



Posted by: Steve Garets, TEAM OREGON Motorcycle Safety Program, Director February 18, 2013

#### Eye Tracker Research

As a rider training community, we promote good head and eye habits. Turning your head before committing to a curved path provides essential information about speed, path, placement, radius and any hazards that may lie within the intended path. An active scan (SEE/SIPDE) helps riders identify and respond to hazards early. Such early identification buys time, a valuable commodity when searching for an escape.

Some of my fellow administrators are experiencing a rate of single vehicle motorcycle fatal crashes nearing 50%. That's a disturbing number of rider error crashes. Further discovery in Oregon leads us to conclude that rider error extends well into the multi-vehicle motorcycle fatal crashes, where another 30-35% are rider-at-fault. Common scenarios are motorcycle running wide in right hand turns and crashing head-on into other vehicles and motorcycle rear-ending other vehicles. The question is why and what can be done.

With such a routinely high rate of motorcycle crashes in corners, we wanted to understand the eye habits of motorcycle riders. We combined forces with Dr. Terry Smith, Principal Scientist at Dynamic Research in Torrance, CA. Dr. Smith and his group have been employing eye tracking technology in car and truck simulators for years. Would it work on motorcycles?

Turns out it does. Attached you'll find links to the report and Traffic Tech of this research effort, The Effect of Sight Distance Training on the Visual Scanning of Motorcycle Riders: A Preliminary Look.

#### Report:

The Effect of Sight Distance Training on the Visual Scanning of Motorcycle Riders: A Preliminary Look

<http://www.nhtsa.gov/staticfiles/nti/pdf/811689.pdf>

#### Traffic Tech:

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Food for thought. I look forward to presenting our findings in future conference sessions and continued discussion of the value and significance of proper head and eye habits for safer motorcycling.