



Nevada Department of Public Safety

OFFICE OF TRAFFIC SAFETY
2005 ANNUAL REPORT

OVERVIEW



While use of Nevada's roadways has increased 50 percent in the past 10 years, the number of fatal crashes has only increased about 23 percent.

Organization

The Nevada Office of Traffic Safety (OTS) is one of twelve divisions within The Nevada Department of Public Safety (DPS). Over 14,000 DPS employees are committed to providing Nevadans with efficient and productive public safety services.

DPS and OTS share responsibility for Nevada's roadways with the Nevada Department of Transportation (NDOT). NDOT focuses on the engineering, construction and maintenance of physical facilities, while the DPS and OTS focus on roadway users, drivers, passengers, cyclists, and pedestrians.

Mission

Under direction from the DPS, OTS provides funding and expertise, creates partnerships and promotes education to reduce deaths, injuries and property damage on Nevada roadways.

OTS prepares and administers an annual comprehensive Highway Safety Plan to reduce the number

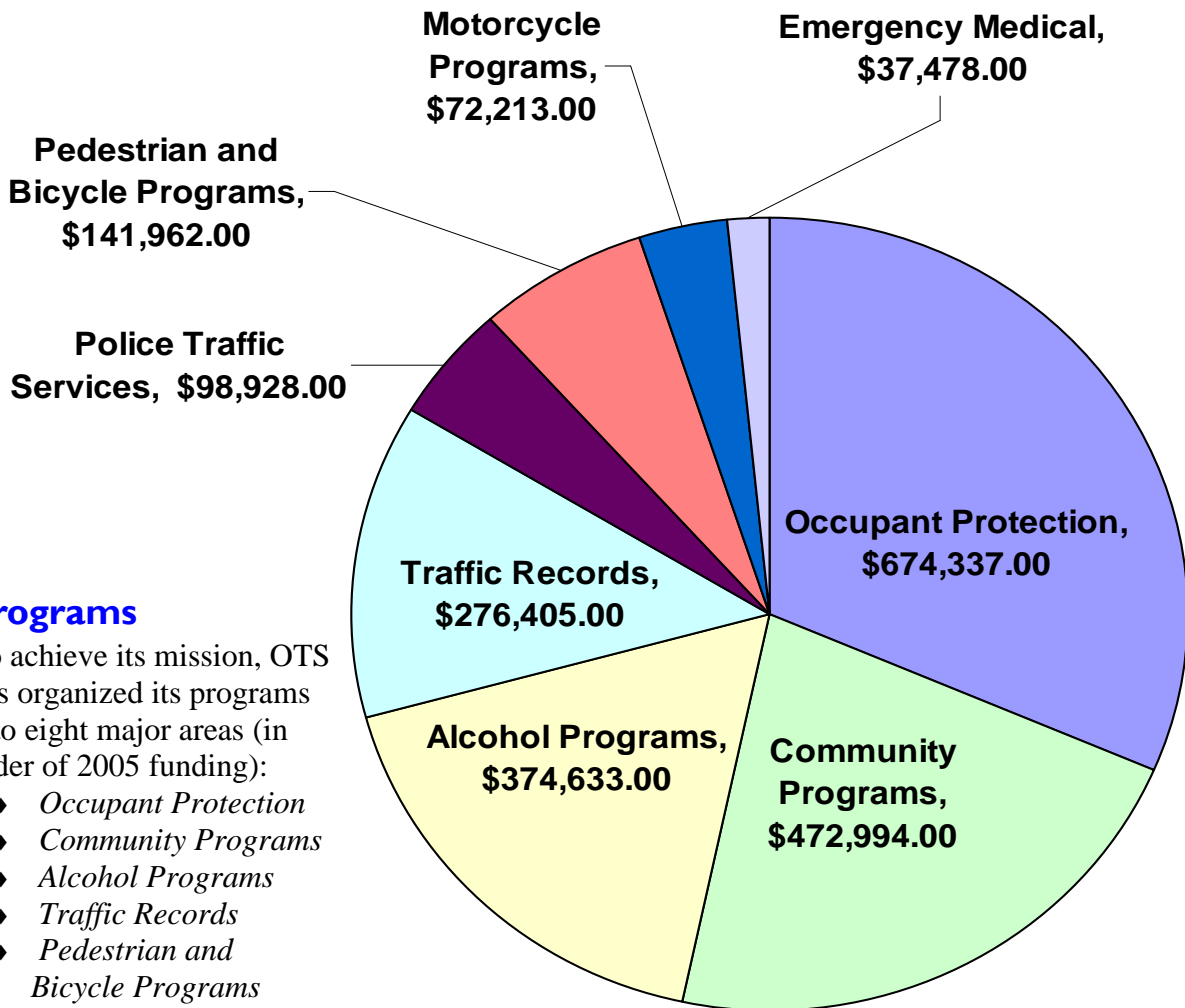


*George Togliatti, Director
Department of Public Safety*

and severity of traffic crashes on Nevada roadways. The plan supports and/or implements innovative traffic safety projects locally and statewide, emphasizing the reduction of factors contributing to traffic crashes. Projects include; selective enforcement, close cooperation with highway safety engineers (NDOT), and public awareness programs for all roadway users.



PROGRAM AREAS FUNDED IN 2005



Programs

To achieve its mission, OTS has organized its programs into eight major areas (in order of 2005 funding):

- ◆ *Occupant Protection*
- ◆ *Community Programs*
- ◆ *Alcohol Programs*
- ◆ *Traffic Records*
- ◆ *Pedestrian and Bicycle Programs*
- ◆ *Police Traffic Services*
- ◆ *Motorcycle Programs*
- ◆ *Emergency Medical*

OTS seeks to leverage its resources by funding programs that can fulfill more than one mission. For example, *Joining Forces* receives funding from different sources to enforce both DUI and seat belt laws.

