

2013

SMSA Motorcycle Safety State Self-Assessment



National Association of State
Motorcycle Safety Administrators
August 2013

INTRODUCTION

NHTSA Technical Assessment of a State Motorcycle Safety Program – State Assessment Process

The National Highway Traffic Safety Administration (NHTSA) Technical Assessment of a State Motorcycle Safety Program – State Assessment Process is designed to evaluate the State's motorcycle safety efforts using the NHTSA Uniform Guidelines for Highway Safety Programs, Highway Safety Program Guideline No. 3 Motorcycle Safety. The State requests the Assessment through NHTSA. Since 1995 twenty-eight (28) State Technical Assessments have been completed.

The Assessment is completed by a team of national experts. At the conclusion of the six day on-site portion of the Assessment, the Team provides a final written report. The Report addresses all eleven components in Guideline No. 3, identifies the State's accomplishments and makes recommendations for improvements. This final report may be used by the State to develop its strategic plan for motorcycle safety. Ideally, a State should consider completing a Technical Assessment every five years.

SMSA Motorcycle Safety State Self-Assessment

In 2013, the National Association of State Motorcycle Safety Administrators (SMSA) developed a Motorcycle Safety State Self-Assessment tool. The Self-Assessment tool is based on a Technical Assessment and allows the State evaluate its motorcycle safety effort on a regular basis. A State may also use the Self-Assessment tool to prepare for a formal NHTSA Technical Assessment.

State Motorcycle Safety Programs

The State highway safety program should include a comprehensive motorcycle safety program that aims to reduce motorcycle crashes and related deaths and injuries. Each comprehensive State motorcycle safety program should address all components in Guideline No. 3. Guideline No. 3 identifies eleven components for a comprehensive approach to motorcycle safety:

- I. PROGRAM MANAGEMENT
- II. MOTORCYCLE PERSONAL PROTECTIVE EQUIPMENT
- III. MOTORCYCLE OPERATOR LICENSING
- IV. MOTORCYCLE RIDER EDUCATION AND TRAINING
- V. MOTORCYCLE OPERATION UNDER THE INFLUENCE OF ALCOHOL OR OTHER DRUGS
- VI. LEGISLATION AND REGULATIONS
- VII. LAW ENFORCEMENT
- VIII. HIGHWAY ENGINEERING
- IX. MOTORCYCLE RIDER CONSPICUITY AND MOTORIST AWARENESS PROGRAMS
- X. COMMUNICATION PROGRAM
- XI. PROGRAM EVALUATION AND DATA

Utilizing the SMSA State Self-Assessment Tool

Each component of the SMSA Motorcycle Safety State Self-Assessment tool has sub-elements that are evaluation criteria. For each evaluation criteria, there is an “Evidence” requirement. The evidence you provide in the Self-Assessment determines if you meet the evaluation criteria.

You should avoid assigning a rating to the evaluation criteria until you complete the evidence portion. The rating scale for the evaluation criteria is:

- ✓ Yes – Your State meets the evaluation criteria
- ✓ Partial – Your State meets some of the evaluation criteria, but not all
- ✓ No – Your State does not meet any of the evaluation criteria.

Since all State motorcycle safety programs are unique, try not to expect a perfect score. You can use the Self-Assessment tool information to plan and make improvements to your motorcycle safety program.

The SMSA Motorcycle Safety State Self-Assessment tool will be updated on a regular basis. To view the most current version of this assessment tool, please visit the SMSA website at www.smsa.org.

I. Program Management

Each State should have centralized program planning, implementation and coordination to identify the nature and extent of its motorcycle safety problems; to establish goals and objectives for the State's motorcycle safety program; and to implement projects to reach the goals and objectives.

1. The State has designated a lead agency to administer, control and oversee ALL aspects of the State's motorcycle safety program.

