

Post-Hearing Comments of Mr. Donavon McKigney
Motorcycle Road Guard Submitted to the Office of Administrative Hearings

Dear Judge Lipman,

I would like to have my comments regarding the Motorcycle Road Guard Certification Law that you are reviewing added to the public comments. I was not able to attend the public hearing on Dec 18th.

I want to start by saying that I believe there is no need for this law. I have read the SONAR for the law and do not see in it where a case has been made that there is a need for a Motorcycle Road Guard Cert program. I did not see any statistics that point out the number a traffic reports or accidents that occurred in intersections, whether guarded or un guarded during group rides to begin with. Not to mention that there are no statistics that would back up a reduced number of accidents had the intersection been controlled by a certified road guard.

The law as it is currently written would put unjust costs for certification and insurance(if even possible to find) on a group or organization that it would likely prevent those group rides from happening. Many of these group rides are for charities that specific organization rely on for funding. It would also have further economic impact on communities by bringing an end to large non-charity group rides. Rides which bring large amounts of revenue to small cities where those groups stop for gas and food.

I have a problem with the proposed elaborate certification program as well. If the Department of Natural Resources can provide the Firearms Safety certification and the Snowmobile Safety certification via and inexpensive online program that keep Hunters, Snowmobilers and the public safe, I ask why this can not be done the same.

It is obvious the person who wrote this law has not been on a group ride of less than 100 bikes. Otherwise they would know that having road guards stop their bike, get off of their bike, unfold a sign and present it to oncoming traffic, put the sign away, get back on their bikes and get back into line with the end of the ride group is not practical. From experience I know that the road guards would not be able to keep up with the ride. This law and certification may make sense if the group is over 100 bikes.

From experience as both a road guard and ride leader, I know that to safely run a group ride of 20-50 bikes a minimum of 6 road guards are needed. To have them fall behind the ride at an intersection while they put away the sign would put them far behind the ride. They would then need to chase down the group or have an alternate travel plan to meet the group down the road. In either case, before long the ride would have to stop because it has run out of road guards.

This law is just not practical for group rides of 100 bikes or less.

Please take my thoughts into consideration. Hopefully you will see the many flaws in the law as it is written and the overwhelming lack of need for it at all.

Thank you.
Sincerely,
Donavon McKigney