

THE DAILY RIDER

published several times a year by Ride To Work, Inc.

EDITORIAL

More than Equal Rights

Transportation planners and the public at large understand motorcycles as thin, unstable cars. And toys. Everyone grew up absorbing well crafted educational campaigns about how motorcycles have equal road rights. And we learned how light rail, bicycle and pedestrian travel is separate from automobile transportation and worthy of special paths, laws, taxes, funding and other accommodations.

Motorcycles are seen as risky single track automobiles and as toys because of their roughly similar transport characteristics (speeds, load capacities, infrastructure requirements, individual private ownership, etc...) and because they've long been grandfathered into road laws and vehicle codes. Today, motorcycles ride on the thin historical coat tails of an elaborate and refined legal framework, and on a variety of transportation management protocols that have evolved and been optimized to serve and encourage the widest adoption of private automobiles.

But motorcycles are clearly as different from cars as they are from bicycles, commuter trains or skateboards. They are a wholly unique kind of vehicle...machines unto themselves that ought to be fully recognized for their unique advantages...and provided with a set of exclusive legal and social accommodations so that they can be ridden more and utilized better as personal transportation tools. This will help them appeal to the largest possible number of people. This is how motorcycles can achieve their potential and provide civilization the maximum social good. It is time to ask that bikes not only be given the same rights as cars, but that bikes be given greater rights. For example, many state laws and driver's training manuals make a big point about it being illegal to share a lane with a bike. But in some circumstances,

that's exactly what riders want - the chance to share a lane and take advantage of their motorcycle's narrowness and nimbleness. We need the legal right to help reduce congestion for everyone. On a continuum, some bikes are slightly more car-like; cruisers, touring bikes, etc...and some are more bicycle-like; scooters, dual sports, standard and naked bikes, motards, etc...but all are uniquely single track vehicles: motorcycles.

In the extreme, Ride to Work Day and related programs are about more than simply equal rights for motorcycles. We want greater rights for motorcycles. At work and in private parking ramps we want the 2nd best parking spots...right after the bicycle racks. We want to park our cycles in the areas that are the next-closest to the building's nearby entrances, just behind the special spaces for the disabled. And we want covered parking places that are more secure than what is generally provided for autos. And places for storing riding gear. Remember, three to five bikes can fit in one car space so everyone else ends up parking a little closer, too. On the road we want the right to legally filter when appropriate - in defined, safe ways - to better take advantage of our nimble machine's capabilities. And the right to legally put multiple bikes in a metered space. Or to legally park on selected sidewalk areas. Or the right to pass a traffic light sensor that won't trigger. Or skip a bridge toll.

Motorcyclists want increased recognition: We help maximize the public utilization of our road system. We save time and energy. We contribute less to global warming. We do not require costly special corridors and paths like bicycles, light rail or pedestrians. We are always engaged and awakened by riding. We need a change in public attitudes.

-Andy Goldfine



Issue



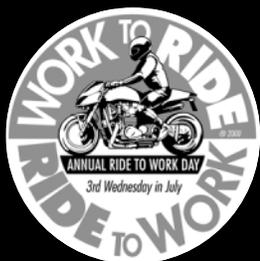
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THE MISSION

To advocate and support the use of motorcycles for transportation, and to provide information about transportation riding to motorcyclists and to the public.

The annual nationwide Ride to Work Day is the third Wednesday in July (every year). Riding your motorcycle to work on this day will demonstrate:
A) The number of motorcyclists to the general public and to politicians.
B) That motorcyclists are from all occupations and all walks of life.
C) That motorcyclists can reduce traffic congestion in large cities.
D) That motorcycles are for transportation as well as recreation.
We can change public attitudes about motorcycling in ways that will benefit everyone. Please tell your friends.

EXCESSIVE EMISSIONS?

"Gorman, Mark S Pub Affairs" wrote:
Andy,

I have a question about one of the statements made by your organization to support the July 17, 2002 Ride To Work Day. I run Intel's commute reduction program and have been asked by a couple of employees to support Intel's participation in the event. Typically, I ask any group or event to meet three requirements in order to gain approval: 1) Reduce air pollution; 2) Reduce traffic congestion; 3) Reduce fuel consumption. I called the State of Oregon Department of Environmental Quality for information regarding motorcycles meeting the criteria above. I was told that 1) Most motorcycles are not equipped with catalytic converters therefore pollute as much or more than cars; 2) A motorcycle takes up as much linear road space as a car and therefore does not reduce traffic congestion; 3) Motorcycles do not consume as much fuel as cars. Unfortunately, the Ride To Work Day event seems to meet only one of the three requirements.

I figure that I wouldn't be able to give an objective answer to our employees if I did not ask you the same questions. I noticed on your promotional materials the statement "... motorcyclists can reduce traffic congestion in large cities.", and on your web site "Motorcyclists ease traffic congestion." and wondered what information you could give me to support those conclusions. -And also if you can confirm or deny the DEQ statement that motorcycles do not reduce air pollution. I left a voicemail message asking for a return phone call last week, but have not received a response at this time. Thanks for your time.

Mark Gorman
Intel Oregon Public Affairs

Hi Mark,

Thank you for your message and questions. Forgive me for not returning your call last week, I received your voice message only earlier today.

