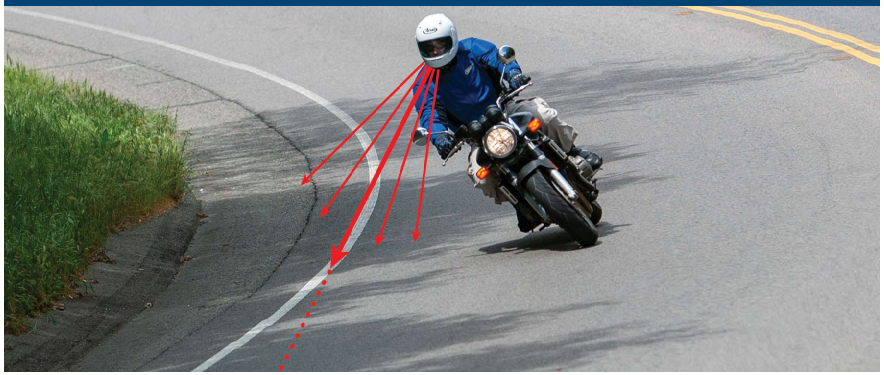
RIDING SUBTASKS

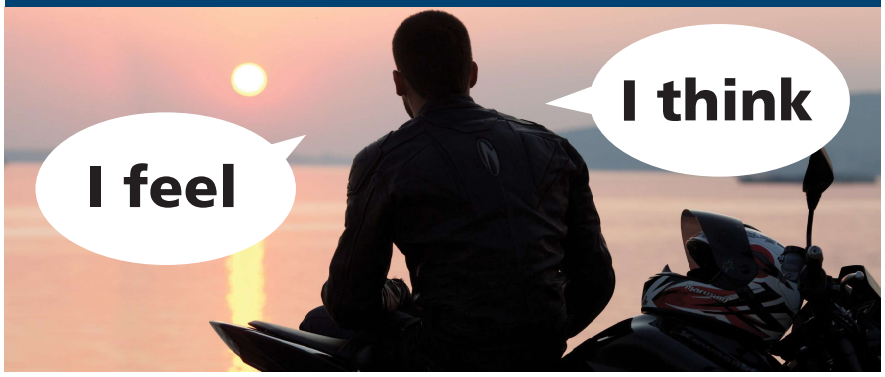
Physical

Mental/Perceptual



Social

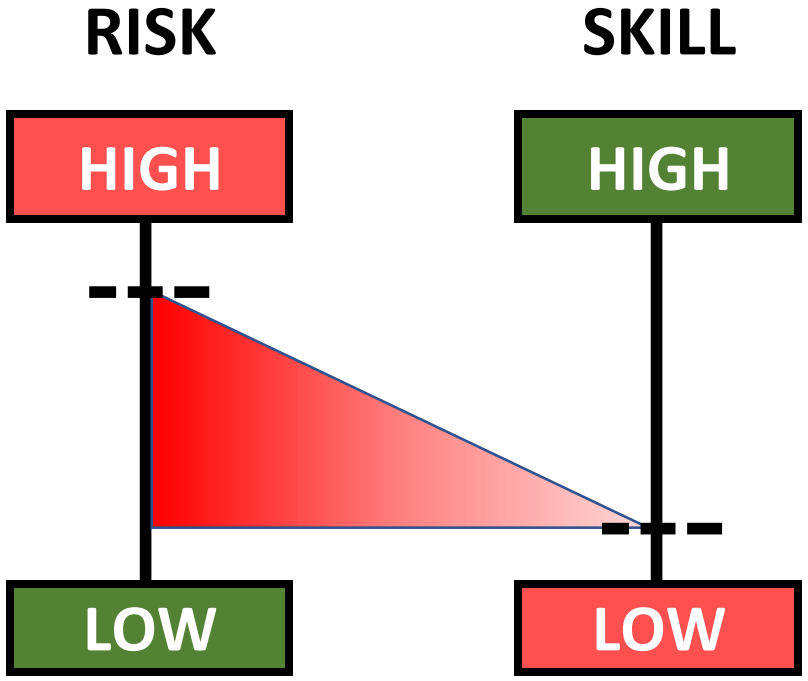
Emotional



© 2022 Motorcycle Safety Foundation

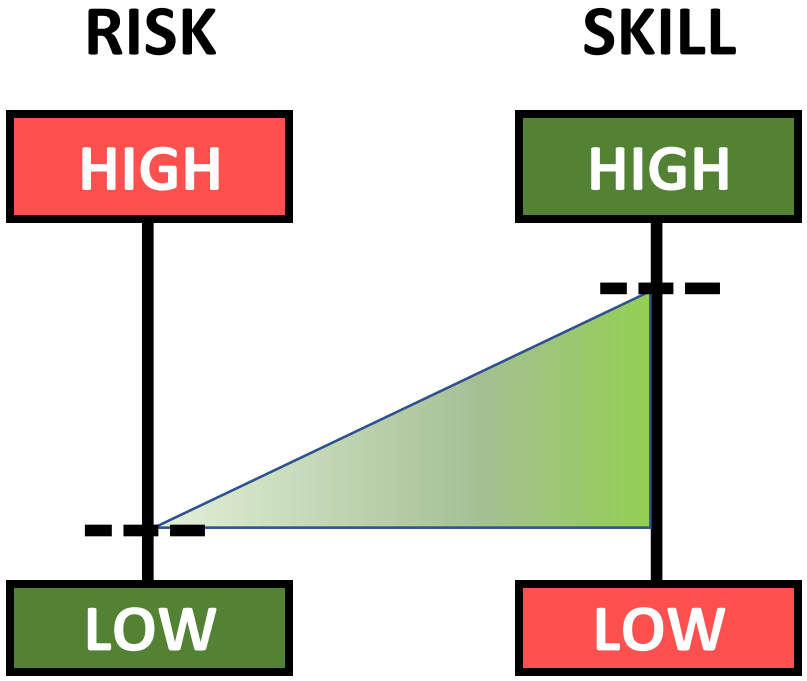
NEGATIVE

RISK OFFSET



POSITIVE

RISK OFFSET



PRO MOTORCYCLE TRAINING

RIDER SELF ASSESSMENT

Rate yourself on the following items…

1-Low ; 10-High

CATEGORY	PRIOR TO CLASS	AFTER CLASS
MOTORCYCLING KNOWLEDGE		
MOTORCYCLING SKILL		
PERCEPTUAL ABILITY IN TRAFFIC		
DEGREE OF COOPERATION IN TRAFFIC		
LIKELIHOOD OF NOT BEING IN A CRASH		
EMOTIONAL COMMITMENT TO SAFE RIDING		

The best rating is a ‘5’ as it indicates the rider is neither under- or over-confident
and realizes that all situations require attention and appropriate skills and risk management

SELECT FACTORS – AT AN INTERSECTION

1	2	3
Rider	**Motorcycle**	**Roadway/Environment**
1. Fatigue	1. Bike too large for rider	1. Sun glare
2. Distracted	2. Bike too powerful for rider	2. Pedestrian crosswalks
3. Speed too fast	3. Under-inflated tires	3. Construction
4. Inattention	4. Worn tires	4. Dip in road surface
5. Poor lane positioning	5. Dry-rotted tires	5. Oncoming driver not paying attention
6. Too close to center line	6. Sticky throttle	6. Driver on cell phone
7. Too close to parked cars	7. Missing front brake lever	7. Debris on surface
8. Not looking far enough ahead	8. Worn rear brakes	8. Downhill grade
9. Target fixating	9. Broken brake light	9. Malfunctioning traffic signal
10. No helmet	10. Headlight out	10. Parked car pulls out
11. High BAC	11. Overloaded	11. Night
