Post Deployment

POV Briefing 2010

Topics to be Discussed

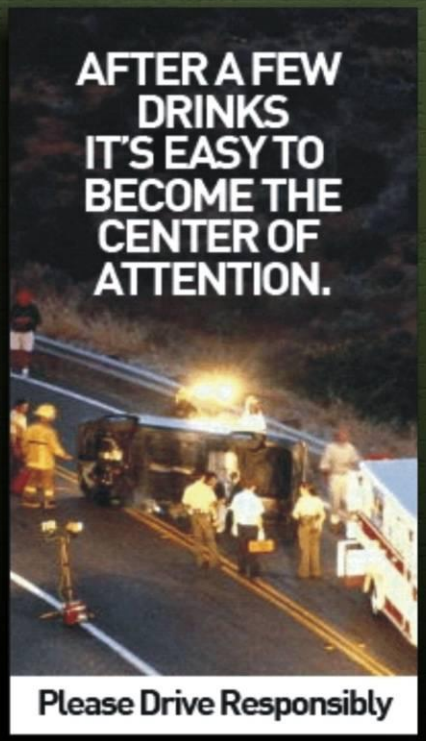
- TRiPS
- Trends
- Aggressive Driving
- Driving Fatigued
- Seat Belt Use
- DUI Prevention
- Motorcycle Safety
- ATV Safety

TRiPS

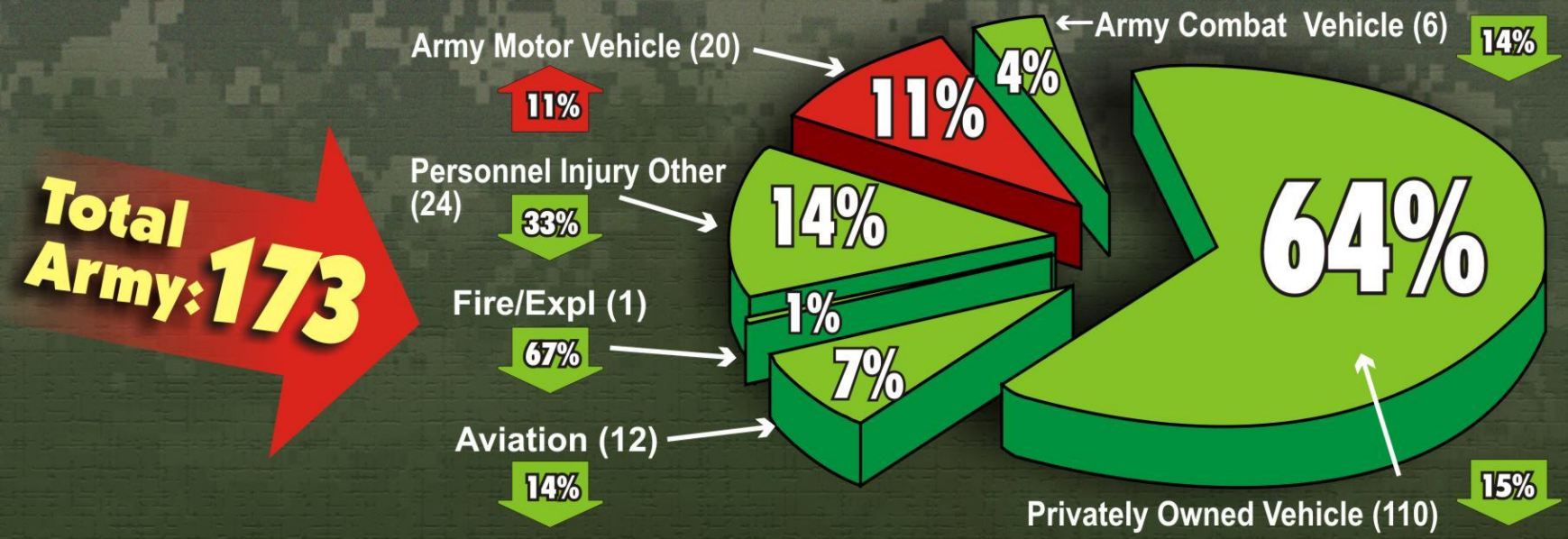
DO YOU REALLY WANT YOUR TRIP
TO END THIS WAY?

