



*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: 37 Total fatalities this report: 3	Marine Corps
Rider fatalities this report: <b>3</b> Rider fatalities for FY 24: <b>13</b>		Rider fatalities this report: <b>0</b> Rider fatalities for FY 24: <b>9</b>

# Interactive survey seeks riders to help battle fatigue causal factors

Riders who complete program via mobile app will receive \$25 e-card

A company that offers safety solutions to organizations worldwide is seeking Sailors and Marines who ride motorcycles to participate in a program aimed at battling rider fatigue.

Naval Safety Command is facilitating Sfara’s efforts to publicize its data collection survey. The company is offering a \$25 visa e-card to participants who sign up and complete the program. The program is limited to the first 200 registered participants and lasts 60 days from registration.

Sfara officials said the data collection survey is focused on collecting real-world motorcycle drive data across a diverse section of motorcycle brands and models. The voluntary survey consists of the following elements:

- Participants will register and download Sfara’s test mobile app (iOS and Android).
- Motorcyclists will drive 20 individual data collection rides, lasting a minimum of 10 minutes. Riders will have up to 60 days to log the rides. Once the 60-day window is reached, riders will no longer have access to the app.
- To ensure anonymous data and the exclusion of private

property, data collected between 0-300 meters of trip start and 300-0 meters of trip end will be discarded.

- No user interaction required during ride operation. The rider will start the app on their smartphone before the trip begins and it will stay on for the trip duration and will stop automatically.

The survey’s results will provide the Department of the Navy with current analysis pertaining to the following data points, which will further aid in the services’ ongoing efforts to mitigate and prevent motorcycle crashes.

- How motorcycles are driven in terms of speed, duration, acceleration/deceleration, time of days, etc.
- User statistics on motorcycles usage pre- or post-deployment (anonymized).
- Aggregated, anonymized insights into use of motorcycles as a ‘stress relief.’
- How forthright are users in self-identifying fatigue.
- Correlation between fatigue during active duty and dangerous motorcycle driving post duty.
- Potential hazardous road segments driven by motorcyclists.

# Lack of training causal factor in May crashes

By Juan Aguilar

A lack of proper training or failure to follow training has emerged as the leading cause of motorcycle crashes in May. From collisions with motor vehicles (PMV-4s) to harrowing crashes due to excessive speed on bends, the dangers loom large. But, there's a remedy: honing your skills through regular practice. Practicing swerving in a safe location is crucial. Always keep in mind your entry speed, which is the speed at the start of a turn or curve that allows you to maintain or increase your speed. If you cannot safely increase your speed, it indicates your entry speed is too fast — a crucial factor that can make all the difference between a smooth ride and a perilous plunge. This factor highlights the importance of continuous training and skill development as not just recommendations, but a lifeline to the road to safety.

During last year's 101 Critical Days of Summer, the Navy enterprise documented 95 reported motorcycle crashes, leading to the tragic loss of 14 riders, 11 Sailors and three Marines between Memorial Day and Labor Day. This year in May, 40 motorcycle crashes were recorded, with three resulting in fatalities. California led in motorcycle crashes with 17 (43%), followed by Virginia with eight crashes (20%). The majority involved 22–25-year-old E-4 riders. Alarming, 12 crashes occurred during the early morning hours between 4 and 8 a.m., including the loss of one Sailor. There were 22 crashes on weekdays and 18 on weekends, with two on Memorial Day.

- 14 (35%) crashes involved rider inexperience.
- 6 (15%) crashes involved PMV-4s hitting a rider.
- 5 (13%) crashes involved loss of control.
- 5 (13%) crashes were due to road conditions.
- 4 (10%) crashes involved the rider striking a PMV-4.
- 3 (8%) crashes had no details reported.
- 1 (3%) crash involved excessive speed.
- 1 (3%) crash was the result of alcohol use (DUI).

## Survey

(Continued from Page 1)

- Driving behavior patterns correlated to riding motorcycles while being fatigued.
- Distribution of fatigue levels during days, weeks or any other time window.

