

NCHRP 20-68A – US Domestic Scan Program
Scan 09-04 Best Practices In Successful Strategies for Motorcycle Safety

Topic Description

As of 2007, motorcycles account for 13% (5154) of all traffic fatalities in the United States; a number which has increased for 10 consecutive years. Further, many people are switching to motorcycles as a primary method of travel as motorcycles provide a much more economical means of transportation. Statistics show that motorcycle occupants are 34 times more likely to die in a vehicle accident than passenger car occupants. With a potential increase in motorcycle ridership/ownership and the high probability of fatalities among their riders, the fatality numbers may continue to increase, unless corrective actions (both infrastructure and behavior- related) are taken now. Reducing motorcycle fatalities requires a comprehensive approach which includes behavioral and infrastructure-related strategies. To date, most State-based initiatives in motorcycle safety have focused on behavioral issues such as training, raising awareness of motorcycles among other drivers, and licensing requirements. While infrastructure-related efforts have been limited due to various factors some States have implemented efforts to engage motorcycle riders and organizations to get feedback on roadway-related issues.

This scan will determine the successful infrastructure and behavior- related countermeasures that are being implemented nationwide in order to develop best practices for the country. Several examples of known State-based programs are as follows:

- North Carolina – BikeSafeNC
- Wisconsin’s Green Yellow Red (GYR) program,
- Minnesota -Motorcycle Safety Center, or MMSC
- Team Oregon

Additional examples will be sought, especially those which reflect infrastructure-oriented efforts, as part of the scan planning process.

The following issues will be investigated:

- Motorcycle crash causation issues
- Successful infrastructure solutions (barriers, safety edge, work zone enhancements)
- Motorcycle policies and design practices focusing on the infrastructure,
- Successful behavioral programs (training, shadowing/mentoring).

This information will be of value to state DOTs and other operating agencies as well as their designers and operators. It is anticipated that the scan will result in the development of a summary that documents successful infrastructure and behavior related solutions addressing motorcycle safety further resulting in expanded adoption and implementation of these solutions by additional States and other operating entities, resulting in less motorcycle fatalities and injuries.

Original Scan Proposal Title: Successful Strategies for Motorcycle Safety

Last Reviewed/Revised October 26, 2010

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Execution Schedule

Milestone	Anticipated Date
Chairs and Team Members Identified	June, 2010
Desk Scan Completed	August, 2010
Prescan Meeting Held	October, 2010
Scan Conducted	March-April, 2011
Draft PowerPoint submitted by SME	May, 2011
Draft Report Delivered to NCHRP and Panel	July, 2011
Final Report Delivered to NCHRP	March, 2012

Estimated Scan Cost and Funding

Duration: \$159,000; 1.5 weeks – this scan was conducted as a reverse scan format
Anticipated fund from FHWA: \$45,000

Last Reviewed/Revised March 14, 2012