

THE DAILY RIDER

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

Issue

5

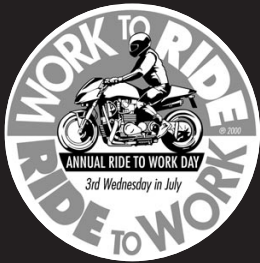
Summer

2003

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Contents:

- ♦ All About Parking!
- ♦ A Tale Of Three Cities
- ♦ Thoughtful Dialogue
- ♦ Fun Pictures
- ♦ Parking Signage



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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.

EDITORIAL

Motorcycles Excepted

Monkey wrenching bicycle rights advocates in Melbourne, Australia have been amending a wide range of parking and traffic control signs with stickers reading 'Bicycles Excepted'. The principle of having formal parking and traffic regulation incentives to help increase desirable transportation bicycling (or motorcycling) is valid...even if these ecotactics aren't.

Placing official-looking 'Motorcycles Excepted' stickers near the coin slots on parking meters would certainly arouse the ire of more than a few car and light truck drivers who were paying to use those spaces. Would the appearance of small 'Motorcycles Excepted' stickers on parking meters lead to larger pro-motorcycle stickers defacing 'One Way', 'Speed Limit', 'No Passing' and other traffic advisory or regulatory signage? Outraged meter-feeding motorists would surely express concerns about such possibilities (and many others) to prevent existing laws and regulations from being revised to favor motorcycles.

In parking regulations, motorcycles deserve more than equal rights. Providing motorcycles some privileges and advantages is good for everyone because it encourages the wider adoption of this beneficial type of vehicle. Lots of history, experience and logic support these kinds of affirmative actions. Because riding motorcycles for transportation is such a desirable



social good, rewarding their increased use would benefit everyone. Unfortunately, this probably will not become apparent to general society all by itself.

Ride to Work does not endorse, encourage or advocate modifying parking meters, or any other traffic control signs, with illegal stickers. Making and using stickers like this:

MOTORCYCLES EXCEPTED

would certainly provoke both motorists and political entities. 'Motorcycles Excepted' stickers might even arouse an occasional public argument involving citizens, leaders and governing councils about the social value of motorcycling. Although riding for transportation is mildly seditious, motorcyclists should not fear such controversy. The facts are on our side. Motorcycling is a social good. Renegade outlaw motocommuters, unite!

-Andy Goldfine



LETTERS

RIGHTS, SOCIETY, AND SOCIAL GOOD

Rick Gray wrote:

Andy,

I read your column. (Daily Rider #4) I agree with the sentiment expressed therein, but I'm not sure that the call for "more than equal rights" is not a counterproductive approach. Do disabled individuals ask for more than equal rights? Do trucks that require larger parking areas at rest stops ask for more than equal rights? To the contrary, in both examples, as developed in your article, the law and society merely recognize the fact that differences in people and vehicles require different accommodations. In both of these examples the difference requires those not affected to make the accommodations for the good of those affected.

On the other hand, using your rationale, motorcyclists are positively affecting those around us and the accommodations provided to us actually benefit nonriders and society as a whole. By allowing us different rights, we actually enhance the condition of others. So rather than "more than equal rights" for motorcyclists, maybe we should be promoting "the permitting the use of motorcyclists for the benefit of those who do and do not ride." Same thing, different approach. Thereby we provide a positive social good for all. What do you think?

Rick

Hi Rick,

Thanks for your message and for your comments about the Daily Rider #4 editorial. What's at the center of the editorial is the old idea about how best defense is a good offense. The Ride to Work program is pro-active. There are other excellent re-active motorcycle support organizations. Both kinds of groups are needed.

Trucks (as a class of vehicles) and disabled individuals both receive 'more than equal rights'. They are specifically accommodated and subsidized because society chooses to do so. Unqualified individuals occasionally steal some of the additional rights. Parking illegally in a truck loading or handicap zone is a common example.

Your idea: "By allowing us different rights, we actually enhance the condition of others." is at the center of all affirmative action laws and programs. It is the key message of the Daily Rider editorial. If Ride to Work Day accomplishes only one thing, it will be to gradually direct some of the public's and motorcycling community's awareness toward this important idea. Riding is fun, of course. But it is also a true social good...it's the exact opposite of a 'social burden'.

Sometimes new ideas seem nuts because they are so far outside of the mainstream. Then something happens and suddenly people just 'get' it. A light bulb goes off or something. Our world continues to shrink because of population growth and continuously advancing technology. One result of these two macro-trends is that more and more people will begin to see motorcycling as having an increasing value to all of humanity...in both technological and social realms.

Andy

Rick Gray follows up:

Andy,

I agree with the "What's at the center of the editorial is the old idea about how best defense is a good offense." thesis completely, but I believe that the approach will sell to motorcyclist's but not the general public. For example, "Helmet Laws Suck" expresses the indignation that some bikers feel about those laws. On the other hand, non-motorcyclists read "Helmets Suck" or "Laws Suck" when they see that slogan. Therefore, though it might help to recruit, it is politically counterproductive. Similarly, your request for "More than equal rights" will strike a responsive chord with motorcyclists, but it will be not be received positively by the majority of the body politic. So my sug-

gesting was to keep the message, just put more of a majoritarian (if there is such a word) tag on it. This can be done by exactly the same logic, but with a tag of mutual societal benefit in lieu of a tag for special treatment.

Rick

Hi Rick,

Special treatments are precisely what provides mutual societal benefits. Where roads have high traffic there are usually turn lanes at intersections and passing lanes on steeper grades. Both are perfect examples of special treatments for some road users which benefit everyone. Everyone pays extra for those special road accommodations, including individuals who are not turning, or who don't own more powerful vehicles.

The costs of any special accommodations for motorcycles are incredibly small and are more than in proportion to the benefits that accrue to everyone, though this will be difficult to prove to everyone's satisfaction. Transportation riders already know that encouraging this type of motorcycling is a fantastic bargain for society. On Ride to Work Day we let others know.

The truth about the societal value of increased transportation riding has little to do with anyone's politics. Our helmet choice laws probably do. Helmet issues and transportation advocacy are different kinds of things. One's a civil liberties issue and the other as an affirmative action campaign. There are numerous underlying reasons why each is what it is. Road users may not feel strongly about motorcycle helmet laws, but they are more likely to have opinions about urban congestion, lane splitting, loud mufflers, riding behaviors, law enforcement practices, and various other things that involve how motorcycling directly affects them.

Andy

HONEYMOONS AND HYDROCARBONS

Rob Harrison wrote:

Hello Andy,

First, I have to say, keep up the good work! We just returned from a three-week motorcycle honeymoon in Italy, France and Switzerland, where motorcycles are a form of transportation. In other words, motorcycling paradise! It is incredibly frustrating to come back to Seattle, with its famous transportation problems, after having seen the ingenious solutions brought to bear in Florence and Milan. (I'd suggest riding with the scooters in Florence as a manly alternative to running with the bulls in Paloma...)

But I do have a quibble. In Ride To Work #4, you wrote:

"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... 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."

As an architect with a practice based on environmentally friendly design--and an avid motorcyclist and daily motorcycle commuter--I really want what you say here to be true! But the EPA emissions standards are "grams per kilometer," (per vehicle) not "grams per kilometer per cubic centimeter." If I understand correctly, based on the statistics you quote here, the average bike actually pollutes 20 times as much per vehicle mile traveled as the average car. (And are these figures before or after owner modifications like aftermarket exhaust and rejetting?) BMW and Honda, at least, have models with catalytic converters...and Aprilia has the DiTech scooters.... I just wish the motorcycle manufacturers would put as much emphasis on matching automobile emissions as they do on increasing horsepower.

Cheers,

Rob Harrison

Hi Rob,

Thanks for your message. You are correct about the EPA standards being parts per mile, and that I did not write about this correctly. The emissions standards that are applied to motorcycle are fair and consistent with their current individual and aggregate emissions impact. Although motorcycles typically produce much less exhaust volume per mile than vehicles with larger engines, what most cycles emit is dirtier than any currently compliant automobile. But it may not be that much worse than the fleet average all of the vehicles currently in use (?).

Performance exhaust-and-intake modified engines do usually produce more emissions than standard vehicles. This particular form of non-compliance involves all types of modified road vehicles. Because motorcycle engines are generally smaller in size than the modified engines in slammed sports cars or souped up trucks, they're probably less bad (in general) than typical larger displacement performance modified engines. When regulations for modified vehicles are implemented, I hope that they will be just as fairly designed as the current regulations affecting vehicle manufacturers and will reflect the many environmental and social advantages that inhere in lightweight vehicles like motorcycles.

I appreciate your support and encouragement for Ride to Work Day and apologize for any problems that my error caused you.

Congratulations on your recent marriage.
Andy

RIDE FREE OR DIE

Kevin Beamon

Subject: Daily Rider #4 Editorial

I must say that the Daily Rider #4 is the first issue I have received. And the editorial "More than Equal Rights" was the first article I read. But I also must stress one thing: That article is the biggest load of garbage I have read in a very long time. Riding a motorcycle is about freedom and independence. It is not about segregating motorcycles out as yet one more needy class of overly selfish individuals. We do NOT need greater rights than everyone else, we need to have the same rights guaranteed and enforced. We do NOT need special parking places - you should get off your lazy backside and thank GOD every time you can ride your bike and then walk to the front door of your favorite store! Lane splitting is a stupid and usually unnecessary act which only heightens the general public's disdain of our chosen form of transportation. I can and will take care of my own riding gear. I live in Arizona, arguably the hottest place in the nation. I do not want to force a business owner to spend non-productive dollars on covered parking for me just so I won't burn my precious tail. NO! I do NOT want special favors, special treatment or special anything. I want to be a responsible member of society, not a dependent, weaselly, sub-culture always whining that I want to be treated differently because I chose to ride a motorcycle.

I want to live free and ride free. Please do not try to get anything but my existing, inalienable rights enforced.
Kevin Beamon

Hi Kevin,

Thanks for your message and comments. Responsible members of society are those who advocate changes that they believe will make society better for everyone. One person's advocate may be another's whiner, but providing motorcycles with 'more than equal rights' will help more people enjoy and employ them for regular personal transportation, and this will be good for society.
Andy

NOT A MENTION (GUIDANT #1)

Todd Holmes wrote:

Hi Andy

My corporation recently announced a big push in support of Car and Van pooling. They have brought in a group called Metro Commuter Services. When I went to their website http://www.metrocommuterservices.org/commuter_info.htm I saw this "We want to reward commuters who walk, bike, bus, carpool, vanpool and even telecommute to work or school 3 or more days a week. We also have incentives for people who are interested in finding out about their commuting options." They said nothing about Motorcycling... Egads, am I slammed. Have you folks made any attempt to educate this hypocrisy. We have a real battle here at Guidant, Inc.
Todd Holmes

Hi Todd,

Thanks for your message and comments. We are trying to provide tools for increasing awareness about motorcycles for transportation, but our resources are very limited. Ride to Work is supported by individual donations and the total we receive is small. Most government commuter support programs and doctrine ignore motorcycles or fold them in with private automobiles. In other parts of the world motorcycles are more accurately viewed as a positive personal transportation solution.

To raise awareness at Guidant, Inc., please download, print and read the four issues of the Daily Rider newsletters and then highlight the sections that are most relevant to your situation and attach them to a short letter to your supervisor asking for motorcycles to be actively included and accommodated because they are a social good and a valid personal commuter transportation solution. Copy the letter and attachments to your company's leaders. Find other riders at your company who will help you organize a 'ride to work' demonstration on Ride to Work Day this year. See if all the bikes can park together. Take a photo. Send it to your company leaders and note the potential to save time, parking spaces, etc.. Note in the letter that employees who ride to work always arrive more energized than those who come by public transit or private automobile, etc..
Andy

GUIDANCE FOR (GUIDANT-#2)

Todd Holmes wrote:

Do you have any recommendations as to what constitutes a "Good" motorcycle parking location for a corporation? My company, Guidant, Inc, seems to want to hide us away, or put us in a location that is dangerous to the rider and/or the bike. Any suggestions?

Hi Todd,

Common sense is all it takes to define good motorcycle parking. Bikes are different than cars in that they are an open vehicle that can be tampered with without breaking a window or opening a door. There are naturally occurring social and psychological constraints about opening or entering another person's 'space'. This is as ingrained in us as is the territoriality in animals involving caves, nests, etc... So forgetting all about our private property principles, insurance, laws, etc... criminals or vandals may be less likely to bother a locked car than a bike. Unfortunately I do not have any statistical studies to back this up, but hope you (and others) accept it's common sense logic. It is part of what some people call our 'social contract', which is something that affects how all of us behave.

So what is good MC parking? Three things are obvious: Security. Weather Protection. convenience.

Motorcycles need a parking place where they will be safe. They need a hard surface. The more protected from sun, blowing dust, weather, etc...the better. The closer to a building entrance the better. Ideally, there should be lockers available for riding gear storage. A nice setup would be an 'EZ Up' shelter covering several

parking spaces near the bicycle racks and disabled spaces. Three to five bikes can park in one parking space. Something that bikes can be locked to like a ground anchor or ring might be good, too. A security TV system would be nice if the building was so equipped. If good parking is available, more employees who have motorcycles will ride them to work, and that will be good for everyone at the workplace and sharing the roads. If only non-secure spaces in dirty, overgrown locations at the farthest point away from the entry door are made available, fewer people will ride.

All it takes to encourage transportation motorcycling is the will and a little ingenuity. Good bike parking can be developed at any company for a very low cost. And then people will ride to work.

Let me know if you make progress there.
Andy

THINGS WORK OUT FOR JUSTIN

Justin Burk wrote:

After long years wanting to purchase a motorcycle, last April I did just that. (about 30 minutes after passing my written test and receiving my licence)

My first bike had only one purpose: To be cheap. I bought a '82 Honda 450 for \$1500 (Canadian) and drove it to work every day that I could to save time and gas money. Considering that my 4-wheeled vehicle is a truck with a V8, it wasn't hard to justify fuel savings. The gas I save in one week pays for the insurance on my bike for a month!

My boss has been great about the whole situation. There are about a dozen workers in my shop, and we all park behind the building. In the front, there are 4 parking spots: Boss's, his son's, secretary's, and a visitors. After one day of me riding to work, he told me that I could park my bike up front, across the back of the visitors spot. (Parking is quite long, so there was no problem of cars sticking out into a lane.) So, now if I ride in to work, I have about a 5 foot walk into the door, not to mention that it is more secure by being in front, in view of people, than behind the building. Plus, visitors get to see a bike in the front of our shop, and ask why it's there.. which always present the opportunity to talk about the savings and fun of riding to work.

This year, because I've saved so much money from riding, I just bought a new SV650S. Should be even more fun going to work now! :)

Justin
Windsor, ON Canada

TAKE IT EASY

To: propaganda@ridetowork.org
From: Charles Maloney
Subject: Re: The Daily Rider #4

Greetings,
I'm a bit perplexed at the timing of receiving RTW's email but nevertheless pleased at reading the enclosed text.

Living and riding in the San Francisco Bay Area affords everyone on 2 wheels a wonderful motoring experience whether commuting or simply riding for pleasure.

Regarding the expansion of motorcycling's legal and logistical arena, one of my chief concerns pertains to our collective image among those who don't ride. Maybe I'm in the minority with my perspective, but I feel we are perceived quite poorly by the other people we share the roads with. Moreover, I can't honestly say that I don't understand their perception when, ironically, I have had just as many near-misses and close-calls with other motorcyclists. Riding like a moronic imbecile seriously taints our very worthy cause. Frankly, I think it's up to all of us to not condone at all this riding "style." There's a

place for riding at the edge--and we all know it's called the track.

There are little things we can all do to project a better public image of ourselves, easy practices like always using turn signals...everywhere & all the time. In congested urban areas like San Francisco and Berkeley where double-parked vehicles constrict traffic flow I always try to get as skinny as safely possible to better utilize the available space and accommodate those motorists impacted.

