Nevada Advisory Committee on Traffic Safety

ANNUAL REPORT

2026 DRAFT

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Nevada Advisory Committee on Traffic Safety

ANNUAL REPORT

December 2026

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List of Acronyms

BAC	Blood Alcohol Concentration
BDR	Bill Draft Request
DMV	Department of Motor Vehicles
DHS	Department of Human Services
DPS	Department of Public Safety
DUI	Driving Under the Influence
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
GDL	Graduated Driver's License
HPMS	Highway Performance Monitoring System
NDOT	Nevada Department of Transportation
NHTSA	National Highway Traffic Safety Administration
NVACTS	Nevada Advisory Committee on Traffic Safety
NRS	Nevada Revised Statutes
OTS	Office of Traffic Safety
PBL	Primary Belt Law
RSC	Road Safety Camera
RTC	Regional Transportation Commission
SB	Senate Bill
SHSP	Strategic Highway Safety Plan
SMAP	Speed Management Action Plan
STSI	State Traffic Safety Information
TSRP	Traffic Safety Resource Prosecutor
UNLV	University of Nevada, Las Vegas
VMT	Vehicle Miles Traveled

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1. Purpose of this Document

The Nevada Advisory Committee on Traffic Safety (NVACTS) was voted into the Nevada Revised Statutes (NRS) at the 2021 Nevada Legislative Session. As defined by NRS 408.581 and described in the NVACTS Bylaws (**Appendix A**), the function of NVACTS is to:

- Review, study, and make recommendations regarding:
  - **Evidence-based best practices** for reducing or preventing fatalities and injuries related to motor vehicle crashes on roadways in Nevada;
  - **Data** on motor vehicle crashes in Nevada resulting in fatalities or serious bodily injuries, including, without limitation, factors that cause such crashes and measures known to prevent such crashes;
  - **Policies** intended to reduce or prevent deaths and injuries related to motor vehicle crashes on roadways in this State;
  - **Any other matter** submitted by the Chair.
- Prepare and submit an annual report to the Governor and to the Director of the Legislative Counsel Bureau for transmittal to the Legislature. Summarize activities of the Advisory Committee that address, without limitation, any issue reviewed or studied, and any recommendations made by the Advisory Committee. This document satisfies the requirement as the NVACTS Annual Report.

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2. Statewide Safety Data

With a goal of **Zero Fatalities** since 2011, Nevada has focused on reducing fatalities on state and local roadways for over a decade. Some years have shown trends in the right direction. It is evident from the data below that fatalities on Nevada's roadways are climbing, with the most common factors being speeding and alcohol/drug impairment. The latest fatality data for Nevada is summarized below. The complete summary of the most recent five years of finalized fatality data (2020-2024), is included in *2026 Nevada Crash Facts*, included in **Appendix B**.

Crash Data Status and Reliability

Crash data used in this report includes both finalized and preliminary sources. Data from the Fatality Analysis Reporting System (FARS) is considered final because it undergoes a standardized and comprehensive validation process conducted by the National Highway Traffic Safety Administration (NHTSA). This process includes detailed reviews of police reports, medical examiner records, and other official documentation, ensuring accuracy and consistency across jurisdictions. The FARS dataset includes 11 crashes (two in 2019, six in 2023, and three in 2024) categorized as having occurred at a location where "Trafficway Not in State Inventory." This designation applies when a qualifying motor vehicle traffic crash occurs on a trafficway that is not included in the State Highway Inventory; however, these crashes have been verified.

In contrast, any crash data from years following the most recent FARS release is considered preliminary. These records may still be under review, subject to updates, and not yet fully verified. As such, figures for 2025 are based on preliminary data provided by the Nevada Office of Traffic Safety and are subject to change until finalized in a future FARS release.

Fatal Crashes and Fatalities

Fatal crashes and fatalities have generally increased over the past decade. Preliminary data for 2025 shows that there were **362 fatal crashes**, resulting in **380 fatalities**, marking a downward trend since 2024. These crashes account for 10.6% of all fatal crashes recorded between 2016 and 2025. (Note: 2025 data is preliminary until 2027.)

As shown in **Figure 1**, the number of fatal crashes fluctuated over the ten-year period, with a slight decline observed in 2019. This was followed by a steady rise from 2020 through 2022, a brief decline in 2023, a sharp increase in 2024, and a slight decrease in 2025. **Figure 2** illustrates the total number of traffic fatalities, which mirrors the crash trends. While the overall trajectory shows an increase, 2019 marked a temporary dip in fatalities before numbers rose again in subsequent years. Fatality rates per 100 million vehicle miles traveled (VMT) and per 100,000 population are also on the rise over the ten-year period, although both rates decreased from 2022 to 2023 before climbing again in 2024 and declining in 2025. These trends are shown in **Figure 3** and **Figure 4**, respectively.

