

I support SB574. I hope you do, too.

Allowing lane sharing by motorcycles decreases traffic congestion and travel times for everybody. A study by Belgian consultancy Transport & Mobility Leuven (https://web.archive.org/web/20120311044606/http://www.acem.eu/cms/2012_conference.php) found that if 10 percent of all private cars were replaced by motorcycles in the traffic flow of the test area, total time losses for all vehicles decreased by 40 percent and total emissions reduced by 6 percent.

In the ODOT Motorcycle Lane-Sharing Literature Review (https://www.oregon.gov/ODOT/Programs/ResearchDocuments/Motorcycle_Lane_Sharing.pdf), most of the potential drawbacks to lane sharing were due to motorists not expecting motorcyclists to be lane sharing. This is something easily remedied through PSAa. In fact, the PSAs should be about the benefits of riding motorcycles - the reduced congestion and travel times, and the improvement in environmental impact and quality of life. By encouraging motorists to become motorcyclists so as to take advantage of the ability to lane share, you increase motorcycle ridership and increase awareness of lane sharing, thus decreasing the drawbacks of lane sharing outlined in the ODOT review..

Imagine not having to spend hundreds of millions of dollars per highway project (for example, the \$700+ million dollar I-5 Rose Quarter Improvement Project) to try to decrease congestion and improve safety. Imagine, simply by encouraging people to use motorcycles, reducing vehicle emissions and commute times, all at no extra cost to the state or the taxpayer.

Allowing lane sharing makes good financial sense, good environmental sense, and good quality of life sense.