

# Motorcycle Rider Training and Collision Avoidance

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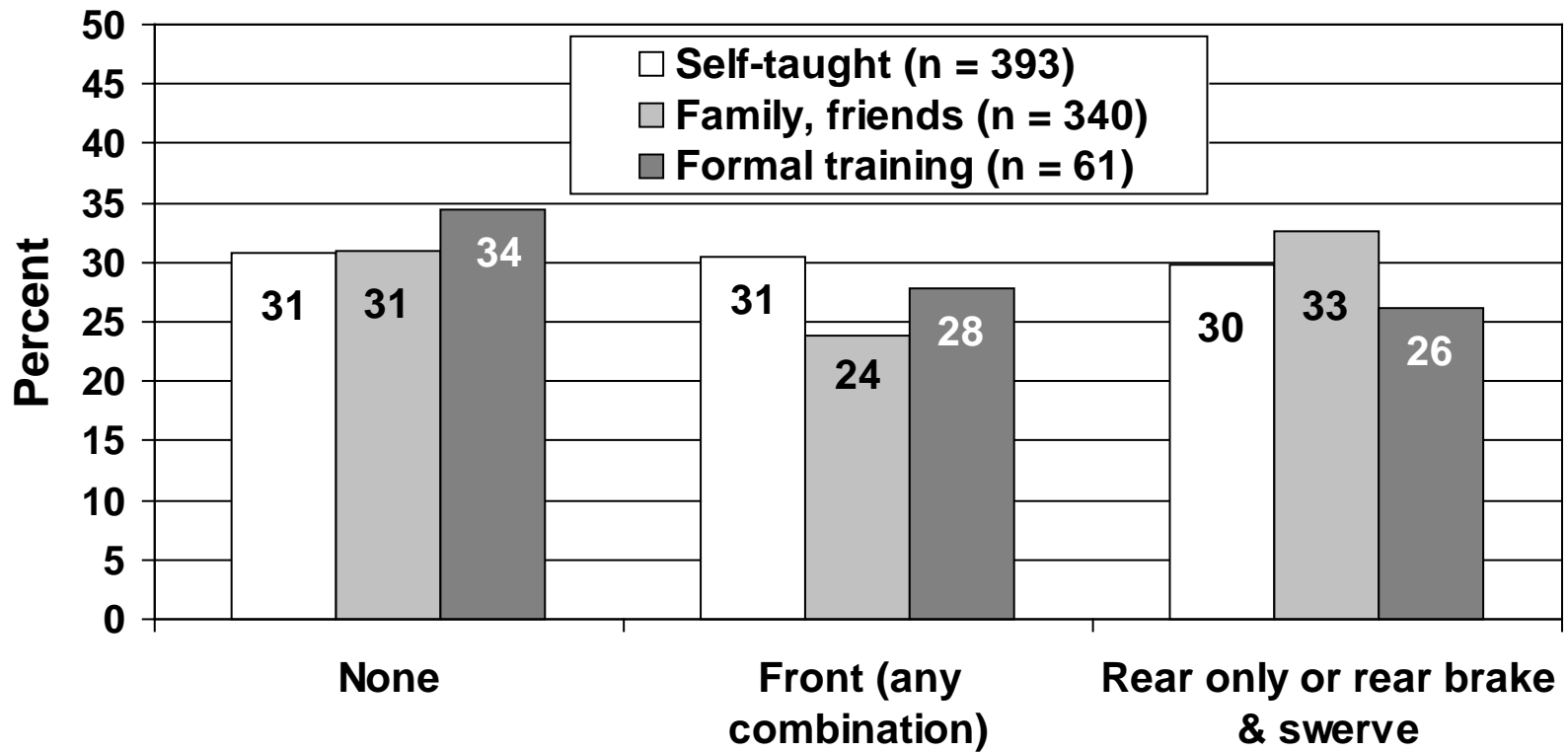
