

MOTORCYCLE SAFETY PROGRAM

TECHNICAL ASSESSMENT

for the

STATE OF NEVADA



November 13 - 18, 2016

National Highway Traffic
Safety Administration
Technical Assistance Team

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Acknowledgments

This report is intended to assist Nevada's efforts to enhance the effectiveness of its motorcycle safety program with specific recommendations for identifying, implementing, or improving their strategies and programs. The Technical Assessment Team believes that this report will contribute to the State's efforts to develop an effective motorcycle safety program to prevent crashes and injuries, save lives, and reduce the economic costs of motorcycle-related crashes on Nevada's highways and roads.

The Technical Assessment Team would like to acknowledge and thank Peter Vander Aa, Administrator, and Daniel Banda, Program Assistant, both of the Department of Public Safety (DPS) Office of Traffic Safety's (OTS) Nevada Rider Motorcycle Safety Program (NRMSP), for their support and efforts during the assessment process, as well as their commitment to motorcycle safety in Nevada. Special thanks to Amy Davey, Division Administrator/Highway Safety Coordinator, DPS, for her support of this assessment.

This assessment also benefitted from guidance and technical assistance provided by National Highway Traffic Safety Administration (NHTSA) Highway Safety Specialist Jeremy Gunderson; and support from his supervisor, Safety Countermeasures Division Chief Phil Weiser.

The team would also like to acknowledge the dedication and hard work of all those individuals who took time out of their schedules to participate in the assessment by sharing their knowledge, experiences, and expertise and by providing the information, data, and documents that were necessary to conduct an effective assessment. Their candor and thoroughness in discussing activities associated with motorcycle safety in Nevada greatly assisted us in completing its review and making its recommendations. Thanks to them and to everyone else committed to saving lives on Nevada's roadways.

Each member of the team appreciates the opportunity to have served on this assessment. We hope that consideration and implementation of the proposed recommendations will enable Nevada to continue to improve its motorcycle safety program.

NOTE: The information included in this document has been collected from a variety of sources, such as interviews, official documents, websites, and other materials. Sources may not be consistent. Some copyrighted information has been used under the "fair use" doctrine of the U.S. copyright statute.

Introduction

Each State should have a comprehensive program to promote motorcycle safety and prevent motorcycle crashes and related injuries. To assist states in determining whether their programs are truly comprehensive, NHTSA developed a motorcycle safety program technical assessment process based on Highway Safety Program Guideline Number 3, Motorcycle Safety.

According to Highway Safety Program Guideline Number 3, Motorcycle Safety, a comprehensive motorcycle safety program is comprised of 11 program areas: Program Management; Motorcycle Personal Protective Equipment; Motorcycle Operator Licensing; Motorcycle Rider Education and Training; Motorcycle Operation Under the Influence of Alcohol or Other Drugs; Legislation and Regulations; Law Enforcement; Highway Engineering; Motorcycle Rider Conspicuity and Motorist Awareness Program; Communication Program; and Program Evaluation and Data. The Technical Assessment Team addresses all of these subject areas in this report.

At a state's request, NHTSA assembles a multi-disciplinary Technical Assessment Team of national experts that conducts a thorough review of the state's motorcycle safety efforts, identifies strengths and areas for improvement, and provides recommendations to enhance the program. This approach allows states to use highway safety funds to support the Technical Assessment Team's evaluation of existing and proposed motorcycle safety efforts.

NHTSA discussed issues of concern with representatives from the state prior to the assessment. The intent of this assessment is to provide a guide for the Office of Traffic Safety and Nevada Rider Motorcycle Safety Program to look toward program enhancements and ultimately increase motorcycle safety and decrease motorcyclist fatalities statewide.

The Motorcycle Safety Program Technical Assessment for Nevada was conducted in Reno, from November 13-18, 2016. Arrangements were made for program subject matter experts and key stakeholders to deliver briefings and provide support materials to the Technical Assessment Team over a three-day period. The Technical Assessment Team interviewed 19 presenters, with some being contacted following their presentations to provide additional technical information and clarification.

Analysis of Nevada's motorcycle safety effort is based upon the oral and written information provided to the Technical Assessment Team during the assessment process, Internet research, and materials provided in advance. The Technical Assessment Team emphasizes that this report is only as accurate as the information received and reviewed. Every effort was made to develop recommendations after considering what could and should reasonably be accomplished within Nevada, with short- and long-term applicability.

The key recommendations presented in the Summary of Major Recommendations section of this report are those found to be the most critical for improving the state's motorcycle safety program. While Nevada has initiatives in place to increase motorcycle safety, there is room for growth. All recommendations presented in this report are intended to increase motorcycle safety and help the Office of Traffic Safety carry out its life-saving mission of achieving Zero Fatalities.

The Technical Assessment Team strongly encourages Nevada and all stakeholders in the motorcycling community to implement the recommendations made in this report. There continues to be a need for Nevada to enhance its motorcycle safety program by adopting and incorporating all of the emphasis areas associated with a comprehensive motorcycle safety program. Aggressive pursuit and implementation of the recommendations will significantly improve the overall safety of motorcyclists and reduce the likelihood of suffering fatal injuries while enjoying the roadways and scenic locations of Nevada.

Demographics

Nevada has an area of 110,561 square miles (286,350 km²) and is the 7th largest state. Approximately 86% of the state's land is owned by the US government under various jurisdictions, both civilian and military.

Nevada has a population of about 2.79 million (2013 estimate). Nevada has one of the fastest population growth rates in the country; between 1990 and 2000, the state's population increased by 66%, while the U.S. population increased just 13%. There are two major metropolitan areas in Nevada: Las Vegas in the south (Clark County) and Reno in the north (Washoe County). Clark County is the most populated and urban county in the state; Washoe County is the next largest.

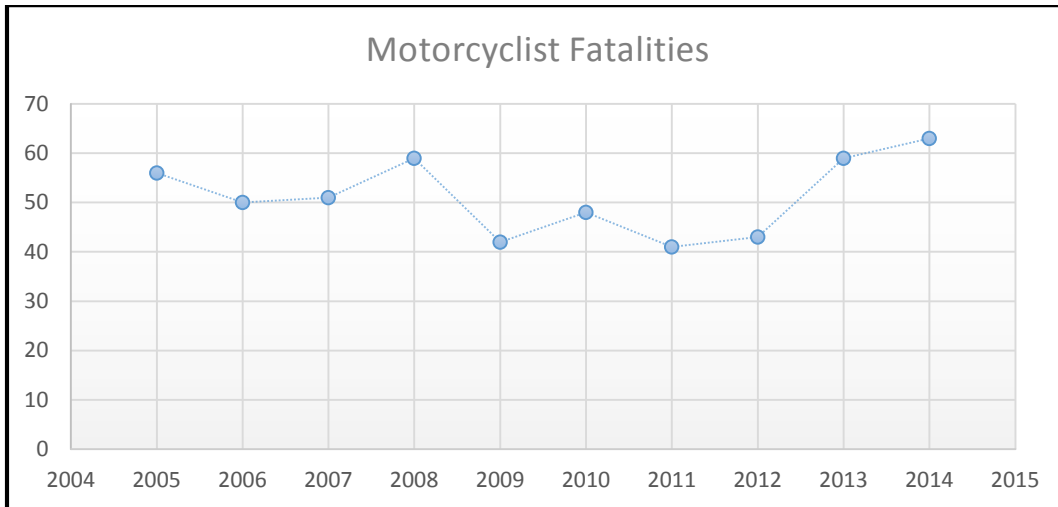
Riding Season

Nevada is made up of mostly desert and semiarid climate regions; daytime summer temperatures have reached a high of 125°F (52°C) and nighttime winter temperatures have reached a low of -50°F (-46°C). Most parts of Nevada receive scarce precipitation during the year. The average rainfall per year is about 7 inches. The winter season in the southern part of the state tends to be of short duration and mild, allowing for a year-round riding season. In the northern part of the state, the riding season runs from March through early November, but mild winters have extended the season in recent years.

Nevada Traffic Injury and Fatality Issues

(Source: Nevada 2017 Highway Safety Performance Plan)

After a low of 42 fatalities in 2009, motorcyclist fatalities in Nevada have been increasing in recent years, to a high of 63 in 2014. Nevada's statistics for motorcycle fatalities include moped riders.



Male operators age 26 to 55 are most likely to be involved in motorcycle fatalities and serious injuries. Since 2010, there has been an unusually sharp increase in fatalities in motorcycles age 29 and under. From a low of 19% of total fatalities in 2010, the group represented 48% of total motorcyclist fatalities in 2014.

In 2014, 70% of Nevada motorcycle fatalities occurred in Clark County. Twelve percent were in Washoe County. The remaining 15 counties in the state represent the remaining fatalities.

In 2014, the two highest months for motorcycle crashes were September and May. The highest crash days were Fridays and Saturdays. Highest crash times were from 3:00 p.m. to 6:00 p.m.; 67% percent of crashes occurred in daylight.

Forty-two percent of fatal injury crashes were angle crashes. More than 36% of fatal injury crashes were non-collision crashes.

The Highway Safety Performance Plan notes that speeding, impaired riding, and improper licensing and training are significant factors in crashes.

Between 2010 and 2014, there were 40 unhelmeted fatalities. Almost 13% of 2014 fatalities were unhelmeted.

2011 Assessment

Nevada hosted a motorcycle safety program assessment in November of 2011. The Team would like to recognize and commend the efforts of OTS's Division Administrator and the NRMSP Program Administrator for implementing several of the recommendations from that assessment.

Notable accomplishments include:

Program Management

- Create a coalition to increase stakeholder involvement in the analysis, planning, and implementation of a comprehensive motorcycle safety program. Members of the coalition, appointed by OTS, should represent state agencies, private organizations, rider groups, dealers, medical groups, highway engineers, etc. This coalition could serve as an extension of the Advisory Board or as full members should Nevada Revised Statute (NRS) 486.376 be amended. (*Note: Created Motorcycles Critical Emphasis Area Team*)
- Establish defined OTS ownership of the NRMSP by taking a leadership role in every aspect of a comprehensive motorcycle safety program, including evaluation, planning, management, and marketing.
- Integrate motorcycle safety activities into the Strategic Highway Safety Plan (SHSP), as well as into other related highway safety activities, including impaired driving, occupant protection, speed management, and driver licensing programs.
- Amend NRS 486.372.3, replacing "For any other purpose authorized by the Legislature," with "only to."
- Amend NRS 486.373.2 to increase the tuition cap to \$200 for the program. In lieu of such an increase, consider adjusting the training subsidy based on individual audits of each program sponsor, thereby providing a subsidy for each sponsor site based on operating expenses. (*Note: raised to \$150*)

Personal Protective Equipment

- Conduct a comprehensive communications campaign to promote the use of full protective gear.

