Traffic Records Coordinating Committee Meeting Agenda

Date: Tuesday, June 9, 2026 | **Time:** 10:00 AM – 11:30 AM

Dial-In: 984-204-1608 | Code: 624 150 984# | Join Online: Click here to join the meeting

Agenda

1.	**Welcome and Introductions**	**Kevin**
2.	**Notes from Last Quarterly Meeting**	**Kevin**
3.	**Data Update** ▪ Monthly Fatality Data ▪ Crash Data Collection and Database Update	**Anabel** **Shara**
4.	**SHSP Update**	**Shara**
5.	**Enforcement Mobile (Brazos) Working Group Update** ▪ Uniform Citation ▪ New Crash Report	**Michael**
6.	**FY27 TRCC Strategic Plan Overview**	**Kevin**
7.	**2024 TRCC Funded Studies** ▪ UNLV Statistical Transparency of Policing (STOP) Data Collection ▪ UNLV Nevada Road Users Linked Database ▪ UNLV Study on Adjudication of Citations and Enforcement	**Darin** **Dr. Antolin** **Dr. Stream**
8.	**Action Items**	**Action Step Leads**
9.	**Open Discussion**	**Kevin**
10.	**Upcoming Meetings/Announcements** ▪ Enforcement Mobile Working Group Meeting – September 3, 2026 ▪ Next TRCC Meeting – September 8, 2026 ▪ Nevada Traffic Safety Summit (Reno, Nevada) – October 13 to October 15, 2026 ▪ Crashes Not Accidents Flyer - https://zerofatalitiesnv.com/ (**Attachment D**)	**Anabel**

Attachments:

- A – Monthly Fatal Crash Report
- B – Action Item Review Matrix
- C – Meeting Summary (March 2026)
- D – Crashes Not Accidents Flyer

NEVADA STATEWIDE MONTHLY FATAL REPORT

Nevada Department of Public Safety Office of Traffic Safety

Zero Fatalities — Lives are on the Line

Date of Report: 5/5/2026
Current Reporting Period: January 1, 2026 - April 30, 2026

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).

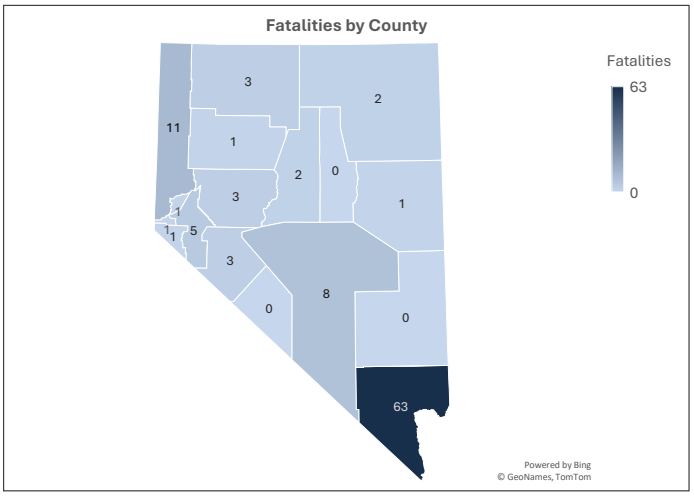
For more detailed information on traffic fatalities and the behaviors causing them, please refer to the Nevada Fatal Crash Dashboard.

Data as of: April 30, 2026

Crash Comparison by Month - Current Reporting Period

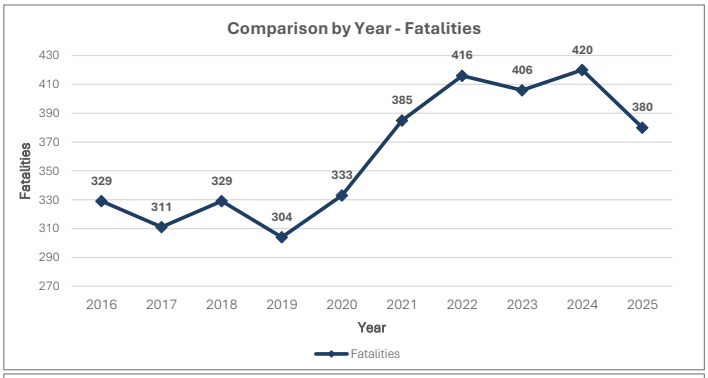
2026 Fatal Crashes During Current Reporting Period		2026 Fatalities During Current Reporting Period	
100	-25.37% % Change from 2025	105	-24.46% % Change from 2025

