

Motorcycle Safety Education Program – Rider Survey Report
January 2006

The purpose of this Motorcycle Rider Survey is to obtain information from the motorcycle rider community to assess and improve the Motorcycle Safety Education Program. Director Rodriquez developed the Survey. In May 2005 the survey was distributed to the Motor Vehicle Commission and the Providers. They have distributed blank surveys weekly to motorcycle riders taking the Basic and Experience Rider Courses.

This report specifically focuses on the survey questionnaire as follows:

- Riders Experience
- Riders Ownership of Motorcycles
- Riders Age Group
- Riders Gender
- Motivation to enroll in the Motorcycle Safety Education Program
- How the rider finds out about the program
- How the rider evaluates the Motorcycle Safety Education Program
- The rider opinion on the course for being a mandatory course or voluntary course.

The Report is based on the 5,240 surveys the Division of Highway Traffic Safety received for the 2005 training year. This report presents the responses the riders gave in the survey. The responses are classified according to the site where the riders took the class.

The first and second questions in the survey were their names and their license numbers. This information is not reported in this report. The third question referenced the course he/she was enrolled in, Basic Rider Course (BRC) or Experience Rider Course (ERC). The fourth question referenced the facility where the riders were taking the course.

Table 1 shows the percentage of the 5,240 surveys received from each site. Almost half of the surveys received came from the Lyncroft and Piscataway sites

Table 1.

Surveys received by Location

	Percentage
Sea Girt	10.7%
Egg Harbor	3.2%
Lakehurst	14.0%
Lyncroft	24.7%
Newton	8.9%
Piscataway	21.7%
FDU	6.0%
Gloucester	7.5%
Morristown CC	3.3%
Grand Total	100.0%

Rider Experience

In the fifth question, respondents were asked about the years of experience they have riding motorcycles. The responses were new (three years or less), three years plus, or permit holder. From the 5,240 respondents 4.8 percent of them did not respond to the experience question (refer to Table 2).

Over fifty-five percent or more than half of motorcycle riders who responded were relatively new riders, who had less than three years of riding experience. Those with over three years of experience accounted for 8.6 percent, and permit holders for 31.3 percent.

The survey shows that at the Newton location most of the riders taking the course are new riders (65.4 percent). Lakehurst and Piscataway are the locations where riders with more experience were trained. In contrast, 2.3 percent of riders trained in Gloucester had over three years of experience. Egg Harbor trained more permit holder riders (39.4% than in any other site.

Table 2.

Rider Experience by Site of Training

	Three Years or Less	Three Years Plus	Permit Holder	No Answer	Total
Sea Girt	53.1%	4.3%	36.9%	5.7%	100.0%
Egg Harbor	49.7%	6.1%	39.4%	4.8%	100.0%
Lakehurst	51.9%	13.3%	30.1%	4.8%	100.0%
Lyncroft	56.2%	8.9%	30.6%	4.3%	100.0%
Newton	65.4%	4.8%	23.8%	6.1%	100.0%
Piscataway	53.7%	12.9%	28.7%	4.8%	100.0%
FDU	55.2%	5.1%	36.5%	3.2%	100.0%
Gloucester	55.4%	2.3%	37.4%	4.9%	100.0%
MCC	59.6%	7.0%	29.8%	3.5%	100.0%
Grand Total	55.3%	8.6%	31.3%	4.8%	100.0%

The years of riding a motorcycle by age group and gender are presented in tables 3 and 4 respectively. Almost sixty-seven percent of riders with more than three years of riding experience were over 41 years of age. By comparison, thirty-two percent of riders with less than three years of experience were over 41 years of age. Three years of less experience riders, the percentage of female riders was larger (61.1) than the percentage of male riders (55.4). The percentage of male riders with more than three years of experience (11.4), was more than double the percentage of female riders (3.9).

Table 3.