Evidence:	Self-Assessment:
a. Identify the agency responsible for administering, controlling and overseeing your State's motorcycle safety program.	
b. List the motorcycle safety responsibilities and duties of this agency.	
c. Identify other agencies that have responsibility for the State's motorcycle safety program and list their responsibilities.	
	Rating: Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/>

2. The goals and objectives for the State's motorcycle safety program have been developed and published.

Evidence:	Self-Assessment:
a. Identify the goals and objectives for the State's motorcycle safety program.	
b. Where they are published?	
c. Who has access to this information and can they provide input?	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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3. All elements of the State's motorcycle safety program are annually funded.

Evidence:	Self-Assessment:
Identify the funding source and annual budget for each element of the motorcycle safety program.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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4. Data on motorcycle crashes, injuries and fatalities is collected, analyzed and used to identify problem areas.

Evidence:	Self-Assessment:
a. Identify the agencies and organizations responsible for collecting and analyzing this data.	
b. Describe how this data is used to develop plans, projects and priorities	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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5. Motorcycle problem areas are identified and prioritized.

Evidence:	Self-Assessment:
Describe how the State identifies and prioritizes motorcycle safety problem areas.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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6. Projects, activities, initiatives or countermeasures based on the prioritized problem areas have been developed, implemented and are being evaluated.

Evidence:	Self-Assessment:
List the problem areas and describe each current project or activity addressing the problem.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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7. Essential partners have been identified and are committed to assist, contribute and collaborate on the State's motorcycle problem areas.

Evidence:	Self-Assessment:
a. List the agencies and organizations involved and contributing to the State's motorcycle safety program.	
b. Describe the role and responsibilities of the agencies and organizations.	
c. Describe the process used to encourage and maintain the collaboration and partnerships with these agencies and organizations.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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8. Motorcycle safety projects and activities are integrated with other highway and general motorist safety efforts.

Evidence:	Self-Assessment:		
Describe how motorcycle safety is included and integrated into the State's highway safety and general motorist safety efforts.			

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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9. Motorcycle safety efforts are incorporated and integrated into the State's Strategic Highway Safety Plan and Highway Safety Plan.

Evidence:	Self-Assessment:		
Describe how motorcycle safety is included in the State's Strategic Highway Safety Plan and Highway Safety Plan.			

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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10. Motorcycle safety program's projects, campaigns and activities are routinely measured and evaluated.

Evidence:	Self-Assessment:
a. Identify the agency or organization responsible for measuring the impact, value and effectiveness of the motorcycle safety program.	
b. Describe the standards or criteria used to measure and evaluate the motorcycle safety program.	
c. How often is the program evaluated?	

Rating: Yes Partial No

Summary for Program Management:

Action: Based on this self-assessment, describe any improvements you would consider implementing in the Program Management area for your State's motorcycle safety program.

Yes	Partial	No

II. Motorcycle Personal Protective Equipment

Each State should encourage motorcycle operators and passengers to wear all the recommended personal protective equipment whenever they are riding a motorcycle.

1. Motorcycle operators and passengers are encouraged to wear FMVSS 218 compliant helmets when operating a motorcycle on public roadways.

Evidence:

Self-Assessment:

a. Describe your State's motorcycle helmet requirements.

b. Describe your State's efforts to encourage the use of FMVSS 218 compliant helmets.

Rating:

Yes

Partial

No

2. Helmet and other personal protective equipment usage rates are determined on routine basis and used to develop campaigns and activities that encourage the use of this equipment.

Evidence:

Self-Assessment:

Describe your States process to measure helmet and other protective equipment usage rates.

Rating:

Yes

Partial

No

3. Campaigns to encourage the use of proper personal protective equipment are included in the State's motorcycle safety program.

Evidence:	Self-Assessment:			
Describe the campaigns and efforts employed to encourage the use of proper personal protective equipment.				
Rating:		Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>

4. Motorcycle dealerships, organizations and clubs are included in the State's efforts to encourage the use of proper personal protective equipment.

Evidence:	Self-Assessment:			
Identify the organizations your State collaborates and partners with to promote and encourage the use of proper personal protective equipment.				
Rating:		Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>

5. State laws or regulations addressing the use of personal protective equipment are enforced.

Evidence:	Self-Assessment:
a. Describe your State's personal protective equipment enforcement practices.	
b. Provide information on the number of citations issued and adjudicated for the enforcement of personal protective equipment.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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6. Motorcycle personal protective equipment is integrated and incorporated into the State's occupant protection efforts.