Inasmuch as motorcyclists have such a tremendous advantage in almost all traffic conditions I routinely try to yield to those who--irrespective of how insane--just have to change lanes; and I do the same with ramp traffic.

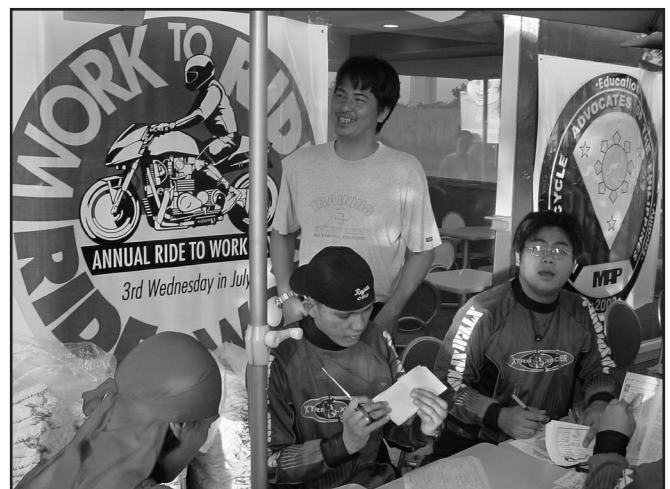
With our greater acceleration capability I see no need to crowd drivers in front of my intended path of travel. Similarly I never camp out in the "fast lane." I'd like to believe (however quixotic) that this particular practice might demonstrate to others the spirit of the admonition in "slower traffic stay right."

I'd like to think that all these small things, common courtesies if nothing else, do indeed help to foster a better public image amongst our "cage driving" cohorts. Along with riding with proper gear and only using stock or quiet aftermarket exhausts, I sincerely think these are no-brainer ways to curry the favor of those who certainly have the legislative power to take away a lot of the freedoms we currently enjoy.

If we're genuinely interested in expanding our rights and privileges, on and off the road, it seems reasonable, prudent, and easy enough to consistently ride and behave according to these simple practices.

Given the probability of that group of renegade, disrespectful wankers and people who selfishness fuels their "I don't give a s__t about anybody but me" attitude, I think any and all acts of motorcycling diplomacy can only help common cause. I fervently believe that motorcycling, properly positioned, articulated, and marketed can provide a host of veritable benefits to the USA's energy and transportation needs. From lessening our dependence upon foreign oil imports to relieving the wasting inefficiency of urban congestion the list of redeeming value rolls on and on.

My unsolicited 2 cents!
Regards,
Charles Maloney
San Francisco, CA



Ride To Work Booth, Phillipines 2003

PICK ANOTHER DAY...

CASUAL FRIDAYS AND WRINKLED SUIT SYNDROME

Steve Hornung wrote:

Andy,

It seems to me with the advent of "casual Friday" dress codes at many workplaces, that ride to work day should be on a Friday. I believe that greater participation would be gained by this move. Many motorcycle owners, but non motorcycle commuters have a fear of getting wrinkled suit syndrome, getting sweaty etc. If they were commuting for the first time this would allow them to feel more comfortable. Also, the attitudes on Friday are also more casual as a rule. Many workplaces are far less uptight on Fridays and many potential participants would not feel such a stigma of riding to work on a Friday. As support for my argument it is my observation that there are already more riders commuting on Fridays. I believe this is the major reason. I hope this helps. If we can get more riders to commute for the first time they may see how easy and fun it can be and thus continue the practice. That after all is the goal of RTW.

Steve Hornung

Hixson TN

Hi Steve,

The date of Ride to Work Day is now a 12 year tradition. In the years ahead I'd like to continue to re-inforce the established momentum for this day. Having a casual Friday Ride to Work Day would be a good additional ride to work day, but we should not move Ride To Work Day to Friday.

Ride to Work Day is partly a demonstration of the advantages of accommodating motorcycles for commuting. This means increasing employer awareness that providing clothing changing and clothing storage places for those riders who wish to keep formal and dress clothing at work is important. For all riders who wish to conduct their work in ride-appropriate dress, it should...wherever practical... become more acceptable for them to do so.

In advance of Ride to Work Day this year, I hope you'll leave some work appropriate clothing at your place of employment to change into when you arrive. Then, when changing, if anyone asks about this, it will provide a great opportunity to tell them about the advantages of riding and possibly even about the need to make whatever changes there that will allow you to commute more frequently on your bike.

Andy

MAKE IT A WEEK

"Robert E. Higdon" forwarded:

This came to me as is.

From: N2XUR

Subject: Day? Week!

Other national drives / messages / campaigns go on for a week, why not this one?

- 1) weather may be wrong in some parts,
- 2) not all riders who want to could on that day,
- 3) not all public out that day to observe,
- 4) more impact / noticeable if for a few days in a row, public-pedestrians / motorists / media / politicians notice traffic (lessened?!) impact.
- 5) Locals; diners, newsstands, parking garages, take notice of changes, more?

Safe ridin'
Ike

Hi Bob,

Thanks for forwarding this. At some future point I would like to go to a ride-to-work week. But for this year and the next few, I am focused on the single day of demonstration. This will be easier for getting exposure and will help us do some of the public relations things better. The media are arguably more interested in sto-

ries that are focused, dramatic and narrow, like a single day demonstration. There are 7 million bikes in the country, and about 85 million daily commuters...90% of them are in private cars. There are 135,000 motorcycle commuters. If on one day we could get this up to a million riders...drawing only one bike in seven...then the average commuter would see nine or ten motorcycles for every one they see on every other day.

Whenever there is a motorcycle rally or gathering event, the local news media invariably have a story about 'where all those bikes came from...(?)'. If Ride to Work Day could generate some national stories about where all the bikes suddenly came from (?), or why they are out there, then the answer would be the RTW propaganda about motorcycles being a social good. This would help many interests arrange a better deal for riders in many areas of our society. The novelty of a single day helps encourage riders who do not commute to do so, more than feeling they have to ride to work for a whole week. RTW is about maximizing participation and focusing the demonstration at this point.

Andy

I LOVE YOU I HATE YOU

Michael Pandzik wrote:

I have a genuine love/hate relationship with the Ride to Work Day effort.

I love the idea of promoting our wonderful vocation/avocation/sport in such a positive way. It's a great idea, and therefore needs to be nurtured, supported, and expanded.

But I hate the day (especially, the month) you've chosen. I've ridden to and in Minnesota many times over the years, and -- let me tell you -- your third Wednesday in July is a heck of a lot different than my third Wednesday in July.

Here in Kansas, you probably couldn't pick a worse month or week for hot weather. It's SELDOM below 95 or 100 degrees F. on that day, with humidity to match. And the rest of the country south of me is just as bad, or worse, on that date.

Why not substitute another date such as the third week in September? Still not too cold that you can't ride comfortably in the northern states, but not so hot and miserable that participation is unlikely or nearly impossible everywhere else.

Just a thought for the good of the order!

Mike Pandzik

Hi Michael,

Ride to Work Day Date is too hot for comfortable riding in many areas. The day was originally chosen by Fred Rau and Bob and Patty Carpenter for a variety of reasons. They felt that this day was in what statistically is the best weather period for the country (least chance of rain, thunderstorms, etc...), and that it was in the peak period of the riding season and that because of this it would be a good day for both a high overall participation level and greater riding safety.

I will keep your idea about another day mind. You are correct that the current day is a good choice for riders like me who live in Minnesota. But your proposal about September makes a lot of sense, and participation might be higher at this time than in the summer.

Andy

FAILURE TO EXPOSE NUMBERS

Peter Jacobsen, wrote:

Usual failure to discuss exposure -- or number of people riding... few ride, few hurt. Also no discussion of making the streets safe for all, just armoring against dangerous streets.

Best,

Peter Jacobsen

Hi Peter,

Thanks for your message. Only in parts of the world where riding is accepted as an integral component of the transportation system (places like Taiwan...) do non-riding persons view issues like this without prejudice. Our job is to help riding-for-transportation become understood, appreciated and accepted here. Then helmet...and other... issues will be discussed in a different way. We can accomplish this. There are 7 million motorcycles here and only 137,000 are used on any given workday to commute. If we can have a few million in the traffic mix on one day, Ride to Work Day, then it will be a big step forward.

Andy

SOLD HIS CAR

Wes Dean wrote:

Hello Folks!

I've seen "The Daily Rider" a few times and appreciate you putting it together. This is the first time I have looked at the website.

Lets see.. not sure where to begin here.

My name is Wes and I live/ride in and around Ann Arbor, Michigan. I ride all year long as I do not own a car. I sold it 3 years ago and have not missed it. This will be the start of my 5th winter ride.

I have molded my life to allow me the pleasure of being a year 'round rider. I work at UM and the cost for a car permit is \$500~ per year. Plus you have to fight for a space. Motorcycles park for free and I get the same parking space every single day. No worries, no hassles.

I also live about 5 miles from work. So the cost of the commute is very minimal. With my KLR650 and its 6 gallon tank @ 60 MPG . in theory that works out to about 36 trips per tankfull.. awesome.

Cold weather is NOT an issue. I have my dress routine depending in the temp. The coldest I have rode in? That would be last winter -5 degreeF with a -24 degreeF windchill.

As for shopping, I hit up the local stores for what looks the freshest that day. I only buy what I can carry on my bike. I never have food laying around to get old.

Best weather to ride in? Those freak warm days in December or right at the start of spring.

I have several bikes at the moment. A '97 Triumph Thunderbird, '75 Honda cb550 and the 2002 Kawasaki KLR650. I also have a couple of project bikes going. I have never really written anything before about riding all year long. But I have done some "journal" style accounts of my winter riding if you want to check it out. Here are some links to my website you might find interesting.

<http://www-personal.umich.edu/~wdean/snowrider.html>

<http://www-personal.umich.edu/~wdean/klr650.html>

So yea.. I thought I would introduce myself and say keep up the good work!

Everyday should be "Ride to Work" day.
take care,

Wes

Hi Wes,

Thanks for your message and good comments. Your motorcycle-centric approach to transportation is a great example. Our transportation patterns are similar. Although I own a car, most of my grocery stops, commuting, and daily transportation is either by riding, bicycling or walking. I live a similar distance from work. My car was driven so little last winter that at the garage where it's oil is changed they thought the odometer had broken.

I appreciate your example, support and encouragement.

Andy

WHOA!

To: agoldfine_rtw@ridetowork.org

From: <>

Subject: Ride To Work

What the hell is this ride to work day? I think politicians know there are motorcycles in the world. I'd even venture to say one or two might own one. This is the dumbest thing I've ever seen. You are demonstrating nothing. Tell whatever paranoid brainchild who came up with this to lay off the drugs, it will extend his life.

MOTORCYCLES AND PARKING

A FOLIO OF INFORMATION AND EXPERIENCES

Perfect Motorcycle Parking: Convenient, Secure, Covered, and Free!
In this ramp, motorcycles park free between the staffed security room and the entrance lane.





**Sacramento motorcycle parking policy for public ramps:
Effective early 2001**

- Ramp pass for mc's is \$75/mo and for cars is \$75/mo.
- Car passes must not be used for bikes. Car passes can be moved from car to car, but a rider will need a 2nd \$75 pass to have access to parking for both a bike and a car.
- Cars may pay hourly at ramps, but this option is not available for motorcycles. To use ramps, motorcycles must have a pass.
- A good fight, but the war was lost.

*Well, to paraphrase the Bard,
'Something is rotten in the city of Sacramento'...*

*What follows is a series of emails detailing that city's updated
(and discriminatory) parking policies.*

rtw

To: Sacramento City Council
From: Chip Powell
Subject: Motorcycle Parking Solutions

The city's parking facilities office has proposed that motorcycles pay 75% of what automobiles pay for a monthly permit - or \$93.75 per month. According to the Sacramento Bee on February 18, 2001 (page B2, item number four, <http://www.sacbee.com/news/news/local08_20010218.html>), the city has reached an agreement with motorcyclists where we would pay 25% of what automobiles pay for a monthly permit, or \$31.25.

I hope you will keep the policy the city has had in place for the past four years: namely, that motorcycles may park in city garages without charge. I don't have to tell you what a bind the city is in regarding the downtown parking issue. The Sacramento Bee also reports in another article also of February 18, 2001 (page B1, <http://www.sacbee.com/news/news/local03_20010218.html>) that the city is facing a parking crisis downtown of epidemic proportions. The parking crisis has many causes: the strong economy, the high employment rate, the increase in convention center usage, and of course the construction of the federal courthouse with minimal integrated parking and the Cal-EPA building with no integrated parking spaces. The courthouse and Cal-EPA buildings' infusion of several thousand new workers to the downtown area without integrated parking has exacerbated an already tenuous parking situation. It seems the city has also allowed the Sheraton to build their new hotel on J Street without integrated parking as well! At what point will the city begin to lose conventions, exhibitions, hotel guests, and new business due to automobile drivers' frustration over the lack of parking downtown as noted in the Bee article? Mark Miller, the city's parking facilities manager, admits the construction of the new \$20 million lot at 14th and H streets will merely "be like letting a little steam out of the pressure cooker." (Sacramento Bee, 2/18/01, p B3). The city's parking crisis is fast becoming a catastrophe and is in dire need of solutions.

Part of your solution should be to keep the status quo for motorcycles. Dozens of motorcyclists - like bicyclists - park in the city lots each day without charge, and take up NO automobile parking spaces.

If the Bee's article is correct and the city will indeed only charge motorcyclists \$31.25 for monthly permits, some riders may take the city up on its offer. I guarantee, however, that many will not. I would think that when facing such a parking crisis as the city is now, it would not want to aggravate the problem - however slightly - by making parking more difficult and more costly for dozens of workers who operate a vehicle which can be safely parked downtown without taking up a single automobile parking space. The city faces another dilemma if it chooses to abandon its present motorcycle parking policy: that of the transient motorcycle parker. It is all well and good to force regular motorcycle commuters to buy monthly permits, however, what about the motorcycle rider who only needs to come downtown occasionally and park just a couple of hours? How does the city propose dealing with this transient parker? Those with permits may continue to crowd into designated but obscure garage areas, but Mr. Miller proposes installing expensive transient motorcycle parking meters inside the city garages to accommodate transient motorcyclists. These meters will cost several hundred dollars apiece and, more importantly, will require a larger designated space for a single motorcycle - something in the neighborhood of three to four feet wide, by eight to ten feet long (in order to clearly determine which motorcycle belongs to which meter). Although transient motorcycle parkers may be few, the city would still need to supply a number of spaces for them.

These spaces will almost certainly take up even more automobile spaces. Also, what happens when the transient meter spaces are full; where will the transient motorcyclist park? There may be room to squeeze in with the permitted motorcycles, but without the permit, he risks a ticket. There may be empty auto spaces, but then how does he pay for his parking? Also, what if the motorcycle permit parking spaces are full? Can the permitted motorcyclist use a meter without paying extra? Can he take an automobile space if one is available? What does the permit holder do when his hanging permit is stolen - and some of these will assuredly be stolen - and he is ticketed? If we have stickers instead of hangers for our motorcycles, what happens to those of us who own two bikes? As you can see Councilman, any system of charging motorcyclists quickly degenerates into a byzantine web of bureaucratic complexity.

The city is installing brand new revenue control entry systems which will not sense motorcycles. The city, for liability reasons, will not allow motorcycles to pull a ticket and pass under the entry arms like cars. Given all this, why not continue to let motorcycles park in designated areas unsuitable for automobile parking? The city provides free bicycle racks and lets bicyclists chain their bikes inside the garages without cost. It should be the same for motorcycles, since neither vehicle can be sensed by the entry system, and the use of both vehicles is part of the overall traffic congestion and environmental solution.

