Traffic Records Coordinating Committee Meeting Summary

Date: Tuesday, September 23, 2025 | Time: 10:00 AM – 11:30 AM

Dial-In/Online: 984-204-1608 | Click here to join online | Code: 420 607 506#

Attendees

- See **Attachment A** for the sign-in sheet.

Discussion Topics:

1. Welcome and Introductions (10:00 am – 10:05 am)

- Meeting Purpose **Kevin**
- Roll Call **Anabel**

2. Notes from Last Quarterly Meeting (10:05 am – 10:10 am) **Kevin**

- *The notes from the June 17, 2025, quarterly meeting were reviewed (**Attachment B**). There were no questions or comments from attendees.*

3. Data Update (10:05 am – 10:10 am)

- Monthly Fatality Data **Anabel**
  - *The report with data through July 31, 2025, shows an 8.2% decrease in fatalities when compared to the same time last year. The fatalities include 58 pedestrians and 39 unrestrained motorists.*
  - *Impairment and speeding remain the top contributing factors. See **Attachment C** for the full crash report.*
- Crash Data Collection and Database Update **Shara**
  - *The 2019-2023 dataset is fully available. The 2024 fatal and serious injury dataset is currently being worked on. The team expects the dataset to be available by the end of the year.*

4. SHSP Update (10:10 am -10:15 am) **Shara**

- *The 2026-2030 SHSP will be published either by the end of 2025 or early 2026.*

5. Enforcement Mobile (Brazos) Working Group Update (10:15 am – 10:20 am) **Michael M.**

- MMUCC 6 Alignment Update
  - *MMUCC 6 alignment recommendations are being reviewed by the small group consisting of law enforcement agencies and Tyler Technologies. All changes from various discussions with Tyle Technologies, agencies, and law enforcement have been documented.*
  - *New citation updates are in progress. Enforcement Mobile now encompasses most agencies that handle crashes, and the group is working to make the citation format uniform across all agencies.*
  - *The functionality of the Enforcement Mobile platform has been significantly improved.*

6. Traffic Records Forum Update (10:20 am to 10:25 am) **Mike/Dr. Antolin**

- *Dr. Antolin attended presentations on crash forecasting, the North Dakota 24/7 sobriety program, and several others. Her team presented on the local efforts in the Nevada Road Users Linked Database study. A key takeaway from the forum is that good data matters.*
- *Mike Colety presented on improving on-scene crash reporting, with emphasis on accurate geolocation. In general, Nevada is ahead in terms of electronic reporting and geolocating crashes. The presentation highlighted the underreporting of speeding-related crashes in Nevada and inconsistencies in crash type identification.*
- *The 2026 Traffic Records Forum will be held in New Orleans.*

7. 2024 TRCC Funded Studies (10:25 am – 11:05 am)

- UNLV Nevada Road Users Linked Database (**Attachment D**) **Dr. Antolin**
  - *The study's 2025 press statement was released in September.*
  - *Dr. Kuhl was interviewed by multiple media agencies, which significantly increased the study's public outreach.*
  - *Two trend reports were published in September. A third report is currently in review by the OTS.*
  - *The team presented at ATSIP in July 2025 and attended the GHSA 2025. The team is planning to attend and potentially present at the 2025 Nevada Traffic Safety Summit (October), UNLV's Interdisciplinary Research Symposium (January 2026), and the Transportation Research Board Annual Conference.*
  - *For community events, the team held a Teen Driving Safety Class in July and participated in Teen Driving Day. They are also planning to participate in the upcoming World Day of Remembrance.*
  - *The study manuscript is currently under review.*
  - *The Traffic Safety Research Group website has been receiving regular updates. Published trend reports can be viewed on this website: https://trafficsafety.sites.unlv.edu/research/publications/*
  - *Four trend reports (one per quarter) will be prepared for FY26. The team is also working on a descriptive report on the Crash Dataset and developing a standardized process for linking crash and trauma data.*
  - *The team is working to set up quarterly meetings with NDOT/OTS for future project planning.*
- UNLV Statistical Transparency of Policing (STOP) Data Collection (**Attachment E**) **Darin M.**
  - *The descriptive analysis of 2024 and merged 2022-2023 data is in progress. The 2024 descriptive report is currently under review. Report findings will be shared by the end of 2025.*
  - *The development of the beta version of the interactive traffic stop data dashboard was delayed. Dashboard with 2024 data expected for end of September.*
  - *The project website has been receiving continuous updates and maintenance.*
  - *SB85 was introduced to end the 2025 sunset provision of SB 236. It was adopted in early June but was then vetoed by the governor. The veto of SB85 means that after December 31st, 2025, collection of racial/ethnic data will no longer be required. Several agencies still plan to collect and report this data.*
  - *Statistical analysis relates demographics and time of day/lighting data. The reports are available on the project website. The team will need to check to confirm that the data can be shared.*

- UNLV Study on Adjudication of Citations and Enforcement (**Attachment F**) **Dr. Nambisan**
  - *Study discovered significant data silos within the court systems.*
  - *Stakeholder engagement is ongoing. The team has found that participants prefer to speak informally and off the record.*
  - *Key metrics in this study include:*
    - *"Judicial Positions"*
    - *Derived Indicators/Metrics:*
      - *Traffic cases vs. non-traffic (criminal) cases*
      - *Filed vs. disposed*
      - *Normalized by population (100k)*
      - *Normalized by Judicial position – under consideration*
    - *Performance and outcomes*
      - *Backlogs*
      - *Efficiency – under consideration*
  - *Within Nevada, there are 17 counties, 11 district courts, 16 municipal courts, and 40 justice courts. Clark County has 11 justice courts and 5 municipal courts (far more than any other county).*
  - *Spikes seen in areas of low population are likely due to the normalization of the data. The data has not yet been filtered by crashes caused by or involving non-local drivers vs. local drivers.*
  - ***Key takeaway:** Often, courts with the least resources get the highest caseloads.*
  - *Classification changes have shifted caseloads. The judicial system is fragmented, and unfunded mandates create more strain on the courts. There are major cybersecurity risks in the current system.*
    - *The judiciary has identified issues with relying on the governor's technology office and is currently working to set up an independent system.*
    - *Several reforms that have been pushed are problematic to enact.*
  - *Upcoming items:*
    - *Engaging legislative committees.*
    - *Exploring funding for statewide integration and modernization*
    - *Developing reforms around public safety outcomes*

8. Action Item Review Matrix (11:05 am – 11:15 am) **Anabel**

- *Strategy 1: Working on language modifications to action steps; Action 1.1 status will be updated to be ongoing.*
- *Strategy 2: Corrections were made to update old language (ex., no more NCATS). Currently finetuning strategy language/descriptions.*
- *Strategy 3: Language is being adjusted; working to partner with NDOT and incorporate NDOT data.*
- *Strategy 4: Changes have been recommended, and action steps will be updated with new descriptions and outputs.*
- *Strategy 6: Coordinating with the UNLV School of Medicine to update action steps.*
- *See **Attachment H** for the Action Item Review matrix.*

9. Open Discussion (11:15 am – 11:25 am) — Kevin

- *Invite more stakeholders who can offer insight into the group's law enforcement, judicial, and traffic records efforts.*
- *The 2025 Traffic Records Strategy Plan was included as an attachment to the agenda and will be provided as an attachment to the meeting summary (see **Attachment I**).*

10. Upcoming Meetings (11:25 am – 11:30 am) — Anabel

- Nevada Traffic Safety Summit (Las Vegas, NV) – October 21, 2025 to October 23, 2025
- Fall Transportation Conference – November 4, 2025 to November 5, 2025
- Next TRCC Meeting – December 9, 2025
- Enforcement Mobile Working Group Meeting – December 11, 2025

Attachment:

A – Attendee List

B – Meeting Summary (June 2025)

C – Monthly Fatal Crash Report

D – UNLV Nevada Road Users Linked Database

E – UNLV Statistical Transparency of Policing (STOP) Data Collection

F – UNLV Study on Adjudication of Citations and Enforcement

H – Action Item Review Matrix

I – FY 2026 TRCC Strategic Plan

TRCC Q3 Meeting (9/23/2025)		
First Name	Last Name	Agency/Organization
Adam	Anderson	Nevada Office of Traffic Safety
Noehealani	Antolin	Kirk Kerkorian School of Medicine, UNLV
Selam	Ayele	Kirk Kerkorian School of Medicine, UNLV
Juan	Balbuena	FHWA
Mike	Colety	Kimley-Horn
Eric	Hawkins	City of Henderson Traffic Services
Anabel	Hernandez	Kimley-Horn
Robert	Honea	Nevada Office of Traffic Safety
Blessing	Imade	Kirk Kerkorian School of Medicine, UNLV
Darin	Mains	Kirk Kerkorian School of Medicine, UNLV
John	McCormick	NVSC AOC
Justin	McDonald	Nevada Office of Traffic Safety
Kara	Mueller	NHTSA Region 8
Shashi	Nambisan	UNLV TRC
Anita	Pepper	Nevada Office of Traffic Safety
Bill	Porter	Kirk Kerkorian School of Medicine, UNLV
Ana	Reyes	Kirk Kerkorian School of Medicine, UNLV
Christopher	Stream	UNLV
Shara	Thiesen	NDOT
Charity	Thompson	Kimley-Horn
Kevin	Tice	Nevada Office of Traffic Safety
Lacey	Tisler	NDOT
Timber	Wood	NDOT
Hao	Xu	UNR, Civil Engineering

Traffic Records Coordinating Committee Meeting Summary

Date: Tuesday, June 17, 2025 | Time: 10:00 AM – 11:30 AM

Attendees:

- See **Attachment A** for the sign-in sheet.

