



DEPARTMENT OF THE ARMY
UNITED STATES ARMY COMBINED ARMS SUPPORT COMMAND
2221 ADAMS AVENUE
FORT LEE VIRGINIA 23801-2102

ATCL-CG

CASCOM Policy # 16-03

JUN 07 2016

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: CASCOM and Fort Lee Motorcycle Safety Policy

1. This policy supersedes Fort Lee Policy No. 3-08, dated 23 Jul 2015 and CASCOM Policy # 15-15, dated 26 Aug 2015.
2. Purpose. Motorcycle operations are high-risk activities that if not planned and safely executed can significantly degrade our readiness. Service Members continue to be killed or injured in preventable motorcycle accidents. I expect all leaders to implement this safety policy.
3. References.
 - a. DODI 6055.04, DOD Traffic Safety Program, Change 2, 23 January 2013.
 - b. AR 385-10, The Army Safety Program, 27 November 2013.
 - c. Fort Lee Standards Book, 1 June 2016.
 - d. U.S. Army Combat Readiness Center, <https://safety.army.mil/OFF-DUTY/PMV-2.aspx>
4. Punitive Policy. Violations of this policy may be punishable under the Uniform Code of Military Justice, the United States Code, or the Code of Federal Regulations.
5. Applicability. This policy applies to all Service Members, assigned or attached to Fort Lee, operating motorcycles, three-wheeled motorcycles, All-Terrain Vehicles (ATVs), mopeds, and/or scooters that can go 35 miles per hour and higher on or off Fort Lee, as well as civilians operating these types of motorized vehicles on Fort Lee. Operators and vehicles must be licensed, registered, and insured by the appropriate state authority. The Motorcycle Mentorship Program (MMP) and on-duty check ride sections apply only to CASCOM service members and are not requirements for civilians or Fort Lee tenant organization personnel.
6. Training. In accordance with Army Regulation 385-10, The Army Safety Program and the CASCOM Progressive Motorcycle Program, training is mandatory for all Service Members who ride a motorcycle on or off of the installation. Commanders and

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Leaders will identify all Service Members who ride motorcycles and track their required training according to the primary type of motorcycle ridden. For a list of training classes and to register go to: <https://imc.army.mil/airs/> .

a. All military motorcycle riders must complete the Basic Rider Course (BRC) or State approved curriculum prior to operating a motorcycle. The BRC is a one-time requirement.

b. All military motorcycle riders must use their own motorcycle in order to complete advance motorcycle training consisting of either the Experienced Rider Course (ERC)/BRC-2 or the Military Sport Bike Riders Course (MSRC) based on type of motorcycle ridden. Motorcycle riders are required to take advance motorcycle rider training within 12 months of completing the BRC. Failure to complete this training may result in commander's suspension of motorcycle privileges.

c. Motorcycle Refresher Training (MRT) is mandatory for military motorcycle riders who have been deployed for more than 180 days. The MRT will be conducted on the individual's own motorcycle to confirm ability to safely handle their motorcycle. Training may be conducted at the unit level utilizing USACR/Safety Center MRT digital video disk and must be conducted prior to operating the motorcycle with the exception of riding to the training site. Ranges are not required for this training.

d. Commanders have the option of incorporating and promoting unit level Motorcycle Mentorship Programs. Motorcycle mentor programs are optional, voluntary clubs where less experienced riders and seasoned riders can create a supportive environment of responsible motorcycle riding and fellowship. Motorcycle mentors will be appointed on duty appointment orders signed by their commander. Commanders will select mentors based on their motorcycle experience and maturity (greater than 5 years since receiving a motorcycle endorsement on their license is recommended). Civilian riders may be selected as a motorcycle mentor as part of their CDSO duties, but must be in an approved leave status or on an official regular day off (RDO) to participate in on-duty check rides. Commanders also have the ability to utilize Defense Safety Oversight Council (DSOC) Mentorship Modules as part of their mentorship program. The DSOC Mentorship Modules may be found at: <https://safety.army.mil/OFF-DUTY/PMV-2/MotorcycleMentorshipProgram%28MMP%29/DefenseSafetyOversightCouncilMentorshipModules.aspx>

e. Commanders have the option of incorporating and promoting unit level on-duty check rides to fill the five year training gap between ERC/BRC-2 or MSRC training and MRT. Commanders will ensure that unit endorsed on-duty check rides are conducted as planned operations with appropriate identified, risk mitigation, and inspections. On-duty check rides are 'high-risk' activities on risk assessment worksheets and cannot be mitigated to a 'moderate-risk'. On-duty check rides will consist of at least one mentor for

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every rider, a maximum of two riders and two mentors (four riders total) and will follow one of the assigned routes in (See Enclosures 1-5) depending on the riders' skill level. If a rider has only completed BRC training, one of the routes in Enclosures 1 and 2 are recommended. If a rider has completed BRC and ERC or MSRC training, one of the routes in Enclosures 3-5 are recommended. On-duty check rides should only be performed during the daytime with no inclement weather or other significant issue that would increase the difficulty of the ride. The CASCOM Check-ride Checklist and CASCOM Check-ride Performance Measures forms (Enclosures 6 and 7) are to be filled out for each non-mentor rider for each check-ride conducted and submitted to the CASCOM Safety POC, Henry Howard (Edwin.h.howard.civ@mail.mil, 734-0270). Unit endorsed events off-duty will always conduct privately owned MC inspections that includes verification of MC rider training, licensing, and PPE. Civilians who participate in a check ride during duty hours will be in an approved leave status or be on an official regular day off (RDO).

