



Motorcycle Road Guard Certificate Comments

The Minnesota Department of Public Safety (DPS) is considering amending Minnesota Rules by adding a new chapter in order to implement the provisions of the motorcycle road guard certificate law that was enacted in Laws 2012, chapter 287 (article 3, sec. 27, 43). This document contains all comments received regarding the possible new rules governing the Motorcycle Road Guard Certificate.

The motorcycle road guard certificate program will aid DPS' efforts to increase safety for motorcycle riders and their passengers who engage in group ride activities for sport, charity, and recreational purposes. The classroom and practical training, offered through the motorcycle road guard program, will benefit Minnesota Motorcyclists and the public in general.

All public comments may be submitted to the DVS Rules Coordinator at dvs.rules@state.mn.us.

Public Comments

Updated: December 17, 2013

NO.	DATE RECEIVED	NAME	REQUEST HEARING	PRO	CON	COMMENTS
1	10/22/13	Richard Oelshlager	No	X	No hearing	Interested in attending the training for RG when it becomes available.
2	10/25/13	Don Drew	Yes			<p>I'm Don the Road captain of the twin Cities Motorcycle Club. I attended the last RULES meeting in St. Paul. It may be my fault that there was no further meetings. NOBODY on the rules committee ever led a group ride. Out of about a dozen board members, only 4 actually ride motorcycles. I spoke at the meeting and pointed out all the failed points of the law including the idea they have that people who block traffic run the ride. They had no idea what a road captain is or how group rides work. The meeting organizer quit, the board disbanded. NOW THIS? Not only should we all follow your lead on this, you also have mine and my club's support. The MSF contacted us. they want the TCMC to teach them about ride organization. In case you don't know who we are, the TCMC has organized group rides for all rider levels. We have about 30 rides a year. We also run the annual Pizza Hut charity rides. Our rides have from 30 nth 80 bikes consistently.</p> <p>Second communication</p> <p>I would like to officially request a hearing and the re-installing of a rules committee.</p> <p>Further I request that I be placed on the Rules committee.</p> <p>Since the last committee had no actual Road Captains I request the new committee consist mostly of legitimate Road Captains.</p> <p>I have been leading group rides since 1977.</p> <p>I have been a Professional Road Captain since 1992.</p> <p>I am the founder, Leader and Chief Road Captain of the Twin Cities Motorcycle Club. www.twincitiesmotorcycleclub.com</p> <p>The TCMC has 200 active members and offers organized group rides customized to most rider abilities.</p> <p>Oddly the TCMC is already in compliance of this law. It's almost as if</p>

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						<p>someone copied elements of the Group Riding Primer I wrote in 2007. I believe the focus should include those Amateurs leading dangerous rides not just the people who control traffic.</p> <p>Donald Drew 651-308-4361. I oppose the entire rule. A New rule should be created by those who Actually Lead Organized Group rides.</p>
3	10/25/13	Jim Woodruff	Yes		X	<p>Stop sign says slow on the backside. And stop on the other. This confusing and unsafe The slow sign and stop sign needs to be addressed – signage is problematic. Stop s/mean stop. Whichever is putting event on must have insurance for each person in the ride. An insurance policy like this would be to costly. To many unknowns-issues, # of riders, etc.,</p> <p>7422.1100 Flagging Equipment Subpart 1</p> <p>The requirement reads there is to be a reflective stop sign measuring 18" and reflective. However, it is also stated that on one side the sign says "STOP" and on the reverse side the sign reads "SLOW". Imagine you are stopping southbound traffic on a two lane road. The southbound traffic sees a stop sign but the northbound traffic sees a SLOW sign, leading them to believe they can proceed. Nothing good can come of this situation, for the road guard, the other motorcyclists nor the motorists.</p> <p>7422.0200 Insurance Subpart 3A</p> <p>States the ride must carry insurance on each member of the organization as well as each individual motorcyclist on the ride.</p> <p>Most charity motorcycle rides are conducted by 501c3 no-profit organizations. Certainly there should be insurance on the officers and Board of Directors, if there in fact is one, on any organization that puts on an event of this kind. To require a policy in effect that could potentially cover hundreds of motorcyclists of a vast array of riding experience and/or abilities would be so cost prohibitive that most organizations would not be able to afford the insurance. In most cases, many of the riders would not be familiar to the planners and organizers of such an event.</p> <p>Secondly, MN law requires each motorcyclist to carry insurance on their own. Certainly, someone riding a motorcycle should be held to that standard and should assume the responsibility of insuring themselves and their potential passengers.</p>
4.	10/25/13	Susan Melvin-Mathews	Yes		Most likely	<p>Ms. Bassett: I am a Ride Officer of the Twin cities Motorcycle Club (www.twincitiesmotorcycleclub.com), the largest organized group riding club in Minnesota. I had to pass a training program to be able to block traffic. I want a new hearing and a new Rules Committee populated with people who actually organize group rides. Thank you. Regards, Susan</p>
5	10/31/13	Thomas Johnson	Yes		Most likely	<p>I have Put in many hours working with non-profits as a road guard, and I am comfortable that this activity can be done safely. The groups that I work with put quite a bit of effort into training and instruction to assure the safety of the Road Guard as well as the safety of the riders. The proposed changes to require a separate insurance policy for each road guard or other requirements will most likely discourage or eliminate a lot of the Motorcycle fund raising events. I would like to see a public hearing to address our concerns.</p>
6	10/28/13	Kyle McNamara	Yes		Most likely	<p>I am a Ride Officer of the Twin cities Motorcycle Club (www.twincitiesmotorcycleclub.com), the largest organized group Riding Club in Minnesota. I had to pass a training program to be able to manage the rides through traffic. I request a new hearing and a new Rules Committee populated with people who actually organize group rides.</p> <p>I request a hearing because I object to the entire rule.</p>
7	10/25/13	Donavon McKigney	Yes		Possibly	<p>I am a Ride Officer of the Twin cities Motorcycle Club (www.twincitiesmotorcycleclub.com). The largest organized group Riding Club in Minnesota. I had to pass a training program to be able to block traffic. I want a new hearing and a new Rules committee</p>

