



# Indiana

**1** of **17** states without a training capacity problem.

**1** of **17** states and Puerto Rico with anti-impaired riding enforcement efforts.

**1** of **18** states that had a NHTSA assessment of its motorcycle safety program.

Year	Motor Vehicle Fatalities	Motor Vehicle Registrations	Motorcycle Fatalities	Motorcycle Registrations
2004	947	3,067,260	108	153,566
2005	938	2,694,941	110	147,544
2006	899	2,694,901	110	147,544

- In Indiana, motorcycle fatalities represented 11 percent of all motor vehicle fatalities but 5 percent of registered vehicles in 2004; 12 percent of fatalities but 6 percent of registered vehicles in 2005; and 12 percent of fatalities but 6 percent of registered vehicles in 2006.

#### GENERAL

- The Indiana Department of Education (DOE) is the lead agency for motorcycle safety. The Indiana Criminal Justice Institute's (ICJI) Traffic Safety division enjoys a very good working relationship with the Indiana DOE. The ICJI and Indiana DOE coordinate on multiple projects during the year.
- State statute created a five member motorcycle safety advisory committee, of which three members must be licensed motorcycle riders. The Superintendent of Public Instruction selects the committee members. The committee currently has representatives from motorcycle licensing, instructor trainers, motorcycle safety contractors, traffic safety educators and rights groups.
- Motorcycle crashes are a priority crash problem in Indiana.
- Indiana has a motorcycle safety plan and motorcycle safety is an element of the state's Strategic Highway Safety Plan.
- A NHTSA assessment of the state's motorcycle safety program is expected in 2008. A similar assessment was conducted in 1997.

#### RIDER EDUCATION AND TRAINING

- The Indiana DOE is responsible for rider education and training.
- The MSF's Basic, Experienced and Instructor RiderCourses<sup>SM</sup> are offered in Indiana.
- Rider training is not required.
- Training capacity is not an issue in Indiana. To address capacity needs, Indiana recently purchased two mobile training trailers to serve as classrooms. This will allow the state to address training demand spikes.
- Indiana has a *Sharing the Road* program. The Motorcycle Safety Program distributed 500,000 motorists' awareness bumper stickers over the past 20 years. The Governor has issued a Motorcycle Awareness Proclamation each year for over 20 years, and the month of May is Motorcycle Awareness month. In 2007, the Indiana DOE and the ICJI combined resources to produce and distribute a sharing the road advertisement. The 30-second television advertisement utilized a spot produced for



the state of New York for the first 15 seconds and a filmed spot of Indiana Governor Mitch Daniels, who is a rider. The spot emphasized the importance of “looking out for motorcycles” and was played as a motorist awareness advertisement. Time was purchased for the ad during the summer months in three areas of the state of Indiana that had the highest numbers of motorcycle collisions and fatalities.

- Information on sharing the road with motorcycles is included in the state’s license manual.
- Conspiracy information is a standard aspect of the state’s motorcycle safety curriculum.

#### **LICENSING**

- The minimum age to receive a motorcycle license or endorsement is 16 years and 30 days. If a resident of Indiana is operating on a driver’s education permit and completes driver education, then that resident is allowed to receive their operator’s license at the age of 16 years and 30 days. If not enrolled in driver’s education, an operator’s license can be obtained at 16 years, 6 months of age. If a resident is enrolled in a motorcycle operator’s driver education course, a permit can be obtained at 15 years of age. Otherwise, in order to obtain a motorcycle permit, the resident must first have a valid operator’s license. The permit is good for one year. It can be renewed multiple times.
- Vision, knowledge, skills/road tests are required of all applicants. The skills test is waived for applicants who successfully complete a rider education course.
- The Indiana DOE, the Indiana Bureau of Motor Vehicles (BMV) and Indiana’s ABATE chapter all work together to educate riders about the importance of proper training and licensing.

#### **PERSONAL PROTECTIVE EQUIPMENT**

- Helmets are required for riders under 18.
- In 2006, 81 of the 110 riders killed in crashes weren’t wearing helmets.
- Information on the benefits of helmet use is included in the state’s training programs.

#### **IMPAIRED MOTORCYCLING**

- All of the state’s impaired driving mobilizations include motorcyclists.
- Various training courses are conducted by instructors versed in driving under the influence (DUI) and operating while intoxicated (OWI) laws and techniques for Indiana officers. Indiana officers attend these trainings sponsored by the Traffic Safety Division. There are several that include DUI detection for all vehicles, including motorcycles. Using studies and research, as well as real world experience, officers are taught the signs and indicators for identifying impaired motorcyclists.

#### **RESOURCES AND FUNDING**

- Indiana funds the motorcycle safety program by levying a fee against each motorcycle registration. The fee is collected by the BMV when the motorcycle is registered each year, and those funds are transferred to the Indiana DOE. The Indiana DOE then takes those funds and conducts the motorcycle safety program, offering BRC, ERC and the instructor courses through their contractor, Indiana ABATE.
- Federal funds from NHTSA are used to purchase training motorcycles, mobile classrooms, and motorist awareness media messaging to supplement the work of the Indiana DOE.
- Indiana received a 2010 Motorcyclist Safety Grant. The money was used to purchase mobile training units, motorcycles and to implement a media campaign. \$125,000 of federal funding was obligated to motorcycle safety in 2006. No money was obligated in 2004 or 2005.