f. GoPro camera units have been purchased by CASCOM Safety for optional use with on-duty check rides. GoPro camera units allow for documentation that on-duty check rides were completed to standard, discourage reckless riding behaviors, and to allow for coaching between the mentors and riders. Additionally, radio headsets have been purchased to enable communication between mentors and riders during check rides. Contact Timothy French (timothy.d.french.civ@mail.mil, 734-1688) or William R. Hinson (william.r.hinson3.civ@mail.mil, 734-8440) to sign out GoPro units or headsets for use with on-duty check rides.

g. Motorcycle Sustainment Training is to continue the life-long learning process. The training is required every five years following the completion of the ERC/BRC-2 or MSRC or upon acquisition of a new motorcycle and cannot be waived. Military motorcycle riders may accomplish sustainment training off post at their own expense.

h. Motorcycle riders, who are not military personnel, which are properly licensed and insured, shall not be required to receive service-sponsored training or show proof of other motorcycle training in order to operate a motorcycle on the installation.

i. Prior to tactical MC, ATV, and recreational off-highway vehicle operations, operators will be trained on the tactical operations and on the controls that have been implemented to mitigate hazards. Curriculum and proficiency training for tactical MCs and Government-furnished (tactical and non-tactical) ATVs will be tailored to satisfy specific mission objectives. Government ATV operators will complete the Specialty Vehicle Institute of America-based Course.

7. Personal Protective Equipment. All civilian and service-member motorcycle operators and passengers must wear the following appropriate Personal Protective Equipment (PPE) while riding motorcycles, three-wheeled motorcycles, ATVs, moped and/or scooters:

a. Helmets. Helmets shall be certified to meet Department of Transportation (DOT) Federal Motor Vehicle Safety Standard No. 218, United Nations Economic Commission for Europe Standard 22-05, British Standard 6658, or Snell Standard M2005. All helmets shall be properly fastened under the chin. Helmets are NOT required for operators of three-wheeled motorcycles with a canopy that completely encloses the operator and features a windshield, roof, and windows. Three-wheeled motorcycles without a windshield, roof, and windows that completely enclose the rider will still require the operator to wear helmets meeting the above standards.

b. Eye Protection. Eye protection must meet or exceed American National Standard Institute Standard Z87.1-2010 for impact and shatter resistance including goggles, wraparound glasses, or a full-face shield.

c. Foot Protection. Foot protection includes sturdy over-the-ankle footwear that provides protection for the feet and ankles.

d. Protective Clothing. Protective clothing includes long-sleeved shirt or jacket, long trousers, and full-fingered gloves or mittens. Hand protection will be made of leather or other abrasion-resistant material. Motorcycle jackets and pants constructed of abrasion-resistant materials such as leather, Kevlar, or Cordura and containing impact-absorbing padding are strongly encouraged.

e. Reflective Clothing. Motorcycle operators will wear a fluorescent and reflective PT Belt or fluorescent and reflective vest, jacket, or upper outer garment during periods of low visibility when operating a motorcycle or riding as a passenger on a motorcycle, on and off post, regardless of local civilian requirements. Periods of low visibility are defined as nighttime and during inclement weather. Nighttime is defined as the period of time between sunset and sunrise. Inclement weather is defined as any amount of precipitation or fog, regardless of severity. All motorcycle operators and passengers must ensure that their fluorescent and reflective garments are properly secured, clearly visible, and not covered. The light-weight mesh physical training or "road-guard" vest is not authorized to be worn as a fluorescent and reflective vest on a motorcycle; however, they can be used to cover a backpack. If a fluorescent and reflective PT Belt is used to meet this requirement, the belt will be worn over the shoulder, diagonally across the chest.

f. Tactical Motorcycles and ATV Rider Protection: The PPE for Government owned motorcycle and ATV operators during off-road operations will also include knee and shin guards and padded gloves.

g. When operated on Fort Lee, in both on and off-road modes, all Government owned or privately owned motorcycles, three wheeled motorcycles, mopeds, motor scooters, and ATVs (when equipped) must have headlights turned on at all times.

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8. Documentation and Licensing. Commanders will develop and/or update in-processing and rear detachment procedures to ensure compliance with all aspects of this policy when receiving and in-processing new Service Members. Commanders must complete the required interviews and related documentation in accordance with component requirements. Commanders will ensure that the Travel Risk Planning System (TRiPS) Tool, found at the U.S. Army Combat Readiness/Safety Center website <https://safety.army.mil/> is utilized prior to a motorcycle, moped, or scooter being used on leave, pass, TDY, or PCS outside the local area as determined by the commander. Commanders will ensure that motorcycle riders are properly documented and reported to CASCOM Safety personnel.

9. The proponents for this policy are the CASCOM and Fort Lee Garrison Safety Offices. CASCOM POC: Timothy French (timothy.d.french.civ@mail.mil, 734-1688). Fort Lee Garrison POC: Edward Newell (edward.newell.civ@mail.mil, 765-3127).



