Safer Vehicles Strategy Team Meeting Summary

Date/Time:	**Tuesday, September 8, 2026 | 2:00-4:00 PM**
Co-Chairs:	Thomas Martin, Nevada DMV; Lacey Tisler, NDOT

AGENDA

1. *Welcome and Introductions*
    - Co-Chairs Thomas Martin and Lacey Tisler welcomed everyone to the meeting. Attendance was self-reported. See attached.
2. *Purpose of the Meeting*

    The purpose of the Safer Vehicles Strategy Team Meeting is to share proven safety practices and resources, provide high-level ideas and discussion of actions that advance Safer Vehicles priorities and inform the SHSP Implementation Plan.
3. *Data Update*
    - The statewide fatality report was shared (year to date through July). See attached.
        - If you would like to be added to the distribution list for the monthly report, contact Anita Pepper at OTS: a.pepper@dps.state.nv.us.
    - *Automated Vehicle Crash Statistics*
        - Nevada currently lacks robust statutory authority and standardized processes for collecting and reporting autonomous vehicle crash statistics. Autonomous vehicle crash information may be received by the DMV, but there is no comprehensive reporting structure or federal standard guiding how states should track and use these data.
4. *Safer Vehicles Safety Tip*
    - **Vehicle Maintenance:** Fleet turnover on Nevada's roadways can be slow. Keeping every vehicle in sound operating condition is an important safety practice. Regular preventive maintenance—such as checking tires, brakes, lights, fluids, and safety systems—helps older vehicles remain road-ready and supports the reliable operation of newer, connected technologies, including vehicle-to-vehicle and vehicle-to-everything systems.
5. *Agency/Committee Presentations*
    - *Autonomous Vehicle Licensing in Southern Nevada (Andrew Bennett)*
        - Clark County has experience with autonomous vehicle deployment in Southern Nevada, particularly in unincorporated Clark County and along Las Vegas Boulevard. It was noted that recent licensing approvals allowing up to 5,000 Tesla vehicles, 1,000 Waymo vehicles, 1,000 Uber vehicles, and 100 Zoox vehicles to operate, while actual deployment may be lower than authorized levels.
    - *Intelligent Speed Assistance (Chuck DeWeese)*
        - Intelligent Speed Assistance (ISA) uses speed-limit alerts or active speed controls to help reduce speeding, with research suggesting potential safety, fuel economy, and fleet cost benefits. Participants discussed pilot programs,

legislation for persistent speeders, and implementation considerations such as cost, insurance incentives, privacy, and public acceptance.

- Other Agency Updates
  - Kimberly Goodwin from NDOT Traffic Safety Engineering, raised awareness of vehicle control assessment technology that may help determine whether an authorized or restricted driver is operating a vehicle. Implementation of this technology would likely require legislative change. The group also discussed the need to better understand existing safety features and minimum purchasing requirements for public agency fleets, including NDOT and other major fleets.
  - Max Gakh highlighted UNLV's work with the Nevada Community Health Coalition and Make the Road Nevada as examples of partnerships that connect traffic safety topics to broader community conversations. The group agreed that SHSP implementation may benefit from more proactive outreach, stronger messaging, and trusted community partners who can help surface concerns and opportunities.

6. *Group Discussion*
   - Participants discussed the need to include commercial vehicles, trucks, motorcycles, and other vehicle types in future safer vehicles conversations.
     - Lacey Tisler emphasized that even where vehicle design is outside state control, Nevada can consider infrastructure, policy, and education strategies that mitigate known vehicle-related risks.
   - The group also discussed opportunities to use DMV knowledge test data to identify commonly missed questions and inform public education, particularly around roundabouts and rules of the road.
     - Justin McDonald raised the potential role of driver feedback devices and insurance-based incentives in changing driving behavior. Participants discussed the need to reframe safer speed culture by celebrating calm, legal, and less stressful driving rather than treating speeding as normal or admirable.
7. *Upcoming Meetings*
   - Nevada Advisory Committee on Traffic Safety, October 13, 2026
   - Nevada Traffic Safety Summit – October 13-15, 2026 – Atlantis, Reno
   - Post Crash Care Strategy Team Meeting – November 10, 2026

ATTACHMENTS

- Monthly Fatality Report
- Safer Vehicles Strategies and Actions

NEVADA STATEWIDE MONTHLY FATAL REPORT

Nevada Department of Public Safety Office of Traffic Safety

Zero Fatalities — Lives are on the Line

Date of Report: 8/6/2026
Current Reporting Period: January 1, 2026 - July 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).

