

Slide 1

Introduce yourself – motorcyclist, concerned about reducing motorcycle accidents, injuries and deaths. Use the 5 W's:

- Who you are
- Where you are from
- What you ride
- When did you start riding
- Why you are here

Slide 2

Overview of the seminar:

- ◇ GWRRA – what the organization and the people are about
- ◇ Describe some of the characteristics of a motorcycle from the eyes of a driver. The purpose is to help them understand the problem of being seen by motorists.
- ◇ Present different typical situations found on the road daily. These situations increase the risk of driving a motorcycle due to motorists actions, which are often a result of being unaware of what to look for or inattentiveness

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- ◇ GWRRA stands for Gold Wing Road Riders Association. Our members form an association of people who like to ride Honda Gold Wing motorcycles and also like to have fun.
- ◇ Our association has over 80,000 members worldwide.
- ◇ Chapters are found in each of the 50 United States, in Canada and 52 other countries around the world.
- ◇ GWRRA is organized in local Chapters, state Districts, Regions are groups of several states, with an International Headquarters in Phoenix AZ, where it was founded.

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- ◇ GWRRA Motto - focused on training our members and always having fun
- ◇ Training for motorcyclists to improve their riding skills, as well as the passenger – co-rider. Increasing awareness of ways to manage the risk of motorcycling
- ◇ We present training in various forms including:
 - Seminars (like this one) presented in person using slides or PowerPoint presentations;
 - Recorded videos;
 - Monthly newsletters at the chapter, state and national level;
 - A monthly magazine
- ◇ First Aid, CPR and Artificial External Defibrillator training is also made available to our members because motorcyclists are often on the scene of another motorcycle accident. GWRRA members do much of their riding in groups.

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Why Motorist Awareness?

Click - Read the quote.

- ◇ Distracted drivers are poor drivers. The number of driver distractions continues to grow making the roads more hazardous to all, but especially to motorcyclists due to their exposure and vulnerability.

Click

- ◇ Ask: What distractions do you see in everyday driving?

Click

- ◇ The first three are distractions that drivers have dealt with for years.
- ◇ Items in the second list have been added in recent years. These are more high-tech devices, and more are sure to be added in the near future. The key is making them functional without interfering with the driver's attention to the road.
- ◇ Primary function of EVERY driver is to DRIVE THE VEHICLE SAFELY – for him/herself as well as for all the others who share the road.

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Read quote and credit Mike Wright, former President and Executive Director of GWRRA.

Mike Wright had the vision to create the Motorist Awareness Division of GWRRA in 2003.

As motorcyclists, we have a strong motivation to help make our streets and highways safer for us all.

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- ◇ We have been training our member motorcyclists for years on ways to manage the risk of riding our motorcycles. Every chapter in GWRRA has a Chapter Educator position
- ◇ Our focus has been on training our motorcycling members.

Click

- ◇ We believe the next step is to try to make other drivers more aware of motorcyclists. This will help reduce the risk to motorcyclists and help make the roads safer for us all.

Click

- ◇ Motorist Awareness training was recently consolidated under our Rider Education Division of GWRRA to reinvigorate our effort to spread the word to the driving public, and take advantage of the base of educators in our organization
- ◇ This effort will naturally complement the training we have been providing to our motorcycling – and car driving – members. After all, we drive cars, too!

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Motorcycles differ from cars, trucks and other traditional vehicles on the road.

- ◇ Their smaller size makes them harder to pick out from background traffic. They can easily blend in with, or be hidden by, other vehicles on the road

Click

- ◇ Look for a single headlight that is not paired with another, the way car headlights are paired.

Click

- ◇ Due to the smaller, narrower profile of the motorcycle, it is difficult to judge its speed – rate of travel – and it is also difficult to judge how far away the motorcycle is.

Click

- ◇ With their higher horsepower to weight ratio, motorcycles can usually accelerate more quickly than cars. This does not just apply to sport bikes, more commonly called crotch rockets.

Click

- ◇ Again, due to their low weight, the mass of a motorcycle is easier to bring to a stop with a decent system of disk brakes. Almost all motorcycles on the road today have disk brakes front and back.

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- ◇ Anyone who has ridden a bicycle already knows that a motorcycle is not as stable as a car because it only has 2 wheels. The rider is responsible for maintaining the balance of the motorcycle keeping it upright. But their acceleration and size make them very maneuverable.

Click.

- ◇ Other motorcycle based vehicles share similar characteristics of acceleration and deceleration, but are more stable having 3 or 4 wheels on the ground.