Motorcycle Operator Licensing

- Adopt the new Motorcycle Safety Foundation Rider Skills Test for skills testing motorcycle and three-wheel operators.

Motorcycle Rider Education and Training

- Revise the Program Manual before the current Administrator retires to document all of the program policies and procedures currently in effect.
- Establish additional pre-course requirements for RiderCoach Preparation Courses to reduce the number of candidates who do not successfully complete the course. For example, require instructor candidates to successfully complete the entire Basic RiderCoach before attending the RiderCoach Preparation Course or require instructor candidates to serve as range aides.
- Revise the Program Manual to require that every instructor be formally evaluated at least once before recertification. Strive for annual evaluation of each instructor. Utilize out-of-state RiderCoach Trainers and/or Nevada site coordinators to meet the new Quality Assurance Review requirements. Utilize the Motorcycle Safety Foundation Quality Assurance Training Course to ensure consistency in evaluations.

Motorcycle Operation Under the Influence of Alcohol or Other Drugs

- Include impaired motorcyclist enforcement as a specific component of enforcement grants and in the Highway Safety Plan.
- Distribute NHTSA's "Detection of DWI Motorcyclists" materials to law enforcement agencies statewide.
- Enhance and distribute impaired riding informational materials to state and local law enforcement, Department of Motor Vehicles (DMV) stations, rider education sites, dealerships, highway rest areas, state and national parks, special events, and motorcycle rallies.
- Further develop creative motorcycle safety campaigns focused on impaired riding.
- Support and direct law enforcement special enforcement efforts that are data driven, that address target areas where high volume motorcycle fatalities and serious injury crashes are occurring.

Law Enforcement

- Distribute NHTSA's Detection of DWI Motorcyclists materials to law enforcement agencies statewide.
- Conduct in-service training on the Detection of DWI Motorcyclists utilizing materials that are available through NHTSA.

- Identify motorcycle enforcement as a specific component of enforcement grants.
- Incorporate motorcycle-specific messages into Joining Forces enforcement activities.
- Develop and distribute motorcycle crash statistics and motorcycle-specific informational materials to law enforcement agencies to aid them in planning and training.
- Partner with the chiefs of police and sheriffs' associations to educate law enforcement about motorcycle safety issues and crash causation factors.

Legislation and Regulations

- Maintain the existing motorcycle helmet law, NRS 486.231.

Highway Engineering

- Establish a collaborative relationship between the Advisory Board, OTS, and Nevada Department of Transportation (NDOT) to address highway engineering issues related to motorcycle safety.
- Examine designated bus lanes with vertical curbs and the impact they have on motorcyclists.

Communications Program

- Build a new Nevada Rider website, to include safety information, rider education class schedules and registration/training site links, licensing information, sharing the road, motorcyclist conspicuity, and relevant motorcycle crash and fatality data.
- Create community-based coalitions, using motorcycle dealers and rider groups as the primary base. Utilize their networks to distribute motorcycle safety messages and materials, and engage them to help staff the OTS booth at rallies to take advantage of peer to peer contact at these community events.
- Develop Nevada-specific motorcycle safety materials addressing helmet and personal protective equipment use, impaired riding, licensing, and rider education.
- Expand distribution channels for motorcycle safety information and materials, e.g., during rider education classes, at point of sale, in DMV offices, and with annual motorcycle registration/license renewal mailings, and at rallies and events.

- Develop a comprehensive motorcycle safety communications plan. Evaluate whether such a plan needs to be supported with an external contract for marketing services.

Program Evaluation and Data

- Examine all motorcycle crash data, not just fatal crashes, to identify and address crash causation factors and establish NRMSP initiatives. For example, contract with the Center for Traffic Safety Research (CTSR) at the University of Nevada School of Medicine, or similar research institution, to analyze and report on motorcycle crash factors.
- Create a system to identify and collect critical information to assist with problem identification, establish priorities, and develop countermeasures to reduce motorcycle crashes, injuries, and fatalities.

NRMSP has some initiatives in progress in response to other recommendations from the November 2011 assessment. To the extent they were presented to or discussed with the Team, they are addressed within the status of the respective program section.

Summary of Major Recommendations

Program Management

- Adopt comprehensive NRMSP regulations, within the Nevada Administrative Code (NAC). Resources include the “Model National Administrative Standards for State Motorcycle Rider Training Programs;” the Colorado, Ohio, and Maryland state motorcycle safety programs; and Nevada’s own NRMSP Program Manual.
- Modify the amount of time spent by the NRMSP program administrator on rider training. Reassign training duties to allow greater focus on administrative priorities.
- Direct the Motorcycles Critical Emphasis Area (CEA) Team to develop objective evaluation criteria to measure NRMSP program success, effectiveness, and value. Conduct an annual program evaluation audit and report findings.
- Review the NRS specific to motorcycle safety to ensure NRMSP is meeting its statutory requirements.

Include mopeds/scooters in the NRMSP, beginning with legislation that requires a separate \$6.00 safety fee assessed to each moped registration to be allocated to the NRMSP Fund.

Motorcycle Personal Protective Equipment

- Contract with an organization(s) experienced with attitudinal surveys and observational studies to gather and analyze data to help refine and direct motorcycle safety campaigns.

Motorcycle Operator Licensing

- Enact a policy that permits the DMV to review, revise, and update the content of the Motorcycle Operator Manual (MOM) as needed.
- Establish a review team made up of representative from the Motorcycles CEA Team, OTS, DMV, and recently licensed motorcyclists to review the MOM to ensure it contains the necessary information, is formatted with modern design and readability standards, and prepares applicants for the licensing knowledge test.
- Evaluate and revise the end of course and DMV licensing knowledge tests to achieve parity of information tested.

- Establish a process for reviewing, evaluating, and approving rider training courses that meet DMV standards for a motorcycle license. This process should be formalized by OTS and DMV.
- Improve the security of the course completion card, including the electronic transfer of information regarding course completion directly to the DMV.

Motorcycle Rider Education and Training

- Develop a formal curriculum review and approval process based upon documented standards.
- Establish agreements with all rider training providers to incorporate them into NRMSP. Require an analysis of training cost per student
- Evaluate and revise the end of course and DMV licensing knowledge tests to achieve program educational objectives and parity of information tested.

Motorcycle Operation Under the Influence of Alcohol or Other Drugs

- Utilize existing programs involving prosecutors and judges to collaborate on mutual concerns.
- Direct the Traffic Safety Resource Prosecutor (TSRP) to develop and deliver training or technical assistance to judges and prosecutors to educate those groups on the successful prosecution and sentencing of impaired riders.

Legislation and Regulations

- Expand NRS 486.231 to require helmet and eye protection use by moped/scooter riders.

Law Enforcement

- Evaluate the traffic citation plea bargaining and disposition system with all partners and make changes to the system as appropriate.

Highway Engineering

- Consider adopting all the major recommendations in the National Cooperative Highway Research Program Project 20 68A, Scan 09-04 report on *Leading Practices for Motorcyclist Safety* that includes the use of high friction thermoplastic in areas that are more hazardous to motorcyclists.

- Conduct outreach to rider groups and independent riders to determine how NDOT can address the needs of motorcyclists in its roadway design and maintenance processes.

Motorcycle Rider Conspicuity and Motorist Awareness Programs

- Update All the Gear, All the Time (ATGATT) materials to include language regarding high visibility gear.

Program Evaluation and Data

- Identify long-term funding for the development, implementation, and execution of a process and plan to measure and evaluate the effectiveness, value, and impact of Nevada's motorcycle safety efforts.
- Collaborate with DMV on the process and procedures for tracking individuals from training through licensing, as well as vehicle registration and citation disposition.
- Collaborate with NDOT to establish a process to efficiently and effectively track individuals involved in motorcycle crashes.

I. Program Management

Each state, in cooperation with its political subdivisions and stakeholder community, should have a comprehensive program to promote motorcycle safety and prevent motorcycle crashes and related injuries. To be effective in reducing the number of motorcycle crashes, injuries, and fatalities, state programs should support centralized program planning, implementation, and coordination to identify the nature and extent of its motorcycle safety problems, to establish goals and objectives for the state's motorcycle safety program, and to implement projects to reach the goals and objectives. state motorcycle safety plans should:

- Designate a lead agency for motorcycle safety;
- Develop funding sources;
- Collect and analyze data on motorcycle crashes, injuries, and fatalities;
- Identify and prioritize the state's motorcycle safety problem areas;
- Encourage collaboration among agencies and organizations responsible for, or impacted by, motorcycle safety issues;
- Develop programs (with specific projects) to address problems;
- Coordinate motorcycle safety projects with those for the general motoring public;
- Integrate motorcycle safety into state strategic highway safety plans and other related highway safety activities including impaired driving, occupant protection, speed management, and driver licensing programs; and
- Routinely evaluate motorcycle safety programs and services.

Status

The lead agency for Nevada's comprehensive motorcycle safety program is DPS. The DPS Director has selected OTS to develop, administer, and manage the overall program. OTS has assigned a program administrator and program assistant to manage the motorcycle safety program. The motorcycle safety program is advertised to the public as the Nevada Rider Motorcycle Safety Program (NRMSP) and operates under the authority of NRS 486.363 through 486.377.

The program administrator allocates as much as 45% of his time to rider education, training and supervision, with the remainder allocated to the development of statewide safety initiatives (35%), legislation, regulations, and policy (15%) and budgeting, grant management, and contracts (5%). While others in OTS provide program support, only 80% of the program assistant's time is assigned to the program. Over the past five years, since the 2011 assessment, significant strides have been made to transition to a fully comprehensive program and the work of the program administrator is to be commended. However, the Team is concerned about the amount of time the program administrator spends on rider education, considering the administrative goals yet to be accomplished (e.g., quality assurance program, program regulations, and long range planning).

