NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY

MEETING MINUTES

Tuesday, August 11, 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 August 11, 2026. Roll Call determined a quorum was present.

Committee Members Present

Jae Pullen, Nevada Department of Transportation
Sondra Rosenberg (proxy) for Joe Harrington, Nevada Department of Transportation
Sean Sever (Chair), Department of Motor Vehicles
Amy Davey (Vice Chair), Department of Public Safety, Office of Traffic Safety
Major Kevin Honea (proxy) for Col. Mike Edgell, Department of Public Safety, Nevada State Police Highway Patrol (virtual)
Julia Peek, Department of Human Services (virtual)
Noehealani Antolin (proxy) and Dr. Deborah Kuhls, Kerkorian School of Medicine at UNLV (virtual)
Dr. Shashi Nambisan, UNLV Transportation Research Center
Assemblywoman Tracy Brown-May, Nevada State Assembly Committee on Growth & Infrastructure
Senator Rochelle Nguyen, Nevada State Senate Committee on Growth & Infrastructure (virtual)
John McCormick, Administrative Office of the Courts
Joseph Norby, Regional Transportation Commission of Southern Nevada (virtual)
Kelly Norman, Carson Area Metropolitan Planning Organization (virtual)
Rory Lepore, Tahoe Regional Planning Agency (virtual)
Andrew Bennett, Nevada Association of Counties/Clark County (virtual)
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)
Kevin Tice, Chair, Traffic Records Coordinating Committee, Department of Public Safety-Office of Traffic Safety (non-voting) (virtual)

Members Absent

Daisy Lodovico, Department of Education
Graham Dollarhide, Regional Transportation Commission of Washoe County
Kelly McNeil, Nevada League of Cities
Shannon Bryant, Chair, Committee on Testing for Intoxication (non-voting member)

Vacant

Inter-Tribal Council of Nevada

Other

Tom Robins, Work Zone Safe
Ann Barnett, Nevada Contractors Association
John Nolan, Nevada Attorney General's Office (virtual)
Anita Pepper, PIO, Nevada Office of Traffic Safety (virtual)

2. Public Comment

No public comment.

3. Approve June 9, 2026, Meeting Minutes (Approved)

Comments from committee members included change in attendance to show Rory Lapore attended in person and Julia Peek's absence was excused.

Motion: To approve the June 9, 2026 Meeting Minutes by Jae Pullen. Passed unanimously.

Final Meeting Minutes will be posted online.

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

Anita Pepper, Public Information Officer for the Office of Traffic Safety, provided an update on statewide fatality data. The report shown during the meeting reflected 167 fatalities as of June 2026; however, Ms. Pepper noted that the most recent report issued the day before the meeting showed 199 fatalities to date in 2026 (through July 31). She stated that overall fatalities were trending down in Clark County and Washoe County, while rural areas such as Nye, Elko, and Lyon Counties were experiencing increases. Unsafe passing was identified as a historical contributing factor in rural crashes, though Ms. Pepper noted that specific causal data for the current increases was not available.

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. Adding Construction/Work Zone Awareness into Driver's Education Program (Presentation)

Tom Robins, founder of Work Zone Safe, presented on work zone and move-over safety education for teen drivers. He described Work Zone Safe's mission to help new teen drivers understand that there is "a face and family behind every flag, cone, and flashing light," and summarized the program's two primary components: in-person walk-through work zone experiences and an online curriculum addressing work zone safety, safe behaviors, laws, real-world scenarios, move-over safety, and consequences of unsafe driving. Mr. Robins explained that Oklahoma became the first state to require completion of work zone and first responder safety training for teen drivers and that other states, including Wisconsin, Connecticut, North Carolina, Kansas, Missouri, Nebraska, and Colorado, are implementing or considering similar programs.

