

Stay sharp

Fair-Weather Riders Should Enroll in PMV-2 Safety Classes Too

By Juan Aguilar

The Naval Enterprise reported 39 motorcycle crashes in September, with five resulting in fatalities. This month marks the end of the fiscal year with mishaps for the Navy at a 10-year high and a seven-year high for the Marine Corps.

California led in motorcycle crashes for the 20th consecutive month with 15 reported, accounting for over a third of the crashes (41%) overall. Virginia followed with eight reported crashes, equaling 21% of the incidents. Illinois and Maryland each had two crashes, comprising 10%. The remaining incidents occurred throughout the United States, as well as Greece, Italy and Japan.

Based on September's reports, 54% of crashes involved riders 25 years old and under, and 68% involved personnel E-5 or below, continuing the upward trend of crashes occurring amongst our younger and lower-

ranked riders. Accurately reporting individuals' ages is essential for identifying at-risk demographics.

With school back in session, our roads are experiencing a surge in traffic, especially during morning and afternoon peak hours. Children walk to school, cross streets and stand at bus stops, often with limited awareness of traffic rules and their surroundings. Younger kids can be impulsive, darting into the road without warning or emerging from between parked vehicles.

School buses are stopping frequently, and by law, all traffic in both directions must come to a complete stop when red lights are flashing and stop signs are extended. Failing to do so is illegal, dangerous and carries both civilian penalties and potential Uniform Code of Military Justice consequences. Riders must also be prepared for unpredictable behavior from drivers. Parents in a rush may make illegal U-turns, sudden stops or block traffic,

At a Glance

USN
Rider fatalities this report: 4
Rider fatalities for FY 25: 30

USMC
Rider fatalities this report: 1
Rider fatalities for FY 25: 15

Totals this report
Non-fatal crashes: 34
Fatalities: 5

while teenage drivers often lack experience and judgment to handle these situations effectively.

Weather and visibility challenges add another layer of risk. As we move into fall, fog, wet roads and low sun angles during sunrise and sunset can significantly impair vision, not just yours, but for other drivers as well. Ensure your motorcycle is in top condition by checking your brakes, tire tread, turn signals and, especially, your lights. Always ride with your headlight on and wear high-visibility or reflective gear regardless of the time of day.

Position yourself in traffic where you can be seen and give yourself plenty of space to react. Most importantly, observe school zone speed limits and pedestrian crossings without exception. These areas are high-risk zones demanding your full attention and discipline, traits that should come naturally to every Sailor and Marine.

Training and discipline are the foundation of safe riding. Motorcycle safety is not just a checkbox item; it's a mindset. All riders must complete the required motorcycle safety courses and always wear proper PPE, including DoT-approved helmets, eye protection, gloves, long sleeves, pants and over-the-ankle footwear. These requirements exist because the margin for error on a motorcycle is small and your life is worth protecting.



**EFFECTIVE
1 OCT 2025**

**ALL DON
MOTORCYCLE
RIDERS
MUST BE
REGISTERED**



**MOTORCYCLE
UNIT
SAFETY
TRACKING
TOOL**



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Stay sharp

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Mentorship also plays a key role; experienced riders should take the lead in guiding junior service members on safe riding habits, route planning and risk assessment. As Sailors and Marines, our conduct, on and off base, reflects our professionalism and integrity. How you ride sends a message, not just about your skill but about your values.

The fall season is here. Now more than ever, it's critical to ride with awareness, patience and discipline. Use your training, wear your gear, follow your local laws and lead by example. Your life, your mission readiness and the safety of others depend on the choices you make every time you start your engine. Stay vigilant, stay visible and ride smart because excellence on the road is part of excellence in uniform.

As a community, the Navy and Marine Corps must continue prioritizing education, mentorship and accountability when it comes to motorcycle operations. Leaders at all levels should ensure riders are not only trained but also encouraged to seek advanced courses, stay licensed and practice riding defensively.

Amidst the critical mission of ensuring

operational readiness, the diligent efforts of motorcycle safety representatives, supervisors, collateral duty safety officers and command leadership persist in keeping your personnel current with their training and licensing.

Detailed and accurate reporting helps ensure data collected reflects actual circumstances. Comprehensive data allows for identifying patterns and trends, such as common causes, locations or times of day when crashes occur.

