



Rider Down is a monthly update of motorcycle crashes that occurred throughout the U.S. Navy and Marine Corps. The data in this publication reflects what was reported during the time period covered.



Information contained in the report is based on preliminary data and is provided for hazard awareness and training purposes only. The Naval Safety Command recommends Motorcycle Safety Representatives use this information for training and mentorship programs and forward to others who may have an interest.



Obtain official crash data from Naval Safety Command

Navy	Total non-fatal crashes this report: 22 Total fatalities this report: 2	Marine Corps
Rider fatalities this report: 2 Rider fatalities for FY 25: 13		Rider fatality this report: 0 Rider fatalities for FY 25: 7

Rising motorcycle accidents in the off-season

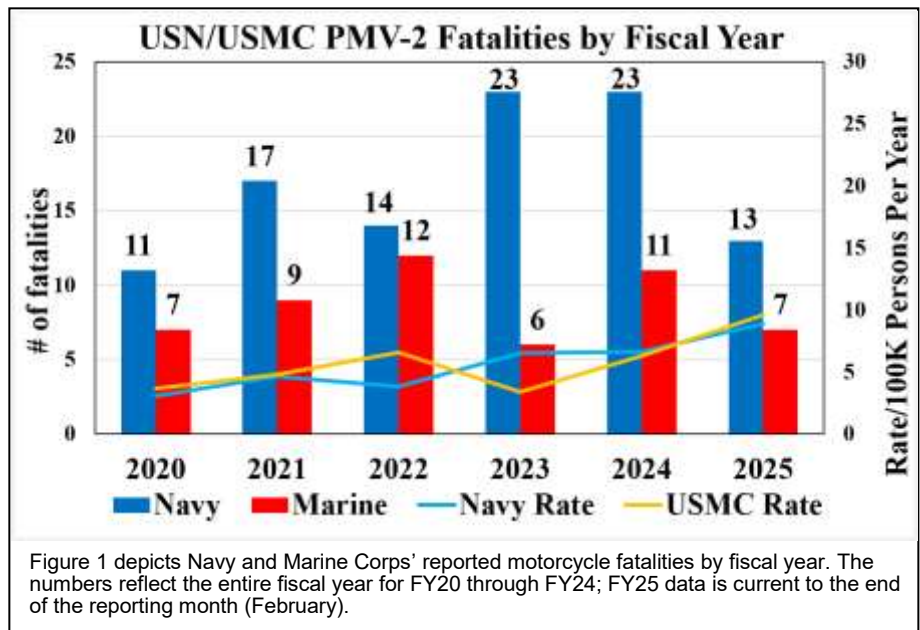
Critical reminder for Navy, Marine Corps riders

By Juan Aguilar

The Navy and Marine Corps saw a significant rise in motorcycle-related accidents in February, resulting in multiple injuries and two tragic fatalities. One devastating incident involved the loss of a Sailor and serious injuries to a passenger following a collision with a vehicle. This is a critical reminder of the importance of adhering to motorcycle safety protocols and practicing defensive riding techniques. Several other incidents resulted in varying degrees of injury, underscoring that even experienced riders are not immune to the risks of motorcycle operations.

Experienced riders may possess the skills and ability to avoid crashes. However, it is equally important to consider the actions and awareness of other drivers on the road. While your proficiency can significantly reduce your own risk, you cannot always anticipate or control the behavior of other motorists. Defensive riding and heightened awareness of surrounding traffic are essential to mitigating the potential hazards posed by drivers who may not be as vigilant or skilled.

These incidents serve as a stark reminder of the vital need for ongoing safety training, including mandatory Motorcycle Safety Foundation



courses, regular risk assessments and safety briefings at the unit level. Commanders are urged to emphasize the significance of wearing the appropriate protective gear, maintaining safe speeds, performing routine motorcycle inspections and remaining vigilant about the status of road conditions and potential hazards.

While the Navy and Marine Corps continue implementing comprehensive safety programs, these tragedies reinforce the

Rising

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importance of cultivating a culture of responsibility and safety among all service members who ride motorcycles. Reducing crashes and fatalities will require a sustained commitment to education, prevention and risk management.