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Here is a photo of a Gold Wing based Trike,

Point out trike rear axle, and that the bike rear end is removed to put it in place

Slide 11

Side cars leave the bike in tact and the side car is attached to the existing frame

Slide 12

Tow Packs & voyager add-on kits add two wheels to the bike's frame for stability without removing the rear wheel of the motorcycle

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Motorcycle Equipment

Each state's vehicle code dictates the minimum equipment that must be found on every motorcycle on the road.

Click

- ◇ Lights help make motorcycles more visible on the road, and these are the basic requirements: a headlight, tail light and stop light
 - Turn signals are not found on all motorcycles, so riders must signal intentions by hand
 - Review Left Turn, Right Turn, and Slow Down hand signals (*Back Off!*)
- ◇ Oddly, Michigan's legislators decided to require a permanently attached seat be on the motorcycle. Personally, I can't imagine riding without one!
- ◇ In the area of rider equipment, Michigan requires motorcyclists to wear U.S. Department of Transportation approved helmet.
- ◇ In Michigan, at speeds above 35mph, adequate eye protection must be worn for the protection of the rider and co-rider. This can be a windshield, face shield, or shatterproof goggles

Click

- ◇ GWRRA goes further than the law and encourages all riders and co-riders to protect themselves against potential injury in the case of an accident.

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This cartoon is exactly why GWRRA promotes full coverage while riding for all riders. This is where we get into the meat of this training.

Click

Many fatal accidents with motorcycles involve other vehicles. Frequently the driver does not see the motorcyclist.

Click

- ◇ In other situations, the driver sees, but misjudges the motorcycle's distance and/or speed.
- ◇ Failure to recognize and yield the right-of-way to the motorcyclist results in an emergency situation.

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Here are some specific situations where inattentive or inexperienced drivers create problems for motorcyclists. We will point out some of these situations with example diagrams to emphasize these points.

Click

- ◇ A driver turning left across lanes of oncoming traffic is a common cause for car – motorcycle accidents. Drivers misjudge the speed and distance of the motorcycle, or fail to recognize them in the traffic at all.

Click

- ◇ In this case, we are focusing on the driver turning into traffic from a side road or driveway, whether it is a left turn or right turn.

Click

- ◇ Blind spots affect all of us, not just motorcycles. Cars can be hidden behind other objects. The smaller size of motorcycles makes them more easily hidden by other objects. And if you can't see something coming, you might unknowingly pull out in front of it.

Click

- ◇ A safe following distance is one that permits the driver to stop without hitting anyone or anything in front of him. Understanding the braking dynamics of motorcycles will help you drive more safely when following a motorcycle, as well as understand why some cyclists get nervous when drivers tailgate.

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Diagram - Left Turn Across Traffic

This slide shows driver's intent to turn across the path of the motorcycle when the motorcycle obviously has the right of way.

Click

Forgive the fact that the car is not moving while the motorcycle approaches. The intent is that the driver did not have adequate time to cross the lanes of the oncoming traffic before the motorcycle got there. This scene plays out every day. Most of the time, the motorcyclist anticipates the driver's action. We teach them to anticipate this kind of scenario in our Rider Course training. But if the rider is looking the other way at the wrong instant and does not have enough time to **brake** or **swerve** around the car. There will be a collision. Let's note that there are options that are taught to the rider braking and swerving or a combination of the two these things may help in an emergency but what if we can eliminate the need to use them

This possibility exists by teaching drivers to take an extra second to judge the speed and distance of approaching motorcycles by taking the time there will be no collision. We don't believe any driver would do this intentionally. It is usually caused by misjudgment or failure to recognize that a motorcycle was there at all.

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- ◇ We have talked about the smaller profile of motorcycles compared to other vehicles.
- ◇ Drivers are used to looking for other cars and light trucks. Buses and big trucks cannot be ignored. Everyone sees them.
- ◇ Their smaller size makes it more difficult to judge the speed and distance of an approaching motorcycle

Click

- ◇ Failure to see any vehicle on the road is not an excuse recognized by the law. You will still get a ticket for violating another vehicle's right-of-way, and you may cause an accident, too.
- ◇ Take a second, or third glance to make sure there is nothing hidden in the traffic that you didn't recognize with the first or second look
- ◇ If it takes an extra second to scan oncoming traffic for a motorcycle, it will be well worth it to avoid an accident.

Click

- ◇ When the motorcycle is properly recognized, the usual errors in judgment are an underestimate of the motorcycle's closing speed, or an overestimate of the distance to the motorcycle. In both cases, the driver thinks he has more time to complete the turn across the motorcycle's path than he really has.

