

# Mission Statement

The goal of the TMSM is to reduce the number of crashes involving motorcycles and deaths and injuries resulting from these crashes.

The Texas Motorcycle Safety Coalition (TMSM) serves as a public forum for addressing strategies to improve motorcycle safety; discusses effective programs, regulations, and other opportunities to improve motorcycle safety; reviews, proposes, and makes recommendations concerning motorcycle-related legislation; and serves to promote rider safety and inform the public about being aware of motorcycles and sharing the road safely.

## A little history...

- Established in December 2008 - collectively identify action steps to reduce the number of motorcycle crashes, deaths, and injuries on Texas roadways.
- TMSC Board coordinates initiatives and strategic planning for the coalition.
- TMSC standing committees include Safety Awareness, Education, Legislative, Roadway Engineering and Design, Research, Nominations, Resolutions, and Policies and Bylaws.

## Some Accomplishments

- TMSC members comprised the majority of the working group that mediated the requirements of Senate Bill 1967, an omnibus motorcycle safety bill passed in the 81st Legislative session.
- TMSC introduced “I Ride for Tomorrow,” a biker’s pledge to “ride responsibility, ride sober, ride smart, and ride safe.”
- TMSC hosts an annual Texas Motorcycle Safety Forum to bring together safety advocates to discuss current motorcycle safety issues, share information about ongoing activities, and identify strategies and opportunities for improving motorcycle safety.
- TMSC members participate in promoting motorcyclist safety and motorist awareness at outreach events throughout the state.

# 5 Year Study of Texas Motorcycle Crashes

- Texas A&M Transportation Institute
- Dr. Eva Shipp, TTI Epidemiologist and Researcher
- 5 Year Study of Texas Motorcycle Crashes
  - Will allow us to take a serious look at our issues, and develop countermeasures to address.
  - Have the knowledge to adjust our plans quickly and efficiently

# The Dreaded Helmet Discussion...

52% of motorcyclists killed in 2015 were not wearing a helmet at the time of crash.

For 2015, Texas has a voluntary helmet usage rate of 65.6 percent.

**Ride a motorcycle? Wear a helmet.**  
It may save your life.

Wearing a D.O.T. or Snell Foundation Certified helmet is the most important piece of safety equipment a motorcycle rider can wear.

Ben Spies, # 11  
Professional Racer, Texas

FOR MORE INFORMATION:

 [www.benspies.com](http://www.benspies.com)

 [www.looklearnlive.org](http://www.looklearnlive.org)

 [www.txdot.gov](http://www.txdot.gov)

 [hjchelmets.com/tjca/tech\\_hUsage](http://hjchelmets.com/tjca/tech_hUsage)

234 Motorcyclists were unhelmeted in 2014, down from 280 in 2013.

Texas' helmet usage is 6% higher than the National Average and one of the highest without a helmet law

# Public Outreach – Motorcycle Awareness and Gear Usage



TTI staff attend 15-20 events each year to reach the general public with safety and awareness messages

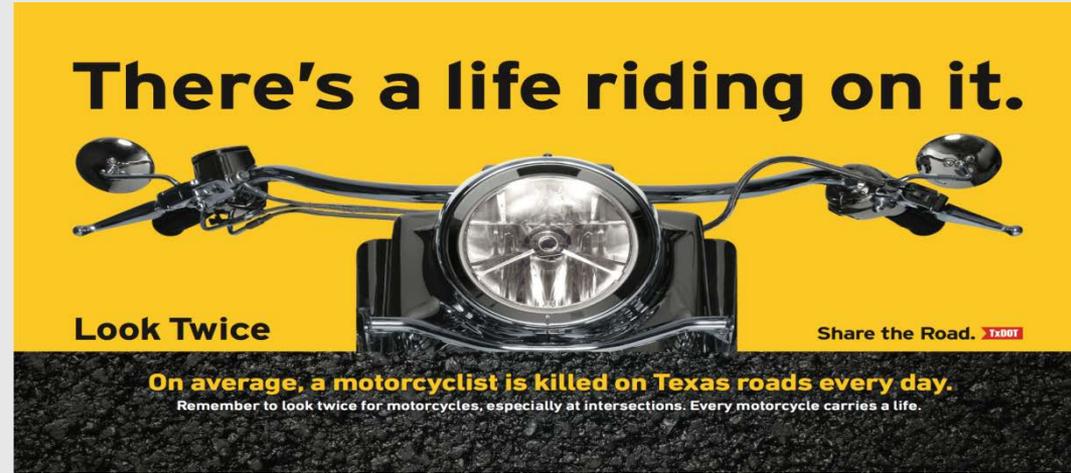
Events Include:

- AutoRama, Dallas
- Moto GP, Austin
- Strawberry Festival, Poteet
- National Night Out – College Station
- Mayfest, Fort Worth
- S.E. Texas Great Outdoors Expo, Beaumont



# Media Campaign

Events across Texas to promote Safety and Awareness



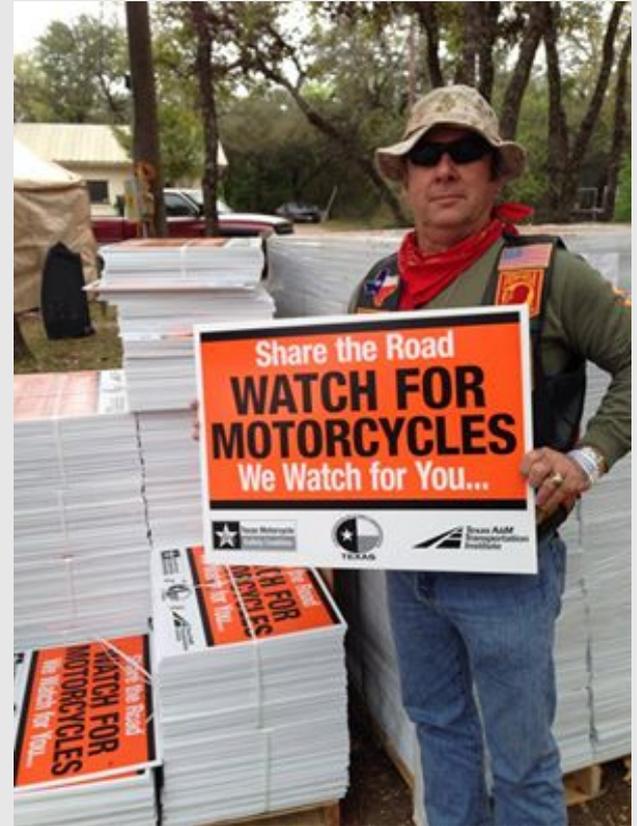
Still use the “Look Twice” and “Share the Road” but added a new look and tag line that focuses on the rider

# Social Media Outreach

**My life is riding on it.**



Share the Road  
**WATCH FOR  
MOTORCYCLES**  
We Watch for You...

