

Closing Statement

In closing, I thank my colleagues for their preparation going into the board meeting, and for the good debate and discussion. It's been especially welcome to hear fresh perspectives from Vice Chairman Landsberg and Member Homendy. Again, welcome.

And I want to thank our Office of Research and Engineering and Office of Highway Safety staff. **Dr. Emery, I told you during the break how impressed I was with the preparation of staff and their discussion with the Board Members in response to questions. Congratulations to you and to staff for a great report.**

But nothing around here happens through just a few people; It's always a team effort. So a sincere "thank you" not just to everybody who worked on this safety report, but also to the program and support staff who made it possible.

The recommendations that we issued today, if acted on, will save lives, as crash warning and prevention systems, as well as connected vehicle systems, begin to be built with the detection of motorcycles in mind.

They will result in standards for stability control on motorcycles and a requirement for anti-lock brakes on new motorcycles manufactured for on-road use.

Drivers need better awareness of motorcycles.

Riders need more time to react, and they need motorcycles that perform better in a potential emergency.

It's about time.

We stand adjourned.

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