

# Written Public Testimony for the Governors Advisory Committee on Motorcycle Safety

Final Document

**From:** richard waters [mailto:southpaw4136@hotmail.com]

**Sent:** Sunday, November 07, 2010 4:08 PM

**To:** OLeary Michele

**Subject:** Motorcycle lane splitting.

My name is Richard Waters and I'm sending this letter in reference to lane splitting.

I as a motorcycle rider do not see a need for lane splitting, and as a person who frequents motor-cycle forums the only motorcycle riders I see all for lane splitting are sport bike riders, who breakevery law they possibly can.

I have been on group rides with sport bike riders, and can't believe what laws they break with no regard toward others.

The way I see it is so I'm riding a motorcycle that doesn't make me special it just means I'm ridingand need to be more alert.

Thank you

---

**From:** Sean-Michael Riley [mailto:catcoffee@yahoo.com]

**Sent:** Monday, November 08, 2010 12:44 PM

**To:** OLeary Michele

**Subject:** Lane Splitting

Dear Ms. O'Leary,

I greatly appreciate your consideration of legalizing motorcycle lane splitting in Oregon. I read the preliminary research on the subject by your research department. I would just like to point out that your research seems focused on freeway safety and benefits. Please do not forget about surface streets. By allowing a motorcycle to split lanes of traffic at a red stop light, it would reduce congestion by creating an additional space for a car in line. This could help alleviate gridlock in downtown areas. Because traffic is stopped, there is little risk of injury to the motorcyclist. When the light turns green, the motorcyclist can safely pull out in front of traffic.

Please keep this in mind when considering the benefits of lane splitting. Thank you.

Sincerely,

Sean-Michael Riley

Portland, Oregon

---

**From:** Chzyrider@aol.com [mailto:Chzyrider@aol.com]

**Sent:** Monday, November 08, 2010 3:56 PM

**To:** OLeary Michele

**Subject:** motorcyclist's opinion on lane-splitting

I cannot attend this November 19 meeting, however I am wanting to submit my opinion on the subject as a motorcycle rider.

I do not feel it is safe to pass cars in between lanes of flowing traffic by riding on the painted lane stripes and reflector bumps as a car changing lanes would cut them off or worse, and I see there is really no need to pass in that manner if traffic is moving along sufficiently.

However for heavier stop-&-go traffic where they are barely creeping along... then YES, please allow it. Perhaps HOV lanes or existing bicycle-paths can be utilized when available for this as a safer option. Traffic jams are not limited to the Portland area and I hope this would apply statewide if allowed.

I do wish motorcycles riders could safely pass "crawling or stand-still" traffic jams as to avoid engine damage from overheating, especially in warmer summer months since sufficient airflow is needed for air-cooled engines to work properly and efficiently.

While I am for the legal option to do so, and as a motorcycle rider endorsed in Oregon for over 30 years, I fear public awareness is going to be the most difficult part. We already have trouble with the general driving public in sharing the road with motorcycles legally on the road, by turning or pulling out in front of the rider violating his/her right-of-way path.

I also fear some car drivers are going to try and block motorcycle riders from proceeding past when they are left sitting there and creating potentially dangerous situations if they intentionally drift over to block the path of a motorcycle. This may give drivers that additional "I didn't see him" condition where they can injure or kill a rider with little or no recourse.

In closing, I am for allowing lane splitting, but doing so safely and legally. However, please make it a very serious crime if car drivers blocks or injures a rider either by intentional attempt to block the path, or by simple negligence resulting in the "I didn't see him" excuse, which most often actually means that they didn't look at all.

Dan Lindquist  
4984 Hayesville Place NE  
Salem, Or. 97305

---

**From:** DAVID L HOUGH [mailto:pmdave@msn.com]

**Sent:** Tuesday, November 09, 2010 2:16 PM

**To:** OLeary Michele

**Subject:** input to Gov Adv Committee

I am attaching a letter on the subject of lane sharing for your consideration.

David L. Hough  
93 Thunder Road  
Port Angeles, WA 98362  
[pmdave@msn.com](mailto:pmdave@msn.com)

09 November 2010

Governor's Advisory Committee on Motorcycle Safety  
C/O ODOT Transportation Safety Division  
235 Union Street NE Salem, OR 97301-1054  
E-mail: [Michele.a.Oleary@odot.state.or.us](mailto:Michele.a.Oleary@odot.state.or.us)

Subject: Public opinion survey on lane sharing, lane splitting, and lane filtering

I am a long-time motorcyclist, motorcycle journalist, and skills instructor. I am the author of the book Proficient Motorcycling. I include some words of advice about "white lining" in the second edition of Proficient Motorcycling, and this came to the attention of Courtney J. Olive, who passed along an invitation for me to attend the November 19 hearing. I don't believe I will be able to attend the hearing, but would like to pass along some comments to the committee.

I will use the generic term "white lining" when referencing lane sharing, splitting, filtering, etc. White lining is done in many other countries as a means to get Powered Two Wheeled motorcycles ("PTWs") through congested traffic. However, in states such as Oregon and Washington, where white lining has been illegal, local motorcyclists who haven't experienced the tactic elsewhere often have a negative opinion, perhaps believing that if it's illegal it must be unsafe. However, in states such as California, and in other countries such as England where white lining is not illegal, motorcyclists commonly "split" traffic, and the attitude among both motorcyclists and drivers is much more positive. In terms of risk, I am of the opinion that white lining is neither safer nor less safe than riding a PTW single file within a lane. As stated in Proficient Motorcycling, riding single file in a line of cars is not without risk, because the stop-and-go flow of vehicles tends to produce front/rear collisions. For most vehicles, a small impact at the bumper is a minor inconvenience, but a motorcycle doesn't have any front/rear impact protection. I'm not suggesting a "free-for-all". I do offer some tactics for white lining that help manage the risks.

I am personally in favor of not prohibiting white lining in any state. I don't believe It's necessary to specify that lane sharing, lane splitting, or lane filtering are legal. If those tactics are simple *not illegal*, motorcyclists are free to decide whether to do it, or not. When traffic is very congested, being able to slip through the spaces on a PTW could

help the situation, not only for those motorcyclists who can keep moving, but for the reduction in road space the PTWs would otherwise consume if riding in line.

However, even if white lining seems like an idea whose time has come in Oregon, there will need to be a significant discussion, and perhaps some objective reports in public media to get Oregon motorcyclists on board, and to educate other motorists.

David L. Hough

---

From: Bjorn Klingenberg [<mailto:bklingenberg@frontier.com>]

Sent: Tuesday, November 09, 2010 4:03 PM

To: OLeary Michele

Subject: GAC release

Michelle,

I have been following the debate about line splitting etc. and have the following comment: In my judgement, after more than fifty years of riding motorcycles in all kinds of scenarios, motorcycles are inherently unsuited for use in heavy multi lane traffic. The exposure of riders to traffic hazards is unacceptable high. In stead of debating how motorcycles may be given preferential treatment under those conditions motorcyclist should be discouraged from using their motorcycles in heavy traffic environments. Oregon has more open roads for motorcyclists to enjoy than any other state in the union and recreational use of those is what should be emphasized and given priority by GAC.

Best regards

Bjorn Klingenberg

261 Rock Street

Silverton, Oregon 97381

---

From: James Niece [<mailto:webmaster@abatese.net>]

Sent: Tuesday, November 09, 2010 9:00 PM

To: OLeary Michele

Subject: Lane splitting survey

Hi, I fully support the idea of a public road users survey on lane splitting. As a long time motorcyclist I would welcome a well thought out, common sense approach to lane splitting. I've ridden on the Freeways in Los Angeles and have split the lanes when traffic has come to a halt or is moving very slowly. It is an effective means of allowing those on motorcycles to keep moving, which is important as it is quite hard on both the rider and the bike to operate efficiently in stop and go traffic situations.

It is also very important to have method guidelines and an understanding of the action by all road users.

Thank You,

James Niece

webmaster@abatese.net

[www.abatese.net](http://www.abatese.net)

Dedicated to Freedom of the Road

---

**From:** GAY Brian [mailto:bgay@ci.springfield.or.us]

**Sent:** Wednesday, November 10, 2010 8:12 AM

**To:** OLeary Michele

**Subject:** Discussion of motorcycle lane splitting legislation

Ms. OLeary,

My name is Brian Gay and I am a police officer for the Springfield Police Department. I have been working for the Springfield police department for the past 22 years, 12 years as a motorcycle traffic officer, and 10+ years as a member of the police department Major Accident Investigation Team. I have a total of 32 years of law enforcement experience in Oregon. Not only do I ride a motorcycle for my work, but my wife and I have our own personal motorcycles that we ride all year round

I am writing you regarding the discussion of allowing motorcycle operators to split traffic lanes in the State of Oregon. Quite frankly, I think it is a very bad idea.

I do not live in a city where vehicle grid lock is so bad that it is always stop and go traffic. I have ridden through the Portland highways when there was a traffic crash blocking up the roadway. I don't see an advantage of splitting traffic lanes if vehicles are stopped due to an obstructed road or by a long red traffic light or by heavy rush hour congestion. What I do see happening is a negative perception by the public and anger becoming very vocal.

I believe the public will become angry at the state for allowing and condoning the careless/reckless operation of motorcycles on the highways. Imagine what is going to happen when a motorcyclist splits traffic lanes and brushes the side of car causing a scratch, or knocking a mirror off, or a motorcyclist getting pinched off when a car decides to change traffic lanes, or a motorcyclist being hit and crushed between two cars or a semi truck and trailer.

I do not know what the statistics are from other states that allow motorcycle lane splitting, but I foresee problems on the horizon if the state opts for the law to go into effect.

IF the committee forwards a positive review and law change to allow motorcyclists to split traffic lanes, I would hope the same committee would make sure there is clear cut language regarding the dos and don'ts and some strong consequences for those people who want to abuse the privilege, and you know there are those people out there.

Please look at all of the information that is available before making any decision. I have seen my share of motor vehicle crashes in 32 years of law enforcement experience and I would hope the State of Oregon would not create a law that would increase the likelihood of more crashes occurring.

Thank you for time.

Sincerely,

Brian D. Gay  
Officer  
Springfield Police Department  
541-726-3714

---

**From:** BOHMAN Mathew [mailto:mbohman@ci.springfield.or.us]  
**Sent:** Wednesday, November 10, 2010 8:13 AM  
**To:** OLeary Michele  
**Subject:** Lane Sharing, Lane Splitting, Lane Shifting

Point blank this is a bad idea and it shouldn't even be getting any discussion time. I could sit and type on and on about why this is bad. To me here is the biggest single reason. Motorcyclist's do not pose a threat to people operating cars and it is well known people in cars don't see motorcyclist's to begin with. Now if you allow motorcyclist's the ability to dodge in between cars crashes will only increase and deaths will also. This will not be making our roads in Oregon safer but more dangerous. Not the direction we want traffic safety headed in.

Thank you,

Matt Bohman  
Motor Officer  
Springfield Police Dept.

**From:** Bud Botkin [mailto:budbotkin277@msn.com]

**Sent:** Tuesday, November 09, 2010 6:57 PM

**To:** OLeary Michele

**Subject:**

As a motorcyclist with over 35 years of experience I would strongly encourage the state to allow lane sharing, splitting and filtering for motorcycles. I can not begin to count the times that I could have safely passed cars in traffic jams if it had been legal to do so. California encourages this and as I see it every vehicle you can get out of the ruckus the better. All these actions MUST be done in a safe and reasonable manner.

Thanks for the opportunity to have some input

Bud&Marcia

---

**From:** Dave Cazel [mailto:lastgasp@imaxmail.net]

**Sent:** Wednesday, November 10, 2010 9:41 AM

**To:** OLeary Michele

**Subject:** survey

I have split lanes for 25 years in California and as long as it is done slowly and safely it is quite an advantage. Yes please conduct the survey.

Dave Cazel

Idaho

---

**From:** SMITH Jerry [mailto:jsmith@ci.springfield.or.us]

**Sent:** Wednesday, November 10, 2010 11:18 AM

**To:** OLeary Michele

**Subject:** Lane Splitting

Permitting lane splitting is a terrible idea from a safety issue.

Jerry

---

From: BigWayne19 [<mailto:BigWayne19@Comcast.NET>]

Sent: Wednesday, November 10, 2010 11:54 AM

To: OLeary Michele

Subject: lane-splitting...

I've only been lane-splitting or lane-sharing for slightly more than fifty years, so i'm sure i still have things to learn, but i know that being "permitted" (at least it's not specifically prohibited ) in CA is a major part of why i ride a motorcycle - almost 100 % of the time. If you want to discourage motorcycling, prohibit lane-splitting.

wayne phillips

524 Moraga way

orinda ca 94563

925) 631-1227

Big

---

From: Samo [[mailto:esp\\_raza@yahoo.com](mailto:esp_raza@yahoo.com)]

Sent: Wednesday, November 10, 2010 12:22 PM

To: OLeary Michele

Cc: [esp\\_raza@yahoo.com](mailto:esp_raza@yahoo.com)

Subject: Lane Splitting,Sharing, Filtering

Michele,

I strongly support the efforts to ease the carbon footprint of our vehicles here in Oregon. I also would encourage you to consider the safety of motorcyclists as sitting in traffic has proved to have a very high risk factor. Thank you and i will try to attend meeting this month as well.

Thank you,

Samuel L. Esparza

---

**From:** Mike Dawson [mailto:mikedawson99@hotmail.com]

**Sent:** Thursday, November 11, 2010 1:06 AM

**To:** OLeary Michele

**Subject:** Lane Splitting/Sharing Survey

Ms. OLeary:

As a California resident, my stake in this may be slight, although I do visit and ride in Oregon. But if Oregon considers, and ultimately adopts, lane sharing or splitting as a legal option for motorcyclists, it may help the practice spread to some of the other states now considering this question. And there are benefits, not just to the motorcycle rider but to the driving public.

As you know this is legal in California. From the California Highway Patrol website: "**Can motorcycle riders "split" lanes and ride between other vehicles?**

Lane splitting by motorcycles is permissible but must be done in a safe and prudent manner." It is not specifically authorized in the California Vehicle Code; rather it is not prohibited. Enforcement of the "safe and prudent" criterion is at the discretion of officers. It is generally accepted that splitting should be done when traffic is stopped or moving at relatively low speeds, and with no more than a 10 to 15 mph differential between the motorcycle and other traffic.

I am so grateful that California allows lane splitting. I have ridden motorcycles here for over 40 years, and tell riders from other states that we can move through traffic "like smoke drifting through a screen door." This not only saves time, gas and frustration for the rider, but adds nothing to the congestion we see so much of, and in fact lessens it. When done carefully, I am convinced the practice is safe. Of course it takes a rider's full attention and concentration, as does all riding, but stopping in a line of cars has its own hazards too that may outweigh those of lane splitting. And I believe I am much more vulnerable when all traffic is moving at highway speeds, and cars are more likely to suddenly change lanes without checking for a motorcycle. This, at least, cannot happen when cars are inching forward, side by side.

I hope your committee will consider input from non Oregon residents like me. We in California can at least offer our years of experience safely moving through gridlocked freeway traffic to the discussion. I would be very pleased to hear from you if I could offer any additional information.

Thank you,  
Michael Dawson  
Sacramento, CA

-----

**From:** Jackson, Tom [mailto:tom.jackson@nmhg.com]  
**Sent:** Thursday, November 11, 2010 2:23 PM  
**To:** OLeary Michele  
**Subject:** Governor's Advisory Committee on Motorcycle Safety to Meet

Hi Michele, my name is Tom Jackson and I am a Registered Professional Engineer in Oregon and have been a motorcyclist for more than 40 years. I would like to comment on the proposed opportunity for "Lane Sharing" in Oregon.

I have ridden motorcycles in many locations around the USA and the world. I have experienced "Lane Sharing" or "filtering" as it is called throughout Europe. **I am a strong proponent for legalizing "Lane Sharing" for motorcycles in Oregon.**

The primary advantages to "Lane Sharing" are:

- 1) Reduces traffic density as more motorists use motorcycles due to their inherent benefits
- 2) Reduces fuel usage as motorcycles average better fuel economy than cars
- 3) Allows substantially shorter commute time for motorcyclists in high traffic areas (I-5, I-84, I-205)
- 4) Reduces frustration as motorcyclists "go to the front" at lights and then move out ahead of slower accelerating traffic
- 5) Motorcycles are not generally designed to sit stopped in traffic because the cooling system for many designs requires air flowing over the engine to keep it from overheating. "Lane Sharing" allows the motorcycles to not overheat and sustain damage - as can occur presently during the summer.
- 6) With more motorcycles in use the parking situation is relieved as a number of bikes can park in a single space.

