

To Robert DiMezza,

Please accept, file, and **distribute** my viewpoint for **APPROVAL** of Bill # 7354 to Representatives Bennett, Edwards, Potter, Chippendale, Quattrocchi, Nardone, Hopkins, Paplauskas, Slater, and O'Brien.

I, Albert J. DiMascolo Jr. am writing this Email to the Members of the House Judiciary Committee asking you to **APPROVE** Bill # 7354 entitled " AN ACT RELATING TO MOTOR AND OTHER VEHICLES -- PASSING, USE OF LANES AND RULES OF THE ROAD" which allows lane filtering. The act of passing stopped or slow-moving vehicles proceeding in the same direction, for motorcycles at low speeds.

Here are the "key arguments" in favor of Lane Filtering Bills:

1. Increased Safety and Reduced Rear-End Collisions

- **Preventing "Sandwich" Crashes:** The primary safety benefit is that lane filtering significantly reduces the risk of motorcyclists being rear-ended in stop-and-go traffic.
- **Protection from Distracted Drivers:** By moving between lanes, riders can avoid being stopped directly behind cars, protecting them from drivers who may not see them and fail to brake in time.
- **Safety Data Support:** Studies, including research from the University of California-Berkeley, suggest that lane splitting/filtering is safer than remaining in the lane with traffic, specifically by reducing head, torso, and fatal injuries.

2. Improved Traffic Flow and Reduced Congestion

- **Reduced Congestion:** When motorcyclists filter to the front of a line, they remove themselves from the lane, effectively freeing up space for cars and reducing overall traffic density.
- **Efficiency:** It allows motorcycles to act as a more efficient mode of transportation in congested areas.

3. Rider Health and Vehicle Maintenance

- **Preventing Overheating:** In warm climates, air-cooled motorcycles can easily overheat while idling in traffic. Filtering allows bikes to keep moving and stay cool.
- **Reducing Fatigue:** Constant stop-and-go braking and acceleration in heavy, hot traffic can cause rider fatigue and heat exhaustion, particularly for those in protective gear.

4. Proven Success in Other States

- **Proven Model:** The AMA cites the long-term success of these practices in California, as well as the successful, safe implementation of new laws in states like Utah, Montana, Arizona, and Colorado.
- **Common Sense Legislation:** The AMA views these bills as a "common sense" approach to reducing motorcycle fatalities.

Of course, we **"all"** emphasize, that lane filtering should be conducted at responsible, low speeds (typically 15-20 mph or less), and only when traffic is stopped or moving very slowly.

Thank you for your consideration.

Respectfully,

Albert J DiMascolo Jr
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