



*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**

<b>Navy</b>	Total non-fatal crashes this report: <b>22</b>	<b>Marine Corps</b>
Rider fatalities this report: <b>1</b>	Total fatalities this report: <b>2</b>	Rider fatality this report: <b>1</b>
Rider fatalities for FY 25: <b>11</b>		Rider fatalities for FY 25: <b>7</b>

# New Year's Resolution for safe riding

Year-end summary highlights tips for safe riding

By Juan Aguilar

It's a great time to reflect on our progress as motorcycle riders in the Navy and Marine Corps and set goals to continue improving our safety standards throughout the rest of the year. Throughout the past year, our commitment to safe riding has been tested. While there have been positive strides in safety awareness and training, we also face the ongoing challenge of reducing motorcycle-related crashes and fatalities.

In 2024, motorcycle safety programs in the Navy and Marine Corps maintained a focus on rider education, reminding all personnel to complete the mandatory Motorcycle Safety Foundation (MSF) Basic Rider Course (BRC) and to continue their training through advanced courses, such as the MSF Advanced Rider Course (ARC) and Experienced Rider Course (ERC). These programs have proven effective in reinforcing the importance of defensive riding, hazard recognition and the need for protective gear. However, despite these efforts, there have been incidents that remind us that our focus must remain steadfast in the pursuit of safer riding practices.

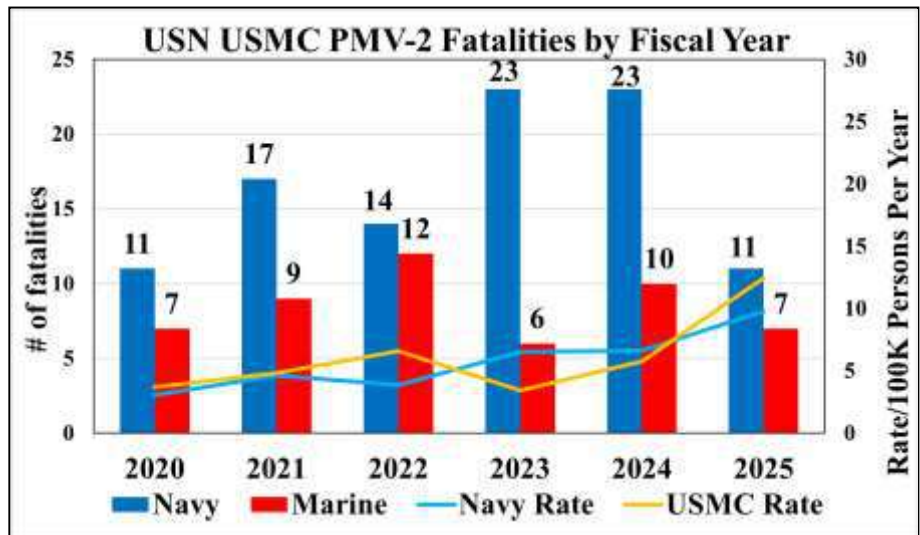


Figure 1 depicts Navy and Marine Corps' reported motorcycle fatalities by fiscal year. The numbers reflect the entire fiscal year for FY20 through FY24; FY25 data is current to the end of the reporting month (January).

One key area where improvement is needed is in the consistent use of personal protective equipment (PPE). While riders are mandated to wear appropriate PPE, such as helmets, jackets, gloves and riding boots, reports continue to show non-compliance, often leading to severe injuries. The data suggests riders who neglect to use full protective gear are more likely to sustain life-threatening injuries in the event of a crash.

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# Resolution

(Continued from Page 1)

Additionally, alcohol-related incidents and speeding have been contributing factors to the accidents we've seen in the past year. With the demands of military service and deployments, stress can sometimes lead to poor decision-making, but we must hold ourselves accountable to the highest standards of professionalism. It is essential we, as Navy and Marine Corps personnel, maintain the discipline to avoid alcohol consumption before riding and adhere to posted speed limits at all times.

As we ushered in the new year, our resolution—and that of every fellow rider in the Navy and Marine Corps—must be to further prioritize safe riding habits. This includes completing required training and embracing a culture of safety extending to personal choices and accountability. We must wear full protective gear on every ride, avoid alcohol before riding and to respect speed limits.

