

## **House Committee on Transportation and Economic Development**

### **Senate Bill 694**

#### **Hearing 5/15/15**

#### **Chair: Representative Caddy McKeown**

Representative Cliff Bentz

Representative John Davis

Representative Chris Gorsek

Representative Jodi Hack

Representative John Lively

Representative Susan McLain

#### **Dear Chair McKeown and Members of the Committee:**

#### **My name is Mike Friend and I have been a long-time resident of Southeast Portland,**

I have been riding for over 40 years - my motorcycles are my main source of transportation. I believe this bill will increase motorcycle safety on our public highways and interstates. For motorcyclists to be able to filter through our highway and interstate traffic when traffic is stopped or going less than 10 MPH will be a huge safety benefit for myself and other riders who choose the option of filtering. Please keep in mind that this bill allows riders to travel no faster than 20 MPH which is the same rate of speed vehicles are to travel in school zones. Therefore, at these slow motion speeds, no one is going to be seriously hurt if there is by chance contact between vehicles.

A concern for riders on our streets and highways are rear-end collisions which make up 40% of all crashes in the US. As you can imagine, a rear end collision with a car hitting another car is survivable. A car or heavy vehicle rear-ending a motorcycle will likely be very serious, if not fatal, for the rider and potential passenger.

The California Office of Traffic Safety recently did a study and found that motorcyclists who took advantage of lane filtering were less likely to be involved in a rear end collision. They found that 97% of the riders were not involved in any type of accident. For those that were in an accident, 6% indicated they incurred minor injuries only. They also found that the majority of riders who filtered their way through traffic did so lawfully and at prudent speeds.

In a recent California Highway Patrol study there were 55% fewer fatalities in lane filtering accidents versus non-lane filtering accidents. The limited number of accidents can be

attributed to lower speeds and to motorcycles being removed from the driver's blind spot when they ride between lanes. Motorcycles are out of the driver's blind spot and placed in the lane between the cars which is in direct view of car drivers and truck driver's side mirrors. With the motorcycles bright lights we are very hard to miss being seen.

There are other advantages to lane filtering as well. Traffic flows better because there is one less vehicle in the lane and therefore drivers can move ahead allowing them to get to their destination sooner. The motorcycle is gone, ahead of the driver, so no more worry there. By removing hundreds of vehicle spaces from a crowded highway helps traffic congestion at the same time providing a measure of safety for the motorcycle rider.

I hope you find this information useful and again I ask for your support of SB694.

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