

Motorcycle Safety Education Advisory Board meeting transcript – March 8, 2024

Willis, Robert (DOL) 0:03

Uh, once again, state law requires that everyone who is being recorded and transcribed and knows that that is happening.

Willis, Robert (DOL) started transcription

Willis, Robert (DOL) 0:10

If you do not wish to be recorded or transcribed, now would be the time for you to step away from the computer or the meeting.

That being said, Kathy, the meeting is yours.

KATHY E. GILL 0:24

OK, so calling the meeting to order again, we are being recorded introductions.

I'm Kathy Gill.

I am the acting chair, Doug Bauers, board member.

I'll just jump in.

Stanley Bragg 0:40

Stanley Bragg, board member.

Barbara Fincher 0:44

Barbara Fincher, board member.

Syd Nunez 0:46

Sid Nunez, board member.

Willis, Robert (DOL) 0:49

And I'm Robert Willis.

I'm the state motorcycle safety program manager.

I work for DLL.

KATHY E. GILL 0:56

Andy, I mean, you're not gonna be on the state coordinator for a day to Washington, and he's public.

He's our.

He's our one public person at the moment and I am now here.

It you're it.

Well, I still there's no other person in the public that's in the room, you know, was on board is called.

No, no, no, no.

You're just.

Yeah, not yet.

No, no, you're just the public.

You're the public observer participant in today's board meeting.

OK. With that?

Alright, that's good.

Because you're here so.

The the agenda was distributed.

Andy has an agenda.

We're gonna start with old business, Roberts.

Trooper Gill joined the meeting

KATHY E. GILL 1:39

The social media campaign.

Willis, Robert (DOL) 1:41

It one moment we just had someone.

Dial in and new member last four of your phone number is 3432.

Who am I speaking with?

Trooper Guy Gill 1:53

Trooper Gill, Washington State Patrol.

Willis, Robert (DOL) 1:55

Ohh I, trooper gill uh.

Syd Nunez 1:56

Yeah. Umm.

Willis, Robert (DOL) 1:58

As as per usual with these meetings, we are being videotaped and trans transcribed.

Trooper Guy Gill 1:58

Harry.

KATHY E. GILL 2:02

Speak on this thing.

I can't hear ****.

Willis, Robert (DOL) 2:05

If you don't wanna participate in that, then you'll have to step away.

KATHY E. GILL 2:06

Then you're gonna have to go sit by there.

No, because I can't have this one going in.

Willis, Robert (DOL) 2:09

I I have to say that, but alright, so up now we're gonna talk, OK?

KATHY E. GILL 2:11

OK, I'm moving. OK.

Hold.

Hold on.

Hold on just a second.

Doug's gonna get closer to the speaker.

Willis, Robert (DOL) 2:21

OK.

KATHY E. GILL 2:25

Go ahead.

Yeah.

Willis, Robert (DOL) 2:27

Alright so.

KATHY E. GILL 2:27

OK, he's there.

Willis, Robert (DOL) 2:30

I am proud to talk about the newest campaign that we are getting ready to kick off here in the state of Washington for a social media outreach.

We are.

Pardon me, we are.

Partnered with a A.

Public relations company?

Uh, out of Seattle and Portland, and the campaign that we are putting together.

Uh, I'm hoping to be able to show you here momentarily.

I can get my outlook to open properly is.

We'll have.

Multiple campaigns where we'll be doing targeted ads on all media platforms.

Instagram.

Facebook.

We'll be doing some static ads and.

Excuse me and.

Uh display ads on Google.

These ads will be targeting motorcyclists umm, primarily motorcyclists in the ages of 25 to 36.

A little bit the the, the the spread will be general generally larger than that.

But what we're trying to do is reach the motorcyclists in our state who are.

Umm.

Who are unendorsed and for for whatever reason and an additional portion of this campaign will be a direct mail postcard that we are sending out to uh.

All uh motorcycle owners who have an who are unendorsed that we have, that we are able to find here in the state.

I'm this is a staggering number for me.

I of the 400 roughly 445 to 450,000 motorcyclists with endorsements here in the state, we have approximately 240,000 registered motorcycles here in the state, and of those 240,000 motorcycles, 45,000 of them approximately are owned by people who are not endorsed motorcyclists.

A portion of those will be people who cosigned for a motors are for a loan, or uh, as as witnessed last year at this meeting, a parents of a 13 year old who can't legally register a vehicle.

Etcetera.

Umm, but there I assume that will be a a relatively low proportion of that or and we are intently hoping to.

Jackson, Bryan M (DOL) joined the meeting

WR

Willis, Robert (DOL) 5:46

Umm.

To to get after these individuals, to convince them to.

Ohh I'd finally found the email I'm looking for.

To to encourage them to take motorcycle safety training, one of the main things that we're doing is we're going to be presenting.

Pardon me, we are going to be presenting our or offering two hundred \$100 training vouchers.

So the 1st 200 motorcyclists who sign in and are Washingtonians, and a test that

they've never had motorcycle safety training will be given the opportunity to or will receive.

Pardon me, we'll receive.

A200 a \$100 training voucher from us to be used at any of the schools within our state.

Most of our ads will look something like what you're seeing on the screen now.

Umm.

With varying varying scales to go up and down this this gradient, whether it's new, new, normally or Rossi.

Yes, Kathy.

KATHY E. GILL 7:05

Is this final?

Willis, Robert (DOL) 7:08

Yes, ma'am.

We're spending hundreds of thousands of dollars on this.

KATHY E. GILL 7:12

You and I will talk offline.

Willis, Robert (DOL) 7:17

Where?

KATHY E. GILL 7:19

This is a bad color combination.

Reddish oranges.

Willis, Robert (DOL) 7:22

Kathy, I have.

I I have I have an entire company.

All.

KATHY E. GILL 7:28

I don't care.

Willis, Robert (DOL) 7:28

Who's who's I?

Fine, Kathy, we're spending this money.

KATHY E. GILL 7:33

Ohh, I understand, that's why I said I would talk about this offline.

Willis, Robert (DOL) 7:33

This is a department of license.
Yeah, I.

KATHY E. GILL 7:36

But Robert?

Willis, Robert (DOL) 7:37

So umm, we also have uh.
Novice, competent, expert.

We show rookie St Cred Best Ride, our encouragement to our writers here is to enhance your ride and enhance, enhance your skills to enhance your ride.

There are animated versions of this that will be in Google display ads.

There are static versions of this for for those ads as well.

We are also going to be partnering with, Umm, a couple of.

Washington resident a motorcycle social media influencers umm.

To to get that message out both through video and story and and posts that should reach and approximately 170,000 followers between the two different.

The two different influencers and, and we're really hoping to to have an impact on the number of riders who are seeing this.

As you know, we're we're not trying to call out people who are bad writers.

We're trying to say, hey, you may be a good writer, but you can always be better.

Attend a training.

Learn something and by extension of that, no, we anticipate that the majority of them will continue on to add their endorsement.

KATHY E. GILL 9:17

And did you say, Robert, when it was going to start?

Willis, Robert (DOL) 9:21

We are.

We are within a week or two of this kicking off, just waiting for some final work to be done on.