DARRELL K. WILLIAMS
Major General, U.S. Army
Commanding

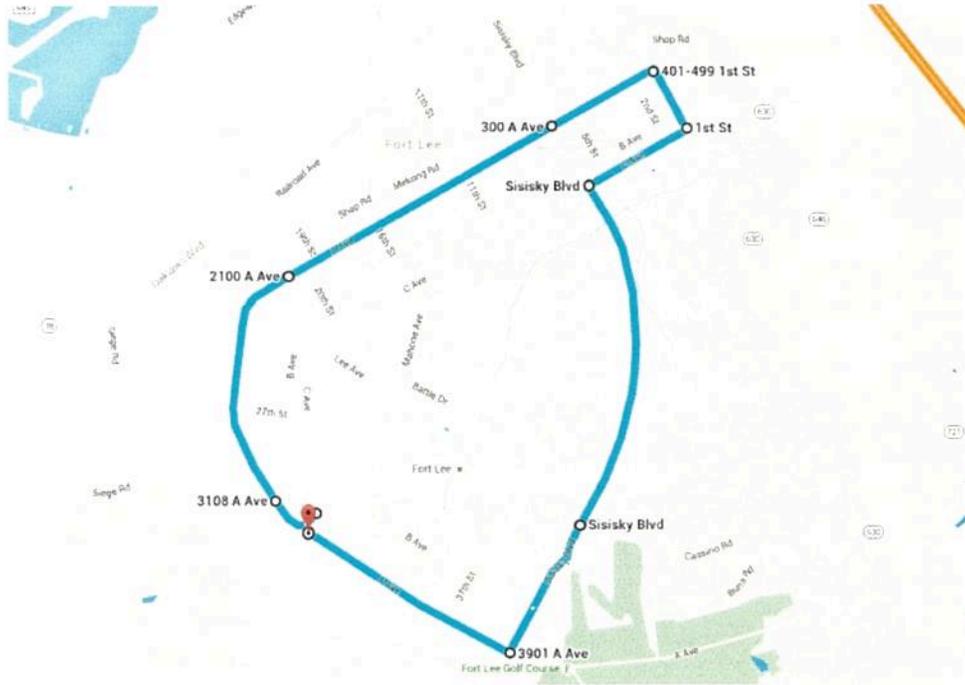
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FORT LEE GARRISON

Enclosure #1

CASCOM Check-Ride Route #1

5.6 miles



Fort Lee Motorcycle Training Pad

4000 Mahone Ave Fort Lee, NJ 07024

- ↑ 1. Head southwest on Mahone Ave
- ↻ 2. Turn right at the 1st cross street onto A Ave

3108 A Ave

Fort Lee, NJ 07024

- ↑ 3. Head northwest on A Ave toward 27th St

2100 A Ave

Fort Lee, NJ 07024

- ↑ 4. Head northeast on A Ave toward 20th St

300 A Ave

Fort Lee, NJ 07024

- ↑ 5. Head northeast on A Ave toward Sisisky Blvd
- ↻ 6. Turn right onto 1st St

401-499 1st St

Fort Lee, NJ 07024

- ↑ 7. Head southeast on 1st St toward B Ave

1st St

Fort Lee, NJ 07024

- ↑ 8. Head southwest on 1st St
- ↑ 9. 1st St turns slightly right and becomes C Ave

Sisisky Blvd

Fort Lee, NJ 07024

- ↑ 10. Head southeast on Sisisky Blvd toward Argonne Ct

Sisisky Blvd

Fort Lee, NJ 07024

- ↑ 11. Head southwest on Sisisky Blvd toward Battle Dr
- ↑ 12. Continue onto 40th St
- ↻ 13. Turn left onto A Ave