Evidence:	Self-Assessment:
Describe how motorcycle personal protective equipment is integrated into the State's occupant protection efforts.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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7. Information from motorcyclists on their use, perception and feelings on personal protective equipment is gathered and is used in the development of campaigns.

Evidence:	Self-Assessment:
a. Describe the process for gathering information from motorcyclist regarding personal protective equipment.	
b. Describe how this information has been used in personal protective equipment campaigns.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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8. The effectiveness and value of the State’s personal protective equipment efforts are measured and evaluated on a routine basis.

Evidence:	Self-Assessment:
Describe the process used to measure and evaluate the State’s personal protective equipment efforts.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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Summary for Motorcycle Personal Protective Equipment:

Action: Based on this self-assessment, describe any improvements you would consider implementing in the Motorcycle Personal Protective Equipment area for your State's motorcycle safety program.

Yes	Partial	No

III. Motorcycle Operator Licensing

Every person operating a motorcycle on public roadways should hold a valid motorcycle license or endorsement.

1. A State agency is responsible for administering and overseeing the licensing process and is the custodian of all the licensing and driver records.

Evidence:

Identify the State agency responsible for administering and overseeing the State's motorcycle licensing process, including the rider training waiver program, and is the custodian for driver licensing records.

Self-Assessment:

Rating:

Yes

Partial

No

2. The State motorcycle licensing process applies to everyone operating a motorcycle and includes knowledge and skill tests and medical criteria for obtaining a motorcycle license or endorsement.

Evidence:

Describe your State's process for applying for and obtaining a motorcycle license or endorsement.

Self-Assessment:

Rating:

Yes

Partial

No

3. The State provides a motorcycle operator's manual that contains critical and essential information on motorcycle operation and is available to all applicants seeking a motorcycle license or endorsement.			
Evidence:		Self-Assessment:	
a. Identify the Motorcycle Operator's Manual used by the State.			
b. Describe the process used to review and update the Motorcycle Operator's Manual.			
c. Identify the State-specific information incorporated into the Motorcycle Operator's Manual.			
d. List the State-specific motorcycle crash information and unique riding conditions included in the Motorcycle Operator's Manual.			
		Rating:	Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/>

4. All applicants are required to pass a knowledge test on critical motorcycle operating knowledge, State laws and “rules of the road” as part of the State’s licensing process.

Evidence:	Self-Assessment:		
a. Describe how the knowledge test questions are developed, evaluated and updated.			
b. How many questions are on the knowledge test?			
c. Who develops, validates, evaluates and updates the knowledge test questions?			
d. How many questions must be answered correctly to pass the knowledge test?			
e. How many individual applicants take the motorcycle license knowledge test each year?			
f. What is the “first time” pass rate on the motorcycle licensing knowledge test?			
g. Are there any limits on the number of times an applicant may take the motorcycle licensing knowledge test?			
h. Is the motorcycle licensing knowledge test waived if the applicant completes rider training?			
i. Is the knowledge test given in the rider training course the same test used by the State licensing agency? If not, describe and justify the variance.			
	Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/> No <input type="checkbox"/>

5. Applicants are issued a learner's permit that:

- a. Allows them to practice operating a motorcycle on public roadways to gain riding experience.**
- b. Includes restrictions that reduces the risk to the applicant and encourages the completion of the licensing process.**
- c. Has a specific end date.**
- d. Has a procedure to provide learning and practice opportunities for applicants repeatedly failing the licensing skill test.**

Evidence:	Self-Assessment:		
a. How many motorcycle learner's permits are issued annually?			
b. How many of the annually issued learner's permits result in an applicant obtaining a motorcycle license or endorsement?			
c. Describe the restrictions imposed on the operator during the learner's permit phase of licensing.			
d. How many days may an applicant hold the learner's permit before it expires and becomes invalid?			
e. Describe the assistance or remediation procedure for applicants having difficulty passing the licensing skill test.			
f. Describe how the State's rider training licensing waiver may impact the learner's permit phase of the licensing process.			
g. How many days is the required to hold the learner's permit before they can attempt the skill test.			
	Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>
		No <input type="checkbox"/>	

