

In Support of HB 3542

Testimony submitted by John Schiavo of Portland, Ore.

Primary benefits of HB 3542 to ALL Oregonians from three general areas:

- **Improving rider safety**
- **Reducing traffic congestion in metro areas from Spring through Fall**
- **Reducing greenhouse gas emissions by encouraging more fuel-efficient modes of travel**

HB 3542 benefits motorcyclists *and* Oregon drivers!

- **Allows motorcyclists be more visible to drivers, for example:**
 - **Riders can group together and be more easily seen**
 - **At green lights, riders may ride out in front of vehicles, improving their visibility**
- **Reduces incidences of serious rear-end collisions to motorcycles by shifting bikes to the road space between two lanes of vehicles**
- **Reduced traffic congestion on Oregon freeways as a result of more motorcycle commuters**
- **Motorcycles are more fuel-efficient than cars & trucks, generally, reducing greenhouse gas emissions from bike commuters who leave their vehicles at home**

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Figure 1

THIS PERFORMANCE ITALIAN MOTORCYCLE HAS FUEL ECONOMY SUPERIOR TO A PRIUS.



Figure 2

THIS HIGHWAY-CAPABLE, FULLY ELECTRIC MOTORCYCLE GETS MORE THAN 4X THE MPG EQUIVALENT OF A TESLA EV.



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Additional “pros” of HB 3542

- **Low cost of implementation**
- **Low-risk legislation, very little downside**
 - **HB 3542 won't apply on more than 90% of roads in Oregon**
 - **Limited applicability means fewer opportunities for drivers to be affected**
- **It represents a measured approach to instituting lane filtering**
- **Lack of valid criticism against this bill (and similar prior versions), which has been misguided and too narrow in its focus**
 - **Lane filtering is an easily manageable risk for seasoned riders**
 - **The potential safety benefits outweigh marginal increase in risk from riding between lanes**
 - **Due to how this bill's provisions are crafted, mostly falls to OSP to enforce**
 - **In testimony from opponents of this legislation, none claim to be riders or claim to have *ever* been a rider, nor do they claim to have ever been on a motorcycle**
 - **Inflammatory language by opponents (i.e. lane splitting) – this is not a “lane splitting” bill**

Drawbacks of HB 3542 provisions:

- **Limited overall applicability to metro area commute routes—bill's provisions not applicable on most roads in Oregon**
- **Lack of protections for riders from aggressive drivers who may block the space between lanes**

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Secondary benefits of HB 3542

- **Highlights Oregon as a motorcycle touring destination**
- **Supports the motorcycle industry as a whole with:**
 - **motorcycle sales**
 - **gear sales**
 - **demand for bike shop maintenance services**

Final Considerations

- **Public awareness campaign needed for Oregon vehicle drivers from ODOT**
 - **Making them aware of the new statute**
 - **Reminding and encouraging drivers and riders alike to signal ALL lane changes**