Discussion Topics:

1. Welcome and Introductions (10:00 am – 10:05 am)

- Meeting Purpose **Shara**
- Roll Call **Anabel**

2. Notes from Last Quarterly Meeting (10:05 am – 10:10 am) **Shara**

- *The notes from the March 18, 2025, quarterly meeting were reviewed (**Attachment B**). There were no questions or comments from attendees.*

3. Data Update (10:05 am – 10:10 am)

- Monthly Fatality Data **Anabel**
  - *There has been a 9.5% decrease in fatalities from last year.*
  - *Fatalities included 46 pedestrians and 25 unrestrained passengers.*
  - *The top fatal crash factors remain impairment and speeding.*
  - *The FARS dashboard is currently being updated with 2023 data.*
  - *See **Attachment C** for the full crash report.*
- SHSP Update and Crash Data Collection and Database Update **Shara**
  - *The SHSP update for 2026 – 2030 is in progress. Workshops in northern and southern Nevada have been held. Geolocation of 2019 – 2023 data is anticipated to be completed in the next month or two.*

4. Enforcement Mobile (Brazos) Working Group Update (10:10 am – 10:15 am) **Michael M.**

- *Two-thirds of agencies have reached 90% geolocation accuracy in their reports.*
- *Form 5 updates have been rolled out to the agencies.*
- *A new reporting platform is being developed that will include a public-facing dashboard.*
- *The team hopes to finish the unifying citation build (i.e., a single citation format for every agency) and crash updates by the end of the year.*
- *The site visit in northern Nevada is complete. The southern Nevada site visit will be in September.*
- *Tyler Tech will be present at the upcoming safety summit.*
- MMUCC 6 Alignment Update
  - *Multiple meetings have been held with enforcement agencies for recommended updates to incorporate MMUCC 6 elements. The team is working to align findings from the meetings with the Enforcement Mobile data schema.*
  - *More details will be available by Q3 or Q4.*
  - *A completed, new crash report is anticipated by the end of the year.*

5. **Experiences and Lessons Learned in Traffic Safety Data Use - Dr. Jeremy Pate and Rhonda Stricklin (10:15 am – 10:45 am)**
   - *What is the (Crash) Data Ecosystem?*
     - *The components of a crash data are infrastructure, roles & responsibilities, and a safety data engine.*
       - *Infrastructure includes data such as MMUCC, VINs, driver's licenses, etc.*
       - *Roles & Responsibilities refer to agency responsibilities and training.*
       - *A Safety Data Engine is a system or network of systems that collects, analyzes, and processes the data.*
   - *There are two general approaches to building a safety data engine.*
     - *System first: build a system to collect data, then build a system for analysis, then build processes to use data and analysis.*
     - *Problem First: look at enforcement statistics, build a system to run analysis, then build a system to improve data collection.*
   - *The purpose of a Safety Data Engine is to improve safety by aiding the generation of ideas for improvements, better systems, better data, and more actionable information.*
     - *What can good data do? Alabama achieved a 30% reduction in CMV fatal crashes through analysis and enforcement.*
     - *The data collection process includes populating, validating, submitting, and approving the data.*
     - *Data processing involves the extraction, post-processing, and analysis of the data.*
     - *The presentation of data allows for context awareness, data trends, and collection method changes.*
   - *A recommended method to increase geolocation accuracy is to allow officers to manually adjust the geolocating data after the fact.*
   - *The overall design philosophy of a safety data engine is to be right-sized, assist without arguing, and add information, not data.*
   - *The CARE dashboard has a publicly available version with less information. There are three versions in total: public (no specific locations), traffic safety personnel (locations but no citations), and enforcement (locations and citations).*
6. **2024 TRCC Funded Studies (10:45 am – 11:15 am)**
   - UNLV Nevada Road Users Linked Database **Dr. Antolin**
     - *Tyler Tech deposits data onto the server in a specific folder. The pre-processor does field-level validation. The data linker app links crash records with other medical records.*
     - *Crash and trauma data are linked through event- and person-level details and timing. The data is meant for aggregation, not matching, which makes linking difficult. Different databases collect different data points. The target match threshold is 0.7, 1 being a completely perfect match, though not a realistic result.*
       - *Matching strategies don't work when crash victims don't seek medical attention the same day/time or at a nearby location (need a specific type of medical care)*
       - *Open entry data is more difficult to match/link.*
     - *Recommendations to improve data matching include standardizing data elements across systems, improving completeness and accuracy, enhancing linkage capabilities, improving data availability, and creating a centralized, secure access point*
     - *There are four TREND reports under development, which are expected to be published within the next month.*

- *The FY25 press release will be coming in the next week or so, and the QT4 updates with OTS are in progress.*

- UNLV Statistical Transparency of Policing (STOP) Data Collection **Dr. Antolin**
  - *The 2024 stop data report is in progress. The descriptive analysis of 2024 data is ongoing, and the expected completion is the end of July.*
  - *The beta version of the data dashboard is being updated with 2024 data, with expected completion by the end of September.*
  - *SB85 was adopted June 2nd and delivered to the governor on June 5th. The governor vetoed the bill.*
  - *Advanced statistical analysis with CSG is upcoming.*
- UNLV Study on Adjudication of Citations and Enforcement **Dr. Nambisan**
  - *There is a struggle with getting data from individual courts.*
  - *Courts and officer caseloads are compared using "relative" caseloads (takes into account area population, miles of road, number of officers in a jurisdiction, etc.)*
  - *It has been difficult to garner support from elected officials during the election and legislative sessions.*
  - *It has been challenging to get uniform engagements across agencies and areas. Several articles, white papers, and "tech briefs" are in progress.*

7. Action Item Review Matrix (11:15 am – 11:20 am) **Anabel**

- *Strategy 1 – Item 1.2: Damien Castillo is the new data quality analyst with Tyler Tech.*

8. Open Discussion (11:20 am – 11:30 am) **Shara**

9. Upcoming Meetings (11:30 am) **Anabel**

- ATSIP Traffic Records Forum (Boston, MA) – July 6 to July 9, 2025
- Enforcement Mobile Working Group Meeting – September 4, 2025
- Next TRCC Meeting – September 9, 2025
- Nevada Traffic Safety Summit (Las Vegas, NV) – October 21, 2025 to October 23, 2025
- *NV Fall Transportation Conference, 1st week of November*

Attachment:

A – Attendee List

B – Meeting Summary (March 18, 2025)

C – Monthly Fatal Crash Report

D – Action Item Review Matrix

NEVADA STATEWIDE MONTHLY FATAL REPORT

Nevada Department of Public Safety Office of Traffic Safety

Zero Fatalities — Lives are on the Line

Date of Report: 8/1/2025
Current Reporting Period: January 1, 2025 - July 31, 2025

This report is compiled by the Office of Traffic Safety and includes detailed statistics on traffic fatalities in Nevada. The report breaks crash data down by behavior, county, and year-over-year changes, and includes monthly data, year-to-date data, and previous year data. The report aims to provide accurate data to help improve road safety and inform policy decisions while ensuring compliance with federal reporting requirements set by the National Highway Traffic Safety Administration (NHTSA).

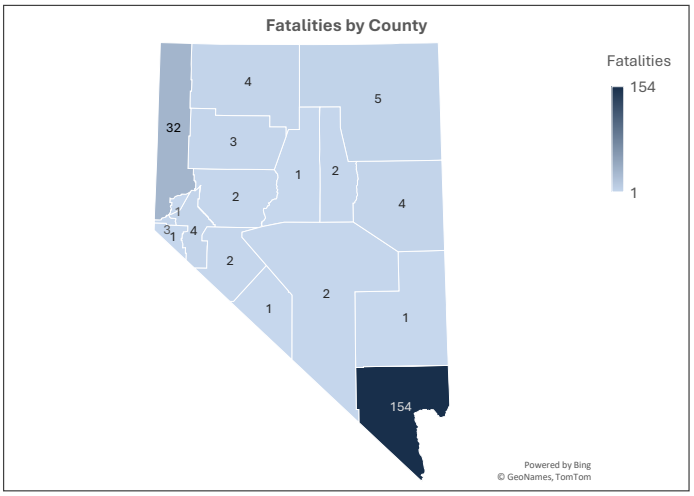
For more detailed information on traffic fatalities and the behaviors causing them, please refer to the Nevada Fatal Crash Dashboard.

Data as of: July 31, 2025

Crash Comparison by Month - Current Reporting Period

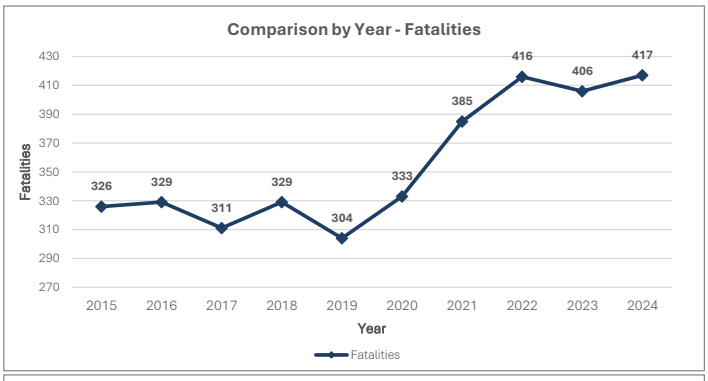
2025 Fatal Crashes During Current Reporting Period		2025 Fatalities During Current Reporting Period	
210	-1.87% % Change from 2024	222	-8.26% % Change from 2024

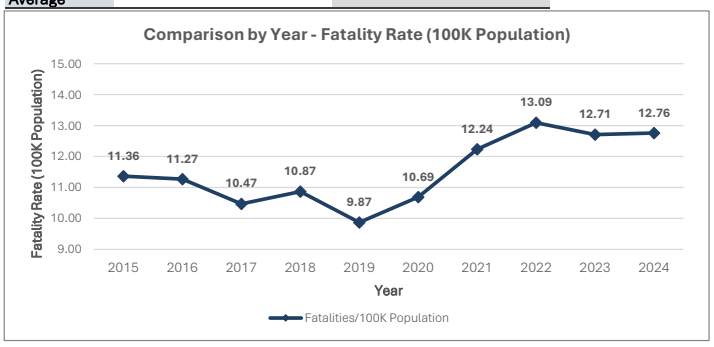
Month	2024 Fatal Crashes	2025 Fatal Crashes	% Change	2024 Fatalities	2025 Fatalities	% Change
January	39	38	-2.56%	42	39	-7.14%
February	17	31	82.35%	19	32	68.42%
March	34	26	-23.53%	40	29	-27.50%
April	29	39	34.48%	36	39	8.33%
May	37	23	-37.84%	42	25	-40.48%
June	33	29	-12.12%	35	33	-5.71%
July	25	24	-4.00%	28	25	-10.71%
August	0	0	0.00%	0	0	0.00%
September	0	0	0.00%	0	0	0.00%
October	0	0	0.00%	0	0	0.00%
November	0	0	0.00%	0	0	0.00%
December	0	0	0.00%	0	0	0.00%
Reporting Period Total	**214**	**210**	**-1.87%**	**242**	**222**	**-8.26%**
Year End Total	**378**			**417**		

