

## California: Lane Splitting

Effective January 1, 2017, section 21658.1 was added to the California Vehicle Code and defines lane splitting. The following is section 21658.1 in its entirety:

21658.1 (a) For the purposes of this section, "lane splitting" means driving a motorcycle, as defined in Section 400, that has two wheels in contact with the ground, between rows of stopped or moving vehicles in the same lane, including on both divided and undivided streets, roads, or highways.

(b) The Department of the California Highway Patrol may develop educational guidelines relating to lane splitting in a manner that would ensure the safety of the motorcyclist and the drivers and passengers of the surrounding vehicles.

(c) In developing guidelines pursuant to this section, the department shall consult with agencies and organizations with an interest in road safety and motorcyclist behavior, including, but not limited to, all of the following

- (1) The Department of Motor Vehicles.
- (2) The Department of Transportation.
- (3) The Office of Traffic Safety.
- (4) A motorcycle organization focused on motorcyclist safety.

### California Lane Splitting Safety Tips - DISCLAIMER

*Lane splitting can be dangerous and extreme caution should be exercised. It should not be performed by inexperienced riders. The risk of death or serious injury during a lane splitting collision increases as speed and speed differential increases. These general safety tips are provided to assist you in the practice; however, they are not guaranteed to keep you safe. Every rider has the ultimate responsibility for their own decision-making and safety.*

### Lane Splitting Safety Tips for Motorcyclists

Consider the total environment when you are lane splitting (this includes the width of lanes, the size of surrounding vehicles, as well as current roadway, weather, and lighting conditions).

- Danger increases at higher speed differentials.
- Danger increases as overall speed increases.
- It is typically safer to split between the far-left lanes than between the other lanes of traffic.
- Avoid lane splitting next to large vehicles (big rigs, buses, motorhomes, etc.).
- Riding on the shoulder is illegal; it is not considered lane splitting.
- Be visible – Avoid remaining in the blind spots of other vehicles or lingering between vehicles.
- Help drivers see you by wearing brightly colored/reflective protective gear and using high beams during daylight.

## **Utah: Lane Filtering**

Effective May 14, 2019. Lane filtering is defined as when operating a motorcycle other than an autocycle, the act of overtaking and passing another vehicle that is stopped in the same direction of travel in the same lane. In other words – lane filtering refers to the process of a motorcyclist moving between two lanes to the front of traffic stopped at an intersection.

Motorcycles can only lane filter when:

- (1) the speed limit is 45 MPH or less – never on freeways
- (2) the road must have two or more adjacent traffic lanes in the same direction of travel
- (3) motorcycles can only lane filter between stopped vehicles
- (4) motorcycle speed cannot be more than 15 MPH when filtering
- (5) the movement may be made safely

## **Montana: Lane Filtering**

Senate Bill 9 allows drivers of two-wheeled motorcycles to overtake stopped or slow-moving vehicles at a speed not greater than 20 mph, in order to "filter" between lanes of stopped traffic traveling in the same direction as conditions permit.

The bill specifies "reasonable and prudent" driving by motorcyclists when lane filtering and was signed by the Governor on March 3, 2021 (effective date not know).

### **AN ACT PROVIDING FOR MOTORCYCLE LANE FILTERING.**

Section 1. Lane filtering for motorcycles. (1) An operator of a two-wheeled motorcycle may engage in lane filtering when:

- (a) the operator of a two-wheeled motorcycle is on a road with lanes wide enough to pass safely;
- (b) the overtaking motorcycle is not operated at a speed in excess of 20 miles an hour when overtaking the stopped or slow-moving vehicle; and
- (c) conditions permit continued reasonable and prudent operation of the motorcycle while lane filtering.

(2) As used in this section, "lane filtering" means the act of overtaking and passing another vehicle that is stopped or traveling at a speed not in excess of 10 miles an hour in the same direction of travel and in the same lane.

## **Arizona: Lane Filtering**

<https://www.azleg.gov/legtext/55leg/2R/bills/SB1273S.pdf>

Effective 90 days after the end of the legislative session (August 29/30, 2022)

The operator of a two-wheeled motorcycle may overtake and pass another vehicle that

1. is stopped
2. in the same direction of travel and
3. same lane as the operator

and may operate the motorcycle between lanes of traffic if

1. the movement may be made safely

and the operator does both of the following

1. operates the motorcycle on a street that both (a) is divided into at least two adjacent traffic lanes in the same direction of travel (b) has a speed limit that does not exceed forty-five miles per hour
2. travels at a speed that does not exceed fifteen miles per hour

## **Hawaii: Shoulder Suffering**

Hawaii House Bill 2859 of 2018 authorizes the Department of Transportation to allow two-wheeled motorcycles to drive in designated shoulder lanes to move to the front of stopped traffic as long as the road has two lanes of traffic traveling in the same direction . Note this would not apply to trikes or other forms of 3-wheeled motorcycles.