

STATE MOTORCYCLE SAFETY PROGRAM COORDINATION ASSESSMENT QUESTIONS

PROGRAM MANAGEMENT

- 1. Is there a designated lead agency for motorcycle safety programming? If so, what agency?**

Yes, the Florida Department of Transportation (FDOT) State Safety Office is the lead agency for motorcycle safety programming.

- 2. Is there a primary contact person? If so, who?**

Yes, the primary contact at FDOT is Edith Peters.

Ms. Edith Peters
FDOT Traffic Safety Specialist
605 Suwannee Street, MS 53
Tallahassee, FL 32399-0450
PH (850) 414-4043

- 3. Who designated this agency to take the lead?**

The State of Florida designated FDOT as the lead agency, because the FDOT State Safety Office is in charge of managing NHTSA funds.

- 4. What components of the motorcycle safety program does the lead agency address?**

The agency addresses program management and communications.

- 5. What is this agency's relationship with the following State agencies? State Highway Safety Office, Department of Motor Vehicle, Department of Public Safety (State Police, Highway Patrol)**

FDOT works closely with all of the aforementioned State agencies in promoting motorcycle safety in Florida.

- 6. Is there a dedicated funding source? How was it established (legislation, executive order, federal funding, donation, other)?**

The designated funding source is 405(f) funds, established by legislation for training and "Look Twice" education.

- 7. Does it expire? If so, when?**

The funds expire every year, and the agency must re-apply.

- 8. How is the fund supported (registration fees, permit fees, licensing fees, 402 funds, citations, insurance renewal, state tax, other)?**

402 and 405(d) funds help support motorcycle safety in Florida through paid media, education, enforcement, and research.

- 9. How much is available on an annual basis?**
Approximately \$1.5–\$2 million is spent each year on motorcycle safety.
- 10. What happens to unspent money?**
Unspent money goes into FDOT carry-forward to use the next fiscal year.
- 11. Does the dedicated funding source require that any specific activity be funded?**
Yes, 405(f) Education for Drivers (“Look Twice”) and training are specified, but training is funded by State funds because of the mandatory training law, so 405(f) funds are used primarily for educating drivers.
- 12. Are Section 402, 408 or 2010/405(f) funds allocated to motorcycle safety efforts? If so, please list examples of the motorcycle safety activities supported with these funds.**
See response to #8.
- 13. If the motorcycle rider education program is not housed in the Highway Safety Office, does it have an opportunity to request Federal funds? Explain the process.**
Rider education is housed at the Florida Department of Highway Safety and Motor Vehicles (DHSMV) and paid for through course tuition fee collections. Funds to assist in the rider education program can be requested to help offset costs to students or to help with experienced rider courses.
- 14. What agency is responsible for identifying and documenting motorcycle safety problem areas?**
FDOT/DHSMV collects data, and the Center for Urban Transportation Research (CUTR) at the University of South Florida analyzes it to determine problem areas.
- 15. If the rider education program is not housed in the Highway Safety Office, how does the program administrator provide input on training issues and problems to the Highway Safety Plan?**
Due to the excellent working relationship between FDOT and DHSMV, there is good communication between the offices so both can provide input. FDOT and DHSMV are both represented in the development of the State Highway Safety Strategic Plan, and both are represented in the Florida Motorcycle Safety Coalition.

MOTORCYCLE PERSONAL PROTECTIVE EQUIPMENT

- 1. Does the State have a helmet law covering all riders? If not, what riders are covered by the law (include restrictions such as age, rider education and/or licensing requirements, experience, and insurance)?**

Effective July 1, 2000, Florida began permitting motorcyclists over 21 years of age that also carry a minimum of \$10,000 in medical insurance to operate a motorcycle without a helmet. 2012 Florida Statute 316.211, Equipment for Motorcycle and Moped Riders, is as follows:

(1) A person may not operate or ride upon a motorcycle unless the person is properly wearing protective headgear securely fastened upon his or her head which complies with Federal Motorcycle Vehicle Safety Standard 218 promulgated by the United States Department of Transportation. The Department of Highway Safety and Motor Vehicles shall adopt this standard by agency rule.

(2) A person may not operate a motorcycle unless the person is wearing an eye-protective device over his or her eyes of a type approved by the department.

(3) (a) This section does not apply to persons riding within an enclosed cab or to any person 16 years of age or older who is operating or riding upon a motorcycle powered by a motor with a displacement of 50 cubic centimeters or less or is rated not in excess of 2 brake horsepower and which is not capable of propelling such motorcycle at a speed greater than 30 miles per hour on level ground.

(b) Notwithstanding subsection (1), a person over 21 years of age may operate or ride upon a motorcycle without wearing protective headgear securely fastened upon his or her head if such person is covered by an insurance policy providing for at least \$10,000 in medical benefits for injuries incurred as a result of a crash while operating or riding on a motorcycle.

(4) A person under 16 years of age may not operate or ride upon a moped unless the person is properly wearing protective headgear securely fastened upon his or her head which complies with Federal Motorcycle Vehicle Safety Standard 218 promulgated by the United States Department of Transportation.

(5) The department shall make available a list of protective headgear approved in this section, and the list shall be provided on request.

(6) Each motorcycle registered to a person under 21 years of age must display a license plate that is unique in design and color.

(7) A violation of this section is a noncriminal traffic infraction, punishable as a nonmoving violation as provided in chapter 318.

2. If the State has a helmet law, does the law identify a helmet standard or approval process?

N/A

3. What is the history of the State's helmet law?

See response to #1. Florida repealed its universal helmet law in 2000.

4. What is the helmet usage rate in the State? Does the State distinguish between a fake or novelty helmets and those helmets that meet the requirements of FMVSS 218?

The observed helmet use rate in Florida has been rather consistent over the past four years; see Table 1.

Table 1. Observed Use of Motorcycle Helmets in Florida, 1993-2013

Year	DOT-Compliant	Non-Compliant	No Helmet
1993	84.5%	15.0%	0.5%
1998	59.3%	40.2%	0.5%
2000	<i>Universal helmet law repealed</i>		
2002	47%	5.7%	47.3%
2010	52.4%	1.3%	46.3%
2011	49.2%	3.4%	47.4%
2012	47.0%	3.1%	49.9%
2013	50.7%	2.9%	46.4%

- 5. If the State does not have a helmet law covering all riders, describe any program or activities in place to encourage riders to wear helmets?**
“Ride Smart” campaign (started in 2014)
- 6. Is motorcycle helmet use promoted through the worksite when motorcycles are used?**
State workers are required to use helmets if motorcycles are used in their duties. The Florida Highway Patrol (FHP) and all law enforcement agencies in Florida require officers to wear helmets when they are working on a motorcycle.
- 7. In addition to a helmet law, does any legislation exist relating to the use of protective equipment?**
316.211, Equipment for Motorcycle and Moped Riders, (2) A person may not operate a motorcycle unless the person is wearing an eye-protective device over his or her eyes of a type approved by the department.
- 8. Describe any activities the State uses to encourage motorcycle operators and passengers to use protective equipment.**
Outreach efforts at bike events (Daytona Bike Week, Leesburg, Biktoberfest).
- 9. Does the State have an eye and face protection law covering all riders? If so please, what are the details?**
See response to #7.
- 10. Are efforts in place to combine helmet usage efforts with other protective devices such as seat belts?**
No

MOTORCYCLE OPERATOR LICENSING

- 1. Does the State have a Motorcycle Operator Manual (MOM)?**
Yes

2. Who is responsible for updating and distributing the MOM? How often is the MOM updated?

The Florida DHSMV has staff that handle updating and distribution, which generally is done on an annual basis.

