

From: [Andy Hudock](#)
To: [JCT Exhibits](#)
Cc: hello@andyhudock.com
Subject: In Support of HB2314 to Legalize Motorcycle Lane-Sharing
Date: Monday, February 18, 2019 2:21:38 PM

Dear Members of the Oregon State Legislature Joint Transportation Committee,

As an avid motorcyclist and lifelong Oregonian, I ask your support of HB2314 to legalize motorcycle lane-sharing in our state.

Lane-sharing (a.k.a. filtering or lane-splitting) is when a motorcyclist passes between two slower-moving or stopped vehicles. The practice is legal in California and throughout most of the world, due to the common-sense nature of motorcycles and scooters being able to fit places cars cannot, and the many benefits of allowing motorcyclists to continue moving through slow or stopped traffic.

A critical benefit of lane-sharing is improved rider safety. In a 2015 study published by UC Berkeley, researchers found that motorcyclists involved in crashes while lane-sharing are "...considerably less likely to suffer head injury, torso injury, extremity injury, and fatal injury..." than riders who were not. Lane-sharing riders are better able to avoid rear-end collisions or worse, being "sandwiched" by the cars in front and behind. They have better visibility, and are more conspicuous and visible in the mirrors of surrounding vehicles. Riders also gain an important risk mitigation tool with the addition of another "escape route" to use in the event of an obstacle or other hazard.

Lane-sharing reduces congestion for riders and drivers alike. Allowing motorcyclists to remove themselves from the normal flow of traffic frees valuable space for other vehicles, which means making better, more efficient use of our existing roadways, for free. A Belgian traffic engineering study concluded in 2012 that if just 10% of all drivers were to ride motorcycles and utilize lane-sharing, traffic delay times for all motorists would be reduced by 40%, and this without any additional investment in infrastructure or signage.

By reducing congestion, lane-sharing also has a positive environmental impact because it lowers the number of vehicles on our roadways and the time they spend idling in traffic. It incentivizes the use of more efficient alternative vehicles. Motorcycles use less space on the road and can park much more densely than cars. They typically average 50 miles per gallon or better, and electric motorcycles and scooters consume even fewer resources.

Lane-sharing would be optional, not mandatory. In 2015, a lane sharing bill (SB694) passed the Senate Judiciary Committee unanimously, and the full Oregon Senate with a two-thirds bipartisan majority.

Sincerely,

Andrew Hudock
McMinnville, OR