

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

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.

Colorado: Lane Filtering

Colorado SB24-079, Motorcycle Lane Filtering & Passing was signed into law on April 4 and will become **effective on Aug. 7, 2024**. The law allows motorcyclists to cut to the front of a line of are stopped. It does NOT allow motorcyclists to ride in between vehicles that are moving. Others provisions include (1) the road must have lanes wide enough to pass safely (2) the motorcycle is moving at 15 miles per hour or less and (3) cannot pass on the right shoulder.

Minnesota: Lane Splitting/Filtering (revised July 10, 2025)

Minnesota bill HF 5247 was signed by the Governor May 24, 2024 is a budget bill that includes language legalizing motorcyclist lane splitting/filtering. The bill went *into effect July 1, 2025*

The bill reads *"A person may operate a motorcycle and overtake and pass another vehicle in the same direction of travel and within the same traffic lane if the motorcycle is operated at not more than 25 miles per hour and no more than 15 miles per hour over the speed of traffic in the relevant traffic lanes."*

It also states *"motor vehicles including motorcycles are entitled to the full use of a traffic lane and no motor vehicle may be driven or operated in a manner so as to deprive a motorcycle of the full use of a traffic lane."* Also included is *"An operator of a motor vehicle must not intentionally impede or attempt to prevent the operation of a motorcycle when the motorcycle is operated under the conditions specified in section 169.974, subdivision 5, paragraph (g)."*

This initial bill was amended in June, 2025 to include four (4) specific restrictions. Below is information copied from the Minnesota Department of Public Safety, Minnesota Motorcycle Safety Center web site

July 10, 2025 which describes the MN lane splitting/filtering regulations including the added restrictions.

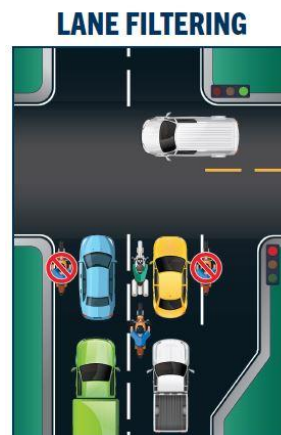
Lane splitting and lane filtering will be legal in Minnesota as of July 1, 2025. Motorists and motorcyclists need to be aware of this new law and how it will affect them to ensure it is enacted safely and respectfully on Minnesota roadways.

Lane splitting is allowed when two or more lanes of traffic are traveling in the same direction and traffic is moving. It allows a motorcycle to pass another vehicle in the same direction of travel and in the same traffic lane only under these conditions:

- At no more than 25 miles per hour.
- No more than 15 miles per hour over the speed of traffic in the relevant traffic lanes.

Lane filtering is allowed when two or more lanes of traffic are traveling in the same direction and traffic is **NOT** moving. It allows a motorcycle to move through traffic that is stopped, such as at a traffic light or traffic jam, only under this condition:

- No more than 15 miles per hour over the speed of traffic in the relevant traffic lanes.



*Lane splitting and filtering **cannot** be performed under the following circumstances:*

- At the approach, drive-through, or exit of a roundabout.
- In a school zone.
- In a work zone where only a single travel lane is available for use.
- On an on-ramp to a freeway or expressway.