



PAC00019

- BikePAC of Oregon Inc, Represents ABATE of Oregon and Oregon's motorcycle riders. We are in support of HB2512, allowing motorcycles to use the shoulders (if available) on adjacent lanes of traffic, during slow-downs. Just like with the bicycle community, the motorcycle community is asking that you take into account our specific, diverse, and unique safety needs, as single track vehicles, sharing the road with many modes of traffic.
- In many situations we need to get out of harms way, by finding an exit point when the traffic behind us fails to slow while traffic in front is stopped. Team Oregon teaches us how to Scan, Identify, Predict, Decide, and Execute our way out of dangerous traffic situations.

This is necessary for the health and safety of the motorcycle rider and their machine, as they are at a higher risk of mechanical failure, and temperature related health risks.

**Mechanical Failure:**

Many motorcycles are air cooled, and must have airflow to keep from overheating. Engine failure is a serious safety risk while sitting in heavy traffic.

**Health Risks specific to sitting in traffic**

Motorcycle riders are exposed to the elements, and are at a higher risk of hypothermia (the bodies inability to warm itself), Hypothermia can be a problem while the rider is sitting in drenching rain, unable to get off the roadway to find shelter.

During hot summer days, motorcycle riders run the risk of suffering Hyperthermia and (The bodies inability to cool itself).

A motorcycle rider who is sitting on a hot bike, in high temperatures, on hot pavement, wearing all his/her heavy gear, is an invitation for Hyperthermia, which happens quickly if the rider is unable to get out of the sun, and rehydrate.

**Information from the National Highway Transportation Safety Administration** suggests that tail end collisions are the most common crash dynamic for all vehicles in the US.

**According to a recent preliminary study by UC Berkeley and the Governor's Highway Safety Administration:**

- Motorcycle Lane sharing, reduces congestion and helps to reduce fuel consumption.
- Even though California is one of the largest motorcycle States with some of the worst congestion, they remain the state with the fewest number of rear end collisions, and fewer motorcycle fatalities related to lane sharing than any other state in the nation.
- Riders run a higher risk of tail end collisions while sitting in traffic, than when lane sharing.

**Some additional considerations when comparing a rear impact into a motorcycle with a lane change type of contact into a motorcycle;**

1. In a lane change impact, the rider has a chance to recover and remain upright. This is unlikely in a direct rear-end contact.
2. In a lane change impact, the rider has a chance to take evasive action to avoid the contact altogether. This is unlikely in a rear-end impact.
3. If the rider does go down in a lane change contact, the potential injuries are not as severe as those in a direct rear-end contact.

In other words, when a motorcycle is lane-sharing if a crash with a vehicle does occur, the effects of the crash will most likely be less serious to the rider than a contact into the motorcycle rear end.