Sailors and Marines interested in participating can email [motorcyclesafety@sfara.com](mailto:motorcyclesafety@sfara.com) with "Sfara Motorcycle Safety Trial" in the subject line. In the body of the email, provide your first and last name, regional location and type of motorcycle. Full instructions will be sent, typically within five minutes. Participants should check their spam or junk folders if they do

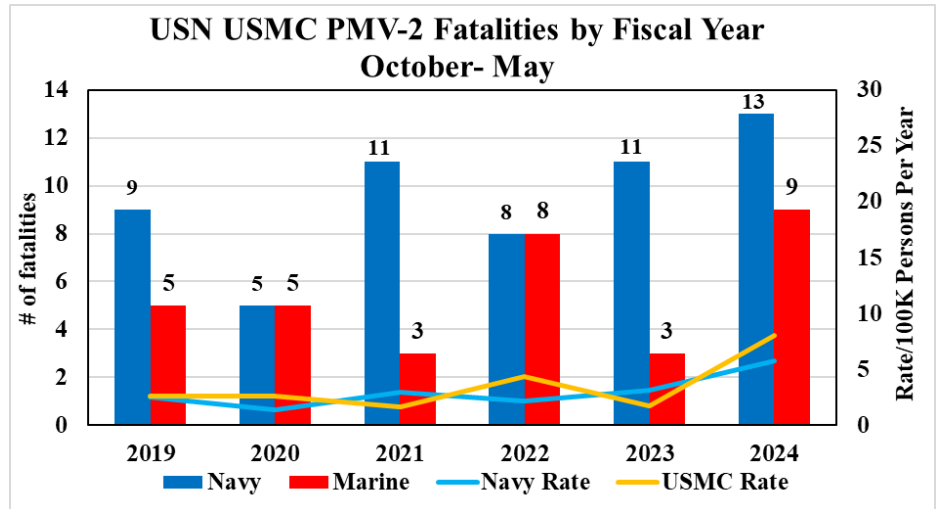


Figure 1 depicts Navy and Marine Corps reported motorcycle fatalities by fiscal year from 2019 to date.

- 1 (3%) crash involved a rider following too close.

While we all perform the critical mission of ensuring operational readiness, the diligent efforts of motorcycle safety representatives (MSR), supervisors and collateral duty safety officers persist in ensuring your personnel are current with their training and licensing. The *Rider Down Reports* stand as indispensable tools in your arsenal, integral to safety and training briefs. To those with RMI access, we've integrated *Rider Down Reports* within the Risk Management Information (RMI) system. 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. This site contains current Naval Safety Command (NAVSAFECOM) motorcycle publications for MSRs, riders and safety professionals.

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

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not see the reply email. Any questions can be directed to [personalsafety@sfara.com](mailto:personalsafety@sfara.com).

"The collection and analysis of real-world sensor data is a necessary component of addressing driver fatigue through technology. The Naval Safety Command's support in our efforts to collect this data plays an important role in winning the battle over service member driver fatigue," said Thomas Dixon, Sfara program contact.

(Disclaimer: "This announcement is only provided for informational purposes to members of the Department of the Navy and is not an endorsement of any non-federal entity.")



# Motorcycle Crashes

## MAY 2024



### Motorcycle Crash Legend

NR represents information not reported

Red entries represent Marine Corps-specific crashes

All times local

#### Fatal Crashes

May 2, time and age NR E-5

Location: Coupeville, Washington

Remarks: Rider was involved in a fatal motorcycle accident.

May 21, 4:30 a.m., 20-year-old E-4

Location: San Clemente, California

Remarks: Rider lost control and fell off their motorcycle.

Oncoming traffic then struck the rider. All required personal protective equipment (PPE) was worn and Basic Rider's Course (BRC) was completed on Jan. 24, 2024.

May 23, 11:15 p.m., 25-year-old E-4

Location: Jacksonville, Florida

Remarks: Rider was involved in a fatal crash after colliding with a PMV-4.

#### Nonfatal Crashes

May 1, 5:45 a.m., age NR E-6

Location: Winchester, California

Remarks: Rider was speeding through a turn because they were being followed too closely by another vehicle when they lost traction. Rider was transported to hospital and treated for a sprained right thumb. Rider received two days SIQ. Rider experience is 12.5 years.