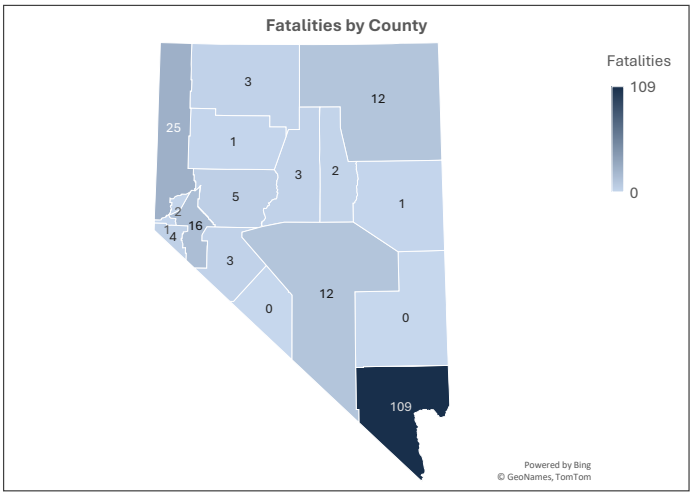
For more detailed information on traffic fatalities and the behaviors causing them, please refer to the Nevada Fatal Crash Dashboard.

Data as of: July 31, 2026

Crash Comparison by Month - Current Reporting Period

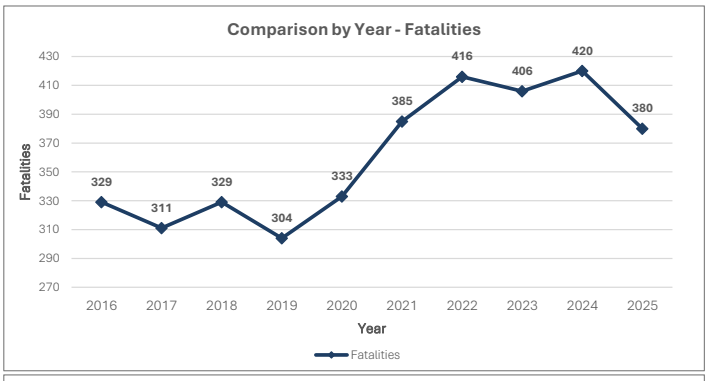
2026 Fatal Crashes During Current Reporting Period		2026 Fatalities During Current Reporting Period	
187	-13.82% % Change from 2025	199	-13.48% % Change from 2025

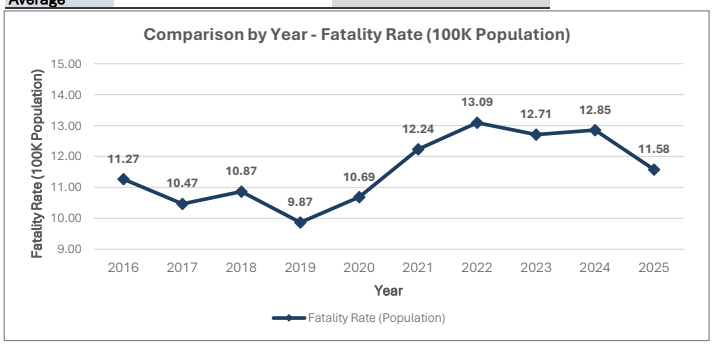
Month	2025 Fatal Crashes	2026 Fatal Crashes	% Change	2025 Fatalities	2026 Fatalities	% Change
January	38	29	-23.68%	39	29	-25.64%
February	31	23	-25.81%	32	25	-21.88%
March	26	21	-19.23%	29	24	-17.24%
April	38	29	-23.68%	38	30	-21.05%
May	25	32	28.00%	28	32	14.29%
June	30	26	-13.33%	34	28	-17.65%
July	29	27	-6.90%	30	31	3.33%
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	**217**	**187**	**-13.82%**	**230**	**199**	**-13.48%**
Year End Total	**362**			**380**		