6. Applicants are required to pass a skills test that evaluates basic and critical motorcycle operating skills.

Evidence:	Self-Assessment:
a. Describe the motorcycle licensing skill test applicants must pass to obtain a motorcycle license or endorsement.	
b. Is this the same skill test administered to students in a rider training course?	
c. What is the first time pass rate for the motorcycle licensing skills test?	
d. Describe how the skills test has been validated and measured for reliability.	

Rating: Yes Partial No

7. Everyone operating a motorcycle on public roads holds a valid motorcycle license or endorsement.

Evidence:	Self-Assessment:
a. Describe the process used to verify that anyone owning a motorcycle holds a valid motorcycle license.	

<p>b. Describe the activities or projects that have been implemented to encourage unlicensed operators to complete the licensing process.</p>	
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Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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8. All examiners administering the motorcycle licensing skill test are trained to administer the test and are required to pass periodic quality assurance review.

Evidence:	Self-Assessment:
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<p>a. Describe the training licensing examiners are required to complete to administer the motorcycle licensing skill test.</p>	
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<p>b. Describe the quality assurance review all examiners must complete to administer the motorcycle licensing skill test.</p>	
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Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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9. Applicants are encouraged to complete the motorcycle licensing process.

Evidence:	Self-Assessment:
Describe the process for encouraging applicants to complete the licensing process and restricting the number of learner's permits an individual may obtain.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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10. Licensing laws are strictly enforced by law enforcement and the judicial system.

Evidence:	Self-Assessment:
Describe how law enforcement and the judicial system enforce the motorcycle licensing laws	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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Summary for Motorcycle Operator Licensing:

Action: Based on this self-assessment, describe any improvements you would consider implementing in the Motorcycle Operator Licensing area for your State's motorcycle safety program.

Yes	Partial	No

IV. Motorcycle Rider Education and Training

Each State should establish and administer a motorcycle rider education and training program that prepares entry level riders to operate a motorcycle on public roads, provides lifelong learning opportunities for existing operators and provides information regarding crash causation factors and counter measures specific to the State.

1. The State's rider education and training program has a sustainable and adequate funding source.

Evidence:	Self-Assessment:
a. Describe how your State's rider education and training program is funded, including a list of all the funding sources.	
b. What is your State's annual rider education and training program budget?	
c. Describe any issues with the rider education and training annual budget that may interfere with your State achieving its rider education goals and objectives.	
<p style="text-align: right;">Rating: Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/></p>	

2. An agency has been designated to administer and oversee the State's rider training and education program.

Evidence:	Self-Assessment:
a. Identify the agency responsible for administering and overseeing the State's rider education and training program and list its responsibilities.	
b. May the designated State agency contract with an outside vendor to manage the State's rider education and training effort?	
c. Describe the vendor's responsibilities.	
d. Describe your State's process for evaluating the vendor's performance.	

	Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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3. The State has the authority to develop, approve and modify curriculums used in the rider education and training program.

Evidence:	Self-Assessment:			
<p>a. Describe the State's authority and responsibility regarding the development, approval and modification of curriculums used in its rider education and training program.</p>				
<p>b. Has the State adopted the Model National Standards for Entry Level Rider Training? If not, why?</p>				
<p>c. Describe how State crash data is incorporated into the rider education and training curriculums.</p>				
	<p>Rating:</p>	<p>Yes <input type="checkbox"/></p>	<p>Partial <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>

4. Rider education and training is available to all interested individuals, including entry level riders, existing riders and riders with special interests.

Evidence:	Self-Assessment:
a. Describe how the State accommodates individuals seeking quality rider education and training.	
b. List all the rider education or training courses allowable through your State's rider training effort.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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5. The State administers and oversees the training and certification/licensing of rider education and training instructors.

