NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY

MEETING MINUTES

Tuesday, June 9, 2026, 2:00 pm-4:00 pm

1. Call to Order/Roll Call

The meeting of the Nevada Advisory Committee on Traffic Safety (NVACTS) was called to order at 2:00 pm on June 9, 2026. Roll Call determined a quorum was present.

Committee Members Present

Jae Pullen, Nevada Department of Transportation
Lacey Tisler (proxy) for Joe Harrington, Nevada Department of Transportation
Sean Sever (Chair), Department of Motor Vehicles
Todd Hartline (proxy) for Amy Davey (Vice Chair), Department of Public Safety, Office of Traffic Safety
Noehealani Antolin (proxy) and Dr. Deborah Kuhls, Kerkorian School of Medicine at UNLV (virtual)
Erin Breen (proxy) for Dr. Shashi Nambisan, UNLV Transportation Research Center
Joseph Norby, Regional Transportation Commission of Southern Nevada
Rory Lepore, Tahoe Regional Planning Agency
Graham Dollarhide, Regional Transportation Commission of Washoe County
Andrew Bennett, Nevada Association of Counties/Clark County
Christopher Ries, Nevada Sheriffs' and Chiefs' Association/Las Vegas Metropolitan Police Department

Non-Voting Members Present

Lacey Tisler, Chief, Traffic Safety Engineering Division, Nevada Department of Transportation (non-voting member)
Kevin Tice, Chair, Traffic Records Coordinating Committee, Department of Public Safety-Office of Traffic Safety (non-voting member) (virtual)
Shannon Bryant, Chair, Committee on Testing for Intoxication (non-voting member) (virtual)

Members Absent

Col. Mike Edgell, Department of Public Safety, Nevada State Police Highway Patrol
Julia Peek, Department of Human Services (excused)
Daisy Lodovico, Department of Education
Assemblywoman Tracy Brown-May, Nevada State Assembly Committee on Growth & Infrastructure
Senator Rochelle Nguyen, Nevada State Senate Committee on Growth & Infrastructure
Kelly Norman, Carson Area Metropolitan Planning Organization
Kelly McNeil, Nevada League of Cities

Vacant

Administrative Office of the Courts
Inter-Tribal Council of Nevada

Other

Ellie Christian, Nevada Department of Transportation
Jake Herzik, Nevada Attorney General's Office
John Nolan, Nevada Attorney General's Office
Anita Pepper, PIO, Nevada Office of Traffic Safety

2. Public Comment

No public comment.

3. Approve April 14, 2026, Meeting Minutes (Approved)

Review and approve the minutes from the previous meeting. A Meeting Overview Summary was also provided in addition to the full minutes.

Motion: To approve the April 14, 2026 Meeting Minutes by Lacey Tisler Passed unanimously.

Final Meeting Minutes will be posted online.

4. Traffic Safety Data and Trends (Information/Discussion)

Anita Pepper, Public Information Officer for Nevada Office of Traffic Safety, presented the preliminary statewide monthly crash report and trends on the preliminary data through May 31, 2026. Nevada is currently trending lower in fatal crashes and fatalities compared to May 31, 2025. Ms. Pepper also noted that we are in the summer months, typically the "100 deadliest days" between Memorial Day and Labor Day.

Note: The crash statistics shared are preliminary and will not be finalized until early 2027.

If you would like to be added to the distribution for the monthly state fatal report, please contact Anita Pepper at a.pepper@dps.state.nv.us.

5. Crashes Aren't Accidents (Information/Discussion)

Ellie Christian with NDOT Traffic Safety Engineering Division shared a reminder of the importance of why the words we use matter. An "accident" implies that there is no fault; unpredictable, unavoidable; a broad term. A "crash" is more focused and implies someone is at fault; it is predictable and preventable. We need to focus on how to prevent crashes, and that we all share the road.

"Crashes aren't Accidents" campaign launched in 1997 by National Highway Traffic Safety Administration (NHTSA). The goal was to emphasize preventability. Statistics show that 93% of traffic incidents can be described as crashes where there was a cause (at fault), meaning 7% are an accident, or "act of God."