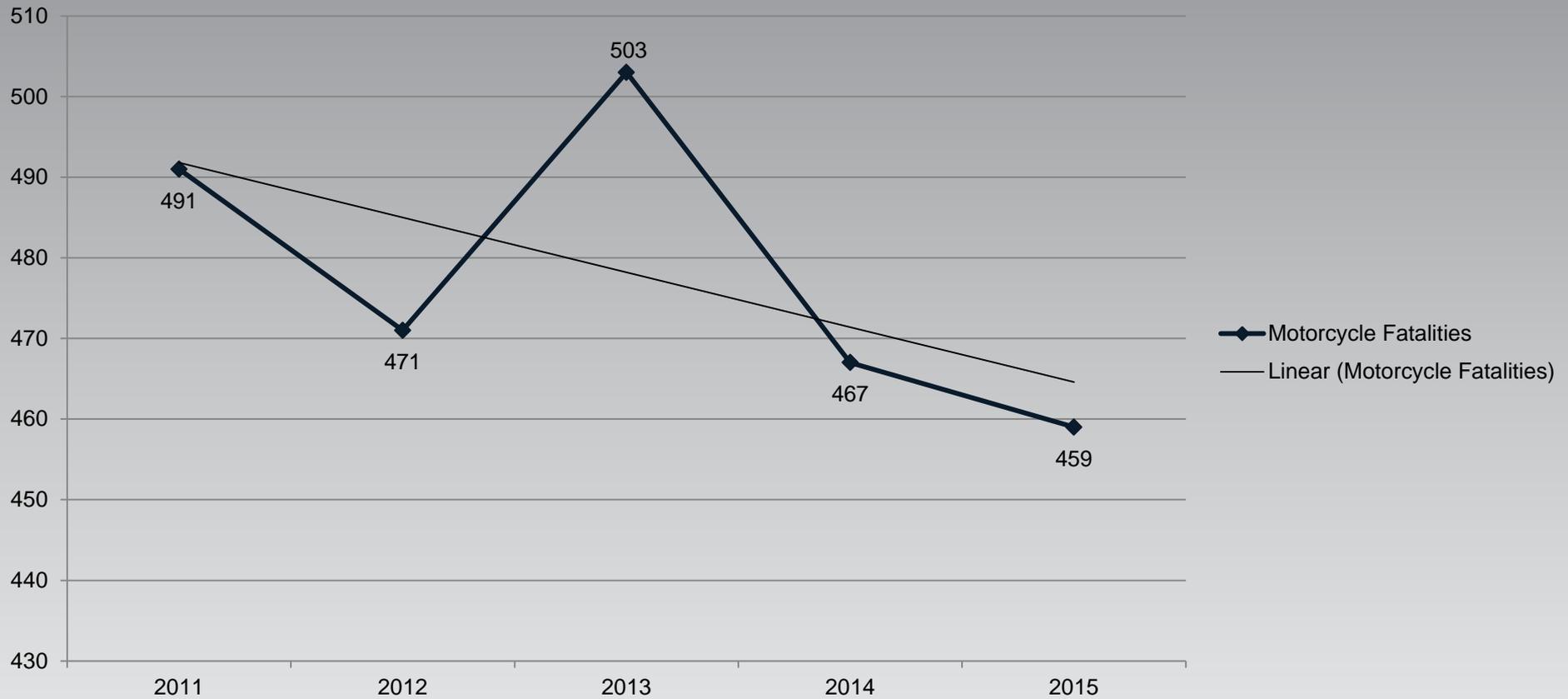


- Highway Safety Improvement Plan
- Working closely with Darren McDaniel, Safety Engineer
- Include motorcycles in engineering discussions
  - High Friction Surface Treatments
  - Rumble Strips both center line and edge
  - Wider paved Shoulders
  - Signage in work zones – Loose gravel, milled pavement, ect

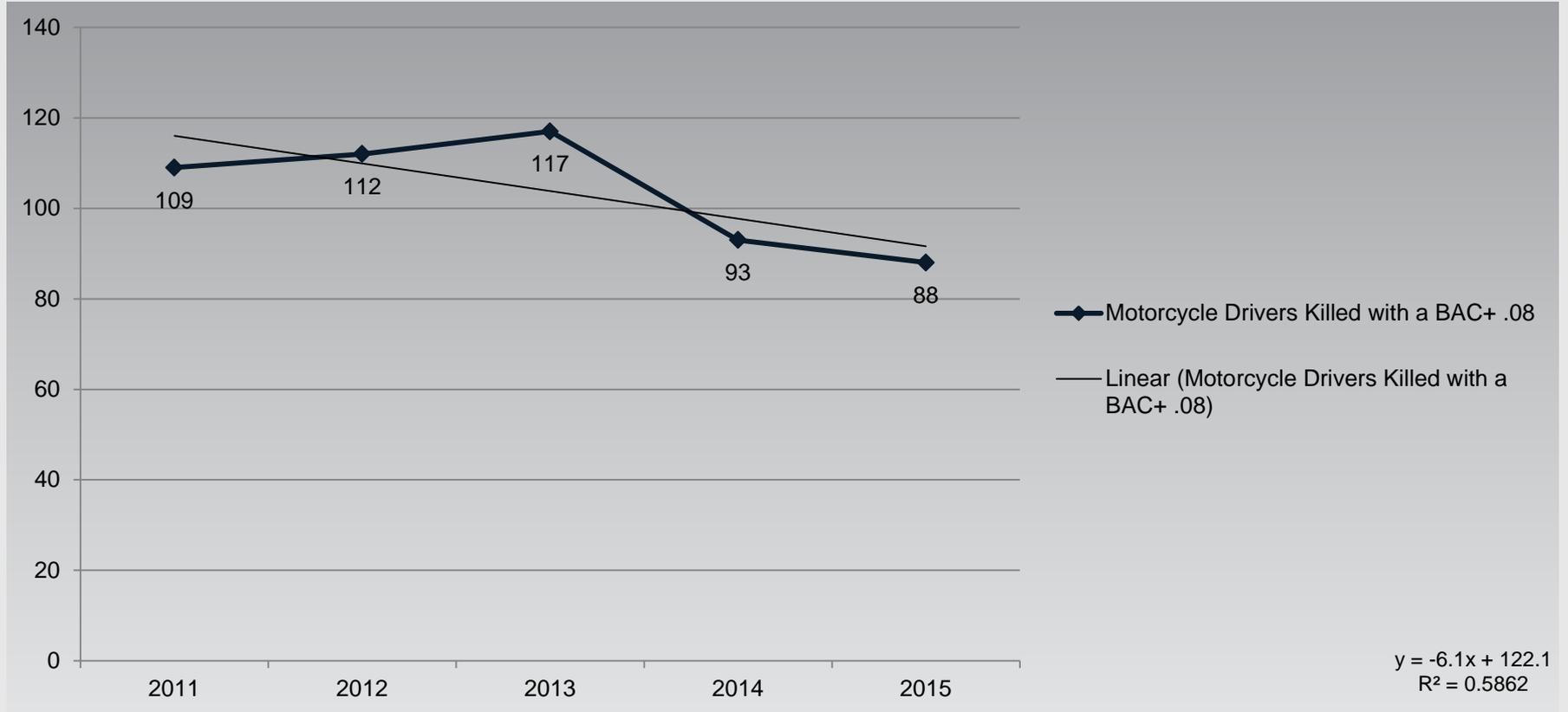
## We have made great strides, But...

- We still have more to do to save lives and Make Texas' roadways the safest in the nation
- Ensure everybody gets from Point "A" to Point "B"
- If we continue to work together, we can make this happen
- And we are showing some great success...