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. Remove one factor and the crash may not have occurred.

Factors were provided from the crashes on the following pages and based on the information presented in the operations reports and the 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

By the numbers

- 16 (41%) crashes involved collision with a moving vehicle.
- 9 (23%) crashes had a rider who ran off the road.
- 8 (21%) crashes involved a rollover/overtake.
- 5 (13%) crashes had "No Data" reported.
- 1 (2%) crash involved colliding with an animal or object.

By the clock

- Midnight - 3:59 a.m. – 1 (3%)
- 4 a.m. - 7:59 a.m. – 6 (15%)
- 8 a.m. - 11:59 a.m. – 6 (15%)
- Noon - 3:59 p.m. – 13 (33%)
- 4 p.m. - 7:59 p.m. – 8 (21%)
- 8 p.m. - 11:59 p.m. – 3 (8%)

By the day

- Weekdays – 23 (59%)
- Weekend – 16 (41%)
- No Data – 2 (5%)

ask themselves, "What would I have done differently?"

Rider Down reports: Important tools to have

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 the "Pubs and Refs" homepage and proceed to "Motorcycle Rubber Side Down" to subscribe to and view these publications. The site contains the current motorcycle publications produced by Naval Safety Command for Navy and Marine Corps MSRs, riders and safety professionals.

Riders are given instruction before riding during an advanced rider track day event hosted by California Superbike School at Marine Corps Base Hawaii, Sept. 19, 2025. The event allowed riders to develop or refine their motorcycle handling skills by pushing both the rider and motorcycle to physical and mechanical limits not possible under current on-base training conditions. (U.S. Marine Corps photo by Lance Cpl. Nicholas Figueroa)



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

Rider Down

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.

Crash data can be obtained from Naval Safety Command.



CRASH REPORTS

Motorcycle Crash Legend

NR represents information not reported

Red entries represent

Marine Corps-specific mishaps
(All times local)

Fatal Crashes

Sept. 10, 3:58 p.m., 31-year-old E-6

Location: Spring Grove, Illinois

Remarks: Rider was involved in a motorcycle crash while on leave. A collision occurred at the intersection of Sunset Road and East Applewood Lane when the motorcycle, traveling westbound, was struck by a pickup truck making a left turn. Emergency services responded to the scene, but the rider was pronounced deceased.

Sept. 13, 4:40 p.m., 24-year-old E-6

Location: Norfolk, Virginia

Remarks: Rider was involved in a single-vehicle motorcycle crash while exiting Interstate 64 westbound at Exit 281. First responders provided medical assistance at the scene, but the rider was pronounced deceased upon arrival at hospital. The rider obtained a motorcycle license in July 2024, completed the BRC in July 2024 and Level II motorcycle training in July 2025.

Sept. 19, 9:54 p.m., age NR O-5

Location: Goldvein, Virginia

Remarks: VSP responded to a two-vehicle collision on US-17 in Fauquier County which resulted in the death of a motorcyclist, pronounced dead at the scene after their Harley-Davidson struck the back of a Chevrolet Silverado. According to VSP, the truck had stopped in the travel lane with its lights off at the time of the crash. The driver of the Silverado was charged with DWI – manslaughter. The incident remains under investigation.

Sept. 20, 3:33 p.m., 30-year-old E-6

Location: San Diego, California

Remarks: Rider was involved in a fatal single-vehicle motorcycle crash at the intersection of Interstate 15 and State Route 163 southbound. The rider sustained fatal injuries. The use of PPE and motorcycle safety training is unknown.

Sept. 28, 1 a.m., 19-year-old E-1

Location: Jacksonville, Florida

Remarks: Rider was involved in a motorcycle crash while riding on the highway with another rider. FHP responded and the rider was pronounced deceased at the scene. The rider had a valid Arizona motorcycle license and completed the BRC in August 2025. PPE including a helmet, boots, gloves and eye protection were worn at the time of the crash. There was no alcohol or drug involvement.