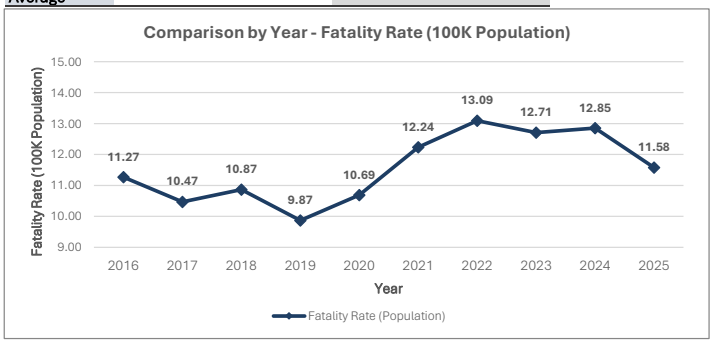
Month	2025 Fatal Crashes	2026 Fatal Crashes	% Change	2025 Fatalities	2026 Fatalities	% Change
January	38	29	-23.68%	39	29	-25.64%
February	31	24	-22.58%	32	26	-18.75%
March	26	21	-19.23%	29	24	-17.24%
April	39	26	-33.33%	39	26	-33.33%
May	0	0	0.00%	0	0	0.00%
June	0	0	0.00%	0	0	0.00%
July	0	0	0.00%	0	0	0.00%
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	**134**	**100**	**-25.37%**	**139**	**105**	**-24.46%**
Year End Total	**362**			**380**		

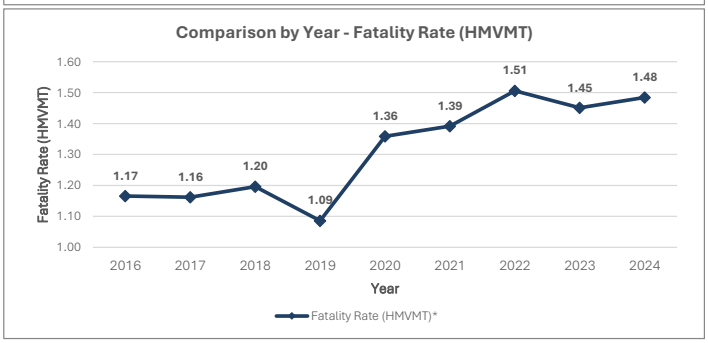


10-Year Historical Crash Comparison

Year	Fatalities	Serious Injuries	Fatality Rate (Population)	Fatality Rate (HMVMT)*
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	1,070	12.71	1.45
2024	420	1,176	12.85	1.48
2025	380	#N/A	11.58	#N/A
10-Year Total	**3,613**	**9,665**		
10-Year Average	**361.3**	**1,073.9**		







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	2025 Fatal Crashes	2026 Fatal Crashes	% Change	2025 Fatalities	2026 Fatalities	% Change	2025 Vehicle Occupants	2026 Vehicle Occupants	% Change	2025 Unrestrained	2026 Unrestrained	% Change
Clark	95	61	-35.79%	97	63	-35.05%	33	16	-51.52%	15	8	-46.67%
Washoe	19	11	-42.11%	20	11	-45.00%	10	3	-70.00%	3	0	-100.00%
Lyon	3	5	66.67%	4	5	25.00%	3	5	66.67%	0	1	100.00%
Carson City	1	1	0.00%	1	1	0.00%	1	1	0.00%	1	1	0.00%
Nye	1	6	500.00%	1	8	700.00%	1	5	400.00%	0	0	0.00%
Elko	3	2	-33.33%	3	2	-33.33%	1	1	0.00%	0	1	100.00%
Douglas	1	1	0.00%	1	1	0.00%	1	1	0.00%	0	0	0.00%
Churchill	1	3	200.00%	1	3	200.00%	1	2	100.00%	0	1	100.00%
Humboldt	2	3	50.00%	3	3	0.00%	1	2	100.00%	1	2	100.00%
White Pine	2	1	-50.00%	2	1	-50.00%	1	1	0.00%	0	0	0.00%
Pershing	3	1	-66.67%	3	1	-66.67%	3	1	-66.67%	1	0	-100.00%
Lander	0	2	200.00%	0	2	200.00%	0	2	200.00%	0	0	0.00%
Mineral	1	2	100.00%	1	3	200.00%	1	3	200.00%	1	0	-100.00%
Lincoln	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Storey	1	1	0.00%	1	1	0.00%	1	0	-100.00%	0	0	0.00%
Eureka	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%
Esmeralda	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Reporting Period Total	**134**	**100**	**-25.37%**	**139**	**105**	**-24.46%**	**59**	**43**	**-27.12%**	**23**	**14**	**-39.13%**
Year End Total	**362**			**380**			**168**			**67**		

