



To: The Honorable Lee Beyer, Co-Chair
 The Honorable Caddy McKeown, Co-Chair

 The Honorable Brian Boquist, Co Vice-Chair
 The Honorable Ronald H. Noble, Co-Vice Chair
 Joint Committee on Transportation

From: Mark Sektnan, Vice President

Re: **HB 2314 – Motorcycle lane splitting**
 APCIA Position: OPPOSE

Date: Wednesday, February 20, 2019
 5:00 p.m., HR5

Honorable Chair Beyer and Chair McKeown and Members of the Committee:

The American Property Casualty Insurers Association of America (APCIA) is **opposed to HB 2314** which would allow operators of a motorcycle or moped to travel between lanes of traffic under certain conditions. Representing nearly 60 percent of the U.S. property casualty insurance market, the American Property Casualty Insurance Association (APCIA) promotes and protects the viability of private competition for the benefit of consumers and insurers. APCIA represents the broadest cross-section of home, auto, and business insurers of any national trade association. APCIA members represent all sizes, structures, and regions, which protect families, communities, and businesses in the U.S. and across the globe.

Generally, APCIA has the following general concerns about allowing this practice in Oregon:

- The practice introduces another potentially dangerous variable into traffic;
- The decreased space between vehicles reduces room for error and correction;
- Distraction is a major concern on our roads, and especially in traffic when drivers may engage in other tasks and pick up their mobile devices;
- Motorcycle rider safety is in need of urgent improvement. According to the National Highway Traffic Safety Administration (NHTSA), motorcycles are the most hazardous form of motor vehicle transportation. 5,172 motorcyclists were killed in 2017. The number of motorcycle crash fatalities has more than doubled since a low of 2,116 in 1997.

A California, Office of Traffic Safety (OTS) study (2012) on lane splitting found that 14 percent of motorcycle riders interviewed reported that when lane splitting, they have either hit a vehicle or been hit by a vehicle. Almost half (45 percent) indicated that they nearly hit a vehicle while lane splitting. In spite of the overwhelming evidence, California became the first state in the nation to explicitly permit lane splitting. No other state explicitly permits lane splitting.

Additionally, the Washington State Office of Traffic Safety issued a report in December titled [*Motorcycle Lane-Sharing \(Lane-Splitting and Lane-Filtering\)*](#) which includes links to several studies as well as short summaries):

Some interesting points from the review include:

- Vehicle drivers express strong opinions regarding both motorcyclists generally and lane-sharing specifically. Consistent majorities believe that lane-sharing should not be legalized. They believe the practice is inherently unsafe and that all vehicles in traffic should be compelled to follow the same general rules.
- Where lane-sharing is legal, the failure of other vehicle drivers to see lane-sharing motorcyclists, especially those approaching from behind, is a critical problem.
- One recent study found that lane-sharing motorcyclists experienced a shrinking of perceptual view that reduced their awareness of vehicles and non-motorists around them.
- A recent French project developed a naturalistic study to derive such risk estimates. These estimates revealed that motorcyclists engaged in lane-sharing were roughly four times more likely to be injured in a traffic crash than motorcyclists who were not splitting or filtering (Relative Risk 3.94, Confidence Interval 2.93-5.89).

For these reasons, APCIA asks you to vote against HB 2314 when the bill is heard in committee.