



Spotlight

Spring 2021

The views and opinions of the articles and authors in the SMSA Spotlight do not necessarily reflect the views and opinions of the SMSA or their members. The articles are intended to provide a wide range of views on motorcycle safety. Any questions regarding articles should be addressed directly to the author(s).

Spring Is Here!

Spring has finally sprung. SMSA wishes all our members a safe and healthy 2021 rider training season!



In This Issue

SMSA Name Change to State Motorcycle Safety Association.....	2
Save the Date: 2021 SMSA National Training Summit!	2
SMSA Executive Committee Update.....	2
SMSA Communications and Membership Committee Update	3
SMSA Motorcycle Safety Programs Committee Update	3
SMSA Policy and Research Committee Update	3
SMSA Committee Openings.....	3
SMSA Elections.....	3
SMSA Awards	3
Reflecting on Resiliency: In Times of Challenging Opportunities.....	4
NHTSA’s Traffic Safety Marketing Website	5
2021 Get Up to Speed on Motorcycles	5
TALKING POINTS/FACT SHEET	5
Get Your Company’s Message Heard.....	8
NHTSA Traffic Safety Data	8
Step into the Spotlight.....	8

About SMSA

SMSA, established in 1984, is a 501(c)(3) nonprofit organization that provides leadership for state administered motorcycle safety programs. Our mission is to assist motorcycle safety programs, through collaboration and partnerships, to implement comprehensive, data-driven motorcycle safety programs and countermeasures to achieve a significant reduction in motorcycle operator traffic crashes, fatalities and injuries.

SMSA Listserv

Please take advantage of the SMSA Listserv hosted by Oregon State University. The SMSA Listserv is an easy and efficient way to contact your fellow SMSA members with questions relating to Motorcycle Safety and Rider Education. To sign up, [click here](#).



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Become a Member

Not a member? Become an SMSA individual, state or supporting [member](#) to support our organization and motorcycle safety efforts. Visit www.smsa.org for more information.

May is Motorcycle Safety Awareness Month!



**Motorcycle
Safety**
Awareness
Month
May

It's that time of year again! The summer months are approaching along with the promise of warmer weather. It is officially motorcycle season. For those reasons, May was named Motorcycle Safety Awareness Month.

Motorcycle safety is the responsibility of everyone on the roads. While it should be of the utmost importance year-round, please be especially diligent during these warmer months when motorcycle riding is at its highest.

Continue reading for more information and tips on motorcycle safety!

SMSA Name Change to State Motorcycle Safety Association

Amendments to SMSA's Bylaws Article I - Name of the Association and Article II - Purpose of the Association



were approved by the membership in early 2021. The official name of the Association is now the *State Motorcycle Safety Association* (SMSA).

Updates of the name have begun on the website and SMSA will continue to update documents with the new name. We will continue to keep the membership up to date on the name change.

Registration Open: 2021 SMSA National Training Summit!

The 2021 SMSA National Training Summit will be held October 13-16, 2021 at the Riverside Hotel in Boise, Idaho.



[Click Here to Register!](http://smsa.org/NewEvents.html) For more information visit <http://smsa.org/NewEvents.html>.

A preliminary agenda will be posted in early May 2021. There will be many exciting presentations and activities. We look forward to seeing you in beautiful Boise, Idaho.

SMSA Executive Committee Update

The SMSA Executive Committee continues to meet monthly to conduct association business and plan for the 2021 National Training Summit. Several webinars over the past year have been conducted and communications related to COVID-19 have been shared with the membership.

In collaboration with the Policy and Research Committee, the Executive Committee continues to review the bylaws for possible revisions and are developing several new Position Statements for the Association's considerations.

The current [Bylaws](#), supporting [Policies and Procedures](#), and [Position Statements](#) can all be found on the SMSA website at www.smsa.org.

SMSA 2020-2021 Executive Committee

Chairperson

Raymond Pierce
MO Motorcycle Safety Program

Vice-Chairperson & At-large Member

Larry Crowe
NH Motorcycle Rider Education Program

Secretary & Eastern Region Representative

Paul Graves
VT DMV

Treasurer & At-large Member

Edith Peters
FL DOT

Western Region Representative

Glenn Davis
CO DOT

Central Region Representative

Christopher Rector
IL Cycle Rider Safety Training Program

At-large Member

Jennifer Goodrich
WY DOT

Individual Member Representative

Jay Jackson

Supporting Member Representative

Janice Bagley
Affordable Home Services, Inc.

