

## THE DAILY RIDER

Box 1072  
Proctor, MN  
55810-0072

PRESORTED  
STANDARD  
U.S. POSTAGE  
PAID  
RIDE TO WORK

[www.ridetowork.org](http://www.ridetowork.org)

218 722 9806

[propaganda@ridetowork.org](mailto:propaganda@ridetowork.org)

### RIDE TO WORK DAY 2009 IS MONDAY, JUNE 15TH

#### WHAT CAN I DO TO HELP?

The best way to help is by continuing to ride to work. Everyone seeing you riding for transportation learns that motorcycling has everyday applications and advantages. Beyond, that, please download the Ride to Work newsletters, *The Daily Rider*, and other propaganda material, from <[www.ridetowork.org](http://www.ridetowork.org)> and distribute those to anyone in your area who might benefit from these informational and advocacy items (**co-workers, motorcycle shops, your insurance agent, emergency health care workers, police, local news organizations, etc...**) 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.

#### World's Largest Ride?

(Continued from front page)

guess) equals half a million participants, and this equals our country's two largest events: Sturgis and Bike Week – except they each spread attendance over ten-day periods. In addition to the total in America, more than half a dozen other countries also have a well-supported Ride to Work Day on this same day. So it's conservative to project that, worldwide, 750,000 to 1,000,000 riders might be participating. Which would make Ride to Work Day the world's largest single motorcycling event.

The point of Ride to Work Day is not its size, though. It's about changing peoples habits, minds and attitudes. This is done one person at a time.

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

Roger Allman	Madison, IN
Brian Reeder	Morehead, KY
Jim Cook	Bristol, IN
John Coulter	Seattle, WA
Albert Kolvites Bajaj	San Francisco, CA

HEROIC  
SUPPORTERS

...thank you.

#### 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:  
[www.ama-cycle.org](http://www.ama-cycle.org)  
(1-800-AMA-JOIN)

[www.ride4kids.org](http://www.ride4kids.org)  
(800-253-6530)

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#### CONTRIBUTE ONLINE! SEND SUPPORT

##### Receive the 'Daily Rider' plus:

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

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RTW Tee (blue) M-XL

RTW Bandanna

RTW Clock

RTW 1" Cloisonne Pin

RTW Bumper Sticker

WORK TO RIDE  
RIDE TO WORK

RTW 3" Sticker

RTW Buttons 1" & 2.25"

RTW Post-It Cube

RTW Sweat (blue) M-XL

RTW Mug

#### Ride To Work Skateboard

This transportation-rider long board can be neatly carried across the back of any moto; at-the-ready to take you places if a motorcycle is inappropriate. You'll ride with speed – and a bit of extra style on a handmade, custom-shaped 7-ply maple board. At 10.25" x 38.75", the RTW board is part Transpo and part Pool Board; a sweet and steady ride for the long haul. When you can't ride your motorcycle or scooter, ride this.

The Journal of Transportation Motorcycling Advocacy

# THE DAILY RIDER

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Issue

7

Fall

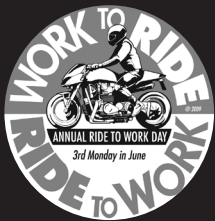
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Ride To Work, Inc.  
Box 1072  
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218 722 9806

propaganda@ridetowork.org  
www.ridetowork.org

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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 Monday in June. 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.

## ANNOUNCEMENT

### New Annual Day!!

Beginning in 2009, the day of RTW Day will shift from the current 'third Wednesday in July' to the 'third Monday in June'. This is Monday, June 15, 2009.

The new third Monday in June day will be the Annual Ride To Work Day for all following years. Reasons for changing the day include:

- More northern hemisphere companies are on summer holiday during July. The June day will provide more opportunities for more riders to participate.
- June weather is more favorable world-wide. July weather is more extreme. The new day is not as hot in many northern hemisphere areas, and not as cold in southern hemisphere areas.
- A Monday RTW Day encourages motorcycle and scooter commuting to continue each day during the week. (As an informal 'ride to work' week.)
- Sundays are slow news days. This should help increase media coverage like this: "Look for more motorcycles on the road tomorrow as Monday is Ride to Work day..."
- The Fédération Internationale de Motocyclisme (FIM) supports

18<sup>TH</sup> ANNUAL INTERNATIONAL MOTORCYCLE & SCOOTER

# RIDE TO WORK DAY

## JUNE 15TH 2009

WORK TO RIDE RIDE TO WORK WWW.RIDETOWORK.ORG

the new day, and will be promoting the 'Third Monday in June' world-wide as the annual Ride to Work Day.

The first-ever Ride to Work Day was Wednesday, July 22nd, 1992. Ride to Work is a 501 c4 non-profit program. For questions and further information, please contact Andy Goldfine, Lynn Wisneski and Christine Holt.

agoldfine@ridetowork.org  
or  
cholt@ridetowork.org

## WORLD'S LARGEST RIDE?

Ride to Work Day is probably the world's largest single motorcycle event - in terms of the number of riders. Here is how we estimate the number of participants: The U.S. Dept. of the Census and the DOT both publish that about 200,000 Americans normally commute on motorcycles (a total of about ninety million Americans commute in cars and light trucks - within a total of about 120 million people who commute to work in some way).

United States - with about a third of those in regular use. So that's two or three million regular street riders. On Ride to Work Day, we receive reports from both employers and riders that between two and three times the normal amount of motorcycle commuters are observed. A typical commuter will see zero (or maybe one other) riders on a normal workday - and on Ride to Work Day they might see two or three. So 200,000 times 2.5 (a

(continued on back page)

There are about eight million motorcycles in the

# LETTERS

## EPA Motorcycle Emissions Standards

Joel Schmidt of Warrensburg, MO wrote:

I am a newcomer to motorcycling and I have a question. Your ride to work propaganda says: "Motorcycles in all traffic conditions produce far less harmful pollutants than cars, SUV's or buses." (Daily Rider issue 1, front page) However, the EPA's FAQ on their new emission standards for motorcyclists says: "Are motorcycles a less polluting alternative to cars and SUVs? In fact, motorcycles produce more harmful emissions per mile than a car, or even a large SUV. The current federal motorcycle standard for hydrocarbon emissions is about 90 times the hydrocarbon standard for today's passenger cars. Although many of today's motorcycles will actually meet the current California standards, the California hydrocarbon standard is still 18 to 24 times the current federal passenger car limit, depending on the displacement of the motorcycle engine."