The goal is simple: no crashes, injuries or fatalities. Let us resolve to ride smarter and safer with the determination to set an example for others to follow. As military riders, we are committed to ensuring 2025 is a year of responsible and safe motorcycle riding. Our resolutions are clear, with a collective effort, we can create a safer riding environment for all.

In January, the Naval Enterprise recorded 24 motorcycle crashes with two resulting in fatalities. California continues to lead in motorcycle crashes with 12 reportable – and over half of the crashes (50%), followed by Florida with four (17%), Hawaii with two (8%), and Washington state with two crashes (8%). The remaining crashes occurred throughout the United States and one in Guam.

A quarter of the crashes reported had minimal or no data regarding age reported; 46% of the crashes involved riders between the age of 22-25 years. Twenty-five percent of the crashes occurred between 8 p.m. and midnight. Fifty-one percent of the crashes occurred between 8 a.m. and 8 p.m. Additionally, 71% of the crashes occurred on weekdays and 29% on the weekends.

It's crucial to pay attention to the factors behind this month's motorcycle crashes and understand detailed and accurate reports help ensure the data collected reflects the actual circumstances of each incident. Comprehensive data allows for identifying patterns and trends, such as common causes, locations or times of day when crashes occur.

These statistics emphasize the critical importance of motorcycle safety awareness and proactive measures to prevent future tragedies.

Amidst the critical mission of ensuring operational readiness, the diligent efforts of motorcycle



## By the numbers

- **7 (29%) crashes involved collision with moving vehicle.**
- **5 (21%) crashes involved loss of control.**
- **4 (17%) crashes involving PMV-4s hitting a rider.**
- **3 (13%) crashes involved collision with an animal or object.**
- **2 (8%) crashes involved improper maneuver.**
- **1 (4%) crash involved a rollover/overturn.**
- **1 (4%) crash involved the rider ran off the road.**
- **1 (4%) crash had no details reported.**

safety representatives (MSRs), supervisors and collateral duty safety officers persist in keeping personnel current with their training and licensing. The *Rider Down* reports are indispensable tools in your arsenal, integral to safety and training briefs. Their detailed insights and analysis are invaluable in understanding the factors contributing to crashes and formulating preventive measures.

To those with Risk Management Information (RMI) access, we've seamlessly integrated 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" 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/>. Also visit the CAC-enabled site for more tools and Resources, <https://intelshare.intelink.gov/sites/nsc/Pages/PMV-2.aspx>.

In the pursuit of safety, every detail matters. Do not ignore even the minor factors as this raises your risk and may result in a collision. Factors were provided from the crashes on the following pages based on the information presented in the operations reports and the investigator's reports, most of which are still under investigation. Remove one factor and the crash may not have occurred.

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?"



# Motorcycle Crashes

## January 2025



### Motorcycle Crash Legend

NR represents information not reported

Red entries represent Marine Corps-specific crashes

All times local

#### Fatal Crashes

Jan. 20, 12:46 p.m., age and rank NR

Location: Panorama, California

Remarks: Rider was involved in a fatal motorcycle crash.

Jan. 26, 2:20 p.m., 22-year-old E-4

Location: Jacksonville, Florida

Remarks: Rider was involved in a fatal accident while participating in a group ride while off duty. A PMV-4 pulled out in front of the group and the SVM was unable to stop. SVM impacted the driver side of the PMV-4. SVM was pronounced deceased at the scene due to injuries sustained in the crash. Member was wearing all PPE at the time.

#### Nonfatal Crashes

Jan. 1, 8:30 a.m., 25-year-old E-6

Location: Hawaii

Remarks: Rider was traveling on a local freeway when an unknown vehicle changed lanes, causing them to lay down their bike. The rider was taken to hospital for sustained scrapes and bruises. The member completed BRC in November 2024.

Jan. 1, 10 p.m., 20-year-old E-4

Location: Bayonne, New Jersey

Remarks: Rider was traveling at 45 mph on a bridge near Jersey City, New Jersey, in high wind conditions. While attempting to take an offramp, the rider lost control and crashed into a barricade. The SVM was transported to a medical center.