Evidence:	Self-Assessment:
a. Identify the agency responsible for training and certifying/licensing instructors for the State's rider education and training program.	
b. Does your State have authority to cancel or suspend an instructor's certification or license?	

<p>c. Describe your State's process for canceling or suspending an instructor's certification or license.</p>				
Rating:		Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
<p>6. The State manages and oversees the rider education and training quality assurance program that ensures the instruction provided meets established State standards.</p>				
Evidence:		Self-Assessment:		
<p>Describe your State's rider education and training program quality assurance effort.</p>				
Rating:		Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>

7. The State collects and maintains data from its rider education and training program that is used to continuously measure and evaluate the program.

Evidence:	Self-Assessment:		
Identify the data collected and used to measure and evaluate the rider education and training effort.			

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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8. The rider education and training program is evaluated on a continuous basis to ensure the State's goals and objectives are met and to verify that the program is having a positive impact on reducing motorcycle crashes, injuries and fatalities.

Evidence:	Self-Assessment:		
Describe your State's rider education and training evaluation program and summarize the findings from the last evaluation report.			

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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Summary for Motorcycle Rider Education and Training:

Action: Based on this self-assessment, describe any improvements you would consider implementing in the Motorcycle Rider Education and Training area for your State's motorcycle safety program.

Yes	Partial	No

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

Each State shall have a program to reduce operating a motorcycle while impaired.

1. The State collects, analyzes and publishes information on impaired motorcycle operation.

Evidence:	Self-Assessment:			
a. Describe how your State collects and analyzes data and information on impaired motorcycle operation.				
b. Is operating a motorcycle while impaired a problem in your State?				
c. Provide the crash information on impaired motorcycle operation.				
Rating:				
		Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>

2. The State's motorcycle safety program has an ongoing effort to reduce impaired motorcycle operation.

Evidence:	Self-Assessment:			
a. Describe your State's program to reduce impaired motorcycle operation.				
Rating:				
		Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>

3. Funding is available on an annual basis for impaired motorcycle operation countermeasures and projects.

Evidence:	Self-Assessment:
a. Describe how your State's impaired motorcycle operator program is funded.	
b. What is your State's annual budget for countermeasures and projects to reduce impaired motorcycle operation?	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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4. Motorcycle impaired operation is integrated into the State's impaired driver program.

Evidence:	Self-Assessment:
Describe how motorcycle impaired operation is included and integrated into the State's annual impaired driver efforts.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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5. Impaired motorcycle operation is included in the State's high visibility enforcement and communication programs.

Evidence:	Self-Assessment:
Describe how impaired motorcycle operation is included in the State's high visibility enforcement and communication programs.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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6. Training for judges and prosecutors on impaired motorcycle operation is provided on a regular basis.

Evidence:	Self-Assessment:		
Describe how judges and prosecutors are incorporated into the State's impaired motorcycle operator programs.			

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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7. Law enforcement is trained and uses high visibility and targeted enforcement activities to reduce impaired motorcycle operation.

Evidence:	Self-Assessment:		
a. Describe how law enforcement agencies are involved in reducing impaired motorcycle operation.			

b. How many citations are issued and adjudicated annually for impaired motorcycle operation?			
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Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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Summary for Motorcycle Operation Under the Influence of Alcohol or Other Drugs:

Action: Based on this self-assessment, describe any improvements you would consider implementing in the Motorcycle Operation Under the Influence of Alcohol or Other Drugs area for your State's motorcycle safety program.

Yes	Partial	No

VI. Legislation and Regulations

Each State should enact and enforce motorcycle-related traffic laws and regulations. Specific policies should be developed to encourage coordination with appropriate public and private agencies in the development of regulations and laws to promote motorcycle safety.

1. The State has legislation and regulations for the operation of a motorcycle.

Evidence:	Self-Assessment:
<p>a. Describe your State's process to review and update existing laws and regulations, propose new law and regulations, and how public and private organizations are included in these processes.</p>	
<p>b. Provide a list of the laws and regulations that address motorcycle operation, titling and registration, licensing, equipment and operation on public roads.</p>	
<p>c. Describe your State's process to ensure these laws and regulation are being enforced and how this information is used to identify problem areas and priorities.</p>	
<p style="text-align: right;">Rating: Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/></p>	

Summary for Legislation and Regulations:

Action: Based on this self-assessment, describe any improvements you would consider implementing in the Legislation and Regulations area for your State's motorcycle safety program.