Vulnerable Road User and Motorcyclist Fatalities - Current Reporting Period

County	2025 Pedestrian	2026 Pedestrian	% Change	2025 Bicycle	2026 Bicycle	% Change	2025 Motorcycle	2026 Motorcycle	% Change	2025 Other Scooter, Moped, ATV	2026 Other Scooter, Moped, ATV	% Change
Clark	32	21	-34.38%	7	1	-85.71%	25	23	-8.00%	0	2	200.00%
Washoe	4	5	25.00%	0	2	200.00%	6	1	-83.33%	0	0	0.00%
Lyon	0	0	0.00%	0	0	0.00%	1	0	-100.00%	0	0	0.00%
Carson City	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Nye	0	2	200.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%
Elko	0	1	100.00%	0	0	0.00%	1	0	-100.00%	1	0	-100.00%
Douglas	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Churchill	0	1	100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Humboldt	2	1	-50.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
White Pine	0	0	0.00%	0	0	0.00%	1	0	-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%	0	0	0.00%	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	1	100.00%	0	0	0.00%
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%	0	0	0.00%	0	0	0.00%
Reporting Period Total	**38**	**31**	**-18.42%**	**7**	**3**	**-57.14%**	**34**	**26**	**-23.53%**	**1**	**2**	**100.00%**
Year End Total	**109**			**17**			**83**			**3**		

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.

2025 data is preliminary and does not necessarily include final reports (Form 5, coroner, and/or toxicology).

2025 data is not final until FARS release in 2027. 2026 data is not final until FARS release in 2028.

2025 VMT data is expected to be released in July 2026.

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:

105

24%

DOWN 24.46%
FROM LAST YEAR

FATALITIES

PEDESTRIANS
31

UNRESTRAINED MOTORISTS
14

TOP CONTRIBUTING FACTORS:
IMPAIRMENT & SPEEDING

DATA AS OF 4/30/2026

Traffic Records Coordinating Committee
Updated Strategies and Action Steps

Updated: December 8, 2025

Strategies	Action Step	Description	Output Measure
Strategy #1: TRCC Management, Strategic Planning, and Data Use and Integration	1.1	Develop a comprehensive Traffic Records Contact List by consolidating documentation maintained by custodial agencies into a single, accessible resource. This will improve data accessibility and analysis for all stakeholders and foster collaboration among data analysts, data users, and professionals connected to traffic safety.	Completion of a comprehensive Traffic Records Unique Data Element Contact List.
	1.2	Leverage TRCC's collaborative efforts to ensure that all components of the traffic records data system (TRS) are supported by formal data quality management programs.	Formal quality data management programs in place for TRS components. Coordinate with Tyler Technologies Data Quality Analyst.
Strategy #2: Crash	2.1	Implement collaborative consensus of MMUCC 6th edition recommendations in Enforcement Mobile Form 5 (crash form). This will include necessary changes to the data dictionary.	▪ Update Form 5. ▪ Train law enforcement with new Form 5 Manual. ▪ Document updates in data dictionary for data users.
	2.2	Improve the consistency and reliability of delivery of the crash files from law enforcement to the State to reduce processing effort and shorten the time between a crash and data availability, and minimize the risk for data quality issues.	Consistent delivery of crash data files.
	2.3	Improve geolocation capabilities in Enforcement Mobile to give users closer to real-time data with which to make critical programmatic and infrastructure enhancements.	Scheduled Enforcement Mobile uploads.
	2.4	Enhance procedures for managing errors and incomplete data and formalize efforts within Enforcement Mobile to ensure that data from reports with validation errors are mitigated.	Improved process for addressing data errors.
	2.5	Implement an Enforcement Mobile report upon implementation of new Form 5 (crash report) related to timeliness, accuracy, and completeness. This will be distributed to users for improved training, relative updates, and allow for feedback from users and data collectors.	Standard report for officers that summarizes the date submitted, accuracy of the data and completeness of the submittal.
	2.6	Establish performance measures related to the quality categories (accuracy, completeness, etc.). These should include baselines and timeframes to establish effectiveness as data quality improvement initiatives are implemented	Establish performance measures data quality categories and track continued progress.

