FLORIDA MOTORCYCLE SAFETY COALITION

COALITION MEETING REPORT

PREPARED FOR

Florida Department of Transportation

PREPARED BY

Center for Urban Transportation Research
University of South Florida

RideSMART FLORIDA

FDOT

TARGET ZERO FATALITIES & SERIOUS INJURIES

CUTR

Florida Motorcycle Safety Coalition Meeting Report

February 11-12, 2026

Prepared for

Florida Department of Transportation

Prepared by

Center for Urban Transportation Research

3808 USF Alumni Drive,

Tampa, FL 33620

Meeting notes taken by

Savana Wright

Date

February 11-12, 2026

1.0 Attendees

Name	Agency
Lana Lang	American Bikers Aimed Toward Education (ABATE)
Griz Deaver	American Bikers Aimed Toward Education (ABATE)
Victoria Ziegler	American Legion Riders
John Makal	American Legion Riders
Todd Michael	Broward Sheriff's Office
J.C. Barros	Broward Sheriff's Office
Alexis DiBlanda	Florida Department of Health
Leilani Gruener	Florida Department of Highway Safety and Motor Vehicles
Kathy Daws	Florida Department of Highway Safety and Motor Vehicles
Andrew DeVault	Florida Department of Transportation
James Landini	Florida Department of Transportation
Brandy French*	Florida Department of Transportation
Chris Craig	Florida Department of Transportation
Joey Gordon	Florida Department of Transportation
Rhonda Taylor	Florida Department of Transportation
Joe Glorioso	Florida Department of Transportation D1
Annely Karron	Florida Department of Transportation D2
Eduardo Hernandez	Florida Department of Transportation D6
Emmeth Duran	Florida Department of Transportation D7
Hossein Amiri	Florida Department of Transportation D7, ELEMENT Engineering
Shaun Vanbeber	Florida Department of Transportation LEL Program D6
Bill Minton	Florida Highway Patrol
Darla Mini	Guardian Angel Ministries
Wayne Taylor	Guardian Angel Ministries
Mark Parco	Harley-Davidson Riding Academy
Megan Hawkins	HCA Florida Blake Hospital
Amber Simmons	Hillsborough Transportation Planning Organization
Johnny Urrutia	LAMA International
Hildi Brooks	Quest
John Pretti	Retired (Florida SafeRider Inc. Motorcycle Training Academy)
Provenzano Joel	Retired (Florida Department of Transportation)
Ana Reyes	Survive the Ride - University of Miami
Patricia Byers	Survive the Ride - University of Miami
Mariaugusta Montealegre	Survive the Ride - University of Miami
Edward Lineen	Survive the Ride - University of Miami
Alexandria Roeder	Tampa General Hospital
David Hazelzet	Tampa Police Department
Michael Campani	Tampa Police Department
Michael Ferguson	Tampa Police Department
Chanyoung Lee	USF Center for Urban Transportation Research
Elizabeth Chedester	USF Center for Urban Transportation Research

Jamie Bohn	USF Center for Urban Transportation Research
Kayla Facey	USF Center for Urban Transportation Research
Savana Wright	USF Center for Urban Transportation Research
Siwon Jang	USF Center for Urban Transportation Research
Young Keun Yang	USF Center for Urban Transportation Research

* Florida Motorcycle Safety Program Manager

2.0 Meeting Summary

From February 11-12, 2026, the Florida Motorcycle Safety Coalition (FMSC) held its second meeting for the 2025-2026 subgrant cycle. The February 2026 Coalition Meeting was open to all members, guests, and the public. The meeting was held at Hyatt Place Tampa Wesley Chapel.

Day One (February 11th): The first half of the February Coalition Meeting was held in the afternoon of Day One. Mrs. Brandy French, Florida Department of Transportation (FDOT), welcomed the Coalition, shared the agenda for the day, and reviewed housekeeping items. Next, Emphasis Area (EA) Leaders provided updates on key achievements since the last Coalition meeting. Next, Mr. Young Keun Yang and Dr. Chanyoung Lee, Center for Urban Transportation Research (CUTR), gave a presentation on findings from an analysis of rear-end motorcycle crashes in Florida. After a break, Mr. Emmeth Durran and Mr. Hossein Amiri, FDOT D7, presented on the role of pavement friction in motorcycle crashes. Last, a brief presentation on "May is Motorcycle Safety Month" and information on the new "Florida Motorcycle Operator Handbook" was provided to facilitate a group discussion. Following a group discussion, the meeting concluded with a public comment period.