There are no scientific, government, university, or other statistics that I am aware of that specifically address your questions. But a variety of informal tests have been conducted over many years that seem to indicate that across any congested urban transportation grid motorcycles are the fastest between any two points.

As for taking up as much road space, what you were told is nonsense. Not only are motorcycles shorter and narrower than automobiles, they are also far more nimble. This affects how much space they require to safely stop, steer, accelerate and move. To say that all private road vehicles from motorhomes to mini-cars to motorcycles all require the same road space to maneuver safely is not only counter-intuitive, but proves incorrect when comparing vehicle density in other cultures where a larger percentage of the vehicles are small cars and scooters. Imagine a jar full of golf balls. It is full if all you are putting into it are golf balls. But there is still room for a lot of marbles and bb's and similarly sized smaller objects. Roads and parking areas are all like this jar. Lane sharing and traffic filtering are clearly safe ways that provide effective congestion relief in many places. People have always enjoyed gathering together and living in cities. Urban Sprawl is another choice. But for those who like being socialized and living together in cities, motorcycles are a positive social good precisely because they take up less road space, whether moving or parked. Cities prevent trucks from some routes and they add specialized paths for bicycles on others. What is so strange about similarly recognizing the value of motorcycles and making them another valued and appropriate private transportation solution? This is not witchcraft.

There is not a lot of good data on motorcycle emissions. Except for motorcycles that are catalyst equipped (your ODOEQ contact is correct...there are several that are set up with catalysts just like cars), most motorcycles produce more pollutants per cc (measured volume) of exhaust. Emission standards for motorcycles are not as stringent as those for automobiles. The current EPA motorcycle standards are 5 gr/km for Hydrocarbons (HC) compared to about

0.25 gr/km HC plus Oxides of Nitrogen (Nox) for autos. California motorcycle standards are 1.0-1.5 gr/km. But statistical differences don't tell the whole story.

Motorcycle engines are generally a lot smaller than auto and light truck engines, perhaps an average size of 700cc versus 3700cc, so they produce less exhaust volume. So although motorcycle exhaust is typically 'dirtier' than car exhaust, there is a lot less of it. (And not all motorcycles are a lot 'dirtier' than cars. The best are on a par with cars and the worst are only as bad as an older car. On my commute I pass...and smell...a larger number of visibly emitting automobiles than the total number of motorcycles. Not that this excuses motorcycles.) The California Air Resources Board estimates streetbikes are responsible for 0.006% of the emissions generated by all road vehicles.

There are several reasons all motorcycle emission standards are less stringent: As a vehicle type, the total motorcycle population is small, so less 'tons per day' of emissions are produced. (Avg bike = 14lbs HC/yr, avg car = 62lbs HC/yr, avg truck or SUV = 77lbs HC/yr) In addition, applying auto emission technology to cycle engines is not as cost effective. When the government and industry negotiate emission standards, the final outcome is one that achieves adequate emission reductions (motorcycle's fare share) while remaining cost effective.

Another factor is the amount of time a vehicle's engine is on. Many tests and surveys have shown that motorcycles are the fastest point-to-point mode of private urban and suburban transportation. So to take a person from one place to another, motorcycle engines are running from 10-25% less time than a comparable automobile engine might be running. In addition, motorcycles are seldom idled for extended periods of time as is common for automobiles.

Statistics help support and buttress mainstream perspectives. The statistics on how bad motorcycles pollute overstate the actual problem. With some extrapolation, one can 'prove' that motorcycles contribute something like less than .005% of all vehicle emissions. Even if it were raised to 5%, this still is not a primary source.

Like all kinds of vehicles, motorcycles can be made cleaner and more efficient...and this objective should be targeted. But regardless of when or to what degree this is done, motorcycles offer our culture a valuable tool for personal transportation. You already know all the benefits: more parking, congestion relief, less infrastructure wear, invigorated riders, etc...etc... Motorcycles are a social good that make their riders better, happier, calmer, more well adjusted and more focused people. Motorcycling teaches humility, vulnerability, responsibility and risk management skills...all things which help make our roads and all of our workplaces better. It is our job to figure out how to help encourage, endorse, affirm and support those who want to ride for transportation. Not everyone will want to. But the transportation motorcyclists are trying to do a proven social good. Some individuals are riding on bikes that run cleaner than cars and some are riding bikes that run worse. But all of them are doing us a social good by commuting via motorcycles.

I hope Oregon will reverse it's approach to motorcycles and offer support and encouragement to those of it's citizens who wish to employ motorcycles for personal transportation. To not do so marginalizes, minimizes and overlooks a valuable social, civic and cultural asset.

Let me know if you have questions or if I can be of other assistance.
Andy

COMMUTING IS GOOD

John Boggs wrote:

I've been riding about 4 years, commuting almost exclusively on my R850R for about one and a half, maybe two. I ride from Alameda into San Francisco every work day--about a 15 mile commute each way. Not many miles, but lots of traffic. I've noticed lately that I park my bike when I get home on Friday night, and don't even consider riding it again until it's time to go to work on Monday

morning. The bike is no longer a recreational vehicle for me, it is just my primary work transportation. This is not to say I don't enjoy riding it. I love it; I just seem to get my riding fix on my commute.