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						<p>populated with people who actually organize group rides to help determine the content of this law. Thank you very much, Donavon McKigney</p> <p>11/25/13 more comments: Ms Bassett, It is my understanding that the DPS intends to Adopt Rules Without hearing with respect to Laws 2012 Ch. 287 and Minnesota Statutes 171.6 which establish safety and equipment requirements and a fee for a person to obtain a motorcycle road guard certificate. I am opposed to the rules in their entirety. I am a member of the Twin Cities Motorcycle Club. I believe it is important for people who actually participate and conduct organized group rides have the opportunity to provide input before such rules are adopted. Best Regards,</p>
8	10/26/13	Joel Mueller	Yes		Possibly	<p>I am a Ride Officer of the Twin cities Motorcycle Club (www.twincitiesmotorcycleclub.com). We are the largest organized group riding club in Minnesota. I had to pass a training program to be allowed to block traffic. I strongly feel that there should be a new hearing and a new rules committee that is populated with people who actually organize group rides. It would be irresponsible to pass these rules without the input of citizens of this state best-qualified to point out potential problems in the implementation of the law and help to craft something that is both safe and practical. Sincerely, Joel Mueller</p>
9	10/25/13	Jeff Kuhne	Yes		Possibly	<p>I am a Ride Officer of the Twin cities Motorcycle Club (www.twincitiesmotorcycleclub.com). The largest organized group Riding Club in Minnesota. I had to pass a training program to be able to block traffic. I want a new hearing and a new Rules committee populated with people who actually organize group rides. - Jeff Kuhne</p>
10	10/30/13	Laura Nelson	No			<p>To whom it may concern,</p> <p>Cycle City received a letter today for DPS regarding an notice to intent to adopt rules to the Motorcycle Road Guard Certificate. What exactly will this mean for the dealership? Is the Motorcycle Road Guard Certificate going to be required for all persons driving a motorcycle?</p> <p>To whom it may concern,</p> <p>Received a reply email in regards to the notice of intent to adopt rules to the Motorcycle Road Certificate, saying that it applied to people wanted to function a group ride. How many people are considered a group ride? If you lead a group ride do you have to have the Motorcycle Road Certificate? If you are participating in a group ride do you have to have a motorcycle road certificate?</p>
11	10/25/2013	Mike Kloos	Yes			<p>I am a Ride Officer of the Twin cities Motorcycle Club (www.twincitiesmotorcycleclub.com). The largest organized group Riding Club in Minnesota. I had to pass a training program to be able to block traffic. I want a new hearing and a new Rules committee populated with people who actually organize group rides. Sincerely, Mike Kloos</p>
12	10/31/13	Dave Lange				<p>Looks to me like the Sheriff's Office doesn't have any say on these as they only refer to the Chief Of Police.</p> <p>Sheriff Lange. g) <u>A person may stop and hold vehicles in place until it is safe for the vehicles to proceed, if the person: (1) holds a motorcycle road guard certificate issued under section 171.60; (2) meets the safety and equipment standards for operating under the certificate; (3) is acting as a flagger escorting a motorcycle group ride; (4) has notified each statutory or home rule charter city through which the motorcycle group is proceeding; and (5) has obtained consent from the chief of police, or the chief's designee, of any city of the first class through which the group is proceeding. A flagger operating as</u></p>