In 2005, OTS made remarkable progress on numerous fronts, as described in this report. With continuing support from Federal and State legislatures and agencies, and cooperation from local jurisdictions and advocates, OTS leads the way toward greater safety on Nevada's roadways, always focusing on the road ahead.

OCCUPANT PROTECTION: Car Seats & Safety Belts

Mission

DPS-OTS' Occupant Protection program educates the public on the need and correct usage of seat belts, child restraints, and airbags in motor vehicles. The program also supports laws that are easy to understand and enforce.

Nevada's safety belt usage rate jumped from 86.6% in 2004 to 94.8% in 2005, making us third in the nation for seat belt use, and number one for its conversion rate of non-users to users at 61%.

Nevada's safety belt use rate increased to 94.8% in 2005, from a 78.5% rate in 2000.

Nevada's law is secondary, but we currently rank 3rd in the nation for usage, with the highest state conversion rate of non-users for 2005 at 61%.



Programs

Click It or Ticket

The May 2005 "Click It or Ticket" (CIOT) campaign was the first time Nevada used the actual CIOT message in its advertising and PI&E production. During the prior four years, the message "No Exceptions, No Excuses, Buckle Up, Nevada" was used for the highly advertised and highly enforced national safety belt campaign. Law enforcement agencies serving over 95% of the population participated in the 2005 May campaign, including all *Joining Forces* agencies (see "Police Traffic"). Over 8,000 citations were issued, including 2,700 safety belt tickets, with over sixty felony arrests.

The Office of Traffic Safety credits this success in part to the addition of a CIOT Outreach Coordinator for minority communities during the campaign. Nevada's Hispanic community (23% of the population) has historically had the lowest safety belt user rate; however, use rate for this population group rose from 71% in 2004 to over 90% for 2005. DPS-OTS also credits this success to the dedication of its law enforcement officers, and its efforts to publicly recognize those officers who actively enforce occupant protection laws throughout the year.

Motor vehicle crashes are the leading cause of death for children under 14 years old.

Nevada's Hispanic seat belt usage jumped from 71.1% in 2004 to 90.2% in 2005 (drivers only).



Nevada's Kids n' Cars bill became law October 1st. The law prohibits parents from leaving children under age seven unattended in a car unless someone at least 12 years old is also present.

The state's child seat usage rate is a low 55% for 2005, but up 14 points from a 41% rate in 2004. Recent upgrades to the law increased age and weight limits to 6 and 60 lbs.

A significant improvement was made to Nevada's misuse rate in regard to child seats, from 98% misuse in 2004 to 94% misuse in 2005

Child Safety Seats

Nevada's Child Seat Usage rate for calendar year 2005 is 55.6%. This is an increase from the 41.4% in the 2004 survey. Over 3,300 child seats were inspected through community events in FY 05, with only 6% arriving installed correctly. However, this 6% correct use is a significant increase from the 2% in proper usage observed in 2004. These rates are comparable to national figures.

Northern Nevada Fitting Station

Washoe County and surrounding rural areas comprise 18% of the state's population, which includes Reno, Nevada's third largest city. This project funded the start-up of Nevada's first permanent, full-time child seat fitting station.

The Northern Nevada Fitting Station (NNFS) is housed at the Reno DMV office, and is open Monday-Friday, 8am – 4pm, staffed by a nationally certified Child Passenger Safety Technician Instructor. It was fully operational in June, and was made possible through a partnership between St. Mary's Hospital, Washoe Health Care Systems, and REMSA (Regional Emergency Medical Services Authority-Careflight). Volunteer CPS Technicians from various service organizations also assist with appointments.

A successful marketing plan helped the NNFS achieve media exposure to over 60 media outlets for its grand opening, and to reach its target populations, like Washoe County's WIC program, St. Mary's new teen Moms group, Family to Family organizations, and the like. Training for these staff members on the inspection station process was also held to ensure a smooth referral process for parents and caregivers in the area.

Although a voucher system and a five-tier sliding fee scale were created for low-income families, only one family chose to provide proof of income to receive a reduced installation rate. Clients are either qualifying for free services by providing proof of Medicaid, WIC, or Nevada Check-Up, or they are paying full-cost for both the installation fee (\$45) and the cost of a child seat, if one is provided.

During the first four months of operation, NNFS inspected 468 seats, with only 4 (1%) being installed correctly; replaced and/or issued 344 seats; and collected almost \$5,000 in donations to the program. Over \$16,000 in vouchers from the three partner agencies were redeemed for new car seats.

Other Programs

SAFE KIDS Clark County continued operation of its permanent fitting station that is open for appointments on Fridays. Serving the greater Las Vegas area, they educated over 2,200 families on proper car seat installation, and provided over 800 free seats to qualifying individuals.

Two relatively small projects exponentially improved the educational and car seat distribution numbers in rural Northern Nevada. Ron Wood Family Resource Center and the Parent Education and Child Enrichment (PEACE) projects serve seven rural counties. Between them, they inspected over 300 child seats, distributed over 200, and directly educated over 2,000 parents and caregivers on child passenger safety.

COMMUNITY PROGRAMS: DRIVER'S EDGE

Mission

Community Programs promote injury prevention at the local level to solve traffic safety problems using a "bottom up" approach.

Comprehensive community-based coalitions of citizens, law enforcement, public health, education, business, civic groups, and traffic safety advocates provide program input, direction, and community involvement.