DRAFT

Strategies	Action Step	Description	Output Measure
Strategy #3: Vehicle/Driver	3.1	Increase active representation on the Nevada Traffic Records Coordinating Committee (TRCC) from Nevada DMV and integrate DMV driver and vehicle data with the Enforcement Mobile crash system. This integration could strengthen eligibility for federal traffic records grant funding to enhance the vehicle data system.	Representative on the TRCC roster for Vehicle Data. Regular reporting on vehicle system quality management.
	3.2	Attain the driver and vehicles system data from the DMV and link to the Enforcement Mobile crash system.	Vehicle and driver data linked from DMV to Enforcement Mobile.
	3.3	Obtain the required authorizations or attain a nonproprietary version of the driver system documents and narratives to assist with future assessments and system evaluations.	Obtain driver system documents and narratives.
Strategy #4: Roadway	4.1	Establish and maintain a quarterly coordination schedule with all TRCC/NVACTS member agencies and other relevant data providers to identify, document, and share available roadway datasets.	▪ Formalize list of data-holding entities. ▪ Develop shared data inventory template. ▪ Conduct at least four coordination meetings annually.
	4.2	Develop and implement standardized data access protocols for state roadway data users, including user roles, permissions, and request procedures.	▪ Finalize draft access policy. ▪ Conduct stakeholder review. ▪ Publish finalized access standards and train users.
	4.3	Utilize existing roadway data to support crash timeliness performance metrics by integrating with crash processing systems.	▪ Define specific timeliness metrics and data requirements. ▪ Map existing roadway data elements to crash report timelines. ▪ Pilot data integration with selected agencies.
	4.4	A roadway data archival system has been successfully implemented. Ongoing review cycles will ensure its effectiveness.	Review the roadway data archival system on a yearly basis and adjust as needed.
	4.5	The integrated database combining roadway and crash data elements is now operational. Next steps involve expanding analytical capabilities and user access as needed.	Expand analytical capabilities and user access to roadway and crash data element system.

DRAFT

Strategies	Action Step	Description	Output Measure
Strategy #4: Roadway	4.6	A formal QC program for traffic crash data has been implemented, including defined procedures and validation tools. Consider expanding QC practices to roadway data in the next phase.	Document and share formal Crash Data QC program. Expand QC program to include roadway data in a future phase.
Strategy #5: Citation/Adjudication	5.1	Explore the development of a complete set of performance measures related to the quality of citation systems' data.	Develop a set of quality-related performance measures.
	5.2	Establish an official set of security protocols governing data access, integration with Enforcement Mobile, modification and release that can be applied to each court management system.	Develop formal Data Access Security Protocols.
	5.3	Encourage all court systems to standardize their information systems using established national protocols and standards.	Establish Statewide Court Systems Standardized Protocol. Track the number of court systems adopting Statewide Court Systems Standardized Protocol.
Strategy #6: EMS/Injury Surveillance	6.1	Share information and data management reports with TRCC on a regular basis.	Add agenda item to TRCC quarterly meetings to provide summary of the data management reports.
	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.	Full integration of all data components.
	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.	Increased coordination with state health agencies. Injury surveillance data utilized as a performance measure to support data-driven traffic safety programs and projects.