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						<u>provided under this paragraph may direct operators of motorcycles within a motorcycle group ride or other vehicle traffic, notwithstanding any contrary indication of a traffic-control device, including stop signs or traffic-control signals. A person operating a vehicle that has been stopped by a flagger under this paragraph may proceed only on instruction by the flagger or a police officer.</u>
12.a	10/31/13	Jim Franklin	Neutral			<p>Provided background to Sheriff Lange. "Dave: <i>This was a part of the political compromise that occurred at the legislature. This provision only applies to the cities of the first class which are: Mpls, St Paul, Bloomington and Rochester. Most of the rides that I'm familiar with, try and stay away from the big cities anyway???</i> <i>This is part of the statue and not a part of the rule, so not sure there is much we can or want to do with this issue?? Your thoughts??</i></p> <p><u>"has obtained consent from the chief of police, or the chief's designee, of any city of the first class through which the group is proceeding".</u></p> <p>From: Jim Franklin Sent: Monday, October 28, 2013 12:32 PM To: Subject: Motorcycle Road Guard Certificate Program</p> <p><u>To All Sheriffs & Chief Deputies:</u></p> <p><u>FYI.....see new proposed rules that would govern the new DPS Motorcycle Road Guard Program.</u></p> <p><u>FYI.....in case anyone wants to make comments concerning these new rules/certificate program.</u></p>
13	10/31/2013	Clem Crowley	Yes			<p>I have some problem with some of new rules , I would like you to have a open hearing. Thanks, clem Crowley.</p> <p>The rule of carrying a 8x8 stop /slow sign is going to be tough on a m/c .</p>
14	10/25/13	Kent Bernard	No			I am forwarding this to our motorcycle contingent/riders' group here in MnDOT...
15	11/01/13	Richard Martin	No			Wanted information about insurance. Concerned about cost of insurance. Directed him to the website and documents DUAL Notice, Rule, SONAR.
16	10/25/13	Tom Filipek	Yes			<p>Helen: I am a Ride Officer of the Twin cities Motorcycle Club (www.twincitiesmotorcycleclub.com). The largest organized group Riding Club in Minnesota. We all had to pass a training program to be able to block traffic on our organized rides. I want a new hearing and a new Rules committee populated with people who actually organize group rides. I have been on rides with other clubs that are not organized and the practices leave for much improvement. The TCMC club rides are always well planned and the officers always do a great job ensuring a safe and pleasant ride for all that participate. I feel by having experienced ride organizers involved, the new rules and regulations will have real world experiences and ideas put on the table. The end result will be constructive and have a positive impact on those that actually use them on a regular basis. For those that don't practice this, it will be a good guideline for them to follow.</p> <p>Thank you for your consideration.</p> <p>Tom Filipek TCMC Core member</p>
17	10/25/13	Fred Burmer	Yes			Ms Bassett: It is my understanding that the DPS intends to Adopt Rules Without hearing with respect to Laws 2012 Ch. 287 and Minnesota Statutes 171.6 which establish safety and equipment requirements and