*Have a space cushion and escape path so you can respond smoothly to situations and not have to react quickly to an emergency. Never ride too fast for conditions.*

May 1, 6:30 p.m., age NR E-6

Location: Hanna City, Illinois

## Rider safety

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With rising temperatures sweeping across the United States and the first day of summer approaching quickly, it is ramping up to potentially being a sweltering next few months. Amidst this scenario, picture that elusive rider wearing a tank top, shorts and flip-flops flying right by us as they swerve in and out of traffic. Although they may be wearing a helmet, it's important to note that dangerous roads are not the place to take shortcuts and gamble away your well-being. It's always better to err on the side of caution and prioritize safety while on the road. Discover how training and the monthly *Rider Down Reports* can help riders understand the critical

Remarks: Rider laid down their motorcycle. Rider was transported to hospital and treated for injuries to their shoulder, arm and wrist.

May 2, 6:50 a.m., age NR E-6

Location: San Diego, California

Remarks: Rider was traveling to work driving 35-40 mph, following another rider and lane splitting. However, two large PMV-4s closed the gap between them, forcing the rider in front to slow down quickly. The rider behind, maintaining a four-second car length distance, stated their brakes failed, causing them to crash into the rider in front. The rider was taken to hospital, where they were treated for loss of consciousness, bruises and scratches. Rider received three days SIQ.

*Before riding, always perform a T-CLOCKS inspection to ensure your brakes function correctly. If your brakes don't work properly, get them serviced immediately. In an emergency stop, it's essential to use both brakes correctly. Shifting to a lower gear and easing out the clutch lever has the same effect as using the brakes, known as engine braking. Note the California Highway Patrol does not recommend lane splitting between large vehicles due to decreased visibility.*

May 2, 5 p.m., age NR E-6

Location: San Diego, California

Remarks: The rider lost control, resulting in a high-sided crash and loss of consciousness. Rider was transported to hospital and provided pain medication for road rash and head trauma. Additionally, they were treated for septic shock caused by an infection of the road rash area three days later. Rider was hospitalized for seven days and incurred seven days of limited light duty (LLD). The rider was aware of gravel on the road, was traveling below the speed limit and was making wider turns. The rider was wearing all required PPE, including a full DOT-compliant helmet; however, the impact on the ground still led to a loss of consciousness, a concussion and road rash.

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importance of properly using personal protective equipment. 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 above and on the following pages based on the information presented in the OPREPS and the investigators' reports, most of which are still under investigation. Remove one factor and the crash may not have occurred. When reviewing the crashes, consider other factors that may have influenced the crash. It's a call to action for riders to engage, reflect and ask themselves, "What would I have done differently?"

# Motorcycle Crashes

MAY 2024

*(Continued from Page 3)*

May 3, 10:10 a.m., 18-year-old E-1

Location: Fort Walton Beach, Florida

Remarks: Rider crashed while riding over the sand while returning from purchasing their motorcycle. Rider was transported to hospital and treated for spine injuries and awaiting surgery. The BRC was completed in April 2024. Rider wore all required PPE and rode a Honda CBR 600.

*Loose surfaces and debris: Be aware of sand, gravel, rocks and trash. The same applies to fuel, oil or engine coolant liquids. Look out for shiny or damp pavement. Watch for items that might cause tire damage, such as nails or sharp metal objects.*

May 3, 11:10 a.m., 22-year-old E-2

Location: Pensacola, Florida

Remarks: A rider was traveling at 40 mph when a PMV-4 hit them at an intersection. The PMV-4 failed to yield while making a left turn. The rider was transported to hospital for sustained severe injuries. The rider had attended the BRC and was wearing all the required PPE during the crash.

May 3, 7:17 p.m., age and rank NR

Location: Portsmouth, Virginia

Remarks: Rider was struck by a PMV-4 while traveling to a medical appointment. Rider was transported to hospital and treated for a concussion and injuries to their back and hip; received 14 days SIQ.

May 3, time, age NR E-2

Location: Jacksonville, Florida

Remarks: Rider was struck from the rear by a PMV-4 switching lanes. Rider was transported to hospital and treated for a sprained left wrist and elbow. Rider received three days SIQ. Rider was wearing all required PPE.