So who's right?

Joel,  
Thanks for your message and question. We are both correct.

The requirements for motorcycles are a lot less than the requirements for cars. Some motorcycles are very good - meeting car standards - while others are terrible. The government (on behalf of all taxpayers) negotiates

the emissions requirements with all vehicle manufacturers. Since there are very few motorcycles and lots of cars, the standards, which are arrived at by compromise, are much lower for bikes. So as long as something meets whatever the standards are, consumers may employ whatever kind of mobility technology they wish - from walking shoes to bicycles to motorcycles to SUV's.

The EPA and RTW have different agendas. We are trying to see the automobility picture whole. Beyond emissions, motorcycles are better overall:

- Less energy and materials are involved in the creation of the vehicle.
- Less wear and tear on the infrastructure over the life of the vehicle.
- Less resources are consumed by the vehicle per mile (fuel, tires, oil, etc).
- Less paved road and parking space is required per vehicle.
- Less time the vehicle is idling producing emissions without mobility.
- Less time the vehicle is running per trip (MC's are faster from a to b)
- How much less energy is involved in scrapping and recycling the vehicle.

So, even though some motorcycles make much more pollution per mile than a typical new car, for any given trip from a to b, bikes are the less consumptive and more beneficial choice overall. And importantly, the

specific anti-pollution requirements for motorcycles and cars are determined by negotiation between the government and the vehicle manufacturers. Not by consumers.

One last note: The current car standards are much stronger than the standards of five or ten years ago. The EPA's "90 times the hydrocarbon standard for today's passenger cars..." makes it seem like a phenomenal difference has always been in the regulations. Forgive me - I am going to guess that thirty years ago, cars and motorcycles might have been about equal. And fifteen years ago cars might have been twice as good. And five years ago ten times as good. And today ninety times. Cars are now very, very clean. Motorcycles have generally gotten cleaner, but not as fast as cars have. Our government logically targeted the largest and most serious problems first. Because of this strategy there now is a much greater difference between the current car and bike emissions than there was in the past.

I hope this helps.

Andy

Ed Williams wrote:

I know that we're always trying to battle the kind of information like that copied and pasted below. This is an e-mail that I received when I wrote to Tri-Met and DEQ here in Oregon regarding an annual employee survey on employee commute habits that is required of all private employers of a certain size. My initial com-

plaint for them was that on the survey form, they lump motorcycles in with standard one-passenger cars, trucks, SUV's etc. instead of breaking them out as a separate category.

This is DEQ's response:

*"...You are not alone in your frustration about motorcycles being lumped in with Suburbans and Humvees. It is inarguable that motorcycles provide some great benefits to riders and take up much less space on the road. While ECO has the great side-benefit of reducing traffic congestion and road wear, it's goal is to reduce air pollution. When it comes to the kind of pollution that creates ground level ozone - the main chemical in urban smog - most of today's motorcycles aren't so great.*

*Ozone comes primarily from tail-pipe emissions and is made from hydrocarbons (HCs) and nitrogen oxides (NOx). Most motorcycles today produce more harmful emissions than cars or SUVs. According to the EPA, the HC standard for motorcycles is currently about 90 times higher than that for passenger cars. There is no standard for NOx for motorcycles. While many new motorcycles meet the stricter California emission limits, those limits are still about 20 times higher than passenger car limits.*

*There are new EPA rules coming that will make motorcycles much cleaner. Here is a link to a fact sheet about these new rules: <<http://www.epa.gov/otaq/regs/roadbike/420f03045.pdf>>*

*This fact sheet also shows some*



photo submitted by Pete Pino of Colorado Springs, CO

## LOCKHEED MARTIN RIDES TO WORK

"This is our group of riders who participated in our Ride to Work Day here at Lockheed Martin in Colorado Springs. We had 14 bikes show up. We all went to lunch and rode our bikes there. We submitted a short paragraph and pictures to our company newsletter and hope it gets published."



## *"...studies that indicate that motorcycles actually contribute more to pollution than other 4 wheeled vehicles..."*

we're gonna win the city's/country's cooperation, we've gotta have some Jell-o that sticks to the wall, right? And, how 'bout some help with advocacy (is that what you call it?) - we'd like to know how other riders have tackled this problem successfully. We don't want to go in there looking like buffoons.

I've never done this before but I'm willing to give it a shot, so any agenda and protocol you can offer our way will be appreciated. I haven't asked for support from the other members yet, pending my dialog with you, however I can't help but think the co-vice presidents of the club and many of the members would be willing to take small parts ultimately.

I echo Bill Taylor's thankful sentiments toward you for the time you took to post us such a well thought out reply - we are very grateful for that and appreciative.

So, to cap off, I would like to get from you the following:

- a tactical library list/source of studies which support/justify motorcycling as a legitimate alternate source of travel to 4 wheel motoring (and I will do some more research on your site)
- a source for help with advocacy dealing specifically with this problem
- some kind of agenda to follow and the protocol to make it work

Thank you, again, Andy.

Regards,  
Bob Shank Jr

Hi Robert,

Thanks for your message and questions. Reading and thinking a lot about transportation motorcycling, and from my own experiences riding for transportation has convinced me that we are onto something extremely important, but I am unsure about the best approach for the specific problems presented by Zane and

his organization.

Every study or book on transportation I've ever seen has either ignored motorcycling, or marginalized it. (Here in the United States, the overwhelmingly prevailing view both within and outside of motorcycling is that riding is a best understood as form of leisure and entertainment.) I've looked at many of these transportation books but do not know of any that directly validate our perspectives. The kind of authoritative information that would be useful for addressing this situation is either unavailable, or would not be acceptable.

