

12 February 2020

Master Sergeant Thomas Scibelli, USAF
NCOIC, Passenger Services
8th Expeditionary Air Mobility Squadron
APO, AE 09309

The Honorable Kumar Barve
Chair, Environment and Transportation Committee
House Office Building
Annapolis, MD 21401

Dear Mr. Barve

I am writing you today regarding House Bill 920, Motor Vehicles-Motorcycle-overtaking and Passing Vehicles. This bill is very important to me, as a motorcyclist, I use my motorcycle every day to commute to work. I travel on one of Maryland's busiest highways and in some of the heaviest traffic in the nation, the capital beltway, I-495 (Newman, 2019). I have grown up and spent most of my life in Maryland. After I graduated high school, I joined the U.S. Air Force and later transferred into the Reserves. My time in the military gave me the opportunity to live in and ride my motorcycle in many different states.

One state, that I lived in, that stood out among the rest, while riding my motorcycle, was California. In California (and in the majority of other countries around the world) lane filtering is allowed and encouraged. Lane filtering allows motorcycles to safely travel in the space that already exists between cars, this space is usually five to seven feet wide, while the width of a motorcycle is only around 29 inches (see Attachment 1). Lane filtering allows motorcycles to continue to move forward when traffic comes to a stop, thus, freeing up spots for cars to move forward into and reduces rear-end collisions (Rice, Troszak, & Erhardt, 2015).

When traffic comes to a stop, it places motorcycles in a very vulnerable position because motorcyclists are especially at risk for injury during a rear-ended collision. Lane filtering protects motorcyclists from being rear-ended because you cannot be rear-ended while you are safely operating between lanes, in fact, you actually become more visible to automobile drivers when you are directly across from them. Keeping the motorcycle moving, while traffic is stopped, also cuts down on harmful CO2 emitted from idling vehicles and it is less time that the motorcycle will be on the road.

California, is not the only state to allow lane filtering, Utah just pass a bill last year allowing which is having great success. In addition, Virginia, Arizona, Oregon, Washington, and Maryland all have legislation introduced to allow it. Thank you for your time and consideration, again I feel so strongly about this subject that I am writing you from a deployed location (my reserve unit was recently activated), although my views are my own and should not be taken as an endorsement from the U.S. Air Force. Thank you again.

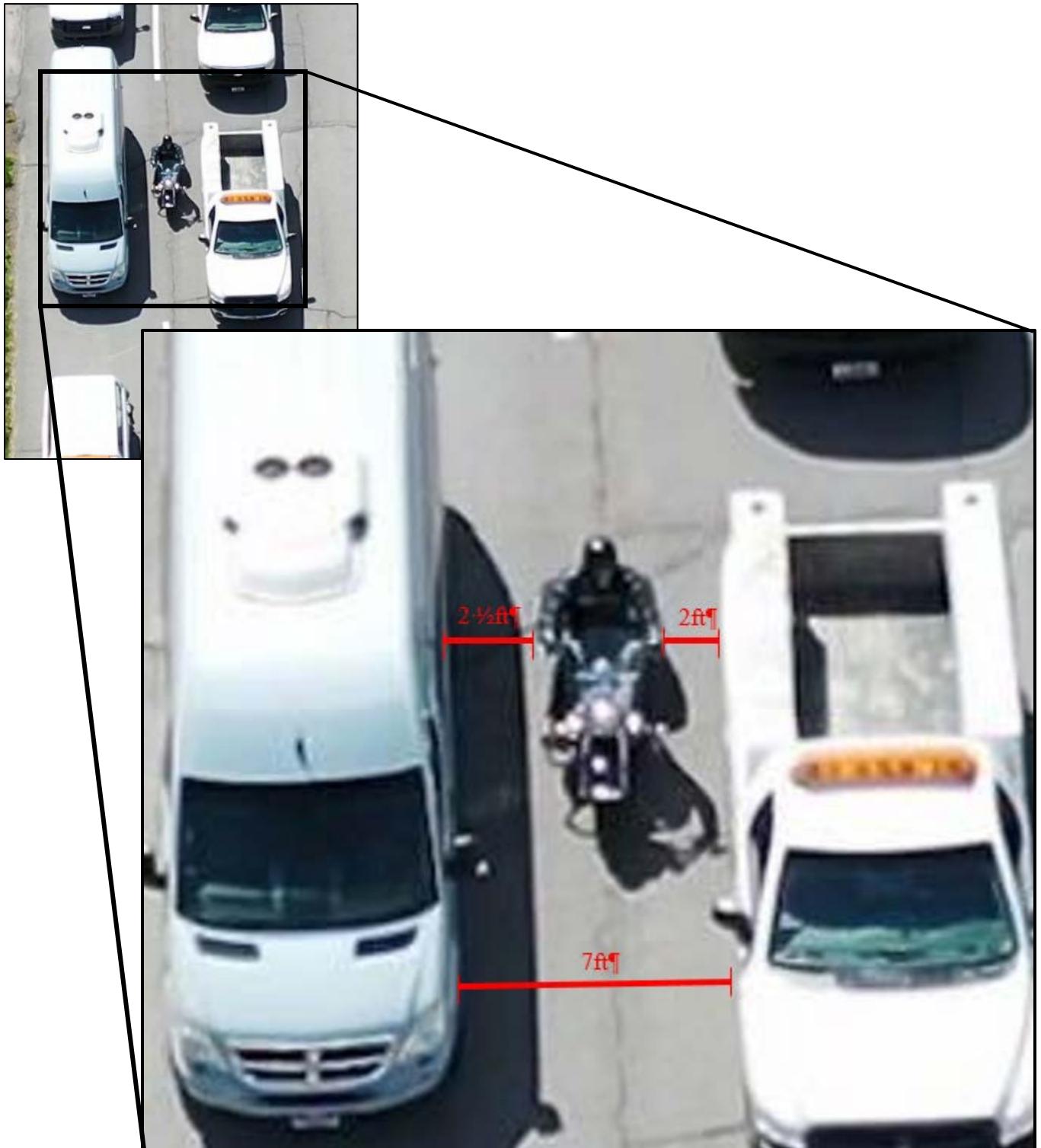
Sincerely



THOMAS SCIBELLI, MSgt, USAF
NCOIC, Passenger Services

Attachments

1. Space Between Lanes
2. References

Space Between Lanes

References

- Newman, K. (2019). Cities with the world's worst traffic congestion. Retrieved from:
<https://www.usnews.com/news/cities/articles/2019-02-12/these-cities-have-the-worlds-worst-traffic-congestion>
- Rice, T., Troszak, L., & Erhardt, T. (2015). Motorcycle lane-splitting and safety in California. Retrieved from: <https://www.ots.ca.gov/wp-content/uploads/sites/67/2019/06/Motorcycle-Lane-Splitting-and-Safety-2015.pdf>