The ad buys and finishing up the uh, finishing up the final web point or web page before it goes live.

Syd Nunez 9:33

No.

Willis, Robert (DOL) 9:41

All of these ads will have click throughs to take you to the A A landing page on the Washington Traffic Safety Commission website.

Ride safe.

Ride on.

No, and I thought I had.

I don't have a link to that that I can share.

Yeah.

Umm, but our postcard.

A postcard is going to be uh, that same image on the front and on the back.

It will have information saying.

Saying uh, you've been our system, identifies you as owning a motorcycle without having the proper endorsement.

Please join the thousands of writers.

Uh, that level up their skills every year or something along that line, I I don't.

I don't have the verbiage on the top of my head giving them a QR code to scan to take them to that landing page.

Uh phone numbers to contact our program.

Websites to go to in case they have questions, etcetera.

That will begin.

Mid April or Mid March early April, the the mailing will go out probably second week of April.

And our ad buys will begin at approximately the same time as well, and we will be.

No, and we will be hoping to.

Give out those 200 vouchers and draw more attention to our program.

KATHY E. GILL 11:28

Doug has a question and he had no.

Willis, Robert (DOL) 11:30

OK.

And then?

Barbara, I see you've got your hand up.

What do you want to say?

Barbara Fincher 11:38

I do.

I'm just wondering, uh uh, is there any way that the board members can, UM, get a preview of that?

Can you send me or us what you have just talked about as it goes out?
I may not see it and would love to have knowledge about that so I can talk about it.
Is that possible?

Willis, Robert (DOL) 12:02

Sure.

Yes, once I have a finalized drafts on everything I can, I can put that out.

I will also make sure that that that information.

Uh, all the links are are sent.

My guess is if you are on social media at all and you talk at all about having a motorcycle, you in the state of Washington, you were going to be seeing these ads.

Syd Nunez 12:26

It's.

Jackson, Bryan M (DOL) 12:32

At least we hope so, right?

Barbara Fincher 12:33

I appreciate.

Willis, Robert (DOL) 12:34

Yeah.

Barbara Fincher 12:34

I appreciate you sending it though.

Willis, Robert (DOL) 12:34

If, if, yeah, absolutely.

Absolutely.

I just if if you don't see these ads on your social media, I wanna know so I can yell at my at the people that were spending all this money with.

KATHY E. GILL 12:55

Any other who questions Doug, I I would ask that you address the stuff to Andy McAfee and to put as well because the debate is as a \$50.00 rebate program for training that they offer resolve this new.

Willis, Robert (DOL) 13:15

Yeah.

I I understand and we are more than happy for for every motorcyclist in the state to get

this information as abate as well.

I I understand they know what motorcycles are and do things with them as well.

KATHY E. GILL 13:33

Yes.

Yeah, there's just a few here, not many.

Willis, Robert (DOL) 13:39

Yeah.

KATHY E. GILL 13:43

OK. Anything.

Trooper Guy Gill 13:43

Goodnight.

Ohh yeah, from Trooper Gill.

I just want to let you know along those lines the State Patrol is also messaging has started messaging across the entire state, all of our districts, all of our social media platforms, Facebook, Instagram and so on.

The same idea with motorcycle safety awareness training, encouraging training etcetera, etcetera.

So we're doing the exact same thing.

KATHY E. GILL 14:16

So.

I will.

I will channel Barbara and ask if you can share that information with the board like through an email.

So we can see it.

Trooper Guy Gill 14:33

Sure.

Yeah, I can do that.

KATHY E. GILL 14:35

That's awesome.

Thank you.

Trooper Guy Gill 14:37

Yep.

KATHY E. GILL 14:39

Anything else about social media?

I'm.

Let me just say I'm glad you didn't say Twitter.

At least I didn't hear Twitter so good.

Willis, Robert (DOL) 14:47

No, we are not.

We are not involved with X on this ohm.

Syd Nunez 14:49

Morning.

Willis, Robert (DOL) 14:52

I I do want while while we while we are on the subject and and trooper gelson's since you were just speaking I did wanna touch base and express our sincerest condolences for the loss of your trooper last week.

I know that I I know what it's like to lose a a comrade in arms and I wanted to share that with you.

Trooper Guy Gill 15:18

No, no, I appreciate that.

Yeah, we've, we've taken our our hip the last few weeks.

We got, we got, we're able to bring one home, which was amazing.

Uh.

From a shooting that happened in Seattle, we brought him home to his family, which was awesome.

And he's getting, you know, recovering and doing better.

And then we turned around and went right back up to Everett to move another one to a Funeral Home.

So kind of a rough stretch for us and but you know, as far as the State Patrol goes, you know, we're we're still focused.

We're still here, still doing our our job to to the.

You know, to the best of our ability along all of this and we're moving forward 1 foot in front of the other as we always do and and continue to serve.

So I appreciate you saying that.

Thank you so much.

Willis, Robert (DOL) 16:12

Certainly.

Alright, that's all I got on social media, Kathy.

KATHY E. GILL 16:16

Then.

What was that, Robert?

Willis, Robert (DOL) 16:20

That's that's all I've got on social media.

KATHY E. GILL 16:23

So, umm, next legislative update and when you and I last talked, there wasn't anything to report.

Is that still pretty much the case?

Willis, Robert (DOL) 16:33

Correct the the.

Bill to lower the blood alcohol content to .05 did not make it out of committee.

All the the lane splitting filtering Bill did not make it out of committee.

The there none of the legislation that was presented that would have an impact on motorcycles directly has made.

It has made it for both.

Excuse me.

And yesterday was the last day of the legislative session.

So there will be no more progress on any of those like on any of those bills.

Syd Nunez 17:17

Hmm.

Willis, Robert (DOL) 17:19

However, to move on into 3C, interactions from Black Friday, my team went over to the capital on Black Friday.

The Andy was at the first Friday of the legislative session.

KATHY E. GILL 17:37

Yes, I believe it was.

Willis, Robert (DOL) 17:39

OK.

Yeah.

1st Friday of the legislative session, when Abate brought in the writers to interact with

their legislators, all of the motorcycle safety program, plus our assistant administrator or lustrous administrator, Brian Jackson and Dan Cook.

Ohh accompany this as well and we got to have a lot of really fruitful.

Conversations with many members of Abate and got to share some Donuts and have some have some conversation.

That was a great time.

KATHY E. GILL 18:19

Andy, would you like to speak to it?

Well, I wasn't there, but I went as I was.

Understand.

We went a lot better than you before.

We're trying to build on that program and have more interaction with the legislature and you as you're bored and the everybody involved in motorcycling. Basically.

Thanks Andy.

And it's still you, Robert.

Willis, Robert (DOL) 18:52

Ohh, uh.

KATHY E. GILL 18:52

Next meeting spring opener.

Willis, Robert (DOL) 18:55

Next meeting is the spring opener and.

I need to.

I'll Andy.

I'll be sending you a some some email or if you could put me in touch with the the right person to coordinate a location for us.

Hopefully, if possible, an indoor location.

So if it rains, we don't get wet and farther away from the race track that we were next to last time, that would be beneficial.

