

In this Issue. . . .

- ❖ **Summer Ride Report (Robert Scherzer)**

- ❖ **Can You See Me Now? (Kyle McCarty)**

Summer Ride Report

by Robert Scherzer

Hey everyone, I just wanted to take a few moments of your time and fill you in on all the rides I have been doing over the last few months. Since the "Pavement Princess Ride" [1], I have been on many rides that I feel are worth writing about and sharing with you.

The "Friday Evening Ride" [2] was an after work ride intended to just get out of town and up into the pines! We started by the Chevron station at the bottom of the hill (Bogus Basin Road). The air temp that day was in the mid to high ninety's so some elevation was in order. My newly made friend Alex had posted and messaged me that he was interested in going with me and had a buddy, Travis, who had recently picked up a KTM 990 Adventure. When they showed up, I was thankful to have riding friends to tag along! I threw my leg over the Tiger and headed north up the mountain. I enjoy the winding roads of Bogus Basin Road from my days of the sport bike riding -- leaning into the corner, rolling on the throttle, and feeling the bike surge with power as I exit the turn. A hand full of miles and corners later, Alex, Travis and I found what we were looking for... DIRT! We turned on NF-374, otherwise known as the Boise Ridge Road and began the second leg of our trip over to Highway 21. As I am new to the Tiger, I didn't lower the air pressure. Looking back at this now, explains way the bike felt like it was on marbles most of the time. This didn't stop us from having fun though. We followed the road around the mountain to a nice little area to pull over and get a few pictures of the bikes.



Boise Ridge Road over looking Boise on June 16, 2017.

We stopped and had a drink to quench the thirst from a hot day and riding, taking the time to look around and enjoy what we had to ride that was so close to home. With the water bottles put away and cameras tucked back into their places we continued our trip. I had let Travis know that if he wanted to jump out front and

run a bit, I was good with it. That KTM was like a super dirt bike on steroids. It sounded good and looked like a lot of fun to ride! I tried to pick up the pace a few times only to be reminded that I was on the stock mostly street tires, so I dialed it back a bit to keep from dropping or wrecking the bike. As we neared the 8th Street extension (NF-231), there is a section where the forest gets a little dark and dense. It's one of my favorite parts of this route. I pulled over to point out to Alex and Travis a single track called Humpty Bump. There was an uphill section that didn't go anywhere but was still a fun climb if you had the right bike and tire combo. Travis made easy work of it as Alex and I stood by with cameras in hand!



Travis taking a run up the hill from Boise Ride Road.

As we passed the 8th Street turn off and started up the small switchbacks, I noticed Travis had disappeared from my rear-view mirrors. Next thing I saw was a black KTM roaring out of the woods from a side trail and, just like a bullet shot out of a gun, down the road he went! It was exciting to see that bike and Travis's riding experience. I hope to one day be able to ride like that! The overall road condition was decent. It was not smooth but not rough. It was a bit on the dry side so there was a little dust, but that's part of the fun I believe! We soon got to the east side of Boise Ridge Road where there is another set of small switch backs then an intersection at Aldape Summit. We turned to the east onto Rocky Canyon Road (NF-260) and continued on. The sun was starting to set behind the mountains giving that neat evening glow in the mountains, where there is still a lot of ambient light but the shadows start to grow. We rode down to Robie Creek winding around on the dirt roads at a nice leisurely pace almost trying to make the adventure last just a little bit longer! We pulled into the boat launch area and got off the bikes one more time to talk about the ride and say good-bye to each other. It was a pleasure to meet and ride with Travis, and I look forward to it again! As for Alex and me, we are still out hitting the challenge points as time permits.



Boat launch area at Robie Creek Park.

