Narelle Haworth, committee chair, started the meeting at 1:31

The attendance roster was passed. Narelle mentioned that the agenda had been a work in progress up until the last minute so we would use a projected electronic version. Because people would be coming and going, we would work flexibly with the agenda.

Approval of 2016 minutes – 2016 minutes had been prepared by Jana Price. They were approved without changes.

Sean Turner, Texas A&M Transportation Institute and Section Chair for the pedestrian/bicyclist section, wanted to discuss the Strategic Triennial Plan. We are encouraged to discuss future focus of the committee, including on emerging topic areas, papers and possible workshops.

Narelle thanked the paper review subcommittee for their work on reviews and asked members to consider taking over the task of coordinating paper reviews from Narelle. Statistics related to the past year’s reviews were presented. Twenty five papers were submitted. This is twice the number from last year (12). Ninety two reviews were assigned. Seventy seven were submitted. There was a teleconference on September 21st to discuss results. There was a lot of variability in scores between reviewers, pointing to the importance of multiple reviewers. Twelve papers were accepted for publication. TRB informed the committee that no more than 19% of papers submitted for publication, which resulted in the number of papers accepted being reduced to four. Two papers were accepted without revision and two were accepted pending revision. Three were considered practice-ready. Two papers of general interest were slated for presentation during the committee meeting.

Sessions
A session on motorcycle crash studies is scheduled for Tuesday morning, with Eric Teoh moderating.
A session on Tuesday afternoon focuses on rider behavior.

Presentations
Craig Lyon presented research on the impact of lack of Annual Average Daily Traffic (AADT) data in crash modeling. Based on a project done for FHWA. The paper focuses on how the lack of motorcycle AADT
data affects accuracy of crash prediction models and Crash Modification Factors (CMF). Safety Performance Function (SPF) is an equation that predicts average crash frequency based on a site’s characteristics. CMFs are varied to determine how changing factors changes predicted crashes. Project tried to understand whether lack of AADT for motorcycles was such that CMFs and SPFs for motorcycles are not valid. Looked at current processes and available data resources. Most motorcycle crash research deals with severity of crashes rather than crash likelihoods under different circumstances. Florida, Pennsylvania and Virginia are doing the best job of collecting traffic counts for classes including motorcycles. Data for developing models came from these states. Crash sample sizes tended to be low. Development of models was attempted for different road types. Models used either available motorcycle AADT or total AADT. Success of models varied. Models developed from FL and PA didn’t not work as well in VA, suggesting that models from one jurisdiction need to be validated when moved to a new jurisdiction. Differences could be due to road design practices, demographics, reporting practices, weather. Models using total AADT and motorcycle AADT behaved very similarly. Based on this, total AADT appears to be a reasonable substitution for motorcycle AADT when estimating motorcycle crash SMFs and SPFs. Questions about the research concerned the effects of seasonality and transferability of results. A comment was made concerning similar research in Belgium has included weather data as a way to predict seasonal variability.

Katie Blizzard, Cambridge Systematics, presented on motorcycle safety and ITS. This research was based on a literature review and interviews with stakeholders. Goal was to understand overall trends and gaps in knowledge and to provide recommendations for future research. Research was done for NHTSA. Stakeholders included manufacturers, academics, public agencies and industry associations. Interview information was intended to confirm and enhance information from literature review. 2400 articles were reviewed. Katie discussed search terms used and categories of ITS that had been researched with respect to motorcycles. She summarized opinions provided by stakeholders. Main findings: stakeholders believed ITS could improve motorcycle safety. ITS must be tailored for motorcycles rather than adopted from automobile technologies, communications technologies (e.g., vehicle-to-vehicle) will be important. Technologies that do not enhance the riding experience will not be adopted. Overall gaps identified: most research has been about the importance of incorporating motorcycles into ITS, rather than actually doing so. Issues of privacy need to be addressed. Research involving multi-sector collaboration is lacking. Assessments of the safety benefits is lacking. More research needs to be done in the US. Existing international research is not necessarily transferable. Recommendations listed reflected above-mentioned findings. Questions concerned the recommendation that different elements of motorcycle ITS not be developed in isolation from one another. An example was the development and presentation off warnings. Katie pointed out that the recommendations are broad, and not suggesting which elements of ITS were appropriate for motorcycles. Katie provided a handout on the project. A study finding was that motorcycle ABS is the only ITS element that has been researched. Eric Teoh pointed out that’s because it’s the only such technology available for motorcycles. Katie mentioned some other connected vehicle research that has included motorcycles but not yet been published. This will not involve influence of those technologies on crashes. John Harding of NHTSA mentioned that the connected vehicle study which include motorcycles only collected data on a small number of motorcycles in a larger study, in which communication technologies were used without providing warning back to riders. There was a question regarding the extent of accident reduction these
technologies may provide. The study didn’t include that. Eric Teoh mentioned that ABS alone has resulted in 20-30% reductions in crashes. Someone related a discussion they heard in which it was suggested that there was not enough money in motorcycle sales to warrant funding for significant motorcycle ITS research. The TRB paper is a shorter version of the upcoming NHTSA report and it contains suggestions for promoting research on the subject. This includes focusing on the higher severity of motorcycle crashes. Narelle asked whether the study considered how well motorcycle ITS will communicate presence of motorcycles to other vehicles and the possible effects of motorcycle ITS on other road users. Some studies in the literature review considered how well ITS technology is detecting motorcycles but there are no conclusions. Narelle suggested that knowledge of how well ITS is detecting motorcycles would be useful to the motorcycle safety community.