In 2015, the Nevada State Legislature approved Nevada Revised Statute (NRS) 679.A.075 to modify NRS to replace the term "accident" with "crash." This went into effect January 1, 2016.

Oftentimes, news reporters on TV/radio/media still report on "accidents." It was shared that press releases include suggested language to use "crash" instead of "accident."

Dr. Kuhls shared that the medical community has used the term "crash" since the 1990s. It was part of the training she received and how to refer to a collision/crash (not an "accident").

This agenda item is a reminder to everyone that crashes aren't accidents, and that the words we use matter. Information can be found at zerofatalitiesnv.com.

6. Traffic Records Strategic Plan (Information/Discussion)

Kevin Tice, Traffic Records Program Manager, shared an update on the Traffic Records Strategic Plan (TRSP). The TRSP is updated annually and is currently in draft form undergoing final revisions.

The purpose of the TRCC Strategic Plan is to provide a clear, long-term road map for improving all elements of Nevada's Traffic Safety data systems so they can better support data-driven safety decisions and ultimately reduce crashes, injuries and fatalities. Performance Measures for the plan include improvements to alignment with Model Minimum Uniform Crash Criteria (MMUCC) 6 guidelines and

geolocation of crash data. Additionally, the Model Inventory of Roadway Elements (MIRE) data collected by NDOT has been finalized and is ready for agencies to use in their analysis.

For the MMUCC 6 alignment, 95 elements in the crash report to align with the MMUCC 6 guidance and include improvements in collecting micromobility data. Law enforcement agencies are currently testing the new crash form. The updated crash form will be available this fall.

Final approval of the TRCC Strategic Plan will be on June 16th. The plan will be posted on the TRCC website: Traffic Records Coordinating Committee - Zero Fatalities

7. NHTSA's Pathways to Safer Streets (Information/Discussion)

Todd Hartline with the Nevada Office of Traffic Safety presented the National Highway Traffic Safety Administration's (NHTSA's) Pathways to Safer Streets (P2SS), the new action plan to reduce traffic fatalities and serious injuries, which was release in April 2026 (Pathways to Safer Streets | NHTSA). The goal of P2SS is to address the leading causes of fatal crashes, including impairment, speeding, distraction and lack of seat belt use. One key strategy is renewed engagement with law enforcement.

Nevada is showing signs of improvement – the Joining Forces program has the highest number of participating agencies since 2021, the Southern Nevada Traffic Task Force has been formed, and Las Vegas Metropolitan Police Department (LVMPD) Sherriff McMahill prioritizes traffic safety and advocated for automated enforcement.

Other strategies include implementing technologies to reduce impaired driving, maximizing occupant protection (seat belt use), reducing excessive speeding using technology, leveraging state highway safety offices, and expanding pre-hospital blood transfusion programs.

This coming year, a number of agencies have applied for grants for blood transfusion programs but need to show they are directly related to post crash care for traffic crash victims.

Many states have passed legislation to provide "Stop the Bleed" kits available in public facilities and comprehensive training with EMS agencies. This would take new legislation and is something that should be considered.

There was discussion that "Stop the Bleed" would be a good topic for the Nevada Traffic Safety Summit. Lacey Tisler with NDOT Traffic Safety Engineering reminded everyone that submissions are due by Friday, June 12.

8. NVACTS Participation in the Interim Legislative Session (Information/Discussion)

Chair Sever provided an update on NVACTS' participation in the interim legislative committee meeting over the past few months. Chair Sever, Amy Davey (Vice Chair), and Ms. Tisler presented to the Judiciary Committee on March 10, primarily focused on ACR4, a measure put in place in the special session last fall to determine how to define and classify e-bikes and e-scooters in Nevada.

Subsequently, Chair Sever, Ms. Tisler and Mr. Hartline presented to the Growth & Infrastructure Committee on May 19th. The group presented on the purpose of the NVACTS Committee – to serve as subject matter experts on traffic safety and provide an annual report to the Governor – and the new recommendations for best practices/policy priorities.