DRAFT

Traffic Records Coordinating Committee Meeting Summary

Date: Tuesday, March 10, 2026 | Time: 10:00 AM – 11:30 AM

Attendees

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

Discussion Topics:

1. Welcome and Introductions — Kevin

2. Notes from Last Quarterly Meeting (refer to Attachment B) — Kevin

- *The notes from the December 9, 2025, quarterly meeting were reviewed (**Attachment B**). There were no questions or comments from attendees.*

3. Data Update

- Monthly Fatality Data (see **Attachment C**) — **Anabel**
  - *There have been 54 fatalities in the state of Nevada as of 2/28/26, which is a 24% decrease from the same time last year.*
  - *Of the 54 fatalities,17 were pedestrians, and seven were unrestrained, with the greatest factors remaining impairment and speeding.*
- Crash Data Collection and Database Update — **Shara**
  - *2020-2024 crash data is fully geolocated and available upon request.*

4. SHSP Update — Shara

- *The SHSP was approved last month.*
- *Strategy team meetings are being kicked off. Anyone wanting to participate should reach out to Mike Colety, Anabel Hernandez, or Shara Thiesen to receive invites.*

5. Enforcement Mobile (Brazos) Working Group Update — Michael M.

- Uniform Citation
  - *Active testing is in progress and will continue for the next few weeks.*
- New Crash Report
  - *Missing information has been acquired and sent to Anabel's team.*
  - *Digital Form 5 setup has been updated. Tyler Tech to send over final dropdowns to Anabel for MMUCC 6 alignment.*

6. 2024 TRCC Funded Studies

- UNLV Nevada Road Users Linked Database (**Attachment D**) — **Dr. Antolin**
  - *The team has been working to link the 2019-2023 trauma registry and crash data sets and expects to wrap up the initial effort by the end of the month. The individual data sets were cleaned and validated in January.*
  - *A gap analysis will be conducted on the initial linking attempt to check link validation/accuracy.*
  - *Once linking permission has been obtained, results can be shared.*
  - *Public Engagement Activities:*
    - *The team plans to submit two presentations to the Association of Transportation Safety Information Professionals (ATSIP) for their April conference.*

- *The team is also planning to attend the UMC Spring Wellness & Safety event.*
- *There are two manuscripts currently under final author review.*
- *The team has generated over 100 social media posts this quarter and has reached nearly 900 followers across the board (all social media accounts combined).*
- *The TREND website had 327 visitors and 460 views this past month (an increase of 7% and 16%, respectively, from the previous month).*

- UNLV Statistical Transparency of Policing (STOP) Data Collection (**Attachment E**) **Darin M.**
  - *Objective 1:*
    - *The 2024 annual report is in draft form, with the final draft expected by the end of the month.*
    - *Nevada has received grant funding from CSG & UConn, which has provided the team with the resources to run independently next year.*
    - *CSG & UConn received a grant to provide technical assistance to 4 states; NV was chosen as one state*
    - *Seven agencies were identified in the solar visibility analysis. Meetings with four agencies were scheduled, and three have been held. The remaining three agencies have yet to respond.*
  - *Objective 2: Panel session was held at UNLV's Interdisciplinary Research Symposium*
  - *Objective 3: 2025 traffic stop data received in January. Data cleaning is ongoing in March. The analysis will be conducted in April, and the draft 2025 report is expected in Fall 2026.*
  - *Objective 4: There were delays in dashboard development due to complications with UNLV servers. The dashboard currently includes only 2022 & 2023 data; 2024 data is being added in March, with 2025 data expected in Summer 2026. The team expects to have a finalized and public dashboard available by September 2026.*
  - *Objective 5: Collaboration with OTS will begin once the 2025 data is analyzed.*
  - *Objective 6: Website maintenance and updates are ongoing.*

- UNLV Study on Adjudication of Citations and Enforcement (**Attachment F**) **Dr. Stream**
  - *Case load is highly fragmented at the judicial court level, and repeat offender tracking is not uniform across jurisdictions.*
  - *Higher case-to-judge ratios have been observed in metro areas—the higher the population the higher the volume of cases.*
  - *Washoe and Humboldt counties have the highest case-to-judge ratios at the district court level.*
  - *There is uneven accountability across jurisdictions due to the change in classification of civil vs. criminal.*
  - *Multiple case management systems combined with a lack of interoperability lead to severe fragmentation.*
  - *Legislative mandates are being funded at the local level, which is leading to uneven implementation across the judicial system.*
  - *Next Steps:*
    - *Repeat Offender Identification & Analysis*
    - *Stakeholder Engagement & Advisory Committee*
    - *Legislative Engagement*
    - *Funding & System Modernization*