SMSA Communications and Membership Committee Update

The SMSA Communications and Membership Committee is currently reviewing the process for submitting SMSA Award nominations. The Committee is working to simplify the process and develop a plan for marketing nominations by SMSA members. More information on these awards can be found at:

<http://www.smsa.org/AwardNominations.html>.

Additional activities include developing and distributing the Spotlight and assisting with the planning of the SMSA 2021 National Training Summit in Boise, ID.

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SMSA Motorcycle Safety Programs Committee Update



The SMSA Motorcycle Safety Programs Committee is currently developing a draft of comprehensive model entry level rider training standards.

This model will include sections for program administration, program oversight, instructor qualifications, coordination with motorcycle licensing, curriculum content, classroom and range delivery, online delivery, and outcome standards. The first draft will be completed by the end of this year.

SMSA Policy and Research Committee Update

The SMSA Policy and Research Committee is assisting the Executive Committee with reviewing the bylaws for possible revisions, developing several new Policy Positions for the Association and defining a process for the regular review of current position statements.

SMSA Committee Openings

SMSA is seeking volunteers for the Communications and Membership Committee and the Policy and Research Committee. The committees are a great way to get involved in your association, support motorcycle safety, and network with other professionals. The commitment is generally one conference call per month and some review of activities.

If you are interested in participating in an SMSA committee, please contact the SMSA Office at office@smsa.org or (724) 801-8075.



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SMSA Elections

Nomination/Intent to Run forms are being accepted for 4 positions on the Executive Committee for 2021-2023: 3 Member-at-Large positions and 1 Supporting Member Representative.

Elections will be done by electronic ballot prior to the 2021 Annual Member Business Meeting.

Nomination/Intent to Run forms are due to the SMSA office by **June 1, 2021**. Forms available on the SMSA website.

SMSA Awards

SMSA is seeking nominations for the 2021 SMSA Awards. The award categories include:

- 2021 Outstanding Contribution
- 2021 Outstanding Individual Member
- 2021 Outstanding State Member
- 2021 Outstanding Supporting Member

Nominations are due by **July 1, 2021**.

For the 2021 SMSA awards nomination forms, please visit <http://smsa.org/AwardNominations.html>.

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on 9-11-2001, to the response of many Americans to the terrorist attacks and the individuals' efforts to rebuild their lives after a tragedy. Such a massive effort and outpouring of creative solutions shows the depth of dedication and the perseverance of our country and its people. When faced with, arguably, this century's worst disaster, Americans resiliently fought back and turned tragedy into triumph and ingenuity.

It is time to reflect... What are some examples of situations where you have had to demonstrate resiliency in your life? Maybe you moved away from your family for school or a job or had a family member get seriously ill. Perhaps you had job cuts at work, and you ended up doing several jobs for a significant period. Do you think that we need a certain level of resiliency to be successful? Yes, each situation/problem/opportunity is unique, and what it requires to be resolved. To quote the adage "*the only constant is change.*" You must adapt and overcome to finish that class, reach your goal, and get through unpleasant times.

How can we increase our current level of resiliency and our team's level? Welcome "good stress" (eustress) challenges and label problems/new situations as opportunities. Identify your goal(s) and break it/them down into small, simple steps spread out over a specific period of time. Encourage strategic risk-taking to support your goal's growth. Find purpose and seek out a mentor to get valuable feedback and advice, and then in turn be a mentor to someone else. Self-Reflect and discover your "why," then make adjustments to your plans. Promote wellness by taking care of your body (healthy eating, exercising, and sleeping well), being mindful, avoiding unproductive/negative outlets (e.g. social media), and believe in your ability to overcome hardships. Embrace healthy thoughts by keeping things in perspective, accept change (be flexible and adaptive), and maintain a hopeful outlook no matter how you feel in the present moment. Remember, not all feelings are based in facts. No one/situation/issue can make you feel any feeling (e.g. angry, frustrated, depressed) without your consent. Do not consent. Actively choose and foster the feelings you seek, and you will see your goals manifest.

"You are the master of your destiny. You can influence, direct and control your own environment. You can make your life what you want it to be." – Napoleon Hill

Reflecting on Resiliency: In Times of Challenging Opportunities

By: Sarah Baranek
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Psychologists define resiliency as the process of adapting well in the face of adversity, trauma, tragedy, threats, or significant sources of stress — such as family and relationship problems, serious health problems, or workplace and financial stressors. We are all being challenged to varying degrees with the current state of the nation and world on a variety of topics from many different perspectives (e.g. health, political, social, etc.).

To start our dive into resiliency you must ask: Is it based in nature/genetic or nurture/environmental?