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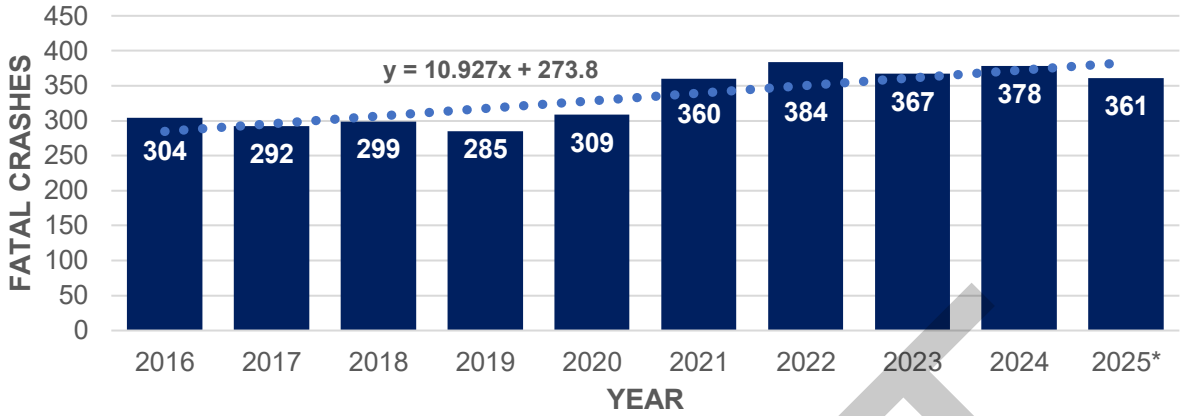
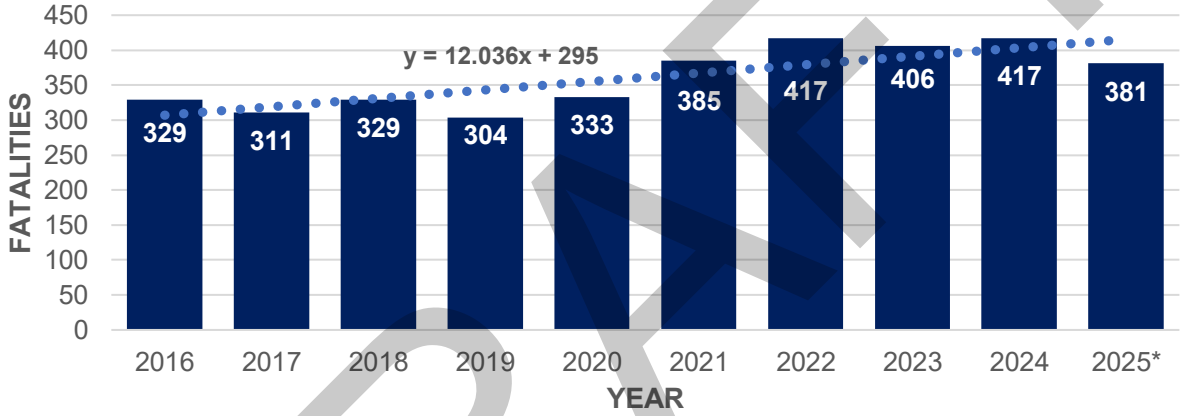


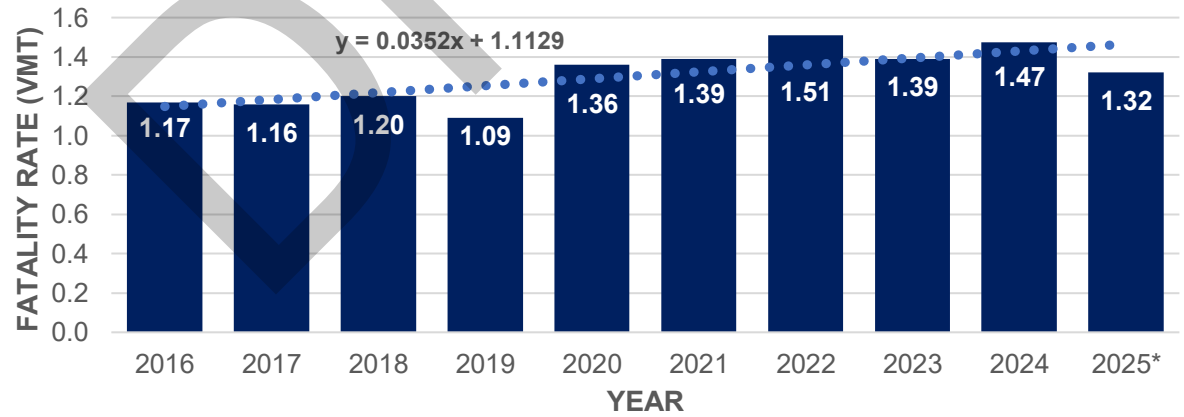
Source: 2016 to 2024: FARS, NHTSA; 2025: 2024-2025 Preliminary State Fatal Report, Nevada OTS
**2025 data is preliminary until 2027.*

Figure 1: Fatal Crashes in Nevada (2016-2025)



Source: 2016 to 2024: FARS, NHTSA; 2025: 2024-2025 Preliminary State Fatal Report, Nevada OTS
**2025 data is preliminary until 2027.*

Figure 2: Nevada Traffic Fatalities (2016-2025)



Source: 2016 to 2024: FARS, NHTSA; 2016-2025 VMT Data, Nevada Department of Transportation (NDOT) AVMT Reports; 2025: 2024-2025 Preliminary State Fatal Report, Nevada OTS
**2025 data is preliminary until 2027.*

Figure 3: Nevada Traffic Fatality Rate per 100 million VMT (2016-2025)

