

Thank you for sharing the specific lane-splitting parameters in HB 2314. With specific legislation in hand, the Portland Bureau of Transportation is able to review our original position and respond specifically to the introduced legislation.

With specific parameters in HB 2314 – only on roads 50 mph and higher, only when traffic is moving less than 10 mph, speed differentials no more than 10 mph, no lane splitting between right lane and bike lane or curb – our most serious concerns of threats to pedestrian and bike safety are addressed. As a Vision Zero city, we still have concerns that introducing lane-splitting on our urban freeways will increase conflicts between motorists and lead to more crashes. Last year, motorcycle fatalities made up more than 25% of all traffic deaths in the City of Portland. We are committed to this number coming down.

PBOT is still developing our position on HB 2314 and will communicate it as the legislative process unfolds.

I will be joining today's call by phone from 2:00-3:00pm, I have to leave early. Please accept this email as PBOT's current comment on HB 2314. I will be happy to share this verbally on the phone as well.

Thank you,  
Clay

**Clay Veka** | Vision Zero program coordinator

**Pronouns:** She/Her

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Sign the Vision Zero Pledge to contribute to a safer, healthier Portland.

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