Do you think that resiliency is a personality trait that only some people possess or is it a learned skill? There is good news! Resiliency can be learned. Like building a muscle, it takes time and intentionality. It is an ordinary, not extraordinary, skill. For example, reflect



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NHTSA's Traffic Safety Marketing Website

The National Highway Traffic Safety Administration (NHTSA) offers a website:

www.trafficsafetymarketing.gov/ with materials for numerous traffic safety campaigns including motorcycles, drunk driving, vehicle safety, distracted driving, drowsy driving and more.

The website includes materials for May Motorcycles Safety Awareness Month.

These marketing tools include images, videos, animations, posters, fact sheets, social media messages and images and offer a way to get involved through traditional media and online media. Each month a different campaign is highlighted.

NHTSA's Traffic Safety Marketing website is a great resource for all your State's traffic safety campaigns. Please share with your traffic safety peers.

2021 Get Up to Speed on Motorcycles



TALKING POINTS/FACT SHEET

May is Motorcycle Safety Awareness Month, and the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) wants to remind vehicle drivers and motorcyclists alike to *Get Up to Speed on Motorcycles*. In 2019, there were 5,014 motorcyclists killed in traffic crashes, a decrease from 2018 (5,038). Those deaths accounted for 14% of the total highway fatalities that year.

This May, NHTSA wants to ensure that all vehicle drivers *Get Up to Speed on Motorcycles*. This campaign helps motorists understand standard motorcycle driving behaviors and learn how to drive safely around motorcycles on our roadways. Safe riding practices and

cooperation from all road users will help reduce the number of fatalities and injuries on our nation's highways. It's especially important for motorists to understand the safety challenges faced by motorcyclists, such as size and visibility, and motorcycle riding practices like downshifting and weaving to know how to anticipate and respond to them. By raising motorists' awareness, both drivers and riders will be safer sharing the road.



KNOW THE FACTS

- Per vehicle mile traveled in 2019, motorcyclists were about 29 times more likely than passenger vehicle occupants to die in a motor vehicle crash and were 4 times more likely to be injured.
- NHTSA-funded research has shown that people behind the wheels of passenger vehicles are distracted more than 50% of the time.
- Improper use of a vehicle's rear-view and side-view mirrors contributes to collisions, particularly with smaller vehicles like motorcycles. With roughly 40% of a vehicle's outer perimeter zones hidden by blind spots, improper adjustment, or lack of use of one's side-view mirrors, can have dire consequences for motorcyclists.

TIPS FOR MOTORISTS

- If you are turning at an intersection and your view of oncoming traffic is partially obstructed, wait until you can see around the obstruction, sufficiently scan for all roadway users (pedestrians, bicyclists, and motorcyclists alike), and proceed with caution. Slow your decision-making process down at intersections.
- One's reaction time and ability to assess and respond to a potential collision, such as a lane change, is significantly hindered if there are large differences in speed among vehicles in traffic. When approaching a congested roadway, being diligent in modifying your speed to match that of the cars in traffic can be a lifesaver, particularly for motorcyclists.
- Allow a motorcyclist a full lane width. Though it may seem as if there is enough room in a single lane for a motor vehicle and a motorcycle, looks can be deceiving. Share the

road, but *not* the lane: A motorcyclist needs room to maneuver safely.

- Because motorcycles are smaller than most vehicles, they can be difficult to see. Their size can also cause other drivers to misjudge their speed and distance.
- Size also counts against motorcycles when it comes to blind spots. Motorcyclists can be easily hidden in a vehicle's blind spot. Always look for motorcycles by checking your mirrors and blind spots before switching to another lane of traffic.
- Always signal your intentions before changing lanes or merging with traffic. This allows motorcyclists to anticipate your movement and find a safe lane position.
- Do not be fooled by a flashing turn signal on a motorcycle — it may not be self-canceling and the motorcyclist may have forgotten to turn it off. Wait to be sure the rider is going to turn before you proceed.



- Allow more follow distance — three or four seconds — when following a motorcycle; this gives the motorcycle rider more time to maneuver or stop in an emergency. Motorcycle riders may suddenly need to change speed or adjust their lane position to avoid hazards such as potholes, gravel, wet or slippery surfaces, pavement seams, railroad crossings, and grooved pavement.



TIPS FOR MOTORCYCLISTS

- Wear a DOT-compliant helmet with a “FMVSS No. 218 Certified” label and use reflective tape and gear to be more visible. NHTSA estimates that helmets saved the lives of 1,872 motorcyclists in 2017. An additional 749 lives could have been saved if all motorcyclists had

worn their helmets. Learn how to identify a safe, DOT-compliant helmet here

<https://www.nhtsa.gov/motorcycle-safety/choose-right-motorcycle-helmet>.