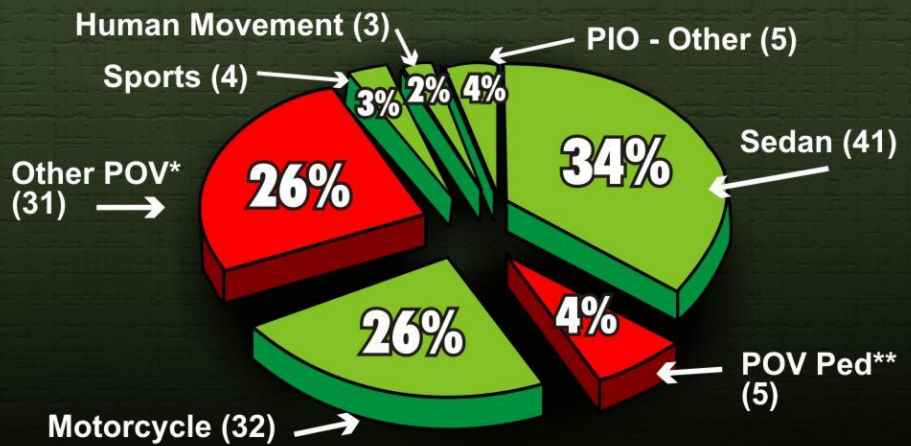
OBEY THE RULES OF THE ROAD!
Please Drive Responsibly

Before You Leave on the Trip…
ENSURE YOU DO THE TRiPS

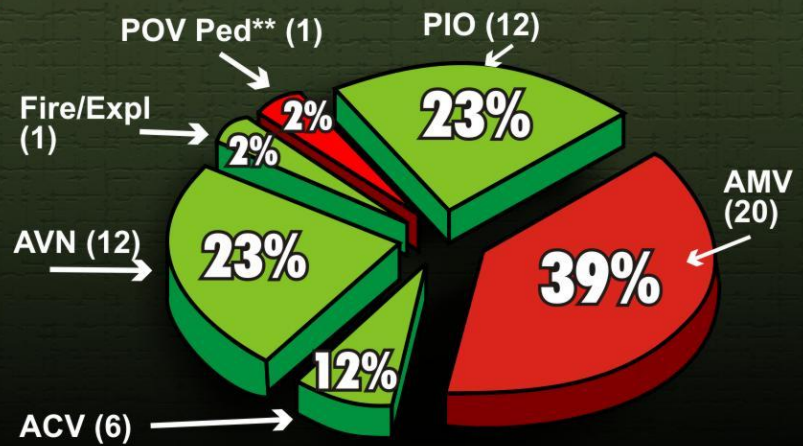


FY09 Soldier Accidental Fatalities





Off Duty: 121



On Duty: 52

* Other POV includes Truck, SUV, Van, Moped & ATV
** Ped = Pedestrian

As of 1 October 09

PCC9-12

Driving Trends

Sedans

- 71% are 18-24 years old
- 55% involved speeding
- 45% no seat belt
- 18% involved alcohol

