



I D A H O

STAR

An illustration of three motorcyclists riding their bikes. They are wearing helmets and riding gear. The bikes are shown in profile, moving from left to right. The illustration is in black and white with some grey shading for highlights and shadows.

SKILLS TRAINING ADVANTAGE FOR RIDERS

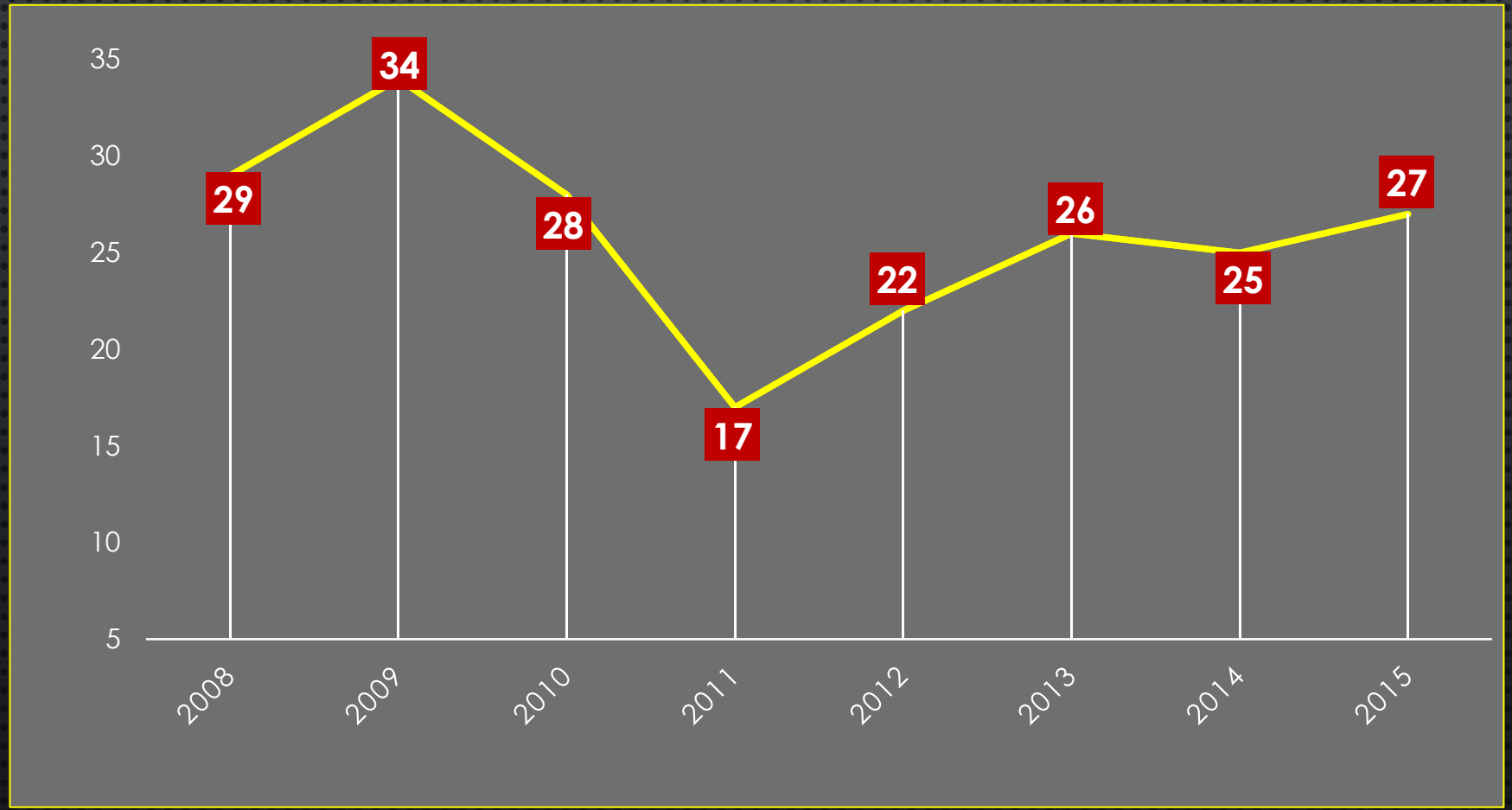


IDAHO REGISTRATIONS/CRASHES



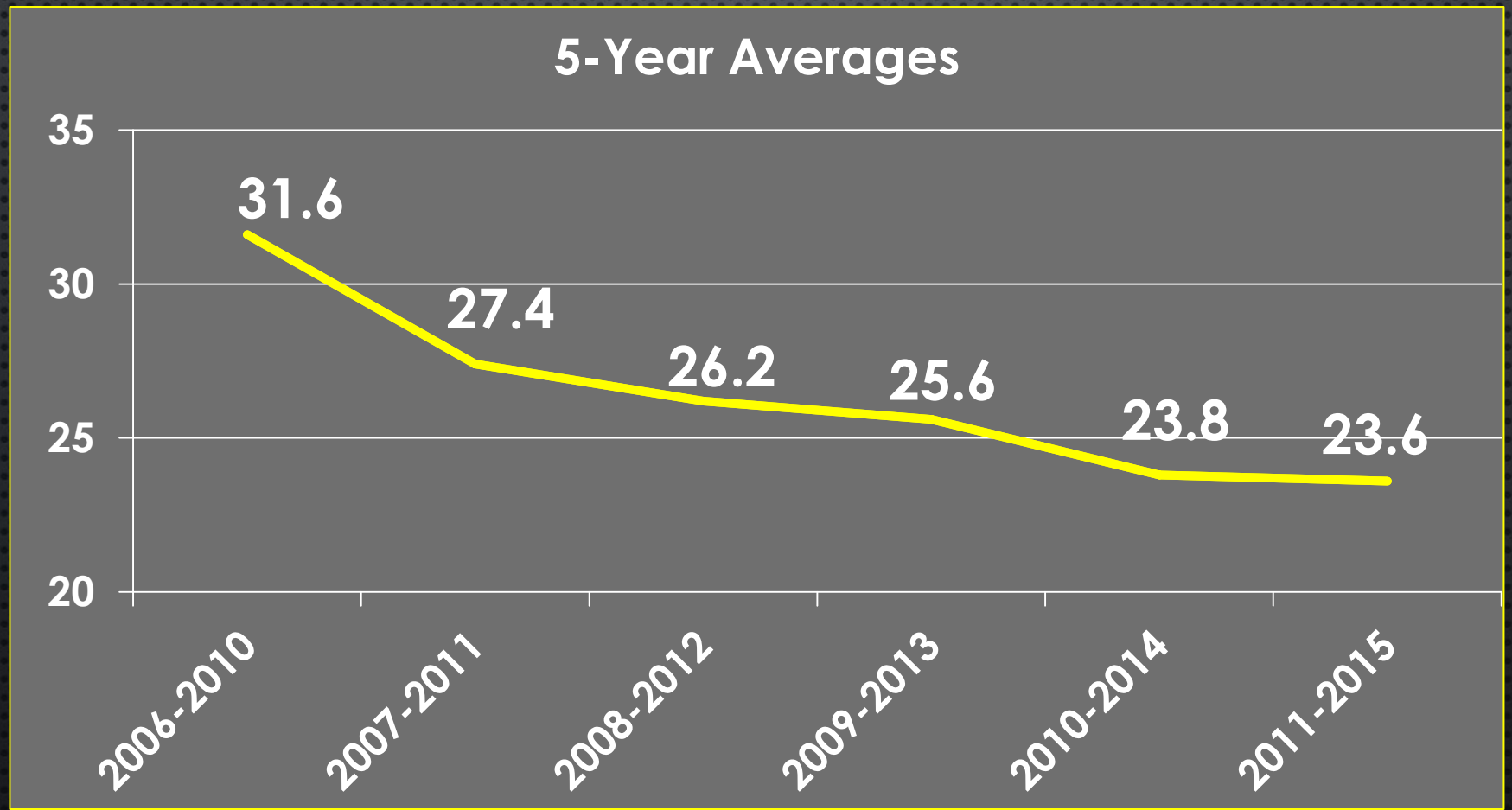


IDAHO MOTORCYCLE FATALITIES





IDAHO MOTORCYCLE FATALITIES





PROGRAM HISTORY AND SCOPE

STAR — **S**KILLS **T**RAINING **A**DVANTAGE FOR **R**IDERS

★ EST'D 1994; STARTED TRAINING IN 1996

★ DIVISION OF PROF. TECH. EDUCATION

- COLLEGE OF SOUTHERN IDAHO

★ CENTRALIZED OPERATIONS

★ INDEPENDENT



PROGRAM HISTORY AND SCOPE

- ★ TRAIN 2,400-3,000 STUDENTS ANNUALLY
- ★ 68 CERTIFIED INSTRUCTORS STATEWIDE
- ★ 12 TRAINING SITES
