

# Summary of Recommendations

The *National Agenda for Motorcycle Safety* recommends the following:

## URGENT Recommendations

### Research in Motorcycle Crashes (page 9)

- Immediate action should be taken by government and industry to address the critical questions in motorcycle safety through comprehensive, in-depth studies as well as studies focused on specific topics.

### Motorcyclist Alcohol & Other Impairment (page 25)

- Continue to discourage mixing alcohol and other drugs with motorcycling.

### Personal Protective Equipment (page 27)

- Use effective strategies to increase the use of FMVSS 218 compliant helmets.

### Motorist Awareness (page 31)

- Educate operators of other vehicles to be more conscious of the presence of motorcyclists.

## ESSENTIAL Recommendations

### Research in Motorcycle Crashes (page 9)

- To better utilize data collected by law enforcement personnel, a uniform traffic crash report for police officers should be developed and deployed. A similar format should also be developed for emergency medical services reports. This will permit meaningful comparisons among jurisdictions. All concerned parties should share the resulting information.
- Mechanisms for building academic and funding capacity for ongoing and future motorcycle safety research should be explored.

### Motorcyclist Attitudes (page 15)

- Study factors that affect and shape motorcyclists' attitudes and behavior and how they affect crash involvement.
- Using information about how motorcyclists form attitudes about safety issues, create programs that reduce dangerous behavior and reinforce safe behavior.

### Rider Education & Training (page 17)

- Expand motorcycle safety programs to accommodate all who need or seek training.
- Conduct uniform follow-up research into the effectiveness and impact of rider education and training.
- Merge rider education and training and licensing functions to form one-stop operations.

## ESSENTIAL Recommendations (continued)

### Licensing (page 21)

- Commission studies to ensure that licensing tests measure skills and behaviors required for crash avoidance.
- Identify and remove barriers to obtaining a motorcycle endorsement.
- Develop and implement programs to allow all state motorcycle safety programs to issue motorcycle endorsements immediately upon successful completion of rider training courses.
- Enforce penalties for operating a motorcycle without a proper endorsement.
- Encourage states and jurisdictions to provide motorcycle specific training to license examiners administering testing for motorcyclists.

### Crash Avoidance Skills (page 23)

- Conduct research to determine which rider crash avoidance skills are most important.
- Develop countermeasures in training, license testing, and motorcycle technology to address any current crash avoidance deficiencies.
- Evaluate effectiveness of rider education and training in developing crash avoidance skills.

### Motorcyclist Alcohol & Other Impairment (page 25)

- Study how alcohol, drugs and other substances, including over-the-counter medications, can affect a motorcyclist's operating skills.
- Study the alcohol, drug and other substance use patterns of motorcyclists.
- Educate law enforcement about unique alcohol-related behavior of motorcyclists.
- Encourage partnerships with groups already involved in alcohol/substance abuse issues related to motor vehicle crashes, e.g., Mothers Against Drunk Driving (MADD), Students Against Destructive Decisions (SADD).

### Personal Protective Equipment (page 27)

- Educate motorcyclists about the value of protective apparel by providing an information source on related research and a forum for the exchange of information.
- Find ways to more effectively communicate the benefits of helmet use and work toward making voluntary use of FMVSS 218 compliant helmets more widely accepted.
- Use effective strategies to ensure that all helmets in use meet FMVSS 218.
- Revise FMVSS 218.

## ESSENTIAL Recommendations (continued)

### Motorist Awareness (page 31)

- Remind motorcyclists that they may be overlooked and provide defensive strategies for overcoming this situation.
- Include questions regarding motorcyclists on driver's license tests and include information in driving manuals.
- Include the completion of a motorcyclist awareness class in sanctions against motorists found guilty of violating a motorcyclist's right-of-way.
- Adequate funding needs to be devoted to the development and implementation of motorist awareness issues.

### Insurance Industry Involvement (page 33)

- Insurers should write policies that stipulate that coverage or certain portions of coverage are not valid if the owner permits an unlicensed or improperly licensed operator to use the motorcycle.