Please pass along my comments to the committee and ask for adoption of this measure in Oregon.

Thanks,

Tom Jackson  
14695 SE Edelweiss Dr.  
Boring, Oregon 97009  
503 721 6917

-----

**From:** RAY SLOCOMB [mailto:rslocomb@msn.com]

**Sent:** Thursday, November 11, 2010 9:03 PM

**To:** OLeary Michele

**Subject:** Lane sharing

Lane sharing has proven a valuable tool all over the world and in California. It improves the flow of traffic and cuts down congestion. It should be implemented in Oregon.

---

**From:** Brian & Christina [mailto:bcsit1998@centurytel.net]

**Sent:** Thursday, November 11, 2010 11:19 AM

**To:** OLeary Michele

**Subject:** Lane sharing survey

To Whom it May Concern,

I am writing in reference to the upcoming Motorcycle Safety Committee meeting scheduled for November 19, 2010. I unfortunately am not able to attend due to other commitments so I decided to email instead.

A bit about myself so you may understand where some of my views and opinions come from. I am 40 years old and a life time resident of Oregon. I currently live in Columbia county and work in Multnomah County. I have served over-seas in the military spending time in Europe and Central America. I have been riding motorcycles since 2005 averaging 9,000 miles a year on motorcycles. I work for a law enforcement agency having spent the first 12 of my 18 years as a patrol officer.

I am happy to see that Oregon is willing to look at the issue of allowing motorcycles to operate in a different fashion than automobiles. As the press release says, there are three different options the survey may consider, lane sharing, splitting and filtering.

**Lane Splitting:** As a rider, officer, and motorist, I feel this is the most dangerous option to allow a motorcycle rider to have. Meaning no disrespect to any road users, I feel most drivers and riders in Oregon are not prepared for this to occur. I believe allowing riders to pass between cars at speed is dangerous and may encourage speeding and reckless or careless behavior. I also believe some roads in Oregon are not safe or designed to allow this. The roads are either in a state of disrepair making this dangerous or their design would make this dangerous. Pot holes and sections of roadway in disrepair may cause an automobile to swerve unexpectedly within its lane at a time a rider is over-taking or along side. These same hazards may cause a rider to swerve or loose control while passing between two cars. The dots and reflective dots on lane markings also may cause the rider to experience difficulty maintaining control of his motorcycle while splitting lanes. Depending on the road and the attentiveness of the rider, just changing lanes with these dots on the road can surprise a rider. In theory, all vehicles on the road should be

operating at or very near the posted speed limit. My opinion is that there is no need to allow motorcycles to lane split at speed.

Lane Sharing: I am split on this option. As a rider I would like to lane share and move forward in traffic when traffic is moving at a significantly lower speed than the posted speed limit. My concerns about the road surface and hazards still apply in this scenario, but with the lower speeds I feel this hazards are reduced to some degree. I do not think this should be allowed just to let motorcycles to the front at traffic lights etc. I feel this should only be allowed on freeways and highways. As highways have cross traffic and can be found as surface streets within a city, lane sharing should not be allowed on highways within city limits. This option may be hard to enforce because it will be open to interpretation as the a safe speeds to pass under and when it is allowed - highway in a city.

Lane Filtering: This is my most desired option to have. For years I rode an air cooled motorcycle and found it very frustrating sitting in stopped traffic on a freeway or highway worrying about the engine temperature of my bike. Another worry was being rear ended. Stop and go traffic on a motorcycle is also very fatiguing due to operation of the bike and exposure to the elements that are normally mitigated by the movement of the bike. By allowing bikes to move forward in stopped traffic, there is a reduced risk of other accidents, less potential for damage to the mechanics of the bike and a smoother flow of traffic once the obstruction is gone since allowing bikes to the front decreases the distance traffic is backed up. This should be easy to enforce as long as it is explained that filtering needs to be done at a slow, safe and prudent speed since traffic may start to move at any time.

Lane splitting is the most dangerous and I do not believe the public would ever adapt to or accept motorcycles passing them at speed in the same lane. Lane sharing may not be readily accepted or adopted to by the public and there is a much higher risk. I think lane filtering would be the option most readily accepted by the public and posses the least amount of danger or hazard to everyone on the road since speeds would be greatly reduced and any accident arising from this would be far less likely to cause serious injury and would cause less property damage.

I have seen motorcycles perform all of these maneuvers illegally in Oregon and the amount of frustration and anger exhibited by drivers is surprising. I have seen sharing and filtering in California and was surprised to see cars actually moving for the bikes to get through and there was no anger or aggressive driving displayed towards the bikes.

Thank you for your time.

Sincerely  
Brian Sitton

-----

From: davidrbryen@gmail.com [<mailto:davidrbryen@gmail.com>] On Behalf Of David Bryen

Sent: Friday, November 12, 2010 9:17 AM

To: OLeary Michele

Subject: Committee to discuss survey about lane sharing; public input encouraged

Dear Michele: I am a Team Oregon Instructor who has recently retired to Mexico. We live very close to Guadalajara which is a metropolitan area with more than 5 million residents. I will travel back to the US this coming spring and hope to teach enough to keep my certification intact for another few years. I have begun to teach some motorcycle safety here to the local expatriates. As in most third world countries lane splitting is assumed as part of the traffic pattern. Motorcycles here are viewed as essential means to transport people, pizzas, chickens, goods and services of all kind. Helmet laws are on the books but rarely enforced, safety standards nearly non-existent. One drives a car or motorcycle in a heightened zone of awareness because the traffic and roads means that to get anywhere efficiently politeness is dropped in favor of getting there. The safe distance between autos (space cushion in Team Oregon parlance) shrinks to inches rather than the car length distances popular in the US. But the people here drive in that heightened zone and expect others to drive that way as well. It is not a surprise to have a moto scoot around or in between or to jump ahead of you at a stoplight. It is expected. The native motorcyclist know that their safety is to ride that way as well.

In short, because the culture supports this way of driving I have come to love driving both my car and my motorcycle here. So asked whether DOT should do a survey, I say Yes, a thousand times yes! Even if it never passes, to cause the stir, to arouse the ire of a community that does or does not want lane splitting can do nothing other than alert the state to look at motorcycles, see them, ask questions about their presence on the road. Help DOT stir up as much controversy as possible because it will bring attention to motorcycles, and motorcycle safety. It will be a win win, no matter which way the issue resolves itself. "See and be seen" is one of our mottos.

I for one, and this is not necessarily an opinion shared by Team Oregon or any of its instructors, would vote for a law that allowed splitting lanes when in traffic that is moving under 15 or 20 miles an

hour. I think high speed splitting is dangerous, but one of the utilitarian advantages of a community aware of motorcycles is that it eases the flow of traffic, provides more eco friendly consumption of fossil fuels and thereby encourages more efficiency. Along with lane splitting, there would need to be extensive public awareness campaigns, and significant changes in motorcycle safety instruction.

I hope this has been helpful

David Bryen  
Mexico number 766 4755  
US number 503 644 1027

---

From: Chad.S.Skillman@uscg.mil [<mailto:Chad.S.Skillman@uscg.mil>]  
Sent: Friday, November 12, 2010 9:40 AM  
To: OLeary Michele; ray.pierce@oregonstate.edu  
Subject: RE: public input on lane sharing/filtering/splitting

Ms. OLeary,

As a resident of California where lane sharing is legal, I can say it is a very dangerous venture. There have been many rider injuries and deaths attributed to vehicles not seeing the rider come along and execute a lane change in front of the rider. What seems to be prevalent in heavy traffic is vehicles making abrupt lane changing maneuvers to squeeze into a tight spot to either exit the freeway or move into a faster moving lane. Often times the motorist is unaware of sometimes fast moving motorcyclists coming between the lanes. There has also been motorcyclists killed lane sharing between two semi trucks in a turn that forced the rider to go under one of the trailers.

While most motorists will usually move to right or left to give lane sharing riders room, I have also seen motorist purposely obstruct the path of the rider to inhibit lane sharing. One time I observed two riders have to lock up their tires to prevent rear ending the offending vehicle. Those two particular riders were traveling at an unsafe speed compounding the issue, and more often than not, most motorcyclist will be lane sharing at a speed of 25 MPH or more faster than the traffic is moving making it near impossible to avoid a collision. One other thing I noticed, is that motorcyclist will often lane share even at highway speeds, which is supposedly illegal.

Where I live, the ambient temperature in the summer season, heat from all the vehicles, the engine of the motorcycle running at the upper end of the coolant temperature and riders wearing full riding gear make it very enticing to lane share to help keep rider and motorcycle cool.

While I do not often commute on my motorcycle for this very reason, I have been in situations where I do lane share on occasions, usually in stop and go traffic. But I usually will use strategies to mitigate the danger. I will not lane share at speeds above 25 MPH. And I'll keep the speed at about 10 - 15 MPH above traffic speed, which could be debatable as "Is this a safe speed". Often I'll have to pull into the lane to allow faster motorcyclists to pass. I

thought about just keeping the faster riders behind me, but they usually will make dangerous maneuvers to pass. I'll usually will follow a motorcyclist with a loud exhaust that will "communicate" with drivers that a motorcycle is coming. I'll also look for gaps of vehicles that might cause a driver to execute a lane change and I will slow until it's safe to proceed and identify that gap as an escape route that will usually require a swerve maneuver to avoid the other vehicle. I also cover the clutch and brake to decrease my reaction time.

Another issue is lane sharing early in the morning or in the evening when it's dark. It is very hard to see a lane sharing motorcyclist coming with all the headlights shining in the mirrors, and normally the side mirrors are the only mirrors you can use in heavy traffic to detect motorcyclists. An oscillating headlight on the motorcycle does help mitigate nighttime lane sharing dangers. But in heavy traffic, the motorists are usually focused on the vehicle in front of them not on what is occurring behind them.

While lane sharing does have advantages, I'm just not sure it is worth the risks. You will have to educate the public to be aware of lane sharing if it is implemented in Oregon. I believe it would have to be a huge advertising campaign well before the implementation and even covered in the DMV driver's handbook.

This is solely my opinion and not the opinion of Team Oregon.

Thanks for the opportunity to weigh-in on this controversial issue.

Chad Skillman, Team Oregon Instructor

---

Date: Fri, 12 Nov 2010 09:39:43 -0800  
From: "Ben Masengil" <bmasengil@cascadetimber.com>  
Subject: RE: [To-administration] FW: public input on

Last words of the motorcyclist, " I was splitting the lane legally" Yea, right!! Not for me, I need all the room I can get! and them some.

Ben Masengil  
Road Supervisor  
Cascade Timber Consulting Inc.  
PO Box 446  
3210 HWY 20  
Sweet Home, Oregon 97386  
office 541-367-2111 ex 233  
cell 541-409-1906  
[bmasengil@cascadetimber.com](mailto:bmasengil@cascadetimber.com)

**From:** Guro, RichardX K [mailto:richardx.k.guro@intel.com]  
**Sent:** Friday, November 12, 2010 11:31 AM  
**To:** OLeary Michele  
**Subject:** Governor's Advisory Committee on Motorcycle Safety: Lane Sharing / Splitting

Committee Members:

I have been an avid motorcyclist for over 30+ yrs and I've ridden in numerous states and countries. My last residence was in the state of California where I commuted on mc averaging 65+miles round trip daily. As you are aware "Lane Splitting/Sharing" is legal there and it greatly improved my commuting time, but also increased my risk of being involved in an accident. I've had 4 single vehicle accidents (motorcycle) in the past 30+yrs of riding, but I've had far more "close calls" during my commuting. There are more automobiles on the road than motorcycles and many of those drivers are "distracted" enough to create a dangerous situations. Whether the drivers are on their cell phones, reading documents, putting on make-up, eating or simply a "rude" driver & etc.; I've seen and come across many cases.

I've been fortunate enough to relocate to the Beaverton / Hillsboro area and luckily, I don't have much of a commute these days. However, I've experienced the "traffic jam" in the area (mainly Hwy26/217/405/205/5/84) on my motorcycle and I was tempted to attempt "lane sharing/splitting". But, one thing has always stopped me, the width of the lanes around greater Portland seems much smaller than the once in CA. Aside from I-5, 205 and Hwy217, personally, I don't feel "safe" enough to split-lanes. Unless the width of the road is increased or the traffic is a dead-stop or crawl (>10mph), I wouldn't feel safe to split-lanes. There is just "no room" for errors on these roads, except the Interstate Highways to be splitting lanes unless the main flow is at a crawl or dead stop.

Finally, most likely due to increase population in the area which leads to increased vehicles & traffic, I've seen more incidents of "road rage" since I relocated here. Unless the general population "accept" these conditions and improve their driving habits and road conditions / designs improved, I feel that allowing motorcyclists to "split lane" would expose them to more "road rage" situation and NOT just the automobile drivers but motorcyclists as well. As you mentioned in your report, current batch of motorcyles are far more advanced than in the past and they have started incorporating many safety oriented devices, such as ABS, Traction Control, improved susension components and such. So, the motorcycles themselves are safer today than before as with the automobiles. It's the operators of these vehicles that are ultimately responsible their safety and of others.

**Richard Guro**  
**Muratec Automation USA, Inc.**  
D1C FSE-IV  
ALAB: 971-214-8619  
Pgr: 888-232-3469

---

**From:** R PAPPALARDO [mailto:bobpappalardo@q.com]  
**Sent:** Friday, November 12, 2010 11:28 AM  
**To:** to-instr@lists.oregonstate.edu  
**Cc:** OLeary Michele  
**Subject:** RE: [To-administration] FW: public input on lanesharing/filtering/splitting

In response to the request:

1) Lane sharing is when a motorcyclist travels through lanes of stopped or slower moving vehicles.

Question: Define "slower moving vehicles" ? What speed differential would be allowable, legal and or prudent?

2) Lane splitting is when a motorcyclist passes between lanes of traffic in motion.

Question: Define "traffic in motion" ? Again, what speed differential would be allowable, legal and or prudent?

3) Lane filtering is when a motorcyclist passes between lanes of stationary traffic.

Question: Define "stationary traffic"? For what length of time or distance of congestion/stoppage does traffic have to remain stationary?

How would any new rules be communicated to the general motoring public?

What would be the chargeable offense for either motorcyclist or other vehicles violating said rules.

Would the use of the shoulder(s) and gore points as alternative lane(s) be a part of the new rules?

**Just my personal opinion here:**

I am assuming the rule proposals are being raised as part of a plan to mitigate traffic congestion during peak hours in high density urban areas; IE: Portland, Salem, Eugene.

I think public acceptance would be slower to not at all in the less populated areas of the state due to the infrequency of the need.

Without broad, early and an often public advertising campaigns motorcyclists would be targeted by ignorant and angry motorists as "violators".

Those motorcyclists choosing to "stretch" the rules would be viewed more negatively than we currently are by an already ill-informed to ignorant motoring public.

Perhaps we'd all be seen as "another Californian" on the road.

I lived in the Seattle metro area for 13 years and have sat on my bike in major traffic almost every workday. Even those area with HOV lanes offered little relief from the enormity of the traffic monster created by poor to little growth

planning from our public officials and yes the public, who have been unwilling to support sustainable alternatives to roadway congestion. This being said, I have been tempted to use "lane filtering" and "lane sharing" but have not due to being unwilling to accept the risks involved, both physical and monetary.

I remember read somewhere that if one in every ten vehicles on the road was a motorcycle then traffic congestion would virtually be eliminated in all of the major traffic congestion areas in the country. In conjunction with all the other education and advertising campaigns perhaps incorporating motorcycles as part of the cure to congestion rather than part of the cause of congestion the motoring public would be clued into more acceptance of us on the road and viewing us as one of the "good guys" and not just another "Californian" splitting lanes because we can.

Respectfully submitted,

Bob Pappalardo

---

**From:** Me [mailto:dave@radianconstruction.com]  
**Sent:** Friday, November 12, 2010 3:29 PM  
**To:** OLeary Michele  
**Subject:** RE: public input on lane sharing/filtering/splitting

Michele. I have lived and ridden in southern California were lane splitting was legal. I beleave it could work here too with condition.

1. Traffic must be going 30 mph or less.
2. Motorcycles shall not exceed 10 mph over the speed of the auto.
3. Motorcycles may go to the head of the line on four lane or more roads if traffic is stopped.
4. ODOT shall commit sufficient funds to educate the public that lane splitting is a good and safe action if we all support it and move over as MC's are going by.
5. Start locking up and throw away the key for drivers that still are driving with out a hands free cell phone

I am sure there are more rule. But I vote yes on lane splitting. Ben there done that and survived.