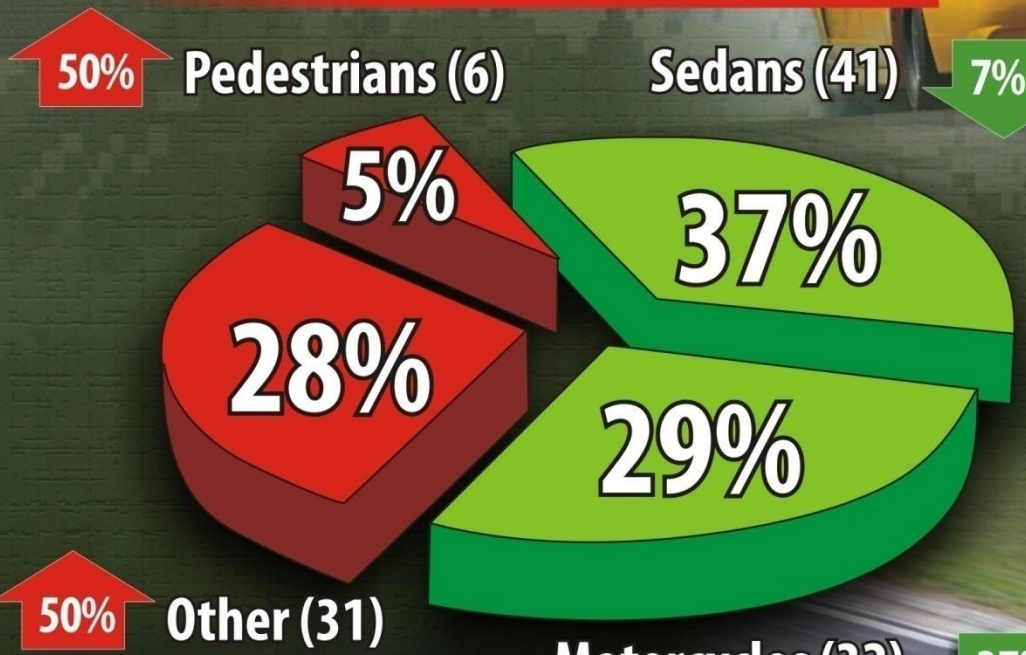
Motorcycles

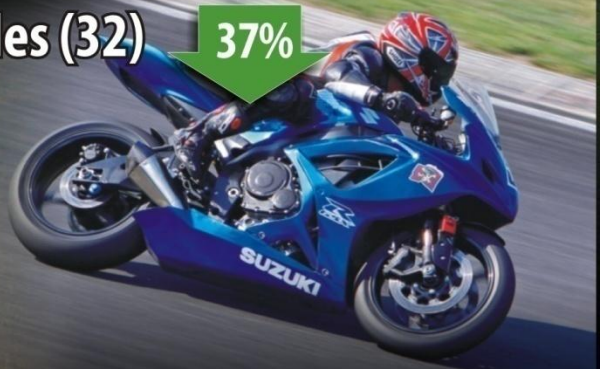
- 61% are 24-47 years old
- 53% involved speeding
- 73% are Leaders (E5-03)
- 16% involved alcohol

Other
(ATV, SUV, Trucks, Vans)

- 67% are 18-24 years old
- 32% involved speeding
- 35% no seat belt
- 29% involved alcohol

FY09 POV Fatalities





Aggressive Driving

Aggressive Driving

- Do not let everyday driving situations make you revert back to combat mode
- No matter how much you want to do harm to the idiot next to you ….
  it's never the best course of action

Aggressive Driving

- Aggressive driving is driving under the influence of impaired emotions, resulting in behavior that imposes one's own preferred level of risk on others
- This is aggressive because it assumes that others are capable of handling the same risk level, and that one has the right to increase danger for others.
  There are three categories of impaired emotions:

1. Impatience and Inattentiveness
2. Power Struggle
3. Recklessness and Road Rage

Aggressive Driving

Aggressive drivers are more likely to:

- Speed, tailgate, fail to yield, weave, pass on right, make improper lane changes, run stop signs and red lights, make hand and facial gestures, scream, honk, and flash their lights
- Allow high frustration levels to diminish concern for fellow drivers
- Drive impaired, drive unbelted or take other unsafe actions

Aggressive Driving

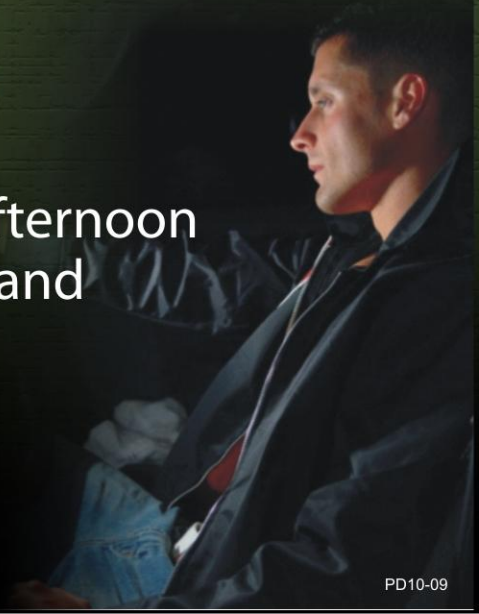
The people driving around you have no idea what you have just been through.

- Don't let an idiot affect your driving
- Don't let the situation escalate
- Most importantly… remember where you are and don't revert back to the combat survival mentality

Driving Fatigued

Driving Fatigued

- **The U.S. National Highway Traffic Safety Administration (NHTSA) estimates that drowsiness or fatigue is a principal factor in approximately 100,000 police-reported crashes annually (about 1.5% of all crashes)**
- **Like drunk drivers, the drowsy driver's judgment, reaction time, and memory are impaired. Moreover, doctors point out that drowsiness is not a warning sign; it's the last thing that happens before you fall asleep, whether you want to or not.**
- **According to the NHTSA, a typical crash related to sleepiness:**
  - Occurs late at night, in the early morning or mid-afternoon
  - Involves a single vehicle and a driver who is alone and who does not attempt to avoid a crash
  - Happens on a high-speed road
  - Is likely to be serious



Driving Fatigued

There are several warning signs of fatigue; however, individuals often don't understand them or worse yet, choose to ignore them.