3. Who has input into the content of the MOM?

Florida DHSMV

4. How is the MOM distributed?

Electronic and printed.

5. What are the State's licensing standards and requirements for motorcycle operators?

Individuals who wish to operate any two- or three-wheel motorcycle whose engine is more than 50cc are required to have a motorcycle endorsement on their driver license or a motorcycle-only license.

6. Who is responsible for administering the licensing tests?

Nationally-trained and State recognized RiderCoaches who are employed by State-recognized sponsor schools approved by the Motorcycle Safety Foundation (a national organization) are recognized by Florida to teach rider curricula.

7. Does the State have a waiver for successful completion of a State-approved rider education course? If yes, explain.

Individuals who successfully complete the course are issued a course completion card, which is attached to their driver license record for endorsement purposes.

8. Does the State allow third-party testing of motorcycle applicants? If so, are there any limitations (i.e., time) after completing the training before the licensing test must be taken?

State-recognized sponsor schools provide the entire curriculum recognized by Florida for endorsement purposes. Students who successfully complete the course have one year from the date of course completion to obtain a motorcycle endorsement on their license or it is considered invalid (Rule 15A-12, Florida Administrative Code).

9. Are examiners specially trained to administer the State motorcycle test?

DHSMV's Florida Rider Training Program RiderCoach trainers conduct training for individuals who wish to teach motorcycle courses in Florida, and those individuals are recognized as State-approved RiderCoaches. RiderCoaches are employed by State-recognized sponsor schools and conduct the courses for the schools. Examiners no longer administer courses for motorcycle endorsement purposes.

10. Are mandatory examiner updates required?

Examiners no longer administer courses for motorcycle endorsement purposes. RiderCoaches who are certified to teach the course and recognized to do so in Florida are required to attend an update (continuing education training, refresher training) every two years.

- 11. Who is responsible for examiner training and certification?**
See response to #9.
- 12. Are examiners certified to administer motorcycle exams?**
See response to #9.
- 13. Does the State differentiate between the different types of motorcycles and related vehicles (mopeds, scooters, trikes, motorcycles with sidecars, etc.)?**
Yes
- 14. Is a motorcycle endorsement required? If yes, what are the requirements (cost, time-frame, etc.)?**
Yes, an endorsement is required. The curriculum used for endorsement is the Motorcycle Safety Foundation Basic Rider Course, which consists of approximately 15–16 hours of classroom and range time combined. Sponsor schools who provide the course charge fees ranging from \$100–\$300, depending on the school. DHSMV does not have oversight with regard to fees charged for the curriculum as it relates to the sponsor schools.
- 15. Does the State have any renewal requirements? If yes, explain (cost, time-frame, etc).**
No, the endorsement is issued for the life of the individual’s license.
- 16. Describe permit restrictions.**
Florida does not offer a temporary permit for motorcycle operation; this ended in July 2008.
- 17. Describe the number of times a permit can be issued and the length of time for each issuance.**
N/A
- 18. Describe any penalties for violation of motorcycle licensing requirements.**
Florida Statute 322.03(4) established the motorcycle “for endorsement” curriculum requirements. If an individual is found violating this statute, he/she could be found guilty of a second-degree misdemeanor. The penalty for violating this statute could result in a fine of \$500, up to six months’ probation, or 60 days in jail.
- 19. What are the consequences of violation of motorcycle license requirements?**
If a motorcycle driver is stopped while riding and does not have a valid motorcycle endorsement on his/her license, he/she may not be allowed to ride the bike home, so the bike may be impounded and he/she may be issued a ticket. Drivers also may have to be present in court and may be required to take the Basic Rider Course.
- 20. Does the state version of the MOM include information on state specific requirements/laws, state crash causation data, highlights of crash causes such as deer population etc?**
Some information is provided. Refer to the *Florida Motorcycle Handbook* at <http://flhsmv.gov/handbooks/>.

MOTORCYCLE RIDER EDUCATION AND TRAINING

- 1. What is the source of program funding?**
See 322.025, 322.0255, and 320.08(1)(c), Florida Statutes.
- 2. Are the funds dedicated solely to rider education or can the funds be used for other motorcycle safety activities?**
See 322.025, 322.0255, and 320.08(1)(c), Florida Statutes.
- 3. Who is responsible for administrating the rider education program?**
Kelvin “Kip” Bickford, RCT, Operations Management Consultant
- 4. Is the rider education program administration centralized?**
Yes
- 5. Does the rider education program maintain student data files? If so, what information is contained in the files?**
Student data are retained within the Department of Highway Safety and Motor Vehicle’s (DHSMV) Online Data Exchange Paperless Waiver System and consist of student name, license information, course completion scores, date of completion, and assigned waiver information.
- 6. Is there a central location for data files? If so, where? Who has access to these files?**
Student data are retained within the DHSMV’s Online Data Exchange Paperless Waiver System, which can be accessed by sponsor school assigned signatory representatives and Department and program staff members.
- 7. Does the State have an approved curriculum? If so, who approves it and what is it?**
Yes. The DHSMV has a Curriculum Review Board in place to review curriculum applications.
- 8. Is there consistent implementation of the rider education course throughout the state? How is this determined?**
Yes. A Quality Assurance Program is in place, with six staff conducting visits to ensure that curriculum consistency is maintained as approved and regulated by the State and the DHSMV.
- 9. What is the process to modify an approved curriculum to meet individual site needs, if the State or individual site deems it necessary? Are data collected and analyzed to determine if the modification(s) is (are) necessary? If so how? Is the modification analyzed to determine if it had the desired effect? If so how?**
A modification to the core curriculum or to its delivery is not allowed; however, if a modification is needed to a path of travel, the authorization comes from both the Motorcycle Safety Foundation and the Florida Rider Training Program (FRTP).

- 10. How does the State ensure that student need and demand is met throughout the state?**
FRTP staff provide a minimum of five Rider Coach Preparation Courses (RCP's) per year throughout the state.
- 11. What is the average length of time students are on a wait list? What steps are in place to reduce this time?**
0–1 week
- 12. What are the State's RiderCoach qualifications?**
Enrollment in and completion of a RiderCoach Apprenticeship Program.
- 13. What are the State's requirements for RiderCoach certification?**
Enrollment in and completion of a RiderCoach Apprenticeship Program; completion of an RCP; gain of State recognition with one-year probationary period; maintenance of State recognition with attendance at updates as required/outlined in Rule 15A-12, F.A.C.
- 14. Explain the process for evaluating RiderCoach performance?**
Annual, announced, or unannounced quality assurance visits (QAV), which consist of both range and classroom performance evaluations.
- 15. What incentives are in place to recognize outstanding RiderCoaches?**
Currently, there are no recognition of performance incentives in place, other than the satisfaction of a good review and consideration of participation in upcoming certification courses.
- 16. What is the remediation process for RiderCoaches whose performance is rated below standards, or are not following State procedure and/or policy?**
A QAV report is completed stating both positive and negative parts of the visit. A follow-up visit is scheduled within 30 days to determine if issues have been resolved. If not and a second QAV report is below standard, staff will identify issues and offer to assist as a “one-on-one technical assist.” If this is not accepted by the RiderCoach and the issue has not been resolved, recognition is lost until help is requested or another RCP is completed by the RiderCoach in question.
- 17. What are the State's requirements for renewal of certification?**
Meet and maintain national requirements, receive a QAV, attend a State-supported update, and complete a state survey that includes acknowledgement of national and State “Rules of Professional Conduct.”
- 18. How many and when are RiderCoach updates offered? Who or what determines the content of the update? Is RiderCoach attendance mandatory?**
Yes, attendance is mandatory to attend one update within the certification period with no more than two years passing between update attendances. A minimum of four updates is offered per year.