Nonfatal Crashes

Sept. 2, 6:30 a.m., 22-year-old E-5

Location: San Diego, California

Remarks: Rider was involved in a motorcycle crash on a local highway, while operating a Harley Lowrider. The rider was forced out of their lane by a merging vehicle and subsequently rear-ended another vehicle, resulting in ejection over the handlebars. A bystander and the other involved driver provided immediate assistance. Emergency services transported them to a medical facility, where they were treated for a broken thumb and bruising, and followed up with the ship's medical. The rider was wearing proper PPE and is up-to-date on all motorcycle safety training, having completed the required course in March 2025.

Sept. 2, 10:41 a.m., 23-year-old E-5

Location: Point Loma, California

Remarks: Rider was cut off at a stop sign and avoided collision by intentionally low siding the motorcycle. The rider was ejected from the bike and the motorcycle was totaled. Medical assistance was rendered on scene by civilian emergency services and servicemember was then evaluated at a military medical facility before being released fit for duty. No alcohol or drug use is suspected. The motorcycle involved was a Kawasaki Ninja ZX6R. The rider was wearing all required PPE. A valid motorcycle license is held, expiring October 2025. The rider has completed all required motorcycle safety training, including BRC in September 2024 and the ARC in August 2025.

Sept. 3, 6 p.m., 22-year-old E-4

Location: San Diego, California

Remarks: Rider was involved in a crash while transitioning from the interstate to a local bridge. The individual has no memory of the

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Acronyms

ARC: Advanced Rider Course

BRC: Basic Rider Course

DWI: driving while intoxicated

ER: emergency room

ERC: Expert Rider Course

FHP: Florida Highway Patrol

LLD: light & limited duty

POV: privately owned vehicle

PPE: personal protective equipment

SIQ: sick-in-quarters

SVM: service member

VSP: Virginia State Police

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incident due to a period of unconsciousness and sustained multiple broken bones. The rider holds a valid motorcycle license and had completed an ARC earlier this month.

Sept. 4, 6:50 a.m., 26-year-old E-4

Location: Jacksonville, Florida

Remarks: Rider collided with a box truck while transiting inbound through the base commercial gate. They were transported to the hospital for medical evaluation and discharged with a splint for a broken wrist. The rider was wearing all required PPE at the time of the incident. The motorcycle involved was a Yamaha R3. The individual had a valid motorcycle license and completed the BRC in April 2024. *(Per OPNAV M-5100.23 (Series), Level II training must be completed within 60 to 120 days following the completion of Level I training. While it is impossible to definitively say whether the required Level II training would have prevented this specific incident, it is reasonable to assume continued education and reinforcement of advanced riding skills could help reduce the likelihood or severity of such crashes. Ongoing training enhances a rider's ability to anticipate and react to hazards, particularly in high-risk environments like base entry points with mixed vehicle traffic.)*

Sept. 4, 8:21 a.m., 33-year-old E-5

Location: Chania, Greece

Remarks: Rider was commuting to work on a motorcycle when a motorist collided with them. The rider sustained road rash because of the incident. Due to the injuries, the rider lost two duty days. Training compliance is up to date, with BRC completed in May 2022 and ERC completed in September 2022. This incident highlights the risks motorcyclists face during daily commutes despite proper training.

Sept. 5, 6:40 a.m., 21-year-old E-5

Location: Coronado, California

Remarks: Rider was lane-splitting and crashed into the bumper of a vehicle which was crossing from an alley. The rider was thrown approximately five feet onto the ground. The rider exchanged insurance information with the other driver and proceeded to work. At about 9 a.m., the rider began experiencing increased pain in the right hip and went to the base medical facility, where they were diagnosed with hip pain. The rider reported to ship's medical, was again diagnosed with right hip pain and was placed on light duty.

Sept. 5, 1:30 p.m., 25-year-old E-5

Location: Middletown Township, New Jersey

Remarks: Rider was on their way to get the rear motorcycle tire replaced. Approaching a jughandle at a proper speed, they entered the curve but encountered gravel on the road, causing the bike to slip. They attempted to straighten the motorcycle but hit the curb before they could, resulting in them falling off the bike. No further information provided.

Sept. 5, 9 p.m., 25-year-old E-5

Location: Chula Vista, California

Remarks: Rider performed pre-ride checks before starting the motorcycle and donned all required PPE. While riding, the rider hit a patch of gravel or dirt, lost traction and experienced a low-side fall. The rider inspected both himself and the motorcycle, noting road rash on the right arm but retaining full motion. After ensuring the bike was operational, the rider returned to the starting location and began treating the wound. The rider later informed their supervisor and

sought medical treatment, receiving care and recommendations for possible plastic surgery.