Click

- ◇ The previous slide shows one of the biggest hazards to motorcyclists on the road today.
- ◇ One of the strategies motorcyclists use is to increase their visibility to others on the road. Ways of doing this are use of modulating headlights, wearing bright clothing or helmet, and strategic lane positioning. All of these help draw attention to a motorcyclist's presence on the road. Look for these things, too!

Click

- ◇ What other factors might contribute to this kind of accident?

Slide 18

Diagram – Right turn at intersection

- ◇ Many of us are in the habit of making a “rolling stop” at a familiar intersection when planning to turn right. By rolling through the turn rather than coming to a full stop, you reduce the time to observe, and *perceive*, what is coming at you. This requires the driver to make a split second decision whether the path is clear to turn *without interfering* with traffic that has the right-of-way.

Click

- ◇ The profile of the motorcycle – its narrowness & one headlight - and possible background traffic can lead to an unwary driver making a poor decision.

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Diagram – Left turn at intersection

- ◇ The driver in the blue car is making a left turn into traffic. Just like a right turn into traffic, the driver here needs to have enough space & time to merge with traffic. The added focus of crossing a lane of traffic can divide the driver's attention. Now he has to check both left & right before making the turn.

Click

- ◇ If the driver misjudges the distance or speed of the approaching motorcycle and turns in front of the bike, the motorcyclist must brake or swerve to avoid an accident with the car. This can be avoided.

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- ◇ Pulling into traffic requires the driver to yield the right of way to through traffic. It does not matter whether the traffic is a bus, an SUV, a car, or the smallest motorcycle. Might does not make right.

Click

- ◇ All drivers joining traffic from a cross street at an intersection, or coming out of a parking lot, are expected to wait for adequate space to join traffic and get up to speed without causing traffic to slow down.

Click

- ◇ This is obviously more of an issue to motorcyclists due to their vulnerability – they have no “cage” to protect them, or seatbelts for that matter. Pulling out in front of traffic can lead to a collision when traffic does not have enough time / distance to slow down to the merging car's speed.

Click

- ◇ What other factors contribute to accidents when turning into traffic?

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Click

- ◇ Blind spots are found in everyday driving. They are a common occurrence with all kinds of vehicles. We are extending the term to areas blocked from your view by other objects or vehicles.

Click

- ◇ Certainly, motorcycles – with their narrow profile and smaller size – are more easily blocked out by objects between them and other drivers, whether it is a truck, SUV, telephone pole, sign, bus stop shelter, or other object found near the road. It could even be a truck mirror blocking a truck driver's view of traffic on a side street.

Click

- ◇ It does not matter if the object blocking one's view is moving or fixed – it can shield an impatient driver long enough to make it look as though a lane is clear to move into when it really is not.

Click

- ◇ It only takes one rolling stop and a driver pulling out into traffic in front of a motorcycle – or other vehicle – to cause a serious accident.

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Diagram – Blind spots

In this scenario there are only four vehicles. How many blind spots can you pick out?

Some of the blind spots are listed here. Expect the audience to find others.

- A – Left bike in right rear blind spot of blue car
- B – Right bike in blind spot of truck
- C – Blue car cannot see right bike behind truck
- D – Right biker cannot see blue car

- ◇ Each vehicle has blind spots that vehicles coming up from behind must pass through.
- ◇ Left biker can most likely see over the blue car if it is a sedan, but not if it is an SUV.
- ◇ Some of these blind spots are moving at different relative speeds, so the blind spots will change with time. If the left bike moves alongside the blue car, the driver of the blue car can see him. Hopefully the driver knew he was coming up from behind because he used his mirrors!

Click and observe motion.

- ◇ Blue car moves over into the lane the motorcycle is occupying and cuts him off because the driver did not see the bike. The bike was in the driver's blind spot. Have you ever seen this happen?
- ◇ It could just as easily have been the blue car turning left across the truck's path and into the path of the right motorcycle. If the right motorcycle's speed was greater than the truck it could result in an emergency situation for the cyclist.

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Diagram – Blind spot at Intersection – moving car

- ◇ The blue car in this slide is the same one from the previous diagram where he made a left turn into traffic. In this case, the red car adds a complication to the situation.
- ◇ As the red car moves down the road, it creates a moving blind spot from the perspective of the driver in the blue car.

Click and observe motion

- ◇ When the red car passes the blue car at the intersection, the motorcycle moves into the blind spot beyond the red car as shown by the dotted lines.
- ◇ How does the driver in the blue car avoid causing an accident?

