

To: Senator Transportation and Economic Development Committee

I have been riding motorcycles for the past 30-plus years. I ride on the street, trails, motocross tracks, and dirt roads. When a friend of mine was pulled over for standing up while going over a speed bump, I was surprised to learn that rising up off the seat and standing is illegal in Oregon. ORS 814.200 states that it is illegal not to sit on the motorcycle's seat. Any experienced rider will tell you that transferring your weight from your buttocks to your feet, adds stability and control while going over obstacles or uneven terrain. This is especially true while riding motorcycles on gravel and dirt roads. It should be up to the rider as to whether he, or she, should stand to increase their control of the motorcycle and avoid a crash.

ORS 814.200 contradicts the Oregon motorcycle handbook, as well as the motorcycle handbooks of California, Washington, Nevada, and many others. "If you have to ride over the obstacle, you should: Slow down as much as possible before contact. Make sure the motorcycle is straight. Rise slightly off the seat with your weight on the foot pegs to absorb the shock with your knees and elbows. This will help you from being thrown off the motorcycle." ("2014-2015 Oregon Motorcycle and Moped Manual", pg 32.)

This law has been in place for over 20 years and it's original intent may have been to cite people for stunt riding. There are other laws now in place that more accurately reflect a violation related to stunt riding. For example, "speed racing on highway," "careless driving," and "reckless driving," all allow officers to cite someone for unsafe or stunt riding. Violations can range from class A to Class B traffic violations. Being cited for standing up while riding does not make sense, it's like being cited for safely avoiding a crash.

Oregon is rapidly becoming a destination for "dual sport" motorcycle riders on vacation. Dual sport motorcycles are designed to be ridden on the pavement and the dirt. Again, standing on the foot pegs optimizes the control of the motorcycle while riding on rough or uneven surfaces. Oregon's beautiful landscape and vast network of primitive roads attracts this rapidly growing segment of the motorcycle riding population. Many of Oregon's rural communities that provide goods and services, could benefit from this rapidly growing population of new tourists. These riders should not be given tickets for a infraction that contradicts proper riding technique and Oregon's own motorcycle handbook.

Please support SB 878, change ORS 814.200 to allow Oregon motorcyclists to ride safer and have laws that have common sense.

Thank you for your attention. Respectfully,

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