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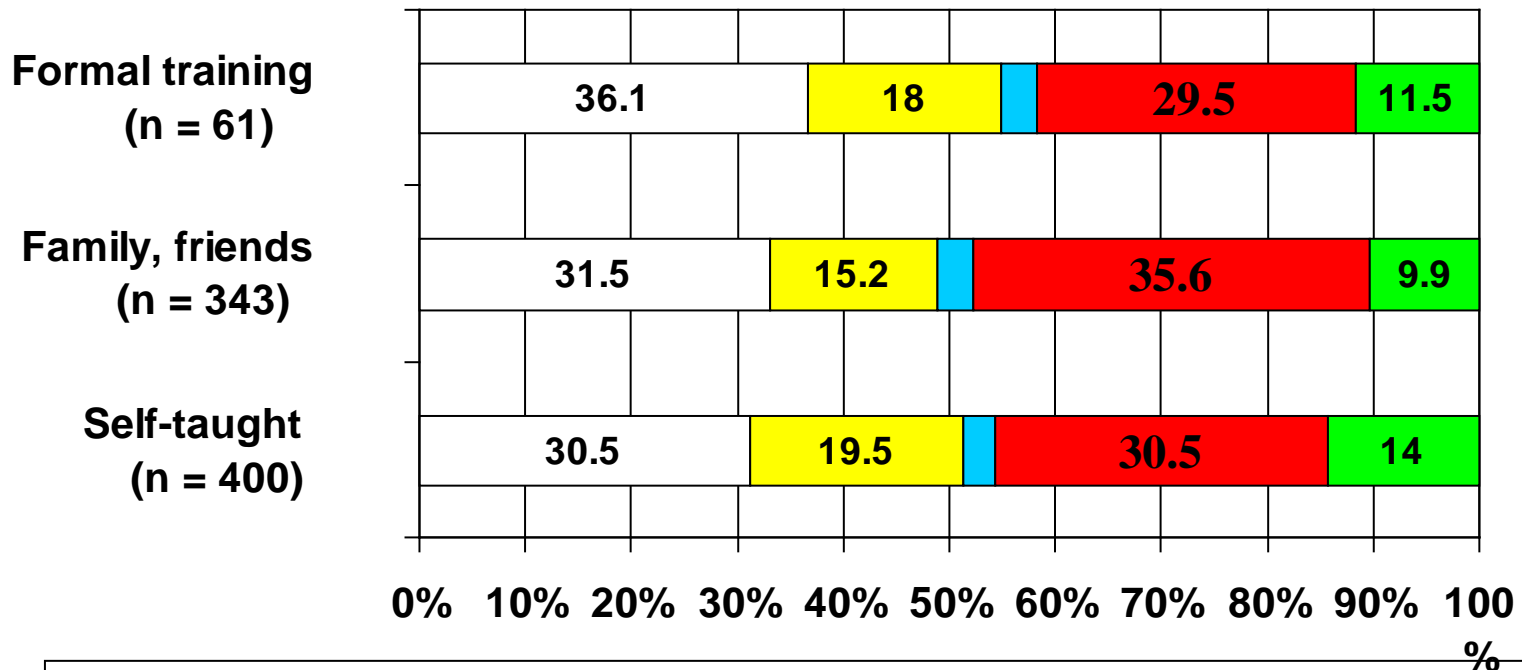
**Does rider training  
improve collision  
avoidance performance?**

