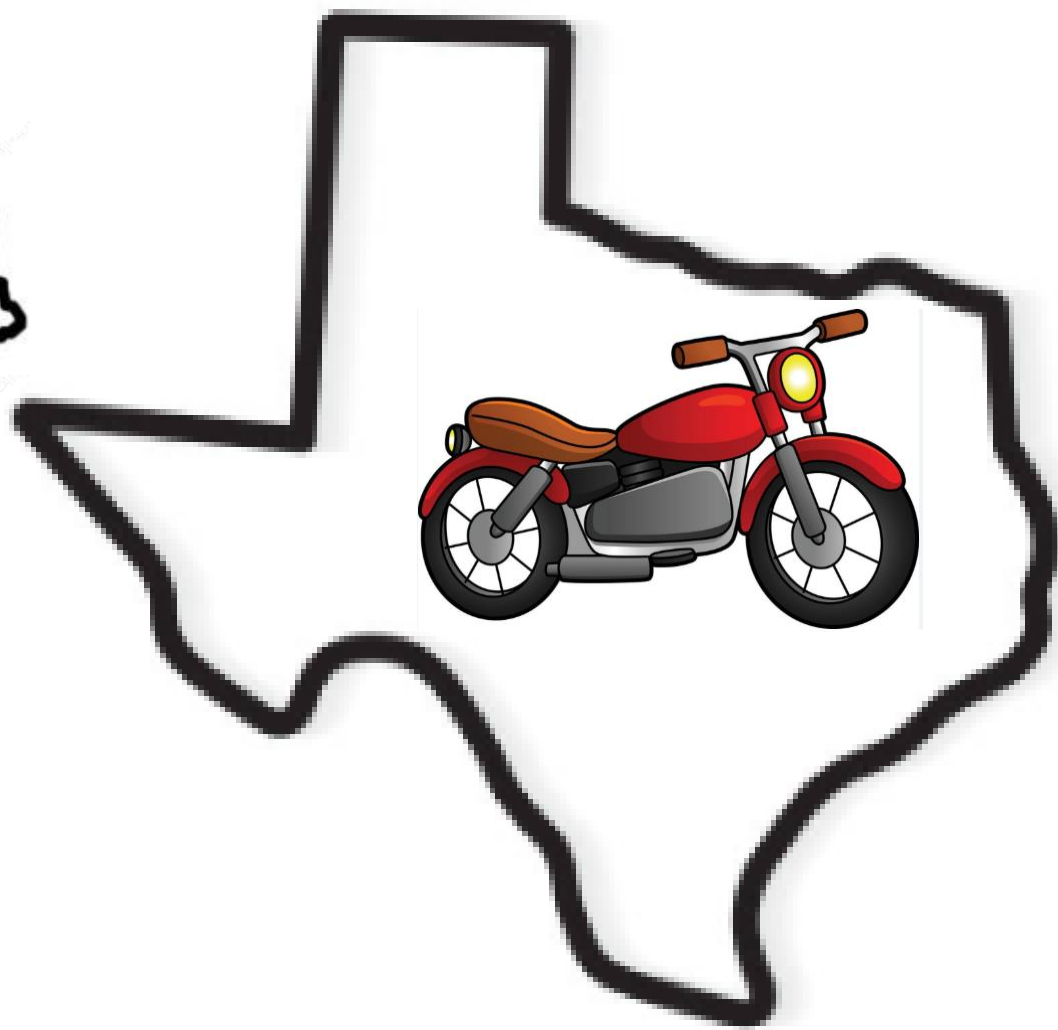




**Rita  
Murphy  
Lybek,  
RSP<sub>1</sub>**







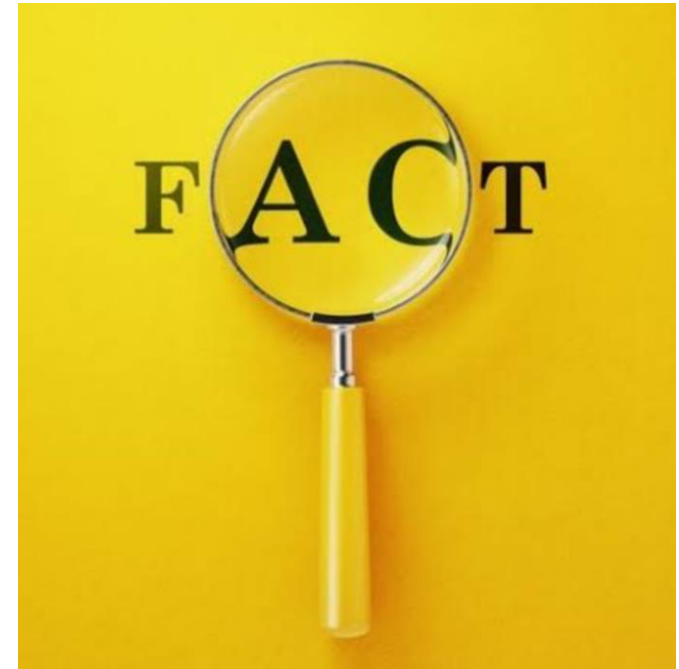
Skilled *M*otorcyclist *A*ssociation

---

*R*esponsible, *T*rained and *E*ducated *R*iders, Inc.