Rider Experience by Age Group

	Three Years or Less	Three Years Plus	Permit Holder
15 to 17	0.7%	0.0%	2.2%
18 to 21	7.6%	1.4%	11.9%
21 to 25	13.9%	2.5%	15.6%
25 to 30	14.3%	6.0%	15.5%
31 to 36	14.4%	6.4%	15.9%
37 to 41	17.1%	17.0%	11.4%
42 to 47	12.5%	25.1%	12.2%
48 to 55	14.2%	21.6%	10.6%
55+	5.2%	20.1%	4.3%
Total	100.0%	100.0%	100.0%

Table 4.

Rider Experience by Gender

	Female	Male
Three Years or Less	61.1%	55.4%
Three Years Plus	3.9%	11.4%
Permit Holder	35.0%	33.3%
Total	100.0%	100.0%

Rider Motorcycle Ownership

This survey question addressed the subject of how long riders own a motorcycle. Overall, 46.2 percent of respondents did not answer this question. Of the 53.8 percent that responded, 45.5 percent reported owning a motorcycle for less than three years, and 8.3 percent owned a motorcycle for over three years (refer to table 5).

Table 5

Motorcycle Owner by Site of Training

	Three Years or Less	Three Years Plus	No Answer	Total
Sea Girt	40.6%	3.6%	55.8%	100.0%
Egg Harbor	38.8%	4.8%	56.4%	100.0%
Lakehurst	44.3%	12.7%	43.0%	100.0%
Lyncroft	49.6%	8.6%	41.8%	100.0%
Newton	49.4%	3.9%	46.8%	100.0%
Piscataway	41.0%	12.8%	46.2%	100.0%
FDU	47.9%	4.8%	47.3%	100.0%
Gloucester	48.7%	4.1%	47.2%	100.0%
MCC	49.7%	4.7%	45.6%	100.0%
Grand Total	45.5%	8.3%	46.2%	100.0%

Riders Age and Gender

Responses regarding age and site of training are presented in Table 6. By site of training, 34.5 percent of respondents trained were in the 41 plus age group. The group under 25 years of age accounted for 21.5 percent. Over thirteen percent of the respondents did not answer the age question. On average, at the Newton and Gloucester sites, more mature riders (over 41 years old) were trained than the other locations. Younger respondents under 21 years old, accounted for 9.4 percent of riders trained. The younger group under 26, on average, was more highly represented in Egg Harbor, Sea Girt, and FDU.

Table 6.

Age Group of Motorcycle Riders by Site of Training

Age Group	Sea Girt	Egg Harbor	Lakehurst	Lyncroft	Newton	Piscataway	FDU	Gloucester	CCM	All
15 to 17	1.2%	2.0%	1.6%	0.6%	1.0%	0.8%	0.7%	0.0%	0.7%	0.9%
18 to 21	9.4%	8.8%	8.0%	8.7%	8.4%	8.4%	8.5%	7.6%	9.2%	8.5%
21 to 25	15.1%	15.5%	10.3%	10.9%	8.9%	12.5%	18.4%	10.9%	13.7%	12.1%
25 to 30	14.1%	11.5%	11.7%	16.4%	10.4%	14.2%	16.9%	11.1%	13.1%	13.9%
31 to 36	18.0%	18.9%	14.0%	16.3%	14.8%	13.6%	11.8%	15.8%	16.3%	15.2%
37 to 41	13.3%	8.1%	17.4%	15.2%	15.3%	13.5%	19.9%	13.8%	13.7%	14.8%
42 to 47	14.9%	17.6%	16.0%	14.3%	20.1%	13.7%	9.2%	14.7%	14.4%	14.8%
48 to 55	9.4%	12.2%	13.4%	12.2%	14.5%	14.9%	8.8%	17.6%	11.1%	13.0%
55+	4.5%	5.4%	7.7%	5.4%	6.6%	8.3%	5.9%	8.5%	7.8%	6.7%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

According to Table 7, the percentage of riders by age group and gender is relatively similar. Only two age groups have a difference of over 4 percent between males and females. In the 42 to 47 age group, 17 percent were female riders and 12.5 percent male riders. Over 55 years old riders, was composed of 8 percent of male riders, and 3.6 percent of female riders.