*It's essential to use "Rider Radar" to detect potential hazards ahead, but it's equally important to check for hazards behind*

*using the rear-view mirrors. Scan extensively from far and near as well as from side to side. While most hazards are usually in front of you, it's crucial to identify them as early as possible so you can respond well in advance and avoid reacting to an emergency at the last minute.*

May 4, 4:35 p.m., 20-year-old E-3, 20-year-old E-4

Location: San Diego, California

Remarks: Rider and passenger (both servicemembers) were involved in a motorcycle crash. Rider and passenger were transported to hospital and treated for injuries sustained. Passenger remained overnight for surgery. The BRC was completed in March 2022, and the Experienced Rider Course (ERC) in December 2023. All required PPE was worn.

May 5, 12:30 a.m., 20-year-old E-3

Location: Rota, Spain

Remarks: Rider (scooter) hit a pothole while riding on a poorly lit road and fell. Rider was transported to hospital and treated for lacerations to face and stitches to their bottom lip. Rider was not wearing a helmet.

*Maintaining a four-second urgent time and distance allows you to control your vehicle and respond to various road conditions confidently. Whether approaching an intersection, rounding a curve or following another vehicle, this safety measure ensures you can avoid running into the car in front of you if it hits something. It also allows you to respond to objects in the road, such as a pothole, tire carcass, muffler, block of wood or something that fell out of the back of a truck. Remember, you can generally stop in the time you have traveled in four or five seconds. This space is your safety net, ensuring you can stop safely.*

May 5, 4:30 p.m., age NR E-2

Location: Norfolk, Virginia

Remarks: Rider was involved in a crash, transported to hospital and treated for a fractured leg. Rider had not completed motorcycle safety training.

*Completing the hands-on BRC is only the beginning; you need to practice the basics of riding your motorcycle. You want to always ride within your skill level. Further opportunities for training are available. While basic operation might look easy, you should only practice independently after attending formal range training with an MSF-certified Rider Coach.*

May 8, 6:30 a.m., age NR E-2

Location: Virginia Beach, Virginia

Remarks: Rider lost control leading to a low-sided crash. Rider was transported to hospital and treated for light abrasions and bruising.



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# Motorcycle Crashes

MAY 2024

*(Continued from Page 4)*

May 8, 6:45 a.m., age and rank NR

Location: San Diego, California

Remarks: Rider rear-ended a PMV-4 traveling to work. Rider was transported to hospital and treated for back and leg injuries.

*If you need to stop your motorcycle due to an obstacle or a PMV-4, it's essential to understand that braking distance is just one part of stopping your vehicle. The total stopping distance consists of three factors: 1. Perception distance: This is the distance your bike travels before you become aware of an obstacle. Paying full attention to your surroundings is vital to detect any hazard quickly. The higher your speed, the longer the distance traveled while perceiving the situation. 2. Reaction distance: the distance from when you notice the obstacle until you apply the brakes or swerve. 3. Braking distance: This is the distance your vehicle travels after you apply the brakes. It's essential to practice your quick-stop skills regularly, as the higher your speed, the more distance you will travel. Remember, being alert and attentive while driving is crucial, as it can help you avoid accidents and stay safe on the road.*

May 8, 4 p.m., 24-year-old E-5

Location: San Diego, California

Remarks: Rider was on post-deployment leave when they were struck by a PMV-4 turning left at an intersection. The rider immediately braked and lost control, resulting in a low-sided crash and sliding for 40 feet. The rider was transported to hospital and treated for fractures to their left arm, a sprained right wrist and general bruising. Servicemember is motorcycle-endorsed and completed BRC in January 2023 and ARC in April 2023. Rider recently returned from a six-month deployment. Rider received a one-day stay at the hospital and 13 days of SIQ with 60 days LLD. *Learning to make smooth, controlled stops before practicing quicker stops is important. It is essential to have a good feel for the brake controls. Applying too much pressure too quickly could cause a skid, loss of power or a fall. While you are learning the basics of stopping rapidly, keep speeds low and gradually develop a feel for brake controls. Have a space cushion and escape path so you can respond smoothly to situations and not have to react quickly to an emergency. There is an increased risk when following too closely. Never ride too fast for the conditions. Having escape paths gives you a way out and includes open areas to move into if braking alone is not enough to avoid a crash.*

May 8, 6:30 a.m., age NR E-4

Location: San Diego, California

Remarks: The rider was on their way to work when a PMV-4 parked on the shoulder pulled out in front of them. The rider tried to brake and maneuver around the PMV-4, but their rear tire lost traction, causing them to crash into another parked PMV-4. The rider was taken to hospital and treated for a fractured fibula. The rider was given five days of SIQ and 21 days LLD.