Programs

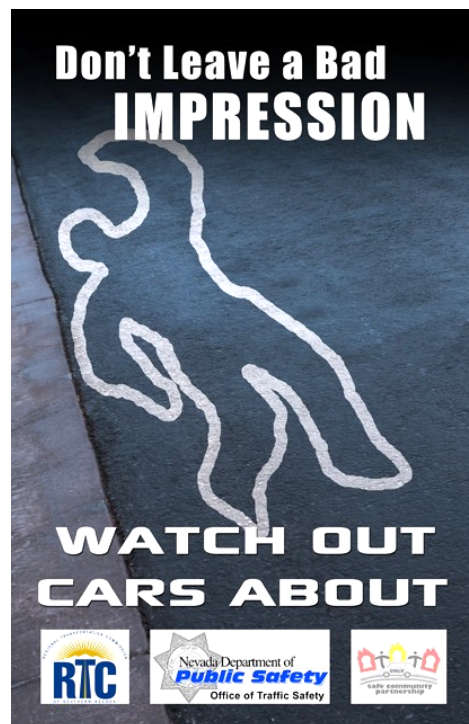
Southern Nevada Injury Prevention Center

Because of a multitude of competitive issues over the 'title' of being the region's sole Injury Prevention Center, limited funding resources, and various levels of jurisdiction; the UNLV Safe Community Partnership (SCP) continues with its injury prevention efforts in relation to traffic safety, while also continuing to prove its stance as one of the area's leading authorities on injury prevention education. Steps have been taken to form a coalition that seeks funding sources for the community's injury prevention providers.

SCP partners continuously with the three E's of traffic safety: Education, Engineering, and Enforcement. They serve on the state's Injury Prevention Task Force; Child Passenger Safety Task Force; DUI Task Force; the Regional Trauma Advisory Board; the Trauma Outreach Program; NDOT's Safety Summit/Strategic Planning; and the Just Keep Thinking Safety Foundation, to name a few.

SCP sponsors, hosts, and provides educational items for numerous public events

that address pedestrian, bicycle, teen driver, impaired driving, occupant protection, speed, and many other traffic safety areas. They have strong media relations, and in FY05 were published or interviewed in over forty newspaper stories plus a guest editorial; over twenty news television interviews; over eighty different news 'hits' on traffic safety; and over five hours of radio coverage, all in the largest media market of the state. Some of these campaigns included the "Watch Out, People About" on pedestrian safety; ParenTeen Driving Program; Walk Our Children to School Day; You Drink, You Drive, You Lose; and Click It or Ticket. SCP has a way of taking an existing program and tweaking it a bit to catch the public's attention on the same old issues.



"Watch Out, Cars About"

Driver's Edge

Based in Las Vegas, Driver's Edge is a free program designed by former car racer Jeff Payne to teach young drivers important driving skills and show them how to avoid becoming a statistic. The program has 30 to 35 instructors, who are professional race car drivers, and accepts young people between the ages of 15 and 21 who carry a valid permit or license. Parental consent forms must be completed for those under 18.



Race Car Drivers teach teens how to get the "Driver's Edge"

The four-hour program begins with a classroom presentation and discussion about the mechanics of a car—the importance of checking fluids and pressure and getting familiar with what's under the hood. In another session a DPS Highway Patrol Division Trooper displays a crash simulator that shows what happens inside a vehicle during a rollover. Students try on distortion goggles to experience the effects of alcohol on the senses. What makes the program unique is the hands-on experience students get when they go through the closed driving course with an experienced race car driver in the passenger seat. The exercise on emergency braking is one of the more popular sessions with the student drivers. In this scenario, the student changes lane abruptly to avoid an obstacle, and is taught how to react during a skid.

In the last three years, Driver's Edge has served more than 17,000 youthful drivers and their parents across the country, including Reno, Las Vegas, Detroit, Nashville, Chicago, and the Washington D.C. area. In addition to DPS-OTS, sponsors include the Las

Vegas Motor Speedway, AAA, Red Bull, Frito-Lay, Wal-Mart, Krispy Kreme, Starbucks, and Bridgestone Tires. Another sponsor, Car Max, supplies cars to the Nevada Program, and even loads all the trunks up with bottled water.

Last year, Drivers' Edge educated over 3,500 students and parents in Nevada. From 2003 to 2004 the overall number of motor vehicle fatalities in Nevada rose 7% to 395, while the number of 16-20 year olds killed was reduced by 27 percent. Along those same lines, in 2003 only 29.5% of 16-20 year old Nevada fatalities were restrained; that number jumped by 59% in 2004 to 47% being restrained.

The program received an extensive amount of media coverage from not only every major TV and news station in Nevada, but also national coverage from USA Today, MSNBC, CNN, CBS Early Show, FOX News, Good Housekeeping, and Better Homes & Gardens magazine. For more information on this program, visit <http://driversedge.org>.

"Because of this program my daughter will think and not just act before operating a motor vehicle. It is a driving program that I feel every child in the United States should be required to attend before getting a drivers license."

Gina Stanchfield, parent

"Over 1,300 16- to 20- year olds are killed or injured every single day in car collisions. You're not necessarily special. It happens everywhere. It can happen to you."

Jeff Payne, President and Founder, Driver's Edge

Nevada Department of Motor Vehicles - Beginning Driver Program

In an effort to decrease the number of unlicensed teen drivers, increase the number of teen drivers passing their driving skills test, and decreasing the number of teenage driver fatalities, the Beginning Driver Training Project allowed the DMV to produce new and updated training materials to supplement existing driver training materials for teens. Materials include a driver training logbook, the Beginning Driver Training Guide, a 48-page manual containing checklists of necessary driving skills and step-by-step instructions to enable parents to teach their teens safe driving. A training video was also produced.

