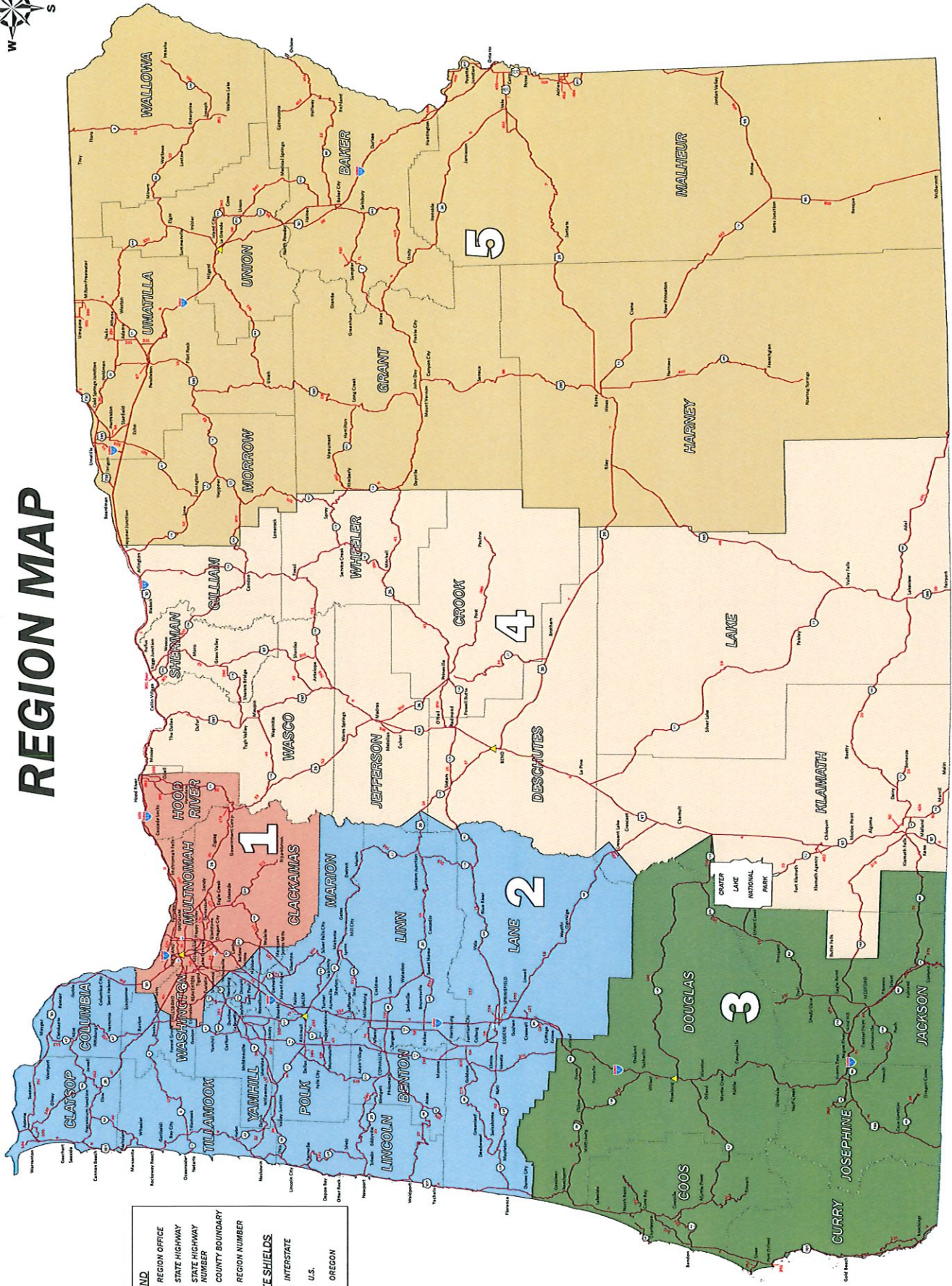


# OREGON DEPARTMENT OF TRANSPORTATION REGION MAP



LEGEND	
	REGION OFFICE
	STATE HIGHWAY
	STATE HIGHWAY NUMBER
	COUNTY BOUNDARY
	REGION NUMBER
	ROUTE SHIELDS
	INTERSTATE
	U.S.
	OREGON