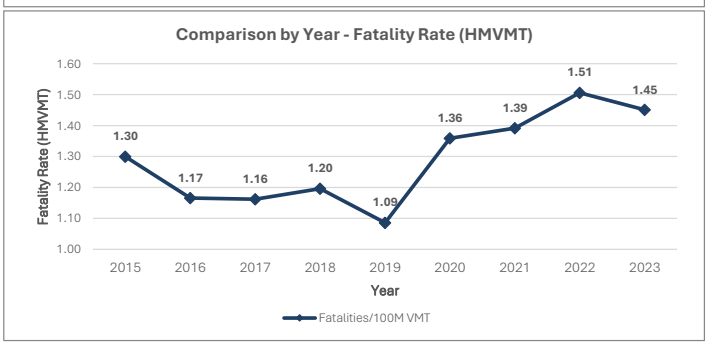


10-Year Historical Crash Comparison

Year	Fatalities	Serious Injuries	Fatality Rate (Population)	Fatality Rate (HMVMT)*
2015	326	1,333	11.36	1.30
2016	329	1,267	11.27	1.17
2017	311	1,086	10.47	1.16
2018	329	893	10.87	1.20
2019	304	982	9.87	1.09
2020	333	964	10.69	1.36
2021	385	1,097	12.24	1.39
2022	416	1,130	13.09	1.51
2023	406	1,176	12.71	1.45
2024	417	N/A	12.76	0.00
10-Year Total	**3,556**	**9,928**		
10-Year Average	**355.6**	**1,103.1**		







HMVMT refers to "100 million vehicle miles traveled" and is the total number of miles traveled by all vehicles statewide, aggregated to units of 100 million miles.

Continue to Page 2 for an additional breakdown of crashes by driver behavior, vehicle type, and road user.

NEVADA STATEWIDE MONTHLY FATAL REPORT

Nevada Department of Public Safety Office of Traffic Safety

Zero Fatalities — Lives are on the Line

Crash Comparison by County - Current Reporting Period

County	2024 Fatal Crashes	2025 Fatal Crashes	% Change	2024 Fatalities	2025 Fatalities	% Change	2024 Vehicle Occupants	2025 Vehicle Occupants	% Change	2024 Unrestrained	2025 Unrestrained	% Change
Clark	153	148	-3.27%	171	154	-9.94%	72	58	-19.44%	26	24	-7.69%
Washoe	23	29	26.09%	25	32	28.00%	12	16	33.33%	5	6	20.00%
Lyon	6	3	-50.00%	6	4	-33.33%	5	3	-40.00%	2	0	-100.00%
Carson City	2	3	50.00%	3	3	0.00%	2	3	50.00%	0	2	200.00%
Nye	6	2	-66.67%	6	2	-66.67%	5	1	-80.00%	2	0	-100.00%
Elko	9	5	-44.44%	11	5	-54.55%	11	3	-72.73%	4	1	-75.00%
Douglas	1	1	0.00%	1	1	0.00%	1	1	0.00%	0	0	0.00%
Churchill	0	2	200.00%	0	2	200.00%	0	1	100.00%	0	0	0.00%
Humboldt	3	3	0.00%	3	4	33.33%	2	1	-50.00%	0	1	100.00%
White Pine	1	3	200.00%	4	4	0.00%	4	3	-25.00%	0	2	200.00%
Pershing	3	3	0.00%	3	3	0.00%	3	3	0.00%	1	1	0.00%
Lander	2	1	-50.00%	2	1	-50.00%	1	1	0.00%	0	0	0.00%
Mineral	1	2	100.00%	1	2	100.00%	1	2	100.00%	0	1	100.00%
Lincoln	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	0	0.00%
Storey	1	1	0.00%	1	1	0.00%	0	1	100.00%	1	0	-100.00%
Eureka	0	2	200.00%	0	2	200.00%	0	2	200.00%	0	1	100.00%
Esmeralda	3	1	-66.67%	5	1	-80.00%	1	1	0.00%	0	0	0.00%
Reporting Period Total	**214**	**210**	**-1.87%**	**242**	**222**	**-8.26%**	**120**	**101**	**-15.83%**	**41**	**39**	**-4.88%**
Year End Total	**382**			**421**			**203**			**66**		

Vulnerable Road User and Motorcyclist Fatalities - Current Reporting Period

County	2024 Pedestrian	2025 Pedestrian	% Change	2024 Bicycle	2025 Bicycle	% Change	2024 Motorcycle	2025 Motorcycle	% Change	2024 Other Scooter, Moped, ATV	2025 Other Scooter, Moped, ATV	% Change
Clark	59	49	-16.95%	5	8	60.00%	33	39	18.18%	2	0	-100.00%
Washoe	5	6	20.00%	2	1	-50.00%	6	8	33.33%	0	1	100.00%
Lyon	1	0	-100.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%
Carson City	1	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Nye	0	1	100.00%	0	0	0.00%	1	0	-100.00%	0	0	0.00%
Elko	0	0	0.00%	0	0	0.00%	0	1	100.00%	0	1	100.00%
Douglas	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Churchill	0	0	0.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%
Humboldt	1	2	100.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%
White Pine	0	0	0.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%
Pershing	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Lander	0	0	0.00%	0	0	0.00%	1	0	-100.00%	0	0	0.00%
Mineral	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Lincoln	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Storey	0	0	0.00%	0	0	0.00%	0	0	0.00%	1	0	-100.00%
Eureka	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Esmeralda	0	0	0.00%	0	0	0.00%	4	0	-100.00%	0	0	0.00%
Reporting Period Total	**67**	**58**	**-13.43%**	**7**	**9**	**28.57%**	**45**	**52**	**15.56%**	**3**	**2**	**-33.33%**
Year End Total	**113**			**15**			**83**			**7**		

KEY

Fatalities: Total number of reported deaths (vehicle occupants, pedestrian, motorcyclist, bicyclist, and other).

Vehicle Occupants: Driver and occupant fatalities in a motor vehicle.

Unrestrained: Driver and occupant fatalities in a motor vehicle unrestrained.

Pedestrian: Any person on foot, on a personal conveyance, or in a building.

Bicyclist: A person on an other road vehicle that can be propelled by pedaling (bicycle, tricycle, unicycle, pedal car, electric bike).

Motorcyclist: A person riding any motor vehicle that has a seat or saddle for the use of its operator and is designed to travel on not more than three wheels in contact with the ground.

Other: A person on a scooter, moped, ATV, or other motorized vehicle not captured above on a roadway.

100 Million Vehicle Miles Traveled (HMVMT): The total distance driven by all vehicles statewide, aggregated to units of 100 million miles.

DISCLAIMER

This report is a point in time comparison.

This data does not include data fields marked by the officer as unknown.

2024 data is preliminary and does not necessarily include final reports (Form 5, coroner, and/or toxicology).

2024 data is not final until FARS release in 2026. 2025 data is not final until FARS release in 2027.

2024 VMT data is not available until 2025.

Note: The monthly report will be distributed by the 7th of each month.

SOURCES

State Fatal Crash Data, Office of Traffic Safety

Population Data, United States Census Bureau

VMT Data, NDOT

FATALITIES BY COUNTY:

TOTAL LIVES LOST YTD:

222 ↓ 8.2%

DOWN 8.2% FROM LAST YEAR

FATALITIES

PEDESTRIANS
58

UNRESTRAINED MOTORISTS
39

TOP CONTRIBUTING FACTORS:
IMPAIRMENT & SPEEDING

DATA AS OF 7/31//2025

NEVADA ROAD USERS DATABASE
July-September Q4 Updates

Project Director: Nohealani Antolin, Ph.D., MPH
Principal Investigator: Deborah A. Kuhls, M.D., F.A.C.S., FCCM, FRCST (Hon)
Traffic Records Coordinating Committee Meeting Q4 Updates
Date: September 23rd, 2025

KIRK KERKORIAN SCHOOL OF MEDICINE | UNLV

Grant Funding

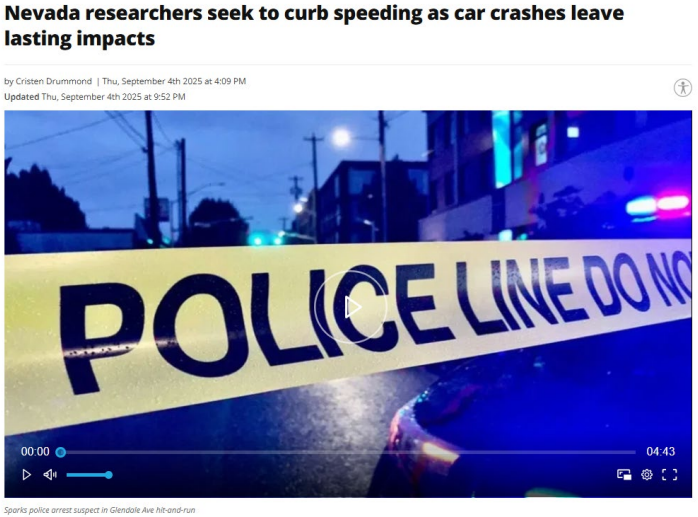
This research is funded by the Nevada Office of Traffic Safety
TS-UNLV-2025-09

Press Release & Media Coverage

Fiscal Year 2025 press release - September 1, 2025

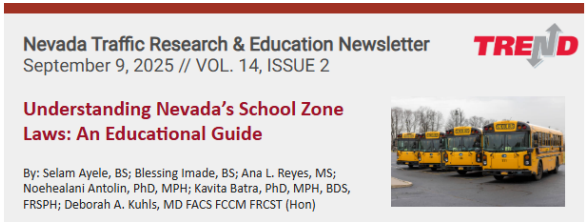
Primary Investigator, Dr. Kuhls, was featured in interviews with:

- News 3
- Fox 5
- 8 News Now
- Channel 13
- UNLV Scarlet & Gray News
- This is Reno
- KNPR



Trend Reports

1. **TREND 14.2 [Educational TREND]: Navigating School Zones in Nevada** – ***Published*** in September: Understanding Nevada's school zone saws: An educational guide.
2. **TREND 14.3: Speeding in School Zones** – ***Published*** in September: A descriptive analysis (2018–2021) of violations in school zones, focusing on categories of speed limit citations and implications for child safety.
3. **TREND 14.4 [Educational TREND]: Pedestrian Signaling in Nevada** – ***OTS review***: This TREND addresses pedestrian right-of-way laws and public understanding of crossing signals.



