

Working with Adjusted Ranges

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A Presentation to

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The presentation focuses contains tips for locating and securing range areas. In addition, MSF design guidelines and best practices are presented that may expedite the range recognition process. Important considerations such as obstacles, surface problems, surface composition and surrounding traffic are defined and discussed.



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MOTORCYCLE
SAFETY FOUNDATION®

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SMSA Conference – 2006 – Austin, TX



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Overview •

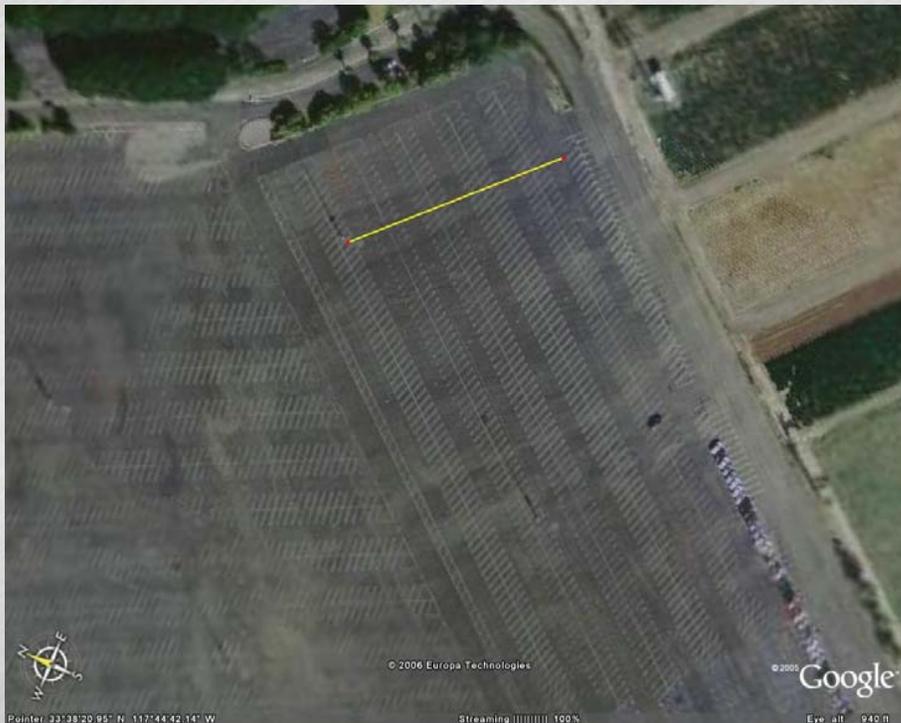
Design guidelines and best practices that may help expedite the range recognition process.



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Locating a potential range site

- *Google Earth*





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Locating a potential range site

- *Suggestions*
 - *From RiderCoaches*
 - *From Students*
 - *Anyone!*





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Securing a Range

- *Common leasing practices*
- *Negotiating*
- *Military partnerships*





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MSF Range Standards

- *Full Size Range*
 - 120 x 220 standard
 - Minimum run-out: 20 feet
 - Recommended run-out: 40 feet





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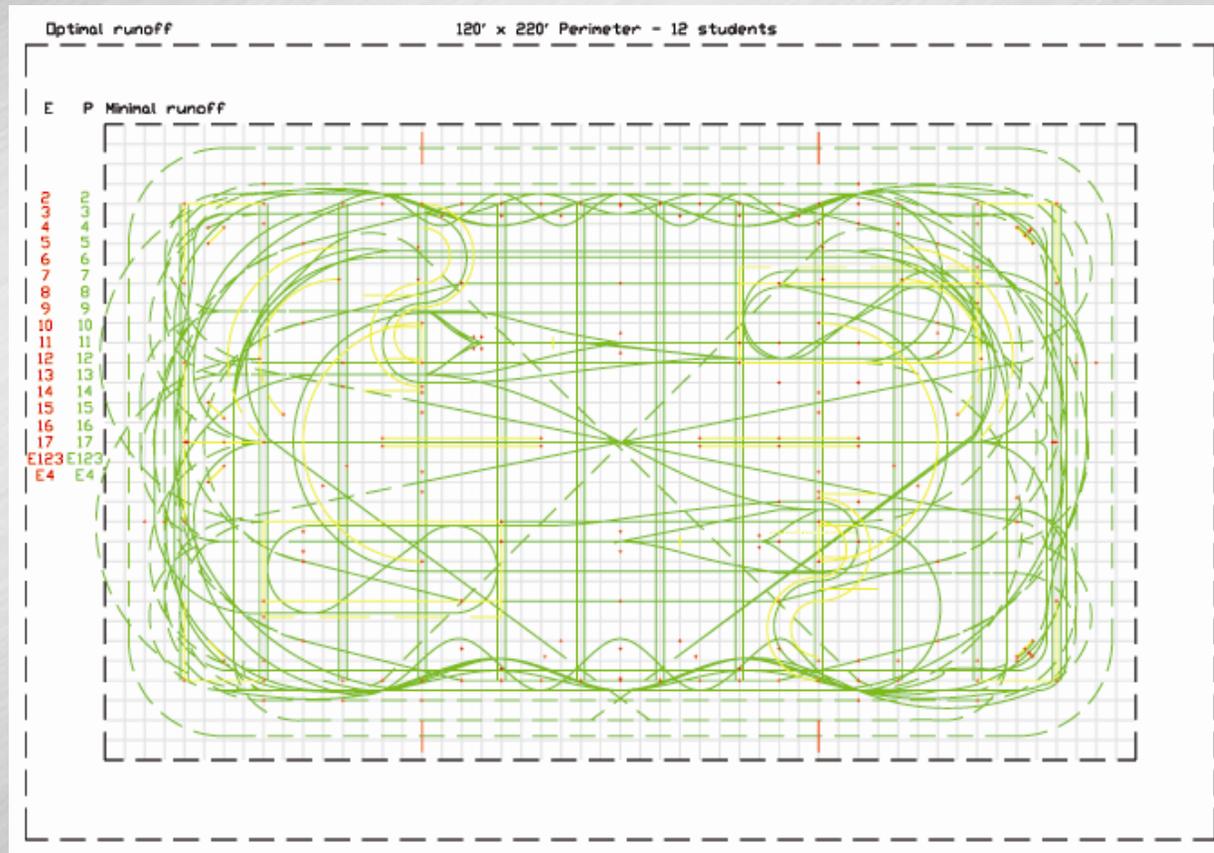
MSF Range Standards

