

4-26-89

114812

114812

U.S. Department of Justice  
National Institute of Justice

This document has been reproduced exactly as received from the person or organization originating it. Points of view or opinions stated in this document are those of the authors and do not necessarily represent the official position or policies of the National Institute of Justice.

Permission to reproduce this copyrighted material has been granted by  
Nevada Dept. of Motor Vehicles  
and Public Safety

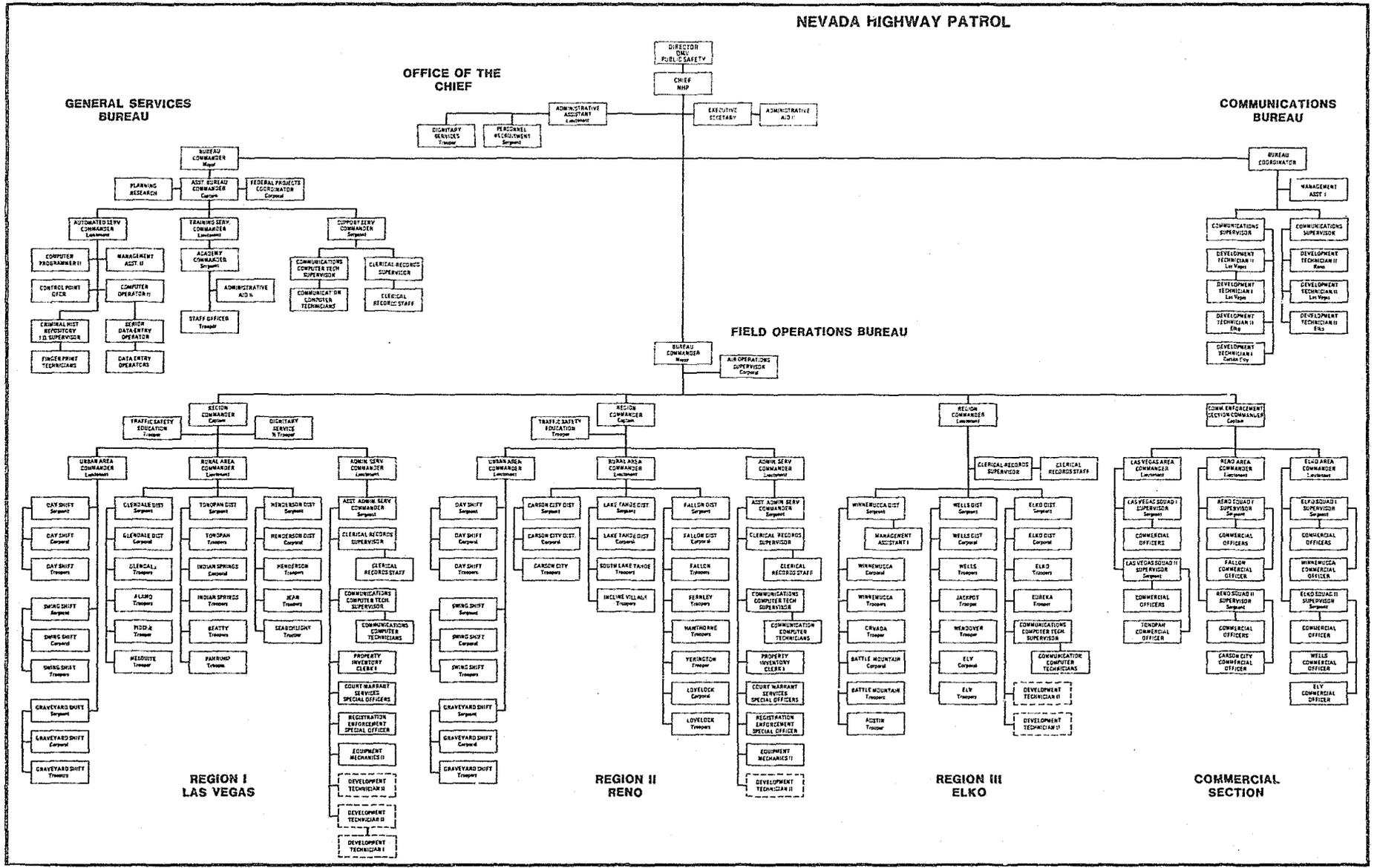
to the National Criminal Justice Reference Service (NCJRS).

Further reproduction outside of the NCJRS system requires permission of the copyright owner.

# ANNUAL REPORT

## FISCAL YEAR 1986-87

# NEVADA HIGHWAY PATROL



---

---

**TABLE OF CONTENTS**

---

---

Letter to the Director	2
Colonel McGowan's Appointment	4
National C.A.R.E. Conference	5
General Services Bureau	9
Federal Projects	10
Automated Services	11
Support Services	13
Planning & Research	13
Training	15
Field Operations Bureau	17
Region One	18
Region Two	25
Region Three	29
Communications Bureau	32
Statistical Section	33

Cover: Effective June 1st, 1987, the blue and silver shoulder patch worn by Division members since 1971 was replaced by this five-color design based upon the state flag. Illustration by Sean Giurlani.



STATE OF NEVADA  
DEPARTMENT OF  
MOTOR VEHICLES AND PUBLIC SAFETY  
NEVADA HIGHWAY PATROL  
555 Wright Way  
Carson City, Nevada 89711  
(702) 885-5300

RICHARD H. BRYAN  
Governor

WAYNE R. TEGLIA  
Director

January 22, 1987

Wayne R. Teglia, Director  
Department of Motor Vehicles & Public Safety  
555 Wright Way  
Carson City, NV 89711-0525

Dear Mr. Teglia:

This annual report for the 1986/87 fiscal year describes the progress made by the Nevada Highway Patrol toward the successful completion of the new tasks & responsibilities provided by the 1985 Legislature and those from the 1987 session.

The most significant of these include our expanded role in the monitoring of hazardous materials shipped through the state and the enforcement of the new seat belt law. Of course, the new 65 mph speed limit for most Interstate highways will be a concern and warrant close attention.

The Criminal History Repository is rapidly becoming fully operational. At the end of the fiscal year, ten Nevada counties and the Reno and Sparks Police Departments were on-line and contributing to the system. Their personnel received training in the use of the system from the Highway Patrol. By the same date, all Nevada counties were using the new Wants & Warrants system, centralizing this type of information for more efficient use.

Replacement of the state law-enforcement message switching system was accomplished and upgrading of other important hardware was also completed this year.

Our commercial enforcement efforts included expansion of the multiple-state driver's license program for commercial operators to include all applicants for a class one driver's license. New commercial vehicle inspection sites became operational and the network will be expanded to service the hazardous materials inspection program.

Because the proliferation of serious communicable diseases poses a very real threat to our officers while performing their duties, the Division is

moving to protect its officers by providing protective equipment designed to reduce the risk of infection.

The second Academy class to graduate from the new training facility provided fourteen new members of the Patrol. The building itself was expanded, adding two new classrooms. Use of the facility continues to grow as other Nevada agencies discover the resources and services available.

The State Communications Board has improved their system with new equipment for repeater sites. An innovative program now in place provides an electronic link between the major libraries in the state, enabling patrons to more readily locate the information they seek.

A modest increase in arrests occurred as the Patrol continued to combat the DUI problem through enforcement, public education, and participation in programs such as the Combined Accident Reduction Effort. Our commitment to this organization was illustrated this year by our selection as the lead agency for the period. The Division hosted the 1987 National conference in Reno.

The integration of the commercial enforcement section continues to progress, with all officers to soon be wearing the standard Division uniform to encourage a sense of unity of purpose. That purpose will remain, as always, to provide safe, efficient use of the state's highways.

The many operational improvements realized were designed to improve our ability to meet that goal and were a result of the support received from yourself, Governor Bryan, and ultimately, the populace of our state.

Sincerely,  
  
Colonel Paul F. McGowan, Chief  
Nevada Highway Patrol

NCJRS

JAN 6 Recd

ACQUISITIONS



Colonel Paul McGowan was appointed Chief of the Nevada Highway Patrol October 7th, 1986, by Mr. Wayne Teglia, Director of the Department of Motor Vehicles and Public Safety.

After joining the Division in 1970, Colonel McGowan served as a trooper in the Las Vegas, Elko, and Reno areas until 1975, when he was promoted to the rank of Sergeant and assigned to Field Operations in Las Vegas.

Eight months later, he returned to Reno with a promotion to Lieutenant and assumed the duties of Assistant Zone Commander. Returning to Las Vegas in 1979, McGowan moved up to Captain in rank and was designated Deputy Region Commander.

In 1983, McGowan became commander of the southern half of the state as a Major. Reorganization of the Division in 1985 necessitated a move to Carson City Headquarters as a Deputy Chief responsible for the Field Operations Bureau. Upon the retirement of Colonel James Streumph, McGowan assumed command of the Division.

Colonel McGowan is a 1981 graduate of the FBI National Academy and has attended the University of Nevada as a pre-law student. McGowan and his wife have two daughters.



## COMBINED ACCIDENT REDUCTION EFFORT

The Nevada Highway Patrol is an active participant in this organization every year, but 1987 saw increased involvement due to the election of Colonel Paul McGowan as its Chairman for the year. The Division hosted the 1987 National Conference at Bally's Grand Hotel in Reno March 29th through April 1st.

Representatives of thirty-four states attended and, over the four days, discussed their individual programs designed and used

to reduce the incidence of traffic accidents on the nation's highways. Issues discussed included the impending rise in Interstate system speed limits to 65 miles per hour, administration and maintenance of existing speed limit enforcement programs in the face of diminishing federal funding, new speed limit enforcement programs, and enforcement policies related to commercial vehicles.



Colonel McGowan welcomes the conference attendees

Other facets of C.A.R.E.'s approach to increasing traffic safety such as effectively enforcing seat belts laws and identifying drivers impaired by drug use were also discussed. Panelists shared the experience gained from their respective programs to emphasize the importance of occupant protection, not only for the general public but for police officers as well.

Major Bill Yukish, Operations Commander for the Division and the National Executive Secretary for C.A.R.E., presented a review of the Division's innovative driver's license check program. Developed in 1985, the program provides a means of checking an individual truck driver's driving record throughout the fifty states.

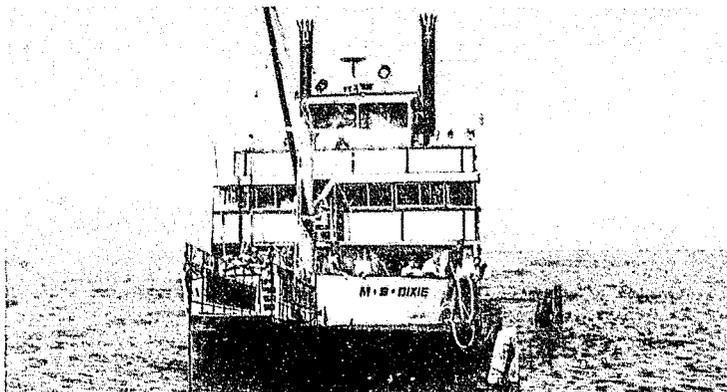




Major Yukish details the 50-state DL program.

Many truckers obtain driver's licenses in several states to negate the effect of a home state suspension of their driving privilege. Recent experience indicates 20% of all drivers checked have some type of licensing problem. Of these, 27% hold licenses in more than one state, 66% have their licenses revoked or suspended in one or more states, and the remaining 7% have licenses that are not valid, cancelled, or otherwise in question. The experience and knowledge gained from this program underscores its validity as a means of identifying problem operators of commercial vehicles.