You might find something at <http://trisonline.bts.gov/sundev/search.cfm> or at one of the url's listed in the RTW website links section. [www.ridetowork.org](http://www.ridetowork.org) If you discover anything good, please let me know. I'll share it with others. Think about this: The customer base for almost all transportation planning, and for the entire credentialed 'science' of traffic engineering - is politicians, bureaucrats and road-builders. We are up against a lot.

Nobody has been "tackling this successfully" in a direct confrontational sense, but we are making some progress by raising these issues. Positive changes are being led by committed individuals in situations just like this. I am almost finished developing a corporate-organizer kit for RTW Day event organizers based on some of these successes, but it is not quite ready. As soon as it's finished it will be available as a free download (and mail-orderable) on the RTW website. But it does not contain the kind of factual materials that you are looking for.

Finally, and please forgive me, but a "tactical library list/source of studies which support and justify motorcycling as a legitimate alternate source of travel to 4 wheel motoring" does not yet exist. And neither does "a source

for help with advocacy dealing specifically with this problem", except for the RTW website. Similarly, there is no "agenda to follow and the protocol to make it work", but you can make one of these up. And you can begin to compile a tactical library. I'll be glad to add whatever you develop to the RTW website for others to learn from. It can make a positive difference for everyone.

Even though I don't have any of the items you mentioned avail-

able in a cohesive, wrapped-up package, I hope you will find ways to present our truths to those in authority, and that the results will be positive. These kinds of efforts have been successful in some situations and have failed in others.

Please keep me informed of your experiences, and also let me know if you have questions or if I can be of other assistance.

Andy

### *I ride every day*

Living in west central Florida and commuting 30 miles one way was the major influence in riding every day. My Honda gets 60 miles to a gallon of gas. I've been riding every day now for two years. I love it. Some times I get wet but most of the time its hot and sunny. I have noticed a major increase in daily riders this past year with gas prices soaring. I even see most of the same riders on a daily basis. Although US highway 19 seems to be always under construction its not to bad they could do a better job on there temporary patches some of them are horrible. Trucks hauling dirt seem to be the worst condition getting sandblasted and all. I really do enjoy it and I am much more alert when I get to work each morning than when I drove my gas guzzling truck. I would love to see more people ride every day. Maybe someday we will all ride to work. Let me know if I can help spread the word.

Daily rider,  
Joshua Kent

### *"Riding is the ultimate expression of personal responsibility.*

We take responsibility for our bikes by seeing that they are well cared for. We take responsibility for our own safety every time we leave the driveway, because we sure can't count on anyone else to do so. I encourage you to allow the personal responsibility you express through riding to extend into every other area of your life. Its another way we riders can make this world a better place."

- Adam Wolkoff,  
Editorial, Minnesota Motorcycle Monthly,  
March 2000

# THE PIMA COUNTY SAGA

## Part I

Robert E Shank Jr wrote:

Thought you may want to respond to this:

Raytheon RTEAM Riders Motorcycle Club Les Ervin queried Pima County as to why Motorcycles were not a separate option from "driving a car alone" on this year's Transportation Survey we all filled out. The interesting response is below:

*"Thanks for participating with our survey.*

*Many other survey participants have voiced the same concern or use the other response and write in motorcycle. In the past we have included motorcycles on the survey, but, because they are not recognized nationally as an alternative mode, we've always had to include them in the drive alone category when we calculate the numbers.*

*This is due to studies that indicate that motorcycles actually contribute more to pollution than other 4 wheeled vehicles because of the absence of pollution controlling devices. For the thought of reducing traffic volume, studies also indicate that motorcycles use as much space on the road as other 4 wheeled vehicles. This is due to the average space cushion motorcyclists require for safety.*

*Therefore, to save survey processing time we opted to exclude this as a response on the 2004 Travel Reduction Program Survey.*

*Let me say that I am a motorcyclist as well and understand why this question comes up, but, having read the studies, I must agree with the logic of not counting motorcycles as a traffic or pollution reducing alternative mode of transportation.*

*If you have any further concerns for his matter or questions in general about air quality you may contact Lee Comrie of our Air Quality section at lcomrie@pagnet.org She may be able to explain the motorcycle stats better than I can.*

*I hope this answers your question. My contact information is below, if you desire to respond.*

*Thanks again. - Zane"*

Zane D. Dowling  
Research Statistical Analyst  
Travel Reduction Program  
Pima Association of Governments

Hi Robert,

Thanks for forwarding Zane's message about the logic behind the way the transportation survey handles motorcycles. Some of the facts mentioned are correct, but others are incorrect, or they ignore or omit important larger considerations.

First, some motorcycle do exceed emissions standards and others don't. But they all comply with the law. The government carefully negotiates emissions levels with all vehicle manufacturers. Including all the motorcycle makers. Everyone wants clean vehicles, and we citizens give this regulatory responsibility to our government. (and not to Zane) After the government makes the emissions rules, we are each free to buy and use what we want - from Hummers to Toyota and Honda hybrids, as long as it fully complies with the established rules. Again, this includes motorcycles. This is the way our country and civilization in general works. It is not up to Zane to decide for us what vehicles are ok and what are not, as long as they all meet the regulations that were developed by those who have that responsibility. Man, forgive me, but what bias and presumption...

Second and third and fourth

- motorcycles, compared to cars and light trucks:
- are quicker from a to b, so their engines spend less total time running.
- are less likely to be idling for extended periods.
- have smaller engines so they produce less exhaust volume per mile, even though some models are not as 'clean' in some measurements as some models of cars and trucks.

Fifth, motorcycles do take a smaller space on the road than other vehicles. The space cushion motorcycles require is a factor of their size and nimbleness. And the smaller ones like scooters have an even smaller footprint than the larger, heavier bikes. This is true for the entire spectrum of road vehicles. Large trucks and automobiles take more space than small ones because they are comparatively less nimble. Vehicles towing trailers take more than the

same vehicles without trailers, again as a factor of the reduction in nimbleness caused by the added trailer. Although I have not seen the particular study mentioned, these types of traffic engineering studies are often constructed in ways that produce results biased in favor of estab-

not give up on this stuff. It is important not only for motorcycling, but for everyone else, too.

