



February 14th, 2019

Dear Co-chairs Beyer and McKeown and Members of the Joint Committee on Transportation,

I'm writing you today as the organizer of the world's largest annual motorcycle and scooter event, 'Ride to Work Day', and in support of HB 2314

Why encourage or incentivize any comparatively riskier form of personal mobility like motorcycle, scooter and bicycle riding? Because riding is such a powerful social good that it benefits everyone and not only those who participate directly.

Riding obviously helps reduce pollution and traffic congestion while increasing available urban parking spaces, but there's much more involved. Additional benefits are manifold and profound: Riders arrive at their destinations clearer, calmer and sharper than those who arrived driving. Riding is energizing while driving is fatiguing. This difference is measurable. Students who ride to their schools learn and test better. Teacher's teach better. Workers work better, smarter and more productively. Parents parent better. Riding also strengthens our social contract in ways sealed automobiles do not.

Need proof? The entire post-WW2 Asian economic and social-development 'miracles' which have occurred during our lifetimes, and which have so greatly benefited hundreds of millions of people, all happened partly because so many people there used small motorcycles and bicycles to get from A to B on a daily basis. People learn faster and work better when (and after) they ride. Riding automatically and unconsciously increases concentration, alertness and situational awareness...while simultaneously producing a measurable increase in inner calmness and focus not unlike what can be achieved thru time-consuming meditation and yoga practices. While riding saves time it simultaneously helps develop better-performing, higher-capacity people who in aggregate help to create stronger, better-functioning societies.

Beyond that, a few small recent clinical studies actually seem to hint that regular riding (as in daily commuting and running errands) may even help reduce the incidence and/or severity of neurologic illnesses and conditions such as Alzheimer's, ADD, ADHD and other similar types of abnormalities. The wide adoption of private automobiles in advanced industrialized countries may at some future point even become linked to some of these problems.

As radical as such ideas might seem, it wasn't long ago that many MD's actually endorsed cigarette smoking in advertising, and when many kinds of popular 'fast food' were widely believed to provide healthful nutrition. Back in the 1960's when the Honda motor company introduced their first modern small motorcycles to Americans, their advertising promised "You Meet the Nicest People on A Honda". That successful marketing idea is turning out to be far more profoundly true than anyone realized. Riding prophylactically treats a host of individual, social and societal problems because it is fundamentally so much more 'paleo' than driving.

Today's 30,000' overview is that lane sharing is either tolerated or explicitly legal in every country in the world, and also the state of California, but not in Oregon. Forty-nine states are the exception, mostly because of America's unique industrial history. During the early 20th century, the United States became the only nation in the world which went directly to cars, mostly due to the pioneering successes of Henry Ford.

Now is an historic opportunity for us to begin a new era which will positively influence future traffic laws across America. If Oregon passes motorcycle lane sharing legislation, you will set in motion a precedent which will lead other states to look anew at this issue.

This legislation has nothing to do with controlling riders who behave irresponsibly by removing their bike's mufflers or who ride dangerously. Legalizing motorcycle lane sharing will greatly benefit everyone in your state.

Sincerely,

Andy Goldfine, Organizer -- Ride to Work Day
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PS – The statistics comparing the risks of injury and death between motorcycle riders and automobile drivers reflect America’s motorcycle-consumption fashions, historic usage patterns and marketing narratives. This yields an inaccurate and oversimplified picture of riding’s actual risks. Commuters and utility riders travel far more miles per year compared to hobby and recreational riders and experience far lower accident rates. (est 5,000mi/yr vs.1,300mi/yr). The injury-and-death-per-mile statistics within hobby and recreational rider sub-groups are as high as they are because these riders are more likely to consume alcohol when riding, be on unfamiliar roads and bikes, or be engaged in speeding and other high-risk behaviors. Commuting and utility motorcycling -- which this legislation most directly supports -- is much safer than the general public realizes.

PPS – In addition to organizing the annual world-wide Ride to Work Day, I also served on the board of directors of the American Motorcyclist Association for seven years and in 2006 testified before the NTSB (National Transportation Safety Board) about motorcycle safety. In 1983 I founded, and continue to lead, a business www.aerostich.com who’s core purpose has always been to create and provide equipment for motorcycle commuters. Additional information about me is available from the Wickapedia.com website at https://en.wikipedia.org/wiki/Andy_Goldfine and further information about Ride to Work Day is available at www.ridetowork.org .