Following the Growth & Infrastructure meeting, the Chair requested NVACTS' "top three" recommendations. Chair Sever shared that the three provided included e-devices, "yield to stop," and automated enforcement in work zones.

An informational "fact sheet" for each best practice recommendation will be prepared for use in future meetings.

9. NVACTS Timeline

The committee discussed upcoming meeting dates and deliverables. The outline for the NVACTS Annual Report will be presented for discussion at the August 11, 2026, meeting. The draft NVACTS Annual Report will be presented for discussion at the October 13, 2026, meeting, and will be on the agenda for possible action to approve the annual report at the December 8, 2026, meeting.

A condensed version of the NVACTS Annual Report will also be prepared.

10. Creating a Nevada Traffic Safety Week (Information/Discussion)

Nevada does not currently have a "Traffic Safety Week" or "Traffic Safety Day." Chair Sever shared that it was suggested to have the Governor sign a proclamation to dedicate a week to traffic safety (there is a set time frame [20 or 30 days] to request a proclamation from the Governor's Office). Once the dates are determined, this could be shared with the media.

The committee discussed a week during the summer, during the "100 deadliest days" between Memorial Day and Labor Day. Another suggestion was the week of the Nevada Traffic Safety Summit (week of October 12), which also aligns with Pedestrian Safety Month.

The committee agreed that a "Traffic Safety Week" should be pursued as a statewide event, and include all areas of traffic safety, including enforcement, post-crash care, and associate with the outreach campaigns at the time to engage the media and continue telling the story of traffic safety.

This will be revisited at the next meeting; please share ideas with Chair Sever.

11. Nevada Traffic Safety Summit (Information/Discussion)

The Nevada Traffic Safety Summit will be held October 13-15, 2026, at the Atlantis Resort and Casino in Reno. Registration, sponsorship, exhibitors, and call for sessions are all open on the event website: 2026 Traffic Safety Summit - Zero Fatalities. The event is hosted by NDOT and DPS and is free to attend. NVACTS members are encouraged to attend in person, as the NVACTS meeting will be held prior to the start of the conference on Tuesday, October 13.

If you have ideas for session topics, reach out to Lacey Tisler, ltisler@dot.nv.gov.

12. Upcoming Meeting Dates and Locations (Information/Discussion)

The dates and location for the next NVACTS meetings in 2026 are:

- Tuesday, August 11 meeting – NDOT (Carson City and Las Vegas)
- Tuesday, October 13 meeting – Atlantis Resort and Casino, Reno (in advance of the Nevada Traffic Safety Summit)
- Tuesday, December 8 meeting – NDOT (Carson City and Las Vegas)

13. Open Discussion

Andrew Bennett introduced Chris Reis from Las Vegas Metropolitan Police Department, the newest member of NVACTS representing the Nevada Sheriff's and Chief's Association.

14. Public Comment

No comment.

15. Adjourn Meeting

Meeting was adjourned at 3:32 PM.

Attachments

NVACTS Meeting Minutes from April 14, 2026
Statewide Monthly Fatality Report (May 2026)

Links

Traffic Records Coordinating Committee - Zero Fatalities

Zero Fatalities- Nevada's Traffic Safety Education Program

Pathways to Safer Streets | NHTSA

Nevada Advisory Committee on Traffic Safety - Zero Fatalities

2026 Traffic Safety Summit - Zero Fatalities

Minutes only. Full document with attachments is located here: https://zerofatalitiesnv.com/app/uploads/2026/06/20260414-NVACTS-Minutes.pdf

NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY

MEETING MINUTES

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1. Call to Order/Roll Call

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Committee Members Present

Joe Harrington, Nevada Department of Transportation
Jae Pullen, Nevada Department of Transportation
Julia Peek, Department of Human Services (virtual)
Sean Sever (Chair), Department of Motor Vehicles
Amy Davey (Vice Chair), Department of Public Safety, Office of Traffic Safety
Andrew Granata (proxy) for Col. Mike Edgell, Department of Public Safety, Nevada State Police Highway Patrol
Daisy Lodovico, Department of Education (virtual)
Assemblywoman Tracy Brown-May, Nevada State Assembly Committee on Growth & Infrastructure (virtual)
Senator Rochelle Nguyen, Nevada State Senate Committee on Growth & Infrastructure (virtual)
Ana Reyes (proxy) for Dr. Deborah Kuhls, Kerkorian School of Medicine at University of Nevada, Las Vegas (virtual)
Erin Breen (proxy) for Dr. Shashi Nambisan, University of Nevada, Las Vegas Transportation Research Center (virtual)
Graham Dollarhide, Regional Transportation Commission of Washoe County (virtual)
Joseph Norby, Regional Transportation Commission of Southern Nevada
Rory Lepore, Tahoe Regional Planning Agency
Kelly Norman, Carson Area Metropolitan Planning Organization (virtual)
Andrew Bennett, Nevada Association of Counties/Clark County (virtual)

Non-Voting Members Present

Lacey Tisler, Chief, Traffic Safety Engineering Division, Nevada Department of Transportation (non-voting member)
Kevin Tice, Chair, Traffic Records Coordinating Committee, Department of Public Safety-Office of Traffic Safety (non-voting member) (virtual)
Shannon Bryant, Chair, Committee on Testing for Intoxication (non-voting member) (virtual)

Members Absent

Chris Ries, Nevada Sheriffs and Chiefs Association/Las Vegas Metropolitan Police Department
Kelly McNeil, Nevada League of Cities

Vacant

Administrative Office of the Courts
Inter-Tribal Council of Nevada

Other

John Nolan, Nevada Attorney General's Office

2. Public Comment

No public comment.

3. Approve February 10, 2026, Meeting Minutes (Approved)

Review and approve the minutes from the previous meeting. A Meeting Overview Summary was also provided in addition to the full minutes.

Motion: To approve the February 10, 2026 Meeting Minutes by Amy Davey, second by Andrew Bennett. Passed unanimously.

Final Meeting Minutes will be posted online.

4. Traffic Safety Data and Trends (Information/Discussion)

Amy Davey, Administrator for the Office of Traffic Safety (OTS) and NVACTS Vice Chair, presented the preliminary statewide monthly crash report and preliminary data trends through March 31, 2026. Trend lines of year-over-year fatalities are represented on the monthly fatality reports that occur on Nevada's roadways.

Preliminary data is available for March 2026. Data is not typically finalized for 18-24 months. Currently, final fatality data has been completed through 2023. The crash statistics shared for 2025 are preliminary and will not be finalized until early-2027. Nevada, similar to most states nationwide, saw spikes in risky decision making from drivers as well as an increase in traffic fatalities. As of 2025, we are seeing a decline in traffic fatalities from the spikes that were observed in 2020.

New members, please reach out to be added to the monthly state fatal report. Anyone can be added to the distribution for the monthly state fatal report, please contact Anita Pepper at a.pepper@dps.state.nv.us.

5. Presentation of the Nevada Young Driver Safety Program Evaluation (Information/Discussion)

Vice Chair Davey shared that Nevada OTS has a vibrant young driver safety program, led by Nick Nordyke. This program encompasses all new drivers. Pam Fischer from the Governor's Highway Safety Association (GHSA), a nationally renowned expert in young and new drivers, presented the findings from her in-depth analysis of the existing young driver program in Nevada.

As part of the learning phase, Ms. Fischer interviewed public and private sector stakeholders, performed site visits to observe courses, such as Driver's Edge, and conducted a statewide Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis. The goal of the project was to conduct a thorough analysis of everything being done for young driver safety in Nevada and provide recommendations based on national context and other states' best practices.

A key gap that was observed is that there is no clear "owner" of the young driver safety program. Having a clear driver of the program can give it the weight it needs to yield substantial change to the Graduated Drivers License (GDL) law and other priorities.

Ms. Fischer provided specific recommendations that include requiring more parent involvement with young drivers who have a GDL, consideration for expanding requirements of GDL to 21 years old and providing continuing education opportunities for instructors. The report has been included within the meeting materials.