NRMSP works with the DMV on a variety of initiatives, including the license testing

waiver process and assisting with the training of DMV examiners.

In 2015, NDOT assigned an individual to work closely with NRMSP. NDOT provides support for motorcycle safety including facilitators for the Motorcycles CEA Team, inclusion into the Strategic Highway Safety Plan, providing signage and banners, printing needs, social media outlets, funding of media campaigns, etc.

NRMSP is funded through a legislative mandate (NRS 482.480.4) authorizing the collection of a \$6.00 fee with each motorcycle registration and renewal, which is deposited in the State General Fund for credit to the NRMSP account. On an annual basis, approximately \$440,000 is credited to the account. The funds may only be used to pay the expenses of the program, including reimbursement to instructors licensed pursuant to NRS 486.375 for services provided for the program. No fees from moped/scooter registrations are allocated to the NRMSP account. Moped/scooter crash data are reported in motorcycle data and are overrepresented in fatalities.

The interest and income earned on the money in the account, after deducting any applicable charges, must be credited to the account. Any remaining funds at the end of a fiscal year do not revert to the State General Fund and the balance in the account is carried forward to the next fiscal year. The 2011 Legislature changed the statute to allow the “sweeping” of motorcycle safety funds into the general fund. However, in 2015, the statute was reversed and the funds are once again protected.

In addition to the NRMSP motorcycle registration fund (including reserves), additional funding sources include:

- Traffic safety grants:
 - Section 2010 funds – used to support a 2016 “Look Twice” campaign, as well as the purchase of an outreach trailer to house the SMARTrainer Traffic simulator.
 - Section 2010 and 405(f) funds – used for instructor training.
- NDOT Flex funds – used for 2015 media campaigns.
- Fees collected from rural training sites managed directly by NRMSP, approximately \$20,000 annually.
- Excess property sales (e.g., surplus motorcycles), approximately \$20,000 annually.

While the current funding base appears adequate in the short term, based in large part on the efficient and creative use of existing funds, it may not be adequate to sustain long-term program growth (5 to 10 years).

The Team was not presented with the rider course per-student cost; only estimates were provided. Rider education providers indicated that the amount could be determined with adequate time for analysis, but indications were that it is not regularly calculated.

NRMSPP provides and supports motorcycle rider training through contractors and private authorized training sites, as well as direct management of rural-area training sites. Presently, all contract training is conducted by the Nevada System of Higher Education through individual inter-local agreements with local colleges. In 2013, the tuition cap was legislatively raised from \$100 to \$150. Consequently, NRMSPP no longer provides a training subsidy to its contract providers. However, NRMSPP continues to provide support in the form of training equipment, range layout assistance, course completion cards, etc. The program administrator works with the DPS fiscal officer to plan both annual and forecasted budgets.

OTS is responsible for collecting and analyzing data on motorcycle crashes, injuries, and fatalities. OTS has access to the following data sources:

- NDOT
- Brazos – citation data
- DMV – through a newly-developed cooperative relationship
- Fatality Analysis Reporting System
- University of Nevada, Reno School of Medicine CTSR

OTS and NRMSPP are responsible for identifying and prioritizing the state's motorcycle safety problem areas along with developing strategies and countermeasures. In 2014, the Nevada Executive Committee on Traffic Safety approved the addition of the Motorcycles CEA to the SHSP. The Motorcycles CEA Team, serving as the Nevada motorcycle coalition, established four strategies and is currently working on the action steps for each. The strategies are:

- Increase targeted enforcement and public education programs for high-risk behaviors (such as speeding, aggressive, reckless, and impaired riding) and yielding to motorcycles;
- Increase the percentage of motorcyclists that are licensed and trained;
- Improve motorcycle-friendly roadway design, traffic control, construction, and maintenance policies and practices; and
- Increase crash survivability through protective gear and improved emergency response.

Motorcycle safety is included as a section in the SHSP, however motorcycle-specific safety strategies and messages are not integrated into the state's other highway and motorist safety activities (e.g., impaired driving, occupant protection, speed management, and driver licensing programs).

NRMSPP's "5-Year Strategic Plan and Progress Report" includes a goal to establish a formal planning process for the implementation and evaluation of motorcycle safety countermeasures that include detailed action steps with assigned responsibilities, identification of partners, funding requirements, and objective evaluation criteria to measure success, effectiveness, and value. The recently-established Motorcycles CEA Team will provide valuable assistance in achieving these goals.

The NRMSP program administrator develops and submits an annual end-of-year report of outcomes, accomplishments, and future goals.

Recommendations

- **Adopt comprehensive NRMSP regulations, within the NAC. Resources include the “Model National Administrative Standards for State Motorcycle Rider Training Programs;” the Colorado, Ohio, and Maryland state motorcycle safety programs; and Nevada’s own NRMSP Program Manual.**
- **Modify the amount of time spent by the NRMSP program administrator on rider training. Reassign training duties to allow greater focus on administrative priorities.**
- **Direct the Motorcycles CEA Team to develop objective evaluation criteria to measure NRMSP program success, effectiveness, and value. Conduct an annual program evaluation audit and report findings.**
- **Review the NRS specific to motorcycle safety to ensure NRMSP is meeting its statutory requirements.**
- **Include mopeds/scooters in the NRMSP, beginning with legislation that requires a separate \$6.00 safety fee assessed to each moped registration to be allocated to the NRMSP Fund.**
- Hire a contract employee to assist with motorcycle safety training-specific tasks such as the development of NRMSP regulations, Quality Assurance program, and expanding outreach.
- Establish a process for reviewing, evaluating, and approving rider training courses that meet DMV standards for a motorcycle license. This process should be formalized by OTS and DMV.
- Establish agreements with all rider training providers to incorporate them into NRMSP. Require an analysis of training cost per student.

II. Motorcycle Personal Protective Equipment

Each state should support passage and enforcement of mandatory all-rider motorcycle helmet use laws. In addition, each state should encourage motorcycle operators and passengers to use the following protective equipment through an aggressive communication campaign:

- Motorcycle helmets that meet the Federal helmet standard;
- Proper clothing, including gloves, boots, long pants, and a durable long-sleeved jacket; and
- Eye and face protection.

Status

In 1971, Nevada passed a universal helmet law, NRS 486.231. Amendments to the law in following years weakened the statute by:

- Eliminating the requirement for eye protection when a motorcycle is equipped with a transparent windscreen that meets standards;
- Eliminating the requirements for personal protective gear when a motorcycle is being driven in a parade authorized by a local authority;
- Exempting drivers and passengers on mopeds from the requirements for helmets and eye protection; and
- Eliminating the helmet requirement for drivers and passengers on trimobiles.

A 1975 amendment to the statute charges the DMV with the responsibility for adopting standards for protective headgear and protective glasses, goggles, or face shields to be worn by drivers and passengers of motorcycles and transparent windscreens for motorcycles. To date, the DMV has not established such standards.

NAC 486.015 regarding FMVSS compliant helmets adopts by reference the regulations contained in 49 C.F.R. 571.218 as they existed on January 1, 1994. The regulation has not been updated since that time.

The 2016-2020 SHSP establishes the following action steps for Motorcycle Strategy #4; to increase crash survivability through appropriate protective gear and improved emergency response:

- Develop a strategy to support maintaining the helmet law and clarifying helmet standards to easily identify U.S. Department of Transportation (U.S. DOT) approved helmets and approved eye protection; and
- Conduct a helmet/gear use study, utilizing results in future campaigns to increase awareness and use of U.S. DOT compliant helmets, high visibility gear and technology.

Exempting moped drivers from the requirement for helmet and eye protection has

become an issue in Nevada. Six of the eight unhelmeted riders who died in Nevada in 2014 were riding mopeds. The Motorcycles CEA Team has made a recommendation to amend NRS 486.231 to require helmet use by moped riders.

Nevada does not currently conduct helmet use observational studies.

With a significant sample size, attitudinal surveys can provide valuable data for the program. A 2014 attitudinal study conducted by OTS showed 98.2% of respondents “always or nearly always” wore a helmet; 93.8% replied that that they always wore a U.S. DOT compliant helmet. The 2015 attitudinal study showed 99.1% “always” wear a helmet and 93% “always” wear a U.S. DOT compliant helmet. However, the number of motorcycle riders who responded to these studies was quite small. Testimony indicated that there is potential for conducting additional attitudinal surveys of motorcyclists.

The program encourages the use of U.S. DOT compliant helmets and other protective gear through media campaigns. The use of high visibility gear to enhance motorcyclists’ visibility are not included in messages.

Recommendations

- **Contract with an organization(s) experienced with attitudinal surveys and observational studies to gather and analyze data to help refine and direct motorcycle safety campaigns.**
- Revise the motorcycle helmet standard, NAC 486.015, by referencing the most current Federal Motor Vehicle Safety Standard (FMVSS) 218, commonly known as the U.S. Department of Transportation (DOT) helmet standard.
- Adopt standards for protective glasses, goggles, or face shields to be worn by drivers and passengers of motorcycles and transparent windscreens for motorcycles. Establish the standard for eye protection within the NAC by referencing the American National Standards Institute (ANSI) standard Z87.1-2015.
- Expand NRS 486.231 to require helmet and eye protection use by moped/scooter riders.
- Include language regarding high visibility gear in ATGATT materials.

III. Motorcycle Operator Licensing

States should require every person who operates a motorcycle on public roadways to pass an examination designed especially for motorcycle operation and to hold a license endorsement specifically authorizing motorcycle operation. Each state should have a motorcycle licensing system that requires:

- Motorcycle operator's manual that contains essential safe riding information;
- Motorcycle license examination, including knowledge and skill tests, and state licensing medical criteria;
- License examiner training specific to testing of motorcyclists;
- Motorcycle license endorsement;
- Cross-referencing of motorcycle registrations with motorcycle licenses to identify motorcycle owners who may not have the proper endorsement;
- Motorcycle license renewal requirements;
- Learner's permits issued for a period of 90 days and the establishment of limits on the number and frequency of learner's permits issued per applicant to encourage each motorcyclist to get full endorsement; and
- Penalties for violation of motorcycle licensing requirements.