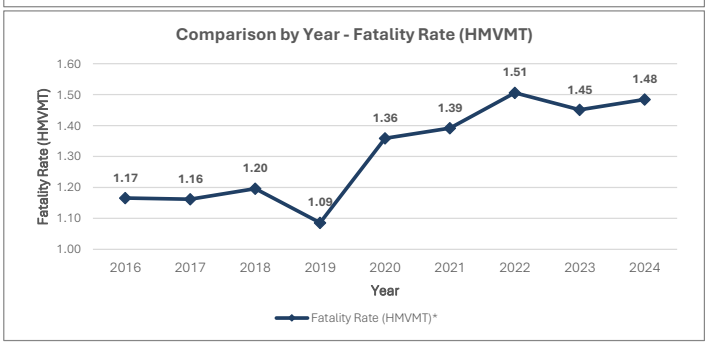


10-Year Historical Crash Comparison

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	151	107	-29.14%	157	109	-30.57%	60	36	-40.00%	24	16	-33.33%
Washoe	31	25	-19.35%	35	25	-28.57%	18	9	-50.00%	7	5	-28.57%
Lyon	3	14	366.67%	4	16	300.00%	3	14	366.67%	0	4	400.00%
Carson City	3	1	-66.67%	3	1	-66.67%	3	1	-66.67%	2	1	-50.00%
Nye	3	10	233.33%	3	12	300.00%	2	8	300.00%	1	1	0.00%
Elko	5	8	60.00%	5	12	140.00%	3	10	233.33%	1	4	300.00%
Douglas	1	3	200.00%	1	4	300.00%	1	3	200.00%	0	2	200.00%
Churchill	3	5	66.67%	3	5	66.67%	1	4	300.00%	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	1	3	200.00%	1	3	200.00%	1	2	100.00%	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	2	100.00%	1	2	100.00%	1	0	-100.00%	0	0	0.00%
Eureka	2	2	0.00%	2	2	0.00%	2	1	-50.00%	1	1	0.00%
Esmeralda	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
Reporting Period Total	**217**	**187**	**-13.82%**	**230**	**199**	**-13.48%**	**106**	**95**	**-10.38%**	**41**	**37**	**-9.76%**
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	50	36	-28.00%	8	1	-87.50%	39	34	-12.82%	0	2	200.00%
Washoe	6	8	33.33%	1	3	200.00%	9	5	-44.44%	1	0	-100.00%
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	1	3	200.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%
Elko	0	1	100.00%	0	0	0.00%	1	0	-100.00%	1	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	2	200.00%	0	0	0.00%
Eureka	0	0	0.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%
Esmeralda	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Reporting Period Total	**60**	**51**	**-15.00%**	**9**	**4**	**-55.56%**	**53**	**45**	**-15.09%**	**2**	**4**	**100.00%**
Year End Total	**109**			**17**			**83**			**3**		

KEY

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

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

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

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

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

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

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

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

DISCLAIMER

This report is a point in time comparison.

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

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

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

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

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

SOURCES

State Fatal Crash Data, Office of Traffic Safety

Population Data, United States Census Bureau

VMT Data, NDOT

Strategy Team: Safer Vehicles (SV)

Strategy #SV.1: Vehicle Safety Standards Assessment

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment	Task Forces	Partners
1	Require blind spot and AEB (automatic emergency braking) technologies for all state-owned fleet purchases.	N/A	N/A	01/16/2026	○ Not Started	Develop or update procurement standards for state-owned fleet.	N/A	Human Factors	N/A
2	Create state-level government procurement and grant program that incentivizes both public and private fleet operators to equip vehicles with crash-avoidance technology.	N/A	N/A	01/16/2026	○ Not Started	Develop policy document detailing requirements to qualify for grant-incentive program.	N/A	Human Factors	N/A

Strategy #SV.2: Statewide Vehicle Safety Technology Awareness Campaign

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment	Task Forces	Partners
1	Design and disseminate public information campaign on the role of vehicle safety technology (AEB, lane keeping, speed limiters) to prevent collisions, especially for aging drivers and teen parents.	Kristen Marshall (NDOT - Planning) Chantelle Ewing (NDOT - Planning)	N/A	01/16/2026	○ Not Started	Safety campaign focused on the role of vehicle safety.	N/A	Human Factors	N/A
2	Partner with dealerships to include vehicle safety information at point of sale.	N/A	N/A	01/16/2026	○ Not Started	Published materials (flyer, brochure, or e-communications) to share with dealerships.	N/A	Human Factors	N/A
3	Identify and support technology that will increase the survivability and decrease the probability of lane departure crashes.	N/A	N/A	01/16/2026	○ Not Started	Incorporate driver feedback devices to allow for faster EMS responses to increase survivability.	N/A	Lane Departures	N/A

Strategy #SV.3: Crash Data Integration with Vehicle Characteristics

No.	Description	Action Step Leader	Completion (Est.)	Last Update	Status	Output Measure	Comment	Task Forces	Partners
1	Enhance crash data systems to capture vehicle make, model, and safety features involved in fatal and serious injury collisions.	N/A	N/A	01/16/2026	○ Not Started	Research study to review make, model and year to determine safety features on vehicles involved in fatalities and serious injuries.	N/A	Post-Crash Care	N/A
2	Create and distribute policy on Automated and Connected Vehicles including strategies to adopt emerging technology.	Andrew Bennett (Clark County)	N/A	01/16/2026	○ Not Started	Statewide policy on automated and connected vehicles.	N/A	Safer Speeds	N/A