Ann Barnett, Nevada Contractors Association, expressed support for bringing the program to Nevada and emphasized the construction industry's interest in improving public awareness and driver behavior in and around work zones. Discussion included potential integration with Nevada's existing online driver education program, the option of treating the training as a required homework element with a completion certificate, and whether the program should apply to teen drivers only or to all first-time drivers. Members also discussed tailoring a Nevada-specific course using state-specific laws, signs, crash examples, and local stories. Sean Sever, NVACTS Chair, expressed interest in reviewing draft legislative language related to the proposal.

6. New Recommendations from the Safe System Consortium (Information/Discussion)

Lacey Tisler, NDOT, presented recommendations from the Safe System Consortium report prepared by the Johns Hopkins Center for Injury Research and Policy in collaboration with the Institute of Transportation Engineers and the FIA Foundation. The presentation highlighted that the Safe System Approach addresses both upstream crash causes and downstream injury consequences by reducing exposure, reducing crash likelihood, and reducing crash severity. Key themes included breaking down

institutional silos; strengthening collaboration among roadway designers, engineers, traffic safety professionals, law enforcement, public health, and emergency response partners; using tools to guide decisions and maximize return on investment; and leveraging flexible safety funding for locally appropriate solutions.

Discussion addressed how to share national research and best practices with practitioners who design and plan roadways. Andrew Bennett emphasized the importance of ensuring that research is understood by staff and leadership, including through continuing education or professional association channels. Members discussed the opportunity to include the Safe System recommendations at the Nevada Traffic Safety Summit, through MPO advisory committees, and in Strategic Highway Safety Plan communications. Ms. Tisler encouraged members to request assistance when they need concise research that supports traffic safety work.

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

Chair Sever reported that NVACTS had provided two interim committee presentations earlier in the year, primarily focused on e-bikes and e-scooters. The committee's top three policy recommendations submitted to interim committee chairs were e-bikes and e-scooters, traffic enforcement cameras in work zones, and yield-to-stop in Nevada. Chair Sever also noted recent discussions with the DMV and Nevada Transportation Authority regarding autonomous vehicles and concerns about Nevada's self-certification process. A prior autonomous vehicle bill from the previous legislative session was shared with committee chairs as another potential topic for consideration.

Andrew Bennett noted that Clark County submitted a bill draft request to the Interim Judiciary Committee related to e-bikes and would track the relevant meeting. Dr. Deborah Kuhls requested that the BDR information be shared, and Mr. Bennett agreed to provide the pages from the school zone safety report that informed the recommendations. Senator Rochelle Nguyen encouraged the committee to review individual legislators' BDR filings for traffic safety relevance and noted that bills carried by individual legislators can be more successful when they have a clear champion. Committee members discussed tracking broad transportation and public safety BDRs and coordinating outreach to determine whether any could support NVACTS priorities.

8. NVACTS Annual Report Outline (Information/Discussion)

Lindsay Saner, Kimley-Horn, presented a draft outline for the 2026 NVACTS Annual Report. The report will follow a structure similar to previous years and include statewide safety data, activities and recommendations from NVACTS, recommended best-practice policy priorities approved by the committee, other traffic-safety-related BDRs for informational purposes, other actions supporting roadway safety in Nevada, state fatal report information, meeting and working group summaries, and an overview of Strategic Highway Safety Plan task force activities.

The draft annual report will be presented at the October 13, 2026 meeting, with committee approval anticipated at the December meeting before submittal to the Governor and Legislative Counsel Bureau (LCB) by the end of the year. Members suggested adding information about emerging topical trends, such as e-bikes and e-scooters, and making the report as succinct as possible. The group also discussed developing a short visual fact sheet or one-to-two-page summary to accompany the full report.

9. Nevada Traffic Safety Week (Information/Discussion)

Members discussed creating a Nevada Transportation Safety Week. Senator Rochelle Nguyen offered to initiate legislative proclamation language, and the group discussed coordinating a similar request through the Governor's Office. Members generally supported aligning the week with the Nevada Traffic Safety Summit in October to give the effort a Nevada-specific focus and to complement other national safety

observances. Anita Pepper offered to help provide information for the proclamation and messaging. Chair Sever indicated he would follow up with the Governor's Office.

