



February 28th, 2021

Dear Members of the 2021 Oregon Legislature Joint Committee on Transportation,

I'm writing you as the organizer of 'Ride to Work Day' in support of SB 574. Incentivizing motorcycle (and bicycle) riding is important because it is a true social good which benefits everyone. Riding obviously reduces pollution and congestion while increasing the number of available parking spaces, but there are even greater benefits. Encouraging more Oregon citizens to ride makes it easier for all leaders and authorities to provide better governance.

Here's why. People are ever more vulnerable to believing stories designed to make them afraid. Remember the Chicken Little "The sky is falling! The sky is falling!" story from your childhood? Sophisticated versions of this spread, which makes good governance harder. The famous depression-era declaration "We have nothing to fear, but fear itself." isn't easy to understand because how can anyone fear 'fear'? It simply means those who are made overly fearful become more able to justify doing harmful things. The best way to reduce fear is to encourage activities which teach people how to manage fear. Motorcycling (and bicycling) does this.

History provides proof: The Asian post-WW2 development 'miracle', which raised hundreds of millions of people from poverty and devastation was accomplished partly because so many people there (the majority) used small motorcycles and bicycles as daily personal transportation. Riding saved time and helped develop a better-performing, calmer, happier and more tolerant society. Beyond that, clinical research now hints that riding regularly may help to lower the incidence and/or severity of disabling conditions like Alzheimer's, ADD, ADHD, and other similar types of illnesses.

As radical as these ideas seem remember it wasn't long ago when respected authorities endorsed tobacco, and many kinds of 'junk foods' were widely believed to provide healthful nutrition. Riding more should be encouraged.

Lane sharing is already either tolerated or explicitly legal in nearly every country in the world, and also in the state of California, but not in Oregon. Other states are global exceptions mostly because of America's unique industrial history which includes the pioneering successes of Henry Ford's inexpensive and appealing automobiles.

SB 574 offers you a historic opportunity to positively influence both Oregon and future traffic laws across America. By passing lane sharing legislation, Oregon will establish a precedent which will lead other states to look anew at this. SB 574 has nothing to do with controlling irresponsible and illegal riding. It's about encouraging a natural practice which benefits everyone.

Sincerely,

Andy Goldfine, founding organizer - Ride to Work Day
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PS - Statistics comparing the risk of injury and death between motorcycle riders and automobile drivers reflect historic motorcycle consumption patterns and related marketing narratives which produce an inaccurate picture of riding's risks. Injury-and-death-per-mile statistics for recreational-riding sub-groups are higher because such riders are more likely to: A) consume alcohol when riding, B) ride

unfamiliar roads, C) have less riding experience, and D) speed and practice other high-risk behaviors. Utility, commuting and transportation riding is far safer, and statistically less risky.

Information about me is available at https://en.wikipedia.org/wiki/Andy_Goldfine and further information about Ride to Work Day is available at www.ridetowork.org .