- “Formally trained” riders in the Hurt study were mostly LAPD or CHP motor officers, who had far more rigorous training than most rider training courses and more riding experience.
- In Thailand, only one rider had any formal training.

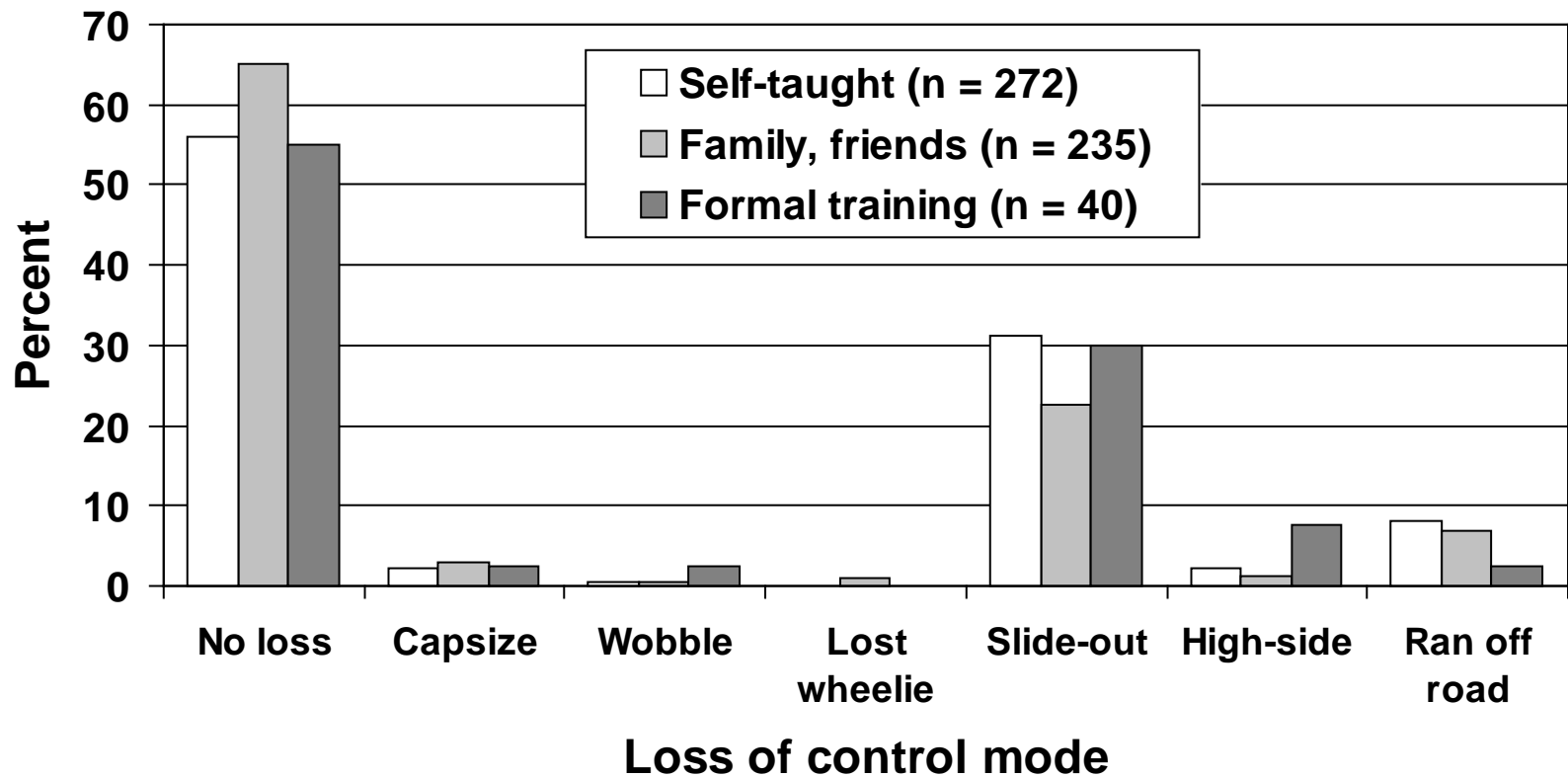
# Rider collision avoidance braking by rider training, Hurt Study