Day Two (February 12th): On Day Two, Mrs. Brandy French made general announcements. Next, Dr. Ana Reyes, Survive the Ride, University of Miami, gave a presentation on the role of frailty in motorcycle crash injury outcomes. The Coalition broke out into their EA groups to review the Motorcycle Safety Strategic Plan (MSSP) and determine what tasks they would accomplish before the next Coalition meeting. Leaders from each group reported out a summary of the discussions to the Coalition. The meeting concluded with closing statements, an announcement of upcoming meeting dates, and a public comment period.

Figure 1. February 2026 Florida Motorcycle Safety Coalition Meeting, Day 1.

Florida Motorcycle Safety Coalition Meeting: Day 1
Wednesday, February 11, 2026 (1:00 pm – 5:00 pm)

Time	Topic	Speaker(s)
1:00-1:15 pm	Welcome & Introductions	Brandy French
1:15-1:45 pm	Florida Motorcycle Safety Program Update	Dr. Siwon Jang & EA Leaders
1:45-2:15 pm	Florida Motorcycle Crash Update	Young Keun Yang & Dr. Chanyoung Lee
2:15-2:30 pm	Break	
2:30-3:15 pm	How does Pavement Friction Impact Motorcycle Crashes?	Emmeth Duran & Hossein Amiri
3:15-4:45 pm	Large Group Discussion: May is Motorcycle Safety Awareness Month and Handbook	Dr. Siwon Jang & EJ Chedester
4:45-5:00 pm	Public Comment Period & Closing Statements	Brandy French

Florida Motorcycle Safety Coalition Meeting: Day 2
Thursday, February 12, 2026 (9:00 am – 12:30 pm)

Time	Topic	Speaker(s)
9:00-9:15 am	Review of Day One and Discussion	Brandy French
9:15-10:00 am	Frailty and Motorcycle Crashes - A Deadly Combination?	Dr. Ana Reyes
10:00-10:45 am	Emphasis Area Breakout: MSSP Discussion	
10:45-11:00 am	Break	
11:00-12:00 pm	Report Out/Group Discussion	EA Leaders
12:00-12:30 pm	Future Coalition Meeting Dates, Closing Statements, & Public Comment Period	Brandy French

3.0 Coalition Meeting Notes

February 11th, 2026

Florida Motorcycle Safety Coalition Meeting: Day 1 Welcome and Program Updates – Mrs. Brandy French, FDOT & Emphasis Area Leaders

Mrs. Brandy French, FDOT, opened the FMSC meeting with introductions. All attendees were provided with an agenda and RideSMART Florida folder with additional materials. Mrs. French reviewed housekeeping items, including a new online meeting sign-in system. Members were reminded to fill out their travel surveys at least a month prior to each meeting.

Next, Emphasis Area (EA) leaders provided an overview of the Coalition's efforts since the November 2026 meeting:

- **Program Management** held meetings to review and update the MSSP Business plan with the CUTR team. The MSSP Business Plan format was updated to improve functionality and printability.
- **Advocacy & Policy** provided an update on new e-bike legislation that may impact motorcyclists. It appears that a 30mph threshold will be adopted to define a motorcycle. Bill Minton (Florida Highway Patrol) also provided clarification on the updated license plate law. The law now specifies that the use of license plate flippers and smoke covers are a 2nd-degree misdemeanor. The outreach team will also attend the "2026 Traffic Lab" in April for traffic hearing officers.
- **Communications & Outreach** executed social media calendars for December, January, and February. The Bike Week Outreach staffing schedule was completed, and the team has developed Bike Week-specific content for a concerted social media push. Additionally, the team has made significant efforts to develop a new Florida Motorcyclist Operator Handbook as recommended by the 2024 NHTSA Florida Motorcycle Program Assessment. Previously, the only resource was the MSF handbook which was behind a paywall. As such, the team is developing Florida-specific content, with the goal of publishing by May 2026. Last, the team worked closely with USF Transportation and Parking Services to distribute educational materials to individuals who purchased a motorcycle parking permit. Since the previous Coalition Meeting, the outreach team conducted two outreach events at NFL football games, one with the Tampa Bay Buccaneers, and one with the Jacksonville Jaguars. The team also attended the Motorcycle Expo in West Palm Beach.
- **Data & Analysis** attended a Florida Traffic Records Coordinating Committee (TRCC) meeting in January. The CUTR team is working on updating the RidersVoice.com survey instrument to collect more in-depth information from new riders who just took the Basic RiderCourse. The team is also working on a final report for the Motorcycle Vehicle Miles Traveled (VMT) study. Piezo sensors used for counting vehicles at telemetered traffic monitoring sites in Florida are usually 6 feet wide, covering only half of a standard 12 feet lane. While a 6-foot sensor is sufficient to detect a four-wheel vehicle, it often misses motorcycles, leading to underreporting of motorcycle counts. The team tested a 10-foot sensor in the field and cross-checked the results from the sensor with video footage.
- **Law Enforcement** finalized revisions to the Law Enforcement module for the Motorcycle Education Program for Every Rider (MEPER) curriculum, adding a survey to collect basic agency information. The course will be shared with the Law Enforcement Laison network following final

