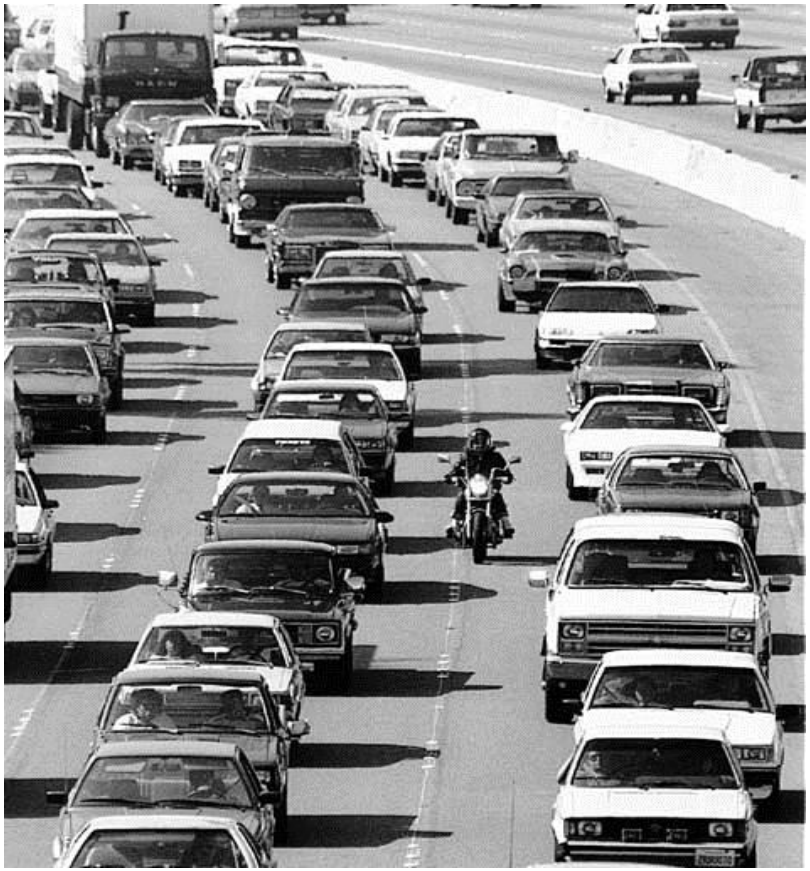
SB 694A

✓ **Relieves traffic congestion**

✓ **Improves motorcycle safety**

What is lane-filtering?



California example

Lane filtering: Legal globally

European example

Congestion Relief

- Every motorcycle or scooter that lane filters = one less vehicle in line
- Few vehicles in line = shorter lines
- Result: SB 694A gets **everybody** there faster

Motorcycle-rich traffic flows carry higher numbers of people

Proven by Traffic Engineers

- Detailed 2011 study by Belgian consultancy Transport & Mobility Leuven
  - If 10% of cars were to switch to motorcycles and lane filter, the "total time loss for all vehicles decreases by 40%"
  - Total emissions would "be reduced by 6%"

http://www.tmleuven.be/project/motorcyclesandcommuting/home.htm

SB 694A: good public policy

- SB 694A will reduce vehicle idle time
  - This will reduce CO2 and other emissions
- SB 694A will encourage more fuel efficient vehicles
  - Motorcycles commonly deliver 40 mpg, often more
  - Many scooters deliver 80-100 mpg, or greater

Lane filtering is safe

- Every available study reaches the same conclusion:
  - Lane filtering is not only safe, it *increases* safety
- No data to the contrary. Zero.
- Key research:
  - 2014 California/Berkeley study
  - NHTSA's "National Agenda for Motorcycle Safety"
  - Motorcycle Accident In-depth Study from Europe

CA Study: Lane filtering is safe

- Ground breaking research
  - Collected data from ~8,000 motorcycle accidents
  - Largest study of its kind ever done in the US
- Rigorous and reliable
  - Commissioned by the California Office of Traffic Safety
  - Data collected by the California Highway Patrol
  - Analysis performed by UC Berkeley

"What we learned is, if you lane-split in a safe or prudent manner, it is no more dangerous than motorcycling in any other circumstance."