While the fiscal costs of the conference were borne by the national C.A.R.E. organization, the logistical demands upon the Division were significant. Arrangements for lodging and conference facilities, transportation for the delegates and other details required many manhours from both Headquarters and Region personnel. However, the many positive comments received from attendees indicated the conference was a success which provided significant progress toward future highway safety efforts.



The paddlewheeler M.S. Dixie provided a platform for an enjoyable dinner cruise on Lake Tahoe.

---

---

GENERAL SERVICES BUREAU

---

---



Major Raymond L. Sparks  
Commander

## FEDERAL PROJECTS SECTION

The Federal Projects coordinator provides a link between the Office of Traffic Safety and the Division to provide and monitor federal funds made available for a diverse set of traffic safety programs.

Operation C.A.R.E. is a nationwide traffic safety effort sponsored by Highway Patrols and State Police in all 48 contiguous states. It is a cooperative program to reduce deaths and accidents by encouraging strict adherence to the national maximum speed limit.

During the major summer holiday weekends, the Division increased its patrol effort in high accident-rate locations and implemented its Air Operations enforcement, sobriety checkpoints, and public education announcements to help keep holiday traffic accidents to a minimum. \$30,790.06 of federal funding was provided for overtime patrol shifts during which assigned officers concentrated their efforts on enforcement.

Operation C.A.R.E. was implemented on the weekend holidays of Memorial Day,

Fourth of July, and Labor Day. Each of these holiday weekends ran a total of 78 hours. No fatalities were recorded on C.A.R.E. highways while five persons died in three accidents which occurred elsewhere in the state.

During this federal fiscal year, 9,086 commercial vehicles were inspected under the Motor Carrier Safety Assistance Program (MCSAP). Of these, 1,281 were carriers of hazardous materials. MCSAP inspections resulted in 2,406 vehicles being placed out-of-service. Also, during this project year, two additional mobile communication units and two Ford vans were purchased. Construction of the canopy at the inspection site at Osino (Elko county) was completed and computer terminals were installed in all of the driver's license offices of the Department of Motor Vehicles and Public Safety to enable the use of the multiple-state drivers checks for class 1 driver applicants. A total of \$706,132 was spent in this project and of that amount \$333,990.61 were salaries.

## AUTOMATED SERVICES SECTION

The automated services section is responsible for all computerized functions and data processing activities with the Division. The section includes headquarters computer operations, data entry, analysis/programming, and manages the Nevada Criminal Justice Information System (NCJIS) and the Nevada Highway Patrol Management Information System (NHPMIS).

Under NCJIS, the contract was completed for new computer hardware and software to replace the existing state law enforcement message switching system. Additionally, modification of the existing NHP building facility to provide space for the new computer equipment, Criminal History Repository, and an upgrade in the power supply was completed during the fiscal year. Equipment upgrades to enhance communication line speed and reliability on the existing NHP terminal network were also performed.

NCJIS is a statewide computerized information system established as a service to all Nevada criminal justice agencies. The goal of NCJIS is to help the criminal justice community perform its duties by providing information to as many criminal justice agencies as possible. Information included in NCJIS is "wanted" person and criminal history information. NCJIS hardware is comprised of two Sperry 1100 computers linked for redundant operation to assure continuous access in the event of system

failure. NCJIS was made operational in February, 1987.

Prior to that, four fingerprint technicians were hired: two in November, 1986 and two in February, 1987. The lead technicians were tasked to set up the master fingerprint files and establish in-house procedures and work flow. In addition, the lead technicians and I.D. section supervisor visited various law enforcement agencies throughout the state training the future users of system.

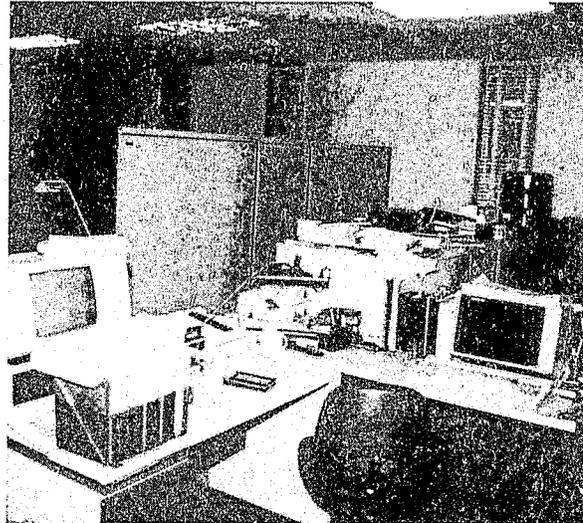
To bring individual agencies on-line, a schedule was developed to train their personnel in the use of the system. The Carson City Sheriff's office became the first agency on-line by entering a criminal history record on February 6th, 1987. On February 24, the first fingerprint cards were received by the central repository for processing. The first identification was effected on March 11. Since that time, the records of criminal history have steadily increased. As of June 30, 1987, ten Nevada counties were NCJIS participants along with the police departments of Reno and Sparks.

The NCJIS wants/warrants file was brought on-line at the same time as the criminal history file. To facilitate the program, NCJIS wants/warrants mirrors the NCIC wanted person file pertaining to entry and inquiry. This meant terminal operators at local law enforcement agencies did not have to

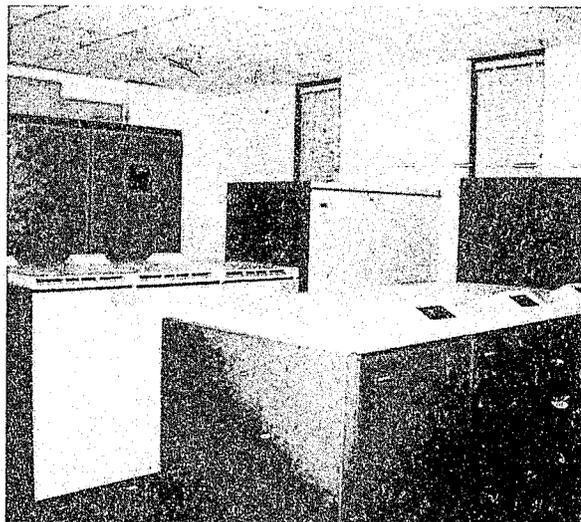
learn a new language as formats and fields are identical to NCIC. Some new codes and fields were added to further enhance system capabilities.

As of June 30, 1987, all Nevada counties were utilizing the state wants/warrants system except for some Clark county agencies. The Automated Services section is currently working with their data processing personnel on an interface to enable their entry onto the system.

Through participation the Motor Carrier Safety Assistance Program (MCSAP), commercial enforcement capabilities have been further improved. The multiple-state drivers license check function of the mobile command center was expanded to include all applicants for class 1 licenses. Several new commercial vehicle inspection sites were placed in operation and additional commercial vehicle inspections sites are under reacquisition study. Preliminary work was completed on establishing an automated data base of all commercial vehicle inspection activity. Work on this project continues and will be coordinated with the future hazardous materials information system recently authorized by the legislature and to be developed by NHP.



Overview of system 1100 and System 80



New computer room with air conditioning unit and disk drives.

## Support Services

The clerical section of Support Services performs numerous functions in support of Field Operations. The section handles arrest and accident reports, amber light permits, emergency vehicle permits, statistical information, purchasing, inventory, and payroll/time-keeping.

The section also processes all billings, travel advances, travel claims, and numerous budget reports for the Division, and is the central repository for all original documents, forms, and photos. Section personnel, on a yearly basis, are responsible for microfilming all accident and arrest reports.

## Planning and Research

In December, 1986, several administrative responsibilities were moved from the Office of the Chief to the General Services Bureau when the Planning and Research section was formed.

The mundane but necessary functions of maintenance of Division manuals and development of policies, procedures, and rules and regulations governing the operation of the agency were assigned as a primary responsibility and the section is striving to organize and prioritize the many such documents in need of updating. This is an ongoing task as societal changes become reflected in the Division and require new

procedures be written to provide guidance, as was the case when the first instance of a female officer becoming pregnant occurred.

As part of its research designation and to fulfill its goal of becoming "Information Central" for the Division, the section gathers and stores information on an array of subjects. Most relate directly to Division operation but a store of externally oriented information has been useful in many situations, particularly when responding to the many surveys, telephone calls, and other requests received.

These files have also proved useful in such assignments as preparing material for use by the Legislature in drafting legislation which affects the Division, revising pertinent sections of the Nevada Administrative Code, and analyzing the impact of new or proposed federal legislation.

The section has distributed for evaluation several equipment items intended to assist field personnel in their work. Devices to ease the installation of tire chains, lighting equipment such as headlight flasher units, and such safety-related items as new versions of batons holders were tested by those who will ultimately have to

work with them. The recommendations received were acted upon, with some products purchased immediately, others waiting for the necessary funding, and some rejected. One notable project of this type is the development of a kit designed to protect officers from the hazards of communicable diseases when providing emergency care to injured citizens. It will include medical gloves, resuscitators, and like items intended to reduce the risk to our personnel.

The section maintains the Division Historical file and replies to requests for information about Patrol history and operation. It is hoped that by preserving information and items of interest from current daily operations and special activities that a comprehensive history will some day be written.

The Planning and Research section is also charged with gathering the information for and preparing this annual report.



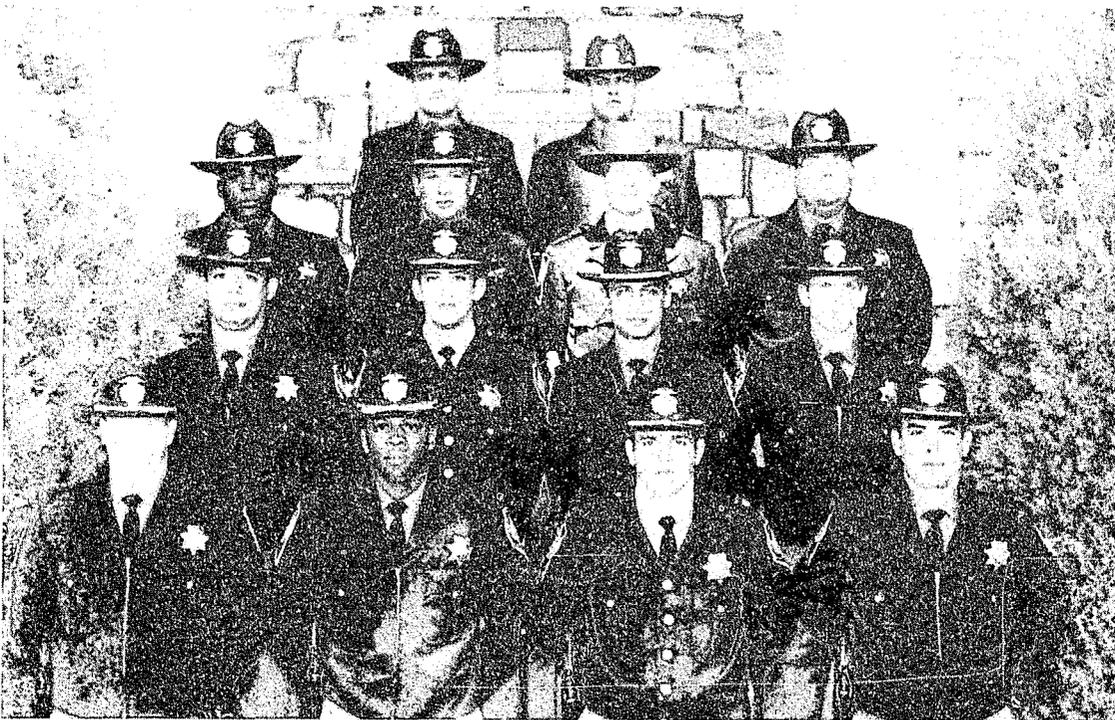
Photos from the Historical file can be interesting and of use to researchers by providing details of the past. This 1962 accident occurred at the Tropicana Country Club and shows a much less-populated Las Vegas. Note the 1961 Pontiac patrol car.