10. Nominations for Vice-Chair Position (Information/Discussion)

Chair Sever announced that nominations are being sought for the NVACTS Vice Chair position due to Amy Davey's retirement. Nominations and recommendations should be submitted to Chair Sever for consideration, with a potential vote at the next meeting. Chair Sever and others recognized Vice Chair Davey for her leadership, public service, commitment to traffic safety, and many contributions to Nevada. Vice Chair Davey thanked the committee and reflected on traffic safety work as a relay in which each person runs the best leg possible before passing the baton to the next person.

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. More information can be found 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.

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

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

- 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

Lacey Tisler recognized the late Jaime Tuddao for his contributions to Nevada traffic safety, including his work on the Strategic Highway Safety Plan, road safety audits, public outreach campaigns, and his 2012 President's Award from the American Association of State Highway and Transportation Officials (AASHTO). Ms. Tisler encouraged the committee to preserve institutional knowledge, document milestones, and celebrate the contributions of traffic safety leaders.

Vice Chair Davey recognized several partners with Champion of Traffic Safety coins, including Mike Colety and Lindsay Saner of Kimley-Horn for their support of the Nevada Traffic Safety Summit and other collaborative traffic safety projects, and Sondra Rosenberg of NDOT for her leadership, partnership, and role in establishing NVACTS as a statutory committee.

14. Public Comment

The second public comment period was opened for matters within the jurisdiction of the committee. Antonio Chambers provided written public comment (read into the record) regarding school zone safety in Las Vegas. See attached.

Additional written public comment submitted by Ellie Waller, Douglas County, NV resident raises concerns about US 50/395/I-580 interchange in Carson City. See attached.

15. Adjourn Meeting

Meeting was adjourned at 3:45 PM.

Attachments

NVACTS Meeting Minutes from June 9, 2026
Statewide Monthly Fatality Report (June 2026)
NVACTS Annual Report Outline
Public Comment – Citizen Proposal
Public Comment – Ellie Waller

Links

Nevada Advisory Committee on Traffic Safety - Zero Fatalities

Work Zone Safe - Free Work Zone Safety Training | Work Zone Safe

New Recommendations from the Safe System Consortium | Johns Hopkins Center for Injury Research and Policy

2026 Traffic Safety Summit - Zero Fatalities

Minutes only. Full document with attachments is located at: https://zerofatalitiesnv.com/app/uploads/2026/09/20260609-NVACTS-Minutes_final.pdf

NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY

MEETING MINUTES (DRAFT)

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

1. Call to Order/Roll Call

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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 (virtual)
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 (virtual)
Julia Peek, Department of Human Services
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

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).

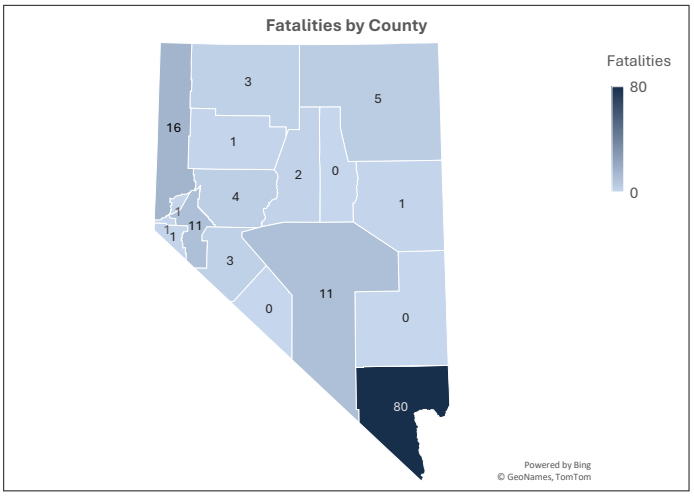
For more detailed information on traffic fatalities and the behaviors causing them, please refer to the Nevada Fatal Crash Dashboard.