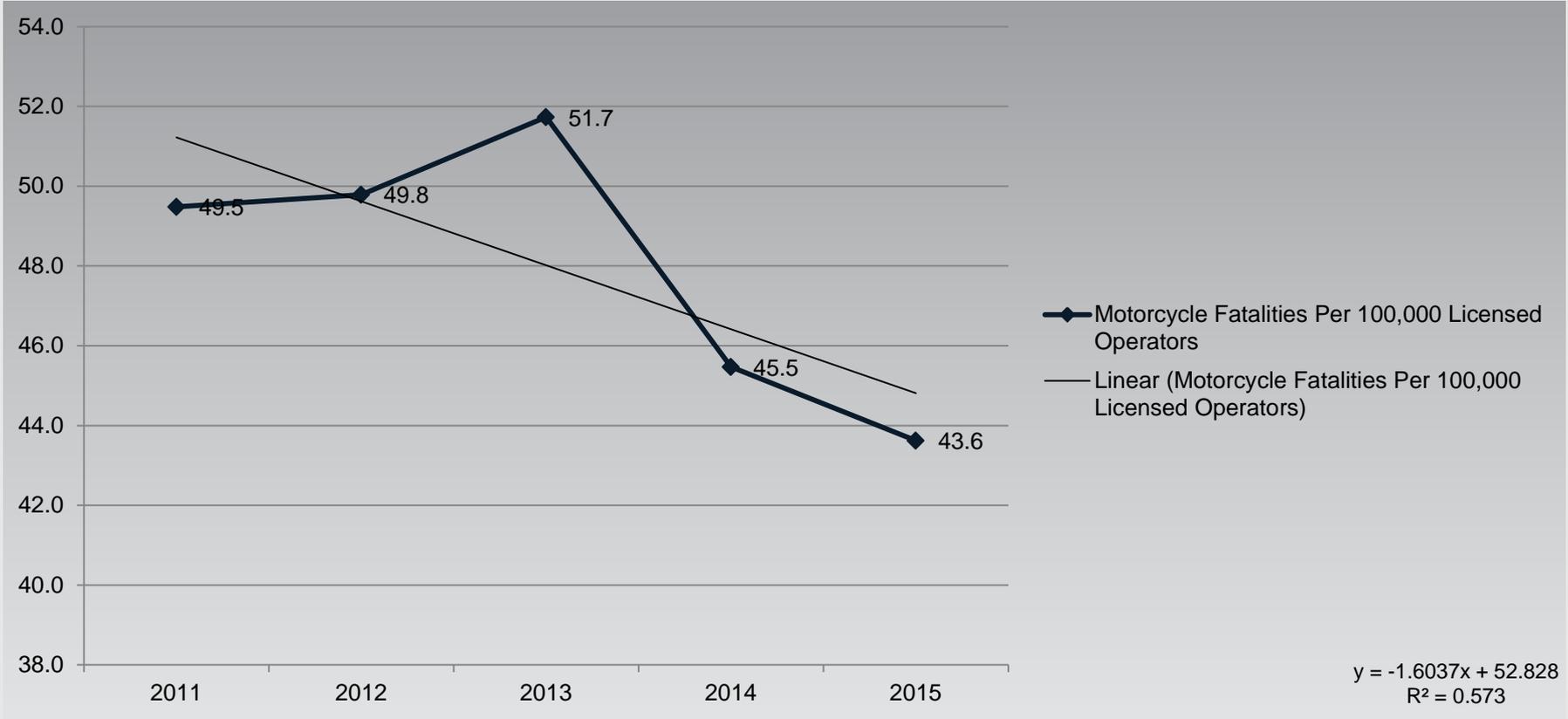
# Texas Motorcyclist Fatalities 2011 - 2015



# State of Texas: Motorcycle Operators Killed with a BAC +.08, 2011-2015

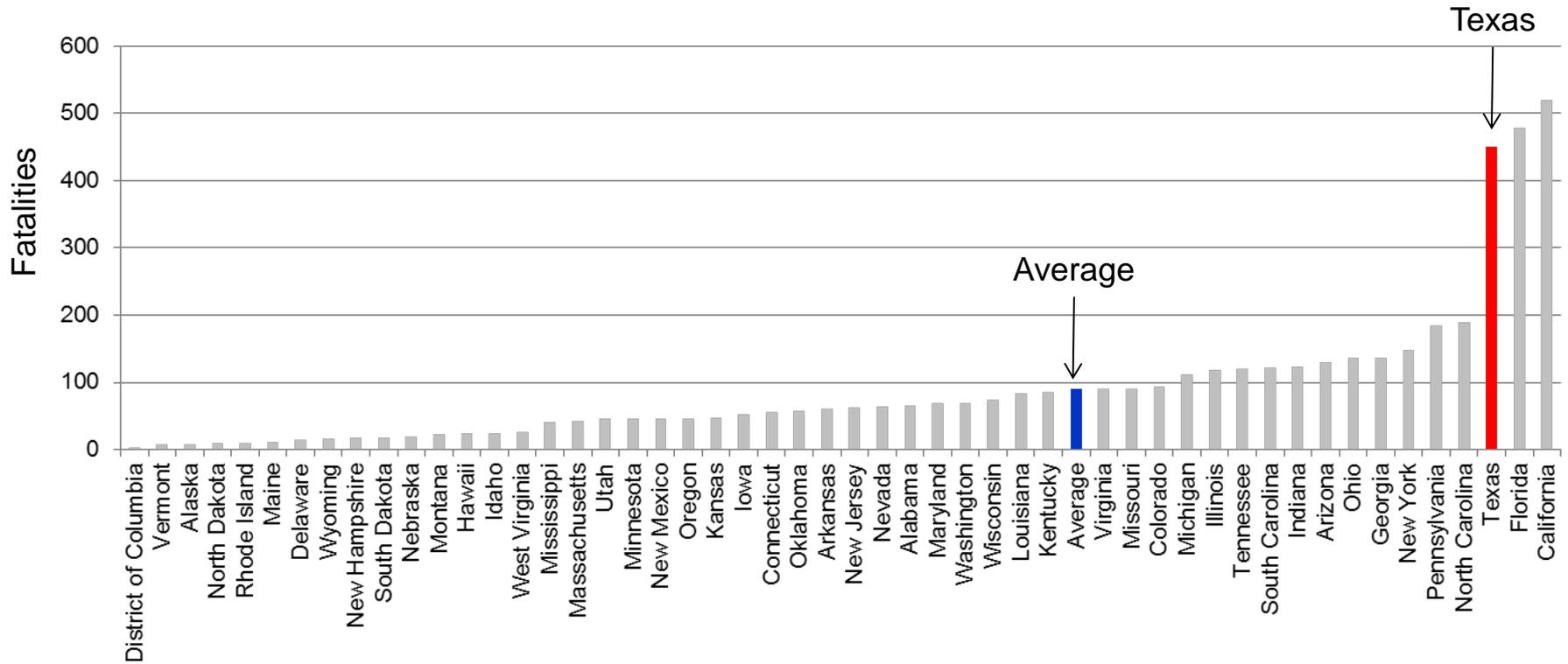


# State of Texas: Motorcycle Fatalities per 100K Licensed Operators, 2011-2015





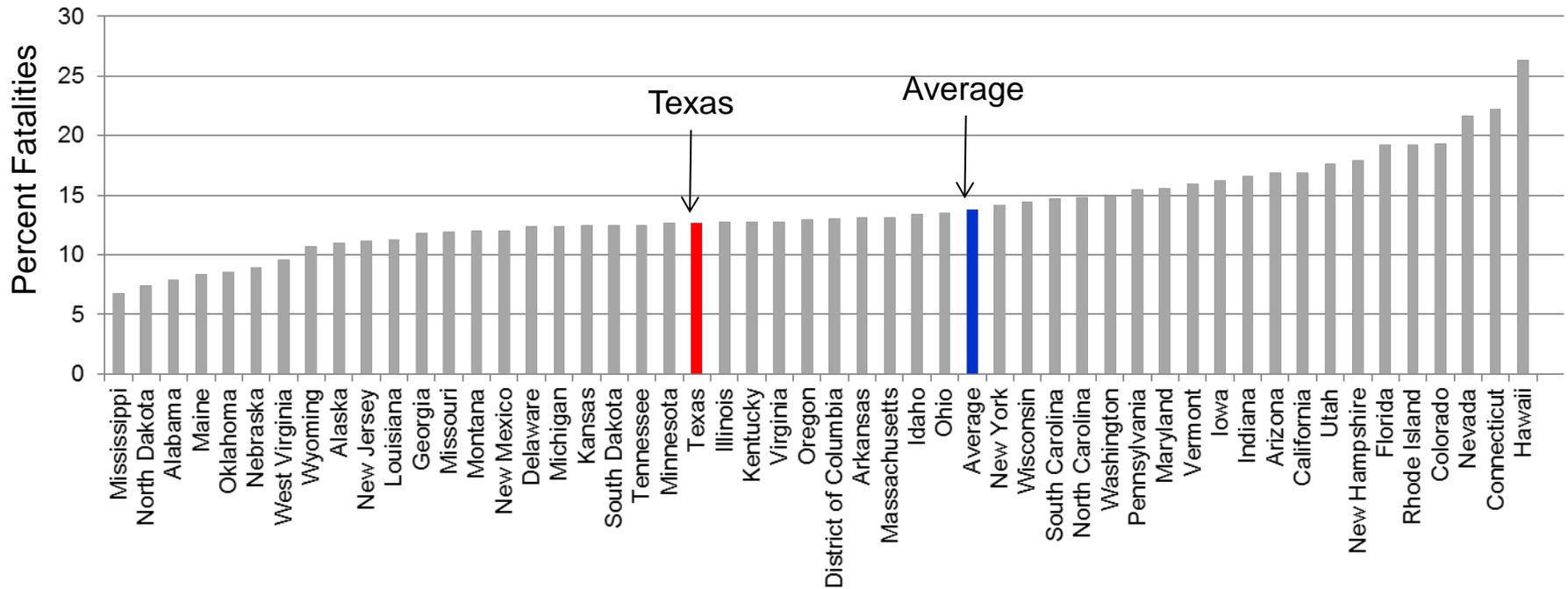
# 2014 Motorcyclist Fatalities = 4,586 (NHTSA)



