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On Behalf Of:  
Committee: Senate Committee On Judiciary  
Measure: SB422

I've been riding motorcycles since 2016. I split lanes in California for 3 years. I always felt safer being afforded the privilege of moving between traffic than I did sitting in traffic. On a motorcycle, you are always safest when you are moving and you have an escape route. When you are sitting in slow traffic, you do not have options. When you are able to share lanes and split lanes, you have an added escape route in front of you. Motorcyclists are vulnerable. The solution is not for us to stop riding or drive cars instead. The solution is to adopt common sense practices that the majority of the rest of the world uses. Lane sharing, filtering and lane splitting are common behaviors in countries around the world. They are practical, they incentivize folks to use alternative transit - motorcycles take up far less space on the road and when parked, which ultimately liberates congestion and allows folks to get where they need to go more quickly, especially in urban environments or on congested highways at rush hour.

I can understand and respect the fear that Oregon drivers may have that they will not be aware of a motorcyclist coming up behind them. However, when I drove a car in California, there was never a time when I was surprised by a motorcyclist sharing lanes because it was a common practice. I believe that some of the resistance to lane splitting is out of concerns for the safety both of motorcyclists and drivers; however, I also believe that some of the resistance to lane sharing comes from jealousy - "if I have to wait in traffic, so do you". I believe that everyone benefits when we allow advantages to certain people or certain groups when that advantage comes at no cost to any other group. There is no cost to the drivers of automobiles to allow motorcyclists to share lanes at low speeds in congested multi lane traffic. It has no negative impact on drivers while allowing folks who choose to ride motorcycles or scooters to get where they are going more quickly and more safely. We should not be applying artificial limits to individuals or groups that have unique capabilities or opportunities out of spite or jealousy. In the United States, we protect the freedoms of individuals when those freedoms do not encroach on the freedoms of others. Lane splitting takes no freedoms away from drivers.

Legalizing lane sharing may encourage more folks to ride two wheeled motor vehicles, which would 1. reduce congestion by reducing the average vehicle size 2. relieve pressure on parking, and 3. reduce overall emissions since motorcycles have a higher average fuel efficiency than cars. I fully support this lane sharing bill because I have already experienced the benefits by living in places where it is legal. Lane sharing is a win for Oregonians.