Jae Pullen, NDOT, asked which states have the "best" Young Driver Safety Programs that Nevada should consider. Ms. Fischer responded that no one state has the "best" Young Driver Safety Program. Many different states excel at a particular component of their program and offered that Oregon has the best driver's education programs; Ohio and Wisconsin have the best access to training, and New Jersey has a good GDL law model (and also have a decal that indicates a young driver). When it comes to an engaged parent/guardian program, Massachusetts, Connecticut, and Rhode Island have good programs. Another best practice is in New Jersey, where they have a "Share the Keys" program for high school students to complete in order to park on campus.

6. Nevada Impaired Driving Strategic Plan (For Possible Action)

Meg Matta, OTS Impaired Driving Program Manager, presented on the Nevada Triennial Impaired Driving Plan for 2027-2029. Every aspect of the plan included collaboration with stakeholders from state agencies, county representatives, and the public as required by state and federal standards. Approximately one-third of fatalities in Nevada are attributed to alcohol impaired driving; whereas 50-60% of individuals involved in a fatal crash have drugs and alcohol, or other poly-substances in their system. This problem in Nevada requires a comprehensive approach, and the Triennial Impaired Driving Plan identifies strategies to reduce those statistics.

Motion: To approve the Nevada Triennial Impaired Driving Plan, allowing for technical revisions, by Amy Davey, second by Andrew Bennett. Passed unanimously.

7. 2026 Recommended Best Practices (For Possible Action)

Chair Sean Sever noted that the first five recommended best practices would be voted on individually by a roll call vote, and then the continuing best practices from previous years will be grouped together and voted on collectively. Chair Sever and Vice Chair Davey clarified that items for discussion and vote under this agenda item are considered best practices for NVACTS to put forward as a "toolbox" of traffic safety recommendations to pull from for future traffic safety initiatives. It is not the intent that are to be brought forward as bill draft requests (BDRs) based on the vote under this agenda item.

It was further clarified that the role of NVACTS, under NRS 408.581, is to "review, study, and make recommendations regarding evidence-based best practices and policies intended to reduce or prevent deaths and injuries related to motor vehicle crashes on Nevada's roadways".

Andrew Bennett (Nevada Association of Counties/Clark County), chair of the Policy Priority Working Group (PPWG), requested that the committee put forward proven safety countermeasures to improve safety in Nevada.. After today, the PPWG will further develop the NVACTS recommended best practices, including fact sheets, and will provide an update at the June NVACTS meeting.

Vice Chair Davey further clarified that the items below are intended to be best practices for the committee to put forward proven safety countermeasures that NVACTS believes will provide greater safety in Nevada. These are not being put forward as legislative actions. The recommendations this year were received by safety stakeholders from across Nevada, including many new partners.

- Helmets for All Riders on a Personal Recreational Conveyance
  - **Description:** Require helmet use for all personal recreational conveyance riders to reduce head injuries and lessen strain on emergency services.
  - **Motion:** To approve "Helmets for All Riders on a Personal Recreational Conveyance" as a best practice by Andrew Bennett, second by Joe Harrington. Passed unanimously.
  - Absent from vote: Department of Education, Nevada State Senate Committee on Growth & Infrastructure, Administrative Office of the Courts, Inter-Tribal Council of

Nevada, Carson Area MPO, Nevada League of Cities, Nevada Sheriffs and Chiefs Association

