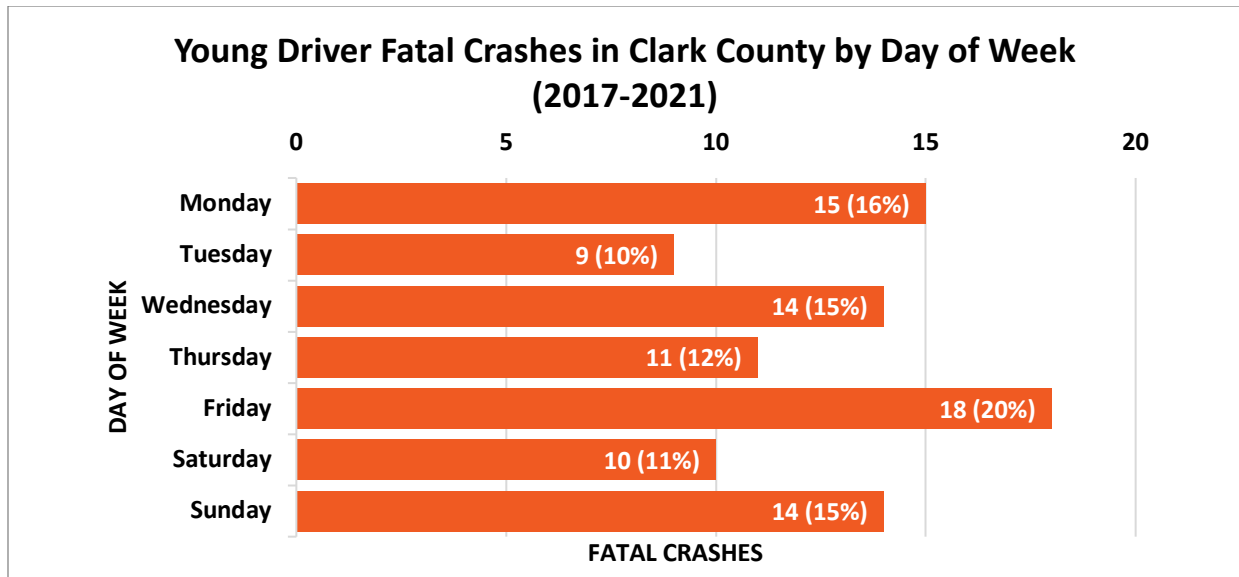
When?

The greatest number of young driver fatal crashes occurred **between 3:00 PM and 5:59 PM**, and **6:00 PM and 9:00 PM**, with **17 crashes (19%)** of all young driver fatal crashes occurring during those time periods. Crashes were slightly higher on **Fridays (20%)** and in **May (16%)**. Crashes occurred more often **during nighttime-lighted hours (49%)**. These statistics can be seen in **Figure 66** through **Figure 69**.



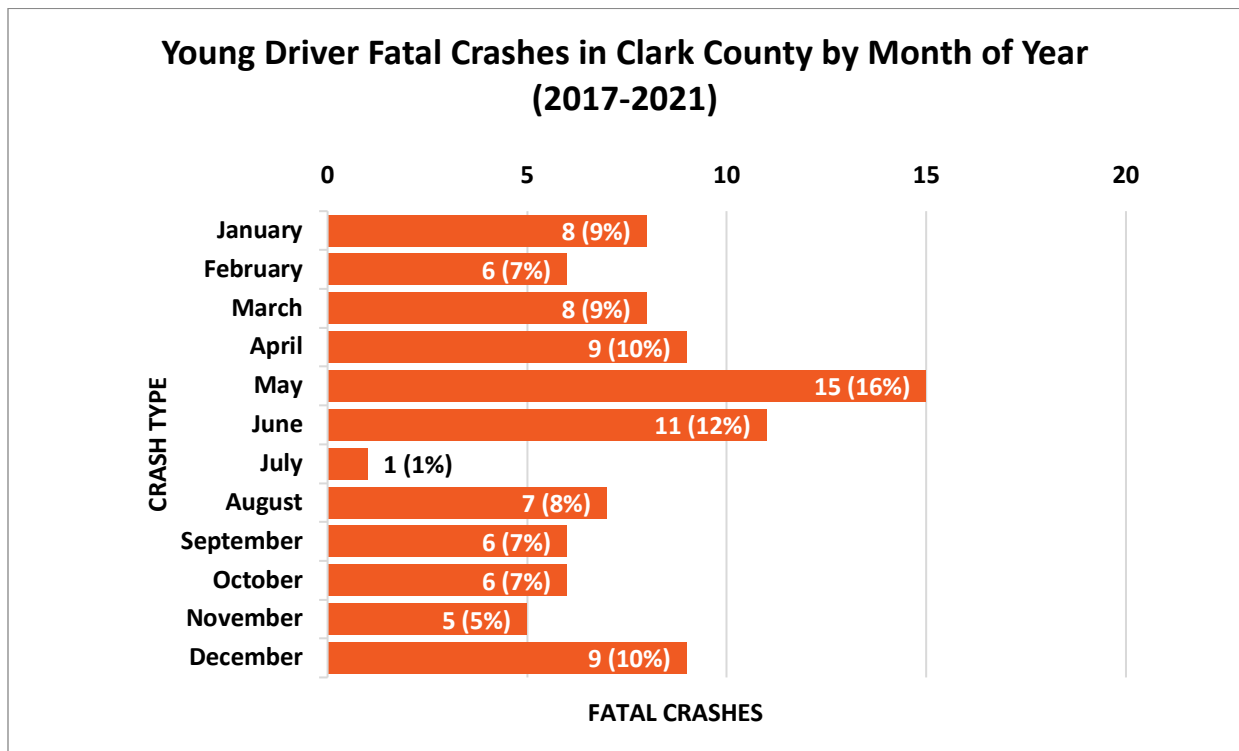
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 66 –Young Driver Fatal Crashes in Clark County by Time of Day (2017-2021)



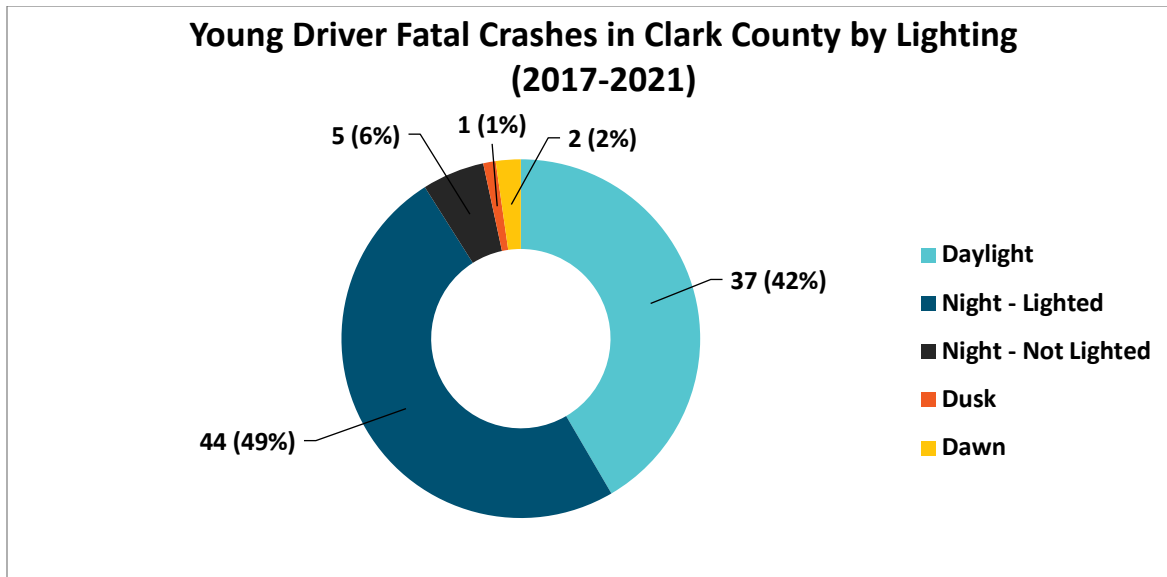
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 67 – Young Driver Fatal Crashes in Clark County by Day of Week (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 68 –Young Driver Fatal Crashes in Clark County by Month of Year (2017-2021)

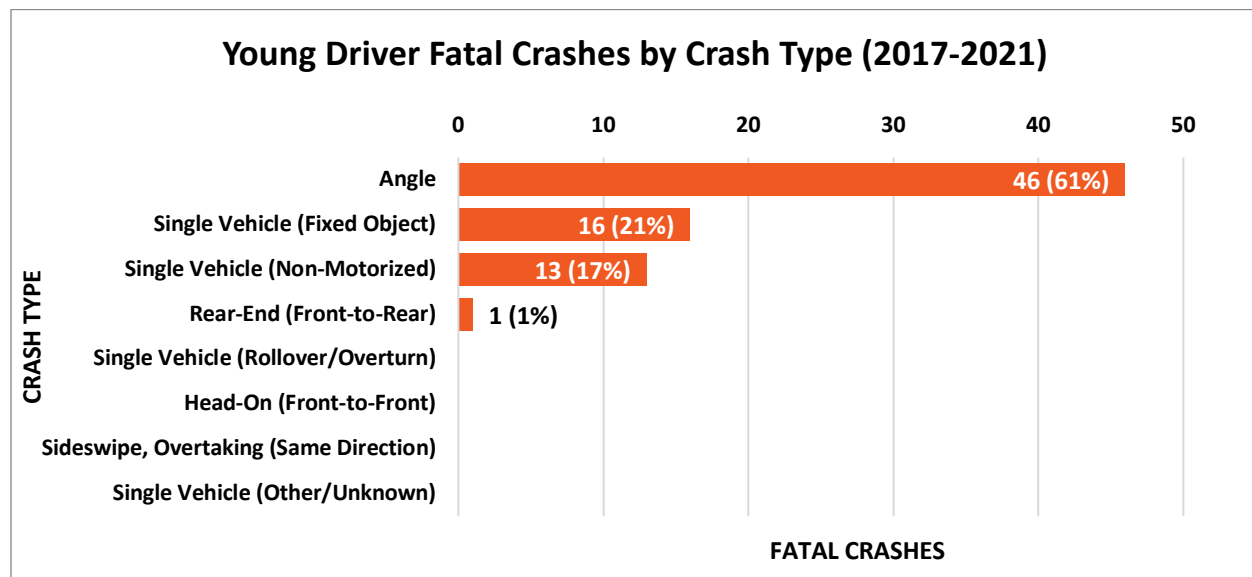


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 69 –Young Driver Fatal Crashes in Clark County by Lighting Condition (2017-2021)

Why?

From 2017-2021, young driver fatal crashes **most frequently involved angle crashes**. The breakdown of all crash types for young driver fatal crashes can be seen in **Figure 70**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 70 – Young Driver Fatal Crashes by Crash Type (2017-2021)

DISTRACTED DRIVING

Clark County's distracted driving account for **2%** of Clark County's total fatalities and **47%** of Nevada's distracted total fatalities over the five-year period from 2017 to 2021. 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.

Data Query:

Fatality: Any individual who died in a crash in which the driver of a motor vehicle involved in a fatal crash was distracted.

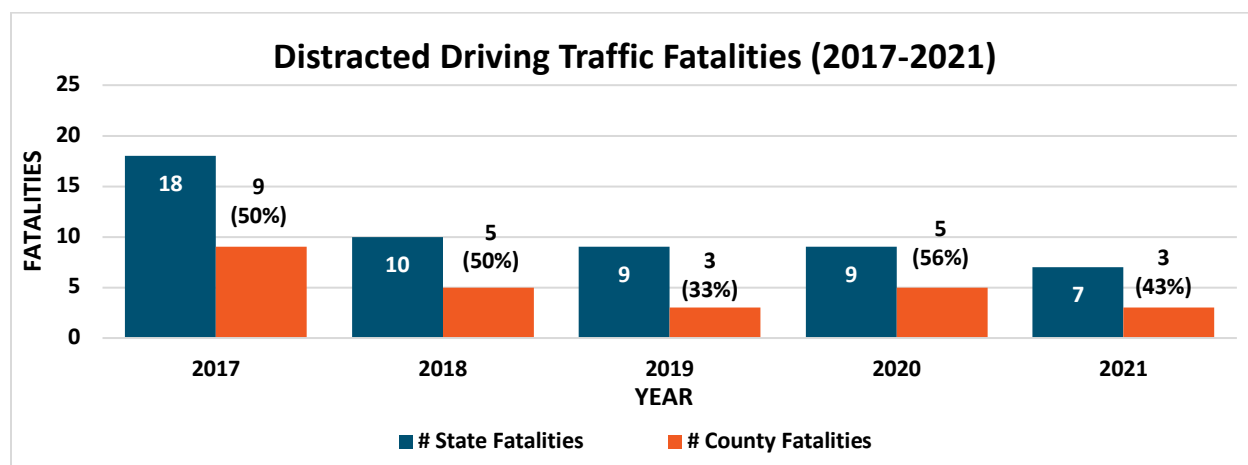
Fatal Crash: Any crash that involved at least one fatality and one driver was distracted.

NCATS Query

Driver_tbl.DistractedDesc IS NOT NULL

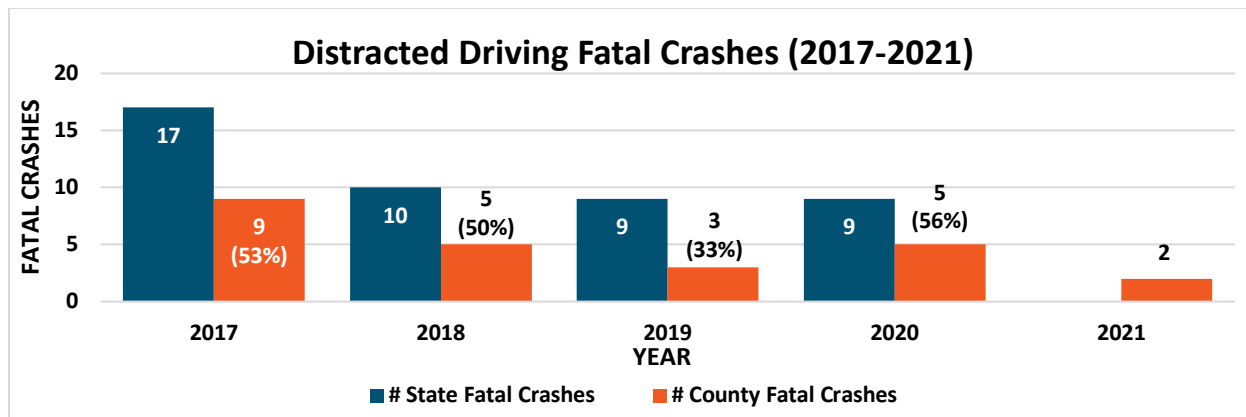
What?

Between 2017 and 2021, a total of **24 fatal distracted driving** crashes, resulting in **25 fatalities**, occurred on Clark County roadways. The number of distracted driving fatalities and crashes can be seen in **Figure 71** and **Figure 72**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 71 – Distracted Driving Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.
 *Note: Preliminary statewide data for 2021 was not available.

Figure 72 – Distracted Driving Fatal Cashes (2017-2021)

Where?

Maps showing the location of distracted driving fatal crashes on Clark County and Las Vegas Urbanized Area roadways are shown in **Figure 73** and **Figure 74**, respectively.

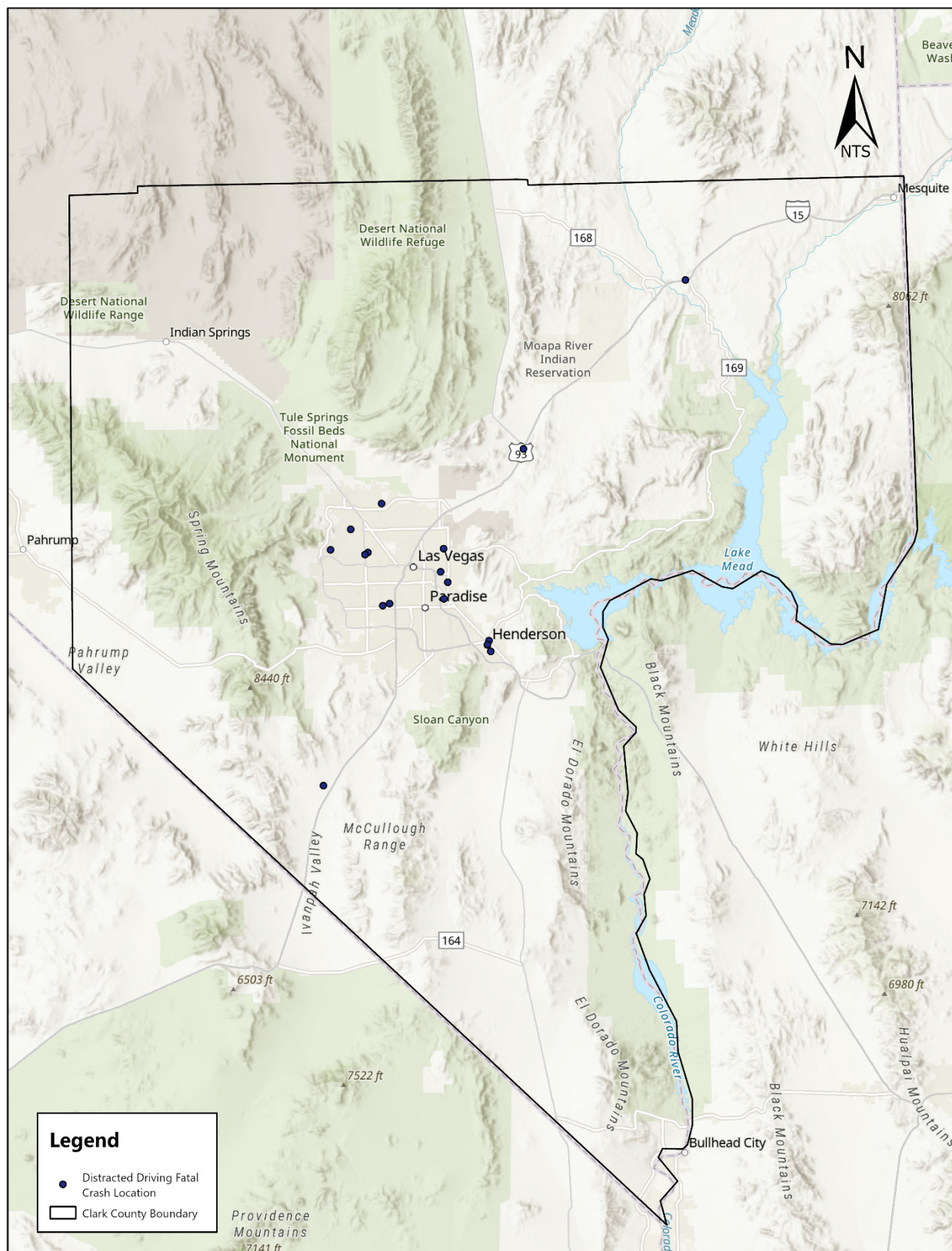


Figure 73 – Distracted Driving Fatal Crashes in Clark County (2017-2020)