# Study info VS Opinion



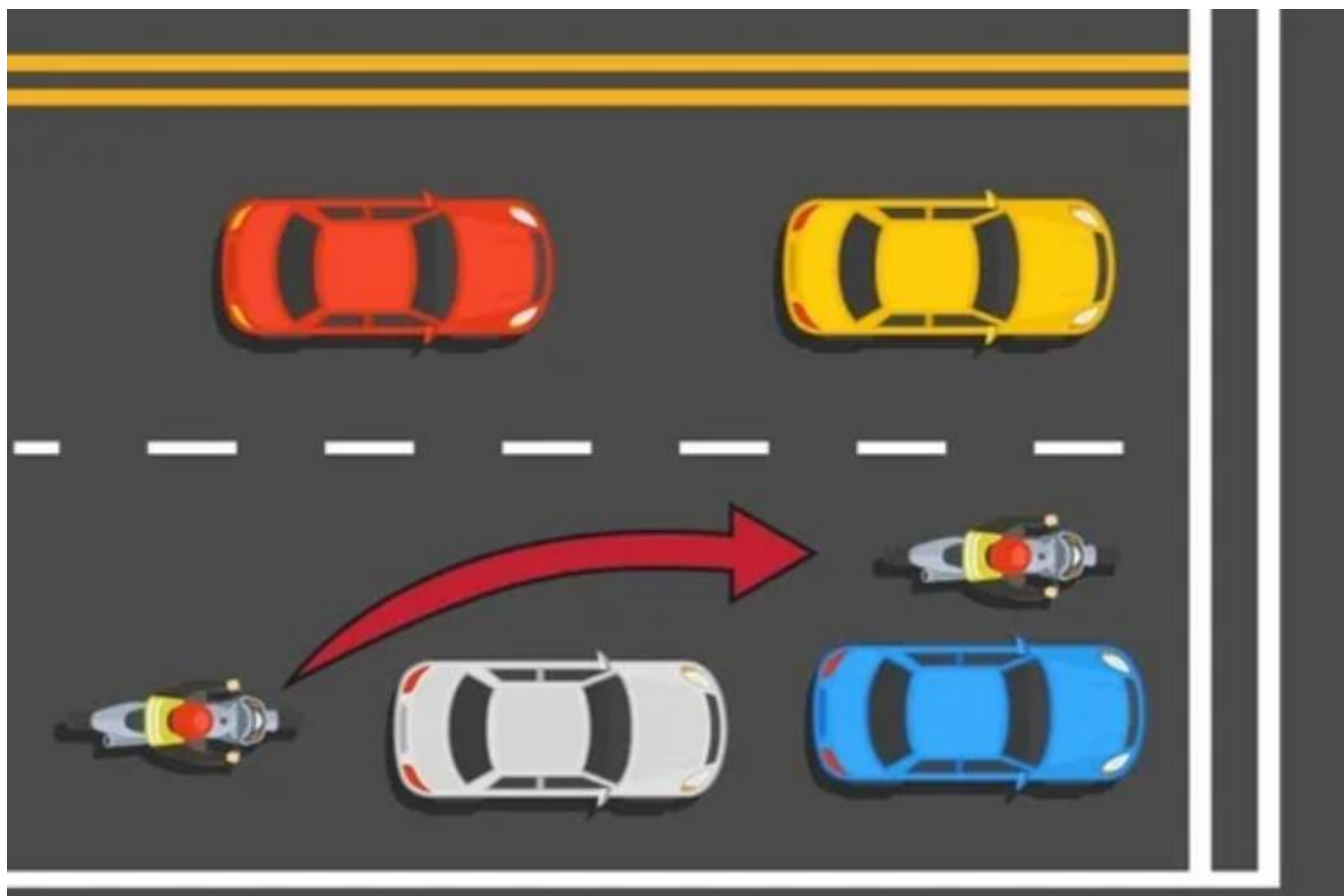
# Shoulder Surfing





# Lane Splitting

# Lane Filtering








# Lane Sharing



Ability to see  
farther ahead





Other road  
surface hazards?