Status

DMV is the agency responsible for issuing driver licenses and registering motor vehicles. Applicants seeking a license are required to pass vision, knowledge, and skills tests. DMV is responsible for managing the testing process, approving the tests, recording test results, and issuing licenses.

The 25-question motorcycle knowledge test is based on the information in the MOM. The content of the MOM and the test question bank are provided by a vendor. The DMV adds information regarding Nevada law, prints the manual, and distributes it to interested applicants electronically or in paper format. By policy, the DMV is not permitted to revise or change any of the content provided by the vendor. It was unclear from the testimony if the DMV reviews the manual prior to printing and distribution.

Currently, the vendor's 16th edition of the MOM is being distributed. Once the supply of this edition is depleted, the DMV will distribute the 17th edition. DMV has not actively sought feedback from applicants on the manual or considered other vendors for the manual or test question bank.

The vendor's test question bank is loaded into the DMV's automated testing system. It is unclear if the DMV reviews these questions. The automated testing system has the capability of analyzing completed tests. It could not be determined if this is being done or if low-value questions can be dropped from the bank. The average pass rate for the knowledge test over the past three years was approximately 45%.

There is no limit on the number of times an applicant may attempt the knowledge test. If

the knowledge test is failed, an applicant must wait a minimum of one business day before retaking the test. DMV does not track the number of times an applicant attempts the test, but the automated testing may create a record of the attempts.

Applicants passing the knowledge test have the option of being issued an instructional permit or attempting the skills test if an appointment is available. There is no limit to the number of times the skills test can be attempted, but an applicant is required to wait a minimum of one business day before retaking the test.

The motorcycle instructional permit is valid for one year. An applicant can renew the instructional permit without retaking the knowledge test by applying within 30 days of expiration. DMV can track the number of instructional permits an individual obtains through its business transaction record, but checking the renewal record is a manual operation. The Team was unable to verify whether there are individuals who never complete the licensing process and operate a motorcycle indefinitely on instructional permits.

While operating a motorcycle on an instructional permit, an applicant must operate only in daylight, be under direct visual supervision of a licensed motorcyclist over the age of 21, and may not carry passengers, ride on limited access freeways, or other high speed roadways. Violating an instruction permit restriction may result in the suspension of the applicant's driver license. The Team could not confirm the number of driver licenses that are suspended due to violations of instructional permit restrictions.

The supervising driver restriction was created for individuals learning to drive a car. This supervising driver can give verbal directions and assume control of the vehicle if necessary. Licensed supervising motorcyclists are limited in the support they can provide a new motorcyclist.

In 2014, DMV adopted the Rider Skills Test (RST) as Nevada's licensing skills test. This skills test was developed by the vendor of the MOM and DMV examiners were trained by the vendor. It was estimated the pass rate on the RST was approximately 50%. The Team was unable to determine whether the skills test results are analyzed.

Crash data indicates unlicensed motorcyclists continue to be a concern. It is estimated that approximately 25% of motorcyclists involved in crashes do not hold a valid motorcycle license.

Cross referencing the DMV vehicle registration file with the driver licensing file is possible because both files have some common data fields. Cross referencing and data extraction can be time consuming and expensive.

The motorcycle licensing knowledge and skills tests may be waived if an individual presents a completion card from a rider training course approved by DMV (NRS 486.071). The Team could not determine the process used to approve courses that qualify to waive the knowledge and skills tests requirements for licensing. The Team

could not find any formal documentation regarding an agreement between OTS and DMV to establish approved courses.

Individuals completing these approved courses submit a specific course completion card to DMV. DMV updates the driver's history record indicating the course was complete and issues the motorcycle license. The completion card contains a serial number, applicant's name, instructor's name, training location, and date. The only security features on the completion card are the serial number and NRMSP information on the back. The completion cards are issued by OTS to the approved training centers. The vendor of the MOM and RST supply the completion cards to OTS. Individuals completing rider training courses out of state can submit the vendor's completion card to be issued a Nevada motorcycle license.

Recommendations

- **Enact a policy that permits the DMV to review, revise, and update the content of the MOM as needed.**
- **Establish a review team made up of representative from the Motorcycles CEA Team, OTS, DMV, and recently licensed motorcyclists to review the MOM to ensure it contains the necessary information, is formatted with modern design and readability standards, and prepares applicants for the licensing knowledge test.**
- **Evaluate and revise the end of course and DMV licensing knowledge tests to achieve parity of information tested.**
- **Establish a process for reviewing, evaluating, and approving rider training courses that meet DMV standards for a motorcycle license. This process should be formalized by OTS and DMV.**
- **Improve the security of the course completion card, including the electronic transfer of information regarding course completion directly to the DMV.**
- **Incorporate Nevada-specific data and crash causation factors, provided by NRMSP, into the MOM so entry level riders are aware of this information.**

IV. Motorcycle Rider Education and Training

Rider education is an essential component of a statewide motorcycle safety program and requires specialized training by qualified instructors. Motorcycle rider education should be readily available to all new and experienced motorcyclists who wish to participate. While nearly all states have some type of rider training component, only a small percentage of riders actually receive training, and many programs report long waiting lists. If rider education courses are not easily available to new riders, they will often bypass formal training and operate their motorcycles without the knowledge and skills needed to do so safely. It is important that all states, including those just beginning motorcycle safety programs as well as those with established programs, offer rider training courses in sufficient numbers to meet the needs of the motorcycle riding population in the state.

The state agency should provide a comprehensive plan for stable and consistent rider education programs in which motorcyclists have access to training programs conducted by state-approved personnel at facilities that are appropriately equipped and staffed and adequately funded. Each state motorcycle rider education program should also provide for:

- A source of program funding;
- A state organization to administer the program;
- A mandate to use the state-approved curriculum;
- Reasonable availability of rider education courses for all interested residents of legal riding age and varying levels of riding experience;
- A documented policy for instructor training and certification;
- Incentives for successful course completion such as licensing test exemption;
- A plan to address the backlog of training, if applicable;
- State guidelines for conduct and quality control of the program; and
- A program evaluation plan.

Status

Nevada community colleges began independently providing rider education courses during the 1980's. In 1991, NRS 486.372 established a motorcycle safety program within DPS (a.k.a. NRMSP). The statute establishes dedicated funding for the program and authorizes the DPS Director to:

- Appoint a program administrator;
- Approve courses of instruction;
- Adopt rules and regulations that are necessary to carry out the program; and
- Contract for the provision of services necessary to the program.

The currently approved courses are:

- Basic RiderCourse (BRC)

- Basic RiderCourse 2 (formerly known as the Experienced RiderCourse Suite)
- Advanced RiderCourse (ARC): the approved advanced RiderCourse; this course is intended to be a one-day course.
- Advanced S/TEP Course
- 3-Wheel BRC

DMV waives the motorcycle licensing tests for applicants who successfully complete either the BRC or BRC-2 training.

The Program Manual has been extensively revised since 2011. The 2014 edition includes the details on the training courses that are authorized, sponsor standards, instructor training and certification, equipment and facilities requirements, and quality assurance.

The Program Manual authorizes the adoption of state-specific enhancements to any approved curricula. However, there is no procedure for curriculum review, adding information about Nevada-specific data and crash causation factors, or approving any changes.

Rider education programs are offered by four categories of training providers: NRMSP, community colleges, independent providers, and military. All sites except Fallon Naval Air Station receive Nevada-specific course completion cards from NRMSP.

NRMSP has established a permanent training site in Elko (formerly served by the mobile program) with a storage container for training motorcycles and access to a classroom at DPS offices. NRMSP also operates a mobile training program to serve the cities of Winnemucca and Hawthorne. By administrative rule, NRMSP's student tuition is capped at \$150.

Three community colleges provide training under inter-local agreements with DPS. Truckee Meadows Community College provides training at two sites in Reno and one in Sparks. Western Nevada College provides training at two sites in Carson City. The College of Southern Nevada provides training at two sites in Las Vegas and one in Henderson. Since NRMSP provides training motorcycles to the community colleges, the inter-local agreement caps their student tuition at \$150.

Four independent providers receive no state support and do not operate under the fee cap. Chester's Reno Harley-Davidson provides training at one site. Battle Born Harley-Davidson provides training at one site in Carson City. Las Vegas Harley-Davidson provides training at one site in Las Vegas, and Henderson Harley-Davidson provides another in Henderson. Silver State Motorcycle Academy provides training at a single site in Silver Springs. The Harley-Davidson dealerships are not subject to the NRMSP Quality Assurance program. Instead, they have a yearly visit from Harley-Davidson quality assurance personnel.

Two military bases, Nellis Air Force Base and Fallon Naval Air Station, provide

motorcycle training to base personnel. Fallon Naval Air Station does not coordinate with or provide reports to NRMSP. Nevada has no cooperative agreements with the military bases.

Despite the demographic challenges of offering training within a reasonable distance of all Nevada residents, testimony provided to the team indicated that wait times for courses are reasonable and that sufficient courses are available to meet demand.

Since 2011, NRMSP has adopted a nationally-utilized Quality Assurance program, which has significantly improved quality assurance. Procedures are detailed in the Program Manual. NRMSP has 13 certified Quality Assurance specialists available to conduct quality assurance visits.

Testimony indicated that few students fail the end of course knowledge test. Other state programs that utilize the same curricula report a 99% pass rate. Information from DMV indicate a 45% pass rate for the DMV knowledge test.

Recommendations

- **Develop a formal curriculum review and approval process based upon documented standards.**
- **Establish agreements with all rider training providers to incorporate them into NRMSP. Require an analysis of training cost per student**
- **Evaluate and revise the end of course and DMV licensing knowledge tests to achieve program educational objectives and parity of information tested.**
- Incorporate Nevada-specific data and crash causation factors, provided by NRMSP, into approved training curricula.