Jan. 2, 7:25 p.m., 20-year-old E-3

Location: San Diego, California

Remarks: Rider crashed their motorcycle while riding on a local highway when they lost steering control of the bike and landed on its side. Rider suffered minor injuries and was transported to hospital emergency room.

Jan. 3, 1:30 p.m., 23-year-old, E-5

Location: Whitmore Village, Hawaii

Remarks: Rider lost control on a muddy, uneven trail. The SVM was wearing all required safety gear and had completed BRC, which shows they were prepared for training and personal protection. The rider was in a safe area away from personnel or equipment, which minimized the risk to others. The muddy and uneven trail likely contributed to the loss of control, especially considering the rider is new. As a new rider, the rider may not have been fully accustomed to handling the PMV-2 in challenging conditions like mud and it could have been safer to wait for the trail to dry.

Jan. 4, 9 a.m., 22-year-old E-4

Location: San Clemente, California

Remarks: The rider was riding their motorcycle when they collided with another motorcycle, resulting in one rider being ejected. The PMV-2 was a total loss, but the rider sustained non-life-threatening injuries and was transported to hospital.

Jan. 6, 4:52 a.m., 24-year-old E-3

Location: Oceanside, California

Remarks: Rider was struck on the right foot by an unknown object while operating motorcycle on a local highway. SVM adhered to correct PPE usage and followed proper operating procedures. *The injury sustained by the rider could have been more severe had they not been wearing the appropriate protective gear.*

Jan. 7, 9 a.m., 23-year-old E-5

Location: Jacksonville, Florida

Remarks: Rider was involved in a motorcycle crash when they encountered rapidly decelerating traffic on a bridge entering the downtown area and was unable to stop before impacting a vehicle. First responders arrived at the scene and completed insurance paperwork. The servicemember then contacted the squadron safety officer, who traveled to the scene to document the incident. The servicemember was transported to hospital for treatment and later discharged.

Jan. 7, 9:25 p.m., 25-year-old E-6

Location: Titusville, Florida

Remarks: Rider was involved in a motorcycle crash while traveling northbound on a local highway. The rider rear-ended a passenger vehicle after attempting to swerve and avoid a direct collision with a vehicle ahead that was slowing down. The impact resulted in the rider being ejected, sliding/tumbling down and across the far-left lane of the interstate, and coming to rest on the left-hand shoulder of the roadway. The rider was transported by ambulance to hospital, where scans revealed two broken ribs and road rash on multiple limbs.

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### Acronyms

ARC: advanced rider course

BRC: basic rider course

EMS: emergency medical services

ERC: experienced rider course

LLD: light & limited duty

MSR: motorcycle safety representative

PMV-2: private motor vehicle 2 wheel (motorcycle)

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

PPE: personal protective equipment

SIQ: sick in quarters

SVM: service member

# Motorcycle Crashes

January 2025

*(Continued from Page 3)*

Jan. 8, midnight, 25-year-old E-5 & 22-year-old E-2

Location: Seattle, Washington

Remarks: Two riders were riding motorized scooters downtown when they were struck by a vehicle that fled the scene. The SVMs sustained injuries and were transported to a medical center for treatment.

Jan. 8, 3 p.m., 22-year-old E-4

Location: Imperial Beach, California

Remarks: Rider did not perceive the changing separation and speed of flow of traffic when a PMV-4 from the opposite side of the road made a left turn in front of the rider. The rider was unable to change their speed and brake to avoid colliding with the PMV-4.

Jan. 8, 10 p.m., age NR E-4

Location: Coronado, California

Remarks: Rider was riding a motorcycle through a yellow light at a 4-way intersection at around 35 mph. As the light turned red, a passenger vehicle entered the intersection, resulting in a T-bone collision. The crash caused the SVM to lose consciousness and they were transported to the hospital. X-rays, CT scans and an MRI revealed no broken bones, though swelling in the leg and a tongue

injury from the impact were noted. Rider was prescribed over-the-counter pain medication and discharged from the ER the following day. Rider was placed on two weeks LLD.

At the time of the crash, the rider was wearing full protective gear, including a full-faced helmet, riding jacket, gloves, pants and steel-toe, over-the-ankle boots. Rider had completed level 1 motorcycle training less than 3 months before the incident but had not yet completed level 2 training.