San Francisco, by the way, provides lots of motorcycle parking downtown, with meters that are 50 cents for all day. It makes riding in very convenient. I especially like the rainy days, because it's easy to get one of the several spots that for some reason don't have meters. I would guess that only about 20% as many bikers commute on rainy days as on sunny ones.

My experience in the Bay Area doesn't jibe with a lot of what I read. I find that drivers here are more respectful of bikes than the drivers are in the Twin Cities, where I learned to ride. I rarely feel crowded or threatened, though there *are* those times where blaring my horn does nothing to stop the car that wants to move into my lane when I'm there. Thankfully, that's not the norm, but it happens. What I *do* find scary on my commutes here are the windy days when I have to lean about thirty degrees to keep going straight on the Bay Bridge. Being blown into the next lane during rush hour is a thrill, let me tell you!

John Boggs

Timothy Jarman wrote:

Here's another reason to commute to work on a bike instead of a car ... Graveyard Shift. Coming home from a twelve hour night shift in a car leads to increased fatigue and inattention as the comfort and quiet of a car make one sleepy. When I get on the bike after being up all night, I am instantly invigorated and alert since getting sleepy on a motorcycle will likely lead to unpleasantness or death. Whether it is psychological or just the sheer pleasure of riding again, I always ride more safely after a night shift when I use the bike. (I hope this sounds coherent since I only just got home from work and here it is 0700.)

Hi Tim,

It does sound coherent. Thanks for your message and your support.

Andy

John Corfield wrote:

Dear Ride To Work,

After moving to America from England 3 years ago, I have continued to ride my bike to work every day, come rain or shine.

I work in an office, wear a suit, and do the normal government job, but the public attitude to commuting bikers is one of disdain, due to images from movies and also from Daytona Bike Week etc. I see it every day on my 15 mile ride in.

I have ridden a bike for over 10 years, through rain, sleet, snow, fog, and have not missed a days commute to date.

Keep up your great work, and maybe one day, the general public will make some allowances for those who care about the environment, less traffic on roads, and other important issues.

Regards,

John Corfield

British Pro-consul

British Vice-consulate

Orlando, FL

A GOOD EMPLOYER

Stephen Palley wrote:

"I worked almost 18 years in the emergency room of our local hospital. Empirically, most accidents that got motorcyclists transported to my ER involved alcohol. I remember singularly the ones that didn't...the guy who centerpunched a deer on the interstate offramp, on his a.m. way to work. His minor injuries were greatly complicated by his severe allergic reaction to deer

gut contents...same scenario vs. moose, I-95, no allergies involved...the 80 year old rider who slipped and fell at a sandy intersection, injuries minor. At triage when I asked him what kind of bike he rode, he just sneered at me like I was stupid. I learned my lesson, and when I had another 80-ish fellow a few years later in similar circumstances, I asked him "what model?"...When prompted I can also remember the myriad of alcohol related bike crashes. Most also involved helmetless/protectionless riding and serious injury. I can only restate that alcohol seemed to be disproportionately represented in the m/c accidents that got transported to me, in my ER."

"Parking issues. At my hospital, there was an overhang in the parking lot by the ER, under which could park 12 or 15 bikes, and in the late 70's and all through the 80's it would fill up on nice days to overflowing. On not-so-nice days there were still 6 or 8 of us riding (the hospital employs 3000 people). In the mid-90's the space was used to enclose air conditioning switchgear, and without covered parking the daily ridership fell to 4 (Bus, an OR nurse, Irving the engineer, and me). I met with the director of physical plant, but no bike-parking ideas came to fruition until 1998 when the hospital built a parking garage. It was suggested that the corner and end spaces that were unfit for car parking could be signed for m/cycle parking. We thought the idea had been lost in space until the garage opened for use. The signs were up. Hurrah. And since then the number of daily riders has grown back to 8 or 10, with many more on nice days. Clyde Grant is the director of physical plant and I think it was he who gave the idea the green light."

"Enclosed is a photo of my nice weather ride. It used to be a \$100 Suzuki GS 450; now it's a \$1,000 'street tracker' and gets more notice than anything I've ever ridden. It's plenty quick, not too loud, and BIG fun commuting.

Enclosed is a check for \$25. Please make me a "rider level" participant and thanks."

Stephen Palley, RN

AND SOME NOT-SO-GOOD EMPLOYERS

Mark F. Rager wrote:

Last year my boss backed into my bike and caused some damage. I was then told I am not allowed to bring the bike to work or on the property. Is there anything I can do? Am I being denied my freedom of what I love to do and that is ride my motorcycle? If you have any suggestions I would appreciate it. I am also the President of the VRA chapter 1-38.

Thanks for your time,

Mark

Hi Mark,

Thank you for your message and comments. I understand your situation and appreciate your frustration. Employers are not prohibited from denying employees the right to park motorcycles on company property. You and I know that this is wrong, but it is not illegal. You might try to persuade your employer to reverse the decision. The 'Daily Rider' newsletter (issue #1) of Ride to Work has a bunch of information about the advantages of commuting on a motorcycle. You can download a printable pdf copy of all the Daily Rider newsletters from the Ride to Work website, and this might help you with your employer. Essentially, you always arrive to work sharper, more alert, more refreshed and more ready-to-go from the process of riding than those who come in cars or on buses. You also save parking lot spaces because three to five motorcycles can fit in one automobile sized space. One thing to remember about trying to persuade someone is that persistence is important. If you are polite, earnest and never give up you might win permission which might not be given the first time you ask. Solving this will involve some charm, some creative salesmanship and perhaps a little evangelism about motorcycling. Finally, in the interim you may be able to arrange parking and storage for your gear nearby for a small price. Good luck, and let me know if you succeed.