May 10, 3 a.m., 36-year-old E-5

Location: Virginia Beach, Virginia

Remarks: Rider was involved in a motorcycle crash with a PMV-4. Servicemember was found by a nearby security guard, who notified 911. Rider was transported to hospital and treated for injuries sustained. Subsequently, the rider was issued an arrest citation for driving under the influence. Rider wore all required PPE and attended ERC in May 2020.

*Alcohol is a drug and a major contributor to crashes. It reduces your ability to search for hazards, evaluate factors and execute physical actions.*

May 10, 5:30 p.m., 23-year-old E-4

Location: Newport News, Virginia

Remarks: Rider was crossing an intersection when they lost traction over gravel in the road. Rider was transported to hospital and treated for a lacerated spleen.

May 11, 7:30 p.m., 22-year-old E-4

Location: San Diego, California

Remarks: Rider bought a bike at 4:30 p.m. and another rider rode it from the store to their house. The rider sat on the bike at home to get comfortable with the gears, when shifting into 1st gear, they over-throttled, lost control and crashed into a neighbor's house. The rider sustained injuries and was taken to hospital for treatment, including a fractured wrist, elbow, rib and T8 vertebra. It's important to note the rider was not wearing proper protective gear and had not received any motorcycle safety training. Rider was hospitalized for 14 days and incurred 30 days of LLD.

May 11, 9 p.m., 38-year-old E-7

Location: San Diego, California

Remarks: Rider was involved in a crash and was transported to hospital and treated for a fractured ankle, injuries to their leg and a shattered elbow.

May 12, 5:30 p.m., 21-year-old E-3

Location: Port Hueneme, California

Remarks: After encountering a skid at 10 mph, the rider's bike stopped with the rider underneath. Base security promptly intervened and assisted the rider, who was transported to hospital. Fortunately, no injuries were sustained, but precautionary measures were taken, including providing the rider with a knee brace and crutches. The rider received 30 days LLD. It's worth noting the rider adhered to all required PPE and had completed the BRC.

*Swerving, an essential emergency maneuver, involves swiftly moving to the right or left, either in a straight line or a curve, while maintaining good traction and a clear path. Mastering this skill requires practice. It's imperative to avoid aggressive brake application while swerving, as it could result in loss of tire traction. If feasible, reduce speed before initiating the swerve, and then release the brakes before executing the maneuver.*

May 13, 7:11 a.m., 26-year-old E-5

Location: San Diego, California

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# Motorcycle Crashes

MAY 2024

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Remarks: Rider was transiting to work when they lost control, resulting in a low-sided crash. Rider was transported to hospital and treated for injuries to their ankle.

May 14, 8 a.m., age NR E-5

Location: Fort Meade, Maryland

Remarks: Rider grounded off-road for collision avoidance. Rider suffered a bruised heel and minor scrapes. The member had not completed the follow-up Motorcycle Safety Foundation's Advanced Rider Course (ARC) within 12 months of the BRC.

May 15, 2 p.m., age NR E-7

Location: Coronado, California

Remarks: Rider was on their way home from work and did not pay attention to the car ahead of them and clipped the left fender of the PMV. Rider proceeded to the hospital for medical evaluation and was diagnosed with fractured ribs.

May 16, 6:30 p.m., 29-year-old E-5

Location: Fallbrook, California

Remarks: A PMV-4 merged into the rider's lane unexpectedly. Rider managed to apply emergency braking action, however, the rider lost control of the motorcycle and crashed. Rider was

transported to hospital and treated for a fractured ankle and minor injuries.

May 16, 6:40 a.m., 22-year-old E-4

Location: Rockville, Maryland

Remarks: Rider was on their way to work and did not see the brake light of the car ahead of them and collided with the back left bumper. Rider had a family member drive them to the hospital for medical evaluation. Rider was diagnosed with a concussion and released on 72-hour SIQ. All required PPE was worn and the rider had completed the ARC in April 2024.