Stanley Bragg left the meeting

KATHY E. GILL 19:27

I'll see what I can do. Good.

Willis, Robert (DOL) 19:28

All right.

Jackson, Bryan M (DOL) 19:29

Do we know where it's going to be held this year, Robert?

Is it in the Randall Packwood area again, or is it in a different location?

KATHY E. GILL 19:34

It's no, it's.

It's in the same place where we've I think we've secured A5 year commitment with Cascade Peaks.

So we'll be there for the next five years and it'll be the the same, same weekend every year.

Syd Nunez 19:44

Nice.

Jackson, Bryan M (DOL) 19:49

And that's closer to Randall than Packwood, correct?

KATHY E. GILL 19:49

Yes, it's it's kind of right in between.

Willis, Robert (DOL) 19:53

Yeah, it it's about halfway.

Jackson, Bryan M (DOL) 19:53

Right in between.

OK.

And do we know if there's any like Ranger stations or anything like that?

Remember Kathy, a few years ago, we did one at the Ranger station in Cle Ellum, which was a little bit further away than I think it was in Roslyn as where the spring opener was.

But I kind of put us in a good location where it was inside, you know, we weren't right there in the middle of all the festivities going on, but it was still close enough proximity wise for the for the board meeting to be available.

So Robert, maybe we can do a little bit of research to see what's in Randall or Packwood and see if we can find a good locale as well.

Willis, Robert (DOL) 20:24

Absolutely.

KATHY E. GILL 20:27

I the next extension right I can also translate.

I know some people down there we could probably meet at the random fire station.
Oh, that would be awesome.

Jackson, Bryan M (DOL) 20:36

Well, that'd be great too.

KATHY E. GILL 20:37

I've never met at a fire station.

So.

Willis, Robert (DOL) 20:40

Yeah, I I like that.

I like that option.

KATHY E. GILL 20:43

Overnight.

Willis, Robert (DOL) 20:43

It sounds like it's a race, Andy.

KATHY E. GILL 20:46

I can work with you on that, Robert.

Willis, Robert (DOL) 20:47

OK.

Awesome.

I'll send you an email on Monday and and we'll get working on that.

KATHY E. GILL 20:50

OK.

Willis, Robert (DOL) 20:52

I have your business card right there.

KATHY E. GILL 20:55

Yep, I use my regular email andy.mcafee@msn.com.

Willis, Robert (DOL) 21:06

Can do.

KATHY E. GILL 21:07

Oh, that's so funny.

I just looked that I didn't change the date on the agenda.

It still says December.

You'll forgive me?

It's like.

Sorry, sorry Robert.

I just.

I just saw it.

Umm uh so.

Willis, Robert (DOL) 21:22

It's all right.

KATHY E. GILL 21:26

So I want you all to know that we appreciate the fact that you're working with us, right and getting the word out and getting a collaborative relationship on how we can move forward on training and safety.

So.

So thank you and thank you for being here tonight.

The next item is one that we speak to at just about every meeting, which is what are some upcoming opportunities umm for us to get in touch with the public or for the public to get in touch with us?

Umm, so I open it up to.

Does anybody have anything they know that's coming?

We are gonna be having here in Spokane our motorcycle awareness.

Right, baby 19, which is a Sunday.

OK.

And we have the beginning and the end.

So there's a couple of locations which are very populated and would be perfect as far as from guys to come to because last year you guys weren't able to have a booth there.

We tried to get someone to come out that it wasn't can do save to your schedule.

However, this year someone's able to come because we have the dates set earlier and the location it's all set.

Hopefully we're able to get some coordinated.

That'd be very great.

And join what you Robert.

Willis, Robert (DOL) 22:55

I it is, it is not something that has been on my radar yet.

We can discuss it.

I'll I'll work with uh, my assistant administrator administrator to see if we can.

Ohh set something up.

I can tell you that our scheduled outreaches for the state are currently the 26th through the 30th of June.

We will have a team at including myself at the Touratech Adventure Writing rally in outside of Plane Washington and.

And then we will also be at the Washington Truck Driving Association.

Ohh umm.

Truck driver's championships of Washington State Truck Driving Championships in Pasco.

In April, like the dates for that, I am not.

I'm not tracking 100%.

Jackson, Bryan M (DOL) 23:59

I think it's the Saturday, April 20th.

If I recall Robert.

Willis, Robert (DOL) 24:03

OK.

And then eleven, try that again.

21 September, I believe, is the oyster run and we will be there for the oyster run.

We are.

KATHY E. GILL 24:16

Umm.

Willis, Robert (DOL) 24:16

We are still trying to solidify a day or two at the Puyallup fair, as in an effort to be where people who ride motorcycles but aren't necessarily rally or show sort of people would be so we can have those conversations with really the the sort of writers that we're looking for, you know the the crusty old fart that doesn't think they need an endorsement cause they've been riding forever and but they they'll go to the State Fair because the missus wants to see arts and crafts or you know they they'll go to the State Fair because.

Their husband says that they need to go see.

Ludicrous.

Or whoever's having the concert, you know, we're we're we're we're trying to find ways to be at places that aren't necessarily biker events, but where bikers will be, where people who ride motorcycles will be.

KATHY E. GILL 25:15

So, Robert, two questions from me.

The first one is a humorous 1 because June 26th to 30th wraps right around June 27th. So you get to go from one end of the state to the other.

Willis, Robert (DOL) 25:26

It sure does.

The 26th and.

KATHY E. GILL 25:30

You said, Blaine.

You said Blaine and the other ones, Randall, and they're opposite borders.

Blaines Canada Randalls, Oregon.

Willis, Robert (DOL) 25:38

No, no, no, no.

Pull Lane PLA IN up around outside of Leavenworth.

Jackson, Bryan M (DOL) 25:43

Right outside 11 worth, Kathy.

KATHY E. GILL 25:48

PLAIM.

That's a weird name, but you OK?

Willis, Robert (DOL) 25:50

In in as in plain as in plain white rapper.

KATHY E. GILL 25:52

It's in a way, it's further.

OK, it's in a way.

It's further he's gotta correct some mountains anyway.

That was a tease.

The second thing, I'm not sure why I have never thought of this before, but have y'all considered inviting us if our schedule is available to be with you at any of these public events.

Willis, Robert (DOL) 26:23

We hadn't there, there's ongoing discussion here in the in the Department of licensing on how how to how that interaction can can be improved.

And so as we move forward with that, we'll definitely consider it.

Jackson, Bryan M (DOL) 26:43

And and we have Kathy.

KATHY E. GILL 26:43

Well.

Syd Nunez 26:44

OK.

Jackson, Bryan M (DOL) 26:44

We've tried, you know, we've talked years ago about doing the gene, the gene, the June meeting at our attack.

The problem is it's up and playing.

It's like 20 miles outside 11 worth Internet reception isn't good, you know, for us to have a hybrid meeting would be difficult.

There's you're out in the middle of a field.

I mean, I was we made it work at the spring opener, but it's really not super conducive.

Willis, Robert (DOL) 27:02

It.

Jackson, Bryan M (DOL) 27:07

There's very there's not.