The Naval Enterprise recorded 24 motorcycle crashes with two resulting in fatalities in February. Due to year-round favorable riding conditions, California continues to lead in motorcycle crashes for the 13th month in a row with 10 reported – and nearly half of the accidents (42%), followed by Florida with four (17%) and Virginia with the two fatalities (8%). The remaining crashes occurred throughout the United States, and one occurred in Bahrain.

- 24 percent of the reported crashes had minimal or no data regarding the age of the individuals involved
- 32 percent of the accidents involved riders aged 22 to 25 years
- 13 percent of the crashes took place between 8 p.m. and 12 a.m., while 58% occurred between 8 a.m. and 8 p.m.
- 56% of the crashes were reported to occur on weekdays and 44% on weekends.

Paying attention to the factors driving this month’s motorcycle crashes, and to understand how detailed and accurate reports help ensure the data collected reflects the circumstances of each incident. Comprehensive data allows for identifying patterns and trends, such as common causes, locations or times of day when crashes occur. The statistics mentioned above emphasize the importance of motorcycle safety awareness and proactive measures in preventing future tragedies.



By the numbers

- **8 (33%)** crashes involved collision with a moving vehicle.
- **5 (21%)** crashes had no details reported.
- **4 (17%)** crashes involved loss of control.
- **2 (8%)** crashes involved PMV-4s hitting a rider.
- **2 (8%)** crashes involved a rollover/overturn.
- **1 (4%)** crash involved driving under the influence.
- **1 (4%)** crash involved collision with an animal or object.

Amidst the critical mission of ensuring operational readiness, the diligent efforts of motorcycle safety representatives (MSRs), supervisors and collateral duty safety officers persist in keeping personnel current with training and licensing. The *Rider Down* reports are not just tools in your arsenal, but a testament to the effectiveness of safety and training briefs. Its detailed insights and analysis are invaluable in understanding the factors contributing to crashes, formulating preventive measures and reassuring safety measure’s effectiveness.

To those with Risk Management Information (RMI) access, we’ve made it incredibly easy to integrate the *Rider Down* reports within RMI. Once logged into RMI, click on the left-hand tab under “Pubs and Refs” homepage and proceed to “Motorcycle...Rubber Side Down.” This will allow you to subscribe to and view these publications. The site contains the current year motorcycle publications produced by Naval Safety Command (NAVSAFECOM) for Navy and Marine Corps MSRs, riders and safety professionals.

More information, videos and archived newsletters can be found on the NAVSAFECOM website: <https://navalsafetycommand.navy.mil/Media/Mags-Pubs/Motorcycle-Rider-Down-Reports-Newsletters/>. Visit the CAC-enabled site for more tools and Resources, <https://intelshare.intelink.gov/sites/nsc/Pages/PMV-2.aspx>.

Every detail matters in the pursuit of safety. Do not ignore even minor factors, as this raises your risk and may result in a collision. Causal factors are provided from February’s crashes are provided on pages 3-5. These reports are based on operation (OPREP) and investigator’s reports, most of which are still under investigation.

When reviewing the crash narratives on the following pages, consider other factors that may have influenced the mishap. It’s a call to action for riders to engage, reflect and ask themselves, “What would I have done differently?” Remove one factor and the crash may not have occurred.



Motorcycle Crashes

February 2025



Motorcycle Crash Legend

NR represents information **Not Reported**

Red entries represent Marine Corps-specific crashes

All times are local

Fatal Crashes

Feb. 2, 2:31 a.m., 20-year-old E-4

Location: Hampton, Virginia

Remarks: Rider was involved in a fatal motorcycle accident. SVM was operating a Kawasaki motorcycle traveling on a local road with a female passenger. The motorcycle collided with a vehicle attempting a U-turn at the intersection ahead of them. SVM was pronounced deceased at the scene. At the time of the accident, the passenger was in critical condition at hospital. The investigation into the crash is ongoing. *Rider did not have a valid motorcycle license and had not attended any motorcycle safety courses.*

Feb. 23, time and age NR, E-7

Location: Fairfax, Virginia

Remarks: Rider was involved in a fatal motorcycle accident.