revisions. A public-facing version of the course was also created and shared to the MEPER website. The MEPER modules are being shared through in-person training of high school students and law enforcement recruits.

- **Rider Licensing & Training** is working on final revisions to the new Florida Motorcycle Operator Handbook. Florida Highway Safety and Motor Vehicles (FLHSMV) is in the process of changing its motorcyclist licensing knowledge test vendor. Currently, the motorcycle endorsement knowledge test is a paper test with twenty-five questions.
- **Roadway Engineering** is collecting photos for the engineering countermeasure website and reviewing content. James Landini (FDOT) has been collecting images and encouraged the coalition to collect images. The team gave a presentation on road friction at the February meeting.
- **Trauma & Emergency Services** has completed several First Responder Trainings (FRT). The team is preparing for a 125-person training at the ALR Summit. The team attended LEL meetings to promote FRT, and they are working on identifying training gaps. The team is assembling data sets for fatality/injury trends in a tox pattern study and leg injury study. The team is also developing a law enforcement training estimation module. The team found that most of the time officers wait for EMS to arrive. They are thinking of doing a pilot study on creating trauma alert training for law enforcement officers. The team conducted an analysis of EMS surveys on motorcycle crash policies and is cleaning up EMSTARS data with zip codes. Dr. Patricia Byers (Ryder Trauma Center) would like to work with FLHSMV staff to get 5-year driving citation history to evaluate changes in behavior. Last, the team has enrolled several patients in the Teachable Moments program.

Figure 2. Dr. Byers providing Trauma & Emergency Services updates to the Coalition.

Full presentation available here: Day 1 Welcome

Florida Motorcycle Crash Data Update – Young Keun Yang & Dr. Chanyoung Lee, CUTR

Young Keun Yang and Dr. Chanyoung Lee, CUTR, presented findings from an analysis of rear-end crashes involving motorcycles. In general, rear-end crashes are a common type of crash. The presentation was prefaced by sharing that the Insurance Institute for Highway Safety (IIHS) observed improved Automatic Emergency Braking technology in 2024 when compared to 2023, illustrating a rapid improvement in the technology, including its ability to detect motorcycles. Mr. Yang explained that rear-end crashes are the most common type of motorcycle crash, accounting for 20% of all cases. Approximately, 13% of motorcycle fatalities were also attributed to rear-end crashes. More than half of the time (54.2%), the motorcyclist was identified as the at-fault in rear-end crashes from 2022 to2024. The crash injury model incorporated twenty-eight independent variables to determine what factors have a statistically significant impact on crash severity.

Figure 3. Dr. Chanyoung Lee explaining rear-end motorcycle crash data.

The study found that nighttime crashes, alcohol involvement, and lane departures increased crash severity in all crashes. When the motorcyclist is at-fault, involvement of a pick-up truck or "other vehicles" increases crash severity.

Full presentation available here: Rear-end Motorcycle Crash Data Analysis

Pavement with a Purpose: High Friction Surfaces - Emmeth Duran & Hossein Amiri, FDOT D7

Mr. Emmeth Duran (FDOT D7) and Mr. Hossein Amiri (FDOT D7) gave a presentation on pavement friction and motorcycle safety. Pavement friction is influenced by texture, aggregate, speed/loads, tires, and environment. It may deteriorate over time especially at high-friction demand sites. High Friction Surface Treatments (HFST) are made up of high-quality aggregate. It reduces stopping distances which can reduce crashes. Continuous Pavement Friction Measurement (CPFM) is a method of continuously collecting friction data using a Sideway-force Coefficient Routine Investigation Machine (SCRIM) truck at highway speeds. Pavement friction can also be measured with a locked-wheel skid test (LWST); however, this