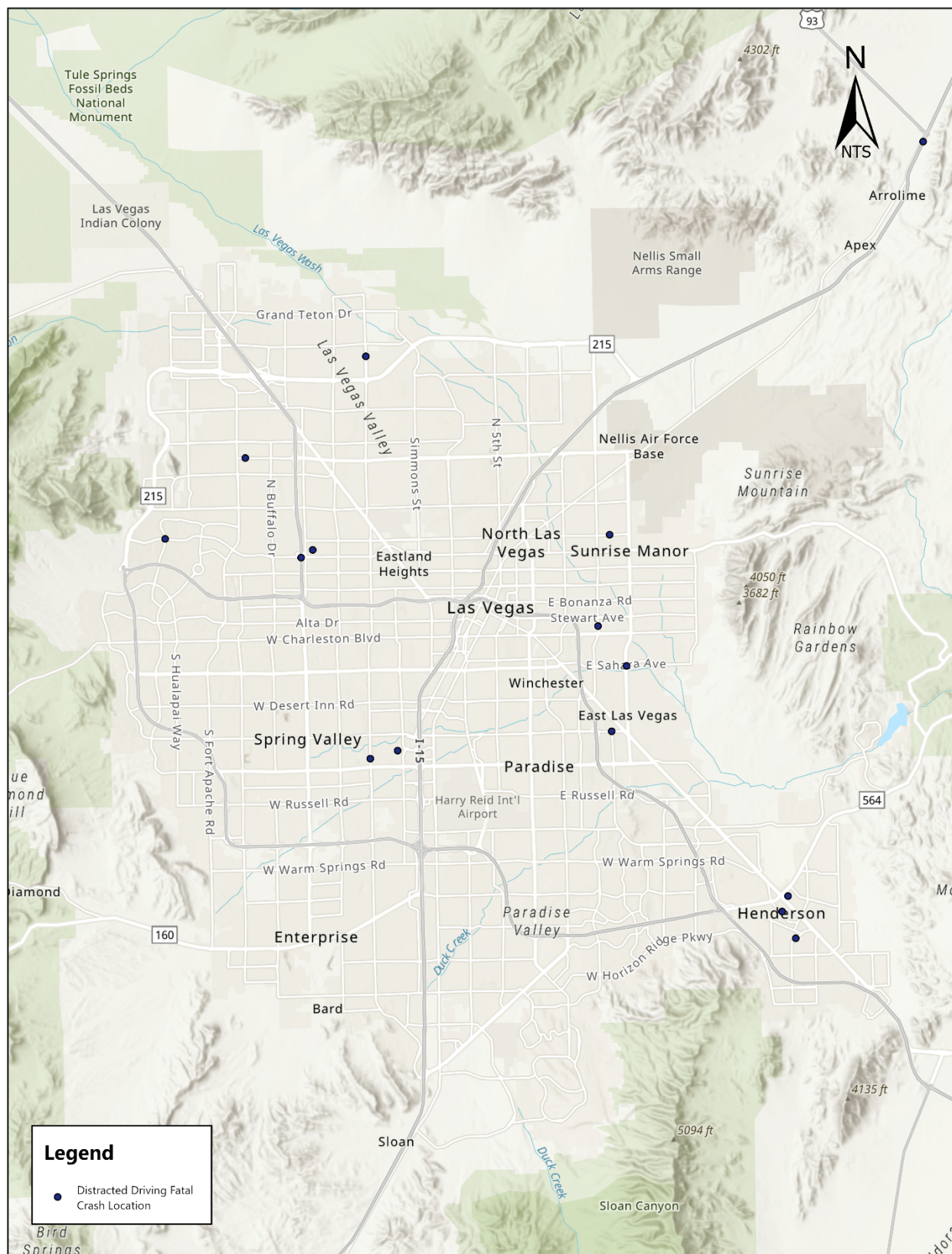
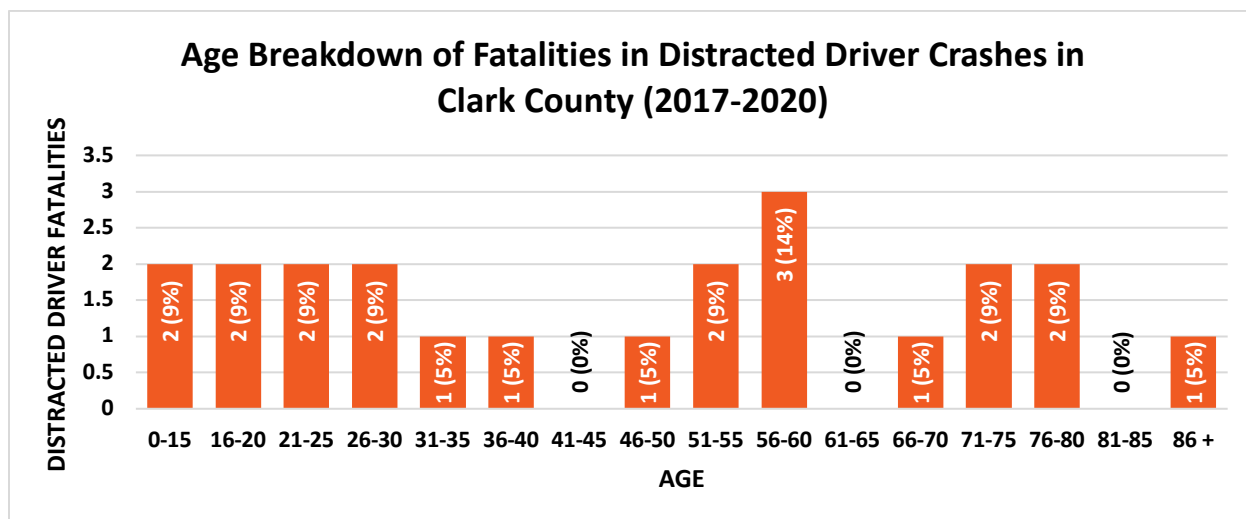


Figure 74 – Distracted Driving Fatal Crashes in Las Vegas Urbanized Area (2017-2020)

Who?

From 2017-2020, **drivers ages 56 to 60 years old** comprised the greatest number of fatalities in fatal distracted driving crashes on Clark County roadways, making up **14%** of all distracted driver fatalities. The second greatest number of fatalities, with **9%** of all distracted driver fatalities were shared among seven other age groups, including **drivers ages 0 to 30, 51-55, and 71-80** as illustrated in **Figure 75**.

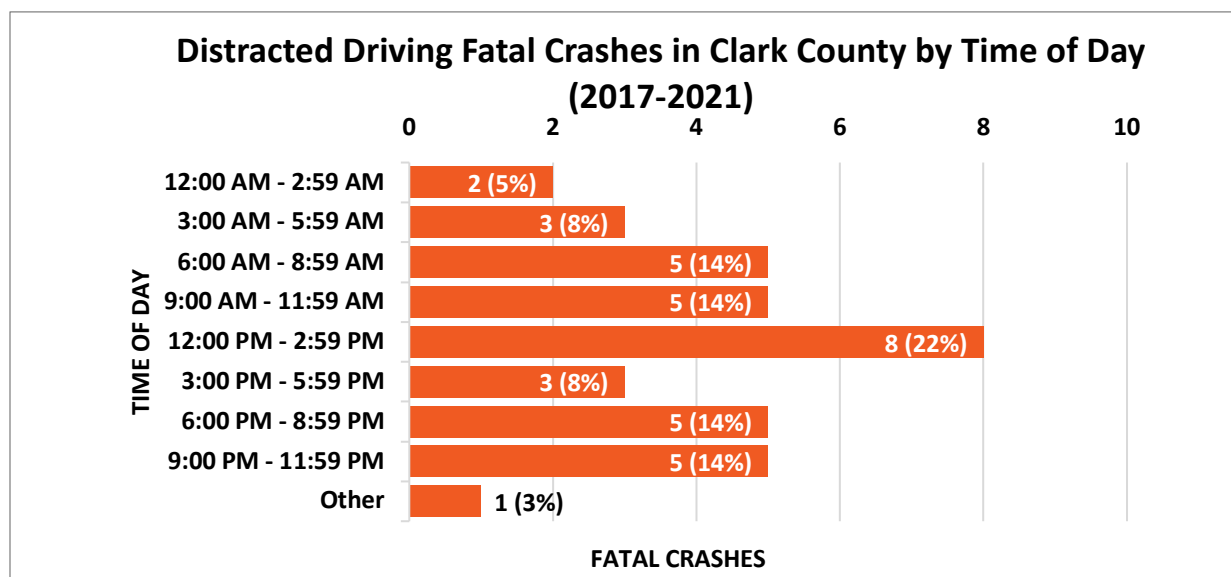


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. No age data for victims was available for 2021.

Figure 75 – Age Breakdown of Fatalities in Distracted Driver Crashes in Clark County (2017-2020)

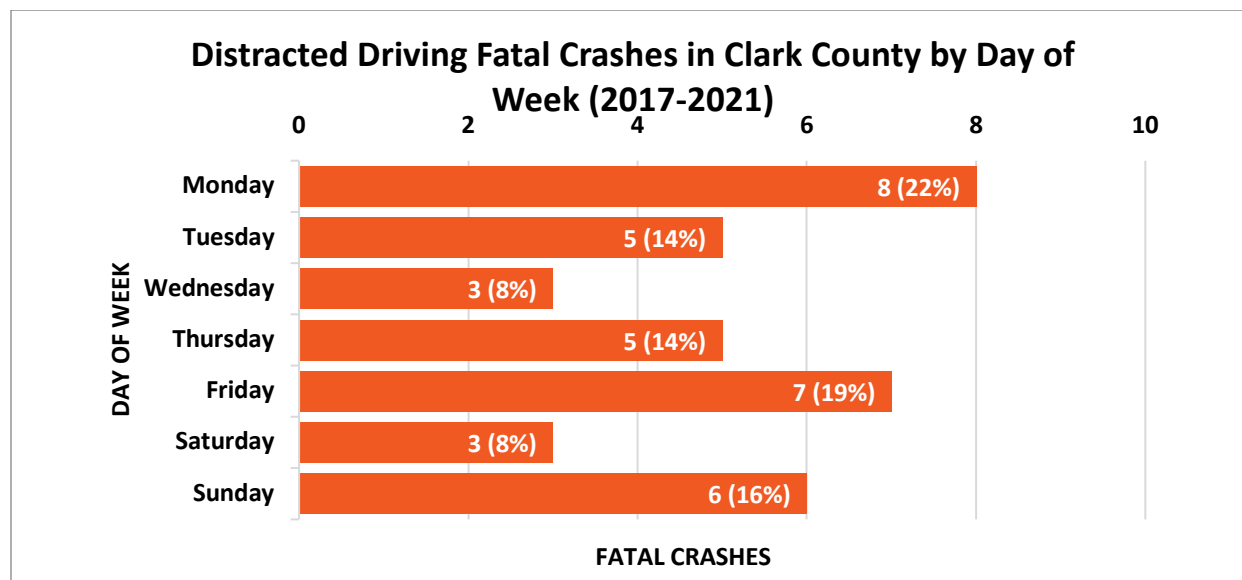
When?

The greatest number of distracted driving fatal crashes occurred between **12:00 PM and 2:59 PM**, accounting for **22%** of all distracted driving crashes. Crashes were slightly higher on **Mondays (22%)** and in **June (16%)**. Crashes occurred twice as often during **daylight conditions (65%)** than during nighttime conditions. These statistics can be seen in **Figure 76** through **Figure 79**.



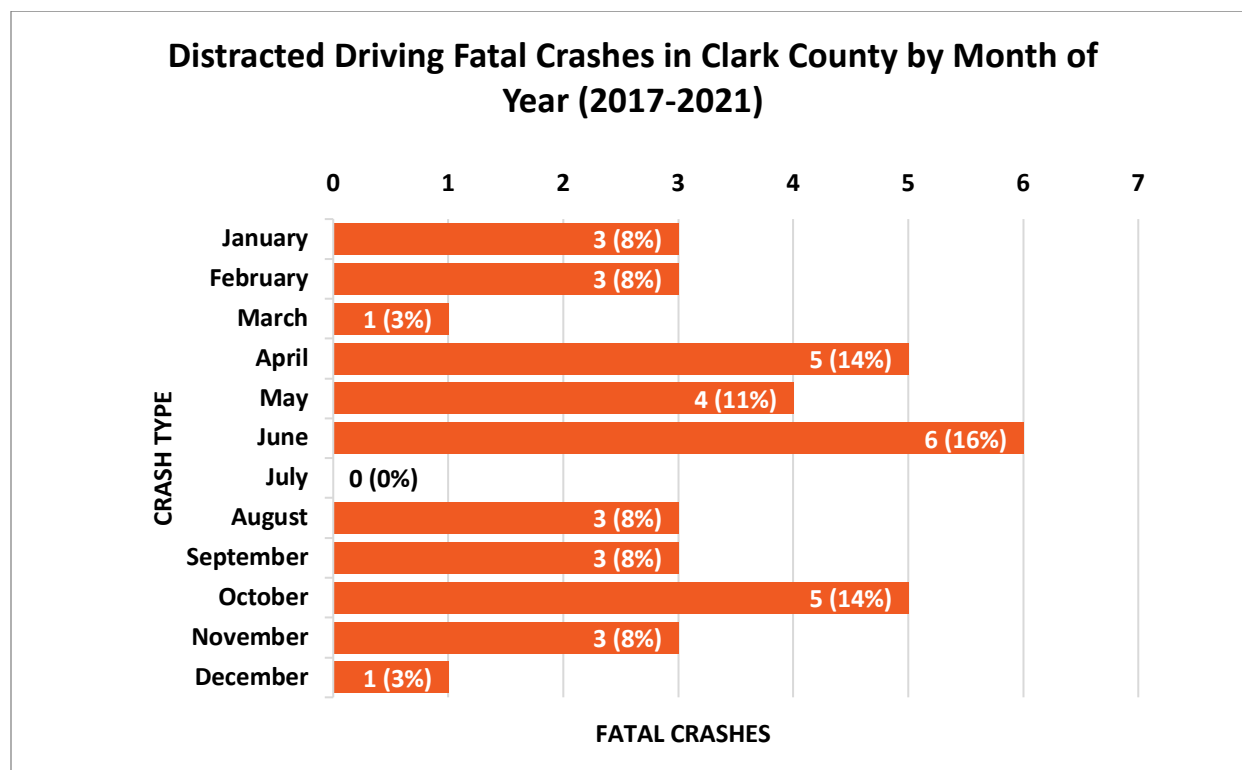
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 76 – Distracted Driving Fatal Crashes in Clark County by Time of Day (2017-2021)



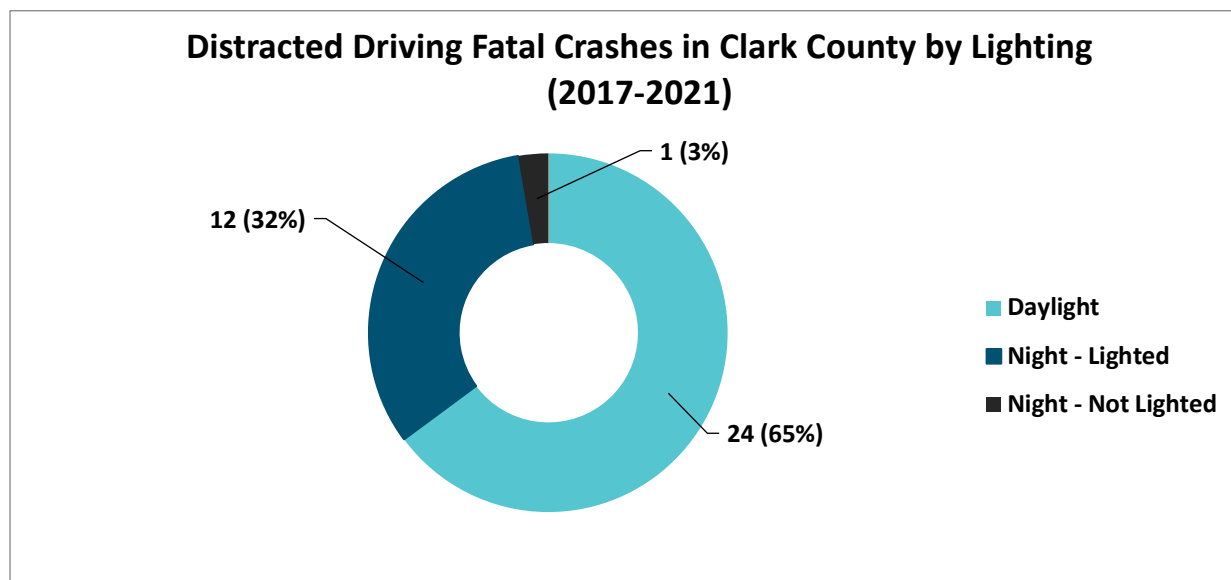
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 77 – Distracted Driving Fatal Crashes in Clark County by Day of Week (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 78 – Distracted Driving Fatal Crashes in Clark County by Month of Year (2017-2021)

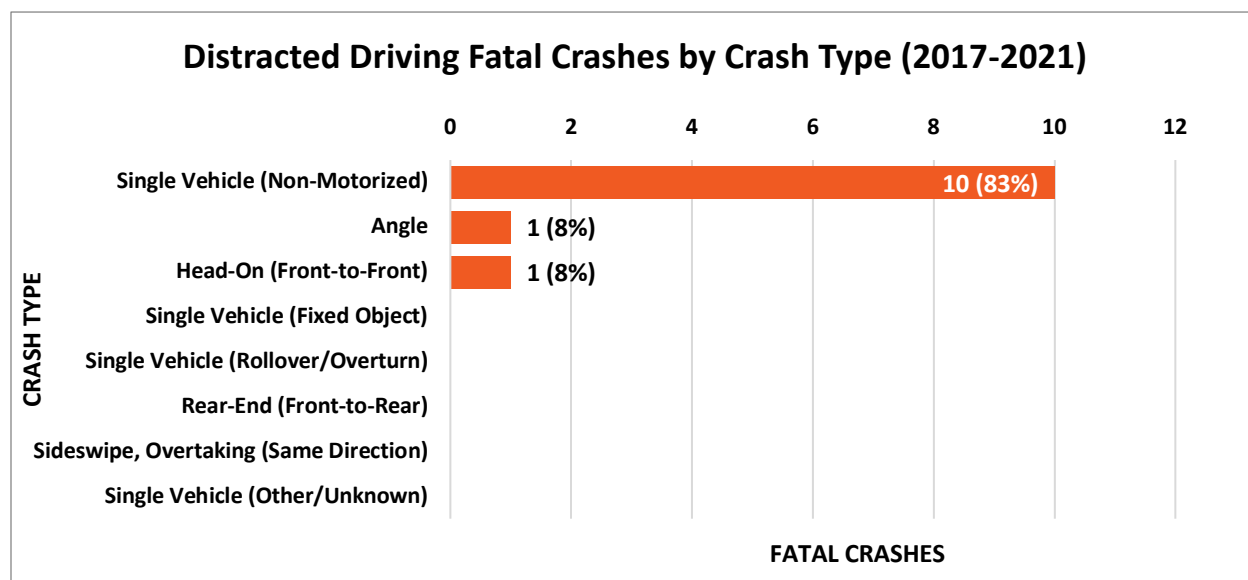


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 79 – Distracted Driving Fatal Crashes in Clark County by Lighting Condition (2017-2021)

Why?