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

Andy



lished stakeholder interests. It may not even be intentional. This kind of mistake only becomes obvious later, after some larger over-arching intellectual edifice has been discredited. Fill a bucket with baseballs and lots of marbles can safely occupy the interstices between them. This is how traffic works worldwide. This is how we are wired.

Sixth, Motorcycles do save parking space - as three to five bikes can fit in one automobile space. They also fit nicely in the unused irregular places in parking ramps and areas. This increases both the lifespan and the utilization of these kinds of infrastructures.

Finally, motorcycles have some social positives that cars and other enclosed vehicles do not. These are elaborated at length in the Daily Rider newsletters which are available as .pdf's from the Ride to Work website. Even with the worse emissions of some bikes, the counter-weighing social benefits of riding may be worth it for everyone, including those who do not ride. They may ultimately become the most important considerations involved. Motorcycling for transportation is one kind of personal mobility activity that actually makes better people.

This is all common sense.

Please let me know if you make any progress with Zane and the travel reduction program people. Please do

## Part 2

Robert E Shank Jr. replied:

Re: Pima County rational for no Motorcycles on Transportation Survey

Thanks, Andy,

I've read enough of your site to understand why you folks feel the way you do - and I'm in total agreement with you. I believe motorcycling is an excellent alternative to four wheel motoring, and more is even better. I was so incensed at the logic I practically had to take a blood pressure pill after I read 'Zaney's' reply to Les Mervin. The Z-man's thinking is so typical of a bureaucratic mind. It makes me want to call him up, tell him to put a big rubber band around his head and SNAP OUT OF IT. Honest to goodness, how do some people function - I actually feel sorry for the guy. He probably has no idea how much he's missing in life. He said he rides a motorcycle - I wonder. 'Nuff ranting...

I think this issue is worthy of support. I'm not sure how to go about it at a sane level, though. I'm guessing I need to get hold of some legitimate studies, first. I could use your help on that. Gosh, it just occurred to me you guys may already have something like that on your website, n'est ce pas? If not, could you point me to some. After all, if we're

actual comparisons. For example, a 2002 Ford Expedition emits about 0.15 grams/mile of hydrocarbons, while the 2002 BMW R1200C emits 0.97 grams/mile - about six times more. See the fact sheet for more comparisons.

Thanks for your interest,

Susan Drake  
DEQ Air Quality"

Hi Ed,

Thanks for your message and the copy of Susan's message to you. Her facts are correct, but she does not have ALL the facts, or she is choosing to ignore some of them.

First, the government carefully negotiates emissions levels with vehicle manufacturers. Including all the motorcycle makers. Everyone wants clean vehicles, and we citizens give this regulatory responsibility to our government (and not to Susan). After the government makes the emissions rules, we are each free to buy and use what we want - from Hummers to Toyota and Honda hybrids, as long as it fully complies with the established rules. And this includes motorcycles. This is the way our country and civilization in general works. It is not up to Susan to decide for us what vehicles are ok and what are not, as long as they all meet the regulations that were developed by those who have that responsibility. Man, forgive me, but what hubris and presumption she has....

Second and third and fourth - motorcycles, compared to cars

and light trucks:

- are quicker from A to B so their engines spend less total time running,
- are less likely to be idling for extended periods,
- have smaller engines so they produce less exhaust volume per mile, even though some models are not as 'clean' in some measurements as some models of cars and trucks.

Finally, motorcycles have some social positives that cars and enclosed vehicles do not. These are elaborated in the Daily Rider newsletters that are available as .pdf's from the Ride to Work website. Even with the worse emissions of some bikes, the countervailing social benefits may be worth it for everyone, even those who do not ride. Motorcycling for transportation is one kind of personal mobility activity that actually makes better people.

This is all common sense. Good luck with Susan. She is a problem for everyone. Let me know if you make any progress.

Andy

### **Best Bike for a Country Commuter**

John Koella of upstate, NY, wrote:

I would like to ride to work in upstate NY. It's 40 miles of city, interstate, and 2 lane country roads. I'm not interested in the looks of my bike, but I want it to be safe, reliable, and inexpensive. Do you have a list of

recommended motorcycles for commuting?

Hi Dr. Koella,

For commuting on mixed roads (urban, interstate, 2 lane, etc.) any mid-size-or-larger standard style motorcycle will work well. If your commute is 40 miles each way, and a good portion of that is interstate, a slightly larger bike will be more comfortable. This is a relatively longer commute distance, but not unusual. Any motorcycle dealer located nearby should bias you toward whatever brands they sell. This makes oil changes, tire replacements and other routine service more convenient. After that, there is a size/comfort trade off with motorcycles: Mid-size bikes are lighter, more nimble, and a little nicer to deal with on a day-to-day basis - so parking, errands, etc. all are easier - but the length of your commute might make a slightly larger size a good choice. Next, motorcycle gas tank sizes vary a lot from model to model, so for your commute, look for one with a larger tank (or else you will be buying gas every day or two). An example of a larger bike with a good size fuel tank is the BMW R1200 GS. There are suitable bikes from most motorcycle companies. Harley Davidson has many models. Most of them are based on two engine sizes. One of their larger engine models would probably work slightly better for a 40 mile highway commute.

A motorcycle with a 'standard'

riding position will be the most comfortable. 'Sports' style bikes lean a rider forward and 'cruiser' style bikes lean a rider back slightly. The standard style is where the riders torso is more-or-less straight. This is a comfortable compromise for daily riding and commuting. A windshield or fairing will add comfort and reduce fatigue on longer commutes like yours. If the greater portion of your ride will be at higher speeds (?), you may appreciate a little more wind protection. (The amount of wind protection a bike provides is something every rider adjusts to. Many riders prefer none, others want all they can get. This is an extremely subjective area.)