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						<p>a fee for a person to obtain a motorcycle road guard certificate. It is also my understanding that if 25 or more persons request a Hearing And Notice of Hearing one will be provided. Please consider this my request for a Hearing and Notice of Hearing. I believe it is important for people who actually participate and conduct organized group rides have the opportunity to provide input before such rules are adopted.</p> <p>Best Regards, Fred Burmer</p> <p>I have several concerns regarding the law. First, it is my understanding that there was not appropriate representation from the motorcycle community actually conducting group rides when the law was written. I also have significant concerns with the proposed requirements in order to qualify as a "road guard". For instance, the rules state the road guard must have some type of liability insurance. To my knowledge there is no such insurance. Please let me know if you need any other information in order to count my request for a public hearing.</p> <p>Regards, Fred Burmer</p>
18	10/25/13	Becky Shipman	Yes			<p>Dear Ms. Bassett,</p> <p>I have been a road guard and a ride leader for the Twin Cities Motorcycle Club for 6 years. I had to pass a training course to be able to act as a road guard and block traffic. The Twin Cities Motorcycle Club is the largest riding club in Minnesota, we have an excellent safety record, and I believe our experience is essential in writing rules for the training required to become a certified Motorcycle Road Guard under the new Minnesota statute. --- I request that you convene a committee including at least one of our members to help write the rules for this certificate - specifically the procedures involved in conducting a ride safely.</p> <p>Regards, Becky Shipman</p>
19	11/06/13	Steve Ronnie				<p>Ms. Basset: Thank you for sending the link to the proposed statute. I have perused it and found a paragraph that is troubling, I have included below. How can ANY organization get insurance for a group ride or event if they don't know who the participants will be , the number, if they are licensed, have insurance, etc. This section makes the road guard an unintended instrument to make assurances of compliance that are clearly beyond the intended scope of safety and traffic compliance. This section should be reconsidered. If you or your staff would like to further discuss this section further please do not hesitate to contact me at :Desk 651-747-2533 or Main 651-747-2406. Thank you for your time and this information. Steve Ronnie</p> <p><i>Subp. 3. Restrictions. In order for a motorcycle road guard to escort a motorcycle group ride, the motorcycle group ride must be an organized gathering of motorcyclists of at least 20 motorcyclists that: A. is sponsored by an entity that has liability insurance in force for all participants and organizers of the motorcycle group ride;</i></p>
20	11/4/13	Jim Woodruff	Yes			<p>I am formally requesting a public hearing on the proposed Motorcycle Road Guard Rules that are pending at the State of MN. Two items jump out at me at first glance.</p> <p>7422.1100 Flagging Equipment</p> <p>Subpart 1- The requirement reads there is to be a reflective stop sign measuring 18" and reflective. However, it is also stated that on one side the sign says "STOP" and on the reverse side the sign reads "SLOW". Imagine you are stopping southbound traffic on a two lane road. The southbound traffic sees a stop sign but the northbound traffic sees a SLOW sign, leading them to believe they can proceed. Nothing good can come of this situation, for the road guard, the other motorcyclists nor the motorists.</p> <p>7422.0200 Insurance- Subpart 3A</p> <p>States the ride must carry insurance on each member of the organization as well as each individual motorcyclist on the ride. Most charity motorcycle rides are conducted by 501c3 no-profit organizations. Certainly there should be insurance on the officers and</p>

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21	11/08/13	Dianna Beardsley	Yes			See comments immediately preceding regarding flagging and insurance. Woodruff
22	11/08/13	James Beardsley	Yes			See comments immediately preceding regarding flagging and insurance. Woodruff
23	11/08/13	Cassandra Borden	Yes			See comments immediately preceding regarding flagging and insurance. Woodruff
24	11/08/13	Jamie Borden	Yes			See comments immediately preceding regarding flagging and insurance. Woodruff
25	11/07/12	Lt. Robert Zak				7422.1100 Flagging Equipment - Subpart 1 - If SB traffic needs to be stopped, a Road Guard would be positioned to stop traffic. This goes for any intersection, so there is no confusion as to stop or slow. - 7422.0200 Insurance - Subpart 3A This insurance requirement is for when <i>Road Guards are stopping/controlling traffic</i> . If one elects not to have the insurance requirements set by this rule, they can continue on the ride for charity as a normal motorist following the rules of the road as they are. This insurance requirement is to protect the individual. - State law as is already – the normal motorcycle rider is not stopping traffic at intersections.
26	11/15/13	David J. Smith	Yes			I understand that the Department of Public Safety intends to Adapt Rules Without hearing with respect to laws 2012 Ch. 287 and Minnesota Statutes 171.6 which establish safety and equipment requirements and a fee for a person to obtain a motorcycle road guard certificate I am opposed to the rules in their entirety. I have been only been riding a Motorcycle for a few years now and in 2012 started riding with the Twin Cities Motorcycle club. As a novice rider, I have learned much about how to ride safely both as a group as well as while riding alone from the members of the club. I have come to realize that you must ride to really understand the safety concerns when leading a group ride. I believe that any statutes regarding group riding MUST have the input of those who ride before being adopted. It's only with this insight that sensible provisions may be put in place to insure the safety of the riders as well as others on the road.
27		Rowan Glaser	Implied		X	It is my understanding that the DPS intends to Adopt Rules Without hearing with respect to Laws 2012 Ch. 287 and Minnesota Statutes 171.6 which establish safety and equipment requirements and a fee for a person to obtain a motorcycle road guard certificate. I am opposed to the rules in their entirety. I am a member of the Twin Cities Motorcycle Club. I believe it is important for people who actually participate and conduct organized group rides have the opportunity to provide input before such rules are adopted.
28	11/16/13	Becky Shipman				I have been a road guard / ride leader for the Twin Cities Motorcycle Club for 6 years. Our club has led rides with an excellent safety record during this time. We have an internal training for guards and ride leaders. Some of our officers have law enforcement / military police experience. Several of us have taken first aid / accident scene management classes. Our group has conducted rides from small groups of 8 bikes to large groups of close to 100 bikes. In addition, we have an active program to train riders who are new to group riding on how to be safe. Our tailrider reviews each group ride and makes suggestions for how we can improve safety. We already do more than would be required by the new law, and I am opposed to official registration of road guards who likely don't meet our own internal standards. As such, I believe this new law may do a disservice to safety. I am concerned about the rules that have been proposed for the Road Guard Law. Any rules should be proposed and reviewed by

