

PART 1204—[REMOVED AND RESERVED]

In consideration of the foregoing, and under the authority of 23 U.S.C. 402, 23 CFR part 1204 is removed and reserved.

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Appendix—Highway Safety Program Guideline No. 3, Motorcycle Safety

Each State, in cooperation with its political subdivisions, should have a comprehensive program to promote motorcycle safety and prevent motorcycle-related injuries. To be effective in reducing the number of motorcycle crash deaths and injuries, State programs should address the use of helmets and other protective gear, proper licensing, impaired riding, rider training, conspicuity, and motorist awareness. This Motorcycle Safety Program Guideline will assist States and local communities in the development and implementation of effective motorcycle safety programs.

I. Program Management

Each State should identify the nature and extent of its motorcycle safety problems, establish goals and objectives for the State's motorcycle safety program, and implement projects to reach the goals and objectives. State motorcycle safety plans should:

- Designate a lead agency for motorcycle safety;
- Develop funding sources;
- Collect and analyze data on motorcycle safety;
- Identify the State's motorcycle safety problem areas;
- Develop programs (with specific projects) to address problems;
- Coordinate motorcycle projects with those for the general motoring public;
- Integrate motorcycle safety into community/corridor traffic safety and other injury control programs; and
- Include passage and enforcement of mandatory motorcycle helmet legislation.

II. Motorcycle Personal Protective Equipment

Each State should encourage motorcycle operators and passengers to use the following protective equipment:

- Motorcycle helmets that meet the Federal helmet standard (their use should be required by law);
- Proper clothing, including gloves, boots, long pants, and a durable long-sleeved jacket; and
- Eye (which should be required by law) and face protection.

Additionally, each passenger should be provided a seat and footrest.

III. Motorcycle Operator Licensing

States should require every person who operates a motorcycle on public roadways to pass an examination designed especially for

motorcycle operation and to hold a license endorsement specifically authorizing motorcycle operation. Each State should have a motorcycle licensing system that requires:

- Motorcycle operator's manual;
- Motorcycle license examination, including knowledge and skill tests, and State licensing medical criteria;
- License examiner training;
- Motorcycle license endorsement;
- Motorcycle license renewal requirements;
- Learner's permit issued for a period of 90 days and limits on the number or frequency of learner's permits issued per applicant; and
- Penalties for violation of motorcycle licensing requirements.

IV. Motorcycle Rider Education and Training

Safe motorcycle operation requires specialized training by qualified instructors. Each State should establish a State Motorcycle Rider Education Program that provides for:

- Source of program funding;
- State organization to administer the program;
- Use of Motorcycle Safety Foundation curriculum or equivalent State-approved curriculum;
- Reasonable availability of rider education courses for all interested residents of legal riding age;
- Instructor training and certification;
- Incentives for successful course completion such as licensing skills test exemption;
- Quality control of the program;
- Ability to purchase insurance for the program;
- State guidelines for conduct of the program; and
- Program evaluation.

V. Motorcycle Operation While Impaired by Alcohol or Other Drugs

Each State should ensure that programs addressing impaired driving include a focus on motorcycles. The following programs should include an emphasis on impaired motorcyclists:

- Community/corridor traffic safety and other injury control programs;
- Public information and education campaigns;
- Youth impaired driving programs;
- Law enforcement programs;
- Judge and prosecutor training programs;
- Anti-impaired driving organizations; and
- College and school programs.

VI. Motorcycle Conspicuity and Motorist Awareness Programs

State motorcycle safety programs should emphasize the issues of rider conspicuity and motorist awareness of motorcycles. These programs should address:

- Daytime use of motorcycle lights;
- Brightly colored clothing and reflective materials for motorcycle riders and motorcycle helmets with high daytime and nighttime conspicuity;
- Lane positioning of motorcycles to increase vehicle visibility;
- Reasons why motorists do not see motorcycles; and

- Ways that other motorists can increase their awareness of motorcyclists.

HIGHWAY SAFETY PROGRAM GUIDELINE NO. 8—IMPAIRED DRIVING

Each State, in cooperation with its political subdivisions, should have a comprehensive program to combat impaired driving. This guideline describes the areas that each State's program should address. Throughout this guideline, "impaired driving" means operating any motor vehicle while one's faculties are affected by alcohol or other drugs, medications, or other substances. "Impaired driving" includes, but is not limited to, impairment as defined in State statutes.

I. Prevention

Each State should have prevention programs to reduce impaired driving through approaches commonly associated with public health—altering social norms, changing risky or dangerous behaviors, and creating protective environments. Prevention and public health programs promote activities to educate the public on the effects of alcohol and other drugs, limit alcohol and drug availability, and prevent those impaired by alcohol and drugs from driving. Prevention programs are typically carried out in schools, work sites, medical and health care facilities, and community groups. Each State should implement a system of impaired driving prevention activities and work with the traffic safety, health and medical communities to foster health and reduce traffic-related injuries and their resulting costs.

A. Public Information and Education for Prevention

States should develop and implement public information and education (PI&E) programs directed at impaired driving, and reducing the risk of injury or death and their resulting medical, legal and other costs. Programs should start at the State level and extend to communities through State assistance, model programs, and public encouragement. States should:

- Have a statewide plan, program, and coordinator for all impaired driving PI&E activities;
- Develop their own PI&E campaigns and materials, either by adapting materials from the Federal government or other States, or by creating new campaigns and materials;
- Encourage and support communities to implement awareness programs at the local level;
- Encourage businesses and private organizations to participate in impaired driving PI&E campaigns; and
- Encourage media to support impaired driving highway safety issues by reporting on programs, activities (including enforcement campaigns), alcohol-related arrests, and alcohol-related crashes.

B. School Programs

Student programs, including kindergarten through college and trade school, play a critical role in preventing impaired driving. States should:

- Implement K–12 traffic safety education, with appropriate emphasis on impaired