All new bikes are relatively comparable in areas of safety and reliability, but there is a large range of prices for models that will meet your requirements. For example, a Suzuki V Strom 650 (a suitable mid size model) will cost about \$7,000 and a BMW R 1200 GS (mentioned above as a suitable larger bike) will be about twice that amount. Both of these examples would work well as commuters, but there are many others. These two represent approximately the opposite ends of the new-bike cost spectrum.

I appreciate your interest in motorcycle commuting. For most motorcycle commuters, adopting this method of mobility quickly becomes a positive and transformational experience.

Andy

# WHY?

## I RIDE TO WORK 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 leaves me alert and energized

> Riding to work gets me here (and back home) faster

> Riding to work demonstrates motorcycling as a social good

ridetowork.org

# RIDE TO WORK



# MORE LETTERS

## Parking

Manny Zamudio of Chicago, IL wrote:

Hi, I plan on participating in the ride to work, however, I work in the busy downtown "Loop" section of Chicago and parking is not very motorcycle friendly. I've just called around to different lots and some do offer motorcycle parking, but they charge the same as they do for cars. I'm a little discouraged by that but I'm still riding to work tomorrow!

We need to make a point.

Hi Manny,  
Thanks for your message and support for RTW Day. I know parking is scarce in the Loop. And I don't know anyplace there that has special motorcycle and scooter parking. Ride to Work day is about solving that problem. Every year we bring a little more attention to the parking needs of riders, and how that helps everyone else. So do the best you can to let everyone know that riding can make a difference.

Andy

Tracy Rachford of Cincinnati, OH wrote:

I ride to work daily, and generally have little problem with finding a parking space, etc. The City of Cincinnati provides moderate acceptance of the parking of motorcycles in irregular areas around metered parking spaces, buildings, etc. That being said, however, the City also runs several parking facilities, including a newly constructed garage directly across from my office. As my office building sits on the border of what would be considered a higher crime area, I would much prefer to pay for parking in the new facility, with their added security, than to leave my bike out on the street, at the hands of anyone who has an interest. It's not uncommon to look out my window to find somebody using it as a park bench. The problem is that the City elected to restrict parking in the facility to 4 wheel vehicles only. Their reasoning was that the gate system they used was a hazard to bikers. I have compiled some information that counters that argument somewhat, but am



Order this sign and download the graphic at [ridetowork.org](http://ridetowork.org)

## Vespa, cycle riders protest lack of parking

Riders of two-wheeled vehicles in NYC fear thievery and tickets.

**MANHATTAN** Scooters of varying vintage were driven to City Hall yesterday for Worldwide Motorcycle Ride to Work Day. Their owners want the city to create better motorcycle and scooter parking.

### No parking

Currently, the law allows parking only on the streets, not on the sidewalks. Riders complain that their bikes are often damaged by cars. They also claim that the bikes are easily stolen from the street because there is nothing to chain them to. "If we park on the street, our bikes get stolen or knocked over, but when we park on the sidewalks, we get a \$115 fine," said Gregory Heller, coordinator of the ParkingNOW! Coalition, a group seeking designated on- and off-street, securable

parking for Powered Two-Wheeled Vehicles (PTWs). The group suggests creation of on-street parking with spaces for two to 10 vehicles with racks mounted to the street allowing riders

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Gregory Heller, coordinator of ParkingNOW!

ers to lock them up.

Tom Cocola, a spokesperson for the city's Department of Transportation said that the agency was currently not looking into any plans for increased or enhanced PTW parking, but he said the DOT would be receptive to any comments or criticism from bikers.

DAVID S. HIRSCHMAN  
david.hirschman@metu.us



**MOTORCYCLISTS AND SCOOTER** owners rally at City Hall as part of the 13th Annual Ride to Work Day yesterday in Manhattan.

## NYC Parking Protest on RTW Day 2004

The following excerpt is from a July 2004 issue of the New York Metro article by David S. Hirschman (pictured left):

**Manhattan: Scooters of varying vintage were driven to city hall yesterday for Worldwide Motorcycle Ride to Work Day. Their owners want the city to create better motorcycle and scooter parking.**

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in search of more.

In my search for information to take to the City to strike up a dialogue on the matter, I came across your web site. From reading some of the material out there, it appears there are quite a few others with similar concerns. I'm hoping you can provide me with even more information, particularly information pertaining to similar garage restrictions. I'm hoping someone out there has had a successful campaign in a similar matter, so that I can learn from their approach. Anything you can provide, or anyone you can point me to would be of help.

Hi Tracy,

Thanks for your message and question. The information we have on parking is available on the website at: [www.ridetowork.org/parking](http://www.ridetowork.org/parking). There is a long history of liability cases on parking ramp gate injuries and damages. These lawsuits involve pedestrians, cars, motorcycles, and just about anything else one might imagine. Only a percentage of ramps restrict motorcycles for this reason. I am not aware of

any laws that would force a private ramp operator to specifically permit ramp use by motorcycles.

One place you may want to look for more information on the capabilities of parking ramp gates is from the companies that manufacture them. I have never done this, but would guess (forgive me...) that the gate making companies would tout motorcycle compatibility as a feature. If you do find this to be true (?) please let me know and I'll put it in the next Daily Rider and add it to the Parking Folio.

One of the reasons Ride to Work was established was to help transportation riders exchange information. I hope you will share whatever information you've found that somewhat counters the 'hazard to riders' arguments, and then we will be able to share it with others.