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						<p>experienced road guards and ride leaders from clubs such as ours. Just the law itself places an additional burden on our safety personnel in terms of time and money in addition to all the work we do as a club. If the law must go into effect, all provisions should be reviewed with an eye towards incorporating safety standards used by experienced road guards and ride leaders. Respectfully,</p>
29	11/21/13	Matt O'Brien				<p>Ms Bassett, It is my understanding that the DPS intends to Adopt Rules Without hearing with respect to Laws 2012 Ch. 287 and Minnesota Statutes 171.6 which establish safety and equipment requirements and a fee for a person to obtain a motorcycle road guard certificate. I am opposed to the rules in their entirety.</p> <p>I am a member of the Twin Cities Motorcycle Club. I believe it is important for people who actually participate and conduct organized group rides have the opportunity to provide input before such rules are adopted.</p>
30	11/22/13	Amy Kaske				<p>To Whom it May Concern:</p> <p>I am writing to request an open/public hearing in regards to proposed rules relating to motorcycle road guard certificate. I am specifically concerned with sections 7422.1100 (Flagging equipment and apparel) and 7422.0200 sub-part 3a (Liability Insurance).</p> <p>I participate in several large organized rides (mainly supporting the families of our fallen military hero's) each year that do require significant road guard participation. By implementing the above noted sections, the ability for those road guards to do their job, as well as they have been doing, would be compromised. The organizations are non-profit with limited ability to insure these individuals and strictly on a volunteer basis.</p> <p>It's important that rides such as this do have sufficient volunteers and that those individuals are organized and collaborative. By implementing these two items of the proposed rules, I'm confident that the rides that I participate in will no longer be possible. Thank you for your consideration.</p>
31	11/22/13	Collin Angrimson				<p>I am formally requesting a public hearing on the proposed Motorcycle Road Guard Rules that are pending at the State of MN. Two items jump out at me at first glance.</p> <p>7422.1100 Flagging Equipment</p> <p>Subpart 1</p> <p>The requirement reads there is to be a reflective stop sign measuring 18" and reflective. However, it is also stated that on one side the sign says "STOP" and on the reverse side the sign reads "SLOW". Imagine you are stopping southbound traffic on a two lane road. The southbound traffic sees a stop sign but the northbound traffic sees a SLOW sign, leading them to believe they can proceed. Nothing good can come of this situation, for the road guard, the other motorcyclists nor the motorists.</p> <p>7422.0200 Insurance</p> <p>Subpart 3A</p> <p>States the ride must carry insurance on each member of the organization as well as each individual motorcyclist on the ride. Most charity motorcycle rides are conducted by 501c3 no-profit organizations. Certainly there should be insurance on the officers and Board of Directors, if there in fact is one, on any organization that puts on an event of this kind. To require a policy in effect that could potentially cover hundreds of motorcyclists of a vast array of riding experience and/or abilities would be so cost prohibitive that most organizations would not be able to afford the insurance. In most cases, many of the riders would not be familiar to the planners and organizers of such an event.</p> <p>Secondly, MN law requires each motorcyclist to carry insurance on their own. Certainly, someone riding a motorcycle should be held to that standard and should assume the responsibility of insuring themselves</p>