-- California Office of Traffic Safety spokesman Chris Cochran

CA Study: Lane filtering is safe

- The study's conclusion:
  - Motorcyclists who lane filter were "notably less likely" to suffer serious injuries and fatalities than other motorcyclists
- Speeds <30 mph = greatest safety benefit
- SB 694A is slower and therefore safer
  - Limits riders to 20 mph/school zone speeds

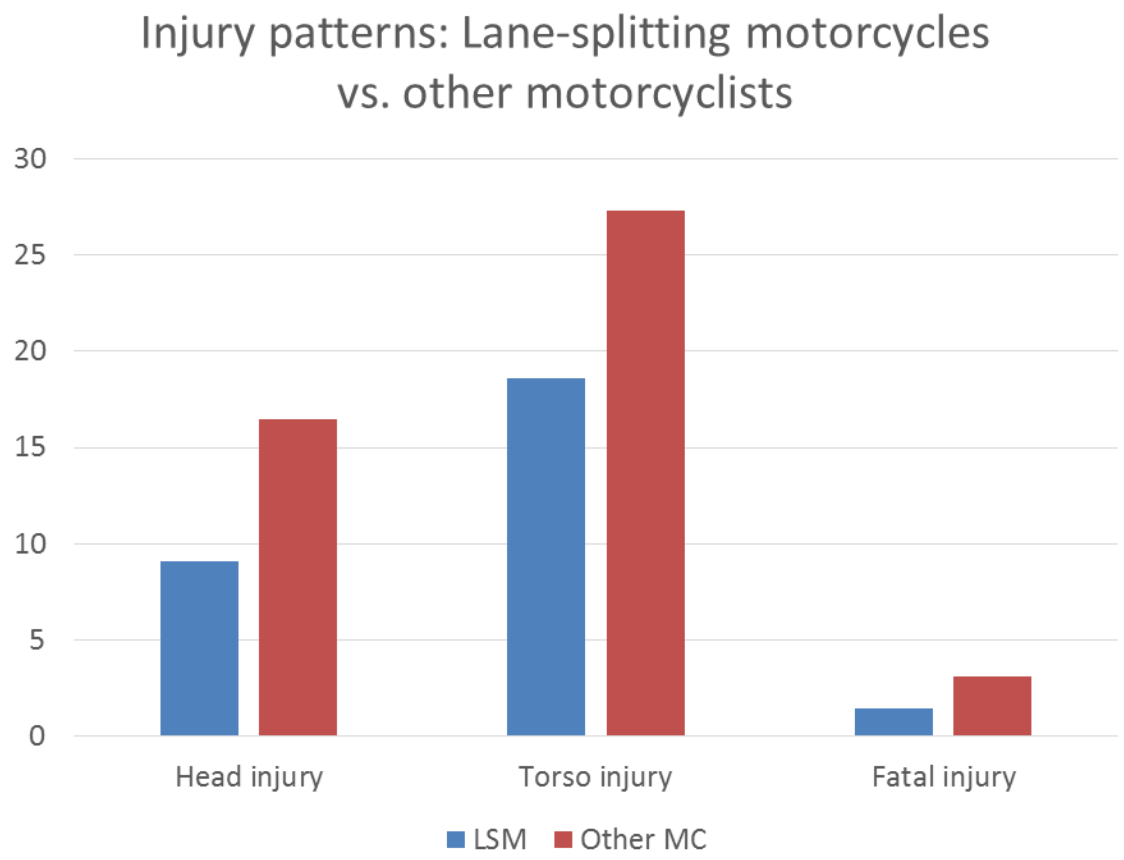
CALIFORNIA OFFICE OF TRAFFIC SAFETY

CALIFORNIA HIGHWAY PATROL

Berkeley

CA Study: Notable injury reduction

- CA research showed that patterns of injury were significantly reduced for lane-splitting motorcyclists
- Significant reduction in fatalities (1.4% vs. 3.1%)