The project was very timely, as the 73rd Nevada Legislature enacted substantial changes to teen driving laws that became effective October 1, 2005. These improvements include:

- ◆ A required formal driving log
- ◆ Nighttime driving minimum requirements
- ◆ Drivers under age 18 must hold an instructional permit for a minimum of 6 months
- ◆ The minimum age to apply for a Nevada Driver's License was raised from 15 years and 9 months to 16 years old
- ◆ Drivers under 18 are prohibited from transporting passengers under 18, except for immediate family members, within first 3 months of obtaining their license
- ◆ Driving is not allowed between 10 pm and 5 am for all drivers under age 18, unless it is for school or work-related, regardless of when their license was issued

Educational display cases were also purchased for local high schools.

Western Nevada Community College (WNCC) - Driver Training Through Technology

Another timely project, WNCC's New Driver Training Program, funded driving simulators, instructor fees, tuition waivers, and software licenses for driver training in Carson, Lyon, and Douglas counties, where twenty-five percent of the area's population is under age 18. The simulator training is designed for three target populations: students seeking their initial driver license, older drivers learning to compensate for physical limitations, and public and private employees who drive company vehicles.

Students were asked to release their driving records for evaluation purposes, before, and then two years after taking the course. The first course was offered in spring, 2005. The 30-hour New Driver Training class is a mixture of classroom lectures, with videos, speakers and approximately seven 30-minute sessions on the simulators. WNCC trained 322 drivers in 15 class sessions in FY 05: 140 had no permit, 90 had a learning permit, and 8 already had a full driver license. Additional resources were obtained from State Farm Insurance, AAA, and Fernley High School to bring the program to that community as well.



Teen driver going through the emergency braking exercise



First responder training, Nevada State Fire Marshal

Emergency Medical Services (EMS)

Nevada's EMS program is small, and generally funds the purchase of extrication equipment for first responders to use during that critical 'golden hour' after a severe traffic crash.

The Nevada State Fire Marshal was granted funds to purchase an equipment trailer to enhance existing extrication-training programs for the state's rural areas. Rural communities in Nevada cover over 85% of its geographical terrain, although only accounting for about 8% of the state's population. The training unit enabled rural fire departments to learn the use of and to practice with various extrication tools. The trailer was equipped with a braking system, a side door, and brackets to secure equipment on rollout racks.

The Northern Nevada Fire Protection District located in Elko, Nevada completed the third year of a three-year program to equip outlying rural volunteer fire departments with extrication equipment. Two of the rural locations were midway between Elko and the next town to the east (Wells – 90 miles) and west (Battle Mountain – 70 miles). Both of these locations are on Interstate 80, the main east/west route through northern Nevada. The third location was Clover Valley, a geographical area approximately 60 miles south of Wells and 100 miles north of Ely on state route 93, the major north/south highway in eastern Nevada.

ALCOHOL PROGRAMS: Impaired Driving

Alcohol-related motor vehicle fatalities for 2004 were 39% of total fatalities. This is the first time in 10 years that Nevada's alcohol-related motor vehicle fatalities did not exceed the National average.

Since 2000, Nevada has had an overall downward trend in alcohol-related fatalities, in spite of an upward spike in 2003 (49%).

Mission

OTS is dedicated to reducing the number and percent of fatalities on Nevada roadways that are related to impaired driving.

A significant reduction in the percentage of impaired driving fatalities occurred in 2004. The official Fatal Analysis Reporting System (FARS) percentage for impaired fatalities was just over 39%. This is in comparison to a 49% impaired fatality rate in Nevada in 2003.

Programs

Alcohol related programs for OTS covered three major areas for 2004. In addition to these major areas, a mini-grant program was established for small, one time projects/programs.

Law Enforcement

(Equipment and Overtime)

Law enforcement programs ranged from funding DUI checkpoints and saturation patrols to furnishing equipment to various agencies to enable them to do a better job of enforcing DUI laws.

Overtime enforcement efforts were funded in both of Nevada's major urban areas and in rural locations throughout the state. These efforts included DUI checkpoints and saturation patrols. In one project, Las Vegas Metropolitan Police used overtime funding in conjunction with their DUI Van. This project enabled

patrol officers to become actively involved in traffic enforcement by reducing the amount of time required to make and process a DUI arrest. This effort resulted in an increase in DUI arrests and provided additional time that could be devoted to other traffic enforcement and education programs.

Grant-funded equipment for law enforcement included in-car video cameras (to aid in DUI prosecution and conviction); preliminary breath testers (PBTs); and evidentiary breath testing equipment.

Education

Education efforts targeted different segments of the public and included Safe Grad Night events, Drug Recognition Expert (DRE) training for law enforcement, as well as driver's education for beginning drivers using computer simulators.

Courts

With the success of the *Serious Offender Program* (funded 2000-2002) and the *Moderate Offender Program* (funded 2003-2005), a third program was initiated in 2005.

The two initial programs offer an alternative to convicted DUI offenders. If certain conditions are met they may enter an intensive treatment program, post-conviction and pre-sentence. Both of these previous programs have demonstrated single digit recidivism rates for graduates.



The *Saving Lives* program implemented in 2005 at the Las Vegas Municipal Court is the third program offering treatment for the DUI offender. All three programs use a case manager model for a DUI Court.

Mini-grants

Mini-grants are limited in scope and dollar amounts. Within the guidelines, FY2005 mini-grants covered:

- ◆ Education (Judges' courses at the National Judicial College)
- ◆ Equipment (PBTs for small agencies)
- ◆ Overtime for smaller enforcement agencies to conduct DUI events
- ◆ Equipment (signage for DUI checkpoints)

In addition, OTS has initiated a statewide advisory group in response to a priority recommendation made at the Nevada Impaired Driving Assessment conducted in August of 2004.

A workshop to outline the creation of the Nevada Impaired Driving Advisory Council was held in Las Vegas in August, 2005. The first official meeting of the "council" was held on October 20th, 2005.