There's no hotels within 2030 miles.

Leavenworth is terrible trying to find a hotel any time of the year.

Willis, Robert (DOL) 27:15

Umm.

Jackson, Bryan M (DOL) 27:15

It's just it's a very tough location for us to get the board and a bunch of DOL staff.

So not, not that we're not willing to try again, but I know probably 5-6 years ago we were looking into that and it was pretty difficult.

And then also if we're doing it at the spring opener.

KATHY E. GILL 27:31

Well, well, you just mentioned, but, but you just mentioned the Puyallup fair and I wasn't talking about us having a meeting there.

I was saying you're gonna have a booth and be interacting with people.

Just let's think about having a conversation about if a board member wants to do that outreach and be part of outreach.

Let's talk about that as being a possibility.

That's all I'm bringing up because it's old business.

This thinking about outreach is old business, but there is the Puyallup fair, which is, you

know, and we don't have a need to have a meeting there, but it is not what you just described, Brian, I'm, it's.

Jackson, Bryan M (DOL) 28:16

No, galofaro is.

Willis, Robert (DOL) 28:17

Andy, I see your hand up.

What you got?

KATHY E. GILL 28:19

What's that?

Willis, Robert (DOL) 28:20

I saw Andy had his hand up.

KATHY E. GILL 28:21

Ohh sit as a sorry go, go said.

Willis, Robert (DOL) 28:22

I was, uh.

KATHY E. GILL 28:27

It wasn't said.

Willis, Robert (DOL) 28:28

The Andy Andy has his hand up.

KATHY E. GILL 28:30

Ohh, ain't Andy has his hand up.

Things.

Umm, we're happy on that licensing stuff in our butter like.

Also some things to consider getting out of the norm on the motorcycles.

Umm, there are a couple of the motorcycle events that I think are really well attended that people don't.

Don't go to and know about Miramont Manor at the the True family farm.

The Lemay family Marimont that has the show annually that I think gets some tactic people that that might help you a lot.

And then just considering trying to get into the Puyallup fair, they're very stingy about the fall fair, but the spring fair, they're a little bit open to this kind of stuff.

The fall fair.

It's more about them making money.

I hate to say it like that.
Then that's just the way it is.

Willis, Robert (DOL) 29:39

Now that, that's understandable.
I we are diligently seeking all possibilities.

KATHY E. GILL 29:46

And he did with the loan.
OK, I got a question then how where are we with the Reader board program?
You guys made any progress in reaching out to those guys as far as getting messages other than one week in May?

Willis, Robert (DOL) 30:06

I I'm sorry.

Jackson, Bryan M (DOL) 30:08

No, I can.
I can answer this one, Robert.

Willis, Robert (DOL) 30:11

Thank you, Brian.

Jackson, Bryan M (DOL) 30:11

Doug, I've several times I have, you know, I don't want to make excuses, but it is proven very difficult to find the right people at the Department of Transportation.
Who?

I found the people who like put the signs out, but finding who controls what messaging and when and how much and how long and all of that has proven extremely difficult.
Not saying it can't be done, I just haven't had any success doing it so far.

KATHY E. GILL 30:39

So hang on, let's not get off of public outreach, which I think of as face to face.
I thought that was public outreach.
Can we talk about that with the safety messages?

Willis, Robert (DOL) 30:47

It it.

KATHY E. GILL 30:48

Sorry, sorry.
OK.

We have.

We have on the agenda safety messages, so even we're talking, that's a.

Willis, Robert (DOL) 30:56

Thank you, Kathy.

KATHY E. GILL 30:59

So any more thoughts?

So Barbara, we're just going to plant a little idea in your head, right May 19th.

May 19th I will get.

I will get an email address exchange before we leave, so the two of you can chat.

If for some reason you wanted to be part of that.

Barbara Fincher 31:25

Well, it's funny.

I you read my mind when you guys talked about outrage and you have this whole board and to be available to public outreach, I think is just, you know, a great idea.

So yeah, go ahead and share my email and we'll see if we can't coordinate something.

Thank you.

KATHY E. GILL 31:48

That'd be outstanding.

Yay.

OK, new business.

We have a committee that's been working on the Charter.

Umm I have taken the the committee's version of the Charter and cleaned it up and passed it on to Robert and it's now under review.

Is there anything else you'd like to say about that, Robert?

Willis, Robert (DOL) 32:12

No, I think that's right.

KATHY E. GILL 32:13

OK, target zero.

You know, this is the Robert meeting you guys understand is like he's talking to us.

Willis, Robert (DOL) 32:25

Ohh, Brian's involved in this one too, so I can we can share this.

We are.

We are in the final phases of rewriting the Ohm's motorcycle input to the State Highway safety plan.

This is a A5 year assessment that happened or A5 year plan that are friend explain the state highway safety plan better than I do.

Jackson, Bryan M (DOL) 32:50

It yeah, every every five years, all of the agencies that have anything to do with, with Traffic Safety.

So Department of Licensing, Transportation, State Patrol, you name it, we all get together and put together the highway safety plan.

It can be.

I think it's very between how many years between three years and five years.

Currently it's a 5 year plan, but this year you know just I've been involved with it for I don't know, five or six years, but it's minimal.

It's, you know, review what's already here, make some changes, you know, give some input.

This is the first year Robert and I and working with the Traffic Safety Commission and other folks in DOL are the primary authors of this work, at least for the for motorcycle safety.

We also have that have input you know and other sections related to more generic and general Traffic Safety ideas, and we've really tried to this year condense it.

I want to say what was it, Robert?

Uh, 1015, pages 8 pages.

Willis, Robert (DOL) 33:51

It was.

It was eight.

It was 8 pages in.

In the previous iteration, with about three of those pages being just a data charts, not an awful lot of story, not an awful lot of reasoning behind things, just data charts, and there was even one page that was just a list of RCW that applied to motorcycles.

Jackson, Bryan M (DOL) 34:19

Yeah.

So so this year what we're.

Willis, Robert (DOL) 34:20

Nothing in there to talk about in a plan to get after reducing fatalities and making motorcyclists safer.

Jackson, Bryan M (DOL) 34:26

Exactly.

So it did a very good job of painting the picture that a problem exists which you know we all know that the problem exists.

But what are we gonna do about it?

And that's really what we've tried to work on this year is and and not get too big for our britches, you know, let's focus on a few good things that we are actionable items that we are actually going to be able to do and make headway on how do we get more people trained and endorsed, how do we make drivers more aware of the vulnerability of motorcycles and how do we make riders understand their own vulnerability and how to be more conspicuous on roadways.

So we're really just trying to focus on things that we can do to.

Actually make headway in this five years.

You know, it used to be kind of like a wish list.

You know what might be good?

What sounds good?

You know what have we heard of other places doing around the world that might work, but knowing full well that those would be really hard things to implement.

Willis, Robert (DOL) 35:26

OK.

Jackson, Bryan M (DOL) 35:28

So this time around we're trying to work on actionable items that deal and the other agencies actually intend to take on.

So I'm very proud of the work that Robert and I and the other folks have done, and as soon as this is further along and it's in a in a, you know, not just a draft stage, we would love to share it with the board and the public.