### Enforcement & Adjudication (page 35)

- Educate law enforcement and judicial officials about unique motorcycle safety issues and resources.
- Encourage inclusion of law enforcement officials in Motorcycle Safety Program Assessments.
- Develop and implement standardized data gathering and reporting for motorcycle crashes.
- Include motorcycle crash investigation procedures in the basic course given to crash investigators.
- Appropriate sanctions should be applied to those found guilty of contributing to motorcycle crashes. The sanctions, such as mandatory attendance at a motorcycle awareness course, would be designed to expand knowledge of motorcycle issues.

### Traffic Safety Community Attitude (page 37)

- Traffic safety organizations outside of the motorcycling community can better influence motorcycle safety issues by becoming more educated about motorcycle safety issues and adopt them where applicable.
- Increase funding for motorcycle safety programs by elevating their importance to state highway safety offices.
- Representatives of the motorcycle safety community should be integrated into the larger highway safety community to improve cooperative efforts.

## ESSENTIAL Recommendations (continued)

### Motorcycle Design (page 43)

- Conduct research to determine how current motorcycle designs affect crash and injury causation.
- Implement the use of available tire and wheel technology and explore technology, such as run-flat tires, to reduce frequency of loss-of-control crashes caused by puncture flats.

### Braking (page 45)

- Study the effectiveness of linked and antilock braking in the field. If these technologies prove valuable, deploy them more widely.

### Conspicuity (page 49)

- Conduct research to determine why other motorists fail to see and identify motorcyclists and implement countermeasures.
- Encourage motorcyclists to enhance their conspicuity.
- Encourage manufacturers to make motorcycle apparel and parts conspicuous.
- Reconsider state requirements that prohibit safe conspicuity-enhancing modifications, including safe modification to lighting systems.

### Lane Use (page 51)

- Study the safety implications of lane splitting.

### Roadway Characteristics (page 53)

- Identify and prioritize roadway hazards to motorcycle operation.
- Develop and revise highway standards on all levels—federal, state, county, and local—to reflect the needs of motorcyclists and encourage motorcycle-friendly design, construction, and maintenance procedures.
- Create a working group to recommend changes to highway standards to increase motorcycle safety.
- Post specific warnings for motorcyclists where unavoidable hazards exist.
- Revise the *Manual on Uniform Traffic Control Devices (MUTCD)* so that signage better communicates roadway or construction conditions that present hazards to motorcyclists.
- Educate motorcyclists about the hazards created by common roadway defects and maintenance methods. Emphasize riding skills required to negotiate these hazards through education and training.
- Take steps to remove slippery sealants and repair substances applied to road surfaces.
- Educate road design and maintenance personnel about conditions that pose hazards to motorcyclists.

## ESSENTIAL Recommendations (continued)

### Other Vehicle Design (page 55)

- Educate motorcyclists about strategies to overcome the challenges that the designs of other vehicles create in the traffic environment.

### First Response (page 57)

- Integrate a motorcyclist treatment component in emergency medical personnel training.
- Integrate a motorcyclist treatment component in first-aid/bystander care training and encourage motorcyclists to obtain this training.

### Intelligent Transportation Systems (page 59)

- Include motorcycles in the design and deployment of Intelligent Transportation Systems.

## NECESSARY Recommendations

### Conveying Research Information to Users (page 13)

- Create a clearinghouse to distribute current, practical information about motorcycle safety based on recent research.
- Develop research-based safety information that can be used easily by the consumer media and in rider education and training systems.
- Explore public service announcements, advertising in enthusiast and near-enthusiast media, and any other viable avenues for distributing safety information.

### Rider Education & Training (page 17)

- Increase the number of states conducting Motorcycle Safety Program Assessments.
- Establish benchmarks for rider education and training effectiveness and program operation excellence.
- Explore the effectiveness of on-street training.

### Licensing (page 21)

- Develop an enhanced motorcycle licensing model using appropriate GDL concepts and evaluate its effectiveness.

### Crash Avoidance Skills (page 23)

- Evaluate the need for motorcycle simulator skills training.
- Examine technological approaches such as pre-crash warning and avoidance systems to enhance crash prevention.