19 SOUTH  
Hamlin  
Brackport  
KEEP RIGHT














Empathy



# California

60% thought illegal or  
weren't sure

# Oregon

>80% didn't support making lane filtering legal

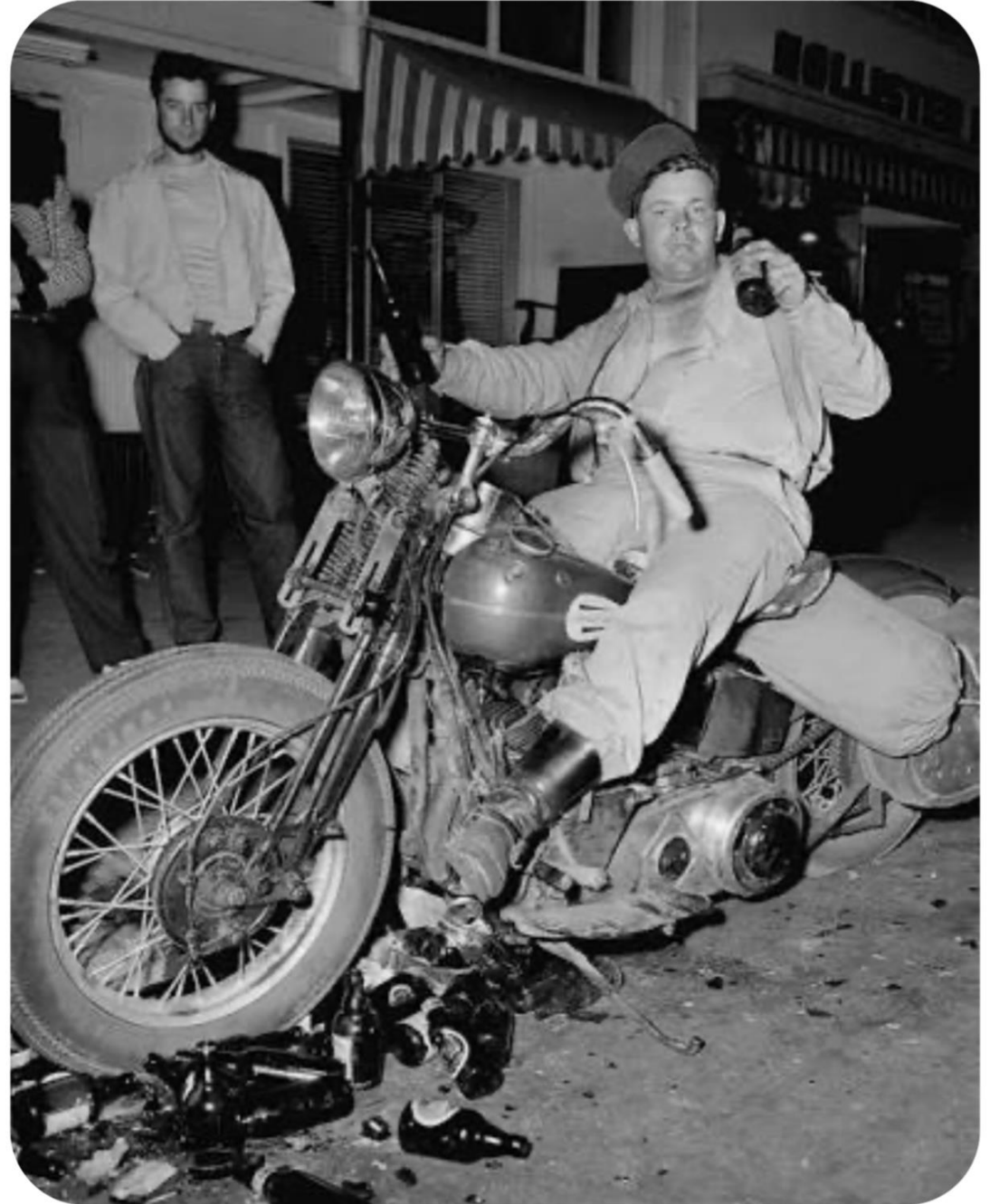
2/3 didn't think it was safe

1% thought very safe

2023 Public Opinion Traffic Safety Survey



# Perception







# Minnesota

Legislation included  
funding for awareness  
campaign






**It's so  
unfair**



**Save  
time**





Only when  
> 10% vehicles  
are 2 wheeled

Belgium







UC Berkley  
study

Double the  
number










**4% VS 2%**


**16% VS 38%**



Safe?




“The AMA endorses the practice of legalizing lane splitting and lane filtering. Given the long-term success in California and the University of California Berkeley Safe Transportation Research and Education Center (SafeTREC) study showing that it enhances motorcycle safety.”




“This study is not without limitations. The primary limitation is our lack of exposure data. To estimate how the risk of being involved in a collision changes when motorcyclists chose to lane-split, we would require information on both the lane-splitting and non-lane-splitting riding that is done by some identifiable sample of motorcyclists. The collection of these data is fraught with problems, and the current study did not attempt to collect such data. The current data set cannot be used to compare the collision risks for lane-splitting or non-lane-splitting riders.”