- ★ 180 PROGRAM-OWNED MOTORCYCLES



FUNDING

- ★ ~\$1 MILLION-DOLLAR OPERATING BUDGET
- ★ \$50K/YR IN NHSTA SECTION 402 & 405 FUNDS



MISSION

WE SHARE KNOWLEDGE AND SKILLS TO
MAKE MOTORCYCLING SAFER.



IDAHO STAR TRAINING

INTRODUCTION TO RIDING CLINIC - WMST

BASIC I COURSE - BRT, **STAR**-SPECIFIC*

BASIC II COURSE - **STAR**, BRT-BASED*

EXPERIENCED COURSE - **STAR***

SIDECAR/TRIKE COURSE - EVERGREEN*

PRECISION RIDING CLINIC - **STAR**

BRAKING SKILLS PRACTICE - **STAR**

CORNERING SKILLS PRACTICE - **STAR**

RIDING PRACTICE SESSION - **STAR**, BRT-BASED

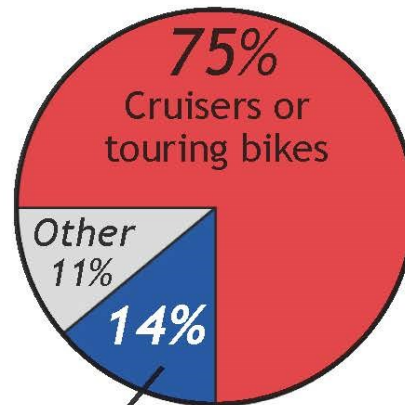
*LICENSE WAIVER COURSES



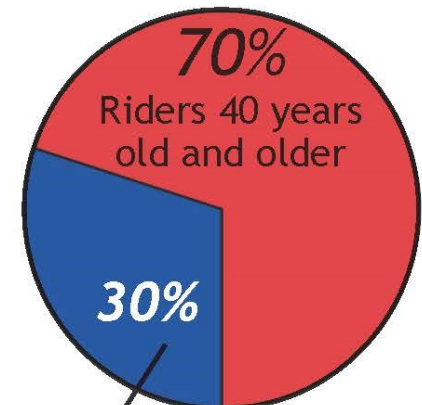
DEFINING THE PROBLEMS

1. ADDRESSING CRASH CAUSATION FACTORS
2. REACHING ENDORSED (OR UNENDORSED) RIDERS OVERREPRESENTED IN CRASH STATS
3. BRING RIDERS BACK FOR MORE TRAINING

