

Distinguished Members of the Committee;

I am writing to you and respectfully requesting your support of HB2314

If I may introduce myself, my name is Steven Guderian and I am the person who first determined that lane sharing at low speeds associated with heavy traffic is actually safer than sitting in traffic between vehicles. The following is a brief background of my experience, education and expertise that led me to this conclusion.

I am a recently retired motorcycle rider safety and collision reconstruction expert and I have provided expert testimony in multiple states.

I have a Bachelor of Science Degree in Physics with a minor in Mathematics.

I am a retired motorcycle police officer and collision reconstructionist from the Ontario, California Police Department.

I am retired from the National Highway Transportation Safety Administration, (NHTSA) where one of my areas of expertise was motorcycle rider safety.

I am a retired Transportation Safety Specialist for the San Francisco Municipal Transportation Agency, (SFMTA).

I have written approximately 70 different pieces ranging from peer reviewed research and co-authoring a book on motorcycle rider safety to articles for local publications.

I have spoken and/or given presentations at different traffic safety and motorcycle safety conferences in multiple states.

I have been riding and commuting on motorcycles for the past 44 years and the best estimate is that I have around a million miles on motorcycles.

As for my recognition that lane sharing, lane splitting or traffic filtering, whatever term you wish to use for this practice, occurred while riding my motorcycle home one day in the heavy San Francisco Bay Area afternoon commute. I was working for SFMTA and earlier in the day had started the investigation and reconstruction of a very unique same direction crash between a motorcycle and a public transportation bus. The motorcycle had changed lanes into the side of the passing bus. Due to the heavy stop and go traffic I was riding in on the freeway on my way home, I was lane sharing and was comparing my situation to that of the rider in the lane changing crash I started investigating earlier in the day. I was thinking about the motorcycle and rider dynamics of a same direction lane changing crash compared with the motorcycle and rider dynamics of a rear end crash to a motorcycle in traffic. I was doing this because I was asking myself if it was safer for me to ride in heavy stop and go traffic, or move through the heavy stop and go traffic between the cars.

I quickly realized that based on the crash dynamics comparison of a rear end crash to a lane changing crash I was far better off being next to or side by side with cars rather than being in line between cars. I started comparing California motorcycle crash data with that of other states with a comparable riding season and discover that the lane sharing allowed in California did result in less crashes and rider injuries.

I authored my first paper on the safety aspects of lane sharing and had it published in the October 2011 issue of *Motorcycle Consumer News*. I wrote a second paper outlining the dynamics of motorcycles and riders in a lane sharing same direction crash compared to a rear end crash to show the differences in contact forces which accounts for the reduction in rider injuries. This paper was published in the October 2012 issue of *Motorcycle Consumer News*. Fast forward 7 years and the data and general motorcycle rider safety community are moving toward lane sharing being a viable solution for increasing motorcycle rider safety.

As a side note, I have been lane sharing for the entire 44 years that I have been riding and I have never been involved in any crash with another vehicle while lane sharing.

If I may make one last point, the current training for motorcycle rider safety is such that if a rider is stopped behind or riding slowly behind a vehicle he is supposed to watch his rearview mirror in order to spot a vehicle approaching too fast to stop and could crash with the rear of the motorcycle. If the rider sees this pending rear end crash unfolding the recommend action is to move over to a position beside the vehicle(s) in front of the rider. In other words, in order to avoid a potential rear end collision it is recommended that the rider move into the lane sharing riding position. This begs the question of why not let the rider put themselves there in the first place.

Distinguished committee members, I thank you for your time in the matter of HB2314. I hope that I have been able to provide you with some additional information and insight that will help you support HB2314.

Respectfully Submitted,  
Steven M. Guderian  
Motorcycle Safety Consulting (retired)