

Motorcycle Safety

Fort Campbell Motorcycle Safety Program includes a continuing education and training curriculum for; motorcycle riders, awareness campaigns, safety and enforcement of traffic laws for all road users. The Army Traffic Safety Training Program, (ATSTP) is provided by the United States Army and conducted by Cape Fox Federal Services for all Army.

The Issue

Motorcycle safety has been a long time concern across the Army. The numbers of riders increase significantly each year as well as the numbers of crashes, injuries and fatalities involving motorcyclists. Excessive speed on the part of the motorcycle rider is a significant factor in fatal motorcycle crashes. Motor vehicle drivers also contribute to a number of fatal motorcycle crashes each year – caused when drivers are inattentive, violate the motorcyclists' right of way or are impaired. Rider inexperience and impaired riding by motorcyclists of all classifications are also contributing factors.

Extreme speed is noted in many crashes involving sport bikes, 48% as of May 2011. Aggressive driving by sport bike riders continues to be a problem for state and local law enforcement agencies.

Motorcycle crashes at Ft Campbell have decreased from 19 in 2009, 11 in 2010 and 4 in 2011 as of August 10 2011. This year the installation lost two Soldiers to motorcycle accidents.

Army Requirements AR 385-10

Licensing.

- (1) Operators of Government–owned and privately owned motorcycles (both street and off–highway versions) on Army installations must be appropriately licensed to operate on public highways except where not required by the applicable SOFA or local laws.
- (2) A valid OF Form 346 or DA Form 5984E (Operator's Permit Record) fulfills the licensing requirement for operators of tactical motorcycles.
- (3) Where state or local laws applicable to the installation require special licenses to operate privately owned motorcycles, motorized bicycles (mopeds), motor scooters, or all–terrain vehicles (ATVs), such license requirements, at a minimum, shall be required for operation of those vehicles on Army installations.
- (4) Minibikes, pocket bikes, and similar vehicles do not meet Federal highway safety standards and therefore will not be operated on installation roads. These vehicles may be operated in designated areas (off–installation roads) as designated by the installation commander.
- (5) Motorcycle riders who operate motorcycles on or off post must comply with the skills training, licensing, and permit requirements of their state, HN, or SOFA.

Military personnel who ride or intend to ride a motorcycle, regardless if the military member intends to register their vehicle on the installation, and all operators of Government-owned motorcycles will attend and complete the

Motorcycle Training

- (1) Prior to operation of any motorcycle, Army personnel will successfully complete a Motorcycle Safety Foundation (MSF) or MSF-based approved motorcycle rider safety course. Commanders are not authorized to waive or defer the training.
- (2) Active Duty Army soldiers, Army Reservist, National Guard who operates a motorcycle on an Army installation, to include Government-owned motorcycles, shall successfully complete a MSF-based rider safety course, or present documentation of previous attendance.
- (3) Civilian motorcyclist must have the motorcycle endorsement to register or ride on a military installation.
- (4) The Army standard motorcycle rider's course is an MSF-based Basic Rider Course (BRC). Commanders may offer the Experienced Rider Course (ERC) in addition to the BRC, but not in lieu of the BRC. The ERC is designed to provide additional highway safety skills for experienced motorcycle riders. It is highly encouraged that both courses be offered to ensure adequate training for both new and experienced riders. The ERC builds upon and provides additional skills taught in BRC or gained through previous experience. Anyone who has documentation of prior completion of the ERC will be in compliance with the Army standard for motorcycle training and will not be required to attend the BRC.
- (5) Operators will not be required to repeat BRC training when relocating to a new assignment. This does not restrict commanders from requiring additional motorcycle safety training specific to that location.

Motorcycle Equipment

- (1) When operated on any DOD installation, in both on- and off-road modes, all Government-owned or privately owned motorcycles, mopeds, motor scooters, and ATVs (when equipped) must have headlights turned on at all times, except where prohibited by military mission, the SOFAs, or local laws.
- (2) Motorcycles shall be equipped with both a left-hand and right-hand rear view mirror mounted on the handlebar or fairing. (Note that Government-owned off-road motorcycles on tactical missions or training are exempt from this requirement.)

Motorcycle Personal Protective Equipment

The following PPE is mandatory for the following personnel while operating or riding as a passenger on a motorcycle, moped, or ATV: all Army military personnel at any time, on or off a DOD installation; all Army civilian personnel in a duty status, on or off a DOD installation; all personnel in or on a DOD-owned motorcycle; and all persons at any time on an Army installation.

- (1) Helmets, certified to meet DOT standards, must be properly fastened under the chin. Outside CONUS riders may wear HN helmets if the helmet meets or exceeds U.S. DOT standards.
- (2) Impact or shatter resistant goggles, wraparound glasses, or full-face shield properly attached to the helmet must meet or exceed ANSI Safety Code Z87.1, for impact and shatter resistance. A windshield alone is not proper eye protection.

- (3) Sturdy footwear, leather boots or over the ankle shoes must be worn.
- (4) A long sleeved shirt or jacket, long trousers, and full fingered gloves or mittens designed for use on a motorcycle must be worn.
- (5) For on-road operations, a brightly colored, outer upper garment during the day and a reflective upper garment during the night. Ft Campbell requires a reflective vest or belt to be worn at all times. Military uniforms do not meet this criterion. The outer garment shall be clearly visible and not covered. Items may be worn on top of the outer garment, but they must meet the same visibility requirements of the outer upper garment.
- (6) During off-road operations operators and riders must use additional PPE, such as knee and shin guards and padded full fingered gloves.
- (7) Installation commanders will ensure motorcycle operators, entering the installation are properly licensed; Soldiers have successfully completed a motorcycle rider course, and are wearing the required personal motorcycle safety equipment.

Tips for Riders

- *Make yourself visible.* Army Regulations require that you choose riding gear that increases your visibility in traffic. Good riding gear also provides protection in the event of a crash. Use bright colors for day riding and retro-reflective strips or decals.
- *Ride so you are seen.* There is no one safe place to ride. Use lane positioning to be seen. Ride with your headlight on and consider using a modulating headlight.
- *Give yourself space and time to react.* Allow space for emergency braking or for avoiding a crash. Make your lane moves gradually.
- *Signal your intentions.* Signal before changing lanes. Avoid weaving between lanes. Flash your brake light when you are slowing down and before stopping.
- *Be courteous and respect other road users.* Being courteous, non-aggressive and cooperative can go a long way in reducing crashes.

Tips for Drivers

- *Respect the motorcyclist.* Motorcycles are vehicles with the same privileges as any vehicle on the roadway. Give the motorcyclist a full lane of travel.
- *Look for motorcycles.* Motorcycles are smaller profile vehicles that are harder to see and whose speeds are more difficult to estimate. Look for motorcycles at intersections, especially before making a left turn. Check your blind spots frequently and before changing lanes. Always signal your intentions.
- *Allow plenty of space.* Traffic, weather and road conditions require the motorcyclists to react and maneuver differently. Allow enough room for the motorcyclist to maneuver and enough time for you to adjust.
- *Be courteous and respectful.* Being courteous, non-aggressive and cooperative can go a long way in reducing crashes.

Soldiers may apply for all motorcycle training at; <https://apps.imcom.army.mil/AIRS/Login.aspx>