

# Idaho



Year	Motor Vehicle Fatalities	Motor Vehicle Registrations	Motorcycle Fatalities	Motorcycle Registrations
2004	260	574,825	24	49,578
2005	275	583,274	26	56,607
2006	267	541,487	38	50,514

- In Idaho, motorcycle fatalities represented 9 percent of all motor vehicle fatalities and 9 percent of registered vehicles in 2004; 9 percent of fatalities and 10 percent of registered vehicles in 2005; and 14 percent of fatalities but 9 percent of registered vehicles in 2006.

## GENERAL

- The Idaho State Department of Education (SDE) is responsible for the motorcycle rider safety program. The superintendent of public instruction appoints a program coordinator to oversee and direct the program. The program is known as the Skills Training Advantage for Riders (STAR). Idaho’s HSO has a grants officer assigned to Motorcycle Safety and addresses safety through media buys, enforcement mobilizations and educational brochures and materials.
- The STAR Program has a five person advisory committee consisting of motorcycle riding enthusiasts, dealers and law enforcement personnel. The Idaho Transportation Department has three ex-officio members on the committee from the DMV, HSO and Highway Traffic Services.
- The Idaho Motorcycle Safety Advisory Council was created by the Governor in 2005. The Council’s membership consists of one representative from each of the following: the Idaho Transportation Department, the Idaho State Police, the STAR Advisory Committee, the Idaho Coalition for Motorcycle Safety, the Idaho Harley Owner’s Group, the Gold Wing Road Riders Association, BMW Motorcycle Owners Association and the Local Highway Technical Assistance Council.
- Motorcycle crashes are not currently a top priority crash problem in Idaho since belts, booze, and speed contribute significantly more to the traffic death count. Motorcycle crashes are grouped with bicycles and pedestrians in the “Vulnerable Users” category.
- Idaho’s HSO plans to organize a committee to develop a Motorcycle Safety Strategic Plan in 2008.
- Motorcycle crashes will be identified as a focus area in Idaho’s 2008 Strategic Highway Safety Plan.

## RIDER EDUCATION AND TRAINING

- The Idaho SDE is the governing body for the motorcycle safety program.

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states, the District of Columbia and Guam where motorcycle crashes are not a top priority crash problem. In Idaho it is currently grouped with bicycles and pedestrians in the “Vulnerable Users” category.

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states, the District of Columbia and Guam without a motorcycle safety plan.

Components of Idaho’s Sharing the Road campaign have been shared with and used by at least three other states.

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states that mandates rider education for riders under a certain age.



## Idaho

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states whose Strategic Highway Safety Plan doesn't include motorcycle safety.

A new anti-impaired riding video spot will be released by the STAR Program in 2008.

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states and Puerto Rico with anti-impaired riding education efforts for motorcycle riders.

- The *STAR* Program offers a Basic Course (BRT), based on Oregon's curriculum, and an Experienced RiderCourse<sup>SM</sup> (ERC) based on the MSF's curriculum.
- Rider education is mandatory for applicants under 21.
- Training capacity is an issue in Idaho. The wait for a BRT can exceed seven weeks. The wait for ERC is less. Twelve teaching sites are used throughout Idaho. A new one-day basic course, scheduled for release in 2008, will help reduce wait times.
- Idaho has a *Sharing the Road* campaign funded jointly by *STAR* and the HSO. An award-winning 30-second public service announcement was filmed and used statewide in 2007, and will be used in 2008. Many other states have expressed interest in the spot, and at least three states have modified it for their use.
- Every May since 1986, the Idaho Coalition for Motorcycle Safety has sponsored a Motorcycle Awareness Rally. In 2007, there were four rallies held throughout the state to raise awareness of the presence of motorcyclists and to encourage motorists to share the road.
- Information on sharing the road with motorcyclists is included in the state's driving manual.
- Conspicuity information is provided in the training programs offered in the state.

### LICENSING

- The minimum age to receive a motorcycle license or endorsement is 15.
- Vision, knowledge tests and skills tests are required for all applicants; however, the skills test is waived upon successful completion of a rider education course.
- The Idaho legislature has made it mandatory for all Idaho motorcyclists to have a motorcycle endorsement on their driver's license.

### PERSONAL PROTECTIVE EQUIPMENT

- Helmets are required for riders under 18.
- In 2006, 22 of the 38 riders killed in motorcycle crashes weren't wearing helmets.
- Both the HSO and the *STAR* Programs emphasize personal protective equipment that provides comfort, visibility, and protection.

### IMPAIRED MOTORCYCLING

- Information on the dangers of riding impaired is included in the state's rider training programs.
- NHTSA's guide to identify impaired motorcyclists has been distributed to Idaho's Motorcycle Officers throughout the state by the *STAR* Program.
- The *STAR* Program is developing an anti-impaired riding video spot that will be disseminated later this year.
- Idaho's impaired driving mobilization campaigns include motorcyclists as well as motorists.

#### **HIGHWAY ENGINEERING**

- The Governor's Motorcycle Safety Advisory Council has been charged with:
  - identifying motorcycle safety issues related to the physical characteristics of Idaho's roadways;
  - researching potential solutions to the identified motorcycle safety issues and determining their associated costs; and
  - developing recommendations from the potential solutions and reporting those recommendations to the Governor and to the Idaho Transportation Board at least once each year.

#### **RESOURCES AND FUNDING**

- Idaho's *STAR* Program is funded by the state's *Motorcycle Safety Program Fund*. Revenue for the fund comes from user fees (\$1.00 from each four-year driver's license, and \$6.00 from each motorcycle registration).
- Idaho received 2010 Motorcyclist Safety Grants in 2007 and 2008 and expects also to receive one in 2009. Funding will be used to develop a public awareness campaign to increase motor vehicles operators' awareness of motorcyclists.
- \$32,200 of non-2010 federal funding was obligated to motorcycle safety in 2006.
- \$18,000 of non-2010 federal funding was obligated to motorcycle safety in 2007.