

APPROVED  
2.16.23

**GOVERNOR'S ADVISORY COMMITTEE ON MOTORCYCLE SAFETY**  
**Thursday, January 19, 2023 Meeting Minutes**  
**Transportation Safety Office**  
**In-Person and Virtual Hybrid Meeting**

**Members Present:** Chair Chris Henry, Don Hamon, CJ Strauss, Ethan Lodwig, Debbie Weber, Graham Munsell

**Staff:** Jeff Greiner, Alycen Ozawa

**Liaisons/Guests:** Hanna Braziel (Oregon DMV), Officer Chris Cass (Portland Police Bureau), Pedro Velasquez (National Guard), Deb Erye (Harley Davidson), Toni Rahlf (Harley Davidson), Jason Tolleson (Harley Davidson), Anna Dahl (SE Portland ABATE), Mike Friend (Bikers for Christ), Dave Ganslein (ABATE and Concerned Motorcyclist Coalition), Roger Hendricks, (ABATE), Paula Leslie (BikePac/ABATE), Bob Thomas (ABATE), Craig Blair (ABATE), Robert Cotter (SE Chapter ABATE), Aria Minu-Sepehr (Team Oregon)

## **I. Welcome and Introductions**

Chair Chris Henry called the meeting to order at 4:00 p.m. Some members and liaisons were present in person at the Oregon Department of Transportation, TLC (Technical Leadership Center) Building and others joined the meeting via Teams. Chair Henry then asked for a roll call and introductions. He reminded everyone this meeting was being recorded.

## **II. Chair and Committee Member Reports**

Chair Henry stated this is a committee meeting and it will be an opportunity for interaction with others at times for reports. Chair Henry then reported on the Dakar Rally in Saudi Arabia. The American Rally Originals team has sought to put the first US rider across the finish line. Other upcoming events are the premier of the Oregon Backcountry Discovery Route on February 4th. The Portland International Motorcycle Film Festival will be held at the end of January, and the motorcycle show will be held in Portland in April. Chair Henry then mentioned, in Dakar and at other events and on the street it is becoming more prevalent to have rider airbag vests for personal protective equipment. They appear to be quite effective at reducing injury and harm.

CJ Strauss reported that the Polar Bear Run and the Chilly-Chili Ride are coming up along with the regular Saturday rides.

Graham Munsell reported he hasn't ridden very much lately. However, he did spend two months in the South Pacific and Australia. He then recommended having a future discussion about the rider education programs they have in New Zealand. Part of the reason for that is their statistics for fatalities are almost identical to the US. He asked to have that discussion added on the agenda in February so the committee can spend some looking at the graphics and going over more information.

Ethan Lodwig reported he did not have much to report at this time. He said he is looking forward to a discussion on more interoperability between the state's computer systems.

Vice Chair Don Hamon reported that he hasn't been doing a lot of motorcycle riding. It has been snowing off and on, but Saturday looks like it will be 35 and sunny, so that sounds like a motorcycle day. He stated he is excited to see so many people from ABATE at this meeting. When the committee talks about road maintenance practices later during this meeting, they are going to be looking for a lot more input regarding that topic.

Debbie Weber reported she has not been doing much riding due to the reoccurrence of an old injury. She was able to take a three-week trip to Switzerland, Germany, Czech Republic and Poland.

### **III. Approval of Minutes from Previous Meeting (November 17, 2022)**

Chair Henry asked if there was a motion to approve the minutes from the November meeting or if any corrections were requested. Ms. Strauss reported that there appears to be a missing word on page 5 under Section V, paragraph 3.