Who is Most at Risk?

Especially at risk are drivers who are:

- Sleep-deprived or fatigued
- Driving long distances without rest breaks
- Driving through the night, the early afternoon, or at other times when they are normally asleep
- Taking medication that increases sleepiness or drinking alcohol
- Driving alone on long roads without much change in scenery

Warning Signs

Drivers as well as passengers should look for the warning signs of fatigue, such as if you:

- Can't remember the last few miles driven
- Drift from their lanes or hit a rumble strip
- Yawn repeatedly
- Have difficulty focusing or keeping your eyes open
- Tailgate or miss traffic signs
- Have trouble keeping your head up

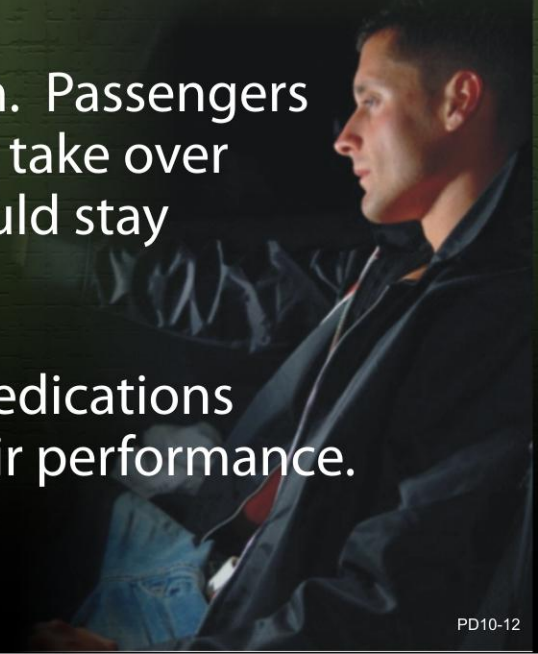
PD10-11

Driving Fatigued

Preventing Fatigue

There are ways to prevent driver fatigue, starting even before you get behind the wheel:

- First, drivers should get a good night's sleep. While this varies from individual to individual, the average person requires about 8 hours of sleep a night.
- Second, plan to drive long trips with a companion. Passengers can help look for early warning signs of fatigue or take over the driving duties when needed. Passengers should stay awake to talk to the driver.
- If you're going to be driving, avoid alcohol and medications (over-the-counter and prescribed) that may impair performance.



Driving Fatigued

Once on the road, to avoid driver fatigue:

- Schedule regular stops at least every 100 miles or 2 hours
- Recognize when you are in danger of falling asleep
- Don't rely on the radio or opening a window to keep you awake
- If tired, pull off into a safe area away from traffic and take a brief nap (15 to 45 minutes)
- Eat sensibly and avoid heavy meals
- Drink coffee or an energy drink (this is only a short term measure to promote alertness)