3901 A Ave

Fort Lee, NJ 07024

- ↑ 14. Head northwest on A Ave toward 40th St

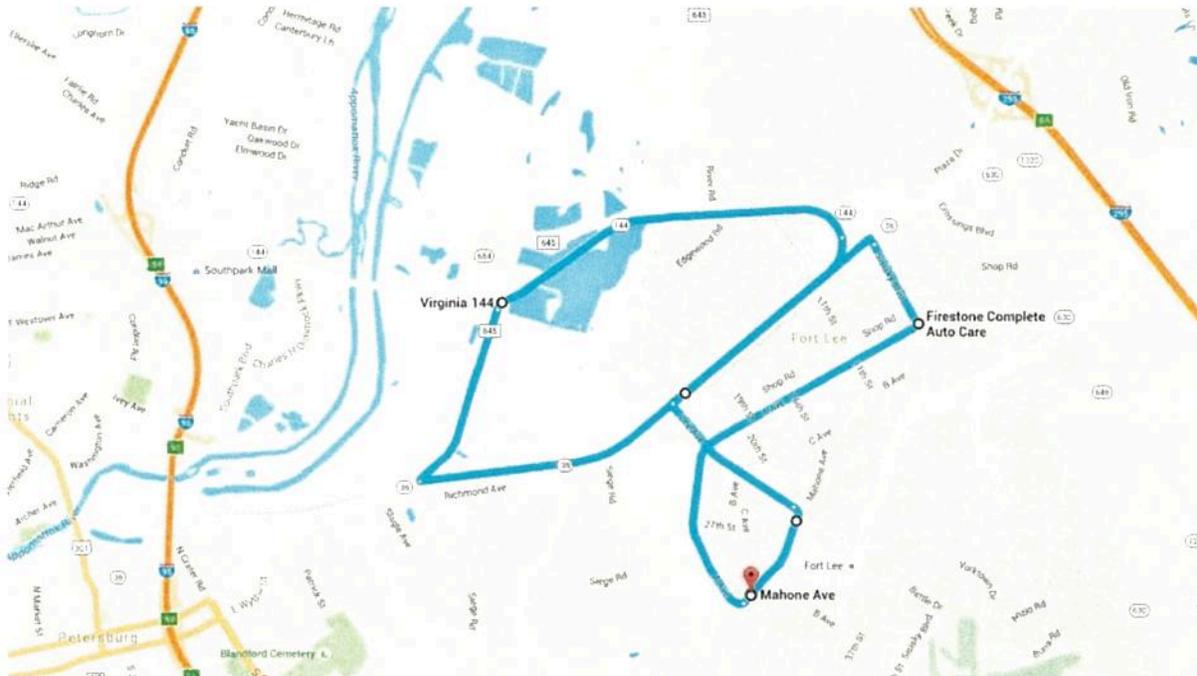
Fort Lee Motorcycle Training Pad

4000 Mahone Ave Fort Lee, NJ 07024

Enclosure #2

CASCOM Check-Ride Route #2

10.5 miles



Fort Lee Motorcycle Training Pad

4300 Mahone Avenue, Fort Lee, VA 23601

- ↑ 1. Head southwest on Mahone Ave
- ↘ 2. Turn right at the 1st cross street onto A Ave

4 miles (2.5 mi)

4300 Mahone Avenue, Virginia 23601, Fort Lee, VA 23601

- ↑ 3. Head southwest on A Ave toward Sisisky Blvd
- ↘ 4. Turn right at the 1st cross street onto Sisisky Blvd
- ↙ 5. Turn left onto VA-36 W/Oaklawn Blvd
① Continue to follow VA-36 W
- ↘ 6. Turn right onto Puddledock Rd
- ↘ 7. Turn right onto VA-144 S

6 miles (4.0 mi)

Virginia 144

Prince George, VA 23875

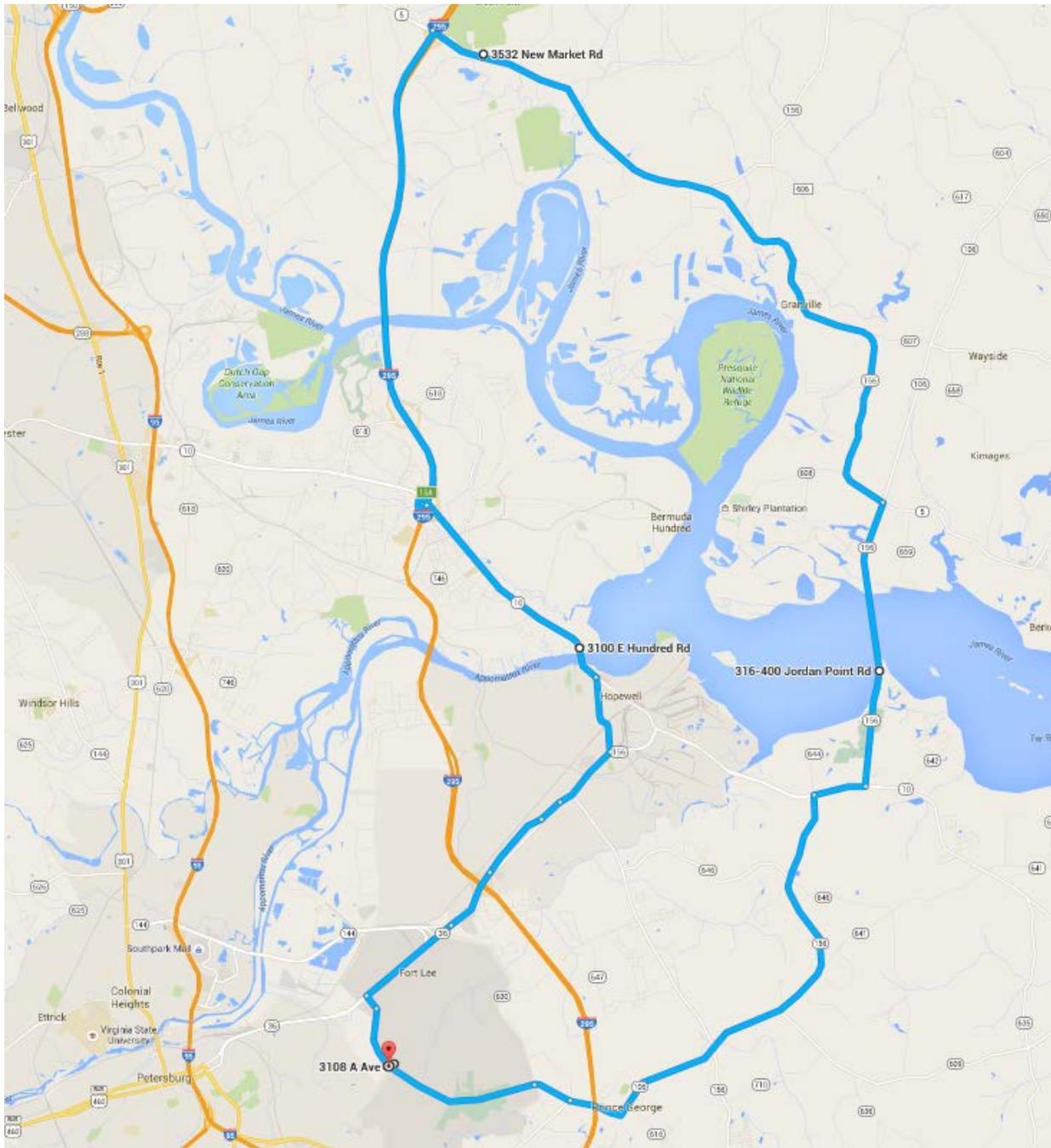
- ↑ 8. Head east on VA-144 S
- ↘ 9. Turn right onto Oaklawn Blvd
- ↙ 10. Use the left 2 lanes to turn left onto Lee Ave
- ↘ 11. Turn right onto Mahone Ave