**MOTION: Ethan Lodwig motioned to approve the November meeting minutes with corrections. Graham seconded. No opposition. Unanimous approval. Motion passed.**

### **IV. Liaison/Stakeholder Reports and Public Comment**

#### Portland Police Bureau (PPB) – Officer Cass

Officer Cass reported on two motorcycle crashes. The first crash occurred on December 1, 2022 at 5:47 p.m. There was a motorcycle seen going at highway speed southbound on 92nd Avenue passing vehicles using the bicycle lane. A vehicle at Duke pulled out and the motorcycle collided into the side of the sedan, killing the motorcycle rider. This was caught on ring camera for investigators. On December 12, 2022 at 4:51 p.m., near Division and SE 153rd Avenue two motorcycle riders were traveling eastbound on Division. There is a fixed speed camera placed by PBOT at 150th and Division that captured one more motorcycle rider going about 72 mph, the other one going about 66 mph. The motorcycle rider going 66 mph past the camera was saluting the camera with both middle fingers as he went by and then crashed into the rear end of a trailer at about 53rd Avenue. The camera on the other side of the street caught the crash on video as well. The SUV and trailer pulled down a side street and then the vehicle detached from the trailer and left the scene. The rider died at the scene. A question was asked if Officer Cass had any information about a hit and run crash where motorcyclist was hit and killed off 162nd and Division. Officer Cass responded by saying that incident was not on their list, but he could look into it further for the committee.

#### Driver and Motor Vehicle Services (DMV) – Hanna Braziel

Ms. Braziel reported with the legislative session kicking off, DMV is tracking almost 500 legislative bills. Their reciprocity agreement with Japan has been in effect for over 6 months, with over 111 license trade-ins. There have been a lot of office closures due to weather. Beaverton opened after a couple of weeks due to flooding.

#### National Guard – Pedro Velasquez

Mr. Velasquez reported it is at the beginning of the New Year for them and as they start getting ready for the spring months, they are going to put out some more notices in regards to the availability of training for service members. He also stated they received an e-mail last month in regards to the expansion of motorcycle training being available to civilian employees on the army side. They still have not yet seen how it was implemented because it is active duty versus National Guard. It is something they are looking into for the future.

#### Team Oregon – Aria Minu-Sepehr

Mr. Minu-Sepehr reported 10,659 students completed training in 2022. He anticipates there will be about the same number, roughly 10,000 or more, will complete training in 2023. In terms of operations, Team Oregon opened 7 in-person classroom sites last year and they plan to open 7 or 8 more this year, bringing the total up to 15. As they can add more in-person classroom sites, they will do so. They are excited about having contracted with Hillsboro High School for an in-person classroom course. This will replace Hayden Island where they have encountered a number of problems with hostile individuals in cars out on the course. Hillsboro, on the other hand, is a magnificent sight and it serves West Portland where they have been trying to get into for a long time. From East to West, they have nice distribution now and North and South are well covered. The thing that is not so exciting is the cost of asphalt repair, which has gone through the roof. It will have a budgetary impact at some point. There is exciting news with regard to training. OSU has implemented critical training for all employees.

The College of Public Health, has agreed to incur all the costs to all the critical training that the employees are required now to go through on a regular basis. Mr. Minu-Sepehr shared some slides showing the side by side training percentage of change data from 2019 - 2022. Team Oregon has 59 scheduled courses this year and what they have tried to do this year is split them up so there is early and later in the season representation. This is so they can catch riders who haven't been on their bikes for some time so they can come and shake the rust off. They are then going to focus very heavily on the endorsement level classes where it ramps up and then goes back to bring some of the courses back at the end of the season for the same riders who had just gone through basic training. Ms. Strauss then asked for some clarification on the data that Mr. Minu-Sepehr shared during his report. Some of the apparent discrepancies seem to have come about because of the changes to the program during the pandemic in 2020 and 2021. Mr. Minu-Sepehr then fielded more questions from members and guests who asked for clarification on other elements within the data report, and what a precision maneuver clinic consists of.