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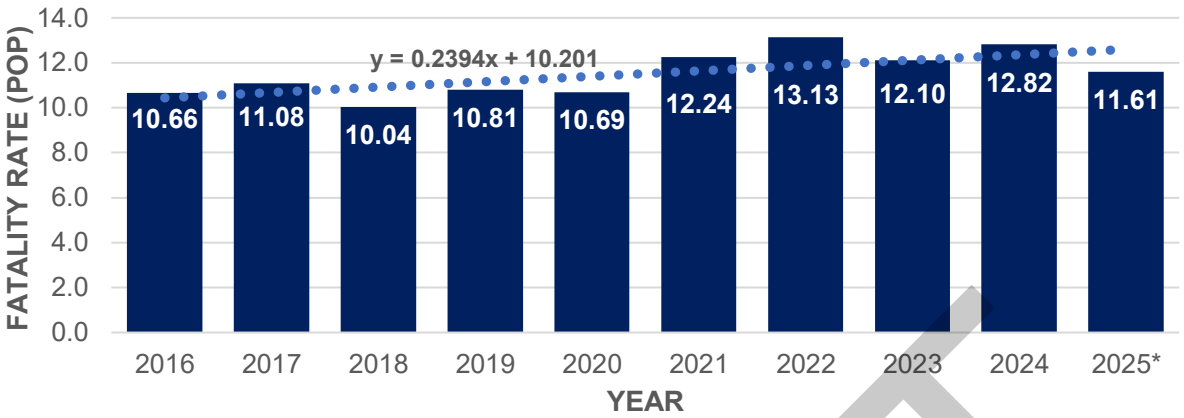
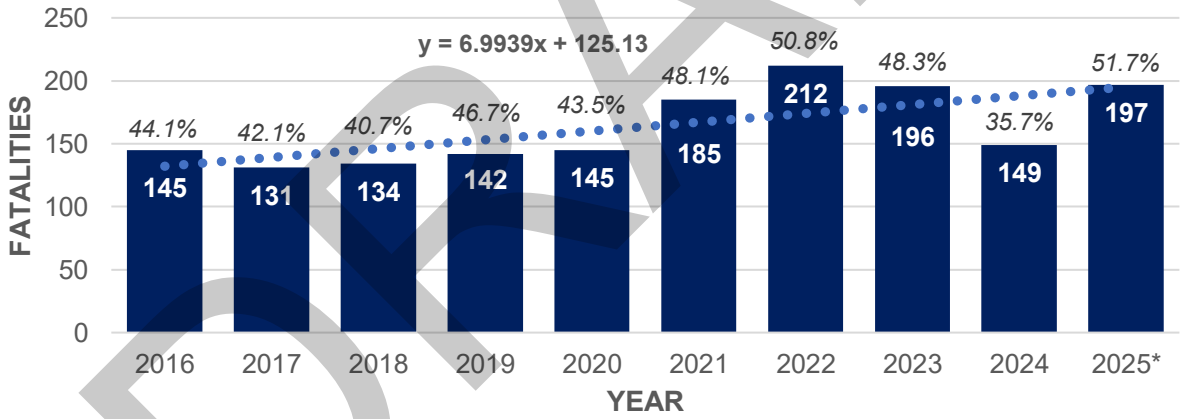


Source: 2016 to 2024: FARS, NHTSA; Population Data: Nevada Quick Facts, United States Census Bureau; 2025: 2024-2025 Preliminary State Fatal Report, Nevada OTS
**2025 data is preliminary until 2027.*

Figure 4: Nevada Traffic Fatality Rate per 100 thousand Population (2016-2025)

Impaired Driving

Since 2016, a total of **1,636 fatalities** resulted from traffic crashes involving an impaired driver, equating to 45.3% of all fatalities in the state over the 10 years. As shown in **Figure 5**, impaired driving fatalities have generally increased between 2016 and 2025 (2025 data is preliminary until 2027).



Source: 2016 to 2024: FARS, NHTSA; 2025: Nevada Office of Traffic Safety (OTS)
**2025 data is preliminary until 2027.*
Note: Percentages shown are the ratio of impaired driving fatalities to total Nevada traffic fatalities for that year.

Figure 5: Impaired Driving Fatalities (2016-2025)

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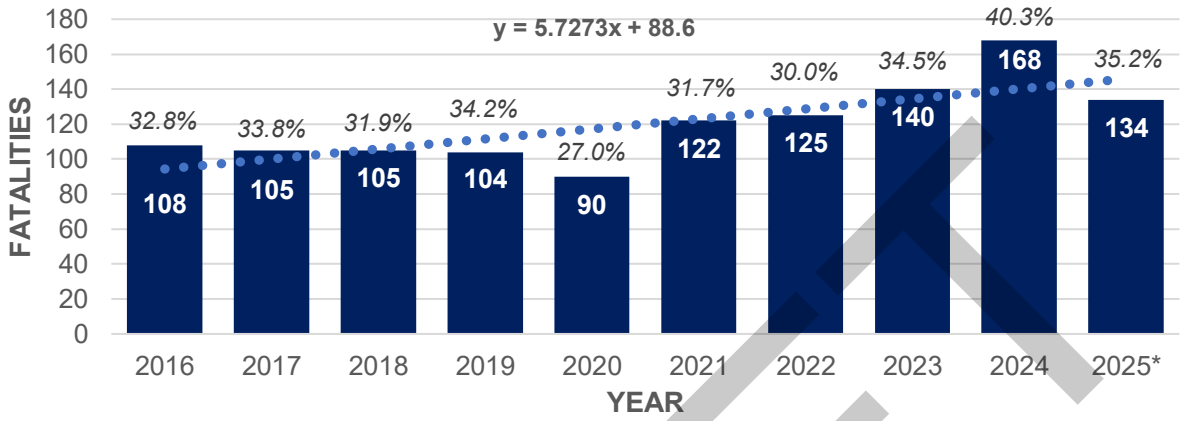
Intersections

From 2016 to 2025, a total of **1,201 fatalities**, or 33.3% of all of Nevada's fatalities, occurred at intersections. The greatest number of intersection fatalities occurred in 2024, with 168 fatalities. The intersection fatalities for the last ten years are shown in **Figure 6**.

