



Ohio



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.

Year	Motor Vehicle Fatalities	Motor Vehicle Registrations	Motorcycle Fatalities	Motorcycle Registrations
2004	1,286 (1,285)	6,452,386	134 (133)	298,652
2005	1,321 (1,326)	6,362,255	178 (177)	308,811
2006	1,238 (1,236)	6,438,988	158 (157)	332,355

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

- In Ohio, motorcycle fatalities represented 10 percent of all motor vehicle fatalities but 5 percent of registered vehicles in 2004; 13 percent of fatalities but 5 percent of registered vehicles in 2005; and 13 percent of fatalities but 5 percent of registered vehicles in 2006.

GENERAL

- The Highway Safety Office in the Ohio Department of Public Safety (ODPS) is the lead agency for motorcycle safety.
- Ohio does not have an active motorcycle advisory committee.
- Motorcycle crashes are a priority crash problem in Ohio.
- Ohio has a motorcycle safety plan, and motorcycle safety is included in the state's Strategic Highway Safety Plan.
- NHTSA conducted assessments of Ohio's motorcycle safety program in 1997 and 2007.

RIDER EDUCATION AND TRAINING

- The Highway Safety Office is responsible for rider training and education.
- Basic, experienced and instructor training programs are offered in the state using the Motorcycle Foundation Curriculum. Motorcycle race training is also provided by private organizations in Ohio.
- Rider education is mandatory for applicants under 18.
- Training capacity is an issue in Ohio. The average wait once classes are filled is 60 days in the spring and about 45 days in the fall. To help address capacity issues, the state encourages individuals to become walk-in students. Often, registered students do not show up for class. Walk-ins, selected through a lottery, may register and pay on-site during the first day of class. Each year, if there is an appropriate increase in program budget, more courses are offered.
- Ohio has a *Sharing the Road* program that focuses on education. Ohio has developed a banner for agencies, groups and law enforcement to display at events or in other conspicuous



places. The Ohio State Highway Patrol also partners with the AMA to distribute their *Ride Smart Drive Smart* motorist awareness campaign materials. The state also recently purchased and distributed the MSF's *Common Road* DVD kit to all driver training schools in the state.

- Information on sharing the road with motorcycles is included in the state's driver license manual and the mandatory curriculum for novice drivers.
- Conspicuity information is included in the training programs offered in the state.

LICENSING

- The minimum age for a motorcycle license/endorsement is 15 and a half in Ohio.
- For a valid permit, applicants must pass a vision test and knowledge test; for the endorsement, applicants must pass a skill test or the Motorcycle Ohio course.
- The skills test is waived for applicants who successfully complete a rider education course.
- Information on the importance of proper licensing is being developed for the state's *Ride SMART* awareness campaign. The state also has promotional literature, banners and distributes kick stand coasters at motorcycle and promotional events with a state logo and/or *Ride SMART* information on them. The coasters are also distributed to all rider education students. Motorcycle Ohio's Speakers' Bureau makes presentations to rider groups about proper licensing.
- Rider groups, motorcycle rights organizations, motorcycle dealers, law enforcement, Safe Communities partners, the Ohio State Highway Patrol (including motorcycle officers), the Ohio DOT and the county engineers association all work together to encourage proper licensing.

PERSONAL PROTECTIVE EQUIPMENT

- Riders under 18, operators who have held a license for less than one year and their passengers are required to wear helmets.
- In 2006, 116 of the 158 rider killed in crashes weren't wearing helmets.

IMPAIRED MOTORCYCLING

- Ohio's *Ride SMART* campaign has a ride sober theme. A logo with *Ride SMART*, *Ride Sober* is placed on newsletters, banners, coasters and other materials that circulate to the public.
- The state provides rider groups with articles about the dangers of impaired riding and suggestions for designated riders for their newsletters. Motorcycle Ohio's Speakers' Bureau makes presentations to rider groups about the dangers of impaired riding. The state's rider training programs also provide information about the dangers of impaired riding.
- State agencies and rider groups work together to get the word out to hold poker runs² at places other than bars and to place messages discouraging drinking and riding in their event announcements.
- Motorcycle Ohio distributed NHTSA's *Detection of Driving While Intoxicated Motorcyclists* brochure and card to all law enforcement agencies.
- All of the state's impaired driving mobilization campaigns include motorcyclists.

² Motorcycle groups go from place to place and at each stop pick up a poker card and when they return, the person with the best poker hand generally wins a prize.



Ohio

RESOURCES AND FUNDING

- Ohio has a motorcycle education fund dedicated to rider education. This fund is supported by motorcycle registration fees. Course registrations of \$25.00 per registrant also help support the program.
- Ohio received a 2010 Motorcyclist Safety Grant. The funding was used to purchase training motorcycles and to purchase the MSF's *Common Road* video and leaders guide for distribution to all driver training schools in the state.
- Ohio also received \$250,000 in federal 402 funding that was used for motorcycle safety.
- \$250,000 in federal funding was annually obligated to motorcycle safety in 2004, 2005 and 2006, but not necessarily spent in these years.