May 17, 5 p.m., 26-year-old E-6

Location: Julian, California

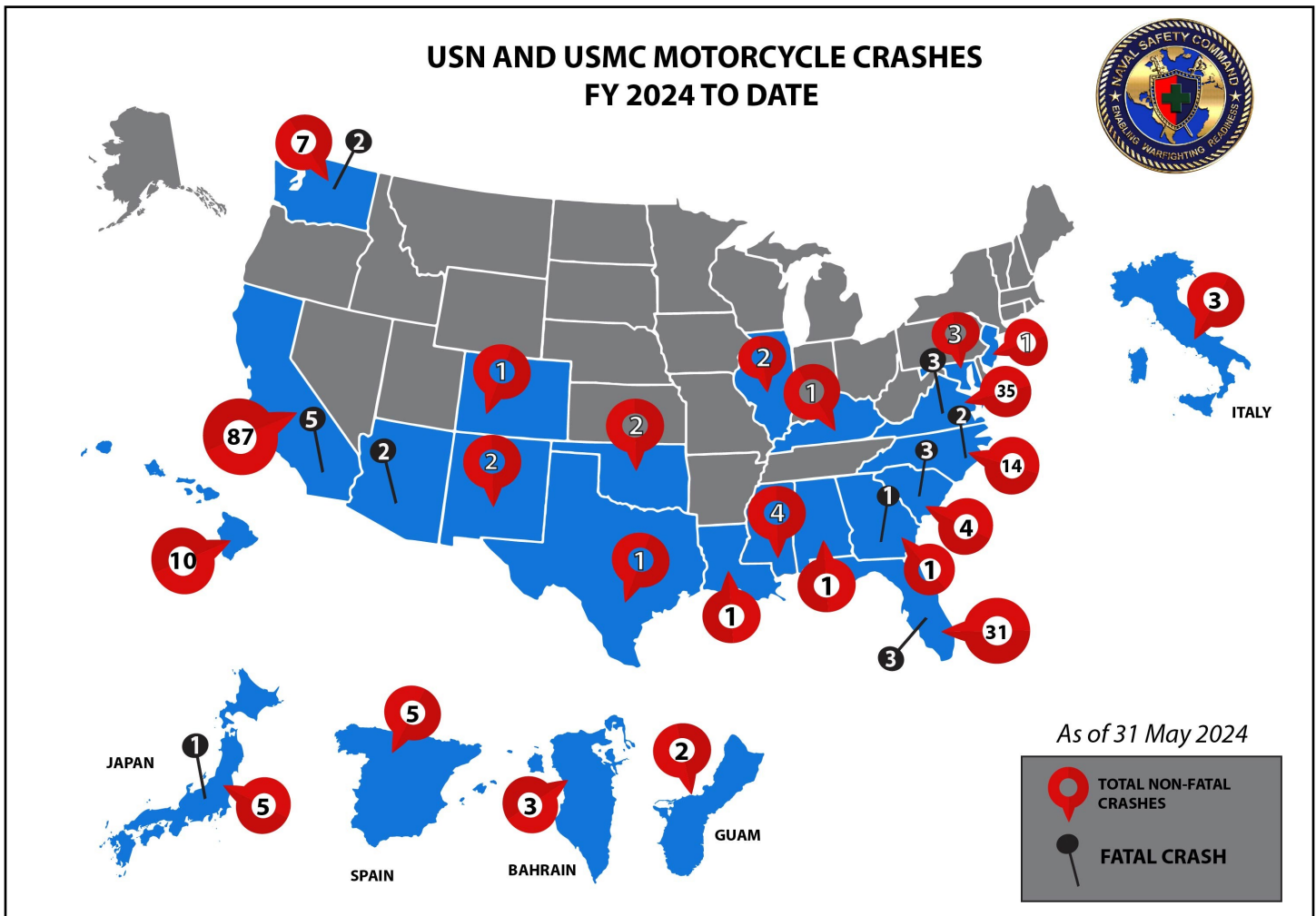
Remarks: Rider was involved in a motorcycle crash when they took a turn too fast, resulting in them rolling their bike over. Rider was transported to hospital and treated for a fractured collarbone and lung injury. Rider had not completed ARC and was riding without the command's approval or knowledge.

