Another Brick in The Wall

By Thomas Day
Australia's South Wales legalized "motorcycle filtering" in 2014. A friend, Paul Young, sent me a link to an article about the event. Paul and I, along with the link, said, "Never happen here in MN, we don't have enough folks riding in traffic to justify it." Not only is that true, but Minnesota doesn't really have the motorcycle traffic to justify the existence of motorcycles on public roads. Wows, we don't have much two-wheel traffic anywhere in the U.S.

As the article, from Asphalt&Rubber, indirectly said U.S. motorists have "relegated their machines to purely recreational duties..."

It's hard to imagine the mathematics necessary to prove good reasons for allowing public road access for our noisy, polluting, unsafe, and antisocial vehicle of choice. But if we wanted to hang on to our on-road privileges, putting aside the old petty biker accusations and working together to get filtering and lane-sharing legalized all over the country would be a good place to start.

What are the "realities and benefits of filtering?" I'm not arguing that filtering is a bad idea. The problem is filtering only viable if there are enough responsible motorcyclists on the road to make the legislation worth the time and effort. The problem is, none of that is the case in the U.S. So, I am arguing that motorcycling's current demographic of hedonists and outliers does not inspire confidence or warrant effort from "enlightened policy-makers."

The country is swamped in problems of huge magnitude and we are a piddly little drop in the lake. Get real, kiddies. Honda had the right idea fifty years ago when they tried to convince the country that they would "meet the nicest people on motorcycles" if we want to get the kind of privileges the rest of the world's motorcyclists take for granted we're going to have to clean up our own act and at least become something better than the nastiest people on the road.

One way to do that would be to crank up the requirements for obtaining a motorcycle license, drop the\n hammer on riding without a motorcycle license, and to start a new motorcyclists' organization that is directed at obtaining useful rights for motorcyclists (no more fighting helmet laws or exhaust noise ordinances). Obviously, ABATE and the AMA have to change or go. They are making as much trouble for the\n
At the end of a weekend\n
The two students were not only unaware that those two motorcycle options existed anywhere but were terrified of the concept. My co-instructor lived in San Francisco twenty or thirty years ago and "never tried it."

You might know that I lived in southern California for a decade and filtered and split lanes ("shared" for the PC crowd) every day I rode on every road that I travelled. The college degree I finally earned was absolutely indebted to my "right" to split lanes and filter on the Pacific Coast Highway between Costa Mesa and Long Beach. My two recording studio- oriented businesses, especially studio maintenance, couldn't have survived without my lane-splitting on the 405, 101, and 110. I once hauled two highly-modified JBL 4311 studio monitors strapped to the back of my '82 Yamaha V\n
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