Dave

---

**From:** Ted Timmons [mailto:ted@perljam.net]  
**Sent:** Friday, November 12, 2010 7:16 PM  
**To:** OLeary Michele

Cc: Dean Woodward

Subject: comments on lanesplitting

I'm a former TO instructor, and a little birdie (hi Dean Woodward!) told me you were soliciting comments about doing a lanesplitting study in Oregon. Note I'll call it "splitting" when I mean all forms of motorcycle-related splitting/sharing/filtering.

I'm in a good position to comment on this. I taught for Team Oregon for three years, and recently moved to the heart of Los Angeles while my wife is in med school. I've also spent six months riding in central and south america, where lanesplitting is even more common, even in the centerline between opposing directions of traffic.

As a safety-oriented motorcycling enthusiast, I've realized a couple of things about the practice of lanesplitting in LA since I've been here. My commute is just over 15 miles each way, and at least 95% of it is done while splitting. There is a lot of rumors about the law, which is nebulous at best. There are also rumors for the rationale and the safety of the practice. I'll talk about those.

The rumors of rationale and safety go back to at least the era of the Hurt Report (30 years ago). Aircooled motors that overheat aren't common like they were 30 years ago, and the risk of being rear-ended is very low (I think I've seen statistics of 3% of all accidents). The reality is that it's convenient for motorcycles and can be used as a way to promote motorcycling as an alternative form of transportation.

On to the specific forms of lanesplitting:

\* filtering: being able to filter to the front of a light is something that is relatively safe- the other vehicles are stopped, and motorcycles accelerate fast enough to be immediately out of the way of vehicles. The concerns are that cars can be staggered so motorcycles can't get safely through (and some may try), and also the risk of red-light runners in the cross-traffic (since the motorcycles want to accelerate quickly to get out of the filtered situation).

\* splitting: a lot of motorcyclists are comfortable with this (especially when it occurs on the freeway) because of a lower perceived risk. It's debatable if this is the case, but it's the perception.

\* sharing: while not all motorcyclists in the california area do this,

I'm of the opinion that it's one of the safest forms of splitting. Cars are separated and generally travelling in the same direction, and there are escape routes (since traffic isn't so blocked to prevent moving to the next lane).

In my mind, there are a few things Oregon will have to do better than California did:

\* Make it very clear what behavior is legal and illegal. (for instance, motorcycles may travel up to 20mph faster than the traffic they are splitting past but must stay under the speed limit, or motorcycles cannot split if the surrounding traffic is going over 40mph).

\* Special attention must be given to the legal framework- for instance, if there is a collision, is it the same as a collision between two lanes of traffic? Or is it assumed the motorcyclist is at fault?

Finally, one argument against lanesplitting outside of California is that "drivers aren't used to it" or "they don't expect you". I've heard stories of Oregon motorcyclists illegally splitting and having cars aim for them to block the motorcyclist. Neither party is in the right in that situation. My experience in California is that 95% of vehicles don't know you are approaching, and the remaining 5% will fold in their mirrors, drive onto the shoulder or otherwise leave more room. If drivers in a place that is less "nice" than Oregon are accepting of splitting, I would guess that Oregon drivers would have a similar behavior to their California counterparts.

Thanks,

Ted Timmons

Koreatown, Los Angeles, CA (formerly Portland, OR)

---

**From:** Brian Walker [mailto:loghousesrvpark@yahoo.com]

**Sent:** Sunday, November 14, 2010 11:34 PM

**To:** OLeary Michele; to-instr@lists.oregonstate.edu

**Subject:** Re: public input on lane sharing/filtering/splitting

Having come from the 'crazy' state of CA, and having lost friends in instances of lane splitting/sharing/etc., my personal opinion is the practice is ignorant at best, down right dangerous and irresponsible at least, and mostly plain scary!

I would not recommend any such public survey. I presume the results would be comparable to a survey regarding repeal of helmet laws. Those who don't ride motorcycles and would be negatively affected would be against the practice, those who ride but aren't supportive of rules and regulations would support the practice, and those who have any amount of sense regarding the issue would likely oppose the practice or simply not respond. The end result would be a lot of public time and revenue used to pursue an action that is not in the best interest of the affected public. That time and resource could be better utilized in many other more needful and responsible ways.

Thank you, committee and Michele OLeary, for listening to my opinion.

Brian Walker.

541-426-4027

---

**From:** Tom Nott [mailto:Enterprise1799@charter.net]

**Sent:** Saturday, November 13, 2010 8:53 AM

**To:** OLeary Michele

**Cc:** Steve Garets

**Subject:** RE: public input on lane sharing/filtering/splitting

Governor's Advisory Committee on Motorcycle Safety

C/O Michele O'Leary, ODOT Transportation Safety Division

Dear Committee,

I'd like to address the pending issue under consideration; the funding of a public opinion survey regarding the topic of (motorcycle) lane sharing/splitting/filtering. I approach this topic from these veins; as a commercial driver with a class A CDL, and as a motorcyclist.

**I've been a commercial driver since 1980**, with an excess of 15 million road miles. I've hauled and delivered loads/materials of many varieties, including Class A and B explosives; I've operated commercial vehicles ranging from 20,000 LBS/GVW, to permitted loads in excess of 150,000 LBS/GVW. While most of my commercial experience has been in Oregon, I've also received and delivered cargo in other states, including Washington and California. During my tenure as a commercial driver, I've seen many types of accidents, many that involved and/or were initiated by motorcyclists. A share of those I've witnessed were caused by motorcyclists using lane sharing/splitting/filtering. At times, the rider misread conditions or miscalculated their "technique" and was involved in a collision with other vehicles or fixed hazards. I've also noted accidents that were "Induced" when other motorists, through inattention and/or by 'over-reacting' to a rider's (unpredictable) behavior/path of travel, struck the motorcyclist, another vehicle(s), fixed hazards, etc.

**I've been an endorsed motorcyclist since 2001**, after completing and passing the then current Team Oregon MRC/RSS Beginner's class. I became a Team Oregon Instructor in 2004, which was a direct result of what I'd learned while taking my beginner's class in 2001. One of the primary skill sets I garnered from the course was safe and defensive riding techniques, based on best proven riding practices...I wanted to share my experiences and education with other riders. With every ride I make, I continue to practice and hone what I assimilated in 2001, and have since learned as a rider. In my opinion, lane sharing/splitting/filtering is diametrically opposed to all that I've learned, and to the techniques I refine as a rider. Add to that, even where lane sharing/splitting/filtering is legal, I defer from employing those "techniques", as I'm unwilling to assume the potential for personal injury, legal and/or monetary liability.

Finally, with our economy still in turmoil, I'd enquire if the spending of funds for such a public opinion survey is the wisest and most prudent course at this time. Currently, wouldn't such monies be better spent in (the) ongoing and upcoming public motorist education and awareness programs?

Having stated my observations, I'm opposed to the conduct of a Public Opinion Survey regarding Lane Sharing/Splitting/Filtering. It's my personal view that if such practices were to eventually become legal in Oregon, two things would most likely happen:

1. Public opinion of motorcyclists would decline significantly further than current public sentiment, and
2. Accident rates, along with a proportional rise in rider injuries and deaths, would be an inevitable result.

I can't see where either, let alone both of those (plus other potentially negative) 'payoffs', would be of any benefit to us as Oregonians.

Thank you for taking the time to read and consider my input on this matter.

With Regard,

***Thomas Nott, 541-817-3691***

***7118 Verda Vista Pl.***

***Klamath Falls, OR. 97603***

---

**From:** mcdmichael@comcast.net [mailto:mcdmichael@comcast.net]

**Sent:** Saturday, November 13, 2010 9:32 AM

**To:** to-instr@lists.oregonstate.edu; OLeary Michele

**Subject:** Re: public input on lane sharing/filtering/splitting

I regularly ride on my short commute in Portland and I have often debated within my helmet the merits of lane filtering/sharing while stopped in traffic. While I would love to be able to go to the head of the line, I just can't get behind wanting to change the laws. Sure, a few of us could benefit but I can't imagine motorists in cars ever coming around to thinking it is a good idea. Friends and family in California comment how startled they are when a lane splitter passes them, report numerous close calls, and generally resent the special privilege motorcyclists are allowed. Motorists who already dislike us would have that many more reasons to do so. Especially because once you open the door, there is no way to contain those who will abuse the privilege.

And I have to wonder, is there really any question what public opinion would be? Do we really need to spend money to ask about this?

I wish I could be there on Friday. Should be an interesting discussion. Thank you for asking our opinions.

Michae McDonald

---

From: "Chad LCDR Skillman" <Chad.S.Skillman@uscg.mil>

To: "OLeary Michele" <michele.a.oleary@odot.state.or.us>, "Nicolle W-E" <geekslair@gmail.com>

Cc: to-instr@lists.oregonstate.edu

Sent: Friday, November 12, 2010 2:33:48 PM

Subject: RE: public input on lane sharing/filtering/splitting

Ms. OLeary,

Again being a California resident, I can state that if you listen to traffic reports in the SF Bay Area, there are more motorcycle involved accidents during high traffic periods reported than any other times. Even though the cause is not reported in the traffic report, the location and time of the accidents are on high traffic freeways during commute hours, would cause one to assume it was a lane sharing incident. I know there is a reluctance to base fact on theory, but it sounds like that is all there is to go on. In fact today there was a motorcycle involved accident during rush hour. I myself had close calls, and one person I ride with was hit, no injuries, and another acquaintance was killed in lane sharing incidents.

It sounds like there is a push to legalize it in Oregon or it would be a non-issue. The fact that California, as you state, is the only state that does it should be compelling evidence on the reason not to. Properly trained riders could mitigate the dangers but studies will be required to identify those strategies. But even the safest responsible riders could face perilous situations. But to be fair, it would be a valued data call to see what the response is. Hopefully common sense would prevail.

Respectfully,

Chad Skillman

---

From: James Edwards [<mailto:guckey@sbcglobal.net>]  
Sent: Saturday, November 13, 2010 9:36 AM  
To: OLeary Michele  
Subject: Proposal to permit lane sharing et al by motorcycles

Ms. O'Leary,

As a motorcycle rider for the past 45+ years I would like to thank ODOT for considering a proposal to permit motorcyclists to lane share/split/filter on Oregon's highways.

Although not generally permissible in the US, European countries (and California) have long recognized that this type of activity promotes and enhances traffic flow.

When in California I do not hesitate to share/filter when traffic flow becomes "stop and go".

California motorists have come to accept share/filter as a way of life and more often than not, move over to allow me to pass. Ironically the most courteous drivers are the commercial truck drivers.

I never share/filter at a speed more than 5-10 mph faster than the moving traffic.

As long as traffic is moving above "jogging speed" I do not share/filter lanes although I frequently switch lanes to facilitate progress.

A good friend of mine is a retired CHP motor officer and he feels that lane sharing/filtering, done prudently, is a very good thing and he takes advantage of it both on and off duty.

A slow pass between stopped (or slowly moving) vehicles is much preferred to being pinched between cars involved in a rear ender by an inattentive driver.

I urge ODOT to proceed with this study.

Thank you,

Jim Edwards

---

**From:** Carlos Quintanilla [mailto:tlaloc1954@gmail.com]  
**Sent:** Saturday, November 13, 2010 10:06 AM  
**To:** OLeary Michele  
**Subject:** Motorcycle Lane Sharing Survey

Michele:

I am a member of the BMW Motorcycle Riders of Oregon. I also work in state government with the Oregon Health Authority/Division of Public Health. Decisions based on data, in this case regarding road users' opinions about lane sharing, can only be useful. I urge you to move ahead with the survey.

Best regards,  
Carlos Quintanilla

---

**From:** BILL JUDY HAWLEY [mailto:v65bill@q.com]  
**Sent:** Saturday, November 13, 2010 1:09 PM  
**To:** OLeary Michele  
**Subject:** LANE SHARING

Michele, lane sharing for motorcycles saves a tremendous amount of man hours and gasoline. That also cuts down on the amount of air pollution from sitting at idle for no good reason. Having ridden motorcycles for thirty years in California where the practice is legal, I was shocked when I moved to Oregon to find lane sharing illegal! Done with regard to the "Cagers" (Four wheeled vehicles) lane sharing not only makes sense, but should be mandatory to ease the clogged mass of unmoving city traffic that is only going to get worse. It's a no cost improvement to a growing problem.

Again, my experience in California proved to me that lane sharing works, and works well. My hope is to see this common sense solution become lawful to us Oregonians.

Respectfully,  
William D. Hawley  
541-226-2253

---

**From:** Scott Page [mailto:spage@tevisins.com]  
**Sent:** Saturday, November 13, 2010 7:34 PM  
**To:** OLeary Michele  
**Subject:** topic of lane sharing, lane splitting and lane filtering.

Hello Michelle,  
I would encourage you to allow lane splitting for motorcycles.

As traffic loads increase the advantage of riding a motorcycle become more appealing and lane sharing will encourage more riders to commute on bikes.

Good for drivers and the environment.

SP

Scott Page

Tevis Insurance Solutions

---

From: Russ Farmer [<mailto:russnsue@charter.net>]

Sent: Sunday, November 14, 2010 8:38 AM

To: OLeary Michele

Subject: Lane Sharing Survey

Unfortunately I can't attend, but would certainly encourage you to conduct a state wide survey regarding lane sharing, splitting, and filtering.

Motorcycles have an inherent advantage in this area, and should be allowed to exploit that capability. Being able to lane split would very likely increase the daily motorcycle traffic count, speed commutes, reduce green house gases.

Russ Farmer

---

From: EMAIL [<mailto:mikebracken@frontier.com>]

Sent: Sunday, November 14, 2010 9:34 AM

To: OLeary Michele

Subject: Lane shareing filtering splitting

Hi Michele

I have rode motorcycles sense 5 years old In 49 now and grew up in SE Portland now live out side of McMinville Oregon last 25 years

I love to ride but there are times (allot) when people just don't care you are on a motorcycle and can stop way faster then a car in a emergency stop I would like to be able to get away from cars on your rear fender sometimes I pull over but seems like as soon as you get back in traffic the same thing happens again

I have found the best way is to be out front and to stay a safe gap between the car behind you (watching your mirrors)

Letting motorcycles sharing,filtering and splitting lanes would help in the safety of riding motorcycles (for me) I ride by the rules and you will have people that will be braking the rules maybe they can have a law that if they brake the rules you can take the right to share ,filter and split lanes on a motorcycle

I have been in States where you can split,share filter lanes and never had to because I felt safe in the traffic I was in Allot of drivers in Oregon don't seem to think about a motorcycles being able to stop allot faster then them

I rode to a funeral last Friday In Newberg OR and on my way back home I had a young lady right on my fender going thew Dundee the stop light turn yellow I was almost ran ofer because she was so close to me when I stooped I think there are allot of motorcycles that are afraid to stop (because car is to close to them)and they go thew the light when they could have stooped

You should have a safe space around you when moving or stooped on a motorcycle

When traffic is all backed up and you dont what to set right behind the car in front of you because of the fumes out of the exhaust cars will cut right in front of you so you have to set there and smell the gases which is not very safe

There is going to be more and more motorcycle on the road and I think riders will be safer if they can put them self in a safe space and letting motorcycles share,filter,split lanes would help them do that

People that get upset with motorcycles being able to share,filter,split lanes is like getting upset when on hot days one has ac and one dont if that upsets them they should go get ac mot get upset so when you here people get upset because motorcycles getting to go by them in traffic dont get upset get a motorcycle

Thanks

Mike Bracken

---

**From:** searchgeek [mailto:searchgeek@gmail.com]

**Sent:** Sunday, November 14, 2010 1:09 PM

**To:** OLeary Michele

**Subject:** Lane sharing, splitting, filter survey feedback

Please conduct the survey to gather more data. I am very much in support of this initiative.

Duane Forrester

---

**From:** Rodolfo Venturi [mailto:rodolfoventuri@hotmail.com]

**Sent:** Sunday, November 14, 2010 2:02 PM

**To:** OLeary Michele; to-instr@lists.oregonstate.edu

**Subject:** RE: public input on lane sharing/filtering/splitting

Thanks for asking. My humble opinion is that a public opinion survey on the topic of lane sharing/splitting/filtering should not be conducted in the absence of specific plans to act upon the results.

Academic decision science types maintain that it's valuable to gather data even in the absence of decision criteria, but despite the old "you don't know what you don't know" maxim, I rarely read movie reviews unless I'm planning to see a movie...and even then, I don't pay to read them.

Spending \$12,000 to solicit people's two cents' worth doesn't pass my fiscal sniff test. I believe the funds in question would be better spent funding TEAM OREGON programs or otherwise directly promoting motorcycle safety than it would conducting the survey in question.