12. Affected by medication	12. Loose tank bag	12. Manhole covers in path
13. Showing off	13. No turn signal	13. Raining
14. Trying to beat a yellow light	14. Bent handlebars	14. Slick surface
15. Looking at sidewalk activity	15. No mirrors	15. Foggy conditions

Note: Crashes usually consist of an interaction of factors. Eliminating just one factor has the potential to prevent a crash. Sometimes only one factor is enough to produce a crash. There are many more than these 45 factors and potential combinations number in the thousands. A strategy to reduce risk must be ever-present.

SELECT FACTORS – IN A CURVE

1	2	3
Rider	**Motorcycle**	**Roadway/Environment**
1. Speed too fast	1. Bike too large for rider	1. Sun glare
2. Inattention	2. Bike too powerful for rider	2. Dip in road surface
3. Poor lane positioning	3. Dry rotted tires	3. Construction in area
4. Too close to center line	4. Worn tires	4. Bump in road surface
5. Too close to shoulder	5. Under-inflated tires	5. Vehicle pulls out from shoulder
6. Not looking far enough ahead	6. Sticky throttle	6. Other driver on cell phone
7. Target fixating	7. Tire blowout	7. Oncoming driver not paying attention
8. Fatigue	8. Engine out of tune	8. Debris on surface
9. No helmet	9. Bent frame	9. Downhill grade
10. High BAC	10. Too much play in swing arm	10. Off-camber surface
11. Distracted	11. No mirrors	11. Night
12. Looking at the scenery	12. Bent handlebars	12. No painted lines
13. Affected by medication	13. Overloaded	13. Raining
14. Showing off	14. Worn rear brakes	14. Unmarked decreasing-radius curve
15. Trying to keep up with others	15. Brake fade on downhill grade	15. Foggy conditions

