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National Highway Traffic Safety Administration/ International Association of Directors of Law Enforcement Standards and Training for the Enforcement of Motorcycle Laws

<http://www.iadlest.org/>

NOTE: from IADLEST website:

Training for the Enforcement of Motorcycle Laws

[wording from website]

According to the National Highway Traffic Safety Administration (NHTSA), approximately 5,000 motorcyclists are killed each year on America's highways. Motorcycles now account for over 10% of all traffic fatalities. In cooperation with NHTSA, IADLEST has developed a comprehensive law enforcement training program providing detailed coverage of:

- * Detection of impaired motorcyclists
- * Detection of non-compliant helmets
- * Strategies for avoiding pursuits
- * Strategies for vehicle stops
- * Equipment violations
- * Enforcement and public information campaigns

IADLEST can provide this important program throughout the United States.

For further information, contact June Kelly, Project Manager at 802-483-2733 or June.Kelly@state.vt.us

An informational brochure is available for download.

Send comments and corrections to Ray Franklin, POST-Net Operations Manager, rfranklin@iadlest.org.

Training for the Enforcement of Motorcycle Laws Brochure:

<http://www.iadlest.org/MTCbrochure.pdf>

NOTE: wording

Training for the Enforcement of Motorcycle Laws

NHTSA Grant Project

Project Administered by IADLEST

Motorcycle Crashes

According to NHTSA, in 2006, 4,810 motorcyclists were killed – an increase of 5 percent over the 4,576 motorcyclists killed in 2005. There were 88,000 motorcyclists injured during 2006. In 2006, motorcyclists accounted for 11 percent of total traffic fatalities, 13 percent of all occupant fatalities, and 4 percent of all occupants injured. In 2006, 2,537 (51%) of all motorcycles involved in fatal crashes collided with another

type of motor vehicle in transport. In two-vehicle crashes, 79 percent of the motorcycles involved were impacted in the front. Only 5 percent were struck in the rear. Motorcycles are more likely to be involved in a fatal collision with a fixed object than are other vehicles. In 2006, 25 percent of the motorcycles involved in fatal crashes collided with fixed objects, compared to 18 percent for passenger cars, 12 percent for light trucks, and 3 percent for large trucks. In 2006, there were 2,226 two-vehicle fatal crashes involving a motorcycle and another type of vehicle. In 40 percent (883) of these crashes the other vehicle was turning left while the motorcycle was going straight, passing, or overtaking the vehicle. Both vehicles were going straight in 582 crashes (26%). In 2006, 37 percent of all motorcyclists involved in fatal crashes were speeding, compared to 23 percent for passenger car drivers, 19 percent for light-truck drivers, and 8 percent for large-truck drivers.

Licensing

One out of four motorcycle operators (25%) involved in fatal crashes in 2006 were operating their vehicles with invalid licenses at the time of the collision.

Alcohol

In fatal crashes in 2006 a higher percentage of motorcycle operators had blood alcohol concentrations (BAC) of .08 grams per deciliter (g/dL) or higher than any other type of motor vehicle driver. In 2006, 27 percent of all fatally injured motorcycle operators had BAC levels of .08 g/dL or higher. An additional 7 percent had lower alcohol levels (BAC .01 to .07 g/dL). Forty one percent of the 2,007 motorcycle operators who died in single-vehicle crashes in 2006 had BAC levels of .08 g/dL or higher. Fifty-nine percent of those killed in single-vehicle crashes on weekend nights had BACs of .08 g/dL or higher. Motorcycle operators killed in traffic crashes at night were more than 3 times more likely to have BAC levels of .08 g/dL or higher than those killed during the day (43% and 12%, respectively). The reported helmet use rate for motorcycle operators with BAC levels .08 g/dL or higher killed in traffic crashes was 45 percent, compared with 66 percent for those with no alcohol (BAC = .00 g/dL).