NHTSA: Lane filtering is safe

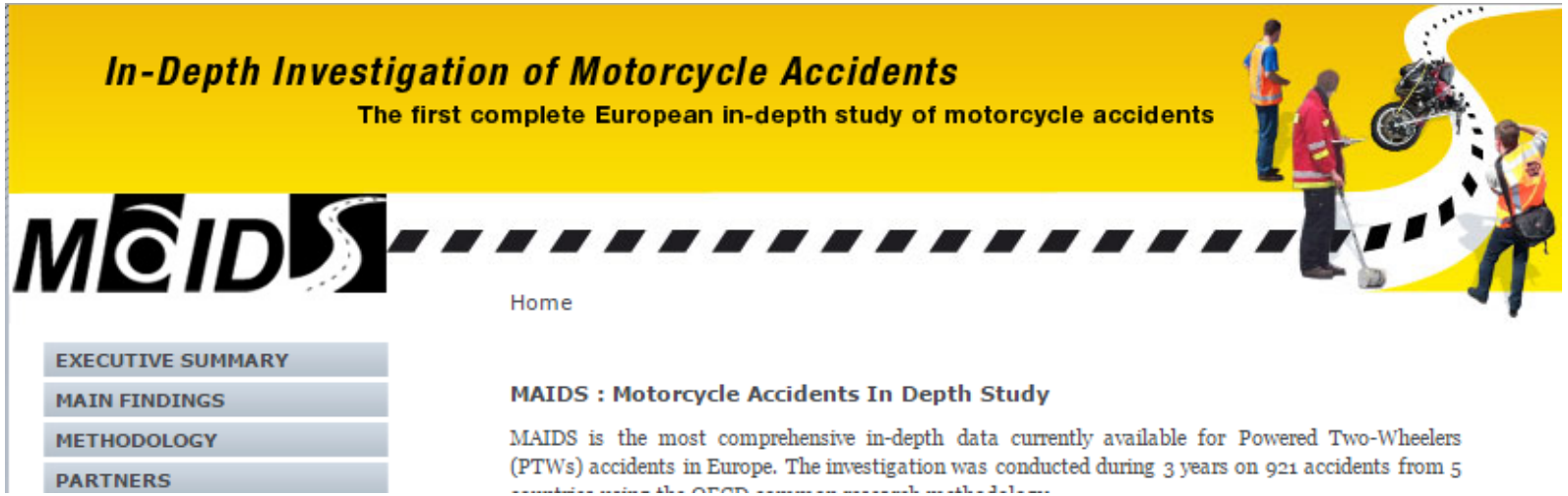
- "There is evidence (Hurt, 1981*) that traveling between lanes of stopped or slow moving cars (i.e., lane splitting) on multiple-lane roads (such as interstate highways) slightly reduces crash frequency compared with staying within the lane and moving with other traffic."
  - NHTSA and MSF's National Agenda For Motorcycle Safety
- Published in 2000, called for more study. CA study now fills that void.

U.S. Department of Transportation
National Highway Traffic Safety Administration

MSF
MOTORCYCLE SAFETY FOUNDATION®

European Union: Lane filtering is safe

- EU studies have concluded that lane splitting was a factor in less than 0.5% (half a percent) to no more than 5% of motorcycle crashes
  - 2009 Motorcycle Accident In-Depth Study (MAIDS)



http://www.maids-study.eu/

Reasons why lane-filtering is safe

- Takes riders out of the blind spot
- Places riders squarely in drivers' side view mirror
- Reduces potential for rear-end collision
  - CA study found that lane-splitting motorcycles were less likely to be rear-ended by another vehicle (2.7%) than were other motorcyclists (4.6%)


There are two motorcycles side by side in this picture.
If you were to merge to the left, which one would you see?
The one who is Lane Filtering.
Safer for motorcycles.
Less traffic for you.