Data as of: May 31, 2026

Crash Comparison by Month - Current Reporting Period

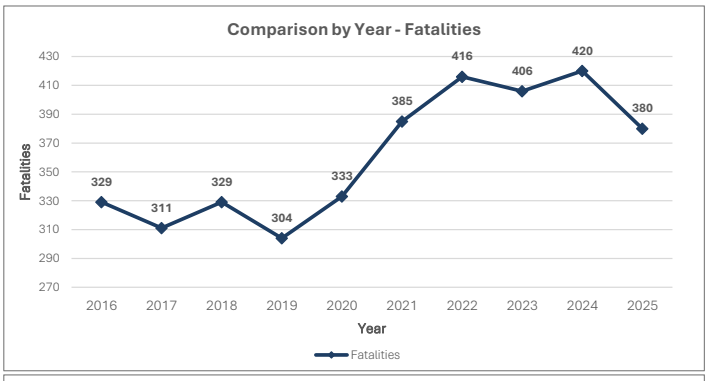
2026 Fatal Crashes During Current Reporting Period		2026 Fatalities During Current Reporting Period	
134	-15.72% % Change from 2025	140	-16.17% % Change from 2025

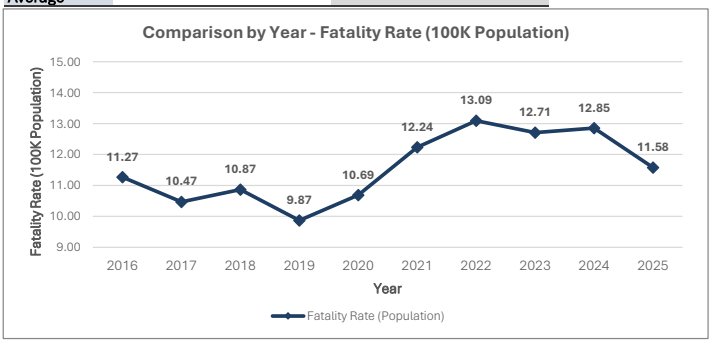
Month	2025 Fatal Crashes	2026 Fatal Crashes	% Change	2025 Fatalities	2026 Fatalities	% Change
January	38	29	-23.68%	39	29	-25.64%
February	31	23	-25.81%	32	25	-21.88%
March	26	21	-19.23%	29	24	-17.24%
April	39	29	-25.64%	39	30	-23.08%
May	25	32	28.00%	28	32	14.29%
June	0	0	0.00%	0	0	0.00%
July	0	0	0.00%	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**		

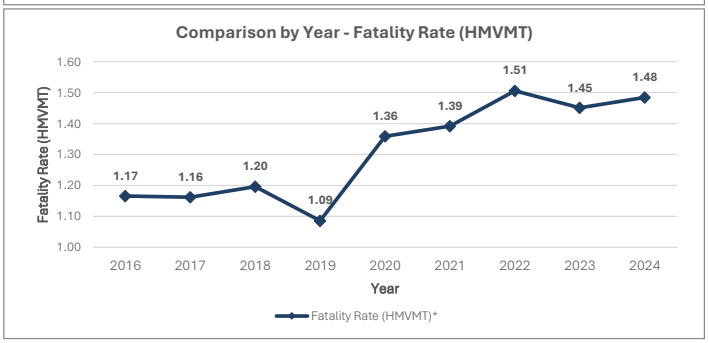


10-Year Historical Crash Comparison

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

NEVADA STATEWIDE MONTHLY FATAL REPORT

Nevada Department of Public Safety Office of Traffic Safety

Zero Fatalities — Lives are on the Line

Date of Report: 7/6/2026
Current Reporting Period: January 1, 2026 - June 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).