92,000 injured



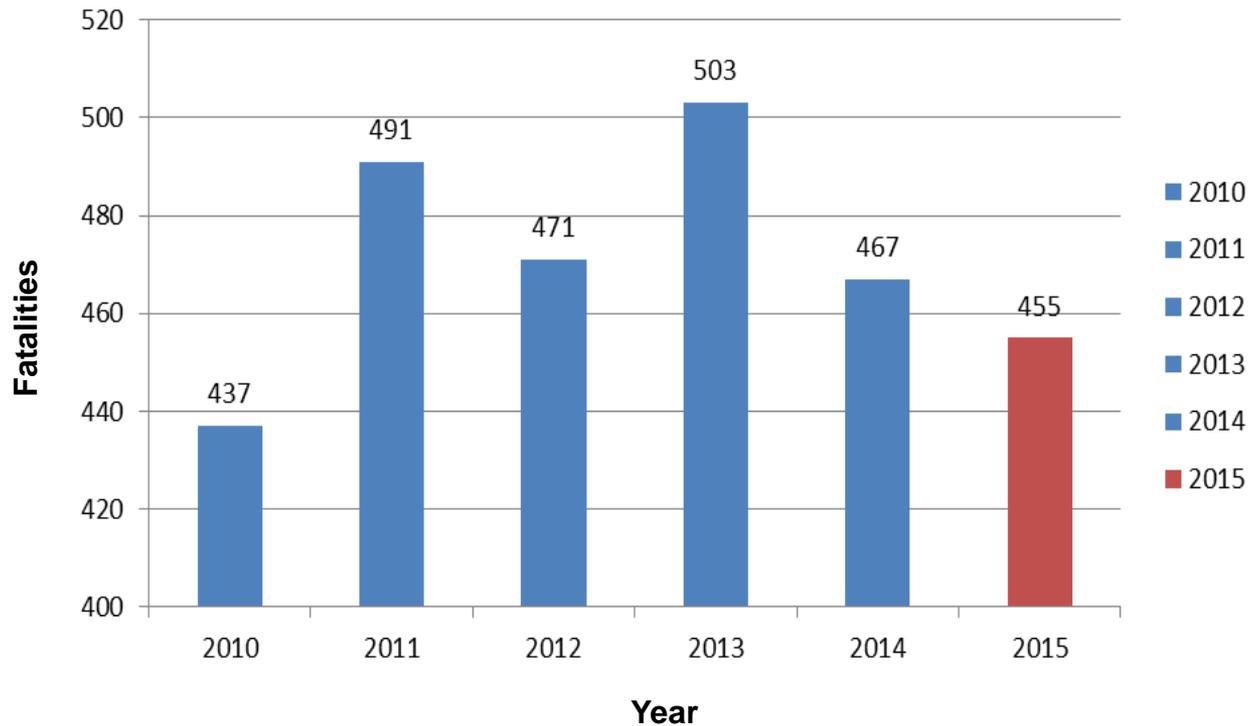
# 2014 Percent Motorcycle Fatalities (by all Fatalities)





# Texas Motorcyclist Fatalities

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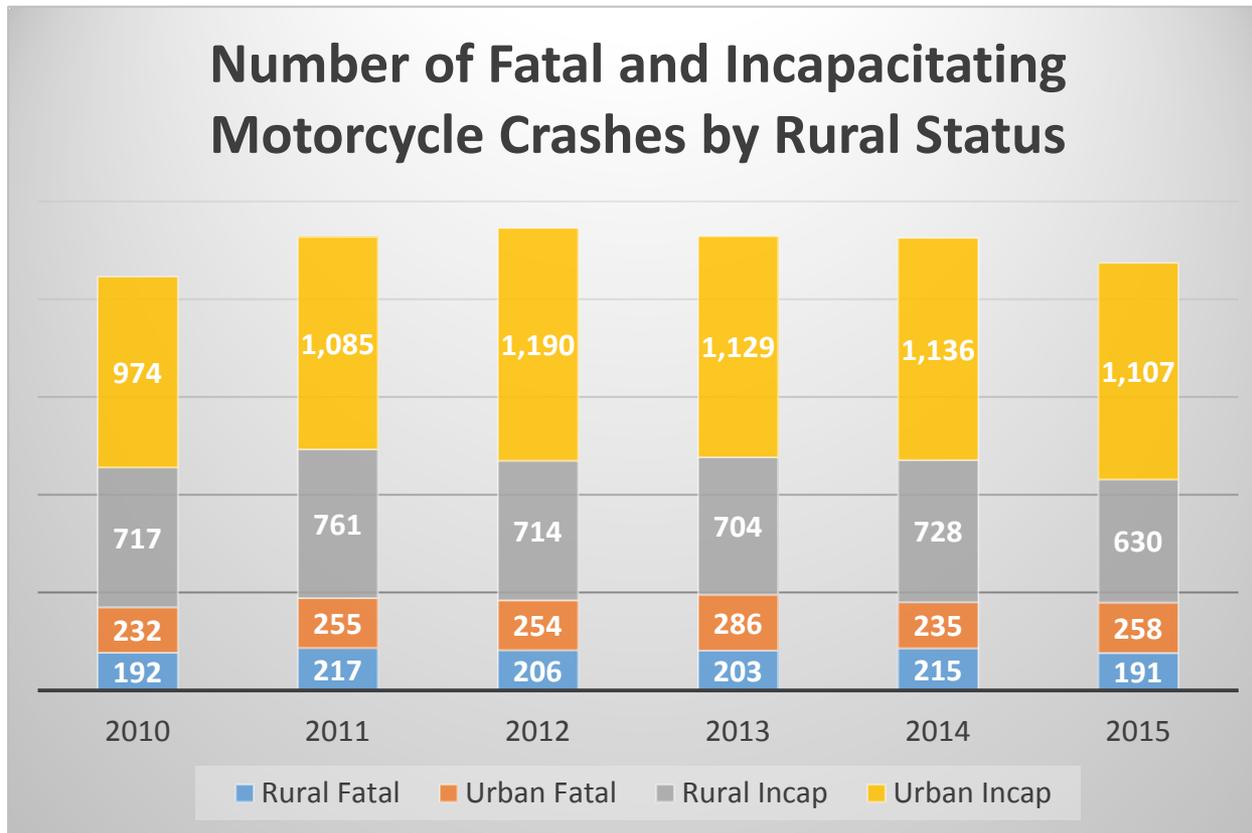


2015: 449 Crashes, 455 Fatalities, 432 Riders, 23 Passengers

# Selected preliminary findings



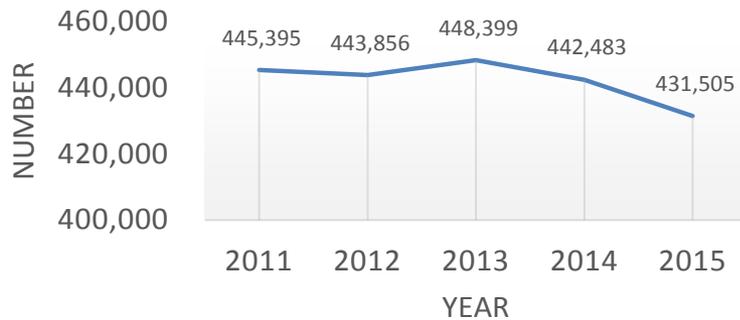
# Severe crashes over time



\*Few are passengers or females

# Motorcycle registrations

Registered Motorcycles by Year



Rate of Fatal & Incapacitating Injuries



Next:

