

Please vote "yes" on SB574. I've been an Oregon motorcyclist since 1965 and put many miles on trips from southern California to north of Vancouver BC, and I rode those miles with my wife as passenger. As a solo rider I commuted to work for over 30 years. And I've ridden in the city, suburbs, country roads, and freeways, and in all kinds of weather. It was my understanding that police motorcyclists were allowed to split lanes even when not on call, and I experienced them doing just that over the Burnside Bridge one day long ago. If the police are allowed to split lanes when not on call, the department must feel that it is a safe maneuver. That in itself makes a positive statement for lane splitting.

But my reason for support is that of environment and safety.

1. Motorcycles have a small carbon footprint ; it takes less energy and materials to manufacture and maintain them, they get great gas mileage (some are electric), and require smaller areas set aside for parking, So environmentally it would benefit our society to make motorcycling more convenient.

Lane splitting allows motorcycles to get better gas mileage, than when stopped or crawling in traffic.

Lane splitting allows them to make better time between points A and B.

More people using motorcycles would mean fewer cars and buses. Cars require large parking allotments located frequently long distances from where the driver actually wants to go. Small motorcycle-only parking lots could be scattered all over, placing them closer to where the rider needed to go. Buses slow traffic and travel mostly with no riders, whereas motorcycles travel only when the rider has a place to go, and only that distance.

Another thing to keep in mind is that motorcyclist are less likely to be distracted by texting or operating cell phones, so there may be fewer phone-accidents.

2. Motorcycles do however require a greater skill set and finer sense of awareness than four wheeled vehicles. Stuck in traffic, with the heat of auto exhaust, reflected heat from the pavement, and the heat from the engine streaming up from below the gas tank and into your helmet and face, can cause a rider to become fatigued and lose some of their focus. Being able to split lanes reduces the effects of those heat and fume sources.

3. In my opinion lane splitting should only be allowed, when traffic is stopped or traveling well under the speed limit and the motorcycle is traveling only 5-10 miles per hour faster than the traffic...AND after the public has been well schooled in the concept....both car drivers and motorcycle operators must understand the new rules.

4. Balance of a 2-wheeler can be difficult when traffic is at a crawl, so a moving motorcycle is more safely managed when some gyro-effect is offered by the turning wheels.

5. Clutch wear and tear during stop and go traffic can cause the clutches to heat up and sometimes grab. Lane splitting would reduce the clutch use and would allow easier, safer operation of the two wheeler.

6. Lane splitting should be allowed not just for motorcycles, but for scooters and mopeds. But not allowed for motorcycle sidecars combinations and trikes.

Thank you for the opportunity to comment on this issue,
Ray Hudnut