

## Roberta DiMezza

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**From:** buddyc1111@gmail.com  
**Sent:** Sunday, February 2, 2025 10:04 AM  
**To:** House Judiciary Committee  
**Subject:** For House bill #5183

House Bill No. 5183

BY Bennett, Cotter, Edwards, Quattrocchi, Chippendale, Paplauskas, Nardone, Roberts, Slater, Casey  
ENTITLED, AN ACT RELATING TO MOTOR AND OTHER VEHICLES -- PASSING, USE OF LANES AND RULES OF THE ROAD  
(Allows lane filtering, the act of passing stopped or slow-moving vehicles proceeding in the same direction, for motorcycles at low speeds.

Honorable Members of the RI House Judiciary Committee;

Please accept this letter as my testimony favoring the submitted legislation to allow motorcycle lane filtering during times of heavy congestion on our RI Highways, As a resident of the East Bay having to deal with the Washington Bridge Fiasco, my commute times across this bridge remains unacceptable even with minor mitigation and adjustments to traffic flow. It is still at an almost stand still during typical morning and afternoon work times and lane filtering can be a big step in reducing some of the congestion we must face over the next several years. While this is only effective during the warmer months, it is a given that there is more traffic at that time and would absolutely help with traffic flow.

Lane filtering can be a safe and practical way for motorcyclists to get through traffic and help ease congestion. California made changes to its laws in 2016 that legalized the maneuver.

Since then there are another five states that allow lane filtering: Arizona, Hawaii, Montana, Utah, and Colorado. And since 2024, nine states have or are considering legalizing lane splitting or lane filtering. Those states are Washington, Oregon, Texas, Missouri, Virginia, Maryland, Connecticut, Massachusetts, & Rhode Island.

There are other states—Montana, New Mexico, Oklahoma, Arkansas, Mississippi, Kentucky, Ohio, West Virginia, North Carolina, and Delaware—that don't have specific laws about whether the practice is legal or prohibited.

Another benefit in favor of lane filtering is the one that has the most evidence behind it. Statistically, it's safer for motorcyclists to move through traffic queues. If left exposed, motorcyclists are more likely to be rear-ended. They're less likely to be seen, so they're more vulnerable. And unlike cars, there's no protective metal cage surrounding the rider. A study from the University of California Berkeley suggests that riders who filter are safer. An analysis conducted by researchers from UC Berkeley's Safe Transportation Research and Education Center (SafeTREC) found that lane-splitting is relatively safe if done in traffic moving at 50 mph or less, and if motorcyclists do not exceed the speed of other vehicles by more than 15 mph.

By filtering, car drivers are more aware of the motorcyclists around them. Filtering does keep motorists more aware of the presence of smaller vehicles on the roads. With more motorists looking out for each other, it's better and safer for everyone.

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