---

**From:** Leah Cooper [mailto:cooper.leah@gmail.com]

**Sent:** Sunday, November 14, 2010 8:29 PM

**To:** OLeary Michele

**Subject:** Lanesharing in Oregon

I'm originally from Oregon. My family has been in Bend since 1911 or so. I moved to California 3 years ago to attend school, and learned to ride a motorcycle to navigate congestion here in San Francisco. Having a bike revolutionizes the experience of living in the City, where owning a car is actually a liability. At rush hour, my commute can be twice or even three times faster on my bike than when I drive a car. I have yet to ride outside of CA, but when I do, I honestly don't know how I'll cope with being unable to laneshare. I can't attend the meeting on the 19th due to the distance, but I thought I'd send in my thoughts on this issue.

My bike is air-cooled, with no radiator fan or anything of that sort. I have to be moving, for my engine to cool. My particular model of bike (an '84 Nighthawk 650), among others, cannot charge the battery at idle. My engine has to be revving to at least 2500rpm to feed power to the battery-- below that, the battery actually drains. That's just how the electrical system was originally built. Bugged down in heavy traffic long enough, my bike will die-- and has done so at least half a dozen times. Also, depending on the speed, stop-and-go traffic can cause fatigue in the hand used for the clutch. Some bikes have a stiffer clutch than others. My left hand is much stronger than it used to be, but in really bad traffic it will cramp up after a while. For each of these reasons, if I can't go at least 10mph, I simply can't maintain for more than 20 minutes or so. Like a shark, I have to keep moving.

A friend of mine rode his motorcycle to Las Vegas in the summer. He ended up stuck in a traffic jam, in his leathers, in 120-degree weather. After a while, his nose spontaneously began to pour blood. He then proceeded illegally between the lanes to get himself to safety. Oregon generally doesn't experience that level of heat or gridlock, but even temperatures in the 90s can be hazardous for riders stuck out in the sunlight in their heavy protective gear.

Many other countries comfortably support large numbers of lanesharing bikes. The US is one of the only areas that

has so widely outlawed the practice. There's a weird sense of competitive entitlement here that seems to make drivers resent bikes that can move past them in heavy traffic, and that prejudice is widespread-- unfortunately exacerbated by prominent, excessively loud, unsafe riders that make a show of swerving between lanes at high speeds, which are memorable but do not represent the real majority of motorcycle riders. People don't seem to realize that every bike that passes them in a traffic jam is one less car that they have to wait behind. Also, when bikes can filter to the front at stoplights, or between lanes in stop-and-go traffic, they are much less likely to be struck from behind by inattentive drivers.

Lanesharing/filtering etc is safe when performed in a reasonable and prudent manner. It is sensible to allow it at speeds under 30mph, at a speed delta no greater than 10mph. In California, unfortunately, there are no such clear guidelines which makes it a bit confusing. There is no reason for motorcycles to be blasting along between lanes on a highway at 60mph, that's entirely stupid and unsafe, but at low speeds in heavy traffic or at red lights, it can make life easier for everybody.

I'll be very interested in the results of this meeting. If the issue could go to a vote it would be very exciting.

--

--Leah

---

Date: Mon, 15 Nov 2010 05:50:07 -0800  
From: Bill R <bill@cascaderangeriders.org>  
Subject: Re: to-instr Digest, Vol 85, Issue 14  
To: to-instr@lists.oregonstate.edu  
Message-ID: <4CE13A8F.1020209@cascaderangeriders.org>  
Content-Type: text/plain; charset=windows-1252; format=flowed

On 11/14/2010 11:40 PM, to-instr-request@lists.oregonstate.edu wrote:

Lane sharing is when a motorcyclist travels through lanes of stopped or slower moving vehicles.

\*Seems as if lane sharing would be better defined as two motorcycles riding in the same lane.\*

Lane splitting is when a motorcyclist passes between lanes of traffic in motion.

\*Seems as if lane splitting would be better be defined without regard as

to whether or not the other traffic was in motion.\*

Lane filtering is when a motorcyclist passes between lanes of stationary traffic.

\*Seems as if this definition is half of the "Lane Sharing" definition.  
Shall we say "Let confusion reign"??\*

I agree that lane splitting as I understand it is dangerous. There have been occasions when I was caught on the freeway in Southern California and after sitting there amongst a parking lot of hot belching autos and trucks that I came to understand why a motorcyclist chooses to split lanes and why it's legal.

I'd be loath to promote any legislation in this area, at least not until the definitions are cleaned up.

Bill Rodgers

---

From: Aphyr [<mailto:aphyr@aphyr.com>]  
Sent: Monday, November 15, 2010 8:50 AM  
To: O'Leary Michele  
Subject: Motorcycle Lane Sharing

Hi, Ms. O'Leary.

As someone who lived in Oregon for twenty years (and as someone who frequently rides there for family gatherings!) I would like to encourage the committee on motorcycle safety to support legally sharing and filtering lanes. Here in California, I've found the practice not only reduces congestion, but also allows riders to place themselves in a safer location vis. rear-end collisions at lights.

Thanks for your consideration,

--Kyle Kingsbury

---

---

**From:** C E [mailto:erickson.curt@gmail.com]

**Sent:** Friday, November 12, 2010 8:23 PM

**To:** OLeary Michele

**Subject:** Lane splitting

Hello, Karen Mooney of Team Oregon just forwarded your request for comments on to me (and the other Team Oregon instructors) regarding lane splitting and filtering. I can't be there on Friday (I have to work) so I guess I'll give you my thoughts in email.

I spent time in Europe when I was younger, and there EVERYONE on two wheels does the "filtering" thing. It doesn't seem to bother the car drivers, and traffic seems to flow a lot more smoothly when they do - as soon as the light changes, the bikes are out of the way, and the cars don't have to cope with them anymore. And, obviously, the bikes filtering forward don't make the cars any later, so it shouldn't be a problem for anyone.

I didn't spend any time driving there, so I don't have any idea if they split lanes in moving traffic. But I know they do in California, and it saves untold numbers of person-hours on the freeway, plus it keeps the motorcycles moving in ONE direction related to the cars, which reduces the "nightmare scenario" -- a car behind you, unable to stop, skidding towards you as you sit helplessly behind a line of stopped cars.

OTOH, the bikes in use over there are a lot smaller. I own multiple bikes, and only a few of them would I try to split traffic in -- most of mine are just too wide to get through the gaps without taking chunks out of people's doors as I blow past them. I'm not unique in that -- we Americans love our fat motorcycles.

Also, being Americans, we're sort of .. constitutionally unsuited to let anyone get in front of us in traffic, even if it doesn't impact us. You can see that any time you go out on the freeway and watch someone dominating the fast lane at 50mph. I imagine you'll have a lot of resistance to the idea from people that just plain don't want those rotten biker types to get anywhere "sooner than me". My answer to them might be, well, if the bike can get out and away from the part of traffic you're in, then that's one less vehicle in your immediate vicinity, right?

I'm all for splitting and filtering. It can be done -- it IS done -- in just lots of places, and it works just fine. It saves money, it saves time. It impacts the car guys not a whit (as long as some guy on a touring bike doesn't scrape the side of their car off in traffic, obviously). And if it convinces people to get on environmentally friendly bikes and out of their traffic-jam making, gas-guzzling cars, it's a good thing right?

Thanks,  
Curt Erickson  
Portland OR

## Lane Splitting

I understand that the Arizona legislature has legalized, for a one year probationary period, lane splitting in stopped traffic in counties with high population density.

I moved my home from Los Angeles to Portland 19 months ago. I commuted on various sizes and types of motorcycles every day for the last six years I spent in LA.

On my first trip to Portland, I sat in traffic on Interstate 5 between Eugene and Portland one Sunday afternoon in the summer of 08, the cooling fan blowing hot air on my calves, wondering why certain types of lane splitting laws were not enacted here.

Unfortunately, most of the public would rather that motorcyclists suffer along with them in bumper to bumper traffic on the interstate. However, I believe there is little (if any) evidence that lane splitting leads to more accidents. The vast majority of motorcycle accidents occur at intersections where drivers fail to see motorcyclists.

The last accident I heard about on I-84 happened when drivers stopped unexpectedly while gawking at the President's motorcade returning to PDX Airport. The motorcyclist plowed into the rear of a car and was killed. It's a stretch to assume that this rider had enough time to swerve between lanes and avoid collision. But having practiced lane splitting for years in Los Angeles, it was second nature to me to do so when crashing into the car in front of me was a possibility. It was an important tool in my "kit bag of safe practices."

I'm sure that law enforcement supports lane splitting as it allows officers greater effectiveness.

Let's try it for a year!

Elliot de Picciotto  
Team Oregon

---

**From:** keith leifer [mailto:leifer1@hotmail.com]  
**Sent:** Monday, November 15, 2010 11:00 AM  
**To:** OLeary Michele  
**Subject:** RE: public input on lane sharing/filtering/splitting

I am unable to attend, but I am against lane sharing. I think it is a dangerous practice.

As a TO instructor; Students often ask me about it, I just remind them ( as we teach in class ) What does that do to your space cushion and escape routes ? It'll reduce your space cushion and cut off your escape route if something should happen. You have nowhere to go.

I think that funds could be better spent, As a motorcyclist I am never in that big of a hurry to get somewhere that I might compromise my safety, as a motorist I do not want someone riding next to me at any speed.

Enough said about that. I would be happy to answer any questions you might have.

Keith Leifer

---

**From:** warren.cook@comcast.net [mailto:warren.cook@comcast.net]

**Sent:** Monday, November 15, 2010 2:22 PM

**To:** OLeary Michele

**Subject:** MC lane splitting / filtering

Greetings,

Thank you for bringing this issue forward for comments. I wonder where the impetus came from for considering lane splitting/ filtering, whether it was a "pro" group or "con" faction.

I am a daily motorcycle commuter from Vancouver, WA to downtown. I ride every workday there is not snow on the ground, via I-5.

I enjoy the use of the HOV lane in Oregon Northbound in the evenings, and would enjoy it more if the hours were extended past 6 -- many nights, traffic still looks like the 4-5 hour at 6:30-7.

I would make use of filtering in the emergency lane during rush hour, especially when we are stop n go below 5 mph and I am foot-dragging to stay upright.

But I do not feel motorists are quite ready to see us in between lanes.

It's my understanding that filtering and splitting began in CA because motorcycles would overheat in traffic, stall, and become victims of accidents. I think most modern motorcycles in this temperate climate can take the heat of stop n go traffic without failure. I have have my bike stall in traffic very few times in its 95,000 miles, probably no more often than a car with a manual transmission.

If filtering is allowed in Oregon, a public awareness campaign must occur so motorists don't think we've gone outlaw. If splitting is allowed, I think we can plan on aggressive drivers reacting adversely even with a PR campaign.

Much as I'd like to breeze by or through motorists, I think we have a lot more safety education ahead of us before it can become a reality. Maybe it's just the excuse we needed to teach motorists to see motorcycles. I wear a full day-glo conspicuity riding suit, and still have folks drift across my space almost daily.

---

**From:** Paul Schwartz [mailto:paulschwartz@comcast.net]

**Sent:** Monday, November 15, 2010 8:38 PM

**To:** OLeary Michele

**Subject:** lane sharing

I have been lane sharing in CA for over 35 years. If you want to solve traffic congestion and save the environment and a maybe few trees --pass the law!

**Paul Schwartz**

[paulschwartz@comcast.net](mailto:paulschwartz@comcast.net)

---

**From:** Rivelli, Ray [mailto:Ray\_Rivelli@adp.com]

**Sent:** Tuesday, November 16, 2010 5:14 AM

**To:** OLeary Michele

**Subject:** Sharing the road and Motorcycle Safety

Hello Michele,

I'm writing because I understand you're looking for public opinion on the subject of motorcycle safety and lane sharing/splitting/filtering. As a long time motorcycle rider of 35 years, I can say I fully support the idea of allowing motorcyclists to use whatever open roadway is available during those times when other traffic is slow or stopped. I also believe motorcyclists should be allowed to use any road shoulder area available during congested times as well. I believe by giving motorcyclists an advantage during congested traffic times, it promotes motorcycling in general and encourages more commuters to ride instead of drive. Riding motorcycles not only helps free up congested traffic areas, it also helps the environment by using less fuel, creating fewer pollutants, and reducing our carbon footprint.

Thank you for your careful consideration of this important topic. If there's anything I can do to help promote the idea, please let me know.

**Ray Rivelli**

503-205-4411

---

**From:** jpopham [mailto:jpopham@riousa.com]  
**Sent:** Tuesday, November 16, 2010 10:14 AM  
**To:** OLeary Michele  
**Subject:** Motorcycle Lane Sharing

To: Governor's Advisory Committee on Motorcycle Safety  
C/O ODOT Transportation Safety Division  
235 Union Street NE  
Salem, OR 97301-1054

From: James Popham

RE: Motorcycle Lane Sharing/Splitting

I believe the Oregon should allow motorcycles to proceed between cars (lane share) when traffic is moving slow or at a standstill. I ride an air cooled motorcycle which relies upon a steady stream of air to keep it cool and avoid engine damage. The pace at which traffic moves through an accident scene isn't sufficient to cool the engine in winter months and will destroy an engine quickly in the summer heat.

I'm against motorcycles splitting traffic when traffic is moving at the posted speed limit. To many things can go wrong VERY quickly!

Thanks for the opportunity to share my thoughts. Please keep me posted on the discussion the committee has on this topic.

James Popham

---

From: johnreinhold@gmail.com [mailto:[johnreinhold@gmail.com](mailto:johnreinhold@gmail.com)] On Behalf Of John Reinhold  
Sent: Tuesday, November 16, 2010 3:03 PM  
To: OLeary Michele  
Subject: Motorcycle Lane Splitting

Michele and ODOT,

I strongly support legalizing lane splitting for motorcycles or scooters. There is no better use for wasted road space, and putting to use the wasted road space would be a huge transportation network efficiency gain.

The only real risks I see are during the initial months of the implementation before auto drivers become used to the concept, the two wheeled vehicles would be at a high risk as auto drivers would not be expecting the two wheeled vehicles to be in those spots. So my only recommendation is that if we were to legalize lane splitting, that there be a VERY high profile and aggressive publicity campaign about it.

If we had lots of TV, radio, billboard, and internet ads both before and after the change, it would be very helpful to get word out there. Usually traffic laws change and very few people in the population even know (example: recent cell phone ban). A very aggressive advertising campaign could be partially paid for with a small surcharge added to motorcycle registrations for the year the traffic laws change...

Again, I am strongly in support of allowing motorcycles and scooters to split lanes.

Thank you,

-John Reinhold

Portland

---

**From:** Laplace's Demon [mailto:laplacesdemon666@gmail.com]

**Sent:** Wednesday, November 17, 2010 7:19 AM

**To:** OLeary Michele

**Subject:** lane splitting opinion

I'm writing in regards to the question of lane sharing/splitting/filtering. Should a public opinion survey be done? NO! Absolutely not!! But not for the reasons you might think. The reason such a survey should NOT be conducted is that IT DOESN'T MATTER what the public thinks about it. That's NOT the question we should be asking. The public is

simply NOT EDUCATED on the topic. When asked their automatic, though ignorant, response is quiet likely to be that it is not safe. But statistics show that its actually SAFER. Motorcyclists are just too vulnerable to be sandwiched between cars when someone fails to pay attention. Motorcycles are also air-cooled. Meaning that if they sit too long in stop and go traffic they are subject to overheating. That could result in damage to the motor followed by the bike shutting down leaving the cyclist STRANDED IN THE FAR LEFT LANE. Finally by allowing lane splitting for bikes it essentially opens an addition lane in traffic reducing congestion and allowing everone to proceed more safely and more quickly. Its a win-win for everyone.

My recommendation is that instead of doing a survey with the uneducated public we should instead put the money into a STUDY as to the safety and costs/benefits of the matter. Then if the benefits are found to outweigh the costs (as has been the case in California) the public should be EDUCATED through the news media as to what the change will mean for them.

Respectfully

Marq Goldberg

---

**From:** Greg H [mailto:veedub@aceweb.com]  
**Sent:** Wednesday, November 17, 2010 7:55 AM  
**To:** OLeary Michele  
**Subject:** Lane splitting

Hello,

I'm a motorcycle enthusiast of more than 45 years and have ridden several times in California where as you know lane splitting is allowed.

It seems to work well down there so why not here? There have been countless times when I-5 and I-205 have looked like parking lots, which is real a problem that is not going to go away.