And I mean, obviously it'll be consumable because it'll be out there, but even before it's out there on full blast, just maybe when we have a final draft of it, we'd love to share it with the board.

KATHY E. GILL 36:02

Any questions or comments for Brian?

Silence in the room.

Jackson, Bryan M (DOL) 36:14

So sounds like I explained it so well that everybody comprehends it fully, so I'll, I'll consider that a great success.

KATHY E. GILL 36:18

Yeah, that.

Ohh.

OK so.

Jackson, Bryan M (DOL) 36:26

Kathy.

Kathy, don't laugh at me.

I can't handle that.

KATHY E. GILL 36:28

I.

No, no, I I was not laughing at you.

It was.

That was not what.

Jackson, Bryan M (DOL) 36:32

It was with me.

KATHY E. GILL 36:32

No, you.

Jackson, Bryan M (DOL) 36:33

OK, I got it.

KATHY E. GILL 36:33

It was with you were you were laughing.

Jackson, Bryan M (DOL) 36:33

I got it.

KATHY E. GILL 36:36

OK, so.

Jackson, Bryan M (DOL) 36:36

I'm.

I'm always laughing.

I have to laugh at myself.

I thought that's how I get through the day.

KATHY E. GILL 36:39

OK, so we have.

So we have uh nitza Traffic Safety messaging and.

So I told Doug we could slip another knits a thing into this discussion.

And Robert, I have this vague memory that I'm the person who's supposed to report on

this, and my migraine did not remember it.

If I am help.

Willis, Robert (DOL) 37:10

That it was not something I was tracking for me, but I can't tell you.

Sid sent out an an an email earlier today and my response to him is what I'm gonna talk about.

Here we are partnering or we are working with Washington Traffic Safety Commission to try to establish reestablish a, A, A motorcycle safety working group for across across the state with decision makers, people who can actually make things happen from Department of Licensing, motorcycle safety, Traffic Safety Commission, motorcycle Safety, Department of Transportation, Washington State Patrol, uh Wasps.

Pick the Washington Association of Sheriff's and Police Chiefs in an attempt to have decision makers in one spot.

Who can uh talk about how to get more of motorcycle awareness messaging other than just in the motorcycle awareness month?

How to get signage in places where motorcycles are are crashing and and people are dying et cetera.

Jackson, Bryan M (DOL) 38:19

Maybe even reader boards, Doug.

Willis, Robert (DOL) 38:22

Yeah, that, that's that's the reader board sort of thing that I was talking about the there's also the possibility of trying to really get it using that group to reinvigorate with some Traffic Safety Commission money the the enforcement of.

Impounding motorcycles when someone is stopped and it is determined to be writing without an endorsement that one of the main reasons behind that not happening is a lack of funding for office or overtime.

I think if you find out that your motorcycle is gonna get impounded and it's gonna cost you \$400.00 for the ticket plus the impound fees.

It's a lot cheaper.

It doesn't take an very many times for that to happen for motorcyclists across the state to realize that it's cheaper to get an endorsement than it is to get caught.

Trooper Guy Gill 39:18

Bobert this trooper girl.

Willis, Robert (DOL) 39:20

Yes.

Trooper Guy Gill 39:21

I just wanted to touch touch on that a little bit.
We are, we are actively impounding motorcycles.
Umm for no endorsement.

Willis, Robert (DOL) 39:29

I'm glad to hear that from the WSP I've I've had.

Trooper Guy Gill 39:32

Yeah.
Yeah, we give.

Willis, Robert (DOL) 39:33

I've had discussions with city officers in multiple jurisdictions who say that they don't because of the reasons behind what I've said.

Trooper Guy Gill 39:39

Umm.

Willis, Robert (DOL) 39:42

Thank you for for that information.

Trooper Guy Gill 39:43

Yeah.
So we yeah.
Yep.
Just so you know, no, no sweat.

Willis, Robert (DOL) 39:48

Get them all.

KATHY E. GILL 39:50

So if if I heard you correctly, you said that you are impounding.

Trooper Guy Gill 39:56

That's correct.
Yeah, we give the rider a reasonable alternative and what we what we mean by that is get someone out there with an endorsement in a reasonable amount of time, which is generally 30 minutes or a trailer or a truck to take the bike if they cannot supply that, then we impound the bike.

KATHY E. GILL 39:58

OK. Yeah.

Syd Nunez 39:58

Yeah.

Willis, Robert (DOL) 40:18

Awesome.

KATHY E. GILL 40:19

So go ahead.

Willis, Robert (DOL) 40:22

So I I just said awesome.

KATHY E. GILL 40:24

Oh, sorry.

So in the in the same vein of knits of related conversation, since the board met in December, Nedza has raised the issue of graduated licensing as a a countermeasure that works for improving safety.

They and so there's 15 states that have graduated licensing like we used to, like Europe does, like Japan does.

They in in making the statement that this was an effective way to reduce fatalities, Nessa evaluated systems in New Zealand and Australia.

They also raised the issue of the additional costs right with on the regulatory side for the departments of licensing around around the country.

And Doug, Doug wanted to raise the fact that Nitza had raised this as a way to improve safety, and since we were already talking about Nitza, I just wanted to slide that into information, not action.

Jackson, Bryan M (DOL) 41:43

And Kathy, can I ask a question on that?

Are we and are we talking graduated or tiered like you know based upon tiered so meaning that there's restrictions on size, power to weight ratio not graduated were like at a certain age you get a license and then you have to take another test or training to progress through a graduated system because those terms get blended sometimes and I want to make sure we're talking about the right one.

KATHY E. GILL 41:49

Uh, it's tiered.

So I right, so now I I have not read their report.

OK.

And what Doug gave me was a news article, so I pulled up the knits statement.

They used the term graduated drivers.

Licensing is a multiphase system designed to gradually expose new drivers to increasingly complex driving situations.

Jackson, Bryan M (DOL) 42:35

OK.

KATHY E. GILL 42:36

So it sounds.

Jackson, Bryan M (DOL) 42:36

That makes sense if they're talking driver licensing, not motorcycle endorsement, because I am not aware of any states that have we.

Willis, Robert (DOL) 42:36

To.

Jackson, Bryan M (DOL) 42:45

I would say we kind of have a quasi system, right, because we have a knowledge and skills test to get your permit and then another knowledge and skills.

KATHY E. GILL 42:50

Now what?

Brian.

Brian, they are talking about motorcycles and they say 15 states in 2022 had some form of GDL from motorcyclists, although the requirements may apply only for new writers under certain age.

Jackson, Bryan M (DOL) 42:52

Yes, go ahead, Kathy.

Syd Nunez 43:07

There was.

Willis, Robert (DOL) 43:09

And and a lot of that Kathy would be similar to Oklahoma has a restriction on CC for riders under the age of 16.

They can have a motor.

KATHY E. GILL 43:19

Right.

Willis, Robert (DOL) 43:20

They can get have a motorcycle only license below a certain CC level.

Uh Washington has something we have a quasi tiered structure where you can receive a permit without going straight to endorsement.