Conferences & Research Presentations

- **Conferences:**
  - Presented at ATSIP 2025
    - Analyzing Motor-Vehicle Related Trauma Injuries in NV
    - Exploring Driving Behavior and Vehicle Age in NV
  - Attended Governors Highway Safety Association (GHSA) 2025
- **Upcoming:**
  - 2025 Nevada Traffic Safety Summit in October
    - Accepted abstract -*TREND Series 14*
  - UNLVs Interdisciplinary Research Symposium in January 2026
    - Abstract submitted
  - Transportation Research Board Annual Conference 2026

Community Events

- **Attended**
  - Teen Driving Safety Class in July: *How Data informs Traffic Safety*
  - Teen Driving day in July
- **Upcoming:**
  - World Day of Remembrance

Manuscript in Progress

- Investigating the current state of impaired driving interventions among teens: a scoping review protocol
- Comparing injury patterns, health outcomes, and healthcare utilization by varied levels of restraint use among motor vehicle occupants aged 6-12 years in Nevada: A state-wide audit

Social Media

July 2025 - September 2025

@unlvtrafficsafety

@unlvtrafficsafety

@UNLVTSafety

Subscribed

709

The number of contacts who subscribed to receive your emails.

New subscribers (30 days)

6 ↑

The number of your subscribers that were added in the last 30 days.

Subscriber growth (30 days)

1% ↑

Percentage of subscriber growth over the last 30 days.

Instagram

Followers: **380**

Number of Posts & Reposts: **55**

Reach: **234**

Impressions: **595**

Facebook

Followers: **293**

Number of Posts & Reposts: **55**

Reach: **87**

Impressions: **364**

X (Twitter)

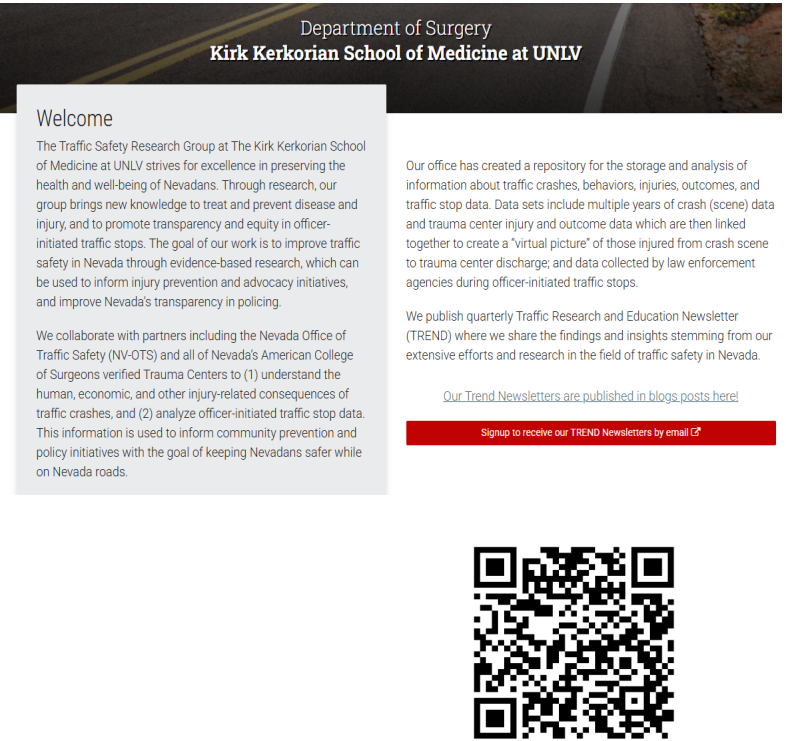
Followers: **200**

Number of Posts & Reposts: **112**

Impressions: **622**

Across all 3 platforms, we made 222 posts and reposts, have 873 followers, and made 1,581 impressions.

Traffic Safety Research Group Website



Top Pages Visited:
Trend Reports

1. Crash vs. Accident
2. Slowing Down for Safety
3. Nevada Non-Adjudicated Driving Behavior Citations

Analytics:
The website had 167 visitors (↑11% from last month) and 288 views (↑45%), showing higher reach and engagement.

KIRK KERKORIAN SCHOOL OF MEDICINE | UNLV

Next Steps

Prepare for FY26

- Descriptive Report on Crash Dataset
- Develop a standardized process for linking crash and trauma data

Plan NDOT/OTS Q1 FY26 Meeting

- Initiate and plan Quarterly meetings with NDOT / OTS

Database Infrastructure

- Preprocessing
- Data Sharing
- Prepare crash data for linking to Trauma data

Continue Database work

- Maintain Social Media
- Attended Traffic Safety Related Community Events
- Maintain Website

THANK YOU

NOEHEALANI.BARENG-ANTOLIN@UNLV.EDU

Scan the QR code to **SIGN UP** for our quarterly TREND Newsletter: http://bit.ly/47TrRcm

KIRK KERKORIAN SCHOOL OF MEDICINE | UNLV

STATISTICAL TRANSPARENCY OF POLICING (STOP) NEVADA DATA COLLECTION PROJECT

TRCC Quarterly Meeting

July - September Updates

PI: Deborah A. Kuhls, MD FACS FCCM FRCST (Hon)
Co-PI: Courtney Coughenour, PhD
Co-PI: Max Gakh, JD, MPH
Project Manager: Darin Mains, BS
Research Team: Noehealani Antolin, PhD

Biomedical Statistician and Co-I: Kavita Batra, BDS, MPH, PhD, FRSPH
Co-I: William Sousa, PhD
Database Architect & Software Developer: William Porter, BS
Graduate Student Researchers: Jonathan Avalos, BS; Taya Jensen, BS

GRANT FUNDING

This research is funded by the Nevada Office of Traffic Safety

- GR20925

Nevada Department of
Public Safety
Office of Traffic Safety

PROJECT GOALS

Develop and implement a statistical transparency of policing (STOP) program in the State of Nevada that aligns with Nevada's SB236 (passed in 2021) regarding traffic-related stops.

STOP PROJECT ACTIVITIES FOR FY25 AND UPDATES

STOP PROJECT ACTIVITIES FOR FY25

- **Objective 1**: Generate a descriptive report examining traffic stop data collected in NV in calendar years 2022, 2023 and 2024
- **Objective 2:** Share report findings with stakeholders, decisionmakers, and others
- **Objective 3:** Conduct statistical analysis of traffic stop data collected in NV in calendar year 2024
- **Objective 4:** Create a beta version of an interactive traffic stop data dashboard
- **Objective 5:** Update and maintain the project website

STOP PROJECT ACTIVITIES AND UPDATES

Objective 1: Generate a descriptive report examining traffic stop data collected in NV in calendar years 2022, 2023 and 2024

- Descriptive reports for 2022 and 2023 were prepared previously
- Descriptive analysis of 2024 and merged 2022-2024 data in progress
- Generated data visualization elements including tables, charts, and graphs
- 2024 descriptive report currently in review

STOP PROJECT ACTIVITIES AND UPDATES (Cont.)

Objective 2: Share report findings with officials per SB 236 (2021)

- Will share with OTS, law enforcement agencies, policy makers
- Will share findings by end of calendar year 2025

STOP PROJECT ACTIVITIES AND UPDATES (Cont.)

Objective 3: Conduct statistical analysis of traffic stop data collected in NV in calendar year 2024

- STOP 2024 data has been received and audited. STOP team has completed descriptive analysis.
- Council of State Governments (CSG) has produced draft of Solar Visibility Analysis, which is currently in review. This will be integrated into our descriptive report.

STOP PROJECT ACTIVITIES AND UPDATES (Cont.)

Objective 4: Create a beta version of an interactive traffic stop data dashboard

- Delays in dashboard development due to complications with UNLV data servers.
- Includes 2022 and 2023 data
- Will add 2024 data in September

Objective 5: Update and maintain the project website

- Continuous website maintenance and updates

STOP PROJECT ACTIVITIES - LEGISLATIVE SESSION

- SB 85 (2025) was introduced – January 7, 2025
  - Removed the end of 2025 sunset provision of SB 236 (2021) – continuing the traffic stop data reporting requirements indefinitely
  - Required law enforcement agencies periodically to report traffic stop data directly to the legislature
- The STOP team worked with UNLV Department of Government Affairs & Community Engagement to provide information and answer questions
  - Senate Committee on Growth and Infrastructure hearing – February 26.
  - Assembly Judiciary Committee hearing – May 30.