There will always be the occasional bad apple in any barrel. I do believe most motorcycle drivers are very concerned for their own safety so a change in the law which allows lane splitting should not pose a problem.

This is one instance where I think Oregon should follow California's lead.

Regards,  
Greg Holland

---

**From:** Cocchini, Pasquale [mailto:pasquale.cocchini@intel.com]

**Sent:** Tuesday, November 16, 2010 3:46 PM

**To:** OLeary Michele

**Subject:** Motorcycle safety comments

As an all-year-round motorcycle rider I would be in favor of lane sharing and lane filtering but I think lane splitting would just be dangerous and kind of pointless.

Sincerely,

Pasquale Cocchini

---

**From:** steve moore [mailto:oysterpapa1@yahoo.com]

**Sent:** Tuesday, November 16, 2010 7:59 PM

**To:** OLeary Michele

**Subject:** motorcycle lane splitting great idea

Motorcycle lane splitting is a great option. This method allows for increased traffic flow. I have waited through several light series wondering why this fuel saving measure is not legal in fuel conscious Oregon. Thanks for considering this alternative form transportation towards helping with reducing our Nation's fuel consumption. Steve

---

From: sirgadgetladylinda@frontier.com [mailto:sirgadgetladylinda@frontier.com]

Sent: Wednesday, November 17, 2010 10:47 AM

To: OLeary Michele

Subject: lane splitting-sharing-etc.

Hello

My name is Linda Bonar and my husband and I ride a motorcycle My opinion on the subject of sharing, splitting, or whatever would cause more problems I've lived in Oregon since 1976 and vote regularly and do jury duty too. We as riders of two wheeled motorcycles really have no problems with the roads now and the laws that govern them.

Why do you want to spend more money on projects that will infinitely cause more problems for 4 wheeled motorist?  
That's my opinioon Thank you

Sir Gadget and Linda Bonar  
503-693-1816, 503-888-3554, 503-888-2353  
Get paid to shop  
[www.marketamerica.com/ladylinda](http://www.marketamerica.com/ladylinda)

---

From: Dean Woodward [<mailto:dean@looseonthe.net>]  
Sent: Wednesday, November 17, 2010 11:40 AM  
To: OLeary Michele  
Subject: Lane splitting

[I might try to make it myself on Friday, but this is week 5 of the evil hacking cough from Astoria... probably the "short version" is enough for the GAC to see/hear.]

Short version:

Although I support the concepts of lane sharing/splitting and filtering, I think that at this time, a public survey on the concept of lane splitting, sharing, or filtering, is not a good use of resources. The proposed benefits to traffic can't be realized with the relatively small number (at this time, anyway) of riders in Oregon, and the relative few areas of heavy traffic.

Long version:

As a measure of traffic relief and environmentalism, encouraging more people to ride a motorcycle or scooter seems to be a good thing. Public transportation isn't always a valid option, and even a hybrid powered car pales compared to the economy of a small scooter or motorcycle- not even looking at the carbon footprint of manufacturing any car compared to a motorcycle. Sometimes one might need to drive; sometimes they may be able to take a bus; other times, a motorcycle or scooter might be the right answer.

I'm indifferent to filtering to the front at lights, or lane sharing/splitting on surface streets, but I've not found myself in heavy surface street traffic that I couldn't otherwise avoid, and I can see that it would be safer than splitting through moving traffic.

I am for lane sharing/splitting on freeways, and I think legal or not, it's going to start (has started?) happening as traffic gets worse, and I believe eventually it will become first a not unexpected, and then an accepted practice, as it is in larger metro areas around the country.

On occasions that I find myself in a metro area on California and encounter heavy traffic, I have done so myself, but I also limit myself to fairly conservative rules:

- \* Limited access roads only ("Freeways").
- \* Traffic moving slower than 15 mph
- \* Maximum riding speed 20-25 mph.

In other words, first gear or second gear only. That lets me be stable enough to maneuver, and slow enough to stop if I need to. If I recall, several years ago OSP had agreed that rules slightly more restrictive (traffic < 5mph, riders < 10mph) similar to this, for a bill that didn't make it out of the transportation committee.

I don't feel that Oregon drivers are prepared for lane splitting under any conditions. While I expect a net positive effect on traffic flow will be there, it's probably not enough to perceive, and the unfortunate thinking that "Hey- that person is getting somewhere faster than me- that's not fair!" will be incendiary to road rage statistics. In my experience, noting to enraged drivers that they have an option to ride a motorcycle as well does not help.

Instead of just looking at California, the practice in other countries should be scrutinized. The ODOT summary of the MAIDS study done in Europe includes data on lane sharing which doesn't seem to show undue hazard.

Summary:

I'm in favor of lane splitting, but I think a poll on the topic now will be a poor use of funds at this time. (Just go look at any of the comments on news stories about the GAC meeting.)

Afterword:

There have been some other options that were of interest- using the inside breakdown lane as a "motorcycle only" lane during heavy traffic for example- but unless I misunderstood, the GAC meeting was specifically about the notion of conducting a poll on lane splitting, not a forum to hear other solutions.

---

**From:** Paul Landau [mailto:pglpls@gmail.com]  
**Sent:** Wednesday, November 17, 2010 12:04 PM  
**To:** OLeary Michele  
**Subject:** lane splitting

Ms. OLeary,  
I would support a state wide public opinion survey on the topic of lane sharing, lane splitting and lane filtering. If such riding is allowed it would require a massive public education program. It would certainly save time and could encourage others to join us on two wheels.  
Sincerely,

Paul Landau

---

**From:** Scanlon, Jim [mailto:Jim.Scanlon@portlandoregon.gov]  
**Sent:** Wednesday, November 17, 2010 12:58 PM  
**To:** OLeary Michele  
**Subject:** RE Lane splitting for motorcycles.

I like the idea in principle but I believe California's mainline highways are built and striped to a wider lane. (15' or 16' I think.)  
With Oregon's narrower lanes and shoulders this could be a disaster.  
I think it needs careful thought and can only be applied where our roads have wide lanes.

Thanks

Jim Scanlon  
CADD Tech III  
Portland Water Bureau  
1120 S.W. 5th Avenue  
Portland, Or. 97204-1926

Phone 503-823-7741

Email: [jim.scanlon@portlandoregon.gov](mailto:jim.scanlon@portlandoregon.gov)

[www.PortlandOnline.com/water](http://www.PortlandOnline.com/water)

---

**From:** Bob Marshall [mailto:Bxm@deainc.com]  
**Sent:** Wednesday, November 17, 2010 1:00 PM  
**To:** OLeary Michele  
**Subject:** Lane splitting

Please move forward to allow lane splitting by motorcycles on multi-lane roadways. This will increase the efficiency of our transportation system by using otherwise unused space. It will encourage motorcycle use which will decrease congestion, diminish wear and tear on infrastructure, save gasoline as even high powered motorcycles get good mileage, and it will diminish the need for vehicle parking because motorcycles take up very little space. Motorcycles are an under-used tool in the realm of transportation.

The conditions of the approval must be simple and clear. No passing on the right, no riding on the shoulder and no encroachment into bicycle lanes. Motorcycles would be allowed to the front of a line of cars stopped by traffic lights or by flaggers.

Thank you for opening this discussion.

Bob Marshall, landscape architect  
David Evans and Associates, Inc.  
2100 SW River Parkway,  
Portland, OR 97201  
(503) 499-0232

---

**From:** BILLY BENEDICT [mailto:bmergtman@msn.com]  
**Sent:** Wednesday, November 17, 2010 12:39 PM  
**To:** OLeary Michele  
**Subject:** Lane Sharing

Michele , I am in favor of the lane sharing proposal in Oregon .  
I lived in Ca. for 9 years and this was a relief as well as a means to remain alive.  
Motorists today have too many self made distractions that they don't look or see us.

In traffic jams there really isn't a reason why motorcycles should be amongst their toxic exhaust fumes.  
Motorcycle riders are in a safer environment when they aren't surrounded by motorists.  
Yes it can be dangerous but in my experience it is from HOT HEADED drivers who get upset that we go to the front.  
To be honest they get mad and speed up or ride our back fender when we pass them legally.

Thank You ,  
Billy Benedict

---

**From:** B E [mailto:be1804@gmail.com]  
**Sent:** Wednesday, November 17, 2010 10:20 PM  
**To:** OLeary Michele; CLARK Jessica O  
**Subject:** Motorcycle Lane Splitting

What kind of inspired lunacy are you thinking of??? There are already far too many distractions and nut-case drivers on the road, without adding one more variable that will appeal to the wackos. Methinks you've been spending far too much time group-thinking in bureaucratic committees.

C'mon, guys....we don't have to emulate EVERYTHING that California does!!!

Oh, let me guess - the Motorcycle Safety committee is made up of.....motorcycle riders!??? Surprise, surprise!

Thank you.  
Robert Ewing (a more-and-more-pissed-off fairly liberal Democrat)  
Eugene, OR  
541-342-7306

---

**From:** Billy Moon [mailto:gypsymoonmusic@yahoo.com]  
**Sent:** Wednesday, November 17, 2010 5:58 PM  
**To:** OLeary Michele  
**Subject:** Motorcycle lane sharing:

Michele O'Leary,

I regret I cannot make it to the meeting concerning motorcycle lane sharing. However I want to offer my views on this matter.

In February of next year I will be seventy years of age, and have been a motorcycle rider over forty years. I am not a member of any motorcycle club, although I have been offered to join many clubs in the past. I usually ride alone, or with a friend, and have just purchased a new motorcycle, which I intend to enjoy for many more years of riding. I've had many motorcycles.

After moving here to Oregon from California, I was very disappointed to find that Oregon does not allow lane sharing to motorcycles.

That right was one of the best things California had going for it. I'm all for that change to happen here for the better in Oregon.

It gives you a way out in tight situations, not to mention the fact you don't have to wait in a long line of cars and trucks to get to a toll booth, while you're motorcycle engine is running hot, and starting to overheat, and your clutch is slipping, and wearing out.

I ride a motorcycle for the joy of it, but also to save on gas, and the connivance of getting from one place to another in a shorter time, not to be stuck in traffic with the rest of the gas-guzzlers.

This would not be an unsafe law. It would actually make riding a motorcycle more safe, giving us more room to maneuver to avoid an accident, and getting out of the way of oncoming cars, while stopped or moving.

I consider myself a safe driver either in my truck or on my motorcycle. I look for motorcycles on the road all the time for their safety. I only wish the other drivers did too. This change in law may force four wheelers to be more aware of motorcycles that share the road with them. Maybe they'll get off their cell phones while driving.

Please consider your decision carefully. My right to pass a slow moving vehicle within their lane could save my life. Thank you.

William H. Monenschein  
205 Garden Row Unit #9A  
Gold Hill, Or.97525

---

From: David Ferron [<mailto:ferrondave@gmail.com>]  
Sent: Thursday, November 18, 2010 5:32 AM  
To: OLeary Michele  
Subject: Lane Splitting

Please pass this on to the group considering lane splitting  
First let me say that I drive all over the Portland metro area every day for my job  
Second I have lived in LA for a short time and have experienced this practice of lane splitting  
The traffic in Portland is different than LA and we do not get the very heavy jam ups like they do  
In Portland traffic will start moving soon or continue moving at a reasonable pace  
Our distances are shorter between destinations  
Our weather is a challenge

I can not always see well in my right mirror or out my windows  
I am sorry but having to watch for lane splitters puts added stress on my driving  
The last thing I want is to hit someone on a motorcycle  
Please no lane splitting  
Dave Ferron

Sent from Dave's iPod

---

**From:** Trayson Harmon [mailto:THarmon@clarkpud.com]  
**Sent:** Thursday, November 18, 2010 9:17 AM  
**To:** OLeary Michele  
**Subject:** Lane Sharing/Splitting/Filtering

I am wholeheartedly in favor of all of these options. However, I am a realist and know that these activities must be implemented in a safe and prudent manner. Freedom is wonderful, and we all know well enough that we need to impose safe limits and guidelines on it.

That said, it just makes sense for allowing the smaller more fuel efficient vehicles to use the spaces on the road where they can fit allowing overall congestion to decrease. We already have HOV lanes, and I'm sure if someone could invent a way for a bus to float above all the traffic, people would be for it because it moves the overall traffic faster. This is no different.

People are against this because of fear and ignorance. People also don't realize that allowing motorcycles to lane share or filter gets BOTH motorcycles AND cars to their ultimate destinations faster.

It would be wonderful if we could built more lanes down the various freeways in Portland that are REGULARLY congested, but time/space/money are HUGE constraints. Enabling lane sharing would provide a very tangible benefit for minimal cost. Yes, there would be an education effort needed, but the costs would pale in comparison to the amount it costs to grow our roadways.

This topic most assuredly deserves a statewide survey. And I hope the momentum continues.

Trayson Harmon, CPA  
Senior Accountant  
Clark Public Utilities

---

**From:** Adrien Mitchell [mailto:soa.bridgcity@yahoo.com]

**Sent:** Thursday, November 18, 2010 10:46 AM

**To:** OLeary Michele

**Subject:** Lane Splitting

Dear Ms. OLeary,

I would like to express my gratitude to the GAV on motorcycle safety for considering new legislation that would make lane splitting legal in Oregon. Oregon has always been a progressive state and is constantly finding new ways to improve the quality of life for it's residents and policies that help reduce environmental damage. Allowing motorcyclists to lane split during rush hour and in areas of traffic congestion is a great way to improve the efficiency and traffic capacity of our overloaded infrastructure. Allowing motorcycles to lane split would be another tool in Oregon's arsenal of methods to keep everybody moving. We have extensive bike lanes and trails, a good mass transit system and HOV lanes. Lane splitting would be an inexpensive addition to our great state's progressive transportation solutions.

If you could provide me with additional or current information about who my organization can contact to offer feedback and support for this important revision to Oregon's traffic laws, I would be very grateful.

Adrien Mitchell Ladum

Vice-President, Sons of Armageddon Lawful Motorcycle Club

503 516 5606

---

**From:** Rob Knowles [mailto:robknowles@pioneer.net]

**Sent:** Thursday, November 18, 2010 11:16 AM

**To:** OLeary Michele

**Subject:** lane sharing, lane splitting and lane filtering

To the Governor's Advisory Committee on Motorcycle Safety,

Thank you for looking into this possibility for motorcyclists. As an avid motorcycle rider with over 40 years of riding experience, I believe that this is a good idea. I have had the opportunity to ride a motorcycle throughout Europe and the United States, in particular states like California and Texas where this is legal, with absolutely no problems. With the legal ability to move ahead through traffic I have less fear of being rear-ended. I cannot say the same for traveling the highways in the Portland area on my motorcycle today. Allowing motorcycles to continue onto their destination will also address a by-product of traffic congestion, overheating. As many motorcycles are not cooled with a radiator, they have a propensity to overheat in stagnate congestion. Additionally, by allowing a smaller unprotected vehicle to pass through traffic, you increase motorcycle safety by removing them both from the traffic congestion and eliminating their own driver frustration. I recognize there is an element of risk involved in implementing these new laws, and that it will take a period of time for all drivers to become aware of the new rules of the road, but the life

and frustration saving benefits will be worth the initial confusion. I realize that motorcycles are the minority of drivers on the road and their reaction to the possibility of lane sharing, splitting and filtering may be negative as they have no concept what it is like to ride a motorcycle. I only ask that you do not let ill-informed opinions sway your judgment and bear in mind that California and other states have done this successfully, there is no reason Oregon cannot either.

Thank you once again for considering this issue.

Rob Knowles

---

**From:** Paul Nagy [mailto:paul.andor.nagy@msn.com]

**Sent:** Thursday, November 18, 2010 12:17 PM

**To:** OLeary Michele

**Subject:** motorcycle lane-sharing

Hi, Ms. O'Leary.

I am letting you know that I am in favor of motorcycle lane-sharing. I have been an avid motorcyclist in Oregon for twenty-five years. I am a former motorcycle safety instructor with the Team Oregon Motorcycle Safety Program and also Harley-Davidson's Rider's Edge Program. I have traveled to California on my motorcycle many times and have shared lanes while there comfortably and safely. World-wide, lane sharing helps to ease traffic congestion and reduces fuel consumption by allowing fuel-efficient vehicles to flow easily through traffic in a similar matter that High Occupancy Vehicles travel on HOV Lanes on the freeways.

Many people have concerns for safety. Many people are concerned that car-drivers may attempt to change lanes without first looking and seeing a motorcyclist approaching nearby. Motorcyclists already deal with this circumstance every day and have learned or must learn to beware of it. Drivers are supposed to signal and look over their shoulders before changing lanes, and most do. Allowing motorcyclists to pass at a slightly higher speed while traffic is stopped or moving slowly still allows the motorcyclist the ability to brake in a short distance and maneuver in the space available. No one is suggesting that lane-sharing be mandatory. Motorcyclists who don't feel comfortable with sharing don't have to do it.