Figure 4. Mr. Amiri explaining high friction surface treatments.

cannot cover curves, ramps and intersections. Friction is not typically considered in project selection. Currently, FDOT D7 allocates approximately 200 lane miles for pavement resurfacing, and segments are ranked based on predicted pavement conditions for the next three years. Safety needs are not routinely considered, and friction is not typically incorporated in the resurfacing priority list equation. As such, current practices may exclude segments with good pavement and poor friction. FDOT D7 conducted a pilot test where they collected friction measurements on roadways in D7. Based on this, several implementation locations were identified and constructed. Overall, HFST sites show measurable reductions in motorcycle and roadway departure crashes. However, HFST does not work well on concrete pavement. Concrete surfaces can increase friction with grooving. The Coalition discussed issues with crosswalk surface friction. Florida has the highest friction requirements for pavement markings, but in the rain, this can still cause friction issues, especially for motorcyclists. FDOT tests surface markings on an annual basis and they are working on resurfacing state roads to address this problem. New crosswalks should have a "waffle" texture, but older crosswalks may not have this texture treatment.

Full presentation available here: Pavement with a Purpose: High Friction Surfaces

Large Group Discussion

Next, the CUTR team introduced two topics for large group discussion. Dr. Chanyoung Lee, CUTR, shared previous efforts for Motorcycle Safety Awareness Month. In 2025, the CUTR team piloted a "Watch for Motorcycles" yard sign activation in FDOT District 7. A total of 71-yard signs were installed at locations that had fatal motorcycle crashes in 2024. The team found that many locations had memorials that the signs could be added to. The team received positive feedback from victims' families following the effort. Dr. Lee shared 2025 fatalities by county and proposed that the Coalition could expand the yard sign installation effort throughout Florida. Members discussed issues with sign longevity due to code enforcement. The group mentioned that pairing the campaign with a social media push could resolve concerns about signs being taken down. Coalition members were interested in helping with sign installation, but some concerns about the safety of installers were raised, especially regarding signs installed near private property. The CUTR team will develop a sign-up system for yard sign installation.

Figure 5. Day 1 Group Discussion.

Alternative ideas included working with businesses to display motorcycle safety messaging on digital signs. The group also discussed pushing safety messaging via social media and utilizing law enforcement social media channels to boost messaging.

For the second topic, Dr. Siwon Jang, CUTR, shared progress on the new Florida Motorcycle Operator handbook. The effort was started based on feedback from the NHTSA Motorcycle Safety Program Assessment in 2024. The primary purpose of this effort was to make a Florida-specific resource available for free to the public. The proposed Florida-specific information was sorted by Emphasis Area (EA). The EA groups were given time to review the content and discuss in their smaller groups.

February 12th, 2026

Day 2 Welcome – Mrs. Brandy French, FDOT

Mrs. Brandy French, FDOT, welcomed the Coalition back for Day 2 of the February FMSC meeting. Mrs. French shared the agenda for the day.

Frailty and Motorcycle Crashes: A Deadly Combination? – Dr. Ana Reyes, Survive the Ride, University of Miami

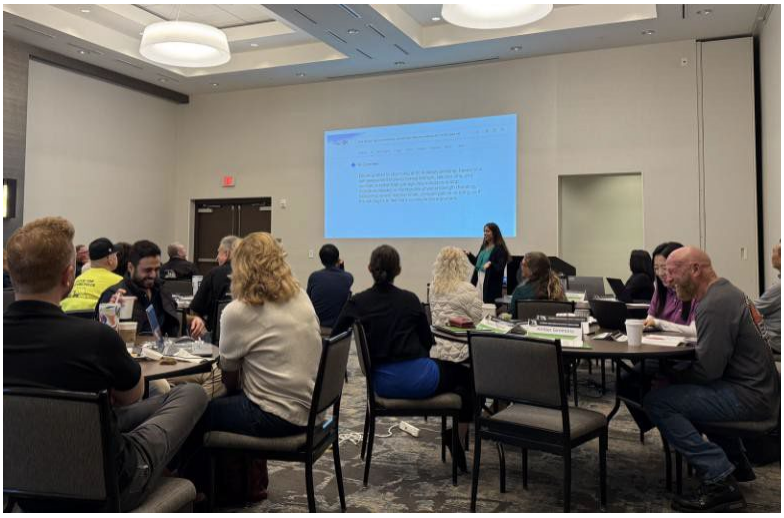

Figure 6. Dr. Ana Reyes presenting on frailty in motorcycle crash patients' injury outcomes.