Baumgartner Hot Springs: Alex and I wanted to get to another challenge point, but with limited time we had to come up with a route that was fast yet fun to ride. I have never been on Highway 20 or for that matter anywhere in that region. At 5 o'clock P.M., Alex and I set off for Baumgartner Hot Springs. We hit the interstate and set the cruise control at 85 miles per hour. We were trying to burn up the long boring stretch of pavement and beat the clock. (I wanted to be home before midnight.) When we reached Mountain Home, we stopped off at Arby's for

some of that "good mood food" to boost our spirits. Back on the road, we headed northeast, winding through the prairie looking for our next turn. The traffic was light and any cars we came across were moving at a decent pace. The heat wasn't bad that day with temperatures in the high eighty's to low ninety's. On the other hand, the wind was a pain in the butt. With the winds blowing off the prairie you had to be on top of your bike. We turned north on to Louse Creek Road and found ourselves at Anderson Ranch Reservoir. Coming around the first bend and seeing the reservoir open up with the sun shimmering off the water was a beautiful sight!

Unfortunately, I didn't take that many pictures on this trip. To go with the shimmering waters of the reservoir was the road that runs alongside it. Its twist and turns, along with campsites and pullouts, were fantastic. With campers hanging out alongside the road and getting stuff going for dinner, you could smell the grills going, the hot dogs sizzling, and in some places something tasty that my imagination could only picture as a big juicy steak! I thought to myself as we rode past, how lucky they are to be in the middle of the work week and hanging out here lake side grilling and having fun! Continuing on we rode into Pine, what a neat little town with a great view! Alex and I seen a few places to stop and eat instantly regretting the fast food we had previously.



We rode through pine and continued north to Featherville then on to the dirt! As we rode NF-227 we started seeing all the closed camp grounds. The South Fork of the Boise River was that light brown color with rapids here and there. One could only assume that its color was from the turbulent waters moving soil and eating away at the banks. A little farther down the road there was a road barricade set to the side where the river had taken part of the road. The road was dry and dusty so Alex hung back a ways but was close enough that we could chat on the SENA intercom. Along the route I saw a few deer and a rock chuck. Between the dust and the animals we kept our speeds down. As we got to Baumgartner Campground, I saw the orange glow from a sign...Road Closed! I talked to Alex, and we decided that we would park the bikes at the roadside and walk about a mile back to the hot springs.

Road to Baumgartner Hot Springs.

We walked along the road looking at all the damage that was done by the floodwater. The people in charge of fixing it had already started. They had installed a few culverts under the roadway and placed dirt to gain access to the rest of the



campground. There were a few other gates across the roadway at the other end that we easily bypassed by stepping around them! We turned and headed to the back side of the campground and spotted a deer in the field

Deer in the field at Baumgartner Campgrounds.

We made our way up to the hot spring / pool area to find the pool was dirty! Not a big surprise as the campground was closed. The water was warm along with the air. We got our picture and headed home. The sun was setting and you could feel the cool mountain air starting to roll in. On our way out there was a snake of some sort crossing the road. I have hardly seen any snakes in Idaho since moving here in 2010. Arizona was a different

story. Living in the Mohave Desert, snakes were a normal thing to see when it got warm. We continued back down the road debating if we had time to attempt Big Trinity. I figured it would be best to ask a local in Featherville before attempting such a ride. We lucked out and found someone that had a bit of info for us. The roads were still closed due to snow, so we took that bit of information and headed home!



Baumgartner Hot springs on June 22, 2017.

References:

1. Pavement Princess Ride: <http://motoidaho.org/node/4110>
2. Friday Evening Ride: <http://motoidaho.org/node/4177>
3. Video of Baumgatner on YouTube: <https://youtu.be/-N4HYJwtn2I>

CAN YOU SEE ME NOW?

by Kyle McCarty

Idaho Star, Operations Manager



Editor's Note: The following articles recently appeared in the April and June 2017 issues of the Idaho STAR Newsletter and are reprinted with permission of the author for your interest. The next article in this series, (Part 3 of 3) will focus on retro reflectivity to promote conspicuity! Signup for the Idaho STAR Newsletter under the research section below.

Does this sound familiar? As you approach an intersection on your bike, you see a driver look your way but you're not really sure if they SEE you. Then, as if you were invisible, they pull out into your lane.

Remarkably, it is possible you were invisible. Invisible in plain sight. This is called "Inattentional Blindness". This occurs when someone fails to see something or notice something clearly in plain sight.

