

**From:** [Bart Madson](#)  
**To:** [JCT Exhibits](#)  
**Subject:** Bart Madson Support for HB2314  
**Date:** Tuesday, February 19, 2019 10:14:53 PM

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Dear Joint Transportation Committee Members,

My name is Bart Madson and I am writing to express my support for HB2314 and the legalization of motorcycle lanesharing in Oregon. I offer my opinion as both an Oregonian and motorcycle rider, as well as my perspective as a former journalist who covered the motorcycle industry for trade magazines, serving in multiple positions including Editor and Chief. I have followed the debate over lanesplitting for years and am excited to see Oregon consider implementing HB2314 into law.

Motorcycle lanesplitting has been a common practice in California for decades, as well as throughout Europe where it is called "filtering." Lanesharing offers a safe and practical option for two-wheeled motorists in dense traffic, as riders can easily filter through gridlock or slowed traffic without harm. And while this may seem to be a mere convenience for riders, I believe lanesharing would benefit all Oregonians as the potential increase in motorcycles and scooter usage would help reduce traffic congestion. Replacing even a modest percentage of Oregon's four-wheeled commuters with two-wheeled riders would do wonders for traffic, parking and maintenance costs.

Naysayers will claim that lanesharing is too dangerous, but I've not seen compelling evidence that lanesplitting either increases or decreases accident rates -- especially not severe accidents. In fact, I believe the contrary is true, as lanesplitting provides genuine safety benefits to riders, who are able to position themselves out of impact zones in stopped traffic and be more visible in traffic. Objections to lanesplitting seemed to be based more upon the impression (usually by those who have never actually lanesplit) that it looks dangerous. In response, all I can say is ask any rider in California or Europe whether they'd rather take their chances lanesplitting or sitting stopped in traffic behind a big truck and hoping the fast approaching car in their rear view mirror has seen them and will stop in time... Certainly, there will be a couple of side mirrors that get clipped as drivers and riders get the hang of this new lanesplitting thing, but I think there will also be some riders who stay alive and in good health because of the collisions that would occur if we keep the status quo.

Lanesplitting by a responsible rider is a safe and practical tool for urban commuting. The conservative parameters and conditions for lanesplitting set forward in HB2314 ensure the overwhelming majority of riders will conduct themselves safely. In fact, I expect the passage of HB2314 to be such a rousing success that officials will gladly see it expanded to include not just highways but surface streets where it will further benefit our fellow Oregonians.

Thank you for your time and consideration,

Bart Madson

Central Point, Oregon

February 19, 2019