We motorcyclists are concerned that some drivers may become angry about the fact that they must wait for traffic to move while motorcyclists are allowed to flow through. We motorcyclists will have to take on the responsibility of informing the public if and when lane-sharing becomes legal. We will have to take it upon ourselves to raise money for advertising campaigns to inform the public that, by flowing through, we motorcyclists are easing traffic congestion and that motorcyclists moving ahead won't be forcing other drivers to wait longer in traffic but in fact reduce their wait.

I hope to meet you at the meeting tomorrow night!

*Paul Andor Nagy*

(503) 775-6186

---

6981 Kona Drive, Placerville, CA 95667

T: (530) 626-4250 F: (530) 626-4707

**AmericanMotorcyclist.com**

November 18, 2010

Governor's Advisory Committee on Motorcycle Safety

C/O ODOT Transportation Safety Division

235 Union Street NE

Salem, OR 97301-1054

Dear Advisory Committee Members:

It has recently come to our attention that the committee will be considering conducting a statewide public opinion survey on the topic of lane sharing at their upcoming meeting. As many of you are well aware this practice has long been accepted by the driving public throughout California and is also common in many other parts of the world. We are unaware of any documented evidence that increased crashes and injuries/fatalities have resulted from the practice. Therefore we fully support a survey to gauge public sentiment on the issue of lane sharing.

Founded in 1924, the AMA is the premier advocate of the motorcycling community. We represent the interests of millions of on- and off-highway motorcyclists. Our mission is to promote the motorcycling lifestyle and protect the future of motorcycling.

This subject can be divisive, both within the riding community as well as with road users in general. Often the initial reaction is the same for both groups, with most road users asserting that it is clearly unsafe and therefore should be prohibited. However once allowed to become more accustomed to the new practice road user resistance quickly subsides. In fact, many riders report drivers expect them to pass in stop-and-go traffic situations and often make space to allow them to do so under these conditions.

California officials acknowledge controlled lane splitting to be an eminently practical and safe strategy, as well as a key way to improve traffic flow and help protect motorcyclists from rear-end collisions. Likewise, consideration to permit lane-sharing has been under discussion in a number of other states, including Arizona, Illinois, New Jersey, Texas, and Washington, as transportation authorities seek innovative ways to combat urban gridlock and congestion and enhance motorcycle safety.

We commend the task force for their consideration of this important issue and fully support the idea of a survey to gauge public sentiment. Please do not hesitate to contact us if we can provide assistance on this or any other motorcycle related issues in the future.

Sincerely,

Nicholas Haris

Western States Representative

---

**From:** Ron Adams [mailto:[ronald.adams@comcast.net](mailto:ronald.adams@comcast.net)]

**Sent:** Thursday, November 18, 2010 12:58 PM

**To:** OLeary Michele

**Subject:** Consideration for allowing motorcycles to drive between lanes.

This email is intended for the Governor's Advisory Committee for Motorcycle Safety

I have owned a motorcycle and previously lived in California and my suggestion is, DON'T DO IT!

There seems to be a premise that all the cars are going to stop in traffic and the motorcycle will scoot between them. It doesn't work that way. Cars will be stopping and going and the motorcycles will try to keep on going. I've seen it too much too often while in California.

Some questions that should be answered for anyone who thinks this could be a good idea are:

What specific space can the motorcycle occupy?

If a motorcycle and automobile collide while the motorcycle is passing an automobile and the automobile did not switch lanes who is at fault?

How much of a traffic delay will be created when a motorcyclist is injured while being caught between two cars.

How is the emotional stability of an automobile driver affected when motorcycles blast beside him (or her) in his (or her) lane?

Obviously I am biased. However, I have lived in many states including Michigan, Illinois, Pennsylvania, Texas, and California and I always felt that allowing motorcyclist to drive down the center line taking parts of two other lanes was at least one of the dumbest things California lawmakers ever did.

Thanks for your consideration.

Ronald Adams  
Portland, Oregon

---

**From:** Fortune Tattoo pdx [mailto:fortunetattoopdx@gmail.com]  
**Sent:** Thursday, November 18, 2010 1:05 PM  
**To:** OLeary Michele  
**Subject:** Splitting lanes

Governor's Advisory Committee on Motorcycle Safety  
C/O ODOT Transportation Safety Division  
235 Union Street NE  
Salem, OR 97301-1054

To whom it may concern:

I have been riding motorcycles for about twenty years.

I first learned how to ride in California where we are permitted under a "discretionary law" to split lanes.

I found through my own experience, it is a safe way to commute during rush hour traffic.  
Which in LA and SF is usually very congested with automobiles.

I have been dumped before on hwy 101 while splitting stopped traffic, by a woman that purposely intended to impede my progress.

She was one incident out of thousands of times that I had commuted from SF to Oakland and back.

It is a matter of educating the motorists as to being more bike conscious.

As you may see by any given riding statistics in California, most all motorists comply and are very respectful to us as riders.

I still split lanes when I am in California.

I wish I could split lanes here.

It enables me to get around indescive possibly dangerous drivers, manuerve out of dangerous positions presented by unaware motorists and has given me a great sense of what my limitations are when riding in traffic of any kind.

I believe having this descretionary law would benefit our state.

It will improve our riders abilities by giving them other defensive riding variables on avoiding possible injury and possibly save lives.

It will also keep drivers awake at the wheel and pay more attention to their surroundings, especially during busy hours on the highways.

Best regards to this effort.

Michelle Colmus

Fortune Tattoo PDX

1716 E Burnside

503.234.7071

---

Hi Jessica,

I obtained your email address from Dave Thompson of ODOT; as I had emailed him about this issue. This is sometimes also known as Splitting Lanes; and there is a rather large article in today's Oregonian about it ( which I have not read completely ).

I usually travel to Southern California, by car, about twice a year. I have a fair amount of experience with this issue; only from an auto driver's point of view. Also, I had held a motorcycle endorsement for many years & just sold my last motorcycle as I feel that I am now too old to be riding them.

I consider this Riding the Line / Splitting Lanes to be just simply nuts. It is extremely dangerous for both the bike rider & the car driver.

Last year I was south-bound on I-5 in Sacramento when a local police officer passed my on my right by Riding the Line. It simply scared the willys out of me. I did not see him coming; I was not looking for him. I could have easily moved to the right-most edge of my lane and crashed into him, which would have caused who knows how much injury & damage.

I see no good reason for this change to the driving laws in the state of Oregon.

Thank you for your time & consideration of my input,

Jerry Baumchen  
Beaverton, OR

---

From: chiefjdj@gmail.com [<mailto:chiefjdj@gmail.com>]  
Sent: Thursday, November 18, 2010 1:55 PM  
To: OLeary Michele  
Subject: Lane sharing

Mr OLeary,

As a life long motorcyclist I am an advocate of lane sharing and other progressive incentives to improve ridership and cycle friendly laws. Having ridden extensively throughout Europe, lane sharing is very common and dramatically incentivizes cycling. Currently, Oregon law discourages this fuel efficient, parking maximizing form of transportation. I urge Oregon to allow lane sharing and other cycle friendly policies.

Jeff Johnson  
7125 SW Highland Ct  
Wilsonville, OR 97070  
Sent from my Verizon Wireless BlackBerry

---

**From:** Deliverance4 [<mailto:Deliverance4@verizon.net>]  
**Sent:** Thursday, November 18, 2010 3:17 PM  
**To:** OLeary Michele  
**Subject:** Lane Splitting etc.

Dear Michele OLeary:

Concerning your upcoming meeting about lane splitting on motorcycles, I appreciate the fact that the state is willing to discuss this matter. I am not from your state but this is a matter of concern for riders in all states, and would like to see Delaware take up this issue. I am a rider of twenty-one years experience of accident-free riding.

Lane splitting is extremely dangerous, in my opinion, and ought not to be considered. Riding between lanes of moving cars is extremely risky. There are plenty of drivers who don't look in their fender mirrors, and are apt to wander, perhaps pushing a motorcycle into the car in the other lane.

Lane sharing is okay up to a point. The term "slow moving cars" is ambiguous. Every cop would probably have his own definition of "Slow moving." It might be okay to pass between cars that are crawling, but how slow is "crawling?" Every rider would have his own definition on that. I think it might be a good idea to have a trial period on this maneuver to see if it results in any accidents.

Lane filtering is the way to go. It is frustrating sitting behind cars on a hot day, knowing you'll get a ticket if you pass between stationary cars even when it is safe to do so. Here at the beach we have a lot of traffic lights, and cars sit still for ages during the summer season, as it all backs up. Heat blasts off a motorcycle engine, too, to add to the discomfort and rider fatigue. It makes no sense to prevent a motorcycle from moving forward between the stopped vehicles.

I understand lane splitting has been practiced in California for a long time but do not know what difference it makes, accident-wise. Perhaps it would have been stopped if it had been proven to be dangerous.

With respect

John Henrick  
Lewes, Delaware.

---

**From:** Eric [mailto:eric@ericmillerlaw.com]  
**Sent:** Thursday, November 18, 2010 1:43 PM  
**To:** OLeary Michele  
**Subject:** Comments for GAC 11/19/10 meeting

Mr. O'Leary,

This morning I read with interest the front page article in the *Oregonian* about lane splitting. I understand the purpose of the ODOT meeting at the Kaiser Town Hall is to see if ODOT should spend \$12000.00 on a poll about legalizing lane splitting. I am favor of such a poll. I do not know if I will be able to attend the meeting. If the discussion goes beyond the narrow topic of whether to fund a poll and spills into a discussion of lane splitting, I have the following comments in favor of lane splitting.

I have been riding motorcycles for almost 45 years, with 10 of those in Southern California, and the last 35 in Oregon. In addition to day-to-day riding, I usually ride a motorcycle from Portland to L.A. once a year. I have split

lanes hundreds if not thousands of times. In 45 years of riding I have never had a motorcycle accident. Lane splitting needs to be considered in the context of safety minded motorcyclists doing it. The unsafe, stereo-typical, crotch rocket rider who is already on the road speeding, weaving in and out of traffic, should not be considered in the decision to legalize lane splitting; they are idiots and whether lane splitting is legalized or not will not matter.

It is very uncomfortable to be stuck in traffic on a motorcycle. Motorcyclists are invisible to motorists. When I do have to stop in traffic I invariably stop in either the extreme right or left of the lane, and watch my rear-view mirrors to see if an approaching driver is going to stop without hitting me. If not, then I have a clear escape route or I if am actually struck from behind I will not hit the car in front of me. I would much rather be moving by splitting lanes.

Lane splitting is dependent on traffic conditions. Sometimes it is not feasible to lane split. When done safely, a motorcycle's speed while lane splitting is not that much greater than the auto traffic. Sometimes it is not practical to split lanes because a vehicle or vehicles have crowded the lane, and there is not enough room to get through. My experience in California has been that when another driver is actually attentive to their driving, they typically move over to one side of the lane to allow motorcyclists more room. I have never encountered an auto driver turning his car to block my path as anecdotally mentioned in the *Oregonian* article citing a United Kingdom study. I find attentive motorists friendly and accommodating to motorcyclists. Whenever I stop at a rest stop while riding my motorcycle, it is typical that at least one other patron at the rest stop will strike up a friendly conversation about my trip or the bike; if I am in a car, other motorists rarely engage me in conversation.

The *Oregonian* article leaves the impression the only place in the world that lane-splitting is allowed is in crazy California. Arizona's house and senate recently unanimously passed a law allowing a one-year trial of lane splitting in Maricopa County (HB 2475), but it was vetoed by the governor because it was unclear how the bill could be implemented to notify and educate motorists of the change. She also reportedly had concerns related to the jurisdictional implementation required by the bill and its impact on safety. Lane splitting is also apparently allowed in Washington DC by virtue of the absence of any law concerning lane splitting.

Lane splitting is allowed throughout Europe, but from my research, there is a paucity of studies on accidents related to lane splitting. The *Hurt Report* cited by the *Oregonian* is favorable to lane splitting, but the report is also light on data on lane splitting. There really are not a lot of hard facts. The *Oregonian* states Team Oregon is against lane splitting because it "violates care safety principles," of keeping a "safety cushion," and it "could stir hostility toward bikers." I would much rather be moving down a split lane at an appropriate speed and evaluating each and every car in front of me so that I can manage my personal "safety cushion," as opposed to being a sitting duck for a driver to plow into the back of me or a string of cars with me in the middle. Lane splitting is not mandatory; it is an option and the motorcyclist does not feel conditions are safe then they will not do it. Just like yesterday when returning from central Washington by way of I-84, I drove slower than normal because of rain, wind, and traffic conditions.

Anything that promotes motorcycle use (in lieu of an auto) should be promoted for obvious reasons: congestion, parking needs, emissions, and fuel mileage. As an example at PDX there appears to be free motorcycle parking

closer to the terminal than a car is allowed to park. Dozens of motorcycles are usually there, taking much less room than a like number of cars.

California's law allows lane splitting by motorcycles, but it must be done in a "safe and prudent manner." Pretty simple law. For those who want more regulation, they can consider making the law with a fixed time limit or with a sunset provision, in concert with evaluation of the fiscal impact and/or safety aspects. The law could regulate how much faster a motorcycle can travel above the speed of the autos. At this point there simply is not any useful hard data one way or another, just visceral feelings against lane splitting. The DMV and OSP already mandate reports for any bodily injury vehicle accident or high property damage accidents, and they compile a myriad of traffic accident statistics; it would not be that difficult to add a box for whether or not a motorcycle accident involved lane-splitting. Such a broad designation would catch all incidents for the naysayers; my guess is that there would be a insignificant amount of lane splitting related accidents.

If a lane splitting law gathers momentum, there will be plenty of stories for and against it; facts need to be considered not opinions.

Eric Miller  
Eric Miller, LLC  
7410 SW Oleson Road, #121  
Portland, OR 97223

---

**From:** Steve Titus [mailto:sntitus@gmail.com]  
**Sent:** Thursday, November 18, 2010 2:17 PM  
**To:** OLeary Michele  
**Subject:** Motorcycle Lane Spitting

Michele,

I'm sure you'll hear from many ex-Californians - I'm one of them. I rode a '76 BMW R90/6 and was never comfortable lane splitting so I didn't. I also see nothing wrong with it - within reason.

In my years of commuting the Los Angeles freeways, the motorcycles generally only split lane 1 and lane 2. It's the space where they were expected. They were not "all over the road" as I'm sure Oregonians will imagine. They also did not travel at speeds much faster than the traffic. If I'm in stop and go, I don't think they were going much faster than 5-10 mph the speed of traffic. There are always jerks and they usually end up in the back of an ambulance.

I remember one biker in particular that rode the Santa Ana Freeway and was very courteous in his speed. As a result the cars in lanes 1 and 2 used to give him room by moving over a bit, a parting of the Red Sea sort of thing.

He returned the gesture by doing a hand salute to all that moved over. Very cool watching this guy salute to the right and left down the freeway!

Steve Titus  
Tualatin, OR

---

Hello,

I won't be able to attend this meeting, so here are my thoughts.

I'm a native Oregonian, a resident of the Portland area, and an AMA Member. I've been riding motorcycles for more than 40 years. I also drive cars, SUVs, etc.

In my humble opinion,

Motorcyclists (and bicyclists) must always behave predictably and lawfully on our streets and highways. Excessive speed and sudden, unannounced maneuvers annoy and confuse other drivers. Even me.

I'm not sure what will be discussed at the survey meeting (because the link to "more information" in the email below is broken), so here's my approach - define then discuss.

Definitions -

Lane Sharing = Riding two abreast, in one lane.

Lane Splitting = Riding between two lanes of traffic.

Lane Sharing is easy for experienced motorcyclists. Inexperienced riders should not do it. Yes, it is a bit more dangerous than riding single-file, but good judgment dictates when to do it, and when not to do it. I do so only very occasionally, and only with other very experienced riders.

Lane Sharing is also natural, because riding in the center of a single lane is dangerous - oil and trash accumulate there, between the wheel tracks. The best place to ride is in either the left or right wheel track. So, one lane easily accommodates two motorcycles side-by-side.

Lane Splitting is dangerous and should be avoided. Oregon has not previously allowed Lane Splitting. If it were legalized here, other drivers would be startled. There would be a huge "learning curve" for everyone. Personally, I would not split lanes even if it were legal.

Unfortunately, we cannot legislate common sense.