Yes	Partial	No

VII. Law Enforcement

Each State shall collaborate and partner with law enforcement agencies to enforce laws, conduct special high visibility and targeted enforcement efforts and participate in awareness and communication campaigns that encourage safe motorcycle operation.

1. Law enforcement agencies are involved in the State's motorcycle safety program and have projects supporting safe motorcycle operation.

Evidence:

List the law enforcement agencies actively involved in the State's motorcycle safety efforts; describe the role they play and activities they complete.

Self-Assessment:

Rating:

Yes

Partial

No

2. Training is available for law enforcement on investigating motorcycle crashes, identifying motorcycle crashes causation factors, pursuing and stopping motorcyclists, providing testimony, conducting high visibility enforcement activities and conducting communication and education campaigns.

Evidence:

Describe the training available for law enforcement that supports the State's motorcycle safety efforts.

Self-Assessment:

Rating:

Yes

Partial

No

3. Law enforcement is included and a partners in the State's motorcycle safety efforts.

Evidence:	Self-Assessment:
Describe how law enforcement is incorporated into the State's motorcycle safety program.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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4. Law enforcement actively enforces laws associated with safe motorcycle operation, such as proper licensing, required equipment, impaired operation, aggressive driving, vehicle inspection, etc.

Evidence:	Self-Assessment:
Provide information on citations issued annually to motorcyclists.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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Summary for Law Enforcement:

Action: Based on this self-assessment, describe any improvements you would consider implementing in the Law Enforcement area for your State's motorcycle safety program.

Yes	Partial	No

VIII. Highway Engineering

Each State shall incorporate highway and infrastructure engineering into its motorcycle safety program. This engineering component should consider the needs of motorcycle operators through design, construction, operation and maintenance.

1. State and local highway departments support the State's motorcycle safety program.

Evidence:

Describe how State and local highway departments are integrated into the State's motorcycle safety program and the support they provide.

Self-Assessment:

Rating:

Yes

Partial

No

2. State and local highway departments collect, analyze and share information on design, construction, operation, maintenance and motorcycle crashes.

Evidence:

Describe the data and information collected by State and local highway departments related to motorcycle operation and how it is used to support the State's motorcycle safety program.

Self-Assessment:

Rating:

Yes

Partial

No

3. State and local highway departments use information developed by the Federal Highway Administration regarding motorcycle operation in their design, construction, maintenance, operation and public information plans.

Evidence:	Self-Assessment:		
Describe the State and local highway departments policies regard safe motorcycle operation and list their current efforts to improve the safety of motorcyclist on public roads.			

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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4. State and local highway departments have programs that allow motorists and motorcyclists to report hazardous road conditions and have a process to rectify the conditions in a timely manner.

Evidence:	Self-Assessment:		
Describe the State and local highway departments programs to report hazardous road conditions.			

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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Summary for Highway Engineering:

Action: Based on this self-assessment, describe any improvements you would consider implementing in the Highway Engineering area for your State's motorcycle safety program.

Yes	Partial	No

IX. Motorcycle Rider Conspicuity and Motorist Awareness Programs

Each State should implement communication and awareness efforts to encourage motorcycle operators and motorists into taking responsibility for controlling their vehicle, concentrating on the driving task and being courteous and more observant of the traffic mix.

1. The State has on-going communication, awareness and educational efforts to encourage motorcyclists and motorists to assume responsibility for their own safety, to obey traffic laws, to be courteous to all road users and to concentrate on the driving task.

Evidence:

Describe your State's program to make all motorists and motorcyclists aware of their responsibility to safely operate their motor vehicles and to protect themselves and other road users.

Self-Assessment:

Rating:

Yes

Partial

No

2. The State has a multi-faceted, on-going education and communication effort to encourage motorcyclists to be more conspicuous in traffic and more responsible for their actions.