Sept. 6, 11:05 p.m., 22-year-old E-4

Location: Virginia Beach, Virginia

Remarks: The rider was placed on SIQ by medical personnel for an unrelated condition. At approximately 11 p.m., the rider reported feeling ill and decided to drive to a retail pharmacy to buy medication. While traveling at an estimated 35–40 mph on a curved roadway, the rider encountered loose gravel, lost control of the motorcycle and struck a curb. The impact caused the rider to be ejected from the bike. The rider recalls regaining awareness after the crash to find the motorcycle totaled and their helmet dislodged from their head.

Sept. 7, 1:47 p.m., 37-year-old E-6

Location: Norfolk, Virginia

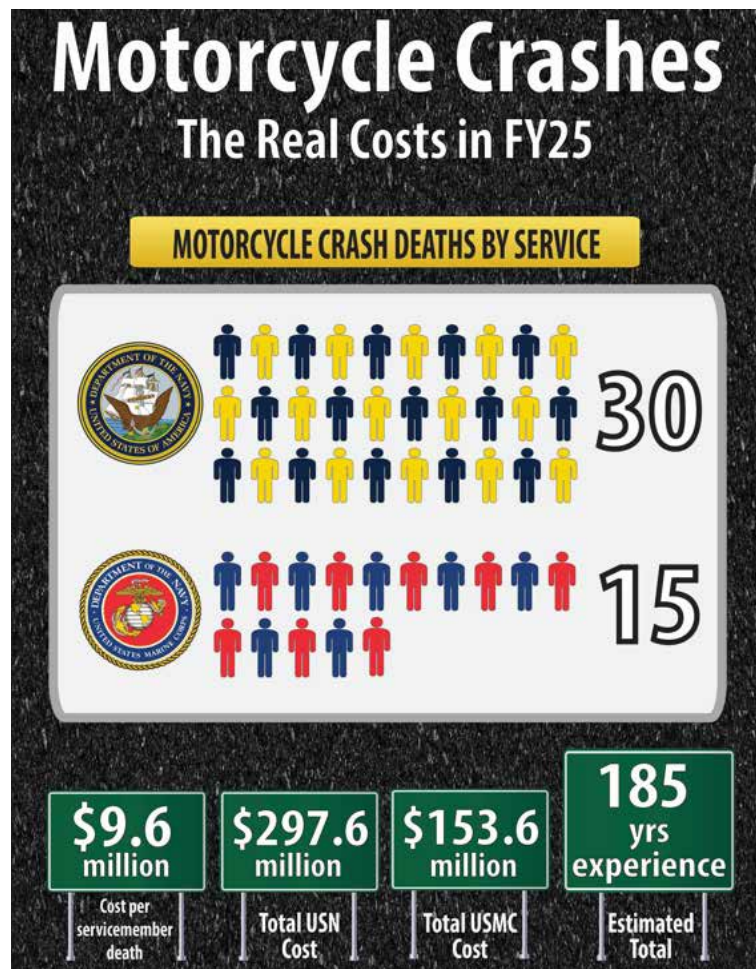
Remarks: Rider was injured after losing control of a 2025 KTM 390 SMC-R motorcycle. No other vehicles were involved in the crash. The rider was conscious at the scene and transported by ambulance to hospital, where a broken right foot was confirmed and surgery was performed. The rider was wearing full PPE at the time, including a helmet, gloves, boots, jacket and eye protection. They hold a valid motorcycle license and completed the BRC in June 2018 and ARC in March 2023.

Sept. 9, 7:20 a.m., 24-year-old E-4

Location: Coronado, California

Remarks: Rider was traveling to work while lane splitting at

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approximately 20 mph. The rider observed a police officer gesturing toward traffic ahead. Distracted by the officer on the left side, the rider drifted into the adjacent lane and struck the right rear taillight of the truck in front. The rider was transported by ambulance to a medical facility for injuries sustained.

Sept. 9, 3:56 p.m., 20-year-old E-2

Location: Virginia Beach, Virginia

Remarks: Rider was operating a motorcycle off duty and off base and collided with a civilian POV. The rider was wearing appropriate PPE and was current in motorcycle safety training. The rider was cited for disregarding a red light by local authorities. Following the collision, the rider was transported to hospital and diagnosed with a broken pelvis.