- Distracted Driving Law Modernization
  - **Description:** Modernize Nevada's distracted-driving law with stronger penalties, higher fines, and improved technology/data sharing.
  - This recommendation came from a safety partner that provided a variety of recommendations that have been summarized as distractive driving in Nevada.
  - **Motion:** To approve "Distracted Driving Law Modernization" as a best practice by Andrew Bennett, second by Amy Davey. Passed unanimously.
  - Absent from vote: Department of Education, Nevada State Senate Committee on Growth & Infrastructure, Administrative Office of the Courts, Inter-Tribal Council of Nevada, Nevada League of Cities, Nevada Sheriffs and Chiefs Association
- DUI Interventions
  - **Description:** Strengthen DUI laws via three interventions: disclose prior DUI history, lower BAC to 0.05%, and implement universal Risk and Needs Triage (RANT).
  - **Motion:** To approve amended language for "DUI Interventions" as a best practice to be "This recommendation aims to improve the state DUI laws can help address the challenges that impaired drivers cause using the following two key interventions; commence mandatory disclosure of DUI defendant's criminal history, lower BAC 0.05% and commence a universal Risk and Needs Triage (RANT) program." by Amy Davey. It was determined that further discussion was required.
  - The recommendation includes three revisions to the existing DUI laws in Nevada: mandatory disclosure of the DUI defendant's criminal history, lower BAC to 0.05%, and participation in Risk and Needs Triage (RANT) program.
  - Discussion recommended language revision to this item to specify only previous DUI citations, rather than someone's full criminal history. The intent of this item is to allow the judge to have more information about how sentencing occurs in DUI cases.
  - Utah is the only state to have a .05% law. They have seen a dramatic decrease in DUI related fatalities since enacting. It is an evidence-based per se limit.
  - **Motion (Amended):** To approve amended language for "DUI Interventions" as a best practice to be "This recommendation aims to improve the state DUI laws can help address the challenges that impaired drivers cause using the following two key interventions; lower BAC 0.05% and commence a universal Risk and Needs Triage (RANT) program." by Amy Davey, second by Andrew Bennett. Passed unanimously.
  - Absent from vote: Department of Education, Nevada State Senate Committee on Growth & Infrastructure, Administrative Office of the Courts, Inter-Tribal Council of Nevada, Nevada League of Cities, Nevada Sheriffs and Chiefs Association
- Graduated Driver's License
  - **Description:** Strengthen Nevada's GDL by banning cell phone use for drivers under 18, requiring seat belts for young drivers and passengers, expanding provisions to all new drivers, and requiring supervised on-road practice.

- This is not a legislative initiative as this stands, just a policy recommendation/priority of NVACTS.
- **Amended Motion:** To approve amended language for "Graduated Driver's License" as a best practice in to match the previously approved recommendation, "Graduated Driver's License." by Andrew Bennett, second by Amy Davey. Vote: 14 Aye, 1 Nay by Nevada Department of Transportation representative, Joe Harrington.
- Absent from vote: Department of Education, Nevada State Senate Committee on Growth & Infrastructure, Administrative Office of the Courts, Inter-Tribal Council of Nevada, Nevada League of Cities, Nevada Sheriffs and Chiefs Association

- Road Safety Cameras, Safe System Intersections, Seat Belt Law, Appropriate Speed Limits for All Road Users, Yield to Stop
  - These items are best practices that were approved in 2025 as NVACTS priorities. As such, these items have been combined to carry forward as 2026 best practices in the same format they were previously approved.
    - Road Safety Cameras Description: It is recommended that the two separate NVACTS road safety camera policies be combined into one policy priority that highlights the road safety improvements that are addressed with Road Safety Cameras.
    - Safe System Intersections Cameras Description: A Safe System approach anticipates human error and uses design—safe speeds, separation, and fewer conflict points—to prevent deaths and serious injuries.
    - Seat Belt Law Description: Nevada's seat belt law is secondary enforcement—police can cite it only after another stop—and carries a $25 fine. About 5% (≈200,000) of Nevadans don't buckle up, contributing to ~17% of 2025 fatalities.
    - Appropriate Speed Limits for All Road Users Description: Speeding contributes to 27% of Nevada's fatal crashes (2019–2023), with disproportionately high impacts in rural areas and on principal/minor arterials. Rising extreme speeding (100+ mph) underscores the need for sustainable, systemwide speed management.
    - Yield to Stop Description: Nevada's law and signage emphasize yielding to pedestrians, which can imply drivers may proceed once a pedestrian clears their lane. A STOP-for-pedestrians law would clearly require drivers to stop.
  - **Motion:** To approve the recommended items "Road Safety Cameras, Safe System Intersections, Seat Belt Law, Appropriate Speed Limits for All Road Users, Yield to Stop" as best practices by Andrew Bennett, second by Joe Harrington. Passed unanimously.
  - Absent from vote: Department of Education, Nevada State Senate Committee on Growth & Infrastructure, Administrative Office of the Courts, Inter-Tribal Council of Nevada, Nevada League of Cities, Nevada Sheriffs and Chiefs Association

