Personal Protective Equipment

N.R.S. 486.231 Protective headgear and glasses: Both riders and passengers shall wear protective headgear and glasses. If the motorcycle is equipped with a transparent windshield glasses are not required.

It is recommended that protective headgear meet or exceed DOT standards.

Proper Protective Equipment should include:

- Long Pants
- Long sleeved Shirt or Jacket (bright colors or reflective clothing recommended)
- Gloves
- Over the Ankle Boots (open toed shoes are illegal in city limits L.V.C.11.38.130)
- Eyewear is recommended even with a windscreen (clear lenses for nighttime)

Valid Drivers License with Motorcycle Endorsements REQUIRED.

Motorcycles are REQUIRED to have a valid State License.

Motorcycles are REQUIRED to have valid Insurance.

S— Scan
E— Evaluate
E— Execute

Remember it is as important to SEE as it is to be seen.

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To a lot of drivers you are. Never make a move with the assumption the other driver sees you, even if you just made eye contact. Motorcycles, because of their size, don’t always register in the four-wheel mind.

2. **HOPE FOR THE BEST, PREPARE FOR THE WORST**

Assume the car will turn left in front of you, pull out from the private driveway, or stop short. Have a plan to deal with the unexpected.

3. **PAY ATTENTION**

Yes there is a half naked person on the billboard, but while you’re gawking at the billboard things are changing in your path of travel. **Stay focused.**

4. **MIRRORS ONLY SHOW YOU PART OF THE PICTURE**

Never make a lane change without doing a head check first to confirm that the lane is really clear. Avoid other’s blind spots, remember defensive riding is your responsibility.

5. **LEFT-TURNING CARS REMAIN A LEADING KILLER OF MOTORCYCLISTS**

Don’t assume someone will wait for you before they dart through the intersection. They’re trying to beat the light, too.

6. **MAINTAIN A CUSHION**

Maintain a 2 second space cushion, it gives you time to react to those sudden surprises and it works at any speed.

7. **EXCESSIVE ENTRANCE SPEED HURTS**

It’s the leading cause of single-bike accidents on twisty roads. **Remember the old adage, “SLOW IN, FAST OUT”**, it works. Dialing up corner speed is
8. KNOW YOU AND YOUR MOTORCYCLES LIMITATIONS

Every person and machine has limits, and results can be catastrophic if pushed past them.

9. LOOK WHERE YOU WANT TO GO

Use the miracle of target fixation to our advantage. The motorcycle goes where you look, so focus on the solution instead of the problem.

10. KEEP YOUR EYES MOVING

Traffic is always moving, so keep scanning for potential hazards; Try to look as far ahead as you can but also check to the sides. Don’t lock your eyes on any one thing for too long unless you’re actually dealing with a hazard.

11. RAISE YOUR GAZE

It’s too late to do anything about the 20 feet immediately in front of you, so scan the road far enough ahead to see the hazard and change your trajectory. Emotions can be as powerful as any drug, so take inventory every time you saddle up. If your mad, sad, exhausted or anxious, maybe you should stay put.

12. GET YOUR MIND RIGHT

Most accidents happen in the first 15 minutes of a ride, below 40 mph, at or near an intersection or driveway.

13. STAY IN YOUR COMFORT ZONE WHEN GROUP RIDING

Over riding your abilities is a good way to end up in a ditch. Discuss the planned route before you leave and meet up a few minutes later, if you get separated.

14. IF IT LOOKS SLIPPERY, ASSUME IT IS

A patch of suspicious pavement could be just about anything; Fryer grease, gravel, motor oil, or maybe it’s nothing. It’s better to slow down for nothing than go on your head.

15. DRESS FOR SUCCESS

Wear over-the-ankle boots, long sleeve shirt and sturdy pants, long fingered gloves, eye protection and a DOT approved helmet. Your accident survival may depend on it.

16. LEARN TO SWERVE

Be able to do two direction changes in quick succession. Flick left around the object then right back to your original trajectory. The bike will follow your eyes (read # 9), so look where you want to go. Now practice till it’s a reflex.

17. INTERSECTIONS ARE SCARY, SO HEDGE YOUR BETS

Put another vehicle between your bike and the possibility of someone running the stop sign/ red light on your right and you reduce your chances of getting hit in half.

18. EVERYTHING IS HARDER TO SEE AFTER DARK

Adjust your headlights, wear reflective clothing and clear eyeglasses, and have your “A” game all the way on after dark.

19. TAKE THE PANIC OUT OF PANIC STOP

Develop an intimate relationship with your front brake. Find some safe, clean, open pavement. Starting slowly, find that fine line between maximum braking and a locked wheel, and then do it again and again. Covering the brake can help reduce transition time and smooth the brake application.

20. MAKE YOUR TIRES RIGHT

Check their pressure and condition. And while you’re at it, check the rest of the equipment before you ride. Refer to your bikes owner manual and perform a pre ride check before you go.
CARRYING PASSENGERS: No more than one passenger. Passenger must be behind the operator or in a side car. Motorcycle must be equipped with a seat designed for passengers and must have footrest adjusted to fit the passenger.

HAND POSITION: Every rider shall have at least 1 hand on a handle bar at all times.

NRS 486.211

HANDLEBAR HEIGHT: No person shall ride a motorcycle with handlebars that extend above the riders shoulders.

NRS 486.201

RIDERS POSITION: Rider shall sit upon the permanent and regular seat. When astride the motorcycle, the rider must be able to touch the ground with both feet.

NRS 486.191

MIRRORS: Motorcycles must have 2 mirrors with a reflective surface no less than 3 inch cross section.

NRS 486.311

HEAD LAMPS: All motorcycles must have at least 1 head lamp. Head lamps cannot be lower than 24 inches to the ground or higher than 54 inches.

NRS 486.281

FENDERS: No person shall ride a motorcycle unless the wheels are protected by fenders to prevent the throwing of rocks, dirt, water or, other substances to the rear.

NRS 486.221

LIGHTS AND DUTIES OF RIDERS: A person riding a motorcycle is entitled to all rights and subject to duties applicable to all drivers of all motor vehicle.

NRS 486.331

RIGHT TO USE OF FULL LANE: Every motorcycle when being ridden upon a roadway is entitled to use of the full traffic lane it is occupying.

NRS 486.341

UNLAWFUL PASSING; RIDING ABEAST: No person, except a Police Officer in performance of his duties, shall ride a motorcycle in between moving or stationary vehicles occupying adjacent lanes. Motorcycles may ride abreast in the same lane, no more than 2, as long as both riders consent.

NRS 486.351

RUBBER SIDE DOWN, SHINY SIDE UP, AND ENJOY THE RIDE