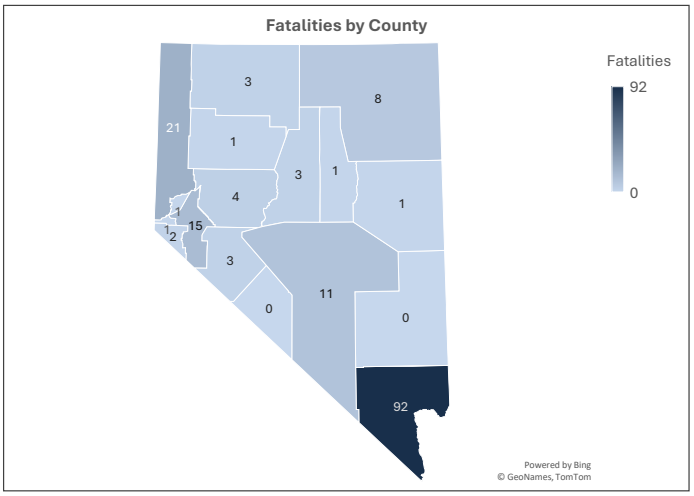
For more detailed information on traffic fatalities and the behaviors causing them, please refer to the Nevada Fatal Crash Dashboard.

Data as of: June 30, 2026

Crash Comparison by Month - Current Reporting Period

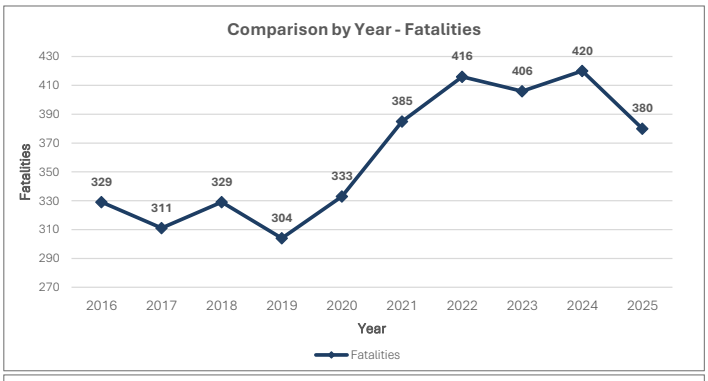
2026 Fatal Crashes During Current Reporting Period		2026 Fatalities During Current Reporting Period	
159	-15.43% % Change from 2025	167	-16.50% % Change from 2025

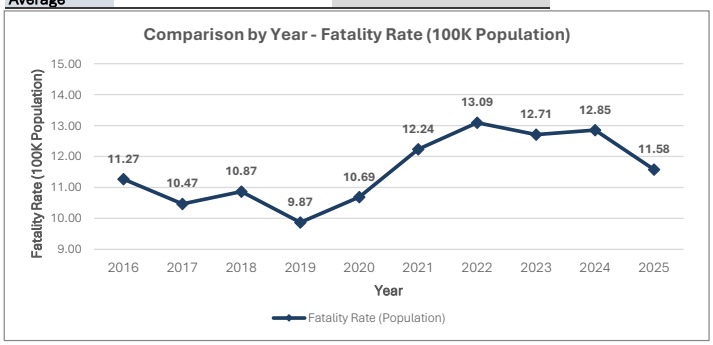
Month	2025 Fatal Crashes	2026 Fatal Crashes	% Change	2025 Fatalities	2026 Fatalities	% Change
January	38	29	-23.68%	39	29	-25.64%
February	31	23	-25.81%	32	25	-21.88%
March	26	21	-19.23%	29	24	-17.24%
April	38	29	-23.68%	38	30	-21.05%
May	25	34	36.00%	28	34	21.43%
June	30	23	-23.33%	34	25	-26.47%
July	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	**188**	**159**	**-15.43%**	**200**	**167**	**-16.50%**
Year End Total	**362**			**380**		