From 2017-2021, distracted driving fatal crashes accounted primarily for **single vehicle (non-motorized) crashes**. The breakdown of all crash types for distracted driving fatal crashes can be seen in **Figure 80**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 80 – Distracted Driving Fatal Crashes by Crash Type (2017-2021)

SAFE SPEED

Clark County's speeding-related fatalities account for **29%** of Clark County's total fatalities and **61%** of Nevada's speeding-related fatalities over the five-year period from 2017 to 2021. A speeding-related crash is a crash where the corresponding officer deemed the crash to be related to the vehicles rate of speed, including exceeding the posted speed limit, racing, or driving too fast for conditions.

Data Query:

Fatality: Any individual who died in a crash in which at least one vehicle was speeding.

Fatal Crash: Any crash that involved at least one fatality and one vehicle that was speeding.

FARS Query

FARS Vehicle file: $0 < \text{SPEEDREL} < 6$

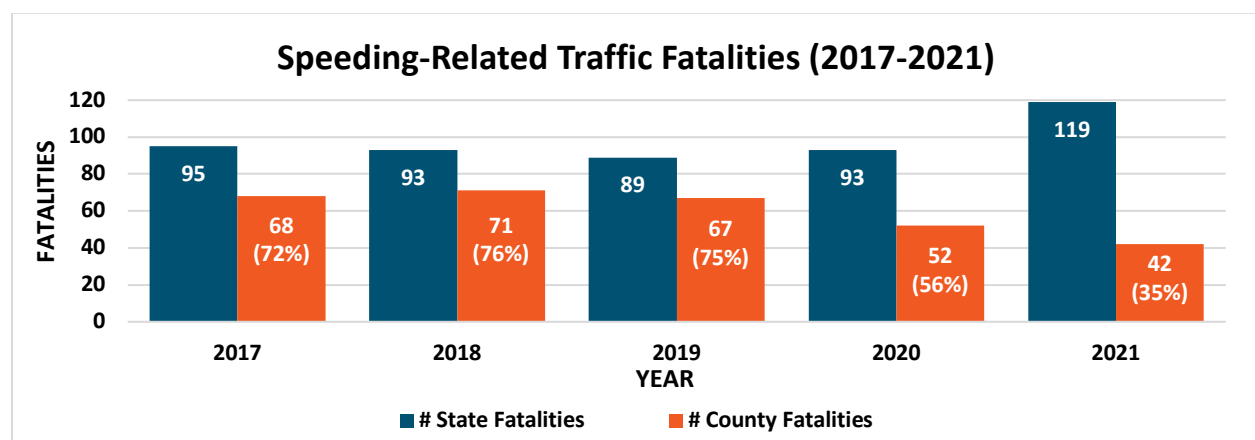
A speeding related crash is a crash in which responding officer deemed the crash to be related the vehicle speeding. FARS data uses the attribute "Speeding Related (SPEEDREL)" in the Vehicle file to indicate if a crash was speeding-related. For this analysis five (5) attribute codes were used: "Yes", "Yes, Racing", "Yes, Exceeded Speed Limit", "Yes, Too Fast for Conditions", "Yes, Specifics Unknown". If a crash reports any of the attribute codes, the crash is deemed a speeding-related crash.

NCATS Query

NCATSDW.CRASH_INFO_VEH.FACTORS_VEH LIKE '%EXCEEDED AUTHORIZED SPEED LIMIT%' OR NCATSDW.CRASH_INFO_VEH.FACTORS_VEH LIKE '%DRIVING TOO FAST FOR CONDITIONS%' OR NCATSDW.CRASH_INFO_VEH.VEH_ACTION = 'RACING'

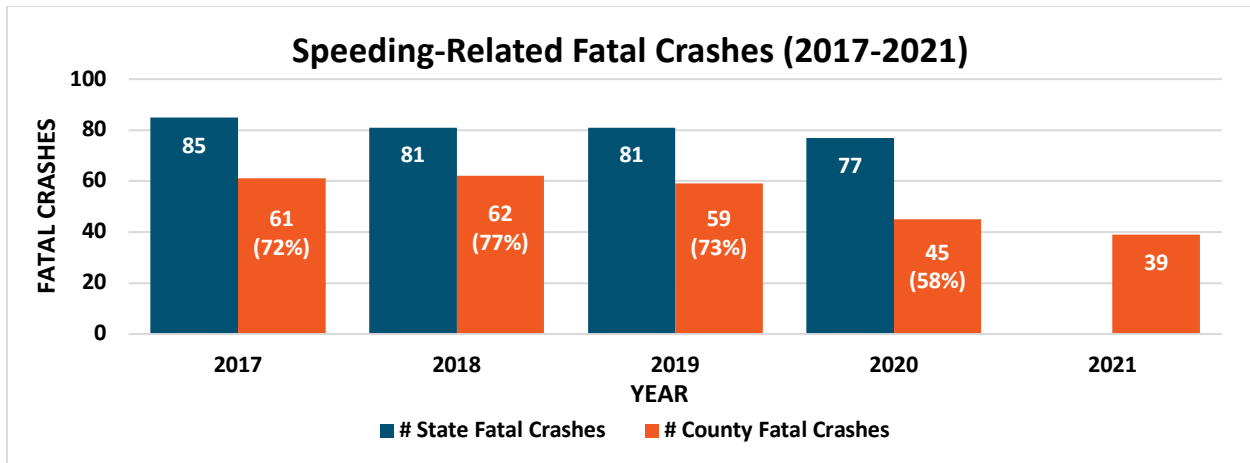
What?

Between 2017 and 2021, a total of **266 fatal speeding-related crashes**, resulting in **300 fatalities**, occurred on Clark County roadways. The number of speeding-related fatalities and crashes can be seen in **Figure 81** and **Figure 82**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 81 – Speeding-Related Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.
*Note: Preliminary statewide data for 2021 was not available.

Figure 82 – Speeding-Related Fatal Crashes (2017-2021)

Where?

Maps showing the location of speeding-related fatal crashes on Clark County and Las Vegas Urbanized Area roadways are shown in **Figure 83** and **Figure 84**, respectively.

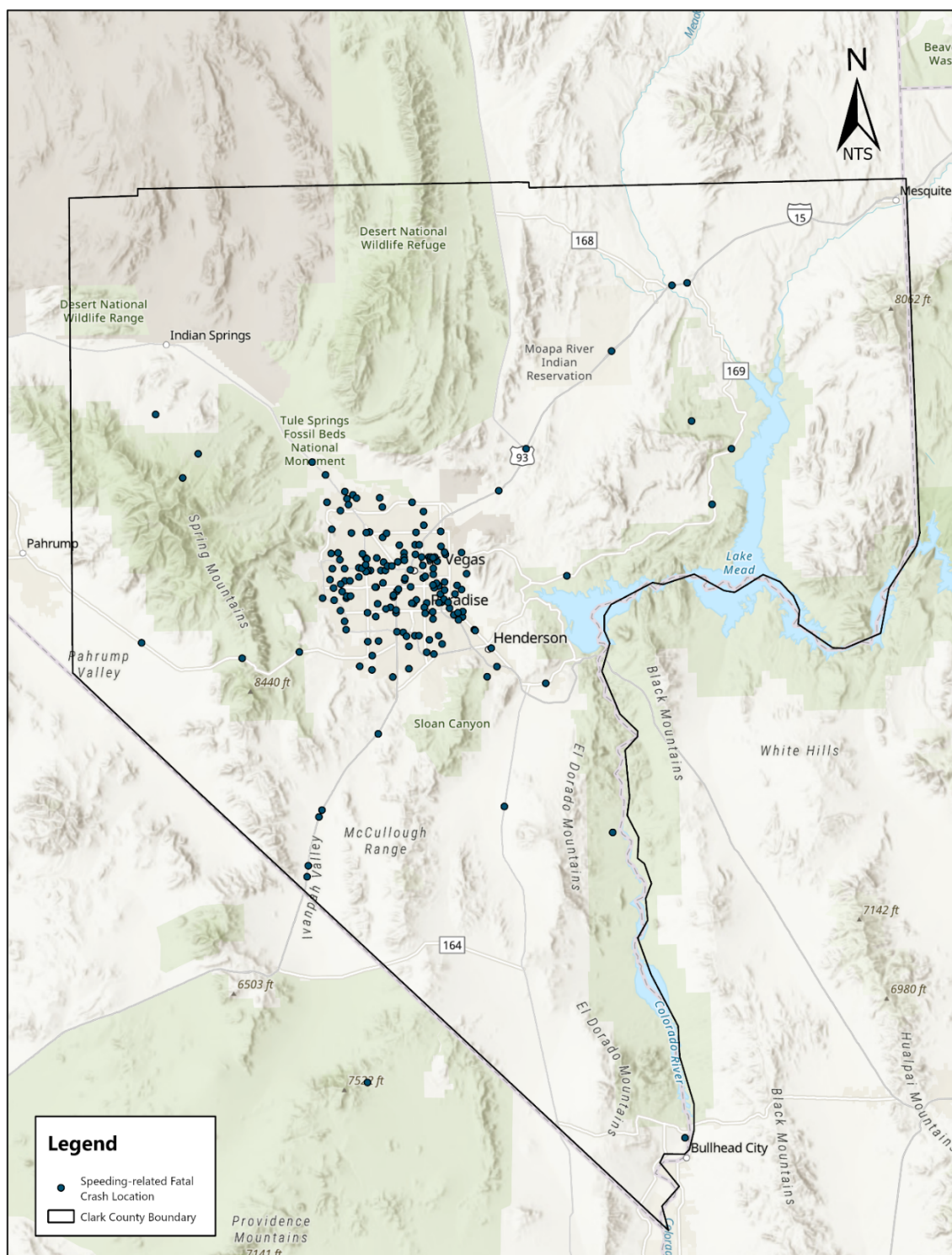


Figure 83 – Speeding-Related Fatal Crashes in Clark County (2017-2020)

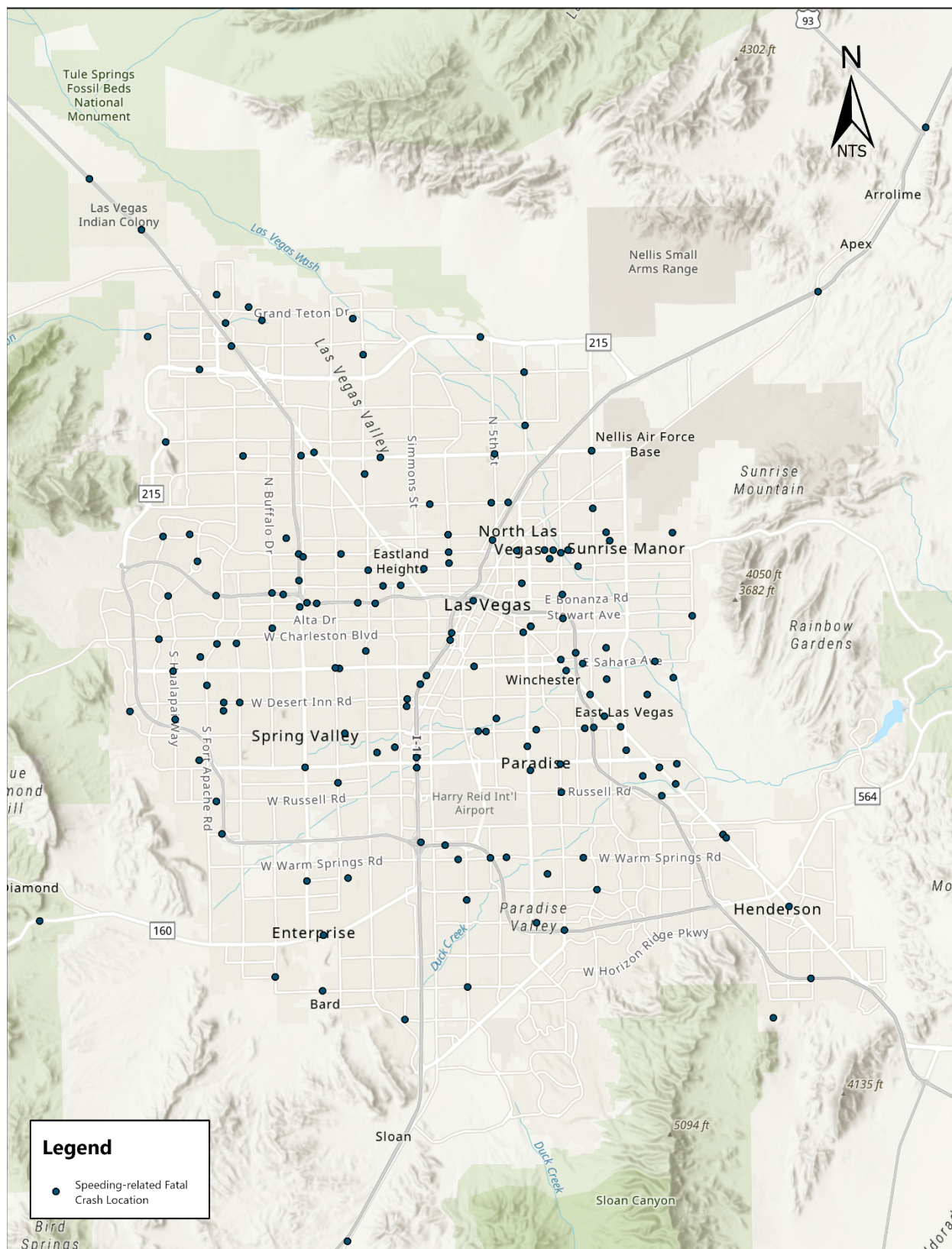
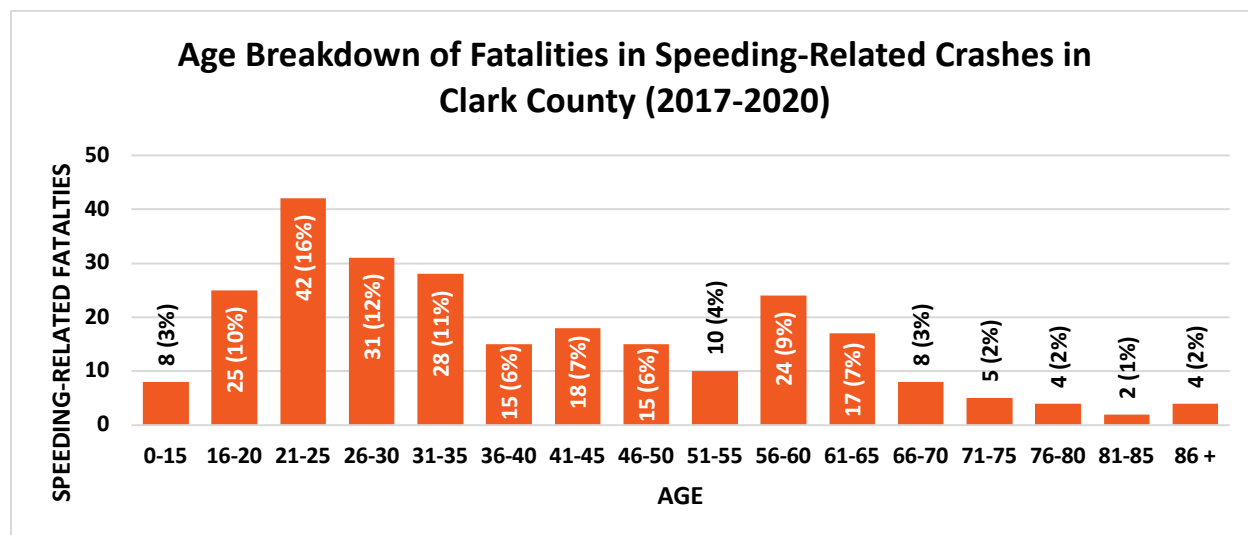


Figure 84 – Speeding-Related Fatal Crashes in Las Vegas Urbanized Area (2017-2020)

Who?

From 2017-2020, **drivers ages 21 to 25 years old** comprised the greatest number of fatalities in speeding-related crashes on Clark County roadways, accounting for **16%** of all speeding-related crashes. The second greatest number of fatalities, with **12%** of all speeding-related crashes were **drivers ages 26 to 30**, as illustrated in **Figure 85**.

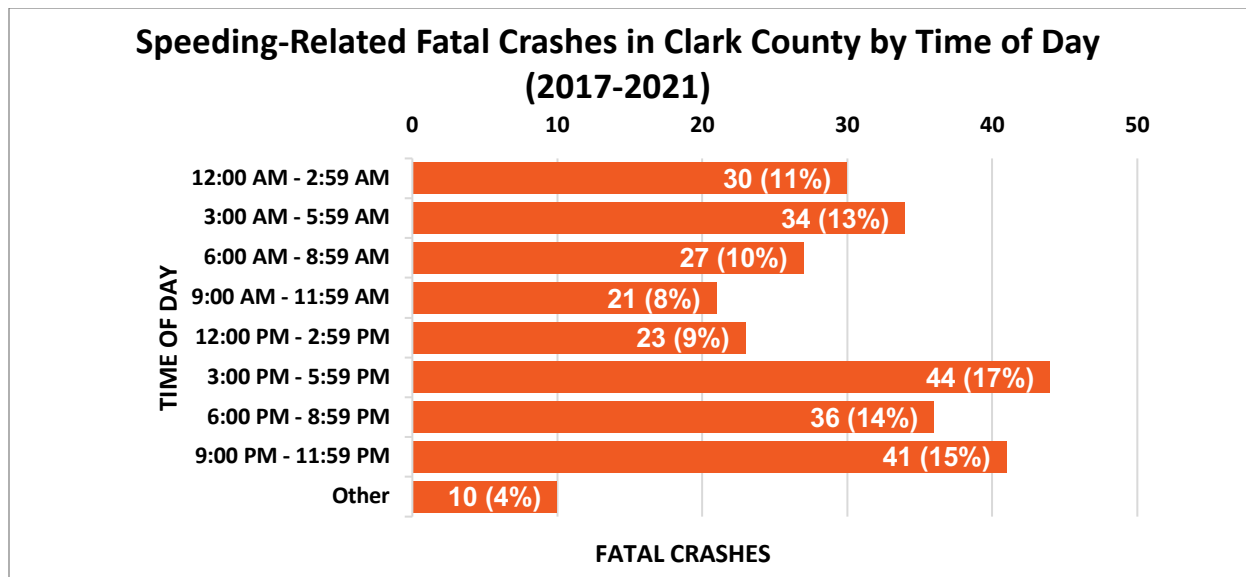


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. No age data for victims was available for 2021.