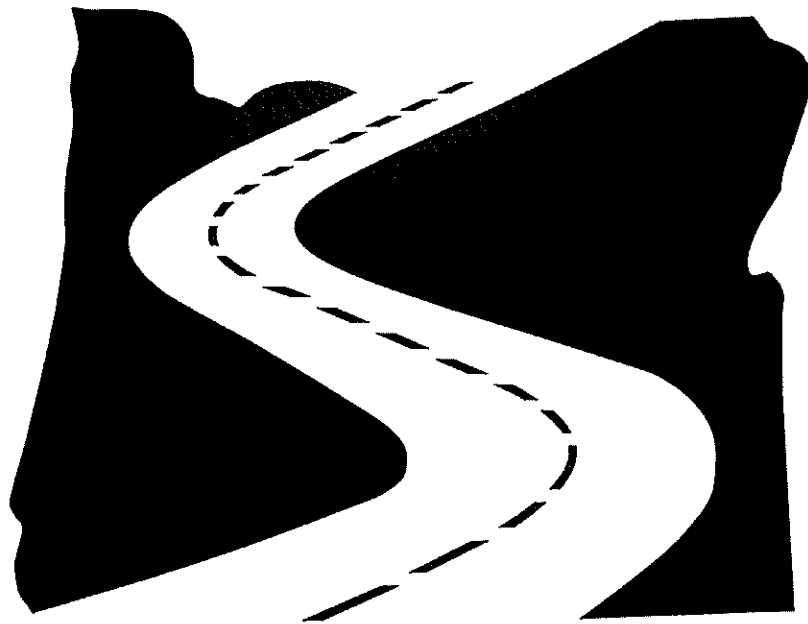
Map data provided by Esri, DeLorme, Garmin, and other sources. All rights reserved. © 2011 Oregon Department of Transportation.



# 2015 Oregon Department of Transportation: NHTSA Program Measures Statewide Public Opinion Survey

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Final Results Report



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## Travel to School and Driving Safety Concerns

- **Distance Children Live from Their Kindergarten through 8<sup>th</sup> Grade Schools:** For the subset of households with at least one child attending Kindergarten through 8<sup>th</sup> grade (n=214), there was almost an even split Statewide for the proportion of the 358 children who live within one mile of their school (49.8%) and those who live more than one mile from their school (48.6%). In Region 4 there were fewer children living within one mile (33.7%) than living more than one mile from their school (55.0%). For Region 5, a much larger proportion of children lived within one mile of their school (79.1%) than further away (20.9%).
- **Common Mode of School Transportation:** The most common mode of school transportation was by car, both Statewide (41.7%) and for Regions 1, 2, 3 and 4 (41.5% to 51.1%). In Region 5 the most common mode of school transportation was walking (31.6%). Taking the school bus was the second most common mode of school transportation both Statewide (33.7%) and for all five regions (24.4% to 38.7%).
- **Unsafe Driving Behavior Observed Most Often:** The most common unsafe driving behavior was speeding for Statewide respondents (42.2%) and for Regions 1, 2, 3 and 5 (40.0% to 46.9%). In Region 4 the most common unsafe driving behavior was people talking or texting on a cell phone (41.6%), which was the second most common unsafe driving behavior Statewide (34.5%) and in the other four regions (28.8% to 36.6%).
- **Perceived Problem of Drivers Not Yielding to Pedestrians in Crosswalks:** On a 5-point scale from 1, Not a Problem at All, to 5, A Very Serious Problem, the average ratings of how much drivers not yielding to pedestrians in crosswalks is a problem was slightly above the midpoint Statewide (mean=3.14). The means for the five regions range from slightly below the midpoint for Regions 3, 4 and 5 (means=2.83, 2.92, and 2.84, respectively) to slightly above the midpoint for Regions 1 and 2 (means=3.28 and 3.17, respectively). This suggests that respondents did not strongly believe that the issue of drivers not yielding to pedestrians was either a very serious problem or not a problem at all.

