

SB 422A - Limited Motorcycle Lane Filtering with Strict Enforcement

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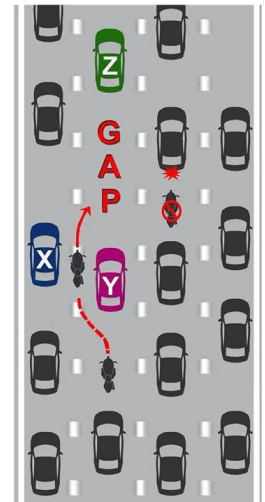
SB 422A HAS ALREADY PASSED THE SENATE 27-2

Q: What is Lane Splitting?

A: Lane Splitting is when a motorcycle rides safely between lanes at a **speed differential of 10 mph or less** with traffic moving at up to highway speeds. Higher speed Lane Splitting is **legal only in California**. SB 422A would NOT make high-speed “California Lane Splitting” legal in Oregon.

Q: What is Lane Filtering?

A: Lane Filtering is when a motorcycle rides safely between lanes at low speed with a **speed differential of 10 mph or less** when **traffic is stopped or traveling at 10 mph or less**, most commonly in dense urban areas. Lane Filtering is now broadly **legal in California, Montana, Utah, and Arizona**. SB 422A would only make Lane Filtering legal on limited Oregon highways during traffic jams.



Q: Why is this a safety issue for motorcyclists?

A: According to the National Highway Traffic Safety Administration, **40% of all motor vehicle accidents are rear-end accidents**. Under current Oregon law, motorcyclists are often forced to place themselves in the **“blind spot” part of the lane where drivers cannot see them** and between automobiles and trucks during **potential rear-end accident situations** which can result in **serious injuries and fatalities**. Providing motorcyclists with the option of safely riding between lanes **removes them from the “blind spot”** and places them in full view of the drivers’ side mirror and provides them with a **safe alternative in “pinch point” situations**.

According to a recent study of 7,836 motorcycle accidents in California by UC Berkeley and the California Highway Patrol, in lane splitting accidents there were: **60% fewer fatalities; 47% fewer head injuries; 34% fewer torso injuries; and reductions in other types of injuries.**

Team Oregon currently teaches riders to use exit strategies in emergency situations, but is prohibited from teaching lane filtering as a safety practice because it is illegal in Oregon. **SB 422A would allow Team Oregon to seamlessly add lane filtering techniques to its existing rider safety curriculum.**

Q: Why is Lane Splitting/Filtering More Efficient?

A: Lane Splitting **reduces traffic congestion** during traffic stoppages and slowdowns by allowing motorcyclists to filter through traffic safely and efficiently. It also **reduces the number of automobiles on the road and reduces carbon emissions** by encouraging the use of more fuel-efficient alternative vehicles and reduces strain on infrastructure.

Q: What is SB 422A and How Will it be Enforced?

A: SB 422A allows for **lane filtering only on freeways and highways** when **traffic is completely stopped or traveling 10 mph or less** and then only at a **speed differential of 10 mph or less**. It **removes motorcyclists from the “pinch point” in vulnerable stop-and-go traffic situations**. A previous version of this bill, SB 574, passed the Legislature in 2021 but was vetoed by former Governor Brown. The Senate Judiciary Committee amended SB 422A to address law enforcement concerns by raising related motorcycle violations to the highest infraction allowed under Oregon law, subjecting violators to up to a \$2,000 fine. Oregon used a similar approach when it raised the speed limit to 65 mph, raising the penalties for violating the new speed limit to strictly enforce the new law.