#### ODOT - Transportation Safety Office, Motorcycle Safety Program – Jeff Greiner

Mr. Greiner reported the DUII Multi-Disciplinary Conference will be held April 27-28, 2023 in Canyonville. Any members who are interested in attending should contact Alycen Ozawa as soon as possible because she is now in the process of making room reservations and travel arrangements. Mr. Greiner stated he is currently reviewing the 2021 preliminary crash data and it looks like impairment is a contributing factor in approximately 50% of all of the fatalities in 2021, maybe higher. He then said he hopes to bring that information to the committee as soon as February, but it may be March before it is finalized and can be shared publicly. Impairment continues to be a leading causative factor in rider crashes in Oregon. The TSO Safety Conference will be held March 15-16, 2023. The planning conference that used to be held independently is now being rolled into this conference to assist ODOT in deciding what they are going to do with the Highway Safety Plan for 2024, and how to keep all transportation users safe. Any members and liaisons who would like to attend are asked to contact Alycen Ozawa for more information. Mr. Greiner mentioned he is currently working on the motorist awareness media campaign. Historically, ODOT sought out proclamations by the Governor, but due to having a new Governor and her work with the transition team, ODOT, along with this committee has asked for an Oregon Transportation Commission Declaration for Motorcycle Safety Awareness Month in Oregon. Once he hears more about that, Mr. Greiner said he looks forward to giving an update to this committee, hopefully at the next meeting in February. The update will also include Mr. Greiner's progress with the motorcycle map project.

Chair Henry asked if there was representation from the ODOT Government Relations was present. Jeff Greiner stated that Kayla Hootsmans was not in attendance, but he agreed to carry any information from the committee back to her.

#### BikePAC /Concerned Motorcyclists Coalition – Dave Ganslein

Mr. Ganslein reported that he heard through the Grapevine that the Governor's Advisory Committee is considering recommending to the legislature that motorcycle helmet standards be increased back to the point where they were prior to Governor Kitzhaber signing the bill that revised those standards in the mid-1990s. Mr. Ganslein indicated there were a lot of problems at that point in time with riders being subjected to undue scrutiny under the allegations that their helmets did not meet specification. He personally experienced this issue and he indicated he is personally, and professionally hoping the GAC on Motorcycle Safety does not go in the direction of increasing the helmet standards. His personal opinion is that the law is fine as it stands.

#### BikePAC/ABATE – Paula Leslie

Ms. Leslie thanked Chair Henry for giving her organization a voice and also thanked Jeff Greiner for all of the

work he has been doing. She stated she is interested in attending the TSO Safety Conference in March. Ms. Leslie then reported that BikePac is working on the lane sharing bill with Senator Dembrow and many others. There is information on their website about the bill and the updates. She thanked the committee for taking the time to give that bill the consideration and thoughtfulness like they have always done.

#### ABATE – Bob Thomas

Mr. Thomas stated he is the newly elected representative of ABATE. He said an open house is being held on February 1<sup>st</sup> in Portland to discuss the lane sharing bill. Flyers with information regarding the senate bill open house were distributed to those present at the table. ABATE has requested the committee to support or remain neutral on the SB422 lane sharing bill in the 2023 session. They are also concerned the changing of specifications of the helmet law will complicate the law. ABATE feels this will lead to profiling of motorcyclists and would cause the undue hardship of purchasing new helmets. There is a segment of ABATE that believes all riders over 21-years old should be able to decide what type of helmet to wear. ABATE of Oregon pays for half of the fee to complete the Team Oregon training and some of the chapters also pay the other half of the training fee. ABATE is very supportive of the training.

#### Bikers for Christ – Mike Friend

Mr. Friend thanked everyone for their efforts in working hard to keep Oregon riders safe on the roads. It is a challenging job. He indicated he has looked at the fatality statistics for Oregon in 2022 and 2021 they were at 85. He said he remembers when the statistics were in the 40s and now Oregon is up in the 80s, which is just incredible and it hurts his heart to see that. He then asked if there was an analysis of some statistics of these fatalities such as motorcycle type, who was at fault, DUI, location, age, speed, etc. He mentioned one of their prospective members was the victim of a road rage incident where that rider lost the lower portion of their right leg. Those kinds of incidents seem to be happening more along with DUIs and drivers who just aren't qualified to be out on the road. He thanked the committee for their efforts to keep riders safe on the road.

CJ Strauss asked why the helmet standard changes are unsupported by those who have mentioned being against it. She stated she does not really understand why there is a concern about the profiling issues.

Mike Friend stated his organization went to the State Capitol and Oregon State Police where they presented information that showed riders were being harassed. Mr. Friend stated his organization is afraid that if this current bill passes, they will be back in the same situation with the harassment.

