



March 9, 2022

Dear Members of the Arizona Legislature,

I'm writing you as the organizer of 'Ride to Work Day' in support of SB1273, The Operation of Motorcycles. 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 Arizona citizens to ride makes it easier for leaders and authorities to provide better governance.

Here's why. People now are more vulnerable to believing sophisticated virally-spread stories intended to make them afraid. Doing this is profitable, and easy. The result is more overly fearful people who become able to justify doing harmful things which make good governance harder.

The best way to reduce fear-in-general is to encourage everyday activities which help people unconsciously learn to better manage fear. Regular motorcycling does this and recent history provides powerful proofs. For example, the post-WW2 Asian development 'miracle', which raised hundreds of millions from poverty, was accomplished partly because so many (the majority) used small motorcycles and bicycles as daily transportation. Riding saved time and helped create a better-performing, calmer, and more tolerant society. Beyond that, clinical research now hints that riding regularly helps lower the incidence and/or severity of disabling conditions like Alzheimer's, ADHD, and other similar illnesses.

As radical as these ideas seem, it wasn't long ago authorities endorsed tobacco, and various 'junk foods' were until recently widely believed to provide healthful nutrition. Riding more often (as when daily commuting) builds calmer and healthier people.

Lane sharing is tolerated or explicitly legal in nearly every country in the world, and in California, but not in Arizona. In all, 48 American states are global exceptions, mostly because of America's unique industrial history which includes early wide adoption of inexpensive automobiles.

SB 1273 offers you a historic opportunity to positively influence both Arizona's culture, and future traffic laws across America. By passing lane sharing legislation, Arizona will establish a precedent which will lead other states to look anew at this. SB1273 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  
[agoldfine@ridetowork.org](mailto:agoldfine@ridetowork.org)

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](https://en.wikipedia.org/wiki/Andy_Goldfine) and further information about Ride to Work Day is available at [www.ridetowork.org](http://www.ridetowork.org) .