STOP PROJECT ACTIVITIES - LEGISLATIVE SESSION

- SB 85 adopted by NV Legislature – early June.
  - Adopted version removed the sunset language in SB 236 (2021).
  - Adopted version modified the legislative entities that receive copies of the report.
- SB 85 vetoed by Gov. Lombardo – June 10.
  - SB 85 Overview

NEXT STEPS

Finalize 2024 descriptive analysis

- Annual report in review by team

Conduct advanced statistical analysis

- In collaboration with CSG
- Draft completed

Beta-version of traffic stop data dashboard

- Continuous work
- Expected end of September

THANK YOU

Questions?

darin.mains@unlv.edu

stopproject@medicine.unlv.edu

Nevada Traffic Citations and Adjudication (TCA) Data Study

Shashi Nambisan

Christopher Stream

Kiersten Farmer

UNLV Transportation Research Center

Traffic Records Coordinating Committee Meeting
September 23, 2025

UNLV

Study Focus and Purpose

Focus

Document

- Effective approaches to integrate TCA data

Identify

- Gaps, needs, challenges & opportunities related to TCA data in Nevada and other states
- Highlight exemplar activities in other states for potential implementation in Nevada
- Gather legislative, regulatory, voluntary, and incentive-based 5Ps

Synthesize

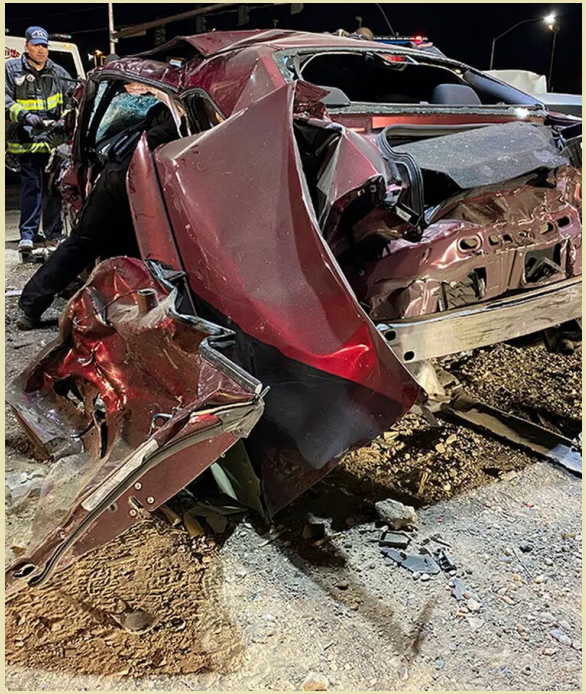
- Relevant policies, plans, programs, procedures, and practices (5Ps)

Purpose

- Enhance public safety
- Identify gaps, needs, challenges & opportunities related to TCA data
- Inform LEOs, LEAs, judiciary, and decision makers

Concerns in Nevada

Horrific NLV crash reveals gaps, flaws in driving enforcement



https://www.reviewjournal.com/investigations/horrific-nlv-crash-reveals-gaps-flaws-in-driving-enforcement-2528985/?utm_campaign=widget&utm_medium=latest&utm_source=staff_michael-scott-davidson_page_2&utm_term=Horrific%20NLV%20crash%20reveals%20gaps%2C%20flaws%20in%20driving%20enforcement

How does Nevada compare to other states in tracking driver records?

https://www.reviewjournal.com/investigations/how-does-nevada-compare-to-other-states-in-tracking-driver-records-2608906/?utm_campaign=widget&utm_medium=latest&utm_source=staff_michael-scott-davidson_page_2&utm_term=How%20does%20Nevada%20compare%20to%20other%20states%20in%20tracking%20driver%20records%3F

Thousands of Ticketed Drivers Get Breaks in Las Vegas Courts, Sometimes with Fatal Results

https://www.reviewjournal.com/investigations/thousands-of-ticketed-drivers-get-breaks-in-las-vegas-courts-sometimes-with-fatal-results-2608117/?utm_campaign=widget&utm_medium=latest&utm_source=staff_michael-scott-davidson_page_2&utm_term=Thousands%20of%20ticketed%20drivers%20get%20breaks%20in%20Las%20Vegas%20courts%2C%20sometimes%20with%20fatal%20results

Key Activities in this Quarter

- Judicial data
  - Traffic citation adjudication processes across jurisdictions
  - Significant **data silos** in the court system
    - Limit ability to access complete offender histories
  - Data analysis
- Stakeholder engagement / Advisory council
  - Informal
  - Off-the-record
- Collaboration with partners to align goals of **public safety, equity, and efficiency**

Nevada Judicial System and Data Overview

- Court system
- Total case load
- Traffic citations related case load
- “Relative” case load distribution
  - Population, driver licenses
  - Registered vehicles
  - Roadway mileage

Other Key Data and Metrics

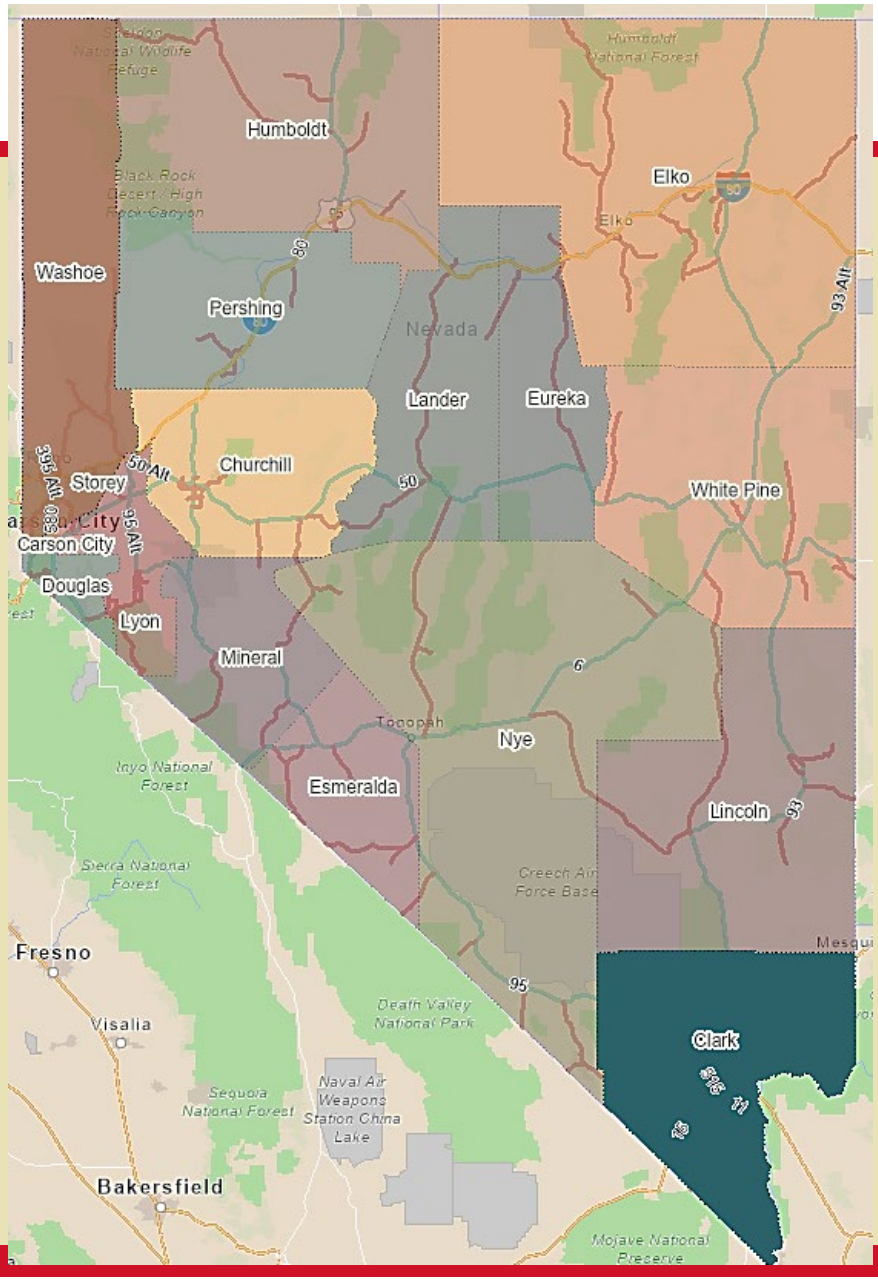
- "Judicial Positions" per court
  - Authorized, In-place (?)
- Derived Indicators / metrics
  - Traffic cases vis-à-vis non-traffic cases (criminal)
  - Filed vis-à-vis disposed
  - Normalized by population (per 100,000 pop)
  - *Normalized by Judicial Position?*
- *Performance and outcomes*
  - *Backlogs*
  - *Efficiency?*

Nevada Court System

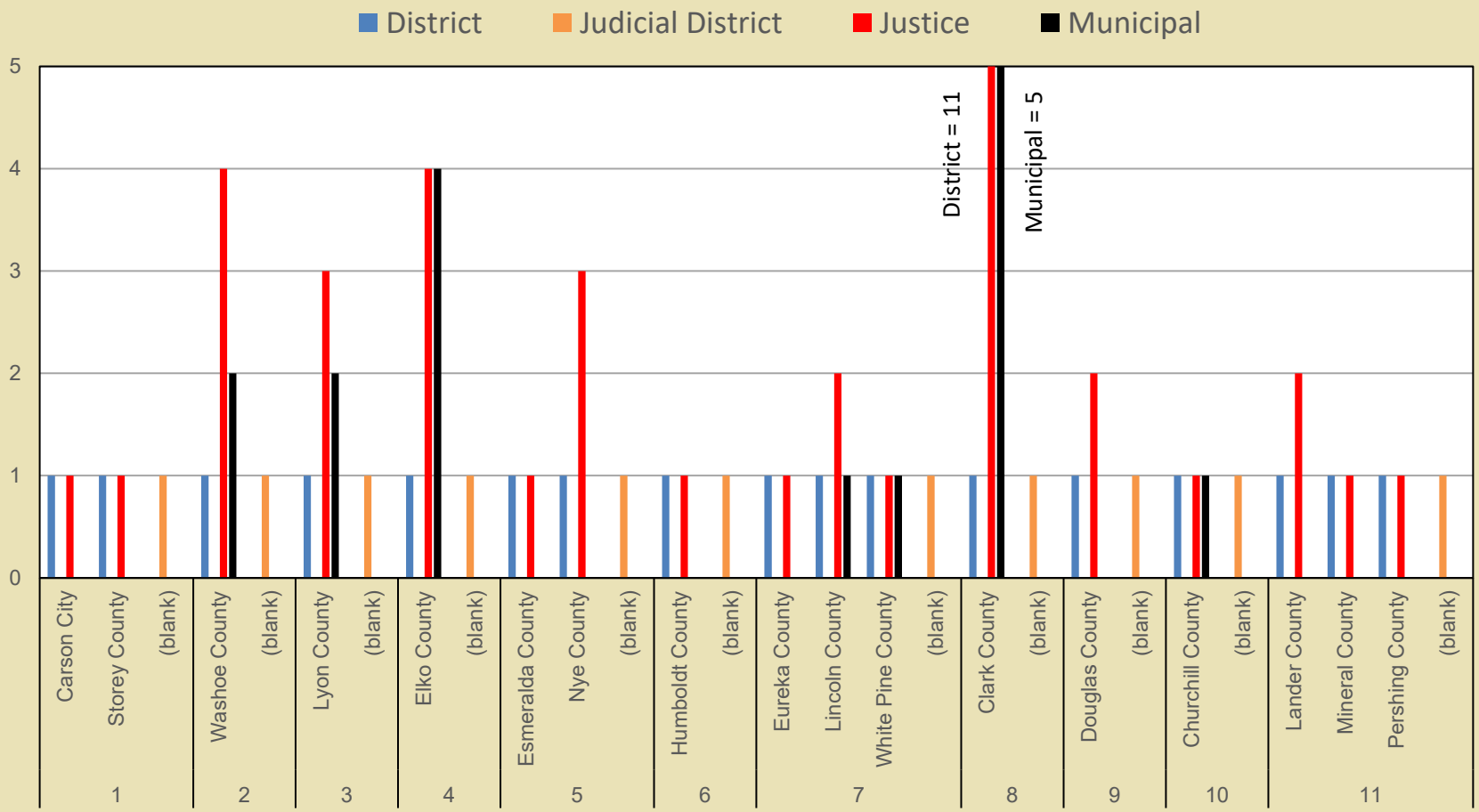
- Court system: levels, geography
- Counties = 17
- District Courts = 11
- Municipal Courts = 16
- Justice Courts = 40
- "Relative" case load distribution
  - Traffic
  - Non-traffic
    - Civil
    - Criminal