- 19. What student incentives, if any, does the State have for successful completion?**
None
- 20. What does the State do to ensure that quality rider education courses are offered?**
QAVs are conducted, and program trainers and staff continue to work on the basics for all updates along with identified issues learned from the QAVs.
- 21. What steps are in place to determine if all sites are teaching the State approved rider training curriculum?**
Unannounced and/or announced site visits are made.
- 22. What type of oversight or control exists over the course completion cards? Can a lost card be reissued?**
A completion card can be reissued at any time as long as the original date of issuance and number, if available, are noted on it. Sponsor schools are responsible for the issuance of the course completion cards for endorsement purposes, with licensure endorsement being controlled by the DHSMV's Online Data Exchange Paperless Waiver System.
- 23. Are data (student completing course, mishaps, etc) centralized, regional, or local?**
All State course completion data, incident reports, etc., are maintained or housed in the DHSMV's Tallahassee office.
- 24. How long are student records kept?**
See Chapter 322.20, Florida Statutes.
- 25. Can annual reports be issued from the data collected?**
Yes
- 26. What types of insurance coverage is part of the rider education program?**
Liability insurance as required by Motorcycle Safety Foundation Rider Education Recognition Program (RERP) material is required by the program for all schools actively teaching the curriculum.
- 27. Are insurance policies purchased by the State or by the rider education program?**
Insurance is purchased by the rider education program sponsor schools.
- 28. Do program objectives and goals include offering courses for special need groups (i.e., trikes, sidecars, trailering, on-street, etc.)?**
Yes
- 29. Besides rider education, what other areas is the State directed to allocate funds? In what areas can money be spent?**
The DHSMV currently has no funds available for use outside of the agency's budget-designated funds.

- 30. Does the State have specific guidelines by which to conduct the rider education program or do they rely upon national Motorcycle Safety Foundation (MSF) guidelines?**

MSF Guidelines are used, and, in certain areas, additional information is required or standards are increased.

- 31. What is the quality assurance process for individual sites to include curriculum compliance, motorcycle condition, helmets, helmet liner usage (health issue), range condition and markings to name a few.**

Quality assurance encompasses all of the above; however, conduct compliance visits are conducted to gain a clearer understanding of daily operations. Range conditions and markings are handled at the very beginning of the RERP process. FRTP is involved in every step, from looking at the location to giving the final approval to the paint and layout of the range prior to the first class being held.

- 32. Is there a process to correct non-compliant sites? If so please describe. If not why not and how do you maintain compliance of these folks?**

This depends on compliance issue concerns. If the issue is a concern of safety, then the procedure is to shut down the range as soon as the safety issue is known. If the issue can be corrected at once, the course will continue. If not, the site will remain closed until the issue is addressed, resolved, and re-inspected. If it is equipment-related, such as an issue with a motorcycle, the equipment is removed and put out of service until the issue is addressed and repaired/resolved. If the concern is related to classroom instruction and requires more than a statement on the QAV report, it is addressed on site.

- 33. What steps are taken to ensure RiderCoaches/Instructors maintain an acceptable driving record?**

All RiderCoach license records are “flagged” so the program is notified of any and all incidents regarding the RiderCoach and any licensure violations or concerns, and they can be addressed if warranted.

MOTORCYCLE OPERATION UNDER THE INFLUENCE OF ALCOHOL OR OTHER DRUGS

- 1. Do impaired driving programs at the local level address the problem of impaired motorcycling? If so, how? If not, what step can be taken to address the issue locally?**

Impaired driving programs, both educational and enforcement, at the local level focus on all impaired drivers in the community without specific attention to vehicle type.

Additionally, focusing enforcement on certain specific groups or vehicles may cause concern regarding constitutional issues. Education, information, and other types of outreach about the dangers of impaired riding have proven to be somewhat effectual when presented at a venue where consumption of alcohol or other intoxicants may be ingested (e.g., bike nights, rallies, etc.) The venues that provide intoxicants at their events should be used as partners in preventing impaired motorcyclists from taking to the road. One example of how to obtain a partnership from these establishments is to explain the potential liability they face should an impaired motorcyclist leave their establishment or venue and then become

involved in a crash. A program that exemplifies this is the SAVE program offered by the Hillsborough County (FL) Sheriff's Office. By providing education and training on other aspects of the dangers facing servers and owners of establishments or venues that provide intoxicants, they have seen a reduction in the number of impaired drivers departing these locations. This practice can and should be applied to motorcyclist-specific venues as well.

2. Does the motorcycle program work with community programs such as the Network of Employers for Traffic Safety (NETS) and/or Safe Community programs to promote motorcycle issues such as helmet use, licensing, and preventing impaired riding?

The program works with CTSTs and their network to promote all motorcycle issues. There are two CTSTs in our coalition, and the coalition representative attends at least one CTST coalition meeting a year.

3. Describe PI&E campaigns developed to address impaired riding. What data are used to determine the messages? Are the materials focus group tested? How are they distributed? Is an effectiveness evaluation conducted?

The program used a paid media campaign ("None for the Road") until 2013, then changed to "Drink-Ride- Lose." Also used are billboards, informational fliers at events, bar and restaurant advertising, and other promotional items to get the word out on the dangers of drinking and riding. For three years (May 2010, 2011, 2012), FDOT held a "None for the Road" tri-state motorcycle ride involving Georgia, Alabama, and Florida law enforcement and riders to promote a "don't drink and ride" message. Rider interest diminished after the second year, so the event was cancelled. The coalition and FDOT also developed and distributed DUI tip cards for officers to use to help them identify riders that were impaired.

4. Is impaired riding among young motorcyclists (under age 21) an issue in the State? If so, what steps are being taken to address this issue?

It is not an issue in Florida, to the best of our knowledge.

5. Does any specific legislation exist relating to impaired motorcycle operation? How is impaired motorcycle operation covered under the State=s DWI statutes?

There are no specific State statutes regarding impaired motorcycle operation. All fall under the same statute (F.S.S. 316.193).

6. What efforts does the State use to reach the impaired motorcyclists in efforts to affect behavior?

The dangers of impaired riding are covered in the basic rider program, and paid media funds are used to educate riders on the dangers. Impaired driving programs, both educational and enforcement, at the local level focus on all impaired drivers in the community without specific attention to vehicle type.

7. Are impaired riding issues addressed in the State’s impaired driving program? If so, how?

Organizations such as Mothers against Drunk Driving (MADD) , Students against destructive decisions (SADD), Florida Law enforcement agencies and the Law Enforcement Liaison Program to name a few, address impaired driving as a whole including Impaired motorcycling they do not single out motorcyclists. Weather it is outreach, education or enforcement Impaired driving/riding is considered dangerous and against the law.