Table 7

Age Group by Gender

Age Group	Female	Male	Total
15 to 17	0.7%	1.0%	0.9%
18 to 21	6.9%	9.9%	9.0%
21 to 25	11.4%	13.4%	12.8%
25 to 30	14.1%	14.3%	14.3%
31 to 36	17.4%	14.4%	15.3%
37 to 41	15.5%	13.8%	14.3%
42 to 47	17.0%	12.6%	14.0%
48 to 55	13.2%	12.5%	12.7%
55+	3.6%	8.0%	6.7%
Total	100.0%	100.0%	100.0%

According to Table 8, most of the respondents were male riders (60%). Female respondents accounted for 26.2%. Over thirteen percent of the respondents did not respond to the gender question. Egg Harbor (41.8%) and Newton (34.3%); on average trained more women than the other sites. Morris County Community College is the site that on average trained more males (78.4%) than any other site.

Table 8.

Gender of Motorcycle Riders by Site of Training

	Female	Male	No Answer	Total
Sea Girt	30.6%	58.1%	11.3%	100.0%
Egg Harbor	41.8%	49.7%	8.5%	100.0%
Lakehurst	27.3%	56.0%	16.7%	100.0%
Lyncroft	27.9%	56.4%	15.7%	100.0%
Newton	34.3%	53.5%	12.2%	100.0%
Piscataway	17.5%	64.6%	17.9%	100.0%
FDU	23.2%	68.6%	8.3%	100.0%
Gloucester	27.9%	66.2%	5.9%	100.0%
CCM	17.5%	78.4%	4.1%	100.0%
Grand Total	26.2%	60.0%	13.7%	100.0%

Reasons to Participate in the Motorcycle Safety Education Program

Table 9 presents information regarding the reasons for riders to enroll in the training course. This survey question addressed the issue of motivation to take the course. The major reason for joining the course was to learn, improve or practice riding skills (47.2%). The second major reason for taking the course was to become eligible for the MVC waiver (34.6%).

Table 9

Reasons for Enrolling in the MC Training Course

	Sea Girt	Egg Harbor	Lakehurst	Lyncroft	Newton
To become eligible for the MVC waiver	34.4%	35.5%	34.2%	35.7%	36.4%
To learn, improve on, and/or practice riding skills	40.6%	46.7%	49.3%	51.2%	47.5%
To improve riding skills following involvement in a crash	6.1%	4.4%	4.9%	4.7%	5.7%
To reduce motor vehicle points	3.3%	1.6%	1.1%	2.0%	1.7%
To become eligible for insurance benefits/premium discount	14.5%	10.0%	8.7%	5.4%	7.0%
Other	1.1%	1.9%	1.9%	1.0%	1.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

	Piscataway	FDU	Gloucester	CCM	Total
To become eligible for the MVC waiver	33.6%	33.0%	34.2%	33.3%	34.6%
To learn, improve on, and/or practice riding skills	48.3%	42.5%	45.0%	43.9%	47.2%
To improve riding skills following involvement in a crash	5.4%	6.7%	4.9%	6.1%	5.3%
To reduce motor vehicle points	2.6%	2.3%	1.5%	0.8%	2.1%
To become eligible for insurance benefits/premium discount	8.2%	15.0%	13.3%	15.0%	9.5%
Other	1.9%	0.5%	1.1%	0.8%	1.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Knowledge about the Motorcycle Program

The major source of information regarding the motorcycle program according to the respondents was through riders or friends who previously took the course (51.1%). Another important source to find out about the motorcycle program was at the Motor Vehicle Commission when applying for a motorcycle operator's permit (13%). The media according to the responses had small impact on informing riders on the motorcycle program (Refer to Table 10). There were 656 respondents who entered an explanation for other. From this group 43% found out about the course from the internet, and 35 percent heard from family members.