For clarification, Debbie Weber stated that she thought Mike Friend was talking about statistics and Roger Hendricks was talking more about the profiling and the harassing motorcyclists or having a reason to pull them over just by looking at their helmet and deciding whether it is an illegal helmet or not. Ms. Weber then asked when these incidents occurred and Mr. Hendicks replied, 1994-95 with a court ruling in 1997. The profiling stopped after that decision.

Chair Henry stated for context, what the Governor's Advisory Committee has recommended for legislative action is a change to the definition of a helmet to meet the Federal Motor Vehicle Standard 218 definition; such that the helmet manufacturer certifies that the helmet meets those federal safety standards, not the individual. Also, the Federal Motor Vehicle Safety standard is a recommendation of NHTSA in their best practices, as well as endorsed by the Motorcycle Safety and Awareness Association. It is also an action in the state of Oregon Transportation Safety Action Plan and part of the Strategic Plan of this committee to improve safety for people riding motorcycles in Oregon. It is not intended to create profiling or anything like that.

## Public Comment

Craig Blair from ABATE said he was there to support the current law. The laws in Oregon are different than the laws in California and in Washington and they are different for a reason. The people of Oregon made those laws and he said he wants to see the law remain the same so that he doesn't have a problem with wearing the helmet of his choice.

Paula Leslie from BikePAC reminded everyone the Oregon Motorcycle Rider Survey continues to pull in more responses and she would like to ask that everyone take the survey if they haven't done so yet. Also, she asked everyone to please distribute it to everyone they know who rides in Oregon. The survey is giving her organization an idea of what Oregon's riders want them to work on legislatively. The survey can be found on the website at <https://bikepacoforegon.com/> or on their Facebook page.

## V. Officer Elections

Chair Henry asked if there were any nominations for committee Chair. Ethan Lodwig nominated Chris Henry for Chair. Chair Chris Henry nominated Don Hamon for Chair. CJ Strauss nominated Debbie Weber for Chair. Debbie Weber requested to withdraw her nomination.

**MOTION: Chair Chris Henry moved to approve Don Hamon as Chair. Graham Munsell seconded. No opposition. Unanimous approval. Motion passed.**

Chair Henry asked if there were any nominations for committee Vice Chair. Debbie Weber nominated Ethan Lodwig for Vice Chair. Ethan Lodwig requested to withdraw his nomination. CJ Strauss nominated Chris Henry as Vice Chair.

**MOTION: Chair Chris Henry moved to approve Chris Henry as Vice Chair. Don Hamon seconded. No opposition. Unanimous approval. Motion passed.**

## VI. Public Highway Road Maintenance Practices - ODOT

Don Hamon reported that this topic has been a wheelhouse issue of this committee. It is an issue for a lot of people; all riders, regardless of where in this state you live. So, Jeff Greiner put together a first meeting with Don Hamon, Chris Henry, Galen McGill, who's the state maintenance engineer and Ace Clark, who was the District manager District 12 in La Grande. The purpose was to bring this group together to build a relationship and begin to bring awareness to the ODOT Maintenance Division. It is Mr. Hamon's impression that they don't think about motorcycles, and that is not an indictment of anyone, it is just that motorcycles are hard to see. Bringing the awareness up in the Maintenance Division across the whole state was an amazing step. Now moving forward, we need to understand from the riders of Oregon, what is it we want to change, alter, or improve in the road maintenance practices. Mr. Hamon stated he would like to start a subcommittee to work on how to improve road maintenance practices from the perspective of better safety for motorcycle riders. This will include issues with crack sealing, tar snakes, chip sealing, road rut repairs and just the general maintenance of the roads. Mr. Greiner stated that they want to invite the Association of Counties, Oregon League of Cities, and representatives from the nine sovereign tribes. The goal will be to increase awareness, hear concerns, and develop improved road maintenance standards and practices in jurisdictions to consider for rider safety. Chair Henry stated they also made mention of the BikePac outreach that has happened in the past. Mr. Hendricks asked if there was an ODOT number to call in order to report issues or to get information about road conditions. Mr. Greiner replied that the numbers and websites are still available for Trip Check, WAZE, and Ask ODOT. Ms. Leslie stated BikePac has a Facebook page called Road Hazard that is specific to motorcycle riders where they can use the ODOT number report issues.