8. What training do law enforcement officials undergo to identify impaired motorcyclists? How often is this training provided?

Tip cards are made available to law enforcement officers, and Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Experts (DRE) training encompasses all impaired drivers and is available on a continuous basis.

9. What training do judges and prosecutor undergo to address impaired motorcyclists? How often is this training provided?

Judges use NHTSA materials (detecting impaired motorcyclists at night) as part of an annual DUI adjudication lab, which is open to all judges that preside over impaired driving cases. Prosecutors are offered training through multiple classes offered by the Traffic Safety Resource Prosecutor program and cover all impaired, not specific to motorcyclists. The training is available continuously to both judges and prosecutors.

10. Are organizations that focus on preventing impaired driving participating in activities that address impaired motorcycling? If so, discuss their involvement?

There are many represented by Florida motorcycle safety coalition.

11. Do impaired driving media events, such as Drugged and Drunk Driving Month activities, include the need to increase awareness of impaired riding?

See materials for the “Ride Sober” campaign.

12. Are impaired riding issues addressed in programs that target college drinking prevention activities?

Florida’s programs are all-encompassing.

LEGISLATION AND REGULATIONS

- 1. Provide a list of the statutes, rules, regulations, etc., that incorporate motorcycle safety issues. For example, helmet law-if applicable, licensing, governing the motorcycle safety program, specific to motorcycle operation and equipment.**

Florida Administrative Code Applicable to Motorcycles

F.A.C. 15B-1.007

Motorcycle Eye Protection

DHSMV approves the following for use by motorcycle operators:

- Goggles
- Face shields designed for / part of an approved helmet
- Eyeglasses, including sunglasses

Motorcycle-Specific Statutes

Carrying item(s) that prevent both hands on handlebars – 316.2085(4)

Drag race, speed competition, on roadway or parking lot – 316.191(2)(a)

Driving on sidewalk or bike path – 316.1995

Exhaust system in good working order including muffler & tailpipe – 316.272(1)

Exhaust system modified to be louder than originally equipped – 316.293(5)(b)

Eye protection for operator required – 316.211(2)

Footrests for passenger required – 316.2095(1)

Handlebars height higher than operator's shoulders – 316.2095(2)

Headlight must be on at all times – 316.405(1)

Headlight required – 316.400(1)

Helmet – None or improper – 316.211(1)

Horn required – 316.271(1)

Mirror required – 316.294

Moped – operating requirements – 316.208

Motorcycle endorsement required – 322.03(4)

Passenger interfering with operation or view of the operator – 316.2085(5)

Passing in the same lane – 316.209(2)

Passing off pavement or main portion of roadway – 316.084(2)

Rear red reflector required – 316.415

Riding between lanes – 316.209(3)

Riding more than two abreast – 316.209(4)

Seat for operator and passenger required – 316.2085(1)

Stunting: both wheels on the ground; facing forward properly seated – 316.2085(2)

Tag must be permanently attached and cannot be capable of being flipped up –
316.2085(3)

Tail light required – 316.410(1)

Three wheeled motorcycle only restriction on DL – 322.16(1)(a)

Wearing headset not attached to helmet – 316.304(1)

Statutes Applicable to Motorcycles and Other Vehicles

Careless Driving

Careless driving – 316.1925(1)

Mark “Aggressive Careless Driving” if two or more of the following were committed simultaneously or in succession:

- (1) Exceeding the posted speed
- (2) Unsafely or improperly changing lanes
- (3) Following another vehicle too closely
- (4) Failing to yield the right-of-way
- (5) Improperly passing
- (6) Violating traffic control and signal devices

Crashes

Failed to immediately report (driver) – 316.065(1)

False information – 316.067

Insurance—no proof at crash – 316.066(3)(c)

Leaving scene (attended property damage) – 316.061(1)

Leaving scene (injury or death) – 316.027(1)

Leaving scene or failed to leave info (unattended property damage) – 316.063(1)

Driving under the Influence and Alcohol

Driving while under the influence of alcoholic beverages/drugs/controlled substance – 316.193(1)

DUI crash-property damage – 16.193(3)(a)(b)(c)(1)

DUI crash-serious injury to another – 316.193(3)(a)(b)(c)(2)

DUI manslaughter – 316.193(3)(a)(b)(c)(3)

Refusal to submit to test (2nd or subsequent refusal) – 316.193

Move Over Law

Failed to move over for emergency vehicles or for a wrecker performing a recovery – 316.126(1)(b)(1)

Two-lane road or unable to move over, failed to slow 20 mph below speed limit – 316.126(1)(b)(2)

Passing

Cutting in – 316.083(1)

Driving off pavement on the right – 316.084(2)

Failed to allow 3 ft. for bicycle – 316.083(1)

Meeting oncoming traffic – 316.085(1)

No passing zone – 316.0875(2)

On hill, bridge, RR, tunnel – 316.087(1a-e)

Passed another vehicle stopped for crosswalk – 316.130(9)

Signal required when changing lanes – 316.155(1)

Stopped school bus – 316.172(1)(a)

Stopped school bus, entry or exit side – 316.172(1)(b) (mandatory court required)

Racing (on Highway, Roadway, or in Parking Lot)

Driving vehicle in a race – 316.191(2)(a)*

Knowingly riding as passenger in race – 316.191(2)(c)*

Participating in or coordinating race – 316.191(2)(b)*

Racing spectator – 316.191(4)(a)

Slowing or stopping traffic for race – 316.191(2)(d)*

* 1st offense: vehicle used may be impounded for 30 days if driver is owner - DHSMV must be notified 316.191(4)(c)

* 2nd offense within 5 years of prior conviction of 316.191(2): vehicle used may be seized and forfeited 316.191(5)

Right of Way – Failing to Yield

At yield intersection – 316.123(3)

Entering/approaching an intersection – 316.121

Entering a thru highway – 316.121(3) & (4)

Entering from private drive or private roadway – 316.125(1)

Failed to yield being overtaken – 316.083(2)

Failed to yield to emergency vehicle – 316.126(1)

Failed to yield to funeral procession – 316.1974(3)

Failed to yield to pedestrian:

At alley or driveway – 316.125

At crosswalk – 316.130(7)

At traffic signal – 316.175(1)(a&c)

At yield or stop sign – 316.123(7)

Obstructing an intersection – 316.2061

Slower traffic—failing to keep right – 316.081(2)

Stopping on RR tracks – 316.1576(1)

Speed Unlawful

Failed to use due care (speed) – 316.183(4)

Special hazards – 316.185

Posted zone (city) – 316.189(1)

Posted zone (county) – 316.189(2)

Posted zone (state) – 316.187

School zone – 316.1895(10)

Too fast for conditions – 316.183(1)

Too slow – 316.183(5)

Work zone – 316.183(6)

Tag Violations

Address change in 20 days – 320.02(4)

Altered tag or decal – 320.061

Attaching unassigned tag/sticker – 320.261

Expired (6 months or less) – 320.07(3)(a)

Expired (more than 6 months/1st offense) – 320.07(3)(b)

Expired (more than 6 months/2nd offense) – 320.07(3)(c)