Nevada's District Courts

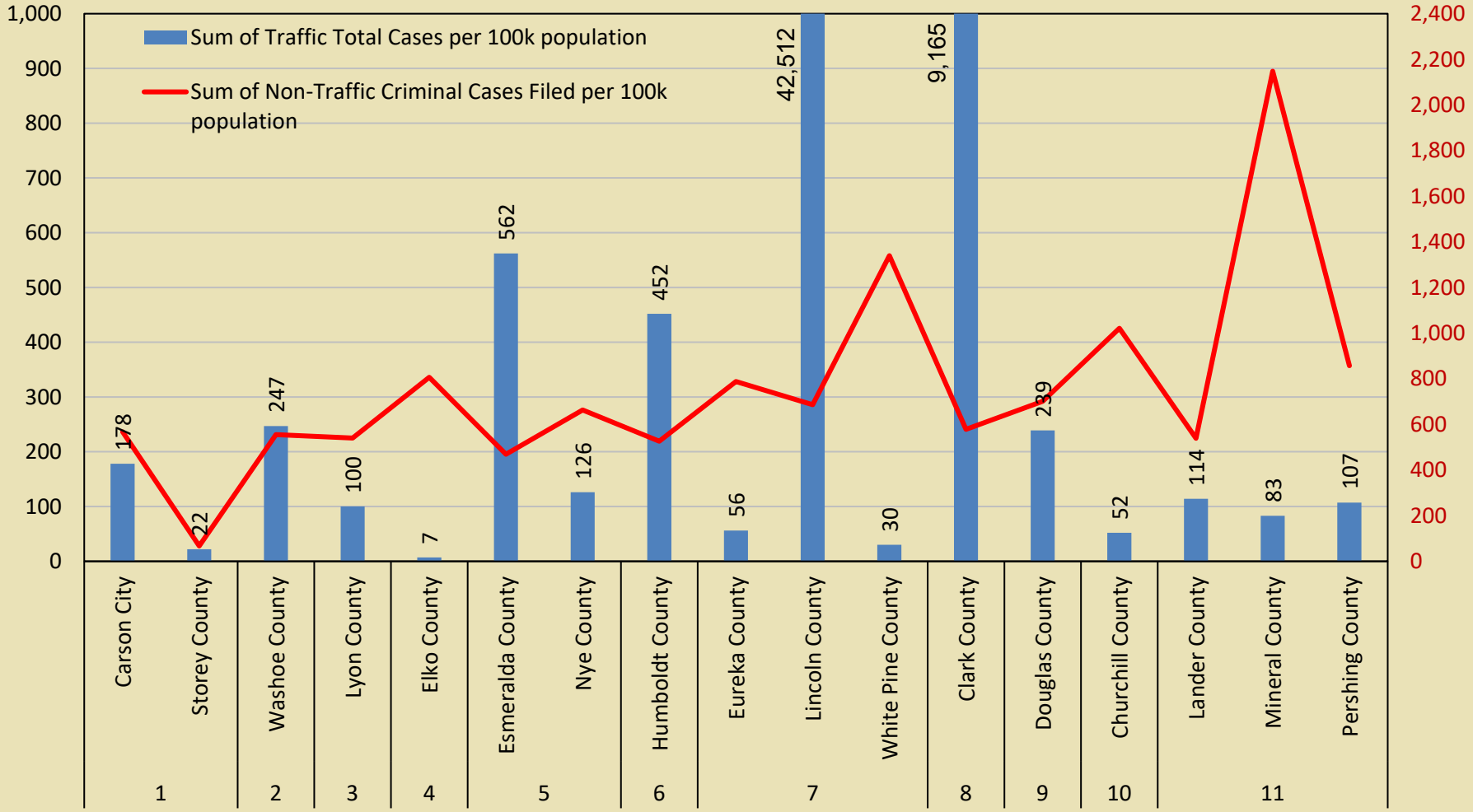
Judicial District	County Name	Non-Traffic Cases	Traffic Cases	District Population
1	Carson City Storey	7,024	10,045	63,377
2	Washoe	50,110	41,033	508,759
3	Lyon	6,097	6,172	63,179
4	Elko	5,199	7,603	57,538
5	Esmeralda Nye	4,567	9,660	53,545
6	Humboldt	1,868	3,209	17,696
7	Eureka Lincoln White Pine	1,590	4,011	16,589
8	Clark	309,410	216,407	2,361,285
9	Douglas	3,852	5,478	54,343
10	Churchill	3,477	1,879	26,940
11	Lander Mineral Pershing	1,705	3,578	18,427