Figure 85 – Age Breakdown of Fatalities in Speeding-Related Crashes in Clark County (2017-2020)

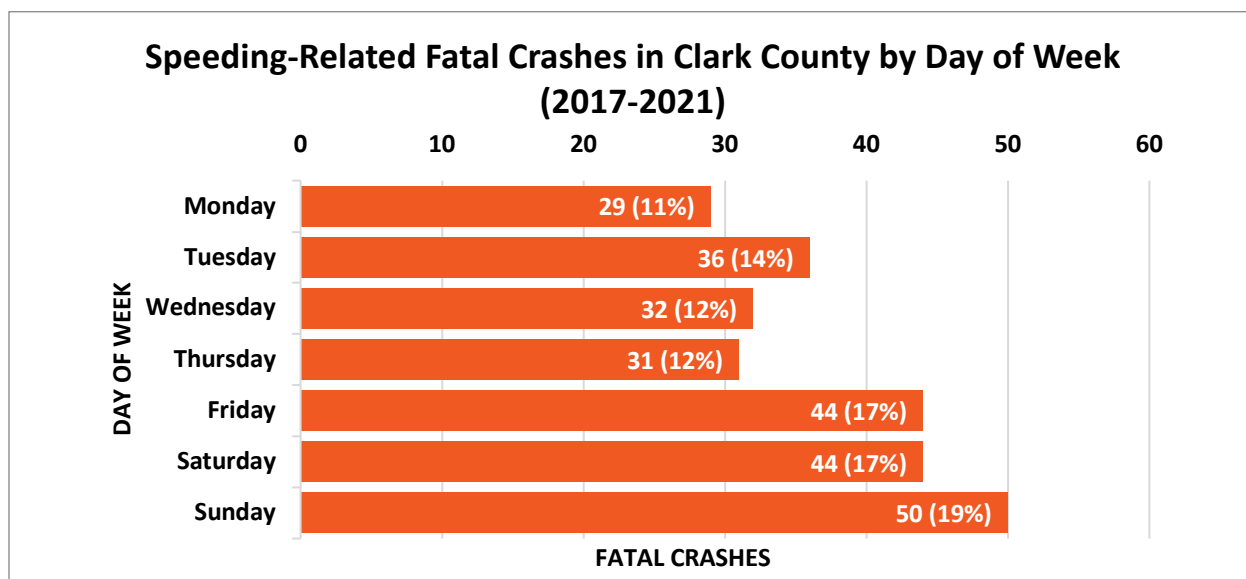
When?

The greatest number of speeding related crashes occurred between **3:00 PM and 5:59 PM**, with **17%** of all speeding-related crashes. The second highest number of crashes occurred between the hours of **9:00 PM and 11:59 PM**, accounting for **15%** of all speeding-related crashes. Most speeding-related crashes occurred from **Friday through Sunday**. Fatal crashes occurred **most frequently in May (12%)**. Most crashes occurred during **daylight hours (44%)** and **nighttime-lighted hours (43%)**. These statistics can be seen in **Figure 86 through 89**.



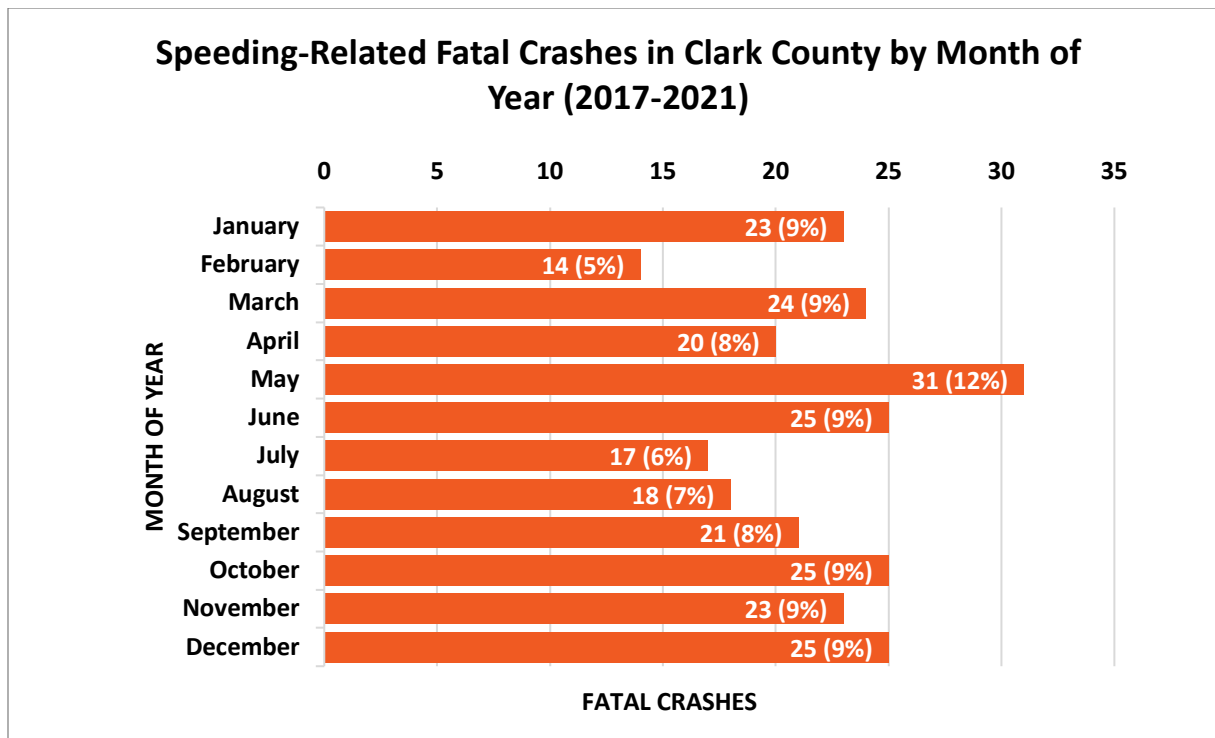
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 86 – Fatal Speeding-Related Crashes in Clark County by Time of Day (2017-2021)



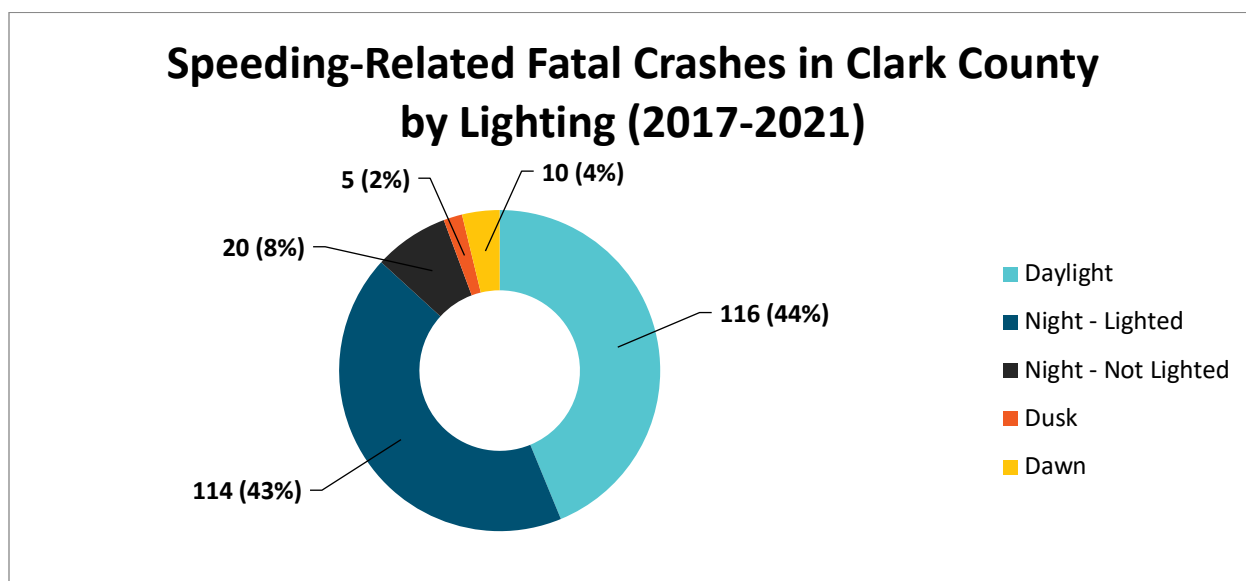
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 87 –Fatal Speeding-Related Crashes in Clark County by Day of Week (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 88 – Fatal Speeding-Related Crashes in Clark County by Month of Year (2017-2021)

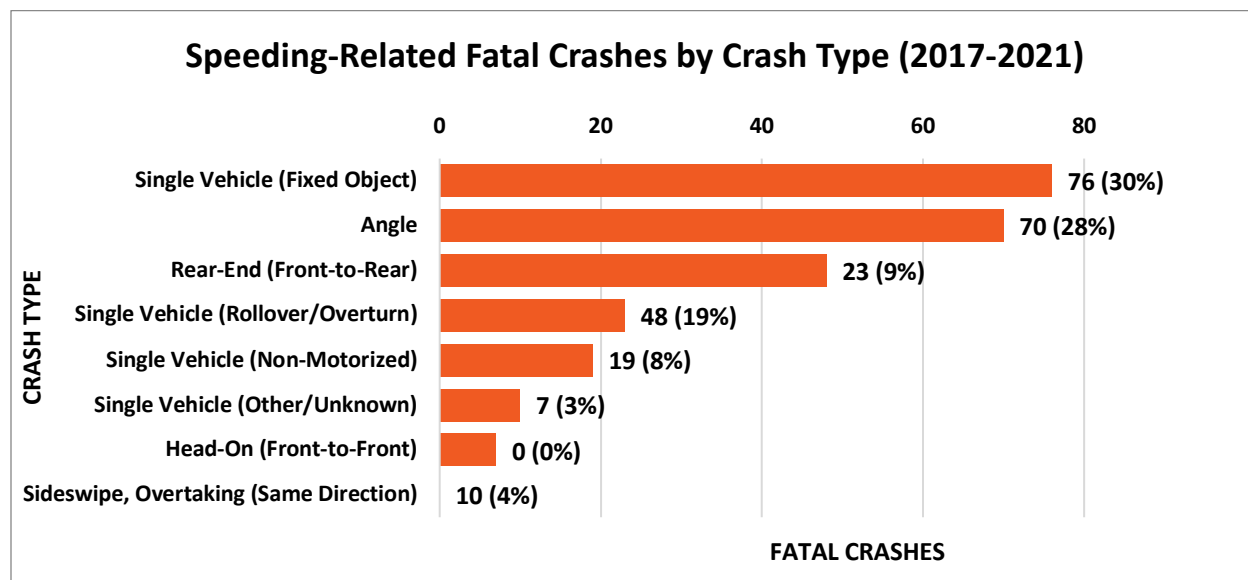


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 89 – Fatal Speeding-Related Crashes in Clark County by Lighting Condition (2017-2021)

Why?

From 2017-2021, fatal speeding-related crashes most frequently involved **a single motor vehicle crashing into a fixed object (30%)** or an **angle collision with another vehicle (28%)**. The breakdown of all crash types for fatal speeding-related crashes can be seen in **Figure 90**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 90 –Speeding-Related Fatal Crashes in Clark County (2017-2021)

SAFE ROADS

Safe Roads includes crash statistics for lane departures, intersections, and work zones. The following subsections provide detailed information for these focus areas and identify the What, Where, Who, When, and Why for the data.

LANE DEPARTURES

Clark County's lane departure fatalities account for **29%** of Clark County's total fatalities and **49%** of Nevada's lane departure fatalities over the four-year period from 2017 to 2020 since no information on statewide fatalities for 2021 is currently available. A lane departure crash involves a motor vehicle in transit that leaves its designated lane.

Data Query:

Fatality: Any individual who died in a crash in which one or more vehicles departed from their lane of travel.

Fatal Crash: Any crash that involved at least one fatality where a motor vehicle departed its lane of travel.

FARS Query

FARS Cevent file: EVENTNUM = 1 and SOE = 3, 19-43,46-48, 52, 53, 57, 59, 63-65, or 68

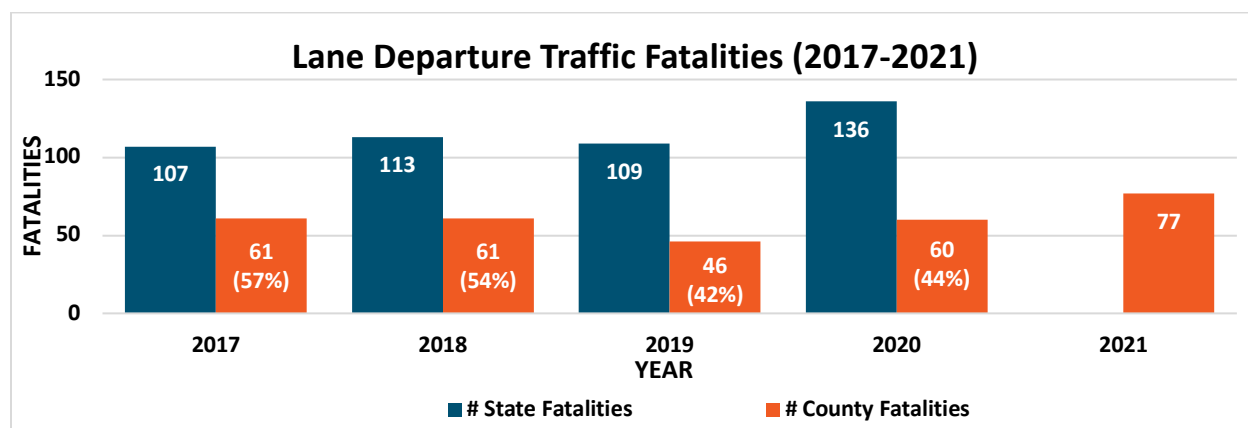
Lane departure crashes are fatal crashes where a motor vehicle in transit leave its designated lane. FARS data uses the attributes “Event Number (EVENTNUM)”, and “Sequence of Events (SOE)” in the Crash Event (CEVENT) dataset to identify if and how the vehicle left its lane of travel. One attribute code is used for the Event Number because only the first event is used when analyzing Lane Departure crashes. Analysis utilizes 32 sequence of event attribute codes: Immersion or Partial Immersion, Building, Impact Attenuator/Crash Cushion, Bridge Pier or Support, Bridge Rail (Includes Parapet), Guardrail Face, Concrete Traffic Barrier, 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, Guardrail End, Mail Box, Cable Barrier, Traffic Sign Support, Ran Off Road – Right, Ran Off Road – Left, Cross Median, and Cross Centerline. If a fatal crash has any of the listed attribute codes assigned to it the crash is deemed a lane departure crash.

NCATS Query

```
NCATSDW.CRASH_INFO_ACC.V1_SEQ_EVENT1 IN ('BRIDGE OVERHEAD  
STRUCTURE','BRIDGE PARAPET END','BRIDGE PIER OR ABUTMENT','BRIDGE  
RAIL','CONCRETE TRAFFIC BARRIER','CROSS  
MEDIAN/CENTERLINE','CULVERT','CURB','DITCH','EMBANKMENT','FENCE/WALL','GUARDRAIL  
END','GUARDRAIL FACE','HIGHWAY TRAFFIC SIGN POST','IMPACT ATTENUATOR/CRASH  
CUSHION','LIGHT/LUMINARY SUPPORT','MAILBOX','MEDIAN BARRIER','OTHER FIXED  
OBJECTS (BUILDING, TUNNEL, ETC.)','OTHER POST, POLE OR SUPPORT','OTHER TRAFFIC  
BARRIER','OVERHEAD SIGN SUPPORT','PARKED MOTOR VEHICLE','RAN OFF ROAD  
LEFT','RAN OFF ROAD RIGHT','TRAFFIC SIGNAL SUPPORT','TREE/SHRUB','UNKNOWN FIXED  
OBJECT','UTILITY POLE','WORK ZONE MAINTENANCE EQUIPMENT') AND  
SECONDARY_STREET_NAME NOT LIKE 'MILE MARKER %'
```

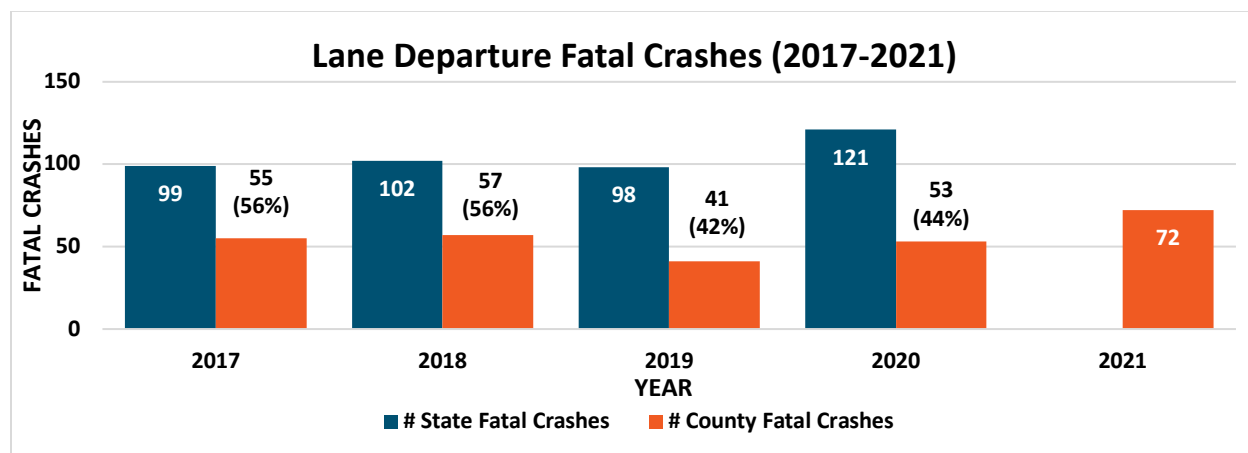
What?

A total of **278 fatal lane departure crashes**, resulting in **305 fatalities**, occurred on Clark County roadways between 2017 and 2021. The number of lane departure fatalities and crashes is shown in **Figure 91** and **Figure 92**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.
 *Note: Preliminary statewide data for 2021 was not available.

Figure 91 – Lane Departure Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.
 *Note: Preliminary statewide data for 2021 was not available.

Figure 92 – Lane Departure Fatal Crashes (2017-2021)

Where?

Maps showing the location of lane departure fatal crashes on Clark County and Las Vegas Urbanized Area roadways are shown in **Figure 93** and **Figure 94**, respectively.