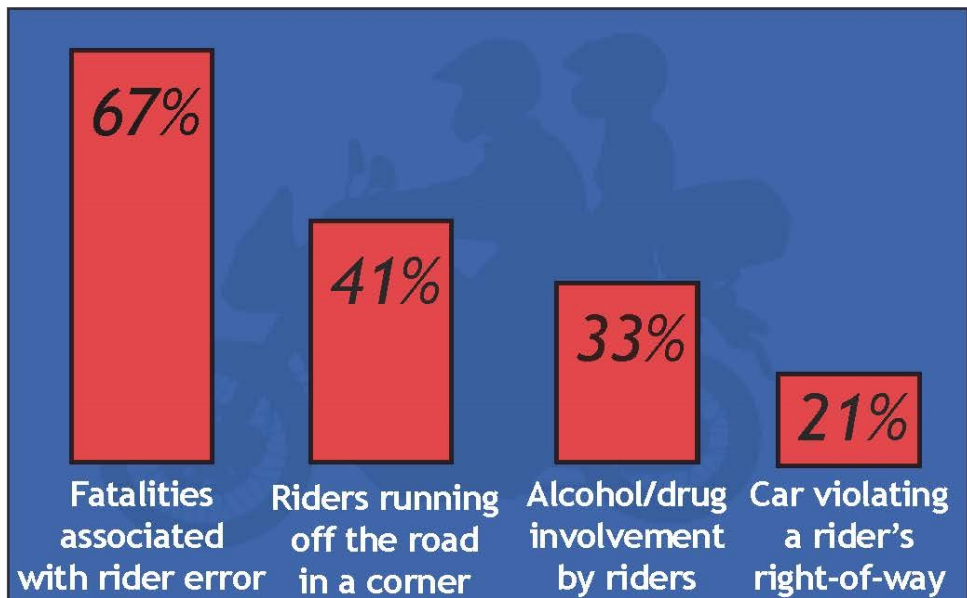
DATA-DRIVEN CURRICULUM DEVELOPMENT



Sport bikes



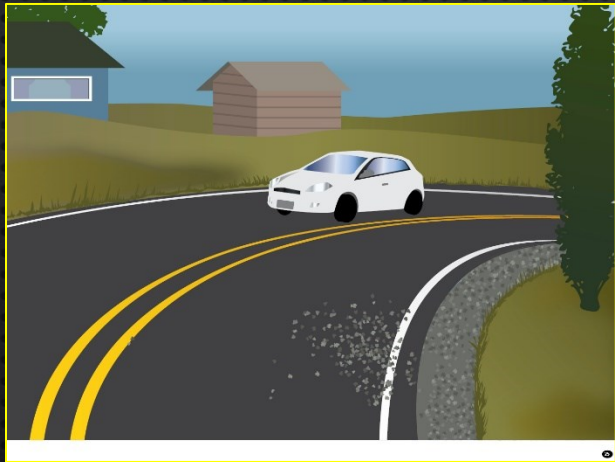
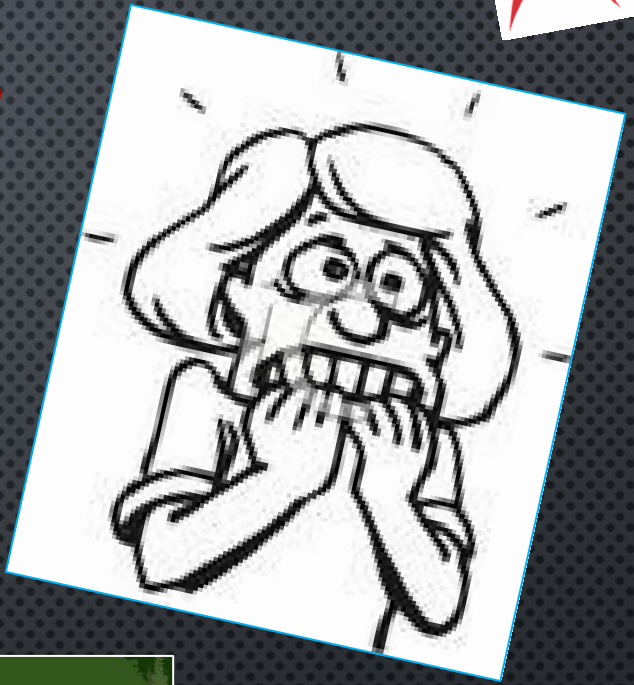
Riders under 40 years old