Seat Belt Use

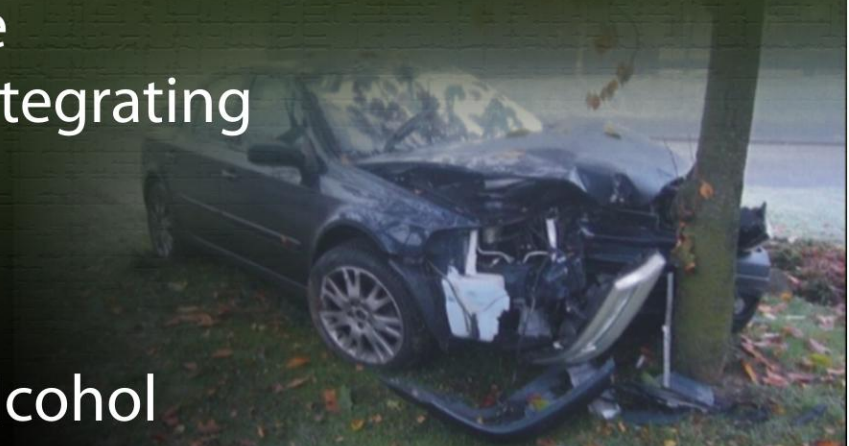
Click here for video

DUI Prevention

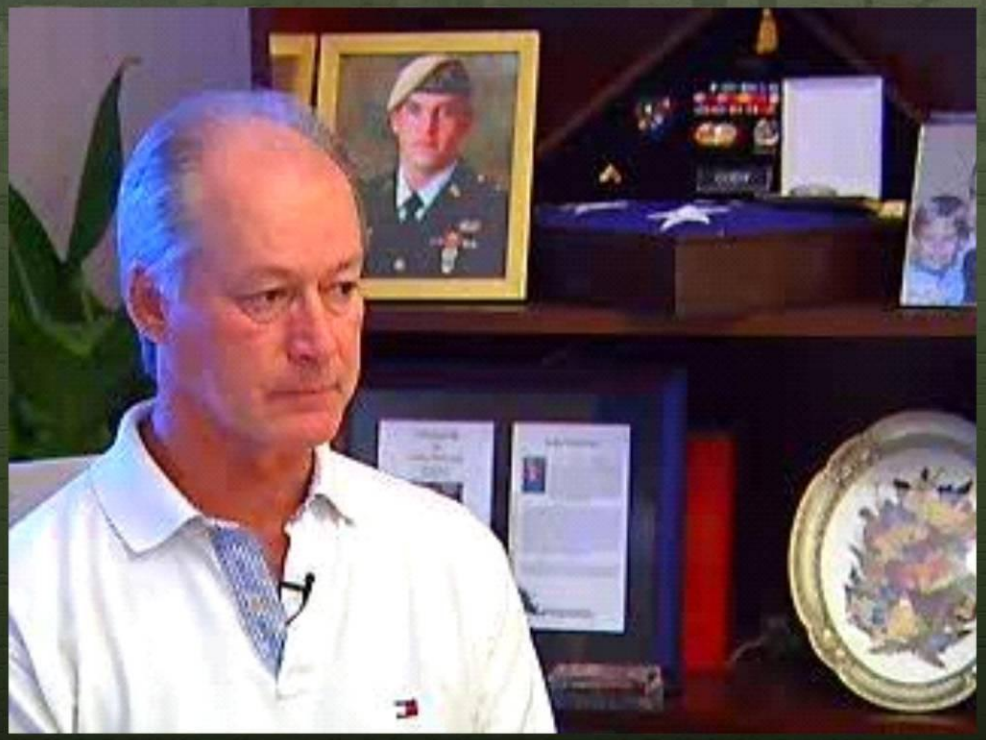
DUI Prevention

Traffic Accidents are the Greatest Single Cause of Death for Ages 4 through 34*

- **40% of all traffic fatalities are due to alcohol****
- **Potential factors that may contribute to substance abuse:**
  - Reduced alcohol tolerance
  - Stress associated with reintegrating into the family
  - PTSD
  - Boredom
  - Availability of drugs and alcohol



DUI Prevention



Click here for video

U.S. Army Motorcycle Safety

Motorcycle Safety

Experienced Riders

You haven't ridden since you were deployed and now want to jump on and ride. Here are some things you may want to consider:

- **PPE – Now is a good time to evaluate your riding gear**
  - Correct fit?
  - Serviceable?
  - Time to upgrade?
- **Bike – General condition**
  - Was it stored correctly?
  - Any flat spots or dry rot on your tires?
  - Have you completed a T-CLOCS inspection?
  - Do motorcycle shops in my area give free maintenance checks for returning Soldiers?
- **Skills – Riding is a perishable skill with little room for error. Should you take an MSF course? How about getting some riding time before taking a long trip?**

