

# Motorcycle Safety

---

## Link(s) to the Transportation Safety Action Plan

**Action #6.9.1** Increase awareness among motorcycle drivers that the majority of these crashes involve speed, impairment, and roadway departure.

### Problem Identification Statement

Leading causative factors contributing to crashes include the following: riding on public roads impaired, riding too fast for conditions, riding distracted, riding fatigued, not following basic riding strategies/tactics (practicing situational awareness, maintaining escape routes, maintaining follow distance/space cushion), and riding above the posted speed. These choices continue to contribute to fatalities, and injuries in single vehicle, multi-vehicle, curve, roadway departure, and intersection crashes.

Other motorists continue to violate motorcyclist and moped riders' right of way due to distracted driving, inattentional blindness, motion blindness, errors in proximity/speed judgement, speeding motorcycle riders, and not "expecting" riders. This is resulting in crashes, fatalities and injuries.

Department of Transportation (DOT) compliant helmets reduce head trauma. Riders choose to wear non-compliant helmets, or wear no helmet at all. Riders choose to wear clothing that does not provide the protective characteristics that motorcycle-specific riding gear provides. When involved in crashes, these choices may result in increased injury severity.

People returning to riding after a significant break (months/years) may not be taking into account the changes in motorcycle technology, power, weight, and handling characteristics of modern motorcycles. Additionally, returning riders may not be accounting for personal human factors or choices (slower reaction time, vision decline, reduced physical fitness, use of alcohol/drugs preceding or during a ride, decreased situational awareness, and unpracticed riding skills) that negatively impact their ability to ride safely. These factors also contribute to crashes resulting in fatalities and injuries in Oregon.

The historic and likely future legislative proposal to repeal the helmet law may lead to higher severity level injury crashes and more fatalities. Legislative proposals including increased speed limits in rural areas and lane splitting/sharing/filtering may lead to additional crashes. Passage of these proposals may make the goal of eliminating motorcycle crashes less achievable.

## Motorcyclists on Oregon Roads - The Crashes

	2014	2015	2016	2017	2018	2014-2018 Average
<i>Injury Crashes</i>	801	889	909	757	1035	878
<i>Percent of Injury Crashes</i>	3.3%	3.1%	3.0%	2.7%	2.5%	2.9%
<i>Motorcyclist Fatalities</i>	44	60	55	56	85	60
<i>Percent alcohol impaired (.08 BAC or higher) and/or drug impaired fatalities</i>	26%	40%	39%	55%	45%	41%

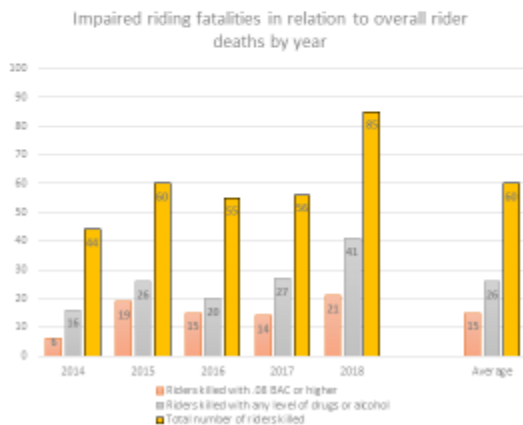
Source: Crash Analysis and Reporting, Oregon Department of Transportation

FARS DATA										
Motorcyclist Fatalities	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total (C-7)	38	40	51	34	46	61	55	57	85	57
Helmeted	34	34	46	32	41	57	46	48	73	46
Unhelmeted (C-8)	4	5	4	2	4	3	4	3	4	8
Unknown	0	1	1	0	1	1	5	6	8	3

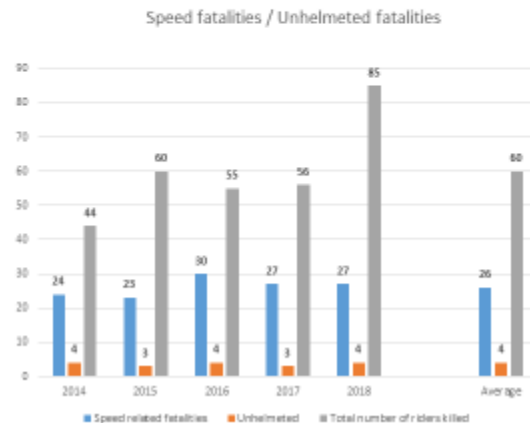
Source: FARS STSI DATA

## Motorcycle/Moped Rider Safety Program

### Impairment



### Speed / Unhelmeted



Source: 2018 Final Data, ODOT CARS Unit

DRAFT

## Motorcyclists on Oregon Roads

	2015	2016	2017	2018	2019	2015-2019 Average
<i>Registered Motorcycles</i>	134,711	135,464	136,442	136,476	134,178	135,454
<i>Percent of all registered vehicles</i>	3.1%	3.1%	3.0%	3.0%	2.9%	3.02%
<i>Motorcyclists fatalities per registered motorcycle (in thousands)</i>	0.45	0.41	0.41	0.62	0.42	.46
<i>Team Oregon Students Trained</i>	9,812	9,832	8,939	9,812	9,409	9,560