6 miles (4.0 mi)

Enclosure #3

CASCOM Check-Ride Route #3

43.1 miles



Fort Lee Motorcycle Training Pad

4300 Mahone Avenue, Fort Lee, VA 23801

- ↑ 1. Head southwest on Mahone Ave
- ↩ 2. Turn left onto A Ave
- ⦿ 3. At the traffic circle, continue straight onto State Rte 634
- ⦿ 4. At the traffic circle, take the 2nd exit onto VA-106 N
- ↪ 5. Turn right onto VA-10 E/VA-106 N/VA-156 N
- ↩ 6. Turn left onto VA-106 N/VA-156 N

21 min (12.0 mi)

316-400 Jordan Point Rd

Hopewell, VA 23860

- ↑ 7. Head north on VA-106 N/VA-156 N toward Harrison Point Dr
- ↩ 8. Turn left onto VA-156 N/VA-5 W

14 min (12.2 mi)

3532 New Market Rd

Richmond, VA 23231

- ↑ 9. Head west on VA-5 W toward Rocky Hill Farm Dr
- 🚶 10. Use the right lane to merge onto I-295 S via the ramp to Rocky Mt NC
- ↪ 11. Take exit 15A to merge onto VA-10 E toward Hopewell

12 min (11.9 mi)

3100 E Hundred Rd

Chester, VA 23838

- ↑ 12. Head south on VA-10 E
- ↪ 13. Turn right onto N 6th Ave

Follow Winston Churchill Dr, Woodlawn St and Oaklawn Blvd to Lee Ave in Fort Lee

- ↪ 14. Turn right onto Winston Churchill Dr
- ↑ 15. Continue onto Oaklawn Blvd
- ↑ 16. Continue onto Woodlawn St
- ↑ 17. Continue onto Oaklawn Blvd
- ↩ 18. Keep left to continue on VA-36 W/Oaklawn Blvd

Drive to A Ave

- ↩ 19. Use the left 2 lanes to turn left onto Lee Ave
- ↪ 20. Turn right onto A Ave

17 min (7.5 mi)

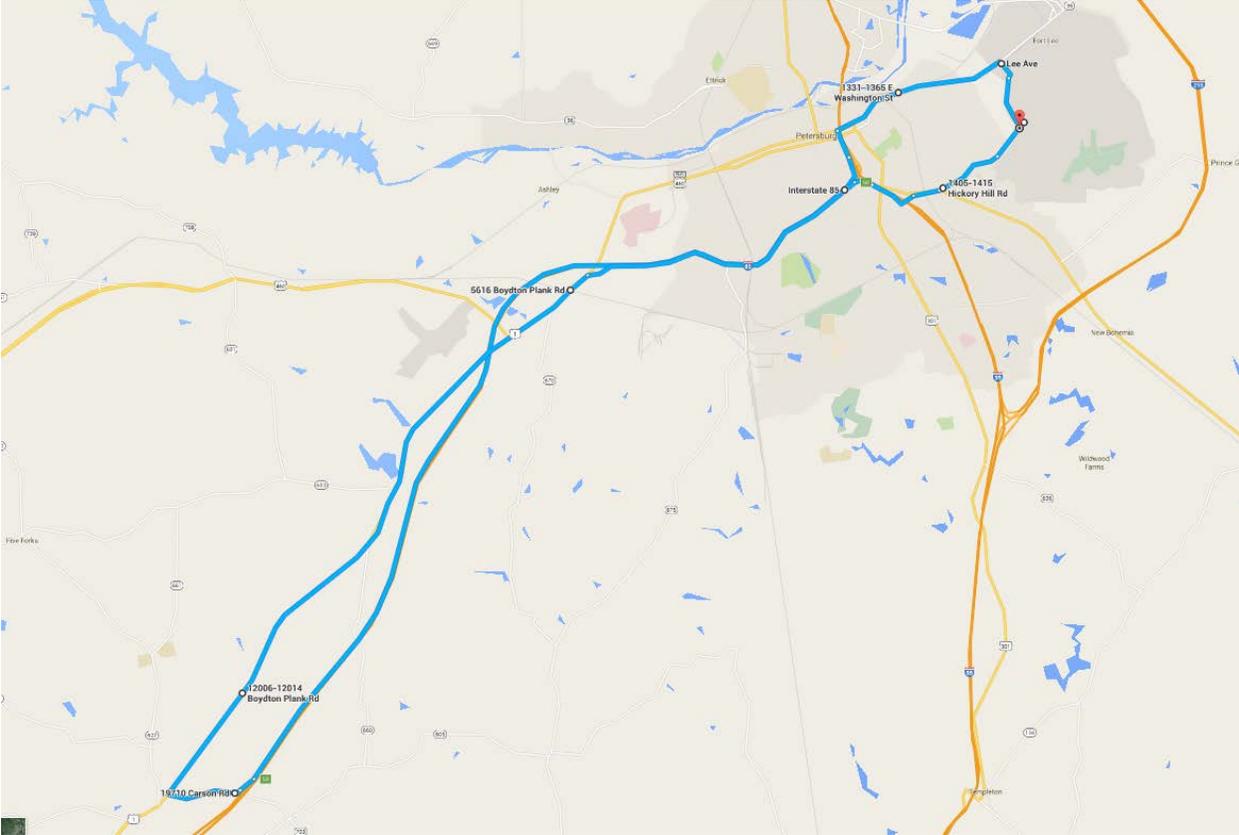
Fort Lee Motorcycle Training Pad

4300 Mahone Avenue, Fort Lee, VA 23801

Enclosure #4

CASCOM Check-Ride Route #4

39.0 miles



Fort Lee Motorcycle Training Pad

4300 Mahone Avenue, Fort Lee, VA 23801

1. Head southwest on Mahone Ave
2. Turn right at the 1st cross street onto A Ave
3. Turn left onto Lee Ave

3 min (1.2 mi)