## TRAINING SECTION

Fourteen new Recruits successfully completed 19 weeks of training and graduated on May 21, 1987. The graduation was held at the Carson City Community Center. Recruit Class XXII and guests were addressed by the Director of the Department of Motor Vehicles and Public Safety, Mr. Wayne R. Teglia and the Chief of the Nevada Highway Patrol, Colonel Paul McGowan. The guest speaker was the Governor of the State of Nevada, Richard H. Bryan. Three members of the graduating class, Troopers Kevin Bailey, Frank Gonzales, and Jerry

Edwards were presented certificates of recognition by Colonel McGowan for their off duty efforts to save the life of a Carson City man.

The latest addition to the Nevada Highway Patrol Academy Facility was completed on May 22, 1987, giving the Claude I. Howard Training Center a total of 11,250 square feet. The facility now has a library, audiovisual room, a film library, 2 supply rooms, an office complex, and 6 classrooms.



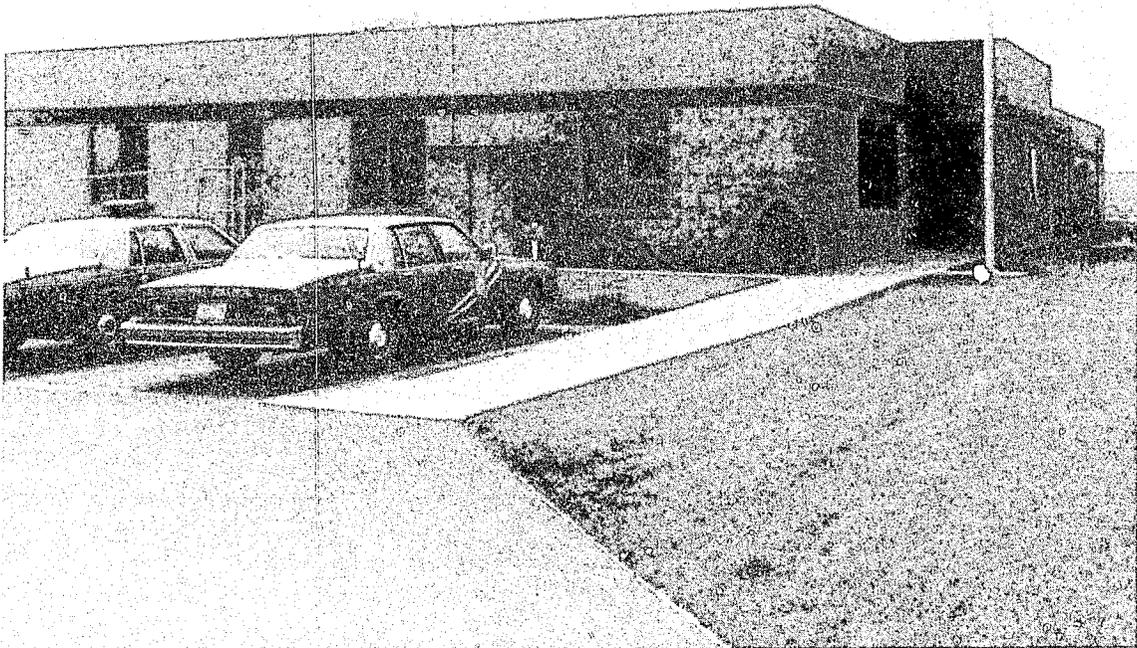
Recruit Class XXII

R. Oakden, R. Bennett  
J. Edwards, A. Stout, J. Seevers, D. Asp  
G. Hui, P. Hinen, R. Barnes, R. Johnson  
P. Cullen, K. Bailey, A. Merrill, F. Gonzales

The Academy has been a multi-purpose facility during the past year. The complex has been used for testing, meetings, and various types of training. Training activities included one Highway Patrol Academy for 19 weeks, four P.O.S.T. Academies at eight weeks each, five Nevada Department of State Prisons Academies at three weeks each, Side-Handle Baton Recertification, N.D.I. Firearms Training, Weapon Retention Instructors Class, F.B.I. Instructor Development Class, P.O.S.T PR-24 Training and NHP Radar Instructors School.

The Academy Facility is occupied almost constantly with some assortment of the these activities.

In addition to their other duties, the Academy Staff is responsible for maintaining all training records and coordinating the following ongoing programs: First Responder, Defensive Tactics, Side-Handle Baton, Radar, Firearms Training/Armorer's Program, Field Training Officer, Weapon Retention and Radiological Response.



The NHP Academy at Carson City. New addition is at the far end of the building

---

---

FIELD OPERATIONS BUREAU

---

---



Major William J. Yukish  
Commander

AUTHORIZED  
SWORN  
PERSONNEL

93



Captain Dennis Green  
Commander

POPULATION  
BY  
COUNTY (1987)

Clark	-	631,920
Lincoln	-	4,250
Nye	-	15,520
Esmeralda	-	<u>1,380</u>
		653,070

**REGION ONE**

---

---

REGION ONE

---

---

The Nevada Highway Patrol's Region One, the largest of the three regions, encompasses four counties totaling approximately 37,000 square miles. Under the command of Captain Dennis Green, the Region provides services to this vast area through an operational network of 12 duty stations, with headquarters located in Las Vegas.

During the fiscal year, the Region underwent numerous changes and experiences as it continued to grow to meet the demand for service created by the ever increasing volume of traffic through the area. Working to promote traffic safety, Region personnel concentrated their efforts on accident reduction through emphasis on the detection and apprehension

of intoxicated drivers, arresting 1979 persons impaired by alcohol or controlled substances.

Continued aggressive enforcement efforts combined with the Region's ongoing public awareness programs resulted in a solid enforcement year, notwithstanding a significant increase in overall traffic volume. Region personnel continued to promote traffic safety by representing the Division as speakers in various groups and schools, as judges for truck rodeos and safety poster contests, appearing at numerous recruiting and career day work shops providing current information on safety, careers with the Division, and Region performance.

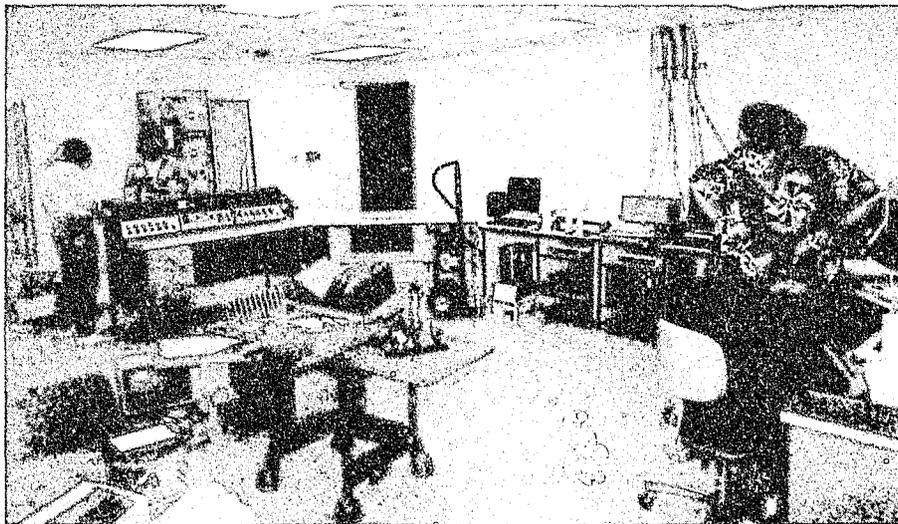
## Communications Section

The highlight of the 1987 fiscal year for the Communications Section was the Las Vegas area office move. The Dispatch Center had to be removed and reinstalled in one day with as little down time as possible. The Dispatch Center was out of service for ten hours. During this time, the radio control consoles, computer terminals, tape recorder and phone systems were transferred. Carson City Dispatch Center acted as back up for Las Vegas while the

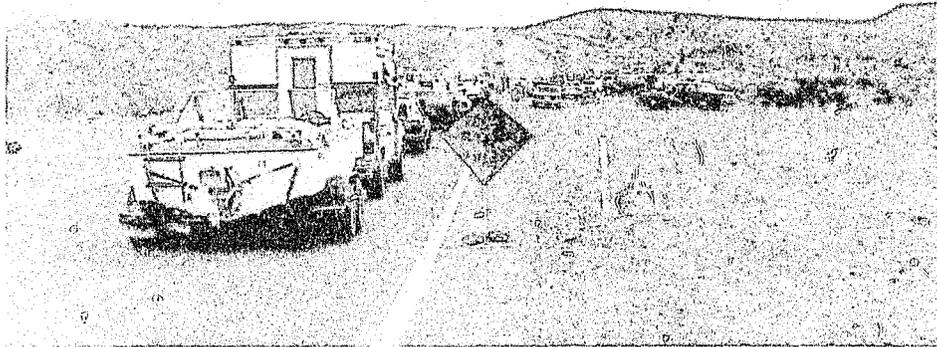
equipment was transferred. All the equipment was removed, given a through cleaning and reinstalled. Previous to the building move, the new communications center had been prewired. The radio system and microwave system, tower, radios and antennas were preinstalled during the months previous to the move. All of these factors, including our dedicated personnel, allowed for a very smooth transition with a minimal amount of problems.



Equipment crowded the existing Las Vegas Dispatch Center.



Moving day. Even with all the consoles and other equipment in place the additional room is noticeable.



Sobriety Checkpoint on SR 146 between Lake Mead and Henderson. Testing area is at the right. Initial contact with each driver takes only 3 seconds, minimizing delay.

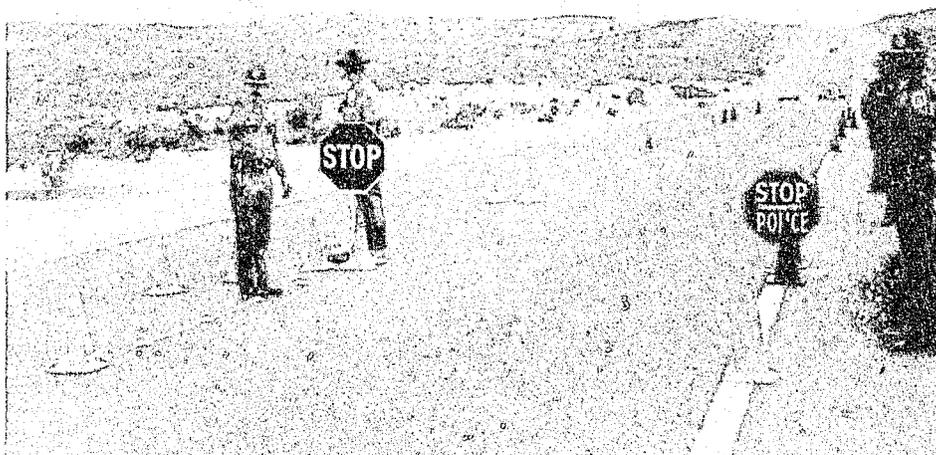
### SOBRIETY CHECKPOINT PROGRAM

The Nevada Highway Patrol, using information and knowledge gained from developing case law and the experience of other states, has developed a successful sobriety checkpoint program in our state.