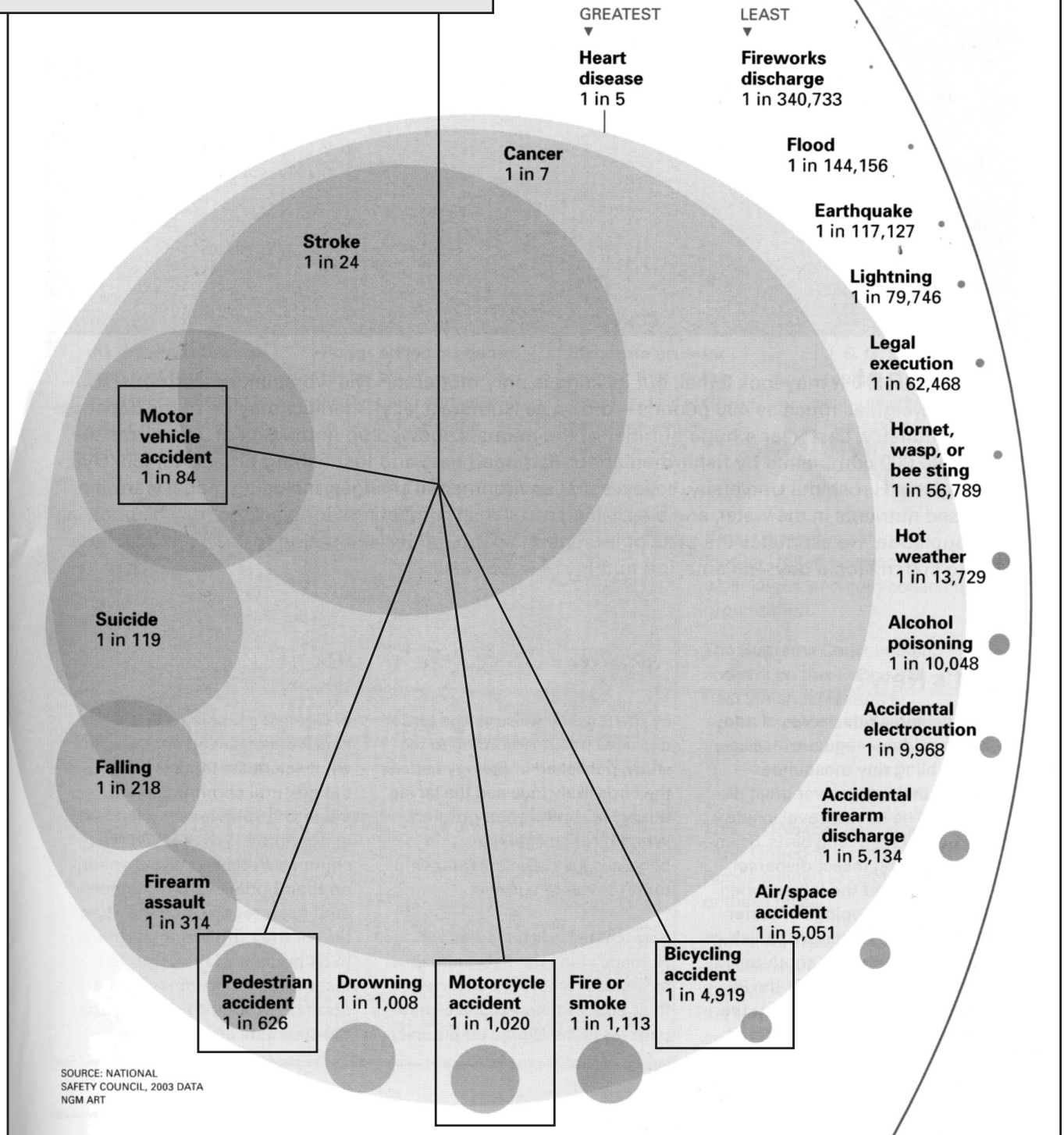
Let me know if you have questions or if I can be of other assistance. Also let me know if you succeed in persuading the ramp operation to open the ramp to motorcycles.

Andy

## Everyone's Gotta Go

One never knows when and how death will find us... but it's a sure thing it will. Riding a motorcycle is statistically more risky than being struck by lightning. You are, however, nearly 1000 times more likely to be killed in a motor vehicle than on a motorcycle. Just another reason to get out and ride...according to the chart you are less likely to die than all those rolling by in cages next to you.

**Total odds of dying, any cause**  
**1 in 1**  
(100%)







### 50 Plus Members and Growing

*photo submitted by Frank Dusek*

The Cycletrons MC Club consisting of employees from Brookhaven National Laboratory celebrated RTW Day with their groups 3rd annual luncheon. Local riding instructor Gasper Trama has been providing MSF classes to BNL employees for over 5 ears, adding to the clubs membership along the way.

**Tell us about your Ride To Work Commute! Jot it down & Send it in!**  
**The first 100 riders to send the completed survey will get a free RTW button or pin!**

Please send your completed ride to work survey to: **Ride To Work, P.O. Box 1072, Proctor, MN 55810-1072**  
 or scan and email to: **propaganda@ridetowork.org**.

For the week of Ride to Work Day

Day	Distance: route	Time: elapsed	Method: bike/car/bus/other	Weather: fair/cloudy/rain/temp
Monday (RTW Day)				
Tuesday				
Wednesday				
Thursday				
Friday				
Saturday				
Sunday				

For the week after Ride To Work Day

Monday				
Tuesday				
Wednesday				
Thursday				
Friday				
Saturday				
Sunday				

## Retired Riders Ride to Work

Charley wrote:

What if you're retired?

Hi Charley,

Thanks for your message and question. If you are retired, do all of your normal transportation by motorcycle. Shopping, visiting friends, etc... It will help a lot in your area to have as many motorcycles on the road as possible on RTW Day.

Andy

Jay S wrote:

Kudos for promoting motorcycle commuting.

I did it in NYC for years, and found it the only sane way to get around in that congested hell for wheels. Where others crammed into subways or stewed in massive jam-ups, I sublimely cut through traffic. And where others paid a king's ransom to park downtown, my tiny slice of paradise behind the attendant's booth cost coffee money each month. Then, when the fuel shortages of the 70s fell upon us all, my little gas-sipping Honda 175 had the road mostly to itself.

Yet I did run into the same spiteful, know-nothing opposition as you wail against. The company HR office got mad because I found a tiny parking spot close to the door and the cops hassled me for lane splitting at 10 MPH because no one is allowed to get away with daring to drive to work instead of using foul, dirt filled public transit. And, of course, I had to deal with the dirty looks of car commuters as I moved while they sat.