## VII. Oregon Health Authority Data Subcommittee Update – Ethan Lodwig

Ethan Lodwig reported that with help from Jeff Greiner, the subcommittee with Oregon Health Authority, ODOT Transportation Safety and DMV is now up and running. The first meeting was a good meeting. Developing and implementing interventions to prevent injuries is really difficult. Getting access to reliable and accurate data is really the foundation of where designing processes and protocols that are intended to prevent injuries should start. ODOT and law enforcement agencies provide great data but some of the data for motorcycle injuries was missing. The Oregon Trauma Registry is a reliable repository of all data. There are data points that can be pulled out using aggregate data reports. What they want to ask of the registry is something that Mr. Lodwig wanted to discuss with everyone. He asked what information this committee would be interested in gathering with regard to motorcycle crash victims. He indicated that they have to be careful because this is medical data and they don't want to violate anyone's privacy. However, they can gather what part of the body was injured, how injured they were based on coding, and whether they were a passenger or driver of the motorcycle. Mr. Lodwig indicated that Jeff Greiner is putting a sub-committee meeting date calendar together and he will provide that to the committee once it has been completed.

Paula Leslie asked about road condition issues on crash reports. The officers were great at gathering information but this data lives in a silo unless the individual dies. The data gets fragmented and lost. Oregon now has the potential to link the data at the scene to other data. Officer Cass reported that there are check marks as to the type of roads. Ms. Strauss expressed a concern with using data sets until they are ready to pursue this topic with regard to keeping personal identifiable information secure. You have to be so cautious anymore with the information you obtain and use for various purposes. Mr. Lodwig thanked Ms. Strauss for her concern and said he feels everyone on the subcommittee is sensitive in regards to data security. They are thinking more in terms of getting very broad aggregate data. He said he will keep the committee up to date on what variables are available.

## VIII. 2023 Legislative Session - ODOT

Jeff Greiner began his update with the disclaimer that his update was for awareness only. There is no request for the committee to take a position at this time. After this meeting, Alycen Ozawa will be sending the bills out to the committee members. They will also be posted on the GAC MS meeting webpage for anyone who would like to review them.

ODOT is bringing forth three bills:

- SB422 – regarding lane splitting
- HB2707 – requires an impaired driver who kills a parent to pay child support to surviving children.  
*Bentley's Law*
- HB2316 – expands intoxicants to any impairing substance

Chair Henry asked about the helmet definition. Mr. Greiner stated ODOT is working with the Governor's Advisory Committee on Motorcycle Safety and they are also working on identifying legislators who may be interested in discussing the concept with committee members. If a legislator or legislators choose to go ahead with this committee's recommendation, it could move forward in the form of an amendment. If a legislator does not pick that up for the 2023 session, the committee has the ability to submit the idea as a legislative concept for the 2024 legislative session. Further guidance from the Governor's office or the Governor's policy advisor on bills impacting motorcycle riders may be available as soon as February 2023.

## **IX. Harley-Davidson Presentation & Discussion - Jason Tolleson, Deb Erye and Toni Rahlf**

Chair Henry introduced the presentation by saying Harley-Davidson has met with this committee a couple of times at the state Motorcycle Safety Association meetings over the years. At this meeting, they will share what they do in other states and talk about what their vision is for motorcycle training.

### **Presentation Highlights**

The Harley-Davidson Riding Academy was started in 2000 and has trained over 900,000 students. They offer training in 45 states. Over the years, they have had to adapt to different environments. Their goal is to develop and retrain safe and skilled riders by making connections with them and continuing to support them down the road with programs to help them stay engaged and keep riding. They offer different riding courses, but they do other things as well.

The rider courses available are: New rider course; 3-wheel new rider course; and a skilled rider licensed course for license waiver. They do have some post-licensing courses that consists of: Additional practice session, skilled rider course that is not a license waiver, and an adventure touring rider course. They have material that helps students get into the learning mindset. There is a pre-riding training called Jumpstart, which is training on a stationary bike where the student can feel what it's like to shift gears, turn the throttle, brake, etc. 88% of students who used Jumpstart prior to the riding class found it valuable. The Get Ready to Ride program through the dealerships is a new rider course. They also expand education beyond the class by preparing the rider with a how-to video series. There is also a welcome back course through the dealer that provides a customized service for riders who may not have been riding for a while.

