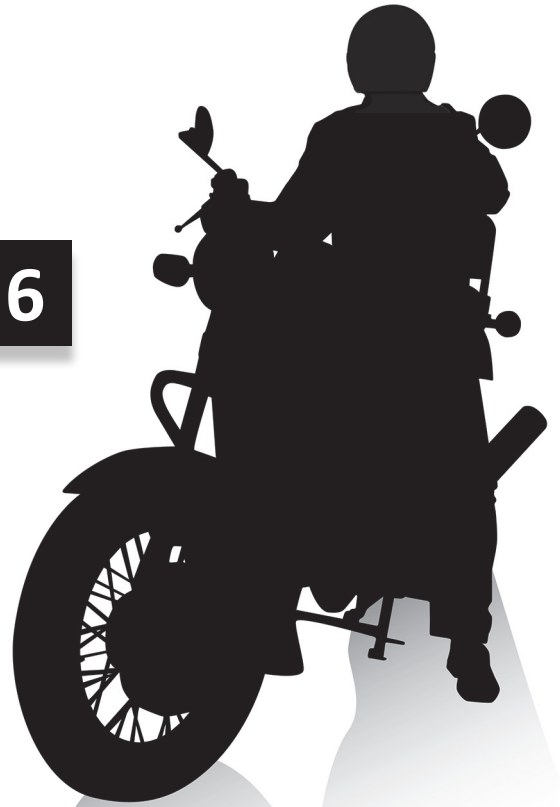




Motorcycle Mentorship Module 6

Seeing and Being Seen





Warning: Incorrect or inaccurate information could lead to tragic results on the road. If a question arises that is not covered in the guide and you don't know the answer from your own experience and training, simply state, "That is a great question, I'll get back to you with the answer."

Your Service Safety Center will help with these types of questions should they arise. Their numbers are as follows:

US Army Driving Directorate: **334.255.3039**

USMC Safety Division: **703.604.4459**

US Navy Shore Safety: **757.444.3520 x7165**

US Air Force Safety Center: **505.846.0728**

USCG Safety Division: **202.475.5206**



Preface

About: The Defense Safety Oversight Council (DSOC) Motorcycle Mentorship Modules are a set of thirty six (36) facilitation modules designed for the purpose of increasing rider knowledge on various aspects of riding and providing additional capability for self-policing within peer groups. The modules are intended as a mechanism to further decrease motorcycle related mishaps and fatalities within Department of Defense (DoD) by encouraging riders to talk, live, and think about the topic.

Using the Module: The module content enclosed is intended as a facilitation guide to assist you with discussing the topic. However, it is still critical to use your skills and talent to engage participants and develop “buy-in” on this subject from your group. To maximize this, motivate and moderate your participants, control the accuracy of participant feedback, and be mindful of their time.

Page	Section
2	Facilitation Guide – A brief overview on conducting a facilitated discussion of a topic
3	Module Overview – This section provides the facilitator a synopsis of the topic, learning objectives, and the suggested environment, props, and handouts for conducting the module
4	Module Discussion Introduction – This section provides guidance to the facilitator in opening up the discussion and getting participants talking about the topic and their relevant experiences
4	Discussion Areas – This section provides various discussion topics, sample facilitation questions, and factual information for the facilitator to lead the discussion
6	Wrap-Up – This section provides guidance to the facilitator on wrapping up the topic discussion
7	Feedback Form – A feedback form to be given to all participants for their feedback on the module discussion
8	Resources – Additional resources and definitions to assist the facilitator in preparing for and conducting the topic facilitation
9	Handouts – Figures, pictures, diagrams, etc. to assist the facilitator to better demonstrate a topic idea

Facilitation Guide for DSOC Mentorship Modules

It is recommended that this Mentorship Module be conducted in a facilitation style. Using the information provided in this Mentorship Module, you, as the facilitator, will lead a discussion on the subject. *You should not be conducting a lecture!* The facilitator's role is to help with how the discussion is proceeding. Participants will have much more "buy in" and connectivity with the information if they have input. One of your roles as the facilitator is to control the accuracy of the input and control the time. From the Mentorship Module, generate questions which will lead to group discussion. The more you let the group participate, the more success you will have.

Competencies of a Facilitator:

- Prepare prior to the event
- Make sure everyone gets a chance to participate and help members to express themselves
- Ask rather than tell
- Honor the group, display respect for the members, and acknowledge participant contributions
- Ask for others' opinions
- Listen without interrupting
- Demonstrate professionalism and integrity

The key characteristic distinguishing facilitation from other types of leadership, like scripted training, is that the outcomes are never predetermined in a facilitative setting. Although the background information provided with this Module remains the same, the result will depend on the participants, the knowledge and experience they bring, and the information that they feel they need to take away. The group uses the activities provided by the facilitator to unlock expertise, ensure thorough discussion, stay focused and reach decisions that are better than those any individual could come up with alone.