In southern Nevada, the first such checkpoint was conducted July 7th, 1984. Since then, Region One troopers have held a total of 8 checkpoint operations. A total of 7,556 vehicles have passed through, giving the officers an opportunity to assess the drivers with a minimum of delay and incon-

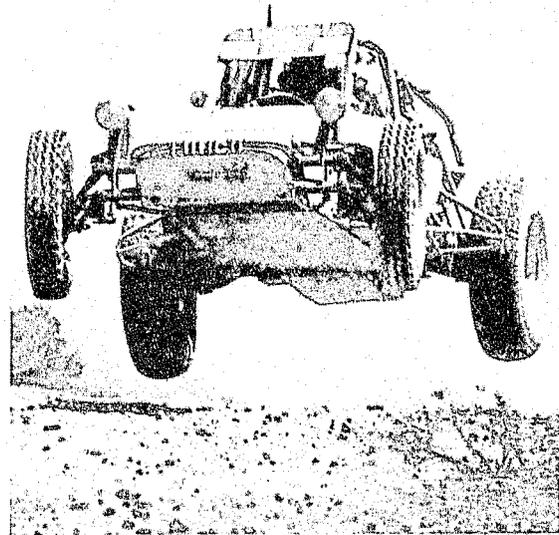
venience. Drivers who exhibit signs of possible intoxication are directed to an area for further evaluation.

The goal of the checkpoint operation is deterrence, not mass arrests. Times and locations are varied with each to ensure effectiveness but the general fact that a checkpoint will be set up is well-publicized in advance. Region One troopers, through these checkpoints and regular patrol, will continue to provide effective enforcement of our stringent DUI laws.



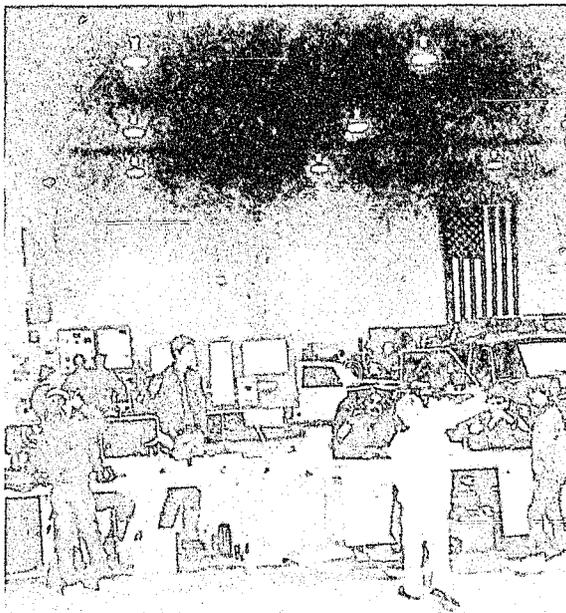
## DESERT PROVIDES PLAYGROUND FOR OFF ROAD VEHICLES

Region One personnel again provided traffic control for several off road races held during the year. Region Troopers prevented spectators and participants from interfering with highway traffic by monitoring and patrolling strategic points. During the Mint 400, Frontier 500, and the Frontier 250, thousands of race fans and drivers converged on Las Vegas. The increased traffic volume resulted in several arrests, property damage accidents, and other enforcement action being taken, but no serious events were reported.



D  
o  
n  
P  
l  
o  
k  
e

Competitors waste no time during off-road races.



## REGION ONE EXPLORERS

For four days and nights in June, Region One Explorers participated in the Explorer Scout competition held at Nellis Air Force Base, Las Vegas. Competing against other teams, NHP's young police hopefuls placed in the Felony Car Stops, Hostage Negotiations, Domestic Crisis, Misdemeanor Car Stops, Physical Agility, and Crime Scene Preservation categories. NHP Post 555 advisors agreed it was an excellent showing by the young Post. In overall competition our Post placed first in seven of the eight events offered.

Explorer scouts manned a display at an "Explororama" at Cashman Field in June to encourage youngsters to consider a career as a Highway Patrol Trooper.

### LAS VEGAS MARATHON

On February 7th, Region One Troopers provided traffic control for the Las Vegas Marathon. This annual event, hosted by the Las Vegas Track club, draws some of the best runners from surrounding states to compete in the grueling 26.2 mile endurance run. This year some 975 runners made their way along the course east on SR 604 from Jean, Nevada to the finish line just east of the Las Vegas strip.

### ACCIDENT INVOLVING EXPLOSIVE LADEN VEHICLE

On September 19, 1986, at approximately 1910 hours a 1979 Peterbilt cabover tractor trailer and a 1985 Chevrolet motor home collided head-on us 95 approximately 28 miles north of Beatty, Nevada. The semi came to rest on the roadway blocking both lanes.

The tractor trailer was placarded as carrying class "A" explosives later found to be 38,000 pounds of demolition charges which originated at Hawthorne, Nevada, a major military ammo storage facility. A one mile perimeter was set up to keep everyone away from the scene. Tense moments followed as Region One troopers rerouted traffic, secured the scene, and awaited the arrival of several demolition teams. The Clark County Fire Department, Nellis Air Force Base, and a team from the Hawthorne base all responded in record time. After a complete assessment, it was determined that the load was safe for removal and it was loaded and removed from the scene without further incident.

## NEW QUARTERS

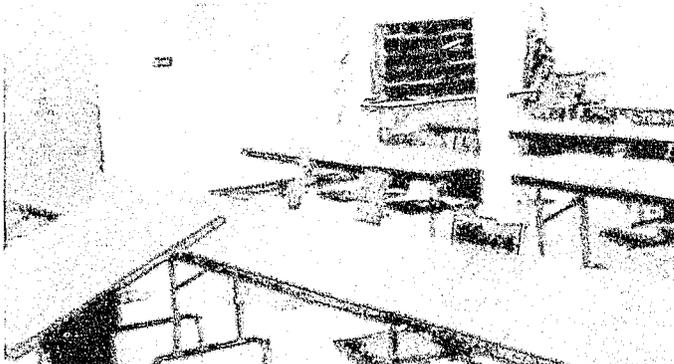
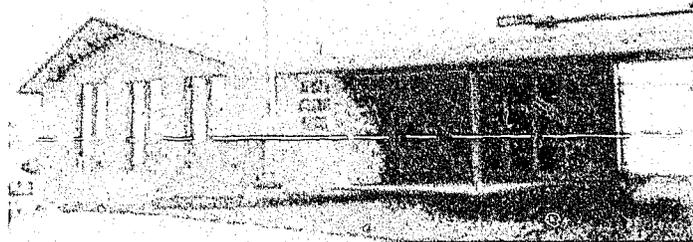
January 11, 1987 was moving day for Support Services and Operations. Stacks of papers, bulging boxes, file cabinets, desks, etc. were moved from the cramped facility on Bonanza road which for 18 years had been the Headquarters for Nevada Highway Patrol, Las Vegas.

Their new home is a freshly renovated, spacious, two-story building on Sahara Ave adjacent to the Department of Motor Vehicles. The new facility enables Region One to provide better services overall. Personnel who once shared one small office with

as much as three other persons, now enjoy adequate space in which to go about their daily duties.

Local philanthropist Claude I. Howard donated furnishings and equipment for a weight and exercise room along with numerous other items at the new facility. The building comes equipped with a training room, men and womens locker rooms, sufficient storage capacity and an elevator. Region One employees have nothing but high praise for their new quarters.

Public access side to top floor of new building. Lower portion is built into the hillside.



Training room on bottom floor. A separate, smaller briefing room adjoins it.

**R  
E  
G  
I  
O  
N  
  
T  
W  
O**

POPULATION  
BY  
COUNTY (1987)

Carson	-	36,650
Churchill	-	17,460
Douglas	-	25,200
Lyon	-	19,750
Mineral	-	6,470
Pershing	-	4,360
Storey	-	2,130
Washoe	-	<u>236,480</u>
		348,500

AUTHORIZED  
SWORN  
PERSONNEL

79



Captain John Bawden  
Commander

---

---

## REGION TWO

---

---

Following the statewide pattern, each of the eight counties which form Region Two posted gains in population and traffic density this fiscal year. Not surprisingly, accidents also increased, showing an overall rise of 5 percent.

One of the many factors affecting the Region's ability to counteract the rise in accidents is a steady rise in the number of special events requiring Division involvement. Though not all require the tremendous amount of time and effort of an event the size of the Reno Air Races

or the National C.A.R.E. Conference, the aggregate significantly reduces on-view patrol time available for allocation to the accident reduction effort.

Like the rest of the state, Region Two holds a strong attraction for new residents and tourists in search of outdoor recreation and gaming action.

Region Two personnel will strive to enable residents and tourists alike to enjoy safe travel while working and enjoying the attractions of Nevada.



A Lake Tahoe Trooper and his four-wheel drive unit stand inspection at Region Two headquarters in November, 1986.

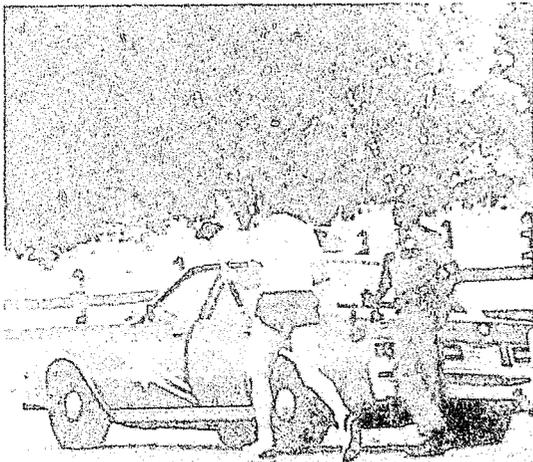
## RENO AIR RACES

For five days each September, the World War II air base at Stead, north of Reno, becomes one of the largest towns in Nevada when the Reno National Championship Air Races are held. From the 11th through the 14th, 135,000 fans attended to watch races and aerobatic maneuvers and get closeup looks at the unique aircraft on static display.

Most of these fans arrive and leave at the same time, making things interesting for the fifteen troopers assigned to ease the congestion on the only two access roads available. An effective traffic flow plan was developed and many compliments on its efficiency were received from citizens and allied agencies.