V. Motorcycle Operation Under the Influence of Alcohol or Other Drugs

Each state should ensure that programs addressing impaired driving include an impaired motorcyclist component. The following programs should be used to reach impaired motorcyclists:

- Community traffic safety and other injury control programs, including outreach to motorcyclist clubs and organizations;
- Youth anti-impaired driving programs and campaigns;
- High visibility law enforcement programs and communications campaigns;
- Judge and prosecutor training programs;
- Anti-impaired-driving organizations' programs;
- College and school programs;
- Workplace safety programs;
- Event-based programs such as motorcycle rallies, shows, etc.; and
- Server training programs

Status

DPS data indicate that in 2014, 28 (45%) of motorcyclist fatalities had some type of impairment. Of the 28 motorcyclist fatalities, 14 motorcyclists tested positive for drugs, 7 tested positive for alcohol, and 7 tested positive for both alcohol and drugs.

Nevada's most populous county, Clark County, had 44 (70%) of Nevada's total motorcyclist fatalities. Of those 44 motorcyclist fatalities, 22 (50%) had some type of impairment: 11 motorcyclists tested positive for drugs, 6 tested positive for drugs and alcohol, and 5 tested positive for alcohol only.

There is no legislation that specifically addresses impaired motorcycle operators; motorcyclists are included in statutes addressing all drivers. Nevada has a definition of under the influence for cannabis and other drug categories.

The Highway Safety Plan (HSP) does not include any impaired driving projects that focus specifically on impaired motorcyclists. However, it has several projects in the impaired driving countermeasures program that address all vehicle operation by impaired persons through a variety of countermeasures involving a variety of multi-disciplinary partners. Some of the noteworthy projects include:

- Updating the Enforcement Response—Office of the Attorney General
- Professional Development for Judges and Prosecutors
- Advanced Roadside Impaired Driving Enforcement (ARIDE)
- Joining Forces
- Driving Under the Influence (DUI) Van—Las Vegas Metropolitan Police Department
- DUI Enforcement—LVMPD
- Las Vegas Justice DUI Court

- Felony DUI—Washoe County Court
- Reno County-Washoe County Sober24

Three of these projects address impaired driver issues in Clark County and two address projects in Washoe County. Over 80% of all motorcyclist fatalities in 2014 occurred in Clark and Washoe Counties.

Most of Nevada's law enforcement agencies participate in the Joining Forces, a statewide, ongoing, selective enforcement initiative. Joining Forces includes a focus on motorcycle events for high visibility enforcement during annual motorcycle rallies. Law enforcement also focuses efforts in areas where impaired motorcyclists are overrepresented in crashes.

Testimony indicated that law enforcement utilizes many opportunities to proactively address impaired motorcycling and other motorcycling traffic safety issues through outreach projects at major motorcycle rallies held in the state. These events include Laughlin River Run, Street Vibrations, and Run-a Mucca.

OTS has implemented two media campaigns designed to address motorcycle operators riding while impaired. Law enforcement and OTS coordinate the impaired driving messages to the public during high visibility enforcement activities.

OTS has created strong traffic safety partnerships through its leadership role on the Motorcycles CEA Team. There are opportunities to further address impaired motorcyclists through collaborative efforts with other CEA teams. OTS has indicated that a TSRP will be assigned to address the needs of OTS as well as law enforcement with regards to impaired motorcycle operation.

The Standardized Field Sobriety Testing (SFST) course of instruction and certification are a requirement for all Nevada peace officers at academy level training. SFST training includes a segment that is specific to detecting motorcyclists riding while impaired by alcohol. There is no state-required recertification and proficiency procedure for SFST practitioners, although some law enforcement agencies have implemented their own recertification process. SFST training is often updated and it is important that anyone using SFST to make arrest decisions be up to date in the training.

Testimony indicated that many law enforcement agencies utilize NHTSA's *Detection of DWI Motorcyclists Guide*.

Nevada also has a Drug Recognition Expert (DRE) program; OTS has made a commitment to increase the number of DREs statewide. Law enforcement is working with OTS to increase the number of ARIDE-trained peace officers.

Recommendations

- **Utilize existing programs involving prosecutors and judges to collaborate on mutual concerns.**
- **Direct the TSRP to develop and deliver training or technical assistance to judges and prosecutors to educate those groups on the successful prosecution and sentencing of impaired riders.**
- Expand the DRE and ARIDE programs to address future needs.
- Continue to utilize motorcycle crash data to drive impaired riding countermeasures and utilization of law enforcement resources.
- Incorporate motorcycle-specific messages into OTS impaired driving campaign materials.
- Implement recertification requirements to SFST practitioner training.
- Use OTS Law Enforcement Liaisons to coordinate impaired riding efforts with local police and sheriffs' offices and publicize these efforts in the media.
- Use motor officers at large scale rallies, especially where alcohol is being served, in either an enforcement or outreach capacity.

VI. Legislation and Regulations

Each state should enact and enforce motorcycle-related traffic laws and regulations, including laws that require all riders to use motorcycle helmets compliant with the Federal helmet standard. Specific policies should be developed to encourage coordination with appropriate public and private agencies in the development of regulations and laws to promote motorcycle safety.

Status

NRS 486.231, first established in 1971, requires motorcycle drivers and passengers to wear protective headgear securely fastened on the head that meets adopted standards. The only standards for protective headgear have been established within NAC 486.015 Helmets; adopting by reference the regulations contained in 49 C.F.R. § 571.218, as those regulations existed on January 1, 1994.

Drivers and passengers of motorcycles and trimobiles must also wear protective glasses, goggles, or face shields meeting adopted standards. When a motorcycle or a trimobile is equipped with a transparent windscreen meeting adopted standards, the driver and passenger are not required to wear glasses, goggles, or face shields. However, no such standards have been adopted.

During the 2013 legislative session, a bill was introduced to repeal Nevada's mandatory helmet law. The bill did not make it out of committee and was later withdrawn by the bill's sponsor during the 2015 session. All indications are that another mandatory helmet law repeal bill will be introduced during the 2017 legislative session.

The definition of a motorcycle, NRS 486.041, excludes tri-mobiles, mopeds and scooters, therefore, drivers and passengers of tri-mobiles, mopeds and scooters are not required to wear protective headgear or eyewear. According to the CTSR, 404 moped or scooter riders were admitted to UCM Southern Hospital between 2006 and 2013. Of those, 212 (52.5%) were unhelmeted. In addition, in 2014, moped/scooter riders represented 75% of the unhelmeted motorcycle fatalities.

NRMSPP has made significant strides to improve and maintain the quality of the program. One critical factor that has yet to be fully addressed is strengthening, and in some cases, establishing program regulations and standards for such things as administrative control, instructor qualifications, instructional settings, and equipment specifications. NRMSPP has established a 2017 goal of creating regulations for the program through NAC. An excellent foundation for such regulations is the already developed NRMSPP Program Manual.

Recommendations

- **Expand NRS 486.231 to require helmet and eye protection use by moped/scooter riders.**

- Adopt comprehensive NRMSP regulations, within the NAC. Resources include the “Model National Administrative Standards for State Motorcycle Rider Training Programs;” the Colorado, Ohio, and Maryland state motorcycle safety programs; and Nevada’s own NRMSP Program Manual.
- Revise the motorcycle helmet standard, NAC 486.015, by referencing the most current Federal Motor Vehicle Safety Standard (FMVSS) 218, commonly known as the U.S. DOT helmet standard.
- Adopt standards for protective glasses, goggles, or face shields to be worn by drivers and passengers of motorcycles and transparent windscreens for motorcycles. Establish the standard for eye protection within the NAC by referencing the American National Standards Institute (ANSI) standard Z87.1-2015.
- Establish a process for reviewing, evaluating, and approving rider training courses that meet DMV standards for a motorcycle license. This process should be formalized by OTS and DMV.
- Include mopeds/scooters in the NRMSP, beginning with legislation to require \$6.00 from each moped registration be allocated to the NRMSP Fund.

VII. Law Enforcement

Each state should ensure that state and community motorcycle safety programs include a law enforcement component. Each state should emphasize strongly the role played by law enforcement personnel in motorcycle safety. Essential components of that role include:

- Developing knowledge of motorcycle crash situations, investigating crashes, and maintaining a reporting system that documents crash activity and supports problem identification and evaluation activities;
- Providing communication and education support;
- Providing training to law enforcement personnel in motorcycle safety, including how to identify impaired motorcycle operators and helmets that do not meet FMVSS 218; and
- Establishing agency goals to support motorcycle safety.

Status

OTS engages state and local law enforcement in the motorcycle safety effort through various partnerships, and educational and enforcement efforts. Most law enforcement agencies receive OTS funding for a variety of traffic safety programs. Though none of the programs are specific to motorcycle safety countermeasures, the impact of impaired driving, speed enforcement, occupant protection, young drivers, pedestrian safety, distracted driving, and community traffic safety projects positively affects all roadway users. OTS utilizes the Law Enforcement Liaison (LEL) to communicate OTS initiatives and address law enforcement traffic safety concerns and needs.

Las Vegas Metro Police Department (LVMPD), the law enforcement agency for the state's most populous city, investigates motorcycle crashes through a Traffic Section Training Unit (TSTU). Officers and training staff in the TSTU have a clear understanding of the inherent dangers that are associated with road position, limited visibility, and paths of travel after a collision involving a motorcycle occurs. Twice annually, during motorcycle recertification for LVMPD motorcycle officers, crash casual factors are discussed and reviewed, and countermeasures are discussed as a way to avoid future collisions or crashes. Typically, training for crash investigations is limited to vehicle dynamics, however specialized training is occasionally offered specifically for police motorcycle operators.

Throughout enforcement and calls for service, LVMPD officers are aware of factors and circumstances involving motorcycle collisions.

Through a review of motorcycle crashes in its jurisdiction, LVMPD is able to target specific problem locations and behaviors.

LVMPD engages with the motorcyclist community, as well as the population at-large, at "Motorcycle Safety Days", business events, safety fairs, school safety days, and

community meetings. LVMPD hands out motorcycle safety and equipment materials at these events.

LVMPD has spoken at meetings and provided riding demos for Las Vegas Harley Owners Group. LVMPD staff discuss the tips for safe motorcycle operations and factors that cause crashes. Riding demonstrations include braking and crash avoidance techniques.

