

Application for Best Practices Recognition
2004

Part One: Project Summary

Project Title: Maryland Motorcycle Safety Committee

Project Description (three sentences or less): Numerous stakeholders with an interest in motorcycle safety have formed a committee to investigate all aspects of motorcycle safety. The participants of this committee include representatives from diverse groups including motorcycle operators, state highway officials, researchers and instructors from local, state and federal agencies.

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Lead Agency for Project: Maryland Highway Safety Office

Participating/Cooperating Agencies (if any): Maryland Motor Vehicle Administration, University of Maryland National Study Center for Trauma/EMS, ABATE of Maryland, Maryland Institute for Emergency Medical Services Systems, Maryland State Police, Baltimore County Police, Community Traffic Safety Program (CTSP) coordinators representing individual counties.

(Additional members of project team and their contact information may be provided as desired.)

Which National Agenda goals apply? (May be numbered 1-6 corresponding to the order given in the original document as well as to the rephrasing of the goals provided on the Best Practices web page).

1. The Motorcycle Safety Committee is comprised of leaders from various disciplines of highway safety.
2. The Committee utilizes information collected from a variety of sources, including data collected on licensing, citations, crashes, training and injury cost.
3. The data analysis can be integrated by committee members for use in their own disciplines to improve ongoing safety programs (e.g. helmet laws, rider training, awareness, etc).
5. The diverse nature of this committee allows for discussion and implementation of different methodologies when analyzing the data.

Which steps in the management process does the project support? (Refer to the steps listed on the Best Practices web page. To avoid confusion with the numbered goals, use the wording provided and not the numbers. For example, say “Identify Problems” instead of just “2”)

Establish Safety Goals
 Identify Problems
 Plan Programs/Countermeasures
 Implement Programs
 Monitor Program Operations
 Evaluate Effectiveness

Reference the priority in your traffic records strategic plan to which this project applies:

The Traffic Records System Strategic Plan for Maryland included several recommendations that are applicable to the function of the Motorcycle Safety Committee.

- a. Emphasize applications of the Crash Outcome Data Evaluation System
- b. Develop interagency coordinating groups for specific program areas

Project Cost: planned \$: NONE actual \$: NONE

Extent of Project Implementation: (Sample Response: As of December 2003, the project created software that has been installed in 10 of the 15 cities in this pilot project. Five of those cities have provided performance information used in the “benefits” sections of this application.)

A strategic planning session has been planned for March 2004 to discuss the development of the Motorcycle Safety Committee. The goal of this session is to develop a more broad-based task force and to enable the creation of sub-committees to focus on individual subject areas.

Summary of Project Benefits: What was improved, who benefited, and how?

Benefits may be measurable or anecdotal, direct or indirect. If you can demonstrate the benefits of a traffic records project all the way to the bottom line (saving lives, reducing injuries and damage due to motor vehicle crashes), please do so!

It may be easiest to fill out the benefits section under Project Detail first, and then write a one- to three-sentence summary of that material here.

Part Two: Project Detail

Project Description: (your opportunity to write more than the three sentences permitted in Part One)

The Motorcycle Safety Committee (MSC) was formed in 2001 in response to the increasing trends of motorcycle crashes and fatalities found in national and state data. The agenda of the initial meeting of the MSC included a review of the initiatives currently underway by various agencies to address motorcycle safety and a 'brainstorming' session to consider additional possibilities. The first meeting included representatives from the Maryland Highway Safety Office, the Motor Vehicle Administration, the University of Maryland, the National Highway Traffic Safety Administration, and the Maryland House of Delegates. Over the following two years, the composition of this committee was expanded to include state and local police agencies, local highway safety professionals, motorcycle safety groups (ABATE of Maryland) and representatives from hospitals, emergency medical services and other health related fields. Since its inception, the MSC has maximized the unique expertise of its members to identify several areas for improvement and to develop specific countermeasures in areas such as motorcycle licensing and training.

Referring to the National Agenda Goals, tell how your project relates to each one you listed in Part One of this application:

1. The Motorcycle Safety Committee is comprised of leaders from various disciplines. Each participant is a proponent of motorcycle safety and are representatives from local, state and national agencies.
2. The Committee utilizes information collected from a variety of sources, including data collected on licensing, citations, crashes, training and injury cost. In addition to analyzing individual data sources, these datasets can be joined together as part of the Crash Outcome Data Evaluation System (CODES) to provide a more complete picture of motorcycle safety issues in the state of Maryland.
3. The data analysis can be integrated by committee members for use in their own disciplines to improve ongoing safety programs (i.e. helmet laws, rider training, awareness, etc). For example, analysis of crash data revealed that a large percentage of motorcycle operators that were involved in a crash did not have a motorcycle endorsement on their driver's license. This resulted in a campaign to send letters to owners of registered motorcyclists reminding them of the need to obtain the proper license endorsement.
5. The diverse nature of this committee allows for discussion and implementation of different methodologies when analyzing the data. Often, simple frequencies are not enough to adequately describe problem areas. Frequently, there are confounding variables (e.g. operator age and type of crash) that need to be addressed to adequately describe the problem.

Referring to the management approach to highway safety, tell how your project supports the management steps you listed in Part One:

Since the inception of the committee in 2001, we have been able to support each of the steps in the management process.

The committee has improved support in the following areas...

2) Identify Problems – Each representative on the committee has a unique perspective on motorcycle safety. By bringing these individual viewpoints together, the committee can define clear and identifiable problems that may affect all motorcyclists instead of focusing on one aspect or opinion (i.e. motorcycle helmets)

3) Plan Programs/Countermeasures and 4) Implement Programs - The committee has planned and implemented several programs and countermeasures for areas that were identified by the groups as needing improvement. These programs included sending reminder letters to owners of registered motorcycles who did not have a current motorcycle endorsement on their license.

5) The implemented programs are monitored by the responsible agency and progress reports are given to the committee at the quarterly meetings.

6) Analysis of available individual and linked datasets is used to determine the effectiveness of the programs and countermeasures implemented by committee members.

Describe the major process steps for your project, including any unique aspects that enhanced success:

The major process step for this project was to establish cooperation between different agencies and groups who each had an individual agenda regarding motorcycle safety. The committee has been able to focus on various aspects of motor vehicle safety including many of the urgent and essential recommendations that have been identified by the Motorcycle Safety Foundation. The topics include an improved use of crash and injury data, increased motorcycle training, increased public awareness campaigns, among others.

Provide the evidence and reasoning used to determine the success of the project:

To date, the best evidence of the success of the project can be seen by the increased number of activities throughout the state related to motorcycle safety, and the continued growth of the Motorcycle Safety Committee (MSC). In its first two years, the MSC has grown to such a level that a strategic planning session will be held to expand the group to an even more broad-based task force with subcommittees that would focus on specific areas of motorcycle safety (e.g. training, roadway, public awareness, etc.). Highway safety data will be made available to each sub-committee to help facilitate decision making and to provide evaluation of programs where possible.

Why should this project be recognized as a best practice in traffic records?

The Maryland Motorcycle Safety Committee should be recognized for best practice in traffic records because it is the only group in the nation that has such a diversified membership working on one goal: to promote motorcycle safety. This group focuses on issues directly related to riders (licensing) as well as issues related to road safety and provides an opportunity for more coordinated public information and enforcement activities. The committee uses data from a variety of sources to help support its

decisions and monitors the progress of ongoing programs and countermeasures. Similar results can be achieved in other areas of traffic safety using this Motorcycle Safety Committee as a model.