Estimate rates based on vehicle miles travelled

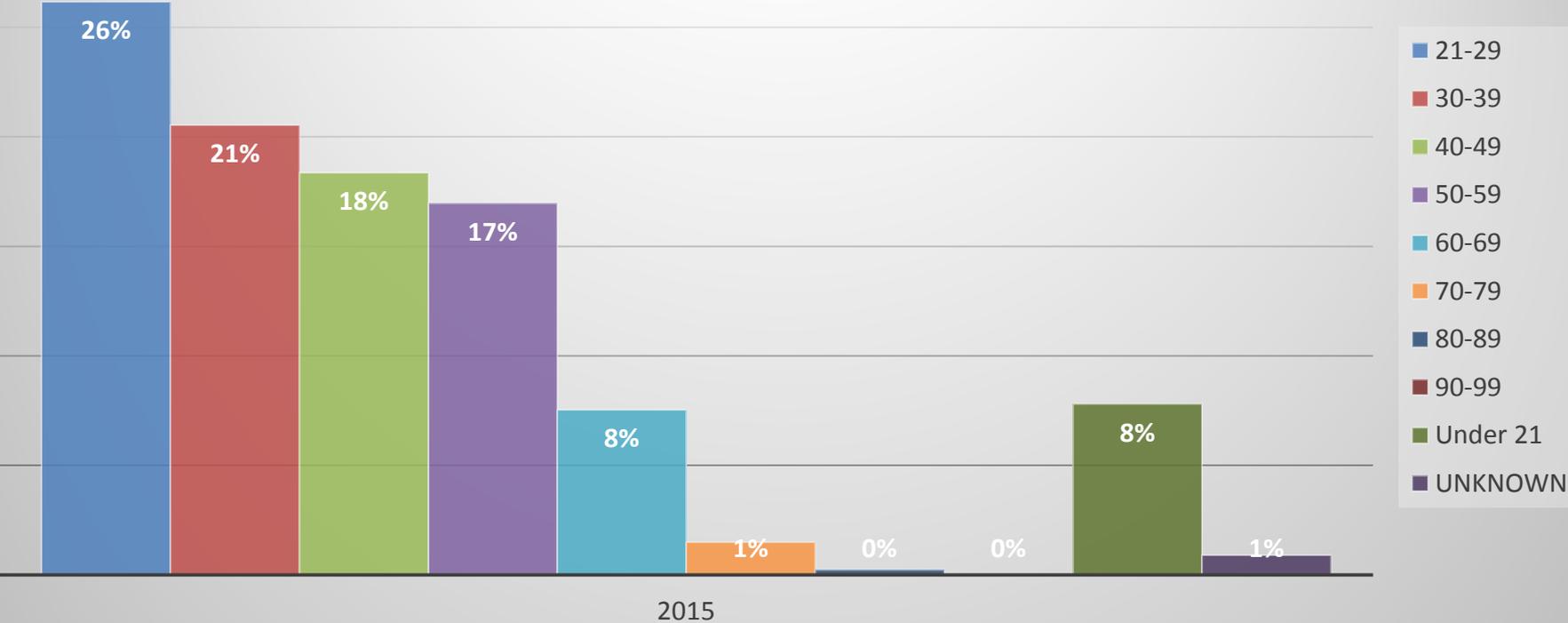
# Person type



Killed & Incapacitated  
9 operators to every 1  
passenger

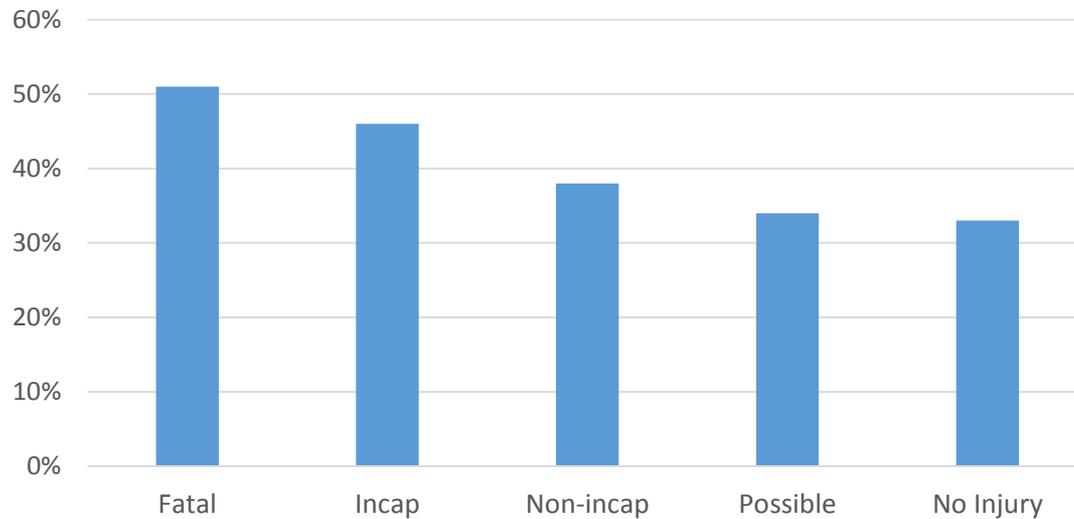
# Age

## Operators and Riders by Age Group, All Severities, 2015



# Helmet use

Percentage of Operators & Riders Not Using a Helmet by Severity, 2015



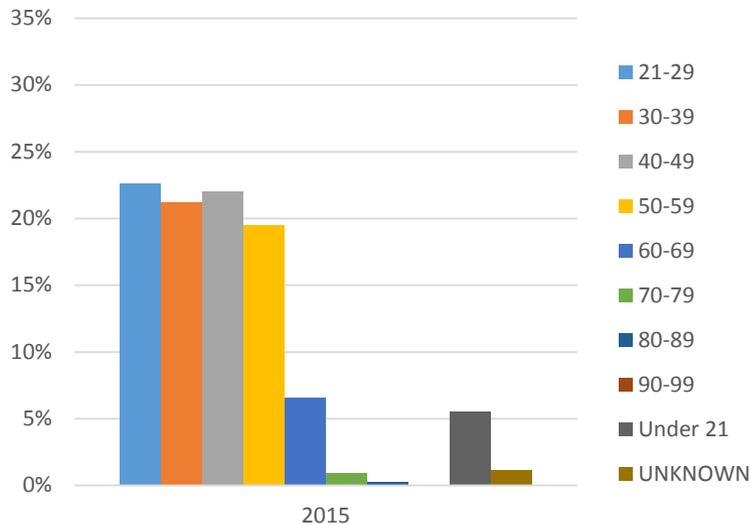
Next:

After accounting for other factors, is helmet use associated with more severe injury?