Every plan to charge motorcyclists is a bad one. Each plan leads to more problems for the city, chiefly, the loss of automobile spaces in a time when even the few dozen spaces motorcyclists are not using daily are desperately needed. Allowing motorcyclists to continue parking without charge in the city lots makes good sense for the city.

- * Fewer automotive parking spots taken
- * Motorcycles contribute far less to traffic congestion
- * Motorcycles use less precious fossil fuels
- * Motorcycles emit fewer emissions into the environment

A motorcycle-friendly parking policy should be part of the region's overall traffic congestion and environmental protection agenda. A motorcycle-friendly parking policy is forward-thinking in an era where you want to get as many single drivers out of large vehicles as you possibly can. I urge you Councilman Cohn, the Mayor, and the other City Councilmembers to order the city parking facilities office to keep the status quo on the motorcycle parking issue. I sincerely appreciate your attention.

Chip Powell,
Information Technology Specialist
California Legislative Counsel Bureau

To: Sacramento City Council

From: Peter Jackson

Subject: Motorcycle parking solutions

A couple of points. One, the City lacks sufficient parking downtown -- they are not even taking names for a waiting list for car spaces. So motorcyclists, by not driving, ease a tight situation. Every shopper at the downtown mall who uses a motorcycle is one less shopper who could conceivably be turned away to shop at Arden Fair or Roseville. Every commuter on a motorcycle means one more 4 wheeler can be accommodated. The new parking lot will cost over \$10,000 per space (!). So the City should look to encourage motorcyclists.

Two, the City staff has discretion on the rate for motorcycle use. They propose a fee of 75% of 4 wheeler fee. As Don points out, motorcycles use significantly less space. Not only can 5 motorcycles fit into a 4-wheeler space, they can fit into nooks and crannies that otherwise would be unused. Plus, 4-wheelers require significant roadway width between rows for turning into the space. The real ratio is more like 10 to 1.

Three, the City is developing this policy at staff level. Council should decide transportation policy, including motorcycle use.

Four, the City is consciously not including the motorcycle community in this discussion. At the meeting, I specifically asked the City to wait to implement the change in policy until summer, so that motorcyclists could be notified. Mark Miller specifically said that would be a bad thing, as it would get more motorcyclists involved. Amazing. I asked him if he would like to repeat that statement to my City Councilor? The City has not attempted to notify motorcyclists with signs in the parking structures or anything such as that.

Five, the City should examine policy in other jurisdictions. I parked in downtown Los Angeles, Bunker Hill, for free. The garage had a slot set aside with a series of rubber poles to separate the slot from the cars. Neither LAX nor Burbank airports charge motorcyclists. Locally, the state parking garages charge less for motorcycle parking. I parked in the lot at Q and 8th for \$12 per month. San Francisco and Berkeley both provide lots of on-street parking. The rate in SF is 25 cents for 4 hours, up to 12 hours, and they get a lot of people out of their cars. In Berkeley, motorcycle parking is free of charge.

Six, the City administration already has discretion whether to charge for motorcycle parking if the cost of collecting the fee overwhelms the cost of administering the parking, then they should not charge. They talk of a complex system with either monthly hang-tags or stickers. What about someone such as me with multiple bikes? That argues for a hang-tag. But what if that hang-tag is stolen and they ticket my bike? I have to go to hearings to get the ticket voided, wasting their time and mine. If every month we have to stand in line to get a new sticker, what a waste of time. If the stickers have permanent glue, then how do I remove it for next month? If temporary glue, then thievery becomes a problem again. What an administrative nightmare is this the Parking Administrator Full Employment Act? It rapidly becomes an bureaucratic nightmare, and motorcyclists have to deal with it, or drive cars to downtown, further aggravating the tight parking (see point one).

I found the meeting frustrating for the City seemed to view motorcycles as a burden, not part of the solution.

Peter Jacobsen

rtw

To: Ed Cox

From: Jacobsen, Peter

Subject: Motorcycle Parking

Ed,

Do you get involved in motorcycle parking as Sacramento's alternative mode coordinator? There's an issue with a new gating system being installed in City-owned parking garages. Evidently the gate vendor and the City's risk manager don't want motorcycles to use the gates. At present, motorcycles bypass the gate with a painted slot, but in talking with the City's manager,

Richard Ching, some 4-wheel vehicles bypass the gate.

There's a meeting scheduled for 30 Jan at noon (1030 15th St). I plan to attend.

I'm amazed the City is building yet another parking garage for (I bet) over \$10,000 per 4-wheeler space, but in existing garages, is considering no longer accommodating motorcyclists, who cost the City almost nothing. Richard Ching talked of reluctance to spend \$30,000 to build a slot to accommodate motorcycles - chump change compared to the tens of millions the parking garage costs (do you know the cost and number of spaces for the new garage?)

Given the huge costs of accommodating 4-wheeler parking, the City should support alternative modes (with secure bicycle parking and accommodation for motorcyclists).

Peter Jacobsen

rtw

To: Peter Jacobsen

From: Donald Van Dyke,

Subject: FW: Decision on Motorcycle Permits (Jason Scott with the Sacramento Parking Facilities Division asked me to forward this to you.)

Hello again everyone,

Before we post notice in the garages, I wanted to let you all know the Parking Division's plans for motorcycle permits. Effective April 1, 2001, motorcycles will need a parking permit to park in City garages. The cost of a monthly permit will be 60 percent of the automobile rate for each garage and motorcycles must continue to be parked in designated motorcycle parking areas. The cost, for example, at the 10th and I garage will be \$75.00 for motorcyclists as opposed to \$125.00 for automobile customers.

Meters will begin to be installed inside some garages and outside other garages for non-commuters (i.e. hourly parkers). Parking staff is currently in the process of obtaining motorcycle parking permits. Permits will be available for purchase at our office at 312 K Street (Tel. 264-5110) beginning on March 26, 2001. I want to thank you all for attending one or both of the meetings we held over the last few months, and the Parking Division appreciates your input and efforts on behalf of continued motorcycle access to City parking garages.

Sincerely,

Jason Scott

Communications Coordinator

Parking Facilities Division

City of Sacramento

rtw

From: Peter Jacobsen

Subject: RE: Decision on Motorcycle Permits

This outcome is the worst of all possible outcomes. With an outright ban, the City would have mitigated it with by providing better on-street parking accommodation. But we have a de facto ban, with unreasonably high parking rates and no improvement in on-street parking.

-Peter Jacobsen

To: Peter Jacobsen

Well, so much for trusting in the good faith of the parking division. There are two ways to ban motorcycles: an outright ban or creating a fee so unreasonable that most people will either be unable to pay, or unwilling, as a matter of principle, to pay. The parking division met with strong opposition on the first so has resorted to the second. The decision is especially egregious in that they will still require motorcycles to park in otherwise unusable nooks and crannies, space that otherwise produces no revenue whatsoever. I had hoped that the interest expressed by so many riders and at least two city council members would have caused a fair decision. Obviously, it has not. Every motorcycle rider, and others

with an interest in a less congested inner-city, should contact their council member and ask that this arbitrary 60% of a car fee (which comes out to \$75) be reconsidered.

-Dan Colson

rtw

To: Councilman Yee:

From: John Blue

We were recently treated to this e-mail from the City Parking Division staff. While they thanked us for attending meetings, it appears it was a waste of our time. As I stated in my earlier communications, I am not apposed to paying. However, I am apposed to paying an unreasonable amount.

As I have stated before, you could put a large number of motorcycles in either city garage without impacting auto parking at all. (Using the corners, etc.) If the administrative costs make it not worthwhile to charge a fair price, then don't charge anything. The city wins by not having to administer another program, by not having to purchase additional equipment (i.e. parking meters at \$500 each), and by freeing up parking spaces for autos.

It appears the city staff is not looking at the parking situation in a holistic manner. If it is unreasonably expensive for me to park my motorcycle downtown, then I will just be adding another car to the problem. Thank you.

John Blue

rtw

To: John Blue

From: Councilman Jimmie Yee

Subject: Re: FW: Decision on Motorcycle Permits

Dear Mr. Blue:

Because of the large number of messages I've received expressing strong objections to the Parking Division's plan to change access and charge fees for motorcycles parked in city garages and protesting the process that preceded this decision, it's not feasible for me at this time to provide individual responses within the limited timeframe remaining before the proposed implementation date of April 1, 2001.

In reviewing all of your emails, I concluded there were three primary issues. As a result, I contacted our Off-Street Parking Division Manager, Mark Miller, and asked him to specifically address these issues. Included below are the questions and responses I received:

1) Motorcycles occupy less space than cars; therefore, should be allowed to park without charge or at a more deeply discounted rate. "Parking services are not sold by "space occupied" but by time parked. Hyundais are small, but they don't pay less by the hour or by the month than large SUVs. Motorcycle users benefit from parking garage maintenance, security, lighting, and custodial services, and should share in those costs as well as the considerable costs of developing new garages. At 60% of the posted parking rate, City of Sacramento prices will be lower than almost all parking providers in the City."

2) The City is gouging motorcycle riders. "Motorcycle customers will receive a substantial 40% discount from regular parking rates. Carpoolers receive only a 25% discount. Only one of the eight or nine companies that operate parking in Downtown Sacramento discounts parking. None of the operators allow free parking. The City Parking Facilities Division is supposed to charge for commuter parking at the market rate. With motorcycles, we are less expensive than most parking service providers in the Downtown."

3) I have a car and already purchase a parking pass. I should be able to ride my motorcycle to work occasionally and not pay additional money. "Automobiles access parking using proximity cards that are tracked and verified automatically by the revenue control system that counts vehicles and calculates charges. Motorcycles cannot safely navigate revenue control gates, and therefore, can't

use proximity cards to enter parking garages. Motorcycles that park in City garages are tracked as if they were parked in a surface parking lot. They display a sticker, and motorcycles lacking a sticker are cited. If both motorcycle permits and automobile permits were issued to the same individual, there is no way for parking staff to know whether both permits are used concurrently. The City can't issue a free motorcycle pass to persons holding a regular monthly automobile permit because that person could pass the motorcycle permit on to friends or co-workers. With no mechanism to prevent this, such abuses could go undetected for months. Attempting to cross-reference and enforce motorcycles and cars that shared a single permit would be an expensive, labor intensive manual process that would impact parking enforcement officers."

The City Council previously approved a range of fees, which grants the Parking Division discretionary authority to implement parking fees within a specified range. At the time, it was anticipated after resolution of several technical considerations and a process involving community input, eventually fees within the approved range would be charged to motorcycle users.

Under these circumstances, I can only suggest you may want to consider making your case in person to the council during the Public Question & Answer segment, which is agendized towards the end of both the Tuesday afternoon and evening sessions, sometime before April 1, 2001. Generally, council discussion of items not on the agenda is limited; however, it does provide an opportunity for you to discover if there is support on the council to reconsider this issue. None of the city's parking garages are located within my council district, so the councilmember for the particular district in which you park should be your most important point of contact, and will likely be influential in any decision I am asked to make. I hope this information is of assistance in your decision as to any future action you may or may not wish to pursue.

Sincerely,

Jimmie R. Yee

Councilmember, District 4

rtw

To: Jimmie Yee

From: Chip Powell

Subject: RE: Motorcycle Parking in City Lots

Mr. Yee,

I very much appreciate your thoughtful response to the motorcycle riders and your pursuit of answers from Mr. Miller. I also understand that you cannot reply to each individual complaint you receive on this matter. For the rest of the Council, Mr. Miller, and the rest of the riders I offer these responses and grievances:

- 1) Motorcycles occupy less space than cars... (long excerpt removed-ed.)
- 2) The City is gouging motorcycle riders... (long excerpt removed-ed.)

Right, whether an auto is a Hyundai Excel or a Ford Excursion, each vehicle is entitled to 185 square feet of parking space. If the city wants to create revenue from motorcycles - when its own revenue control entry/exit system is incapable of tracking these vehicles - shouldn't these vehicles be entitled to a similar ratio of space? If you want me to pay 60% of what cars pay, why can't I have 60% of the space (111 square feet)?

The parking office and City Council is acting nauseatingly self-congratulatory on giving riders cheaper parking than other lots in the city. However, what the office is actually doing is scrapping a four year policy of charging zero dollars. Our cost has risen from zero dollars per month to \$75.00 per month, and we're supposed to be happy about it? What if gas prices rose to \$3.00 per gallon - should we be grateful because that's substantially cheaper than gasoline in Europe or Japan? What if I stole \$50.00 from your wallet, would you be grateful I didn't steal a hundred?

When the city, prior to 1997, charged motorcyclists the same as autos there were no complaints. The only complaints were that your entry/exit arms were knocking riders off their bikes. That was a problem. Between 1997 and 2001 there have

been no problems.

If motorcyclists should share the cost of developing new garages, shouldn't also the bicycle riders who chain their bikes for free in your garages? (In Lot H there is MORE space for bicyclists (not counting the bike lockers) than for motorcycles). Shouldn't the pedestrians who cut through the garages to avoid the rain help share these costs? Shouldn't the homeless who sleep in your garages? What about the stray animals who wander in, shouldn't they pay their fair share? The garages were built for cars and trucks. Your own revenue control systems will ONLY read these vehicles. Why are you trying to gouge other users, which is exactly what you're doing? You can say you're not, but you are. When for four years you charge somebody nothing - and encountered no problems because of it, and then you begin to charge them \$900.00 per year, YOU ARE GOUGING THEM!

Also, am I the only one starting to go deaf from the sound of the City Council members screaming "it's not my district!" Guess what? It's NO ONE's district right now. I charge that the parking office has worked on this issue between December, 2000 and April, 2001 purposely and specifically for this reason and one other - it is the season when there are the fewest riders. That is cowardly government. If the city really cares about having "community input" from the riders, will you PLEASE wait until normal ridership levels begin in the spring and summer before you enact a policy which will affect these riders too? For pete's sake, you met with us in December and January!!! If the city really cares about having community input from the riders, will you please wait until District One has a Councilmember to represent it on these issues? I believe the city does not care one bit about the motorcycle riders. The city is also nauseatingly self congratulatory about having "reached a deal" with the riders, as reported in the Sacramento Bee. The city reached no deal, but decided that a new policy would soon commence. This is bad government.

3) I have a car and already purchase a parking pass... (long excerpt removed-ed.)

So with a car parking pass, I can drive a different car into the garage every single day. From a Ford Excursion to a Hyundai Excel. However, if I'm a casual or infrequent motorcycle rider I cannot EVER ride that motorcycle - which has one fifth the footprint of a car - into the lot for which I have already paid? Because motorcycles cannot safely navigate revenue control gates? Your gates cannot safely allow riders to enter, sir, not the other way around. If they could, you would not be concerned about liability. Agreed, giving auto permit holders motorcycle passes would create a complex situation difficult to enforce. Your whole new motorcycle policy is creating a complex situation which will be difficult to enforce! Why change a good policy, which was working, and was not complicated? Again, bad government.

What about the day use riders? Where will they park? How many spaces will you have for them? How much money do you need to make on the permits to offset the cost of the day use meters and whatever auto spaces they usurp? How much money do you need to make to justify the cost of enacting this complex policy at all? What if you don't make that money? Have you done a cost-benefit analysis?

Riders, perhaps we should take Mr. Yee's advice and descend en masse upon the next City Council meeting.

Chip Powell

rtw

To: Councilman Cohn
From: Chip Powell

I would like to request that the city parking facilities office prove to the people of Sacramento that the new motorcycle parking policy is a sound one. What did the cost benefit analysis they performed on this issue find? Will the cost of purchasing the transient meters, installing them, the loss of auto spaces for such meters, the design, implementation, and enforcement of the new system even be met by the sale of monthly permits for motorcyclists?

How does the city know how many riders will even be interested in paying this \$75.00 fee? What if no riders buy a permit, but simply find other places to stash their bikes? Then the city has wasted money and exacerbated the downtown parking situation by performing de facto evictions on commuters who are not using auto spaces. Did the city in fact perform a cost benefit analysis? What about the benefit to the congestion situation? What about the benefit to the air quality situation?

