



Hello Chair McLain, Co- chair and members of the committee;

My name is Paula Leslie, and I serve as the Legislative Director for BikePAC of Oregon, Inc. PAC #00019. We, as an organization, are writing in opposition to House Bill 4085.

While we support innovation that improves transportation safety, HB 4085 would allow autonomous vehicles to operate without comprehensive testing on how they interact with motorcycles, one of the most vulnerable road user groups. Oregon's roads already see disproportionate risks for motorcyclists, who make up a small portion of traffic but account for a high percentage of serious injuries and fatalities. In 2023, NHTSA reported over 6,300 motorcyclist deaths nationwide, about 15% of all traffic fatalities, despite motorcycles being a tiny fraction of registered vehicles (NHTSA, 2023). Oregon data mirrors this trend, with motorcyclists experiencing some of the highest rates of fatal crashes per mile traveled (ODOT, 2024).

Motorcycles present unique challenges for autonomous systems. Their smaller profile, leaning turns, and sudden lane movements can be difficult for current AV sensors and software to detect reliably. Yet HB 4085 allows deployment without mandating testing specifically with motorcycles, putting riders at serious risk.

This concern is shared by national organizations. The Motorcycle Riders Foundation (MRF) has emphasized that AVs must be rigorously tested for safe interaction with motorcycles before widespread deployment (MRF, 2023). The American Motorcyclist Association (AMA) also warns that inadequate testing could result in AVs failing to recognize motorcyclists in real-world traffic scenarios, increasing the likelihood of collisions (AMA, 2023).

Even NHTSA notes that while autonomous technology has potential safety benefits, real-world testing across diverse traffic conditions — including interactions with motorcycles — is critical before removing human oversight (NHTSA, 2023). HB 4085 bypasses this caution, preempting local authority and licensing requirements while ignoring a key high-risk user group.

We urge the committee to reject HB 4085 in its current form. At a minimum, any AV legislation should:

- Require rigorous testing and validation of autonomous systems with motorcycles;
- Ensure transparent reporting of all AV incidents involving vulnerable road users;
- Preserve local authority to enforce safety regulations that protect riders and pedestrians.

Motorcyclists, bicyclists, and other vulnerable road users cannot be treated as an afterthought. HB 4085 moves too fast, too broadly, and without the critical safety assurances we need.

Thank you.