Lee Ave

Fort Lee, VA 23801

4. Head northwest on VA-36 W/Oaklawn Blvd toward Oaklawn Blvd
 - Continue to follow VA-36 W

4 min (1.7 mi)

1331-1365 E Washington St

Petersburg, VA 23903

5. Head west on E Washington St toward Southampton St
6. Turn left onto the Interstate 95 S/Interstate 95 S ramp
7. Keep left at the fork, follow signs for I-85 S/US-460 W/Durham/Backstone
8. Continue onto I-85 S/US-460 W

4 min (2.2 mi)

Interstate 85

Petersburg, VA 23905

9. Head southwest on I-85 S
10. Take exit 53 for State Route 703 toward Dinwiddie
11. Keep left at the fork, follow signs for Carson
12. Turn right onto State Rte 703/Carson Rd

19710 Carson Rd

Dinwiddie, VA 23941

13. Head west on State Rte 703
14. Turn right onto US-1 N

5 min (3.0 mi)

12006-12014 Boydton Plank Rd

Dinwiddie, VA 23941

15. Head northeast on US-1 N toward State Rte 740

10 min (5.2 mi)

5616 Boydton Plank Rd

Petersburg, VA 23903

16. Head northeast on US-1 N toward State Rte 603
17. Turn right to merge onto I-85 N/US-460 E toward I-95
18. Take exit 68 for US-460 E toward I-95 S/Rocky Mt NC/Norfolk
19. Keep left, follow signs for US-460 BUS E/County Dr
20. Continue onto US-460 BUS/Winfield Rd
 - Continue to follow US-460 BUS
21. Use the left 2 lanes to turn slightly left onto Hickory Hill Rd

8 min (5.6 mi)

1405-1415 Hickory Hill Rd

Petersburg, VA 23903

22. Head northeast on Hickory Hill Rd toward Baxter Rd/Jamestown Dr
23. Continue onto Mahone Ave

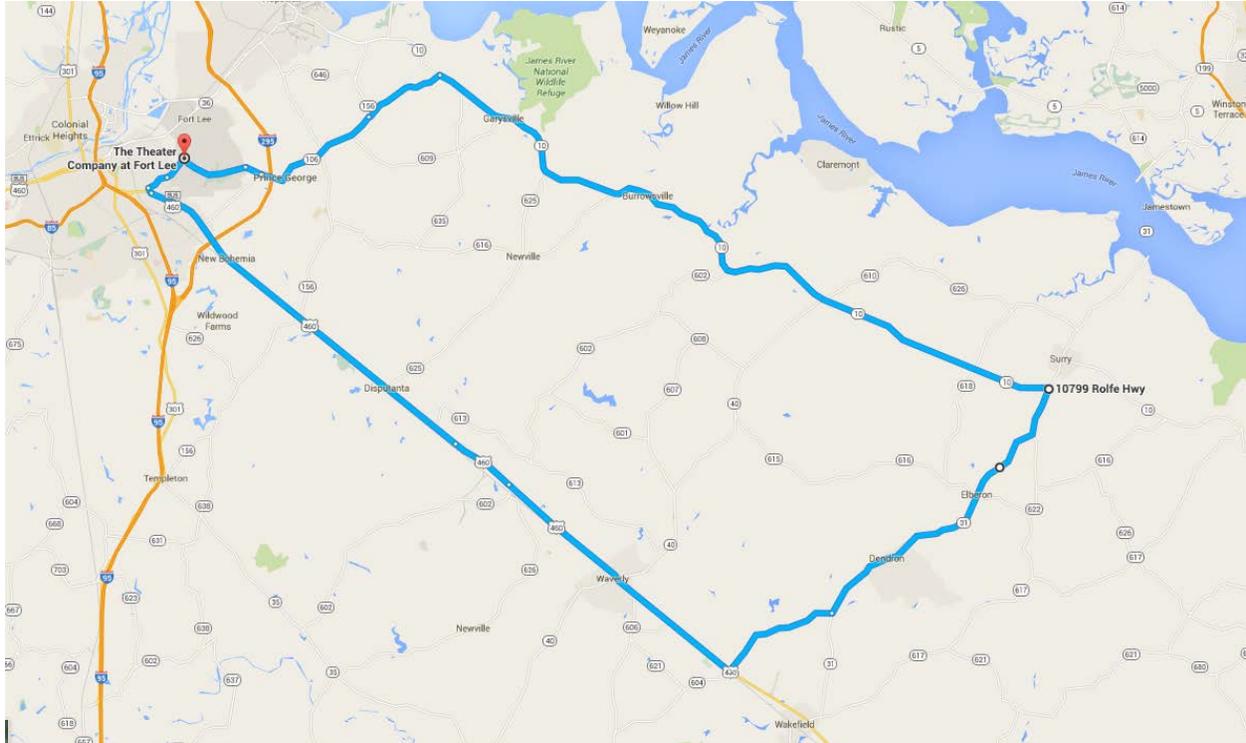
4 min (1.5 mi)