At the beginning of each Mentorship Event, discuss why the participants are there and what they will receive as a result of participating. Adults have limited time and they want to know "What's in it for me?" A facilitator should make training fun. Encourage humor and laughter in your Mentorship Event.

Principles of Adult Learning:

- Adult Learners want material that is relevant to them. "What's in it for me?" "What will I get out of this that will make a difference to me?"
- Adult Learners come to training events with varying amounts of experience. They like to share their experiences. If you have minimal or no motorcycle experience, you can still draw from your group.
- Even if you have motorcycle experience, you should draw from your group because people tend to remember what "they" said longer than what you said. Information that they "own" is more valuable to them.
- Facilitators are not always subject matter experts; nor do they need to be. Facilitators may draw on the existing knowledge of the participants and the information provided in these

Section I: Module Overview

Time Frame: One 30-60 minute facilitator-led discussion

Level of Prior Knowledge: Participants should be knowledgeable of a motorcycle at a novice level..

Synopsis: The key to safe motorcycling is being seen. Being seen is the rider's responsibility.

Learning Objective:

- Introduction to basic knowledge of ways to enhance the participant's visibility to others in traffic. This module is intended to stress the importance and the steps to take to ensure that the rider as well as the motorcycle is seen by other motorists.

Suggested Environment/Props/Handouts:

Module Photos – Variations in visibility (see page 8: Demonstration Photos)

Props – If available, demonstrate the difference between high and low visibility outerwear. If adjustable indoor lighting is available this effect can be demonstrated more in depth.

Section II: Module Discussion

Introduction: Facilitate discussion. Why is it important to be conspicuous to others in traffic?

Definition: *Conspicuous* is defined as standing out so as to be clearly visible, attracting notice or attention. Being seen is every rider's responsibility. As riders, we understand that we are vulnerable, but isn't your own responsibility to ensure that you are seen?

Open discussions with participant-focused activities and introductions. Activities should encourage participant interaction and develop camaraderie and peer-relatedness. Ask for and encourage participant sharing of experiences that relate to the module topic.

Sample questions may include:

- Have you or anyone you know had a motorcycle accident and the driver at fault stated "I just did not see you?"
- Have you ever approached a motorcycle at night and did not know that they were there until you were right on top of them?
- Are you one of the riders who care about being seen? Why?
- What are some ways that you can be more visible to other traffic?

Suggested Discussion Areas:

Discussion Area 1: Lane Positioning

Facilitation Questions — What is the safest lane position?

There are 3 general lane positions, left of center, center, and right of center

- Lane position – move to the part of the lane that makes you visible to the other drivers around you.
- Avoid blind spots – position yourself in the driver's mirror – if you can see them in their mirror, more than likely they can see you; avoid areas of blind spots around a tractor trailer (if you happen to have a tractor trailer available, park motorcycles behind it and have the participants sit in the driver's seat and observe the motorcycles that they can see).
- Change lane position to put your headlight in a position so that it can be seen by other traffic.
- Lane position should be fluid and change with the circumstances of the moment; reasons to change lanes include visibility, lane protection, avoiding hazards and maneuverability.

Discussion Area 2: Ways to Be Sure That You and Your Bike Are Seen

Facilitation Questions — What are some ways to ensure that you can be seen in traffic? Do you think that there is a difference in visibility from daytime to nighttime? Are you able to control how visible you are?

- Reflective material: Reflective material is widely used in motorcycle gear as well as highway safety gear. Reflective materials are incorporated into jackets, shirts, helmets and even tape that you can adhere to your bike.
- High-visibility colors should be worn in the daytime to increase your visibility to other drivers. Fluorescent colors are widely available in colors such as orange, lime yellow, and red for daytime riding. There are also vests that incorporate the high visibility colors along with reflective material. These can be worn in both daytime and nighttime hours.
- Lights on your motorcycle can also help you to be seen. The new LED lights for motorcycles are very popular and will enhance your conspicuity. There is also a brake light assembly that can be attached to your helmet.
- Gear designed for riding a motorcycle that incorporates retro-reflective piping and panels are available. Not only is this gear visible the padding incorporated into these jackets will provide protection in a crash.
- A brightly colored helmet should also be considered as the helmet is generally the highest point on a motorcycle as it is seen by other traffic.

Discussion Area 3: Your Riding Habits

Facilitation Question - Do your riding habits put you at risk?

- Make sure that you give yourself enough time and space to react to other motorist's actions. Make sure to allow enough time and space to enable other driver's to react to you.
- Avoid weaving between lanes and other motorists.
- Be sure to signal your next move well in advance so that the other motorists have time to react to you. Safe, deliberate actions are less likely to surprise them. If you are slowing, be sure to flash your brake light to alert other drivers.