Yet, I persisted, and was able to keep the little bit of dignity afforded to those who pick a smarter way to beat the system. I'm retired now, but my current Honda 450 is still the vehicle of choice for short runs to the store or the bank. And it will be that way as long as I can lift a leg and twist a throttle. Keep up the good work. New "religions" always take time to catch on, but once they do, and the ideas are better, they take over.

Hi Jay,

Thanks for your message and inspiring comments. I will share them with others. I appreciate your kindness and encouragement.

Andy

## Company Liability?

Katy Beck of Norcross, GA wrote:

We have about 20 riders here at our corporate headquarters in Norcross, Georgia. One of those riders suggested we do a Ride-to-Work Day.

My main question relates to company liability. How do we publicize the Ride-to-Work Day but also do it in a way that the company will not be held liable if an accident occurs on the way to work?

Katy,

Thanks for your message and question. Believe it or not, nobody ever asked this question before!

RTW Day is a grass-roots event. In other situations where companies have supported the event, it is more that they recognize or endorse, than

organize. At a Hewlett Packard plant in Oregon where about 2,000 people work, I think they had over 100 for RTW Day last year. Some rider there asked for permission for a special parking area that day, and set up a shelter there. This individual put up posters on the company bulletin boards, sent emails to known riders, and passed out stickers for all riders who participated to wear during the work day. The stickers said 'I rode here today - ask me why' (Like the 'hello, I'm \_\_\_' stickers that people wear at seminars and conventions.)

Because RTW Day is organized this way - as an entirely voluntary demonstration, I'm not sure that a supportive company would have a liability exposure. There are always crazy attorneys, but participation in the event is something riders do or not do, based on their own individual situations.

Andy



## Featured Bike

Jeff Blanchard of Louisville KY, submitted this shot and note about his commuter motorcycle:

*I thought I might submit a few photos of one of my machines displaying a Ride to Work decal, and then some. I not only ride to work on this bike, I ride it for work. I have a part-time contract with a bicycle courier service in Louisville, KY. The bicyclists carry parcels within and around downtown, the central business district; I get called when an item needs to go from downtown to an office elsewhere in the metro area. I ride my 70 MPG Kawasaki EX250 for this purpose, specially outfitted for the task.*

*Part of the purpose of [the bicycle courier service], and my involvement with them, is to reduce city traffic and infrastructure load, but also to make a political statement. We ride every day. We wear the proper gear. We make a statement with our continuous presence that riding a bicycle or motorcycle is not radical, it is reasonable and appropriate, if not ideal for certain tasks. For commuting, carrying small loads and running errands, the bike is hard to beat in terms of fuel efficiency, traffic maneuvering and parking capabilities, and overall environmental impact.*

# FEATURED BIKE



# PERSPECTIVE

## Ask A Cop

By Maynard Hershon

The repair guys at the motorcycle shop are working on my bike. I wander around to the back of the building, outside the overhead service doors. I see a Tucson PD motorcycle officer on his Kawasaki patrol bike. He's waiting there too.

He's a big guy, this cop, maybe 220, but he looks bigger still in his duty gear. He's sitting astraddle a huge black-and white motorcycle, big windshield, bags, lights, siren, maybe a shotgun. His radio and radar gear and who-knows-what-else are sticking out all over it.

It must say Police on it a dozen times. Despite his authority and size, he seems somehow approachable. We're both riders, right? So I approach him.

"Let me ask you something," I say. "You're a big dude. When you're riding in traffic on this bike, looking official and scary and big as a billboard, do you feel safe?"

"Hell, no," he says. "They pull over into my lane. They turn across my path or pull out of intersecting streets right in front of me. I never feel safe."

I forget to ask him if he writes those people tickets for impeding his right-of-way or improper lane-changing or whatever - for carelessly trying to kill him despite all his black-and-white, oh-damn-it's-a-cop conspiracy.

I forgot to ask him because I was frozen there for a moment, amazed by his statements. Who doesn't see cops? I see cops. I'm driving; I pay attention. Don't you? Doesn't everyone? Aren't all drivers paying attention?

No. They are not. They're oblivious. They're uncaring. They're morons.

*If a uniformed cop on a police motorcycle says he can't get any respect, can we expect to be treated better?*

You can think what you want about that cop's frank disclosure. Here's my take, and I think this is what he meant for me to conclude. It's what you call sinister wisdom.

Out there on our own two-wheelers, we're far less conspicuous than that menacing man-mountain cop. Hey, he's armed. He looks scary, like a shortcut to a lost license - or early lockdown times and inarticulate cell-mates named Junior.

If drivers don't notice him, why would we expect them to notice us? We're not threats.

When we are noticed, we appear to be weird, even wacko. We're so emphatically non-mainstream. Evidently we're too cheap or too foolish to buy cars.

Maybe we're trying to upset our strait-laced parents. Maybe we're suicidal or in denial or trying to make a point about traffic or the environment or per-

sonal freedom. Maybe we're a bunch of damn vegetarians and Nader voters. Unlike that cop, we're not scary - but we're a common nuisance. We're not part of traffic, as the activists assert. We're a pain in traffic's ass. We're narrow and agile on our bikes so we take advantage. We appear to believe we're superior. We're just insufferable.

If a uniformed cop on a police motorcycle says he can't get any respect, can

we expect to be treated better? We cannot. I'm not saying that Joe Tahoe sets out in the morning to injure or harass riders. He does not think about riders. We merely clutter his path and distract him on his trip to or from the brokerage or bank or brothel.

He's listening to talk radio; he's talking to his fishing buddy on the headset cell phone; he's lighting a smoke, he's playing with himself. He's busy. He hasn't got time for us.

He wishes we'd disappear - unless, that is, he's got a Harley-Davidson back-window decal. Then we represent something important in his life. He has to pass us, even if he's going to exit this road at the very next opportunity.

When we expect more from drivers, when we expect courtesy or consideration from them, we're unrealistic. We never got either in the past; we don't get them now. Why fool ourselves?

What we can expect is more of the same: unthinking slaps from the backs of motorists' hands.

If we expect more or lead new riders to expect more, we mislead and endanger ourselves and them. We ride in traffic and can hardly believe what we see. We shake our heads.