Sept. 9, 4:20 p.m., age and rank NR

Location: NR

Remarks: Rider was driving to the post office when they collided with another vehicle. The rider sustained a concussion as a result of the collision. Following medical evaluation, the rider was placed on LLD for seven days.

Sept. 9, 7 p.m., 22-year-old E-4

Location: Newport News, Virginia

Remarks: Rider lost control while exiting the highway when their brakes locked up, causing them to be ejected from the motorcycle. No drugs were involved and alcohol use was unknown. The rider was wearing full PPE, including head, eye, foot protection, long pants, a long-sleeved shirt and held a valid motorcycle license. They had also attended safety courses before the incident. No injury information is available.

Sept. 10, 2:30 p.m., 23-year-old E-5

Location: Virginia Beach, Virginia

Remarks: Rider was involved in a motorcycle crash while operating a BMW S1000 on Interstate 64 near Exit 286. While riding in rainy conditions, the motorcycle lost traction and slid out from beneath the rider. The motorcycle was totaled and the rider was propelled approximately 30 feet across the pavement. The rider was wearing full PPE, including a helmet, eye protection, foot protection and a rider safety jacket. A valid motorcycle license or permit was held; however, completion of motorcycle training is unknown. There was no indication of alcohol or drug involvement. The rider sustained a closed left tibia-fibula fracture and was admitted to hospital. Initial surgery was performed to realign the bones and the rider was scheduled for the insertion of pins and rods. Additional injuries included abrasions to the hands and knees.

Sept. 11, time NR, 37-year-old E-6

Location: Sicily, Italy

Remarks: Rider was involved in a motorcycle crash and received medical treatment for minor scrapes. The rider had completed the

appropriate motorcycle safety courses and was wearing full PPE at the time of the crash.

Sept. 12 5:25 a.m., 36-year-old E-6

Location: Grayslake, Illinois

Remarks: Rider was transiting to work on a motorcycle on a local road when approaching a curve. They observed a vehicle slowing down ahead and began to slow. The vehicle driver pulled onto the right shoulder as if preparing to park, then abruptly turned left without signaling to initiate a U-turn. The vehicle struck the motorcycle, causing the rider to lay the bike down. The rider sustained minor injuries to the neck, right shoulder, right hip and right knee. The rider checked into the ER for evaluation, where no additional injuries were found and was released.

Sept. 12 2:30 p.m., age NR E-6

Location: San Diego, California

Remarks: Rider was involved in a motorcycle crash while operating a cruiser-type bike. The rider was wearing full PPE and had a valid motorcycle license or permit. Motorcycle training history is unknown. There was no indication of alcohol or drug involvement. The incident resulted in hospitalization, but injuries were not life-threatening.

Sept. 13, 9:45 a.m., 29-year-old O-3

Location: Desert Center, California

Remarks: Rider went to Chuckwalla Valley Raceway to attend a closed-course motorcycle event aimed at improving their track riding skills. While conducting the course and riding around the track, the rider lost control of their motorcycle and crashed. The motorcycle was damaged during the crash. The rider sustained an AC joint separation and was assigned light duty following the incident.

Sept. 14, 3 p.m., 24-year-old E-4

Location: San Diego, California

Remarks: Rider was operating a motorcycle in the Otay Mesa area. While making a left turn, a car making a right turn cut the rider off, causing the rider to swerve and crash into the vehicle. The rider reported the crash and notified their chain of command. The rider sustained minor scratches and road rash on the right side of the body. The rider was wearing all required PPE at the time of the incident. That evening, the rider went to a naval medical center, received X-rays and was medically cleared.

Sept. 14, time & age NR E-9

Location: Menifee, California

Remarks: Rider was involved in a motor vehicle crash while stopped at a red light when they were rear-ended by another vehicle traveling about 50 mph. They reported chest pain to work the next day, prompting an immediate referral to the ER for CT scans. Following concerns about chest pain, the rider was transferred to a Trauma Center, where potential damage to the aorta was discovered, requiring emergency surgery. The rider had surgery and will have a lengthy recovery period and potential LLD post-recovery.