Fort Lee Motorcycle Training Pad

4300 Mahone Avenue, Fort Lee, VA 23801

CASCOM Check-Ride Route #5

74.3 miles



Fort Lee Motorcycle Training Pad

4300 Mahone Avenue, Fort Lee, VA 23801

Take Mahone Ave and Hickory Hill Rd to County Dr in Petersburg

1. Head southwest on Mahone Ave toward A Ave
2. Continue onto Hickory Hill Rd
3. Turn left onto Baxter Rd/Jamestown Dr

Follow County Dr and US-460 E to State Rte 604 in Wakefield

4. Turn left onto County Dr
5. Continue onto US-460 E
6. Continue straight to stay on US-460 E

Drive to VA-31 N in Carsley

7. Turn left onto State Rte 604
8. Turn left onto VA-31 N

51 min (40.7 mi)

10799 Rolfe Hwy

Elberon, VA 23846

Follow VA-10 W to State Rte 641 in Blackwater

9. Head northeast on VA-31 N toward VA-10 W
10. Turn left onto VA-10 W
11. Turn left onto State Rte 641

Follow VA-106 S to State Rte 634

12. Turn left onto VA-106 S/VA-156 Bypass S
Continue to follow VA-106 S
13. Continue onto State Rte 634

Take A Ave to Mahone Ave in Fort Lee

14. At the traffic circle, take the 1st exit and stay on State Rte 634
15. At the traffic circle, continue straight onto A Ave

16. Turn right onto Mahone Ave

45 min (33.6 mi)

Fort Lee Motorcycle Training Pad

4300 Mahone Avenue, Fort Lee, VA 23801

Enclosure #6

CASCOM CHECKRIDE CHECKLIST

RIDER RANK / NAME	DATE	MOTORCYCLE: Make/Model/Engine Size

TRAINING COMPLETED: ___ BRC ___ ERC ___ MSRC

DOCUMENTS: INSURANCE / MSF CARD / REGISTRATION / DRIVERS LICENSE **PASS / FAIL**

VEHICLE INSPECTION: T-CLOCS **PASS / FAIL** **NOTES:** _____

TASK	NEEDS MAJOR IMPROVEMENT	NEEDS MINOR IMPROVEMENT	PASS	FAIL	N/A
1. PERSONAL PROTECTIVE EQUIPMENT					
2. IDENTIFYING CONTROLS					
3. IDENTIFYING/SHIFTING GEARS					
4. ACCELERATION/DECELERATION					
5. BRAKING / QUICK STOP					
6. NEGOTIATING TURNS (90 DEGREE, U-TURN under 10 MPH)					
7. NEGOTIATING CURVES					
8. ACCIDENT AVOIDANCE (REACT TO OBSTACLES)					
9. RIDING WITH TRAFFIC (MERGING INTO TRAFFIC, BLIND SPOTS, CHANGING LANES, MAINTAIN INTERVALS)					
10. REACT TO MECHANICAL BREAKDOWN					
11. PUSHING A BROKENDOWN MOTORCYCLE					
12. BASIC MOTORCYCLE MAINTENANCE					

NOTES: _____

MENTOR RANK / NAME: _____

MENTOR FINAL GRADE: PASS / FAIL **MENTOR SIGNATURE:** _____

Enclosure #7



CASCOM CHECKRIDE PERFORMANCE MEASURES

MENTOR RANK / NAME: _____

RIDER RANK / NAME: _____

TASK 1: PERSONAL PROTECTIVE EQUIPMENT

PERFORMANCE MEASURE	PROPER FIT GO/NO GO	SERVICEABLE GO/NO GO	REMARKS
DOT Approved Helmet			
Proper Reflective Equipment			
Full Fingered Gloves			
Proper Eye Protection			
Footwear covering the ankle			
Long Pants			
Long Sleeved Shirt			

OVERALL GO/NO GO: _____ MENTOR SIGNATURE: _____

TASK 2: IDENTIFYING CONTROLS

PERFORMANCE MEASURE	GO	NO GO	REMARKS
Rider properly identifies and operates on/off switch			
Rider can locate and properly operate high/low beams			
Rider can identify the engine cutoff switch and properly use to stop engine			
Rider can identify front and rear brakes and discuss brake parts and functions			
Rider can locate the horn and use while riding			
Rider properly locates the gear shifter and can describe use			
Rider can locate hazard switch and properly put into use			

OVERALL GO/NO GO: _____ MENTOR SIGNATURE: _____

TASK 3: IDENTIFYING/SHIFTING GEARS

PERFORMANCE MEASURE	GO	NO GO	REMARKS
Rider demonstrates ability to upshift through all gears			
Rider understands and demonstrates ability to preload shift lever			
Rider gets back on throttle safely after shifting, without hesitation			
Rider properly demonstrates ability to downshift through all gears			

OVERALL GO/NO GO: _____ MENTOR SIGNATURE: _____

TASK 4: ACCELERATION/ DECELERATION

PERFORMANCE MEASURE	GO	NO GO	REMARKS
Rider properly starts motorcycle and demonstrates ability to smoothly accelerate from a stop			
Rider can simultaneously roll off throttle while slowly applying brakes			
Rider brings bike to a complete stop applying maximum braking when throttle is off			
Rider successfully transitions from max braking to full throttle in a smooth and controlled manner			
Rider demonstrates ability to properly enter, maneuver through and exit curves with proper balance of throttle and braking			
Rider demonstrates proper technique while conducting turns from a stop and while moving			