Helmet Use and Effectiveness

NHTSA estimates that helmets saved the lives of 1,658 motorcyclists in 2006. If all motorcyclists had worn helmets, an additional 752 lives could have been saved. According to NHTSA's National Occupant Protection Use Survey, a nationally representative observational survey of motorcycle helmet use, helmet use declined by 20 percentage points over 5 years, from 71 percent in 2000 to 51 percent in 2006. This drop is statistically significant and corresponds to a striking 70-percent increase in nonuse. Reported helmet use rates for fatally injured motorcyclists in 2006 were 59 percent for operators and 45 percent for passengers, compared with 58 percent and 50 percent, respectively, in 2005. All motorcycle helmets sold in the United States are required to meet Federal Motor Vehicle Safety Standard 218. In 2006, 20 States, the District of Columbia, and Puerto Rico required helmet use by all motorcycle operators and passengers. In another 26 States, only persons under a specific age, usually 18, were required to wear helmets. Four States had no laws requiring helmet use. Information Source: NHTSA Traffic Safety Facts, 2006 Data www.nhtsa.gov

This comprehensive law enforcement training program provides detailed information in the following critical areas:

- Impairment,
- Licensing,
- Helmets, and
- Motorcycle laws.

The training will look at situations unique to the enforcement of motorcycle laws such as the following:

- Detection of impaired motorcyclists
- Including motorcyclists in National Crack Down
- Detection of non-compliant helmets
- Strategies to avoid pursuit situations
- Strategies for traffic stops
- Equipment violations
- Latest on Enforcement & Public relations campaigns

This program is available for delivery throughout the United States and is supported by Cooperative Agreement DTNH22- 07-H-000160/003 awarded by the Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA) to the International Association of Directors of Law Enforcement Standards and Training (IADLEST) 2521 Country Club Way Albion, Michigan 49224 www.iadlest.org

Points of view or opinions contained within this document are those of the author and do not necessarily represent the official position or policies of NHTSA.

For more information, please contact: June Kelly, Project Manager for IADLEST, C/O Vermont Police Academy 317 Academy Road Pittsford, VT 05763, Phone: 802-483-2733 Cell: 802-342-6310 Fax: 802-483-2343 E-mail address: June.Kelly@state.vt.us

IADLES NEWSLETTER UPDATES

www.iadlest.org/newsletter/jan09.pdf

**International Association of Directors of Law Enforcement Standards and Training Newsletter
Newsletter – Volume 20 Number 1 January 2009**

3287 Tasa Drive; Meridian, Idaho 83642-6444

Motorcycle related ONLY:
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NHTSA Training for the Enforcement of Motorcycle Laws:

This grant, for \$152,000, was contracted with the Vermont Criminal Justice Training Council, and June Kelly, Assistant Director, was assigned as project manager. The purpose of this grant is to develop a train-the-trainer program for law enforcement officers that are presented nationally to train officers to proactively enforce motorcycle traffic safety laws and regulations and avoid precipitating pursuit situations. It is anticipated this training will reduce the number of deaths and injuries that result from motorcycle related traffic crashes. June Kelly in conjunction with NHTSA has developed a list of subject matter experts, , to help develop the curriculum for a train-the-trainer course for law enforcement officers on the enforcement of motorcycle laws. A survey to determine existing motorcycle training programs was sent out during October, and feedback from the survey confirmed that a lack of training exists as well as little or no training materials specific to law enforcement covering the enforcement of motorcycle laws were found. She is asking all POST directors to notify her of any subject matter experts (SME) in their state who can assist with this project. Her first SME meeting is scheduled for Austin, Texas, in January 2009. June can be reached at (802) 483-6228 or email June.Kelly@state.vt.us

Motorcycle related ONLY:

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TRAINING FOR THE ENFORCEMENT OF MOTORCYCLE LAWS – GRANT UPDATE

by: June F. Kelly, Vermont Criminal Justice Training Center

Since the initial announcement of the grant award in September 2008, we put out a pamphlet to the International Association of Directors of Law Enforcement Standards and Training (IADLEST) members at their quarterly business meeting in November 2008. This pamphlet gave a quick overview of the existence of the “Training for the Enforcement of Motorcycle Laws” NHTSA Grant Project, who the grant was awarded to, and the project manager’s contact information. The pamphlet highlighted the critical issues of motorcycle crashes, licensing, alcohol impairment, helmet use and effectiveness, and other related statistics. The project has been progressing with curriculum development well underway and a draft lesson plan and PowerPoint completed. Individual subject matter experts (SME) were identified with the help of NHTSA. A SME meeting was held on January 18 and 19, 2009, in Austin, Texas. The following individuals met to discuss the project drafts and provide their feedback: Mr. William H. Cosby, Motorcycle Safety Programs, National Highway Traffic Safety Administration; Mr. Richard Davis, Director’s Office, Arkansas State Police, Arkansas Motorcycle Safety Advisory Council Chairperson; Lt. Jim Halvorsen, New York State Police – Traffic Services Section; Ms. June Kelly, Project Manager, Motorcycle Instructor & Assistant Director, VT Criminal Justice Training Council; Lt. Michael Turcott, Washington State Patrol; and Mr. John Young, Coordinator, Motorcycle Safety Unit, Texas Department of Public Safety.

The subject matter experts (SMEs) at the meeting on January 18 and 19 attended a presentation of the draft PowerPoint and the accompanying draft instructor’s manual. During the meeting, each SME was given a hard copy of the draft of the instructor’s manual for markup and an electronic copy of the materials to edit and respond to with a deadline. I received responses back from two of the SME experts by the initial deadline. The other two asked for more time and I have received one back. The other asked for more time and for me to send an electronic copy of the instructor’s manual again. He advised he was working on feedback and I should have his comments soon. I sent out a list for materials needed from NHTSA that we discussed at our meeting. The request list was for six videos to get the high resolution versions and other resource materials to reproduce for the instructor’s manual. Bill Cosby of NHTSA advised he was working on the materials list and should have them to me sometime this month.

Inquiries are coming in on how states can use this program, once approved. I am advising them that we have a draft done of the lesson plan and are in the works of finalizing materials. There will then be the approval process through NHTSA and the International Association of Directors of Law Enforcement Standards and Training (IADLEST). The roll out will be through IADLEST and all the police academies and Police Officer Standards and Training (POST) facilities throughout the country.

The plan is to use a train-the-trainer approach, let each state use the curriculum, get the training out, and look to develop a cadre of trainers ideally in every state. This is a national project. I am working with subject matter experts from around the country to develop this course for all law enforcement. Each state will address the motorcycle law section/module in the course to their specific state’s laws and come prepared to the train-the-trainer to do so. We’re excited about the prospect of sharing this program. Those that are inquiring about the program may ask to be added to the contact list as more information on training dates and

sites become available.

We will be looking for pilot sites and then will move on to delivering the program. We should have the program ready for delivery by May 1, 2009, which is the goal date for piloting the train-the-trainers. If you're interested in participating and hosting the train-the-trainer at some point, let me know.

Costs and training benefits: The cost to departments will be the time and cost to send your officers to training. The train-the-trainer will be funded from the grant funding IADLEST received. The training will be held at the various police academies/training sites that want to host across the country. The goal is to get regions together that might need the training first due to an upcoming motorcycle event, identify police academies that want the training and are willing to host the training.

We'll then travel to conduct the Train-the-Trainer course. Agencies are responsible to pay officers' salary, meals, and overnights lodging. The train-the-trainer is proposed to be two days (16 hours) of training. The train-the-trainer cadre of new instructors will then bring the training to their own officers and other officers throughout the state. The training draft is structured in training modules that can be taught in one day (8 hours) or spread out in breakout training sessions over the course of a couple evenings or as training modules to train all law enforcement officers on all the basic issues related to motorcycle safety, motorcycle laws, equipment, helmets, crash investigation, pursuit issues, officer safety, best practices for stopping, DUI detection, and public education.