## NECESSARY Recommendations (continued)

### Personal Protective Equipment (page 27)

- Conduct research regarding protective apparel effectiveness, and consider development or adoption of existing standards, if research justifies.

### Insurance Industry Involvement (page 33)

- Collect, organize, analyze, and distribute motorcycle-specific loss data from insurers to better understand safety issues, and to educate riders and other motorists on motorcycling safety issues.
- Develop guidelines for insurers to tie approved training, licensing, and safe-riding practices to premium reductions.

### Braking (page 45)

- Use information from research to implement other braking-related countermeasures.
- Provide additional training and education on proper braking and panic-braking techniques.

### Vehicle Modifications (page 47)

- Study the role of modifications in current motorcycle crashes.
- Educate users about how modifications and loads can change the operating characteristics of their motorcycles.

### Conspicuity (page 49)

- Conduct research on the effect of automobile DRL on motorcycle safety.

### Lane Use (page 51)

- Educate motorcyclists about lane-use strategies, including HOV lane usage.

### Roadway Characteristics (page 53)

- Reduce roadway debris such as that resulting from uncovered loads and shorn retreads.

### Other Vehicle Design (page 55)

- Emphasize motorcycle safety issues as a consideration in the design of other vehicles.
- Investigate how the designs of other vehicles affect motorcycle safety.

### First Response (page 57)

- Identify opportunities to utilize the *EMS Agenda for the Future* to promote motorcycle safety.

# Members of the Technical Working Group

## Art Friedman

**Editor, *Motorcycle Cruiser* magazine  
Emap USA, Inc. Publishing**

Art Friedman has been riding motorcycles for more than 35 years, amassing more than 1.5 million miles of street riding. He also spent 14 years roadracing motorcycles semi-professionally. He rides a motorcycle daily.

After graduating Beloit College in 1971, he started his career as a motorcycle journalist in 1972 at *Cycle News*, a weekly newspaper. In 1974, he moved to *Cycle Guide* magazine. In 1978, he was hired at Petersen Publishing Company (now Emap USA, Inc.) first on the editorial staff of *Motorcyclist*, which during his tenure became the largest U.S. magazine devoted exclusively to street motorcycles. In 1993 he oversaw the launch of *Sport Rider* magazine. After 13 years as *Motorcyclist's* editor-in-chief, he started a companion title, *Motorcycle Cruiser*, where he currently serves as editor.

As editor of *Motorcyclist*, Friedman made riding skills and safety features a standard component of that magazine's format, and motorcycle safety continues to be a regular part of *Motorcycle Cruiser*.

## Steve Garets

**Director  
Team Oregon Motorcycle Safety Program**

Steve Garets has been an active year-round motorcycle rider since 1963. He came into motorcycle safety in 1981 as an advocate for education and training. His involvement has included rider and instructor training, motor officer training, curricula development, community and state rider training program development and administration, licensing system development, license examiner training, state rider training program assessment, and all-terrain vehicle (ATV) rider, instructor and chief instructor training.

Garets is a member of the Transportation Research Board subcommittee on motorcycles and a past Executive Committee member and Chairman of the National Association of State Motorcycle Safety Administrators (SMSA). He is also a past member of the Oregon Governor's Motorcycle Safety Advisory Committee.

## **Kathleen N. Jensen**

### **Insurance Services Counsel National Association of Independent Insurers**

Kathleen Jensen has worked in the property/casualty insurance industry for more than 15 years. She is currently Insurance Services Counsel for the National Association of Independent Insurers (NAII) and is the staff liaison for the NAII Motorcycle Insurance Committee. The NAII is a national insurance trade association representing more than 675 property and casualty insurance companies across the country. NAII member companies range from large national companies to regional companies to companies writing in a single state. The association was created to promote the economic, legislative and public standing of its members and the insurance industry, to provide a forum for discussion of problems which are of common concern to its members, to keep members informed of regulatory and legislative developments, and to serve the public interest through appropriate activities, including the promotion of safety and security of persons and property. The member companies of the association include more than 50 of the property casualty insurance companies that write motorcycle insurance in the U.S.

Prior to joining the NAII, Jensen worked for CNA Insurance in Chicago, Illinois and Zurich Insurance in Schaumburg, Illinois.