Of the 127 fatalities, 55 were reported to have been wearing helmets



COURSE ENHANCEMENTS





SMART RIDER COMMITMENTS



SMART RIDER COMMITMENTS

- I acknowledge that part of being a responsible rider is knowing and following the 'rules of the road.' I accept this fact and commit to learning and complying with state laws, rules, regulations and equipment requirements.
- I acknowledge that riding a motorcycle in a complex traffic and roadway environment is an activity involving risk and danger. I accept this fact and commit to managing those risks.
- I acknowledge that when riding a motorcycle, the only thing between me and the elements (hot, cold, rain, hail, bugs, the asphalt, other vehicles, etc.) is the gear I am wearing. I accept this fact and commit to getting and wearing riding gear that is right for me and my family.
- I acknowledge that a motorcycle requires more frequent inspection and maintenance than a car. I accept this fact and commit to learning how and when to perform a pre-ride check on my motorcycle.
- I acknowledge that an expert rider is one who uses expert judgment to avoid having to use expert skills. I accept this fact and commit to becoming an expert rider by practicing SIPDE (Scan, Identify, Predict, Decide, Execute) skills, keeping my eyes up and scanning 20 seconds ahead.
- I acknowledge that motorcyclists running wide in turns is the most common fatal crash situation. I accept this fact and commit to practicing good cornering skills, and in particular LOOKING through the turn and PRESSING forward on the handgrip to cause the bike to lean/turn.
- I acknowledge that braking errors are very common in crash situations. I accept this fact and commit to regularly practicing quick stops, with an emphasis on smooth increasing pressure on the front brake and a light to lighter application of the rear brake.

- I acknowledge that many fatal motorcycle crashes involve riders who had been drinking. I accept this fact and commit to separate the use of alcohol (and other drugs) from riding a motorcycle. I commit to riding sober.
- I acknowledge that an impaired rider in the group puts me at risk. I accept this fact and commit to avoiding riding with others who are impaired.
- I acknowledge that there are a wide variety of factors that can impair my ability to ride safely. I accept this fact and commit to minimizing factors that can negatively affect my riding ability and performance.
- I acknowledge that when I carry a passenger, I am responsible for their safety and comfort. I accept this fact and commit to waiting to carry passengers until I have well developed skills and significant experience as a solo rider.
- I acknowledge that group riding demands more skill and attention than riding solo. I accept this fact and commit to waiting to ride with a group until I have well developed skills and significant experience riding by myself or with just one other (and more experienced) rider.
- I acknowledge that touring and long-distance riding demand physical endurance, mental stamina and preparation. I accept this fact and commit to building up slowly to longer distances and to being prepared for the challenges of long-distance riding.