Studies show that drivers often only SEE what they expect to see. Sadly, motorcycles are not often top of mind. Luckily, there are some easy things we riders can do to reduce our risk. This article focuses on one such solution.

A few years ago I took an advanced rider training class and heard about Inattentional Blindness. It was then that I started to really notice how many drivers just didn't SEE me. One time, a driver looked directly at me... smiled... and pulled out in front of me anyway. Did she see me? Yes, she smiled. Yet, I was invisible in plain sight!

Without question, it is easy to try and blame others. However, as a safety professional, I realize that it is my responsibility to manage my risk. It is my duty to SEE and BE SEEN.

After my class a few rider friends and I began discussing this. Inattentional Blindness was something they too had all experienced. (Glad I wasn't the only one. Sad that it was so prevalent.) We then began to brainstorm how-as riders-we owned both part of the problem, as well as the solution.

The problem was simple. We were not being SEEN. Why? Drivers would noticed us, but would not SEE us. We knew they noticed us, as they sometimes smiled. But why could they not SEE us? Sadly, we disappeared. It seemed we were camouflaged due to other vehicle lights or due to the complex background around us. We were simply a little light in the distance. Drivers were blind to "where" we were, and/or "how fast" we were going.

Curiously, research showed similar problems observed by the US Department of Transportation (DOT) and the Federal Railroad Association about forty years ago. DOT researched thousands of car/train collisions and their data showed drivers crossed railroad tracks with trains barreling down. Drivers noticed the train. Drivers just

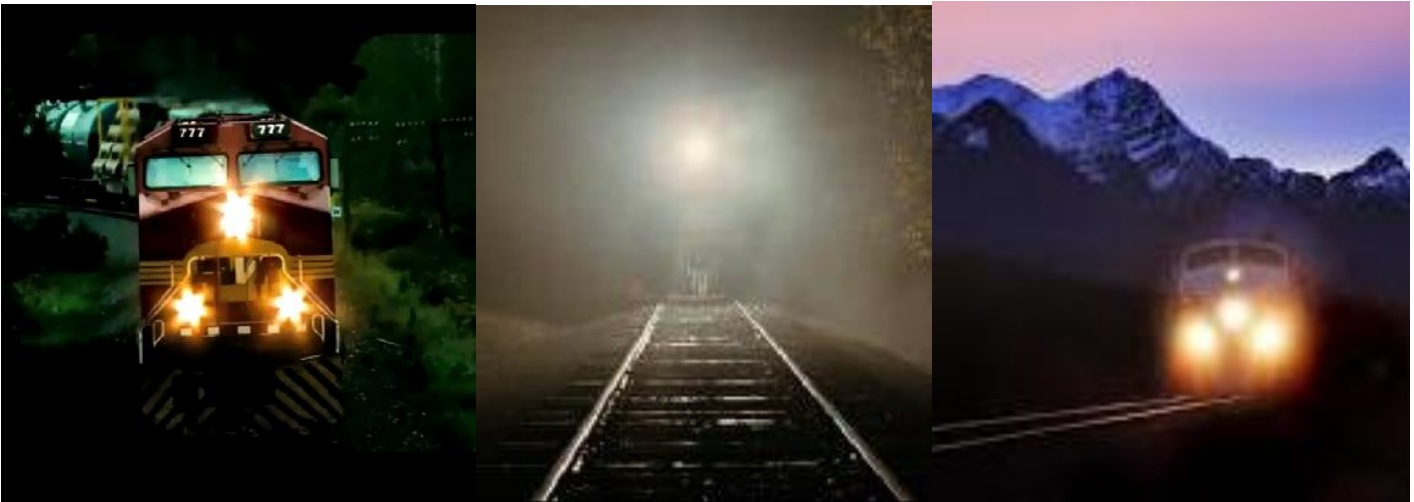
didn't SEE the train by not being able to judge the distance and/or speed. It was as if the train was invisible. (Sound familiar?) The DOT Solution was simple and innovative: **alternative lights!**

Research established that trains with only 1 headlamp were noticeable, but difficult to identify in relation to distance and speed. DOT field testing determined a light-triangle was the most identified and effective pattern. By adding additional alternative lights in a triangle pattern, they proved they could prevent/reduce Inattentional Blindness by helping drivers to SEE. Yes, a light-triangle helps drivers SEE the distance and/or correct speed.