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						and their potential passengers. Please register this request in the proper forum.
32	11/22/13	Tammy Angrimson	Yes			Flagging equip and insurance – exact same as above.
33	11/22/13	Laura Sheets	Yes			<p>To Whom it may concern:</p> <p>I am formally requesting a public hearing on the proposed Motorcycle Road Guard Rules that are pending at the State of MN.</p> <p>Two items of immediate concern:</p> <p>7422.1100 Flagging Equipment</p> <p>Subpart 1</p> <p>The requirement reads there is to be a reflective stop sign measuring 18" and reflective. However, it is also stated that on one side the sign says "STOP" and on the reverse side the sign reads "SLOW". Imagine you are stopping southbound traffic on a two lane road. The southbound traffic sees a stop sign but the northbound traffic sees a SLOW sign, leading them to believe they can proceed. Nothing good can come of this situation, for the road guard, the other motorcyclists nor the motorists.</p> <p>7422.0200 Insurance</p> <p>Subpart 3A</p> <p>States the ride must carry insurance on each member of the organization as well as each individual motorcyclist on the ride. Most charity motorcycle rides are conducted by 501c3 no-profit organizations. Certainly there should be insurance on the officers and Board of Directors, if there in fact is one, on any organization that puts on an event of this kind. To require a policy in effect that could potentially cover hundreds of motorcyclists of a vast array of riding experience and/or abilities would be so cost prohibitive that most organizations would not be able to afford the insurance. In most cases, many of the riders would not be familiar to the planners and organizers of such an event.</p> <p>Secondly, MN law requires each motorcyclist to carry insurance on their own. Certainly, someone riding a motorcycle should be held to that standard and should assume the responsibility of insuring themselves and their potential passengers. Please register my request.</p>
34	11/22/13	Mike Sheets	Yes			Exact same comments as above.
35	11/22/13	Bill Sherman	Yes			Exact same comments as Sheets family
36	11/22/13	Sue Sherman	Yes			Exact same comments as Sheets family
37	11/22/13	Mark Hennig	Yes			I hear by request a formal hearing in regards to proposed laws 7422.1100 Flagging equipment subpart 1 and 7422.0200 Insurance subpart 3a. Both of these rules have the potential of grounding 501c3 non-profit charity fund raising rides, and the people need to be heard. It is my understanding that if you have 25 requests the state must schedule a hearing. Please add my name to the list, as I am sure you will easily hear from at least 25 concerned riders.
38	11/26/13	Valerie Kennedy	Yes			<p>I am formally requesting a public hearing on the proposed Motorcycle Road Guard Rules that are pending at the State of MN. Two items jump out at me at first glance.</p> <p>7422.1100 Flagging Equipment</p> <p>Subpart 1 - The requirement reads there is to be a reflective stop sign measuring 18" and reflective. However, it is also stated that on one side the sign says "STOP" and on the reverse side the sign reads "SLOW". Imagine you are stopping southbound traffic on a two lane road. The southbound traffic sees a stop sign but the northbound traffic sees a SLOW sign, leading them to believe they can proceed. Nothing good</p>

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39	11/26/13	James Kennedy	Yes		X	<p>I am formally requesting a public hearing on the proposed Motorcycle Road Guard Rules that are pending at the State of MN. Two items jump out at me at first glance.</p> <p>Remaining comments exactly as those above of Valerie Kennedy</p>
40	11/27/13	Bob Vonvett	No			<p>Liability Insurance for Road Guard Costs for compliance (insurance cited) Insurance for entire ride?</p> <p>Proof of insurance</p> <p>Dear Sir or Madam: I am a member of The American Legion Riders Post 334 (ALR334) in Coon Rapids, Minnesota.</p> <p>We started out about a year ago as 4 or 5 Legion members that wanted to form a riders chapter, today we are a group of about 30; and growing each month.</p> <p>Our clubs focus is to provide Motorcycle riders a way to enjoy motorcycling safely; while giving back to our Veteran's and their families as well as other charitable causes in our community. We do this by putting on rides where we invite members as well as nonmembers to pay a small fee or make a donation to join in our fellowship rides. Our group is fully aware of the pitfalls that can befall a poorly planned or executed ride. We also make sure all riders understand that bottles & throttles do not mix. This is made clear at the beginning of each ride at our riders meeting. Our group has a Ride Captain and at least two experienced road guards that would be planning on participating in any required road guard certification should such legislation pass.</p> <p>At our meeting last night the proposed rule 7422 came up and our club has a couple of concerns. In the following document I found conflicting or confusing information regarding insurance requirements for Road Guards, riders, and our clubs responsibility under Rule 7422.</p> <p><u>Statement of Need and Reasonableness (SONAR)</u></p> <p>First in the introduction portion under the sub heading "Process" I found the following statements:</p> <p><i>The Motorcycle Road Guard advisory committee held significant discussions on certain topics. Several of the topics are listed below:</i></p> <p>One of the 10 (ten) topic bullet points I found the following statement:</p> <p><i>Liability insurance coverage shall be required of the individual acting in the capacity as a Road Guard. An "organization or charitable" group general liability coverage would cover the</i></p>