Nonfatal Crashes

Feb. 1, 9:10 a.m., 23-year-old E-4

Location: Oklahoma City, Oklahoma

Remarks: Rider was involved in a single motorcycle collision heading northbound on a local highway merging lane. Rider lost control (traction) of their motorcycle in the curve merging onto another highway. Rider was transported via ambulance to hospital. Member sustained a right fractured forearm, sprained left wrist, sprained left ankle, concussion, road rash on the back left side of the torso and right knee, with bruising throughout whole body. *Rider was wearing full PPE including steel-toe boots, armored pants, a long-sleeved hoodie, armored gloves and a helmet with a visor.*

Feb. 2, 2:30 p.m., 35-year-old E-7

Location: La Cañada Flintridge, California

Remarks: Rider was involved in a motorcycle accident after being cut off by a PMV-4. Rider suffered left knee and calf abrasions, and left foot and wrist sprains.

Feb. 3, 11:20 a.m., age and rank NR

Location: San Diego, California

Remarks: Rider was involved in a collision with a moving vehicle. The rider was transported to hospital, diagnosed with a fractured arm, admitted overnight and underwent surgery.

Feb. 4, 8 a.m., 40-year-old E-7

Location: Menifee, California

Remarks: Rider was involved in a collision with a moving vehicle. They were transported to hospital for observation and medical treatment

for injuries. *Rider failed to comply with driving rules of the road and all applicable safety measures for lane-splitting.*

Feb. 4, 2:30 p.m., 33-year-old O-2

Location: Honolulu, Hawaii

Remarks: The rider was involved in a collision with a moving vehicle when the rider clipped the car bumper. Minor damage to the motorcycle and minor abrasions were suffered.

Feb. 4, 8 p.m., 25-year-old E-5

Location: Pensacola, Florida

Remarks: *Rider was struck from behind by a PMV-4. The driver of the vehicle was reportedly intoxicated and made an illegal maneuver with their vehicle and struck the Marine. Rider sustained a muscle contusion and sprain to the right foot and ankle. Light duty was prescribed for 30 days.*

Feb. 5, 6:40 a.m., 23-year-old E-5

Location: San Diego, California

Remarks: Rider was involved in a collision with a truck on a bridge while off-duty and commuting to work. The rider was lane-splitting and collided with a truck merging into the same lane. As a result of the incident, the rider sustained fractures to the tibia and fibula. *The rider wore all required PPE and held current BRC and ARC certifications.*

Feb. 8, 12:30 a.m., age NR E-4

Location: Jacksonville, North Carolina

Remarks: *Rider was involved in a motorcycle accident and was transported to a naval medical center for initial treatment. They were subsequently transferred to a regional medical center for further treatment.*

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Acronyms

ARC: advanced rider course

BRC: basic rider course

DUI: driving under the influence

EMT: emergency medical technician

ICU: intensive care unit

LIMDU: limited duty

MSR: motorcycle safety representative

NR: Not Reported

PMV-4: private motor vehicle 4 wheels (automobile)

PPE: personal protective equipment

RMI: Risk Management Information

SIQ: sick in quarters

SVM: service member

Motorcycle Crashes

February 2025

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Feb. 8, 12:20 p.m., 24-year-old E-5

Location: Manama, Bahrain

Remarks: Rider was riding home on a highway when a vehicle in the right lane swerved into the middle lane, forcing rider to veer into the left lane and collide with another vehicle. The rider was thrown from the motorcycle and rolled into the median while the motorcycle continued into the opposite lane before coming to a stop. The driver of the impacted vehicle called emergency services while the rider, though dazed, contacted a friend for assistance. A Bahraini EMT assessed the rider at the scene, after which they were transported to the hospital in a personal vehicle. Following scans and monitoring, the rider was discharged the next day and placed on 72 hours SIQ, followed by a week of light duty. *The rider was wearing appropriate protective gear and was current on required training.*

Feb. 11, 3:20 p.m., 20-year-old E-4

Location: Jacksonville, Florida

Remarks: Rider was involved in a motorcycle accident when they collided with another vehicle. The rider sustained serious injuries, including full-body bruises, burns, abrasions (road rash) and possibly more severe trauma. Additionally, the motorcycle has sustained damage to its plastics and the motor, suggesting a significant crash.