## **Sean Maher**

### **Legislative Affairs Specialist American Motorcyclist Association**

Sean Maher has been with the staff of the American Motorcyclist Association's (AMA) Government Relations Department since 1995. As a Legislative Affairs Specialist, his primary focus is on street motorcycling issues and policies. Maher is the AMA representative to the Intelligent Transportation Society of America (ITS America) and is active on both the Safety and Human Factors Committee, and Advanced Vehicle Control and Safety Systems Committee.

Maher holds a Bachelor of Arts degree in Political Science from Ohio State University.

## **Ralph Martin**

### **Captain Colorado State Patrol**

Ralph Martin has been a member of the Colorado State Patrol since 1970. He has a degree in the Administration of Justice and in 1981 graduated from the Traffic Police Administration Training Program at the Northwestern University Traffic Institute.

Captain Martin has served as a field troop commander and is currently Officer In Charge of the Patrol's Operational Development Section at State Patrol Headquarters. He is also coordinator of the Patrol's Drug Recognition Expert (DRE) Program.

### **Robert L. Muelleman**

#### **Chief, Section of Emergency Nebraska Health Systems**

Robert L. Muelleman, M.D., FACEP, is Medical Director for Emergency Medical Services for Nebraska Health Systems and Professor and Section Chief of Emergency Medicine for University of Nebraska Medical Center. He has been involved in motorcycle safety and rural motor vehicle research and most recently has worked on the Safe Communities program with NHTSA Region VII.

### **Robert Rasor**

#### **Vice President, Government Relations American Motorcyclist Association**

Robert Rasor is the Vice President of Government Relations for the American Motorcyclist Association (AMA). He has been with the association for 26 years and has played an important role in promoting safe motorcycling and providing strong representation and advocacy for the AMA's 264,000 members. He also serves as the President of the Commission for Mobility, Transport, Road Safety, Industry and Public Affairs for the *Fédération Internationale de Motocyclisme* (FIM), the world governing body for motorcycle sport.

He has a Bachelor of Science degree in Business Administration, Economics and Sociology from Morehead State University. In his more than 35 years of motorcycling involvement, he has been an amateur motocross racer and toured extensively in the U.S., Canada, and Mexico.

### **David Thom**

#### **Senior Program Manager Head Protection Research Laboratory**

David Thom has been riding motorcycles, both on- and off-highway since 1970, when a friend introduced him to what would become a lifelong pursuit. He is a believer in rider training and has taken the MSF Experienced *RiderCourse* several times.

Professor Harry Hurt recruited Thom from a motorcycle dealership for the research team doing the *Hurt Report* at the University of Southern California in 1977. This began his career in the study of motorcycle safety, injury mechanisms and protective gear that continues today at the Head Protection Research Laboratory. While at USC, he earned a Bachelor and Master of Science in Safety Science.

His research over the years includes studies of rider braking performance, motorcycle conspicuity, car driver attention, helmet crash performance, retention system design, testing and standards, and how people get hurt in motorcycle crashes.

## **Lonnie J. Westphal**

### **Chief**

#### **Colorado State Patrol**

Lonnie Westphal joined the Colorado State Patrol in 1974. He was promoted to Sergeant in 1978, Lieutenant in 1981, Captain in 1983, Major in 1991 and Lieutenant Colonel in 1992. He was given his current appointment, to the rank of Colonel, and position of Chief of the Colorado State Patrol in 1995.

Colonel Westphal holds a Master of Arts degree in Public Administration from the University of Denver. He is a former board member for the State Patrol Protective Association, a former member of the board of officers for the Colorado Council of Law Enforcement Associations, an active member of the International Association of Chiefs of Police, a former International Chair of the Police Traffic Services Committee of the American Association of Motor Vehicle Administrators, a graduate of the National Executive Institute of the Federal Bureau of Investigation, and graduate of the John F. Kennedy school of Government for Senior Executives at Harvard University.

## **Steve Zimmer**

### **Motorcyclist-Rights Activist**

Steve Zimmer began riding street motorcycles while serving in the U.S. Navy. Riding for recreation and transportation, he has covered 23 states and gone from coast to coast and border to border. He holds a Bachelor of Arts in Psychology and Sociology from the University of Missouri.

