

From: [kirslack](#)
To: [JCT Exhibits](#)
Subject: HB2314 Testimony Submittal
Date: Monday, February 18, 2019 1:11:34 PM

Hello,
Please vote YES on HB2314.

I am an avid motorcyclist and I ride year round. HB2314 would make lane sharing by motorcyclist legal on certain Oregon highways during specific, well defined situations.

Lane sharing, stated simply, is allowing a motorcycle to travel between lanes of slow moving or stopped traffic. Lane sharing increases the safety for the motorcyclist, reduces congestion by increasing the flow of traffic (# of vehicles passing through a point per unit of time) and reduces environmental impact by reducing the time a vehicle spends idling. I will go more in depth on each one of these three benefits.

Safety. In stop and go traffic, the most common type of accident is a rear end collision. If a motorcyclist is sitting behind a stop vehicle, they are in a vulnerable position if a vehicle approaching from behind does not react the stopped traffic in time. If this motorcyclist is allowed to move between the lanes of stopped traffic, they are less likely to be the victim of a rear end collision. While some argue that you can always move out of the way if there is an imminent rear end collision, the reaction time needed to safely and effectively avoid the collision is nearly impossible. When a motorcycle is sitting at a stop, most riders will shift the motorcycle into neutral and release the clutch. In order to avoid a rear end collision, a rider would need to recognize the imminent threat, shift into gear and move out of the way. Given the number of distracted drivers on the road and the limited amount of time one has to react to a rear end collision, the safest solution is easy to see; allow the motorcyclist to move out of the dangerous zone.

Congestion. Every vehicle on the road is trying to get somewhere. A roadway has a certain capacity to move a certain number of vehicles per lane per hour. During times of high congestion, allowing motorcyclists to lane share increases the roadway capacity by essentially increasing the number of lanes of the roadway. This increased capacity happens only at times when it is needed and with no additional infrastructure. A 2012 study from Belgium found that if 10% of users were motorcyclists and were allowed to lane share, the traffic delay for all users would be reduced by 40%. This 40% reduction in traffic delays could be achieved by more efficiently using the infrastructure that is in place with no additional spending on expensive roadway and bridge expansions.

Environment: Motorcycles are generally more efficient than cars and trucks. The motorcycles I ride get between 50 and 60 miles per gallon while my car only gets 34 miles per gallon. If everyone on the road reach their destination more quickly, then they use less fuel / gas while idling in traffic. This law would encourage people to commute by motorcycles, which are more efficient and help all drivers reach their destination more quickly.

This bill is a simple, safe way to increase the capacity of our existing infrastructure. It would improve safety for motorcyclists. Lastly, it would decrease the amount of climate altering gases entering our environment.

It is common practice in Europe and many places in Asia.

I hope you will consider voting YES on HB2314.

Thank you for your time.

Kirk Slack