As DOT researched a variety of light-patterns to see what was (in)effective and why, they established that additional lights, when installed in a triangle pattern, resulted in:

- increased conspicuity (BEING SEEN or noticed) by vehicle operators.
- improved vision (the ability to SEE by the conductor) of the tracks/roads and beyond.

As a driver, which is easier to see?



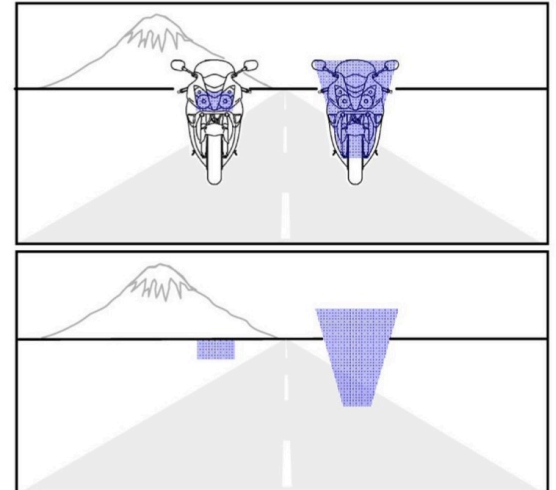
Many motorcycles come stock with only a single light. Stock lighting is often difficult to identify due to their single weak(er) bulb. As a rider, your profile can easily be camouflaged and disappear against a complex background of other traffic and lights. Yes, the DOT solution — a light-triangle — works for motorcycles too!

Riders often add two (low) alternative lights spaced as widely apart as possible to complement their one (high) main headlamp, or two very close side-by-side headlamps. Alternative lights come in a variety of colors and temperatures (pink-white, yellow-white, deep white, light blue-white) as well as variety of styles (fog, driving, flood). Both LED (Light-Emitting Diode) and HID (High-Intensity Discharge) lighting can offer benefits for both their low-watt draw and high-light output.

How do I know this works? Since my class, I have had alternative lights installed in a light-triangle pattern on all my bike(s). My being seen issues were almost completely resolved... until Feb 4, 2017.

It was a chilly 35° ride in to work on the KLR. Two different intersections cars pulled out almost directly in front of me. I became so frustrated, I pulled over because this was not normal. I walked around the bike and realized that my high-powered LED driving lights (forming my light-triangle) were not on. Somehow during maintenance, they must have been switched off. That meant my profile was down to one, dim, and almost-useless headlight bulb.

EASY solution! I turned on my LED lights... NO PROBLEMS SINCE! Theory proven. Light-triangles... work!



Courtesy of: www.facebook.com/RideSmartFL

What does all this mean? WE, as riders, are responsible to SEE and BE SEEN. WE are responsible to manage our own risk(s). WE have strategies that can help. One strategy is adding alternative lighting to form a light-triangle. (By the way, there are add-on brake lights too! BE SEEN from behind!)

Inattentional Blindness is so common in Europe, they have given it its own name:

S-M-I-D-S-Y (Sorry Mate I Didn't See Ya.) * *Click the S-M-I-D-S-Y hyperlink under research below to watch the informative YouTube video!*

S-M-I-D-S-Y is the situation where a rider blends into their background and becomes invisible. There are three primary factors that cause this:

- Our small and complex "rider" profile becomes camouflaged and blends into our background. Many bikes have small intricate and contrasting colors and shapes that disappear in to the background.
- Many more vehicles are now running day-lights. Motorcycle headlights are no longer prominent. Our light(s) become just another little light within many.
- As riders, we don't often move around much within our lane. Research shows that static (lack of) movement can cause a rider to vanish and become invisible.