Signature: _____

Name: _____ Date: _____



BRAKING SKILLS PRACTICE





CORNERING SKILLS PRACTICE





PRECISION RIDING CLINIC



RESULTS – STAR BENEFITS

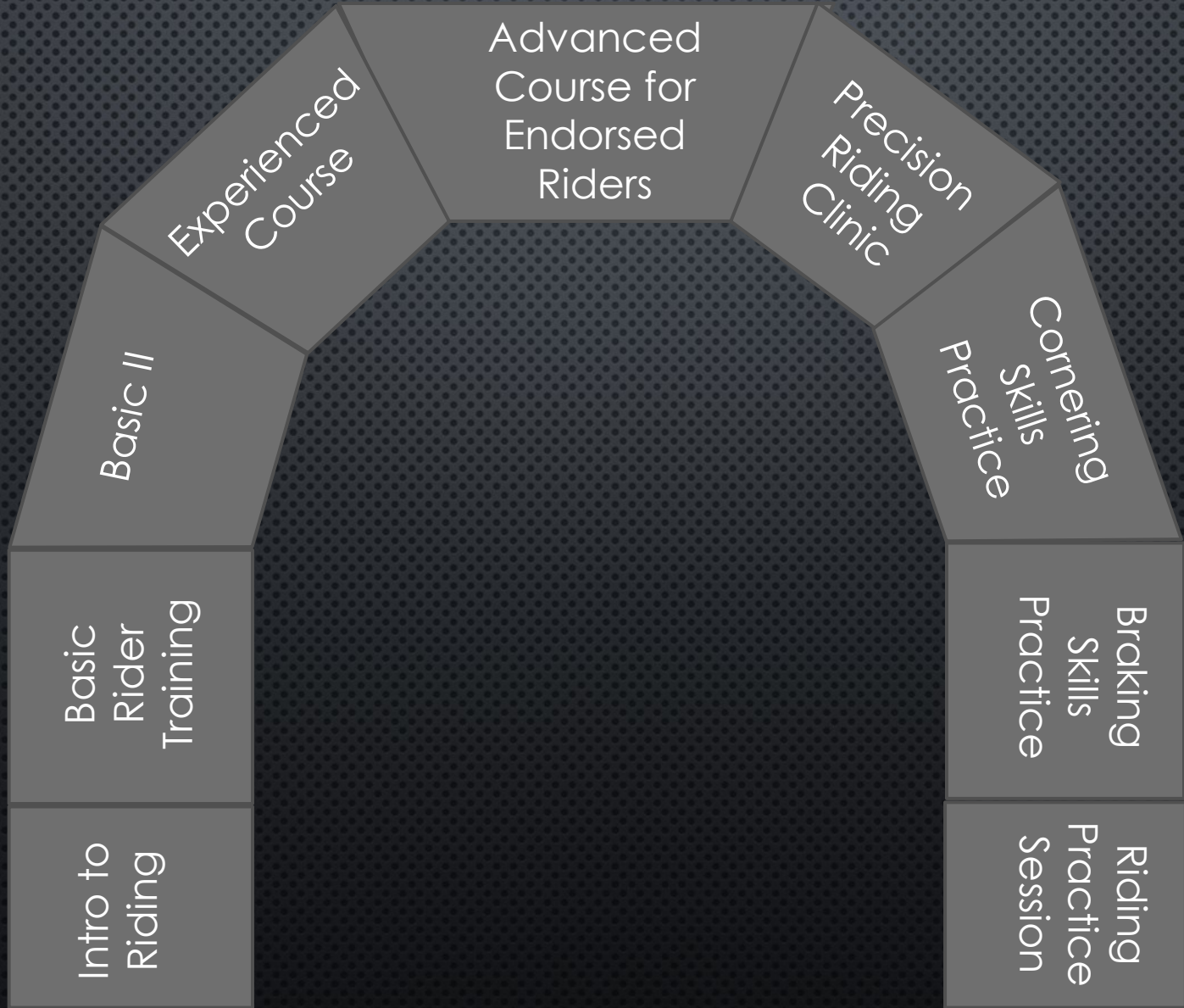
REVIEW OF 7,738 CRASHES 1996 – 2010

STAR TRAINING IS ASSOCIATED WITH:

- ★ **79%** REDUCED CRASH RISK
- ★ **89%** REDUCTION IN THE RISK OF A FATAL CRASH