**Status Reports**

*Tim Buche, Motorcycle Safety Foundation*

Tim described six projects. Handouts were provided for those who wanted them.

Teaching/training involves changing attitudes, not just teaching information and skills. The military sportbike course is an example of a course that incorporates this.

Participated in development of NHTSA Standards for motorcycle training. Also have created their own MSF Curriculum standards

MSF has participated in the VTTI 100 motorcycle naturalistic study.

Naturalistic study on the effect of BRC training for novices on closed-course riding over several hours of classroom, online and range training. They are interested in continuing this approach with riders on the road for several months after course completion. They are interested in seeing the results of improvements to the course, including addition of online training and increased skill training of braking and turning.

Among the MSF handouts was a PowerPoint describing a European study on factors that increase crash risk.

MSF provides training in Colorado. As part of that, they will oversee the use of a different non-MSF course in one site in CO. There were preparations to bring out a course on riding and marijuana that would incorporate the Innocorp “Fatal Vision” type goggles intended to simulate marijuana impairment. That has been postponed during discussions of the appropriateness of using that technology. MSF and Innocorp now feel justified in using the goggles. The course that uses them has been released and is in use. They have worked with Innocorp to bring the price down.

*Bernardo Kleiner, TRB Status Updates*

TRB attendance is up by about 5%. Thanks for reviewing papers and providing quality reviews. There were 5,800 papers submitted for this year. TRB wants to emphasize that the mission of TRB is not just
research but research for implementation. Keep in mind that practice informs research questions, which guides research, which influences practice. The year 2021 will be TRB’s 100th anniversary. TRB wants to be sure that they are serving stakeholders and they encourage committees to do so also. They encourage participants to have fun as part of the process, and to remain involved throughout the year. He discussed the smartphone app and the ability to sync the phone to the online schedule. He encourages both members and friends to be engaged and to help Narelle with committee-related work.

At this point the committee took a five-minute break.

NHTSA Updates

John Harding discussed NHTSA work related to creating a motorcycle safety consortium with Volpe related to crash avoidance. The consortium should include all stakeholders not just manufacturers. They are looking for feedback on a draft research plan. They are looking at pre-crash scenarios.

Kathryn Wochinger discussed projects related to the estimation of motorcycle VMT data from state inspection data; a methodology toolkit for States to use for conducting observations of motorcycle personal protective equipment (PPE); and a focus group study with riders concerning encouraging the wearing of high-visibility PPE. This last study grows out of a cooperative agreement between NHTSA and Governors Highway Safety Association.

Jeremy Gunderson discussed surveys of various high-risk segments of the motorcycling population (e.g., returning riders); investigating possible new approaches and materials for communicating motorist awareness “share the road” messages (including messaging on blind spot management, intersection safety, distraction); development of a motorcycle safety plan which will address subjects such as better use of data and training State government agencies that disperse safety-related funds; High visibility impaired riding enforcement; a study of strategies to increase voluntary helmet use in Florida; the Motorcycle ITS study presented by Katie Blizzard and described above; the motorcycle crash causation study and motorcycle advisory council.