Dr. Ana Reyes, Survive the Ride, University of Miami, presented a recent study completed by researchers at Ryder Trauma Center that looked at the role of frailty in motorcycle crash injury outcomes. Dr. Reyes started by defining aging as a progressive decline in physical function, characterized by the accumulation of cellular damage, ability to regulate, and increasing susceptibility to illness. Prior studies of motorcycle injury risks by age group showed increased injury risk as age increased. However, Dr. Reyes explained that age does not tell the entire story when it comes to health outcomes. Instead, frailty may be a better descriptor of a person's ability to respond to stressors. Frailty can be measured with the Fried Frailty Phenotype or the 5-item frailty index. The team looked at the types of injuries, complications, mortality, adverse discharge, need for readmission to the hospital, death in 1-year post-incident, and mortality in low-speed crashes vs. all crashes. In the study, 15-26% of older adult patients were designated as frail using the 5-item frailty index and the mortality rate was 4-8%. The research found that frail patients are more likely to have severe chest injuries and less likely to have sever extremity injuries. Frailty was also associated with severe complications. In all, the study showed frailty was a better indicator of poor injury outcomes after a motorcycle crash than age. Finally, the data indicated that reducing speeds, helmet use, leg protection, and chest protection are potential countermeasures for older riders. The group discussed that limiting chest injuries could play a significant role in reducing poor outcomes.

Full presentation available here: Frailty and Motorcycle Crashes: A Deadly Combination?

Emphasis Area Breakout Session Discussions

Figure 7. Advocacy & Policy breakout session.

Members broke out into groups to discuss their section of the MSSP Business Plan. EA groups were instructed to complete a worksheet identifying tasks for each priority. Once complete, emphasis areas had time to review their section of the MSSP Business Plan and discuss any ongoing action items. Upon returning from the breakout sessions, each area leader provided the Coalition with a summary of their group's discussions.

Advocacy & Policy discussed potential legislative changes for promoting safety among novice riders, including a proposed mandatory helmet law for those in their first year of riding. This program could mirror new driver processes, potentially requiring 100 hours of riding time and the creation of a specific license plate.

- **Data & Analysis** is finalizing a study on Motorcycle Vehicle Miles Traveled (VMT).
- **Communications** discussed next steps for development of the Florida Motorcycle Operator Handbook. The team wants to expand the handbook to include an "Aging Road Users" section, combining information for riding around tourists and seasonal drivers.
- **Law Enforcement** will focus on promoting enrollment of law enforcement officers in the "Road Ready" MEPER course. The group decided to remove the registration requirement for the MEPER course to streamline participation. Moving forward, there will be a significant statewide push by Law Enforcement Liaisons (LELs) to promote motorcycle safety awareness among Florida law enforcement agencies using the motorcycle safety presentation.

Figure 8. Law Enforcement breakout session.

- **Rider Licensing & Training** developed a series of new test questions covering diverse topics such as lane splitting, rider character, perishable skills, and interaction with law enforcement to add to the motorcycle license knowledge test bank.
- **Roadway Engineering** will focus on collecting photos for the Engineering Clearinghouse website. The team will also finish its review of clearinghouse text.
- **Trauma & Emergency Services** is continuing work on their training initiatives and motorcyclist injury research. The team is seeking IRB approval to monitor 30-day mortality rates. A major priority is the "Train the Trainer" program at the Prevention Trauma Nurses meeting in Tampa, where Dr. Byers will provide toolkits to teach airway modules alongside "Stop the Bleed" training.

Additionally, the group discussed training EMS responders on proper helmet removal using old helmets. Members of the Coalition offered to donate their old helmets. Lastly, the EMS team discussed updating helmet removal materials to include e-bike and scooter imagery.

Meeting Closing Statements – Mrs. Brandy French, FDOT

Figure 9. Day 2 Public Comment period.

Mrs. Brandy French, FDOT, closed out the meeting with a reminder about upcoming Coalition meeting dates. The floor was open for questions and comments from the public. No additional comments were made.

Next meetings:

- April 30th- May 1st, 2026
- August 11th – 12th, 2026
- November 4th- 5th, 2026