

To whom it may concern,

have been riding Motorcycles for more than 40 years. Yes, I migrated from California in 1998 for a better quality of life for my family. I was very surprised and shocked to see motorcycles stuck in traffic, taking risks by very close to the cars in front and behind them. I was shocked to learn that motorcyclists in Oregon do not have the option to use the space between cars.

Once I received my Oregon Motorcycle endorsement, I again looked forlornly at that open space in between cars, and yet here I was stuck in traffic always worried about getting rear-ended by someone on their phone. When I am in traffic I literally stop one to two car lengths back and off to one side so I have an escape route. And because of my concerns about getting hit I am doubling congestion.

Lane sharing is and has been proven to be safe for motorcyclists, reducing congestion, allowing everyone to get to work or home safely. In addition, motorcycles are very fuel efficient (40 to 60+ miles per gallon). According to a report from Transport & Mobility Leuven, a Belgian analysis firm, if 10% of cars were replaced with motorcycles then traffic time would be cut by 63% for all drivers, and carbon emissions would decrease by 6%.

In addition to California lane sharing is allowed in Utah and Hawaii. In Montana, New Mexico, Texas, Oklahoma, Arkansas, Missouri, Mississippi, Kentucky, Ohio, West Virginia, North Carolina, and Delaware. These states don't legally allow lane splitting, but they also don't specifically forbid it. And lane sharing is allowed all across Europe, England, Asia, Austral and most of South America

One objection by OSP: is drivers won't realize that motorcyclists. Yet many former Californians have moved to Oregon and they are aware and very accepting of lane sharing. California was by far the greatest source of net in-migrants to Oregon. An estimated average of 42,600 people moved from California to Oregon each year during the last five years alone.

Another objection; fears as overblown and said some of the opposition comes from motorists annoyed that bikers would be getting special treatment. There is envy, by drivers stuck. In traffic, Why should Motorcyclist be moving when I am stuck in traffic? With that logic drivers should feel the same to Max and bus systems whizzing by or use of special bus only lanes. Again the driver will arrive home sooner with motorcycles not taking up extra space

the National Highway Traffic Safety Administration said the practice is common in many other countries and worthy of further study "because it offers a means of reducing congestion in addition to possible safety benefits."

The agency calls lane-splitting an option that "can provide an escape route for motorcyclists who would otherwise be trapped or struck from behind." A 2015 study by the University of California Berkeley found lane-splitting appeared to be a "relatively safe" strategy if it's done in traffic moving at 50 mph or less and motorcyclists don't exceed other vehicles' speed by more than 15 mph.

The Berkeley study also concluded that lane-filtering motorcyclists were less likely to suffer head or torso injuries or die in a crash than those who didn't split.

To understand why motorcycle riders choose to split lanes, it's important to understand the nature of riding a motorcycle – especially through heavy traffic. The physics of riding a motorcycle. There is considerable amount of danger involved in going too slow on a motorcycle. Using the clutch, brake, throttle, changing gears, balancing etc., can be avoided by simply allowing the motorcyclist to use the space in-between cars and trucks.

I could add more, but I plead to allow motorcyclists, the proven safety, time saving benefits gained by allowing lane filtering.

Thanks for your time and consideration.

Sincerely,

William T. Nickerson