

Submitter: Patrick Leyshock  
On Behalf Of:  
Committee: Senate Committee On Judiciary  
Measure: SB422

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

Senate Bill 422 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 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.

There are three reasons to support Senate Bill 422:

1. 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.
2. 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.
3. This bill improves rider safety. The Rice Report, performed by the University of California, Berkeley at the request of the California State Assembly, unequivocally showed that riders who are lane-sharing are significantly less likely to be killed or injured, compared to riders who were not lane sharing.