# Rider evasive action choice & execution by rider training, Hurt study

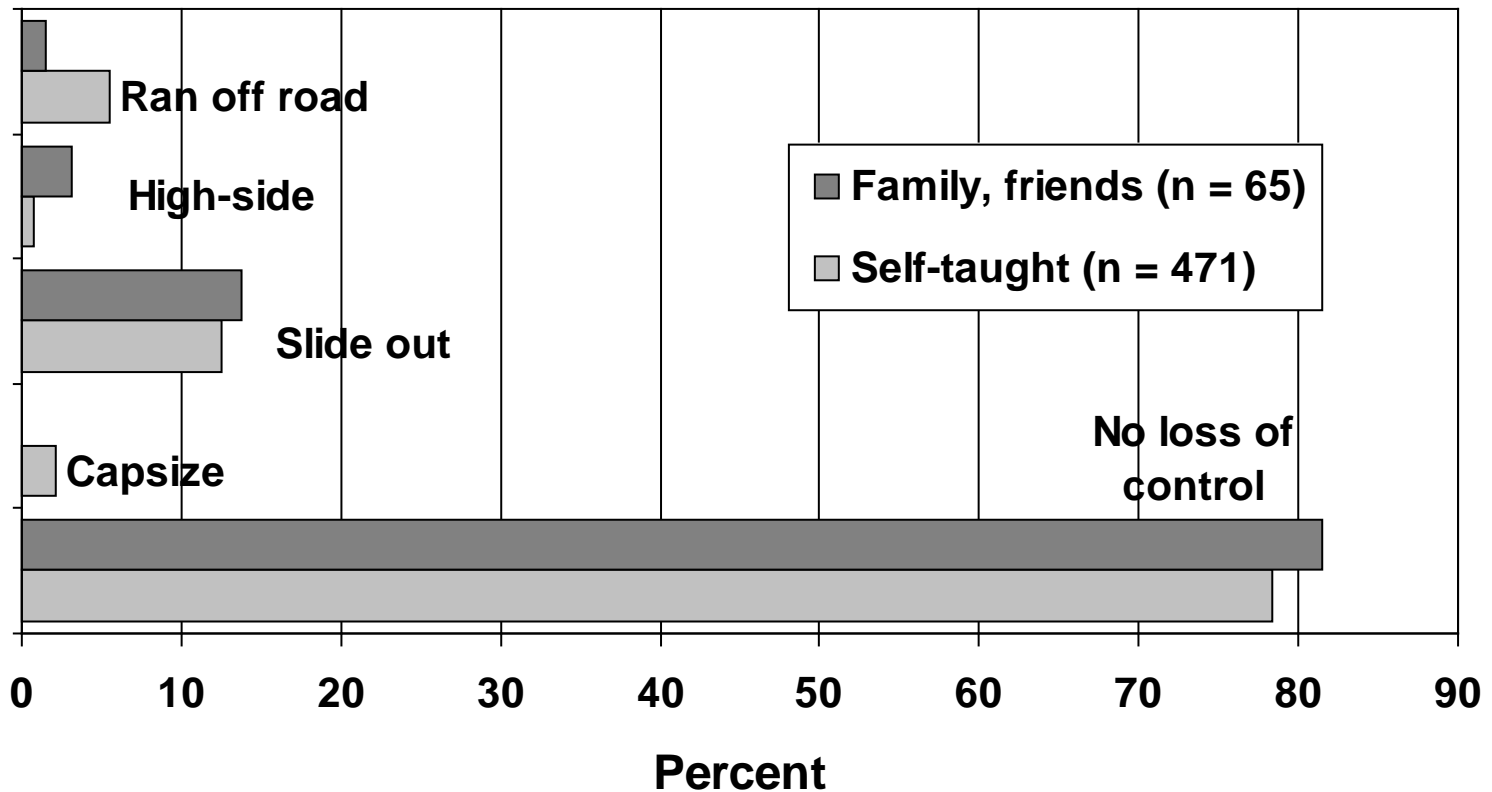


# Loss of control mode by rider training for