

Submitter: Sean Saxton
On Behalf Of:
Committee: Senate Committee On Judiciary
Measure: SB422

I would be happy to break out a whiteboard and draw some diagrams or even take our legislators on a ride along (real or by video). Allowing riders to split when traffic is stopped allows them to ride defensively and virtually eliminates the threat of being squished between two much larger vehicles at a red light. FILTERING is a no brainer, both in my experience and based on studies, and it should be allowed on virtually every road.

Lane splitting is different, and should be much more defined. For example, riders shouldn't be allowed to split lanes at higher speeds than the speed limit (of course!). Splitting SHOULD be allowed when traffic is going 30mph or slower, and then only 5-10mph faster than cars. When cars are stopped, motorcycles should be allowed to split at roughly their first gear idle speed. For my bikes this would be roughly 15mph, parking lot speed! This allows both rider and motorcycle to receive the necessary airflow to stay cool. It also keeps riders from being hidden and/or squished between cars. When between lanes, a rider's vision isn't blocked by larger vehicles. Cars can also see riders in their side mirrors much further back than when they are behind cars/trucks/vans in the middle of a lane. I understand this is hard for non-riders to visualize, but a rider between lanes can see better and can be seen better!

Also, filtering/splitting cuts down on traffic, though in Oregon I don't see this making a significant impact due to the low number of motorcycles.

Please support filtering especially, but also splitting (with restrictions).