

Legalized lane sharing essentially uses the existing highway infrastructure to create the equivalent of bicycle lanes on surface city streets. Without lane sharing I'm an additional cog of congestion on the freeway. With lane sharing, commuting via motorcycle goes from a disadvantage to an advantage, for me AND my fellow commuters. I become One Less Car, while still being able to commute the 20 miles from my home to my work much, much faster than I could via stop and go car traffic (1+ hour in traffic) or public transportation (1.5 hours+, due to schedules and transfers).

Lane sharing increases the safety of riders, and would be a further incentive for motorcyclists to reduce congestion on our highways, especially our most congested commuter routes.

This study, the largest motorcycle crash study ever conducted in the U.S., concluded: lane sharing motorcycle riders are less likely to be injured or killed, compared to riders who are not lane sharing.

[https://lanesplittingislegal.com/assets/studies-surveys/lane-splitting-safety-california\\_may-29-2015.pdf](https://lanesplittingislegal.com/assets/studies-surveys/lane-splitting-safety-california_may-29-2015.pdf)

As a regular motorcycle commuter I know that when I'm moving in traffic I have many options to navigate away from impending dangerous situations. When I am standing still in traffic, particularly over highways 26 and 405 that are part of my regular work commute, I am essentially a pedestrian standing in the middle of traffic with drivers who are far less attentive than when traffic is flowing. I feel far more vulnerable at zero miles per hour than I do at 50 miles per hour.

In conversations with fellow motorcyclists, standing still in traffic is a key reason they do not commute by motorcycle. In addition to safety concerns, standing still in proper riding gear in warmer months quickly incentivizes riders to drive their cars and make use of air conditioning. With legal lane sharing, many would trade the slower car commute with a less time-consuming, and often more enjoyable, motorcycle commute.

Finally, many motorcycles are not designed to sit idle in traffic. Many air-cooled motorcycles are susceptible to overheating when stopped in traffic on warmer days. I have often had to TURN OFF MY MOTORCYCLE while in traffic to prevent an overheating situation. This is making a bad situation worse, and is not beneficial to anyone on the road around me.

Please pass SB 574!