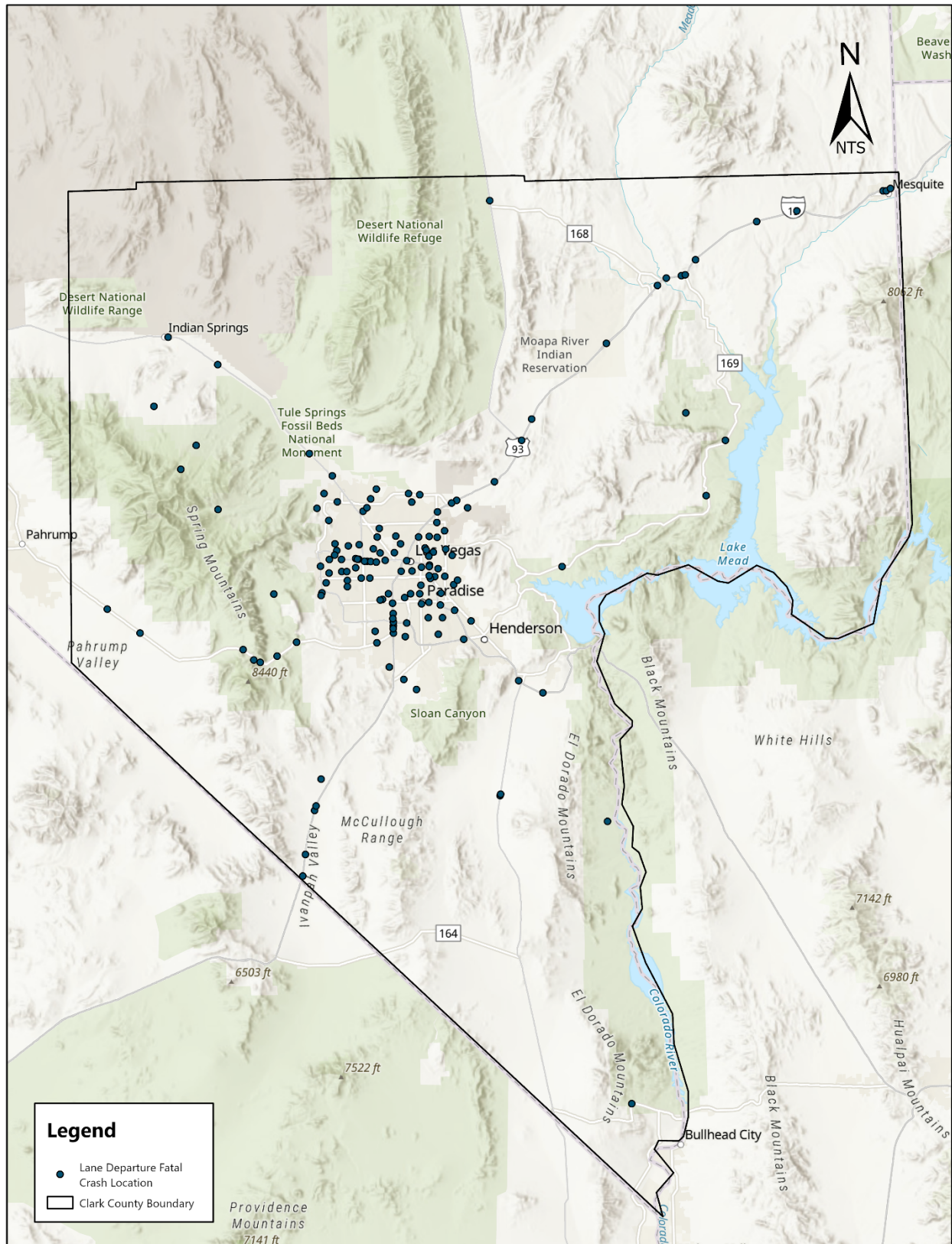


Figure 93 – Lane Departure Fatal Crashes in Clark County (2017-2020)

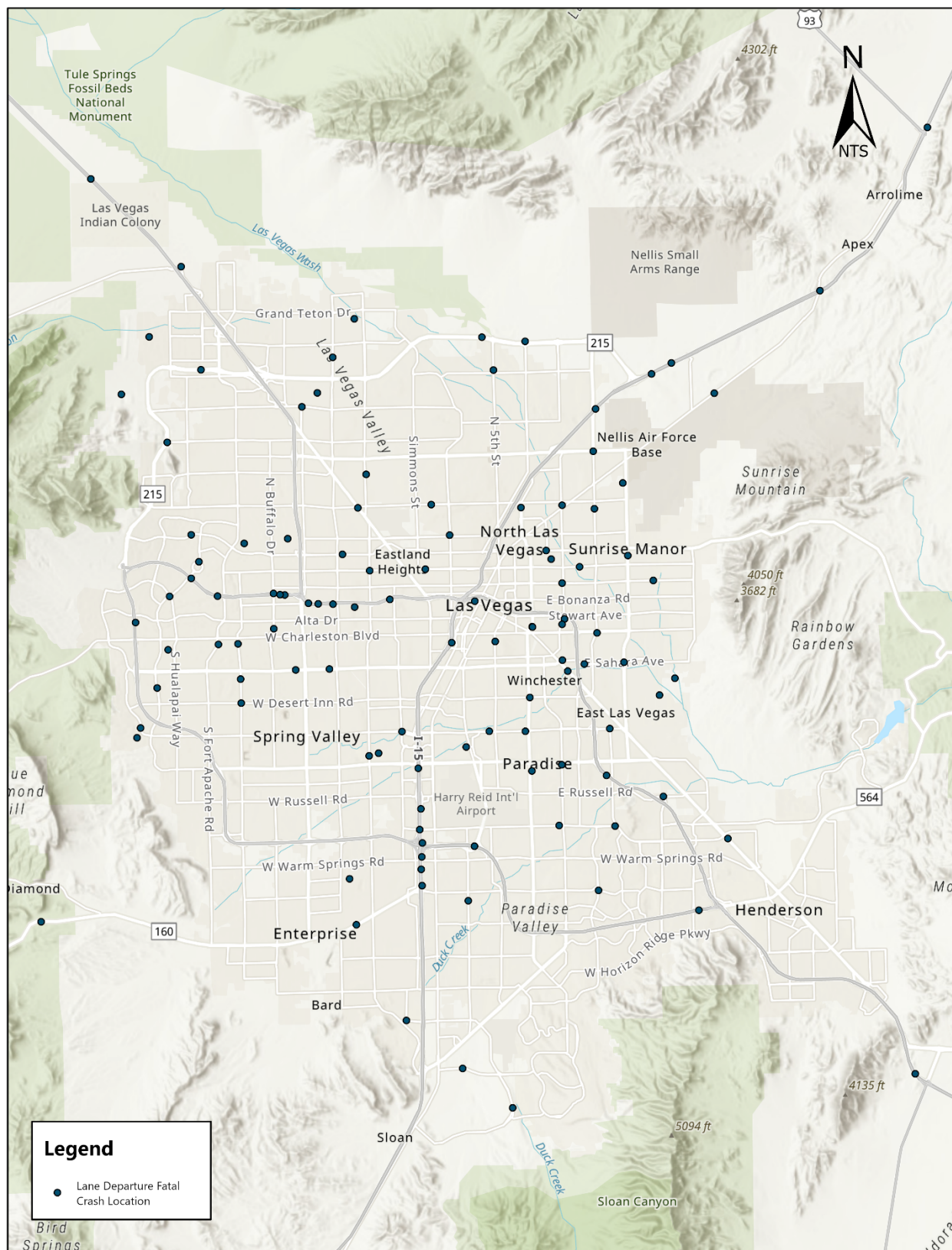
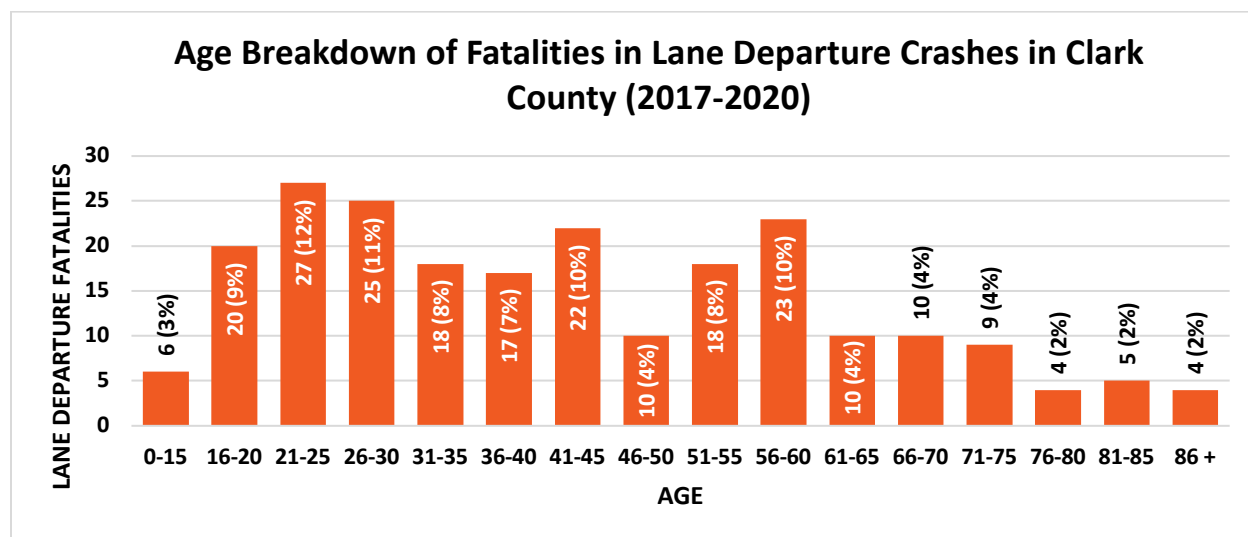


Figure 94 – Lane Departure Fatal Crashes in Las Vegas Urbanized Area (2017-2020)

Who?

From 2017-2020, **drivers ages 21 to 25 years old** comprised the greatest number of fatalities in fatal lane departure crashes on Clark County roadways, making up **12%** of all fatal lane departure crashes. The second greatest number of fatalities, with **11%** of all fatal lane departure crashes were **drivers ages 26 to 30**, as illustrated in **Figure 95**.

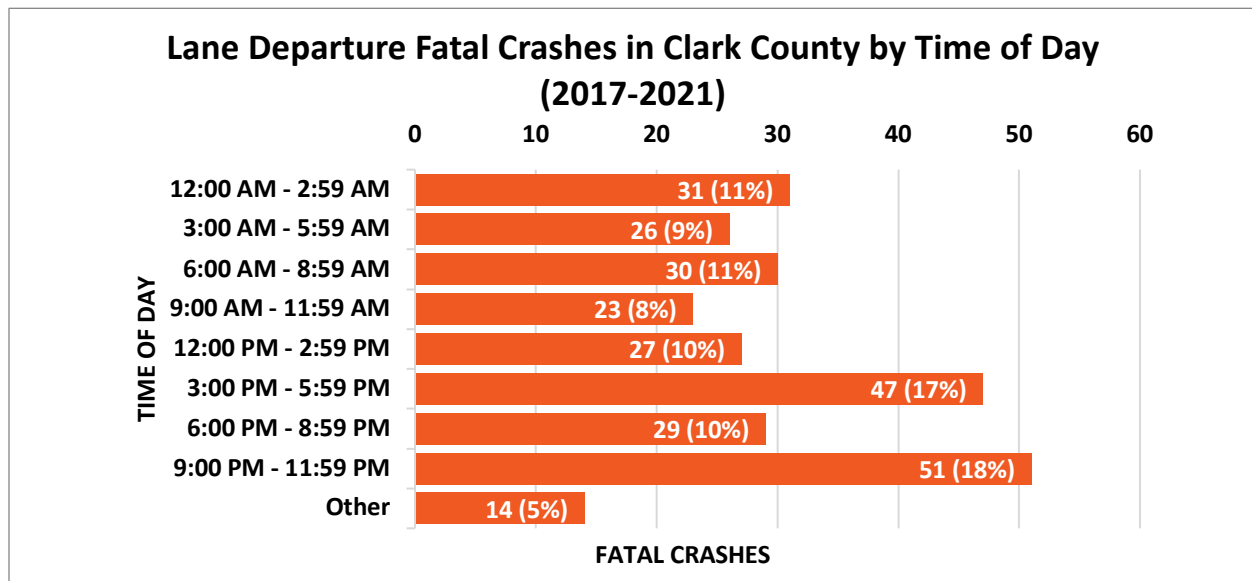


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. No age data for victims was available for 2021.

Figure 95 – Age Breakdown of Fatalities in Lane Departure Crashes in Clark County (2017-2020)

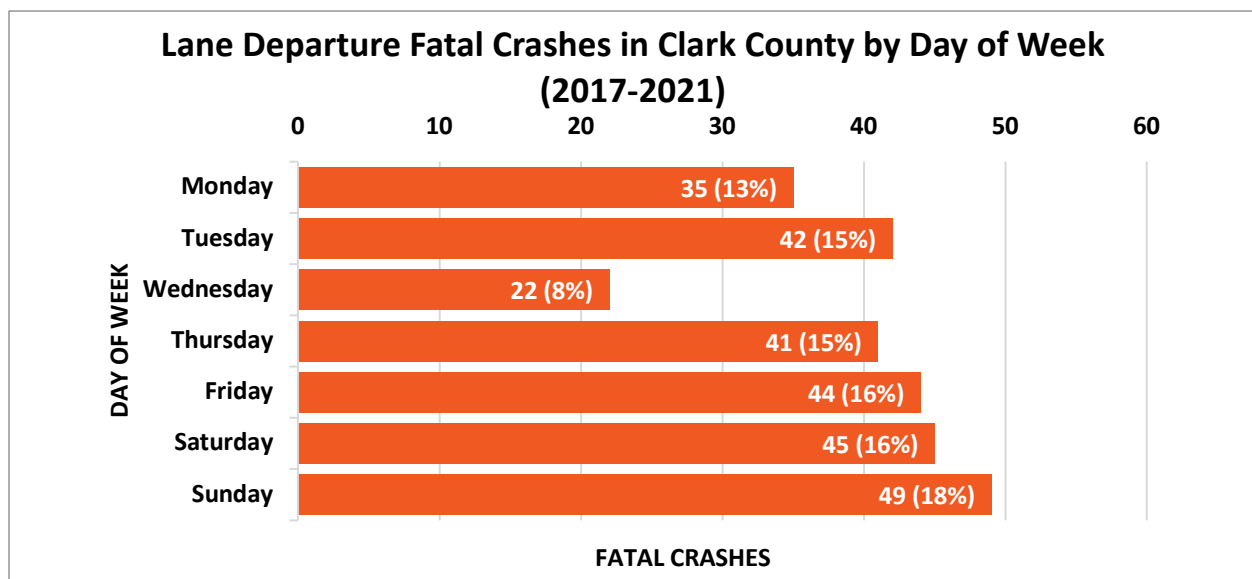
When?

The hours of **9:00 PM and 11:59 PM** had the greatest number of fatal lane departure crashes. Most lane departure crashes occurred over the **weekend on Saturdays (16%) and Sundays (18%)**. Most fatal crashes took place in the month of **August (11%)**. The majority of lane departure crashes **occurred during daylight conditions (43%)**. Statistics with these details are shown in **Figure 96** through **Figure 99**.



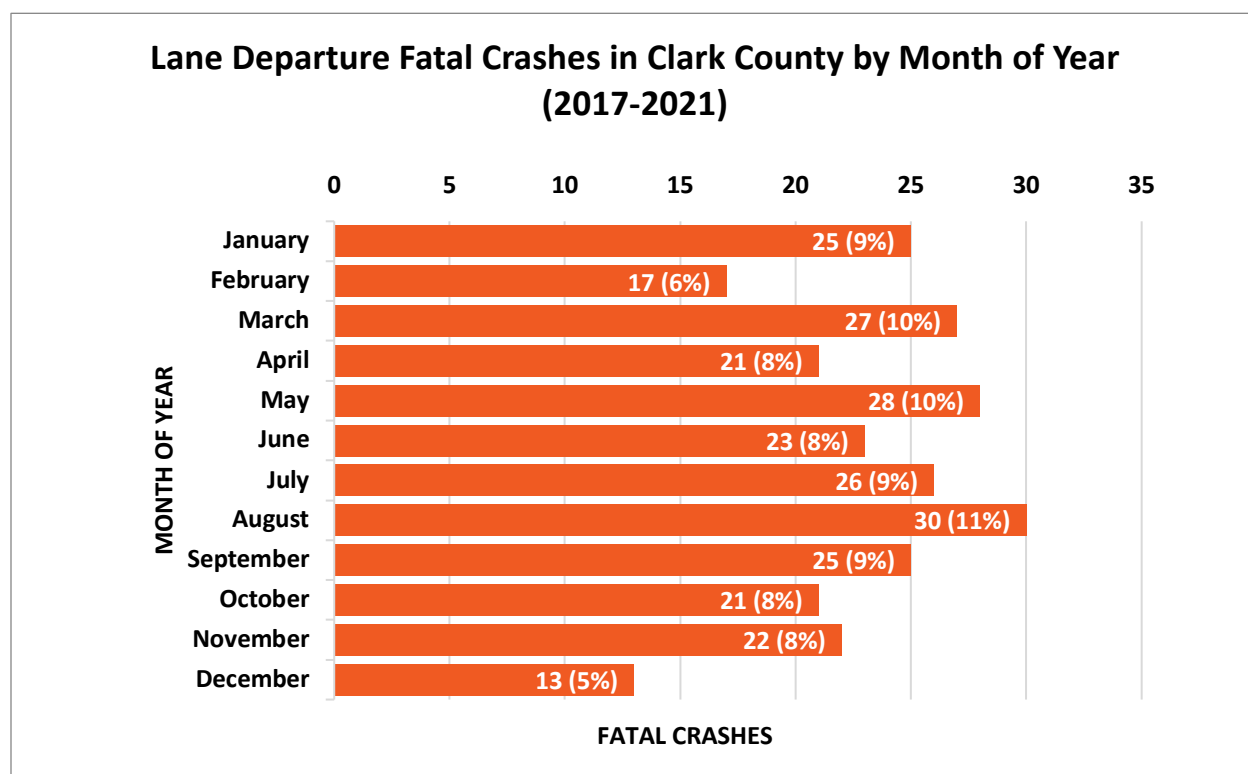
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 96 – Lane Departure Fatal Crashes in Clark County by Time of Day (2017-2021)



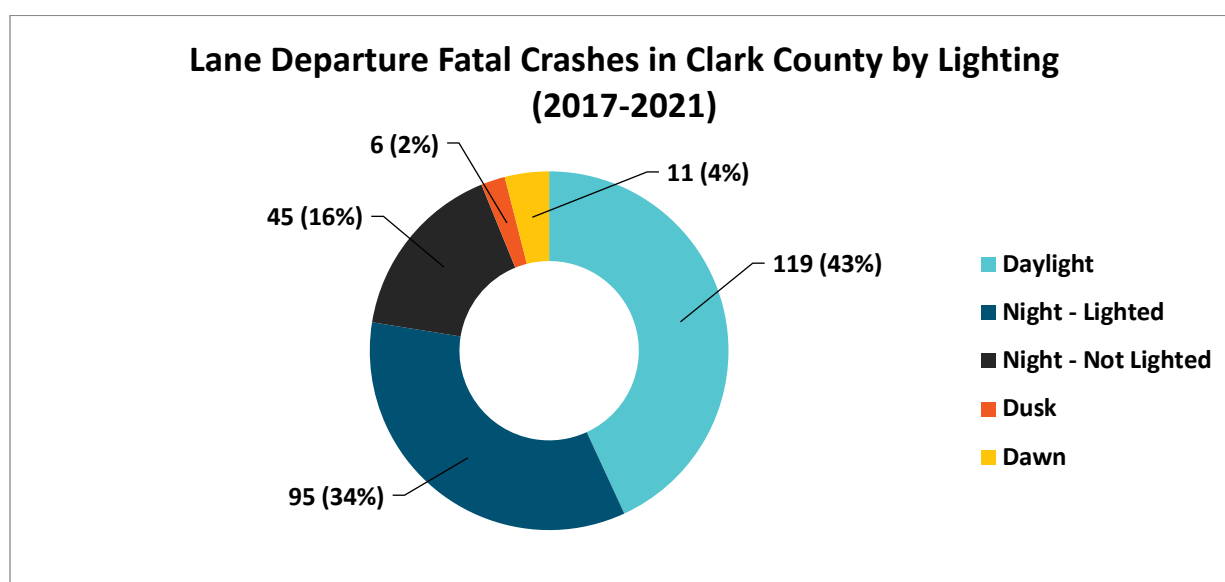
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 97 – Lane Departure Fatal Crashes in Clark County by Day of Week (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 98 – Lane Departure Fatal Crashes in Clark County by Month of Year (2017-2021)

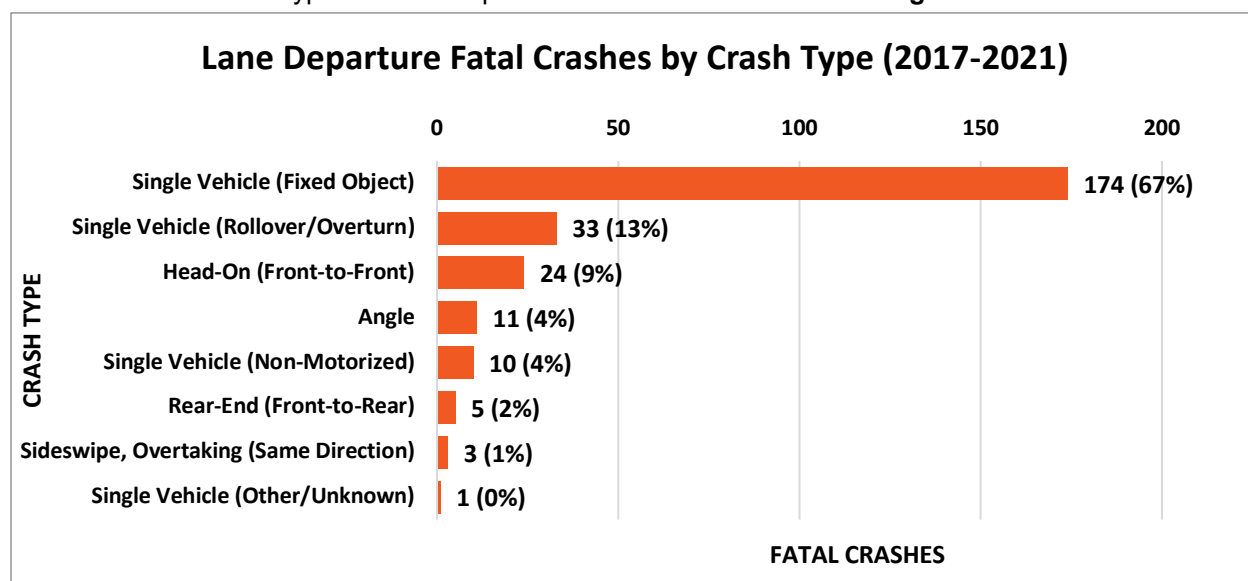


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 99 – Lane Departure Fatal Crashes in Clark County by Lighting (2017-2021)

Why?

