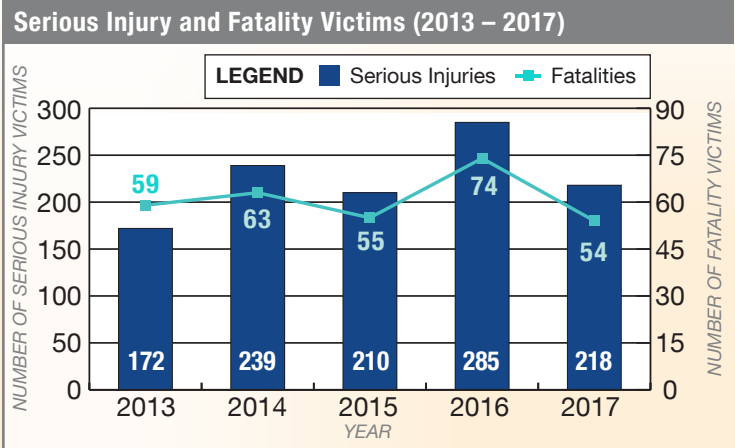




NEVADA'S MOTORCYCLE SAFETY PROBLEM

Between 2013 and 2017, 305 people lost their lives and 1,124 were seriously injured in motorcycle crashes on Nevada roadways.

The goal of the Nevada Strategic Highway Safety Plan (SHSP) is to reach zero fatalities. This fact sheet provides information on who was involved in serious injury and fatal motorcycle crashes, where and when these crashes occur, and why they happen. It also outlines critical strategies and action steps to reduce motorcycle crashes in efforts to reach our goal of zero fatalities.



WHO?

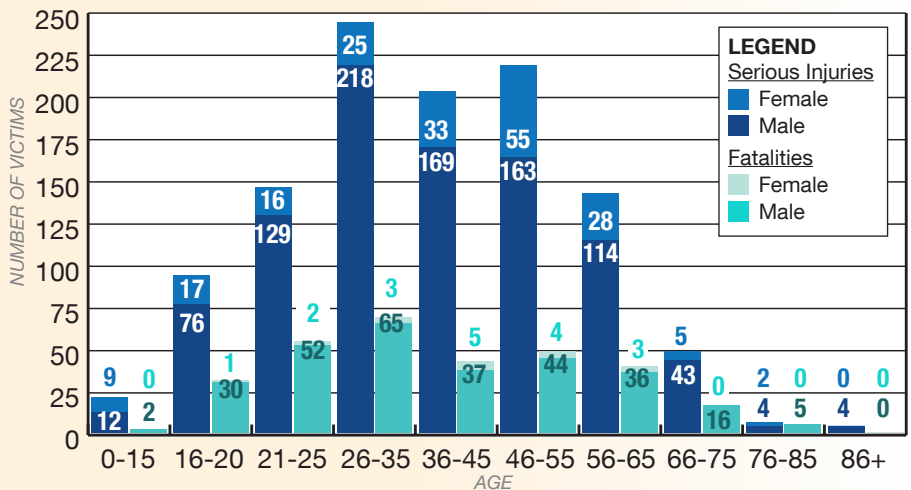
Men ages 26 to 35 years old comprised the largest number of victims of serious injury and fatal motorcycle crashes from 2013 to 2017.

WHERE?

Between 2013 and 2017, 75% of serious injury and fatal motorcycle crashes occurred in **Clark County**.



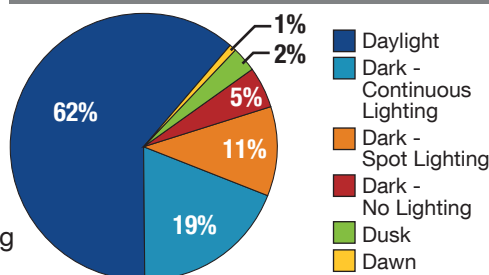
Age/Gender Breakdown of Crash Victims (2013 – 2017)



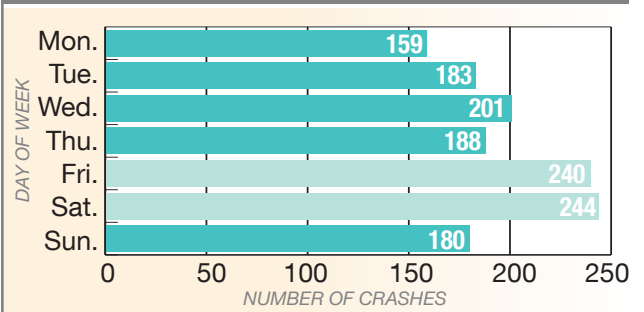
WHEN?

Between 2013 and 2017, serious injury and fatal motorcycle crashes occurred most frequently on Fridays and Saturdays. Sixty-two percent of crashes occurred during daylight hours.

