



Alaska



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 3
states without a state-run rider education and training program.

1 of 17
states with an education effort to increase helmet use.

1 of 6
states, the District of Columbia and Guam without a Sharing the Road program.

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

Year	Motor Vehicle Fatalities	Motor Vehicle Registrations	Motorcycle Fatalities	Motorcycle Registrations
2004	100	255,068 (846,248)	7	21,134 (21,197)
2005	73	249,560 (861,231)	4 (3)	22,230 (22,631)
2006	74	242,487 (871,548)	9 (8)	24,122 (24,147)

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

- In Alaska, motorcycle fatalities represented 7 percent of all motor vehicle fatalities but 8 percent of registered vehicles in 2004; 5 percent of fatalities but 9 percent of registered vehicles in 2005; and 12 percent of fatalities but 10 percent of registered vehicles in 2006.

GENERAL

- The Alaska Highway Safety Office oversees the DOT and Public Facilities Commissioner's Alaska Motorcycle Safety Advisory Committee (AMSAC).
- Motorcycle crashes are a priority crash problem in Alaska.
- Motorcycle safety is an element of the state's Strategic Highway Safety Plan.
- AMSAC has created a Motorcycle Safety Mission, Vision and Strategic Plan to recommend to the Commissioner.

RIDER EDUCATION AND TRAINING

- The local ABATE chapters and the Lions Club provide MSF approved rider training and education.
- Rider training is not mandatory in Alaska.
- Training capacity is an issue in Alaska. Alaska lacks adequate motorcycle training sites, and this issue is being worked on between AMSAC and state/local agencies. Training sites have been secured for this year. Training is limited to summertime because of inclement weather.
- Alaska has a sharing the road Program. Information about sharing the road with motorcycles is included in the state's driving manual and is a required component of the curriculum for novice automobile drivers.
- Conspicuity information is provided in the education courses offered in the state and in the rider license manual.

LICENSING

- The minimum age to apply for a motorcycle license or endorsement in Alaska is 16. An applicant for an original motorcycle license must be at least 16 years of age and must have held



an instruction permit for a minimum of 6 months, if under the age of 18. If an applicant is under 18 years of age, they must have parental consent to obtain the license.

- Applicants must pass a written knowledge test, a specific motorcycle written test and a road test. However, the written motorcycle test and the road test are waived for applicants who demonstrate that they successfully completed a MSF rider course.
- The state works with AMSAC and motorcycle businesses to encourage ensure proper licensing.

PERSONAL PROTECTIVE EQUIPMENT

- Alaska requires all riders 18 and under and their passengers as well as all permit holders to wear helmets.
- In 2006, two of the nine riders killed in crashes weren't wearing helmets.
- Alaska provides information on the importance of helmet use in its rider training courses, brochures, media campaigns and occupant protection projects, including child protection safety events.
- Alaska does not offer any special training on non-compliant helmets for local and state law enforcement officers.

IMPAIRED MOTORCYCLING

- The state works with AMSAC and motorcycle businesses to educate motorcyclists about the dangers of impaired driving through advertising campaigns (print, media and cinema) and local contests and shows.
- The state supports and encourages organizations like Mothers Against Drunk Driving to hold alcohol and drug free motorcycling events.
- The law enforcement academies in Alaska incorporate NHTSA's curriculum on impaired motorcyclists in their training programs. This trains law enforcement officers on the proper ways to conduct field sobriety testing and signs to look for with impaired drivers.
- Alaska State troopers and the major local departments have been trained with NHTSA materials for spotting impaired motorcyclists. In addition, the Alaska Highway Safety Office sent every state and local law enforcement agency impaired riding wallet-size cards and brochures for every officer.

RESOURCES AND FUNDING

- Federal grants are used to fund the Alaska's motorcycle safety program.
- Alaska received a 2010 Motorcycle Safety Grant. Funds were spent to create a Motorcycle Safety Advisory Council. The state also uses federal 402 funds to support motorcycle safety activities.
- \$4,500 and \$5,000 of federal 402 funds were obligated to motorcycle safety in 2004 and 2005, respectively.
- In 2006, \$154,875.31 of federal funds (\$54,875.31 federal 402 funds and a \$100,000 2010 Motorcycle Safety Grant) were obligated to motorcycle safety. The 2010 Motorcycle Safety Grant was not spent until FY07.