Andy

Timothy Jarman wrote:

Great website. My employer sponsors an annual contest to encourage employees to use alternative transportation. Unfortunately, they do not consider a motorcycle to be a viable alternative despite my cogent arguments to the contrary that motorcycles reduce pollution, gas consumption, crowding on roadways etc. Have you had any luck convincing people in power to accept motorcycles as viable and as legitimate pollution reducers etc.? I sure would like to see things change since I ride to work EVERY day, rain or shine, hot or cold. Thanks.

Tim

Hi Tim,

Thank you for your message and support. Part of our mission is to provide you with tools to convince the person in power at the place you work that motorcycles are great for transportation. You can download some of the Daily Rider newsletters from the Ride to Work website and print them out and let your employer take a look at them...or use some of the information they contain to present your riding to work positively. Let me know how it goes with this approach or if I can be of other assistance.

Andy

Todd Klingseisen wrote:

I work at Land O'Lakes in the Twin Cities. Currently we have one extra wide spot for parking motorcycles and about 12 people that like to ride to work. I am trying to get one, maybe two additional spaces near the front of the building only for June - August, but am running into a stubborn building manager who said "If I give motorcycles special parking then I'll have to give everyone special parking." I told him it would help eliminate kickstand marks in the tar - he didn't care, he figures we should safeguard our bike from sinking in and tipping over. Told him it would make us feel better about riding motorcycles to work and not worry about theft because we could see them from any window in the building - he said he has people with expensive cars that park in the back. Should he set space aside for them, we have cameras in the parking lot.

I don't think we are asking too much, but I can't seem to get through to this guy, any suggestion?

Thanks,

Todd

Hi Todd,

Thank you for your message and comments. Problems like you are having are common. There are no guaranteed solutions, but persistence, patience and creativity are important. It may take years of persuasion, cultivating a strong relationship with your building manager, or going to the company CEO to obtain good motorcycle parking. I hope it will go more quickly.

Some resources are available on the Ride to Work website at <www.ridetowork.org> . Download a copy of the 2002 Ride to Work poster and the first few issues of 'The Daily Rider'. Organize a few riders where you work to get together with the building manager - for lunch someday - and talk about parking formally. Bring a written outline of things to discuss that you can leave with this person. See if any of the company leaders ride...but not to work...(you might need a friend who is a police officer to look at registration records for you). If one of the executives rides, see if there is any way he might be able to help.

Attached is something I recently wrote to another person on this subject. It might be helpful. Let me know if you are able to make any progress. It would be great to give Land O' Lakes a company award from the Ride to Work award programs.

Andy

Chris Littleford wrote:

Hello,

I have an interesting situation. The parking lot where I work has a designated motorcycle parking area. During the winter, the barriers that keep cars out are removed for snow removal. When some of our die-hard riders drove in during the winter they parked on a cement pad not usually designated for parking since the designated area was full of cars. A note was taped to one gas tank to let riders know not to park in that area. The owner of the bike was not happy and raised a complaint. Now that the weather is nice with no further threat of snow, the barriers have not been replaced, and cars that park in the motorcycle area are not being notified. Can this be considered discrimination against motorcyclists? Do we have any course of action against the company to force the person in charge of the parking area to place the barriers?

Thank you for your time.

Chris Littleford

Hi Chris,

Of course it is discrimination. Unfortunately this kind of discrimination is legal and allowed. The company cannot force the person in charge to replace the barriers, but this individual might be persuaded by education and diplomacy. If these methods fail and there is another person in the company with greater authority for policy, this individual may also be contacted.

If you send me your postal address I will send you the first three copies of our new flyer, 'The Daily Rider' which has positive information about the value of transportation motorcycling that might be useful in working with the person in charge of the parking area. There are also additional materials on the Ride to Work website www.ridetowork.org

Let me know if you make progress at your workplace. Motorcycles are seen by most people as risky toys. It will never be easy to change this...but the results are important enough to never give up trying. Riders get to work more energized and alert. We take less gas to get to work. We take less space in the parking lot. We cause less congestion getting to work. We wear out the roads and the parking lot pavement less. Etc. etc... Someday the fun, economy and logic of motorcycling to work will be better understood by everyone.

Andy

AND SOME GOOD NEWS

Herb wrote

I was impressed!! Burger King recently opened a restaurant in my neighborhood. They provided a designated parking area for motorcycles!!

Herb from Eustis, Fl.

RTW DAY EVERY DAY?...WEEK?...MONTH?

Elliott Iverson wrote:

To paraphrase Cycle News, "once a year is not enough". Why not make EVERY Wednesday ride to work day? Not that it would matter much to me other than getting a few more cars off the 91 freeway in Orange County.