Please let me know if you have any questions. June Kelly, Assistant Director & Grant Project Manager; Vermont Criminal Justice Training Council Vermont Police Academy; 317 Academy Rd; Pittsford, VT 05763; Email: June.Kelly@state.vt.us / Direct dial (802) 483-2733

<http://www.iadlest.org/newsletter/oct09.pdf>

**International Association of Directors of Law Enforcement Standards and Training
Volume 20, Number 4, - October 2009**

Enforcement of Motorcycle Law Training for Law Enforcement:

Several surveys for training roll-out and police academies interested in hosting the trainthe-trainer were sent out via email, posted in the IADLEST Newsletter, and have been distributed at the IADLEST Conference in June. A total of 36 inquiries for training were received from the survey and other email notices.

The curriculum has been completed and some pilot training has been scheduled. A grant budget request was submitted for year two of this grant, to present training in each of the NHTSA regions. If you are interested in hosting this training and did not see the IADLEST survey, please contact June Kelly at the Vermont Criminal Justice Training Academy. She can be reached at email: June.Kelly@state.vt.us or call her at (802) 483-2733.

<http://www.iadlest.org/newsletter/jan10.pdf>

**International Association of Directors of Law Enforcement Standards and Training
Volume 21, Number 1 January 2010 Newsletter**

Motorcycle related only:

IADLEST is presently in negotiations with NHTSA for second year funding for the Enforcement of Motorcycle Laws grant, and we anticipate approval in the near future.

~June Kelly is coordinating the Motorcycle Grant and is finishing it up in the near future. NHTSA wants a budget to do this for the next two years at approximately \$212,000.

<http://www.iadlest.org/newsletter/apr10.pdf>

**International Association of Directors of Law Enforcement Standards and Training Newsletter
Volume 21 Number 2 April 2010**

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Enforcement of Motorcycle Laws for Law

Enforcement: IADLEST has completed the first year of this project under the direction of June Kelly with the Vermont Police Academy. June was able to tap into subject matter experts from around the country and create a comprehensive lesson plan to deliver this training. IADLEST is currently awaiting additional funding from NHTSA to deliver this 2-day train-the-trainer course, which will be presented in each of the 10 NHTSA regions of the country. If you are interested in hosting a class, please contact Mike Becar at (208) 559- 4751, email: mikebecar@yahoo.com or June Kelly at (802) 483-2733 or email June.Kelly@state.vt.us.

EXECUTIVE COMMITTEE MEETING
JUNE 14, 2009, MINUTES
SPARKS, NEVADA

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Contracts and Grants Manager Briefing:

June Kelly is coordinating the Motorcycle Grant and is finishing it up in the near future. NHTSA wants a budget to do this for the next two years at approximately \$212,000.

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<http://www.lifesaversconference.org/...2009/Kelly.pdf>

**Lifesavers 2009 Conference Presentation:**

Motorcycle Enforcement & Education Initiative

June Kelly, Project Manager

International Association of Directors of Law Enforcement Standards and Training & National Highway Traffic Safety Administration

**Wording in presentation:**

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Training for the Enforcement of Motorcycle Laws International Association of Directors of Law Enforcement Standards and Training & National Highway Traffic Safety Administration  
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**ACKNOWLEDGEMENTS**

This project is supported by cooperative agreement DTNH22-07-H-000160/003 awarded by the Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA). Grantee: International Association of Directors of Law Enforcement Standards and Training (IADLEST) IADLEST - POST Net

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**Grant Purpose**

We're working with NHTSA.

. to develop, implement, support and deliver training of motorcycle laws and the associated publications, activities and technical assistance requirements.

### **The goal.**

- . provide sufficient train-the-trainer sessions
- . assure that each NHTSA region will have a cadre of available instructors
- . train law enforcement officers.

