



Spotlight

Winter 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).

Happy New Year!

SMSA wishes all our members a Happy New Year. In these challenging times, we wish everyone a safe and healthy 2021!



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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](#). Summaries from past postings are on the SMSA website under the Listserv tab in the Members Only section.



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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.

SMSA Name Change to State Motorcycle Safety Association

In November 2020, SMSA conducted a vote of the membership to change the name of the Association



from the *National Association of State Motorcycle Safety Administrators (SMSA)* to the *State Motorcycle Safety Association (SMSA)* which was approved.

In the coming months, the Association will formally complete the process to change the name including amendments to Article I - Name of the Association in the SMSA Bylaws. We will continue to keep the membership up to date on the name change.

Save the Date: 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.



Mark your calendars now! For more information visit <http://smsa.org/NewEvents.html>.

A preliminary agenda will be posted in late February 2021. We look forward to seeing you in beautiful Boise, Idaho.

SMSA Executive Committee Update

The 2020 Annual Members' Business Meeting was held virtually September 16, 2020. Several webinars have been conducted and communications related to COVID-19 have been shared with the membership. An additional webinar is scheduled for January 19, 2021 and referred to later in this edition of the Spotlight.

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 with an anticipated release in 2021.

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 to fill vacancies 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 Awards

SMSA would like to again congratulate the 2020 SMSA Award Winners! They will be recognized in person during the 2021 SMSA National Training Summit in Boise, ID in October 2021.

Submit your nominations for the 2021 SMSA Awards at <http://smsa.org/AwardNominations.html>.



Roberta "Bobbie" Carlson received the **2020 SMSA Outstanding Contribution Award**.



SkidCar / SkidBike System, Inc. (Dane and Lisa Pitarresi) received the **2020 SMSA Outstanding Supporting Member Award**.

SMSA thanks you for your continued support and for your contributions to the motorcycle safety community.



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Risk Management Planning

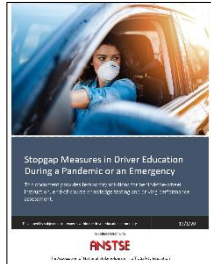
By: Brett Robinson, SMSA Executive Director

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The current pandemic has presented many challenges for those involved in traffic safety education – including rider education and training.

On December 1, 2020, the Association of National Stakeholders in Traffic Safety Education (ANSTSE) published a report for the driver education community titled: *Stopgap Measures in Driver Education During a Pandemic or an Emergency*. Among various issues, this report describes the need for Risk Management Planning and serves as a basis for this article. The report can be found at www.anstse.info.



Like other traffic safety education programs, many rider training classes were cancelled or postponed, and business as usual – was far from usual. States, programs and training sites implemented measures to ensure the safety and health of students and instructors to minimize the risk of spreading the COVID-19 virus. For example, reduced class sizes, physical distancing and cleaning protocols, among other measures, were implemented. For the first time, many programs embraced eLearning or virtual training platforms in lieu of traditional classroom instruction.

Many, if not all, of the measures implemented during this time will still be required in the coming 2021 rider training season. It is uncertain how long these measures will be required – or if they will be needed again.

With that thought in mind – as identified in the ANSTSE report, it is important for States, programs and training sites to develop and maintain a risk management plan to address the current and any future pandemics or emergencies.

As a result of this pandemic we have all learned the value and importance of risk management planning. During the continuation of the pandemic and other future emergencies, we must have plans in place for the continuation of rider training. According to the Project Management Institute (PMI)¹ and the Project

Management Body of Knowledge (PMBOK Guide)², “Risk is an uncertain event or condition, that if it occurs, has a positive or negative effect on one or more project objectives such as scope, schedule, cost or quality,” (p.237). By utilizing the theories from PMI, an organization can be better positioned to manage or mitigate emergency situations, should they arise.

