

# A.B.A.T.E. / BikePac VICTORIES

## 45 Years of protecting our right to ride!

**1977** - Oregon's mandatory helmet law is repealed. ABATE membership CAMPED OUT ON THE CAPITOL STEPS day and night during this time. Legislators overwhelmingly passed the repeal law.

**1979** - ABATE of Oregon proposed the state's first rider safety program that was signed into law in 1981 and went on to become the "Team Oregon" training program.

**1988** - Helmet choice was again taken away through voter referendum during one of the lowest voter turnouts in Oregon history.

**1988** - ABATE members form "BikePac" to have an official presence in the capitol.

**1995** - BikePac facilitates the passing of HB 3422 which redefines the Oregon definition of a "motorcycle helmet" and reduces the penalty for not wearing a helmet to a Class D misdemeanor.

**1997** - HB 2454 allowing for adult freedom of choice 1997 helmet reform (repeal of mandatory helmets) passes in both the House and the Senate, but is vetoed by then Governor John Kitzhaber.

**1997** - Landmark federal court ruling that law enforcement cannot further inquire into whether a rider's helmet meets so-called "federal testing standards" if it meets the Oregon helmet definition.

**1999** - REPEAL of the "handlebar height law" in Oregon. Ape hangers are now legal with no restrictions.

**2001** - HB 3885 is passed allowing Oregon motorcyclists the right to fuel their own machines.

**2001 - 2015**: The political climate for riders during this time was tough. However, at EVERY legislative session BikePac introduced helmet freedom of choice legislation. In addition, laws were stifled pertaining to a wide variety of rider rights issues including: motorcycle sound and emissions, rider law enforcement harassment and profiling, legal firearm transportation clarity, ethanol gasoline usage, all terrain vehicle laws, safety and training laws, and much more. Note: In 2015 Governor John Kitzhaber resigned opening improved relations for us in Salem.

**2015** - SB 533 the "Dead Red" Light Bill passes! Riders can now proceed cautiously through a red light after 1 complete cycle of the light if one's bike does not trigger the green light.

**2017** - HB 2598 "Vehicular Assault Bill" passes! - a "reckless" driver who injures a motorcyclist or their passenger can now be charged with vehicular assault – a Class A Misdemeanor. Driver can be sentenced to up to one year in prison and a maximum fine up to \$6,250. Great thanks to our A.I.M. attorney Christopher Slater!

**2019** – SB 810 "Driver Accountability Law" Passes - effective January 1, 2020, adding motorcyclists to the "vulnerable users list." It also requires convicted careless drivers who injure riders to attend driver safety school and perform community service. Great thanks again to our A.I.M. attorney Christopher Slater!

**2019** – HB 2314 "Lane Sharing Bill" for the third session in a row did not pass (blocked always in the Transportation Committee.) Great thanks goes to Patrick Leyshock for often taking the lead on this issue as he did an absolutely awesome job. We gained significant traction on this concept in recent years and continue to be confident in passing it!

**2021** -- SB 574 "Lane Sharing Bill" would have legalized a limited form of motorcycle lane filtering in Oregon. Bikers and Riders working together got the bill to pass in the Senate and House with great bipartisan majorities. Unfortunately Governor Brown vetoed the bill citing a number of concerns which included the thinking riders would go beyond the law and it would be difficult to enforce. It is too bad because SB 574 was one of the most widely supported bills in that session. Bikers and riders will take another shot at it in 2023.

**GET INVOLVED, MAKE A DIFFERENCE**

A BROTHERHOOD AGAINST TOTALITARIAN ENACTMENTS

A.B.A.T.E. is: