

**From:** [Patrick Leyshock](#)  
**To:** [JCT Exhibits](#)  
**Subject:** HB2314  
**Date:** Tuesday, February 19, 2019 9:11:57 PM  
**Attachments:** [PBOT updated lane sharing position.pdf](#)  
[Team Oregon lane-sharing position.pdf](#)  
[Rice letter to Quirk.pdf](#)  
[lane-splitting-safety-california\\_may-29-2015.pdf](#)  
[2016.06.03 Liberty Mutual\(8\).pdf](#)  
[2016.06.22 AAA Auto Club.pdf](#)  
[2016.06.20 Fraternal Order et al \(1\).pdf](#)

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Committee members, I respectfully request an "aye" vote for HB2314.

I am an Oregonian, an avid motorcyclist, a former member of the Governor's Advisory Committee on Motorcycle Safety, and a board member of the Sang-Froid Riding Club.

HB2314 would permit motorcycles to share lanes with automobiles, under very limited conditions. It is a "limited lane sharing" bill. The conditions are:

Highways only:

- \* lane-sharing allowed only on roads with a posted speed limit of 50MPH or higher

Traffic on the road:

- \* must be stopped, or moving at less than 10 miles per hour

The rider:

- \* may travel no more than 10 miles per hour faster than traffic
- \* must not impede the normal and reasonable movement of traffic
- \* must safely merge with traffic, if traffic speed exceeds 10 miles per hour

Riders cannot lane share:

- \* between a traffic lane and the curb, or bicycle lane, or shoulder (on either side)
- \* between a traffic lane and a row of parked vehicles (on either side)
- \* in a school zone

HB2314 is *limited* lane sharing; it is NOT the "California model", where riders are allowed to lane share at higher speeds.

This bill has great support from legislators, including 19 sponsors 11 Democrats and 8 Republicans; 11 Representatives and 8 Senators; a mix of urban, suburban, and rural districts.

Team Oregon, our state's superb mandatory rider training program is "neutral on the concept of limited lane sharing in Oregon", adding that "lane splitting, as legally practiced in California and under certain conditions (at 50 mph or less; speed differential of 15 mph or less), does not appear to create undue risk." Importantly, Team Oregon reached this conclusion "after review of motorcycle lane splitting and filtering research, interactions with riders familiar with the practice, and interviews with California law enforcement".

PBOT, though still considering their position at the time of writing, wrote to the Governor's Advisory Committee on Motorcycle Safety Subcommittee in January that "our most serious concerns of threats to pedestrian and bike safety are addressed."

I support the bill for several reasons. HB2314:

- \* reduces congestion
- \* benefits the environment

\* increases rider safety

We appreciate that motorcycles are not a "silver bullet" for congestion relief, but HB2314 would at least allow them to make a unique contribution to the solution. These benefits require no additional infrastructure expense; we'd simply be making more efficient use of existing roadways.

The fact that lane sharing increases rider safety may seem counterintuitive if you're not a motorcyclist, but it's borne out by 2015's "Berkeley Study". The Study was commissioned by the California Office of Traffic Safety, with statewide data collected by California Highway Patrol. It is the largest motorcycle crash study ever conducted in the U.S., and was provided as a legal document to the California legislature, to inform legislators on their decision of whether to write lane sharing into law.

The study's main conclusion is that if a rider is in an accident, riders who are lane sharing are *less likely to be injured or killed*, than riders who are not lane sharing.

The full study is found here ([http://lanesplittingislegal.com/assets/studies-surveys/lane-splitting-safety-california\\_may-29-2015.pdf](http://lanesplittingislegal.com/assets/studies-surveys/lane-splitting-safety-california_may-29-2015.pdf)) though the two-page summary letter, written by the study's author, nicely summarizes the findings. The summary letter is found here: <https://olis.leg.state.or.us/liz/2017R1/Downloads/CommitteeMeetingDocument/107350> The summary letter makes a compelling case, and can be read in less time than it takes to have a cup of coffee. Copies are attached.

It's important to also note that the Berkeley Study says nothing about whether or not lane sharing increases or decreases the chance of accident: "the current data set cannot be used to compare the collision risks for lane-splitting or non-lane-splitting riders". This point is often missed by readers.

It's also worth noting that lane sharing would be optional under HB2314, and that commonsense guidelines should be followed, like those published by the California Highway Patrol: <https://www.chp.ca.gov/programs-services/programs/california-motorcyclist-safety>.

In California, both AAA, numerous police organizations, and insurance companies supported similar legislation (AB 51). (Please see attached documents.)

For more information please visit [laneshareoregon.com](http://laneshareoregon.com)

Thank you for your work, and for holding a hearing on HB2314.

Regards,

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