The Riding Academy program is a Harley-Davidson (H-D) branded experience, they use a state-approved curriculum, and program staff development. Their fleet is designed for the training environment. They do incremental coach training and development, and Harley-Davidson oversight and support. There is a cost for the Riding Academy courses. However, Oregon mandates that insurance companies give a discount for approved rider training course completions. Harley-Davidson has a partnership with each state they are in to deliver the curriculum that is approved in that state. \*Harley-Davidson courses are not currently available in Oregon. The motorcycle (model H-D X350 RA) used for training includes protective equipment and is a bike that was created for rider training. Riding coaches must be state certified and then go through additional training to become Riding Academy certified. Harley-Davidson monitors what is going on with the training in the field. They offer operational guidance because the company is very interested in making sure there is consistency across all dealerships within a framework. They have a training and education stance where they offer ongoing development, so the coaches don't just get trained and certified and then they are done. Harley-Davidson continues to offer them additional development experiences. Some of them are voluntary, and some of them are mandatory. Ongoing education is also given to the managers of the dealerships.

### **Q&A and conversation after the slide presentation**

A question was asked, how much is the training based or modeled on the MSF training? The response was, in the states where MSF is the standard that is what Harley-Davidson delivers.

Dave Ganslein asked about dealership support. The response was, dealership support includes operational guidance, ongoing training and education, pre-class preparation content, and student management. There are three layers of oversight.

Jeff Greiner thanked the presenters for the information regarding the importance of follow-up with the students. He stated that many fatalities in Oregon are due to unendorsed riders. There is a concern on how to engage riders and convince them that training and getting an endorsement is valuable.

Chair Henry mentioned there are problems on the other end of the spectrum with experienced riders as well. Harley-Davidson, because it is so widely recognized, has an opportunity to reach riders that other training programs may not.

A question was asked as to the cost of the courses. The response was, Nevada has the highest cost at \$599, but other states can be as low as \$150. It all depends on each state and the number of hours of training are required as well as other variables.

Vice Chair Hamon thanked the presenters for coming. He then stated there are a few things that are really primary issues for Oregon, and training is one of them. It is incumbent upon us to be aware of the other training programs that exist. Oregon does not have a state curriculum per se, but that is something to be discussed further.

CJ Strauss stated that she is excited about the idea of training offerings being available, a hub for anyone at any time.

Graham Munsell is interested in older age groups who may have never taken a course before and feel they don't need to.

Ethan Lodwig stated he rode a Zero which was easy to ride and asked if Harley-Davidson had any Live Wires or small electrics to help. Mr. Tolleson replied, not at this time because there needs to be an evolution in the training space as well. The whole E space needs to evolve when it comes to rider training.

Aria Minu-Sepehr asked if they are going to bring a different curriculum to the state or use an existing curriculum. Mr. Tolleson stated, they are not curriculum providers. They work the curriculums each state provides.

Hanna Braziel asked about curriculum differences. Mr. Tolleson replied, the reciprocity conversation is a global conversation. There are complexities when you go from state to state.

Jeff Greiner stated that about a year ago, Oregon changed their statute that allowed DMV to write rules that allow reciprocity for military individuals.

Chair Henry mentioned that he viewed an article where it indicated electric motorcycles will soon become the standard. The next step will be having a conversation about potentially adopting a state standard.

#### **X. Next Meeting: February 16, 2023 – Possible Topics:**

- 2023 Legislative Session Update
- Crash Data Analysis
- Oregon Health Authority Trauma Registry Update
- Diversity, Equity, Inclusion and Reciprocity – Equity Lens and the Motorcycle Safety Program of Oregon – ODOT/Committee
- GAC MS Map, Publications and Outreach Materials Update
- GAC MS Strategic Action Plan
- New Zealand Travel Update

#### **XI. Adjournment**

With no further business, the committee was adjourned at 6:40 p.m.