- ★ ESTIMATED THAT IF THE 292 'UNTRAINED' FATALITIES HAD RECEIVED **STAR** TRAINING, **258 WOULD NOT HAVE DIED**



THE NEXT STEPS



Intro to Riding

Basic Rider Training

Basic II

Experienced Course

Advanced Course for Endorsed Riders

Precision Riding Clinic

Cornering Skills Practice

Braking Skills Practice

Riding Practice Session



CURRICULUM SUITE

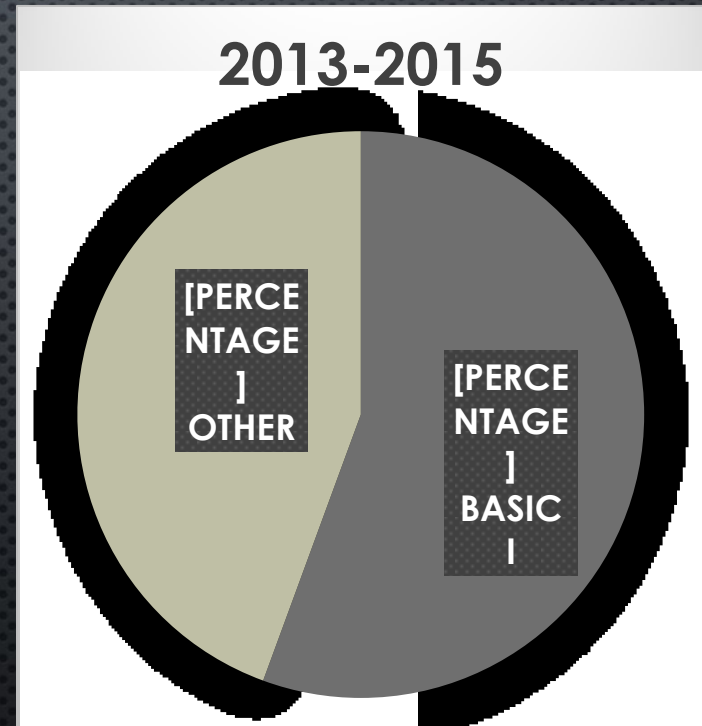
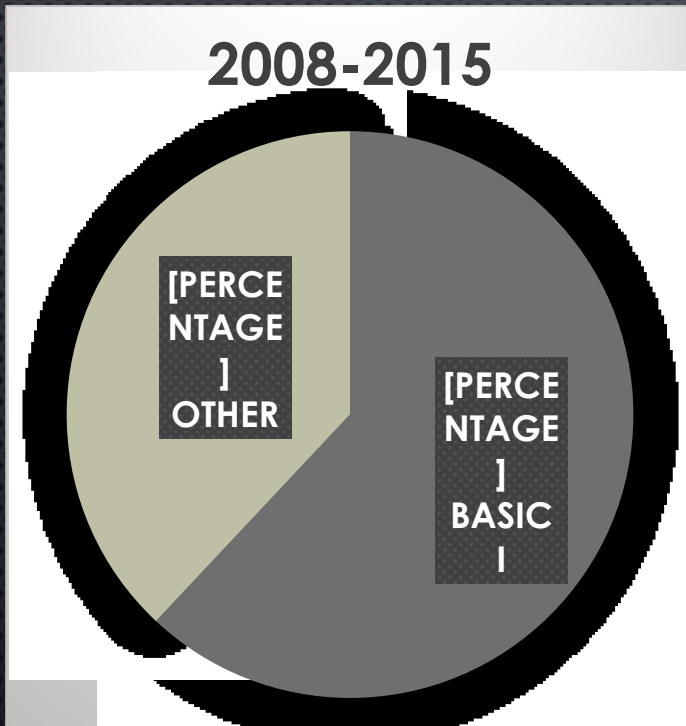