        - *Framing the Reform Conversation*
    - *Questions:*
        - *Is there a sense from the judges that they'd like to return to criminal traffic violations, or do they feel that they lack the power to pursue that?*
            - *The judges are not trying to shy away from the responsibility, but simultaneously, they are not equipped to handle such a change.*
            - *Small courts in small jurisdictions, in particular, are being overwhelmed.*

7. Action Item Review Matrix — **Action Step Leads**

- Review draft strategy updates (see **Attachment G**)
    - *Updates to the draft strategies was provided.*

8. Open Discussion — **Kevin**

- *Open invitation to recommend guest speakers*
- *Hao Xu: Wondering if there is a data source available regarding more planning-related data (school data, park data, business data, etc.) to support the discussion of context-sensitive design. Is there a possibility for SHSP to have a central hub with such GIS data for partners/users to download?*
    - *Not sure what restrictions there would be with data owners and platform capabilities. We could create a document that houses various data source links if a single data hub is not viable. Will look into further*
- *Michael Manis: Highway Patrol has been pushing to get courts to align on fine amounts, so that they can be more easily accessible/uniform statewide.*
- *Kevin Honea: There is a meeting taking place tomorrow to discuss Clark County's position on civil vs. criminal infractions. Would happily "run with the torch" for the adjudication project if the project team is willing to provide some discussion material.*

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

- Enforcement Mobile Working Group Meeting – June 4, 2026
- Next TRCC Meeting – June 9, 2026

Attachment:

A – Attendee List

B – Meeting Summary (December 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

G – Action Item Review Matrix

Traffic safety and public health experts recommend using "crash" instead of "accident" when discussing traffic incidents. Here's why:

CRASH
~~ACCIDENT~~

Emphasizing Preventability

"Accident" is typically understood to be unpredictable—a chance occurrence that is void of fault and therefore unavoidable. "Crash" underscores that these events are preventable and result from specific choices, actions and environments, rather than just chance. This language reminds us that individuals and organizations have the power to make roads safer.

Promoting Accountability

The word "crash" avoids suggesting that collisions are simply unavoidable. It invites a closer look at the factors involved and holds those responsible accountable when necessary.

Focusing on Solutions

Recognizing crashes as preventable helps us to identify their root causes and implement more effective solutions. This approach supports a data-driven collective commitment to improving roadway safety.

Changing Perceptions

The words we use affect how we think about issues. Replacing "accident" with "crash" helps shift the public's mindset toward collective prevention and responsibility in roadway safety.

Supporting Victims

For those affected by traffic violence, "accident" can sound dismissive, downplaying the seriousness of their experience. "Crash" better acknowledges the impact and severity of these incidents.

Aligning with Expert Consensus

Leading transportation agencies, safety organizations, and media outlets have adopted "crash" as the preferred term. Using this language consistently strengthens our collective efforts to improve roadway safety and save lives.

Let's own our power to prevent crashes towards zero fatalities on Nevada's roads.

By using the word "crash," we are acknowledging our power to prevent these incidents and holding ourselves accountable for the safety of our roads. Together, we can make a difference and pave the way towards a future with zero traffic deaths.

Traffic safety and public health experts recommend using “crash” instead of “accident” when discussing traffic incidents.

CRASH

~~ACCIDENT~~

- **Emphasizing Preventability**
- **Changing Perceptions**
- **Focusing on Solutions**
- **Promoting Accountability**
- **Supporting Victims**
- **Aligning with Expert Consensus**

Let’s own our power to prevent crashes towards zero fatalities on Nevada’s roads.

By using the word “crash,” we are acknowledging our power to prevent these incidents and holding ourselves accountable for the safety of our roads. Together, we can make a difference and pave the way towards a future with zero traffic deaths.