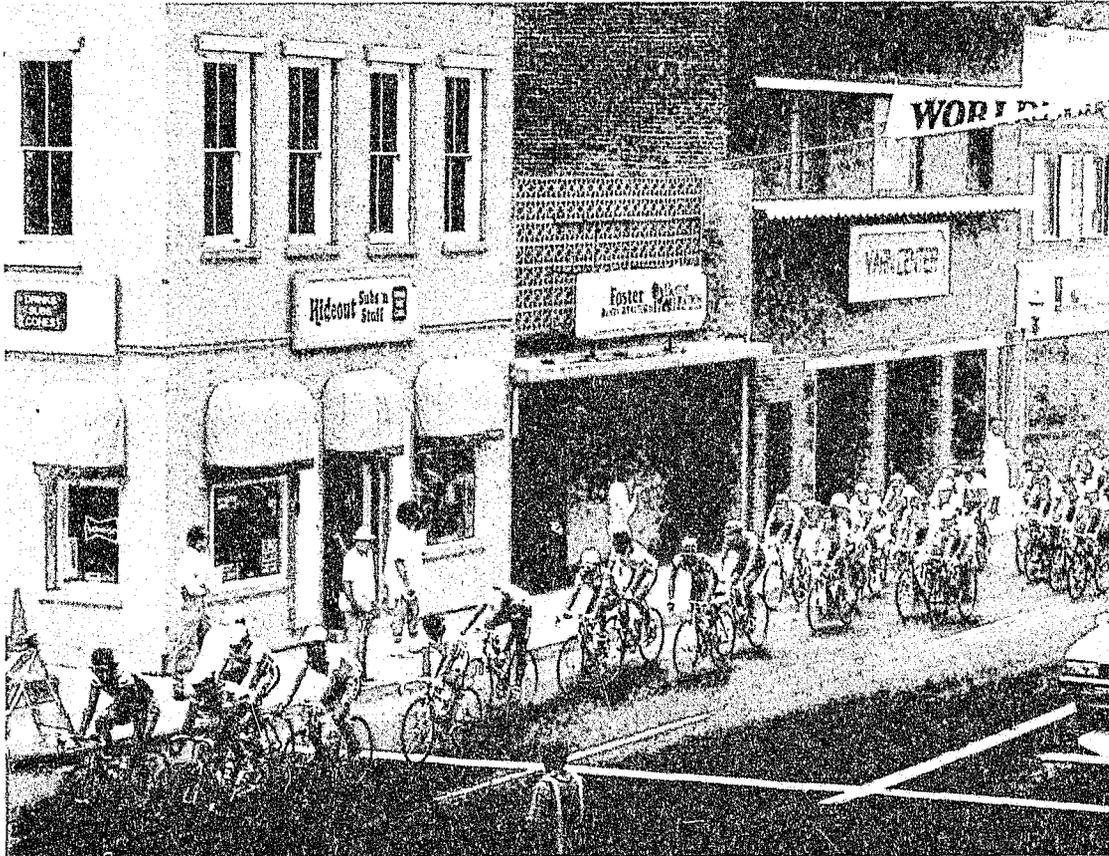
Two very different types of Mustang "fighters". Lefty Gardner's P-51 with an earthbound counterpart at the Reno Air Races.



Trooper Bert Bracy watches as Sergeant George McIntosh carries the Torch.

## SPECIAL OLYMPICS TORCH RUN

Nevada's First Law Enforcement Run for Special Olympics was run on June 11, 1987, with 134 runners from 23 agencies participating. Runners ran in half-mile segments from Sparks to Carson City. More than \$52,000 was raised for the Nevada Special Olympics. Six Troopers assisted with the traffic control. Various NHP officers from throughout the State participated in the run.



L  
i  
s  
a  
T  
o  
l  
d  
a

Coors Racers pass through downtown  
Carson City enroute to Virginia City.

### COORS CLASSIC BIKE RACE

Another annual event requiring a significant level of Division involvement is the Coors International Bicycle Classic, in which competitors race over public roadways from San Francisco to Colorado. The local portion of the race begins at Squaw Valley, California and winds approximately 100 miles through the mountains and desert to Reno. The high speeds and close

grouping of the riders combine to create the possibility of serious injury if a clear course is not provided. This requires that Division vehicles escort the racers and that many roadways be briefly closed until the group has passed. Forty-two officers provided this service during this year's event, held August 13th, 1986.

**R  
E  
G  
I  
O  
N  
  
T  
H  
R  
E  
E**

AUTHORIZED  
SWORN  
PERSONNEL

43

POPULATION  
BY  
COUNTY (1987)

Elko	-	25,000
Eureka	-	1,950
Lander	-	4,580
Humboldt	-	12,180
White Pine	-	<u>7,950</u>
		51,660



Captain John White  
Commander

---

---

### REGION THREE

---

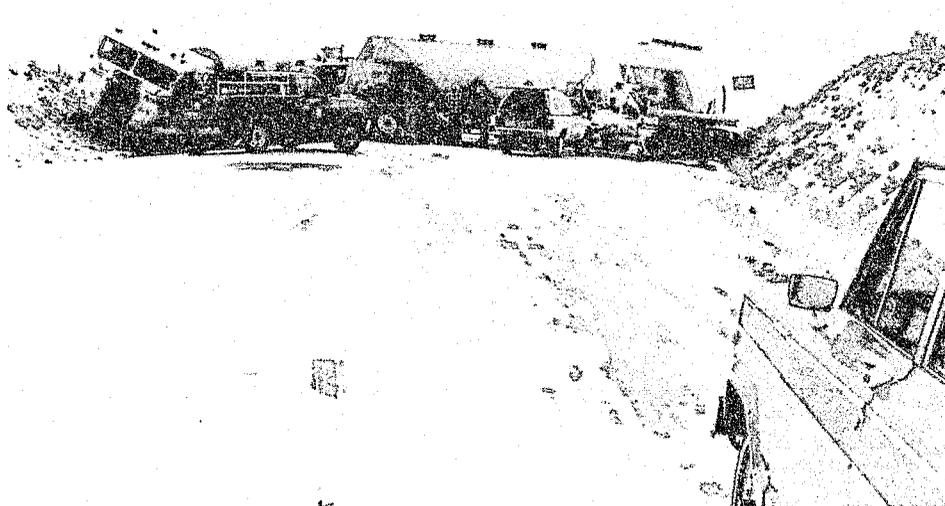
---

Although the least populated of the three Regions, with a population of approximately 50,000, Region III covers 45,593 square miles, making it the largest in terms of area. Like the rest of the state, the area continues to experience growth of both population and traffic flow. In recognition of this fact, the Region Commander position was upgraded to the rank of Captain and five new personnel from Academy XXII were assigned to the Region.

The bulk of service required, and related enforcement activity, is concentrated along the Interstate 80 corridor

which bisects the Region. Commercial vehicles comprise a big percentage of the traffic and Region personnel develop a high degree of expertise and level of experience in the unique problems generated by these vehicles.

The large volume of commercial traffic carrying hazardous material provides opportunity for disaster when an accident occurs. Despite the stringent state and federal regulations applied to these carriers, occasional spills occur. These require the expenditure of a large amount of manhours and expertise to properly contain the damage.



When two trucks collide it's always a mess.  
If hazardous materials are involved, the mess  
can become deadly.

## Range Fire

On July 2, 1986, at about 1455 hours, a lightning strike started a fire just south of Elko in an area referred to as Spring Creek. The fire burned 1970 acres and forced the closure of SR 227 (Lamoille Highway) for more than 3 hours. The Highway Patrol was requested for traffic control and some evaluation. Four traffic and 3 commercial officers spent more than 5 hours assisting the Nevada Division of Forestry and Bureau of Land Management who fought the fire. Several homes and businesses were threatened but none were fire-damaged. The fire fighters did a remarkable job of saving homes.

## Hazardous Materials Accidents

On November 22, 1986, at 0910 hours, on snow covered SR 225 north of Elko, two tractor trailers collided head-on. Both of the trucks belonged to Arizona Tank Lines. One was a set of double trailers hauling soda ash. This truck had just delivered its load and was empty. The other truck was hauling 38,000 pounds of liquid chlorine. The driver of the truck hauling the soda ash crossed the center line while trying to slow down. The trucks struck left front to left front. The trailer containing the chlorine was struck and tore the outer skin. The inner tank remained intact.

The driver of the soda ash truck was pinned and had to be extricated. The roadway was closed for about 7 hours.

The potential for a very serious hazardous materials spill was very real along with the potential of many people dying due to the chlorine.

Due to this accident, local law enforcement and fire fighters have been given additional training and equipment to help in the case of a chlorine spill.

On June 24, 1987, at 0540 hours, the driver of a tractor trailer allowed his vehicle to overturn on I 80 22.3 miles west of Wells. The driver was taking evasive action to avoid a slower moving vehicle in front of him.

When the tractor trailer overturned, it blocked the eastbound travel lanes. The trailer broke open and spilled cargo onto the roadway. The cargo consisted of flammable liquid in 55 gallon drums and corrosives in both 55 gallon drums and small containers in boxes. Some containers broke, spilling the materials on the roadway. With the eastbound travel lanes blocked and closed due to the spill, eastbound traffic was rerouted onto the westbound travel lanes. It was 12 hours later that the eastbound lanes were open and not until the next day that the spill and scene were completely cleaned up.

Even though there was not a large spill, it took several agencies and man hours to clean up the area.

---

---

## COMMUNICATIONS BUREAU

---

---

The State Communications Board is comprised of five members who our Governor appointed from among those using the state's communications system. The staff consists of a Coordinator of Communications, appointed by the Director of Motor Vehicles and Public Safety, a Communications Supervisor, four microwave technicians and one full time management assistant.

The Division's goals are to administer the state communication efficiently and economically. Ensure ready communication in every day and emergency situations. Ensure that all state equipment is maintained. Implement an orderly upgrade of equipment to constantly improve the system. The Board also ensures operation of the state Emergency Medical Service's ambulance to hospital communications network.

### Training

The Board sent two technicians to Rockwell Collins MIR-6 Microwave training school for one week.

### Accomplishments

The Board was involved in an interesting and valuable project this year: we became the library system primary data carrier. Our microwave system was selected to carry

library data between the major libraries in the state using their computer in Carson City for the data base. This system is managed by the State Library in Carson City and is the brainchild of the State Librarian, Joan Kerschner. Now library patrons in Elko, for example, can search the card catalogs in the state's libraries for a particular book or research material.

A new prefabricated building was purchased and delivered to the Sober Peak Communications site near Beatty. The \$42,000 building is a welcome addition to the communications systems. This building replaces the old building which was a converted bread truck complete with a family of rats.

A new microwave communications site was added to our system at the Highway Patrol's office on Sahara Blvd in Las Vegas. This new facility will assure the Patrol of reliable communications via the state microwave system and will provide a communications link to the state's system for the Bradley building and other state facilities in South Las Vegas.

In keeping with our replacement schedule to keep the microwave system reliable, we replaced two more microwave repeaters purchased in 1975.