POLICE TRAFFIC SERVICES: Enforcement

Mission.

The DPS-OTS' Police Traffic Services seeks to save lives on Nevada highways by changing driver behavior, especially the two highest risk behaviors: impaired driving and failing to wear safety belts. Police Traffic Services projects are also awarded under Community Programs

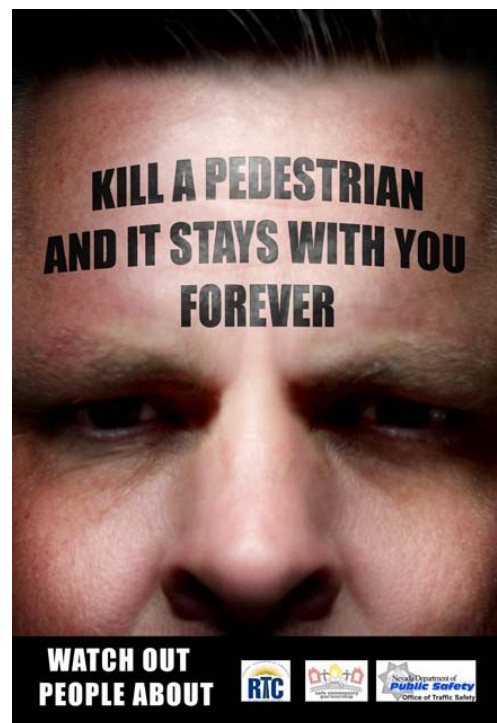
This program allows smaller, rural agencies to conduct specific traffic enforcement events that they would otherwise not have personnel or equipment funding to achieve. It also promotes camaraderie and cooperation between regional law enforcement agencies. Fifteen of Nevada's finest agencies (36 total) participated in FY2005, serving over 90% of the state's population.



Joining Forces

The Office of Traffic Safety recognizes that aggressive enforcement of safety belt and impaired driving laws are truly effective ways to reduce motor vehicle crashes and fatalities on our highways. Sustained traffic enforcement, however, has become very difficult in recent years due to shrinking budgets and competing priorities. At DPS-OTS, we are committed to finding resources to assist law enforcement in the endeavor to reduce crashes and fatalities on our roadways.

Joining Forces has been a successful, ongoing multi-jurisdiction law enforcement program in Nevada since 2001. It covers DUI and Occupant Protection enforcement waves, in line with national campaigns, through STEP, saturation patrol, and DUI checkpoint activities. It primarily funds overtime for these enforcement activities.



Las Vegas Metro Police

Of all the factors contributing to automobile accidents, speed is the most detectable and preventable. Failure to yield, inattentive driving, improper lane change and following too close all cause traffic accidents; but only excessive speed can be electronically monitored and documented. The “tipping” factor that determines if a crash will result in injuries or not, is often determined by the speeds involved. This program funded new Directional Handheld radar units for Nevada’s largest community based law enforcement agency. This increased the number of radar units available in each command area from 3 to 13. Calls for service (crashes) were reduced by 5% from 2004 levels (7,490 in 2004 and 7,098 in 2005). Collisions during the same quarter were down by almost 3% (3,040 to 2,952).

DPS Training Division

The vehicular traffic area under Nevada Highway Patrol’s (NHP’s) jurisdiction encompasses over 38,000 miles of public roads, nearly 600 Interstate miles, and over 80,000 lane miles. Given NHP’s expertise in traffic accident investigation and reconstruction, some law enforcement agencies initially responding to traffic crashes rely on NHP to ultimately handle the more complex crash situations. Availability of accident reconstruction experts becomes critical, since a significant number of crashes initially handled by other agencies occur outside the more densely populated areas of Nevada. This grant project allowed Nevada’s Department of Public Safety to host a three-week training session in Traffic Accident Reconstruction (TAR), enabling them to increase the number of qualified accident reconstruction experts throughout the state.

Washoe County Sheriff

This agency’s Crime Laboratory provides forensic services for breath alcohol concentration in matters regarding traffic safety for over 60 locations in Northern Nevada. The purchase of new evidential breath alcohol instruments for distribution to other Northern Nevada (rural) counties showed a decrease in instrument downtime and thus allowed officers more time for patrolling Nevada’s roadways. The total amount spent on new instrument maintenance during the grant year was \$1,197; compared to \$21,519 spent on repairs in FY 02.



*Don't be a statistic. Buckle-up
and don't drink and drive*

TRAFFIC RECORDS



Crossroads software allows law enforcement to obtain current collision factors allowing for 'real time' enforcement towards those specific areas and violations that continue to contribute to crashes.

Mission

OTS is dedicated to improving the quality of data related to traffic safety, including motor vehicle crashes, driver and vehicle information, highway engineering, emergency care response, and court convictions that contribute to State traffic crash information.

Nevada Citation and Accident Tracking System (NCATS)

Previous to the acronym NCATS, an integrated highway safety information system had not been conceived for the state of Nevada. NCATS, Nevada Citation and Accident Tracking System, is changing that. NCATS is the statewide project that is developing a central traffic records process to interlink and provide analysis of motor vehicle crashes, driver and vehicle information, highway engineering, emergency care response, and/or court convictions of offenses contributing to the State traffic crash information. Currently, local and state agencies address traffic safety problems through

“in house” systems that do not interlink or integrate with other traffic safety agencies and are based on concepts and decisions incorporated in 1977.

NCATS will provide the people of Nevada with a state of the art, electronic traffic records management system that interconnects state and local agencies; and which provides the most current information on drivers, court adjudication, traffic citations, vehicle crashes, injuries and fatalities. NCATS will provide a statewide database of traffic crashes and fatalities that will capture 80% of the desired traffic crash data specified in the Model Minimum Uniform Crash Criteria. It will also provide the framework to transfer traffic crash data between local law enforcement, local judiciary, the Administrative Office of the Courts, the Department of Transportation, Department of Public Safety and the Department of Motor Vehicles.