Improper display of tag – 316.605(1)

Registration in possession required – 320.0605

Tag required – 316.605(1) or 320.07(3)

Temporary tag must be displayed on exterior in license plate bracket – 320.131(4)(a)
Unlawful temporary tag use – 320.131(3)

Texting While Driving

Texting while driving – 316.305

Traffic Control Devices

Avoiding – 316.074(2)
Failed to obey – 316.074(1)
Failed to obey detour sign – 316.078
Failed to obey RR signal – 316.1575
Failed to obey red traffic signal – 316.075(1)(c)(1)
Failed to obey stop sign – 316.123(2)(a)
Failed to yield at 4-way stop sign – 316.123(2)(b)
Interference with – 316.0775(1)
Obstructing – 316.077(1)
Placing commercial advertising upon – 316.077(2)

Turning

Driving over median – 316.090(2)
Improper U-turn – 316.1515
Left from wrong lane – 316.151(1)(b)
Left in front of approaching traffic – 316.122
Right from wrong lane – 316.151(1)(a)
Signal required when turning L or R – 316.155(2)

Wrong Side of Roadway

Approaching crest of a hill – 316.087(1)(a)
On a curve – 316.087(1)(b)
View obstructed approaching bridge – 316.087(1)(e)
Within 100 feet of RR crossing – 316.087(1)(d)
Wrong direction on one-way road – 316.088(2)
Wrong direction at rotary island – 316.088(3)
Wrong side of divided highway – 316.090(1)
Wrong side of roadway – 316.081(1)

Miscellaneous Traffic Statutes

All-terrain vehicle on roadway – 316.2074(5)
Backing (improper) – 316.1985(1)
Backing (limited access facility) – 316.1985(2)
Blocking an intersection – 316.2061
Exhaust system (noise) – 316.272
Failure to drive in single lane – 316.089(1)
Fleeing & eluding police officer – 316.1935
Following too closely – 316.0895(1)
Giving false proof of insurance – 316.646(4)

Headsets (wearing-covering both ears) – 316.304(1)
Handicapped parking:
 No permit – 316.1955(1)
 Permit expired – 316.1955(1)
Using another’s permit – 320.0848(7)
HOV lane use/exemptions – 316.0741
Horn use for other than warning – 316.271(3)

LAW ENFORCEMENT

1. Does the motorcycle safety program emphasize the role played by law enforcement personnel in motorcycle safety (statewide and local)? If so, how?

Yes, Section 3.12 of the Florida Motorcycle Strategic Safety Plan includes a goal to ensure state and local motorcycle safety programs include law enforcement and emergency services components. Strategies include encouragement of all law enforcement agencies to develop agency goals specific to motorcycle safety, incorporate motorcycle safety into law enforcement education, and incorporate motorcycle enforcement component into relevant education and enforcement campaigns.

As of February 2014, approximately 63% of Florida law enforcement agencies that participated in the 2013 Motor Unit Challenge had some type of policy or guideline pertaining to motorcycle enforcement or motorcycle safety. Through the Florida Law Enforcement Liaison Program, motorcycles have been added to all enforcement and educational campaigns in an effort to raise motorcycle safety awareness in the law enforcement community.

2. Do law enforcement personnel have knowledge of motorcycle crash situations and crash investigation specific to motorcycles?

Yes. There are several motorcycle specific crash investigation courses offered around Florida at various educational venues, including the Florida Public Safety Institute and the Institute of Police Technology and Management. Some of these courses are offered free of charge to Florida law enforcement agencies. Additionally, the Florida Law Enforcement Liaison (LEL) Program provides educational videos, materials, and updates during quarterly regional meetings. The information provided by the LEL program allows agencies to focus resources on areas of concern, including motorcycle crash situations and crash investigation.

3. Does law enforcement crash reporting adequately document motorcycle crash activity and support problem identification and evaluation of motorcycle crashes?

Yes, the Florida Uniform Traffic Crash Report is used by all Florida law enforcement and captures the most relevant data needed to document motorcycle crash activity and support problem identification and evaluation of all Florida-related motorcycle crashes.

4. Does law enforcement provide communication and education supporting the motorcycle safety effort? If so, how?

Yes, the Ride Smart Florida website has a safety resources tab that allows law enforcement agencies across the state to order motorcycle safety materials. These materials can be used at and during education and enforcement campaigns as well as year round. The Florida LEL Program helps with the distribution of these materials, and the *Florida State Statute Quick Reference Guides* are produced to assist Florida law enforcement with motorcycle enforcement efforts.

5. Is training provided to law enforcement personnel in motorcycle safety, including how to identify impaired riders and non-compliant helmets? If so, who is responsible for providing the training?

Yes, Ride Smart Florida and the Florida LEL Program provide Florida law enforcement with training videos and materials on motorcycle safety issues and provide the materials that allow them to conduct motorcycle-specific enforcement efforts, which include but are not limited to impairment, speeding, licensing, and compliant motorcycle helmets.

6. Do law enforcement agency goals support motorcycle safety?

Yes, as of February 2014, approximately 63% of Florida law enforcement agencies that participated in the 2013 Motor Unit Challenge had some type of policy or guideline pertaining to motorcycle enforcement or motorcycle safety.

7. Does law enforcement agency participate in any federally funded over-time, saturation or targeted enforcement campaigns? If so, explain. Is data collected and reported on? Is there an evaluation, pre & post, of effectiveness?

Yes, 2010 was the first year in which law enforcement agencies started using checkpoints and saturation patrols with a focus on motorcycle safety. These data were collected through the Florida LEL Program and its various enforcement challenges. Motorcycle enforcement was up 5% from 2012 to 2013 statewide (data from 2013 Motor Unit Challenge). Several agencies around the state have received grant funding for motorcycle-specific enforcement efforts. The effectiveness of this effort is being evaluated by FDOT.

8. Are motorcycle crash investigation procedures included in the basic course given to crash investigators?

Yes, the basic level of crash investigation generally covers the who, what, where, when, and how of crashes and how to properly complete the Florida Uniform Traffic Crash Report, which is used by all Florida law enforcement to capture the most relevant data needed to document motorcycle crash activity and support problem identification and evaluation of all Florida-related motorcycle crashes.

9. Are motorcycle crash procedures included in crash investigation training for law enforcement officers?

Yes, the basic level of crash investigation generally cover the who, what, where, when, and how of crashes and how to properly complete the Florida Uniform Traffic Crash Report, which is used by all Florida law enforcement to capture the most relevant data needed to document motorcycle crash activity and support problem identification and evaluation of all Florida-related motorcycle crashes.

10. What motorcycle-related information is captured on the Traffic Accident Reports used by law enforcement agencies?

The Florida Uniform Traffic Crash Report captures the vehicle year, make, and model as well as data related to the motorcycle operator and passenger, whether or not a helmet was in use, whether eye protection was in use, and whether or not the operator was properly endorsed to operate the motorcycle legally.

11. Do law enforcement agencies receive reports/compilations of crash statistics back for use at their level? If yes, how is this information used?

Yes, every Florida law enforcement agency has the ability to access the Florida Integrated Report Exchange System, which allows them to identify every type of crash, including motorcycles, within their jurisdiction.