However, you can take all four of those tests and go straight to endorsement if you wish without having to, without being required to have the permit.

Some states require you to have a permit before you get an endorsement, but not I'm sorry, that is a a quasi graduated system, not a quasi tiered system.

A tiered system would be if you're 16.

If you're, you know if you're novice writer between this age and this age, depending on your state, you can only write a motorcycle with this many CC's, and then you can go to the next one.

And that is up to double those CC's etcetera.

KATHY E. GILL 44:14

That's.

That's the.

That's the European and the Japanese tiered system.

Willis, Robert (DOL) 44:19

So I.

I I will.

Europe is not a homogeneous organization, and every one of the countries in that in that neck of the woods has their own ohh licensing procedures.

So when we say like Europe, that's a very broad spectrum.

I've been in several meeting.

I've been in a couple of meetings with individuals from different countries within Europe about the way they do licensing and from it at much like it is here in the US from state to state here and from country to country.

There the requirements are different.

There are some countries that don't even require the motorcycle license.

You just have to have a driver's license to be able to ride a motorcycle.

KATHY E. GILL 45:12

So again, this was not intended to be an action item, but I I will distribute the nitza, umm.

Jackson, Bryan M (DOL) 45:13

Yeah.

Willis, Robert (DOL) 45:16

I know, I know.

Jackson, Bryan M (DOL) 45:21

Please do.

KATHY E. GILL 45:23

Countermeasures that work.

Report that came out after our last meeting.

With a specific link to the graduated drivers licensing.

From my perspective, it's we.

It's good to know that it's a discussion item, but we all know that this is nitza and it would be a long time between that publication in December and any recommendation that states consider it.

So this is just information at this point.

Jackson, Bryan M (DOL) 46:02

Yeah, that's great information.

KATHY E. GILL 46:04

So the next thing is I am going to make some work assignments, but I would rather make the work assignment be voluntary.

It's does not you guys, this is these guys.

So one of one of the things that Zephon did when he was the chair is started analyzing the Oregon program as a way to hold up not a mirror, but hold up a picture of another way of approaching advisory boards, education, training, licensing.

Right.

What are other states doing?

We know that when when Robert or Brian goes to a national meeting that folks look to us right as a as a model that we do things well, that doesn't mean learn things from other states.

So specifically, I would like board members.

I would like somebody to take California, somebody to take Florida, someone to take Texas and someone to revisit Oregon and I will send out a little like questionnaire thing to get you started.

But basically, for our June meeting, if we could have one of those ready to one of those people who says, OK, I can get this done in this period of time to say, here's how this other state does things and how that compares to Washington.

What can we learn from them?

So this is a request from your chairman and now this is an action item.

So could someone move it?

What they call no.

I need a motion.

Ohh, I'll make the motion. OK.

Doug made the motion.

I need a second.

Said they gave me my second.

OK.

So Doug took California.

Next, OK, so it has taxes.

Syd Nunez 48:16

I'll take Texas.

Barbara Fincher 48:22

Ohh you could put me down for one cafe and I.

KATHY E. GILL 48:26

Florida or Oregon, take your pick.

Barbara Fincher 48:28

And I appreciate a a template.

So our questions are kind of uniform and you have the information that you want.

KATHY E. GILL 48:31

Yes.

Yes.

Barbara Fincher 48:36

What were my choices?

KATHY E. GILL 48:38

Florida and Oregon.

Barbara Fincher 48:41

OK, give me sunny Florida.

KATHY E. GILL 48:43

OK.

Barbara Fincher 48:45

Thank you.

KATHY E. GILL 48:46

You're this does not mean we're going to pay for you to go there.
Just saying.

Syd Nunez 48:52

OK, never mind that I don't want to do Texas.

Barbara Fincher 48:52

Ohh it's.

Syd Nunez 48:54

I was hoping to see my daughter in law. Thanks.

KATHY E. GILL 48:58

No.

Barbara Fincher 48:59

Ohh I'd.

KATHY E. GILL 48:59

OK so so I can take Oregon cause we zenophile has already done a lot of work on Oregon.

So umm it one of the three of you think you could?

Well, I'll wait till I send the template out next week and then have one of you hopefully volunteer to be the presenter in in June.

And you can present in zoom or you can come join us at the spring opener which we're getting cheers from the from the peanut gallery. But.

OK, at this point public forum, we have some public members here.

So any questions you have of us are any observations about motorcycle education training?

Safety.

The floor is yours.

I have some question.

Tell us.

Tell us.

Tell us to your day in it.

But I am the leader for Spokane chapter of Beta Washington.

We've conducted a several as far as different trainings out here for motorcycle safety.

We just did in January, the accident scene management class and I'm very happy to say we trained 39 people and we got a grant nationally to pay for that, which was

awesome.

But we do want to continue having foreign classes and from researching your website, there is opportunities for us as far as to get assistance with funding for the instructor to come and do training.

I didn't know.

It's been difficult for me to find those pieces and how to apply for it.

Is there anybody that I could work with in order to make that a little more easier of a process?

Robert, did you get that?

Willis, Robert (DOL) 51:00

I and I.

KATHY E. GILL 51:00

I put.

Jackson, Bryan M (DOL) 51:00

Is she?

KATHY E. GILL 51:01

I pointed that my.

Willis, Robert (DOL) 51:01

No, I I I heard.

You you said that on the Department of Licensing website you see that there is a way for you to request funds for us to pay for instructors for a course.

Is that what you said?

KATHY E. GILL 51:17

They have on there yes grants that you can get into as far as to apply for in order to help train these people.

Willis, Robert (DOL) 51:25

Uh.

I I that that is a first heard for me.

I have never heard anything about the Department of licensing creating grants for for training.

KATHY E. GILL 51:37

Hold.

Hold on.

Hold on.

So Diana, I'm going to send you an email copy Robert, and ask you to send us the the information in the link that you're talking about.

Yep.

OK, I can do that.

Thank you.

Anyone else?

Sure.

Going Andrew Sundog AKA text from combat vet writers Aaron Spokane.

Umm, one of the biggest things that I've seen that is a problem is you've got a motorcycle book that's written for motorcycles.

You gotta car book that's written for just cars and the book that's just written for 18 Wheelers and there's no crossover, especially about stopping distances and taking off, you know, accelerating differences.

And yeah, I mean you can see it around here in Spokane.

First, we'll pull over and hit their brakes so they can get into an exit lane in front of an 18 Wheeler and almost get rear ended there on a daily basis.

Willis, Robert (DOL) 52:53

Text I can tell you that the the driver training the driver, Training schools, oversight portion of Department of Licensing and licensing endorsement and Traffic Safety section that Brian and I and Vicki and the the other two who are out in there at our booth are members of are actively rewriting the the driver Training manual.

Ohh and once that is complete we will transition to I believe the next step is the motorcycle operator manual.

Uh, Brian, you'll have to correct me if I'm wrong.

And then and those are and those are integrating information about there.

There is information in the driver operator manual that is specifically about interacting with motorcycles and commercial vehicles.

Oh, oh, while on the roads.

And I noticed, you know, there's there will be information similar to that in the in the rework of the motorcycle operator manual as well.