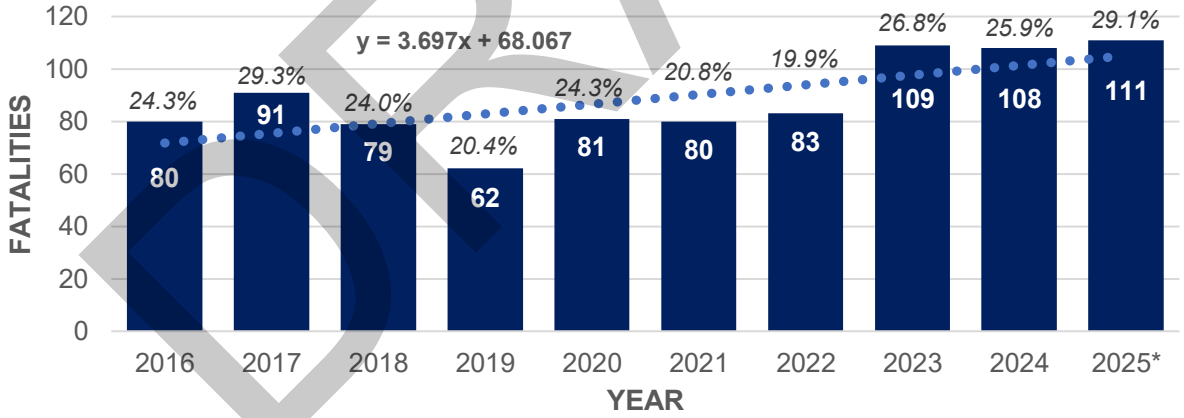


Source: 2016 to 2024: FARS, NHTSA; 2025: Nevada Office of Traffic Safety (OTS)
**2025 data is preliminary until 2027.*
Note: Percentages shown are the ratio of intersection fatalities to total Nevada fatalities for that year.

Figure 6: Intersection Fatalities (2016-2025)

Pedestrians

Between 2016 and 2025, there was a total of **884 pedestrian fatalities**, representing 24.5% of all fatalities in the state over the same time frame. Pedestrian fatalities reached a high of 111 in 2025. The pedestrian fatalities for the last ten years are shown in **Figure 7** below.



Source: 2016 to 2024: FARS, NHTSA; 2025: 2024-2025 Preliminary State Fatal Report, Nevada OTS
**2025 data is preliminary until 2027.*
Note: Percentages shown are the ratio of pedestrian fatalities to total Nevada fatalities for that year.

Figure 7: Pedestrian Fatalities (2016-2025)

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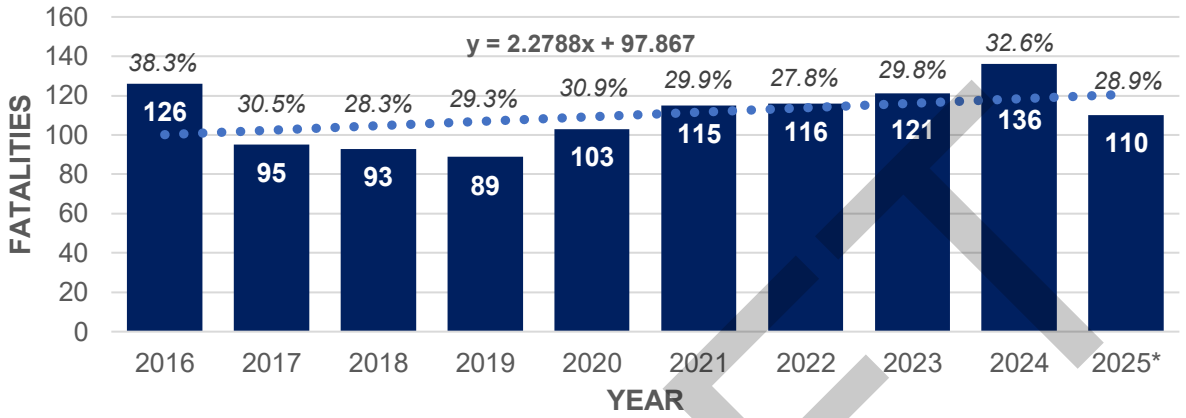
Speeding-Related

From 2016 to 2025, **1,104 fatalities**, or 30.6% of the state's fatalities, were the result of crashes where excessive speed was a factor. Since 2019, speeding-related fatalities have generally trended upward, reaching a peak of 136 fatalities in 2024 (2025 data is preliminary). Speeding-related fatalities from 2016 to 2025 are shown in **Figure 8**.

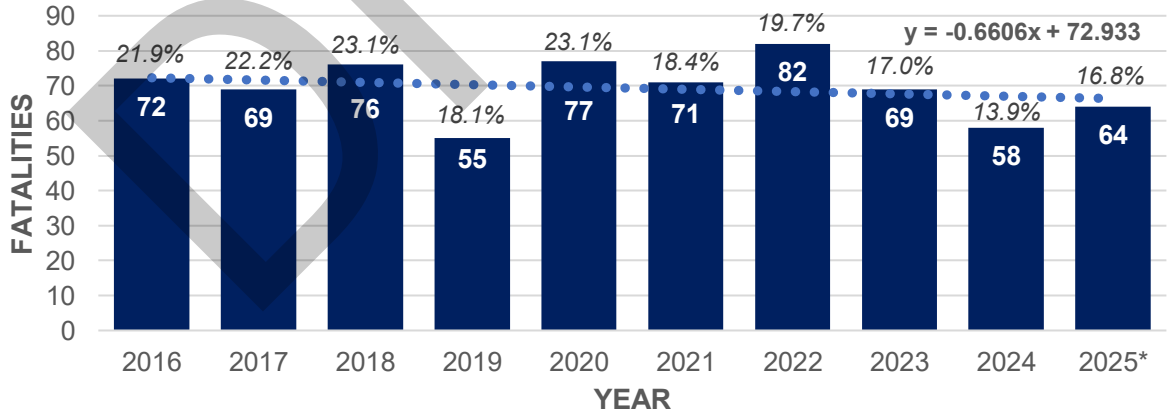


Source: 2016 to 2024: FARS, NHTSA; 2025: Nevada Office of Traffic Safety (OTS)
**2025 data is preliminary until 2027.*
Note: Percentages shown are the ratio of speeding-related fatalities to total Nevada fatalities for that year.