“Goals & Objectives: The goal of the analysis was to increase our understanding of collisions involving lane-splitting motorcyclists and of how lane-splitting impacts collision injuries. Specific objectives were (1) to compare personal, motorcycle, and collision characteristics of lane-splitting collisions with those of other collision types and (2) to compare the occurrence of head, torso, and extremity injury among lane-splitting riders by the manner in which they were lane-splitting.”



“The findings from this analysis suggest that countermeasures to alter the way motorcyclists lane-split are likely to result in reductions in injury.”

**“The current data set cannot be used to compare the collision risks for lane-splitting or non-lane-splitting riders.”**



**Commuter**  
**Better helmet**  
**Not impaired**  
**No passenger**  
**Fewer injuries**



4 X more

likely






**Legalize?**



Staying safe  
if legalized?



**Legal  $\neq$  Smart**



Factual data



Skilled *Motorcyclist Association*  
Responsible, Trained and Educated Riders, Inc.

HOME

ABOUT

+

CRASH SURVIVOR STORIES

EDUCATIONAL MATERIALS

GEAR

+

INFORMATION

+

NEWS

RESEARCH

+

RESEARCH

ALCOHOL IMPAIRMENT

CONSPICUITY

CRASH CAUSATION & OUTCOMES

DESIGN & EQUIPMENT

HELMETS & LAWS

LANE SPLITTING

LICENSING

MOTORIST AWARENESS



ER, an  
nsible  
no care

otorcyclist  
Educated


rider dies  
o improve  
safer when  
afety by riding  
ride. The  
onsible,  
ER) is a 501(c)3  
ciation for  
educators,  
fathers,  
about the  
ers don't have  
o do ride don't  
ngage in a



# Funding for awareness



Commission a  
study




**More training**






**Honestly  
self-assess**



Wear the  
right gear



Be a role  
model



**Be  
kind**





**Thank you!**