### **Grant Purpose**

- . Training programs for the enforcement of motorcycle laws
- . Training goal is to reduce the number of deaths and injuries from motorcycle related traffic crashes.
- . Training courses to be offered:
  - Train-the-Trainer Level Program
  - Training Program for the Law Enforcement Officer

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### **Survey**

- . Survey of Motorcycle Training
- . Police Training Content
- . What was the consensus?

### **The Concept -Program rolled out in phases**

Phase I – Program Planning and Development

Phase II- Pilot Delivery and Evaluation

Phase III- Incremental Implementation

Phase IV- Self Sustainability Updating of Materials

### **The Concept**

Phase I – Program Planning and Development

- . Research and Development of Draft Curriculum
- . Met with SMEs in January 2009
- . Incorporating the feedback
- . Resource materials
- . Draft done of the lesson plan
- . We are in the works of finalizing materials
- . Approval process through NHTSA and IADLEST

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### **Course overview**

This training will look at situations unique to the enforcement of motorcycle laws such as the following:

- . Officer and Motorcyclist Safety
- . Strategies for traffic stops
- . Strategies to avoid pursuit situations
- . Motorcycle equipment requirements

### **Course overview**

This training will look at.

- . Motorcycle licensing and speeding issues
- . Detection of impaired motorcyclists
- . Detection of non-compliant helmets
- . Latest on enforcement & public education

### **The Concept**

Phase II – Pilot Delivery and Evaluation

- . We will be looking for pilot sites
- . Deliver the program
- . Roll out will be through IADLEST
- Police Academies and
- Police Officer Standards and Training (POST) facilities
- . Pilot program ready for delivery by May 1, 2009

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**Course contents – 8 Modules**

- . Module 1: Introduction – Why? > National Statistics & State Statistics
- . Module 2: MTC Types and Characteristics
- . Module 3: Motorcycle Laws > Equipment & Operation
- . Module 4: Officer & Motorcyclist Safety > Strategies for stopping motorcycles; Avoiding pursuits > Gangs versus clubs
- . Module 5: Crash Investigation
- . Module 6: DUI Detection
- . Module 7: Helmets
- . Module 8: Public Education > Best Practices > Safety Checkpoints

**The Concept**

Phase III – Incremental Implementation

- . This is a national project
- . Train-the-trainer approach
- . Let each state use the curriculum
- . Develop a cadre of trainers
- . Technical Assistance
- . Motorcycle law module – state specific
- . Trainer candidate will address their specific state’s laws

Phase III – Incremental Implementation

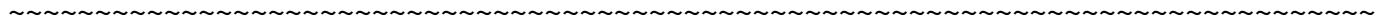
. If you’re interested in participating or hosting the trainer at some point, please leave me your business card at the end of this workshop.

**TRAINING COST**

- . Your cost for training limited to personnel costs.
- . Time and cost to send officers to training
- . Train-the-trainer funded by the grant
- . Training to be held at police training sites
- . What regions need the training first?
- . Upcoming motorcycle events
- . Identify police academies willing to host the training

Training Train-the-trainer

- . Two days (16 hours) of training
- . Cadre of new instructors
- . New instructors will train their own & other officers throughout their state.
- . The training draft is structure in 8 training modules
- . Officer’s Course taught in one day (8 hours)
- . Training modules breakouts



## **MOTORCYCLE SAFETY & ENFORCEMENT TRAINING**

### **New York – Police Officers training**

**Motorcycle Enforcement Training** - Practical Guidelines for Motorcycle Enforcement.

<http://www.nysgtsc.state.ny.us/mcvc-ndx.htm>

- Tuesday, March 30 in Syracuse - Onondaga County
- Wednesday, March 31 in Big Flats - Steuben County
- Tuesday, April 20 in Hamburg - Erie County

