

New York



Year	Motor Vehicle Fatalities	Motor Vehicle Registrations	Motorcycle Fatalities	Motorcycle Registrations
2004	1,495	8,548,783	148 (150)	170,148 (256,571)
2005	1,434 (1,410)	8,973,047	162	190,635 (272,779)
2006	1,456 (1,433)	8,528,457	192	203,145 (289,096)

The data in parentheses was provided by the State of New York.

- In New York, motorcycle fatalities represented 10 percent of all motor vehicle fatalities but 2 percent of registered vehicles in 2004; 11 percent of fatalities but 2 percent of registered vehicles in 2005; and 13 percent of fatalities but 2 percent of registered vehicles in 2006.

GENERAL

- The Office of Highway Safety is the lead agency for motorcycle safety. The Commissioner of Motor Vehicles is the governor's designee to head New York's Highway Safety Office, the Governor's Traffic Safety Committee (GTSC). The GTSC and DMV's Motorcycle Safety Program work closely together on their safety programs.
- New York does not have an active statewide motorcycle advisory committee.
- Motorcycle crashes are a priority crash problem in New York.
- NHTSA conducted an assessment of New York's motorcycle safety program in January 2008 that is in the process of being finalized. The assessment recommendations have provided New York with a different perspective for management of the motorcycle safety program and direction to improve the delivery of training services. The draft report also identified improvement opportunities in addressing impaired riding, in the promotion of proper riding gear and in raising motorist awareness.
- Motorcycles are included in the state's Strategic Highway Safety Plan, and the state is developing a motorcycle safety plan based on the recommendations from the NHTSA assessment.

EDUCATION AND TRAINING

- The New York HSO is responsible for rider education and training.
- The approved rider training providers use the MSF's Basic RiderCourse® and the Experienced RiderCourse®.
- Rider education is not mandatory. New York provides incentives for motorcyclists to seek rider education and licensing by offering a road test waiver and point and insurance reduction benefits for motorcyclists who take the approved basic rider course.

1 of 28

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

1 of 20

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

1 of 16

states, the District of Columbia and Guam without a motorcycle advisory committee.

1 of 12

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

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.



New York

- Training capacity is an issue in New York. Most training sites are filled to capacity for the entire riding season. After the initial enrollment spike in the spring, the wait is typically eight weeks. The DMV is currently working with its contracted program administrator, the Motorcycle Association of New York State, to develop new training sites in areas that are underserved.
- New York has a *Sharing the Road* program. New York has conducted public information campaigns for motorists to Watch for Motorcycles on a regular basis. Each year, New York recognizes May as *Motorcycle Awareness and You Month*. *Watch for Motorcycles* bumper stickers and materials on motorcycle awareness are distributed at the major auto shows, the state fair and motorcycle events throughout the year.
- Information on sharing the road with motorcycles is included in the state's driver license manual and the curriculum for novice drivers.
- Motorcyclist conspicuity is covered extensively in the state's rider training courses and in the motorcycle operator's manual.

LICENSING

- The minimum age for a motorcycle permit or motorcycle license/endorsement is 16.
- Knowledge and skills tests are required; however, the skills test is waived for riders who successfully complete an approved basic rider course.
- DMV and GTSC work with law enforcement agencies, the New York State Police, the Sheriff's Association and the Police Chiefs Association to promote motorcycle safety and enforcement of the license requirement.
- DMV also works with ABATE of New York, the Motorcycle Association of New York State Inc.,(a nonprofit organization that administers New York's motorcycle safety program) and training providers to encourage rider education and proper licensing.

PERSONAL PROTECTIVE EQUIPMENT

- New York has a universal helmet law.
- In 2006, 25 of the 192 riders killed in crashes weren't wearing helmets.
- Information on the benefits of helmet use is provided in the state's rider training programs and the motorcycle operator's manual.
- Following the recommendations from a recent NHTSA motorcycle safety program assessment, New York plans to expand its efforts to train law enforcement agencies on the detection of non-compliant helmets. A component for identifying non-compliant helmets will be added to the basic and in-service training for law enforcement. The most recent statewide law enforcement training conference includes a session on enforcement of the motorcycle equipment and helmet requirements.

IMPAIRED MOTORCYCLING

- New York does not have an initiative specifically aimed at impaired riders. Following the recommendations of a recent NHTSA program assessment, the state will be developing a plan to address impaired riding. New York's successful Special Traffic Options Program – DWI (STOP-DWI) uses DWI fines to fund county and local impaired driving initiatives under an

annual plan that must be approved by the Commissioner of Motor Vehicles. The Governor's Traffic Safety Committee will be working with each county STOP-DWI program to assess the problem and to identify efforts to deter impaired riding in its annual plan.

- New York has used NHTSA materials in law enforcement training, such as the brochure *The Detection of DWI Motorcyclists*.
- All of the state's impaired driving mobilization campaigns include motorcyclists.

HIGHWAY ENGINEERING

- The New York DOT considers motorcyclists in construction projects and in revisions to engineering instructions for highway construction sites. For example, the New York DOT requires signs to warn motorcyclists where the pavement is grooved or uneven. New York's Highway Design Manual requires that changes in road condition be communicated to motorcyclists by signs, far enough in advance of the change to give the operator time to make the necessary adjustments. The Design Manual also states that extra precaution should be taken to ensure that no construction materials, steel plates or debris reaches the traffic lanes, especially at night, because the reactions of motorcyclists to objects on the road tend to produce a more severe corrective maneuver, irrespective of the nature of the object.

RESOURCES AND FUNDING

- New York has a dedicated motorcycle safety fund to support the rider education program. Revenue is generated from additional fees attached to the motorcycle license (\$1.00 per year) and registration (\$2.50 annually).
- New York received a 2010 Motorcyclist Safety Grant. The money was used to host the annual meeting of the National Association of State Motorcycle Safety Administrators (SMSA). The SMSA conference is the only national motorcycle-specific training event held annually. The conference brought national experts to New York to provide professional development for the state's Rider Coaches and safety professionals from 45 states.
- \$108,000, \$245,000 and \$266,000 of federal funding was obligated to motorcycle safety in 2004, 2005 and 2006, respectively.