ENABLING WARFIGHTING READINESS
375 A Street, Norfolk, VA 23511-4399
navalsafetycommand.navy.mil



Sept. 15, 8:15 a.m., 21-year-old E-5

Location: Sasebo, Japan

Remarks: Driver and rider were involved in a vehicle crash approximately 100 yards outside Commander, Fleet Activities Sasebo. The incident occurred between a POV SVM driver and a SVM rider of a KTM 390 400cc motorcycle. NBU-7 IDC responded to the scene and assessed the rider required further medical treatment for a shoulder injury and possible concussion. An ambulance transported the rider to hospital; the POV driver reported no injuries. The rider was wearing full PPE at the time and possessed a valid motorcycle license. Motorcycle safety training was up to date, with BRC completed in May 2025 and ERC in July 2025.

Sept. 15, 10:15 a.m., 22-year-old E-3

Location: Camp Lejeune, North Carolina

Remarks: Rider's BRC course began with student licenses verified and paperwork collected. Classroom instruction covered introductions, range rules and hand signals, followed by range setup and gear distribution. Students participated in exercises focusing on motorcycle familiarization and using the friction zone, with both static and dynamic demonstrations provided. During one of the exercises, a rider lost traction and the motorcycle fell, trapping the rider's foot. Immediate assistance was provided and the rider was transported to the hospital and diagnosed with a fractured foot.

Sept. 15, 3:23 p.m., 26-year-old E-5

Location: Temecula, California

Remarks: Rider was involved in a motorcycle crash while heading northbound on I-15. The rider struck another driver during a lane change and sustained lacerations to the shin and a bruise to the left leg. He was transported to hospital via ambulance, where he was treated and released. The motorcycle involved was a 2021 Harley Road Glide and the rider was wearing PPE at the time. The rider completed a BRC refresher in July 2025.

Sept. 15, 3:44 p.m., age NR E-5

Location: Lexington Park, Maryland

Remarks: Rider was involved in a motorcycle crash after attempting a sudden stop when a dog ran into the street. The abrupt stop caused the rider to go over the handlebars. The rider sustained shoulder and neck injuries and evaluated in the ER, followed by two days SIQ.

Sept. 17, 12:30 p.m., 39-year-old E-5

Location: San Diego, California

Remarks: Rider was leaving a motorcycle shop parking lot when they hit a gravel patch, causing the bike to lay down. The rider sustained minor injuries and was transported by POV to the medical center, where they were kept overnight for monitoring. They were wearing full PPE including a helmet, eye protection, boots, gloves and a jacket at the time of the incident. The rider holds a valid motorcycle license and has completed BRC and is scheduled to attend an ARC.

Sept. 18, 7:50 a.m., 31-year-old CW01

Location: San Diego, California

Remarks: Rider was involved in a motorcycle crash on I-15 South, just before Escondido. While traveling on the freeway at approximately 50-60 mph, a car turned in front of the rider, not providing the rider sufficient time to veer or brake. The rider received stitches at a medical center and was discharged the same day.

Sept. 18, 3:30 p.m., 25-year-old E-5

Location: Greenfield, Indiana

Remarks: Rider was operating a motorcycle on a two-lane highway when they lost control of the motorcycle and ran off the road onto the shoulder and entered a ditch on the side of the road. An ambulance was called and the rider was transported to hospital, where doctors diagnosed a fractured nose and a broken left ankle.

Sept. 18, 4 p.m., 20-year-old E-4

Location: Fort Meade, Maryland

Remarks: Rider was operating their motorcycle at low speed in the parking lot of a fitness facility on base when another driver reversed their car out of a parking space into the rider. This collision caused the rider to fall from their motorcycle, resulting in a sprained ankle and a pulled back muscle. The other vehicle and driver were unharmed. The rider was operating their motorcycle on the opposite side of the lane from the car when the other driver pulled out, leaving ample space between the vehicles. The other driver did not exercise proper attentiveness nor ensure a clear path before reversing.

