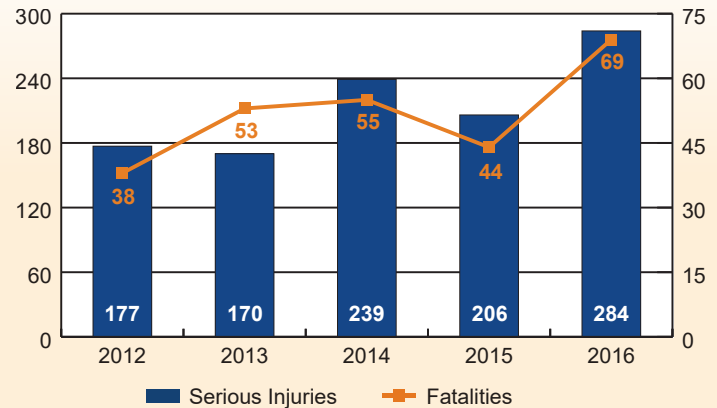




NEVADA'S MOTORCYCLE SAFETY PROBLEM

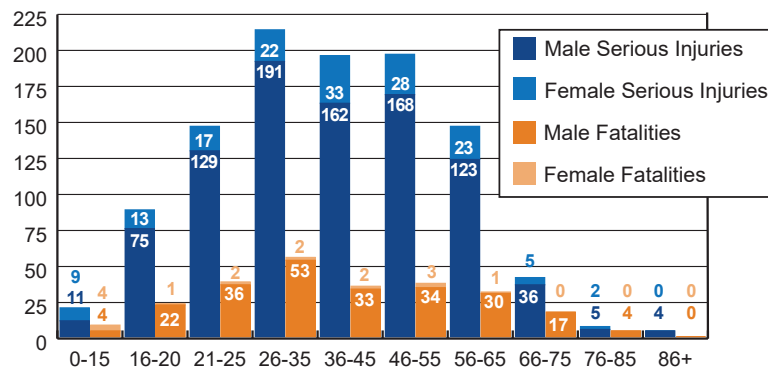
Between 2012 and 2016, 259 people lost their lives and 1,076 were seriously injured in motorcycle-related crashes on Nevada roadways.

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



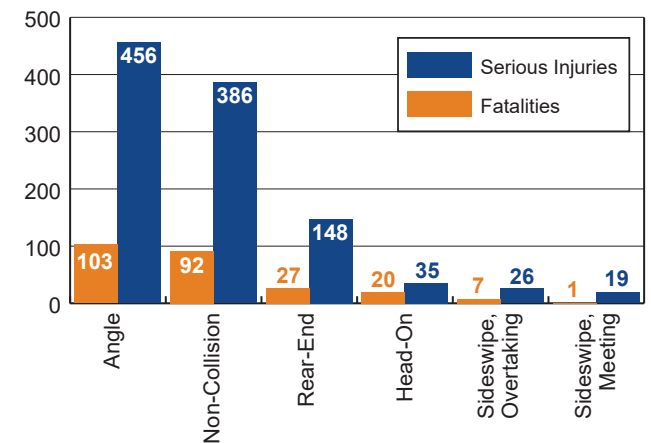
WHO?

Male drivers (26 to 35) are most likely to be involved in motorcycle-related fatalities and serious injuries.



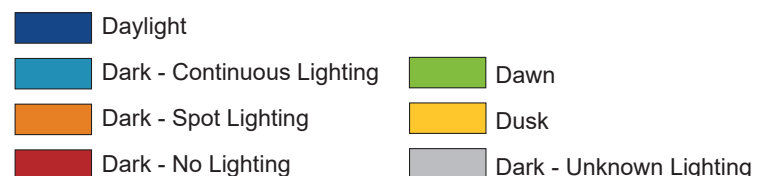
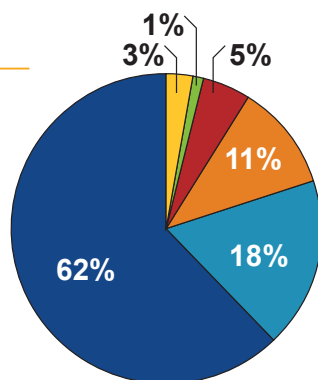
WHY?

