Lifesavers 2017

BikeSafeNC

Sgt. William “Billy” Zerby
New Bern Police Department
BikeSafe Region 2 Law Enforcement Liaison
Motorcycles in North Carolina Laws

Universal Helmet Law Since 1968

GS 20-140.4 (2009) – MC or Moped
Cannot exceed # of passengers designed to carry.
Federal Motor Vehicle Safety Standard (FMVSS) 218 required, strap properly secured

January 1, 2011 (G.S. 20-7 (a1)(a2))
Rider education course mandatory for riders under the age of 18 in order to receive a motorcycle permit/endorsement. Also, riders under the age of 18, or with a motorcycle permit, may not operate a motorcycle with a passenger.
Motorcycles in North Carolina - Rider Training

North Carolina Motorcycle Safety Education Program

- Motorcycle Safety Foundation Courses - Basic, Experienced & Advanced Rider (Trike)
  2016 – 4,897 students
- Military Basic Rider Course
  2016 – 2000 students
- Harley Davidson Riders Edge
  2015 – 2,287 students
Motorcycles in North Carolina

- In 2015 there were 192,034 Registered Motorcycles (188,675 in 2014)
- In 2016 there were 152 motorcycle fatalities (169 in 2015)
- Motorcycle rider fatalities have been gradually increasing since 2004;
- Motorcycle crashes have started to decrease with the highest jump from 2015 to 2016 with a 9% decrease.
- Male riders 41+ accounted for 56% of the motorcycle fatalities in 2015.
- Male riders 15-40 accounted for 46% of the motorcycle fatalities in 2015.
BikeSafe North Carolina

A Proven System

BikeSafe North Carolina is Modeled after BikeSafe London,

Originated in London in 2003
In seven years Fatalities decreased by 56%
Serious injuries decreased by 46%
About BikeSafeNC

• North Carolina’s BikeSafe Program was piloted in 2007-2008 in Wake County and has since grown to 44 agencies across the state.

• Sponsored by the Governor’s Highway Safety Program in partnership with local law enforcement agencies.

• There are five Regional BikeSafe LEL’s that are responsible for promoting BikeSafe in their region.

• BikeSafe offers training in riding techniques and discusses safety topics.

• The training is conducted by law enforcement motor officers in a non-threatening, non-enforcement environment.

• Students are typically experienced riders that are interested in improving their riding skills.
Daily Agenda

8:45 a.m. - Morning classroom session

11:15 a.m. - Short Ride (drivers are paired with assessors and drive a specified course for around 30-45 minutes)

12:00 - Break for lunch 1:00 p.m. - Afternoon classroom session

2:45 p.m. - Long Ride (drivers are paired with assessors and drive a specified course for around 1:15 minutes)

4:00 p.m. - Final classroom session involving feedback from motor officers

4:30 p.m. - Class concludes
Morning classroom session

Collisions

Collision Causation Factors
   Top Causes
   Types of Rider Error
   Road Surface Hazards
Collision Investigations
   Case Studies
Morning classroom session

Rider Behavior

Bad Rider Behavior
Risk Taking
What to look for in others

Good Rider Behavior
Mentally/Physically Prepared
No Drugs/Alcohol

Have a Plan/Be Observant
Riding Gear
Be Prepared
BikeSafe Inspection
1st Observed Ride
System of Motorcycle Control

What makes a good rider?
- Identifying hazards
- Braking
- Observation skills
- Control & cornering
- Positioning
- Passing/overtaking

Formation Riding
- Single, Staggered, Two Abreast
What Students Have to Say

Post-Class Questionnaire

• Course was worth attending = 95%
• I will take further training as a result of today = 89%
• Riding improved on the 2nd ride after the “System” presentation = 92%

6-Month Follow Up

• Did you have a collision previously = 28%
• Have you had a collision since = 2%
• Taken other training = 13%
• Was this class beneficial = 99%
• Has your riding improved = 90%
• How much would you pay = $60-$100 (84%)
Student Demographics

- 2010 – 30 Students
- 2011 – 202 Students
- 2012 – 418 Students
- 2013 – 475 Students
- 2014 – 435 Students
- 2015 – 695 Students
- 2016 – 490 Students
## Student Demographics

<table>
<thead>
<tr>
<th>Years of Experience</th>
<th>Number of years</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>139</td>
<td>5.00%</td>
</tr>
<tr>
<td>1</td>
<td>267</td>
<td>9.60%</td>
</tr>
<tr>
<td>2</td>
<td>197</td>
<td>7.10%</td>
</tr>
<tr>
<td>3</td>
<td>175</td>
<td>6.30%</td>
</tr>
<tr>
<td>4</td>
<td>128</td>
<td>4.60%</td>
</tr>
<tr>
<td>5</td>
<td>199</td>
<td>7.20%</td>
</tr>
<tr>
<td>6</td>
<td>105</td>
<td>3.80%</td>
</tr>
<tr>
<td>7</td>
<td>82</td>
<td>2.90%</td>
</tr>
<tr>
<td>8</td>
<td>74</td>
<td>2.70%</td>
</tr>
<tr>
<td>9</td>
<td>45</td>
<td>1.60%</td>
</tr>
<tr>
<td>10</td>
<td>133</td>
<td>4.80%</td>
</tr>
<tr>
<td>More than 10</td>
<td>1237</td>
<td>44.50%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Motorcycle Type</th>
<th>Number of Motorcycles</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cruiser</td>
<td>967</td>
<td>34.80%</td>
</tr>
<tr>
<td>Dual Purpose</td>
<td>178</td>
<td>6.40%</td>
</tr>
<tr>
<td>Scooter</td>
<td>23</td>
<td>0.80%</td>
</tr>
<tr>
<td>Sport Bike</td>
<td>360</td>
<td>12.90%</td>
</tr>
<tr>
<td>Sport Touring</td>
<td>354</td>
<td>12.70%</td>
</tr>
<tr>
<td>Standard Bike</td>
<td>170</td>
<td>6.10%</td>
</tr>
<tr>
<td>Touring</td>
<td>729</td>
<td>26.20%</td>
</tr>
</tbody>
</table>
For More Information

Craig Moss
bcmoss3@ncdot.gov
919-814-3656

Billy Zerby
zerbyw@newbernpd.org
252-672-4192

www.bikesafenc.com
Facebook