



PAC # 00019

Thank You Chair Prozanski and members of the committee, for letting us bring this bill forward for discussion today.

My name is Paula Leslie, Executive Director for BikePAC of Oregon, Inc. PAC #00019
BikePAC of Oregon represents A.B.A.T.E. Of Oregon, and ALL of Oregon's motorcycle riders. We work with Legislators and transportation stakeholders, to further our mission statement, promoting motorcycle safety, awareness, education, and liberty, through legislative action.

We're here to request your support for SB385, which allows a motorcycle rider to ride between lanes of traffic during traffic jams and slow downs, under very restrictive conditions.

I am here as BikePAC officer AND as a health professional with personal experience, dealing with physical injury, physical fatigue, and mental fatigue, associated with the operation of a motorcycle in "stop and go" traffic.

Physical limitations of sitting on a motorcycle while stopped

Many motorcycle exhaust pipes put out an enormous amount of heat, and at times are positioned in places that could cause burns to the legs and groin area of a rider, while their feet are down, and the bike is idling for long periods of time.

Depending on the air temps outside, This heat output may also cause the rider to become overheated very quickly, creating the risk for heat stroke.

Mental fatigue

Motorcycle riders are exposed to the elements, leaving them vulnerable to cold, heat, dehydration, vibration, wind, constant use of our **S.I.P.D.E skills** (situational awareness), poor weather conditions, poor road conditions, heavy highway traffic, frequent and constant gear changes, which all contribute to fatigue of the operator, with the absence of sufficient breaks.

Outcome of mental and physical fatigue and injury

Tiredness or cramping in our hands/arms, neck, back, legs, feet, eyes, or whole body.

If you're in a car, you can easily move around for relief. On a bike, you just have to endure it.

Both of these physical and mental factors wear on a riders ability to stay aware on the road, putting them at a greater risk of making simple mistakes.

Mechanical risk to the motorcycle engine

Many motorcycles are air cooled, and require constant air flow, to keep the engine from overheating. Shutting the engine down on the highway is ill advised.

BENEFITS OF THIS BILL

*Will help to alleviate traffic congestion

* Will put riders in charge of their own safety, and reduces the risk for serious injury or death, due to rear end collisions.

* Reduce physical injury, mental and physical fatigue of motorcycle riders, as well as reduce the risk of mechanical failure, during long periods of engine idling on the highways and Interstates.

Thank You again, for your careful consideration of the many aspects of this bill.

Research resources

<http://www.irmrc.unsw.edu.au/documents/Fatigue%20on%20motorcycle%20day%20rides%20Report.pdf>

<http://jap.physiology.org/content/106/3/857>

The right inside of my leg is against exhaust #1 (very hot) when my feet are down, and bike is idling.

Photo 1. Visual of how close my leg is to the bike with feet down

Photos 2 & 3 show burn holes on the right, inner thigh pant leg of both riding pants and rain pants.