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- ◇ Be aware that vehicles may be hidden from your view behind fixed or moving objects.
- ◇ Do a head check – *turn your head* – to make sure there is no vehicle hiding in your blind spot before changing lanes.

Click

- ◇ Trucks have large blind spots, and create rolling blind spots where cars are hidden from your view. SUVs and cars have smaller blind spots, but they are there.

Click

- ◇ Avoid hanging out in another vehicle's blind spot. Especially if you are driving the smaller vehicle. Move quickly through another's blind spot when you are passing.

Click

- ◇ Fixed objects near the road cast a shadow of a blind spot dependent on your position. Anything that you cannot see through blocks your sight of objects beyond.
- ◇ Scan the road in both directions while approaching and waiting at an intersection. Capture a mental image of the traffic with each glance and check to see what changes each time you look.

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Stopping involves time before the physical act of braking.

Click

- ◇ First, the driver must see a need to slow down. This comes from recognizing the situation ahead requires it, whether it is for a stop light or a hazard in the road. This is the mental part and takes a fraction of a second.
- ◇ Reaction time is when the driver move's his foot to the brake pedal. This adds another fraction of a second.
- ◇ Execution is usually measured in feet required to bring the vehicle to a stop.

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Click

- ◇ Not including driver's or rider's reaction times, generally smaller vehicles can stop in a shorter distance than a large vehicle. Here are some actual ranges of stopping distances for various motorcycles, cars and SUVs to come to a complete stop from a speed of 60mph. Not all cars stop in 130 feet, for example. Some stop shorter, or quicker, than others. Same for SUVs and motorcycles.
- ◇ For safety, you want your vehicle to stop in a short distance to help you avoid a collision.

Click

- ◇ Recommended following distance for a motorcycle is 2 seconds minimum under ideal conditions. Good visibility, clean dry road surface providing excellent traction, motorcycle, and the operator, both in good condition. Tires are especially important.
- ◇ When conditions are not as good, the safe following distance *must* increase.
- ◇ Similar recommendations are made for other vehicles.

Click

- ◇ Ask the question: If your car travels further to stop than the motorcycle in front of you, what can you expect to happen?

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Diagram – Unsafe Following Distance – deer crossing the road

- ◇ Here is a case in point. Both vehicles are traveling the posted speed in upper Michigan where deer roam free. And deer are not very predictable. They are prone to cross the road at inopportune times for drivers. And for motorcyclists, too. When a driver is too close to the motorcycle in front, the driver does not have enough time to prevent this from happening.

Click and observe motion

- ◇ The driver of the sidecar was surprised by the deer bolting out from the woods beyond the shoulder of the road.
- ◇ His quick reactions and excellent braking power of the sidecar rig allowed him to avoid hitting the deer.
- ◇ However, the driver in the blue car was traveling too close to stop in a straight line without hitting the sidecar. He was maintaining an Unsafe Following Distance.

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- ◇ If a motorcycle is stopped at an intersection with cross traffic, and a car bumps into the back of the motorcycle, that ‘bump’ can have enough force to push the motorcyclist out into the traffic pattern resulting in a catastrophe.

Click

- ◇ When drivers follow too closely, they compromise their safety and the safety of those they are following.

Click

- They eliminate their space cushion

Click

- Which reduces available reaction time

Click

- This increases the chance of a rear end collision if the vehicle in front must stop quickly

Click

- This takes away one of a motorcyclists options – braking quickly – because he can be rear-ended by the vehicle that is too close

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- ◇ We have introduced you to GWRRA, who we are and what we do.
- ◇ We have informed you about the “Share the Road” program and what we hope it will accomplish – making the roads safer for us all
- ◇ We have also shown several situations in everyday traffic where inattentive drivers who are not looking for motorcycles in the traffic can cause problems and increase the risk to those riding motorcycles.
- ◇ Remember to watch out for motorcycles. Look twice, save a life!

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Questions?

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Thank you for allowing us to share your classroom time and bring this program to you.

We hope you will remember to Look Twice for motorcycles when you are driving on the road. And feel free to share our message with your family and friends.

References

Blind spot definition – Wikipedia

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

Oregon State Police – Perception + reaction time = 1.5 seconds

http://www.oregon.gov/OSP/PATROL/safety_tip_following_close.shtml

Average stopping distance – cars, trucks, reaction times

http://www.oregon.gov/OSP/PATROL/safety_tip_following_close.shtml

Truck & SUV stopping distances vs. police cars

<http://www.allpar.com/squads/police-cars/charger-police-testing.html>

Vehicle stopping distances – large cars, SUVs

<http://www.edmunds.com/>