BTSCR Project BTS-19
Improving Moped and Seated Motor Scooter (50 cc or less) Rider Safety

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Implementation of Research Findings and Products

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Prepared by the Center for Urban Transportation Research (CUTR)

This technical memorandum outlines recommendations for the practical application of research products developed for Project BTS-19, “Improving Moped and Seated Motor Scooter (50 cc or less) Rider Safety.” Key research products include:

- A comprehensive summary of contemporary moped/scooter literature, including crash risk factors and outcome severity
- A database of verified moped/scooter laws, including registration, licensing, insurance, and helmet requirements for all fifty states (and the District of Columbia)
- Documentation of moped/scooter usage patterns and rider segmentation based on national rider survey findings
- Recommendations for moped/scooter policy and training, including a self-paced online training course, that are responsive to safety challenges
- A safety toolkit for decision makers and the public, intended to change unsafe riding behaviors and promote safe riding habits using the Social-Ecological Model; this toolkit includes existing moped/scooter safety programs, along with guidelines on how to customize and implement the programs based on user needs
- A comprehensive website, archiving and visualizing moped and scooter safety–related information at the state, community, interpersonal, and individual levels

The memorandum (1) outlines strategies for utilizing the research products, (2) identifies potential partnering institutions, (3) addresses potential issues that may impact implementation, and (4) provides recommendations for measuring impacts of the research products.

RECOMMENDATIONS FOR IMPLEMENTATION

Research findings from Phase I (literature review, policy review, crash data analysis, and moped/scooter rider survey results) can promote the development or refinement of moped/scooter policies at the jurisdictional level and inform community-level interventions by private and public organizations that want to implement effective moped/scooter safety programs.

Collectively, Phase I products provide detailed insight on best practices for moped/scooter registration requirements, licensing procedures, and personal protective equipment and helmet-use policies. Ensuring that the final research report (Task 8) is readily available to traffic safety
researchers, decision makers, and other safety stakeholders will improve the impact of Phase I findings by informing the development, institution, and/or amendment of moped/scooter safety laws to improve rider safety.

To extend the influence of the research products, the team developed a centralized, comprehensive website to disseminate research findings and share recommendations with stakeholders. The website can be strategically promoted through direct emails to identified stakeholders and traffic safety organizations. Additionally, a user-guide video could be developed to improve understanding of the website, including instructions on how to customize the design template materials based on the user’s needs. Webinars could be held to illustrate how to address moped/scooter safety related issues utilizing the website. The website link can also be embedded in other related websites.

Last, the development of tailored app/video tutorials based on the findings of the research could improve the reach of the project. These products could utilize the research findings to target different user groups; including scooter renters, first-time riders, college scooter riders, and commuters; with appropriate safety messages.

**POTENTIAL PARTNERSHIPS**
Stakeholders who have a vested interest in moped/scooter safety, including state safety offices (SSOs), metropolitan planning organizations (MPOs), municipalities, nonprofits, and colleges/universities with significant rider populations, are examples of organizations who may take a leadership role in applying the research findings and products.

**IMPLEMENTATION CHALLENGES**
Lack of sustainable funding may hinder the longevity of the project’s impacts and prevent widespread implementation.

To remain ‘evergreen,’ there are certain aspects of the website and educational materials that will require periodic updates. Specifically, the crash statistics sections and information on the ever-changing moped/scooter policies across the United States may require annual revisions.

While the core findings of the research, including generalized safety messages, will remain relevant over a longer span of time, activities relating to managing and promoting the website and associated educational materials are essential to long-term adoption of the research products by stakeholders.

Funding opportunities provided by national and state traffic safety agencies, such as NHTSA or SSOs, are potential sustainable sources of funding to maintain and update the website.

**MEASURING IMPACTS OF IMPLEMENTATION**
It is challenging to quantify the direct impacts of behavioral traffic safety programs. However, the longitudinal analysis of moped/scooter crash data, including changes in severe and fatal injury rates, before and after the implementation of research products could provide a pseudo-measure of the impacts of implementation. This data, combined with self-reported information
from user surveys and qualitative research data from moped/scooter users can provide a robust understanding of the project’s impact.

Further, surveying and/or interviewing traffic safety stakeholders who apply the research products to their own behavioral traffic safety programming would provide an opportunity to understand the usefulness of the products from the perspective of traffic safety personnel. Due to their engagement at the local or state level, traffic safety stakeholders may also be privy to moped/scooter users’ insight and feedback. Providing traffic safety stakeholders with a method to collect secondary information, such as an online survey or form, could also aid in the measurement of project impacts.