What was not working about the policy the city has had in place for the past four years? Why does it need to be changed? I have some other questions as well:

What if I have two bikes, can I park either of them in to the city lot?
What if there is not enough space for the permit holders, where do I park?
What if I'm a transient parker, but the transient meters are full?
What if I alternate between an auto and a motorcycle, can I get a combo pass?
What if I already have an auto pass, can I ride my motorcycle and park in the auto space for which I've already paid?

Offering free parking for motorcycles takes vision and commitment. It takes a commitment to the people of Sacramento to search for ways, however small they may seem, to ease the downtown parking crisis. It takes a commitment to the environment, by supporting commuting on vehicles that put even the most fuel efficient automobiles to shame; it takes a vision for finding solutions to the traffic congestion problem, by supporting use of vehicles which, by nature of their size, do not chronically congest; it takes commitment to helping ease the astronomical energy and fuel bills of your citizens, by supporting use of vehicles which use far less fuel.

Pragmatically, what is the city gaining by junking a good, sound, policy? What will the city lose if it keeps the status quo?

Councilman, I urge you to have the city's parking office defer their decision on motorcycle parking until the Council has a chance to discuss it among yourselves and the community.

Sincerely,
Chip Powell
Office of the Legislative Counsel

rtw

Dear Mr. Powell,

Thanks for your emails of February 20 and March 1. I will attempt to respond to a number of your main points. First, I do not represent Downtown. I represent District 3, which includes Midtown and East Sacramento. Downtown, including where all of the City parking garages are, is in District 1. Second, regarding parking rates for motorcycles, I have been quite sympathetic to the notion of providing a substantial discount for motorcycles over car parking rates at City garages, even though many private garages do not provide such a discount. Nonetheless, keep in mind that parking structures are very expensive for the City. The 10th and I parking garage cost roughly \$20,000 per parking space to build. We just got the news that the new parking garage at 14th and H will cost about the same (close to \$20 million), although earlier projections had it budgeted at a lower cost. Clearly these costs must be borne by users, not by the general fund taxpayers. There has been quite a debate at Council over parking policy. We are trying to balance the needs of Downtown commuters, Central City residents, City environmental and land use policy, City economic development policy and so on. While I agree with you that motorcycles should pay less than cars to park in City garages, the exact amount is debatable. Keep in mind that Downtown parking in Sacramento is still relatively cheap compared to other large west coast cities, such as San Francisco, San Diego, San Jose, Los Angeles, Portland and Seattle. The City Council decided to leave the decision on precise parking rates up to its Parking staff within certain bounds dictated by the market. I understand that the staff's decision to provide a 40% discount to motorcyclists over car rates is within those bounds, so unless the City Council decides to reconsider its earlier policy decision, the City staff's decision stands. I also

understand that the City is working with the motorcycle community on providing alternative parking spaces for day users that do not have monthly permits.

Finally, since some motorcyclists have brought up environmental issues in favor of subsidizing motorcycle parking rates, I must note that the ARB has done studies showing that motorcycle air emissions are worse than new car emissions. Hopefully, we can work together to improve that situation.
Steve Cohn

rtw

To: Councilman Steve Cohn
From: Chip Powell
Subject: Motorcycle Parking in City Lots

Councilman Cohn,

I very much appreciate the reply you sent to me and other riders regarding the motorcycle parking issue. I suppose I have directed my e-mails to you because you are the councilman for the district in which I live, and because the council seat for District One is currently vacant.

I certainly appreciate that all parking structures, in fact all structures in general, are very expensive to build. Many of my questions about the motorcycle parking issue, however, have not been answered. Namely "what was wrong with the system the city has had in place the past four years?" which was that motorcycles did not take up any automobile spaces in the city lots, thus were not charged a fee.

Also, if I already have an automobile pass for a city lot, may I park my motorcycle in an automobile space? If I have two motorcycles, will I be given two stickers by the city? Automobile drivers may drive any car or truck they wish on a single permit, shouldn't motorcycle riders be able to?

How many automobile spaces will the city lose in order to provide "day use" motorcycle parking spaces? Will the revenue and spaces lost be offset by the revenue gained by charging the motorcyclists? How many monthly motorcycle permits must the city sell to make this project worth their while? What if they don't sell that many?

I apologize for making claims about the environmental benefits of motorcycle riding which perhaps are not so: I am not an expert in this field. All I know is I have a 19 year old bike with a 750cc engine which gets about 35 mpg in the city. I'm putting far less gas per mile ridden into my motorcycle than either of my cars. Perhaps brand new fuel efficient automobiles do outperform some motorcycles, but I still assert the overall congestion and air quality problems in the region stem from single-driver automobiles making long daily commutes.

Obviously parking is cheaper in Sacramento than many larger west coast cities. Homes are cheaper, rent is cheaper, commercial property is cheaper, and incomes are less. To me this doesn't justify charging a group of a few motorcyclists a hefty monthly fee when for four years there has been no charge and there have been NO problems. We are not taking up your automobile spaces. Why is there a problem now? Why change something that works?

Again, I appreciate your attention to my e-mails. I believe the city, however, is going to open up a huge can of worms with this motorcycle parking issue where there was no problem previously. This seems counterproductive to good government.

Sincerely,
Chip Powell

rtw

Dan Colson wrote:
Dear Councilmember Cohn,

While I was certainly disappointed with your reply, it is at least refreshing to get

a straightforward answer. While many of us suspected that the real reason for the Parking Division's policy change was to raise revenue, no one else at the city has had the courage to come out and say so. In gauging the reaction of motorcyclists to the "40% discount," please realize that straightforward information has been hard to come by from the beginning of this issue. The Parking Division started out with a ban on motorcycles because of "liability" issues related to parking arms. Then the reason changed to a problem with monitoring parking staff to prevent theft which the new equipment, to be installed in only two garages, could not do if motorcycles were allowed to enter. Finally, a "need" to impose a fee on all motorcycles in all city garages emerged. After allowing motorcyclists to vent at two meetings, this fee was proposed at 75% of what cars pay, without any empirical basis for that ratio. Then, last week, a new fee of 60% was announced to begin April 1, 2001. Again, no basis for the amount was provided. Finally, you have stated that it was set at what the market would bear ("within certain bounds dictated by the market"), to raise revenue to help offset the \$20, 000 per space it cost the city to construct the parking garages.

While the desire to recoup parking structure costs from users is understandable, requiring a very small minority of commuters to bear a disproportionate share of those costs is indefensible. You emphasized the \$20, 000 per space construction cost. Please realize that NONE of these spaces are occupied by motorcycles, nor will they be under the new policy. Motorcycles are parked in otherwise unusable space that cannot accommodate cars, and must vie to squeeze in with other motorcycles in undivided group areas. Also, as to the "study" cited as finding that motorcycles pollute more than new cars, I can only point out that it seems impossible that the average street motorcycle, at about 750cc (approximately 45 cubic inches), pollutes more than the average car with an engine at least 3-6 times that big, or the average SUV with a 350 - 460 cubic inch engine. I note that the parking policy change contains no penalty for large vehicles with large engines. Further, your response makes no allowance for the much smaller physical size of motorcycles, which certainly contributes to less congested roads and parking. While I appreciate your prompt and straightforward response, I must still request that the entire Council consider this issue as an agenda item. After all, it is the Council members to whom we have entrusted our faith by voting, not the unelected city staff. All constituents deserve the opportunity to be heard by their elected representatives.

Thank you,
Dan L. Colson

rtw

To: Jimmie Yee
From: John Blue
Subject: RE: FW: Decision on Motorcycle Permits

Dear Councilmember Yee:

Thank you for responding to my letter. I do wish to note that no one is yet addressing the fact that motorcycle parking does not take up auto parking spaces and that, in fact, every motorcycle parked in the lot frees up a space for an auto. At this time there are dozens of potential motorcycle parking spaces in the I and L street lots that are occupied with nothing but air.

Regarding the fact that motorcycles enjoy the benefits of security, lighting, etc: so do the bicyclists. Is the city going to charge them \$75/month?

With regard to the fact that SUVs and Hyundais pay the same: Hyundais still require a normal parking space. Motorcycles can park in corners, the edges of ramps, etc. If motorcycles are required to buy a monthly permit at \$75/month most of us will not use the lot. There is a breaking point where the hassle of riding in the rain/hauling extra clothing/paying for two permits overtakes our enthusiasm for riding.

With regard to the trouble with tracking card use vs. motorcycles: This is particularly troubling as it was the issue of motorcycles (supposedly) tripping the sensors that brought up the idea of banning motorcycles. Later, it was stated that they had equipment to manage this but it will be expensive and now we're going to charge motorcycles. Now it comes that the city is just going to keep

the status quo but they're going to charge us a high price to park in a few crummy spaces.

Finally, I respect the fact that the parking garage is not in your district. Does this mean that you are going to defer all the central city issues to the councilmember of this (I believe currently unrepresented) district? I do live in your district and I would appreciate some engagement on this issue.

Thank you.

John Blue

rtw

To: John Blue, Chip Powell

From: Darryl Petker,

John, nice message and I agree. I just spoke with Mr. Miller, of the Sac. City Parking Department. A few items of note. Street parking spaces can be occupied by more than one mc as long as the meter is paid for. According to Mr. Miller your parking pass can be used for motorcycle parking until signage is changed. However, they are in the works for putting up signage that will state that mc may park only in designated stalls.

A few interesting points came from the discussion. One is that I do believe that they have given this some thought and have decided to charge what the market will bear. Next point is that the spots that are going to be used for future mc parking will be those spots that are in the nooks of the parking lot not currently used by autos. So there will not be a net loss of car parking just an increase in vehicles charged for parking.

I believe that he and the parking department believes that they can and should charge what the market will bear. Therefore I feel that the best course of action is with the elected officials and newspapers.

So let me conclude by redirecting you to John Blue's message about providing good solid reasons in a professional manner when addressing this problem.

Darryl

rtw

To: Chip Powell

From: John Blue

Dear Fellow Motorcycle Enthusiasts:

I have been very impressed with the level of interest in this issue and still hold out hope that it will be resolved in a fair and reasonable manner. I have, however, been a little alarmed at the rather acidic and confrontational messages that have been sent out to the city staff and council members. While I believe persistence is our best weapon, as a long-time public servant I have come to know that abrasiveness will not get us very far. Every abusive or ridiculing note we send to a city council member just reinforces the impression of us as a group of ninnyes and hot-heads. I am certain by this time, city parking staff is eager to marginalize us and paint us as extremists. Each letter filled with flaming rhetoric only makes this easier for them to do.

What I ask of you is this: After putting your thoughts into an e-mail, please wait 10 minutes or so before hitting the "send" button. Even better, ask someone else to read it before you send it. Ask yourself, will this letter make the City Council more likely to listen to us or less likely to listen to us?

Finally, I would also strongly suggest we do not accept Mr. Yee's suggestion we come to the open discussion part of the meeting to state our case. This is the part of the meeting reserved for the cranks and crackpots that no one cares about. No one will be engaged. I rather suggest we continue to make ourselves difficult to ignore until they put us on the agenda. Thanks for your continued support.

John Blue

To: Steve Magee

From: Chip Powell

Subject: RE: FW: Attention from City Councilor Steve Cohn

I would like to be heard by the city council on this issue, but even with that, I don't see much hope at this point. I'm ready to make other arrangements for my bike as well. Here are some thoughts though:

The fewer riders who buy these permits, the more the city's new policy fails. Continue to bug your city councilperson to put this issue on the council's agenda. (By the way, there is NO councilmember for the downtown district (1) right now. They are in the process of getting candidates together and are preparing to have an election this year. Looks like when the cat's away....)

For those who must buy these permits: Insist on ample space. Take up as much space in the "designated m/c areas" as you feel you need. Take an automobile space if need be (and be willing to fight the ticket, if you get one). Ask for reimbursements for the number of days it rains in a month. Pay for the permits in person with coins.

Again, though, this seems an outrageous sum of money for something that has been free for four years. I will not be paying it, but will be parking elsewhere. I encourage other riders to be creative and find other places to park.

--Chip Powell

rtw

To: Dan Colson

From: Lauren Hammond

Subject: Re: FW: Attention from City Councilor Steve Cohn

Hi,

I'm sorry I couldn't reply sooner. I have another job and I'm not here at City Hall everyday. I have read your email and the attachments. Yes, the fee as set appears arbitrary. 75% seems a little high but 20% is too low. I appreciate your viewpoint that motorcycles create less pollution than autos but all fossil fuel engines create some mobile source emissions. So the standard of physical space in a lot as a measure of parking fees may not work. For the next two years I am the Chair of the Sacramento Metropolitan Air Quality Board. I will consider the many viewpoints on parking lots and autos vs. cycles. Each parking lot user should be treated fairly and equally. Bicycle advocates have been pressing the city for more amenities for alternative transportation users. They have rights as well. I will ask Mark Miller what factors are used to determine the fee structure of our parking lots.

Thank you for writing.

Lauren R. Hammond

Councilmember, District Five

rtw

To: Lauren Hammond

From: Dan Colson

Dear Councilmember Hammond:

I previously wrote to you concerning the motorcycle parking issue. You were kind enough to respond and indicated that, although downtown is not your district, you would speak to Mark Miller of the Parking Division about fair treatment for all residents and not setting an arbitrary amount for motorcycle parking. Also, although you did not agree that 20% of the car fee, as I and others have proposed based upon parking footage, you also opined that 75% seemed too high. The Parking Division has now announced a new policy, which it proposes to implement April 1, 2001, imposing a 60% fee, which currently computes to \$75 per month. What was not announced was any rational basis, nor any basis whatsoever, for the fee amount. Your response to my prior communication stated that while square footage alone may not be the best way to set the fee, whatever fee is set should be fair to all and not arbitrary. With all due respect, I believe that square footage used in a parking garage is probably the only fair way to set a fee. After all, the size of the building necessary to house the vehicles dictates

the cost to build/lease, maintain, and staff the building. The only other relevant considerations may be policies to encourage or discourage certain types of transportation on the basis of their perceived contribution to reducing congestion and/or air pollution. Certainly, this is the basis for the guarantee of bicycle parking lockers in the city garage at 10th and I streets. If this same criteria is applied to motorcycles, the preference should be towards encouraging, rather than discouraging, their use through free or reduced fee parking so that those riders will not bring cars to the inner city to get to and from work. It should be noted that, both currently and under the "new policy," motorcycle parking is restricted to unused nooks and crannies, such as the slopped areas along ramps, that are not useable as car spaces. Thus, motorcycle parking uses no "real," otherwise marketable, square footage in the garage. In reality, the Parking Division's "new policy" is simply an attempt to squeeze as much revenue as possible from motorcycle riders, without regard to fairness, or the impact on air quality, or roadway and parking congestion. Please use your authority, as my elected representative, to ensure that a fair resolution of this matter is achieved. The good reputation of the city government has already been tarnished by the changing rationales and positions of the Parking Division, and should not be further damaged by imposition of a punitive parking fee that bears no relation to reality. At the very least, I ask that you intervene to forestall the announced April 1, 2001 implementation date, and that the matter be placed on the agenda of the City Council so that all parties can be assured of a fair consideration of their views and concerns. Thank you, in advance, for whatever assistance you may be able to provide.

Dan L. Colson



To: Council Member Steve Cohn
From: Peter Jacobsen
Subject: City Staff's View of Parking
CC: citybike@best.com, agoldfine_rtw@ridetowork.org,

The City's effort is really about paying for the parking garages. The City staff says the garages are "enterprises." If the parking garages were money-making operations, private businesses would construct them. But they don't. So the City builds them, or requires developers to build them. They are expensive to build and operate. The new City garage will cost \$22 million for 1000 spaces. That's \$22,000 per parking space (excluding land cost and foregone property taxes). Plus operation costs of about \$1000 per space.