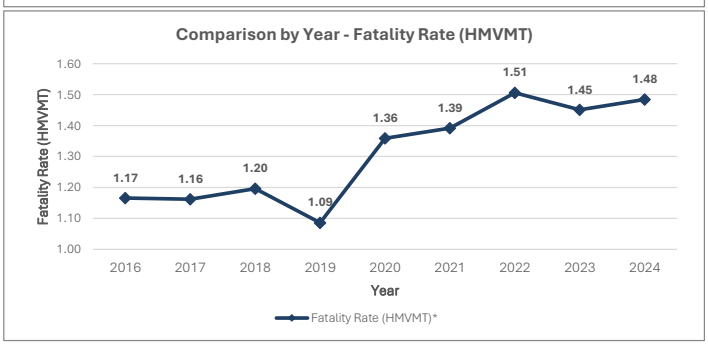


10-Year Historical Crash Comparison

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	132	90	-31.82%	137	92	-32.85%	51	29	-43.14%	21	10	-52.38%
Washoe	26	21	-19.23%	30	21	-30.00%	16	7	-56.25%	6	4	-33.33%
Lyon	3	13	333.33%	4	15	275.00%	3	13	333.33%	0	3	300.00%
Carson City	3	1	-66.67%	3	1	-66.67%	3	1	-66.67%	2	1	-50.00%
Nye	1	9	800.00%	1	11	1000.00%	1	7	600.00%	0	0	0.00%
Elko	4	7	75.00%	4	8	100.00%	2	6	200.00%	0	4	400.00%
Douglas	1	2	100.00%	1	2	100.00%	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	3	3	0.00%	4	3	-25.00%	1	2	100.00%	1	2	100.00%
White Pine	3	1	-66.67%	4	1	-75.00%	3	1	-66.67%	2	0	-100.00%
Pershing	3	1	-66.67%	3	1	-66.67%	3	1	-66.67%	1	0	-100.00%
Lander	0	3	300.00%	0	3	300.00%	0	2	200.00%	0	0	0.00%
Mineral	2	2	0.00%	2	3	50.00%	2	3	50.00%	1	0	-100.00%
Lincoln	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
Storey	1	1	0.00%	1	1	0.00%	1	0	-100.00%	0	0	0.00%
Eureka	1	1	0.00%	1	1	0.00%	1	1	0.00%	1	1	0.00%
Esmeralda	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
Reporting Period Total	**188**	**159**	**-15.43%**	**200**	**167**	**-16.50%**	**91**	**77**	**-15.38%**	**35**	**26**	**-25.71%**
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	44	28	-36.36%	7	1	-85.71%	35	32	-8.57%	0	2	200.00%
Washoe	5	8	60.00%	1	3	200.00%	8	3	-62.50%	0	0	0.00%
Lyon	0	1	100.00%	0	0	0.00%	1	1	0.00%	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	1	100.00%
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%	1	0	-100.00%	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	1	100.00%	0	0	0.00%
Mineral	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Lincoln	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Storey	0	0	0.00%	0	0	0.00%	0	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	**52**	**43**	**-17.31%**	**8**	**4**	**-50.00%**	**48**	**39**	**-18.75%**	**1**	**4**	**300.00%**
Year End Total	**109**			**17**			**83**			**3**		

KEY

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

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SOURCES

State Fatal Crash Data, Office of Traffic Safety

Population Data, United States Census Bureau

VMT Data, NDOT

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CITIZEN PROPOSAL: IMMEDIATE SCHOOL ZONE TRAFFIC RE-ROUTING

Presented to: The Nevada Advisory Committee on Traffic Safety (NVACTS)

Date: Tuesday, August 11, 2026

Subject: Eliminating Commuter Cut-Through Traffic to Protect Las Vegas Students

THE CRISIS: UNACCEPTABLE NUMBERS UNDER CURRENT ADVISORY LEADERSHIP

For over 15 years, Las Vegas has relied on academic research, data collection, and public awareness campaigns led by six-figure salaried university personnel like Erin Breen. The results prove this passive approach is an absolute failure. The numbers have continuously skyrocketed instead of going down:

Then (2009–2012): Valley-wide student pedestrian injuries averaged between 70 to 130 annually.

Now (2025–2026 School Year): A catastrophic 427 to 432 student pedestrian crashes and 4 child fatalities in a single 9-month school semester.