Wrap-Up:

Brief or discuss the following:

- *Lane Positioning:* The best lane position to be in is the one that gives you the most visibility for yourself and for other motorist. Be sure to avoid the blind spots of other motorists, especially that of tractor trailers.
- *Being seen:* Stress that high visibility colors should be worn in daylight hours and reflective material at night. Be sure that you have taken every step to ensure that you and your bike can be seen
- *Driving Habits:* Allow time and space for you and other motorist to react.

Suggested Wrap-Up Discussion: Ask participants how they will change what they wear or where they choose to ride to become more visible to other motorists.

Distribute copies of the DSOC Motorcycle Mentorship Module Evaluation form to all participants and request that they deliver or mail the completed form to the Command or Command Safety Office for processing.

Remind everyone to ride safe and see you at the next Mentorship Meeting.

DSOC Motorcycle Mentorship Feedback Form

Presenter Name:

Date:

Topic/Title:

Unit Number:

Please review each statement below and check the response that closely matches your experience in the Mentorship Module today:

1. Please rate the presenter's performance:

Prepared Not Prepared Engaging Not Engaging Led Discussion LECTURED

Comments:

2. I was given opportunities to participate in the module's discussion

Never Only Once 2-4 Times Many Times Throughout Discussion

Comments:

3. With regard to my personal riding experiences, this discussion was:

Relevant Not Relevant Interesting Not Interesting

Comments:

4. This discussion topic has provided me with specific learning points that I can use to be a safer, better informed rider

None One Idea or Fact 2-4 Learning Points 5 or More

Comments:

5. I would be interested in participating in other Motorcycle Mentorship Module discussion topics

Never Again Willing to Try Another Module Would Like to Do Modules Regularly

Comments:

Thank you for your participation. Please make note of any other suggestions or comments below (continue on the back if needed):

Deliver or mail this completed form to the Command or Command Safety Office for processing. Please do not return this form directly to the Module Presenter.

Resources

Continued Reading:

Hough, David, (2002) *More Proficient Motorcycling*, Irvine CA: Bowtie Press

Hahn, Pat, (2009) *Maximum Control: Mastering your Heavyweight Bike*, St. Paul MN: MBI Publishing Co.

Hough, David, (2009) *Street Strategies: A Survival Guide for Motorcyclists*, Irvine CA: Bowtie Press

Motorcycle Safety Foundation, (2005) *The Motorcycle Safety Foundation's Guide to Motorcycling Excellence*, 2nd Edition. Irvine CA: Whitehorse Press

Definitions: *(As defined for purposes of this module.)*

Conspicuous: to attract notice or attention

Lane Position: section of a lane that makes you most visible

Blind Spot: the area around other vehicles where you cannot be seen

High Visibility Colors: bright colors that can be readily seen by other traffic



Demonstration Photos





ACKNOWLEDGMENTS

This module was developed collaboratively through the Defense Safety Oversight Council's (DSOC) Private Motor Vehicle Accident Reduction Task Force (PMV TF), Service Safety Centers, Line Leaders, Military Riders, National Safety Council, and the Motorcycle Safety Foundation. The DSOC wishes to recognize the organizations and the Service Men and Women who made this Motorcycle Mentoring Module possible.

Some of the principal contributors to this effort include the following:

Mr. Joseph J. Angello, Jr., DSOC Executive Secretary
Major General Margaret Woodward, USAF, PMV TF Chair
Colonel John "Odie" Slocum, USAF, PMV TF Vice-Chair
Major Alejandro Ramos, USAF, PMV TF Executive Secretary
Mr. Jerry Aslinger, DSOC Program Manager

Captain Richard D. Jones, US Naval Safety Center
Mr. Walter Beckman, US Army Ground Driving Task Force
Mr. Peter Hill, HQMC SD, PMV-2 Working Group Chair
Mr. John Waltman, HQMC SD
Mr. Dave Kerrick, US Naval Safety Center
Mr. Don Borkowski, US Naval Safety Center
Mr. Bill Parsons, USAF Safety Center
Mr. Mark Erpelding, USAF Safety Center
Mr. William Walkowiak, USAF Safety Center
Mr. Arthur Albert, USAF Safety Center
Mr. Dale Wisnieski, USCG Traffic and Recreational Safety
Ms. Wendy Medley, US Joint Bases Subject Matter Expert
Ms. Debra Ann Ferris, National Safety Council
Dr. Ray Ochs, Motorcycle Safety Foundation
Ms. Karen F. Nelson, Concurrent Technologies Corp.
Mr. Robert A. Gardiner, Concurrent Technologies Corp.
Mr. Steve Kurtiak, Global Support Services
Mr. Zack Sionakides, Cape Fox Professional Services

