

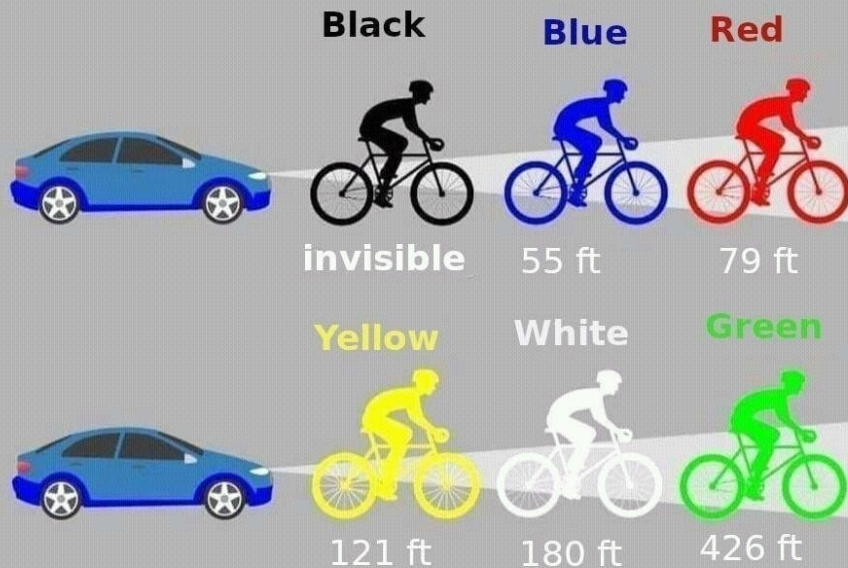
Angel Riders

RC Message – July 2020



Brothers and Sisters in Christ, good day to you all. Touching on January's newsletter again, a graphic with "7 Motorcycle Safety Tips" was distributed. This month we'll touch on the sixth tip: *Be Seen*

Visibility in traffic



BE VISIBLE



7 MOTORCYCLE SAFETY TIPS

- 1 ALWAYS WEAR A HELMET**
Choose a helmet that displays the DOT label, which indicates that it meets federal safety standards.
- 2 KNOW YOUR LIMITS**
Your motorcycle has limits. Know them.
- 3 WATCH SPEED**
Follow posted speed limits.
- 4 KEEP YOUR DISTANCE**
No one likes a tailgater. Keep a safe distance between your bike and other vehicles.
- 5 USE BOTH BRAKES**
When braking use both brakes at the same time by applying them slow and steady.
- 6 BE SEEN**
Avoid blind spots and always use your headlights day or night.
- 7 SIGNAL**
Use your signals.

(continued on next page)

Angel Riders

RC Message – July 2020



Page 13 in the [California Motorcycle Handbook](#) states, “Be visible. Wear bright or reflective clothing, use your headlight and running lights, if equipped, and ride in the best lane position to see and be seen.”

Page 17 states, “Your lane position should increase your ability to see and be seen.”

Page 19 states, “If the traffic situation allows, the center lane position is usually the best place for you to be seen by the driver in his or her rearview mirror and to prevent other vehicles from sharing your lane.”

Page 29 states, “At night it is harder for you to see and be seen. Wear reflective clothing when riding at night. Picking a motorcycle’s headlight or taillight out of the other lights is not easy for drivers.”

Page 30 states, “Be flexible about lane position. Change to the lane position that helps you see, be seen, and keep an adequate space cushion.”

(continued on next page)

Angel Riders

RC Message – July 2020



Riding a motorcycle has a higher safety risk. To acknowledge that is the first step of Motorcycle Safety. That's why it's the first thing the Motorcycle Safety Foundation points out in their Basic Rider Course, and is at the very beginning of the Rider Choices Contract for Safety that was also shared in January.

“I agree that motorcycling, like many activities involving vehicles and motion, involves some degree of risk, and I hereby commit to riding safely and minimizing my risk.”

There are stats upon stats depicting how much more risk there is riding a motorcycle.

1 in **6**
Nevada traffic fatalities in 2017 was a
MOTORCYCLE RIDER

MOTORCYCLE RIDERS
are more than
27X
more likely than passenger car occupants to
die in motor vehicle traffic crashes

National Motorcycle Driving and Accident Statistics

- Motorcycles make **up 3%** of all registered vehicles
- Motorcycles account for only **.7%** of all vehicle miles traveled in the U.S.
- Motorcyclists accounted for **13%** of all traffic fatalities
- 26%** of riders who died in a motorcycle crash were alcohol-impaired
- 91%** of riders who died in a motorcycle crash were male

Source: <https://www.nsc.org/road-safety/safety-topics/motorcycle-safety>

(continued on next page)

Angel Riders

RC Message – July 2020



From an article titled

Why Don't Motorcyclists Wear Gear That Can Save Their Lives?