From 2017-2021, lane departure fatal crashes involved **single vehicle (fixed object) crashes**. The breakdown of all crash types for lane departure fatal crashes can be seen **Figure 100**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 100 – Lane Departure Fatal Crashes by Crash Type (2017-2021)

INTERSECTIONS

Intersection crashes rank second as the most common type of fatalities in Clark County at **38%** of Clark County's total fatalities and **78%** of Nevada's intersection fatalities over the four-year period from 2017 to 2020 since no information on statewide fatalities for 2021 is currently available. Intersection crash data includes all crashes where the reporting officer designates the crash location to be at, within the boundaries of, or related to an intersection.

Data Query:

Fatality: Any individual who died in a crash at an intersection or in a crash deemed intersection related.

Fatal Crash: Any crash that involved at least one fatality at an intersection or a crash that was deemed intersection related.

FARS Query

FARS Accident file in 2009: RELJCT2 = 2 or 3 or 10 or 11

FARS Accident file from 2010 to 2018: RELJCT2 = 2 or 3

Intersection crash data includes all crashes where the reporting officer designates the crash as taking place at an intersection or as being intersection related. FARS data uses the attribute "Relation to Junction- Specific Location (RELJCT2)" in the Crash (ACCIDENT) dataset to identify the crash location with respect to the presence in or proximity to roadway junctions or interchanges. Two

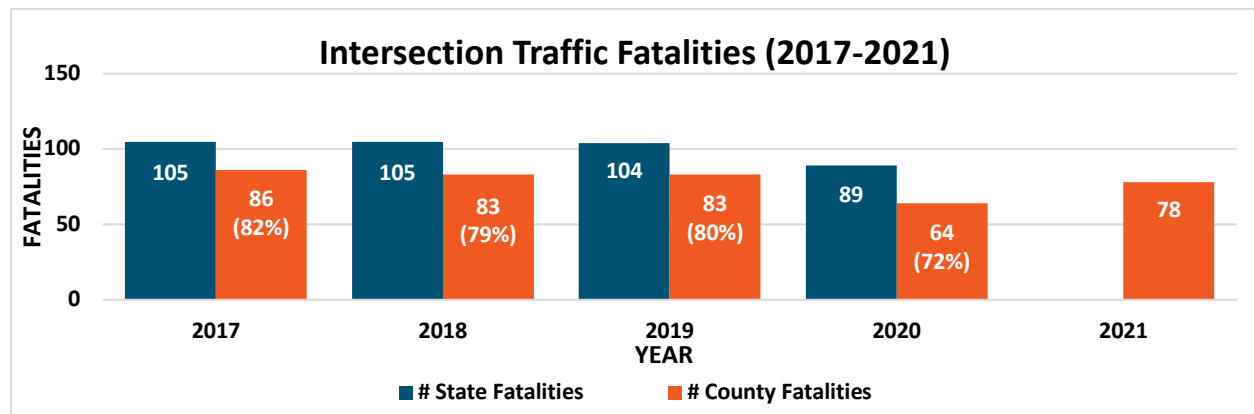
attribute codes used are “Intersection” and “Intersection Related”. If a fatal crash had either of the two attribute codes assigned to it the crash is deemed an intersection related crash.

NCATS Query

NCATSDW.ACCIDENT.DISTANCE IS NULL OR NCATSDW.ACCIDENT.DISTANCE = 0

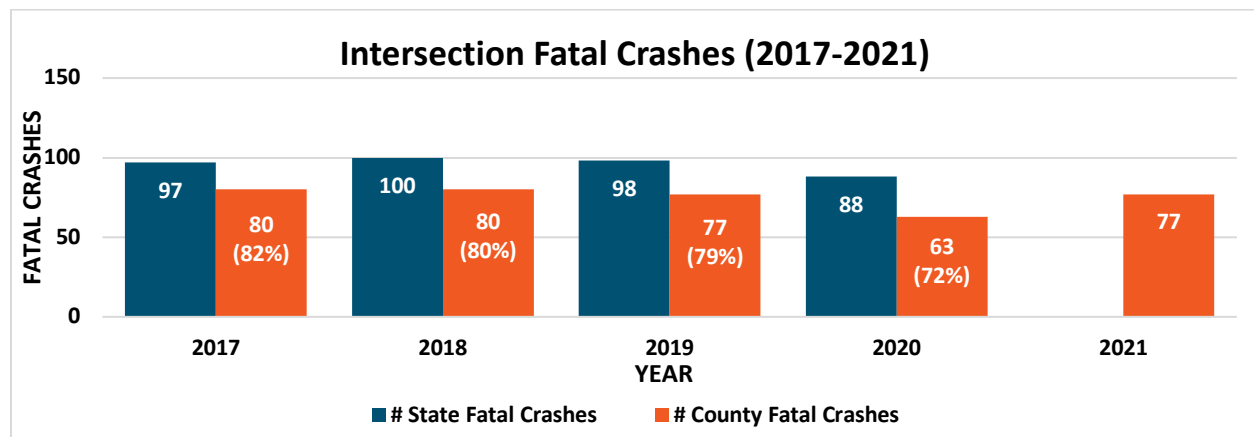
What?

Between 2017 and 2021, a total of **394 fatalities** resulting from **377 fatal intersection crashes** occurred on Clark County roadways. The number of intersection fatalities and crashes can be seen in **Figure 101** and **Figure 102**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 101 – Intersection Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

*Note: Preliminary statewide data for 2021 was not available

Figure 102 – Intersection Fatal Crashes (2017-2021)

Where?

Maps showing the location of intersection fatal crashes on Clark County and Las Vegas Urbanized Area roadways are shown in **Figure 103** and **Figure 104**, respectively.

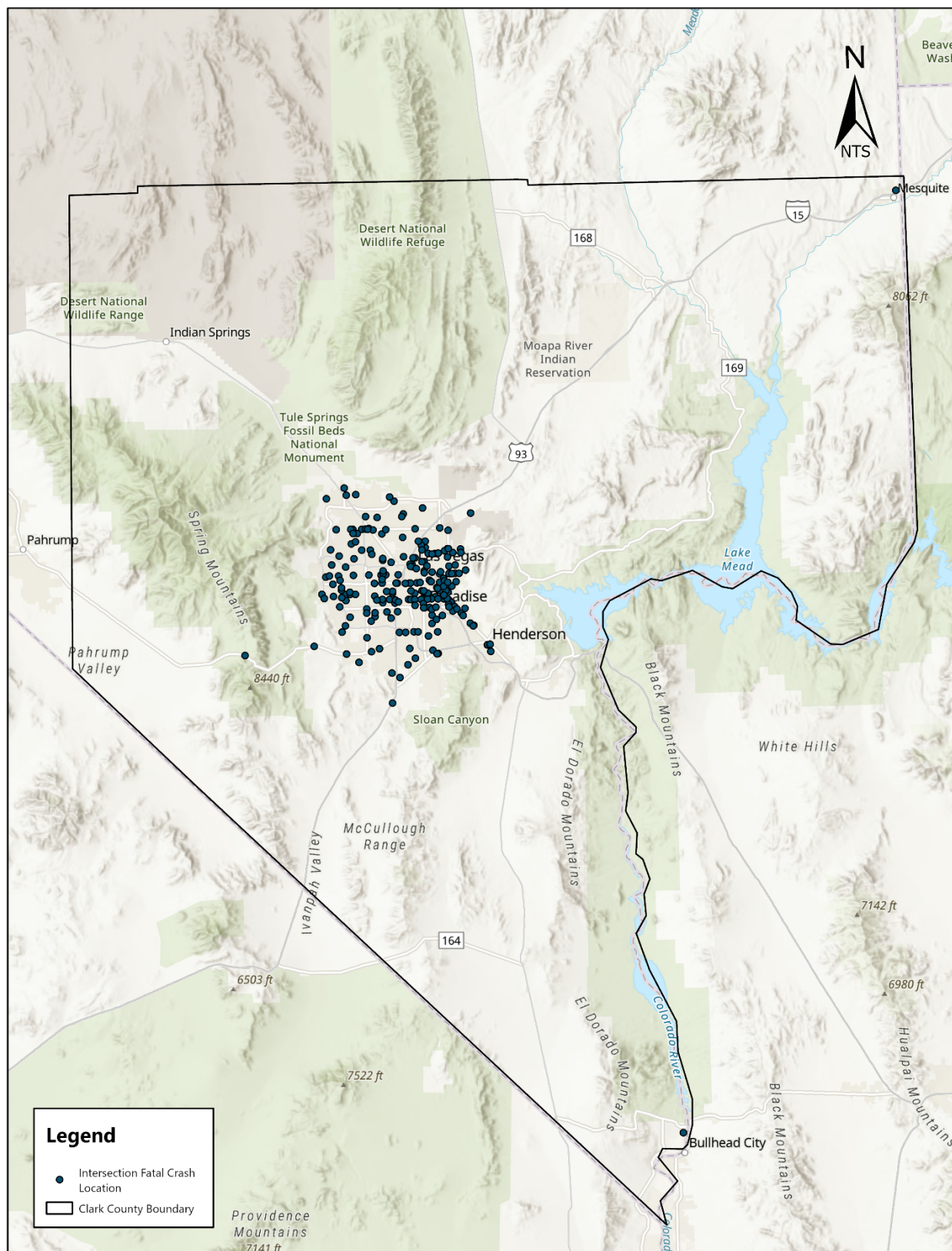


Figure 103 – Intersection Fatal Crashes in Clark County (2017-2020)

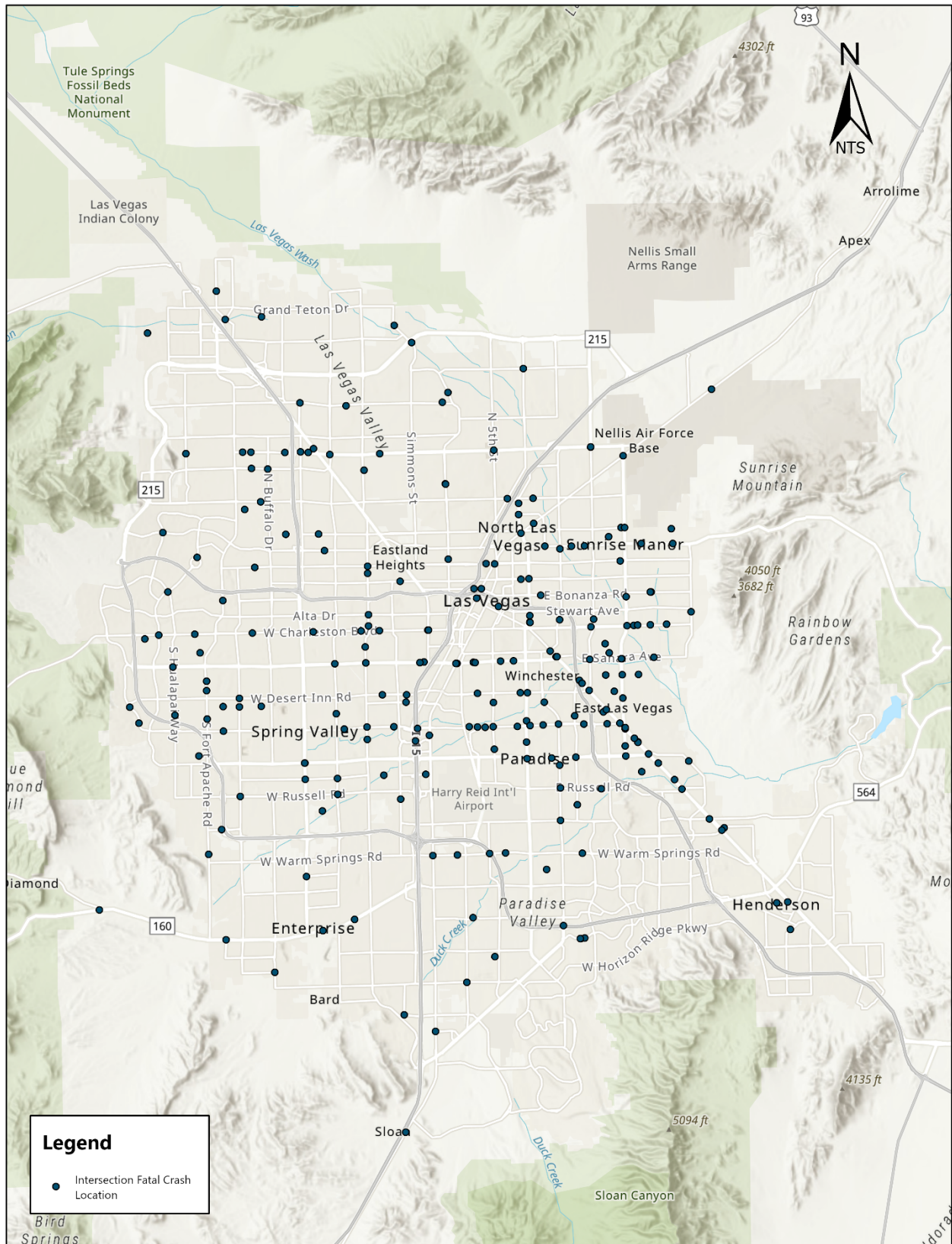
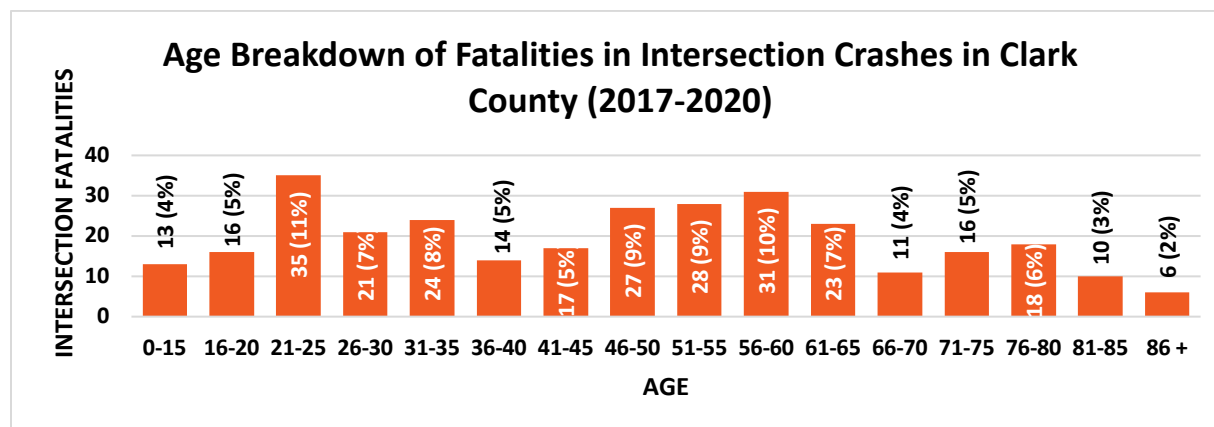


Figure 104 – Intersection Fatal Crashes in Las Vegas Urbanized Area (2017-2020)

Who?

From 2017-2020, **drivers ages 21 to 25 years old** comprised the greatest number of fatalities in fatal intersection crashes on Clark County roadways, accounting for **11%** of all fatal intersection crashes. The second greatest number of fatalities, with **10%** of all intersection fatalities were **drivers ages 56 to 60**, as illustrated in **Figure 105**.

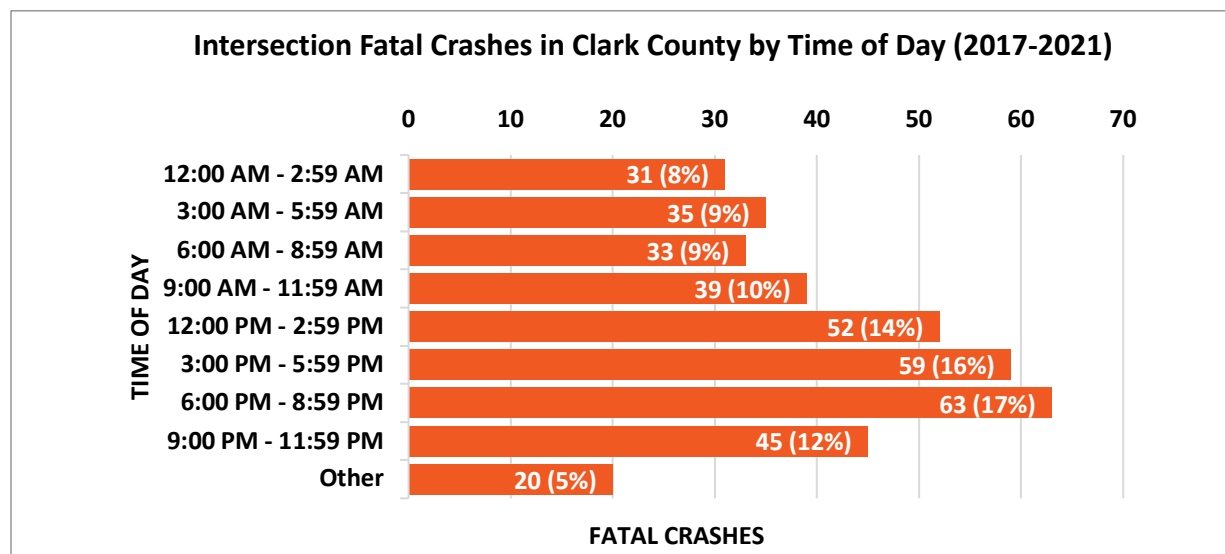


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. No age data for victims was available for 2021.