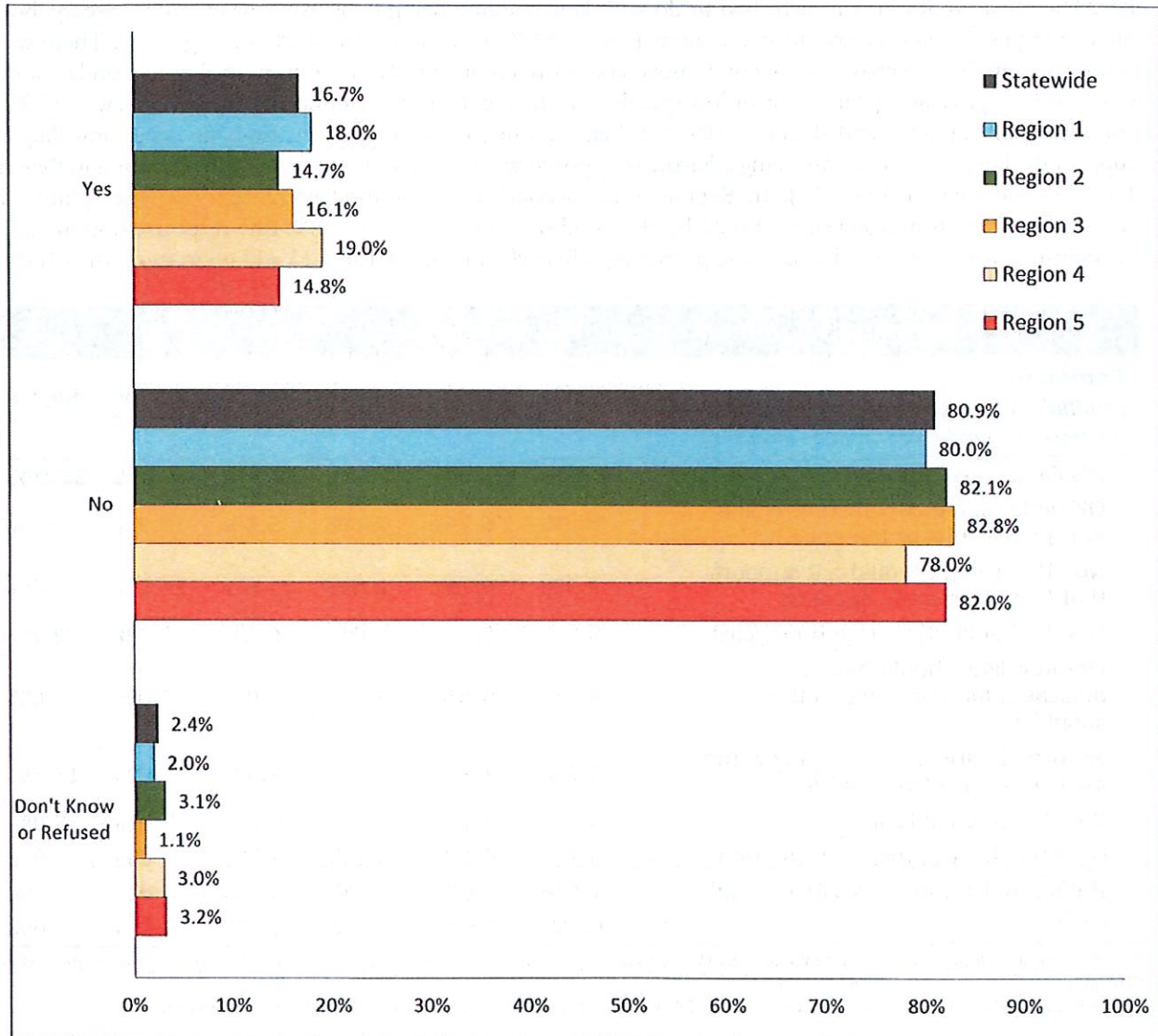
## Lane Splitting

- **Support of a Lane Splitting Law for Motorcyclists:** The majority of respondents both Statewide (80.9%) and across all five regions (78.0% to 82.8%) do not support a lane splitting law for motorcyclists. Lane splitting was defined for respondents as when a motorcycle rides between the lanes of vehicles driving in the same direction as traffic. Unprompted comments by a subset of participants (n=188) primarily noted that the practice is dangerous, distracting or scary.
- **Perceived Safety of Lane Splitting for Motorcyclists and Vehicles:** On a 5-point scale from 1, Not Safe at All, to 5, Very Safe, the average ratings of how safe respondents thought the practice of lane splitting is for motorcyclists and surrounding vehicles were very low both Statewide (mean=1.58) and across all five regions (mean=1.40 to 1.59). This suggests that most respondents believed that the practice of lane splitting is not safe for motorcyclists or vehicles.