FHWA Updates

Carole Tan mentioned the motorcycle AADT study presented earlier by Craig Lyon. She discussed the motorcycle crash causation study. The data are now available. The final report which consists of a 14-volume report that includes final report, coding and data collection manuals, and tables of results. She discussed “Barracuda” – a Small Business Innovation Research project to research real-time roadway hazard warnings to motorcyclists. Phase 1 proof of concept has been completed; Phase 2 has been approved and that work is just starting. They will be looking at the crash causation study data. They will be conduct a feasibility study of identifying infrastructure-based crash countermeasures.

Guan Xu discussed a Federal Register notice establishing a motorcycle Advisory Council (MAC). They are requesting nominations for membership. The MAC will advise the Federal government on motorcycle-related issues related to highway design. They ask those who are interested to review the 1/9/2017 Federal Register notice.

National Transportation Safety Board
Mike Fox spoke. Jana Price has been the secretary of the Committee. She has recently been promoted and Mike has taken her place in the committee. NTSB is concerned about the numbers of motorcycle fatalities. They are looking for ways to help.

**Motorcycle Industry Council Update**

Geneviève Boye provided an update. MIC sponsors motorcycles.org, which is an outreach program that provides information on the world of motorcycling to riders and the media. They hosted rides in and Southern California upstate New York. They have a program called “Gear Up Every Ride” which encourages riders to use proper safety gear. They have participated in TV and social media coverage of motorcycle-related issues, including women in motorcycling. The MIC owner survey determined that female motorcycle ownership is at an all-time high. This news got coverage in major media outlets.

PowerLily, an exclusive membership group within the Motorcycle Industry Council (MIC), created the Gas Tank Program, a Shark Tank inspired competition that gave women-owned brands the opportunity to present their business plan for a new powersports industry innovation, product or service. The 4th annual American International Motorcycle Expo (AIMExpo) took place in October. MIC has worked to provide input on issues related to automated vehicles in ITS an motorcycles.

**Insurance Institute for Highway Safety**

Eric Teoh provided an update. He discussed a study of crashes involving a passenger vehicle and a motorcycle. They are looking at driver errors that contribute to crashes and ways in which automated vehicles could address those errors. An important question is whether a vehicle with automated systems that assist a driver will be able to detect motorcycles. Beyond that, will fully autonomous vehicles function in such a way as to reduce or prevent these kinds of crashes. An example includes crashes caused by drivers turning left in front of motorcycles. Current systems being designed would not prevent such a crash. A fully autonomous vehicle would have to be designed to address such situations.

**Global Road Safety Subcommittee**

Narelle Haworth discussed international (outside the US) research related to motorcycle issues. She attended the Global Road Safety subcommittee meeting on Sunday. She was reminded that, globally, 23% of road fatalities are on motorized two or three-wheeled vehicles. In 2015 there was a 8% increase in motorcyclist fatalities in the UK. There are more organizations calling for motorcycles and scooters to be considered in policy and roadway design.

A UK program called Safety Helmet Assessment and Rating Programme (SHARP) provides information on helmets and conducts tests to rate the helmets. The government says that the program is likely to have contributed to a drop in fatalities.

There is a new European study to understand dynamics of crashes involving motorcycles with ABS.

The IFZ conference, co-sponsored by MSF took place. Papers presented included research on:

- Automatic devices for measuring rider skill and providing feedback.
- Studies of steering, braking and swerving, in real life and simulator
• Studies of new technologies such as intelligent emergency calls, forward collisions warnings and sideview assist.
• Barriers,
• Traffic filtering
• Eyetracking
• PPE
• Electric motorcycles

Federation of European Motorcyclist Associations, Association of Constructors, German Road Safety Council created a training quality label system to help riders choose advanced training.

There has been concern about the effects of tougher emissions standards on use of older motorcycles. A rider group has been fighting a system in London that taxes non-compliant powered two wheelers (among others) in a special low-emissions zone.

European groups have been concerned about development of autonomous vehicle systems and whether they will detect motorcycles.

In Australia, States have been changing laws to create graduated licensing systems and compulsory training for motorcycle learners permits.

Australasian Road Safety Conference had motorcycle sessions on motorcycle clothing, changes in helmet standards, motorcycling strategies, whether motorcyclists have greater exposure to other drivers failing to give the right-of-way, a model of side-swipe crashes, enhanced maintenance standards for popular motorcycle routes, and helmets in Cambodia.