OVERALL GO/NO GO: _____ MENTOR SIGNATURE: _____

TASK 5: BRAKING/QUICK STOP

PERFORMANCE MEASURE	GO	NO GO	REMARKS
Rider understands and can describe what contributes to quick stops relevant to their motorcycle			
Rider demonstrates ability to come to a complete stop by safely applying both front and rear brakes without locking the wheels (20mph to 0 within a 20 foot distance)			
Rider demonstrates ability to modulate brakes so that motorcycle pitch stays consistent			
Rider demonstrates ability to keep eyes forward while applying brakes			

OVERALL GO/NO GO: _____ MENTOR SIGNATURE: _____

TASK 6: NEGOTIATING 90 DEGREE AND U TURNS (10 mph or below)

PERFORMANCE MEASURE	GO	NO GO	REMARKS
Rider properly negotiates a figure eight on a controlled course at slow speeds without putting their foot down			
Rider successfully negotiates a 90 degree turn on a closed or open course by using the outside/ inside/ outside technique for curves			
Rider successfully demonstrates the ability to perform a 90 degree turn and U-turn at speeds less than 10 MPH. Must complete without putting foot on ground			

OVERALL GO/NO GO: _____ MENTOR SIGNATURE: _____

TASK 7: NEGOTIATING CURVES

PERFORMANCE MEASURE	GO	NO GO	REMARKS
Rider properly enters a curve from the outside part of the lane			
Rider continues to look through the curve and not down at the ground while turning			
Rider properly decelerates when entering the turn and pushes handle bars in direction of turn			
Rider properly moves to the inside part of the lane while executing the curve and presses handle bars in opposite direction to exit the curve			
Rider accelerates while straightening out of the curve and moves to the outside part of the lane upon exiting			
Rider demonstrates the outside/inside/outside technique showing an understanding on negotiating a curve properly			
Rider demonstrates and discusses proper techniques for negotiating curves			
Rider demonstrates maneuver techniques at condition based speeds			

OVERALL GO/NO GO: _____ MENTOR SIGNATURE: _____

TASK 8: ACCIDENT AVOIDANCE (REACTION TO OBSTACLES)

PERFORMANCE MEASURE	GO	NO GO	REMARKS
Rider understands the proper Obstacle Avoidance techniques			
Rider understands proper actions to take when encountering/negotiating adverse road conditions (Gravel, sand, wet pavement, etc)			
Rider understands proper actions to take upon the loss of control of a motorcycle			

OVERALL GO/NO GO: _____ MENTOR SIGNATURE: _____

TASK 9: RIDING WITH TRAFFIC (MERGING INTO TRAFFIC, BLIND SPOTS, CHANGING LANES, MAINTAINING INTERVALS)

PERFORMANCE MEASURE	GO	NO GO	REMARKS
Rider demonstrates these techniques in both individual and group rides			
Rider properly utilizes turn signal when merging in and out of traffic			
Rider properly utilizes proper merging techniques when both merging with traffic and changing lanes			
Rider demonstrates proper technique when checking blind spots when both merging with traffic and changing lanes			
Rider maintains proper spacing when riding in a group setting (2-4 sec)			
Rider maintains proper spacing when riding in a individual setting (4-6 sec)			

OVERALL GO/NO GO: _____ MENTOR SIGNATURE: _____

TASK 10: REACT TO MECHANICAL BREAKDOWN

PERFORMANCE MEASURE	GO	NO GO	REMARKS
Rider properly engages 4-way emergency flashers upon mechanical breakdown(only if it applies)			
Rider attempts to maneuver to the outside lane of traffic (situation permitting)			
Rider successfully coasts to a safe stop (hazards engaged, merge out of traffic onto shoulder)			
Rider exits roadway as far as can be safely done, avoiding traffic			
Rider puts motorcycle on kickstand and dismounts			
Rider stands with motorcycle between self and traffic			

OVERALL GO/NO GO: _____ MENTOR SIGNATURE: _____

TASK 11: PUSHING A BROKEN DOWN MOTORCYCLE

PERFORMANCE MEASURE	GO	NO GO	REMARKS
Rider monitors surroundings and identifies best location to move towards			
Rider determines the appropriate time to execute planned movement (based on traffic, time permitting)			
Rider verifies that the transmission is in "neutral"			
Rider properly moves vehicle off stand and begins movement toward selected area			
Rider stops when required to rest without dropping the motorcycle (50 M push to pass)			
Rider properly uses front brake to control rollback on hilly terrain			
Rider successfully reaches target destination and places motorcycle on stand			

OVERALL GO/NO GO: _____ MENTOR SIGNATURE: _____

TASK 12: BASIC MOTORCYCLE MAINTENANCE

PERFORMANCE MEASURE	GO	NO GO	REMARKS
Rider demonstrates knowledge of checking and adding correct fluids			
Rider identifies battery compartment and checks terminals for corrosion			
Rider understands and demonstrates ability to check tread depth using a penny (alternate identifies TWI on sidewall)			
Rider properly checks spokes (laced wheels) and can identify a loose spoke sound			
Rider can properly check belt or chain deflection and describes technique			
Rider can identify sprocket wear and can explain when to take in for repairs			
Rider can properly inspect Airbox or air filters			

OVERALL GO/NO GO: _____ MENTOR SIGNATURE: _____