The definition of risk has been accepted as part of the International Organization of Standardization (ISO). ISO is an independent, non-governmental body of international organizations. The definition of risk was developed by an international committee representing over 30 countries and is based on the input of several thousand subject matter experts. According to PMI, Risk Management is, “The identification, assessment, and prioritization of risks followed by coordinated and economical application of resources to minimize, monitor, and control the probability and/or impact of unfortunate events or to maximize the realization or opportunities. Risk can involve both known and unknown risks. The ideal situation would be to implement a planned risk response, should either occur. It is therefore essential for organizations to act in a proactive manner to develop a strategy for managing risks.”

States, programs and training sites should conduct a process to develop a risk management plan. While PMI recommends a set of six steps, implementing even a few basic steps will help programs as they continue to address the current pandemic and to address emergency preparedness in the event there is a future need for such action.



¹ Project Management Institute, 2008. The meaning of risk in an uncertain world. Retrieved from <https://www.pmi.org/learning/library/project-risks-uncertain-world-8392>.

² Project Management Institute, 2017. Project management body of knowledge (PMBOK Guide). Newton Square, PA.

Some opportunities for risk management planning include, but are not limited to:

- Conduct a group process to identify potential risks. Include a description of the risk, timeframes, and identify a risk manager position.
- Perform a qualitative risk analysis to further understand your organizational risks and to help plan risk response strategies.
- Develop a risk response plan. This plan will help determine when to accept, avoid, mitigate, transfer or take some other action to address a risk should it arise.

It is uncertain when the current pandemic will subside or if there will be future outbreaks. Additionally, other types of emergency situations may arise in the future that may affect normal operations. No organization within traffic safety education was prepared for the outbreak of the current pandemic and it is essential we all take steps (risk management planning) to prepare for the potential of future emergencies that impact normal operations.

SMSA Members' Webinar on Rider Training During the COVID-19 Pandemic and Other Future Emergencies

To continue to assist in this effort, SMSA will conduct another members' webinar on Tuesday, January 19, 2021 from 3:00 - 4:30 pm EST. The purpose of this webinar is to share lessons learned from the 2020 rider training session and to identify the need for planning as we go into the 2021 rider training season. Check your email for a link to register for the webinar.

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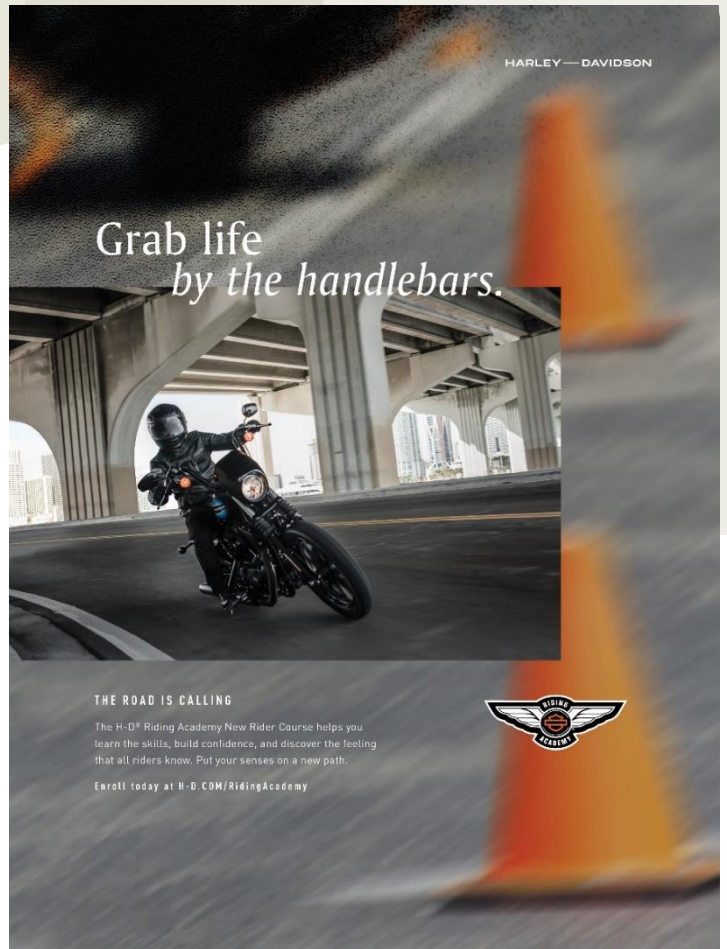
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NHTSA's Traffic Safety Marketing Website

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.