Level II Sidecar/Trike

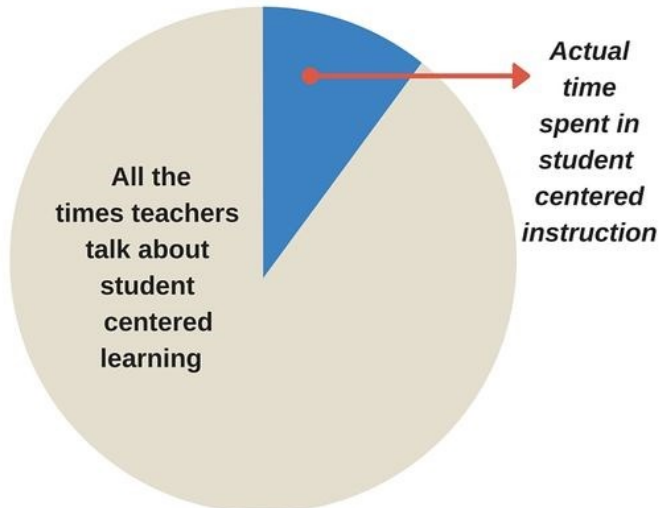
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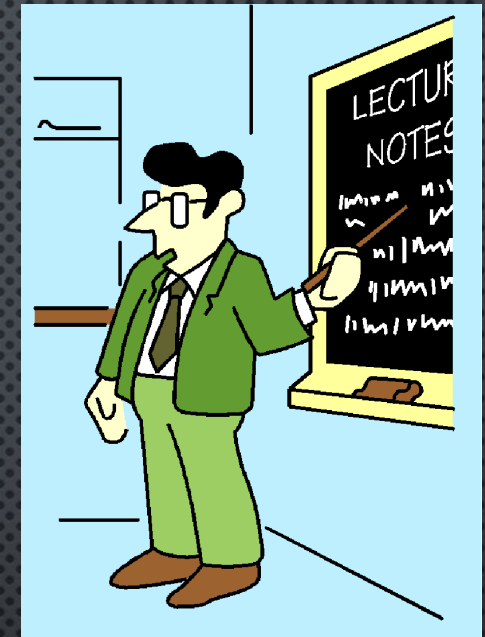
STUDENT DISTRIBUTION



Instructional Time



For answers on how to develop student-centered learning environments, see
When Student-Centered Instruction Makes a Terrible, Horrible, No Good, Very Bad Day
by Dr. Davis Bowman



WHAT WORKS

 FLEXIBILITY

 DIVERSITY

 COLLABORATION



QUESTIONS?/COMMENTS?

THANK YOU!

IDAHOSTAR.ORG

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