

Joint Committee on Transportation
SB 754 – 0800 3/2/21

Good Morning Chairs Beyer & McLain; Vice Chairs Boquist & Noble, members of the committee.

Thank you for considering this important matter, and for allowing time this morning for input.

I would like to make clear; although I am a current member of the, Governor’s Advisory Committee on Motorcycle Safety, my comments today are solely my personal opinion. I do not speak on behalf of the committee. I am a native Central Oregonian, riding motorcycles since 1968.

My first career was as a firefighter/paramedic, trained at UOHSC (OHSU) in 1979. I worked in both Los Angeles & San Francisco, I’ve been to far too many motorcycle crashes.

I am going to address how SB754 influences, crash frequency and injury severity.

Scenario #1

Motorcyclist is stopped in traffic and is, “rear-ended.”

Frequency **LOW**

Injury Severity **High / FATAL**

Scenario #2

Motorcyclist strikes car while lane sharing.

Frequency **LOW**

Injury Severity **LOW/NONE**

SB 754 gives Oregon riders the option, under very conservative guidelines to travel in the safe space and prevent a fatal or life-threatening injury. SB 754 is a concept based in safety data. The data is admittedly thin, but still consistent in finding lane sharing to be incrementally safer.

I ask for your support in the passage of SB 754.

Thank you,

Don Hamon

61414 Davis Lake Lp
Bend, OR 97702
don@2vegans2wheels.com