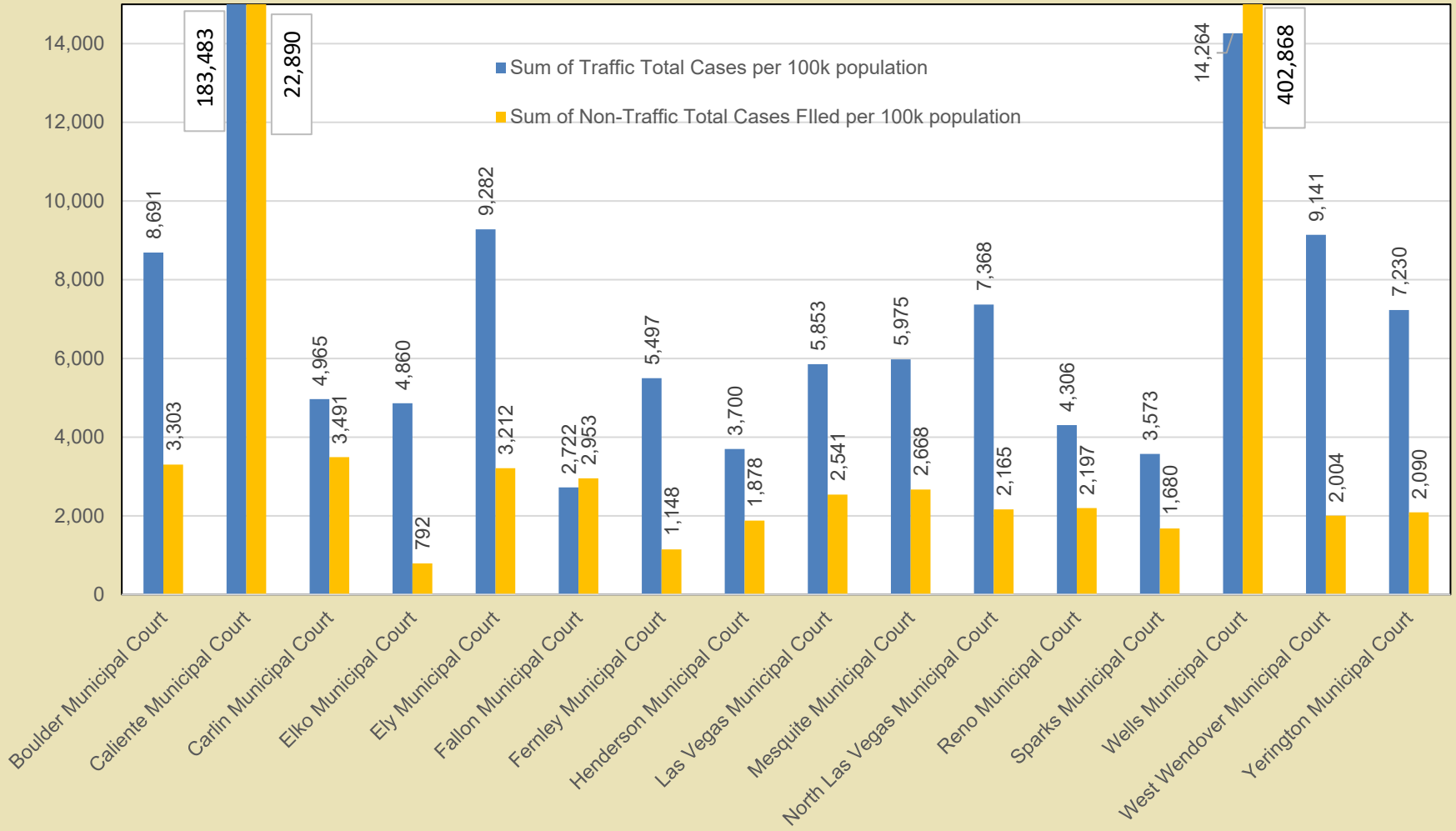
District Courts System Geography



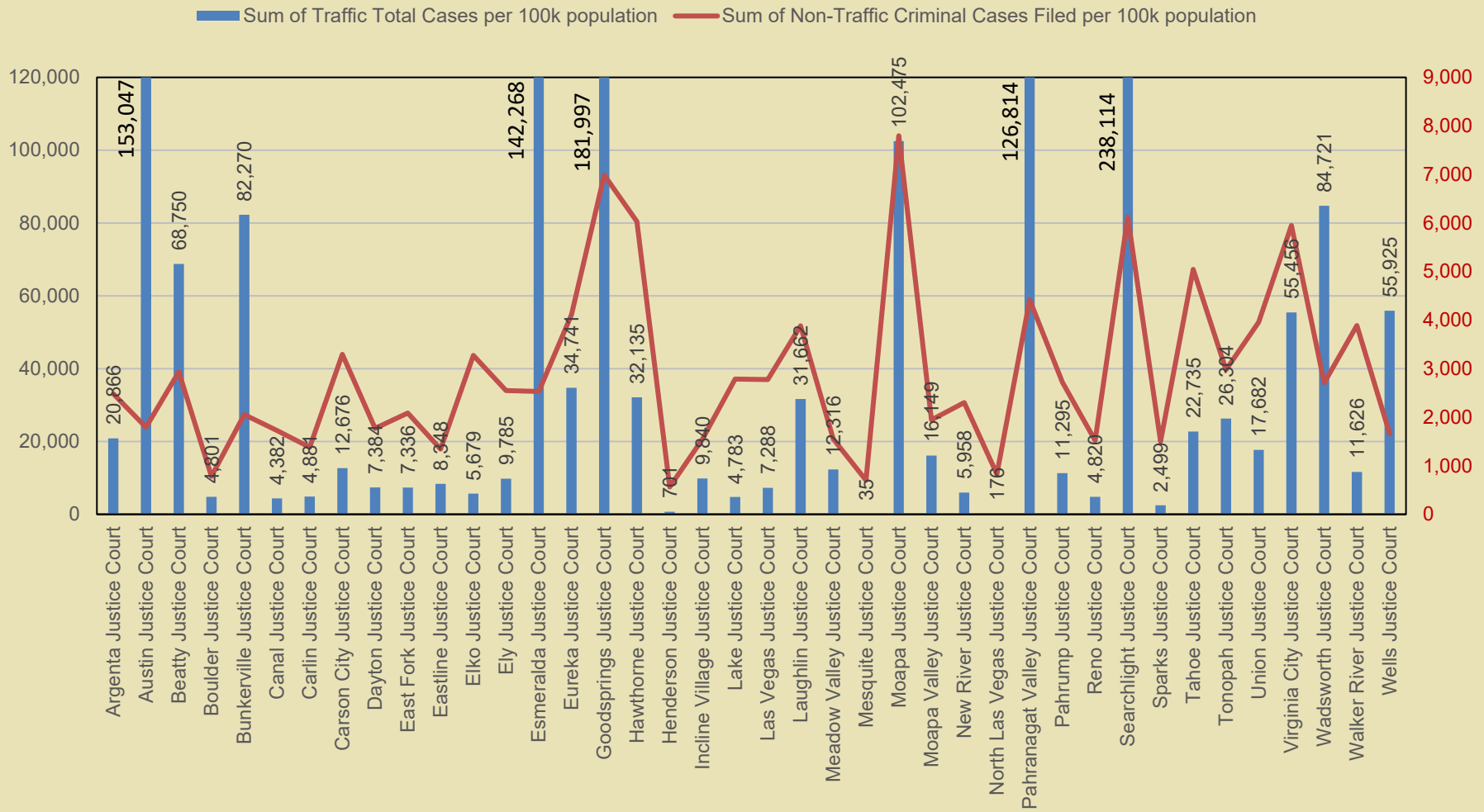
Traffic vis-à-vis Criminal Cases: District Courts



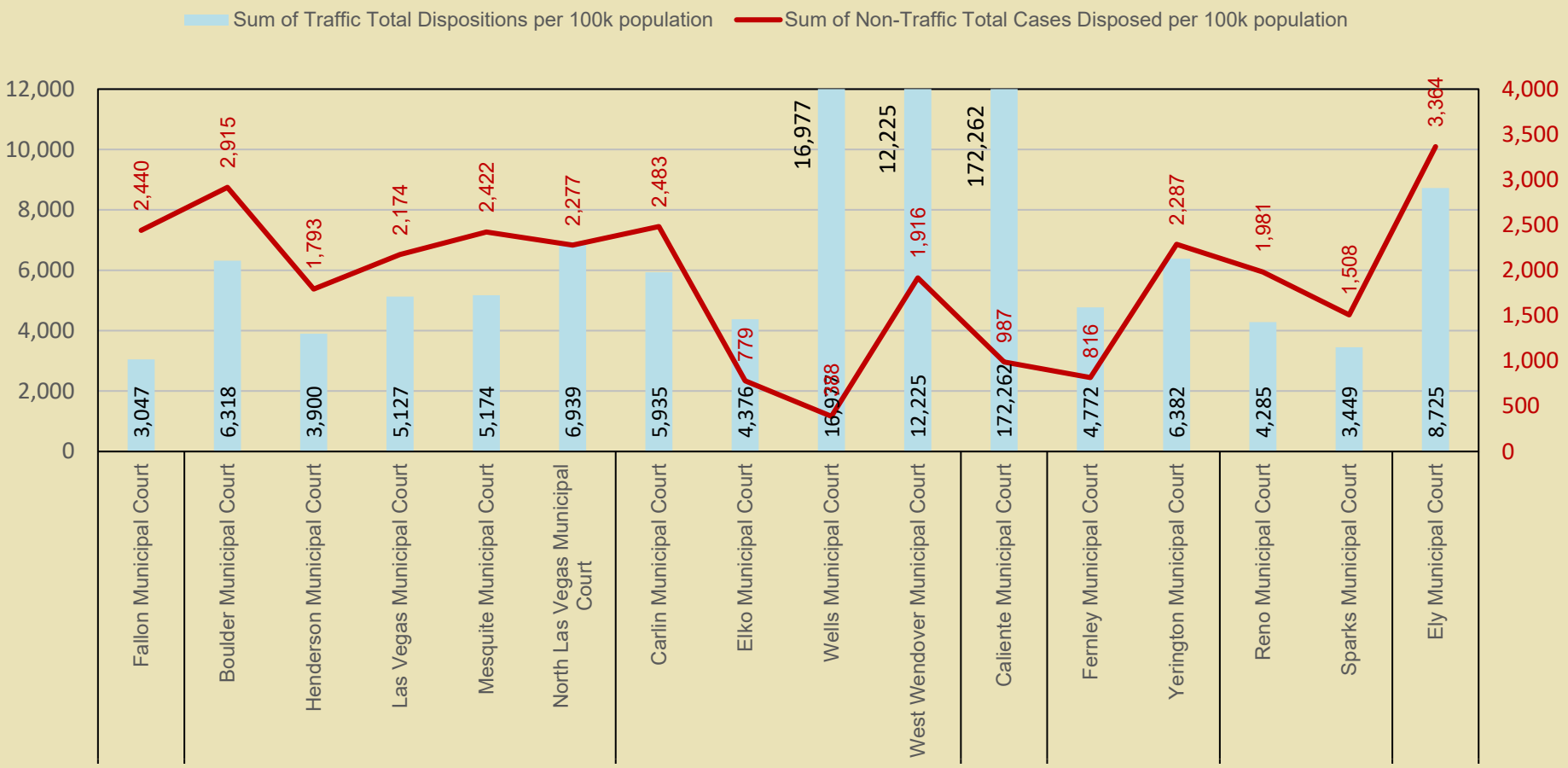
Traffic vis-à-vis Criminal Cases: Municipal Courts



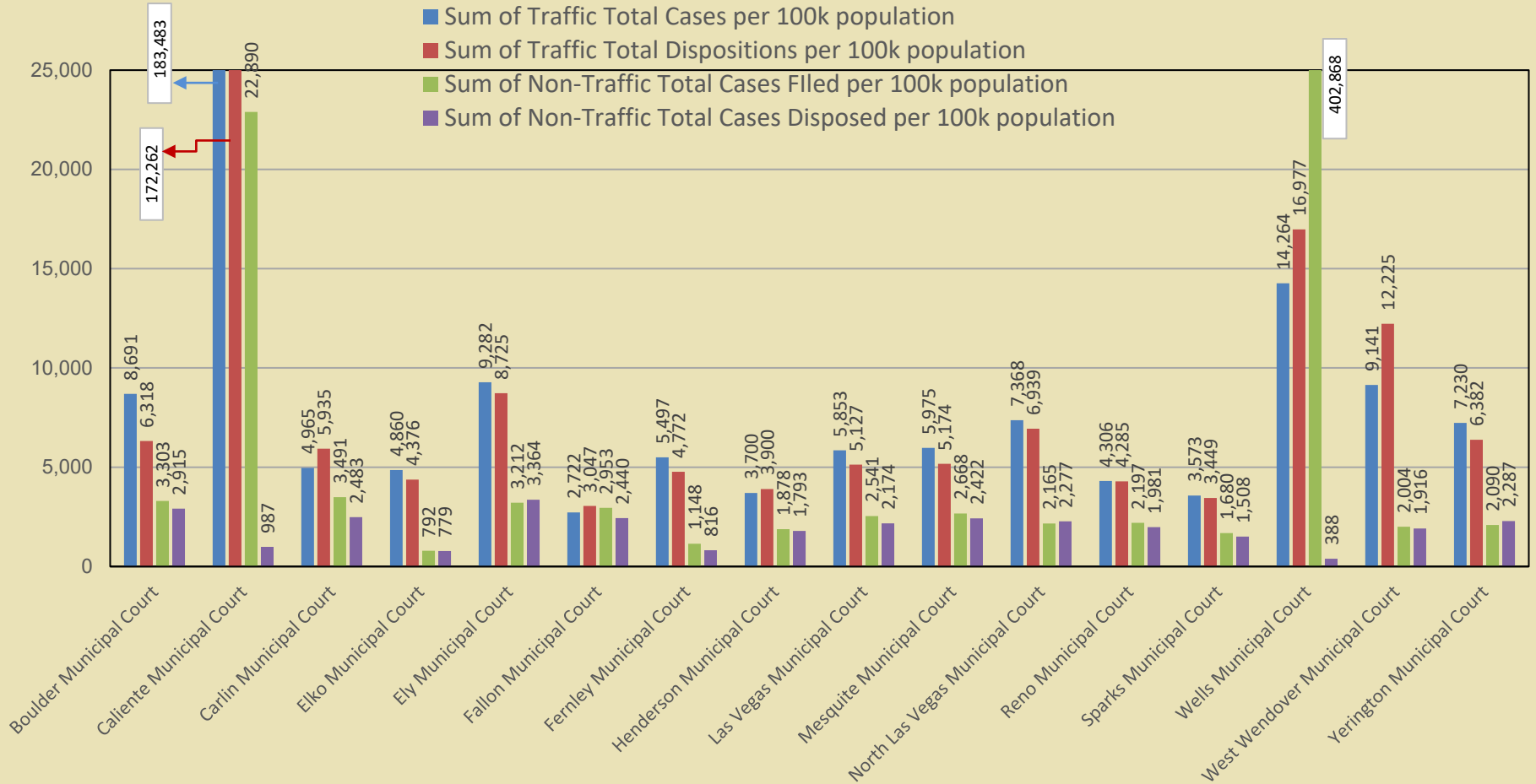
Traffic vis-à-vis Criminal Cases: Justice Courts



