



WASHINGTON STATE DEPARTMENT OF  
**LICENSING**

## **Changes to Washington State Motorcycle Endorsement Testing:**

### **Reasoning, Logistics, Hurdles, and Successes**



- **Change reasoning**
- **Stakeholder input**
- **Legislative push**
- **Post legislation implementation**
  - **The new process**
- **Training and Testing contractors**
- **Results**

- **2017 NHTSA Program review recommended considering a graduated licensing model**
- **In-Depth analysis of Single- and Multi-Vehicle Motorcycle-involved fatal and serious injury crashes in Washington**
  - **Single-vehicle in corners**
  - **Multi-Vehicle, motorcycle striking**
- **Previous MC Permit/Endorsement issuance criteria**
  - **Prior to 2020, a new rider only needed to pass a written knowledge test to be issued a permit (valid for 90-days and able to be renewed 3 times)**
  - **To be issued an endorsement, a rider had to pass the written test (or have a valid permit) and a skills test.**

- **2018-2020 Multiple engagements**
  - **Training and Testing industry leaders (8-10 meetings over 2 years)**
    - **Graduated licensing vs graduated testing (permit required)**
    - **Inadequacies of testing model**
    - **Ideas for improving testing/issuance model**
    - **Final decision on implementation of the new model**
  - **Law enforcement/Dept. of Transportation/ Washington Traffic Safety Commission/Motorcycle Dealership Owners (4-6 meetings over 2 years)**
    - **Garnering partner support for proposed legislation**
  - **Motorcycle Rights organizations (1-2 meetings over 2 years)**
    - **Working with groups for support of proposed legislation**
    - **Both ABATE and Washington Road Riders Assoc. agreed to remain neutral**

- **Agency proposed legislation**
  - **Making changes in RCW to allow for testing requirement changes**
- **Few amendments due to prior engagement with all stakeholders**
- **Companion bills in both chambers of the legislature**
- **Nearly unanimous, bipartisan support**



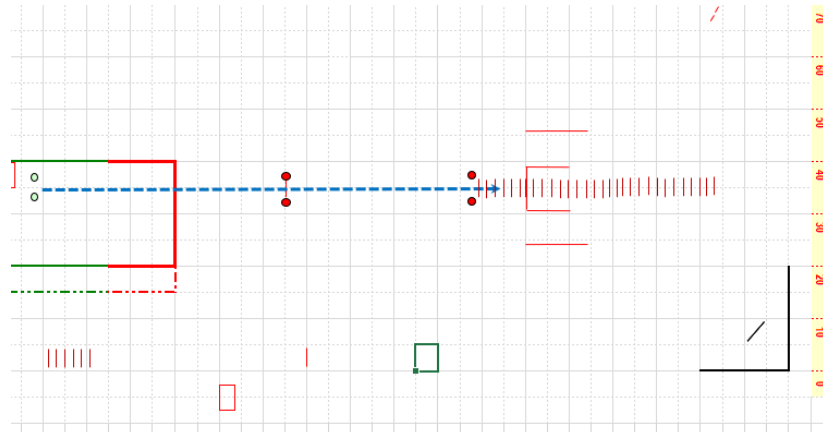
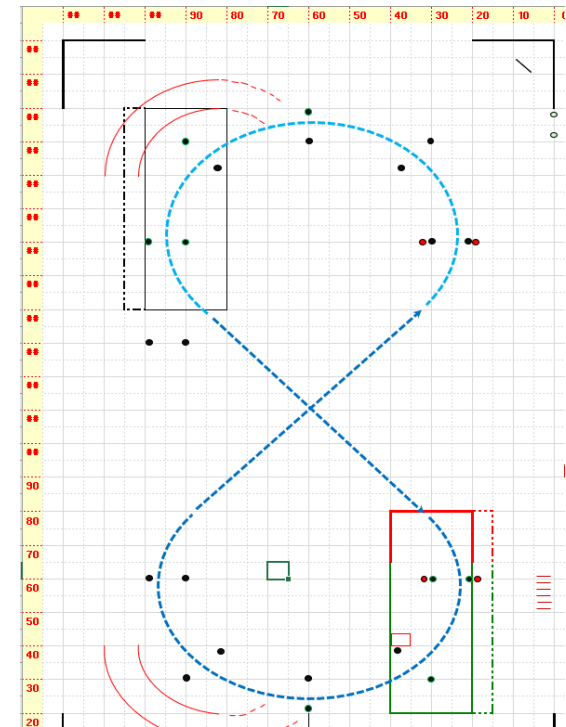
## Post-Legislation Implementation

- **Licensing Service Office engagement**
- **Military training (waivers, etc.)**
- **Customer Service Center**
- **Information Services for programmatic changes**
- **Internal form creation and updates**
  - **Testing documents**
  - **Testing standards**

**(11 Schools, 16 training sites, 400+ instructors)**

- **Changes to Contract, Policy and Procedures, Reporting**
- **New knowledge and skills tests**
  - **Skills: added a higher speed (20mph minimum) quick stop and a cornering run, consisting of both a left- and right-hand curve (with a minimum average speed of 15mph)**
  - **Knowledge: primarily on WA specific requirements, street strategies, situational responses, and decision making**

➤ **Training for all instructors on new testing procedures**





## Results

- **In 2019, 59 students took advanced training**
- **In 2020, 2200 students took advanced training**
  
- **Since 2020, our training schools have created five new motorcycle safety courses targeting intermediate or advanced riders**
  
- **The largest training school in WA has reported that 33% of their students are returning for more training, pre-2020 that was less than 3%**
- **In addition, 15% of permit holders are waiting longer to get their endorsement**
  
- **Finally, we have seen a 15% reduction in the pass rate of the endorsement skills exam, compared to 2019.**



# Questions?