European **S-M-I-D-S-Y** Instructors encourage riders to:

- vigilantly scan and identify areas where a **S-M-I-D-S-Y** could develop
- perform a defensive maneuver to help you command the driver's attention and be seen

The strategy to minimize the risk of a driver cutting you off is the **SIAM** (**S-M-I-D-S-Y** Identification and Avoidance Maneuver). Simply put, it is how the rider will utilize the entire lane to command attention.

The simple **SIAM** strategy is to perform a (safe) weave within your lane from left to right and again. Drivers immediately take note of the movement. Driver's likely think, "What the...?" (Yes, they will see you!)

The **SIAM** is based on, "If they SEE you... they avoid you!"

Without question each lane position (L) left, (M) middle, and (R) right has both disadvantages and advantages.

Some disadvantages are:

- (L) may expose you to wind blasts/vacuums from other vehicles
- (M) may expose you to oil and debris that can collect in the middle of the lane
- (R) may expose you to intersection traffic, animals/pedestrians, etc.

Some advantages are:

- (L) improves your ability to see approaching hazards, and offers space from pedestrians/animals
- (M) helps you avoid ruts and potholes commonly in the tire tracks of other vehicles.
- (R) improves your ability to see approaching hazards at upcoming intersections, and offers space cushion from oncoming or passing vehicles

Safe and experienced riders know that lane choice and lane positioning should be dynamic and fluid. They often move frequently to SEE more and BE SEEN more.

Any weave within your lane should only be done if space and traction are available. Weave smoothly and safely!

Here is what the **SIAM** looks like in action:



(A) Single light – easily camouflaged.



(B) SIAM – "weave" safely left



(C) SIAM – "weave" safely right

The **SIAM** strategy takes advantage of the motorcycles size and maneuverability to address:

LOOMING At a distance, our motorcycle profiles are very small. As we approach a vehicle, our profile stays small until the last few moments where it becomes very large very quick.

CAMOUFLAGE As compared to other vehicles at a distance, our motorcycles have small complex outlines and contrasting colors. When silhouetted against complex backgrounds, our profiles often disappear.
E.g. Photo (A) A lingering and static (non-moving) headlight can easily be camouflaged.

Why suggest the **SIAM**? It's proven in other countries to be a safe, effective, and efficient method to reduce rider risk when approaching intersections. Think "What if..." where you predict a possible **SMIDSY**, employ the **SIAM**. The **SIAM** may just help a driver SEE you and not cut you off.

Practice a safe "weave" by moving from left side to right side and back within your traffic lane. (To be clear, this is not a swerve.) Use a simple and light "press" to initiate a lean to change lane position. Be aware. Be safe.

The strategy is proven. Movement attracts and commands attention. Safely "weave" in your lane. Try it. Be safe. Be smooth. Be seen!

As riders, we all know it is our responsibility to manage our risk. We need to SEE as well as BE SEEN. We must command attention. The **SIAM** strategy does this. Whenever you think a driver may not see you, help drivers see you. Don't assume... Don't trust that you've been seen. Command attention. Take charge. BE SEEN! **SIAM!**

I expect you'll experience the same results I have. Drivers may notice you... but, they will SEE you when you **SIAM**.

Be Safe. Be SEEN. KM

RESEARCH:

Driver Behavior at Highway-Railroad Grade Crossings: A Literature Review from 1990-2006. <https://www.fra.dot.gov/Elib/Document/385>

Research Results - Alerting Lights on Locomotives. <http://www.fra.dot.gov/Elib/Document/2098>

Motolight: Inattentional Blindness. <https://motolight.com/inattentional-blindness/>

Study of Face Design, Lighting System Design for Enhanced Detection Rate of Motorcycles. <https://www-nrd.nhtsa.dot.gov/pdf/esv/esv21/09-0406.pdf>

The SMIDSY – A Crash Course: <https://www.youtube.com/watch?v=eqQBubilSXU>

Motorcycle Safety: Protection from Other Drivers (SMIDSY). <http://www.roadsafety.mccofnsw.org.au/a/84.html>

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

Sep 2017

"Discover Adventure Together"

Issue #3

Idaho STAR Newsletter Signup. <http://idahostar.org/newsletters/sign-up>