The majority of motorcycle-related fatalities and serious injuries were angle and non-collision (single vehicle) crashes followed by rear-end crashes.



WHEN?

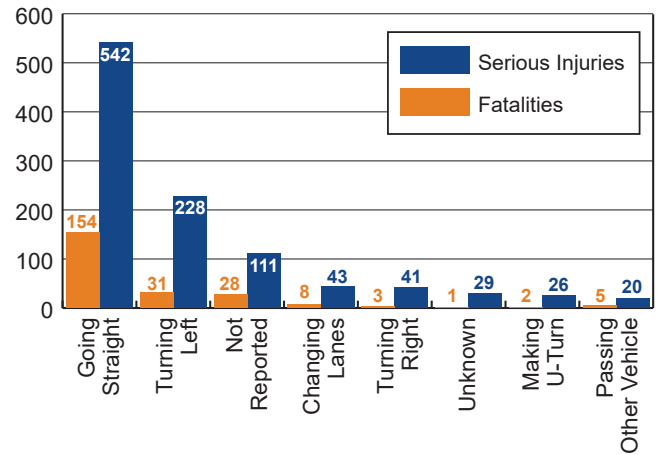
62% of fatalities and serious injuries occurred during daylight hours.



WHERE?

Between 2012 and 2016, almost three-quarters (74 percent) of the motorcycle-related fatalities and serious injuries occurred in **Clark County**.

The majority of motorcycle-related fatalities and serious injuries occurred when the vehicle was going straight, followed by turning left.



HOW DO WE REACH OUR GOAL?

CRITICAL STRATEGIES TO REDUCE MOTORCYCLE-RELATED FATALITIES AND INJURIES

The Nevada SHSP identified several strategies that have the greatest potential to reduce motorcycle-related fatalities and serious injury crashes. By focusing on these strategies we can begin to reduce fatalities related to motorcycles.

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

- » Increase awareness through education and outreach specific to motorcycle safety. Enhance and distribute impaired riding informational material to State and local law enforcement, DMV offices, dealerships, rest areas, motorcycle rallies, etc.
- » Form strategic alliances with motorcycle user community, state agencies (OTS and enforcement) and private business to foster and promote motorcycle safety.
- » Provide training on prosecuting offenders during law enforcement, prosecutor and judicial training conferences. Consider outreach to judges and prosecutors to educate state and local courts.
- » Coordinate with the Impaired Driving CEA on enforcement strategies and education campaigns and make sure motorcycles are addressed appropriately.
- » Evaluate the potential effectiveness of legislative approaches and develop a proposed legislative strategy.

Increase the percentage of motorcyclists that are trained and licensed:

- » Review legislative alternatives for training and education and develop legislative strategy.
- » Increase number of training instructors and facilities, and work with motorcycle dealers to provide safety awareness course information with all motorcycle purchases.

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

- » Create working group to recommend changes to highway standards for motorcycle needs. Revise design, construction, and maintenance standards to include motorcyclist needs. Incorporate motorcycle safety considerations into routine roadway inspections. Educate road design and maintenance staff about conditions hazardous to MCs.
- » Develop two-way communication platform to allow riders to notify highway agencies of roadway conditions that present a potential problem to motorcyclists, and allow highway agencies to communicate construction and maintenance updates to riders.

Increase crash survivability through appropriate protective gear and improved emergency response:

- » Develop a strategy to support maintaining the helmet law and clarifying helmet standards (i.e., DOT sticker placement) to easily identify DOT approved helmets, and approved eye protection.
- » Review the existing motorcycle crash severity treatment component in emergency medical personnel training and if necessary, develop a plan to expand the content and the number of EMS and enforcement personnel trained.
- » Conduct helmet/gear use study, utilize results in future campaigns to increase awareness and use of DOT compliant helmets (vs. novelty helmets), high visibility gear and technology.