**S  
T  
A  
T  
I  
S  
T  
I  
C  
A  
L**      **S  
E  
C  
T  
I  
O  
N**

TRAFFIC SECTION  
ACTIVITY CONTACTS

<u>ACTIVITY CATEGORY</u>	<u>85/86</u>	<u>86/87</u>	<u>% change</u>
Motorist Assists	26,365	29,546	12
Special Assignments	32,096	27,614	-14
Special Programs	335	339	1
Stolen Vehicles Recovered	204	204	0
Vehicles Impounded	2,677	2,950	10
Mechanical Repair Orders	14,330	15,988	12
<b>Accidents Investigated</b>			
Fatal	132	136	3
Injury	2,629	2,845	8
Property Damage	4,934	5,494	11
<b>Arrests</b>			
D.U.I.	3,257	3,357	3
Misdemeanor/Criminal	649	819	25
Felony	587	740	26
Warrant	3,288	3,333	1
<b>55 mph Speed Violations</b>			
56-70 Speed Range	38,750	38,166	-2
71-85 Speed Range	31,401	35,682	14
<b>Other Citations</b>			
Commercial	7,836	10,909	39
Equipment	3,984	5,451	37
Failure to Yield	1,055	1,090	3
Insurance	12,167	14,168	16
Other Speed	18,126	18,614	3
Hazardous Moving Violations	13,671	14,521	6
Registration	11,997	14,595	22
Driver's License	11,544	13,623	18
65 mph speed limit (April thru June)	n/a	3,215	
<b>Traffic Section Miles Traveled</b>			
	3,981,733	3,637,619	-9

TRAFFIC SECTION

HOURS WORKED

(Selected Activities)

<u>TIME CATEGORY</u>	<u>1985/1986</u>	<u>1986/1987</u>	<u>% Change</u>
Motorist Assists	5,443	5,212	- 4.2
Special Assignments	34,128	29,983	-12.2
Special Programs	1,860	1,970	5.9
Accidents, Fatal	3,323	3,083	- 7.2
Accidents, Injury	8,592	9,745	13.4
Accidents, Prop D.	8,599	8,937	3.9
Stolen Vehicles	177	186	5.1
Vehicle Impounds	963	1,199	24.5
Arrests, DUI	4,972	5,260	5.8
Arrests, Misdemeanor	1,652	1,697	2.7
Arrests, Warrant	1,655	1,732	4.7
Arrests, Felony	568	792	39.4
Reports	16,723	17,296	3.4
Court	6,919	5,982	-13.5
Training	15,899	12,968	-18.4
Authorized Breaks	22,501	23,501	4.4
Administrative\Supervisory	25,076	19,918	-20.6
On-View Patrol	143,170	131,571	- 8.1
<b>OVERTIME HOURS</b>	<b>41,565</b>	<b>35,330</b>	<b>-15.0</b>

COMMERCIAL ENFORCEMENT SECTION

HOURS WORKED

<u>Time Category</u>	<u>1985/1986</u>	<u>1986/1987</u>	<u>% Change</u>
On View Patrol	13,225	10,598	-20
Special Assignments	2,357	2,190	-7
Scale Activity	12,356	12,325	-0
Office Reports	2,718	2,644	-3
Court Time	265	445	68
Training Received	2,614	2,003	-23
Motorist Assists	341	648	90
School Bus Inspection	2,881	2,214	-23
Motor Carrier Safety Insp.	10,452	16,063	54
Mobile Command Center	1,196	544	-55
Other Activity Worked	9,670	9,405	-3
Total Regular Time Worked	56,420	59,278	5
Total Overtime Hours	1,798	2,576	43

ACTIVITY CONTACTS

Activity Category

Weight Citations	893	877	-2
Motor Carrier Safety Viol.	10,564	8,484	-20
School Bus Inspections	2,563	2,622	2
Total Vehicles Weighed	41,906	53,196	27
Total Vehicles Checked	84,241	98,936	17

Mobile Command Center\*

Drivers Licenses Checked	1581	754	-52
Drivers Licenses Expired	6	11	83
Suspended/Revoked	98	41	-58
Multi-Offenders	57	25	-56

Commercial Enforcement  
Section Miles Traveled

584,534	607,654	4
---------	---------	---

\*The Mobile Communications Center was out-of service for an aggregate of three months during this fiscal year due to a vandalism incident and numerous engine problems and repairs which resulted in its activity being noticeably reduced from the previous year.

MCSAP PROGRAM

COMMERCIAL VEHICLE INSPECTIONS

Inspections Conducted	9,086
Vehicles Placed Out-of-Service	2,406
Drivers Placed Out-of-Service	342

Violation Breakdown

<u>DRIVER</u>	Number of Violations Found	Number of Out-of-Service Violations Found
Medical certificate	909	33
Hours of service	223	62
All other violations	<u>2,932</u>	<u>316</u>
Category Total	4,064	412

VEHICLE

Brakes	6,219	1,853
Coupling devices	301	99
Exhaust system	308	75
Fuel system	1,108	199
Frames	1,116	181
Lighting	3,041	514
Steering	1,169	486
Suspension	1,404	287
Tires	1,359	2349
Warning devices, stopped vehicles	136	15
Wheels, studs, clamps	1,048	285
All other vehicle defects	<u>4,986</u>	<u>427</u>
Category Total	21,894	4,561

HAZARDOUS MATERIALS

Shipping papers	386	56
Improper placarding	492	50
Accepting shipment improperly marked, labeled or described	32	6
Improper blocking & bracing	31	3
No retest & inspection (cargo tank)	31	5
No remote shutoff control	35	9
Use of nonspecification container	4	3
All other H/M viol.	<u>157</u>	<u>133</u>
Category Total	1,168	265

<b>Grand Total</b>	<b>27,126</b>	<b>4,826</b>
--------------------	---------------	--------------

SOBRIETY CHECKPOINT OPERATIONS

FY 86/87

Date	Number of Vehicles Stopped	Field Sobriety Tests Conducted	DUI Arrests	Average Blood Alcohol Level
<u>REGION I</u>				
July 5, 1986	792	59	3	.15%
August 30, 1986	350	16	2	.175%
December 19, 1986	579	15	1	unk.
May 23, 1987	<u>1,245</u>	<u>17</u>	<u>1</u>	<u>unk.</u>
Total	2,966	107	7	.162%
<u>REGION II</u>				
August 29, 1986	676	26	5	.124%
December 13, 1986	<u>1,328</u>	<u>28</u>	<u>10</u>	<u>.178%</u>
Total	<u>2,004</u>	<u>54</u>	<u>15</u>	<u>.151%</u>
Grand Total	4,970	161	22	.156%

NEVADA CRIMINAL JUSTICE INFORMATION SERVICE

FINGERPRINT STATISTICS

ARREST FINGERPRINT CARDS

Received	1,259
Matched to Previously Known Subject	38
Fingerprints filed in Master File	1,080
Unclassifiable	113

APPLICANT FINGERPRINT CARDS RECEIVED 286

WANTED SUBJECT FINGERPRINT CARDS

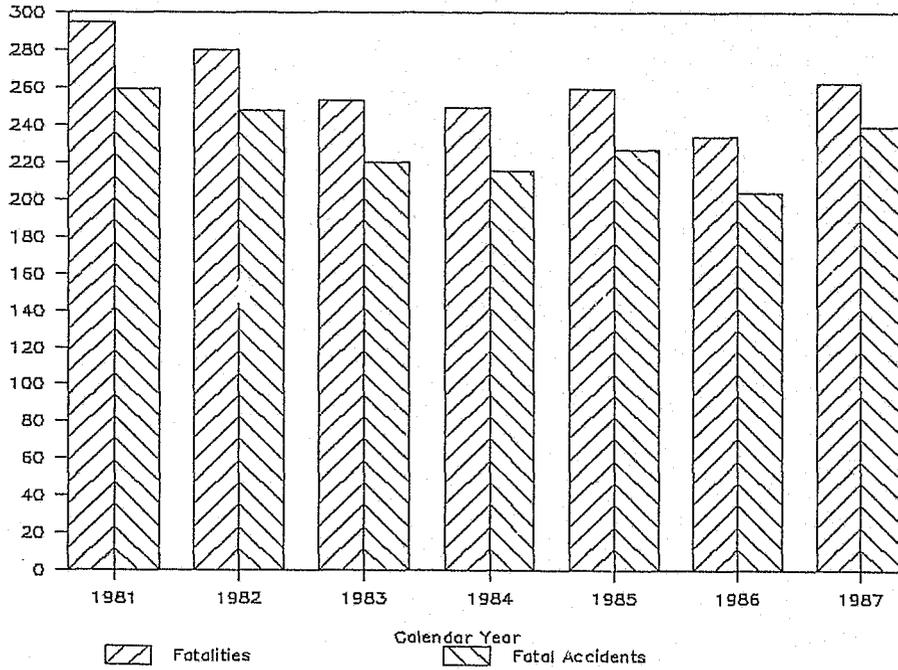
Received	160
Cancelled	10

ARREST RECORD CORRESPONDENCE ANSWERED 135

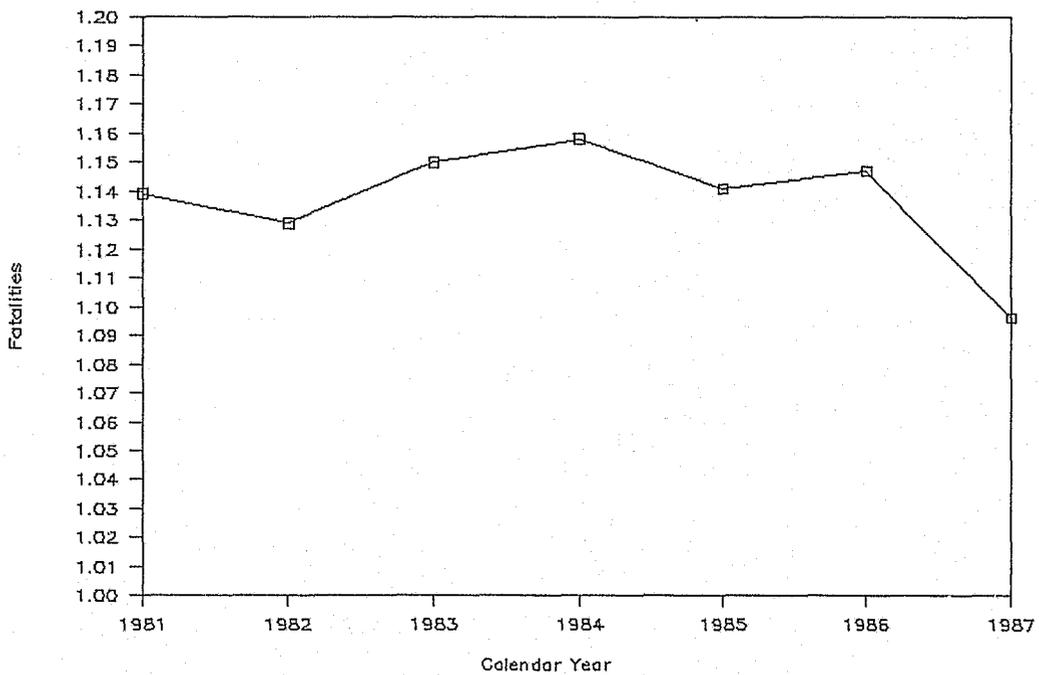
FBI "RAP SHEETS" APPENDED  
TO NCJIS RECORDS 374