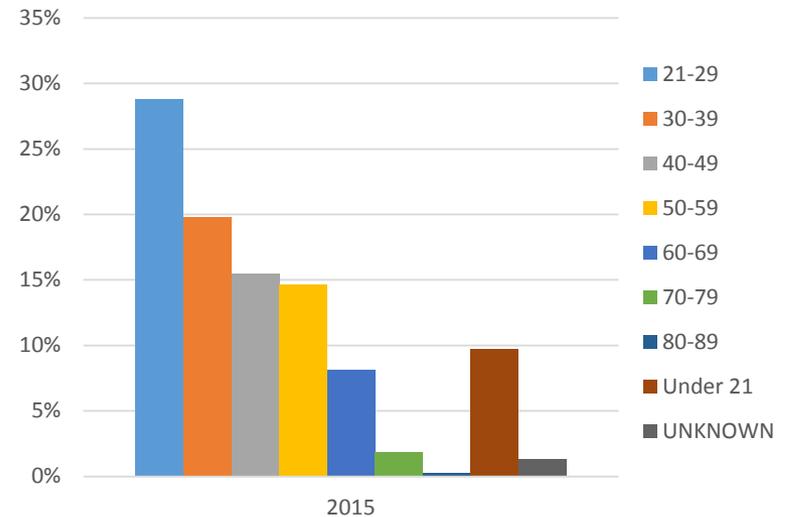
# Helmet use & age

Helmet use among operators & riders, all severities, 2015

No helmet

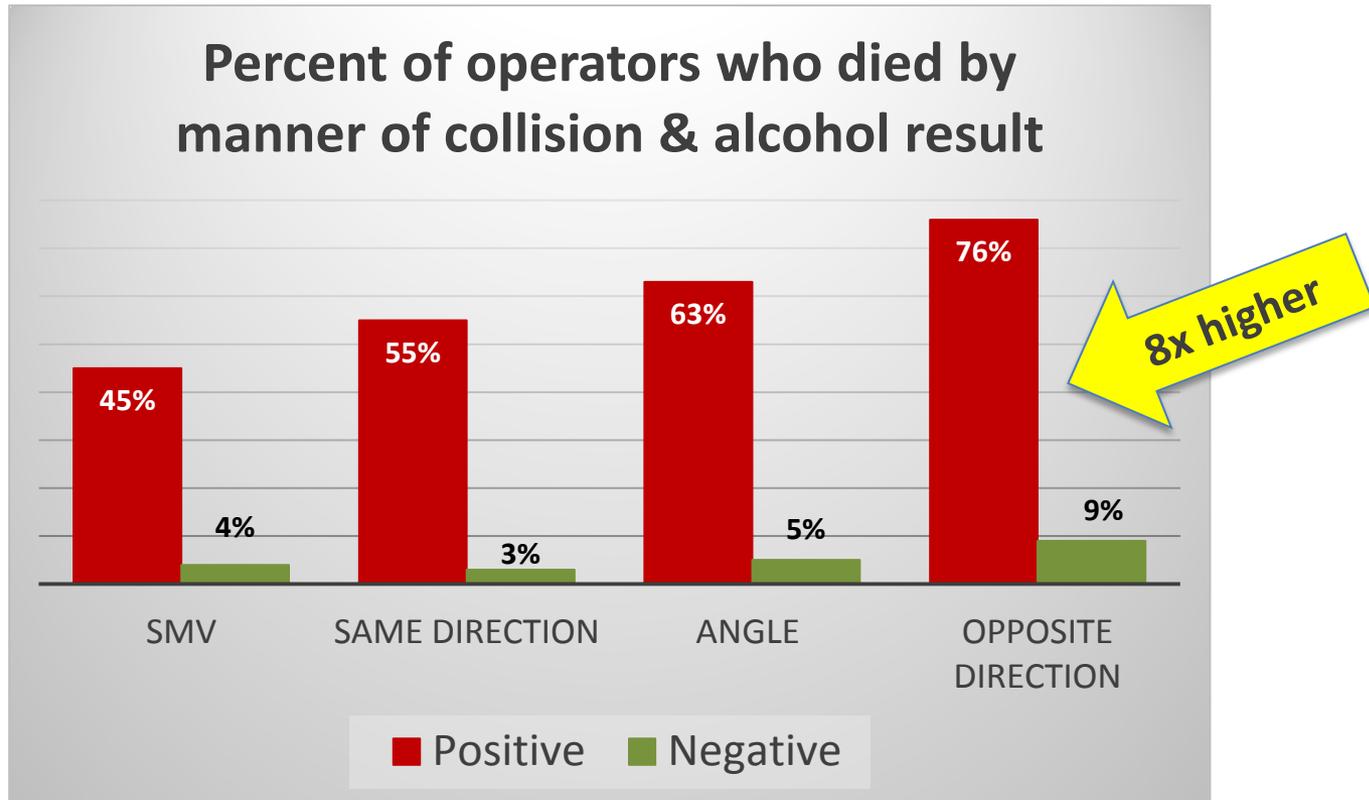


Helmet



\*More helmet users are young

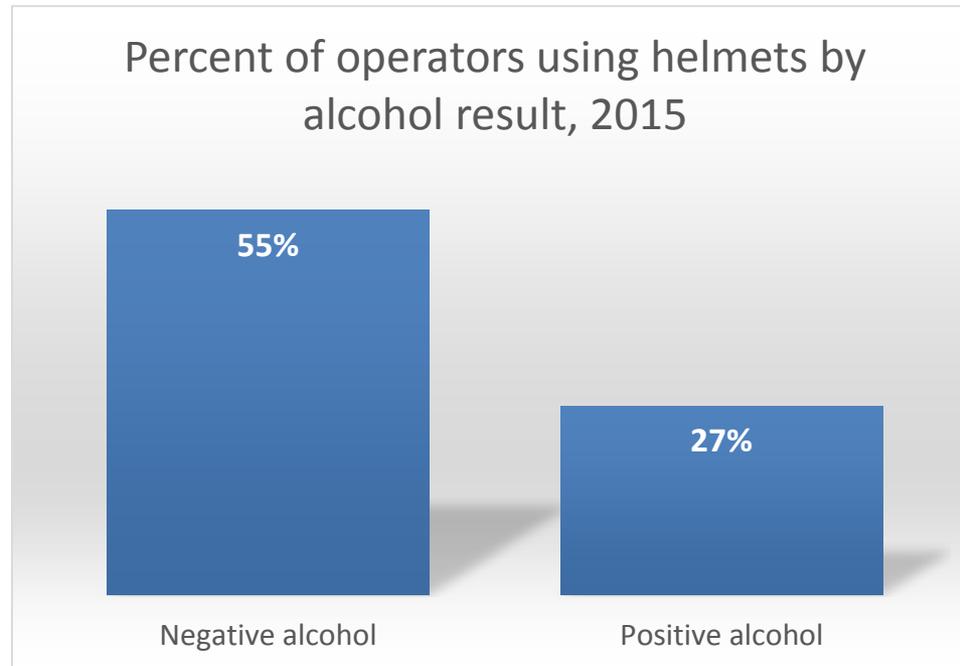
# Alcohol



Next:

How does alcohol interact with other factors to increase crash severity?