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						<p><i>individual(s) functioning as a Road Guard.</i></p> <p>Does this mean our riders group has to provide insurance; or would the Road Guards personal insurance suffice? Please clarify.</p> <p>Now under the heading 'REGULATORY ANALYSIS" I found the following statement:</p> <p><i>5. Probable Costs of Compliance (Minn. Stat. Section 14.131(5))</i></p> <p><i>In addition, there is a cost for the classes required for certification, but these costs are nominal and assumed to be very limited. There are no appreciable new costs associated with the operation of a motorcycle by the road guard. Liability insurance coverage is required under the proposed rule; however, the costs for coverage will be borne by the entity sponsoring the event.</i></p> <p>Does this rule indicate that our club would be required to purchase additional liability insurance over and above what our Post carries? Wouldn't the Road Guards own personal motorcycle liability insurance suffice? Please define if you would.</p> <p><i>Administrative Requirements</i></p> <p><i>Part 7422.0200. Motorcycle Road Guard; Authority; Restrictions.</i></p> <p><i>Subp. 3. Restrictions. This subpart establishes the minimum number of operators to define a motorcycle group ride and specifies that liability coverage is required for the motorcycle road guard. The subpart also clarifies the responsibility of the sponsoring entity to insure that liability coverage is provided for all participants, including the road guard; ensures proper notice of is provided and that adherence to the route is in place and that the sponsors and motorcycle road guard are functioning subject to Minnesota Statutes, section 169.06, subdivision 4.</i></p> <p>Is the expectation here that our club provide liability insurance for each and every participant on a given ride? Or are you requesting that we make sure each rider has personal liability insurance in order to participate in one of our rides?</p> <p>If the latter is the intent; how do you recommend we gather & retain such information for state or local authorities should such information be requested?</p> <p><i>Subp. 4. Requirement to produce proof of insurance. Items A-C, of this subpart are necessary and reasonable to ensure that the motorcycle road guard is aware of all duties associated with liability coverage and the role of the sponsoring entity of the group ride, related to providing proof of liability insurance. This provision is substantially covered in Sub. 3, and specifies the effect of inability to produce insurance for the individual motorcycle road guard.</i></p> <p>Does this indicate that the road guard carries proof of insurance for all participants on a given ride?</p> <p>One last question about "working equipment that allows the road guard to communicate with law enforcement" (wireless communication).</p> <p>Would a working cell phone satisfy this requirement?</p> <p>I hope you answer our questions and help our group continue to encourage safe riding for all motorcyclists.</p> <p>Thank you - Bob Von Vett</p>
41	11/26/13	Tim 'Edgar' Burke	No		X	<p>To Whom It May Concern:</p> <p>I am writing in regard to the Motorcycle road guard law.</p>

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						<p>This law is being passed to promote safety. I feel some of the items you have listed are in fact more of a safety hazard. The 18 in. collapsible stop sign seems like it is more of a hindrance than a safe practice. I feel this will put riders in danger as they try to strap and unstrap this on there motorcycle as most motorcycles don't have saddle bags to carry these signs. I feel that the Class A safety vest is sufficient to be seen properly. I also feel that there will be people on the side of the road for longer periods of time strapping these signs on there bike which will be a safety hazard as well. This law was designed to keep traffic flowing freely and to limit the time traffic is stopped. These extra articles will not allow this to happen. Thank You Tim 'Edgar' Burke</p> <p>Heart of the Lakes Chapter President, ABATE of MN.</p>
42	12/2/13	Bob Beers				<p>Date 12/1/2013 - Dear Helen J. Bassett, The Travelers Motorcycle Club received your memorandum dated 10/22/2013 in reference to the Department of Public Safety Rulemaking regarding motorcycle road guard certificates. The Travelers Motorcycle Club is requesting a public hearing on the proposed rules regarding the use of motorcycle road guards and the associated certification process. The Travelers Motorcycle Club was established on July 4th, 1965, when the Sheriff of Forest Lake, Minnesota requested assistance of motorcyclist with crowd control during parades, this group was then deputized to help patrol the parade route during the parade with attention of the safety of the public in mind. From this point on the Travelers have performed in parades offering a pleasant "Cycle Corps" style presentation of synchronized maneuvers for a number of Minnesota's municipalities. Some of the municipalities request that we help with public safety by providing side line patrol. Many of the floats participating in these parades have limited visibility and maneuverability and request our side line patrol to help keep the children away from the moving floats. The Travelers Motorcycle Club does look forward to meeting with you on, December 18th, 2013, at 9:00 a.m. We offer our 48 years of experience to the DVS for the good of all concerned, with the safe operation of motorcycles in parade patrol and on public roadways. Sincerely, TRAVELER'S MOTORCYCLE CLUB - Robert Beers</p>
43	12/5/13	Russell Bell	Yes			<p>Hello.. Helen, my name is Russell Bell.. I have one question to ask you.... Is there a road guard hearing on Dec.18.? If you reply yes.... what is the time of the hearing and address.. so I and others can attend.... If you reply no.. then I understand that you need 25 emails stating that you want a hearing... I want a hearing.... thank you... Russell Lee Bell</p>
44	12/5/13	Matt Nelson				<p>Hello, I'm interested in obtaining Motorcycle Road Guard training, but I'm unable to figure out how from the DVS website. Do you know how? Or of whom I may inquire?</p> <p>Also, statute, as I read it, is somewhat vague: can a Motorcycle Road Guard stop traffic that has a green light in favor of a group ride that has a red light? Thanks,</p> <p>Matt Nelson</p>
45	12/9/13	Bruce Haroldson	No			<p>My name is Bruce Haroldson. I am currently the Head Road Captain for the St Paul HOG Chapter and have been a road captain for nearly ten years. To the best of my knowledge there is no official road captain organization or training program anywhere in the country. There are about as many road captain rules and instruction booklets on the internet as there are motorcycle clubs and organizations. Many of these are HOG chapters through out the country even though HOG (Harley Owners Group) itself does not have training or specific rules to being a road captain and are against a stringent curriculum for road captains instead referring to the MSF's general guidelines for group riding and the use of road captains. I find it upsetting along with other road captains that I know to have an organization such as the Twin Cities Motorcycle Club claim to be a leader in training road captains when in fact they are training their own club members in a manner and curriculum that they have set up for their club. I want to say that the Twin Cities Motorcycle Club represent themselves and not the motorcycle community at large. The closest group that I know of to being called professional road captains (although they do not claim this)</p>