**FATALITY TRENDS: ACCIDENTS HANDLED  
BY ALL LAW ENFORCEMENT AGENCIES IN NEVADA**

STATEWIDE FATALITIES



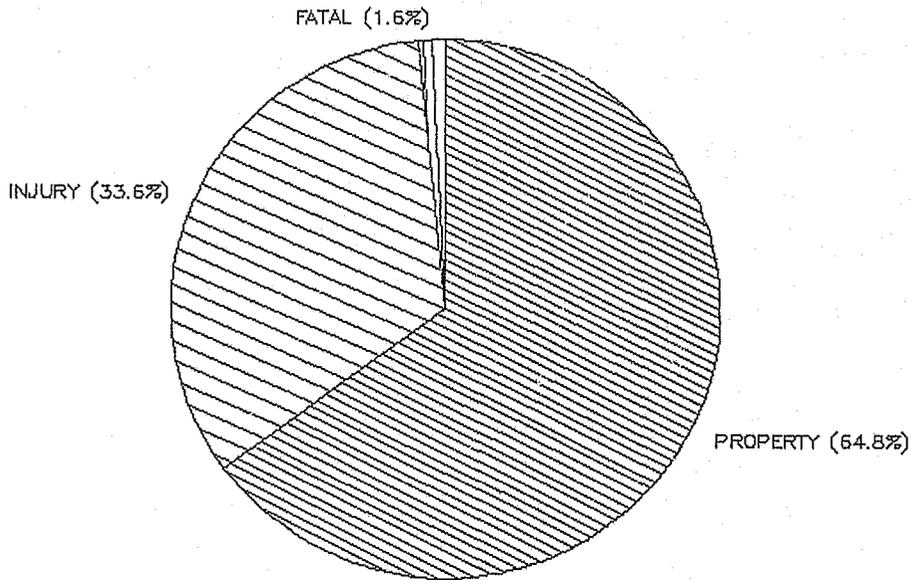
FATALITIES PER FATAL ACCIDENT



**TRAFFIC ACCIDENTS HANDLED BY  
THE NEVADA HIGHWAY PATROL**

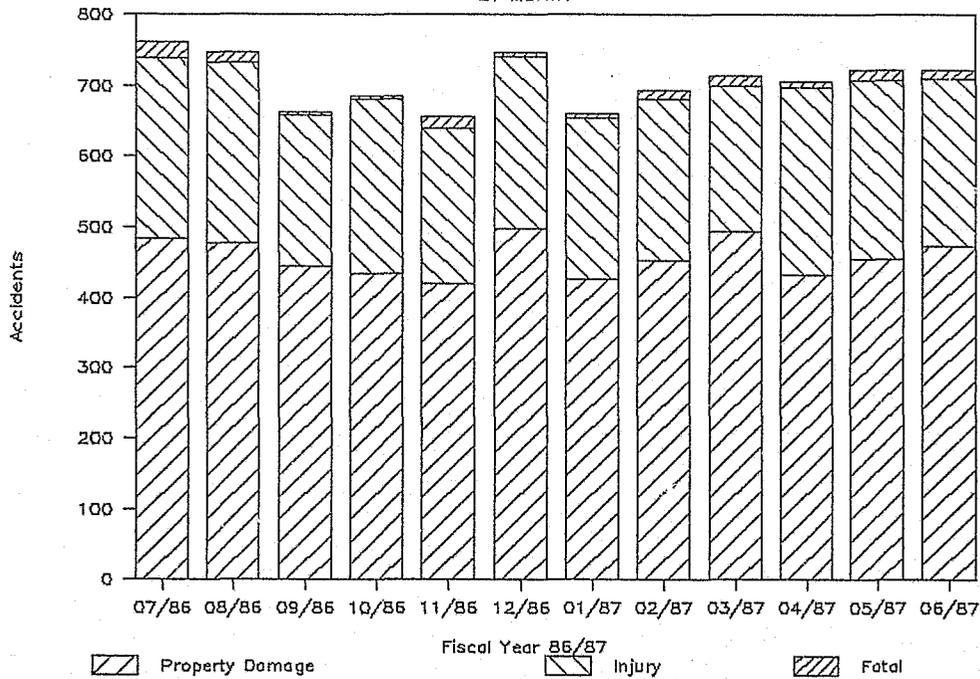
TRAFFIC ACCIDENTS BY TYPE

1986/1987



TOTAL TRAFFIC ACCIDENTS BY TYPE

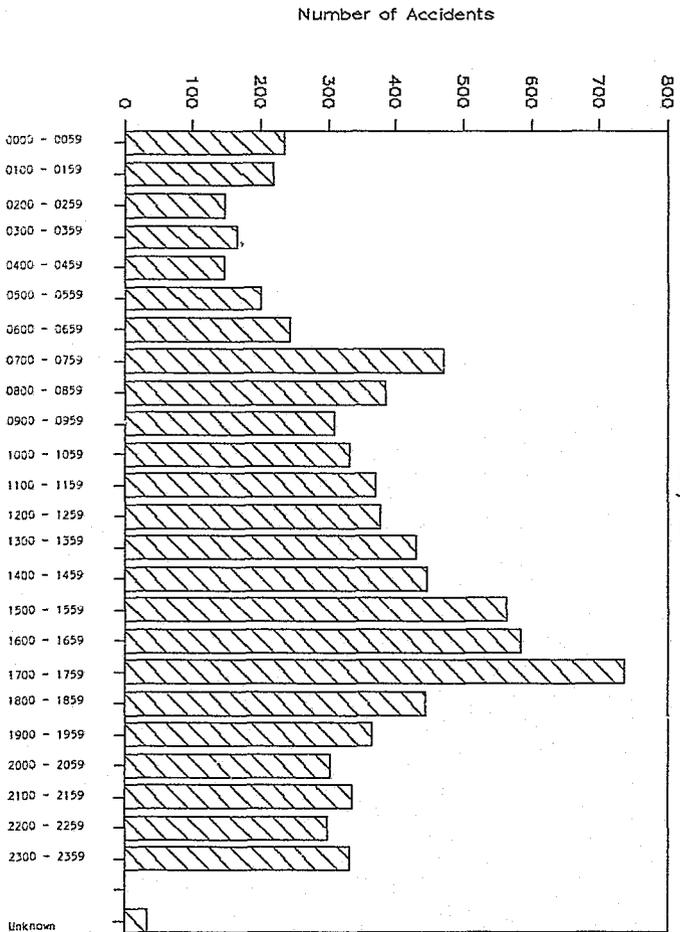
BY MONTH



**TRAFFIC ACCIDENTS HANDLED BY  
THE NEVADA HIGHWAY PATROL**

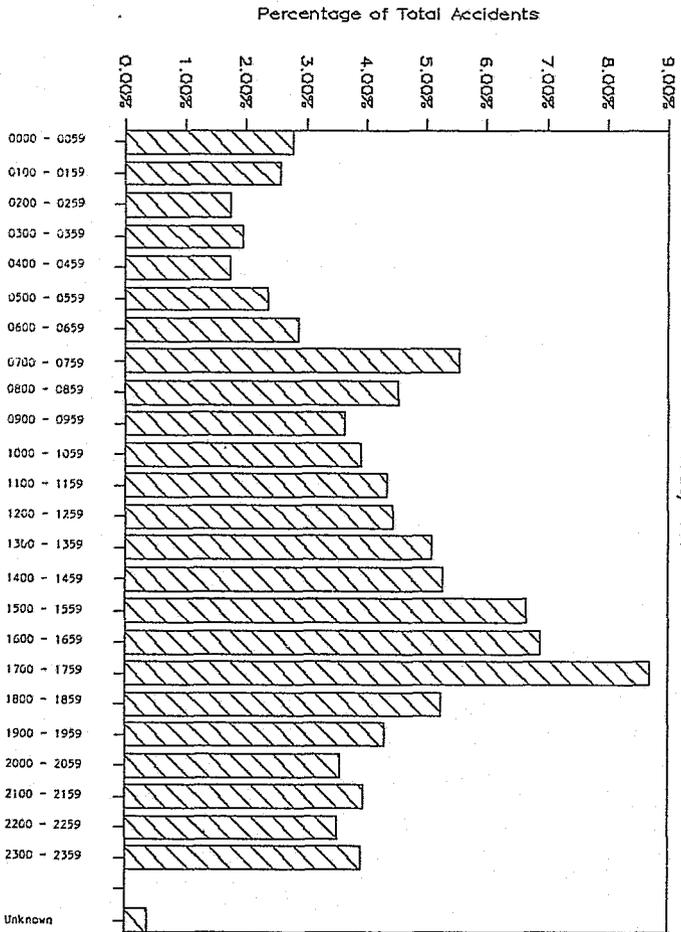
NUMBER OF ACCIDENTS BY TIME OF DAY

1985/1987



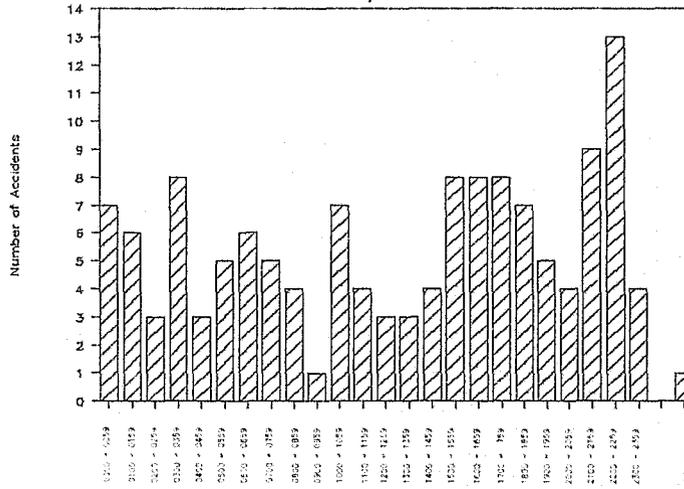
PERCENTAGE OF ACCIDENTS BY TIME OF DAY

1985/1987

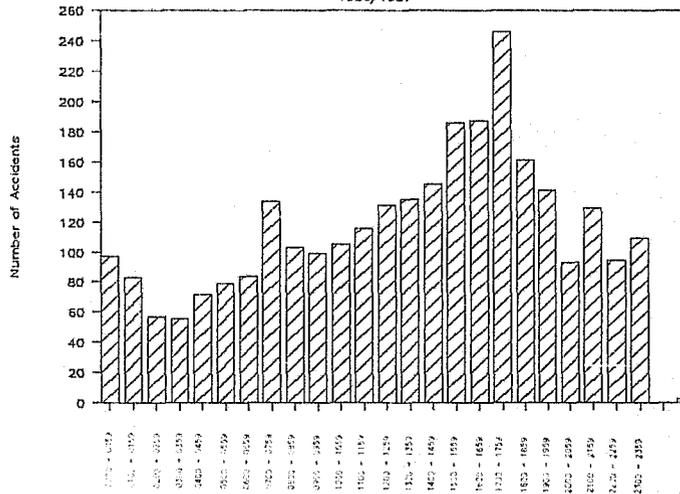


# TRAFFIC ACCIDENTS HANDLED BY THE NEVADA HIGHWAY PATROL

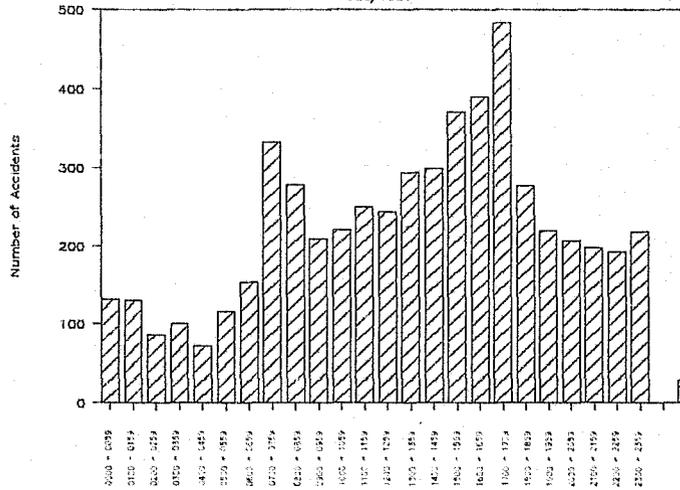
## FATAL ACCIDENTS BY TIME OF DAY 1986/1987