The Office of Traffic Safety has seen many milestones accomplishments towards these goals.

Milestones Achieved Reno Police Department (RPD)

Beginning in May 100% of all crash reports and citations were being entered into Crossroads. Over 90% of citations issued and 50% of the crash reports written were being completed using personal hand-held computers (PDAs). RPD uses the information collected by Crossroads software to evaluate accident locations and better direct enforcement efforts.

2005 was also the first full year that the entire traffic unit used PDAs for citations and crash reporting. They saw no major problems and look forward to their continued use.

RPD is planning to procure 26 new PDAs for their patrol division in 2006, which should increase their reporting capacity by 10%. Department officials are hopeful that additional funding can be acquired to purchase bar code equipment and hand-held computers for all of their patrol division officers

Las Vegas Metropolitan Police Department (Metro)

Metro is the largest community based law enforcement agency in the state, serving the greater Las Vegas area and outlying areas of Clark County.

As of December 4, 2005, Metro has utilized Crossroads software to investigate 28,054 collisions. Since this program was implemented, they have input 64,691 collisions.



The Reno Police Department was also one of many valued contributors to the 2005 Joining Forces

Metro converted the officer PC input format to "WYSWYG" (What You see is What You Get). This input format saved several steps over the old format. Converting to this format saves every officer several minutes per collision over the old format. This new version also made the review and approval process easier and faster for supervisors.

Metro has been working on converting the current Crossroads "Access" database format to "Oracle". They anticipate being able to switch to Oracle after the beginning of 2006. (Currently, the Access database is so large that it must be split into 3 separate databases to continue functioning.)

Metro is also testing the new handheld "Dot.net" version of Crossroads "Form5" program. They hope to do additional field testing after the first of the year and field the program to all officers in the first quarter of 2006.

PEDESTRIAN & BICYCLE PROGRAMS



Helmet fitting, Kitefest Rodeo

Nevada's bicycle helmet usage rate for 2005 was 30.2%, a slight decrease from the 2004 rate of 34.6% (2003 = 30%). The 50 and over age group showed the highest helmet usage rate (50 percent) and the age group 18-50 years showed the lowest helmet usage rate (26.3 percent).

18% of Nevada's traffic fatalities during 2004 were walking or riding a bicycle, compared to 20% in 2003.

Mission

The program's mission is to reduce bicycle and pedestrian injuries and fatalities through education and community involvement.

Nevada's Bicycle and Pedestrian Safety Program resulted from legislation in 1991 that allocated \$0.50 from every Nevada driver license to DPS-OTS and the Nevada Department of Transportation (NDOT). DPS-OTS focuses on education and community programs utilizing both state and federal funding to support innovative traffic safety programs and reduce fatal pedestrian and bicycle-related crashes.

Programs

The Nevada Elementary Traffic Safety Instructor Course is a train-the-trainer course that enables traffic safety advocates to teach elementary school age children about the basics of bicycle and pedestrian safety. It is offered frequently at a variety of locations.

In addition, state funds provide for ongoing mini-grants to conduct short-term, high impact bicycle and/or pedestrian safety educational events, or to allow instructors to attend regional or national workshops or conferences on bicycle and pedestrian safety. Through mini-grants, instructors were able to attend the international Pro Walk/Pro Bike conference, provide bike rodeos at local elementary schools and youth facilities (like the Boys and Girls Club of Nevada) and create a professionally designed web page for local bicycle and pedestrian resources and organizations. (<http://www.musclepowered.org>).

North Las Vegas Police Department (NLV)

NLV Police traffic division conducted multiple pedestrian safety projects aimed at re-educating motorists, through enforcement, of the laws pertaining to pedestrians legally within crosswalks. Officers were stationed at predetermined locations watching for motor vehicles not yielding to pedestrians in crosswalks. Failure to Yield (FTY) citations were issued along with any citations for any subsequent violations observed by the officers. Each event resulted in an average of 62 FTY citations, one arrest, and 6 occupant protection citations.

Currently, Nevada does not have a bicycle helmet law.

Clark County Alternative Mode Program (CCAMP)

CCAMP is a program housed at the University of Nevada's Transportation Research Center (TRC). It was created at the same time the Regional Transportation Commission of Southern Nevada (RTC) initiated a study to see if and how best to connect the valley's roadway system for better alternative modes of transportation. These alternative modes consist of bicycling, walking, and mass/public transportation to reduce the reliance on the single occupant driver. CCAMP is designed to improve bicycle and pedestrian safety in Southern Nevada by coordinating efforts through Education, Engineering and Enforcement. Clark County holds 73% of the state's population, with Las Vegas being the fastest growing city in the nation for the last 12 years. The city currently has more than one million residents and is rated the 11th most dangerous large metro area for pedestrians. This is, however, an improvement from the city's previous rating of number 5.

