



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY FIRES CENTER OF EXCELLENCE AND FORT SILL
FORT SILL, OKLAHOMA 73503

ATZR-CSS

4 May 2012

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Fort Sill Bicycle Safety Policy, CG Policy Memo 12-08

1. References.

- a. Fort Sill Regulation 385-10, Safety Regulation, 25 January 2011.
- b. Fort Sill Supplement 1 to AR 190-5, Motor Vehicle Traffic Supervision, 1 October 2010.
- c. AR 385-10, The Army Safety Program, 23 Aug 2007, Rapid Action Revision Issue Date: 4 October 2011.
- d. TRADOC Regulation 385-2, U.S. Army Training and Doctrine Command Safety Program, 6 December 2011.
- e. Department of Defense Instruction 6055.4, DOD Traffic Safety Program, 20 April 2009, Incorporating Change 1, 2 April 2010.

2. Purpose. To establish Fort Sill safety requirements for bicycle riders and minimize the potential for accident, injury or loss.

3. Applicability. This policy applies to all military and civilian personnel assigned, attached or visiting United States Army Fires Center of Excellence and Fort Sill, Oklahoma.

4. Policy.

a. General. Over the past twenty years, the Army has lost several Soldiers due to bicycle accidents; unfortunately, one of those Soldiers came from our formation. Riding a bicycle is a great source of transportation, enjoyment and exercise but inherently dangerous without taking proper precautions. If you chose to ride on or off the installation, dangers abound, especially on high density roads where separate bicycle lanes are not available. Narrow road shoulders and traffic speed require special attention to remain safe and free from injury while operating with public traffic. In most states, bicyclists and motorists are treated equally. The state of Oklahoma requires that bicyclists obey all traffic control devices/signs, properly signal your intentions, and ride

in the direction of traffic as motor vehicles do. Injury and loss due to a bicycle accident is a preventable occurrence.

b. Our cyclists need to be aware of the potential risks while riding, understand safe operating practices, and continually keep their guard up to prevent future accidents. Leader involvement at all levels, combined with personal discipline of the rider, will ensure a safe ride and return to their final destination.

c. Responsibilities. All bicyclists (Soldiers, DA/DOD civilians, contractors, visitors and Family members) riding a bicycle on Fort Sill will:

(1) Ensure that the bicycle is safe and in good working condition for operation (e.g. breaks, tires, lights, cables, chain and reflectors).

(2) Obey all traffic controls, signs and posted hazard warnings.

(3) Not ride more than two abreast.

(4) Wear a bicycle helmet approved by the Consumer Product Safety Commission (CPSC). Helmets certified by the American Society for Testing and Materials may also be worn, but when purchasing a new helmet, riders should look for the CPSC certification.

(5) Not use a cell phone device, wear headphones, earphones, or other listening devices while bicycling on or adjacent to roadways. The operation of a bicycle while using listening devices is strictly prohibited on DOD installations.

(6) Adhere to day and nighttime visibility requirements. Due to a bicycle rider's small profile, making yourself visible to motor vehicle operators is essential in mitigating potential accidents. Visibility: All bicycle riders will wear a brightly colored (e.g. white, yellow, orange, neon etc.) upper garment during daylight hours and a reflective garment at night. The color of the Army Combat Uniform (ACU) does not satisfy this requirement. Reflective belts do not meet the requirement as the upper garment for day or night. Backpacks if worn must meet the same visibility requirements as the day and night upper garment. Reflective belts may be placed around the backpack to meet visibility requirement. Riders will equip their bicycles with and use a headlight and taillight during the hours of darkness/reduced visibility. Blinking red taillights provide motorists the best visibility of a rider. Reflectors can be added as another element to enhance visibility.

(7) Not carry more persons on a bicycle than the number for which it is designed and equipped. Any person propelling a bicycle will ride on or astride a permanently mounted seat.

(8) Operate bicycles upon the roadway as near to the right side of the road as possible and signal using appropriate hand/arm signals while turning, stopping, or altering direction. When turning, you must signal continuously at least 100 feet before the turn and while you are stopped and waiting to turn, unless use of your hand is needed to control your bicycle.



Right Turn



Left Turn



Stop

(9) Not carry packages or other articles that prevent the bicyclist from keeping at least one hand on the handlebars.

(10) Not operate a bicycle under the influence of drugs or alcohol. You can be charged for driving under the influence (DUI) or driving while intoxicated (DWI).

(11) Secure all bicycles left unattended to a permanent structure by an appropriate locking device.

d. Responsibilities. Bicyclists operating off Fort Sill:

(1) Adhere to traffic laws pertaining to the state you are riding in.

(2) It is always a good safety practice for Soldiers, civilians, and Family members to wear proper personal protective equipment (PPE) while riding off post. Recommended PPE consists of: an approved bicycle helmet, protective eyewear, sturdy footwear, brightly colored garments during the day and a reflective garment during hours of darkness/limited visibility.

5. COMMANDERS/LEADERS

a. Promote and support bicycle safety in your organization.

b. Incorporate bicycle safety into unit safety program and safety briefings.

c. Enforce on-post safety requirements as outlined in paragraph 4c (1)-(11), and reinforce off-post responsibilities.

d. Establish procedures to ensure that subordinate commanders and Soldiers within their commands are thoroughly familiar with the provisions of this policy.

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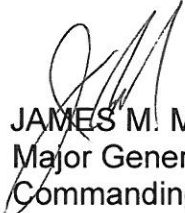
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6. SUGGESTED MITIGATION TOOLS. For years, drivers and motorcycle riders have used the acronym **SIPDE** – **S**earch, **I**dentify, **P**redict, **D**ecide, and **E**xecute. This common acronym is used in defensive driving/riding safety training and is directly applicable to bicycle riders as they anticipate actions others on the road may take. It is a continuous process used to identify and mitigate hazards encountered while riding. See enclosure 1.

7. Installation authorities will enforce the provisions within this policy and deny access to anyone not wearing proper personal protective equipment.

8. Expiration. This CG Policy Memorandum supersedes CG Policy Memorandum, ATZR-CSS, 26 August 2009, subject: Fort Sill Bicycle Safety, CG Policy Memo 09-15. This Fort Sill Policy Memorandum will remain in effect until superseded or rescinded.

9. Point of contact is Mr. John Cordes, 442-4701 or Mr. Garry Gaede, 442-2266, DSN 639.



JAMES M. MCDONALD
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Commanding

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