8. NVACTS Participation in the Interim Legislative Session (Information/Discussion)

NVACTS plans to present at the May 19 Standing Joint Committee on Growth and Infrastructure meeting to provide an overview of the committee and current best practice recommendations, as approved today. Chair Sever will be asking a few members to join the meeting to provide an overview and support for the items that will be discussed.

9. Upcoming Meeting Dates and Locations (Information/Discussion)

The dates and location for the next NVACTS meetings in 2026 are:

- Tuesday, June 9 meeting – Location NDOT (Carson City and Las Vegas)
- Tuesday, August 11 meeting – Location NDOT (Carson City and Las Vegas)

10. Open Discussion

None

11. Public Comment

No comment.

12. Adjourn Meeting

Meeting was adjourned at 4:06 PM.

Attachments

NVACTS Meeting Minutes from February 10, 2026
Statewide Monthly Fatality Report (February 2026)
Young Driver Program Review Recommendation Report
Nevada Impaired Driving Strategic Plan
2026 Policy Priority Recommendations Summary

Links

N/A

NEVADA STATEWIDE MONTHLY FATAL REPORT

Nevada Department of Public Safety Office of Traffic Safety

Zero Fatalities — Lives are on the Line

Date of Report: 6/5/2026
Current Reporting Period: January 1, 2026 - May 31, 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).

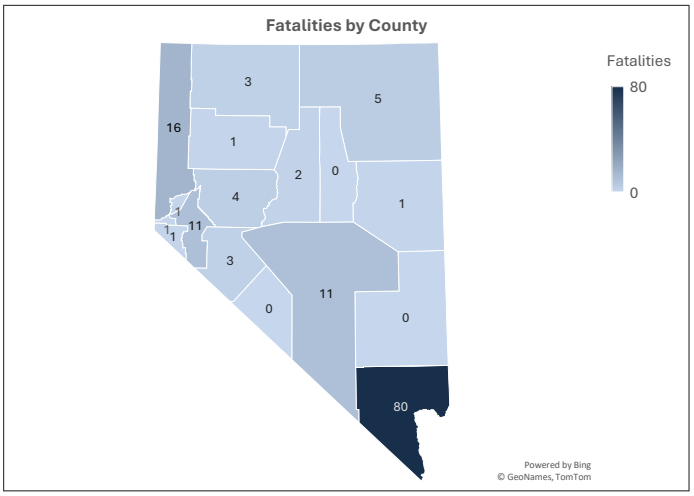
For more detailed information on traffic fatalities and the behaviors causing them, please refer to the Nevada Fatal Crash Dashboard.

Data as of: May 31, 2026

Crash Comparison by Month - Current Reporting Period

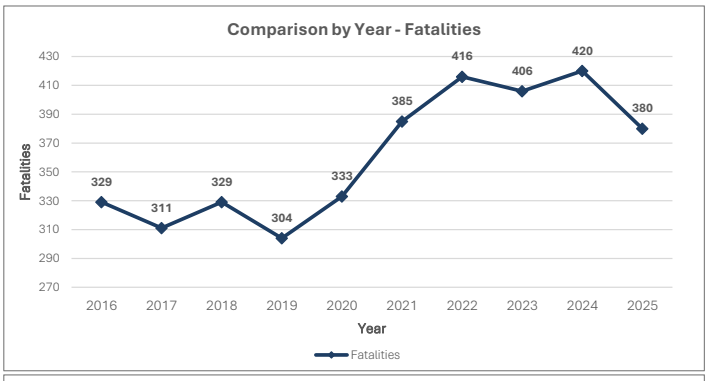
2026 Fatal Crashes During Current Reporting Period		2026 Fatalities During Current Reporting Period	
134	-15.72% % Change from 2025	140	-16.17% % Change from 2025