Table 10

Knowledge of the Program was Gained Through

	Sea Girt	Egg Harbor	Lakehurst	Lyncroft	Newton
At the MVS When Applying for Motorcycle	22.3%	20.6%	10.3%	10.8%	10.7%
Div. Of Highway Traffic Safety Website or Public Announcements	21.0%	15.9%	6.8%	8.0%	4.9%
Nat. highway Traffic Safety Administration Website	4.9%	6.1%	2.1%	2.9%	1.1%
Media Network/Print Media Motorcycle Crash Articles	1.0%	0.5%	3.7%	3.5%	5.0%
Rider Clubs/Organizations	5.4%	9.3%	14.6%	11.2%	12.7%
Riders/Friends Who Attended the Course	38.6%	40.2%	49.8%	51.7%	56.3%
Other	6.8%	7.5%	12.7%	11.8%	9.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

	Piscataway	FDU	Gloucester	MCC	Total
At the MVS When Applying for Motorcycle	10.2%	11.4%	18.7%	11.5%	13.0%
Div. Of Highway Traffic Safety Website or Public Announcements	5.5%	5.3%	8.8%	8.3%	8.8%
Nat. highway Traffic Safety Administration Website	2.2%	3.5%	2.6%	1.6%	2.8%
Media Network/Print Media Motorcycle Crash Articles	3.6%	3.2%	2.0%	1.0%	3.1%
Rider Clubs/Organizations	10.8%	8.0%	8.4%	8.3%	10.4%
Riders/Friends Who Attended the Course	56.5%	55.3%	49.9%	57.8%	51.1%
Other	11.3%	13.3%	9.7%	11.5%	10.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Value of the Motorcycle Program

Table 11 presents information regarding evaluation of the course by riders. The evaluation of the course is strongly positive. An overwhelming majority of respondents (87.9%) regarded the course as excellent. Over six percent regarded the course to be good. Less than one percent perceived the course as poor.

Table 11

Course Evaluation by Site of Training

	Excellent	Good	Fair	Poor	No Answer	Total
Sea Girt	88.7%	8.6%	0.5%	0.0%	2.1%	100.0%
Egg Harbor	87.3%	10.9%	0.0%	0.0%	1.8%	100.0%
Lakehurst	89.5%	6.0%	0.0%	0.0%	4.5%	100.0%
Lyncroft	78.7%	4.9%	0.0%	0.0%	16.4%	100.0%
Newton	93.2%	6.3%	0.0%	0.0%	0.4%	100.0%
Piscataway	92.5%	6.5%	0.3%	0.0%	0.7%	100.0%
FDU	91.1%	8.3%	0.0%	0.3%	0.3%	100.0%
Gloucester	90.3%	8.7%	0.5%	0.0%	0.5%	100.0%
Morristown CC	90.6%	8.8%	0.0%	0.0%	0.6%	100.0%
Grand Total	87.9%	6.7%	0.2%	0.0%	5.2%	100.0%

Course: Required or elective

Responses regarding the rider's opinion as to whether the course should be required or elective are presented in Table 12. The great majority of the respondents (60.6%) prefer the course to be voluntary. Over thirty two percent of riders prefer the course to be required prior to receiving a motorcycle license.

Table 12

Value of the Motorcycle Program

	Required	Volunteer	No Answer	Total
Sea Girt	68.2%	25.6%	6.3%	100.0%
Egg Harbor	58.2%	39.4%	2.4%	100.0%
Lakehurst	32.7%	61.2%	6.1%	100.0%
Lyncroft	16.7%	66.7%	16.6%	100.0%
Newton	21.2%	76.6%	2.2%	100.0%
Piscataway	16.8%	81.3%	1.9%	100.0%
FDU	67.9%	29.2%	2.9%	100.0%
Gloucester	67.9%	29.7%	2.3%	100.0%
Morristown CC	5.8%	93.6%	0.6%	100.0%
Grand Total	32.8%	60.6%	6.7%	100.0%

Conclusion

In conclusion, almost all riders regarded the course as excellent, but they prefer the course to be taken voluntarily rather than being required in order to being licensed to drive a motorcycle. Most respondents took the course to learn and to improve their riding skills. Most of the riders who took the course had less than three years of riding experience. Over fifty one percent of the riders first heard of the motorcycle program from riders or friends who previously attended the course. The majority of riders trained are male riders, and over eleven percent of them had less than three years of riding experience.