riders who took evasive action, Hurt study



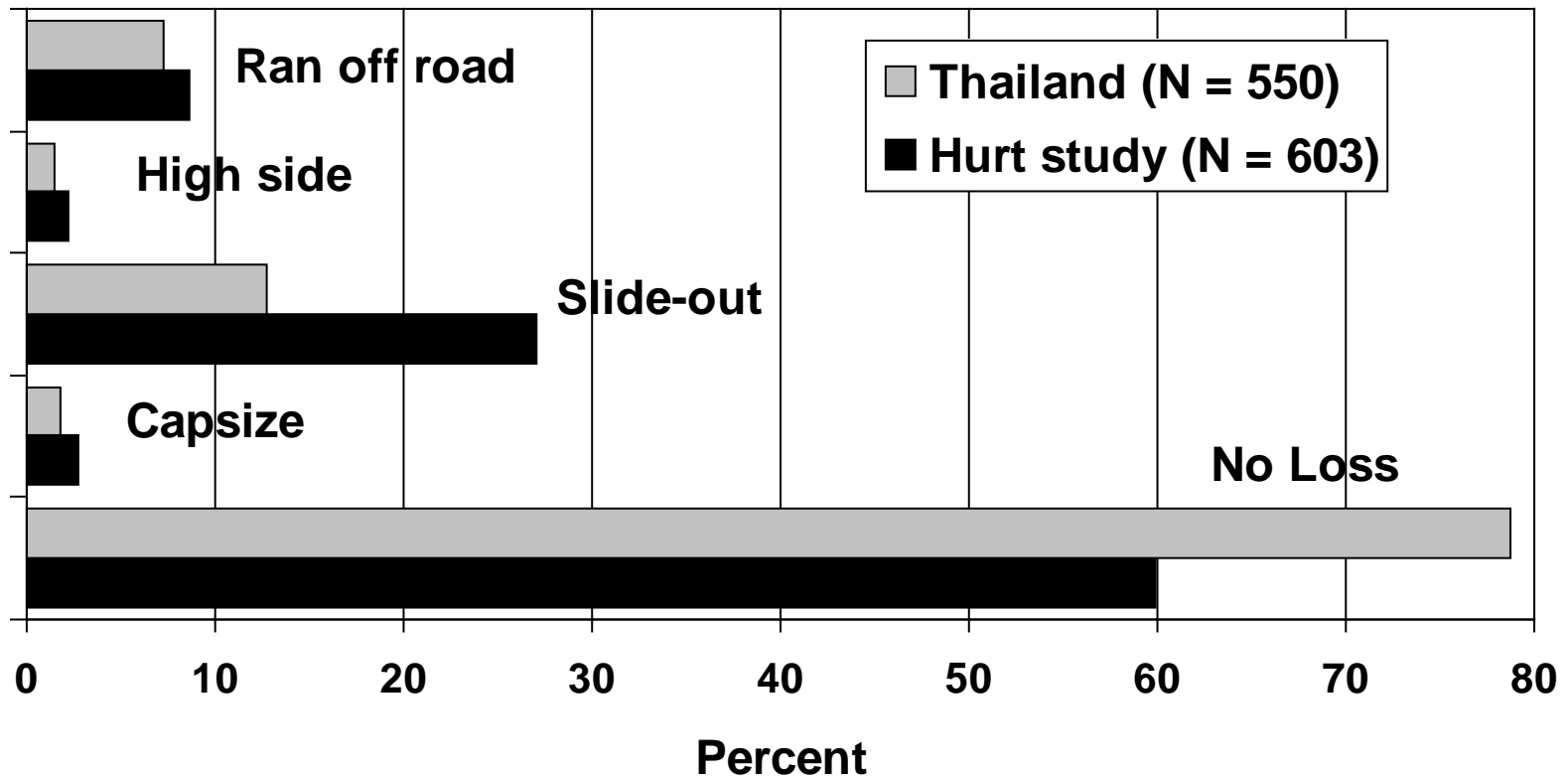


# Loss of control mode by rider training for Thailand riders who took