12. Is any of this information used for motorcycle-related purposes? If yes, please explain.

Yes, the Florida Motorcycle Safety Coalition uses these data to identify specific areas in the state that have higher-than-average motorcycle-related crashes, injuries, and fatalities. This information is then used to promote motorcycle safety, awareness, and enforcement in the identified areas through partnerships with local law enforcement, motorcycle dealerships, local businesses, and the media.

13. Are any agency goals established to support motorcycle safety? If yes, what are they?

Yes, the Florida Motorcycle Strategic Safety Plan goal is to improve motorcycle safety in Florida by achieving a reduction in the number of motorcycle fatalities, serious injuries, and crashes, starting in 2009. The emphasis areas to achieve this goal were set by NHTSA, which provided 11 focus areas for each state to develop and implement a comprehensive motorcycle safety program. See Florida Motorcycle Strategic Safety Plan, Section 3.4 for complete details.

14. Is law enforcement provided information through presentations or booths at national and State conferences and meetings?

Yes, the Florida Motorcycle Safety Coalition and the Florida LEL Program have conducted several national and state motorcycle safety presentations since 2008. The Florida Motorcycle Safety Coalition also has set up booths at several Florida law enforcement conferences.

15. Do state law enforcement organizations address motorcycle safety issues? If yes, how?

Yes, as of February 2014, approximately 63% of Florida law enforcement agencies that participated in the 2013 Motor Unit Challenge had some type of policy or guideline pertaining to motorcycle enforcement or motorcycle safety. The Florida LEL Program addresses impaired operation, enforcement of motorcycle specific violations, proper licensing, training, and motorcycle awareness for all Florida law enforcement.

16. How are law enforcement patrol officers informed of traffic safety issues unique to motorcyclists? At roll calls, through law enforcement listservs, or through other law enforcement channels?

The Florida Motorcycle Safety Coalition developed a roll-call video specifically for patrol officers. This video has been made available to law enforcement through the Ride Smart Florida website and Florida LEL website. The video has been shown to law enforcement annually since 2009.

17. Does the SHSO have LELs? If yes, do they meet with law enforcement agencies to discuss motorcyclist safety issues and encourage agencies to enforce motorcycle vehicle and traffic safety laws affecting motorcycle and motorcyclist?

Yes, the LEL Program is the primary resource in spreading the message of motorcycle safety and enforcement to all State law enforcement agencies for the Florida Motorcycle Safety Coalition and the FDOT Safety Office.

18. Does the State participate in NHTSA's *Over the Limit. Under Arrest.* (impaired driving) crackdown? Have past crackdowns included motorcycles in the enforcement activities and publicity? Any plans for 2007 to include motorcycles?

Yes, the Florida LEL Program has developed a motorcycle category to capture alcohol-related motorcycle crashes and motorcycle related DUI arrests during NHTSA's "Drive Sober or Get Pulled Over" crackdown. The FDOT Safety Office has partnered with local sports teams, including the Miami Dolphins, through media messaging to promote motorcycle safety.

19. What about other impaired driving enforcement activities – are motorcycles included in the enforcement activities? Do any agencies disseminate motorcyclist-relevant publicity within overall impaired driving publicity?

Yes, the Florida Motorcycle Safety Coalition and Ride Smart Florida have developed educational materials to promote NHTSA's "Drive Sober or Get Pulled Over" message and the "None for the Road" message targeting motorcyclists during educational and enforcement campaigns.

20. Does any enforcement agency include motorcycle riders/rider groups in planning and coordinating impaired driving enforcement and publicity activities?

No, not to our knowledge.

- 21. Have any law enforcement agencies established a highly visible law enforcement presence at rider events? If yes, have they worked with riders/rider groups on this effort?**

Yes, the Volusia County Sheriff's Office and the Daytona Beach Police Department have established a high-visibility law enforcement presence during Daytona Bike Week and Biketoberfest and have worked with the Florida Motorcycle Safety Coalition to increase motorcycle safety during these events.

- 22. Are patrol officers educated on the behavioral cues of alcohol-impaired motorcyclists? Are these cues addressed in regular SFST training for all law enforcement officers?**

The Florida Motorcycle Safety Coalition developed a roll-call video specifically for patrol officers. This video has been made available to law enforcement through the Ride Smart Florida website and the Florida LEL website. The covers behavioral cues of alcohol-impaired motorcyclists. These cues are also addressed in basic SFST training for all law enforcement. The Coalition also developed a DUI cue card to help officers identify impaired riders.

- 23. Is there any mandatory training requirement for law enforcement officers that includes motorcycle related issues?**

No, not at this time.

- 24. How do law enforcement patrol officers typically handle an improperly licensed or unlicensed motorcycle operator?**

Florida law enforcement typically will tow the motorcycle or allow a properly-licensed operator to remove the motorcycle from the scene. The operator will be issued a criminal citation for operation of a motorcycle without a motorcycle endorsement. This will require the rider to appear in court for the violation.

- 25. Have agencies adopted a zero tolerance approach to enforcing improper motorcycle operator licensure by checking for a proper motorcycle endorsement and issuing citations for an improper license or endorsement?**

No, the coalition is not aware of any Florida law enforcement agency that has a zero-tolerance approach to any motorcycle violation including licensing.

HIGHWAY ENGINEERING

- 1. Are the needs of motorcyclists considered during the planning and implementation of new engineering projects?**

Currently, specific needs are considered differently depending on the project, the district in which the project is being constructed, and who is overseeing the project. Efforts have been made to add motorcycle components to safety reviews, construction training, and roadside design that will have an influence on considerations for motorcycles.

2. **Does the traffic engineering agency coordinate with the motorcycle safety education and enforcement efforts? If so, explain.**

Most of these efforts are accomplished through District CTSTs, which work with and are generally a part of the Districts' traffic operations groups.

3. **Are motorcyclists needs considered when selecting pavement skid factors, un-even surface conditions, work zones, pavement markings, etc.?**

Yes. Not only are they being considered for motorcycles but for bicycles as well, which have even lower traction tolerances. Areas that have high "loss of traction" crashes are being considered for specific high-friction pavements that benefit all road users, including motorcycles. There is a new Maintenance of Traffic (MOT) supplemental plaque that depicts a motorcycle that can be used below uneven pavement warning signs. Motorcycle components have been added to work zone training. Most new thermoplastic markings have anti-skid properties.

4. **Is motorcycle specific advanced warning signage used on roadway construction/repair projects? If not, what type of signage is used?**

There is a new MOT supplemental plaque that depicts a motorcycle that can be used below MOT warning signs.

5. **How do State departments of transportation and county and municipal highway offices gather information regarding issues of concern for motorcyclists?**

This is generally done through acquiring and reviewing motorcycle crash data. It is also done through the District CTSTs. Agencies are also made aware of concerns and problem areas through review of news reports and direct contact from concerned citizens.

6. **Are State departments of transportation and county and municipal highway offices enforcement provided information through presentations or booths at national and State conferences and meetings?**

Yes. Information is provided through presentations and trainings presented by State and federal highway administrations.

7. **Do State departments of transportation and county and municipal highway offices participate in the State's strategic highway safety plan? If yes, are they represented on a subcommittee that addresses motorcycle safety issues?**

Yes. FDOT participates in the State's Strategic Highway Safety Plan. The Florida Motorcycle Safety Coalition is the subcommittee that addresses motorcycle safety issues.