# Alcohol & helmet use

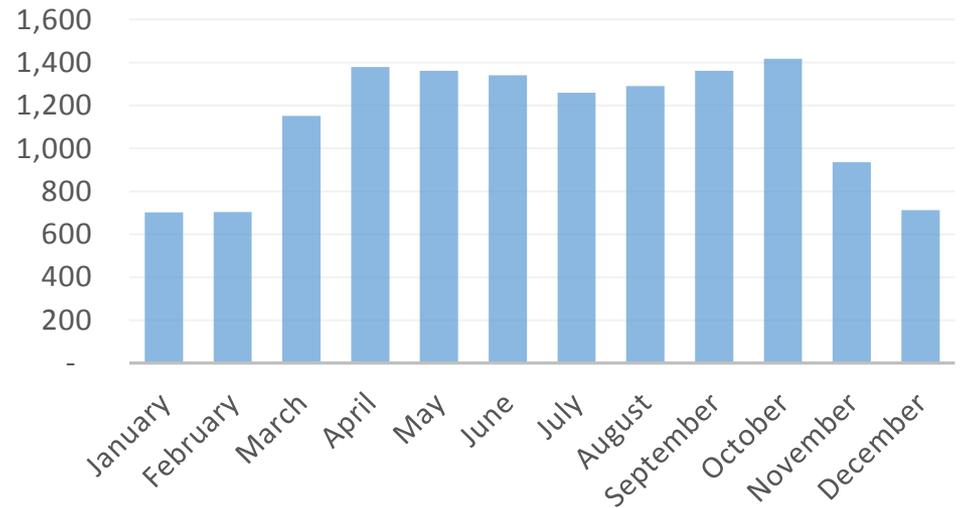


**Those with negative alcohol results use helmets 2x more.**

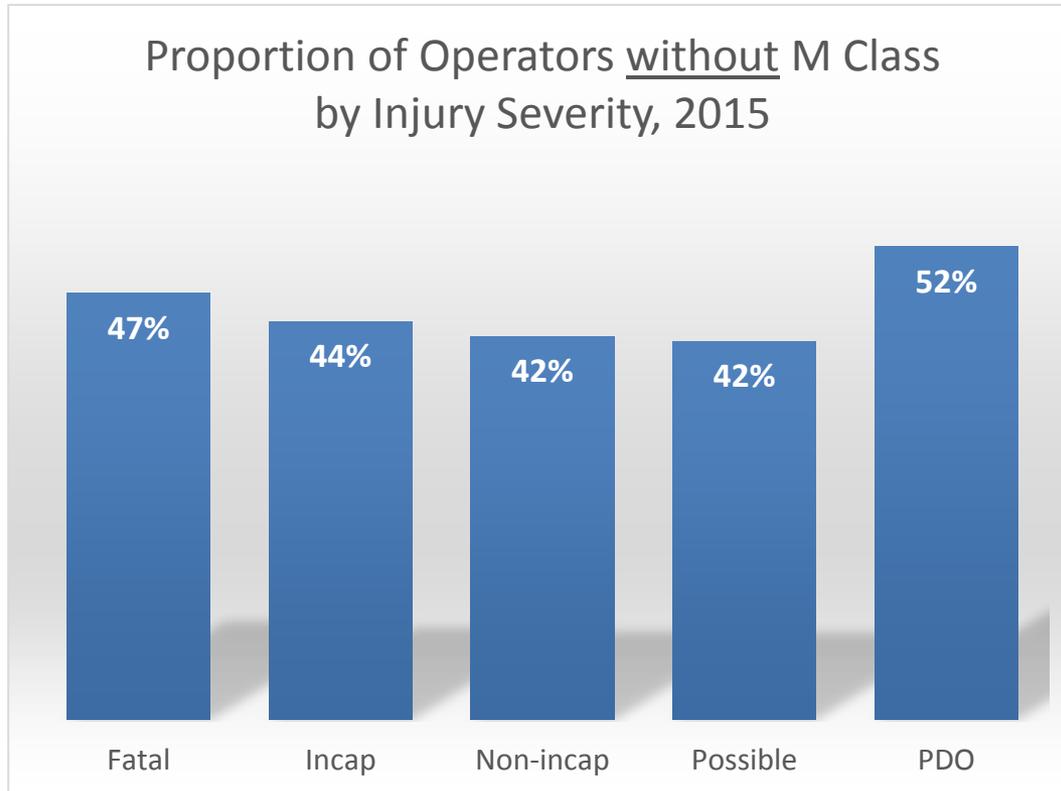
# Time of year



Fatal and Incapacitating Crashes  
2010-2015



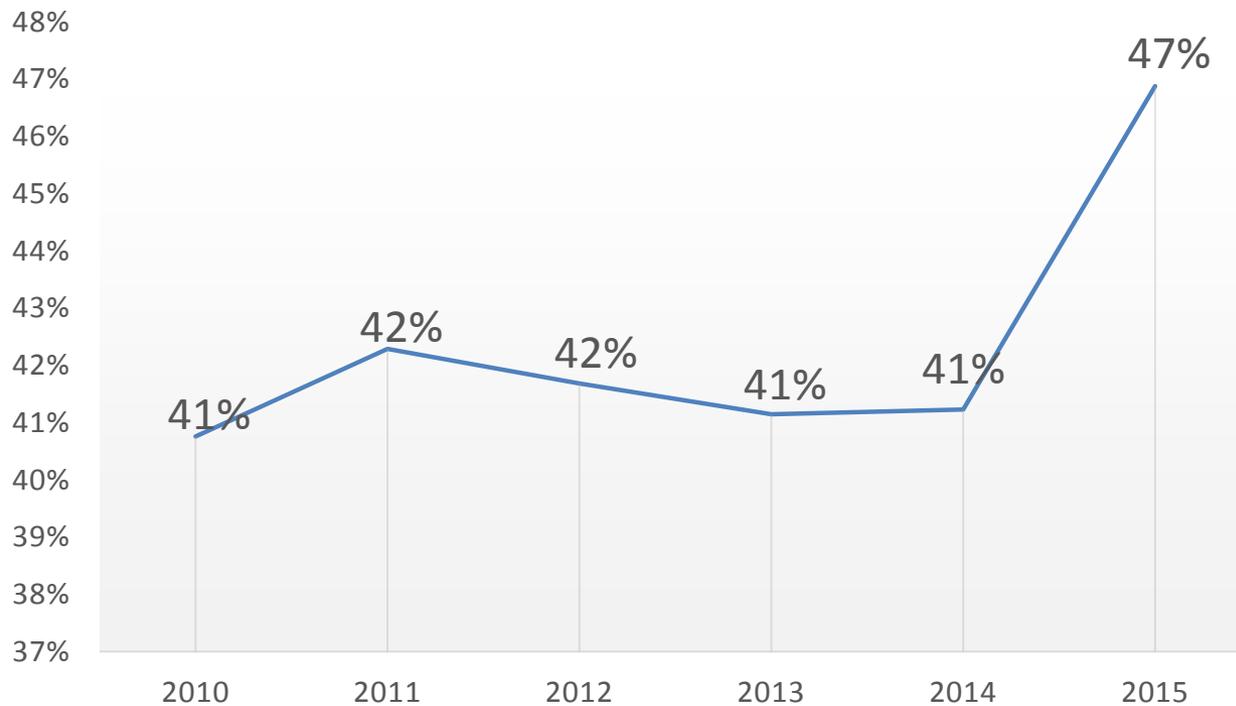
# M Class endorsement



**>40%**  
**NO**  
**M Class**

# M Class endorsement

Proportion of Fatally Injured Operators without M Class Over Time

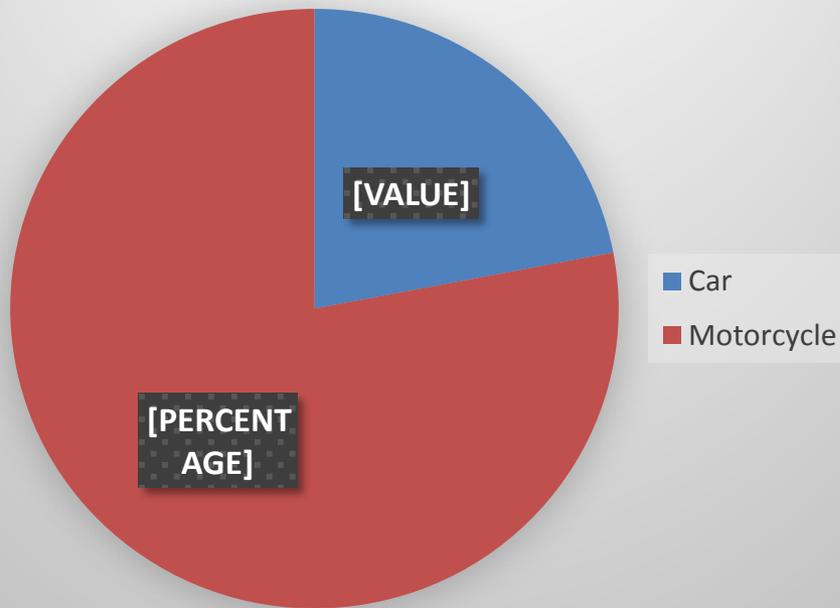


\*Same pattern for all severities

# At fault



## Vehicle At Fault Motorcycle Fatalities, 2014



Cars at fault (22%):

28% failed to yield the right of way, often while turning left



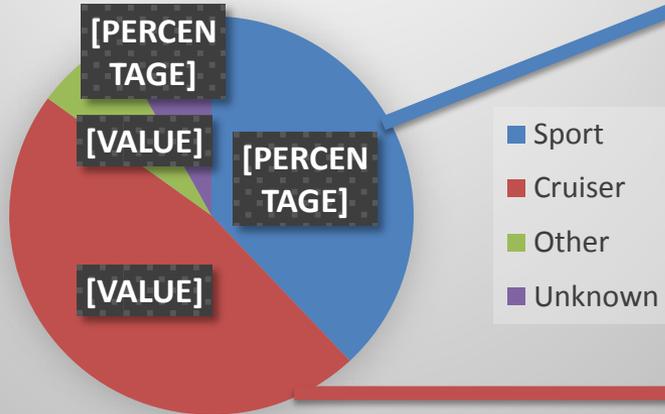
Next:

Is this the same for nonfatal crashes?