I'm also in favor of wearing a helmet, although I don't believe that a helmet law is necessary. Folks who don't wear helmets ...die. Darwinian selection cleans out the gene pool.

Thanks for the opportunity to comment.

pat (Irish)

**Patrick H. Barrett, Citizen, Biker, AMA Member, Veteran, Voter**

POB 19847, Portland, OR 97280

503.245.0325, office

[pbarrett@ieee.org](mailto:pbarrett@ieee.org)

-----  
Dear Ms. Oleary,

I'm a recently re-patriated Oregonian, having grown up in Oregon, thru college, then enlisting in the service, coming home after 20 + years service. for 16 of my 20 years i was based in California, and rode motorcycles for the same amount of years.

so i have some experience w/ their (yes, poor) driving habits, including lane-splitting.

i can tell you without reservation, that this is a worthwhile option for consideration.

one, and this is most basic: if you're uncomfortable w/ the option of lane-splitting, you simply don't have to do it. there were sometimes, dusk, traffic moving at moderate speeds, excessive rain while moving at slow speeds.... that i chose to remain with the flow of traffic.

but there were many, many times when lane splitting / filtering made traffic movement much easier for myself and automobiles around me.

when traffic is completely halted, people simply cannot make lane changes, and i'm able to move thru slowly and smoothly.

at moderate speeds, i can move w/ caution and also get thru traffic.

this is just too plain an option to dismiss out of hand.

although i respect my colleague at Team Oregon, they simply have little reference nor patience to accept this option. do not sound the alarm, this can be a safe and efficient traffic management technique.

i'm available for further comment. please include me in any future discussion.

best regards,

Mark Collier

LT USCG (Ret.)

---

Michele:

I will be unable to attend the meeting on Friday, so I would like to share my opinion via this note.

My understanding is this meeting will decide whether to spend the money for a survey to then decide about recommending a change in the lane splitting law.

I am both in favor of the survey and in favor of changing the law to allow lane splitting here in Oregon.

I ride many miles every year with at least one and sometimes two trips to So. Cal. on my MC to visit my parents and have enjoyed the benefit of lane splitting on Calif. overcrowded highways. My trips are usually during the summer and having to endure slow stop and go with full gear on would be very hard on my old body and old bike. Lane splitting allows me and my old bike to keep cool by not having to stop and start and stop and start and stop etc.

The only problems I have experienced have been created by motorists intentionally (my judgment) trying to cut me off . I travel slowly compared to some of my fellow 2 wheeled riders and am very careful and aware of what is happening in front of me.

Thanks for listening -

Larry Johnson

Safety and Education Officer

AMO Association for Motorcyclists of Oregon

Albany, Or

541-979-7359

---

I am an Oregon motorcyclist. I have been a rider for 30+ years both on road and off road. I have ridden in California and have "lane shared" there. I have also ridden in Europe and done the same. Riding a motorcycle in Europe is excellent because the car drivers watch out for motorcyclist.

In order to pull this off, you will need an excellent campaign that makes the driving public aware of it and educate them starting with drivers education. In Europe, drivers are taught from their first driving lessons to watch out for 2

wheeled vehicles. Here in the states and Oregon, we are more of a moving target.

--

Regards, Kevin Poling

Lake Oswego, OR.

---

Ms. O'Leary:

I am writing to you from the perspective of both an avid and responsible motorcyclist and also a responsible motorist. I log approximately 50,000 miles per year in automobiles and approximately 10,000 miles per year on motorcycles. I have ridden with your associate, David Peterson, and I regularly attend riding training clinics and motorcycle track days as a way to increase my chances of survival.

I am failing to locate any reasonable or even statistical justification why we should even be considering motorcycle lane sharing. I am seeing this catch phrase "increased awareness of motorcycles". "Increased awareness" - sounds great in practice, but I don't buy the argument. Not for a second. Then there are those that say: "they do it in California". Are these the best reasons we can come up with?

I can, however, come up with many reasons why we should oppose this tactic.

Although not specifically noted as such, I am sure that a significant amount of vehicle crashes are the result of an irritated driver making a stupid maneuver. What would irritate a driver? How about sitting stopped in traffic? What is going to irritate him off even more? How about another vehicle - motorcycle or otherwise - not waiting their turn and trying to maneuver around other stopped vehicles in an effort to get to the front of the line?

Whether I am in my auto, my full size truck, or my motorcycle, that lane from dashed line to the fog line is for me to use. If I have to maneuver, I do not need another vehicle encroaching in my safety zone just so that they can try and get to their destination two minutes earlier.

What happens when we have a crash as a direct result of lane sharing? How are the authorities ever going to figure out where to place the blame? I'll tell you how - by bringing out the CRASH team and closing the highway for three or four hours while they do their analysis. I can see these incidents tying up our legal system and the courts. Additionally, how are the police authorities going to enforce a rider that is abusing this privilege?

Additionally, you will find that the motorcyclists with the least amount of experience and skill are the riders that will put themselves in a position for lane sharing. Skillful and responsible riders are rarely found hanging out on the freeways stuck in traffic. Hence, we've got rookie riders zipping around parked cars. Not good!

Our goal as responsible motorcyclists should be to work together with the other drivers on the roads. Having a different set of rules for motorcyclists will build dissension with the motorists - we don't want that!

I envision lane sharing in the same class as loud exhaust pipes - all that it accomplishes is to piss off the other drivers. That's not the image we want. That's not the "awareness" we want. It's not safe for the riders and it's not good for the sport.

I regret that I will not be able to attend your session on Friday night. Rest assured, I will track the progress of this project. Unless someone can come up with a valid argument in favor, I trust this issue will meet its demise in short order.

Thank You for your time and consideration.

Lawrence Hess  
St. Helens, Oregon  
503-702-7797  
[lawrencehess@msn.com](mailto:lawrencehess@msn.com)

---

November 12, 2010

MICHELE O'LEARY  
ODOT TRANSPORTATION SAFETY DIVISION  
MOTORCYCLE SAFETY PROGRAM AND  
VEHICLE SAFETY EQUIPMENT PROGRAM MANAGER  
235 UNION ST NE  
SALEM OR 97301-1054

I understand that the Committee will be holding a hearing on whether or not to send out a survey about lane sharing, splitting, and/or filtering.

The survey should be sent. I don't know what questions you will have on it. If the right questions are asked, meaning they are not slanted towards a conclusion, you will have a better idea of what the answering public really thinks.

Thank you.



Mike Butler  
PO Box 36  
Wilsonville OR 97070

From: crankmychain@gmail.com On Behalf Of Dan Kaufman

Sent: Friday, November 19, 2010 10:33 AM

To: OLeary Michele

Subject: 2¢ on Motorcycle Lane Splitting Survey

I can give you the results of the Motorcycle lane splitting survey right now. Car drivers will be fearful, think it's not fair and consider it a horrible idea. Determine the ration of car drivers to motorcyclists and that will be within 5% of your final result for and against.

Instead of a survey, why don't we move forward with this IF it's a good idea that will (A) ease congestion, (B) move people out of cars, (C) reduce fuel consumption and (D) increase safety or at least have no net negative (based on available research). In fact, research is where I'd rather see the money spent instead a survey.

Since opinions and anecdotes are the order of the day... A friend and neighbor of mine who recently moved from California told me one of the reasons he sold his motorcycle was because they don't allow lane splitting. He now commutes to work in a large pick-up truck - hooray for us!

Good luck, I'd love to see it succeed!

Dan Kaufman

Bicyclist

503 267 2862

-----

I am a California implant to the GNW and have been here for the past 15 years. I've been riding motorcycles since 1979 mostly for pleasure. Today we have 3 times the traffic and fuel is \$2.25 more than it was back then so riding a motorcycle for work is becoming more common for economical reasons as well as wanting to get home sooner. Splitting lanes has always been allowed in Ca so I don't need to tell you that I'm all for it. If you yourself are a rider you know how difficult it can be to ride from 0 to 10MPH. for me its even more difficult because I ride a BMW and I'm only 5-7, I tippy toe the ground. No doubt that is dangerous for the rider to split lanes especially if the law changes because drivers won't be used to it and some may even get angry because they are sitting in traffic and we are not, it's the risk you take as a rider. Lets hope that if this passes the WA is right behind OR.

**Have a nice day, Tim W**

---

dear michele,

i am a motorcycle rider here in oregon and wanted to let you know that i fully support making lane splitting legal in this state. it is a primary reason to use a fuel efficient bike to commute and to travel when our roads continue to become more and more clogged with cars and traffic.

thank you,

todd ellis  
341 high street  
ashland, or 97520

---

To whom it may concern,

I applaud the Oregon Department of Transportation's recently released "Motorcycle Lane-Sharing Literature Review".

As a motorcyclist, I support the findings of ODOT's research. ODOT's report notes that lane-sharing could reduce congestion, lower idle vehicle emissions, and decrease travel times. The report also points out that lane-sharing could be environmentally beneficial because it encourages a mode shift two-wheeled

transportation—two wheelers are much more fuel-efficient than automobiles and cause less wear on roads and infrastructure. See, ODOT study at p.1.

In years past, the Oregon Legislature has considered bills to legalize lane-sharing. However, without existing research on the issue, they have had little ground on which to base a decision. ODOT's new report begins to provide the necessary factual background for further consideration of lane-sharing in Oregon, but concludes that "it is clear that additional research on lane-sharing is needed".

As a citizen who supports legislation based on facts, I am writing to ask that the Legislature respond to ODOT's suggestion and further pursue this much needed research into the costs and benefits of lane-sharing, partnering as necessary with Oregon's University system, and/or other state and federal agencies. This research will give legislators the information they need to make sound decisions on this matter.

Our state is already lauded as a pioneer in improving motorcycle safety and innovative transportation solutions. Let's continue to earn this praise.

Thank you,

Jay Ferris

5515 NW Osprey Pl

Portland, OR 97229

503 533 0150

-----  
Michele O'Leary, Motorcycle Program Manager  
Transportation Safety Division

I will not be able to attend tonight's meeting about motorcycle lane sharing, but I wanted to submit my thoughts for your records.

I've been riding motorcycles on the road for only about six years now and started while living in Portland. I endorse the idea of lane sharing and recommend that you move in that direction to facilitate the flow of traffic and to encourage alternate forms of transportation.

While there's not likely to ever be much need for lane sharing anywhere in the state but in the metropolitan areas of Portland, Salem and Eugene, I believe that the ability of a motorcyclist to find the path of least resistance should be allowed.

I have been exposed to lane splitting as a passenger vehicle driver both in France and California. The first time I observed lane sharing, I was surprised, however I immediately got it. I was then even more mindful of my mirrors, but also of how much room there actually is to travel safely between lanes.

There may be an increased safety risk, mostly to the motorcyclist, however, those risks can be lessened by a persistent and ongoing public awareness campaign, just like that for safety belts in cars.

If the state should ultimately allow lane sharing, it must phase in the activity by first educating vehicle drivers.

- It should immediately become part of the vehicle drivers' licensing curriculum and handbook.
- There should be signs posted at the borders of our state showing that lane sharing is allowed.
- There should be significant penalties for malicious lane "pinching" by motorists who intentionally cause a lane-sharing accident.
- Lane sharing could perhaps be another level of motorcycle endorsement, providing the rider can show sufficient skill for the maneuver (Motorcycle A [lane-sharing permitted] versus Motorcycle B [lane-sharing not permitted]).

If you have any questions or wish to follow up, I am happy to converse.

Thank you,

Chris Greenwood Photography

61535 S Hwy 97 Ste 9448

Bend, OR 97702

541.617.9495

801.457.9593 - FAX

I have been riding motorbikes for over 55 years and have yet to be involved in an accident. Lived in California for years, split lanes all the time down there, If it is done sensibly it works, relieves congested traffic, and at 60 mpg, helps save the planet. People in California don't mind the lane splitters at all, after all they are not taking any of cage drivers space, only space that is not used. Hey why not give it a try. Put some boundaries in place like traffic has to be stopped or going less than 20mph and no more than 20 mph faster than traffic. FYI I am retired from ODOT

Gary Olsen

---

Michele,

I would like to voice my thoughts on lane splitting. I truly believe that this is an effective and worthwhile approach to improving green house emissions *and* safety. From my understanding, the Hurt report confirms this. I think that the biggest challenges we face as motorcyclists in the arena, as with many others, is public awareness of our presence. I firmly believe that the success this initiative has in California is due to decades of practice and influence on the population. Having recently returned from a trip to Europe, I saw lane sharing used effectively and safely as a daily practice. Again, I cite awareness of presence as the primary reason. Please let this be a letter of endorsement and recommendation.

Sincerely,

Dan Hughes, CRCST  
Manager  
Sterile Processing Dept.  
Sacred Heart Hospital  
Springfield Oregon  
541-222-2660

---

From: billflan@comcast.net

To: "michelle a oleary" <michelle.a.oleary@odot.state.or.us>

Sent: Thursday, November 18, 2010 4:17:19 PM

Subject: Oregon Motorcycle Lane Sharing

To whom it may concern,

I applaud the Oregon Department of Transportation's recently released "Motorcycle Lane-Sharing Literature Review".

As a motorcyclist, I support the findings of ODOT's research. ODOT's report notes that lane-sharing could reduce congestion, lower idle vehicle emissions, and decrease travel times. The report also points out that lane-sharing could be environmentally beneficial because it encourages a mode shift two-wheeled transportation—two wheelers are much more fuel-efficient than automobiles and cause less wear on roads and infrastructure. See, ODOT study at p.1.

In years past, the Oregon Legislature has considered bills to legalize lane-sharing. However, without existing research on the issue, they have had little ground on which to base a decision. ODOT's new report begins to provide the necessary factual background for further consideration of lane-sharing in Oregon, but concludes that "it is clear that additional research on lane-sharing is needed".

As a citizen who supports legislation based on facts, I am writing to ask that the Legislature respond to ODOT's suggestion and further pursue this much needed research into the costs and benefits of lane-sharing, partnering as necessary with Oregon's University system, and/or other state and federal agencies. This research will give legislators the information they need to make sound decisions on this matter.

Our state is already lauded as a pioneer in improving motorcycle safety and innovative transportation solutions. Let's continue to earn this praise.

Thanks and regards,

Bill Flannery

7835 SW Everett Ct

Beaverton, OR 97007

Home Phone: 503-646-8091

-----  
Mike,

Thank you for providing an email address to share our comments regarding lane splitting.

First, a little about me, so you know my background. I'm 55, have been riding for 41 yrs, and have ridden dirt bikes, and currently ride a dual sport and a touring bike (Goldwing). We've ridden in all types of traffic to Alaska and to Toronto Canada, and I am a past Team Oregon instructor. I am an AMA member of 25 yrs, and a member of the Rose City Motorcycle Club.

Second, how I feel about lane splitting. Without spending hours doing on-line searches and getting facts, I must apologize that I have none. These are solely my opinions and feelings. I have only bad feelings about lane splitting. I remember reading more news factoids about riders getting maimed in CA when doors opened in front of them, or cars didn't see them, or the cars were just belligerent -- and didn't like the riders doing it, so they threw a block, and the rider pays for it.....and some have died.

I've lived in OR for 41 yrs, and I don't see ANY need to risk my life or my wife's by lane splitting. This is NOT LA or San Fran....we don't have that kind of traffic, and therefore we don't need this law. If you must, put in HOV lanes like on I-5 northbound. We just don't need to lane split. I see nothing but show-off 20 and 30-somethings hauling &#\$ between and by everyone, just because they can, and there will be drastic consequences from this. Drivers will get scared to death when a rider with loud pipes drives between them and pours the gas on.....just to get a reaction. We all know this will happen. Drivers will get very ticked-off at this. We're pretty conservative in general, in OR....and this is too California-like to me, and I fear that nothing good will or can come out of it. Also...the public isn't aware of it....and your awareness campaign will cost you a million taxpayer dollars to get drivers up to speed on it. I won't lane split...even if you make it legal.

Thanks for listening,  
Gary A.

-----

Lane sharing. Thank you for taking the time to look into this matter. I am a motorcyclist that spent alot of time in CA where lane sharing is legal. I am also a former Team Oregon instructor.

I believe it can be safely done when slowly moving past stopped or stop and go traffic. It is of my opinion that lane sharing should be legalized to allow for the advancement of motorcycle traffic in congested situations.

Steven R Smith  
c 541-619-2958

---

Dear Ms. Oleary

I understand that you are possibly going to be conducting a state wide poll on the subject of lane splitting. I would like to have my voice heard in the positive on this issue. I would very much like the ability to split lanes in traffic. At the very least I would like the opportunity to participate in the poll.