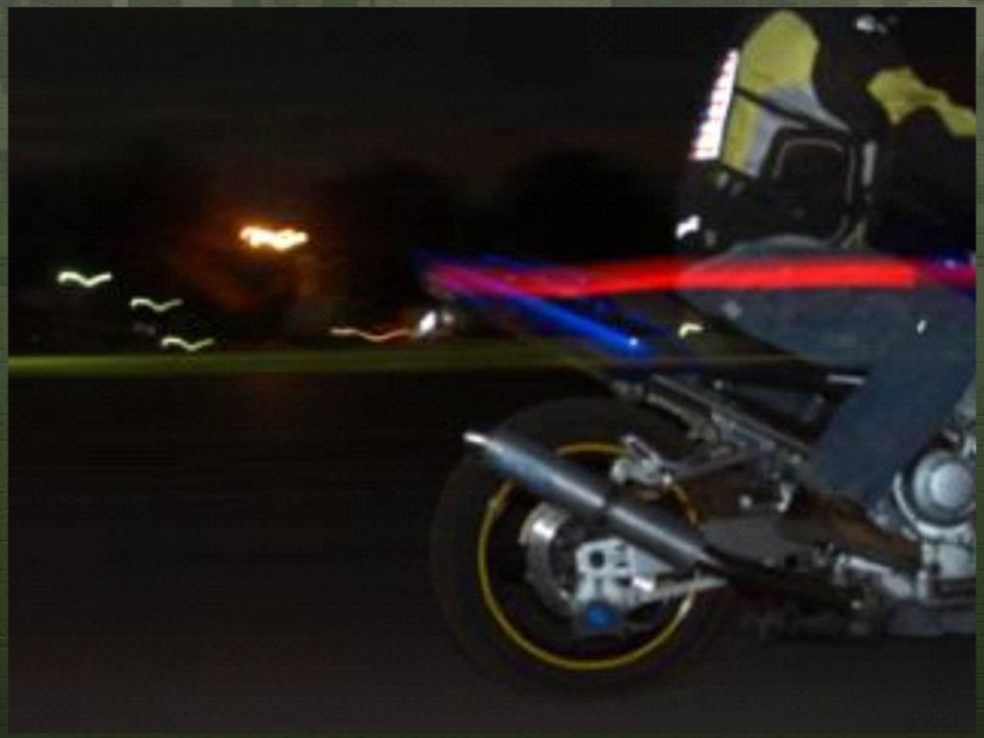
Motorcycle Safety

New Riders

Here are some things you need to know:

- **Requirements to ride – MSF based Basic Riders Course and, if required, a state motorcycle endorsement**
- **ATGATT**
  - Purchase quality equipment
  - Ensure correct fit (and is designed for riding a motorcycle)
  - Talk to an experienced rider (make sure you are getting the best equipment for the right price)
- **Bike – Purchase a bike appropriate for your skill level, one that fits you. One that will do what you need it to do…(carry a passenger, go long distances, ride off-road). A 160 hp, 180 mph plus stock motorcycle is NOT a wise choice for your first bike.**
- **Skills – Riding is a perishable skill with little room for error. Practice, practice, practice. When you think you have it down…practice some more. Join your unit's mentorship program. Learn from other's mistakes!**

Motorcycle Safety



Click here for video

Motorcycle Safety

Off-Road Riders

- If you are buying a dirt bike for the first time, get training (it looks easy on TV)
- ATGATT – for off-road riding a full-face helmet and chest/back protector are highly recommended in addition to the required gear
- Never ride alone and tell someone where you are going and when you plan to return
- Check local laws
- Ride only in approved areas

ATV Safety

Click here for video

ATV Safety Tips

- ATVs are NOT toys, get training
- ATGATT
- Never ride alone and always tell someone where you are going and when you will return
- Always supervise young operators
- Never carry extra riders
- Read the owner's manual carefully
- Be careful when operating ATVs with added attachments; these affect the stability, braking and operation of the ATV
- Never operate ATVs on streets, highways or paved roads, except to cross at safe, designated areas
- Always make sure the ATV is in good condition; check tires and wheels, braking and steering regularly
- Check locals laws
- Ride only in approved areas

ATV Safety

Causes of ATV Injuries

- **Driving under the influence of alcohol or drugs**
  - Impaired judgment, balance and hazard detection
- **Operating the ATV at excessive speeds**
  - Loss of control and hazard detection
- **Inadequate operator experience**
  - Children operating large ATVs
- **Carrying passengers**
  - Limiting control, upsetting weight & balance, restricting vision
- **Improper use of ATVs**
  - Horseplay or reckless driving
- **Collisions with other vehicles**
  - On public and private roads
- **Malicious intent**
  - Such as stringing wires across ATV paths with the intent of injuring the operator

Conclusion

- You've just spent the last year fighting with your Brothers and Sisters, and now you're back with your Family
- Don’t let a stupid mistake ruin everything you’ve worked so hard for
- Life is good, enjoy it responsibly!!!!!!

Links

U.S. Army Combat Readiness/Safety Center (USACRC)
https://safety.army.mil/

Military One Source
http://www.militaryonesource.com

Travel Risk Planning System (TRiPS)
https://crcapps2.crc.army.mil/ako_auth/trips/default.aspx

U.S. Army IMCOM Traffic Safety Training Program (Motorcycle Training)
https://airs.lmi.org/Home.aspx

Dirt Bike School
www.dirtbikeschool.com

ATV Safety
http://www.atvsafety.gov/index.html
http://www.atvsafety.org/