

My name is Mr. Sambath Ou. I reside in the Eugene/Springfield Metro area. I am a police officer for the local area and has served in the law enforcement career field for approximately 19 years. Some of that time served was in California where many of you know that lane splitting is practiced successfully. I am also a military veteran that has traveled to other parts of the world including Europe where lane splitting is also practiced.

I am writing to you in support of Senate Bill 694. As many of you know, there are several reasons that lane splitting is beneficial to multiple entities and can work in our beautiful state. Reducing traffic congestion, lowering vehicle emissions, and increasing safety for motorcyclist/scooter operators.

I commute to work on my motorcycle four days a week and approximately 20 miles each way, rain or shine, year round. I recognize the benefits of commuting on my motorcycle as monetary savings, better general well-being from riding in, and doing my part to preserve the environment. I also recognize the dangers such as vulnerabilities of not having a protective cage and collisions from inattentive and/or distracted drivers. Like strapping on body armor before my shift, I take preventative measures such as wearing reflective clothing, having good lighting, and riding defensively.

As our state grows, so does the amount of vehicle operators utilizing our highway system. Many in California are conscious and recognize the benefits of two-wheeled travel where lane splitting is permitted. Ask any California motorcyclist and some will tell you that they started riding a motorcycle because of shorter commute times due to lane splitting. Oregonians can and will understand this as well if this practice is permitted and through awareness via public service announcements and use of ODOT message boards.

The increased amount of vehicles will equivocally result in more vehicle emissions emitted. We Oregonians pride ourselves is doing out part to help preserve our clean air environment. Motorcycle and scooters emit less exhaust gases that automobiles. And if that motorcycle or scooter were to be allowed consistent forward momentum then much less fuel would be burned sitting in traffic. Currently, there is a court case here in Lane County where the plaintiffs in Chernaik v. Brown are seeking a ruling that forces state lawmakers to implement a plan to reduce emissions. With the passing of this bill, it could be an implement used by lawmakers to help satisfy those that want more done to preserve clean air should such a requirement be implemented in the future.

The elements of Senate Bill 694 are sound to me as it pertains to the safety of all highway users. Keeping rider speeds below 20 mph allows the automobile operator to see the motorcyclist as the motorcyclist is riding in the driver's blind spot. As a police officer, I have investigated my share of crashes namely rear end collisions. Many of those crashes are in stop and go traffic. Also many of those at-fault drivers have been inattentive and/or careless in their driving. Motorcycles obviously do not have safety cages like automobiles. A rear end collision into a motorcycle is much more catastrophic than into another automobile. Traveling between

lanes offers much more of a safety net than sitting behind an automobile and hoping the automobile operator sees and recognizes the rider stopped.

Finally, I don't know of any study or research conducted that concludes that lane splitting is more dangerous to highway users. Quite the opposite if one is to consider the study conducted by University of California-Berkeley and commissioned by the California Office of Traffic Safety in 2014. This study showed that motorcyclists were less likely to suffer injuries and fatalities. Ultimately, if crash data collected in Oregon concludes that lane splitting is more dangerous than not, lawmakers always have the option of repealing the law.

Thank you for your consideration,
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