Thank you very much for entertaining the idea of polling riders for this issue.

Scott Clark

541 601 2588  
3230 Kirtland Road  
Central Point Oregon 97502

---

I am writing in support of both a poll of Oregon motorcyclists regarding lane "splitting/sharing" and the enactment of legislation permitting lane splitting. I am a Jacksonville, Oregon resident and motorcyclist with over 40 years of motorcycling experience. Of the 400,000 miles I have ridden motorcycles, most were in Los Angeles, CA (which permits lane splitting) and a large percentage of those miles were on

freeways in rush hour traffic. Neither I nor any of my motorcycling friends ever had an accident while lane splitting. I recommend lane splitting for two primary reasons:

1. Safety. Riders splitting lanes are in somewhat of a protected cocoon between 4-wheel vehicles (cars), and are not immediately in front of or behind cars. As such, they are more protected from cars invading their spaces from the side or from behind than motorcyclists riding in the middle of a traffic lane. (Lane splitting motorcyclists are less vulnerable to car drivers who might run into them from behind due to inattention or sudden traffic stops.) An analysis of accidents involving cars vs motorcycles in CA will show far more accidents involving rear end collisions and invasions of lanes occupied by motorcyclists than accidents involving lane splitting. As an experienced motorcyclist, I feel far safer splitting lanes than riding single file among car drivers.
2. Economy. Motorcycles get better gas mileage than the vast majority of cars. Motorcyclists splitting lanes maximize this advantage; motorcyclists sitting in stop-and-go traffic do not.

Sure, there are dangers inherent in the operation of motorcycles and, indeed, all motor vehicles. Lane splitting is not for every motorcyclist and there are many who will not split lanes even when the practice is lawful. For those who have never split lanes or are apprehensive about doing so, training can be important. I am sure there are numerous motorcycle publications (e.g. Sport Rider, Motorcyclist, Cycle World, Cycle News and others) that would be willing to produce--at reasonable costs--training pamphlets on motorcycle lane splitting for departments of motor vehicles and/or for motorcyclists themselves.

I encourage you to please consider favorably legislation that permits lane splitting. Though California has imprecise written guidance regarding lane splitting, it has no codified laws. Oregon could do better and, in so doing, set the standard for this safe and economical practice throughout the country.

Sincerely,

Tom Davis

-----

I am expressing support of proceeding with considering lane-splitting in Oregon. I have traveled often in California both as a motorist and a motorcyclist and endorse this as a reasonably safe way to deal with congestion and reduce gasoline use. As a driver I noticed that Californian drivers were more aware of motorcyclists because of the possibility for lane sharing. I disagree with Team Oregon's opposition to this potential law change. Be aware

that Team Oregon is not affiliated with the national motorcycle safety organization, having been involved in court battles over their course material.

Please consider seeking input from the American Motorcycle Association as well.

Thank you  
Ron Smith  
2330 park View Drive  
Eugene, Oregon

---

Dear Ms. O'Leary,

I am writing in regard to the issue of Lane-Splitting. I know that your commission is hilding an information session on this issue tonight. I have done some research on this issue and here are my thoughts.

I do not object to lane-splitting, as it seems effective in helping to reduce congestion. However, I think it should be limited to left hand passing, at least when the motorcyclist is in the right hand lane. Motorcyclist should not be allowed to ride or pass on the right hand side when they are in the right lane. The reasons for this are as follows:

- Increased risk of hitting pedestrians or bicyclists riding or walking on the right side of the road
- Increased risk of getting hit by cars making a right hand turn
- Increased risk of colliding with people getting out of cars (or hitting an open door)

I never ride a motorcycle, but I ride a bike every day. I am in favor of anything that will get people out of their cars and onto transportation that is more fuel efficeint and poses less risk for bicyclist. If allowing lane splitting helps in this regard, then we should do it.

Susan Rosenthal

---

Hello,

My name is Daniele and my husband rides his motorcycle to work on the highway everyday. I've never been a big fan of lane splitting but I know that I can't deem it as unsafe as a whole. Safety follows the rider, if the rider is safe the action is safe therefore if the rider is responsible and follows the law to the best of his training then splitting lanes isn't "unsafe". Thank you for your time.

-Daniele.

Sent from my Verizon Wireless BlackBerry

---

Hello Ms. Oleary,

I've been lane-sharing here in California for 20 years with nary an issue, and I can say the thing I like least about travelling outside the state is the inability to lane-share. It is such a time-saver and traffic uncongester, I don't see why other states don't join California and the rest of the world in making it legal. Here's a great chance for Oregon to strike a blow for "green"!

John Burns

---

Thank you for the opportunity to comment on lane sharing and lane filtering for motorcycles in Oregon.

My wife and I have been riding motorcycles in Oregon for 47 years and in recent times have traveled extensively through out the world. Our motorcycle travels have taken us to over 50 countries, many of which allow lane splitting by motorcycles.

The overriding issue with lane splitting and filtering is safety. In countries where this is the norm it is not a problem primarily because other motorists expect motorcycles to go past them when they are held up in traffic. Most often motorists will move to the side of the lane to accommodate motorcyclists. To introduce this concept in Oregon would take a fair amount of education of the public, but we do believe it can be done.

Lane sharing and filtering are important to motorcyclists. Sitting in traffic knowing you could safely pass , but can't, is very difficult. On a hot day, sitting in traffic on top of a hot motor that might overheat is very challenging. The advantages of lane splitting would be inhaling fewer gas fumes, consuming less gas and

freeing up space for other vehicles on the road. It might also encourage more people to ride motorcycles which consume less gas, and overall have less of an impact on our environment.

Jeff and Ann Roberg

[bykervet@yahoo.com](mailto:bykervet@yahoo.com)

503-682-6000

---

From: Eric [<mailto:vmaxxed@yahoo.com>]

Sent: Friday, November 19, 2010 3:05 PM

To: OLeary Michele

Subject: Lane Sharing In Oregon

As a motorcycle enthusiast both for pleasure (I own three motorcycles) and work (I ride motors for the Multnomah County Sheriff's Office), I would like to voice my support towards any effort to legalize lane sharing for motorcycles in Oregon.

Besides the obvious and most often referred benefits such as less impact on roads, easing congestion and traffic, and less output of harmful emissions, I believe in at least one other way the ability to filter or lane share provides more safety for motorcyclists. Riders are vulnerable in any case but are especially vulnerable when stopped in traffic. Riders have no protection other than the gear being worn from being rear-ended by inattentive motorists. A moving motorcycle has the ability to outmaneuver and outbrake other vehicles so it is generally safer when in motion. Other vehicles offer the protection of tons of steel, seatbelts, and airbags whereas motorcyclists do not. Just two days ago while stopped at a red light in my county marked patrol car, I was rear-ended by an inattentive motorist. While not a fast collision, this would have been very serious had I been on a motorcycle. Being able to filter through traffic gives the rider a cushion of safety by being able to use the cars around him or her.

Weather in the Pacific Northwest isn't always ideal. Motorcycle riders are exposed to the weather more so than motorists even when the riders are wearing proper protective gear. Being stopped in traffic on a hot day causes increased stress and fatigue on the rider which can have a detrimental effect on the rider's safety. The ability to keep moving through traffic means the rider can stay cooler in hot weather. Being stuck in traffic in rain and cold isn't pleasant either and cold obviously adversely effect the rider as well.

If lane sharing or filtering is allowed, and I hope it eventually is, then I would propose reasonable restrictions on the conditions when it could be done. Using a relative speeds would be one such way. For example, surrounding traffic would have to be stopped or travelling below a certain speed for lane sharing to be allowed and then the rider's speed could be restricted to some logical amount above the slowed traffic speed. So, for example, if traffic was going 35 mph, the rider could only go 45 mph. Filtering up to intersections and construction flaggers should be allowed at all times.

Also, ODOT and the Oregon legislature need to make sure that any definition of a motorcycle only applies to a vehicle with two wheels. A vehicle with more than two wheels is not a motorcycle.

I urge ODOT to proceed with this survey.

Regards,  
Eric Gustafson

---

**From:** Paul Nagy [mailto:paul.andor.nagy@msn.com]  
**Sent:** Monday, November 22, 2010 9:07 AM  
**To:** OLeary Michele  
**Subject:** motorcycle lane-sharing

Hi, Ms. O'Leary.

We met briefly Friday night. Thank you for giving me your time.

It's been a busy weekend on the web regarding the subject of lane-sharing. There are a couple of more points I want to bring to your attention:

At the meeting last Friday night, I observed a lot of people describing how lane-sharing might make their own lives easier. In my opinion, this attitude will not work in our favor. We need to convince the general public that lane-sharing will make THEIR commutes better and save fuel for all of us. The general public doesn't care if your air-cooled engine overheats in traffic or if your clutch hand gets sore or if you get too hot wearing riding gear. To those who raised these points, get yourself a water cooled rice grinder or a scooter with an automatic transmission or a car with air-conditioning. We didn't choose to ride

motorcycles because it was easy.

I am concerned about allowing a survey or election on this decision to the general public. I believe it is wrong to use a "majority-vote" to decide on "minority's rights" and we motorcyclists and scooterists are a very small minority.

Someone mentioned last Friday that the streets, roads and highways are a limited and valuable resource. Motorcycles and scooters take up less space on the road. We use less road. We cause less wear on the road. Let's please try to stay focused on the fuel savings we can create by helping traffic to flow more easily.

If you use facebook, check out these two sites:

[http://www.facebook.com/home.php?sk=group\\_133425590044078&notif\\_t=group\\_activity](http://www.facebook.com/home.php?sk=group_133425590044078&notif_t=group_activity)

<http://www.facebook.com/pages/Motorists-in-Favor-of-Lane-Sharing-in-Oregon/108069179261749?ref=mf>

Thank you!

*Paul Andor Nagy*

(503) 775-6186

---

I'm a motorcycle rider here in Portland. i am in favor of this because for me sitting in freeway traffic feels dangerous to me. cars come up fast and stop last minute and some don't see me at all. i think its time for a change.

Blake Gilbert [k7bsg@yahoo.com]

---

I know I'm a little late for comments but I'll comment in the hope that it will be considered. Please allow lane splitting.

It would speed traffic up & there's no reason for a motorcycle to sit in the middle of stopped traffic when there is plenty of space in the middle of a lane to safely move on and eventually put one less vehicle on the road wasting gasoline and spewing pollution.

Thanks for your consideration.

Fred Blanchard

---

I have been riding motor cycles for 30 years both here and in Europe and it is far safer to give motor cycles the option to move between the lanes of traffic at safe speeds bicycles do all the time,or is it about getting moving revenue over safety! I have been waiting in traffic and had a car not see me and try to move into the space also sat choking on ex fumes from trucks and unable to move from the gases , it would be nice to move forward between the traffic and cleaner air. I did move once and received a ticket for doing so .

Stephen Newell

---

Hey I lived in Calif for several years and lane sharing works great, besides it may take the cars off the road if people find they can bypass stopped traffic, I say a big yes to lane sharing.

Gary Olsen retired from ODOT Planning dept

---

**From:** Jason Carnahan [mailto:[jasonc@epipheostudios.com](mailto:jasonc@epipheostudios.com)]

**Sent:** Monday, November 22, 2010 9:23 AM

**To:** TEAM OREGON

**Subject:** Lane Sharing

I have become aware of your work towards Lane Splitting in Oregon and as a former Californian that lives and rides in Portland, OR I would love to help with any test program. I have experience splitting in LA and San Diego and would love to be a part of getting the program in Oregon.

Regards,

Jason Carnahan

Account Manager

Epipheo Studios

[www.epipheostudios.com](http://www.epipheostudios.com)

[jasonc@epipheostudios.com](mailto:jasonc@epipheostudios.com)

direct: 503.319.9023

fax: 888-575-4535

---

Mr. Oleary:

Filtering is an idea that should be studied. Given the increased congestion in Oregon metropolitan areas, and in Portland in particular, permitting motorcyclists to safely practice filtering could substantially lower road congestion, save fuel, and result in lower greenhouse gas emissions. As a motorcyclist, there have been many times where a safe opportunity to filter existed yet I was unable to avail myself of the opportunity because of the illegality of the practice.

Please add my comments to the public record and feel free to contact me with any questions.

**Christopher A. Rycewicz**

**MILLER NASH LLP**

[Christopher.Rycewicz@MillerNash.com](mailto:Christopher.Rycewicz@MillerNash.com) | [www.millernash.com](http://www.millernash.com)

---

The idea of allowing motorcycles to be Lane-Splitting(LS) is totally wrong. That would give the motorcycle rider the right to encroach on the other motorists space in the lane. The motorists have enough problems these days trying to watch out for normal traffic on the road. The volume of traffic grows larger everyday. They don't need the added stress of gtrying to watch out for LS. I have driven in California where the LS for motorcycles is legal and found it to be very hazardous. The motorcycles popup out of nowhere and can startle other drivers (personal experience) this can happen during lane changes and easily cause an accident or death.

If LS is legalized and an accident happens is the motorcycle rider going to be considered the one at fault - He should be as he is the one encroaching on the other vehicles space. I don't want my car damaged by some motorcycle that was LS. I don't want to see the motorcycle rider injured or killed from running into my car. I don't want my insurance going up because of these types of accidents.

Please do whatever you can to stop Motorcycle Lane-Splitting in Oregon.

Thank you,  
Rick Halvorson

---

Hello  
My name is Marc Gwilliam. I am interested in attending meetings.  
and possibly joining the staff.

Briefly, as a relatively new rider and graduate of Team Oregon, who also is a full time professional commercial tractor trailer operator (8 years) I believe i can contribute a unique perspective on the many issues affecting the safety of fellow motorcyclists.

Please tell me how I should proceed to get involved in this committe.

if I am writing to the wrong person please provide the correct contact information.

Sincerely

Marc Gwilliam

---

As a motorist since 1967, travelling on motorcycles and in cars, I would like to voice my thoughts on the lane sharing issue. The ability to ride between lanes of stopped traffic is a major safety improvement to a motorcycle rider. This eliminates the possibility of being struck from the rear as traffic stops suddenly. It also allows more cars to cross an intersection between lights as motorcycles can move to the front, giving their space in line to another car, then accelerate ahead of the line when the light changes. This speeds up traffic movement and doesn't cause any risk to cars or motorcycles. Who knows, maybe drivers wouldn't feel the need to run red lights to get through the intersection if the turn lane line was shorter! As an Oregonian driving occasionally in California, I have been startled by motorcyclists lane sharing, but once accustomed to this practice, I haven't had any problems with it. This should be about moving traffic rapidly with minimal risk, not about what irrational fears some have dreamed up regarding the dangers of lane sharing.

Michael Lahmers

[mlahmers@comcast.net](mailto:mlahmers@comcast.net)

503 531-8973

2900 NW Whitman CT

Portland, OR 97229

---

Hi,

I am Robert Cade, I was at the 11/19 meeting and felt I should voice my support for the study and for lane sharing. I have been riding for about 25 years, 6 of those years safely riding in California.

The survey should measure more than "do you favor/oppose lane sharing", examples of pertinent questions in my opinion are:

-Would you wear safety gear more consistently if you didn't have to plan on sitting in traffic during hot weather?

With some baseline questions such as;

Do you currently wear a full face helmet;

- a) 100% of the time
- b) 75% of the time
- c) 50% of the time

If lane sharing were enacted would you wear a full face helmet

- a) 100% of the time
- b) 75% of the time
- c) 50% of the time

How could I get more involved in this process?

--

Bob Cade

503 680-5972

---

**From:** Kevin Wagoner [mailto:kevinw66@yahoo.com]

**Sent:** Tuesday, November 30, 2010 8:00 PM

**To:** OLeary Michele

**Subject:** No Lane Splitting

It is irresponsible to consider anything that does not improve safety on our roads. This is a definite no.

Kevin Wagoner

971-409-3273

---

**From:** Ed Slavin [mailto:epsjr02@msn.com]

**Sent:** Monday, December 06, 2010 5:47 AM

**To:** OLeary Michele

**Subject:** Motorcycle Lane Sharing

Dear Ms. O'Leary,

Please add my name to those who support Motorcycle Lane Sharing. I realize that at some point, someone will get hurt, or abuse the right, but I also realize that at some point someone in a car is going to make (another) left turn in front of a motorcycle and claim they did not see them. We have car and motorcycle crashes (separately) all of the time, some do to weather, driver error or mechanical failure. Nothing is 100% safe or foolproof, not even if you stay in your home with the doors locked. I do believe that the greater majority of us are good law abiding citizens and should not be restricted by what a few *might* do.

Best Regards,

Ed

Ed Slavin

Portland OR

971-242-1264

---