

Year	Motor Vehicle Fatalities	Motor Vehicle Registrations	Motorcycle Fatalities	Motorcycle Registrations
2004	643	2,547,973	69 (65)	72,844
2005	614	2,596,879	85 (86)	76,230
2006	651	2,656,597	84 (83)	72,625

The data in parentheses was provided by the State of Maryland.

- In Maryland, motorcycle fatalities represented 11 percent of all motor vehicle fatalities but 3 percent of registered vehicles in 2004; 14 percent of fatalities but 3 percent of registered vehicles in 2005; and 13 percent of fatalities but 3 percent of registered vehicles in 2006.

**GENERAL**

- The Maryland Motorcycle Safety Program (MSP) and the HSO are the lead agencies for motorcycle safety.
- Maryland has an active motorcycle task force that meets quarterly. Members include representatives from county community traffic safety programs, state and local law enforcement agencies, ABATE, other motorcycle rider organizations, motorcycle safety training staff and motorcyclists.
- Motorcycle crashes are a priority crash problem in Maryland.
- Maryland has a motorcycle safety plan, and motorcycle safety is included in the state's strategic safety plan.
- In 2006, NHTSA conducted an assessment of Maryland's motorcycle safety program.

**RIDER EDUCATION AND TRAINING**

- The MSP is responsible for administering rider education courses in Maryland.
- The MSF's Basic, Alternative Basic and Experienced RiderCourses<sup>SM</sup> are offered in Maryland. Two unique tools, the Student Performance Record (SPR) and the Individual Score Sheet (ISS), are used in these training courses in Maryland. The SPR is a class roster used on the driving range with sections that allow instructors to note and detail performance problems. The most common problems are coded to make the record easier to maintain.
- Rider education is mandatory for people under 18.
- Maryland has a *Sharing the Road* program. Program activities include the following:
  - Observance of an annual motorcycle safety week, culminating in the *Tour Maryland by Motorcycle* ride to raise awareness of motorcycle safety.
  - A public awareness campaign that utilizes billboards to display key messages focused on driver awareness in counties that have high incidences of motorcycle crashes, injuries and fatalities or that are over-represented in these categories, compared to crashes for all vehicle types.

**1 of 20**  
states, the District of Columbia and Puerto Rico that has a universal helmet law.

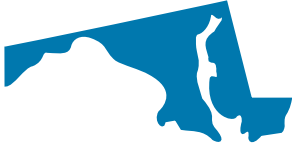
**1 of 9**  
states and Puerto Rico with a program to help law enforcement identify non-compliant helmets.

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

**1 of 16**  
states that requires rider education for people under a certain age.

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

**1 of 27**  
states and Puerto Rico with anti-impaired riding education efforts for motorcycle riders.



# Maryland

- In response to the increase of aggressive riding by motorcyclists and related crashes, a focus on motorcycling has been added to the very successful *Smooth Operator* campaign.
- During the *Smooth Operator* enforcement waves in 2006, law enforcement agencies targeted aggressive driving by motorcyclists as well as motorists. A *Smooth Operator* event featured new enforcement countermeasures to aggressive motorcycle riding.
- Motorcycle safety advertisements on transit vehicles in Maryland.
- Information on sharing the road with motorcycles is included in the driver license manual and the mandatory curriculum for novice drivers. The MVA is considering revising the manual to better address motorcycle safety for drivers. Additionally, members of rider organizations volunteered to provide supplemental awareness presentations above and beyond the state-controlled curriculum. This has not developed into a formal program, but the opportunity exists for driver education schools to present this material.
- In general, there is adequate capacity to meet demand. However, there are periods of high demand in spring, when training courses at MVA locations fill very quickly. To address this peak demand, the MVA and HSO work collaboratively to recruit new training locations and sponsors and to increase the capacity of existing locations. The MVA and HSO are investigating the use of portable lighting units to expand training hours at locations without adequate lighting to operate past dark.