Figure 8: Speeding-Related Fatalities (2016-2025)

Unrestrained Occupants

Between 2016 and 2025, **693 fatalities**, representing 19.2% of all traffic fatalities in Nevada, involved unrestrained occupants. This includes occupants who were not using a seat belt or child restraint properly, or were not using one at all. As shown in **Figure 9**, unrestrained occupant fatalities fluctuated throughout the analysis period, ranging from a low of 55 fatalities in 2019 to a high of 82 fatalities in 2022. Following the 2022 peak, unrestrained occupant fatalities declined to 69 in 2023 and 58 in 2024, before increasing slightly to 64 fatalities in 2025.



Source: 2016 to 2024: FARS, NHTSA; 2025: 2024-2025 Preliminary State Fatal Report, Nevada OTS
**2025 data is preliminary until 2027.*
Note: Percentages shown are the ratio of unrestrained occupant fatalities to total Nevada fatalities for that year.

Figure 9: Unrestrained Occupant Fatalities (2016-2025)

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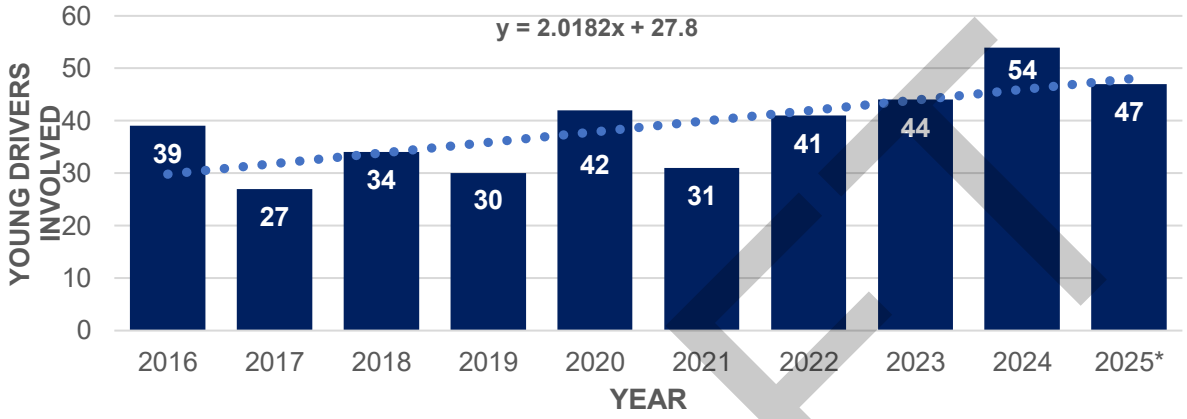
Young Drivers

Young Drivers Involved in Fatal Crashes

From 2016 to 2025, a total of **389 young drivers were involved in fatal crashes**. The number of young drivers involved in fatal crashes (regardless of fault) has generally increased since 2016 (2025 data is preliminary). See **Figure 10** below for young drivers involved in fatal crashes for the years 2016 to 2025.

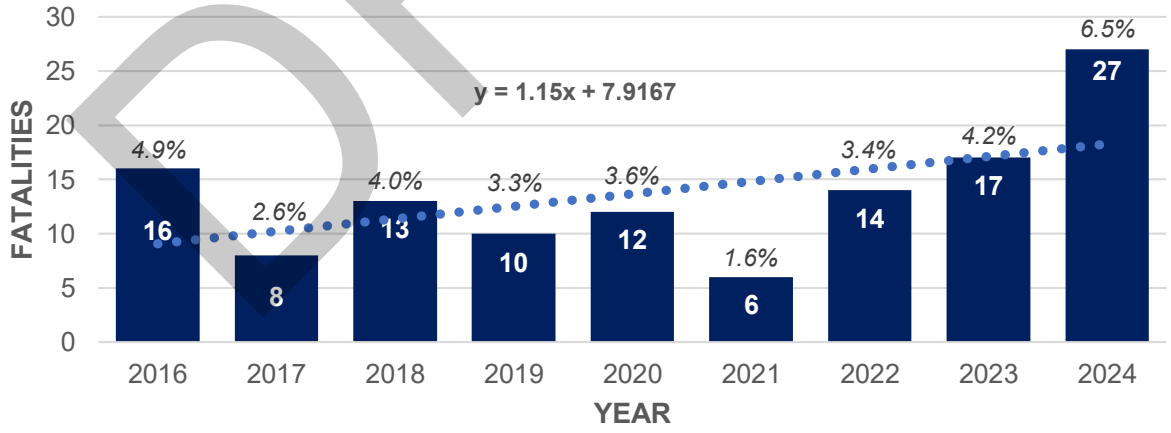


Source: 2016 to 2024: FARS, NHTSA; 2025: Nevada Office of Traffic Safety (OTS)
**2025 data is preliminary until 2027.*

Figure 10: Young Drivers Involved in Fatal Crashes (2016-2025)

Young Driver Fatalities

Because 2025 young driver fatality data were not available, the analysis period was limited to 2016 through 2024. During this period, there were a total of **123 young driver fatalities**, representing 3.4% of all traffic fatalities statewide. The greatest number of young driver fatalities occurred in 2024, with 27 fatalities. Young driver fatalities from 2016 to 2024 are shown in **Figure 11**.