Feb. 11, time and age NR, E-3

Location: Pinto Wye, California

Remarks: Rider was involved in a motorcycle crash and was ejected from their motorcycle after colliding with another vehicle, landing hard on the pavement. They sustained severe injuries, including a possible broken leg, road rash and multiple bruises. Paramedics transported the rider to the hospital for treatment.

Feb. 13, 1 p.m., 31-year-old E-5

Location: Oak Harbor, Washington

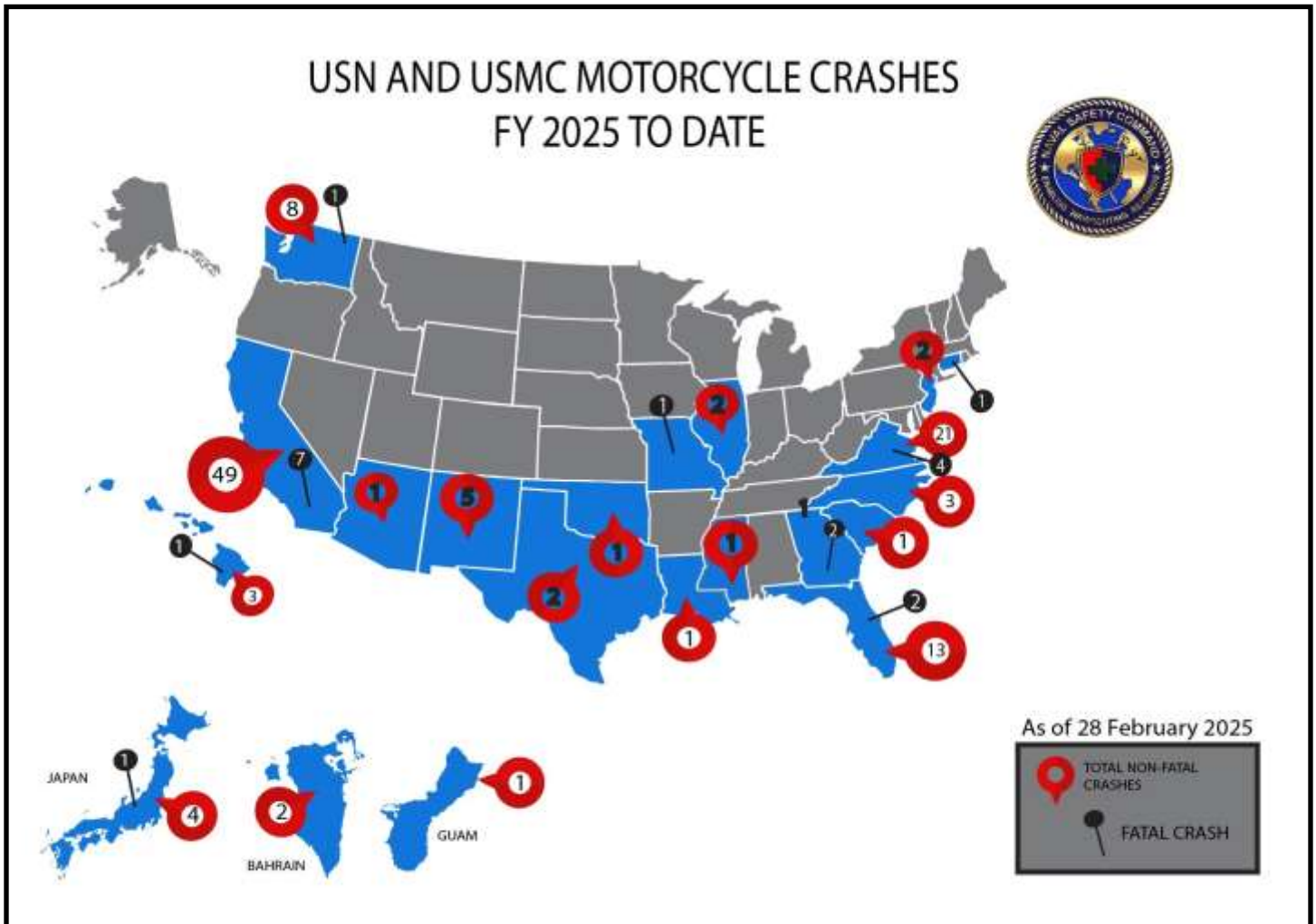
Remarks: Rider was involved in a motorcycle accident.