Lighting at Time of Crash (Serious Injury and Fatal) (2013 – 2017)



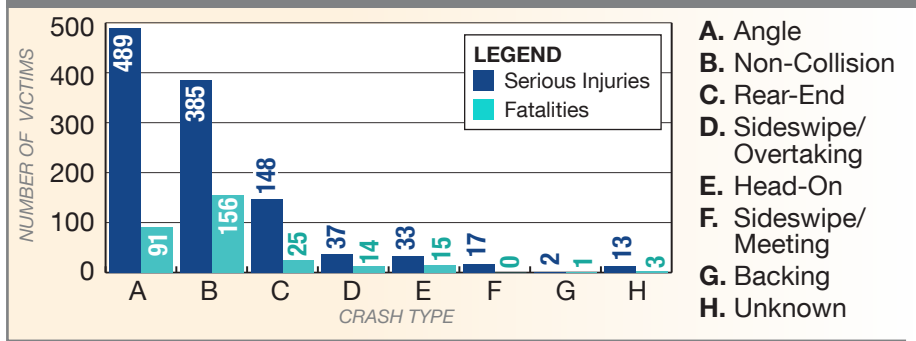
Day of Crash Occurrences (Serious Injury and Fatal) (2013 – 2017)



WHY?

Motorcycle serious injuries and fatalities resulted from angle and single-vehicle/non-collision crashes more often than all other crash types combined.

Victims by Crash Type (2013 – 2017)



HOW DO WE REACH OUR GOAL OF ZERO FATALITIES?

CRITICAL STRATEGIES TO REDUCE MOTORCYCLE CRASHES

The Nevada SHSP identified several strategies and action steps to reduce motorcycle fatalities and serious injuries.

Increase targeted enforcement and public education programs for high-risk behaviors (such as speeding, aggressive, reckless, and impaired riding) and yielding to motorcycles

- » Encourage law enforcement to use a zero tolerance approach regarding unlicensed riders.
- » Enact legislation that permits drivers who are ticketed for right-of-way (ROW) violations involving a motorcycle to attend a motorcycle safety class or other modified course emphasizing motorcycle awareness
- » Expand education and outreach efforts to corporations through their safety departments. Present information on safe riding, Looking Twice for Motorcycles, the need for formal motorcycle training, and being properly licensed.
- » Increase outreach/partnering with dealerships in the Las Vegas area to help educate riders and to gain dealership support for motorcycle safety initiatives.
- » Develop Nevada-specific materials to educate riders about selecting a motorcycle compatible with skill level, the need for high-visibility riding gear, proper protective gear, danger of excessive speed, etc. Distribute through Nevada Rider booths at outreach events and dealerships.
- » Conduct rider surveys and analyze data to help determine attitudes and knowledge necessary to create countermeasures.
- » Increase outreach/partnering with clubs to help educate riders and to gain support for motorcycle safety initiatives.

Increase the percentage of motorcyclists that are trained and licensed

- » Research data to determine if improperly licensed riders are more likely to be involved in a crash.
- » Institute a campaign to encourage large employers, State and local government agencies, university and high school campuses to require proof of motorcycle endorsement before issuing parking permits or allowing motorcycle to be ridden on property.
- » Increase access to training by reclassifying tri-mobles and mopeds as motorcycles and requiring specific license for tri-mobles.

Improve motorcycle-friendly roadway design, traffic control, construction, and maintenance policies and practices

- » Post specific warnings for motorcyclists where unavoidable hazardous conditions exist (reduced traction, roadway surface irregularities).
- » Identify crash hot spots on heavily traveled mountain roads and utilize mobile lighted signs to communicate tight turns, blind corners, and to slow down for curves. Utilize Digital Messaging Signs per Task Force recommendations.
- » Encourage NDOT to adopt all recommendations in the Scan Team Report – Leading Practices for Motorcyclist Safety (Cooperative Highway Research Program Project 20 68A, Scan 09-04).
- » Create a working group to recommend changes to highway construction and maintenance standards for motorcyclist needs.

Increase crash survivability through appropriate protective gear and improved emergency response

- » Offer Accident Scene Management Inc. pro module for EMS and First Responders at the annual Traffic Safety Summit.
- » Maintain universal helmet law for motorcycle riders and require helmets for all two- and three-wheel vehicles to include tri-mobles and mopeds.

NEVADA Strategic Highway Safety Plan

zero
Fatalities
Drive Safe Nevada

Impaired Driving Prevention

Intersection Safety

Lane Departure Prevention

Motorcycle Safety

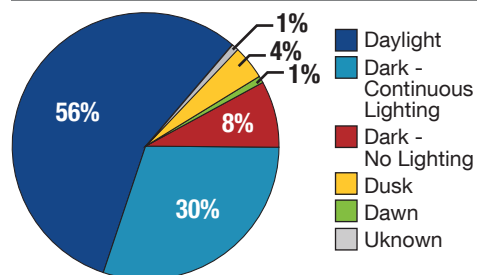
Occupant Protection

Pedestrian Safety

Young Driver Safety



Lighting at Fatal Crash (2013 – 2017)



Day of Fatal Crash Occurrences (2013 – 2017)