I ride to work EVERY day, and have put well over 8000 miles on my R1100s in about 16 weeks. I ride so much that I'm not really all that comfortable on four wheels anymore, unless of course I've got the race bike in the van on the way to the track!

Elliott Iverson

Ron Wood Racing

Hi Elliott,

Thank you for your message and support. I agree that every day ought to be a ride to work day, but the point of the annual Ride to Work Day event is to bring attention to the value and potential of motorcycling for personal transportation. To do this it must be a single demonstration day that stands out from all other workdays.

There are about 90 million commuters every day, and most of these are in private cars and light trucks. There are about 6 million registered motorcycles. On a typical work day, about 130,000 people ride to work (2000 census). If we can develop this one annual day to have increased participation and a higher

profile, it will make a difference for all riders in terms of how motorcyclists are regarded, how laws and police officers interact with riders, the availability of secure motorcycle parking, etc... This is a one-person-at-a-time campaign. If just one rider gets a better parking accommodation for their bike at their workplace as a result of Ride to Work Day, we have all helped make a real and important difference.

The point is that this should be a day of demonstration. One day for riders to walk into their place of work saying "I rode to work today because it is Ride to Work Day and motorcycling is a social good because it got me here faster, with less energy consumed, and helped me reduce road and parking congestion."

Thank you for your support for Ride to Work Day this year. Together we can make it a better event each year. It's an important event for motorcycling and for all motorcyclists.

Andy

Keith Cooper wrote:

I like the idea of a Ride to Work "day", but wouldn't a Ride to Work "week" get the point across better? Not everyone may be able to ride on the designated day, so giving them 7 days to choose from may work better (or ride all 7 days!). If the general public sees a lot of bikes on one day, they may just pass it off as an abnormality. If they see lots of bikes all week, they will get a better understanding of how many of us are out there. Hopefully, this would not cause too much additional work for you - you already do enough. Just a thought for future consideration.

Hi Keith,

Thank you for your message and good ideas about having a ride to work week. Forgive me for taking so long to reply. I appreciate the logic and reasons for having a ride to work week and hope that in the future we'll be able to do it. For now, I am concentrating on the public relations and strategic aspects of having a single demonstration event on a single day. When the current one day event develops a higher profile, we will see if it can be extended to a work or even a month. The single day format provides the advantages of a concentrated focus for the mass media, the general public and all riders...but someday...

Andy

Buzz Buzzelli wrote:

Thanks for the T-shirt, Andy. Your effort to promote motorcycling is worthy of mutual support, and I will continue to promote it.

This makes me wonder if we shouldn't promote riding to work on Wednesday --EVERY Wednesday! Here at the office the company has a dress code that excludes blue jeans, but at American Rider, we have adopted black jeans as an official dress-code-of-the-day every Wednesday -- we wear black Levis every Wednesday. Do you think it's possible to promote riding to work at least once a week? Every Wednesday?

Buzz B.

Hi Buzz,

Thanks for your message. Making every Wednesday is a terrific idea and we ought to promote it, but to maximize the focus of our resources, which are small, I want to put all of my efforts into developing the single Ride To Work Day annual date. If we want to have the demonstration be most effective and meaningful, it should probably be a singular event for a few years.

If you would like us (Ride to Work Inc.) to designate a weekly day (Wednesday) and a week and a month as 'ride to work' 'day', 'week' and 'month', then we could do it in the next Daily Rider flyer...or we could let it stay as something that is informal...like you already are doing. What do you think we should do? It would be difficult to generate a lot of publicity over something that takes place on every Wednesday. On one hand, Ride to Work Day annually celebrates and focuses attention on a relatively banal everyday

activity (riding to work), on the other hand, trying to promote it as a weekly could itself be banal...which is not a good thing for any kind of promotional activity. Does this make sense? (Banal transportation riding is my life...which to me makes it important, exceptional and fantastic.) I do think we could promote it, but not in the same way as we've been doing for the annual Ride to Work Day. I would not want to undercut the annual event, which still can grow in value if we promote it right.

Andy

OUTLAWS

Blaise Peters wrote:

Andy,

You talk about how the driving public does not understand motorcycling. You mention that there are many negative images and stereotypes about "bikers". You talk about motorcycles being vehicles for social good.

Then you publish the article on Urban Gorilla. (TDR#3) This is exactly the kind of flaunting of law, anti-social, retaliatory, public, and elitist behavior that will torpedo our cause in the political system. How do we convince politicians to create motorcycle parking spaces, include motorcycles in the HOV lane, reduce the use of slick materials on road surfaces, and make lane splitting legal? If motorcyclists drive on the grass and over curbs why do they need the roadway. Why do they need to lane split if they are going to drive over curbs and through parking lots? Why allow them to use the HOV lane if they are going to use the median anyway? Why not create more tar snakes and use slick decals on the pavement for traffic direction if the motorcyclists, who are the ones complaining, are driving every place but on the pavement?

Gary Charpentier's submission is exactly what will kill motorcycle commuting in America! We need the votes of those cagers that he is treating with such disdain! We need to change the perception of "bikers" not perpetuate it! If we want to be seen as a social good we have to act like it! I am using too many exclamation points, but, Mr. Charpentier's attitude infuriates me as much as McFood eating SUV drivers to him.