evasive action

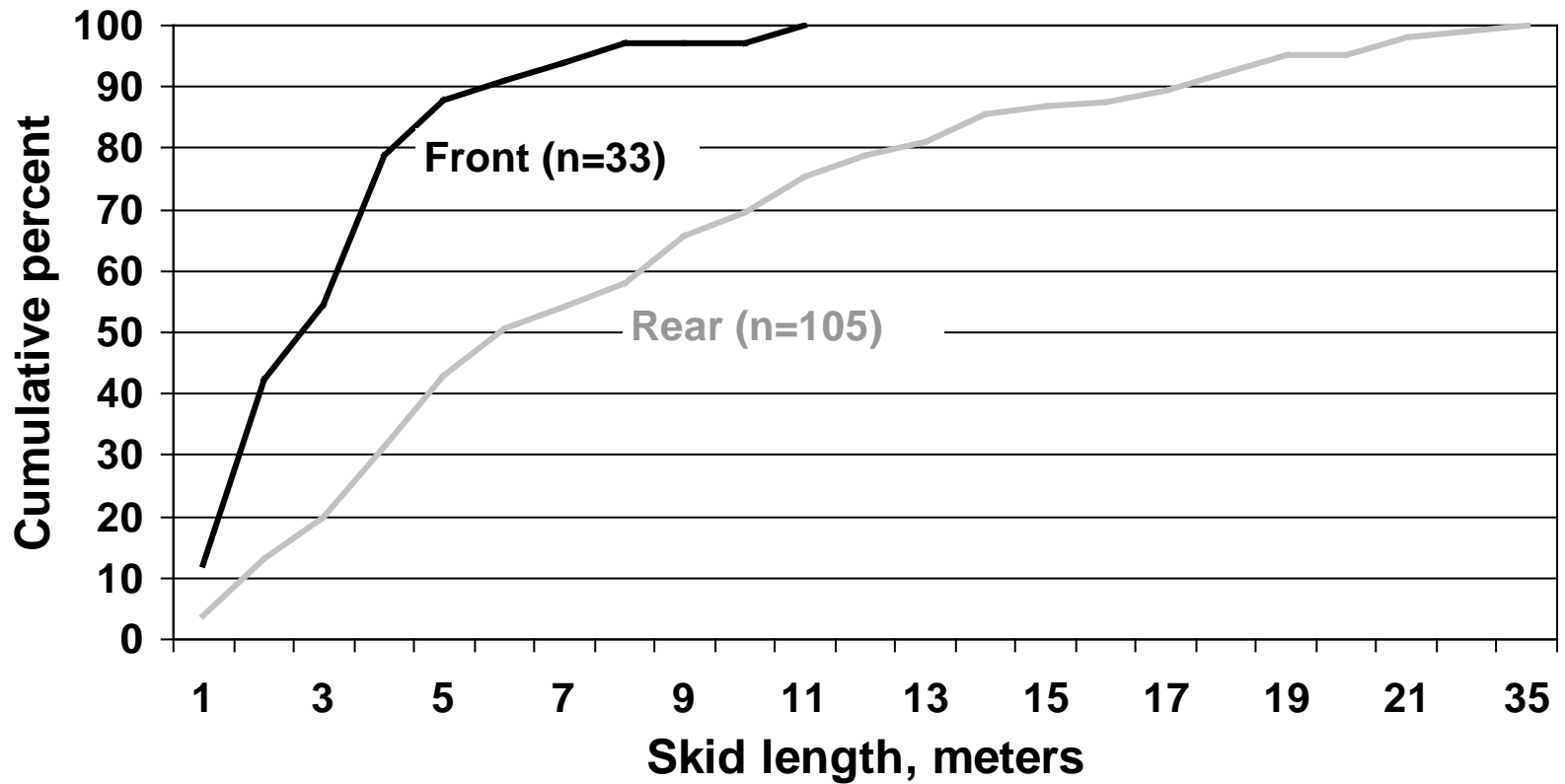




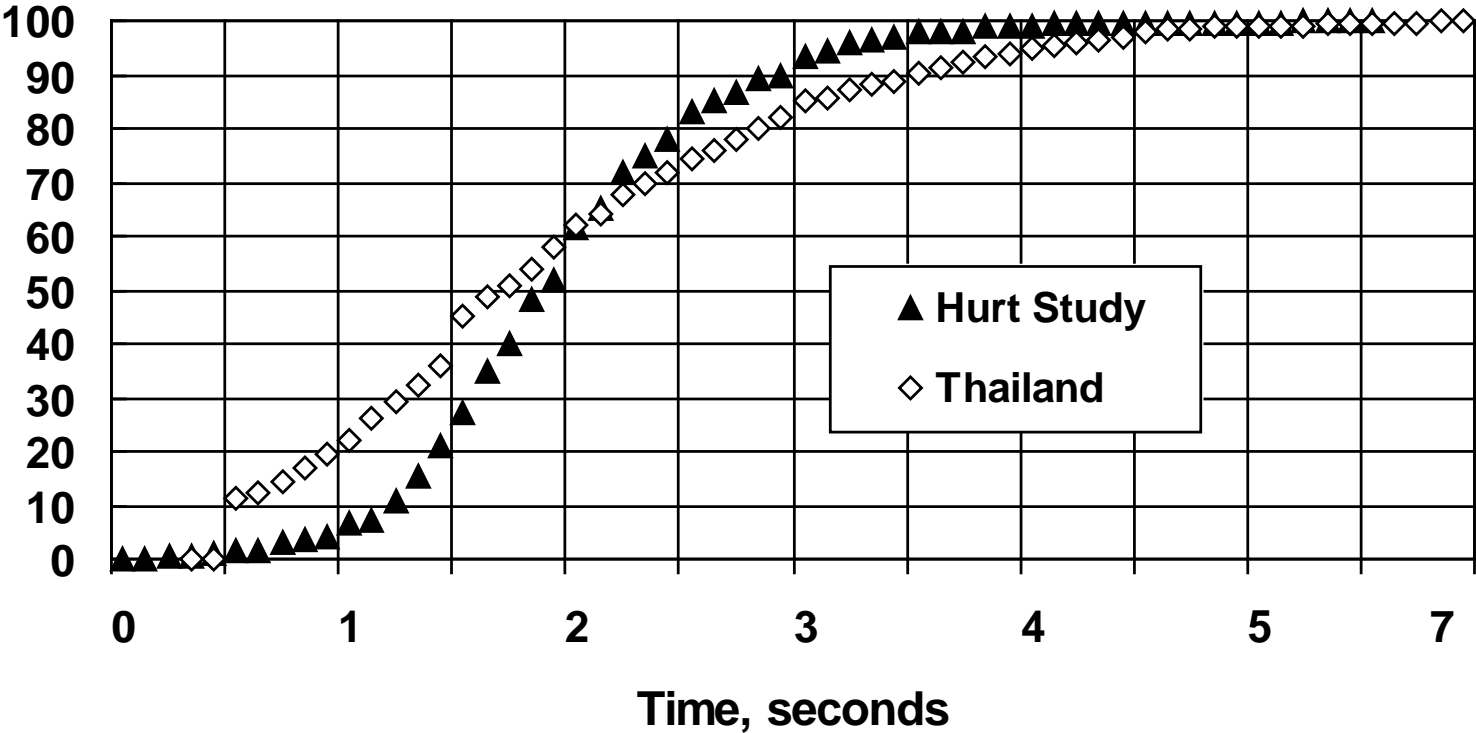
# Loss of control mode among riders who took evasive action