The Reality: Paying six-figure public salaries for committee meetings and reports while student body counts and injuries reach historic levels is a severe failure of accountability. We demand an immediate administrative performance review and a change in leadership. We need fighter-focused safety leadership, not administrative excuses.

THE SOLUTION: ACCESS RESTRICTION & COMMUTER DETOURS

The standard engineering excuse that "we cannot redirect traffic because it displaces vehicles" is false. The heavy traffic flooding our neighborhood school zones does not belong there. It is aggressive, distracted commuter traffic using neighborhood side streets as shortcuts to bypass gridlock on major arterial roads (like Sahara, Decatur, and Charleston).

We demand that NDOT, local Public Works departments, and law enforcement work together to immediately implement Peak-Hour Neighborhood Access Restrictions:

"Local Access Only" Barricades: Deploy temporary barricades or highly visible signage at neighborhood entrance points during peak school hours (6:30 AM – 8:30 AM and 1:30 PM – 3:30 PM).

Mandatory Turn Restrictions: Legally ban morning and afternoon right/left turns from main arterial roads into school-zone neighborhoods for non-residential traffic.

Strict Vehicle Exemptions: Only school buses, emergency vehicles, and verified neighborhood residents are permitted through. Outside commuters must remain on the main arterial roads where they belong.

Targeted Enforcement: Use the current multi-agency police blitz units to heavily ticket cut-through commuters who violate these neighborhood restrictions.

CONCLUSION

If a car is physically blocked from entering a school zone, the mathematical chance of that car striking a child drops to zero. Stop managing the slaughter with academic data. Use your authority to change the traffic routes, protect our neighborhoods, and keep our children alive.

School zone crosswalk changes that must be made for children safety in crosswalks

August -09-2026

July 21, 2026 I sent an email requesting an update about any future potential upgrades for the dangerous/hazardous conditions at the intersection of US 50, Hwy 395 and I-580 bypass freeway entrance/exit. Furthermore there is pedstrian crossing signal at the entrance of a freeway REALLY!? The Customer Service answer I was provided is not addressing the issues.

The I-580/US-50/US-395 south Carson interchange was designed afreeway bypass entrance/exit.nd constructed following national engineering standards and requirements. Multiple directions of traffic approach the signal on a straightaway providing enhanced visibility of the upcoming signal. Because one of the directions of traffic approaches the interchange on a downgrade from Tahoe, NDOT has strategically placed advance warning signals and two runaway truck ramps on eastbound US-50, including a runaway truck ramp less than a half mile from the intersection. These proactive safety measures offer additional opportunities to safely stop in the event of vehicle/mechanical issues.

With this answer I was requested to how I rate the support. I was given two choices satisfied of unsatisfied. I responded:

Dis-satisfied. The issues have not been resolved as evidenced by the many accidents, sometimes fatal. The "*proactive safety measures offer additional opportunities to safely stop in the event of vehicle/mechanical issues."* There are many posts on the local Nextdoor app. Here are excerpts from a couple, others included in lenghty comment.

David Shafer 2w · N Stewart St

A couple of thoughts. 1-NDOT's plans originally called for a grade separated interchange to be built at the I-580/US-50/US-395 intersection. They were scaled back after NDOT could not obtain the funding. But the point is, the engineering work and blueprints for this interchange still exist. It's a question of giving NDOT the $$$ to build it. 2- In my humble opinion the signage on US-50 for the runaway truck ramps is inadequate. In my opinion they should be mounted on overhead gantries, and not regular signposts. That is a fix that could cost much less and could be implemented faster.

Lois Stokes
NE Carson City · 22 Jul · Edited ·

The number of accidents & rollovers (listed separately because 3 in 1 month is horrifying!) at the junction of Hwys 50/395/I580 are ridiculous. We shouldn't have to take our lives in our hands driving through 2 of 4 ingress/egress highways in Carson City. I'm in favor of a petition. Is there anyone here good at the legal writing?

