

From: [Seth Richardson](#)
To: [JCT Exhibits](#)
Subject: Testimony for HB2314
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I hope that you support HB2314.

I am a motorist, a motorcyclist, a bicyclist, and a pedestrian. I ran a small bicycle shop in Portland for years and have participated in many conversations, meetings, and committees about road safety and balancing the needs of all the modes of transportation. Most recently I have been on the subcommittee on lane sharing for the GAC. For months we have been meeting and discussing all aspects of lanesharing. A practice that is quite common in much of the world including California, but is somewhat controversial here in the rest of the US.

I have been interested in the idea from the start of the process. As a bicyclist, when traffic is slow or stopped I have already been performing a similar (legal) version of lanesharing. Specifically passing cars on the curb side. A practice I find essential to safely and efficiently get around. I've always wished I could do the same on my motorcycle which shares a similar footprint.

At first we had no idea what kind of lane-sharing rules might be proposed for this legislative session and the conversation has been far ranging as to the pros and cons. Now that we have bill 2314 we can get down to specifics.

House Bill 2314 proposes that on a road that has a speed limit of 50 mph or more with at least two lanes of traffic moving in the same direction and the traffic is slowed to 10 mph or less a motorcyclist can pass between these two lanes at speeds no greater 10 mph greater than the flow of traffic.

To sum up if traffic on a two or more lane highway is stopped or nearly so, a motorcyclist could slightly less slowly continue moving in between those lanes. It does not allow the motorcyclist to pass down the centerline, to pass on the curbside, or to use this ability in any school zone that exists on a road that would otherwise qualify.

It is a very conservative and reasonable version of lane-sharing. Most of the concerns we have discussed at our meetings are not applicable to this bill at all. The benefit of not being stuck in stopped traffic is clear. There are also real quantifiable safety benefits as confirmed in the recent study performed by Dr. Rice in California. In California lane-sharing was a grey area until recently. That study as well as their real world day to day experience with lane sharing is what prompted them to legally recognize lane sharing as an accepted practice.

I believe we should follow their example and urge you to support House Bill 2314!

Thank you,

Seth Richardson