

I am writing in support of SB 574 concerning the legalization of traffic filtering by powered, two-wheeled vehicles.

I have ridden motorcycles since 1970 in Europe, the Far East and, in the last 29 years, in the US Pacific Northwest. I can personally attest to the viability and effectiveness of lane filtering in slow or static traffic.

If implemented properly, legalization will have the following benefits:

?Mitigation of injury to motorcyclists caused by rear-ending in congested traffic

?Reduction of breakdowns / roadside obstacles caused by overheating in standing traffic, resulting in:

-Reduction of the need for and cost of recovery and roadside assistance vehicles / services

-Reduction of injury to riders, recovery service and law enforcement personnel while at roadside

-Increased traffic flow

?Increased ridership of electric and ICE powered resulting in lower carbon emissions

?Increased economic productivity from reduced commute times

Notes:

Lane filtering does NOT require additional investment in signage or line painting. When implementing, I would recommend the media be primed with information about this change to traffic law. Existing or planned public safety advertising campaigns should also include this information to increase automobile driver awareness / acceptance.

I support the limited conditions applied to lane filtering as outlined at the laneshareoregon.com website.