## LICENSING

- The minimum age to receive a motorcycle license/endorsement in Maryland is 15 years and nine months.
- Vision, knowledge, skills/road and a road sign tests are required of applicants. However, the tests are waived for riders over 18 if they successfully complete either basic rider test, as those tests are required in the courses.
- The University of Maryland at Baltimore's National Study Center for Trauma and Emergency Medical Services and the MVA completed a study (with assistance from a NHTSA grant) to test an intervention designed to increase licensure. MVA motorcycle registrations were cross-referenced with motorcycle licensure. Those individuals who had motorcycles registered in their name but did not have motorcycle license endorsements received a letter outlining Maryland's licensure requirements and options to obtain a motorcycle license endorsement. Results show that there was a 33% increase in license rates in the intervention group compared with the control group. These results are being considered for future motorcycle licensing and training promotion efforts. This intervention is being considered for periodic, routine implementation as a part of the state's motorcycle safety effort.
- Through the Task Force, the MVA and HSO have encouraged participating organizations and agencies to promote proper licensing as a routine part of their motorcycle activities. For the enforcement community, HSO pilot tested a motorcycle specific enforcement training workshop in 2006 that included a module on proper licensing. The training was very well received and was replicated in 2007.

## PERSONAL PROTECTIVE EQUIPMENT

- Maryland has a universal helmet law.
- In 2006, 12 of the 84 riders killed weren't wearing helmets.
- Information on the benefits of helmet use is included in the state's rider education programs and Motorcycle Operator Manual.
- Helmet questions are also included in the knowledge tests given at the end of training courses and the Class M knowledge tests.

- The MSP created helmet information flyers for training course participants, law enforcement and judges to identify non-complaint helmets.
- Additionally, the HSO and MVA pilot tested a motorcycle enforcement training workshop that includes a hands-on module identifying compliant and non-compliant helmets. Intact and cross-sectioned helmets were used in the classroom, and each participating enforcement agency received a pair of demonstration helmets for use in educating their officers and courts on compliant and non-compliant helmets.

#### **IMPAIRED MOTORCYCLING**

- Information on the dangers of impaired riding is included in the state's rider training programs. The Fatal Vision® goggles presentation is also included in all training programs.
- The HSO uses campaign materials from the American Motorcycling Association and NHTSA's anti-impaired riding campaign called *Riding Straight*. These materials are distributed to community traffic safety programs and other agencies conducting motorcycle safety events and outreach. The *Riding Straight* presentation is also used at motorcycle shows.
- All of the state's impaired driving mobilization campaigns include motorcyclists.
- The HSO distributes NHTSA brochures on detecting impaired motorcyclists to enforcement agencies across the state.

#### **HIGHWAY ENGINEERING**

- Maryland does not have routine and widespread practices for specifically considering motorcycles in its highway construction projects. However, the State Highway Administration's (SHA) field offices are very responsive to maintenance requests from motorcyclists and others. The HSO developed a flyer specifically for motorcyclists giving them contact information for SHA maintenance facilities. These are distributed through rider organizations and routine outreach activities.
- The absence of specific motorcycle safety guidance at the national level continues to be a barrier to implementing policies for motorcycle accommodation.

#### **RESOURCES AND FUNDING**

- The Maryland HSO dedicated a portion of the annual federal 402 allotment to operating its motorcycle safety program and to specific motorcycle safety activities.
- Maryland received a 2010 Motorcyclist Safety Grant. The state is using the funds to implement a motorist awareness campaign with outdoor advertising and radio public service advertisements. Additionally, the Maryland HSO supports the MVA in designating a communications specialist to work exclusively on motorcycle safety issues.
- Many activities related to motorcycle safety conducted as a routine part of state and local activities are not supported by state or federal funds. In-kind contributions of time and effort are routinely dedicated to motorcycle safety.
- The MSP receives fees from its operations with independent training centers and from its state-run training and licensing centers. These funds are returned to the general fund, and budget allocations of these state funds are made to the MSP annually.
- \$72,216, \$31,700 and \$62,306 of federal funds were obligated to motorcycle safety in 2004, 2005 and 2006, respectively.