Accomplishments in FY05 include:

- ◆ Development and pilot of a middle school curriculum, Pre-Drivers Education for Bicycle Safety
- ◆ Production of a bicycle safety PSA aired during May Bicycle Month: *Share the Street – Give'em Three Feet*
- ◆ Extensive media coverage and a City of Las Vegas proclamation naming October 6th as International Walk Our Children to School Day
- ◆ Active participation in an NDOT-sponsored planning meeting for unsafe traveling speeds on State Route 159
- ◆ Participation in RTC's Steering Committee for a *Fixed Guideway System* for mass transit in Henderson, Nevada. Vehicle type alternatives for the FGS include MAX, or the Metropolitan Area Express rapid transit projects, as well as a light

rail rapid transit using existing railroad tracks

- ◆ Contribution toward the Alternative Transportation Mode Master Plan for the Las Vegas Valley to identify bike routes, bike paths, and bike lanes that connect the valley's roadways
- ◆ UNLV-TRC received approval of their Technical Report and the implementation plan from the Federal Highway Administration's Pedestrian Safety Program to initiate Intelligent Transportation safety measures
- ◆ Production of a new RTC Bicycle Map for the Las Vegas Valley / Clark County
- ◆ Coordination of multiple bike rodeos for children at elementary schools, public non-profits, and the annual Bike Fest
- ◆ Active participation in bike rides, such as the Ride of Silence and Ride of Hope, with groups like the RTC's Club Ride program, Silver State Bicycle Coalition, and the Las Vegas Valley Bike Club
- ◆ Developed and provided Bicycle Safety instruction for the *Just Keep Thinking Safety* pilot program on pre-driver's education for middle school age children
- ◆ Sponsored Pedestrian & Bicycle Safety Enforcement (PBSE) training for local law enforcement.



Riding Skills

MOTORCYCLE SAFETY



Mission

Our mission is to administer a comprehensive motorcycle safety education and training program. This includes selection and enhancement of motorcycle training sites, along with conducting instructor development workshops aimed toward reducing roadway injuries and fatalities while increasing awareness of motorcycles by other road users.

The Nevada Rider Motorcycle Safety Program was established by the Legislature in 1991 for conducting rider training statewide and raising public awareness for motorcycle safety. The Program consults regularly with the Governor's Advisory Board on Motorcycle Safety.

The Motorcycle Safety Program works closely with the Nevada Department of Motor Vehicles, motorcycle clubs and groups, law enforcement, the media, community colleges, and traffic safety professionals statewide. These groups work cooperatively to reduce the incidents of motorcycle crashes and fatalities.

The program also maintains strong relationships with national advisory groups such as the National Highway Traffic Safety Administration (NHTSA) and the National Association of State Motorcycle Safety Administrators (SMSA) to help improve the delivery of rider education in Nevada.

Training Programs

The training programs offered through the program are accredited by the Motorcycle Safety Foundation (MSF) and the National Association of State Motorcycle Safety Administrators. Courses currently accredited include:

- ♦ **Basic Rider Course** – This course is a two and one half day course that is focused on the new or returning rider. Motorcycles and helmets are provided for the student.

- ♦ **Experienced Rider Courses** – This course has three levels for a custom fit to the expectations of the student.

They are:

- Skills Practice* – This course is for newly trained riders who have purchased a larger motorcycle and want some more practice before riding on the streets;

- License Waiver* - This course is for experienced, but unlicensed riders who want to obtain their endorsement;

- Skills Plus* – This course is for the truly experienced and licensed rider. The course focuses on skill building



Student receives basic rider instruction

- ◆ **Sidecar/Trike Course** – This course is designed for the owners of motorcycles with side cars or motorcycles converted to a trimobile. Students ride their own vehicles.
- ◆ **Instructor Preparation Course** – This course is for motorcyclists that want to teach our classes. The course shows the student how to effectively coach new riders to success.

Awards

In 2005, the Program’s network received two awards. Mr. Ed Nolte was chosen as Instructor of the Year for Nevada by MSF. Also, Fallon Naval Air Station was chosen as the premier military training site of the U. S. Navy by MSF. The Program was also recognized by NHTSA as the fourth most effective state program in the area of effective practices and administration. This information is found in NHTSA’s publication *Promising Practices in Motorcycle Rider Education and Licensing*.

Statistics

Currently, 95 licensed instructors teach the programs, and over 4,800 new and experienced riders have been trained in 2005. Since the inception of the Program, over 27,000 students have been trained in over 2800 classes. These courses were provided by community colleges, motorcycle dealerships, Nellis Air Force Base, and two authorized independent providers.

Training in Rural Nevada

A 37 foot fifth-wheel trailer was specially built to provide training in rural Nevada. This trailer carries thirteen motorcycles and is used as a classroom, complete with furniture and audio-visual support. The mobile classroom provides services to Elko, Ely,



Tonopah, Battle Mountain, Winnemucca, Empire, and Hawthorne. The Program also has fixed sites in Carson City and the Fallon Naval Air Station.

Motorist Awareness

In an effort to reduce the incidence of motorcycle crashes, the Program conducts an annual campaign to make motorists aware of motorcycles in the traffic mix. Radio spots, posters, and billboards are used to get the message out. Funding for this campaign is provided by the Department of Public Safety-Office of Traffic Safety, through federal highway safety funds. This year marked the first year that radio spots were used. The radio campaign received rave reviews from both motorcyclists and motorists alike.