Jan. 9, 10 p.m., age and rate NR

Location: Long Beach, California

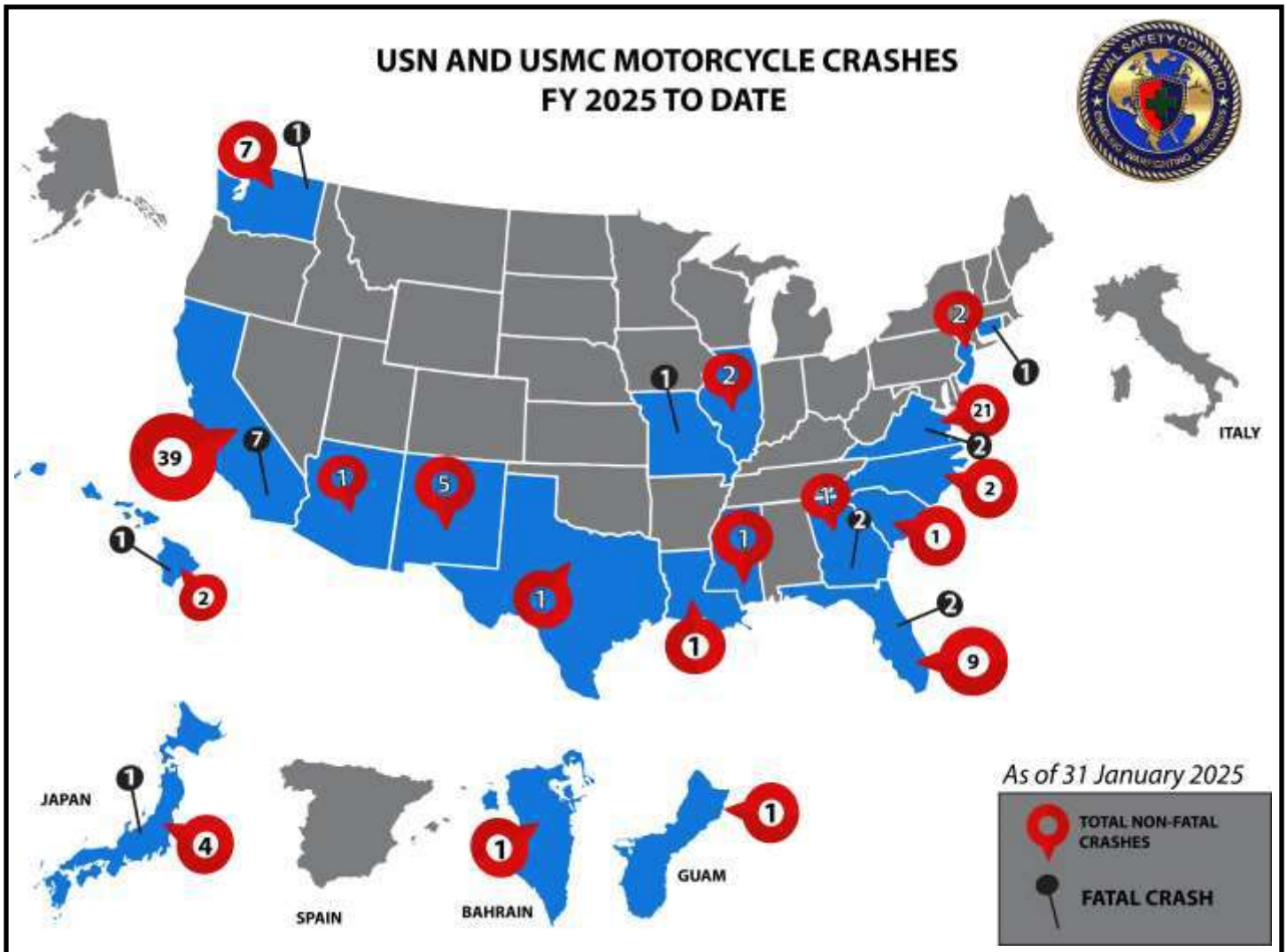
Remarks: Rider was involved in a motorcycle crash when they struck a piece of debris on the road, causing the motorcycle to slide into the concrete median. The rider sustained a sprained right ankle and was transported to hospital for treatment.