- Never ride while impaired or distracted — it is not worth the risk of killing or injuring yourself or someone else. Plus, a DUI costs \$10,000 on average, and can lead to jail time, loss of your driver's license, and higher insurance rates.
- Always drive with a current motorcycle license. It's the law. In 2019, 30% of motorcycle riders involved in fatal crashes were riding without valid motorcycle licenses.

FACTS ABOUT HELMET USE

- The use of DOT-compliant motorcycle helmets was 70.8% in 2019.
- Helmet use continued to be significantly higher in states that require all motorcyclists to be helmeted than in other states that do not.
- DOT-compliant helmet use among motorcyclists on expressways decreased slightly to 73.7% in 2019, down from 74.1% in 2018.
- DOT-compliant helmet use among motorcyclists traveling in fast traffic decreased to 72.8% in 2019, down from 76.3% in 2018.
- DOT-compliant helmet use among motorcyclists traveling in heavy traffic decreased slightly to 72.1% in 2019, down from 73.3% in 2018.

FMVSS No. 218 AND HELMET COMPLIANCE

- The DOT requires that all motorcycle helmets sold in the United States meet Federal Motor Vehicle Safety Standard (FMVSS) No. 218, which outlines basic helmet safety requirements.
- Many states have laws requiring FMVSS No. 218 DOT-compliant helmets.
- In States requiring all to use helmets, 89.2% of helmets used were DOT Compliant, while 9.7% were not. In States not requiring helmet use, 56.5% of helmets used were DOT compliant, while 14.8% were not.



- The 2019 National Occupant Protection Use Survey (NOPUS) found only one significant year-to-year change: Use of noncompliant helmets in States that do not require all motorcyclists to be helmeted increased significantly from 3.5 percent in 2018 to 14.8 percent in 2019

- How to spot an unsafe helmet: Check for weight, helmet liner thickness, sturdy chinstraps, as well as the DOT certification label to assess if the helmet meets the Federal safety standard. Familiarize yourself with brand names and helmet designs that comply with DOT requirements. For example, a full-face design is a good indicator of a safe helmet. For more information on FMVSS No. 218 and novelty helmets, visit

https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/14283-identify_unsafe_motorcycle_helmets_070919_v4_tag.pdf.

FACTS ABOUT MOTORCYCLES AND ALCOHOL USE

- Motorcycle riders involved (killed or survived) in fatal crashes in 2019 had higher percentages of alcohol impairment than any other type of motor vehicle driver (29% for motorcycle riders, 20% for passenger car drivers, 19% for light-truck drivers, and 2% for drivers of large trucks).
- The highest percentages of alcohol-impaired motorcycle rider fatalities in 2019 were in the 40-to-44 age group (40%) followed by the 35-to-39 age group (38%), 30-to-34 age group (35%) and 45-to-49 age group (35%), when compared to other age groups. Forty-two percent of the 1,886 motorcycle riders who died in single-vehicle crashes in 2019 were alcohol-impaired. Forty-eight percent of those killed in single-vehicle crashes on weekends were alcohol-impaired.
- Thirty-nine percent of the 1,793 motorcycle riders who died in single-vehicle crashes in 2018 were alcohol-impaired as compared to 42 percent of the 1,912 motorcycle riders who died in single-vehicle crashes in 2009. Fifty-eight percent of those killed in single-vehicle crashes on weekend nights were alcohol-impaired.

For more information, visit www.trafficsafetymarketing.gov.

For additional statistics please visit <https://cdan.nhtsa.gov/> and search “motorcycle” under Crash Data Publications.

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NHTSA Traffic Safety Data

NHTSA's [National Center for Statistics and Analysis \(NCSA\) Motor Vehicle Traffic Crash Data Resource Page](#) is an excellent resource available to the general public and traffic safety stakeholders.

The NCSA provides a compilation of the latest data concerning overall traffic safety, which includes the most recent motorcycle safety data. It is regularly updated and a great source of information (old and new). As we navigate motorcycle safety, it is good to have a picture of how other areas of traffic safety relate.

Step into the Spotlight

Have your article featured in the next edition of the *Spotlight*. Please submit articles to the SMSA office at office@smsa.org. Articles can showcase your state safety campaigns, state programs, best practices, teaching techniques, new motorcycles or other motorcycle safety related news.

Please see the [SMSA Guidelines for Submitting Spotlight Articles](#) for more information.

Advertisements for Supporting Members: please submit your new advertisements that can be featured in the *Spotlight*.



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