Zimmer has been active in the motorcyclist-rights movement since early 1983 when he joined Freedom of Road Riders of Missouri (FORR). He served as State Newsletter Editor for FORR and held several local positions including Vice President and Central Committee Representative. At the end of 1989, he assumed the vacated position of State Legislative Coordinator and began lobbying in the Missouri State Capitol for FORR.

At the end of 1997, Zimmer was named Vice President of Government Relations for the Motorcycle Riders Foundation in Washington, D.C., serving in that capacity until June of 2000.

He currently enjoys riding in the Mid-Atlantic region and plans to continue working for the advancement and protection of motorcycling and motorcyclists.

# Glossary

**Antilock braking system (ABS):** A braking system that prevents wheels from locking during braking.

**Armor:** Padding, hard-shelled material or other impact-absorbing material fitted to a motorcyclist's apparel. Performance standards exist in Europe for such materials.

**Asphalt sealer:** Material used to fill and repair cracks in asphalt paving. Materials currently used often create a slick surface that can cause a motorcycle to lose traction.

**Automatic-on headlamp:** A motorcycle headlamp that is automatically illuminated when the engine is started—also known as daytime running lamp. Required by regulation in many states since 1973 and consequently installed on virtually all street bikes sold in the U.S.

**Brake:** To stop or slow a motorcycle using the brakes. See also Panic-brake.

**Café-racer:** Customized motorcycle built in the style currently categorized as a sportbike; popular in the 1970s and early 1980s.

**Corner (or cornering):** To negotiate a turn in the road. A motorcycle must lean to do so.

**Daytime running lamps (DRL):** Frontal lighting used to enhance daytime conspicuity of motor vehicles including motorcycles.

**DOT:** U.S. Department of Transportation

**Fairing:** Frontal bodywork on a motorcycle intended to make the vehicle more aerodynamic and/or reduce wind pressure on the rider.

**FMVSS 218:** U.S. Department of Transportation Federal Motor Vehicle Safety Standard No. 218 *Motorcycle Helmets*.

**FMVSS 218 compliant helmet:** A motorcycle helmet that complies with U.S. Department of Transportation Federal Motor Vehicle Safety Standard No. 218 (FMVSS 218) for motorcycle helmets.

**Front suspension:** Often called the “fork” or “forks” because most motorcycles use designs with two parallel legs.

**Hurt Report:** A study of 900 motorcycle crashes titled *Motorcycle Accident Cause Factors and Identification of Countermeasures*, authored by H.H. Hurt et al., in 1981. Conducted in the late 1970s, it is considered the most comprehensive study of motorcycle crash causation to date.

**Lane splitting:** Passing between lanes of stopped or slower-moving vehicles on a motorcycle. Not permitted in most of the U.S., it is allowed in many other countries and may provide a safety benefit. Also called “lane sharing.”

**Linked braking:** Motorcycle braking systems that use a single control to operate both front and rear brakes.

**Manual on Uniform Traffic Control Devices (MUTCD):** Contains all national design, application, and placement standards for traffic control devices, including signs, signals, and pavement markings. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F.

**Motorcycle safety:** Reducing motorcycling crashes, injuries and fatalities through risk management and countermeasures.

**Overbrake:** Applying too much force to a brake during a stop, which causes a wheel to stop turning. This can result in loss of directional control (particularly if the rear wheel stops rolling) or upset the motorcycle and cause a crash (a common result of overbraking the front wheel).

**Panic-brake:** An emergency stop, requiring hard, effective controlled brake application, so called because it is often conducted during a moment of panic.

**Position lamps:** Additional filaments in a motorcycle's front turn-signal assemblies that act as full-time running lights to increase conspicuity, distance perception by other drivers, and awareness.

**Risk management:** The practice of planning for and reducing risk.

**Semi-chopper:** A motorcycle customized in the style currently categorized as cruiser. In the 1970s, such machines frequently included lengthened front suspension.

**Swerve** (or **swerving**): To rapidly change direction, normally employed to avoid an obstacle.

**Tiered licensing:** A licensing system that provides for operating restrictions based upon motorcycle engine displacement.