My point is that although everyone is entitled to an opinion, not everyone's opinion is appropriate in every forum. If Ride to Work wants to publish this kind of opinion it might consider disclaiming that not all ideas expressed are shared by the publication. I agree with Mr. Charpentier's depiction of cage drivers, but I do not agree that the solution is to flaunt the law, anger the general cager commuting public, and park on the grass. I can see the humor value in the article, but, without spelling it out for the general public that these are our frustrations and we fantasize about doing these things (but never would! at least that we would admit publicly) this article could be used against the cause of motorcycle transportation.

This organization has proclaimed itself the mouth piece of motorcycle transportation, self charged with affecting social and political change. It should consider the ramifications of taking an extremist stance.

Blaise Peters

Kansas City Metro

Part time motorcycle commuter

Hi Peter,

Thanks for your message and comments. I appreciate your logic and agree that "to flaunt the law" can be counterproductive...but overall I liked the Urban Gorilla's content enough to use it.

As you note, Ride to Work Inc. is a self-appointed voice for motorcycle transportation. Actually, a lot of what is in the Ride to Work program is stuff that reflects my personal perspectives. My own views and biases can't please everyone. I see motorcycling...in the current USA transportation context of 6 million bikes and 220 million cars and light trucks...as mildly seditious. I see motorcycles as an inherently non-compliant vehicle type within our broader transportation culture. Motorcycles as something who's differences in efficiency, utility, nimbleness, etc...provide advantages that will never be fully recognized or accommodated by mainstream society.

Sometimes, for selfish advantage, I ride through loopholes in the transportation system....but I consciously work to find ways to do this that are not offensive (and do not create problems) for others. For example, sometimes I park in places that are convenient but are not identified as a spaces for an automobiles. Behaviorally, there's a fine line here that each rider must draw for themselves. I do not cut across lawns or split lanes at high speeds, but I sometimes use my bike's smaller size and greater performance to their best advantage. Riding more creatively than is possible in cars or light trucks can be fun and can show motorcyclings advantages in a positive way.

I believe that Ride to Work Day can benefit all riders. Perhaps it will help open some parking ramps for riders or influence other favorable changes. But we will never be able to create sanctioned permission for every motorcycle to be used as fully as it's rider might desire. Everyday riding is both a civil rights and an affirmative action situation. Each rider must decide for themselves how to act...and if, when, or where to violate a law or social protocol. It is my wish that riders always act and ride in ways that are mindful of the values of the general public...but this does not mean (to me anyway...) that they have to strictly follow every rule made for a transportation infrastructure which has been optimized for cars and light trucks. (Our culture heavily subsidizes private automobile ownership and use.) This is why I feel that riding is mildly seditious in nature.

I also feel that riding is perceived by the general public as not being entirely politically correct. Because of this, I want the Ride to Work program to openly recognize motorcycling's non-conforming independence. Ride to Work Day is specifically about bias and activism. Ours. Riding for transportation regularly can be a radicalizing experience. The MRF and the AMA probably represent a much broader and more moderate motorcycling constituency than the Ride to Work Day programs do, but the Ride to Work message is a positive component in the broader mix of motorcycling programs, so stories like the Urban Gorilla should have a place in the Daily Rider.

Your perspectives have given me lots to think about. I hope the Ride to Work Day program will develop in ways that you will be able to support.
Andy

NO REPLY AT ALL...

July 1, 2002

Elizabeth Stutts, President
Association For Commuter Transportation
Box 15542
Washington, DC 20003

Dear Elizabeth,
The new ACT 'Commuter Choice' brochure does not include motorcycles. I am both a motorcyclist and a member of ACT and know that the interests of both groups are closely aligned.

Motorcycles should be included in the 'Mode Choice' section of the Commuter Choice brochure because they are a natural bridge between the 'Bike/Walk/Skate' and the 'Carpool' listings. Riding is an important and under recognized form of transportation that has considerable potential as a valid solution...for those who are comfortable with riding...to urban congestion, excess costs and energy consumption, parking shortages, etc... About a third of all commuters might find motorcycling to be an acceptable method of getting to and from work if simple adjustments were made (items like covered, secure bike parking areas, places for storing riding gear, etc...). Helping motorcyclists increase awareness about this option is where ACT must be actively engaged.

The charter: "ACT supports it's members in their efforts to enhance mobility, improve air quality, and conserve energy through Transportation Demand Management activities.", and it's funding by the Departments of Energy and Transportation are additional reasons transportation riding should be included

as a 'mode choice' in planning activities and publications like the 'Commuter Choice' brochure.

Riding for transportation is a social good. I hope the next Commuter Choice brochure will reflect this. Let me know if you have questions or if I can be of other assistance.

Sincerely,
Andy Goldfine
Ride to Work Day Organizer

cc - Stuart M. Anderson, Kevin Luten, Peggy Hetherington, Congressman James Oberstar
bcc - slt, rtw board,

THIS ONE EITHER...

Hi Answers@BTS.Gov,
Can you provide me with this information (?), or supply a source for this information?