8. **Are the safety needs of motorcyclists considered in road design? If yes, how and at what level? Is there a policy or procedure in place?**

Yes. However, they are not always motorcycle-specific because motorcycle safety and vehicle safety countermeasures can be very similar. For example, sight distance or advanced signing of curves benefit both, and the related policies are standard practice for all new design.

- 9. How are the safety needs of motorcyclists considered in construction/repair? If yes, how and at what level? Is there a policy or procedure in place? Address pavement ridges, potholes slippery pavement, markings.**

Yes, but the degree can vary. The people performing the construction must be familiar with or have training on motorcycle issues. Otherwise, the CEI or traffic operations group may make recommendations for fixes that would be more beneficial to motorcycles over regular vehicles, such as construction debris cleanup, pavement condition, grooved pavement, etc.

- 10. Are the safety needs of motorcyclists considered in maintenance? If yes, how and at what level? Is there a policy or procedure in place? Address steel plates and debris/fluid spills.**

FDOT projects always recommend nonslip materials. Debris cleanup is very important. Many Districts have Road Ranger programs in which Rangers are trained to remove and treat with high importance any object in the roadway that could potentially cause a crash.

- 11. Are road design and maintenance personnel educated about conditions that pose hazards to motorcycle operators at the State, county and/or local level? If yes, how?**

Motorcycle components have been added into training regarding these topics. The University of Florida has created videos regarding specific motorcycle concerns called “T2 Making Roadways Safer for Motorcycles.”

- 12. Do State departments of transportation, county and/or municipal highway offices incorporate motorcycle safety as a standard component of: routine roadway inspections, hazardous location studies, and traffic control and signage reviews?**

Motorcycle crashes are reviewed along with vehicle crashes in hazardous location studies. These issues are also translated into signing and traffic control reviews, especially signing for curves, where a good percentage of motorcycle fatalities occur.

- 13. Does anyone inventory sites potentially hazardous motorcyclists and erect appropriate signage?**

FDOT Traffic Operations initiates safety studies that look at district-wide motorcycle crash hot spots, especially locations with fatalities, and implement improvements that are targeted to reduce those kinds of crashes. A high percentage of fatal motorcycle crash reports are individually reviewed.

- 14. Does anyone at the State, county or local level establish and promote communication channels for public to report hazardous sites or conditions? Are you aware if riders and rider groups inform these highway offices of hazardous sites or conditions?**

All local government maintaining agencies have channels that allow the public to directly contact them and voice their concerns. The agencies are good at referring people to the correct person, even if the citizen contacts the wrong agency. Riders or rider groups contact these agencies with the same frequency as general citizens.

15. Does the data collected and provided from State Traffic Accident Reports meet the needs of State, county and local traffic engineers for decision-making and resource allocation to address motorcycle safety issues?

Yes, the information obtained and input by law enforcement is available in its entirety to all maintaining agencies. Crash summary computer programs are in place and constantly being improved to make these data easier to obtain. The data can be sorted by geographic location or by type of vehicle (such as a motorcycle) and queried by almost any input field (or characteristic) of the crash, including injury type, time of day, if the rider was wearing helmet, etc.

16. How could it be improved?

It is always being improved to be more user-friendly so everyone who accesses it can understand it and use all of its features. More accurate reporting and understanding of crashes on the part of the law enforcement officer would help. It would also be beneficial if the officer provided more insight as to why the crash may have happened in the narrative part of the crash form, instead of just what happened.

17. What other data do State, county and local traffic engineers rely on to make these decisions?

They rely on information provided by riders, trainers, local citizens, and those who are engineers that ride motorcycles and can provide usable critique and insight. They also look at other states' policies, procedures, and past experience as to what works and what does not. University research and publications can be used to understand issues and reach better conclusions.

MOTORCYCLE RIDER CONSPICUITY AND MOTORIST AWARENESS PROGRAMS

1. Describe program activities or PI&E campaigns that address the use daytime motorcycle lights?

In Florida, daytime lights are required. Having extra lights or modulating headlights to assist are promoted.

2. Describe program activities or PI&E campaigns that address the use brightly colored clothing and reflective materials for motorcycle riders?

A paid media campaign and outreach educational events are funded to promote conspicuity (advertising, promotional items and educational materials).

3. Describe program activities or PI&E campaigns that address lane positioning of motorcycles to increase vehicle visibility.

This is taught in mandatory training courses and not promoted through extra efforts.

4. Describe program activities or PI&E campaigns that address reasons why motorists do not see motorcycles.

This is taught in training courses but educational material and advertise info regarding the reasons motorcyclists are not seen (paid media and outreach events) are distributed.

5. **Describe program activities or PI&E campaigns that address ways that other motorists can increase their awareness of motorcyclists.**
The “Look Twice” campaign teaches awareness of motorcycles in high school classes and outreach events.
6. **Describe program activities or PI&E campaigns that address ways that motorists can effectively share the roadway with motorcyclists.**
The “Share the Road” campaign and the “Ride Smart” campaign ask both riders and drivers to take responsibility and share the road.

COMMUNICATION PROGRAM

1. **Are motorcycle issues addressed in other traffic safety programs (e.g. impaired driving, aggressive driving, operator licensing, etc) within the Highway Safety Plan and program activities?**
Yes, DUI and aggressive driving are addressed. Motorcycles were added to reports from law enforcement agencies that receive DUI and speed/aggressive grants from FDOT.
2. **Are motorcycle safety issues incorporated in other traffic safety programs (e.g. impaired driving, share the road, buckle - up efforts)? Explain or describe how this occurs and list specific examples.**
Yes, see above. When subgrantees are awarded grants from FDOT for DUI or speed, they are asked to report motorcycle information as well. DUI checkpoints are held earlier when motorcyclists are known to be out. Speed aggression saturation patrols might be held in areas where motorcycle racing or speeding are common.
3. **Are community traffic safety/Safe Community programs used to promote motorcycle safety efforts? If so, how?**
FDOT has good relationship with CTST’s in the state and one participates on the Florida Motorcycle Safety Coalition to keep them informed so that they can assist the coalition with motorcycle safety on a local level in their districts.
4. **Is there a statewide plan to coordinate PI&E activities associated with motorcycle safety? Is so, who is responsible for the plan? How is coordination achieved?**
Yes, the Florida Motorcycle Safety Coalition was started in 2008 and developed a Motorcycle Strategic Safety Plan. These are listed in the plan.
5. **Does the State have any advisory committees or task forces who provide input to the motorcycle safety PI&E efforts? If so, what types of people serve on these groups? How helpful have these groups been in providing input on statewide PI&E efforts?**
Florida Motorcycle Safety Coalition (see Strategic Safety Plan).

