

----- Presented to the Joint Transportation Committee, 2 March 2021 -----

Co-chairs Beyer and McLain, co-Vice-Chairs Boquist and Noble, and members of the Committee:

My name is Patrick Leyshock. I am an Oregon motorcyclist, board member of the Sang-Froid Riding Club, and a former member of the Governor's Advisory Committee on Motorcycle Safety.

Thank you for the opportunity to speak with you today.

Senate Bill 574 proposes a limited form of motorcycle lane filtering in Oregon. This is not the California model; it limits lane filtering to essentially parking lot speeds. This bill also incorporates important amendments from the 2019 version, House Bill 2314.

This is a cautious, modest bill; understanding the bill's limitations illustrates this:

- * Riders can filter only on roads with posted speed limits of 50 mph or more.
- * Riders can only lane filter when traffic has stopped, or is moving less than ten miles an hour. If traffic exceeds 10 mph, the rider must reenter the normal traffic flow. When lane filtering, riders can only exceed traffic speed by 10 mph.
- * Riders can only lane filter between two lanes of traffic traveling in the same direction; the bill does not apply to two-lane rural roads. The leftmost side of the left lane and the rightmost side of the right lane are also off-limits; no filtering against the shoulder.
- * Finally, riders can only filter when it is reasonable and safe to do so. And, of course, lane filtering is optional, not mandatory.

We're often asked: "is Senate Bill 574 about lane-sharing? or filtering? or lane-splitting?". When this bill was written, we spent a lot of time arguing about that question. We went back and forth on various terms; everyone had good arguments why their particular label was best.

But truthfully, at the end of the day, it doesn't matter to us what it's called. You're going to hear different terms used today, but remember that what matters is what's in the bill, what matters are the conditions we just outlined.

There are three reasons to support Senate Bill 574.

First, this bill reduces congestion. There's no simple fix to the traffic problems our state faces, but this bill lets motorcycles make a unique contribution to the solution.

Second, this bill benefits the environment. Lane filtering reduces the amount of time vehicles idle in traffic, creating an incentive to use fuel-efficient transportation modes, with typical motorcycles and scooters getting 50, 60 or more miles per gallon.

Third, this bill improves rider safety. Two panelists today will directly address this topic.

With that, in closing, I'd like to introduce the remaining panel members.

Courtney Olive and Paula Leslie will speak to the safety benefits of lane filtering. Courtney has at his fingertips the most relevant and applicable studies, and Paula provides the perspective of a health professional.

Nick Haris gives context for this bill, sharing in particular learnings from Utah's 2019 legalization of lane filtering.

Sheriff Tim Evinger, the last member of our panel, provides perspective on the bill from a 24-year career in Oregon law enforcement.

Thank you again.