Source: 2016 to 2024: FARS, NHTSA
Note: Percentages shown are the ratio of young driver fatalities to total Nevada fatalities for that year.

Figure 11: Young Driver Fatalities (2016-2024)

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3. Recommendations

The following Traffic Safety Policy Priorities were approved by NVACTS and recommended as policy changes that would impact current traffic safety issues across the state. These policy priorities look to reduce fatalities and serious injuries on Nevada's roadways. Additional information for the recommended Traffic Safety Policy Priorities is included in **Appendix C**.

Traffic Safety Policy Best Practice Recommendations

Helmets for All Riders on a Personal Recreational Conveyance

Nevada currently does not require children to wear helmets while riding bicycles, despite research demonstrating that helmet laws increase helmet use and reduce fatal and serious injuries. While several Nevada jurisdictions have adopted local helmet requirements, the absence of a consistent statewide law limits protections for young riders and creates uneven safety standards across the state. This policy priority supports implementing a statewide helmet requirement for children riding bicycles and other personal recreational conveyances to improve safety for one of Nevada's most vulnerable roadway user groups.

Research shows that bicycle helmets significantly reduce the risk of head, brain, and facial injuries and are recognized as an evidence-based countermeasure within the Safe System Approach. A statewide helmet requirement would align Nevada with proven safety practices, help reduce bicycle-related fatalities and serious injuries among children, and support Nevada's goal of Zero Fatalities.

Distracted Driving Law Modernization

Nevada currently prohibits handheld device use while driving; however, enforcement limitations, inconsistent data collection, low penalties, and evolving technology continue to reduce the effectiveness of the distracted driving law. Distracted driving remains a significant contributor to traffic crashes, fatalities, and serious injuries in Nevada, as population growth, tourism, and roadway congestion increase exposure and crash risk. This policy proposes five core components to deter distracted driving and improve roadway safety:

- Strengthen primary enforcement authority
- Implement graduated penalties for repeat offenders
- Enhance high-visibility enforcement campaigns
- Modernize crash reporting practices
- Increase fines

DUI Interventions

NVACTS proposes three key intervention strategies to improve accountability, reduce reoccurring offenses, and prevent impaired driving crashes:

- Require disclosure of driving under the influence (DUI) -related criminal history
- Lower the illegal blood alcohol concentration (BAC) from 0.08 to 0.05
- Implement a risk and needs assessment (RANT) for DUI arrestees

Research indicates that measurable driving impairment occurs at BAC as low as 0.05% and that underlying substance use and mental health conditions are often contributing factors among repeat DUI offenders. Requiring disclosure of prior DUI history and conducting RANTs would allow courts to more effectively tailor interventions and supervision. Together, the proposed

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measures are intended to provide courts with better information, address impairment at earlier stages, and strengthen the state's response to impaired driving offenses.

Graduated Driver's License

Nevada's existing graduated driver's license (GDL) laws intend to help young drivers gain experience and develop safe driving habits before receiving full driving privileges. This program is currently targeted for young drivers (16-17 years of age); however, new drivers can be equally as inexperienced as young drivers regardless of age. Many young drivers delay their license application process until 18 years of age to circumvent GDL laws.

Proposed changes to the GDL include restricting all cell phone use, including hands-free devices, for drivers less than 18 years of age; include seat belt usage for young drivers and their passengers as a condition for continued licensure within Nevada's graduated driver licensing system; and removing the age restriction to current GDL laws, thereby requiring all new drivers to obtain practical driving experience in a lower risk situation. Similar GDL laws have been implemented nationally and internationally to protect both new and young drivers.

Road Safety Cameras

Speeding and red-light running continue to be major contributors to traffic fatalities and serious injuries in Nevada. This policy priority recommendation is to eliminate the current NRS that limits local agencies' ability to use road safety cameras (RSCs), add language that enables the use of RSCs, and add language that enables the use of RSCs on school buses to enforce stop arm violations.

Safe System Intersections

Intersections are one of the most significant sources of fatal and serious injury crashes in Nevada, accounting for almost one-third of the state's traffic fatalities between 2019 and 2023. This policy supports a data-driven approach to identifying and improving high-risk intersections experiencing a high number of crashes. A safe system intersection design policy can include strategies such as:

- Minimizing and modifying conflict points
- Reducing speed of vehicles
- Improving visibility at intersections
- Providing space and protection for pedestrians and bicyclists

Safe systems intersections are built to accommodate the needs of all users. Many of the intersections in the transportation system today were constructed at a time when the emphasis was moving automobiles not people. The present and future focus is on all road users. An effective complete intersections policy will ensure cohesive action strategies that create a safe and homogenous roadway.

Seat Belt Law

Nevada currently enforces seat belt usage as a secondary offense, meaning that drivers may only be cited if initially stopped for another violation. Presently, 34 states have implemented primary seat belt laws, whereas 15, including Nevada, have not. To improve compliance and safety, this policy priority proposes that Nevada adopt a primary seat belt law by eliminating existing language that limits the issuance of seat belt citations. Additionally, it is recommended to include a sunset provision, similar to the approach taken in Utah, to facilitate data collection and analysis of the law's effectiveness. An increase in the minimum fine for non-compliance with Nevada's current

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seat belt statute is also advised. These measures may be implemented either collectively or individually.