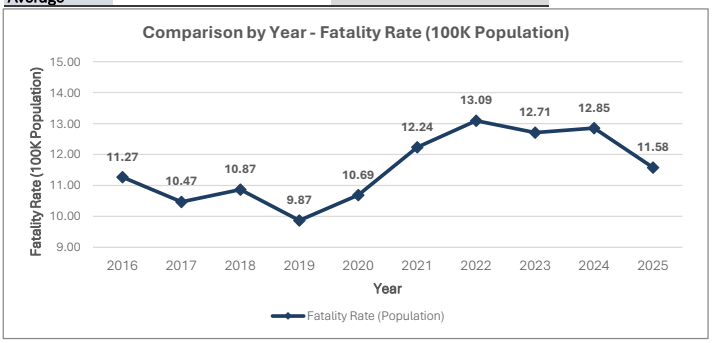
Month	2025 Fatal Crashes	2026 Fatal Crashes	% Change	2025 Fatalities	2026 Fatalities	% Change
January	38	29	-23.68%	39	29	-25.64%
February	31	23	-25.81%	32	25	-21.88%
March	26	21	-19.23%	29	24	-17.24%
April	39	29	-25.64%	39	30	-23.08%
May	25	32	28.00%	28	32	14.29%
June	0	0	0.00%	0	0	0.00%
July	0	0	0.00%	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	**159**	**134**	**-15.72%**	**167**	**140**	**-16.17%**
Year End Total	**362**			**380**		

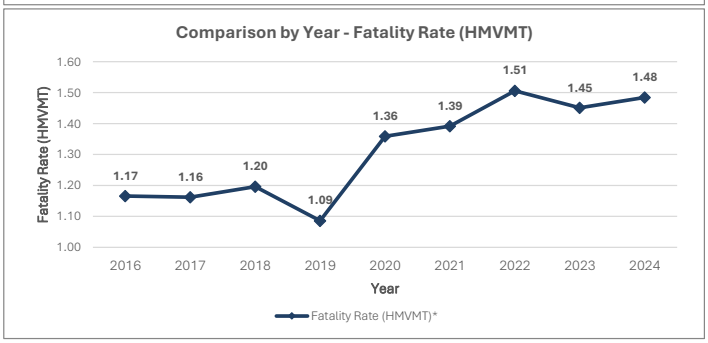


10-Year Historical Crash Comparison

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	112	78	-30.36%	115	80	-30.43%	40	24	-40.00%	16	9	-43.75%
Washoe	24	16	-33.33%	27	16	-40.74%	14	4	-71.43%	6	2	-66.67%
Lyon	3	10	233.33%	4	11	175.00%	3	10	233.33%	0	2	200.00%
Carson City	1	1	0.00%	1	1	0.00%	1	1	0.00%	1	1	0.00%
Nye	1	9	800.00%	1	11	1000.00%	1	7	600.00%	0	0	0.00%
Elko	3	5	66.67%	3	5	66.67%	1	3	200.00%	0	2	200.00%
Douglas	1	1	0.00%	1	1	0.00%	1	1	0.00%	0	0	0.00%
Churchill	3	4	33.33%	3	4	33.33%	1	3	200.00%	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	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
Reporting Period Total	**159**	**134**	**-15.72%**	**167**	**140**	**-16.17%**	**71**	**62**	**-12.68%**	**27**	**19**	**-29.63%**
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	39	26	-33.33%	7	1	-85.71%	29	27	-6.90%	0	2	200.00%
Washoe	4	8	100.00%	1	3	200.00%	8	1	-87.50%	0	0	0.00%
Lyon	0	1	100.00%	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	3	300.00%	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	1	0.00%
Douglas	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Churchill	1	1	0.00%	0	0	0.00%	1	0	-100.00%	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	**46**	**41**	**-10.87%**	**8**	**4**	**-50.00%**	**41**	**30**	**-26.83%**	**1**	**3**	**200.00%**
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