Feb. 15, 11:20 a.m., 23-year-old E-5

Location: Carlsbad, California

Remarks: Rider was stopped at a red light when a civilian backed out of their driveway and collided with their motorcycle. The rider's foot was rolled underneath the bike during the incident. The rider sustained minor injuries and drove themselves to the hospital. X-rays were negative, with only minor bruising reported. *All PPE was worn, and the rider had just completed ARC in January 2025.*

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Motorcycle Crashes

February 2025

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Feb. 20, 6:45 a.m., 36-year-old E-6

Location: Jacksonville, Florida

Remarks: Rider was preparing to make a turn near a local intersection, and while slowing down to avoid colliding with another vehicle, SVM lost control and fell off the motorcycle. No injuries were sustained and there was minor damage to the motorcycle. *The rider had completed the BRC in August 2016 and was wearing PPE (full-face helmet with shield, a leather jacket, boots and motorcycle gloves with hard plastic on knuckles) during the accident — no further status on ARC.*

Feb. 21, 4:15 p.m., 22-year-old E-4

Location: Agoura Hills, California

Remarks: Rider was involved in a motorcycle crash, resulting in a partial amputation/avulsion of the right thumb, extending up to the first knuckle, as well as multiple skin abrasions on the right side of the body. Immediate medical intervention included the thumb reattachment, which is now stabilized with a splint. *At this time, the long-term functionality of the thumb is uncertain and will be closely monitored. Further evaluation and rehabilitation will be necessary to assess the extent of recovery and potential for full use of the thumb.*

Feb. 21, 11:30 p.m., 36-year-old E-7

Location: San Diego, California

Remarks: Rider was involved in a motorcycle crash and was subsequently transported to hospital for treatment. *All appropriate motorcycle safety courses completed.*

Feb. 22, 12:30 p.m., 20-year-old E-3

Location: El Paso, Texas

Remarks: Rider was involved in a motorcycle crash resulting in a fractured ankle and extensive bruising.

Feb. 23, 2 p.m., 22-year-old E-4

Location: San Diego, California

Remarks: Rider was involved in a crash on a local highway while enroute to the ship. Rider and passenger SVMs were transported to hospital where they remained in the ICU and unconscious — no further information.

Feb. 24, 6:45 a.m., 23-year-old E-3

Location: Atlantic Beach, Florida

Remarks: A rider's motorcycle hydroplaned while turning at low speed and the rider lost control, resulting in a fall. The rider went to ship's

medical for evaluation and suffered a minor abrasion to the left leg. *The rider was wearing appropriate protective gear and completed the BRC in July 2024.*

Feb. 26, 12 p.m., age and rank NR

Location: NR

Remarks: Rider was involved in a single-vehicle motorcycle accident and was transported to urgent care for evaluation and diagnosed with a shoulder injury.

Feb. 26, 7 p.m., age and rank NR

Location: NR

Remarks: Rider was riding a motorcycle when they were thrown off after a near miss. As a result, they were hospitalized for treatment of sustained a broken wrist and broken clavicle. LIMDU to be determined.

Feb. 27, time NR, 34-year-old E-6

Location: La Mesa, California

Remarks: Rider was involved in a motorcycle accident resulting in serious bodily injury. The rider was admitted to hospital ICU for treatment with no life-threatening injuries reported at this time. *Rider did not complete the BRC and was not wearing PPE at the time of the incident. The Sailor is currently under arrest by the La Mesa Police Department for suspected DUI.*

****While incidents involving Navy reserve Sailors are not reported or counted unless the person is on active orders, the narrative below is worth referencing.***

Feb. 6, 5:45 p.m., age and rank NR

Location: Houston, Texas

Remarks: A Reserve Sailor, not on active orders, was involved in a motorcycle accident at a local intersection. The incident occurred when a vehicle ran a red light and struck the rider's right side during a left turn. The SVM sustained injuries to the neck, shoulder, wrist, elbow, knee and ankle, but did not require immediate medical attention and was not hospitalized.



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