Evidence:

Describe your State's educational and communication efforts to encourage motorcyclists to take more responsibility for their actions and safety.

Self-Assessment:

Rating:

Yes

Partial

No

3. The State incorporates driver responsibility and courtesy into its driver’s licensing manual, motorcycle operator manual, driver education and improvement courses and traffic safety efforts.

Evidence:	Self-Assessment:
Describe how your State incorporates driver responsibility and courtesy into its educational, awareness and licensing efforts.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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Summary for Motorcycle Rider Conspicuity and Motorist Awareness Programs:

Action: Based on this self-assessment, describe any improvements you would consider implementing in the Motorcycle Rider Conspicuity and Motorist Awareness Programs area for your State’s motorcycle safety program.	Yes	Partial	No

X. Communication Program

Each State should have a multi-year communication plan based on the established priorities for the motorcycle safety program that provides consistent messaging to targeted groups through a variety of media and activities.

1. The State has established priorities and target groups for the motorcycle safety program communication program.

Evidence:

Describe your State's motorcycle safety priorities and identify the target groups for its communication program.

Self-Assessment:

Rating:

Yes

Partial

No

2. The State has identified a variety of media methods and proven approaches to communicate the motorcycle safety program priorities and policies to the targeted groups.

Evidence:

Identify the media and approaches used to communicate the priorities and policies to the targeted groups.

Self-Assessment:

Rating:

Yes

Partial

No

3. The State has established a process to measure, evaluate and modify the communication program to ensure the correct messaging is being communicated to the target groups.

Evidence:	Self-Assessment:
Describe your State's process for measuring and evaluating it multi-year communication plan.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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Summary for Communication Program:

Action: Based on this self-assessment, describe any improvements you would consider implementing in the Communication Program area for your State's motorcycle safety program.	Yes	Partial	No

XI. Program Evaluation and Data

Each State should establish an effective and efficient method to collect, link and analyze all the essential data and information to identify motorcycle safety problem areas, track trends, establish priorities, measure and evaluate implemented countermeasures, use resources and make improvements for its motorcycle safety program

1. The State has identified all the essential data sources and data and has established a formal process to measure and evaluate all aspects of its motorcycle safety program.

Evidence:	Self-Assessment:		
a. List the data sources and data collected to measure and evaluate the State's motorcycle safety program.			
b. Describe the process used to measure and evaluate the outputs, outcomes, value and effectiveness of the State's motorcycle safety program.			
Rating: Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/>			

2. The State has identified and procured the services of an agency/organization to objectively measure and evaluate its motorcycle safety program.

Evidence:	Self-Assessment:		
Identify the agency/organization responsible for measuring and evaluating the State's motorcycle safety program.			
Rating: Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/>			

3. The State has developed and published standards and criteria to measure and evaluate its motorcycle safety program.

Evidence:	Self-Assessment:
Describe the standards and criteria used to measure and evaluate the State's motorcycle safety program.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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4. The State has established an effective approach to periodically gather information from motorists, motorcyclists and the general public on its motorcycle safety efforts.

Evidence:	Self-Assessment:
Describe your State's approach to gather information from motorists, motorcyclists and the general public on the motorcycle safety program.	

Rating:	Yes <input type="checkbox"/>	Partial <input type="checkbox"/>	No <input type="checkbox"/>
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Summary for Program Evaluation and Data:

Action: Based on this self-assessment, describe any improvements you would consider implementing in the Program Evaluation and Data area for your State's motorcycle safety program.

Yes	Partial	No

Conclusion

States should continuously evaluate their Motorcycle Safety Program. A Self-Assessment will help identify your accomplishments and areas where improvements could be made. The Self-Assessment may also help integrating motorcycle safety into your State's Strategic Highway Safety Plan, annual Highway Safety Plan and prepare you for a NHTSA Technical Assessment. A Self-Assessment probably should be completed every 3 to 5 years.

The SMSA Motorcycle Safety State Self-Assessment will be updated on a regular basis. To view the most current version of this assessment tool, please visit the SMSA website at www.smsa.org.