Jan. 12, 4 p.m., age and rank NR

Location: Virginia Beach, Virginia

Remarks: Rider lost control of their motorcycle and fell off, resulting in a broken arm. The rider was placed on 30 days of LLD.

*(Continued on Page 5)*



# Motorcycle Crashes

January 2025

*(Continued from Page 4)*

Jan. 13, 8:10 a.m., 32-year-old E-6  
Location: San Diego, California  
Remarks: Rider was traveling south on a rural road when a vehicle in front changed lanes without signaling. The servicemember was unable to avoid the vehicle and collided with its rear, causing the motorcycle to go down. The rider was evaluated for minor injuries at a medical facility. All required protective equipment was worn during the incident. The rider completed ARC June 2021 with certification valid through June 2026

Jan. 15, 6 a.m., 39-year-old E-6  
Location: Jacksonville, Florida  
Remarks: Rider was riding a motorcycle on a local road when they failed to notice a recent traffic pattern shift. This change caused a previously straight lane to become a turn-only lane, leading the servicemember to continue straight through the intersection. As a result, the motorcycle collided with a road divider, causing instability. Despite attempting to regain control, the rider lost control and ended up in a ditch on the right side of the road. The rider was transported to the hospital. X-rays revealed fractures in the left shoulder blade and T-12 vertebra. The rider remained hospitalized and required surgery for the vertebral fracture. The rider received 21 days of convalescent leave. The rider completed BRC (both cruiser and sports bike) August 2022 and certification valid through August 2027. All PPE was worn.

Jan. 17, 8:18 p.m., 21-year-old rank NR  
Location: Apotgan, Guam  
Remarks: Rider was involved in a crash when another motorist swerved behind them, clipping the rear tire and causing a slide. Rider was transported to the hospital by ambulance. The rider was wearing full protective gear, including head, eye, foot protection, gloves, boots and a jacket. The rider holds a valid motorcycle license and had completed ARC in May 2024.

Jan. 18, 11:22 p.m., age NR E-3  
Location: NR  
Remarks: Rider was riding a motorcycle when they were involved in a



A Navy motorcycle rider performs a check ride during a motorcycle safety event. (U.S. Navy photo/by Amy Robinson)

motor vehicle crash. The rider was transported to hospital for treatment of sustained head trauma and a fractured right collarbone.

Jan. 19, 4 p.m., 26-year-old O-2  
Location: San Diego, California  
Remarks: Rider was operating the motorcycle when they lost control due to gravel on the road. The incident caused the rider to hit their head on the ground and lose consciousness. They were taken to hospital, evaluated and released with minor scratches and bruises. The rider was wearing all required PPE and had completed advanced motorcycle safety courses. They also serve as the command motorcycle safety representative.

Jan. 21, 6:45 a.m., age NR E-7  
Location: Fallbrook, California  
Remarks: Rider was involved in a motorcycle crash resulting in a collapsed lung, a broken rib and a bruised knee. Emergency responders transported the rider to the hospital for treatment.

Jan. 22, 12:22 a.m., 21-year-old E-4  
Location: Temecula, California  
Remarks: Rider was riding when their front wheel lifted off the ground as they crested a hill. The wheel did not come down straight, causing the motorcycle to wobble uncontrollably, known as a tank slapper. Despite efforts to stabilize the bike, the rider clipped the rear of a PMV-4. This caused rider to be thrown approximately 30 feet before sliding and rolling an additional 20 feet. Rider was taken to a medical facility and diagnosed with a fracture in their left hand and sustained road rash in several areas primarily on their knees. The rider received 72-hours of SIQ.

Jan. 28, 7 p.m., 22-year-old E-4  
Location: San Diego, California  
Remarks: Rider lost control of motorcycle due to loose gravel. The rider hit their head on the ground and lost consciousness. They were taken to a local hospital, evaluated and determined to have internal bleeding, broken ribs and ruptured spleen. Rider was wearing all required PPE and had attended BRC and ARC previously.



## ENABLING WARFIGHTING READINESS

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