**Tubeless tire:** A tire that retains air without an inner tube. An inner tube (used on a tube-type tire) is necessary to retain air pressure when the wheel design or the tire cannot do so. However, an inner tube typically deflates rapidly when punctured, and this sudden deflation can cause a quick reduction of control on a motorcycle. A tubeless tire typically deflates much more slowly, providing a motorcyclist with warning before control is reduced significantly. Whether a tube-type or tubeless tire is chosen normally depends on the kind of wheel to which it is fitted.

**Tube-type tire:** See **Tubeless tire**.

**Underbrake:** Failure to apply the brakes to their full capability, resulting in a longer than needed stopping distance. This is usually caused by fear of the results of overbraking.

# Resources

## American Association of Motor Vehicle Administrators (AAMVA)

4301 Wilson Blvd.  
Suite 400  
Arlington, VA 22203  
Phone: (703) 522-4200  
Fax: (703) 522-1553  
[www.aamva.org](http://www.aamva.org)

Founded in 1933, the American Association of Motor Vehicle Administrators is a voluntary association of public-service executives responsible for motor vehicle administration, driver-licensing issues and the enforcement of state and national laws that govern the use of vehicles on the roads in the U.S. and Canada. The association seeks to improve the administration of motor vehicle and law enforcement agencies by providing educational forums for its jurisdictional members to exchange ideas; to more effectively serve the driving public by encouraging jurisdictions to implement uniform laws and regulations; and to foster excellence in service to its diverse customer base by providing jurisdictional service delivery best practices.

## American Association of State Highway and Transportation Officials (AASHTO)

444 North Capitol St. NW  
Suite 249  
Washington, DC 20001  
Phone: (202) 624-5800  
Fax: (202) 624-5806  
[www.aashto.org](http://www.aashto.org)

AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in 50 states, the District of Columbia, and Puerto Rico. It is the only national public sector association that represents all five transportation modes: air, highway, public transportation, rail, and water. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system.

AASHTO develops voluntary standards and guidelines which are widely used in the design, construction, maintenance, and operation of national highway and transportation facilities.

AASHTO publishes more than 100 manuals and specification guides covering such areas as transportation, administration, safety, design, construction, and maintenance.

## American Motorcyclist Association (AMA)

13515 Yarmouth Dr.  
Pickerington, OH 43147  
Phone: (614) 856-1900  
Fax: (614) 856-1920  
[www.amadirectlink.com](http://www.amadirectlink.com)

The American Motorcyclist Association is a non-profit organization with a membership of more than 265,000 motorcycle enthusiasts. Established in 1924, the Association's purpose is to pursue, protect and promote the interests of motorcyclists, while serving the needs of its members.

## Federal Highway Administration (FHWA)

400 7th St. SW  
Washington, DC 20590  
Phone: (202) 366-0660  
[www.fhwa.dot.gov](http://www.fhwa.dot.gov)

FHWA is a part of the Department of Transportation and is headquartered in Washington, D.C., with field offices across the U.S. Its mission is to create the best transportation system in the world for the American people through proactive leadership, innovation, and excellence in service. FHWA provides expertise, resources, and information to continually improve the quality of our nation's highway system and its intermodal connections. The FHWA performs its mission through these main programs:

- The *Federal-Aid Highway Program* provides federal financial assistance to the states to construct and improve the National Highway System, urban and rural roads, and bridges. The program provides funds for general improvements and development of safe highways and roads.
- The *Federal Lands Highway Program* provides access to and within national forests, national parks, Indian reservations and other public lands by preparing plans, letting contracts, supervising construction facilities, and conducting bridge inspections and surveys.

## Head Protection Research Laboratory (HPRL)

6409 Alondra Blvd.  
Paramount, CA 90723  
Phone: (562) 529-3295  
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[www.hprl.org](http://www.hprl.org)

The Head Protection Research Laboratory is a non-profit, public-benefit research organization. HPRL was originally within the University of Southern California in Los Angeles. HPRL faculty and staff conducted the 1981 DOT-NHTSA sponsored study of 900 motorcycle accidents in Los Angeles, and continue to study motorcycle crashes and protective equipment in the U.S. and internationally.