1. Average USA worker commute distance?

- private autos
- public transit (bus)
- public transit (train/subway)
- bicycle
- pedestrian
- motorcycle

2. Average USA worker commute time?

- private autos
- public transit (bus)
- public transit (train/subway)
- bicycle
- pedestrian
- motorcycle

3. Average USA worker commute speed?

- private autos
- public transit (bus)
- public transit (train/subway)
- bicycle
- pedestrian
- motorcycle

Andy

Date: Wed, 07 Aug 2002 10:08:03 -0400

From: "Answers" <Answers@bts.gov>

Subject: RE: {BTS#087-228} commute times/speed/distance

Dear BTS customer:

The best place to get this type of detailed commute data is the Census Bureau's Journey-To-Work & Migration Statistics Branch.

The web site lists the contact as

Laura K Yax

301.763.2391

Laura.K.Yax@census.gov

If you have any further questions, please contact us at (800) 853-1351.

Sincerely,

Information Service Staff

Bureau of Transportation Statistics

U.S. Department of Transportation

Hi Laura,

Can you help me with these questions?

(repeat of previous query)

POSTERS! (or, how to propogandize)

Jonathan Garrigues wrote:

dear rtw people... my name is jonathan garrigues and i am an avid motorcycle rider... i am 17 years old and i just graduated from high school... i have heard about rtw through aerostitch.com... i have bought a lot of riding stuff through

them... i live in salisbury, north carolina and this year i am going to make it known to the motorcyclists in salisbury to ride their motorcycles to work on wednesday the 18 of july... i am putting signs around the town at local motorcycle shops and restaurants to let people know to either ride to work or (if they do not have to work that day) to ride around town and show the community how many of us there are... i have a friend who works for the local news station and am going to get him to do a plug for us on tv... i am also dropping off flyers to all of my friends that ride (most of which are adults) to hang at their work places and to tell everyone that they know who rides to get out on the streets july 18th... i would appreciate it if you all would send me some ideas as to where i should put my flyers and anything else you guys can think of that would help me to broadcast this event in my community... thanks

Hi Jonathan,

Thank you for your message and encouraging support. The Ride to Work program and Ride to Work Day event are supported by individual riders, so our resources are limited. Your help will make a difference. There are two kinds of places where the posters are most useful: 1) places where riders gather like motorcycle shops. Most riders do not ride to work, so to increase participation they need to learn about Ride to Work Day. 2) Places where lots of people commute to work. For example, if there is a company in your area with 150 or some larger number of employees, they are going to have a bulletin board for notices of things like this. Universities also have places for postings of this nature. You will probably need permission to post at either of these kinds of places, but if you can get it, lots of people will read the posters and begin to see motorcycles in a new and more positive way.

The ride to work programs are new this year, even though the Ride to Work Day event is in it's tenth year. It will take us all some time to establish and present motorcycles this way. I hope you will see this year as a series of experiments we can both learn from, and pace your work on this effort so you will be able to help a little every year for many more years.

Andy

PS - In a few days there will be a new and downloadable Ride to Work poster that you can have printed out in your area. It will be available from the Ride to Work website under the 'ad materials' section.

MORE SUPPORT

Ken Stacy wrote:

I ride with a group that I also work with..we are working on putting together some pics of the event..any support I can get from you will help..thanks a million for the cause..RIDE

Hi Ken,

Thank you for your message and support for Ride to Work Day. The Ride to Work Website has a variety of support materials you can freely use. There are .pdf Ride to Work Day awareness posters you can print in sizes from 8.5" x 11" to much larger. There are advocacy newsletters, logo art, and Public Service Announcements (PSA's) you can send to local news (radio, tv, newspapers) and other materials. There are also a variety of RTW logo merchandise you can purchase as needed.

Ride to Work Day will continue to grow with your participation and help...a little more every year. One of the best ways to demonstrate that motorcycling is a social good is to ride to work. You can make your co workers and employer more aware of the advantages of riding for transportation by making use of some of the materials on the website. Why? Well, if you do not have good, dedicated places to put your riding gear at your workplace, or available covered and secure motorcycle parking areas, then this demonstration day can help build more awareness that these kinds of accommodations will benefit everyone at your company. The materials on the Ride to Work website explain why and how.

Let me know if you have questions or if I can be of other assistance.

Andy

CHEAP TRANSPORTATION?

Bob Brown wrote:

Greetings,

In an upcoming issue of the Ride To Work Rile 'Em Up Newsletter, please consider promoting cheap motorcycle transportation.

The bike I ride daily cost less than \$3,500 brand new. Used examples of this kind of bike are available for much less. It has a cavernous carrying capacity consisting of aftermarket bags, gets 70 miles per gallon, insurance costs are microscopic, and I have a blast.

Does it go 100 mph? No. Does it go from 0 to 60 in under four seconds? No again, jet-kit breath. It has -- get this -- drum brakes on both wheels. Radial tires are contra-indicated by the manufacturer. Mon Dieu!

I've ridden up (and down) 8,000' elevation mountain passes. It holds the road well come rain or shine.

Seating position is such that I put no weight on my arms or wrists when riding normally. When cornering I can lean in and drop a knee if I want to. With well-timed breaks during long days on the road, I have neither aches nor pains the day after.

Don't let the bucks-deluxe people hoodwink you. Riding on the cheap is cool.

