



Minnesota

1 of 28

states and Puerto Rico where the Highway Safety Office is the lead agency for motorcycle safety.

1 of 12

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

1 of 17

states with an education effort to increase helmet use.

1 of 16

states that requires rider training for people under a certain age.

1 of 17

states without a training capacity problem.

Year	Motor Vehicle Fatalities	Motor Vehicle Registrations	Motorcycle Fatalities	Motorcycle Registrations
2004	567	2,502,190	52	188,903
2005	559	2,505,986	59	201,134
2006	494	2,512,491	67	215,664


- In Minnesota, motorcycle fatalities represented 9 percent of all motor vehicle fatalities but 8 percent of registered vehicles in 2004; 11 percent of fatalities but 8 percent of registered vehicles in 2005; and 14 percent of fatalities but 9 percent of registered vehicles in 2006.

GENERAL

- The Minnesota Highway Safety Office is the lead agency for motorcycle safety.
- Minnesota has an active motorcycle advisory committee. The Minnesota Motorcycle Safety Advisory Committee (MMSAC) is comprised of a variety of clubs and rights organizations, rider coaches, law enforcement officers, dealer representatives, staff from the Departments of Public Safety and Transportation and an advisor appointed by the Governor.
- Motorcycle crashes are a priority crash problem in Minnesota.
- Minnesota has a motorcycle safety program. The Minnesota Motorcycle Safety Program (MMSP) annually provides rider training to approximately 9,000 students and funds an evening testing program. Since 1991, the MMSP has conducted a motorcycle safety campaign that focuses on a specific aspect of motorcycle safety. Annual/ongoing topics include rider training, motorist awareness, protective gear and impaired riding. Special two-year campaign topics include conspicuity (2008-2009), advanced rider training (2006-2007), rider responsibility (2004-2005), motorist awareness (2002-2003), impaired riding (1999-2001), protective gear (1997-1998), proper licensing, rider training, helmet use and speeding. These campaigns are available for review at motorcyclesafety.org.
- A NHTSA sponsored assessment of MMSP was conducted in 2006.
- Motorcycle safety is included in the state's Strategic Highway Safety Plan. Minnesota does not have a motorcycle safety plan, but does have a motorcycle safety communications/media plan.

RIDER EDUCATION AND TRAINING

- The Minnesota Department of Public Safety (DPS) is responsible for rider education and training.
- The MSF's Basic, Refresher and Experienced Rider CoursesSM are offered in Minnesota. The MMSP also provides moped training, a *Street Smarts* classroom course and an introduction to motorcycling course. *Street Smarts* is a two-hour, interactive seminar for riders of all ability. The workshop helps riders evaluate their own skill level and outlines the critical knowledge and skills



needed to survive on the street. Topics include attitude, hazard awareness, riding strategy, riding skills and protective gear.

- Rider education is mandatory for people under 18.
- Training capacity is not an issue in Minnesota. The MMSP typically has 60 courses that cancel due to low enrollment. The average wait time once training begins in the spring is up to three weeks.
- Minnesota has a *Sharing the Road* program. In 2007, the MMSC reached out to Minnesota's commercial and public driving schools and offered to provide motorist awareness curriculum materials for driver education classes. Approximately one-third of Minnesota's driving schools now use these materials in their driver education classes. The MMSP also coordinates an event for Motorcycle Safety month. An average of 40 motorcycle clubs and organizations participate in an event called the *Motorcycle Wash Out*. Motorists clean car driver's windshields and distribute motorcycle awareness informational brochures at rest areas and gas stations around the state.
- Information on sharing the road with motorcyclists is included in the state's license manual and in all drivers' education courses.
- One of Minnesota's 2008-2009 safety campaigns is a rider conspicuity program called *Go Hi-Viz!*, launched March 7, 2008. The goals of the campaign are to: (1) educate motorcycle riders about conspicuity products, techniques and strategies; (2) increase motorcyclists' use of high-visibility clothing and conspicuity products; and (3) reduce multi-vehicle motorcycle crashes, injuries and fatalities. The primary audience is motorcycle riders, male and female, aged 35-54. The secondary audience is motorcycle riders, male and female, age 20-34. Key messages for both groups are posted in a web-based tool called *Be a Perfect 10* at HighViz.org. The campaign strategy allows visitors to choose from up to 20 recommendations to increase their conspicuity, each with a point value. Visitors are encouraged to choose techniques that best fit into their riding systems and add up points to become a *Perfect 10*. An optional computer quiz gives visitors a baseline conspicuity rating between one and 10, offering recommendations to reach 10 points. The campaign will reach its target audiences through rider training courses, print advertisements, flyers, special events and word-of-mouth, both in-person and online. Word-of-mouth efforts will be given special consideration, as motorcycle riders are more likely to adopt behaviors presented by their peers and role models. A full campaign evaluation will be available by July 2010.