- Monday, May 10 in Valhalla –Westchester County

<http://www.nychiefs.org/traffic/MotorcycleTrainingWestchester2010.pdf>

Wording- all conferences:

.....for a “hands-on” presentation by Chief Peter Miller (Highland Falls PD) and Lt. James Halvorsen (NYSP) which will help officers to take the “mystery” out of motorcycle enforcement. This free training program, facilitated by Dominick Macherone (GTSC Liaison), will take attendees on an in-depth tour of motorcycle equipment and motorcycle law. This session is ideal for patrol and traffic officers and will also be of interest to other traffic safety partners. Participants will receive a flash drive including course materials and PowerPoint file. Certificates of attendance will be sent via e-mail.

Duration: 90 min.

Cost: free

NOTE: The NYS Sheriffs' Association and the NYS Association of Chiefs of Police are holding free training sessions this year [2010] titled "Practical Guidelines for Motorcycle Enforcement" for law enforcement with support from the Governor's Traffic Safety Committee, the DMV Motorcycle Safety Program, MAGLOCLIN, and the United States Attorney's Office (WDNY). The training sessions include identifying compliant helmets, mufflers, goggles/ face shield, handlebar height.

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**Vermont:** <http://www.vcjtc.state.vt.us/motorcycle.htm>

### **MOTORCYCLE SAFETY & ENFORCEMENT TRAINING – Instructor training:**

Length of course: 2 days / Course hours: 16 hours

Location: Vermont Police Academy

Date/Time: March 30 & 31, 2010 / 0800-1630 hrs.

Tuition – Commuting student cost \$35.50

- Overnight student cost \$71.00

- Course materials are Grant funded.

Registration: Contact the VT Police Academy / In-service training application required and fax to 802-483-2343.

**Pre-Requisite for Enrollment:** This class is open to experienced police officers who are preferably motorcycle riders and want to teach motorcycle safety. \*Please bring a copy of your Title 23 for reference if you have one, if not copies and a motorcycle inspection manual will be provided at the class.

Minimum number to hold class: 10 / Maximum number in class: 18

**Course info...**Despite our best efforts motorcycle fatalities around the country continued to rise. There were 5,290 fatalities in 2008, which rose two percent over the 5,174 in 2007, and 96,000 motorcyclists were

injured in 2008. Vermont reports 37 % of their motorcyclist killed were .08 % BAC or greater. Motorcycle fatalities continue to rise across the country for the twelfth straight year.

The workshop is intended for police, highway safety officers, traffic enforcement personnel and commanders, and others working in the area of motorcycle safety. Specifically, it is for personnel who are likely to:

- 1) Train other police officers on motorcycle enforcement issues within their jurisdiction;
- 2) Plan, sponsor, and implement motorcycle safety and prevention program for community law enforcement projects; and/or,
- 3) Are involved in motorcycle safety training, public education and conducting traffic safety enforcement details.

This workshop will introduce you to national and state specific motorcycle enforcement issues and best practices to reduce motorcycle fatalities and injuries. Specific enforcement issues to be covered are as follows:

- Officer & Motorcyclist Safety
- Strategies for Stopping Motorcycles & Avoiding Pursuit
- Motorcycle Laws
- DUI/Impairment Detection
- Licensing – Motorcycle Endorsements
- Required Motorcycle Equipment
- Non-compliant helmet

This material will be covered through an active training workshop environment. We will use a variety of formats that encourage discussion and participation that will take advantage of the experiences of the participants. On day two each trainer participant prepares themselves to share the course material with their fellow officers by presenting a portion of the course, and leave with the resources to address community motorcycle public education issues.

Materials for this project are supported by cooperative agreement DTNH22-07-H-000160/003 awarded by the Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA).

Grantee: International Association of Directors of Law Enforcement Standards and Training (IADLEST)  
[www.iadlest.org](http://www.iadlest.org)

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UPDATED: April 2010

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"Freedom Is NOT A Spectator Sport"