# Lane Splitting and Yielding to Pedestrians

All respondents were asked whether or not they would support a new law giving motorcyclists the right to “lane split” while driving. Lane splitting was defined for all participants as when a motorcycle rides between the lanes of vehicles driving in the same direction to traffic. Figure 17 shows that the majority of respondents Statewide (80.9%) and across all five regions (78.0% to 82.8%) do not support such a law.

Figure 17: Support of a Lane Splitting Law for Motorcyclists



Q20: Would you support a new law giving motorcyclists the right to “lane split” while driving? Lane splitting is when a motorcycle rides between the lanes of vehicles driving the in the same direction to traffic?

Unweighted N=1,002, Statewide; n=434, Region 1; n=301, Region 2; n=134, Region 3; n=82, Region 4; n=51, Region 5

When developing the survey, it was anticipated that respondents would make comments about lane splitting, so interviewers had space available to document those comments. Table 13 presents those unprompted comments made by respondents in reaction to the motorcycle lane splitting survey item. The percentages in Table 13 are based on the subset of 188 respondents who provided the comments. The samples sizes for some of the regions are quite small, so interpret them with caution.

There were no established response options available for interviewers to select from, so the comments were qualitatively coded into the categories listed, some of which were opposed and others were supportive of the law. The most common comment had to do with lane splitting being dangerous, distracting or scary, both Statewide (58.8%) and across all five regions (from 33.9% in Region 5 to 71.5% in Region 2). There was, however, variability across the second most common comment. Lane splitting being ok under some circumstances, like non-peak traffic or low speeds, was the second most common comment Statewide (8.2%) and in Region 2 (7.6%) and Region 4 (18.7%). Lane splitting being wrong, respondents being unwilling to support the law, or respondents being adamantly opposed was the second most common comment in Region 1 (9.7%) and Region 3 (11.6%). In Region 5, the second most common comment was lane splitting is acceptable and that motorcyclists should be able to choose (32.7%). More than one response option could be identified for this survey item, so the percentages in each column of Table 13 add up to more than 100%.