Nevada law enforcement is represented on the Motorcycles CEA Team. The goals of LVMPD traffic section are in sync with all of the state's CEAs; these goals are disseminated to all sections of the LVMPD.

There is no training provided to law enforcement on recognizing motorcycle helmets that are not U.S. DOT compliant.

LVMPD has been aggressively addressing motorcycle road takeovers through "Road Gang Response" protocol. This protocol is a deterrent to road takeovers, stunting, and large group rides. LVMPD is working on a public service announcement about this program.

Law enforcement expressed concern with the growing number of mopeds in the traffic safety system. Mopeds are not motorcycles but are counted in the fatality statistics as motorcycles. Licensing requirements, as well as equipment requirements, are different.

Law enforcement expressed concern about the inconsistencies with adjudication of traffic summons issued to motorcyclists. Based upon the research provided by law enforcement, a small amount of motorcyclist citations and court history (an anecdotal estimate of about 8%) ultimately reaches DMV records. This is due to court reductions from the original charge to illegal parking or other low-point violations. DMV will only take convictions from the courts of 2 points or more. Insurance companies do not get an accurate picture of an insured's driving habits when they access a driver's DMV record to renew or bind a policy. The majority of the offenders are cited accordingly with aggressive or reckless driving only to have the courts reduce the charge. There is no indication that these charges ever go to trial; they are pleaded down to lesser charges.

Recommendations

- **Evaluate the traffic citation plea bargaining and disposition system with all partners and make changes to the system as appropriate.**
- Engage LVMPD staff to instruct other law enforcement agencies on the implementation of Road Gang Response tactics.
- Direct the TSRP to develop and deliver training or technical assistance to judges and prosecutors to educate those groups on the successful prosecution and sentencing of impaired riders.

- Ensure law enforcement representatives on the Motorcycles CEA Team are active, engaged, and familiar with motorcycle safety issues.

VIII. Highway Engineering

Traffic engineering is a critical element of any crash reduction program. This is true not only for the development of programs to reduce an existing crash problem, but also to design transportation facilities that provide for the safe movement of motorcyclists and all other motor vehicles. Balancing the needs of motorcyclists must always be considered. Therefore, each state should ensure that state and community motorcycle safety programs include a traffic-engineering component that is coordinated with enforcement and educational efforts. This engineering component should improve the safety of motorcyclists through the design, construction, operation and maintenance of engineering measures. These measures may include, but should not be limited to:

- Considering motorcycle needs when selecting pavement skid factors;
- Providing advance warning signs to alert motorcyclists to unusual or irregular roadway surfaces.

Status

NDOT roadway design projects follow mandatory American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Streets standards and Federal Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) standards.

NDOT does not consider motorcycle operators' engineering needs separate from other vehicles when designing and improving highways.

To the Team's knowledge, NDOT does not utilize the AASHTO design policies specific to road design for motorcyclists needs.

NDOT incorporates rumble strips in roadway centerlines, open grade, or chip seals to provide friction on painted traffic pavement markings.

In construction zones, lips or drop-offs are required to be no more than a maximum of 2 inches, and a 6-1 slope is utilized. In situations where there is a 2-inch drop off, signage is put on the roadway to inform all motorists. Signage is utilized in construction zone areas where steel plates are in use. Signage is also used to warn motorists of uneven road surfaces. NDOT does not use any plaques or signs to alert motorcyclists to hazards specific to them.

NDOT utilizes cable barriers on divided roadways. Initially there was concern from some in the motorcycle community about cable barriers, however it appears that they have gained acceptance.

Roadway users can contact NDOT to report roadway design issues, and can request signage through the NDOT website or by phone. There is no specific notification system for roadway design issues or signage requests specific to the motorcycling public.

NDOT has incorporated motorcycle strategies within each of the five engineering emphasis areas contained in the SHSP.

NDOT engineering staff actively participate in the Motorcycles CEA Team and holds a leadership role on the Nevada Zero Fatalities initiative.

Recommendations

- **Consider adopting all the major recommendations in the National Cooperative Highway Research Program Project 20 68A, Scan 09-04 report on *Leading Practices for Motorcyclist Safety* that includes the use of high friction thermoplastic in areas that are more hazardous to motorcyclists.**
- **Conduct outreach to rider groups and independent riders to determine how NDOT can address the needs of motorcyclists in its roadway design and maintenance processes.**
- Provide advanced warning to alert motorcyclists to unusual or irregular roadway surfaces.
- Adopt and implement the MUTCD standards for Warning Signs and Plaques for Motorcyclists W8-15, W8-15P, and W8-16.
- Train highway engineering and maintenance personnel to understand motorcyclist safety issues, such as the importance of friction to motorcyclists, and to identify surface irregularities and roadway conditions that can be hazardous to motorcyclists.

IX. Motorcycle Rider Conspicuity and Motorist Awareness Programs

State motorcycle safety programs, communication campaigns and state motor vehicle operator manuals should emphasize the issues of rider conspicuity and motorist awareness of motorcycles. These programs should address:

- Daytime use of motorcycle headlights;
- Brightly colored clothing and reflective materials for motorcycle riders and motorcycle helmets with high daytime and nighttime conspicuity;
- Lane positioning of motorcycles to increase vehicle visibility;
- Reasons why motorists do not see motorcycles; and
- Ways that other motorists can increase their awareness of motorcyclists.

Status

One of the strategies in Nevada's Zero Fatalities campaign is to increase targeted enforcement and communications programs to address high risk behaviors, including a goal for increased awareness of looking twice for motorcyclists, especially when turning left.

OTS works with a marketing agency to implement a comprehensive outreach strategy for all aspects of the Zero Fatalities, including motorist awareness. In two campaigns in 2016, the "Look Twice for Motorcycles When Turning Left" message was distributed across multiple media outlets, including broadcast, theater, outdoor, digital, and boosted social media posts.

An outreach trailer that will be wrapped with a "Look Twice" message was recently ordered. The trailer will be used at community events and rallies.

OTS's marketing agency engages in earned media activities in conjunction with rallies, with an emphasis on the "Look Twice" message.

In July 2014, print ads with ATGATT messages were placed as part of the overall motorcycle safety effort. Motorcycle operators can find information in the MOM about making themselves more visible to motorists. In May 2015, during Motorcycle Safety Awareness Month, a piece describing proper gear and personal protective equipment appeared in *The Sunday*, a Las Vegas-based weekly news magazine. There is no mention of using high visibility gear in any of these outlets.

There seems to be an undue reliance on rider training to educate motorcycle operators on conspicuity issues. There was no indication that dealerships or rider groups are taking a leadership role in educating motorcyclists to make themselves better seen.

Recommendations

- **Update ATGATT materials to include language regarding high visibility gear.**
- Continue to include the “Look Twice” message in Zero Fatalities outreach efforts.
- Engage prominent members of the motorcycling community to serve as spokespersons encouraging other riders to wear high visibility gear.
- Utilize relationships with dealers and rider groups to deliver motorcyclist conspicuity messages.
- Conduct an aggressive communication campaign to encourage riders to be more conspicuous. Show conspicuous riding gear in protective gear campaigns. Consider a standalone piece that emphasizes the need to use techniques to be conspicuous (bright and retro-reflective gear, employment of defensive driving techniques). Distribute this information through rider education sites, rider groups, at dealerships, in DMV stations, with registration and license renewal mailings, and at events.

X. Communications Program

States should develop and implement communications strategies directed at specific high-risk populations as identified by data. Communications should highlight and support specific policy and progress underway in the states and communities and should be culturally relevant and appropriate to the audience. States should:

Focus their communication efforts to support the overall policy and program;
Review data to identify populations at risk; and
Use a mix of media strategies to draw attention to the problem.

Status

Since the establishment of the Motorcycles CEA Team, there has been greater support for the Nevada Rider Motorcycle Safety Program. One of the most substantial areas of support has been through the inclusion of motorcycle safety in the communications efforts for Nevada's Zero Fatalities initiative.

Penna Powers, a marketing agency, addresses motorcycle safety as part of its contract with OTS and NDOT to promote Zero Fatalities safety messages. A Media/Marketing Liaison manages the contract and coordinates the efforts of OTS, DPS, and other agencies.

As part of the marketing contract, an annual calendar of traffic safety efforts has been developed. The calendar includes a statewide motorcycle safety effort in the spring.

Cost savings are realized whenever possible. By leveraging combined budgets as part of this larger ongoing effort, there is a more effective use of funds for media buys and the contract work for all safety messages, including motorcycle safety. Scripts are provided to radio stations to produce spots as part of the media buy, saving an investment in commercial production.

Penna Powers develops messages and outreach efforts based on data. As part of the planning and creative process, causal factors of crashes and fatalities are evaluated. Focus groups are used to test messages. The paid media mix is targeted to who is involved and where crashes are happening, and includes all mediums: broadcast, theater, outdoor, social, and digital. About two social media posts are done each day; while motorcycle safety is addressed throughout the year, motorcycle-specific posts are more concentrated to coincide with the springtime effort or significant motorcycle events (e.g., riders leaving for Sturgis).

Rider education, helmet use, protective gear, sober riding, and share the road are the main areas of focus for motorcycle safety messages. Currently, all materials are developed for Nevada-specific use and the creative is being updated each year. NHTSA and other state materials are not being re-tagged for use.

During May, earned media efforts are conducted in support of Motorcycle Safety Awareness Month and a proclamation from the governor is secured. Talking points are also developed for use by program spokespersons for use during large-scale motorcycle events.

Attitudinal surveys are conducted to evaluate the marketing campaign. To date, the focus has been primarily on awareness, rather than behavioral change.

NRMSP has had success fostering relationships with motorcycle safety stakeholders. NRMSP had partnerships in place prior to the formation of the team, but they have been strengthened with the creation of the Motorcycles CEA Team. Rider groups have placed ads in their newsletters; dealers place hang tags with rider education and helmet messages on motorcycles; and Nevada's tourism agency provides discounted premium ad space for safe riding messages in the *Nevada Ride Guide*. Both DMV and motorcycle dealerships have run the "Chalkboard Ad," a spot where motorcyclists convey a variety of safety messages on a chalkboard background.

The Motorcycles CEA Team provides input on the issues to be addressed via the Zero Fatalities marketing effort and feedback on the materials developed.