“Motorcycle riders are reluctant to wear high-visibility gear, and it’s a major problem because they are far over represented in traffic deaths. Of the more than 5,000 killed in crashes each year, many are attributed to not being seen by motor vehicle drivers, making rider visibility paramount to safety.” –Mohn, Tanya (Forbes, July 2018)



“The study sought perspectives from a range of motorcyclists. Eighteen focus groups were conducted in Los Angeles, California; Austin, Texas; Ann Arbor, Michigan; and Rockville, Maryland. Locations were chosen for their relatively high proportion of active motorcycle riders and factors like climate, traffic conditions, and state helmet use laws.” –Mohn, Tanya (Forbes, July 2018)

(continued on next page)

Angel Riders

RC Message – July 2020



More from

Why Don't Motorcyclists Wear Gear That Can Save Their Lives?

“Most motorcyclists said that they did not regularly wear high-visibility gear and apparel (things like jackets, pants, boots, gloves, helmets and street clothes), indicating that the most important reason was that they do not like the way it looks.”

Some who tend to wear the gear said their decision was based on having been in a crash with a motor vehicle or personally knowing another rider who was seriously injured or killed.” –Mohn, Tanya (Forbes, July 2018)



(continued on next page)

Angel Riders

RC Message – July 2020



Don't wait to be in a crash to finally consider wearing high-visibility gear. Riders are supposed to be aware of the increased risk and make conscious efforts to minimize risks. After all, it is the statement just before signing the MSF Rider Choices Contract for Safety.

“To summarize, I acknowledge that if I ride untrained, recklessly, or without the protection of motorcycle-specific safety apparel, I am at increased risk of a life-altering injury or death. This would not only affect me but could affect my family and friends. Therefore, I am committed to being a safe and responsible motorcyclist.”

That commitment is to each individual upon themselves. MSF's intent is to help riders realize the importance of riding safe and the repercussions that come about if one does not take personal responsibility to make efforts to be a safer rider.

No matter how much car drivers are told to share the road and watch out for riders, that should not be all we rely upon. Be visible, be loud (with hearing protection), use hand signals, position yourself in lanes so you can be seen. You don't have to be a neon rider on a neon bike with a neon helmet wearing neon knickerbockers, but choosing not to wear any high-vis gear at all because “it doesn't look cool” is not an excuse the road will grant any rider. The road does not care what cc your bike is, and it does not care what gear you have or don't have on. Like a sidearm, it's best to have it and not need rather than need it and not have it. Minimize the risks, if not for yourself, for your loved ones.















(continued on next page)

Angel Riders

RC Message – July 2020



Group Riding Hand Signals

<p>Stop - arm extended out, palm facing back</p> 	<p>Single File - arm and index finger extended straight up</p> 	<p>Turn Signal On - open and close hand with fingers and thumb extended</p> 
<p>Slow Down - arm extended straight out, palm facing down, swing down to your side</p> 	<p>Double File - arm with index and middle finger extended straight up</p> 	<p>Fuel - arm out to side pointing to tank with finger extended</p> 
<p>Speed Up - arm extended straight out, palm facing up, swing upward</p> 	<p>Hazard in Roadway - on the left, point with left hand; on the right, point with right foot</p> 	<p>Refreshment Stop - fingers closed, thumb to mouth</p> 
<p>You Lead/Come - arm extended out, palm forward pointing with index finger, swing in arc from back to front</p> 	<p>Highbeam - tap on top of helmet with open palm down</p> 	<p>Comfort Stop - forearm extended, fist clenched with short up and down motion</p> 
<p>Follow Me - arm extended straight up from shoulder, palm forward</p> 	<p>Pull Off - arm positioned as for right turn, forearm swung toward shoulder</p> 	<p>msf-usa.org</p>



Accessories to add visibility

(continued on next page)

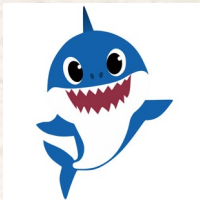
High-vis and none side-by-side at night

Angel Riders

Southeastern O'ahu loop

RC Message – July 2020

H1 → 72 → 61 → H1



May the Lord continue to bless you and protect you.
Ride Safe.