## International Association of Chiefs of Police (IACP)

515 N. Washington St.  
Alexandria, VA 22314  
Phone: (703) 836-6767 or (800) THE-IACP  
Fax: (703) 836-4543  
[www.theiacp.org](http://www.theiacp.org)

The International Association of Chiefs of Police is the world's oldest and largest non-profit membership organization of police executives, with over 17,000 members in more than 100 different countries. IACP's leadership consists of the operating chief executives of international, federal, state, and local agencies of all sizes.

## **Motorcycle Safety Foundation (MSF)**

2 Jenner St.  
Suite 150  
Irvine, CA 92618-3806  
Phone: (949) 727-3227  
Fax: (949) 727-4217  
[www.msf-usa.org](http://www.msf-usa.org)

Since March 1973, the Motorcycle Safety Foundation (MSF) has set internationally recognized standards of excellence in motorcycle safety. The MSF works with the National Highway Traffic Safety Administration, state governments, and other organizations such as the American Association of Motor Vehicle Administrators, the International Association of Chiefs of Police, and the National Association of State Motorcycle Safety Administrators to improve motorcyclist education and operator licensing. The Motorcycle Safety Foundation is a national, non-profit organization sponsored by the U.S. manufacturers and distributors of BMW, Ducati, Harley-Davidson, Honda, Kawasaki, Suzuki and Yamaha motorcycles.

## **National Association of Governors' Highway Safety Representatives (NAGHSR)**

750 First St. NE  
Suite 720  
Washington, D.C. 20002-4241  
Phone: (202) 789-0942  
Fax: (202) 789-0946  
[www.naghsr.org](http://www.naghsr.org)

NAGHSR is the voice of the states in highway safety. This 501(c)(3) non-profit association represents the highway safety programs of states and territories on the "human factors" of highway safety. Such areas include occupant protection, impaired driving, speed enforcement, and motor carrier, school bus, pedestrian, and bicycle safety. NAGHSR's mission is to provide leadership in the development of national policy to ensure effective highway safety programs.

## **National Highway Traffic Safety Administration (NHTSA)**

400 Seventh St. SW  
Washington, D.C. 20590  
Phone: (888) 327-4236  
[www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)

NHTSA was established under the U.S. Department of Transportation by the Highway Safety Act of 1970, as the successor to the National Highway Safety Bureau, to carry out safety programs under the National Traffic and Motor Vehicle Safety Act of 1966 and the Highway Safety Act of 1966. The Vehicle Safety Act has subsequently been recodified under Title 49 of the U.S. Code in Chapter 301, Motor Vehicle Safety. NHTSA also carries out consumer programs established by the Motor Vehicle Information and Cost Savings Act of 1972, which has been recodified in various chapters under Title 49.

NHTSA is responsible for reducing deaths, injuries and economic losses resulting from motor vehicle crashes. This is accomplished by setting and enforcing safety performance standards for motor vehicles and motor vehicle equipment, and through grants to state and local governments to enable them to conduct effective local highway safety programs.

NHTSA investigates safety defects in motor vehicles, sets and enforces fuel economy standards, helps states and local communities reduce the threat of drunk drivers, promotes the use of safety belts, child safety seats and air bags, investigates odometer fraud, establishes and enforces vehicle antitheft regulations and provides consumer information on motor vehicle safety topics.

NHTSA also conducts research on driver behavior and traffic safety, to develop the most efficient and effective means of bringing about safety improvements.

## **State Motorcycle Safety Administrators (SMSA)**

8251 Main St. NE  
Suite 102  
Fridley, MN 55432  
Phone: (763) 785-9242  
Fax: (763) 784-1660  
[www.smsa.org](http://www.smsa.org)

The National Association of State Motorcycle Safety Administrators (SMSA) was established by MSF in 1984 as a forum for the exchange of information among state-sponsored motorcycle-education programs. The SMSA works to foster and promote state-administered motorcycle safety programs and to represent concerns related to motorcycle safety by working cooperatively with those individuals and organizations with an interest in motorcycle safety.

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