Common lane filtering myths

- Myth: Lane-changes or doors opening may cause accidents
- Fact: SB 694A is school zone speeds
  - At <10 mph speeds lane changes are rare, and extremely slow
  - If a door opens, ample time for motorcycle to stop
  - At low speeds, any damage, injuries will be minor

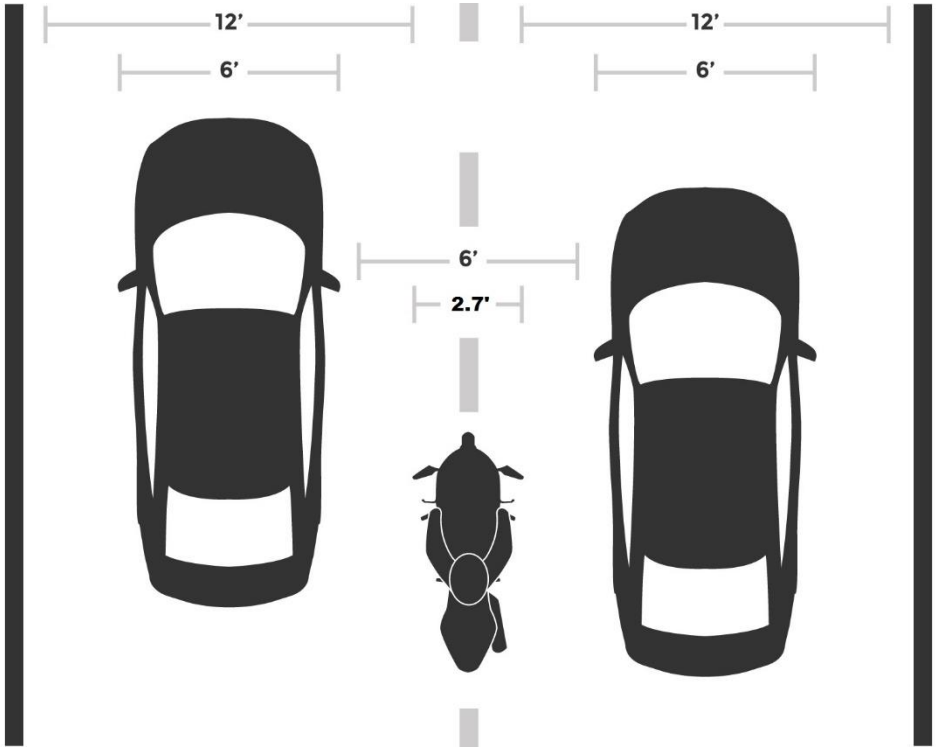
Reasons why lane-filtering is safe:

- "Conspicuity"
  - Riders occupy a previously-unused space
  - Stand out more
  - Drivers more likely to notice them
- Longer line-of-sight for riders
  - Riders have a longer/better view ahead
  - Greater ability to react to situations
- If a collision does occur, the force is indirect

Common lane-filtering myths:

- Myth: Motorcycles won't fit
- Fact: "*A motorcycle's narrow width can allow it to pass between lanes of stopped or slow-moving cars . . .*"

  --NHTSA, on lane-splitting
  - Studies indicate that motorcyclists will lane-split only when there's room
  - No rider wants to risk damage to their machine from hitting a car
  - No rider wants to crash



The average space between cars is 6 feet, motorcycles are 32 inches wide

Conclusion

- SB694 is a chance for Oregon to be a **national leader**
- SB694 is a **no-cost** transportation improvement
- SB694 will **ease congestion** across Oregon's urban areas, while at the same time **increasing motorcycle safety**