# Thailand, cumulative percent distribution, front and rear skid mark length



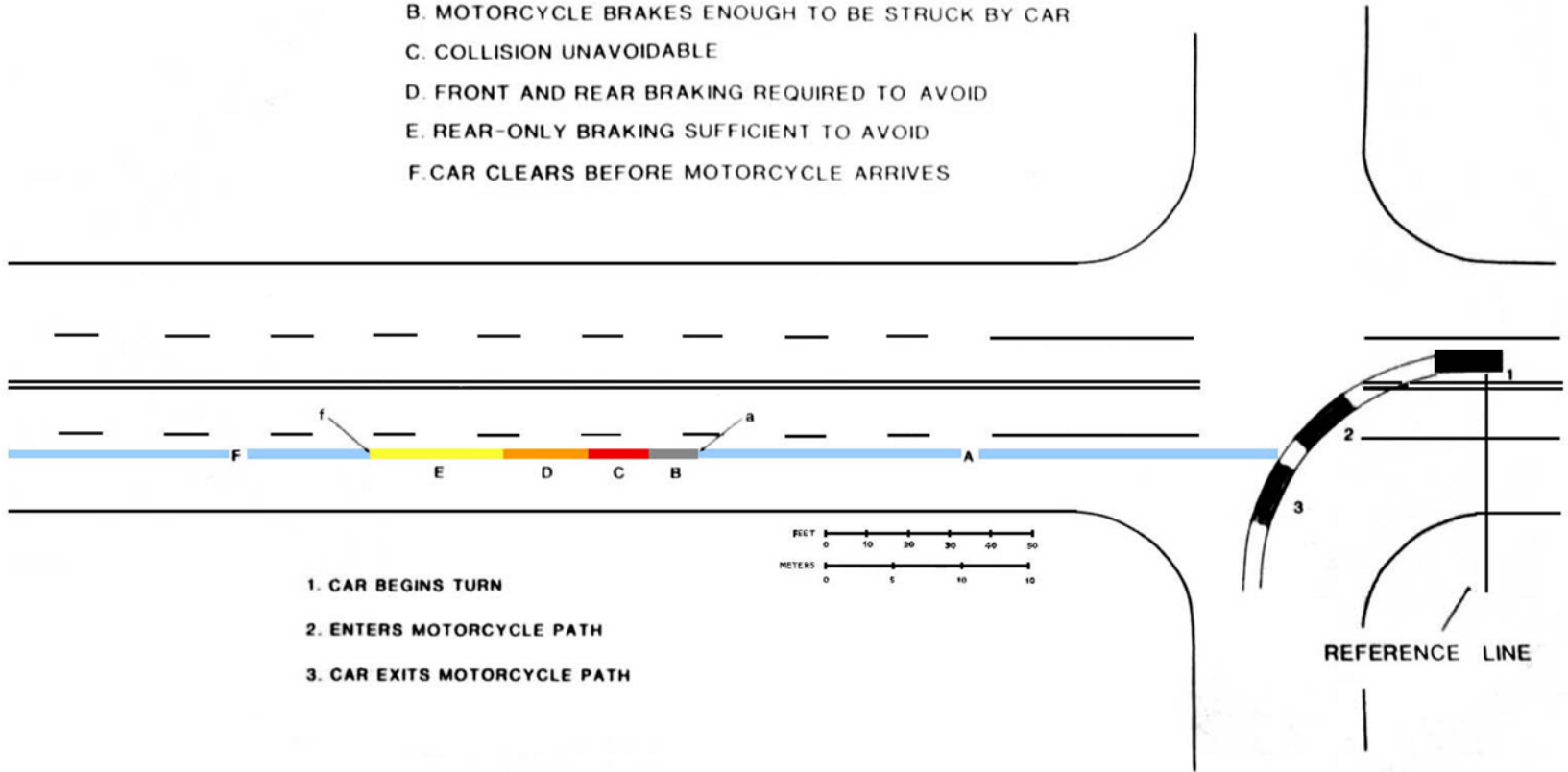
# Time from Precipitating Event to impact, Thailand & Hurt studies



But lower crash speeds mean  
less severe injuries, right?  
Right?