May 17, 6 p.m., 26-year-old E-6

Location: Chesapeake, Virginia

Remarks: Rider was involved in a motorcycle crash when they

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# Motorcycle Crashes

MAY 2024

*(Continued from Page 6)*

took a turn too fast, resulting in the front wheel losing traction. Rider was unable to make the turn and slid off the right side of the roadway. Rider was transported to hospital and treated for a minor hernia and sprained thumb.

May 18, 12 p.m., age and grade NR  
Location: Camp Pendleton, California

Remarks: Rider was involved in a motorcycle crash and sustained two broken legs and a tear to their stomach. Rider was transported to hospital and received one surgery for the stomach tear, pending two additional surgeries.

May 19, 7 p.m., age and grade NR

Location: Fredericksburg, Virginia

Remarks: Rider was involved in a motorcycle crash while under the influence and sustained various injuries. SNM was transported to hospital and treated for injuries sustained.

May 20, 12 p.m., 32-year-old E-6

Location: Virginia Beach, Virginia

Remarks: Rider was involved in a motorcycle crash while attempting a left turn. Rider's tires slid on sand in the road, causing the motorcycle to slide on its side. Member did not seek medical attention and suffered minor scrapes, road rash and an abrasion to the left knee.

May 23, 1:45 p.m., 19-year-old E-3

Location: San Diego, California

Remarks: Rider lost control of their motorcycle, resulting in a crash. Two witnesses provided first aid and the servicemember was transported to hospital for injuries sustained. Rider was wearing all required PPE; however, they did not own the motorcycle and had not attended any rider courses.

May 24, 6 a.m., age NR E-4

Location: Hakone, Japan

Remarks: While Rider was operating motorcycle, the tire lost traction and slid during a turn. There were minor injuries to the rider and minor damage to the motorcycle. Required PPE was worn and the rider had a valid license. BRC and BRC II were completed in February and March 2024, respectively. *Although training was up to date, riding experience seems to have been the issue in this case.*

May 27, 12 p.m., 25-year-old E-5

Location: San Diego, California

Remarks: Rider lost control on loose gravel on road. Rider was taken to hospital and treated for a fractured leg and ankle.

Rider wore required PPE and attended BRC in October 2023.

May 27, 12:40 p.m., 25-year-old E-4

Location: Havelock, North Carolina

Remarks: During a group ride with three other riders, the rider lost control while navigating an S-turn. Despite turning the handlebars in the direction of the turn, the motorcycle continued to drift to the outside of the turn, causing the rear tire to skid and resulting in a high-side crash. The rider sustained a fractured foot and was taken to hospital for treatment. The rider was determined to be traveling too fast when entering the S-turn. The rider completed the BRC in February 2023 and the ARC in January 2024.

*Maintain a safe entry speed that doesn't require slowing after entering the turn. Here are some tips for handling a skidding rear wheel: 1) Keep pressure on the rear brake pedal to maintain the skid and balance, 2) keep the bike upright and travel in the same direction as when the skid began, 3) Keep your head and eyes up and avoid releasing the rear brake pedal when the rear wheel is not aligned with the front wheel. If the rear wheel stops skidding and starts to roll, the motorcycle will quickly straighten, potentially resulting in a high-side crash. This incident could have been avoided if they had maintained a safe entry speed, as emphasized in BRC and ARC training.*

May 28, 7:30 p.m., 25-year-old E-4

Location: Gulfport, Mississippi

Remarks: Rider was struck by a PMV-4 at an intersection. Rider was transported to hospital and treated for amputation to their left leg, fractured femur and vertebrae.

May 29, 8:13 p.m., age and rank NR

Location: Jacksonville, North Carolina

Remarks: Rider was involved in a collision with a PMV-4. Rider was taken to hospital and treated for a possible brain bleed, fractured left wrist and injuries to both knees.

May 31, 6:22 a.m., 20-year-old E-2

Location: Jacksonville, Florida

Remarks: A PMV-4 collided with rider at intersection. The rider was taken to hospital and treated for injuries. The rider wore all required PPE and attended BRC in April 2024. *At certain intersections, it may be necessary to stop more than once to improve visibility as much as possible, which involves positioning yourself to see and be seen by other PMVs in both directions without obstructing cross traffic or pedestrians. Before pulling out, check for any potential hazards closest to you.*



## ENABLING WARFIGHTING READINESS

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[navalsafetycommand.navy.mil](http://navalsafetycommand.navy.mil)