Umm I I cannot speak to the commercial driver's license.

Jackson, Bryan M (DOL) 54:07

Let me see if I can jump in there and and and add a little bit to that.

Willis, Robert (DOL) 54:07

Andy I ohh go ahead Brian.

Jackson, Bryan M (DOL) 54:10

So texture absolutely right.

You know, for for years those 3 guiding documents, the motorcycle operator manual, the driver Guide, the CDL manual, have been three independent documents written by three separate groups with not a lot of collaboration or ensuring that the information provided is consistent and beneficial.

You know, one leads to the other recently that has changed as the Department of Licensing, we have hired a curriculum specialist who she is a her job is all education and assessments.

And one of those is to take the lead role on rewriting those documents.

And right now the driver guide is almost done.

It's it's fantastic.

I've seen some some drafts of it.

Next, I think Robert is correct, it might be motorcycle or CDL, so there will be more cohesion and it will address a lot of the things that you're saying.

And also last year in and not not this legislative session, but the 23 that that closed last year, the Department of Licensing was directed to and a law was passed regarding operating around big rigs and there there is specific verbiage now in state law that says driver training school courses must have certain information about operating around commercial vehicles and there is materials being developed for that and it will be included in the requirement for what driver training courses for young drivers will have to cover.

So I think a lot of the things that you're talking about, we are aware of and are actively taking measures to defects.

KATHY E. GILL 56:01

Andy it just to clarify along with the big, I'm also a firefighter, I have a CDL, so I've seen every driving habit in the world and I think what?

What deal?

Well, may want to look at is kind of a high risk, low frequency type of training program where you release something on a monthly basis.

That's just a stupid of a high risk low frequency event that that people don't remember or don't think about what I'm saying is we all took driver training years ago, but we don't always remember some of the intervals and I bet I could say three or four things right now that a lot of people in this room forget about tell us that we could left lane driving in the CDL left lane driving if you're three or more lanes on a restricted highway, you're not.

It's prohibited for you to be in that lane, not just.

So why are they there?

I was yelling about that in my head today.

That's my point.

We we need to maybe do a high risk low frequency event press release that hey, these things you may want to remember and think about following distance pulling out in front of semis and can't stop all those things people don't think about and we all know at least if you have researched it, 80% of the drivers out there right now are doing something else besides driving 80%.

This is listening to your radio count.

There's something else eating.

Tell me in extreme I don't do this thing, but I do.

I do listen to my radio and you're not gonna get me to drive in silence.

Yes, text another thing.

I've had to go through and because I moved from Virginia back up here.

I had to take the written test for my motorcycle license.

When I try answered it over I got both books.

I've read through but that was back in 2000 and a lot of the stuff that I had fresh in my mind then.

This gone. Bye bye.

And there's a lot of people out there that are driving like they have no idea what they're supposed to be doing.

What about periodically before you can get your license?

You gotta do a summary test for read acquiring this the mental knowledge.

Jackson, Bryan M (DOL) 58:44

Tax.

I will tell you that I am personally, you know, speaking for for Brian Jackson, resident of the state of Washington, Love that idea.

There is legal authority in statute for the Department of licensing to retest every driver knowledge skills of any sort at every renewal.

The problem with that?

Well, there's a couple things. One.

Legislators have to listen to their constituents.

I think you know kind of like what you were saying, Andy, a lot of people have forgotten a lot of things.

If we started retesting people, what happens when they fail?

Are we gonna take people's driver licenses from them?

It is a very hot topic to suggest that people have to reestablish this.

I think those of us here who are safety focused and understand that you know, knowledge and skill are always diminishing.

If you're not refreshing them and that it would be a good thing to ensure people do by and large, that may not be popular with, you know, with all of the residents of the state who who might call their senators and and and and and representatives, and then the the logistics of it, how do we, you know, if you do the math, there's 6 million licensed drivers.

You know, every eight years you have to renew.

I'm quick math tells me that's somewhere in the neck of 800 and some 1000 people a year.

The ability for the state to take on testing, even in a minor.

Just here's 10 questions to see if you know what you're doing.

I mean, I think it's a good idea.

Am I saying that it'll never happen?

No, but that is a.

You know something that is going to cost millions of dollars and take a lot of work.

So I love the idea.

It's ideas that we've had and we've talked about internally.

It's just not something that we can, I guess that the authority exists.

We could, you know, tomorrow the director could probably say, hey, we want to do that.

Obviously, we probably have to get the governor's office buy in case we are an executive cabinet agency and it, but it's just there's a lot of things that would go into something like that.

Willis, Robert (DOL) 1:00:53

Yeah.

Jackson, Bryan M (DOL) 1:00:53

So good idea, not saying it could never happen, but I don't envision it happening anytime soon.

KATHY E. GILL 1:00:59

Well, in the I mean the the director might say we wanna do this and then the next question would be from what budget because it's so in text, I totally agree with you.

Jackson, Bryan M (DOL) 1:01:06

Exactly.

The legislature would have to provide funding to us.

Willis, Robert (DOL) 1:01:09

Yeah.

KATHY E. GILL 1:01:12

I mean, I'm a motorcycle.

Safety instructor.

What can I say?

But you know you have to think back to the larger culture of the United States and to do something like what you're asking us to consider means changing the culture of the country.

This is a car driving culture and it is considered a right not a privilege by too many people, but you say it's a right to a cop, they're going to turn around and say no, it is a privilege.

I understand that I'm.

I'm talking about perceptions on the part of the culture, not legal.

Yeah, it's ongoing.

Willis, Robert (DOL) 1:02:01

Yeah, and.

KATHY E. GILL 1:02:01

Education is an issue, and not just in driving.

Willis, Robert (DOL) 1:02:07

On the on the motorcycle safety side of this, I've done the basic calculations.

It would be a quintupling of it would require a quintupling of capacity within Washington state to to do skills, skills, or knowledge testing at every renewal, and we are having a hard enough time being able to schedule all of the motorcyclists in the state that want to get testing every year.

And that's, you know, trying to figure out the way to get five times that it is the big is the bigger challenge than even can we do it?

KATHY E. GILL 1:02:52

Well, the other thing that concerned about.

Jackson, Bryan M (DOL) 1:02:52

But I will wanna let me throw some stuff at you guys right here.

Willis, Robert (DOL) 1:02:54

But we aren't.

Jackson, Bryan M (DOL) 1:02:56

Just to let you know that right now there are some good things happening in the legislature.

There is an appetite for Traffic Safety there last year and it was amended this year. We have a bill.

It was 5583 Young driver safety and it's looking to expand the requirement for for novice drivers.

We're right now.

You know you have to take drivers Ed or a motorcycle safety course only up until 18. Once you turn 18, you know the the Magic Fairy shows up and sprinkles dust on your head and the day you turn 18, you're now, you know, you don't need to take training anymore.

You can just take a test.

Well, there's a study going on right now by Washington State University in conjunction with the Department of Licensing to look at that and say, hey, maybe we should expand that up until the age of 25.

So everybody through 24 would have to take a course to get their driver license or to get their motorcycle endorsement.

Those things are happening right now, so I will just throw out there.