The Nevada Rider Motorcycle Safety Program has a presence at five to six motorcycle rallies a year. Volunteers staff a booth that features a pop-up banner addressing multiple "Ride Safe" tips. Interactions are tracked, and giveaways are provided. Until recently, a SmartTrainer was featured at the booth. Recently, a training bike has been displayed, which helps to engage attendees in discussion about rider education.

NevadaRider.com was recently updated and includes information for all parts of the motorcycle safety program: rider education, licensing, where to ride, safety messages regarding helmets, gear, speed, riding sober, and motorist awareness. The site's blog is not regularly updated.

Recommendations

- Evaluate communications efforts for cost effectiveness, market penetration, and effect on behavioral change.
- Create a plan to regularly update the blog on NevadaRider.com or remove the link from the site.

XI. Program Evaluation and Data

Both problem identification and continual evaluation require effective record keeping by state and local government. The state should identify the frequency and types of motorcycle crashes. After problem identification is complete, the state should identify appropriate countermeasures. The state should promote effective evaluation by:

- Supporting the analysis of police accident reports involving motorcyclists;
- Encouraging, supporting and training localities in process, impact and outcome evaluation of local programs;
- Conducting and publicizing statewide surveys of public knowledge and attitudes about motorcycle safety;
- Maintaining awareness of trends in motorcycle crashes at the national level and how trends might influence activities statewide;
- Evaluating the use of program resources and the effectiveness of existing countermeasures for the general public and high-risk population;
- Collecting and reporting accurate motorcycle vehicle miles traveled data; and
- Ensuring that evaluation results are used to identify problems, plan new programs and improve existing programs.

Status

In 2014, motorcycle safety was added as a CEA in the SHSP. The CEA status gave focus to OTS's motorcycle safety effort. The Motorcycles CEA Team identified additional data sources and partners, completed the problem identification process, established priorities, developed strategies and action steps, assigned responsibility, and identified outcomes and outputs for the strategies. The CEA supports partnering and collaboration with other CEA Teams to integrate and incorporate motorcycle safety initiatives into other traffic safety strategies.

OTS is continuing to search for additional partners and data sources to support the Motorcycles CEA Team and its activities. Recent contacts with the University of Nevada School of Medicine, Traffic Records Coordinating Committee, and DMV have opened opportunities to gather previously unavailable data that will be beneficial to the Motorcycles CEA Team and OTS efforts. OTS still needs to identify essential data files, fields, and a process to measure and evaluate its motorcycle safety activities.

OTS recently entered into a contract to establish a central electronic course registration and reporting system. This system will allow potential course attendees to register online: OTS will collect essential participant information and will provide detailed electronic reports on course completion. This system should be active in 2017, and will be the first step in collecting consistent, accurate, and timely training information.

The electronic reporting could also improve the security of the motorcycle licensing waiver program. If OTS and DMV can partner to electronically send course completion information to the driver licensing file, a motorcycle license could be issued from this file

information and eliminate the need for course completion cards. This information could become part of the applicant's driving record and be available for future measurement and evaluation projects. DMV is revising and updating its driver licensing system. This is a great opportunity for OTS and DMV to collaborate on data files and fields to more efficiently, effectively, and accurately track motorcycle licensing, registrations, and citation dispositions.

OTS is exploring approaches to measure and evaluate the effectiveness, value, and cost effectiveness of implemented strategies and initiatives. The process of defining the scope, objectives, and expected outcomes for such an evaluation and measurement effort still need to be identified.

NRMSA participates in several motorcycle events annually. Participation in these events is tracked by dates, time spent at the event, the number of contacts, and personal impressions of the event staff. This information may not be measuring value and effectiveness, but it does support planning for event participation and budget needs. It may also be used to help NRMSA complete its cost effectiveness analysis.

Helmet use, speed, and licensing questions were included in the OTS 2014, 2015, and 2016 attitudinal surveys. The surveys did not reach large numbers of motorcyclists, so the value of the information and survey effort cannot be determined.

Recommendations

- **Identify long-term funding for the development, implementation, and execution of a process and plan to measure and evaluate the effectiveness, value, and impact of Nevada's motorcycle safety efforts.**
- **Collaborate with DMV on the process and procedures for tracking individuals from training through licensing, as well as vehicle registration and citation disposition.**
- **Collaborate with NDOT to establish a process to efficiently and effectively track individuals involved in motorcycle crashes.**
- Partner with DMV, NDOT, and other resources to develop a plan to generate annual reports on motorcycle training, licensing, vehicle registration, and crashes that can be stored, accessed, and utilized by OTS.

Credentials of Technical Assistance Team

Terry J. Butler

Director, Missouri Safety Center, University of Central Missouri, Warrensburg, MO

Experience

- DOT, NHTSA, Motorcycle Safety Technical Team Member, 16 previous state program assessments, 2000 to present
- Director, Missouri Safety Center, 2007 to 2013
- Assistant Director/Development, Missouri Safety Center, 2006 to 2007
- Project Director and Facility/Fleet Manager, Highway Safety Instructional Park/Marshall Building, Missouri Safety Center, 1990 to 2006
- State Coordinator – Missouri Motorcycle Safety Program, 1989 – 2000
- ATV Safety Institute Chief Instructor Trainer Facilitator, 2000
- Motorcycle Safety Foundation DirtBike School Coach Trainer Facilitator, 1999
- National Youth Program Using Motorcycles (NYPUM) Coach Trainer, 1995
- ATV Safety Institute Chief Instructor Certification, 1988
- Motorcycle Safety Foundation Chief Instructor Certification, 1986

Organizations/Affiliations

- National Cooperative Highway Research Program
- Transportation Research Board
- National Highway Traffic Safety Administration
- Transportation Safety Institute
- American Association of Motor Vehicle Administrators
- Motorcycle Safety Foundation
- Specialty Vehicle Institute of America

Glenn Davis

**Highway Safety Manager, Colorado Department of Transportation (CDOT),
Highway Safety Office (HSO)**

Experience

- DOT, NHTSA, Motorcycle Safety Technical Team Member, states of Maine and Nevada
- DOT, NHTSA, Standardized Field Sobriety Testing Technical Team Member, state of Missouri
- Highway Safety Manager, Colorado Department of Transportation (CDOT), Highway Safety Office (HSO); responsible for Impaired Driving, Young Drivers, Police Traffic Services, Motorcycle Safety and Speed Enforcement
- Reserve Sergeant, Ft. Lupton Police Department
- Littleton Police (CO), 25 years of service, Drug Recognition Expert (DRE) and Impaired Driving Enforcement Coordinator

Organizations/Appointments

- CDOT Representative, State of Colorado Governor's Marijuana Working Group, Data Advisory Group and Education Oversight Committee
- Member, Colorado Peace Officer Standards and Training (POST) curriculum committee
- Parliamentarian, State Emergency Medical and Trauma Services Advisory Council
- Member, Colorado Prevention Leadership Council
- Former Chair & Vice Chair, Colorado Task Force on Drunk and Impaired Driving (CTFDID)
- Chair, Colorado Motorcycle Operator Advisory Board (MOSAB)
- Former Secretary & current Parliamentarian, Colorado State Traffic Records Advisory Committee (STRAC)
- CDOT Representative, Colorado Persistent Drunk Driver Committee
- Member, Motorcycles and Mopeds Committee of the Transportation Research Board
- The International Association of Chiefs of Police Drug Evaluation and Classification Emeritus Award
- Colorado DRE Centennial Award, for dedication and support to the Colorado Drug Recognition Expert program
- Dr. Robert Weltzer award for dedication to traffic safety from Mothers Against Drunk Driving

Andrew S. Krajewski

Retired Director, Driver Safety, Maryland Motor Vehicle Administration. Glen Burnie, MD

Experience

- DOT, NHTSA, Motorcycle Safety Technical Team Member, states of California, Colorado, Florida, Indiana (2), Massachusetts, Minnesota, Missouri (2), North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Rhode Island, South Carolina, Tennessee, Texas, Washington, West Virginia, and Wisconsin (2)
- Deputy Director, National Association of State Motorcycle Safety Administrators (current)
- Director, Driver Safety, Maryland Motor Vehicle Administration (2008 – 2014)
- Director, Driver Programs, Maryland Motor Vehicle Administration (1997 – 2008)
- Division Director, Driver Services, Maryland Motor Vehicle Administration (1997)
- Division Director, Motorcycle Safety Program, Maryland Motor Vehicle Administration (1983-1997)
- DOT, NHTSA, Traffic Records Technical Team Member, 15 state assessments
- DOT, NHTSA, Driver Education Technical Team Member, states of Illinois, Missouri, and North Carolina
- Regional Manager, Education Department, Motorcycle Safety Foundation (1977-1983)
- Area Transportation Supervisor, Montgomery County Public Schools (1975-1977)

- Instructor, Safety Education, University of Maryland (1974-1975)
- Chairman, Department of Health, Physical Education and Driver Education, Bradford Area High School (1966-1974)

Organizations/ Appointments

- AAMVA Stakeholders Advisory Group for Motorcycle Operator Manual and Knowledge Questions (2010)
- Chairperson, AAMVA Test Maintenance Subcommittee until June 2014
- Development Team, National Standards for Entry Level Rider Training (2010)
- Development Team, National Model Administrative Standards for Rider Training
- Emphasis Team Leader, Aggressive Driving, Maryland Strategic Highway Safety Plan (2010-present)
- Development Team, AAMVA Guidelines for Motorcycle Operator Licensing (2008-2009)
- Instructor, Traffic Safety Institute, Motorcycle Safety Program Coordination (2008-present)
- Expert Panelist, Safe Motorcyclist Behavior (2008)
- Impaired Driver Coalition (2005-present)
- Co-Chairperson, Maryland Motorcycle Safety Coalition
- Chairperson, National Association of State Motorcycle Safety Administrators (SMSA) Executive Committee and designated state representative since 1984