Traffic vis-à-vis Criminal Case Dispositions: Municipal Courts



Municipal Courts Cases vis-à-vis Dispositions



Challenges

- **Legislative barriers**: Civil vs. criminal classification of violations creates uneven accountability
- **System fragmentation**: Multiple case management systems; lack of interoperability, especially in rural courts
- **Resource strain**: Courts and local agencies face **unfunded mandates** in adapting to legislative reforms
- **Cybersecurity risks**: The recent state-level cyberattack underscores how fragile current IT infrastructure is and highlights the need for **secure, resilient solutions**

Future Activities

- Stakeholder engagement & Advisory committee
  - Engage with **legislative committees** (Judiciary, Transportation, Government Affairs, Finance)
  - Explore **funding pathways** for statewide system integration and modernization
  - Frame reforms around **public safety outcomes** (reducing repeat violations, preventing fatalities) while acknowledging resource burdens
  - Explore **funding pathways** for statewide system integration and modernization

Transportation Research Center:
A Resource for Nevada and Beyond…

Shashi Nambisan, Ph.D., P.E.
Professor of Civil Engineering
Director, Transportation Research Center
University of Nevada, Las Vegas
Las Vegas, NV 89154-4007 USA
shashi@unlv.edu

Professor Chris Stream, Ph.D.
chris.stream@unlv.edu

Shashi Nambisan
shashi@unlv.edu

Key Area: Traffic Records Coordinating Committee (TRCC)

Critical Emphasis Area: Traffic Records Coordinating Committee (TRCC)

Strategy #1: TRCC Management, Strategic Planning, and Data Use and Integration.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
1.1	Develop a comprehensive Traffic Records Inventory by consolidating the discrete systems documentation maintained by custodial agencies into a coherent whole to improve accessibility and analysis for all stakeholders and to help encourage interactions between data analysts, data users, and those whose jobs are tangential to traffic safety.	Mike Colety (Kimley-Horn)	Dec 2025	08/08/2024	Completed	Completion of a comprehensive Traffic Records Inventory database.	The updated data records contact information list has been posted on the TRCC webpage.
1.2	Leverage its collaborative efforts to ensure that all components of the traffic records data system (TRS) are supported by formal data quality management programs.	Mike Colety (Kimley-Horn)	Jun 2022	09/10/2025	Moderate Progress	Formal quality data management programs in place for TRS components. Coordinate with new Tyler Technologies Data Quality Analyst.	Continuing to work on updating data quality processes for each element. A summary of existing data quality processes for the various data elements is under development. Tyler Technologies has hired a new Data Quality Analyst to support improvements to data. The team is also working with law enforcement agencies to incorporate MMUCC 6 elements into Form 5 and Enforcement Mobile.

Strategy #2: Crash.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
2.1	Formalize the process to incorporate changes into the crash data dictionary and corresponding documents.	Kevin Tice (DPS-OTS)	Dec 2022	12/05/2023	Completed	Formal process for updating the data dictionary.	MMUCC 6th edition is expected to be released this month. work to initiate changes to the NV crash form and users manual will begin in 2024.
2.2	Improve the consistency and reliability of delivery of the crash files from law enforcement to the State to minimize processing effort, reduce the time between crash and data availability, and reduce opportunities for data quality corruption.	Shara Thiesen (NDOT) Matthew Williams (NDOT) Kevin Tice (DPS-OTS)	Jun 2023	12/06/2023	Completed	Consistent delivery of crash data files.	With the implementation of a new crash database at NDOT that mirrors Enforcement Mobile's database and a nightly direct transfer of data from Enforcement Mobile to NDOT, this step can be marked complete.
2.3	Implement more timely uploads to NCATS to give users closer to real-time data with which to make critical programmatic and infrastructure enhancements.	Shara Thiesen (NDOT) Matthew Williams (NDOT) Kevin Tice (DPS-OTS)	Jun 2023	03/18/2024	Completed	Scheduled NCATS uploads.	Crash data for Enforcement Mobile users is available almost instantly once a crash is approved, and NDOT now receives nightly data transfers from Enforcement Mobile.
2.4	Enhance procedures for managing errors and incomplete data and formalize efforts to ensure that data from reports with validation errors are fixed and entered into the repository. This should include formal changes to the data dictionary as necessary.	Shara Thiesen (NDOT) Matthew Williams (NDOT) Kevin Tice (DPS-OTS)	Jun 2025	05/01/2024	Initiated	Improved process for addressing data errors.	E-mail sent to Enforcement Mobile to inquire about validation rules for crashes before being accepted into the system.
2.5	Implement a report for officers related to timeliness, accuracy, and completeness feedback. This can be useful for training, updates to manuals, and form revisions. Allow feedback from users to collectors to further enhance data quality.	Shara Thiesen (NDOT) Matthew Williams (NDOT) Kevin Tice (DPS-OTS)	Jun 2025	05/01/2024	Initiated	Standard report for officers that summarizes date submitted, accuracy of the data and completeness of the submittal.	There may potentially be a Data Quality Analyst position written into the new Enforcement Mobile agreement. One of the responsibilities of this position would be data quality checks and feedback, and possible training, to agencies on timeliness, accuracy and completeness of crash data.

Strategy #3: Vehicle/Driver.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
3.1	Increase active representation on TRCC and providing vehicle data system quality management reports, which could potentially result in obtaining priority consideration for federal traffic records grant funding to enhance the vehicle data system.	Kevin Tice (DPS-OTS)	Jun 2023	03/02/2023	Moderate Progress	Representative on TRCC roster for Vehicle Data. Regular reporting on vehicle system quality management.	TRCC involvement an engagement has increased. TR Project Managers regularly participate and present updates on ongoing projects. NV DMV now attends TRCC,.
3.2	Attain the driver and vehicles system data from the DMV and link to the crash system NCATS.	Kevin Tice (DPS-OTS)	Dec 2025	10/29/2024	Moderate Progress	Vehicle and driver data linked from DMV to NCATS.	NCATS has been eliminated as the crash repository. All crashes are within the Enforcement Mobile system, eliminating the need for a secondary repository. DMV collaboration has begun.End date was updated from 6-30-2023 to 12-31-2025.
3.2	Obtain the required authorizations or attain a non-proprietary version of the driver system documents and narratives to assist with future assessments and system evaluations.	Kevin Tice (DPS-OTS)	Jun 2023	08/24/2022	Initiated	Obtained driver system documents and narratives.	End date was updated from 6-30-2022 to 6-30-2023. Additional time needed to complete this item.

Strategy #4: Roadway.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
4.1	Coordinate with all the entities using and providing roadway data, including entities in the TRCC / NVACTS.	Mike Colety (Kimley-Horn)	Dec 2025	03/07/2023	Moderate Progress	Regular coordination with agencies.	Coordination will take place to gather what existing roadway data is available to share.
4.2	Set access standards for all State users.	Casey Smith (NDOT)	Jun 2022	12/06/2023	Substantial Progress	Set of standards implemented.	Again to broad of a definition, moving target.
4.3	Use roadway database information already available (e.g., for timeliness calculations).	Kevin Tice (DPS-OTS)	Dec 2025	10/29/2024	Moderate Progress	Regular usage of information available in the roadway database.	End date extension. Progress with roadway inclusion in timeliness calculations ongoing.
4.4	Organizing the roadway history for archiving in conjunction with the vendor.	Casey Smith (NDOT)	Dec 2025	03/02/2023	Completed	Archival system in place for the roadway database.	Completed, archival process in place.
4.5	Develop a database or enterprise system that combines roadway and traffic crash data elements.	Matthew Williams (NDOT) Casey Smith (NDOT)	Dec 2025	12/06/2023	Completed	Completed database with combined roadway and traffic crash data elements.	Completed
4.5	Develop a formal quality control program.	Matthew Williams (NDOT) Casey Smith (NDOT)	Dec 2022	12/06/2023	Completed	Quality control procedures in place for traffic crash records.	The output measure is QC procedures in place for traffic crash records. Should be moved to Matt, and i believe they have QC procedures already in place.

Strategy #5: Citation/Adjudication.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
5.1	Explore the development of a complete set of performance measures related to the quality of citation systems data	Kevin Tice (DPS-OTS)	Dec 2025	12/05/2023	○ Initiated	Summary of research on performance measures and best practices for citation systems' data quality.	The citation adjudication is ongoing entering second year of project.

Strategy #6: EMS/Injury Surveillance.

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment
6.1	Share information and data management reports with TRCC on a regular basis.	Noehealani Antolin (UNLV) Kevin Tice (DPS-OTS)	Jun 2022	12/07/2022	○ Moderate Progress	Add agenda item to TRCC quarterly meetings to provide summary of the data management reports.	Updates are now being provided by UNLV SOM on data analysis.
6.2	Build on the success of the integration of the State crash file and the statewide Nevada trauma registry data and integrate all components of the injury surveillance system.	Noehealani Antolin (UNLV) Kevin Tice (DPS-OTS)	Dec 2025	03/18/2025	○ Moderate Progress	Full integration of all data components.	The importer programming is complete. Currently we are pre-processing crash and citation data, then we will develop a few rules and validations. The goal is to link crash and trauma data for FY25.
6.3	Develop the core injury surveillance data into an important resource to define, evaluate, and support highway safety programs and projects through enhanced coordination with the State s health agencies.	Noehealani Antolin (UNLV) Kevin Tice (DPS-OTS)	Dec 2025	03/18/2025	○ Moderate Progress	Increased coordination with state health agencies. Injury surveillance data utilized as a performance measure to support data-driven traffic safety programs and projects.	We are currently verifying the accuracy of the inter-facility transfer rates included in the report. As a result, revisions may be necessary to ensure the data is accurate and reliable. We will keep you updated as soon as possible if any updates to the report are required. Request to receive state EMS data is on-going. More updates on the progress of receiving EMS data on next reporting cycle.