Let's see how the City will pay for the garages... For capital recovery, the rule of thumb is 1% per month, or \$230 per space. But the garages are not full. My office overlooks the 11 & L garage -- the top level is rarely used. Assuming a 75% occupancy, the City must collect \$300 per space. But they don't. They charge \$140 per monthly space. In other words, the City subsidizes motorists who park downtown \$160 per month.

Remember, these garages are blights -- they are butt ugly, and hotspots for crime. Not only that, they are a wasted opportunity. The garage at 11& L has the best view of the Capitol. Prime real estate wasted.

So one would think the City would do everything possible to AVOID building these garages. To minimize their costs, they should pay people to use transit, motorcycles, and bicycles. (Stanford University does, see <http://transportation.stanford.edu/proginfo.html> "We PAY you not to drive!") Instead, the City staff focuses on maximizing revenue. And motorcyclists end up subsidizing motorist parking garages.
Peter Jacobsen



To: Chip Powell
From: Jason Scott
Cc: Jimmie Yee; Mark Miller; Steve Cohn
Subject: Some answers to your motorcycle questions

Hi Chip,
Councilmember Cohn asked me to answer some of your questions regarding motorcycle parking.

What was wrong with the motorcycle parking system in place?

- The system in place allowed specific users of City parking facilities - motorcyclists - to receive a service without paying an equitable share of the costs associated with providing that service. No matter how you configure parking spaces in a garage, there are costs associated with lighting, maintenance, insurance, and staffing to which all users should contribute. The other problem with the old system, accurate counts of vehicles entering garages, has been resolved as we discussed at our meeting in January.

If I already have an automobile pass for a city lot, may I park in an auto space?

-Motorcycles will only be allowed to park in areas designated as motorcycle parking and will need to purchase a motorcycle parking permit even if they have a separate auto permit.

To allow for the tracking and collection of fees for both motorcycles and autos in the same parking garage, the Parking Division was forced to design two different revenue control systems. Passenger vehicles and light trucks can safely enter through our gate systems. Motorcycles can safely access garages only by circumventing gates, however, and thus our only means of tracking motorcycles is with a visible permit. Unfortunately for those who own both a car and a motorcycle, these two systems are not compatible.

If both motorcycle permits and automobile permits were issued to the same individual, there is no way for parking staff to know whether both permits are used concurrently. The City can't issue a free motorcycle pass to persons holding a regular monthly automobile permit because that person could pass the motorcycle permit on to friends or co-workers. With no mechanism to prevent this, such abuses could go undetected for months. Unfortunately, therefore, to obtain a permit for a car and a permit for a motorcycle, you must purchase both permits.

If I have two motorcycles will I be given two motorcycle permits?

-Motorcyclists will be allowed to either place their sticker permit directly on their bike, or to place their sticker permit on some sort of detachable tag Parking will provide and that could be removed from one bike and placed on another.

How many auto spaces will the City lose in providing motorcycle parking?

-The City will provide all motorcycle spaces within garages from areas where no cars are currently allowed to park.

What is planned for "day use" motorcycle parking?

-At the 10th and I garage meters will be installed just outside the 10th St. entrance gates for motorcycle parking. Off-street parking is working with on-street parking to locate meters on the street nearby to the 10th and L garage.

How many monthly permits must the City sell to make this project worthwhile?

-Equitable parking rates and access for all users is the goal of allowing continued motorcycle access for a fee. With a noticeable increase in motorcycle parking in our garages since gates were shortened, the installation of meters is a much more cost-effective proposition than it was just a few years back.

I hope these answers help. If you have other questions that I have not addressed, please let me know. Please feel free to give me a call if you would like to discuss the situation in more detail.

Sincerely,

Jason Scott
Communications Coordinator
Parking Facilities Division
City of Sacramento

To: Chip Powell
From: Raffy Kouyoumdjian

Basically, it boils down to a revenue issue. Notice where Jason says that the motorcycles will be allowed to park in "...from areas where no cars are currently allowed to park". *So, they figured out a way to make more money without any additional cost to them.* The fact that Meters cost money is irrelevant...Meter costs are recouped by the amount of money they generate albeit over a long period of time.

Raffy
(*italics ours-Ed.*)



PARKING ON SIDEWALK NOW A CAPITAL CRIME

Reprinted from City Bike, "news, clues & rumors"; March 2002
<www.citybike.com>

Just kidding. But motorcycling just got more expensive for San Franciscans. On the first of the year, tickets for parking on the sidewalk went up from \$25 to \$50. As any long-time San Franciscan knows, increases in parking fines are always followed by vicious enforcement.

In response to this and other parking problems for motorcyclists, Marc Marchioli has formed the San Francisco Motorcycle Coalition (not to be confused with the San Francisco Motorcycle Club), and is trying to legalize parking on the sidewalk and otherwise improve the parking situation for motorcyclists. Some red zones, for instance exist in spaces which are too small for a car to park in without extending into the driveway, crosswalk or other prohibited area, but which are plenty large enough for a bike or two. Perhaps a new color, indicating "Motorcycles Only" would work.

Marchioli is circulating petitions as well as lobbying politicians. So far, Supervisor Mark Leno has emerged as a friend of motorcyclists, but Mayor Willie Brown has, so far at least, shown only arrogance.

In reply to a letter from Marchioli, Brown said, "Regarding your suggestion for modifying the Vehicle Code as to 'high efficiency vehicles,' i.e. motorcycles, the Vehicle Code is in fact the California Vehicle Code, not the DPT (department of Traffic and Parking) Vehicle Code, which means it is California law and not subject to modification at the local level.... If you feel strongly about changing the existing laws, you should contact your representatives in Sacramento."

Mayor Brown's letter ignores the fact that the City of San Francisco has already modified how it applies the law against parking on the sidewalk: Section 219.2 of

the Department of Parking and Traffic Code allows bicycles and mopeds to park on the sidewalk. This, despite the fact that mopeds are vehicles, per the Vehicle Code definition.

Brown's letter denies that enforcement is ever anything but straightforward, and says that "Motorcycles pose a hazard by leaking oils and fuels and there is a danger of them falling over on a pedestrian or child. They are subject to citation even if they don't take up much space as a car." He also assured Marchioli that there's always a reason for a red zone, even if it's not "readily apparent."

Supervisor Mark Leno is far more open to the Coalition's agenda, but makes it clear that legalizing parking on the sidewalk won't be easy. Leno, said in a letter to Marchioli, "Cyclists help our transit management and air quality by choosing not to drive cars, yet they are forced to park in between cars, illegally on sidewalks and have little support from the city. We need to create much more neighborhood cycle parking and add parking in business zones where cycle parking is needed. We should change the law to provide better parking alternatives, such as claiming curb areas for cycle parking that are too small for cars, allowing parking between metered car spaces, and promoting other alternatives where there may be opportunities for progress.

"Sidewalk parking has been raised as an alternative that cyclists would like to see legalized and while this is intriguing, it has many hurdles that would need to be addressed. Current state law prohibits parking motorcycles on sidewalks and sidewalks aren't cleaned regularly by the city like streets are, raising concerns about oil spills and management. Additionally, access for seniors and people with disabilities must be assured on our city sidewalks. There are aspects of sidewalk parking that make it an appealing prospect, but these issues would need to be addressed before legislation could make progress.

"I look forward to working with the cycle community to advance their agenda and have already asked that the City Attorney draft legislation to remove the ban on parking between cars at metered spaces. There are many changes that we can make in the short term as we look to a long-range agenda for change."

Marchioli already has more than 1,300 signatures on his petition, which you can sign at a number of motorcycle shops, or online at sfmotorcycleparking.com. Or call Marchioli at (415) 282-2139.

Back Forward Stop Refresh Home Autofill Print Mail
Address: <http://www.sfmotorcycleparking.com/>
Alexa Snapshot Aero/RTVH RTV Inc. RTV Admin DLH Intellect Radar DLH Nexrad Radar My eBay Dogpile

SAN FRANCISCO MOTORCYCLE AND SCOOTER COALITION

SFMSC
District 8 run-off elections are this Tuesday December 8th. Find out what the candidates say about motorcycles and scooters. Who will you vote for?
Wonder how motorcycles and scooters park in other parts of the world? Check out Paris!
Has this happened to your bike?
San Francisco Motorcycle and Scooter Coalition Goals:
• Increased and safer parking for motorcycles and scooters. Motorcycles, Scooters and two-wheeled vehicles are part of the solution to San Francisco's congestion issues and California's air quality problems.
• Motorcycles and motorcyclists are more vulnerable than autos and it is important to keep their safety at the forefront in City planning policy.
• Currently, motorcycles and scooters are being selectively targeted by DPT enforcement. Fair and equal enforcement is in everyone's interest.
• Provide a voice to local officials in City and State government for the motorcycle and scooter riders in San Francisco and surrounding areas.
• Encourage our traffic engineers to design roadways for ALL vehicle

Get \$75?
Support the SFMSC and those that support us by visiting one of the following SF motorcycle shops and sign the SFMSC petition, or sign online.
As of January 1, 2002 most DPT parking fines have doubled and tripled. The current fine for parking a motorcycle or scooter on a sidewalk is \$75.

1993 People have done so online and

Sidewalk Parking Campaign -

Reported in Citybike, April or May 2002 <www.citybike.com>

On noon on June 17, The San Francisco Motorcycle and Scooter Coalition <www.sfmotorcycleparking.com> will present city hall with a petition demanding legal sidewalk parking in San Francisco. They hope to have 5,000 signatures on the petition by then, and the more motorcyclist who show up to deliver the petition, the better. They'll have a meeting n May 18 at the San Francisco Motorcycle Club (at Folsom and 18th) at 10am to organize the rally and the collection of signatures, many of which they already have.

Ted Strawser wrote us, "Essentially we are hoping to spread the message that A) More accommodations for motorcycles are part of the solution to San Francisco's congestion issues, B) Motorcycles and motorcyclist are more vulnerable than autos and it is important to keep our safety at the forefront in city planning policy, and C) Currently, motorcycles are being selectively targeted by DPT enforcement. We believe that we can effectively get our message out by staging a 1,000 motorcycle rally to deliver our petition to City Hall."

Along with the sidewalk parking issue, the Coalition is asking the City to triple motorcycle parking spaces, and to exempt motorcycles from enforcement in two-hour zones.

The Committee, hearing no objection from Parking and Traffic people, sent the issue on to the full Board, which passed it unanimously on August 25.

The SMFC's Chris Gramly says, "The next goal is to do the same thing in non metered spaces. This legislation applies specifically to metered areas, and should be applied City-wide."

The SMFC is also looking into setting itself up as a non-profit organization, so it can handle fund-raising and apply for grants, Gramly told us.

The organization's meeting place has changed. It now meets (at 7pm on the last Tuesday of the month, as before), at the San Francisco Motorcycle Club, at 2194 Folsom St., near the corner of 18th and Folsom



Parking Victory!

City Bike, October 8, 2002; news,clues & rumors <www.citybike.com>

On August 8, the Board of Supervisors' Transportation Committee heard from the SFMC on the subject of changing motorcycle parking laws. Sponsored by Supervisor Mat Gonzalez, the new legislation would require the City to A) Replace existing motorcycle parking meters with a new style that will only require one meter for several spaces, B) Put up signs to the effect that parking a car in a motorcycle zone is a towable offense, and C) Agree to consider motorcycle parking before painting a curb red.

DEPARTMENT OF PARKING AND TYPO CORRECTION;

From City Bike; November 2002 <www.citybike.com>

According to the San Francisco Motorcycle and Scooter Coalition's newsletter, "The Department of Parking and Traffic collects many different statistics throughout the year; one of those is the number of requests made for new/more motorcycle parking spaces in the City. We have to let them know the areas that lack sufficient motorcycle parking spaces. Contact the DPT Engineering Division at (415) 554-2300, and let them know where you need a parking space!"

The coalition meets every last Tuesday of the month, at the San Francisco Motorcycle Club, at 2194 Folsom Street, near the corner of 18th and Folsom.

Check the group's new web-site at www.sfmisc.org, or email them at info@sfmisc.org.



From: Keith Higgins <keith@houseofhiggins.com>

To: "Parking" <parking@ci.minneapolis.mn.us>

Keith Higgins wrote:

Dear Mayor Rybak, Metropolitan Council, and Metro Commuter Services, While I applaud your decision to enforce the 2-person per car pool rule and lower car pool parking rates to \$20.00 per month in city garages in Minneapolis, I would like to point out that if one chooses to ride a motorcycle to work in Minneapolis, in an average 22-day working month, one would pay \$88.00 for parking with the city and you don't get to park in the ramp, but beneath it. Weather permitting, I ride to work in Minneapolis every day, as do many other people I know who work in the city.

Car pooling reduces congestion, pollution, and saves fuel. Motorcycling also reduces congestion, pollution, and saves fuel. I submit that by implementing a monthly parking fee for motorcyclists equivalent to the fee for car pools, you would help achieve the goals of less rush-hour traffic, less pollution, and less fuel used.

I realize that motorcycle parking at the ramps is paid for with a small envelope in which the rider places money and deposits it into a box. There are several ways to implement a monthly parking fee for motorcyclists. One could give each rider a unique identifier to write on the envelope instead of depositing cash. One could keep a list of motorcycle license plates of registered riders and check it each day. Currently, the envelopes with money in them are hand-checked against the bikes parked in the ramp every day anyway. Or, you could give each registered rider registration slips to deposit instead of a deposit envelope.

The number of motorcyclists who park at the city ramps is small - if you doubled that number through an equivalent and fair fee as compared to car pooling, your administrative burden would be small, but the amount of fuel saved and road space gained would be great.

Thank you for your favorable consideration in this matter.

Keith W. Higgins, CMSgt, USAF (Retired)
Motorcycle Commuter, Downtown Worker

Date: Thu, 6 Mar 2003
From: "Parking"
To: Keith Higgins

Keith,
Since the accepted definition of carpooling is to enter the garage or facility with two or more people a single individual on a motorcycle is not considered a carpool. We do agree that there is a fuel savings by commuting by motorcycle. While several of our facilities do not allow motorcycle parking at all most that do already have a special rate for these people. Concerning the question of being able to park in the ramp we have implemented this rule because it is safer for the rider to park under the ramps or in a designated area. This does have some benefits such as easy exit. Should you have questions concerning a specific rate or ramp please contact the parking office at 612-673-2886.

From: Keith Higgins
To: "Parking"

Dear person at "Parking" who didn't sign their letter,...You have missed the point.

I'm not saying motorcycling is carpooling - I'm saying motorcycling is at least as beneficial as carpooling, and motorcyclists deserve the same special parking rate as carpoolers. The special rate you mention "for these people" is \$88.00 per month, taken at \$4.00 per day. When compared to \$20.00 a month for carpooling, it doesn't sound very special anymore.

I am asking for you to end discrimination against a group of people who are providing just as much benefit as carpoolers and set the parking rates for motorcycles at an equivalent rate to carpoolers. You can park 2-4 motorcycles in the space used by one car, yet you get 4 times as much money from each motorcycle as from the single car, if that car is a designated "carpool" car.

On a side note, I disagree with your contention that it is safer for a rider to park under the ramp. Have there been studies done? Were motorcycles ever allowed in the ramp? How many accidents of any kind have occurred in the ramps? The questions could go on and on, but I'd really like to focus on the parking rate issue.

Keith W. Higgins, CMSgt, USAF (Retired)

'Parking' replies:
Keith,

The argument whether or not motorcycling is as beneficial as carpooling also has never really been studied either, but to say you deserve the same benefits as a carpool is misplaced, these are after all completely different topics. The carpool program is to help reduce congestion on the roads corridors and in the Downtown area. Having a single occupancy motorcycle is not reducing congestion. Motorcycling to work may reduce emissions (debatable), and save fuel it is not a form of carpooling until you enter the facility with more than two

people. Besides, motorcycles already do receive a reduced rate over the regular rates which is actually discriminatory towards single occupancy vehicles.