Bike-safety rhetoric and the law's guarantees of our "rights" on the road fail to soothe us. We know that bike safety and the Easter Bunny are warm, fuzzy fictions. Our car and truck-driving friends do not "share the road" with us; we survive by our own wariness, despite their best efforts to mow us down.

Often, people ask: Why do we do it? Maybe we like things the way they are. After all, most of us have cars. We could, if we were so inclined, drive those cars and never have to taste the bitter callousness and hostility of our fellow road users.

We could drive and choose among 100 audio channels. We could drive and enjoy chats with phone sex providers or Jimmy at the Thousand Dollar Shiny Wheel Store.

We would rather not drive our cars, thank you. We'd rather ride. More accurately, we insist on riding. We ride - or we join the cagers. Ugh.

If our riding makes a statement, it's not about personal freedom or the environment. It's not about 45 miles per gallon or saving money on bridge tolls. It's not about risk-taking, profiling or meeting people to date. After a few months, it's not about being 20 again.

## SHARE YOUR PARKING SPOT!

Do you have a great parking spot in your community? Share it with the rest of us! Let's work together and create a parking database to make it easier for more riders to make every day a ride to work (or school, or the store...) day! Send your free parking locations to us and we'll try to get 'em all organized for you!

E-mail: [propaganda@ridetowork.org](mailto:propaganda@ridetowork.org)

Address: Ride To Work  
P.O. Box 1072  
Proctor, MN 55810-1072

# CONVERSATION

## Helmet Usage and Laws

*An exchange between Pat Hahn (Information Office, MN Dept. of Public Safety, Office of Traffic Safety) and Andy Goldfine around Ride To Work Day 2004. RTW has no position on helmet laws, but we do get asked...often.*

**AG:** Hi Pat,

In states where helmets are not required, it seems like about two thirds of street riders do not wear them and one third do.

**PH:** I don't know, but it seems like a reasonable guess. I'd actually guess 70/30 or even 75/25 based on climate and population density across the US.

**AG:** Then, when helmets are initially required, about half of the 'two thirds' not wearing them will adopt them and keep riding, and half will discontinue riding.

**PH:** Great minds think alike. I have the same theory.

**AG:** So the average number of riders on the road drops by about 35% in most places after helmets are required?

**PH:** Another reasonable guess, but I don't know. My instinct tells me this is not the case, but I haven't researched it.

**AG:** If helmets were (hypothetically...) required everywhere in the country, then there would probably be about a third less street motorcycles sold/registered.

**PH:** That logically follows. Where we diverge is here; I focus on how

crashes and fatalities would change as a result. My theory stems from my basic notion that most of the riders who crash are the ones who don't take riding seriously. They'd probably rather give it up than ride with a helmet, and that a national helmet law would reduce fatalities by 75 percent: rule out those that give up motorcycling, those that are better riders with better

*...if lawmakers truly wanted to save lives, they'd enact a national helmet law. But I believe the strength of the motorcycle lobby and the strength of the motorcycle industry would prevent that from ever happening.*

attention because of the helmet, and those who actually crash and whose lives are saved because of the helmet. A traffic safety expert used some stats to suggest that my theory was fairly accurate, but I can't recall what those stats were just now.

I was considering writing an article on just that, if lawmakers truly wanted to save lives, they'd enact a national helmet law. But I believe the strength of the motorcycle lobby and the strength of the motorcycle industry would prevent that from ever happening. And it's not realistic to expect a legislator would purposefully enrage one in ten licensed road users. Political suicide and all that.

**AG:** The less motorcycles there are in the overall mix of traffic and being sold, then, as motorcycling would be an even smaller road user minority, the greater is the chance that they could eventually not be permitted access to all types of roads and venues.

**PH:** This had not occurred to me,

but I agree it's one slippery slope that could be very real. However, like the butterfly effect or the theory of global warming, the opposite could also be true – as an even smaller minority, motorcyclists could become more "protected" in their lifestyles. It's a stretch, but it's possible.

**AG:** The freedom to accept the increased risk of helmet-less riding, like cigarette smoking, etc... as long as it is not a direct hazard to others, is an integral and critical part of our consti-

ability to have access to various things like roads, parking, etc.

**PH:** That makes sense. Except for 8 hours a day, I'm a social Darwinist. I wholeheartedly believe in natural selection in evolution as well as societal and economic settings. Governments' role is to usurp natural selection by redistributing wealth and making laws to help ensure people live better and longer. It's not right, but that's what they're there for. It all started by taking money from settlers to hire soldiers, I'm guessing. Then came plumbing, roads, etc. All redistribution.

However, you could also look at governments as a part of evolution as well, contributing like everything else (language, religion) to evolution, even though it may seem an anomaly some times. I'd rather look at government as some weird blip on the 15 billion year geologic record, like a meteor hitting the earth or a great flood that effed every thing up for a goodly while, but eventually, evolution took over again.

**AG:** I'm not sure these are my views, but since you've been thinking about these types of things a lot more than I have, I'm grateful to learn about your ideas about these controversial things. Again, having nothing directly to do with this question, I'll support whatever pro-helmet programs you develop.

**PH:** I do this because if someone's going to do this, I'd prefer it's someone who sees motorcycling as a social good. With the feds' recent angles on safer crashing, I'm hoping to steer things in the direction of freedom of choice, knowledge, and common sense, and maybe take some of the heat off. The rest of the time, I'm out ridin'.

***They are the scourge on our highway.  
They are an epidemic... They continue to clog  
the trauma centers of America.***

**– Dr. Jeffery W. Runge, National Highway Traffic Safety Administration (2001-05)**

...referring to motorcyclists in a speech during the Safety Awards Luncheon at the annual Lifesavers Convention in Charlotte, NC March 14, 2005

From [nhtsa.dot.gov](http://nhtsa.dot.gov): "President George W. Bush nominated Dr. Runge for his appointment as NHTSA Administrator...Dr. Runge, a native North Carolinian, is a board-certified emergency physician, educator and researcher with a lifelong interest in injury prevention."

Thanks to Sheldon Aubut for submitting the quote.