6. **Describe PI&E campaigns developed to address motorcycle safety issues. What data are used to determine the messages? Are the materials focus group tested? How are they distributed? Is an effectiveness evaluation conducted?**
The “Ride Smart Campaign” focuses on the five most common safety issues for motorcyclists identified in studies: drinking and riding, conspicuity, the use of PPEs (helmets), riding within your limits, and training. Focus group testing is planned for 2015.
7. **Are these campaigns coordinated with other traffic safety PI&E campaigns? If so how? If not, what steps can be taken to do so?**
See response to #1.
8. **How are PI&E materials developed? To what extent are other motorcycle safety materials adapted to meet State’s need?**
Some are from NHTSA or other states, and some are developed with the help of motorcycle surveys and outreach events (talking to motorcyclists and knowing what they do and do not like).
9. **Is the motorcycle safety program promoting motorcycle awareness and other issues through Safe Community and other local programs found within the State? If so how?**
Yes, through CTSTs.
10. **Does the motorcycle program work with the Network of Employers for Traffic Safety (NETS) and/or Safe Community programs to promote motorcycle issues such as helmet use, licensing, and reducing impaired riding?**
Yes, through local law enforcement, CTSTs, and safety councils.
11. **How are motorcycle dealers and other motorcycling groups involved in promoting motorcycle safety within the State?**
Harley Owners Group (HOG), American Bikers Aiming Towards Education (ABATE), and Gold Wing members are part of the Florida Motorcycle Safety Coalition. Many groups promote training and responsible riding to their members (but all do not agree on helmet use). Dealerships promote PPE for motorcyclists and are embracing conspicuity and carrying more brightly-colored clothing and extra lights.
12. **Beyond motorcycle dealers, what other businesses and organizations participate in promoting motorcycle safety? Describe their participation?**
Organizations, gear shops, safety councils, LELs, insurance agencies, AAA, and others participate in promoting motorcycle safety.
13. **Does the State work with media organization on motorcycle safety activities throughout the year? What kind of activities are emphasized? How are they reported in the media? How often does the media report on such activities?**
Yes, “Ride Smart,” “Look Twice,” and anti-speed media campaigns are held throughout the year. At large bike events, press releases are distributed and press conferences are held, primarily during Bike Week, Motorcycle Safety Month, and Biketoberfest. Radio ads are used for “Look Twice” campaigns.

14. What steps are taken to promote riding alcohol and drug free during special motorcycling events conducted throughout the year?

Press releases and conferences stress zero tolerance for drinking and riding, and a strong law enforcement presence is shown.

15. What safe ride and other alternative transportation program are active within the State in order to reduce impaired riding? Are such programs used by motorcyclists? What data exist to show program use?

There are programs offering rides, but most riders will not leave their bikes behind.

PROGRAM EVALUATION AND DATA

1. Who monitors how program resources (including rider education resources) are used? How often do reviews occur?

FDOT Safety Office

2. What agency is responsible for collecting motorcycle safety data? Is there a central location for collecting data on motorcycle safety?

Crash data – Florida DHSMV and FDOT; Florida motorcyclist opinion survey – FDOT/CUTR; observational survey of motorcyclists – FDOT/CUTR

3. What type of motorcycle crash and/or injury/fatality data is collected? What other types of motorcycle data are collected (e.g. operator licensing, rider training, instructor databases, motorcycle registration, helmet usage, alcohol involvement, other)?

See the attached Florida Police Crash Report. See response in Motorcycle Rider Education and Training #5 and #6. See response in Motorcycle Personal Protective Equipment #4.

4. Is this a number crunching activity or does the effort involve a detailed look at crashes to determine valid causation factors?

Comprehensive motorcycle crash data analysis, including the review of actual police crash reports, is performed.

5. Are these data analyzed? If so, how and how often (crash, fatal, licensing, rider training, other)? Who is responsible for motorcycle safety data analysis?

All data are being collected and evaluated annually by CUTR.

6. Are data that are collected accurate, timely, readily accessible and able to be linked?

Yes, they are collected and processed in a timely manner.

7. Are the data easily accessible by those making decisions about motorcycle safety programming efforts?

Yes, most data are available through online access.

- 8. Are these data shared within different state agencies?**
Yes, most agencies have direct access to the data.
- 9. How and when are motorcycle data published?**
DHSMV is responsible for reporting Florida traffic crash facts.
- 10. What method is used to report or collect data?**
Crash data – collected in police crash reports; helmet use – observational survey; motorcyclist opinions – annual Florida motorcyclist survey.
- 11. Can motorcycle crash and injury data be linked to rider training data? If so, how and how often is it analyzed and reported?**
Yes, it is feasible for riders who are endorsed after July 2008.
- 12. Have motorcycle safety problem areas been formally identified in the State's Highway Safety Plan or other planning or program implementation documents?**
Yes
- 13. Who develops the State's Performance Goals for motorcycle safety as identified in the highway safety plan? If components of the motorcycle program are not located in the Highway Safety Office, do these other program administrators have input into the development of performance goals? How is this accomplished?**
The departments of Education, Health, Highway Safety and Motor Vehicles, Transportation and the Florida Highway Patrol have partnered with agencies of the Federal Government and dozens of traffic safety organizations and private sector businesses to develop Florida's 2012 Strategic Highway Safety Plan(SHSP). The 2012 SHSP includes motorcycle safety as an emphasis area under Vulnerable Road Users.
- 14. Are evaluation data regularly collected? How are evaluation data collected?**
Yes, collection is done annually through crash data analysis, an observational survey, and a motorcyclist survey.
- 15. Are the data that are collected accurate, timely, readily accessible and able to be linked?**
Yes, they are collected and processed in a timely manner.
- 17. Are program goals and objectives established and monitored?**
Yes.
- 18. How are policies, procedures, and protocols evaluated?**
Through mandatory monitoring by the FDOT Safety Office.

- 19. Who has responsibility for evaluating motorcycle safety program activities? What is the time frame for the program's evaluation?**
FDOT/CUTR. There is no time frame due to the program being a statewide program. Quarterly reports are mandatory and monitoring is done every year for the evaluation. Coalition meetings are held quarterly, so constant evaluation is being performed.
- 20. Does the State have any mandatory reporting requirements?**
Quarterly reports are required, with a final report at end of the grant cycle. One onsite monitoring visit is mandatory every year.
- 21. How often are these reports reviewed? By whom?**
Quarterly and final reports are reviewed by the grant manager. Information in the final report is reviewed by the Traffic Safety Administrator and Chief Safety officers as well as NHTSA. The monitoring reports are reviewed by the Traffic Safety Administrator and Chief Safety Officer.
- 22. Does the State have established procedures to ensure that program activities are implemented as intended?**
Yes, it is the duty of the grant manager (traffic safety specialist) in charge of the program to monitor the program and make sure the contract agreement is being followed.
- 23. Do the procedures provide for systematic monitoring and review of ongoing programs?**
Yes, mandatory monitoring is required.
- 24. Is the State able to detect and correct problems quickly?**
This program is constantly monitored by the grants manager, allowing problems to be detected and corrected in a timely manner.
- 25. Does the State participate in a formal evaluation process of its rider education program efforts?**
DHSMV is involved in this process. FRTP uses a combination of scheduled and unscheduled visits. Please see Rider Education Program section.
- 26. Are there fixed time frames for evaluating specific rider education components or is it random?**
Evaluation is generally random. Technical assistance is supplied when necessary, in which an experienced rider coach works with the new coaches and conducts a class.
- 27. Is course reporting and student status review included in the evaluation?**
FRTP uses a survey. If it comes back negative, it is immediately acted upon.
- 28. What action is taken to update the MOM, improve the curriculum, and include in PI&E efforts to make riders more aware of why riders crash?**
FRTP has an MOM that is updated by staff. In Florida, it works with MSF to update the curriculum as it is released. PI&E efforts are being made, but efforts are limited due to funding.