

Submitter: Michael Friend
On Behalf Of:
Committee: Joint Committee On Transportation
Measure, Appointment or Topic: HB3542
Subject: Support for HB 3542 – Motorcycle Lane Sharing

Dear Members of the Joint Transportation Committee,

I am a long-time, experienced motorcycle rider writing to express my support for House Bill 3542, the proposed legislation allowing motorcycles to share a lane in traffic under very specific conditions in Oregon. This bill represents a significant advancement in enhancing road safety for motorcycle riders, reducing traffic congestion on our crowded roadways, and reducing car exhaust emissions.

Studies have demonstrated that lane sharing can substantially improve safety for motorcyclists. Research conducted by the University of California, Berkeley, in 2015 found that motorcyclists who engaged in lane splitting during heavy traffic were significantly less likely to be struck from behind by other motorists. Additionally, these riders experienced lower incidences of head and torso injuries, as well as fatal injuries, compared to those who did not practice lane splitting.

Allowing motorcycles to share lanes can lead to a decrease in overall traffic congestion. By enabling motorcyclists to move between lanes of stopped or slow-moving vehicles there is one less vehicle occupying space on our highways. This practice not only benefits motorcyclists but also contributes to smoother traffic flow for all road users.

Lane sharing can also have positive environmental impacts. When a motorcyclist spends less time idling in traffic, fuel is saved resulting in reduced emissions. When a motorcycle is on the road that means there is one less car, SUV, or pickup on the road contributing to improved air quality and less fuel consumed.

It is important to note that multiple states have recognized the benefits of lane sharing and have enacted similar laws. Colorado, Utah, Montana, Minnesota, and Arizona have all legalized some form of lane filtering or splitting demonstrating that this practice is both viable and beneficial. Also, it should be noted that many countries of Europe practice lane sharing. Also, the parameters of when the rider can share lanes is very specific. Top speed is 20MPH which is school zone speed. Lower speeds are safe speeds.

By passing HB 3542, Oregon has the opportunity to join these states and aligning with many European nations in promoting safer and more efficient roadways. I urge

the committee to consider the substantial benefits this bill offers and to support its passage.

Thank you very much for your consideration of this important issue.

Sincerely,

Michael Friend
(503) 255-5415