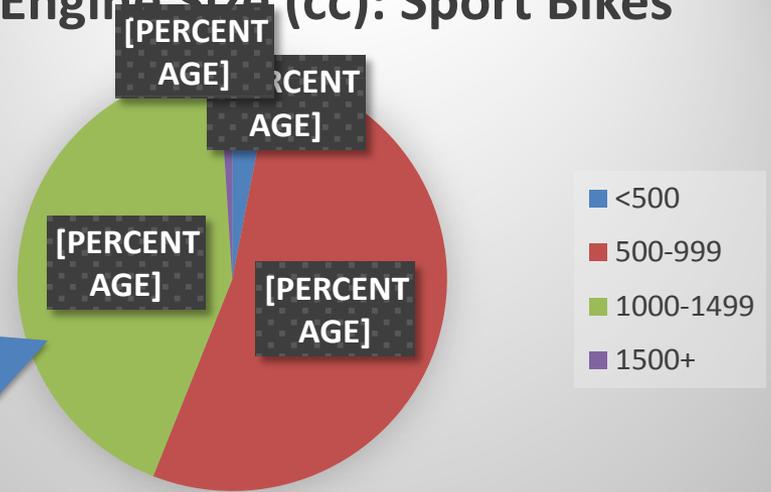
# Engine size



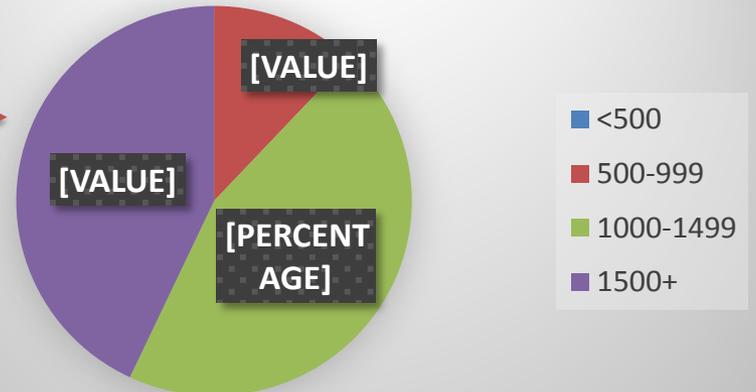
## Motorcycle Category Operator Fatalities, 2015



## Engine Size (cc): Sport Bikes



## Engine Size (cc): Cruisers

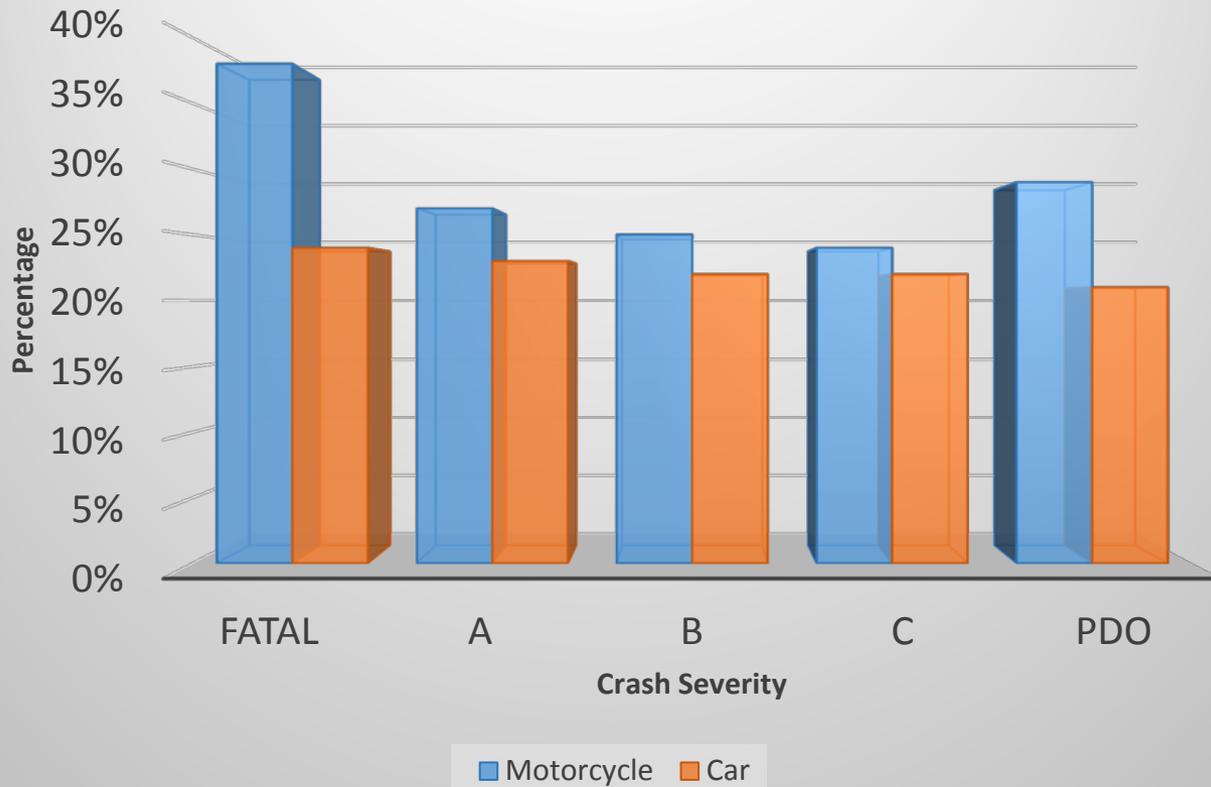


Next: Compare with nonfatal crashes.  
Do larger engines increase crash severity?

# Curve involvement

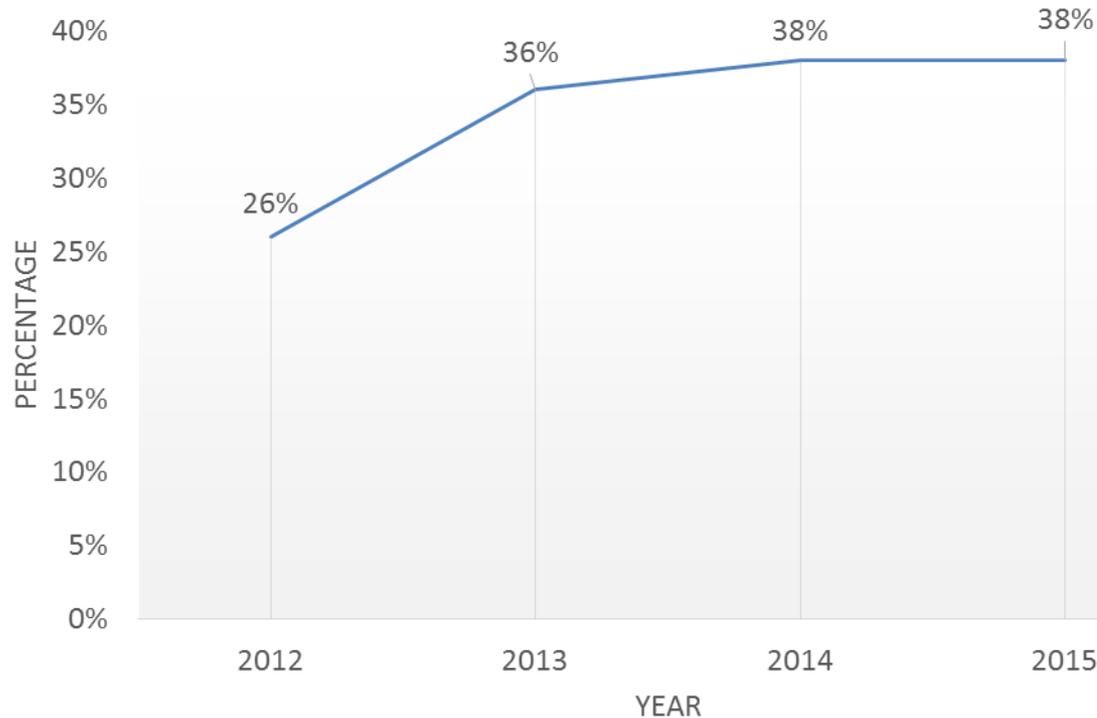


## Normal Curve Involvement By Crash Severity, Single Vehicle, On System, 2015



What are the characteristics of curves where crashes & deaths are occurring?

## Fatal Motorcycle Crashes with Normal Curve Involvement, Single Vehicle, On System, 2012-2015



Next: Does this trend hold after accounting for other factors?