LICENSING

- The minimum age for a motorcycle permit or endorsement in Minnesota is 16.
- Motorcycle permit applicants must pass a written knowledge test; motorcycle endorsement applicants must pass a skills test.
- The state skills test is waived for riders who pass the state rider education course with a valid motorcycle permit. Riders younger than 18 are required to complete the state rider education course before taking the permit and endorsement tests at a state examination station.
- Since 1995, the MMSP has funded evening skills testing hours at select exam stations around the state. Approximately 10 percent of all motorcycle skills tests conducted at state exam stations are done during evening testing hours; an average of 840 riders per year take advantage of this program.
- The MMSP has conducted public information campaigns to encourage proper licensing and has worked closely with clubs, dealers and rights groups to enlist their participation.

1 of **27**

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

1 of **17**

states and Puerto Rico with anti-impaired riding enforcement efforts.

1 of **21**

states and Puerto Rico that includes motorcycles in highway engineering issues.

1 of **18**

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



Minnesota

PERSONAL PROTECTIVE EQUIPMENT

- All operators under 18 and those with instruction permits, no matter what age, are required to wear helmets.
- In 2006, 52 of the 67 riders killed in motorcycle crashes weren't wearing helmets.
- The MMSP has made personal protective gear its primary campaign theme twice in the last 10 years.

IMPAIRED MOTORCYCLING

- Since 1999, the MMSP has maintained an ongoing campaign to highlight the dangers of impaired riding in addition to its annual campaign. In 2007, the MMSP placed \$80,000 in paid media for social-norming messaging. In 2008, the MMSP will place \$200,000 in paid media for social-norming and enforcement messaging specific to motorcyclists.
- Minnesota encourages organizations to conduct drug and alcohol free motorcycling events.
- The MMSP provides NHTSA's *Detection of Driving While Intoxicated Motorcyclists* Course for post credit to law enforcement on request. Much of that curriculum is also covered in the state's SFST program. This NHTSA program provides training on the proper ways to conduct field sobriety testing and signs to look for with impaired drivers.
- Law enforcement liaisons from the Minnesota HSO also distribute NHTSA's *Detection of Driving While Intoxicated Motorcyclists* brochure to agencies across the state.
- MMSP also hosts impaired motorcyclist detection and prevention information on its website www.motorcyclesafety.state.mn.us.
- The state tried a Selective Traffic Enforcement Program (STEP) for impaired motorcyclists a few years ago and will be incorporating a motorcycle enforcement weekend in the statewide enforcement program, *Safe & Sober*, in 2008.

HIGHWAY ENGINEERING

- Motorcycle safety issues are addressed in traffic control training for construction and design engineers. Certain construction projects had expedited timelines to reduce motorcyclist exposure to milled surfaces, uneven lanes and drop offs. The Minnesota DOT is currently studying the effects of center line rumble strips on motorcycles.

RESOURCES AND FUNDING

- A portion of motorcycle license endorsement fees are dedicated to motorcycle safety.
- Minnesota received a 2010 Motorcyclist Safety Grant. The funding was used to upgrade the training fleet. Most of the training motorcycles over 15 years old were replaced.
- Outside of occasional federal grants and demonstration grants, the MMSP primarily runs on state dedicated funding from motorcycle endorsement fees and rider course student tuition. Federal 402 funding is used annually to provide for a motorcycle safety administrator and has funded some equipment upgrades.
- \$175,000 and \$125,000 of federal funds were obligated to motorcycle safety in 2005 and 2006, respectively.