Carol A. Montoya, CAE

President, Potomac Management Resources, Alexandria, VA

Experience

- DOT, NHTSA, Motorcycle Safety Technical Team Member, states of Arizona, Florida, Hawaii, Indiana, Maine, Massachusetts, Missouri (2), Nevada, North Dakota, Rhode Island, Tennessee, Wisconsin (2), and Washington
- Certified Association Executive credential achieved, January 2007 (highest professional credential in association industry)
- President, Potomac Management Resources; includes serving as Executive Director, American Advertising Federation-DC Chapter (2000-present) and Executive Director, American Marketing Association-DC Chapter (2001-2008); event planner for NHTSA Ignition Interlock Forum (2007); event planner for NHTSA Data Driven Approaches to Crime and Traffic Safety meeting (2008)
- Outreach Director, Literacy Council of Northern Virginia (1999-2000)
- Vice President, Marketing & Advertising, ZGS Communications, government social marketing contracts for motorcycle safety and aggressive driving (1998-1999)
- Account Supervisor, Lisboa Associates, Inc., government social marketing contracts for Campaign Safe & Sober, child seat safety, motorcycle safety, aggressive driving awareness, pedestrian safety, and airbag education (1994-1998)

Organizations/Appointments

- Clarion Awards Judge, Association for Women in Communications (2008)
- Member, American Society of Association Executives (2003-present)
- Member and Chair, Hood College Magazine Editorial Board, (2002-2006)
- Member (2001-present) & Board Member(2001-2014), Association for Women in Communications-DC Professional Chapter
- Member and Board Member, Women in Advertising & Marketing, (1998-2001)
- Member & Board Member, Advertising Club of Metropolitan Washington (1996-2000)

Robert E. Reichenberg
Retired, Jefferson, OR

Experience

- DOT, NHTSA, Motorcycle Safety Technical Team Member, states of Arizona, Colorado, Hawaii, Illinois, Maine, Maryland, Minnesota, Missouri (2), New York, Ohio, Tennessee, West Virginia, and Wisconsin (2).
- Oregon Governor's Advisory Committee for Motorcycle Safety (2012-present), Vice Chair (2013-2014), Chairman (2015-present)
- Communications Manager, Team Oregon Motorcycle Safety Program (2008-2011)
- President, Streetmasters Motorcycle Workshops, Inc. (2004-2008)
- Chief Instructor/President, Central Coast Motorcycle Training (2000-2008)
- Safety/Riding Techniques Columnist, News Editor/*Cruising Rider* (1995-2003)
- Contributor, Road Test Editor/*Motorcycle Consumer News* (1994-1999)
- Manager, Education/ Training and Development/ Program Services, Motorcycle Safety Foundation (1989 - 1997) Director, Lead Instructor, Motorcycle Safety Foundation Chief Instructor Training Program (1991-1997)
- Manager, Instructor Training/Coordinator, Education Programs, ATV Safety Institute, (1988)
- Texas DPS, Motorcycle Training Section, Program Specialist, (1986-1987)

Selected Publications

- **Reichenberg, R.**, Garets, S.B., Oregon Class III All-Terrain Vehicle Safety Education Manual, Oregon State University for Oregon Parks and Recreation Department, December 2008.
- **Reichenberg, R.**, Garets, S.B., OHV Safety Statewide Assessment, Oregon State University for Oregon Parks and Recreation Department, May 2006.
- **Reichenberg, R.**; Garets, S.B., Pierce, R., Axmaker, S., Basic Rider Training (BRT) Range Guide, Oregon State University for the Oregon Department of Transportation, October 2004.
- **Reichenberg, R.**; Garets, S.B., Pierce, R., Axmaker, S., Basic Rider Training (BRT) Rider's Guide; Instructor Guide, Oregon State University for the Oregon Department of Transportation, January 2004.

Assessment Agenda

Sunday, November 13, 2016

8:00 p.m. – 9:00 p.m. **Team Briefing**

Monday, November 14, 2016

8:00 a.m. – 8:15 a.m. **Introductory Discussion**
Peter Vander Aa, Administrator, Nevada Rider Motorcycle Safety Program

8:15 a.m. – 9:30 a.m. **Program Management**
Peter Vander Aa, Administrator, Nevada Rider Motorcycle Safety Program

9:30 a.m. – 10:25 a.m. **Motorcycle Operator Licensing
Motorcycle Rider Education and Training**
Peter Vander Aa, Administrator, Nevada Rider Motorcycle Safety Program

10:25 a.m. – 10:45 a.m. Break

10:45 a.m. – 12:00 p.m. **Motorcycle Operation Under the Influence of Alcohol or Other Drugs**
Lt. Kevin Honea, Nevada Department of Public Safety
Laurel Stadler, Rural Coordinator, Northern Nevada DUI Task Force
Scott Swain, Law Enforcement Liaison, Nevada Office of Traffic Safety

12:00 p.m. – 1:00 p.m. Lunch

1:00 p.m. – 1:45 p.m. **Motorcycle Operation Under the Influence of Alcohol or Other Drugs**
Lt. Kevin Honea, Nevada Department of Public Safety
Laurel Stadler, Rural Coordinator, Northern Nevada DUI Task Force
Scott Swain, Law Enforcement Liaison, Nevada Office of Traffic Safety

1:45 p.m. – 2:15 p.m. Break

2:15 p.m. – 3:40 p.m. **Communications**
Motorcycle Rider Conspicuity and Motorist Awareness Programs
Allan Cruet, Instructor, Nevada Rider
Brent Wilhite, Director, Penna Powers

3:40 p.m. – 4:00 p.m. Break

4:00 p.m. – 5:00 p.m. **Team Wrap Up**

Tuesday, November 15, 2016

8:05 a.m. – 8:55 a.m. **Motorcycle Rider Education and Training**
Linda Whitehill, Program Manager, Western Nevada College
Peter Vander Aa, Administrator, Nevada Rider Motorcycle Safety Program

8:55 a.m. – 10:30 a.m. **Program Evaluation and Data**
Kurt Davis, Traffic Records Program Manager, Nevada Office of Traffic Safety
Laura Gryder, Project Director, University of Nevada, Reno-School of Medicine, Center for Traffic Safety Research
Peter Vander Aa, Administrator, Nevada Rider Motorcycle Safety Program

10:30 a.m. – 10:45 a.m. Break

10:45 a.m. - 12:00 p.m. **Law Enforcement**
Lt. Scott Dugan, Reno Police Department
Lt. David Jacoby, Las Vegas Metro Police Department
Scott Swain, Law Enforcement Liaison, Nevada Office of Traffic Safety
Peter Vander Aa, Administrator, Nevada Rider Motorcycle Safety Program

12:00 p.m. – 1:00 p.m. Lunch

1:00 p.m. - 2:00 p.m. **Law Enforcement**
Lt. Scott Dugan, Reno Police Department
Lt. David Jacoby, Las Vegas Metro Police Department
Scott Swain, Law Enforcement Liaison, Nevada Office of Traffic Safety
Peter Vander Aa, Administrator, Nevada Rider Motorcycle Safety Program

2:00 p.m. – 2:20 p.m. Break

2:20 p.m. - 3:50 p.m. **Motorcycle Operator Licensing**
Zachary Cord, Management Analyst, Nevada Department of Motor Vehicles
Allan Cruet, Instructor, Nevada Rider
Molly Lennon, Supervisor, Nevada Department of Motor Vehicles

3:50 p.m. – 4:10 p.m. Break

4:10 p.m. – 5:15 p.m. **Team Wrap Up**

Wednesday, November 16, 2016

9:30 a.m. – 10:15 a.m. **Personal Protective Equipment**
Tim Conway, Assistant General Manager, Chester's Reno Harley-Davidson
Sgt. Chris LaPrarie, Nevada Highway Patrol
Peter Vander Aa, Administrator, Nevada Rider Motorcycle Safety Program

10:15 a.m. – 10:35 a.m. Break

10:35 a.m. – 12:00 p.m. **Rider Education and Training**
Tim Conway, Assistant General Manager, Chester's Reno Harley-Davidson
Allan Cruet, Instructor, Nevada Rider
Roger Fox, Specialist, Motorcycle Training, College of Southern Nevada; RiderCoach Trainer, Nevada Rider
John Rodgers, RiderCoach, Nevada Rider
Peter Vander Aa, Administrator, Nevada Rider Motorcycle Safety Program

12:00 p.m. – 12:50 p.m. Lunch

12:50 p.m. – 1:00 p.m. **Team Meeting**

1:00 p.m. – 1:45 p.m. **Legislation**
Peter Vander Aa, Administrator, Nevada Rider Motorcycle Safety Program

1:45 p.m. – 2:30 p.m. Break

2:30 p.m. - 2:55 p.m. **Highway Engineering**
Ken Mammen, Chief Traffic Safety Engineer, Nevada Department of Transportation

2:55 p.m. – 3:40 p.m. **Riding Community/Rider Groups**
Damon Schuetze, Schuetze & McGaha, P.C

3:40 p.m. – 4:05 p.m. Break

4:05 p.m. – 4:35 p.m. **Team Wrap Up**

Thursday, November 17, 2016

9:30 a.m. – 4:15 p.m. **Team Deliberations**

Friday, November 18, 2016

9:00 a.m. – 9:30 a.m. **Team Report Out**

Abbreviations Key

The Team	Technical Assessment Team
AASHTO	American Association of State Highway and Transportation Officials
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATGATT	All the Gear, All the Time
BRC	Basic RiderCourse
CEA	Critical Emphasis Area
CTSR	Center for Traffic Safety Research
DPS	Nevada Department of Public Safety
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
FMVSS	Federal Motor Vehicle Safety Standards
HSO	Nevada Highway Safety Office
HSP	Highway Safety Plan
LEL	Law Enforcement Liaison
LVMPD	Las Vegas Metro Police Department
MOM	Motorcycle Operator Manual
MUTCD	Manual on Uniform Traffic Control Devices for Streets and Highways
NAC	Nevada Administrative Code
NDOT	Nevada Department of Transportation
NHTSA	National Highway Traffic Safety Administration
NRMS	Nevada Rider Motorcycle Safety Program
NRS	Nevada Revised Statute
OTS	Nevada Office of Traffic Safety
RST	Rider Skill Test
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
TSRP	Traffic Safety Resource Prosecutor
TSTU	Traffic Section Training Unit
U.S. DOT	U.S. Department of Transportation