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						is the Rescue Riders based in Chicago Ill. and have representative groups in several states. They help organizations with leading charity rides etc. and all have been trained in bystander assistance through Accident Scene Management Inc.
46	12/11/13	Mr. Stevens				Concerned that the law might cause DPS to have to hire more staff to administer. Concerned that the law might be hazardous to the road guard and who would be responsible for the damages? Concerned that this might add costs. Not totally needed, brings in certification from state.
47	12/17/13	Larry Stephens	<i>Mr. Stephens indicated that he preferred to pose his questions to DPS through submitting comments, and that he would attend the hearing but did not wish necessarily to give testimony.</i>			<p>Thank you for taking the time to speak with me Helen. I've attended all but one of the meetings. I'd like to offer the following for your department's consideration:</p> <p>Is it fair to assume that the initial group of Road Guards (RGs) will be "discovery scouts" as to the brunt of confusion, law suits and tickets as the law is refined through the court system?</p> <p>How many riders can a RG safely and legally be responsible for or how many need to man an intersection for a large ride? Will this be determined by a court of law after an incident? This will eventually dictate how many RGs an organization requires to cover a ride and would be a question I would have as an organization when hiring RGs.</p> <p>Will the RG be responsible for pre-ride meetings with the riders to educate them on hand signals, the RG's role, intersection expectations, etc.? Will a court of law after an incident determine this should have been a best practice? Exactly what needs to be imparted to the riders?</p> <p>If an ABATE member, will ABATE provide legal assistance to a legally embattled RG? If NOT an ABATE member will they?</p> <p>Does the Rule dictate that the RG has to carry liability as well as the organization providing it for the RG? Or, if the intent is to only have the organization provide the coverage, how much coverage? Should the RG dictate the amount as a named insured?</p> <p>Will there be a requirement for RGs to register for a specific ride and if so to whom? The DPS?</p> <p>Will the DPS notify all off-duty officers that they cannot provide escort service once the law is enacted?</p> <p>Should a fire extinguisher be part of the required equipment? If RGs are acting in a safety capacity shouldn't they carry one as Patrol Officers and DOT flaggers are required to have in their vehicles? If a motorcycle goes down and catches fire in a controlled intersection it would be welcome equipment for that rider and could possibly save lives.</p> <p>Patrol officers and DOT traffic flaggers are trained in dealing with confrontational situations with drivers. Will RGs get this type of training or will they just use their common sense?</p> <p>Without having clear answers to the questions above and many others I believe this legislation puts the RG in an unacceptable, unknown risk position. It's my opinion that the Rule should not move forward until and proper studies have been conducted to determine if this Rule makes enough sense to be implemented for the benefit of the Public and provides the RG as well as the organization with an adequate level of legal and financial protection. This seems to be a case of cart-before-the-horse: enact the Rule letting the chips fall where they may at the expense of the RGs and organizations.</p> <p>Thank you,</p>