Note: Crashes usually consist of an interaction of factors. Eliminating just one factor has the potential to prevent a crash. Sometimes only one factor is enough to produce a crash. There are many more than these 45 factors and potential combinations number in the thousands. A strategy to reduce risk must be ever-present.

DRIVING TENDENCIES

Directions: Place an X along the line in a position that best describes your regular car driving tendencies. Imagine how someone who knows you well might score you.

Hurried	←- →	Relaxed
Impulsive	←- →	Steady
Overconfident	←- →	Confident
Easily Distracted	←- →	Focused
Rebellious	←- →	Compliant
Non-conformist	←- →	Cooperative
Disrespectful	←- →	Respectful
Reckless	←- →	Forethought
Arrogant	←- →	Humble
Risky Thrill Seeker	←- →	Safe Thrill Seeker
Irresponsible	←- →	Responsible
Stressed	←- →	Calm

People tend to drive as they live, and most drivers rate themselves as above average.
Drivers who are generally safety-minded when driving will likely be safety-minded when riding.
Warning: A temporary or momentary lapse to the left side can have negative results.

As a car or truck driver, respond to the following statements.

1.	I signal for turns and lane changes.	___ Yes	___ Sometimes	___ No
2.	I stop completely at stop signs.	___ Yes	___ Sometimes	___ No
3.	I stop completely before turning right on red.	___ Yes	___ Sometimes	___ No
4.	I make decisions based on safety.	___ Yes	___ Sometimes	___ No
5.	Others consider me a courteous driver.	___ Yes	___ Sometimes	___ No
6.	I turn my head to check blind spots for lane changes.	___ Yes	___ Sometimes	___ No
7.	I buckle up.	___ Yes	___ Sometimes	___ No
8.	I honk at bad drivers.	___ Yes	___ Sometimes	___ No
9.	I use my cell phone to talk or text.	___ Yes	___ Sometimes	___ No
10.	I need to brake hard or swerve when driving normally.	___ Yes	___ Sometimes	___ No
11.	I am in a hurry when I drive.	___ Yes	___ Sometimes	___ No
12.	My friends crash and get tickets.	___ Yes	___ Sometimes	___ No

Discussion point:

Anything but a *Yes* on 1-7 and a *No* on 8-12 may indicate a less than ideal emotional commitment to safety.

Agree or disagree? Why?

In some ways, we have a voice that informs us as to what is safe and what is not. For each of the motorcycle riding behaviors below, place in the space provided an **S** for the safety-related voice or an **R** for the risk-related voice.

1. _____ Take a curve at the suggested advisory speed.
2. _____ Keep up with faster-riding friends in curves.
3. _____ Ride at the speed limit on a freeway.
4. _____ Stop beyond the stop line at an urban intersection.
5. _____ Aggressively challenge a decreasing radius curve.
6. _____ Ride at 72 mph on a freeway where speed limit is 65 mph.
7. _____ Honk at a driver who cuts you off in traffic.
8. _____ Use a following distance of less than two seconds.
9. _____ Pass in a no-passing zone.
10. _____ Ride at a speed where traffic builds up behind you.
11. _____ Ride past a blind intersection without slowing.
12. _____ Use turn signals for turns and lane changes.
13. _____ Roll through a stop sign.
14. _____ Use high beams when an oncoming driver doesn't dim theirs.
15. _____ Park in a handicapped parking space.
16. _____ Use the street like a personal race track.
17. _____ Ride while thinking about work issues.

We become what we think about, and what we think about is shown by our behavior. Although there may be no specific answer for the voice that dominates in the above behaviors, a rider likely knows the difference between proper and improper choices.

Directions: For each behavior, note some reasons for a rider's choice. Then complete the statement in the last column.

Rider Behavior	Reasons to do it	Reasons not to do it	My choice is to
1. Wear a quality helmet			
2. Wear full riding gear in addition to a helmet			
3. Be overly aggressive in curves			
4. Ride buzzed			
5. Ride distracted			
6. Be a low-risk rider			
7. Stunt in public			
8. Be affected by peers			
9. Take formal training			