Sept. 19, 1:40 p.m., 25-year-old E-6

Location: Long Beach, Mississippi

Remarks: The rider was traveling southbound on Klondyke Road when another vehicle, traveling westbound on Addison Blvd, attempted to make a left turn onto Klondyke Road and pulled out in front of the rider. The rider tried to stop but collided with the other vehicle. The rider was transported to hospital in Gulfport with non-life-threatening injuries. The rider was referred to a specialist surgeon in New Orleans and subsequently transferred to a medical center for surgery for injuries to the left ankle. The motorcycle involved was a Yamaha Raider cruiser and the rider was wearing appropriate PPE; however, they were not wearing a jacket. The rider holds a valid motorcycle license and has completed advanced motorcycle safety training.

Sept. 20, 4 p.m., 23-year-old E-3

Location: Tampa, Florida

Remarks: Rider was involved in a motorcycle crash while operating a 2007 Kawasaki Ninja 600 and sustained minor road rash. The rider sought treatment at a nearby emergency room, from which they were released shortly after. Appropriate PPE was worn, including motorcycle boots and protective clothing. The rider holds a valid motorcycle license and completed the BRC in July 2025.

Sept. 20, 5:20 p.m., 29-year-old E-5

Location: San Diego, California

Remarks: Naval Medical Center San Diego was notified of a service member involved in a motorcycle crash. The service member was transported and admitted to a civilian hospital. They were stable and conscious following surgery. No further information is available.

Sept. 24, 5:45 p.m., 26-year-old E-5

Location: Norfolk, Virginia

Remarks: Rider was on the interstate when a driver suddenly applied brakes, leaving the rider with no option to avoid a rear-end collision. Police determined both parties were at fault and advised handling the matter through insurance. Later, the rider experienced pain and soreness and sought medical attention at a hospital, where a CT scan was performed. No injuries were reported and rider was released without any lasting disability or medical restrictions.

CRASH REPORTS

Sept. 24, 9 p.m., 23-year-old E-5

Location: Augusta, Georgia

Remarks: Rider was rear-ended, sustaining injuries to the groin, back and shoulder. The ER assessment indicated muscle strains or sprains, with potential whiplash. The rider was placed SIQ one day after the ER visit for recovery.

Even though the following are not reportable PMV-2 events, they are worth referencing for training purposes.

Sept. 3, 7:30 a.m., 31-year-old O-3

Location: San Diego, California

Remarks: Rider was involved in a crash while riding an e-bike to work. The rider was struck by a motor vehicle, causing them to be thrown over the handlebars and sustain an elbow injury. The individual was transported by ambulance to hospital and was reportedly responsive. E-bikes, being smaller and quieter than motorcycles, can easily be overlooked by distracted drivers and motorists, increasing the risk of crashes.

Sept. 5, 9:55 a.m., GS Employee

Location: Oceanside, California

Remarks: During a braking demonstration before a curve, the front tire locked up, causing a low side crash. The rider lost control of the motorcycle during the demonstration. As a result, the rider sustained a left leg fracture and the motorcycle was damaged. The rider required hospital treatment.

Sept. 19, 7: p.m., age NR E-4

Location: Sneads Ferry, North Carolina

Remarks: An SVM driver was involved in a vehicle crash near the Stone Bay Gate intersection when he was unable to stop his POV at the intersection light and collided with a motorcyclist. The driver sustained no reported injuries. Unfortunately, the motorcyclist was pronounced deceased at the hospital. The rider was an off-duty federal civilian employee. The SVM was fully cooperative with local law enforcement and alcohol is not suspected.

Sept. 7, 2 a.m., 20-year-old E-5

Location: Portsmouth, Virginia

Remarks: *(This event is deemed criminal intent when being chased by law enforcement.)* Rider was allegedly involved in a high-speed chase with local police through the downtown tunnel from Norfolk to Portsmouth, which resulted in a motorcycle crash. The rider was operating a 2014 Suzuki GSX-R and was wearing proper PPE, including boots, gloves, and a helmet. Despite the protective gear, the rider sustained injuries including road rash and a fractured hand. No other vehicles or personnel were involved in the incident. Medical evaluation confirmed neither alcohol nor drugs were contributing factors. The rider held a valid motorcycle license and completed BRC in April 2025. (It's important to note that, when riders are not seen by motorists or they engage in reckless behavior, they not only put themselves at risk but also increase the chance of crashes. Reckless moves like these are a dangerous addition to the already high risks involved in motorcycling. Fortunately, this rider lived to tell the story.)

USN AND USMC MOTORCYCLE CRASHES FY 2025