FEDERAL AID

NHTSA FUNDING	Highway Safety Plan Approved	Total FFY 05 Obligations	% of Total Obligation	Total Expendi- tures	Unexpended Balance
402 Program Funding					
Planning & Administration	\$179,011.44	\$169,852.54	35%	\$110,077.40	\$59,775.14
Alcohol	\$146,000.00	\$108,000.00	14%	\$93,285.11	\$14,714.89
Emergency Medical Service	\$40,883.00	\$40,883.00	8%	\$37,478.25	\$3,404.75
Motorcycle Safety	\$73,000.00	\$73,000.00	1%	\$72,213.11	\$786.89
Occupant Protection	\$358,747.00	\$348,536.00	38%	\$216,344.72	\$132,191.28
Pedestrian/Bicycle Safety	\$146,500.00	\$146,500.00	3%	\$141,962.31	\$4,537.69
Police Traffic Services	\$103,800.00	\$103,700.1000	5%	\$98,927.83	\$4,772.27
Traffic Records	\$102,500.00	\$37,500.00	3%	\$36,345.76	\$1,154.24
Community Traffic Safety	\$465,818.00	\$430,903.00	29%	\$305,257.15	\$125,645.85
Total 402 Funding	\$1,616,259.44	\$1,458,874.64	24%	\$1,111,891.64	\$346,983.00
New 410 Alcohol	\$497,743.40	\$566,283.40	60%	\$227,078.48	\$339,204.92
411 Data Program - Traffic Records	\$35,364.44	\$35,364.44	9%	\$32,160.94	\$3,203.50
2003B Child Passenger Protection	\$33,840.51	\$33,840.51	8%	\$31,281.84	\$2,558.67
157 Incentive Funds					
157 Occupant Protection					
157 Police Traffic Services					
157 Traffic Records	\$51,383.96	\$51,383.96	0%	\$51,383.56	\$0.40
Total 157 Incentive Funds	\$51,383.96	\$51,383.96	0%	\$51,383.56	\$0.40
157 Innovative Funds 2003					
157 Occupant Protection	\$30,000.00	\$23,275.66	0%	\$23,275.66	\$0.00
Total 157 Innovative Funds 2003	\$30,000.00	\$23,275.66	0%	\$23,275.66	\$0.00
157 Innovative Funds 2004					
157 Occupant Protection	\$247,100.00	\$197,471.05	31%	\$135,971.12	\$61,499.93
157 Innovative Paid Media					
Total 157 Innovative Funds 2004	\$247,100.00	\$197,471.05	31%	\$135,971.12	\$61,499.93
157 Innovative Funds 2005					
157 Occupant Protection	\$150,000.00	\$150,000.00	24%	\$113,716.18	\$36,283.82
Total 157 Innovative Funds 2005	\$150,000.00	\$150,000.00	24%	\$113,716.18	\$36,283.82
NHTSA TOTAL	\$2,661,691.75	\$2,516,493.66	31%	\$1,726,759.42	\$789,734.24
FHWA 163 Incentive 2004					
Alcohol	\$57,750.00	\$57,750.00	6%	\$54,269.17	\$3,480.83
Community Traffic Safety	\$179,907.00	\$179,907.00	7%	\$167,737.24	\$12,169.76
Occupant Protection	\$191,616.00	\$191,616.00	20%	\$153,747.68	\$37,868.32
Program Administration	\$37,558.00	\$37,558.00	18%	\$30,916.44	\$6,641.56
Traffic Records	\$292,299.18	\$292,299.18	46%	\$156,514.14	\$135,785.04
Unallocated	\$371,326.07	\$371,326.07	100%	\$0.00	\$371,326.07
FHWA 163 Incentive 2004 Total	\$1,130,456.25	\$1,130,456.25	50%	\$563,184.67	\$567,271.58
TOTAL NHTSA & FHWA	\$3,792,148.00	\$3,646,949.91	37%	\$2,289,944.09	\$1,357,005.82

PERFORMANCE GOALS

Program Area	YEAR					% Change - 2003 to 2004
	2000	2001	2002	2003	2004	

Totals

Fatalities	323	313	381	368	395	7.0%
Injuries	28,536	28,961	31,522	*	*	*

Alcohol

Fatalities	140	133	165	182	154	-15.0%
% of Total	43.00%	42.50%	43.00%	50.00%	39.00%	-22.0%

Occupant Protection

Seat Belt Survey	78.50%	74.50%	74.90%	78.70%	86.60%	10.0%
Child Seat Usage	44.30%	49.80%	37.20%	62.60%	41.40%	-33.0%

Fatalities-% Restrained

Age	All	33.60%	30.10%	30.60%	37.90%	52.00%	37.0%
Age	0-4	75.00%	50.00%	50.00%	40.00%	100.00%	150.0%
Age	5 - 15	**	**	0.00%	47.00%	62.00%	31.9%
Age	16-20	14.80%	25.00%	17.10%	29.50%	47.00%	59.0%

Pedestrians/Bicycle

Ped. Fatalities	43	45	52	62	60	-3.0%
Bike Fatalities	5	4	6	10	14	40.0%

Motorcycle

Fatalities	21	21	35	25	52	108.0%
% Helmeted	71.40%	90.50%	74.30%	88.00%	76.00%	-13.0%

* Injury date not available for 2003-2004

** Age breakdown not currently available on restraint usage in fatalities for 2000-2001

SUMMARY

	YEAR					% Change - 2003 to 2004
	2000	2001	2002	2003	2004	
Population	1,998,257	2,106,074	2,206,022	2,281,669	2,410,768	5.7%
VMT (Millions)	17,902	18,416	19,220	19,478	*	*
Traffic Fatalities	323	313	381	368	395	7.3%
VMT Rate	1.804	1.700	1.982	1.889	*	*
Population Rate (100,000)	16.16	14.86	17.27	16.13	16.38	1.6%
Impaired Fatalities	140	133	165	182	156	-14.3%
VMT Rate	0.782	0.722	0.858	0.934	*	*
Population Rate (100,000)	7.01	6.32	7.48	7.98	6.47	-18.9%

* 2004VMT data not available

GRANTS FUNDED BY COUNTY

County	% of Population	Requested	Awarded
Carson	2.40%	354,962	149,939
Clark	72.90%	1,110,280	740,670
Douglas	0.32%	16,000	16,000
Elko	1.07%	91,371	91,371
Humboldt	0.32%	35,754	35,754
Lyon	0.64%	29,924	6,000
Nye	1.37%	40,494	40,494
Storey	0.04%	5,000	5,000
Washoe	11.94%	336,120	294,932
State/ Public Safety	100%	522,905	372,545
TOTALS		2,665,285	1,752,705

Nevadan Axel James,
rider since 1989, and
his daughter Nakesha



**Watch out for
motorcycles
and their
RIDERS.**



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