Cheers,

Bob Brown

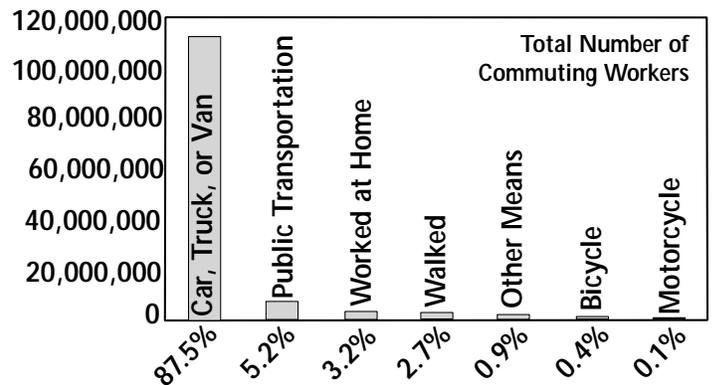
Thousand Oaks, Calif.

Why does a bike lean on one leg? Because it's two-tired.

Hmm. So, Bob, what kind of bike is this you have? An Enfield?-Editor

INTERESTING (?) COMMUTING STATISTICS

These statistics are sourced from the 2000 U.S. Census.



Transportation to Work for Workers 16 Years and Older

	Estimate	Percentage
Car, Truck, or Van:	111,542,547	87.52%
Drove alone	97,243,457	76.30%
Carpooled	14,299,090	11.22%
Public Transportation:	6,592,685	5.17%
Bus or trolley bus	3,577,866	2.81%
Streetcar or trolley car	87,720	0.07%
Subway or elevated	1,991,184	1.56%
Railroad	697,354	0.55%
Ferryboat	44,335	0.03%
Taxicab	194,226	0.15%
Worked at home	4,075,230	3.20%
Walked	3,417,546	2.68%
Other means	1,095,477	0.86%
Bicycle	567,042	0.44%
Motorcycle	158,059	0.12% ← (!?)
Total:	127,448,586	100.00%

Well, at least we're ahead of trolley cars and ferryboats...

THE DAILY RIDER

Box 1072
Proctor, MN
55810-0072

www.ridetowork.org

218 722 9806

propaganda@ridetowork.org

RIDE TO WORK DAY 2003 IS WEDNESDAY, JULY 16TH

WHAT CAN I DO TO HELP?

Thank you all for your messages, kind comments and questions about how to increase Ride to Work awareness in your area. The best way to help is by continuing to ride to work yourself. Everyone seeing you riding for transportation learns that motorcycling has everyday transportation applications and advantages. Beyond, that, you can download copies of the Ride to Work newsletter, The Daily Rider, from <www.ridetowork.org> and distribute those to anyone in your area who might benefit (*co-workers, motorcycle shops, your insurance agent, emergency health care workers, police, local news organizations, etc...*) from these informational and advocacy materials. Ride to Work Inc. is a non-profit organization that is funded entirely by individual contributions. Help us reach more riders and non-riders with information about the value and benefits of transportation motorcycling by making a contribution to Ride to Work.

CUT IT OUT!!

(And copy several of these to explain what's up with Riding To Work .)

I have ridden my motorcycle to work today because:

- Riding to work is fun
- Riding to work reduces traffic and parking congestion
- Riding to work uses less fuel than an automobile
- Riding to work is fun and leaves me alert and energized
- Riding to work results in less pollution than commuting in a larger vehicle
- Riding to work is less destructive to road surfaces, bridges, etc.
- Riding to work gets me here (and back home) faster
- Riding to work demonstrates motorcycling as a social good

www.ridetowork.org

IN THE NEWS



The American Motorcyclist Association and the Ride For Kids foundation have both endorsed Ride To Work Day. Many thanks to these two worthwhile entities.

Contact Information:
<http://www.ama-cycle.org/>
(1-800-AMA-JOIN)

<http://www.ride4kids.org/>
(800-253-6530)

RIDE TO WORK, INC.

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- Doug Toland
- Anne VanBeveren

CONTRIBUTE ONLINE!

SEND SUPPORT

Receive the 'Daily Rider' plus:

- \$25 **Rider** pin, sticker, T shirt
- \$50 **Supporter**...as above + button
- \$75 **Advocate**...as above + button + bandanna
- \$100 **Contributor**...as above + button + bandanna + mug
- \$150 **Serious Contributor**...as above + button + bandanna + mug + notecube
- \$250 **Believer**...as above + button + bandanna + mug + notecube + wall clock
- \$500 **True Believer**...as above + button + bandanna + mug + notecube + wall clock + sweatshirt
- \$1000 **Ridin' Fool**...as above + button + bandanna + mug + notecube + wall clock + sweatshirt + an unbelievable sense of well being

Ride To Work, Inc.
Box 072 Proctor, MN 55810-1072
218 722 9806
propaganda@ridetowork.org
www.ridetowork.org



We don't have any marble to sculpt, so here's a list of our most...

HEROIC SUPPORTERS

- | | | |
|-----------------|--------------|-------------|
| Rick Bieler | Kent, WA | Contributor |
| Sam Spears | Smiths, AL | Contributor |
| F. York Sanders | Pope, MS | Advocate |
| Joseph Sadowski | Chicago, IL | Supporter |
| Scott Duncan | Seattle, WA | Supporter |
| Angel Jimenez | San Juan, PR | Supporter |