Rick C.
22 Jul

There's a lot of concern and confusion about the 50/395/580 intersection. Many commenters are confused about who to call. It's a state and federal highway so the local authority is NDOT, a state agency....

Next item is the minor infrastructure upgrades at the intersection of SR 28 and US Hwy 50. I do not believe the public weighed-in on these changes being made. Even though seemingly helpful the public was told that striping and lane width reductions were to be occuring. This is the same intersection a proposed roundabout is to be the prefered choice. Will the current infrastructure be removed or has there been a design change?

Additional Local Nextdoor posts for reference

April S.
Sunridge South · 20 Jul ·

Two things that have been reported on about the intersection and why the overpass is not moving forward. Yes, the funding dried up when the freeway was originally built and we can argue about that.

One, neither NDOT nor Carson City have it in any order of priority. NDOT is waiting on Carson, Carson kicks it back to NDOT.

Two, Carson allegedly is responsible for $54million of the bill. Money they of course don't have.

Nevada has a Zero Fatalities program that all law enforcement agencies across the state participate in and endorse. You can visit the website here- https://zerofatalitiesnv.com

That being said, this is an election year and our current governor is running for re-election. Whether Mr. Lombardo is aware of the amount of accidents and deaths that this intersection has seen since the completion of it, constituents should send correspondence to him pointing out that it should qualify for top priority road improvements and that him being an ex-law enforcement chief, he should find a way to get the construction done that is needed. The intersection will not meet the Zero Fatalities program at the rate of accidents so far.

Requesting copies of final reports from each accident at the intersection as well as pointing out that funding played a part in not having the original design of an overpass being built.

R

Richard James
Johnson Lane · 31 Jul ·

Almost saw what would have been a bad wreck at the 395/580 intersection today.. Going North, there are 2 right hand lanes that go to the right onto the 580 freeway. At the entrance, there are two traffic signals that are usually green, BUT NOT ALWAYS! People are in a hurry and are speeding up, ignoring the 2 traffic lights. There is a crosswalk there. Today I saw a pedestrian ALMOST GET HIT, as two cars ran the red lights and didn't even slow down. Luckily he saw what was happening and jumped back. Slow down people! Put your phones down and pay attention!

Angie B. 1w · Johnson Lane
I wondered about those lights! (In general, have never seen them change from green).

They need much more signage if used for pedestrians. They just come across as stale/unneeded traffic pacing lights. How many folks don't even look at them now if they "never" change?

(Thank you for pointing out that they DO change, and in which circumstances. Like I said, never seen them do anything in the 2+ years we've been here)

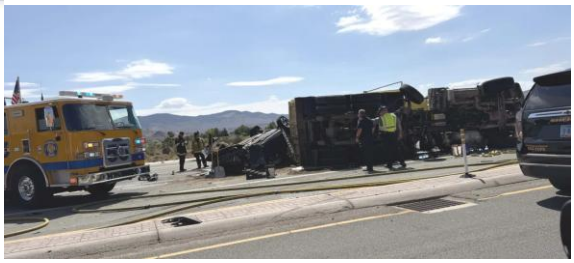
♡ 3 ☆ Helpful ◯ Reply 3

Angie B. 1w · Johnson Lane
Looking at that area, a pedestrian traffic bridge would be best. There are no other control lights near-by, a highway entrance, getting up to speed and focusing on zippering - Looking for a changing light and pedestrian just doesn't belong right here. Get the crosswalk up and out of traffic.

Diane W. 1w · Indian Hills West
Back when the planned interchange overpass was ditched, a hasty plan for pedestrian crossing was devised. I too have never seen the light red.

Recent news clips. Staff needs to provide a historical perspective of the accidents, not the public trying to compile the info.

https://www.carsonnow.org/07/02/2026/on-the-scene-all-southbound-lanes-blocked-on-395-traffic-backed-up-from-50-to-koontz



https://www.carsonnow.org/07/20/2026/multiple-vehicle-rollover-near-south-carson-and-us-50-west-junction