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.

NTSB Recommendations

By: Brett Robinson, SMSA Executive Director

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As many of you are aware, on December 1, 2020, the National Transportation Safety Board (NTSB), an independent Federal agency, conducted a virtual meeting to present the findings, probable cause and recommendations of the crash investigation between a pick-up truck and motorcyclists on June 21, 2019 in Randolph, New Hampshire. The virtual meeting included NTSB Board Members and Staff involved in the investigation.

The crash involved a pick-up truck pulling an empty vehicle trailer that crossed the center line striking a group of 15 motorcycles carrying 15 riders and seven (7) passengers traveling in staggered formation. Ultimately the crash involved 13 of the 15 motorcycles.

The crash resulted in five (5) fatalities, one (1) serious injury and four (4) minor injuries among riders; and two (2) fatalities and two (2) minor injuries among passengers. The pick-up driver was not injured.

Major findings included issues with State and Federal oversight on commercial driver license (CDL) and motor carrier oversight, CDL hiring and background checks, CDL hours-of-service requirements, CDL revocation of privileges, impairment, fatigue, standards for anti-lock braking systems (ABS) on motorcycles, motorcyclist helmet usage, motorcyclist safety – including impairment, rider spacing, and more.

As a result of this investigation, the NTSB identified the following safety issues:

- Deficiencies in out-of-state driver's license notification processing,
- Insufficient federal oversight of motor carriers, and
- Shortcomings in motorcycle rider safety.

The probable cause – “The National Transportation Safety Board determined that the probable cause of the Randolph, New Hampshire, crash was the pickup truck driver's crossing the centerline and encroaching into the oncoming lane of travel, which occurred because of his impairment from use of multiple drugs.”

The Honorable Robert L. Sumwalt, Chairman, in closing said, “there were failures up and down the line” and “the carrier had an unsafe safety culture.”

“The recommendations that we issued today, if acted upon, would result in additional oversight for recent

graduates of the Federal Motor Carrier Safety Administration's (FMCSA) new entrant safety assurance program. They would result in non-compliant electronic logging devices being removed from the approved list and would prevent other non-compliant devices from being approved in the future.

Furthermore, they would result in the states taking a fresh look at how they process interstate notifications of infractions and suspensions, with an eye to accurate and speedy processing.

Likewise, if the motorcycle safety recommendations that we reiterated today are acted upon, ABS would be standard on new motorcycles, and the states would require the use of FMVSS-218 compliant helmets by riders and passengers.

Let's be clear: This crash was caused by an impaired driver in a combination vehicle crossing the centerline and striking the motorcyclists. It was not the lack of motorcycle safety features that caused this crash.

However, we know that motorcycle safety features and protective gear greatly improve a rider's chances of survival in a crash.

Following the report, the NTSB issued a safety recommendation to SMSA to inform our members about the crash and to remind them about the safety benefits of:

- wearing US Department of Transportation-compliant helmets,
- safe spacing when riding in groups,
- riding unimpaired, and
- ABS-equipped motorcycles.



The SMSA will continue its commitment to educating riders on these and other issues related to motorcycle operator safety and is seeking such articles for future Spotlight editions and presentations for the upcoming SMSA 2021 National Training Summit in Boise, ID.

Our hearts go out to those involved. We continue to mourn for the families, friends and our country on the loss of these motorcyclists including brave service men as well as one of their wives.

For more information, please visit <https://www.nts.gov/investigations/AccidentReports/Pages/HAR2004.aspx>.

To learn more about NTSB visit <https://www.nts.gov/Pages/default.aspx>.



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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.

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