Speed Management Action Plan

This policy supports implementation of Nevada's 2022 Speed Management Action Plan (SMAP), a comprehensive, data-driven framework that identifies speed-related safety challenges and establishes targeted countermeasures to reduce crash frequency and severity. The SMAP emphasizes proactive roadway design, public engagement, and speed management on a case-by-case basis for different roadway types and operating conditions. The Safe System Approach is a guiding factor in the SMAP through the Safe Speeds element. Recommendations in the SMAP include self-enforcing roadway designs, enhanced lighting and signage, automated enforcement capabilities, and improved speed management policies and outreach efforts.

Yield to Stop

Nevada law requires a driver to yield to a pedestrian in a marked or unmarked crosswalk while the pedestrian is on their half of the road or if approaching in a manner which could be unsafe. If a driver passes through the crosswalk while the person walking is still on their half of the road, or entire road if no center divider is present, that driver may be ticketed if an officer observes them for failure to yield to a pedestrian. The law is classified as a "yield to pedestrians" law and all signage in the state for pedestrians reinforces this, as do the pavement markings. The yield to pedestrians gives drivers the idea they can proceed once the pedestrian is no longer in their path of travel. Changing the law to STOP for pedestrians clarifies that the driver must stop.

Actions Supporting Road Safety

Nevada's commitment to improving traffic safety in 2026 extended beyond infrastructure and enforcement through strategic planning and enhanced safety data reporting. The 2026-2030 Nevada Strategic Highway Safety Plan (SHSP) update established a statewide framework for reducing traffic fatalities and serious injuries through coordinated, data-driven safety investments and strategies. To further support informed decision-making, efforts to redesign the Nevada Monthly State Fatal Report continued, providing clearer year-over-year comparisons and more detailed statewide and county-level analyses of crash trends.

2026-2030 Nevada Strategic Highway Safety Plan

In December 2025, 2026-2030 Nevada SHSP (**Figure 12**) was officially adopted. The updated plan serves as Nevada's primary transportation safety strategy for the next five years.

Figure 12: 2026-2030 Nevada SHSP

Development of the 2026-2030 Nevada SHSP included extensive collaboration among state, regional, and local agencies, law enforcement, emergency medical services, public health professionals, planners, engineers, educators, advocacy organizations, and other safety stakeholders. The update process included a review of statewide crash trends, evaluation of progress made under the previous SHSP, identification of emerging transportation safety challenges, and development of strategies to address Nevada's most critical safety needs. The 2026-2030 Nevada SHSP is included as **Appendix D**.

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Monthly State Fatal Report

In 2025, the Nevada Monthly State Fatal Report, shown in **Figure 13**, was redesigned to make it easier to understand statewide crash trends. The updated report highlights year-over-year comparisons of crashes across Nevada, offering a clearer picture of changes over time. It uses State Fatal Crash Data from the Department of Public Safety-Office of Traffic Safety (DPS-OTS), population data from the U.S. Census Bureau, and vehicle miles traveled (VMT) data from NDOT's Highway Performance Monitoring System (HPMS) to provide a point-in-time comparison. This report format has continued to be used through 2026.

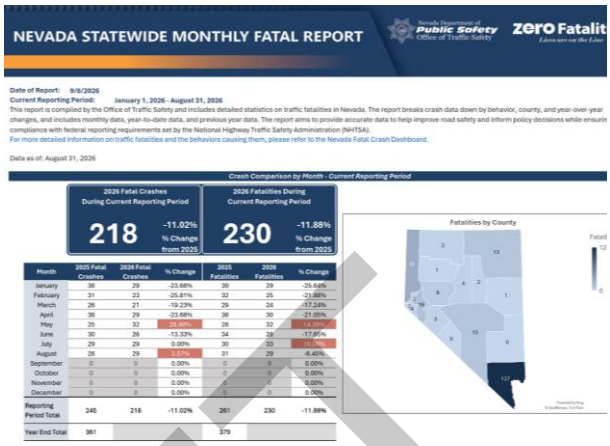

Figure 13: Nevada Monthly State Fatal Report

The report includes several key features, such as a crash comparison by month and a 10-year comparison of fatalities, serious injuries, and fatality rates per 100,000 population and per 100 million miles traveled (VMT). It also provides a year-over-year crash comparison by county, covering:

- Fatal crashes
- Fatalities
- Vehicle occupants in fatal crashes
- Unrestrained victims of fatalities
- Pedestrian fatalities
- Bicycle fatalities
- Motorcycle fatalities
- Other scooter, moped, or ATV fatalities

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4. Summary of Activities

The following subsections summarize the 2026 annual activities under NVACTS.

NVACTS Meetings

NVACTS meets every other month. Meetings are held in person in Las Vegas and Carson City, with a video conference/virtual option for members and the public. In 2026, meetings for NVACTS were held on February 10, April 14, June 9, August 11, October 13, and December 8 (scheduled). The October 13 meeting was held in-person in conjunction with the 2026 Nevada Traffic Safety Summit in Reno, Nevada. **Table 1** provides a summary of the action items discussed by NVACTS throughout 2026. Information for NVACTS, including meeting minutes and upcoming meetings, can be found here: Nevada Advisory Committee on Traffic Safety - Zero Fatalities (zerofatalitiesnv.com).

Table 1: NVACTS 2026 Action Items

Meeting	Action Item	Status
February	December 9, 2025 Meeting Minutes	Approved
April	February 10,2026 Meeting Minutes Nevada Impaired Driving Strategic Plan 2026 Recommended Best Practices	Approved Approved Approved
June	April 14, 2026 Meeting Minutes	Approved
August	June 9, 2026 Meeting Minutes	Approved
October	August 11, 2026 Meeting Minutes	(pending)
December	October 13, 2026 Meeting Minutes	(pending)

Working Groups

Traffic Safety Policy Priority Working Group

The Policy Priority Working Group is a specialized working group within NVACTS, dedicated to the prioritization of policies aimed at improving traffic safety. This group researches and identifies key traffic safety policy improvements based on data and trends, reporting their findings and recommendations directly to NVACTS. In addition to their research, the working group actively supports legislator education on traffic safety issues and provides recommendations for traffic safety-related legislation, ensuring informed decision-making.