Figure 105 – Age Breakdown of Fatalities in Intersection Crashes in Clark County (2017-2020)

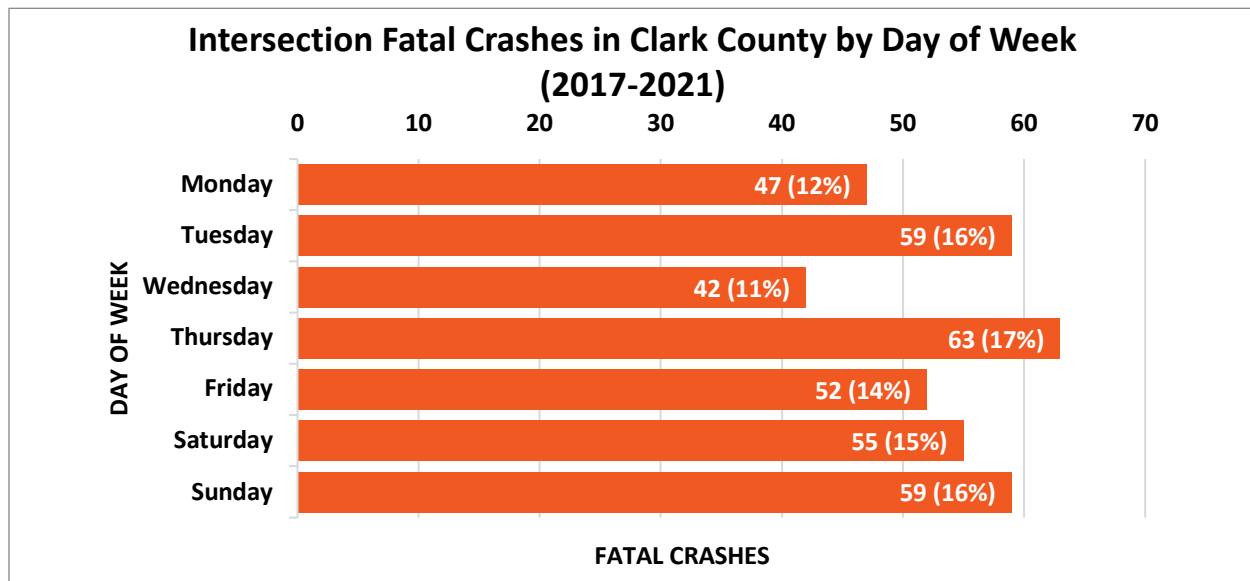
When?

The greatest number of intersection fatal crashes occurred between **6:00 PM and 8:59 PM (17%)**. Crashes were slightly higher on **Thursdays (17%)** and in **September (11%)**. Crashes had an even distribution for **daylight and nighttime-lighted conditions, each at 48%**. These statistics can be seen in **Figure 106** through **Figure 109**.



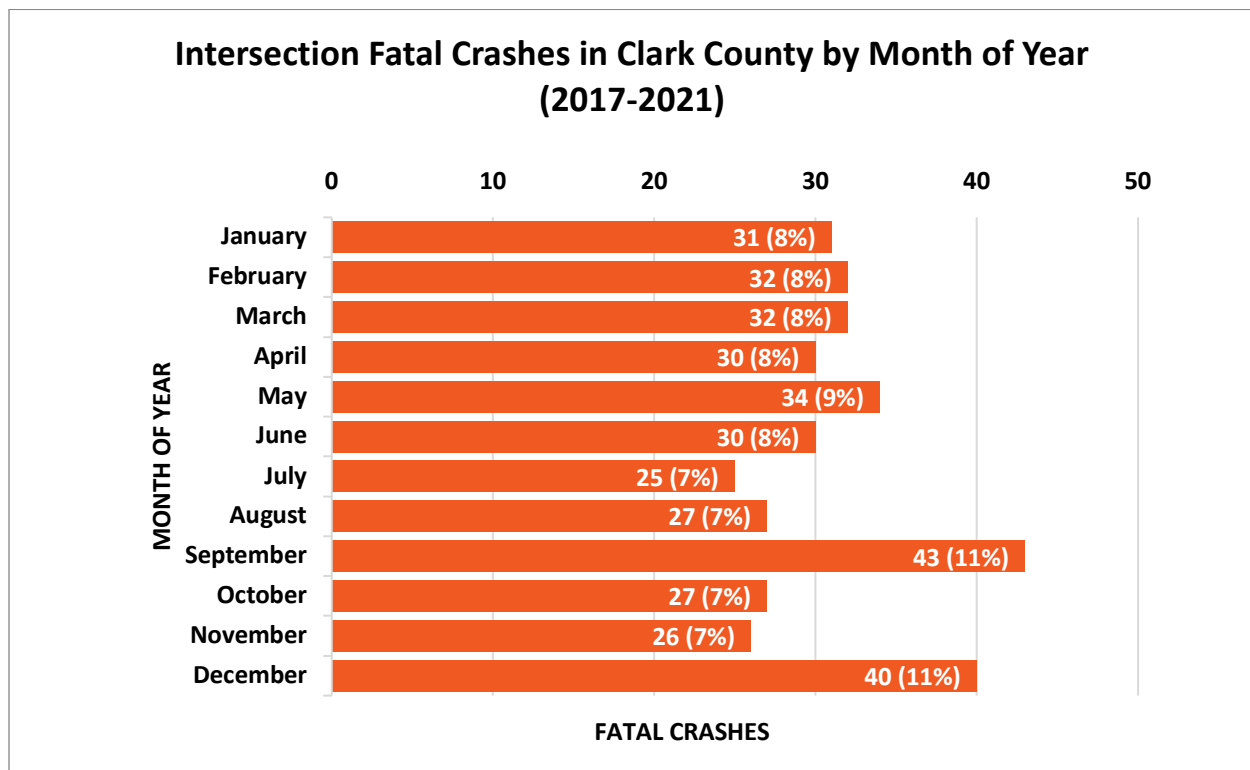
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 106 – Intersection Fatal Crashes in Clark County by Time of Day (2017-2021)



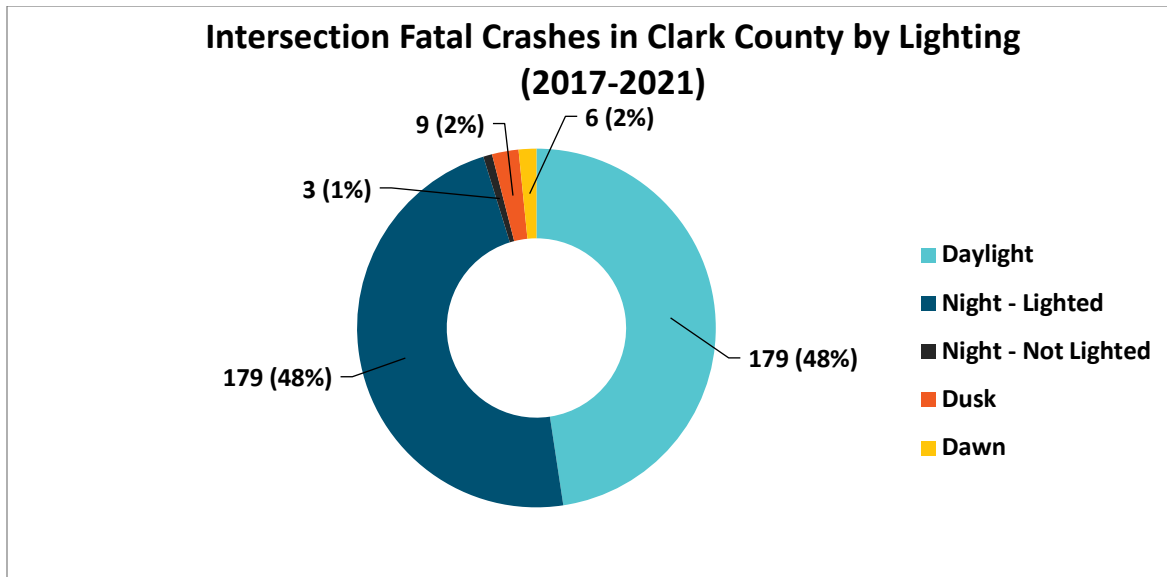
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 107 – Intersection Fatal Crashes in Clark County by Day of Week (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 108 – Intersection Fatal Crashes in Clark County by Month of Year (2017-2021)

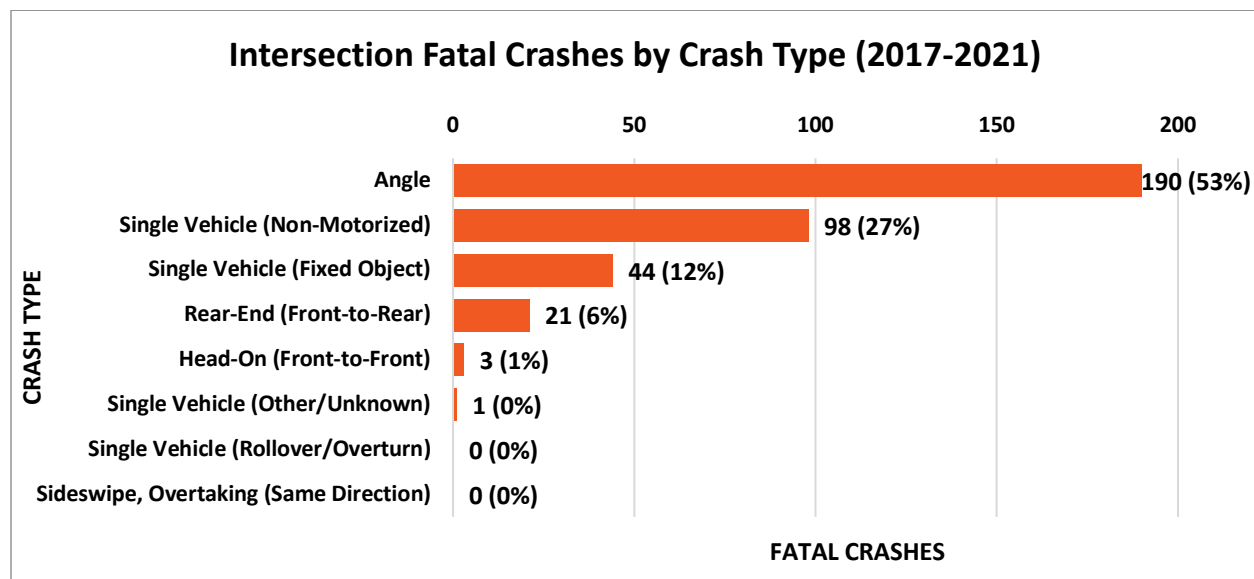


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 109 – Intersection Fatal Crashes in Clark County by Lighting Condition (2017-2021)

Why?

From 2017-2021, intersection fatal crashes **most frequently involved angle crashes (53%)**. The breakdown of all crash types for intersection fatal crashes can be seen in **Figure 110**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 110 – Intersection Fatal Crashes by Crash Type (2017-2021)

WORK ZONES

Clark County's work zone related fatalities account for **1%** of Clark County's total fatalities and **16 %** of Nevada's intersection fatalities over the four-year period from 2017 to 2020 since no information on statewide fatalities for 2021 is currently available. A work zone crash involves a crash which occurs within a work zone.

Data Query:

Fatality: Any individual who died in a crash within a work zone.

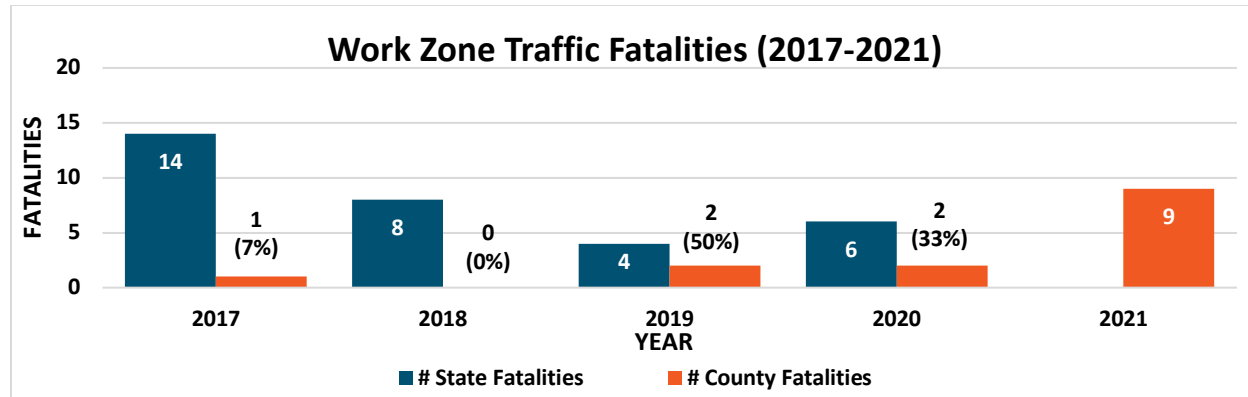
Fatal Crash: Any crash that involved a crash within a work zone.

NCATS Query

```
NCATSDW.CRASH_INFO_HWY_FACTORS '%ACTIVE WORK ZONE%' OR  
NCATSDW.CRASH_INFO_HWY_FACTORS LIKE '%WORK ZONE (CONST. MAINT. UTILITY)%'
```

What?

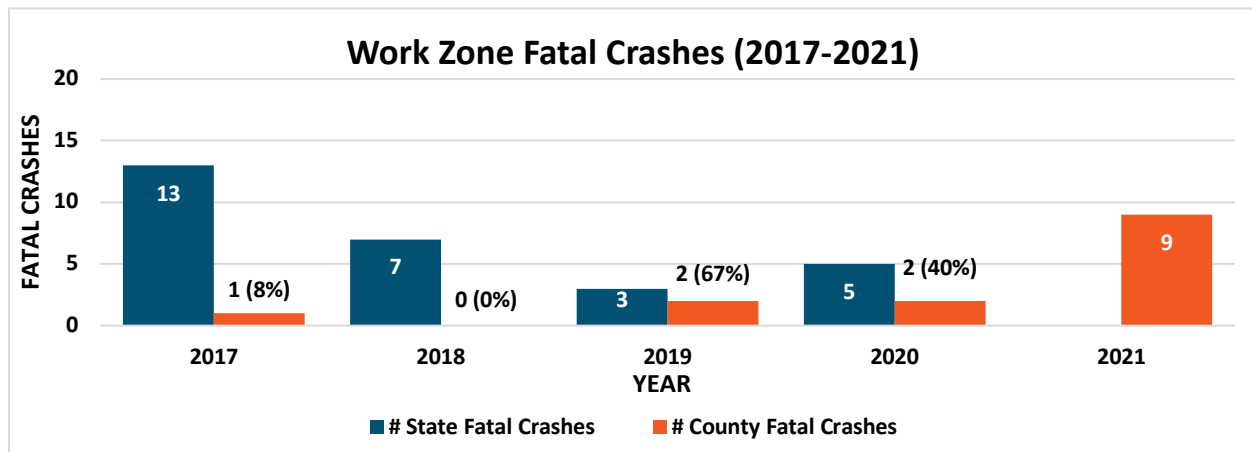
Between 2017 and 2021, a total of **14 work zone related crashes**, resulting in **14 fatalities**, occurred on Clark County roadways. The number of work zone fatalities and crashes can be seen in **Figure 111** and **Figure 112**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

*Note: Preliminary statewide data for 2021 was not available.

Figure 111 – Work Zone Traffic Fatalities (2017-2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.
 *Note: Preliminary statewide data for 2021 was not available

Figure 112 – Work Zone Fatal Crashes (2017-2021)

Where?

Maps showing the location of work zone fatal crashes on Clark County and Las Vegas Urbanized Area roadways are shown in **Figure 113** and **Figure 114**, respectively.

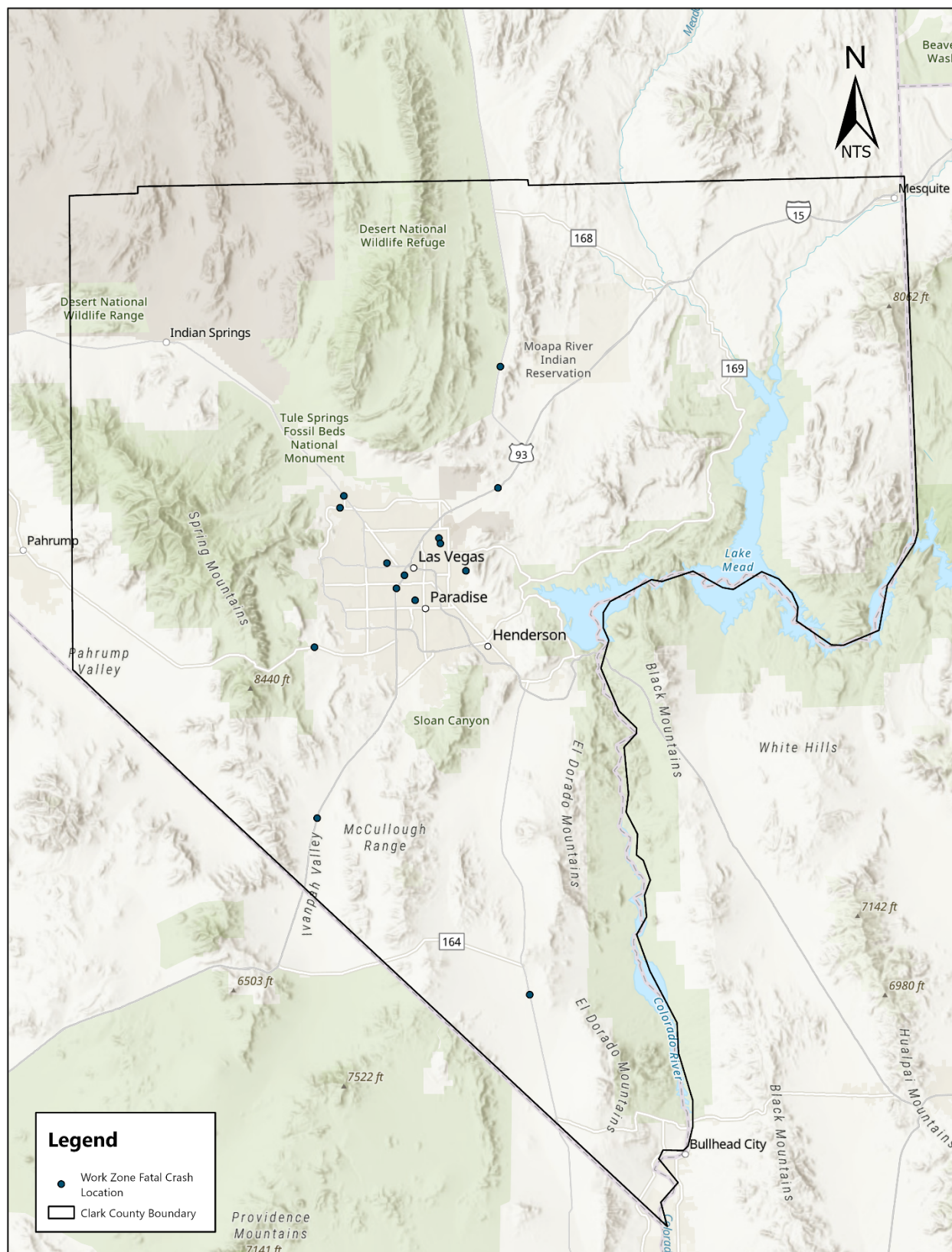


Figure 113 – Work Zone Fatal Crashes in Clark County (2017-2020)