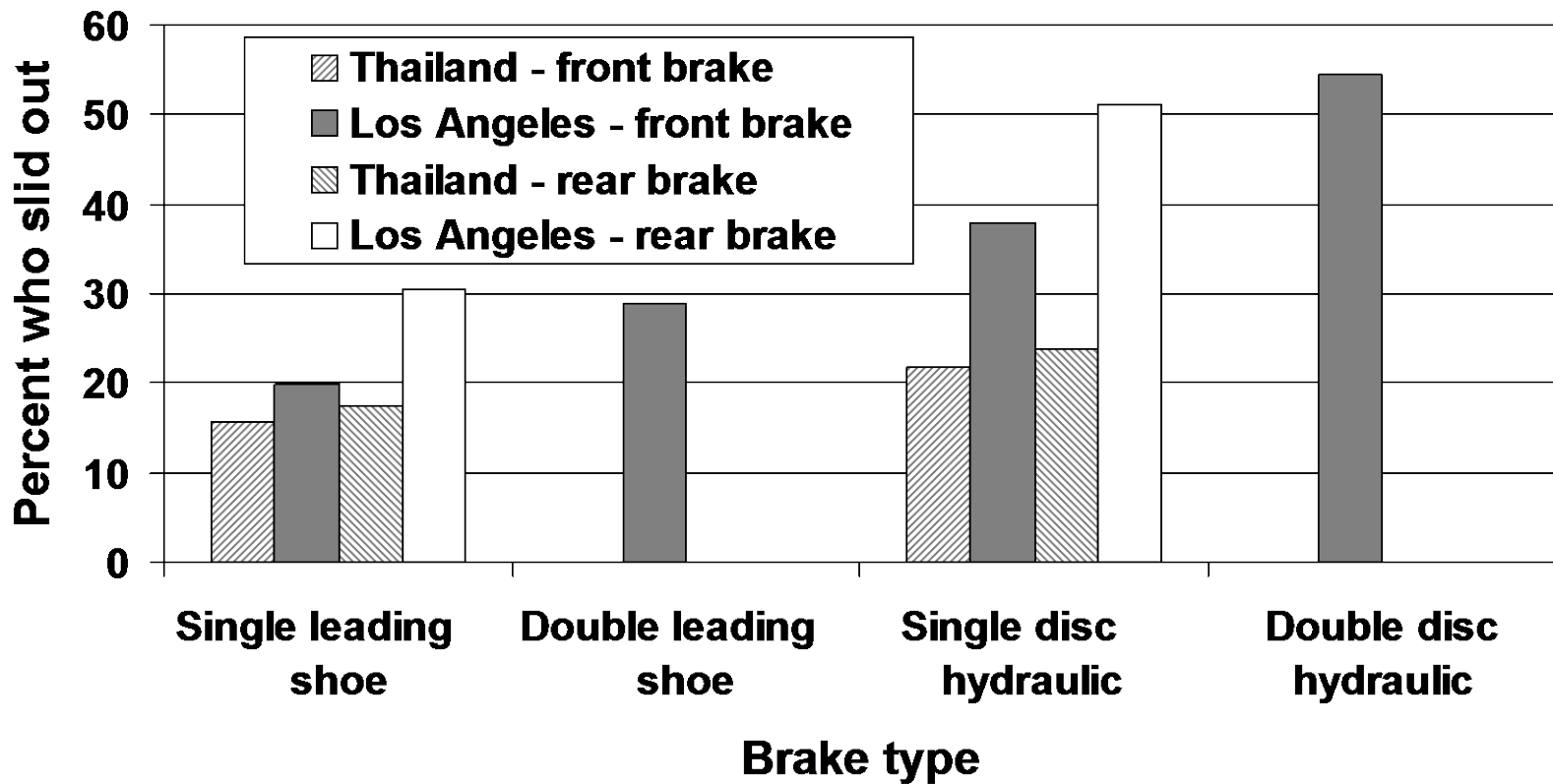
## AT-RISK ZONES FOR MOTORCYCLE IN LANE 2, CAR LEFT TURN

- A. MOTORCYCLE CLEARS BEFORE CAR ENTERS
- B. MOTORCYCLE BRAKES ENOUGH TO BE STRUCK BY CAR
- C. COLLISION UNAVOIDABLE
- D. FRONT AND REAR BRAKING REQUIRED TO AVOID
- E. REAR-ONLY BRAKING SUFFICIENT TO AVOID
- F. CAR CLEARS BEFORE MOTORCYCLE ARRIVES



1. CAR BEGINS TURN
2. ENTERS MOTORCYCLE PATH
3. CAR EXITS MOTORCYCLE PATH

# Brake type and frequency of braking slide-out



# Thailand, rider training and collision avoidance action