## INJURY ACCIDENTS BY TIME OF DAY 1986/1987



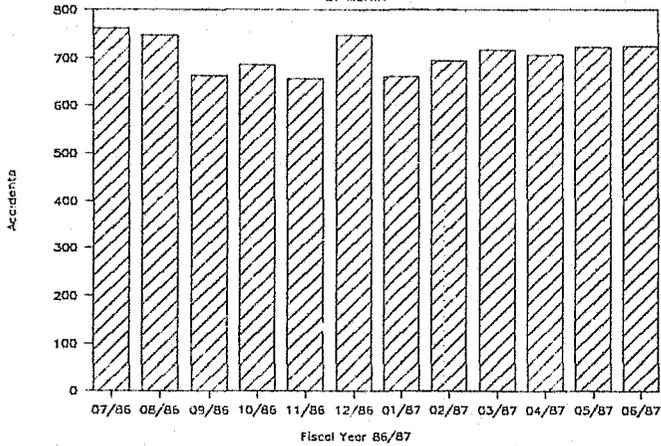
## PROPERTY DAMAGE BY TIME OF DAY 1986/1987



# TRAFFIC ACCIDENTS HANDLED BY THE NEVADA HIGHWAY PATROL

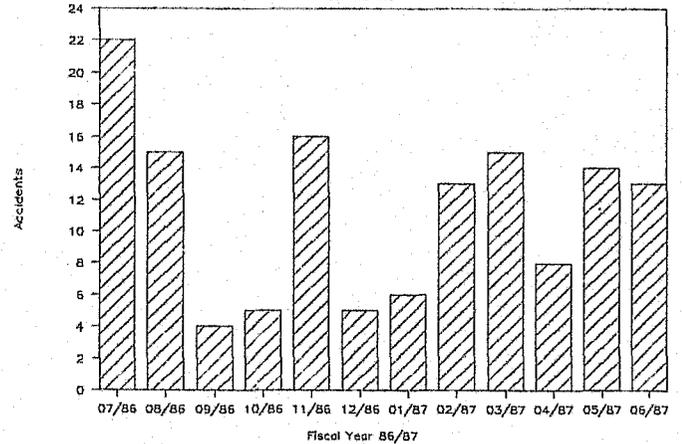
**TOTAL TRAFFIC ACCIDENTS**

BY MONTH



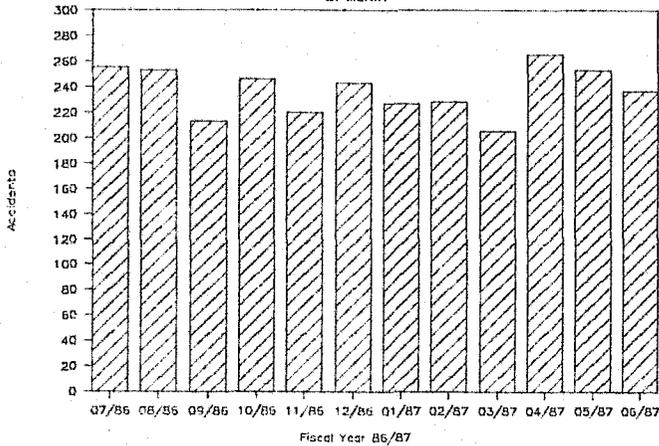
**FATAL ACCIDENTS**

BY MONTH



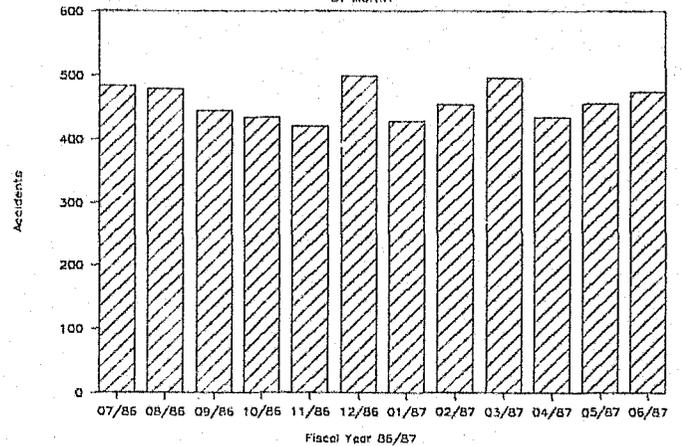
**INJURY ACCIDENTS**

BY MONTH



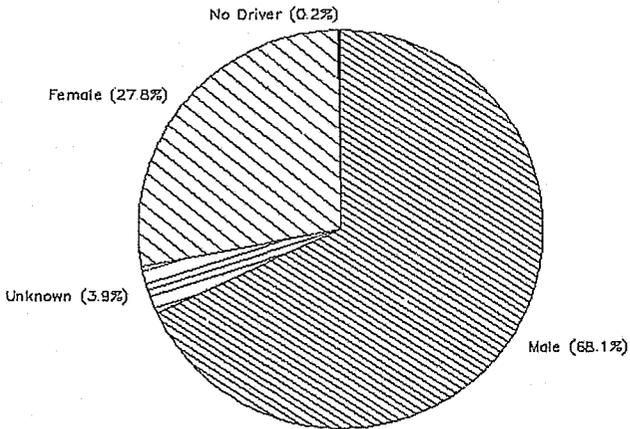
**PROPERTY DAMAGE ACCIDENTS**

BY MONTH

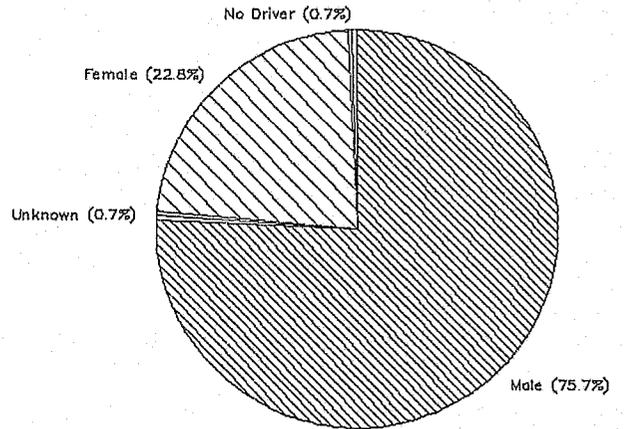


**TRAFFIC ACCIDENTS HANDLED BY  
THE NEVADA HIGHWAY PATROL**

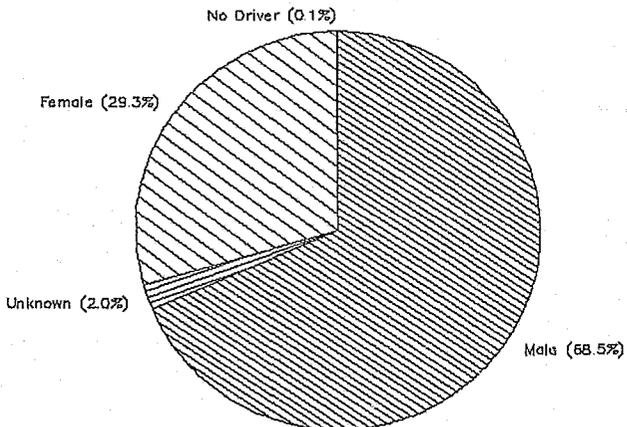
TOTAL ACCIDENTS BY DRIVER SEX  
1986/1987



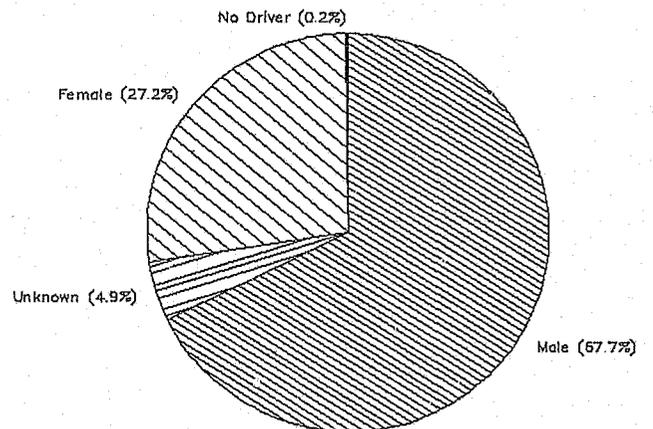
FATAL ACCIDENTS BY DRIVER SEX  
1986/1987



INJURY ACCIDENTS BY DRIVER SEX  
1986/1987



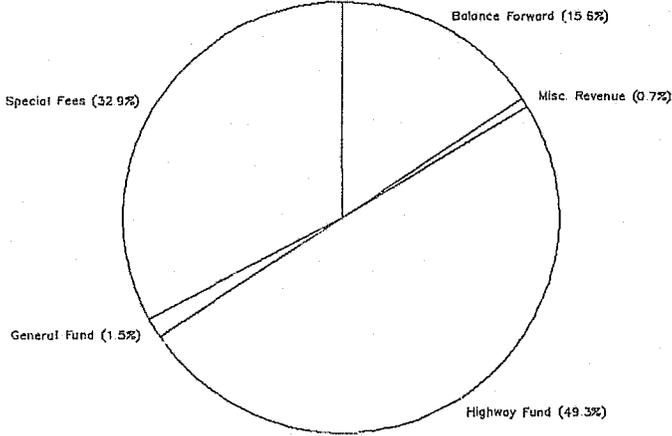
PROPERTY DAMAGE BY DRIVER SEX  
1986/1987



**NHP BUDGET INFORMATION**  
**FY 86/87**

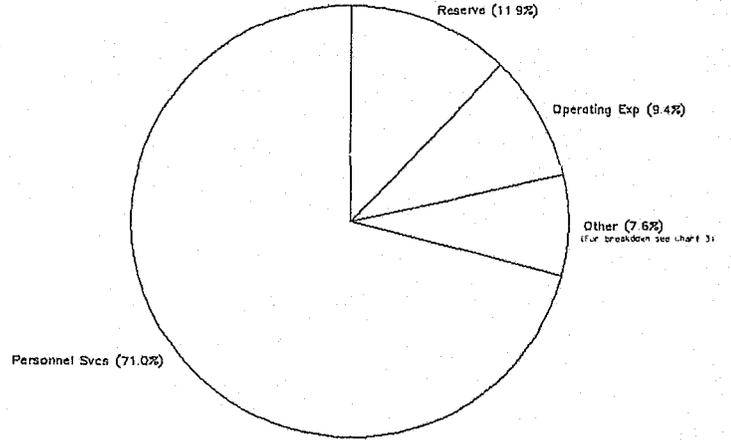
**CHART 1: 1987 REVENUE**

Total Revenue: \$12,973,965



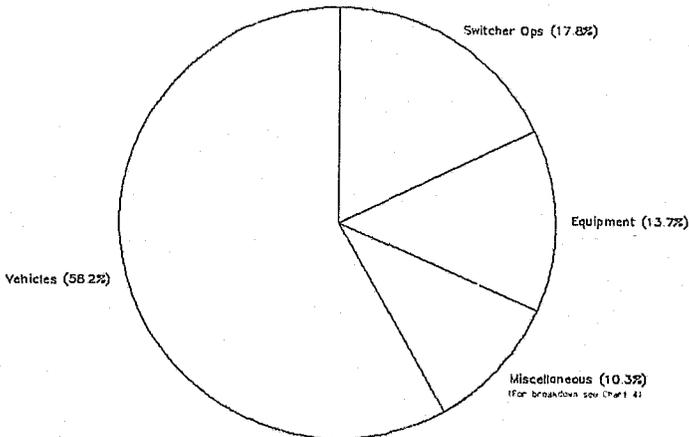
**CHART 2: 1987 EXPENDITURES**

Total Expenditures: \$12,973,965



**CHART 3: "OTHER" COSTS**

Total Other: \$992,202 (from Chart 2)



**CHART 4: "MISCELLANEOUS" COSTS**

Total Misc: \$101,717 (from Chart 3)