- *Adjusted Ranges*
 - Samples available on RETSORG
 - Minimum run-out: 20 feet
 - Recommended run-out: 40 feet



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Paths of travel for all exercises





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Space guidelines for:

- Class size
- Path of Travel
- Ovals and curves
- Exercise Approach and Exit
- Weaves and Obstacle Boxes





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Obstacles

- Poles, curbs, planters





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Surface Problems

- Drains, Bumps, Cracks, Weeds





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Surface Composition

- Sealed or painted surfaces





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Surrounding Traffic

- Motor Vehicles
- Pedestrians and animals





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Range Layout Tools

- *AutoCAD*
- *Drafting Templates*
- *RiderCoach Guide*
 - *Range Layout, pages 10-20*
 - *Principles for Using Adjusted Ranges, page 24*



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Range Recognition Process

- Forms
- Pictures
- Diagrams



(Attachment A)

Rider Education Recognition Program (RERP) Application

Please type or print New RERP Application Re-apply/update RERP information on file

Official Signature of Training Provider: _____ Title: _____
Business Name of Training Provider: _____
Training Provider Mailing Address (If PO Box, please provide shipping address below): _____
City: _____ State: _____ Zip: _____
Shipping Address (if different than Mailing address): _____
City: _____ State: _____ Zip: _____
Business Office Phone Number: () _____ Email address: _____
Business Office Fax Number: () _____ Website: _____
Do you currently have an MSF Sponsor (RERP) number? No Yes If yes, record number here: _____

* I agree to use MSF's most current Motorcycle Safety Course Waiver and Indemnification Form.
* I will use my own Waiver and Indemnification Form. (Must be reviewed by MSF, please submit a copy to MSF with this application.)
* I will use the Waiver and Indemnification Form required by the State Program. (Must also be reviewed by MSF, please submit a copy.)

Daily Operations Contact: _____
Phone () _____ Fax () _____ Email: _____

I certify that the information listed above is correct. I understand that I must authorize any changes to the information listed on this application by submitting this form with a new signature and fax executed below.

Official Signature to RERP Agreement - Print Name: _____
Date: _____
Official Signature to RERP Agreement - Authorized Signature: _____ Date: _____

For the State Administrator - This information below is to be filled out by the State Motorcycle Safety Program Administrator. Please leave this area blank if you are applying for a RERP in a state without a State-Regulated Motorcycle Safety Program.

Type of Sponsor: (check one)

a. State Program	Training provided by a state entity
b. State-Recognized Private	Private business recognized by the state entity responsible for motorcycle safety and education. The business operates with public or no state reimbursement to offset training costs.
c. Independent	Private business not recognized by the state entity responsible for motorcycle safety and education.
d. Rider's Edge	Private business recognized by the state entity responsible for motorcycle safety and education. This business operates without state reimbursement to offset training costs.
e. Independent Rider's Edge	Private business (Rider's-Edge/Coach) that is not recognized by the state entity responsible for motorcycle safety and education or operates in a state that does not have a state-regulated motorcycle safety program.
f. Military	Training provided by a branch of the U.S. Armed Forces that may or may not be recognized by the state entity responsible for motorcycle safety and education. Military training operates under its own specific funding and without state reimbursement.

State Coordinator - Print Name: _____
State Coordinator - Authorized Signature: _____ Date: _____

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Creative Range Layouts

- *Case Studies*
- *Exercise Specific Discussion*





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Summary

Designing an adjusted range is a complicated process with many variables that may affect recognition.



Working with Adjusted Ranges

Thank You!

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