Source: Crash Analysis and Reporting, Oregon Department of Transportation, U.S. Department of Transportation. *NHTSA Shoulder Harness and Motorcycle Helmet Usage Study*, Intercept Research Corporation. TEAM Oregon Motorcycle Safety Program, TSD files.

### Goal

- Reduce the number of motorcycle riders killed or seriously injured in motorcycle crashes from the 2014-2018 average of 286 to 267 by December 31, 2025.

### Performance Measures

- Maintain the average number of riders killed in motorcyclist crashes when they were impaired by alcohol and/or under the influence of drugs at the same number as the 2016-2018 average of 46 by December 31, 2022.
- Maintain the average speed related motorcyclist crashes at the same level as the 2016-2018 average of 222 by December 31, 2022.
- Maintain the average fatal motorcyclist crashes that occur while negotiating a curve at the same number as the 2016-2018 average of 27 by December 31, 2022.
- Maintain motorcyclist fatalities from the 2015-2019 average of 63 by December 31, 2022. (*NHTSA*)
- Maintain un-helmeted motorcyclist fatalities at the 2015-2019 average of 4 thru December 31, 2022. (*NHTSA*)

### Strategies

- Within the allocated budget, continue to provide funding from the Oregon Motorcycle Safety Sub-Account to support the delivery of any OTSC-approved basic and intermediate rider training courses, in geographically distributed locations at a seat load that meets the historic customer demand. Continue to monitor approved courses for equitable access and delivery, and within budget limitations utilize secret shopper/post course survey services for training course evaluations. Be responsive to student complaints/concerns and monitor trends to quickly address potential issues. Promote the use of DOT compliant helmets and emphasize the benefits and limitations of motorcycle rider specific safety gear. In-state mandatory courses will be provided in, but not limited to, the following counties:

County or Political Subdivision
Baker
Benton
Clackamas
Clatsop
Coos
Deschutes
Douglas
Jackson
Josephine
Klamath
Lane
Linn
Malheur
Marion
Multnomah
Sherman
Washington
Yamhill

- In partnership with DMV, OTSC, GAC-MS, and out-of-state training providers (with NHTSA or other state recognized new rider training programs), review and assess out of state curriculums for adequacy, improvement, and acceptance for reciprocity. Continue to identify peer reviewed research related to training methods that lead to improved and equitable student outcomes and safe, legally compliant riding behavior. Collaborate with training providers and industry thought leaders to test training and learning concepts, and pilot new training methodologies and courses that lead to reduced crash-causing behaviors.

- Prioritize the development/refinement of rider situational awareness/risk assessment skills coupled with awareness and compliance with Oregon laws and rules. Promote riding skill mastery, ongoing practice, constant learning (on bike, videos/resources, access to safety research) and a deep understanding of safe riding techniques and habits through partnerships with stakeholders and non-traditional partners.
- Continue to partner with the Governor’s Advisory Committee on Motorcycle Safety, Governor’s Advisory Committee on DUII, Impaired Driving Program Manager, Speed/Law Enforcement/Judicial Program Manager, and other stakeholders to employ relevant strategies from Countermeasures That Work which address factors related to motorcyclist crashes. Identify new and unique opportunities that can be employed which produce measureable results in reducing rider crashes, fatalities, and injuries. Primary focus areas will include rider behavior, rider training, rider safety gear selection and use, and an increase in motorist awareness of riders (survey). An example of an opportunity may include partnering with online and brick mortar motorcycle-related retailers to develop and distribute media material ‘Get home to ride another ride’, ‘don’t drink and ride,’ and/or ‘don’t ride faster than conditions allow’.
- Analyze crash data to ensure projects, media, and outreach are addressing causative factors of crashes and reaching at-risk riders and rider groups.
- Using the most recently available State crash data to identify counties with the highest number of fatal and serious injury multivehicle crashes involving a motorcycle, conduct a media outreach campaign designed to increase drivers’ awareness of motorcycle riders in at least the following counties:

<b>*Preliminary State Crash Data - 2019 MC/Multivehicle Crashes by County</b>	
<b>County</b>	<b>#of Motorcycle Crashes (MCC) involving multiple vehicles</b>
MULTNOMAH	117
WASHINGTON	55
MARION	52
CLACKAMAS	36
JACKSON	36
LANE	31
DESCHUTES	19
LINN	16
DOUGLAS	14
POLK	13
KLAMATH	11

UMATILLA	10
JOSEPHINE	9
YAMHILL	9
CLATSOP	7
BENTON	5
WASCO	5
JEFFERSON	4
BAKER	3
COLUMBIA	3
CROOK	3
LINCOLN	3
TILLAMOOK	3
CURRY	2
HOOD RIVER	2
LAKE	2
MALHEUR	1
MORROW	1
SHERMAN	1
UNION	1
WHEELER	1

- Implement data-driven program activities including media, education, enforcement partnerships, and outreach designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.
- **Total Fatal & Injury Crashes involving a Motorcycle Operator having BAC = 0.08 or higher or Using Drugs, with Casualties Limited to the Motorcycle Operator**

<b>County</b>	<b>2015 - 2019* (*preliminary)</b>
<a href="#">Multnomah County, Oregon</a>	<a href="#">65</a>

<a href="#">Lane County, Oregon</a>	<a href="#">36</a>
<a href="#">Jackson County, Oregon</a>	<a href="#">28</a>
<a href="#">Clackamas County, Oregon</a>	<a href="#">24</a>
<a href="#">Marion County, Oregon</a>	<a href="#">24</a>
<a href="#">Washington County, Oregon</a>	<a href="#">14</a>
<a href="#">Polk County, Oregon</a>	<a href="#">12</a>
<a href="#">Deschutes County, Oregon</a>	<a href="#">9</a>
<a href="#">Josephine County, Oregon</a>	<a href="#">9</a>
<a href="#">Linn County, Oregon</a>	<a href="#">9</a>
<a href="#">Klamath County, Oregon</a>	<a href="#">8</a>
<a href="#">Douglas County, Oregon</a>	<a href="#">6</a>
<a href="#">Yamhill County, Oregon</a>	<a href="#">6</a>
<a href="#">Clatsop County, Oregon</a>	<a href="#">5</a>
<a href="#">Benton County, Oregon</a>	<a href="#">4</a>
<a href="#">Coos County, Oregon</a>	<a href="#">4</a>
<a href="#">Malheur County, Oregon</a>	<a href="#">4</a>
<a href="#">Umatilla County, Oregon</a>	<a href="#">4</a>
<a href="#">Wasco County, Oregon</a>	<a href="#">4</a>
<a href="#">Wheeler County, Oregon</a>	<a href="#">3</a>
<a href="#">Columbia County, Oregon</a>	<a href="#">2</a>
<a href="#">Crook County, Oregon</a>	<a href="#">2</a>
<a href="#">Lake County, Oregon</a>	<a href="#">2</a>
<a href="#">Morrow County, Oregon</a>	<a href="#">2</a>
<a href="#">Tillamook County, Oregon</a>	<a href="#">2</a>
<a href="#">Baker County, Oregon</a>	<a href="#">1</a>
<a href="#">Curry County, Oregon</a>	<a href="#">1</a>
<a href="#">Harney County, Oregon</a>	<a href="#">1</a>
<a href="#">Hood River County, Oregon</a>	<a href="#">1</a>
<a href="#">Jefferson County, Oregon</a>	<a href="#">1</a>
<a href="#">Lincoln County, Oregon</a>	<a href="#">1</a>
<a href="#">Gilliam County, Oregon</a>	<a href="#">0</a>



<a href="#">Grant County, Oregon</a>	<u>0</u>
<a href="#">Sherman County, Oregon</a>	<u>0</u>
<a href="#">Union County, Oregon</a>	<u>0</u>
<a href="#">Wallowa County, Oregon</a>	<u>0</u>

Source: 2015-2019\* ODOT-CARS Unit data – Impaired (Alcohol and or Drug) Fatality or Injury.

\*2019 data is preliminary and subject to change

## Motorcycle Safety

ODOT Approved Motorcycle Safety Training Programs	Awarded
<b>State Funds</b> - Oregon Motorcycle Safety Sub-Account – MC-22-80-03	<b>[\$1,016,000]</b>

This project will provide funding or reimbursement for the delivery of an approved/recognized state motorcycle safety training program delivered to Oregonians seeking basic or intermediate rider mandatory training.