

# SB 385 - Allows Lane Filtering During Traffic Jams

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- **What is SB 385?**

SB 385 would **allow motorcycles to safely filter** between lanes of stopped or slowed traffic **only on highways with a posted speed limit of 50 mph or greater** and **when traffic is completely stopped or traveling 10 mph or less** and then only at speeds up to 20 mph (school zone speed). It would **remove motorcyclists from** the dangerous “pinch point” in vulnerable stop-and-go traffic situations that can result in **serious rear-end accidents and injuries** to motorcyclists like the one depicted in the photo on the right, where a stopped motorcyclist was rear-ended and pushed under a car resulting in serious injuries. Last session, a similar bill passed unanimously out of the Senate Committee on the Judiciary and passed the full Senate by an 18-10 vote.



*Dwight Gibbons' Accident*

- **Lane Filtering is Safe**

Lane splitting and lane filtering (a low-speed version of lane splitting) has been found to be safer than riding motorcycles in general. In 2015, UC Berkeley released a study in coordination with the California Highway Patrol. 5,969 motorcycle accidents were studied. The study found that in lane-splitting accidents there were: **60% fewer fatalities; 46% fewer head injuries; 34% fewer torso injuries; 17% fewer neck injuries; and 10% fewer arm and leg injuries**, when compared to non-lane splitting accidents.

- **Lane Filtering will Relieve Traffic Congestion and Reduce Traffic Delays for Everyone**

According to a recent study, in 2015 the Portland metropolitan area ranked as the eighth-most traffic-congested urban area in the United States. Lane Filtering **reduces traffic congestion** during traffic stoppages and slowdowns by allowing motorcyclists to filter through traffic safely and efficiently, thereby reducing traffic lines and delay times for all vehicles. A 2012 Belgium traffic engineering study found that **if 10% of all drivers rode motorcycles and lane-filtered, the traffic delay times for all motorists would be reduced by 40%**. It would also reduce the number of heavier passenger vehicles on Oregon roads, encourage the use of more fuel-efficient alternative vehicles, and help reduce the strain and wear on Oregon's transportation infrastructure.

- **These Oregonians and Many Others are Asking You to Support SB 385:**

- **Dwight Gibbons** was rear-ended on a freeway on-ramp so hard that he and his motorcycle were pushed under the car in front of him and the driver broke his front axle when he struck a barrier. (See photo above) Dwight suffered burns, numerous fractures, and internal injuries.
- **Zander McHade** was rear-ended while slowing to make a left turn. He had his turn signal on and was wearing a hi-vis helmet and a hi-vis vest. The driver was on his cell phone. Zander went to the hospital and needed shoulder surgery.
- **Jessica Naylor** was rear-ended by an SUV while making a right-hand turn, using her right turn signal, and wearing a hi-vis safety vest. Jessica suffered a badly broken ankle and needed surgery.