Ketih replies:
Dear "Parking",

To say that motorcycling and car pooling are two different topics ignores the obvious - have you driven on I-394 and seen the HOV lanes? The Federal Highway Administration administers High Occupancy Vehicle (HOV) lanes (called Sane Lanes here) for the entire United States. Here's the entry about I-394 from one of their web sites. <<http://hovpfs.ops.fhwa.dot.gov/overview.cfm> "Minneapolis, MN I-394 2 reversible 4.3 (2.7) 6-1 pm, 2-12 am weekends vary 2+HOVs" and <<http://www.ops.fhwa.dot.gov/Travel/traffic/hov/hovqalst.htm>> where question 15 is about motorcycles: "Why are motorcycles allowed in some HOV lanes? Motorcycles are permitted by federal law to use HOV lanes, even with only one passenger. The rationale behind allowing motorcycles to use HOV lanes is that it is safer to keep two-wheeled vehicles moving than to have them travel in start and-stop traffic conditions. States can choose to override this provision of federal law, if they determine that safety is at risk."

When I was stationed in Washington D.C. and lived in Northern Virginia, the HOV lanes were going to be closed to motorcyclists because the state said it was too dangerous for bikes. A bunch of local bike clubs, led by ABATE of Virginia, set up 24-hour observation of the HOV lanes for a month or so. They counted bikes (and recruited people to ride up and down) and then reported their findings to the state - XXXXX riders and zero accidents. The state backed down.

I disagree with you, "Parking", that having a single occupancy motorcycle doesn't reduce congestion. Have you ever been somewhere where hundreds of thousands of motorcyclists come together? It's amazing - traffic continues to flow. Is it slow? Yes, but it doesn't stop like traffic does nearly every day commuting in Minneapolis. I agree with you that motorcycling is not a form of car pooling - it is better than car pooling, as you aren't filling up all the space a car takes on the road or in a parking place.

My BMW is equipped with a catalytic converter, just like a car - it's emissions are much lower than almost any car on the road and gets 46 miles per gallon. Yes, motorcycles receive a reduced rate, which is 400% higher than the carpool rate. In five days of commuting by motorcycle, I pay the same fee as one car pooling vehicle, where the fee is potentially split by two people.

How many cars could park in the space underneath the city garage where (potentially) 20 motorcycles park? Five? What is wrong with charging for the proportional amount of space used by a vehicle when parked? It's not as if people would be fighting to park their car underneath the ramp - it doesn't feel like the safest location available and I've never seen a patrol by the motorcyclists. I could be mistaken - perhaps it's under video surveillance.

If the people in the single occupancy vehicles feel discriminated against since motorcycles receive a reduced rate as compared to single occupancy cars, then perhaps they should consider using an HOV as defined by the Federal government; a car with two or more occupants, a bus, or a motorcycle.

I simply seek to get the city to recognize motorcyclists for what they are - users of High Occupancy Vehicles that reduce congestion, save fuel, and reduce pollution, and give them the benefits of said definition, as the Federal Government does.

I find it tiresome to debate with an unnamed person - for all I know you're the webmaster. I have no way of knowing if you are in charge of parking and someone who could actually cause something to change one day, or if you are an intern who answers unsolicited email.

I have added the Data Center for the Metropolitan Council, as their customer relations email address doesn't work, and re-added my acquaintance and fellow rider Andy Goldfine at www.ridetowork.org, to the "cc" line, as I would

like to make sure all interested parties have an opportunity to weigh in on the debate.

Keith W. Higgins, CMSgt, USAF (Retired)



MORE FROM MINNEAPOLIS/ST. PAUL

Todd Holmes wrote:

I am forwarding on to you correspondence I recently had with Patty Carlson, Manager of TDM/Metro Commuter Services. I hope this help promote the cause of Motorcyclists throughout Minnesota.

Todd Holmes

From: Patty Carlson <patty.carlson@metc.state.mn.us>
Subject: motorcycles

Thank you taking the time to give us your comments. Motorcycles are permitted to use the HOV lanes both on I-394 and I-35W.

Patty Carlson, Manager
TDM/Metro Commuter Services/Metropolitan Council

Hi Patty

Thank you for your reply. However, I know that Motorcycle are permitted to use the HOV lanes as well as the non-metered HOV lanes. The point of my initial correspondence is that metc doesn't support motorcycles as an alternative to the commute problem. METC supports Bicycles, why not motorcycles? If you haven't heard of them, there is a Minnesota non profit group 'Ride to Work' that parallels the effort of metc with a focus on Motorcycles. Check out their website <www.ridetowork.org.> As a government backed program, I would think you would be interested in supporting the entire community.

Todd Holmes

To: Todd Holmes
From: Patty Carlson
Thanks again.

Metro Commuter Services encourage alternatives to driving alone. We occasionally receive questions about motorcycles as well as biking and teleworking and refer them to other resources as necessary. I will look into the website you mentioned and if it works out for us, we can promote it in some upcoming newsletters and on our web site. I am not familiar with the group you mentioned. Thanks again as we're always looking for ways to encourage people to quit driving alone...and motorcycles may be an alternative for some. Thanks!

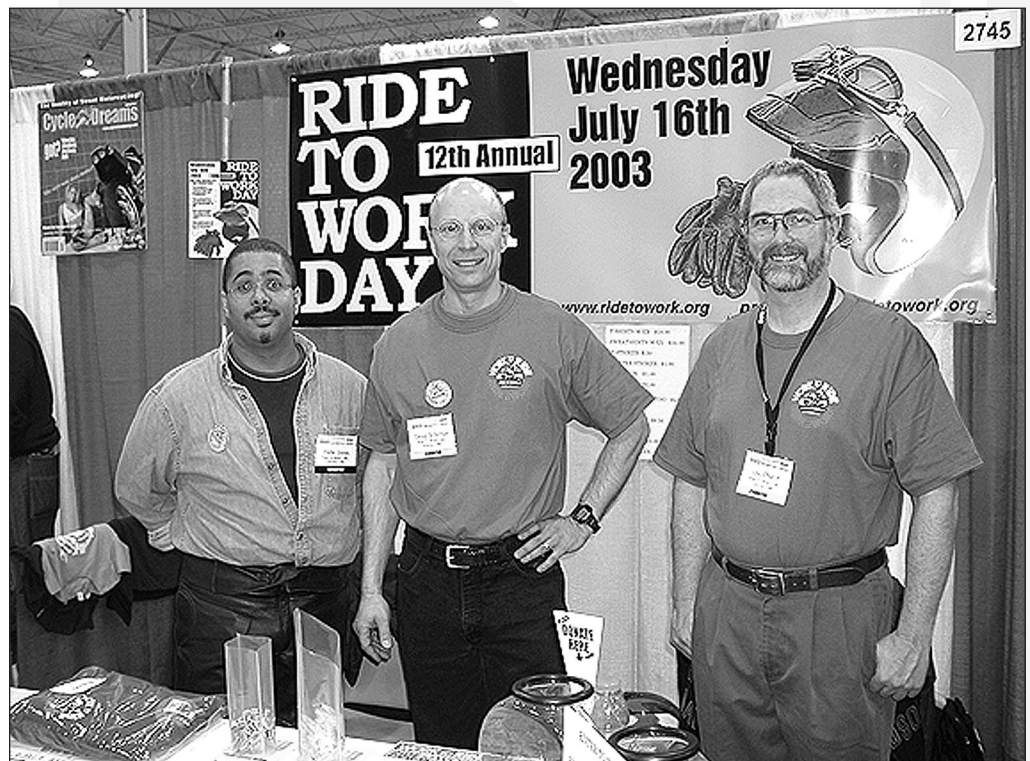
From: agoldfine_rtw@ridetowork.org

To: Todd Holmes

I appreciate your efforts informing Patty Carlson about the value of transportation motorcycling. Each thing like this helps everyone who wishes to commute by motorcycle. Groups like METC are for the most part unaware of the potential of motorcycles. I'm a dues paying member of a group called the Association for Commuter Transportation and they are the association for all of the METC type organizations in the country. They are phenomenally well funded and are basically a lobbying organization for the huge TEA 21 funds. Their interests involve van pools and stuff like that. Their style is like all the other lobby organizations that I am aware of. I have never been successful at raising any awareness from them about transportation motorcycling, or even having my letters answered. Like most of these organizations, the furtherance of their organization itself appears (to me) to be as high a priority as the content and values. Having motorcycle inquiries included with teleworkers and bicycles as not being of concern to METC and of being "referred to other resources as necessary" is typical. We have a long road ahead of us as motorcycling commuters. But stick to this and we will cause changes to occur that are favorable for riders everywhere.

Andy

If you would like to volunteer to help staff a Ride To Work booth at one of 2004's motorcycle shows, contact us at <propaganda@ridetowork.org>



Clyde Jones, Doug Schirmer, and Lou Church staffing the Ride To Work booth at the Dulles Bike Expo, 3/22/03 in Washington D.C.

photo by Bob Higdon



P

LETTERS ABOUT PARKING

RIGHTS?

Letter from Jeff Lee
Subject: Daily Rider #3

I don't see how motorcycles can ever be allowed to legally park on any sidewalks. Either it's a parking spot or it's a walkway. Official approval from the law is not likely or necessary. If motorcycles are unofficially allowed to park on the sidewalk because it is not causing any problems and the law is not being enforced, we should just leave it at that and just try to be considerate of others when we park on the sidewalk.

Mark F. Rager's problem with his boss (Daily Rider #3) seems like a case that should be taken up with a state board of fair labor or employment practices. He may need to consult an attorney to avoid retribution or harassment. The boss can't tell him what to drive or not drive on public streets, but an employer can restrict almost anything he wants on a company's private property. However, if Mark is being singled out because he enforced his right to compensation for motor vehicle damages, that sounds like it could be unfair and illegal employee harassment in some states. If the boss bans all motorcycles on company property, there's probably not much recourse. If Mark is the only motorcyclist to be restricted, I bet he can make a case against the restriction. Whining about "being denied my freedom of what I love to do and the ride my motorcycle" is not going to help.

Chris Littleford's problem with his company not reinstating the designated motorcycle parking area should be dealt with by complaining to progressively superior people within the company. They absolutely should have the means to force the person directly in charge of the parking area to put back up the barriers for the designated motorcycle area. Why wouldn't a company be able to force a facilities manager to do his job? We should not so easily start talking about "discrimination" or "any course of action," as if this constitutes a violation of someone's civil rights and we are some victim's rights group. This is primarily an employer/employee issue and should be approached from the stand that the employer ought to treat each employee fairly and equally to keep them happy and producing good work for the company. If you file a lawsuit against your own company alleging discrimination against motorcycle parking, you might as well start looking for another job because you surely don't have any future at the company.

Chris Littleford's problem and Todd Klingseisen's problem at Land O' Lakes, with insufficient motorcycle parking, can both be dealt with by parking one motorcycle per car space, all together, up front where management can see them, until everyone sees that it is in everyone's best interest to make efficient use of the parking lot by providing sufficient, designated for motorcycles. When they see all the wasted space, it should be easy to suggest a separate, designated area for bikes rather than a special perk for bikers only.

I think you should be very careful about publishing stories like Urban Gorilla. Your personal views on what is entertaining might be detrimental to your cause. Is the purpose of the Daily Rider to express your personal views or is it to advocate and support the use of motorcycles for transportation? Surely you want to garner as much public support as possible.

If you think "riding is mildly seditious", it is a contradiction to say that "riding for transportation is a social good." Perhaps you meant that some types of riding are mildly seditious, but , overall, "riding for transportation is a social good." Being non-conforming, independent and not entirely politically correct, does not mean that riding a motorcycle is bad or should be discouraged by society. We should focus on the positive aspects of motorcycling, not try to embrace the negatives or distort them into acceptability. Society requires tolerance to survive.

I don't know how you calculated "about a third of all commuters might find motorcycling to be an acceptable method of getting to and from work if sim-

ple adjustments were made," but I think it endangers credibility when you give unsubstantiated figures.

Hi Jeff,

The varied problems between employees and employers over parking are complicated by many things. Each situation is unique. I hesitate to suggest some of the confrontational and legal redress's as an immediate first response to a problem. If, after a year or more of trying some Martin Luther King/Gandi type responses, then maybe a lawsuit or demonstration might be appropriate. But I'll idealistically continue to hope that the aggrieved riders can get what they want using non confrontational methods. So my replies reflect this bias.

The Daily Rider will continue to be a mixture of RTW advocacy seasoned by the views of many riders, including my own. I liked the Urban Gorilla enough to re-publish it. It was written by another urban motorcyclist and first published elsewhere. I am sure that there will be more stories and articles from others. I will always try find stuff that will be good to read and helpful to RTW advocacy, but my personal tastes, perspectives and biases color the process. There is little I can do to mitigate this. I liked Urban Gorilla partly because of the bristling anger that it contained. I actually have on file some stuff that is even more furious than this article.

You understand the 'mildly seditious' line well. From one perspective, to very large group of individuals, it is... and to another smaller group, it is a demonstrable social good. Many activities done differently by a small minority within a larger group are mildly seditious to that group. Transportation riding fits the profile, no matter how hyper-legally it is practiced. Do anything that is non mainstream long enough and it becomes somewhat radicalizing. You are a knee slider radical, you know.

I came up with the 'about a third of all commuters' by a process of inductive logic and broad, informal demographic research. In other words, this was a guess. But not a wild guess. A somewhat informed thoughtful guess. And I'll stand by it until someone shows me a better guess. Some factors: Sociobiological research on apes, studies of kinesthetics, existing vehicle type populations and utilization patterns in densely populated areas having high gas prices and little space for automobiles, general population age and demographic curves, studies of secondary school and military athletic aptitudes, studies of the design and appeal of amusement park rides, etc...

Andy



COMMUTE SCOOT SECURITY

Marte wrote:

I ride a Vespa ET-4 scooter. OK, so it doesn't qualify as a motorcycle, but it IS a freeway legal two wheeled vehicle. I'd love to ride it to work every day (and I believe it would qualify for the California rideshare credit if I did). But we have to park in a parking garage across the street.

Two average-sized men can pick up my scooter and move it without much trouble. Add a pickup truck and you've got an instant replay of "Gone in 60 seconds." Every time I mention this to someone, I get "It's insured, isn't it? Ride it anyway." Well--no thanks. I want this scooter, not a replacement, and certainly not what's left of it after some slimeball throws it in the back of a truck.

What kinds of things can be done to persuade employers to provide secure parking for motorcycle and scooter riders?

Hi Marte,

Thank you for your message and comments. Security is a huge problem, more-so for those riding lighter weight machines. The first and best response is to attempt to persuade your employer to offer more secure parking accomidations on a trial basis. Even if this is done on a charge-per-cycle basis. Sometimes a small section of a well watched customer parking area can be dedicated to bikes and scooters. The RTW website contains downloadable materials that

can be presented to employers and facility managers to help lobby for this. Sometimes a letter, meeting, luncheon, or...gasp...even a Ride to Work Day demonstration will help an employer understand that they are doing everyone a social good (and not just providing enthusiasts an extra privilege and an excuse to play with their toys). Even if this type of advocacy is initially unsuccessful, it can prevail over longer periods of time, so do not give up or stop trying.

In the short term, there are a few private security measures that can help. You can leave a cover stashed in a bin or locker positioned near where you park. Same for a chain or cable locking system. Leaving security tools pre-positioned where you will be using them every day is a tremendous convenience. There are also a number of tiny and easy to install alarm systems that will page you if any vibrations or tampering is sensed. And do not forget about the world's oldest security method: find a place to park where you can pay someone to keep their eye on the machine during the hours you need. This can be as simple as giving fifteen dollars a week to someone who sits and works behind a window closely overlooking where you park. Finally, there are a few riders who own a machine that is supposed to be less appealing, specifically for use in hostile environments. (This seems like it would be a great plan, but in 1990 I had a rusty 1975 xl 250 stolen from my work. There is no accounting for the tastes of criminals or joyriding kids, I guess. Believe it or not, this bike was later recovered with only a few additional dents, and I still have and ride it.)

Let me know if you make progress.
Andy



FIRST CONTACT

Rick Bridges wrote:

Fellow Riders,

I ran across the add for you guys in my last AMA magazine. This is the first that I have heard of you. I applaud your work. I ride to work everyday. I have only missed 5 days since getting my latest bike (1999 XLH 1200) last June. I parked my Yamaha Venture Royal for a rebuild when I bought this one. I will have 10,000 miles on the 1200 this month. This is since June.

There are 8 of us that ride here at Convergys out of the 1,200 employed here. We do have 2 bike parking spots. As I am the only one riding daily I have plenty of room. As middle management I wear slacks to work Mon. - Thur. Throw on my chaps and my jacket and I'm good to go. Today the temp. is staying around 35 degrees so it is a refreshing ride today.



THE INCREDIBLE SHRINKING PARKING

Gerry Barton wrote:

Hi,
Here is an issue in Washington DC.

I rode to work for maybe 20 years before I retired at the end of 1999.

There used to be free motorcycle parking at about 25-30 sites around the city. Parking was in 2 up to maybe 6 car slots white-lined for motorcycles. Maybe 10-12 years back they added all day meters to almost all of these sites. Cost was .25 per hour. More recently, maybe 3 years back, the meters were changed to 4 hours max. This makes it difficult for working folks who ride to work. Makes no sense to me, and I am glad that I no longer have to park all day.

thanks
Gerry Barton in Northwest DC

PUT THE HEAT ON'EM

Russ Locke wrote:

I thought you might be interested in my two success stories about motorcycle parking:

In 1995, I went to work for Chase Manhattan Bank's credit card operation in Tempe, AZ. I rode to work every day until the temps hit 105, then gave up. But while I was riding, I parked in a little gore area near the crossover to the guard station. There was usually another bike there but one day there were three. And we each had a 'ticket' from the security force for parking three bikes in the space. I guess I over-reacted a bit, but I took on the chief of security over it and I was able to get him to agree that a designated motorcycle parking area would be a good idea. When I transferred to the San Antonio office, there were an average of four bikes parked in the designated space (big enough for at least six.) And I had graduated to riding ALL summer, regardless of temps in the 110s and higher.

Fast forward to Chase San Antonio Operations. On my first day there, I asked where the motorcycle parking was and was told "oh, just pick any vacant space." I explained that I meant a designated space. Nope, nothing like that here. "There will be," I told the guard. A meeting with the facility administrator followed and within six months, two parking spaces directly in front of the front doors had been marked for exclusive motorcycle use. On most days, one of my bikes is the only one but on occasion, there is a Harley dresser or a Yamaha R1 or both, sharing the spaces with my bike.

Just thought I'd like to share a success story with you!
Russ Locke

Hi Russ,

I appreciate your support for rtw day. Have you noticed on the rtw website that we have artwork for printing a small business (size) card that can be handed out and used to explain rtw day to others? It is designed for both riders and non-riders.

Andy



BIKES? WHY THE HECK NOT

Bill Todd wrote:

To whom it may concern,

I work for the Federal Government in a building with 150 people. We have our own parking lot that is isolated just for our employees. Can you tell me or do you have a recommendation on WHY there should be Motorcycle parking made available at my building.

Is there a resource document or maybe a federal statute that mandates the need for providing optimal Motorcycle parking?

Any information on this subject would be helpful prior to my going to our Building Management and recommending that they provide for motorcycle parking.

Thank you.

Bill Todd

PS. I'm printing out the RIDE to WORK day poster and taking it with me when I present my request for motorcycle parking.

Hi Bill,

Thanks for your message and questions. There is no law, document or anything official that mandates the need for dedicated motorcycle parking. But lot's of common sense logic indicates that there should be. You can find some useful materials to present to the parking administrator in the Daily Rider newsletter, which can be downloaded as a .pdf from the RTW website.

Let me know how it goes with your request and if it is helpful we will share it

with others.

I appreciate your support for RTW day.
Andy



ONE FOR OUR SIDE!

'M. Conens' wrote:

Andy,

I put this together last night. If it needs any condensing or editing, please make any appropriate changes. If you have any questions, please let me know.

Hope it helps.

Matt Conens

Medford, OR (former California rider)

I didn't set out to change the world or even parking regulations in San Jose, CA. But I did end up helping other motorcyclists when I got a parking ticket on San Fernando Street in San Jose. The motorcycle parking spots on the street, which I thought did not have time restrictions, did. I learned that lesson when I got out of my class at San Jose State University and saw the ticket wedged underneath my seat. "That's ridiculous," I thought to myself. "There's never a shortage of motorcycle spaces... so why are they restricted?"

When I got home I called City Hall and was eventually routed to an engineer in the Public Works Department. I asked him questions about the distance between the parking restriction signs, the height of the signs, how often the stripes are repainted, etc. Anything that I thought could help me beat the ticket in traffic court. As we were wrapping up the Q and A, I mentioned to him that having time limits on motorcycle spaces didn't make much sense as, usually, there were plenty of motorcycle spaces. I pointed out a few things I noticed from my years of parking my motorcycle at the University. There are an adequate number of motorcycle parking spaces on the public streets. There is a shortage of automobile parking spaces on the street. The purpose of time restrictions is to encourage people to park only a short period of time, so other motorists will be able to use a given parking space. What if there aren't any other motorists to use that empty spot? In that case, a motorist has left a spot for no reason. Time limits would encourage motorcyclists to simply push their bike out from one slot and into the adjoining empty space. That would not help vehicle parking one bit, and would only cause traffic problems as a motorcycle was wheeled into traffic and then back against the curb. Four motorcycles could easily park in the space of one automobile space (parking perpendicular to the curb), therefore motorcycles are more efficient when it comes to parking. Motorcycle spaces are very valuable, as they free up the very rare automobile parking spaces. A single motorcyclist could, legally, park in a parking space that would normally be used by an automobile. I mentioned that in case the City decided there were too many motorcycle spots altogether and decided to eliminate a few. I didn't think it would want to lose automobile spots to motorcycle parking.

The City engineer admitted that no one in his department rode motorcycles. He said he would "take a look at the situation" and we hung up. Since it's a large city and my problem was pretty minor, I didn't give it much thought as I prepared for my case. I took photographs and measurements of "the scene of the crime" to help my presentation. And I began parking my motorcycle on another side of the campus. My testimony in court centered on the fact that there is a utility pole between the motorcycle spots and the time restriction sign that faces traffic... effectively blocking the view when one dismounts their motorcycle. I also mentioned that the City was studying the area to make certain the signs were posted in accordance with its own regulations. The judge agreed with my claims and my ticket was dismissed.

A few weeks later I had to go to a building on the side of campus close to where I got the ticket. Since I was not going to be long, I figured the time restrictions would not be a problem. As I parked I paid close attention to the signs. I noticed that new signs had been installed, entirely eliminating the time restrictions for the motorcycle spots. Having facts to back up my "that's ridiculous" thought showed that you can fight City Hall, and make changes when

warranted. I was so proud of what I had accomplished that I pointed out the new signs to some of my classmates. Not being motorcyclists, they were not quite as thrilled as I was. I tried pressing the matter even further, contacting my state Representative about doing away with time limits and parking meters for motorcycles, statewide. I eventually got a letter saying, essentially, that there wouldn't be enough support for such legislation. Oh well.



SPOKANE 'PARKADE'- GOOD RAMP

To: propaganda@ridetowork.org

From: Barry Smith

Subject: Re: The Daily Rider #4

Hi. I didn't subscribe to this but I definitely do NOT want to be removed. Keep 'em coming. The reason I'm writing is to point out the wonderful treatment I received last winter at a parking garage in my local urban core, the Parkade in downtown Spokane, Washington. First, while there was a wait for a monthly auto space, I was allowed a bike space immediately. Second, the price was about 1/5th that of an auto space. Third, the motorcycle area is always in full view of both the garage office and the attendants at all times. Fourth, the distance from the farthest reaches of the motorcycle area to being indoors (I'm talking heated, warm, dry) is about 60 feet. Fifth, the motorcycle parking area is well covered and sheltered from the elements. You see, the motorcycle area is near a ramp, and odd-shaped piece of surface that would not hold even a small car (maybe a long triangular one), but it is excellent for motorcycles, the price is right, and we are made to feel like valued patrons. The Spokane Parkade has received my sincere thanks, and my regrets when I had to change work locations to another part of town. They deserve a mention, some decent press, a sincere pat on the back for treating motorcyclists like human beings, which most of us appear to be ;^)

Yours,

Barry Smith

Spokane WA

Hi Barry,

Thank you for your message which was forwarded to me by my associate Jean. I'll add your letter to the ones we're collecting for TDR #5. You are right, the manager of this garage needs to be recognized.

Andy



TETRAPAK--CARTONS AND CONSIDERATION

Subject: good company

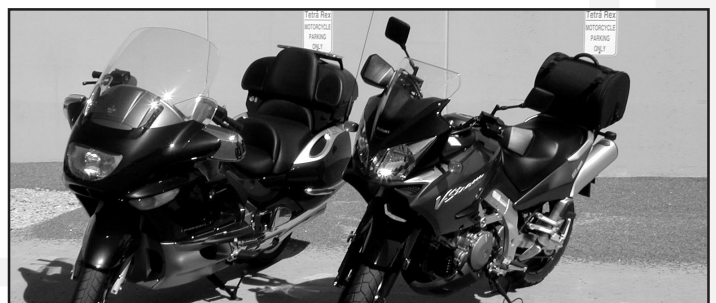
From: John Cicha

I ride to work daily, pretty much, er weather permitting(?) 95 days in 2002, 111 days in 2001. This is Minnesota. My company has installed a concrete island in a sea of blacktop parking lot. It is posted "Motorcycle parking only". There is room for about 8 bikes there, next to the building. See attached photo. I just wanted to mention this. I consider it a great perk, better than free coffee! Maybe you can use this photo for your propaganda. The loose rock in the photo is the result of fresh blacktop sealing. It was cleaned off a short time later. The BMW is my bike.

Carpe asphalt,

Best Regards,

John Cicha



GOING POSTAL IS A GOOD THING

From: Jonathan Cross
Subject: Company Parking
Andy,

I just wanted to send a note to you about my office. I work for the US Postal Service in Kingsport, TN. This year, I approached the Postmaster, Keith Poarch, with my ideas about a designated motorcycle parking area. I was VERY surprised that my plan was accepted and executed. I am pleased to say that we now have an area large enough for three cars that is painted with 'Motorcycles Only' lettering and parking space lines. Kickstand plates were discussed but nothing happened with them. I believe that the latest stance on that subject was that our maintenance dept would install them if we would buy them. Not too bad!

When I went to Mr. Poarch to discuss this subject, we had rarely seen more than two motorcycles on any given day. I argued that if there was a designated space for us, more people would ride to work. I also stated that a spot for 'motorcycles only' would allow customers to also use the area.

So, we got the space that we needed in the location that I wanted. We can be found at the end of the customer's parking lot, right near the employee's entrance. Here we have the absolute closest parking spaces, even closer to the door than the Postmaster himself! Not only that, there is almost no foot traffic going past our bikes. Just some of the employees and very few customers who come to the back door. We feel pretty secure with our new parking even though it isn't fenced or covered. Some of us use a bike cover for extra security. I use my cover every day.

It took a couple of weeks before the new parking started living up to its potential. I was actually worried that it's lack of use was going to get it taken away. Then one day I was greeted by eight other riders! We only have 50 or 60 employees at this branch office so I was thrilled by the turn out. Now we usually have at least 3 bikes every day.

We posted a notice about RTW this year and wouldn't you know it but it fell on my off day! But anyway, I want to let you know that I appreciate what you are doing for motorcyclists and bikers everywhere (there is a difference between the two, at least to me). I've got my eye on a few of your products, too.

Thanks for your hard work.
Jonathan Cross
'00 Kawasaki Concours
Concours Owners Group #4402

Hi Johnathan,
Thank you for your message which was forwarded to me by my associate Jean. Forgive me for taking so long to reply. Your experience is a true inspiration for riders and a credit to your Postmaster. At some point, perhaps on the one year anniversary of the parking area's designation, you and the other riders there might take up a collection and present him (and everyone in the lunchroom) with a personalized 'thank you' cake from the local bakery. Make sure it is large enough to feed everyone. Who knows, a couple of years from now the postal service might even erect an open roof/cover over the designated parking area. Then there would be about 25 fewer cars on the roads there every day and lot more happy, alert postal workers.
Andy



GOOD ATTENDANT

Don Martin wrote:

Not sure where to send this, hopefully it gets to the right place:

1) The other day I had to park in public parking. When I entered I asked for Motorcycle parking and was told to "park over there where there are narrower stalls (which I did)". Upon leaving, I asked what the Motorcycle rate was and was told I took up a spot like everyone else - full price. I then explained that I

didn't an other bikes could park in the same spot I did, at least 3. The parking attend knocked \$2.50 of the price (about 38%). He didn't have to but took it upon his own to do this (and would probably catch crap from his boss if it were known). So, thanks to the Parking Attendant AND, for other Bikers, it doesn't hurt to ask and educate at the same time.

2) Is there any way that I can get large posters sent to me to put up around at least the office building I work in for RideToWork2003?

Thanks
Don Martin
Calgary, AB Canada

Hi Don,

Thanks for your message, comments and encouragement. You can download a .pdf version of the 2003 Ride to Work Day poster from the Ride to Work website which is at <www.ridetowork.org> and any insty-printer place should be able to print them any size you need. Or you can print them on 8.5" x 11" paper, which is good on many company bulletin boards.

Andy



NYC: DISCRIMINATION IN THE BIG APPLE

Richard Meyers wrote:

Regarding this years RTW July 16; i would love to participate except for the problem that i work in manhattan N.Y.C. where motorcyclists are discriminated against by parking lots and garages. maybe the NYC Dept. of Consumer Affairs doesn,t think that motorcycles are licensed vehicles also. HELP

Hi Richard,

Thanks for your message and comments. Motorcyclist _are_ discriminated against by parking lots and garages, and by most agencies like the NYC dept of Consumer Affairs. Ride to Work Day is an important way to demonstrate that motorcycling for transportation is a social good. It is never easy or simple to build this recognition. Many years of incremental and individual efforts are required to make progress. RTW day is a grass roots event. If you want non-riding landlords, garage managers and others with whom you interact to provide better recognition and accommodations, then it is up to you to lobby and work with them.

All of the RTW Daily Rider newsletters are available as .pdf files for downloading at <www.ridetowork.org> and some of them contain things about transportation motorcycling that might help you to arrange parking for your bike on RTW Day this year...even if only as a one-time demonstration of how practical it might be. Trying anywhere is important. It is impossible to know where it might eventually lead.

I am sorry not to be more directly helpful. There might be some NYC Manhattan parking info at <<http://www.magpie.com/nycmoto/>> but I am not sure. Ride to Work Day will continue to grow as a demonstration of the positive social value of riding. I would like to learn if you are able to participate in this year's 12th annual RTW Day.

Andy

NYC: IS THERE A BIG APPLE LIST?

Pete Brisette wrote:

I ride to work from up state new york to manhattan frequently (2-4 times weekly) to work however I find it difficult if not impossible at times to park my ride.

Is there a list of places for free or pay a reasonable amount to park in manhattan? that I can find? thanks for your help. if I did I would ride to work almost all week except snow days! thanks again

Pete Brisette

Hi Pete,

Thanks for your message and interest in the Ride to Work Day event.