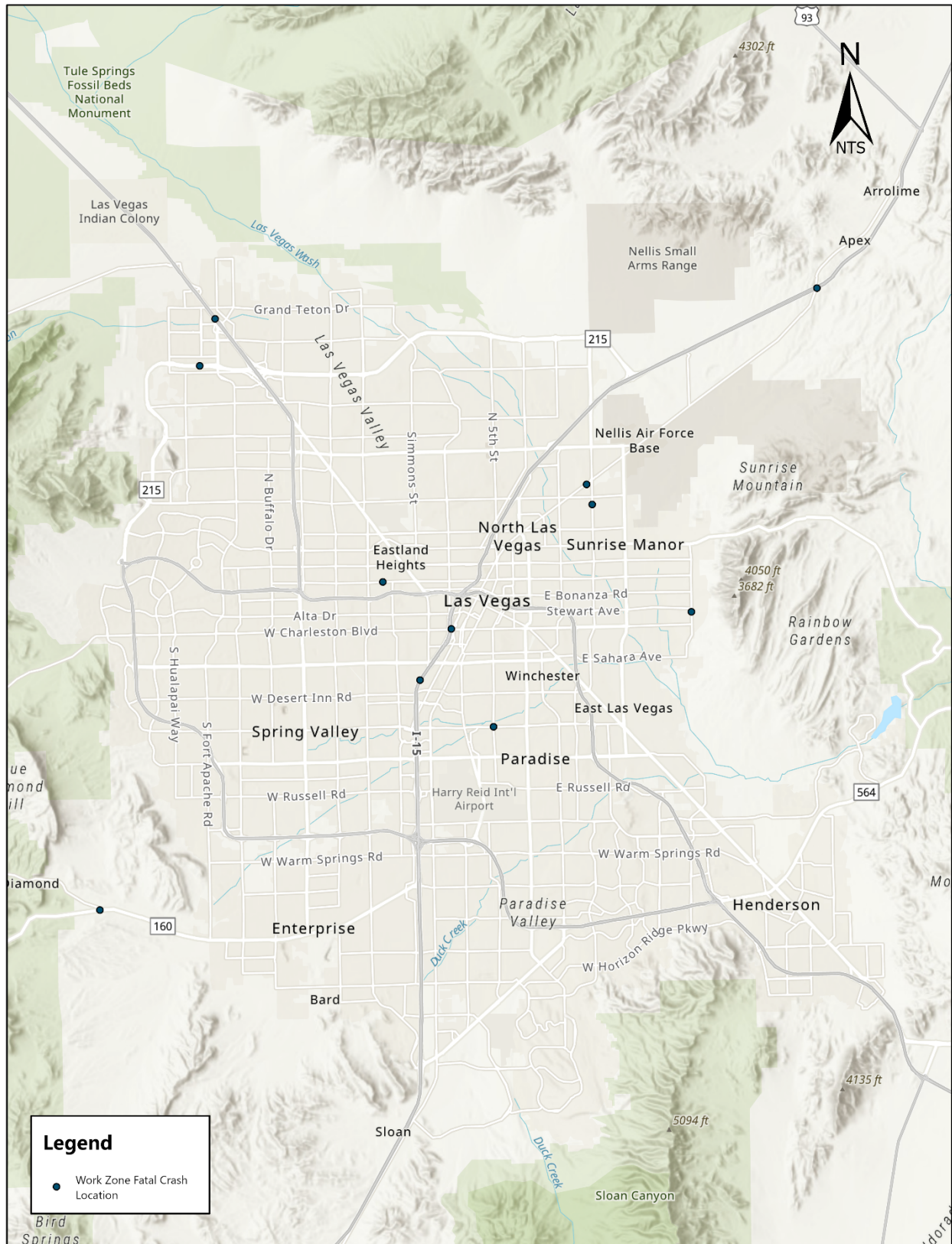
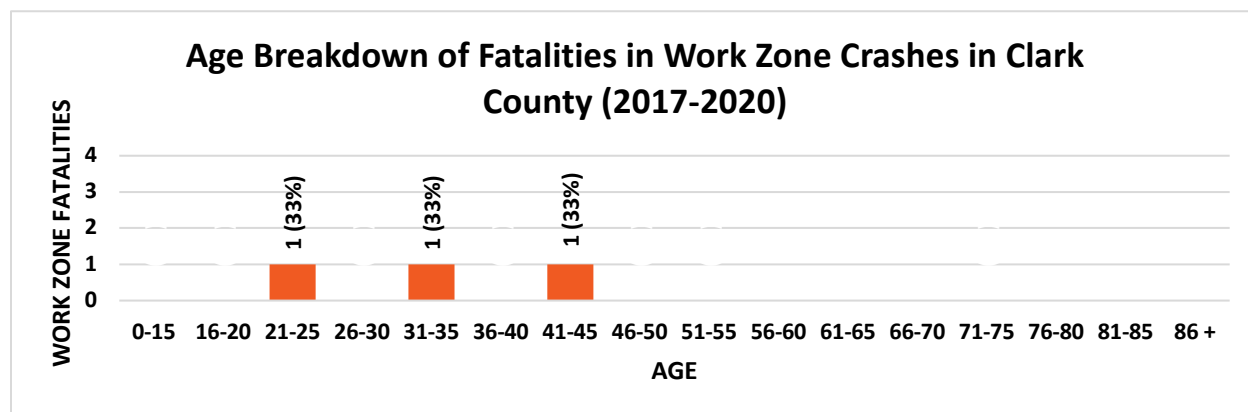


Figure 114 – Work Zone Fatal Crashes in Las Vegas Urbanized Area (2017-2020)

Who?

For the available data from 2017-2020, **drivers ages 21 to 25, 31 to 35, and 41 to 45 years old** comprised an equal number of fatal work zone crashes totaling three crashes as illustrated in **Figure 115**.

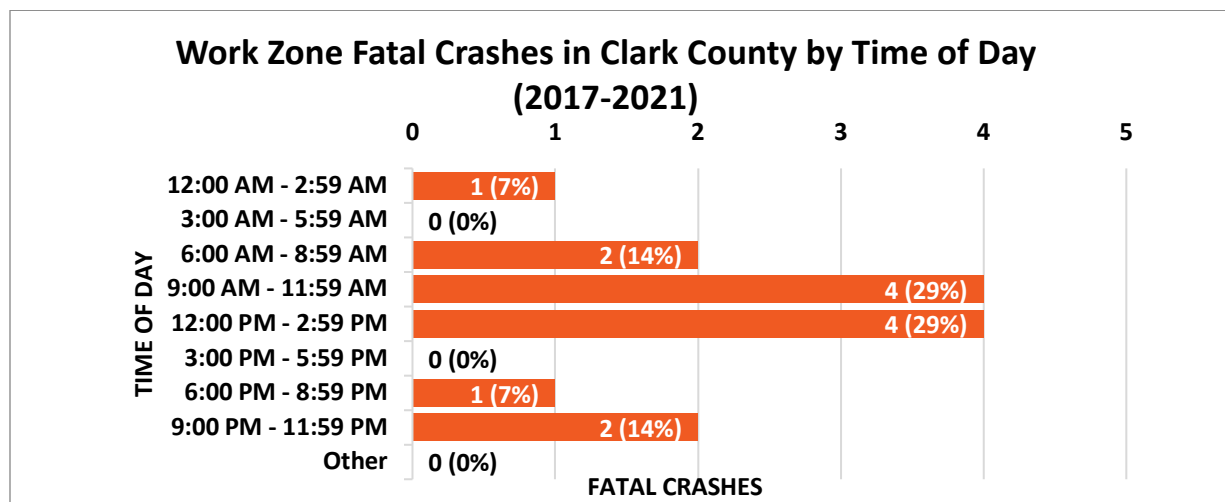


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available. No age data for victims was available for 2021.

Figure 115 – Age Breakdown of Fatalities in Work Zone Crashes in Clark County (2017-2020)

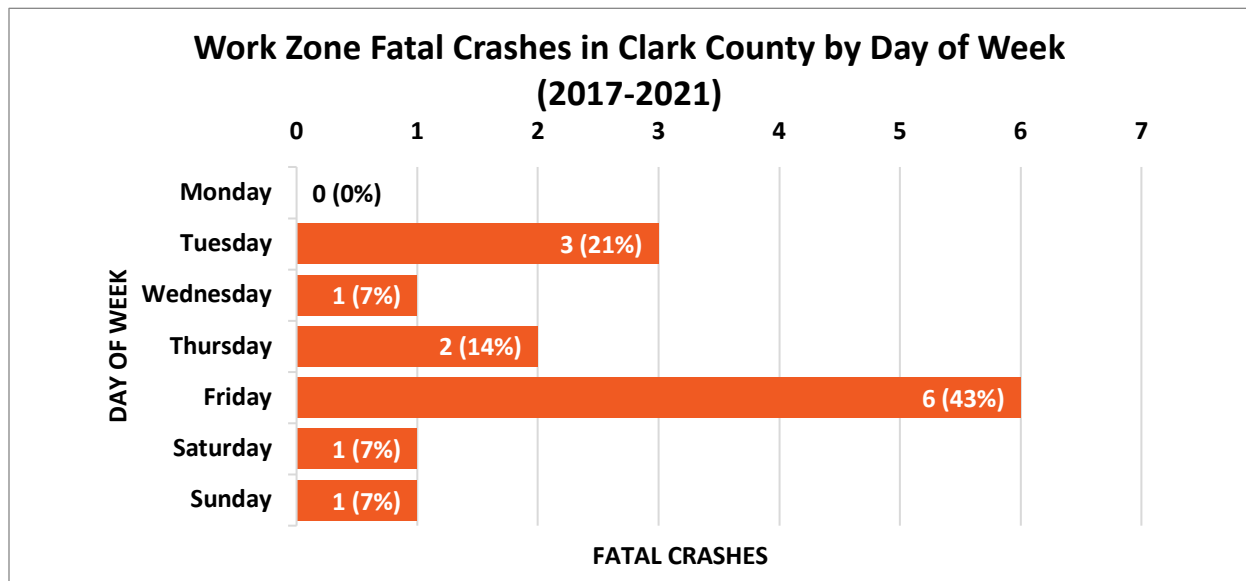
When?

The greatest number of work zone fatal crashes occurred between **9:00 AM and 3:00 PM**, with **eight crashes (58%)** of all work zone related crashes. Most crashes occurred on **Fridays with six crashes (43%)**. Work zone fatal crashes occurred **most frequently in August with five crashes (36%)**. Most crashes occurred during **daylight hours**, with **10 crashes (77%)**. These statistics can be seen in **Figure 116 to Figure 119**.



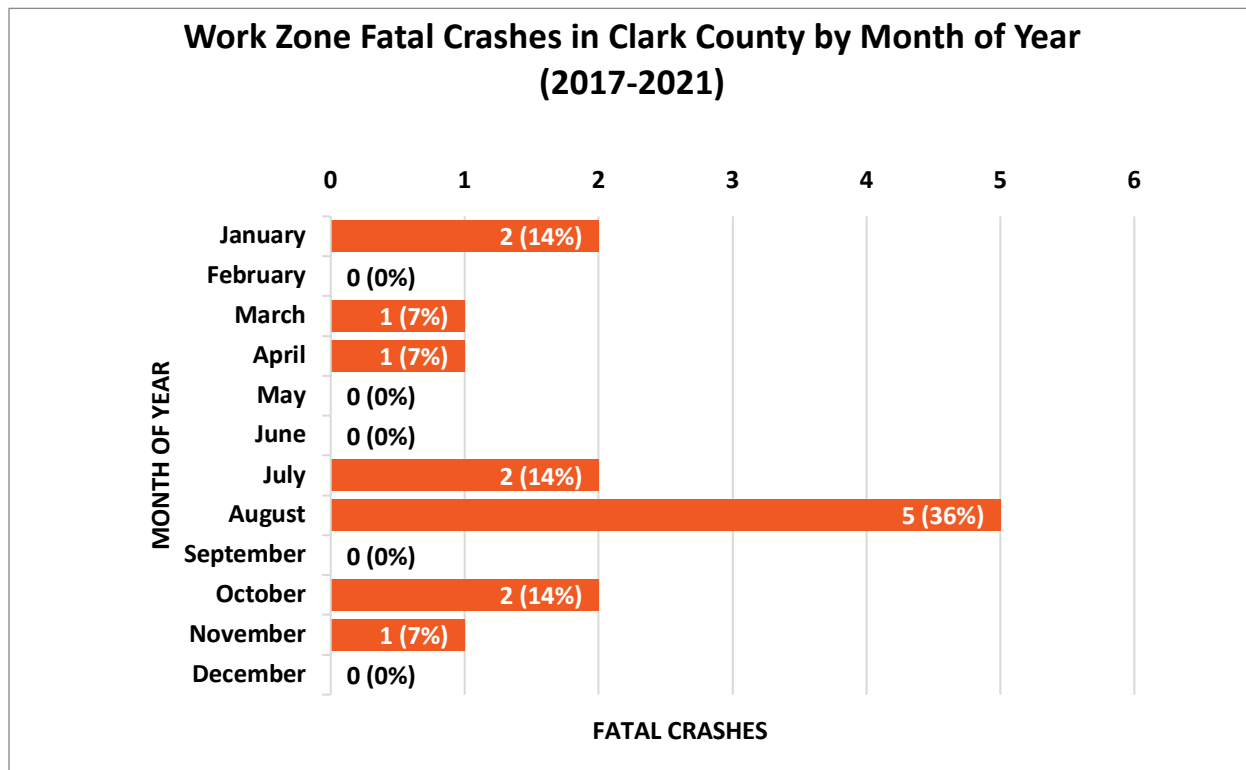
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 116 – Work Zone Fatal Crashes in Clark County by Time of Day (2017-2021)



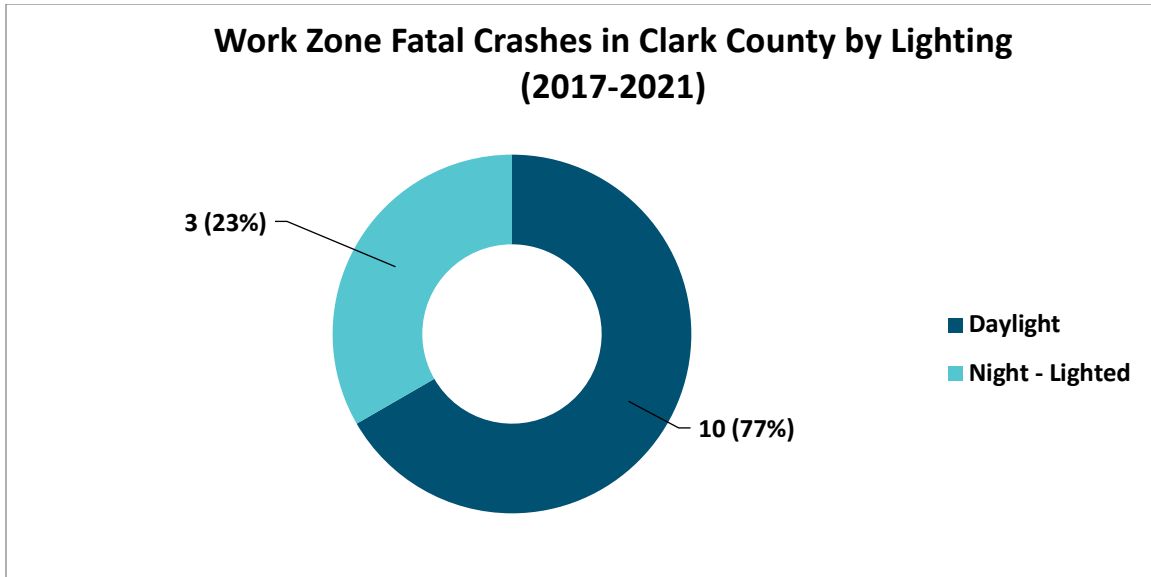
Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 117 – Work Zone Fatal Crashes in Clark County by Day of Week (2017 – 2021)



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 118 – Work Zone Fatal Crashes in Clark County by Month of Year (2017 – 2021)

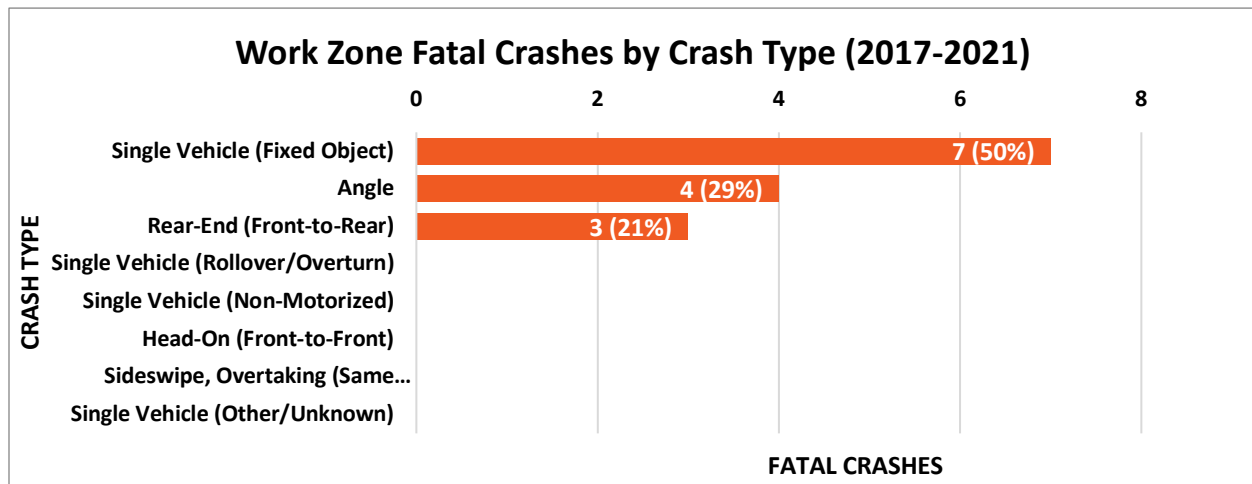


Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 119 – Work Zone Fatal Crashes in Clark County by Lighting Condition (2017 – 2021)

Why?

From 2017-2021, work zone fatal crashes most frequently involved **a single motor vehicle crashing into a fixed object at seven crashes (50%)**. The breakdown of all crash types for work zone fatal crashes can be seen in **Figure 120**.



Source: FARS data from January 01, 2017, to December 31, 2020. Preliminary FARS values for 2021 were used when available. NCATS values for 2021 within Clark County were used when FARS data was not available.

Figure 120 – Work Zone Fatal Crashes by Crash Type (2017 – 2021)