Traffic Safety Policy Priority Working Group members included:

- Andrew Bennet, Chair, Clark County OTS
- Julia Peek, Department of Human Services
- Sean Sever, DMV
- Amy Davey, DPS-OTS
- Mike Edgell, DPS-NSPHP
- Joe Harrington, NDOT

The Traffic Safety Policy Priority Working Group met on February 4, February 25, and March 5. **Table 3** provides a summary of the key items discussed by the working group in 2026.

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Table 2: Autonomous Vehicles Working Group 2026 Discussion Items

Meeting	Discussion Item
February	Reviewed and edited policy priorities
February	Reviewed and edited policy priorities
March	Policy Priorities for the 2027 Nevada Legislative Session Policy Priorities Recommendations to NVACTS

Autonomous Vehicles Working Group

In 2025, NVACTS established the Autonomous Vehicles Working Group to support the integration of autonomous vehicle technologies across Nevada. The purpose of this group is to examine emerging trends, regulatory needs, and infrastructure challenges related to autonomous vehicles, while ensuring that deployment strategies consider the impacts on all road users, including vulnerable road users and underserved populations. This working group helps inform policy development, promote innovation, and guide data-driven decision-making to enhance mobility and safety statewide.

The Autonomous Vehicles Task Force Working Group members include:

- Andrew Bennett, Chair, Clark County OTS
- Erik Bennett, DMV
- Amy Davey, DPS-OTS
- Dominic Del Padre, NTA
- Theresa Gaisser, RTC FAST
- Lia Grimaldi, City of Las Vegas
- Todd Hartline, DPS-OTS
- Ian Machen, Ludien
- Thomas Martin, DMV
- Jae Pullen, NDOT
- Anita Pepper, DPS-OTS
- Chris Ries, LVMPD
- Sean Sever, DMV
- Shara Thiesen, NDOT
- Lacey Tisler, NDOT
- Joanna Wadsworth, RTC

The Autonomous Vehicles Working Group met on January 26 and February 23. **Table 3** provides a summary of the key items discussed by the working group in 2026.

Table 3: Autonomous Vehicles Working Group 2026 Discussion Items

Meeting	Discussion Item
January	BDR Legislative Process for Autonomous Vehicles American Association of Motor Vehicle Administrators Autonomous Vehicles Best Practices
February	Autonomous Vehicles Nevada Operators List NCHRP Report – Recent Experiences in Advancing and Deploying Automated Vehicle Technologies

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Traffic Safety Strategy Teams and Task Forces

Nevada's SHSP, led by NDOT, includes five strategy teams that meet once a year and eight task forces that each meet quarterly. Strategy Teams and Task Forces are organized as shown in **Figure 14**. Meeting agendas, meeting minutes, and additional resources can be found here: STRATEGIC HIGHWAY SAFETY PLAN - Zero Fatalities (zerofatalitiesnv.com).

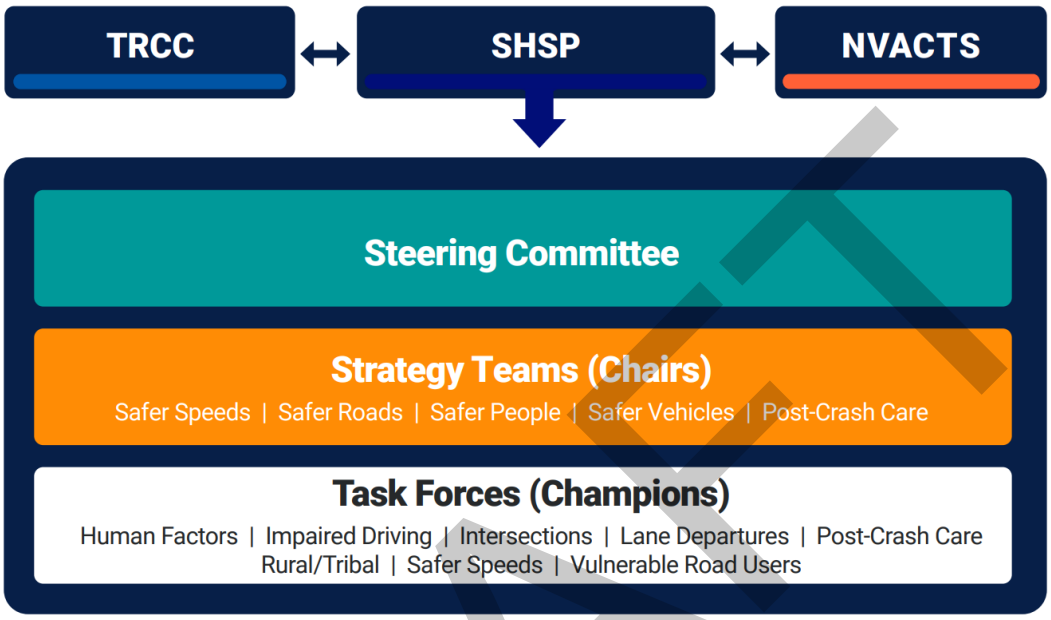

Figure 14: Nevada SHSP Structure

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Appendices or hyperlinks to appendices to be provided in final draft version.

APPENDIX A

NVACTS Bylaws

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