Motorcycle Research in Belgium

Wouter Van den Berghe discussed several studies conducted in Belgium. These included a study of mopeds crashes using police records; relative detection ability of motorcycles by riders themselves, using a virtual reality simulator; lane splitting; use of weather data to improve models for motorcycle crash exposure data; using hospital data to study injuries of riders; prediction of motorcycle casualties (and under-reporting of casualties) using police records; study of near crashes coupled with household survey data; motorcycle rider attitudes and self-reported behavior;

Heike Martensen went into greater detail on the lane splitting study mentioned above. Lane splitting has been practiced for years but was only legalized in 2011. There was concern over whether the rules are appropriate and what the effect has been on crashes. Rules seem to work well in urban areas but not on faster motorways, where the speed differences between cars and motorcycles are greater. They determined that it was difficult to do such a study due to the lack of exposure data and difficulties identifying filtering crashes in data. They concentrated on multi-vehicle crashes on motorways because those may involve lane splitting whereas single vehicle accidents will not. They looked at crashes over time when the law changed. At this point they are not seeing an effect of lane splitting on crashes. This may be due to a lack of change in the amount of lane splitting, or more lane splitting offset by safer lanesplitting. Heike warns that their results may not be transferable to other countries where the environment and nature of Lanesplitting are different.

Virginia Tech Transportation Institute
Shane McLaughlin discussed a symposium related to the naturalistic driving research being done by VTTI. This symposium is held every two years. The most recent, in September, included a full day dedicated to motorcycle research, sponsored by MSF and Bosch. There were 40 attendees from industry, federal and state government, military, academia, coming from the US and internationally. Motorcycle-related subject covered during the regular symposium included comparison of self-reported mileage and actual, curves as a risk factor, selecting lane positions through intersections. During the motorcycle symposium attendees saw research from previous naturalistic riding studies in the morning and saw maneuvers corresponding to data. Later they gave attendees access to some of the rider data.

A main paper from the MSF naturalistic study was released in October. It concerns factors that increase and decrease rider crash risk. That paper is available on MSF’s web site.

They’ve done some work on motorcycle connected vehicle warning systems using the VTTI test track.

They’ve concluded data collection on the NHTSA-sponsored motorcycle naturalistic study. There are data from 155 riders 396,000 miles. Five volumes report are being reviewed by NHTSA. Results include an overview and risk factors, relationship between exposure and roadway geometry and crash risk, understand sequence of rider behavior and crash risk, intersection traversal behavior and crash risk.

Other Updates?

Narelle asked if anyone else had any research they wanted to tell the committee about. No one did.

Committee Business

Committee Website – Chanyoung Lee announced that the website has recently come online at https://anf30.org/. Implementation was driven to some extent by the impending committee meeting. The content needs to be updated.

LinkedIn Group – Chanyoung has also created a group for the committee at LinkedIn.com

Committee Listserv - Scott McKnight discussed the listserv, the fact that it does not get used a lot and the extent to which that reflects a shortcoming of the listserv in facilitating conversation versus being an accurate reflection of the extent to which people want to communicate. He reiterated that new attendees will be added to the listserv unless they request to not be added.

Report From Roadside Safety Design (AFB20) Subcommittee

Chiara Dobrovolny from TTI discussed activities related to motorcycle research that have been presented at the AFB20 committee. That committee is fairly large. There have been a lot of motorcycle-related presentations to that committee over the years. She is presenting recent motorcycle-related activities reported to her buy other committee members. These include:

A study from Milan by Marco Anghileri, examining results of changes to safety design elements
A study at VTTI by Clay Gabler to determine causes of serious and fatal injuries in traffic barrier crashes. This study was completed December 2016.

A TTI project to develop computer models of motorcycles. These are being validated using dummies on real motorcycles.

A study in New South Wales involving modeling of motorcycles, simulating crashes with Jersey barriers and comparing to actual crashes with real motorcycles and dummies.

There will be a committee session on Wednesday at which this type of research will be presented.

If the group is interested, Chiara will be happy to share a problem statement developed by members of AFB20 to look into developing a US-based standard to research sliding and seated riders.

*Report from Joint Subcommittee On Emerging Vehicles For Low-Speed Vehicles*

Chris Cherry, University of Tennessee. The subcommittee has been looking closely at low-speed electric two-wheelers. He announced the subcommittee meeting Tuesday. They are largely focused on regulatory issues related to these vehicles. Currently these vehicles tend to be regulated as bicycles.

*Planning For Next Year*

Narelle led a discussion of what should happen next year. Suggestions:

Look at future of automated vehicles for two-three-wheeled vehicles.