While a lot of these things challenging and they absolutely are, there is, you know, our legislature, our agencies, we know that there is a problem that fatalities are up, crashes are up.

You know, we had more fatal crashes in the state last year.

Right now, preliminarily we're saying 800 fatality crashes.

We haven't seen that number since like 1980 or 81, we had gone down every year and now it's starting to spike back up starting in 2020.

Can't tell you exactly what it is or why you know what did?

COVID and the pandemic do to the brain.

I don't know if that's the only contributing factor, but it matches it very well.

But we're seeing these high spikes and crashes, and the legislature is recognizing that and they are trying to do things.

So what you're suggesting?

Talk to your legislators.

I mean, they are interested in hearing these things and hearing ideas of how can we better train people?

How can we better assess people?

There's also studies looking at older and medically at risk drivers, you know, people who

may have a diminishing capacity.

How do we evaluate their ability to continue to operate vehicle?

So there's a lot of stuff going on right now, Kathy.

KATHY E. GILL 1:05:08

Umm.

Brian, the increase in crashes and fatalities in 2020 was not just the state of Washington.

Correct.

Wasn't that an excellent and?

Jackson, Bryan M (DOL) 1:05:17

Cool like to cry across the country.

They're up.

Willis, Robert (DOL) 1:05:21

It.

Yeah, Kathy, it's.

And it's not just 2020-2021 was higher than 20202022 was higher than 20212023.

Syd Nunez 1:05:23

Yeah.

Willis, Robert (DOL) 1:05:31

Isn't is anticipated to be the highest number?

That's what.

So what Brian is saying, it's it's climbing for motorcycles.

The number of crashes has gone down, but the number of fatalities has gone up, so it's our our our data analysts are racking their brains, all of us in Traffic Safety are racking our brains.

KATHY E. GILL 1:05:45

It's.

Willis, Robert (DOL) 1:05:56

We the the only statistic that I have that speaks to why motorcyclists are dying at a higher rate with lower with a lower number of crashes, is our unendorsed writer population when when 50% of our 2022 fatalities were unendorsed riders.

That that tells me that there's that they are a significant issue for us and so that's why we're getting after it with our social media campaign, with our direct mail campaign, why we do these outreaches and are trying to get the outreaches that are not just.

Uh biker gatherings, but places where motorcyclists show up.

And so we're trying to get to a place where people who don't normally talk to motorcycle safety folks will be there and will start talking to us.

That's why we're using social media outreach with people that are not the what you would expect to talk about when we're talking about motorcycle safety.

When she got Kathy.

KATHY E. GILL 1:07:07

Text.

You were talking about going to the Puyallup Fair ones come over to the Spokane County fair.

Willis, Robert (DOL) 1:07:17

And that's a that's a great idea and we will definitely take that under advisement.

It's just finding the right people to get in touch with, to get ourselves into those events.

Ohm also we we have we have to run our program while we're at those events as well.

So I I can't send somebody for the whole time.

It's where, but we're looking.

We are looking at all of these possibilities and I and I would like to point out I got a booth over there right now with three people that are gonna be there all day to talk to motorcyclists in the in on the West side more.

Jackson, Bryan M (DOL) 1:07:44

Question and I don't know if anybody attacks.

Willis, Robert (DOL) 1:07:56

We have more days of outreach on the West side of the state than we do on the I'm sorry, on the east side of the state then we do on the West.

KATHY E. GILL 1:07:56

And.

And that's why I'm in here at this meeting and we're glad you're here.

Willis, Robert (DOL) 1:08:09

Awesome.

KATHY E. GILL 1:08:10

That's why we're here.

Willis, Robert (DOL) 1:08:10

I'm.

I'm glad.

KATHY E. GILL 1:08:11

Thank you.

Willis, Robert (DOL) 1:08:11

I'm glad we got you in there. Text.

KATHY E. GILL 1:08:15

Brian.

Jackson, Bryan M (DOL) 1:08:17

Well, the the only thing I was gonna say is that, you know, if I've never seen if there's a list anywhere for, like, different fairs around the state and the amount of attendees that are out there, I'd love to see something like that, cuz I would imagine cuz the Puyallup fair.

KATHY E. GILL 1:08:27

It's.

I'll get it to you.

Jackson, Bryan M (DOL) 1:08:31

OK.

Thank you, cuz.

The Puyallup Fair used to be the Western Washington State Fair.

Then there's the Eastern Washington State Fair, which I think is somewhere around Spokane.

Maybe cheeney?

I don't know exactly where it's located, and then there's several.

The southwest Washington, the Evergreen State Fair in Monroe.

So if we could get those numbers of, hey, where are the most people?

Because, to Robert's point, every place that there's large gatherings of people, a percentage of them are gonna be, you know, motorcycle riders.

Earlier, when Robert was telling you that we're going to the the truck championship, whatever it is, this will probably not surprise anybody here.

But 60% of commercial drivers also hold motorcycle endorsements, so we've discovered that hey, a good place to find motorcycle riders as that commercial trucking events.

So we're trying to get our foot in the door there.

So we are always willing to find new places and new ways of contacting writers.

So please share any ideas you guys have.

KATHY E. GILL 1:09:28

That, that being said, I'm one of those guys and has three license. If you ever go to a retest for licenses, you need to consider that because it's gonna be a pain in the to try and go to get my CDL renewed and get my motorcycle renewed and my personal renewed and get it all done by a certain time.

Willis, Robert (DOL) 1:09:44

Yep.

KATHY E. GILL 1:09:49

Who and of course, of course, I'm going to have to pay for that.

Willis, Robert (DOL) 1:09:50

And Andy, we see that we see that.

KATHY E. GILL 1:09:54

And right now I've got to get small loan to get my license renewed now.

Willis, Robert (DOL) 1:09:59

Yeah.

And Andy, we see that when it comes time for medical reexaminations, if someone is referred by their medical practitioner for a reexamination on their on their personal driver's license, and they have a motorcycle endorsement and or a CDL, the the PDL isn't the only a big isn't the only credential that is reexamined every one of their additional endorsements or licenses is examined.

So we've had people who had an an amputation and had to be reexamined in their vehicle that that then had to be reexamined on their motorcycle.

That then had to be reexamined for all of their CDL those are no cost.

Luckily for for the customer, but we we know that we know that pain here for those customers.

KATHY E. GILL 1:10:54

Are there any other public forum ideas or discussion?

I see one head shake and two mouths remain closed, so I would exercise.

I would entertain a motion for adjournment.

I'll move.

Doug has moved to adjourn.

Barbara Fincher 1:11:20

I will second that.

KATHY E. GILL 1:11:22

Barbara has second all in favor say aye.

Barbara Fincher 1:11:26

I.

KATHY E. GILL 1:11:26

Opposed no post.

Trooper Guy Gill 1:11:26

Hi.

KATHY E. GILL 1:11:29

We are adjourned.

Thank you all for your participation.

Thank you for your participation.

Trooper Guy Gill 1:11:32

Umm.

Willis, Robert (DOL) 1:11:34

Thank you very much.

Trooper Guy Gill 1:11:35

Thank you guys.

Take care.