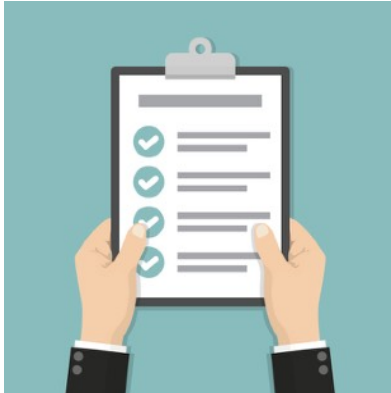


NMI Punch List



Items for civil servants and government agencies to consider adding to training course materials regarding motorcycling and motorcyclists:

1. **Danger:** Motorcyclists are killed 38 times more often than motorists, mile for mile.
2. **Striking Vehicle:** In fatal motorcycle crashes, the motorcycle is almost always the striking vehicle (96% of the time).
3. **Has Motorcycle Endorsement:** In fatal motorcycle crashes involving street legal motorcycles, the motorcycle driver almost always possesses a motorcycle endorsement. Sometimes the endorsement is suspended, revoked, or canceled.
4. **Blindness While Paying Attention:** The failure to notice something in one's field of view because attention is focused elsewhere is called "Inattentive Blindness." We hypothesize that, on average, motorcycle drivers have to use more cognitive resources to maintain control of the motorcycle compared to drivers of passenger vehicles. When these additional cognitive resources coincide with the cognitive resources needed for the motorcycle driver to avoid a crash, the crash is more likely to happen. This is a causal factor in crashes when the motorcycle strikes objects that should have been noticed early enough to prevent or lessen impact.
5. **Humans detect light:** It is not likely that other drivers will notice the color of the clothing a motorcyclist is wearing prior to noticing the lighted lights required on street legal motorcycles. Colorful clothing does not, and can not have a strong effect on fatality counts (note items 1, 2, 3, and 4, above). The improper emphasis on colorful clothing may distract motorcyclists from other important techniques of danger mitigation. Motorcycles driven legally and responsibly are easy to see.
6. **Improve Motorcycle Endorsement Testing:** Non-experienced motorcycle drivers should not be given a motorcycle endorsement/license that has no restrictions. Unfortunately, many current motorcycle endorsement applicants receive the final or unrestricted endorsement even though they have never sat on a typical street-legal motorcycle. Training and endorsement testing should occur separately, as with other endorsement/licensing vehicle types such as cars. Beginner

training should not be associated with waiving skills testing for those seeking a final or unrestricted endorsement. This inappropriate endorsing system has resulted in a large increase in motorcycling participation.