Jeremy Gunderson – there is a possibility for research using the crash causation study and he hopes the naturalistic riding data. He is trying to get funding that could be used by people who want to do research with these datasets. They’ve tentatively talked about ~$10-20K budgets for small research projects using those data. Researchers who are interested could get up and running relatively quickly. Results could possibly be ready for next year’s conference. The committee might also be able to advertise the potential for such research through a workshop.

John Billheimer pointed out that every year TRB has a theme, and it would be useful to know what next year’s theme. Narelle: it will be focused on “transport being the engine of the economy or something like that.” This makes a good segue into the potential for a workshop or session on what the future of motorcycling is likely to hold, and to invite people to speak from different viewpoints, e.g., vehicles, licensing, training, society, women’s involvement. This would probably involve powered two wheelers other than those we talk about (e.g., electric motorcycles).

There was a question as to whether there is a possibility for synergy between TRB and the motorcycle show that just ended in DC. Narelle: this has occurred to her, is there anyone present who has ties to the motorcycle show? Kathy Van Kleeck: MIC’s show is the AIM show, but they know the people who put on the recent show and could facilitate contact. Tim Buche believed that the people behind the motorcycle show would not be interested in working together. The people involved in the show are “show people” involved in a traveling show and are not particularly interested in learning about transportation research. There may be a value for TRB to see the show and understand the latest technology. The
number of shows has reduced but a Washington DC show is likely. Geneviève Boye would be the person to talk to them.

Brett Robinson is here from National Association of State Motorcycle Safety Administrators (SMSA). He believes that the people in that association are relatively unfamiliar with the committee. He suggested that there would be value in a representative of the committee speaking to the meeting to make them familiar with the committee. It would also be valuable to invite SMSA people to TRB (though they might find it too expensive). Brett would like to see more researchers respond to the SMSA call for papers.

There was a suggestion that the committee do more to try to get more/better exposure data. Narelle responded that this was important, and that there are multiple efforts to do this currently, and that it is likely to take some time before those begin to bear fruit.

Narelle mentions there has been a call for proposals for NCHRP synthesis project topics. She suggests working with the bicycle committee to work on research related to failure to give right of way to two-wheeled vehicles (powered and not). These are often the result of failure of drivers to see the two-wheelers. Jeremy responds that NHTSA has some research just beginning that will attempt to train drivers in search behaviors to prevent these kinds of crashes, through better search and slower, more cautious driving behavior at intersections. This involves developing training materials, posters, etc. and guidelines for ways that States can get these materials to the target audience. He believes that there is a potential for this to be more effective than previous approaches. A lot of this is based on a UK study (D Crundall?) of attitudes/behaviors of non-riding drivers.

A comment was made that there seems to be an increase in use of simulators and virtual reality studies. Does this include motorcycles? Narelle was under the impression that the focus in the US is naturalistic studies rather than simulated.

John Billheimer said that there was not much recent research on the effectiveness of training. People tend to reference older studies that may have various methodological problems and seem to come to the conclusion that training doesn’t work when, in John’s opinion that hasn’t been proven. John believes that training works, at least for novices. He believes current attitudes based on interpretation of previous research results in the spread of misinformation. Brett Robinson agreed, comparing this to older studies of driver education which found no positive effect, but which could be considered flawed. He said that more recent studies of young drivers are showing benefits of driver education. John believes research is needed to correct erroneous beliefs about the value of safety education of riders. Someone from California Highway Patrol mentioned that they are beginning an evaluation of the California safety program. Tim Buche says that about 50% of US riders have taken any kind of safety training course. Whether training works depends on your measure. MSF sees many people who go from not being able to ride to being able to. MSF offers several different type of courses for different audiences because those are people who need to learn specific information and have it available through MSF. MSF will continue to offer training and research to understand the effects.

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A gentleman from Europe asked about the climate in the US with respect to helmet laws. He pointed out that helmets have been shown to work and that it’s surprising the number of states that don’t have strong helmet laws. He wondered about the extent to which the safety community is continuing to work toward helmet laws. Someone from North Carolina, where there is a strong helmet law stated the belief that we should be trying harder to strengthen helmet laws. He pointed out that there have been recent attempts to weaken North Carolina’s laws and that they’ve managed to combat those effectively. He believes that the environment may have changed since many laws were repealed. As the original anti-helmet people get older, they may be becoming less opposed. It may be the time to revisit helmet laws. But if nobody tries, it won’t help. Chanyoung pointed out that there was a recent attempt to reinstate a helmet in law in Florida after it was weakened in 2000, suggesting that the environment may be changing.

Narelle listed upcoming conferences.

### Attendees

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