One of the reasons for Ride to Work Day is to help raise awareness about parking issues like you are experiencing. I do not have any information to help you yet, but in the future we hope to be able to develop guides for several of the larger metro areas (NYC, Chicago, Boston, Washington, etc...) that will include parking information. I know that there are a number of good NYC rider's websites, but one where you might find something useful is <<http://www.magpie.com/nycmoto/>> This server also has a mailing list that is about NYC motorcycling, and the operator, Steve Manes, is a good guy. Posting to this list might give you some good parking information.

Andy



NYC: THE BIG APPLE, FLAMING MEATBALLS, AND PERCEPTION

From: Steve Manes

Subject: Re: Ride To Work

CC: Pete Brisette

Andy and Pete,

Attempts have been made in the past to create a NYC motorcycle parking guide. Mark Bergman began the effort with his http://www.panix.com/~bergman/bike_park_nyc.shtml site, which is woefully out of date. Mark hasn't lived in NYC for a few years so I don't anticipate that it will be updated any time soon.

A couple of years ago, I began one of my many unfinished projects: a Java based interactive visual database that web users could use to inform other riders about legal and quasi-legal motorcycle parking areas around Manhattan. That alpha software is still online at <http://www.magpie.com/nycmoto/parking/>. I'd like to finish it some day but the problem was finding a license-free, public domain map of Manhattan that also had the detail I wanted.

Motorcycle parking areas in NYC have been under assault by the Giuliani administration almost from the moment he took office and we got a flaming meatball named Christopher Lynn for transportation commish. He began what could only be described as a jihad against all the traditional public motorcycle parking areas around the city, most of which have been taken for granted by riders since the late 60s. In some cases, bikes were towed en masse with little and sometimes no warning. Some of these areas still exist, unused by anything else but windblown newspapers and pigeon poop. Periodically, motorcyclists test the waters by parking their bikes in those areas again but the city eventually cracks the whip.

It's a real shame. Aggravating this is the increasing number of commercial garages which refuse to allow motorcycles, period, and many of those that do charge as much as a car. I thought I'd found a real deal a couple of years ago when I located a garage three blocks from my midtown office that charged me "only" \$200/month for day parking. I was lucky to even get that gig because I was an hour late to a lunch interview with my prospective boss because I couldn't find a midtown garage willing to take my bike. I wound up parking it 15 blocks away in one of the few remaining, and now closed, motorcycle parking areas in Chelsea.

A few years ago, I tried to enlist the help of NYC's activist "Transportation Alternatives" group with this. I figured that since so many motorcyclists are also active bicyclists and motorcycles are regarded in most other countries as environmentally preferable to cars that TA would welcome us. But TA is unfortunately a dogmatically driven group of self-defeatist wankers who oppose any sort of motorized transport. The attitude I got from its president was that they'd rather go down in flames supporting roller bladers and weekend bicyclists than align itself with several thousand people who ride loud, smelly motorcycles.

Much of this is because of the public's perception of bikers. While there have been a couple of nice stories about motorcyclists in the Times and on TV (although it's usually the same old "Born to be Mild" stuff that could have been produced by HDI's press office), in general the NY press gets a chubby over anti-motorcycle stories. I got a call last week from a NY Post reporter who wanted me to help him with a story on "Ninja motorcyclists". As if. It's stuff like that which educates the public about us -- not as commuters helping to ease the traffic congestion problem and offsetting in part the silly SUV mania that's made the parking problems even worse. It's equally unfortunate that so many clueless bikers play into the public's negative stereotype about motorcyclists, blasting down residential streets with loud pipes and pulling kamikaze passes in heavy traffic, ignorant of the fact that the guy he wakes up at 2am or the lady he just strafed might be the council swing vote we need to make this a more motorcycle friendly town.

Sorry for the long-winded rant but I CC'd this to the NYC Motorcyclists list and had to defeat the content vs. quoted text quota in the software. Pete, if you need more info, subscribe to the list and post a question there. There are over 400 local riders on it. See <http://www.magpie.com/nycmoto/subscrib.html> for more info. Steve Manes

AND ON A HAPPY NOTE...

Subject: Ride to Work

To: propaganda@ridetowork.org

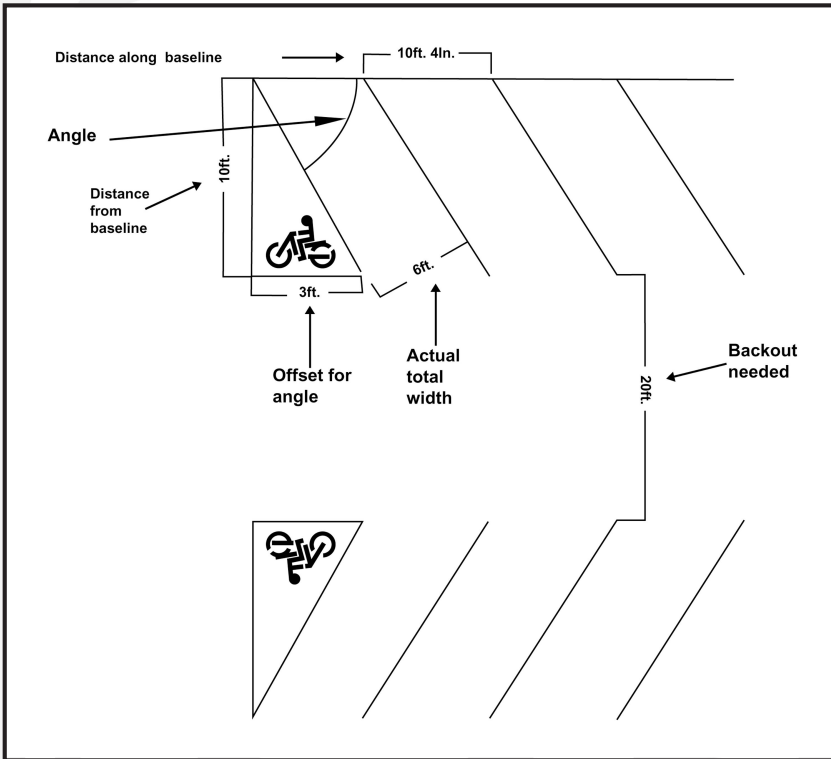
From: Rall81@cs.com

I work at a small manufacturing plant in Warrington, PA. We asked for and got parking spaces for "Motorcycle Parking Only". See attached picture. We ride just about all the time and our daily trip ranges from 25 to 125 miles round trip.

Bob Allison



Pavement stencils and parking signs advertise motorcycling.



**Utilization of
unmarked
motorcycle
sized spots at
the end of an
angled park-
ing row.**



With a pavement stencil this spot could advertise motorcycling.

POACHING PARKING

Specialized license plates provide privileges or reflect other kinds of vehicle status. Truck or commercial plates allow parking in loading zones. Historic or collector plates provide reduced registration fees. 'Handicap' tags allow the disabled more convenient parking. Motorcycle plates allow...uh...confer...uh...uh...hmmm...uh...what? Motorcycle-ness? Suppose motorcycle license plates offered actual benefits or incentives. One possibility (of many...) would be less expensive or better parking. Like not needing to pay at metered spaces (?), or being able to park multiple bikes in one space (?).

Ironically, a huge supply of available and unused motorcycle parking spaces already exists, but riders lack formal permission to access them. Have you ever put your bike in one of those irregularly shaped areas at the end of a row of angled parking? Or in the odd corner of a parking ramp? These motorcycle-sized spaces are usually wasted. They ought to invite motorcycles. Installing 'motorcycle parking' signs or pavement stencils would publicly claim these spaces as motorcycle territory. The markings would advertise that motorcycling is a public good. Drivers searching for scarce car-sized spaces would see motorcycle parking signs and appreciate how riding provides space saving advantages that help everyone.

These motorcycle-suitable areas are everywhere. They represent an unbelievably large amount of already-developed-but-wasted real estate. Here's a rough estimate for the United States: There are more than 200 million cars and at least 110 million commercial or municipal parking spaces. And about one irregular space for every 30 regular spaces. That's 3.6 million irregular spaces. What is the average value of each? Multilevel ramps cost up to \$50,000 per space. Paved parking lots as little as \$1000 per space. How about a guesstimate average of cost of \$5,000 per paved parking space? Each irregular space is at least half the size of a standard space. So each would be worth about \$2,500. That's around Nine Billion Dollars (!) of developed but wasted real estate, all in the form of little irregular motorcycle parking areas. We don't have the resources of a University or Government agency to do a perfect nationwide parking space census. But it is obvious this vast area is a huge opportunity for motorcycling. It is territory that could be marked to publicly advertise one of motorcycling's advantages.

In some locations, motorcycles merit more protected and secure parking accommodations than automobiles. Social norms for parked cars are different than the norms for bikes. Cars are locked capsules. Entering a locked vehicle is more like trespassing and is sociologically different than tampering with a motorcycle. This is important. Advanced cultures have become more encapsulized. Encouraging riding means providing more secure parking. Putting bikes together behind a gate or within a special area will discourage mischief. Major hub airports should offer a covered, secure enclosure equipped to allow a rider to safely leave a bike and store gear before boarding an airplane. At work, riders need places to park that provide reasonable levels of protection from vandalism, mischief and theft. Ditto malls, stores, theaters and other commercial establishments.

Riders deserve to be rewarded with special parking accommodations because they provide useful public benefits like reduced congestion, energy consumption, infrastructure wear, etc... at personal costs that include developing additional risk management and riding skills, suffering greater weather related discomforts, and accepting significant cargo transport limitations. The general public sees these costs and hardships as unnecessary for aiding social progress and harmony. Why encourage getting around the hard/dirty/dangerous/uncomfortable way on a cycle when there are more than enough resources to provide all the roads, parking spaces, infrastructure repairs and automobiles needed? Beyond such short sighted logic, some individuals harbor thinly disguised jealousies. They ask why favor those who are already moving faster, having more fun, and saving more money? This is like children

in line shouting "No fair!, Timmy took cuts!", and then expecting an adult to intervene. If the adult explains to the children that 'Timmy' was the best at something and could go first as a reward, the privilege is accepted (even if Timmy is unpopular...). Similarly, if 'Timmy' is disabled, then going before everyone is also accepted. Riders are among the most efficient and least impactful users of the transportation system, so riding should be encouraged. This means providing things like better parking accommodations, lower cost (or free) parking at ramps and meters, and protected (or covered) surveillance monitored parking areas.

Can riding become better understood and appreciated by the public as more than a selfish enjoyment of speed, excitement, noise, chrome, and thrills? When laws were enacted to provide accommodations for the disabled, the effects went far beyond the direct benefits of making it easier for handicapped people to get around. People everywhere saw uniform parking signs and pavement markings that reserved convenient spaces for the disabled. These markings indicate that this group of people should be publicly accorded both respect and special rights. The existence of all those spaces and signs told everyone that the disabled should not be badly treated.

If millions of existing small irregular motorcycle-suitable parking spaces were marked and signed, it would advertise riding. It would help the public understand and appreciate motorcycles as a social good. The government is unlikely to do this as a favor to commuting riders. If you are reading this, you can help motorcycling by seeking permission from public and private entities in your area to develop and identify motorcycle parking areas. Let everyone come and see them. Leave a mark that will help motorcycling...and everyone else.

Advocating and evangelizing transportation motorcycling is a quixotic mission...almost by definition. But as far as the future is concerned, it is a crucial mission. For decades, motorcycling has been retreating into more and more specialized recreational and motor-sport enclaves. This defensive posture leads to a reservation mentality. It is important for motorcycling to develop new proactive advocacy tactics. Our primary goal is to establish Ride to Work Day as a grass roots driven pro-motorcycling demonstration. Whatever legal and social changes eventually come about (if any)...and who will effect them...are beyond our immediate concerns. We want everyone to think more positively about motorcycling. You can help.

Motorcycle parking signs and pavement marking tools are available for purchase or downloading from RTW at <www.ridetowork.org> as free graphic files

- Parking space stencil kit. Two full size stencils. Large 32.5" W x 35.5 H" and medium 22.5" W x 24.5" W, stencil board and complete instructions for use (requires cutting) \$15.00 Order #3027

- Parking space metal sign 12" x 18" \$30.00 (all weather, commercial grade) Order # 8025

- Parking space sign art, downloadable .pdf image. 12" x18" \$ (Free)

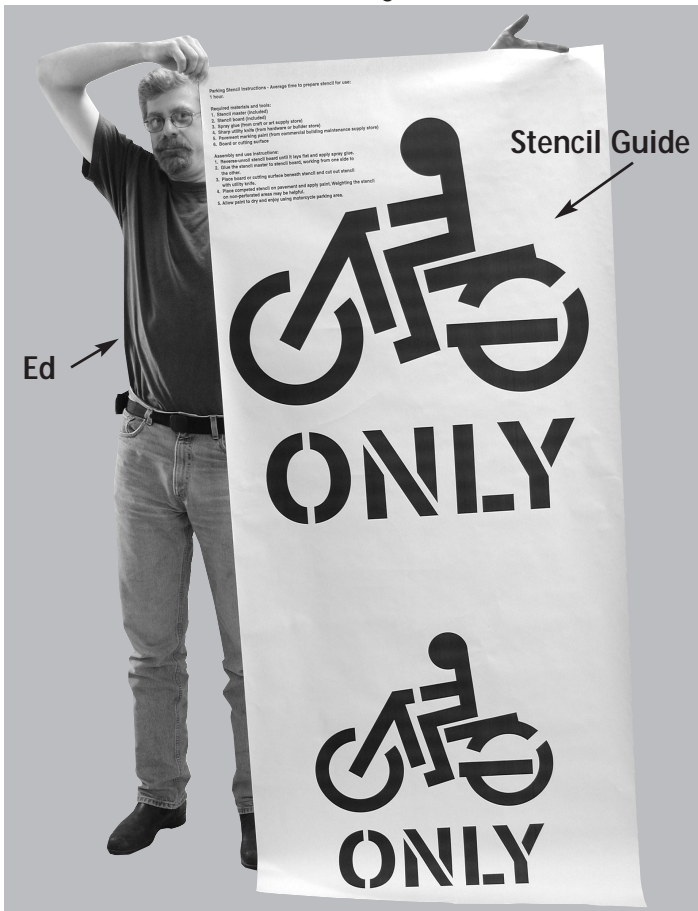
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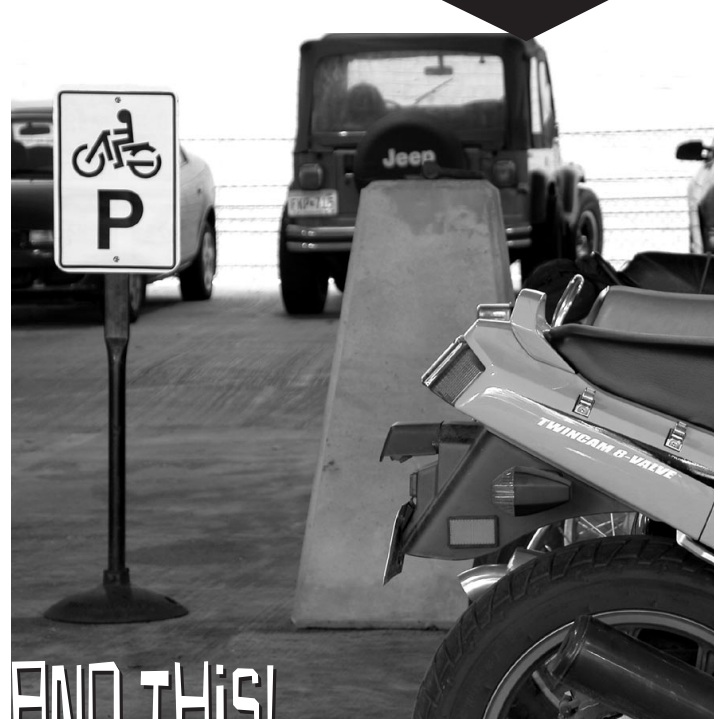


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RIDE TO WORK DAY 2004 IS WEDNESDAY JULY 21ST

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)

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www.ridetowork.org



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

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