**Table 13: Unprompted Comments about Motorcycle Lane Splitting**

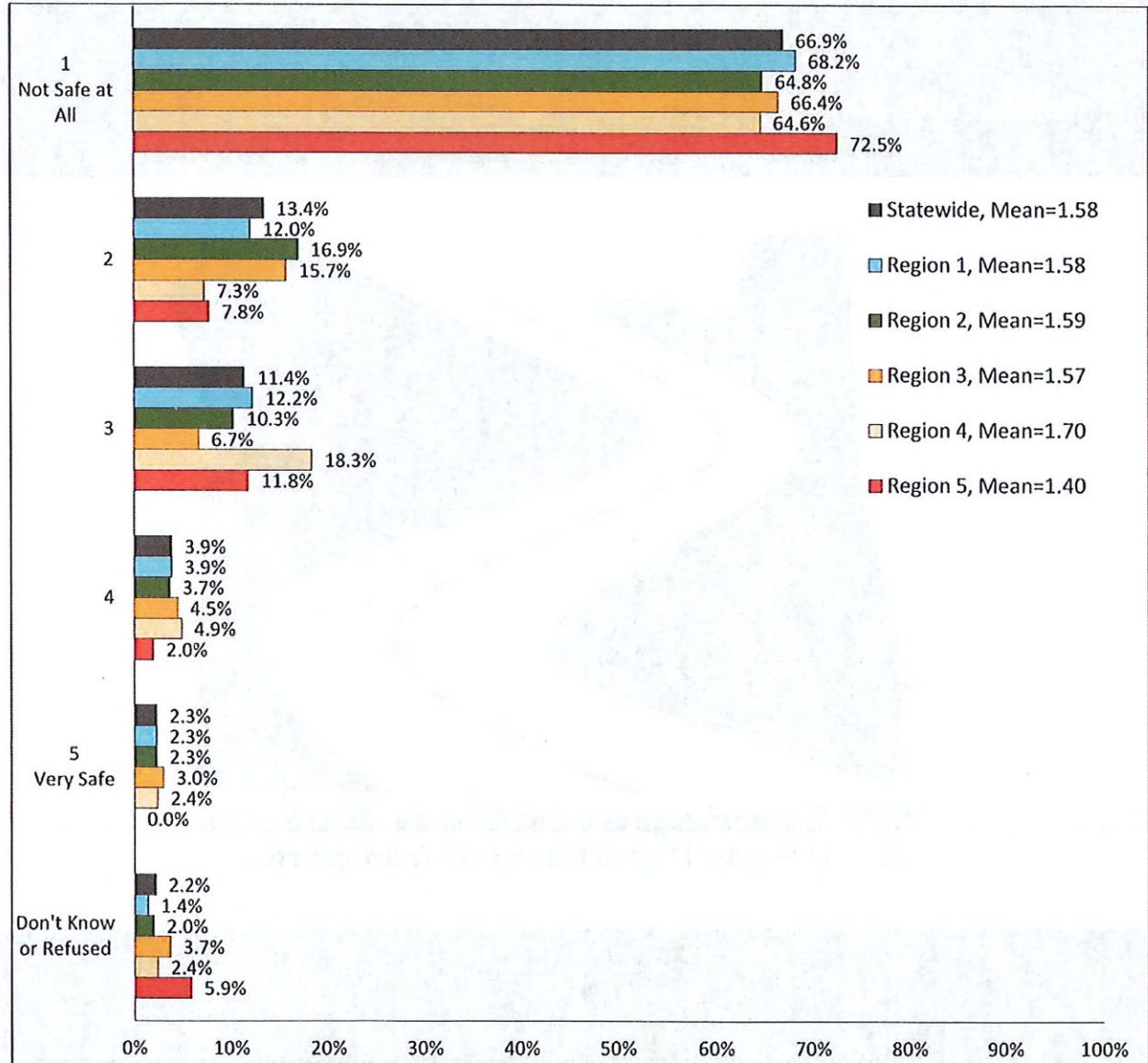
<b>Comment</b> <i>[multiple responses could be identified]</i> <i>[in descending order of Statewide frequency]</i>	Statewide	Region 1	Region 2	Region 3	Region 4	Region 5
It's dangerous, distracting or scary	58.8%	55.5%	71.5%	59.3%	46.0%	33.9%
OK under some circumstances like non-peak traffic or low speeds	8.2%	6.7%	7.6%	5.6%	18.7%	19.8%
No, it's wrong, I would not support that law, adamantly opposed	7.9%	9.7%	2.8%	11.6%	11.0%	0%
Yes, it should be up to motorcyclists	5.8%	5.8%	0%	6.2%	13.3%	32.7%
Motorcyclists should have a dedicated lane or drive on the shoulder	4.8%	6.8%	3.1%	0%	11.0%	0%
Motorcycle drivers should follow the same rules as other vehicles	4.7%	7.7%	1.3%	2.5%	0%	13.5%
It's ok, I'm used to it	3.3%	3.1%	3.3%	6.2%	0%	0%
Undecided, want more information	3.1%	4.1%	3.3%	2.5%	0%	0%
If it's safe for motorcyclists or legal	1.4%	0%	3.3%	3.2%	0%	0%
Other	6.3%	5.9%	10.0%	5.4%	0%	0%

Q20 Comments: Unprompted comments to Q20 (Would you support a new law giving motorcyclists the right to "lane split" while driving?)

Unweighted N=188, Statewide; n=83, Region 1; n=54, Region 2; n=32, Region 3; n=14 Region 4; n=5, Region 5

The final survey item in this section asked respondents to rate how safe they think the practice of lane splitting is for motorcyclists and surrounding vehicles. The 5-point scale ranged from 1 being Not Safe at All to 5 being Very Safe. The majority of all respondents rated that practice not safe at all (66.9%). The ratings across the five regions varied slightly, with Region 5 having the largest proportion of respondents rating it not safe at all (72.5%). Also, both Statewide and across all five regions the mean ratings presented in the figure legend were 1.70 or below on the 5-point scale, ranging from 1.40 to 1.70. This suggests that respondents, overall, viewed lane splitting as quite unsafe.

Figure 18: Safety of Lane Splitting for Motorcyclists and Vehicles



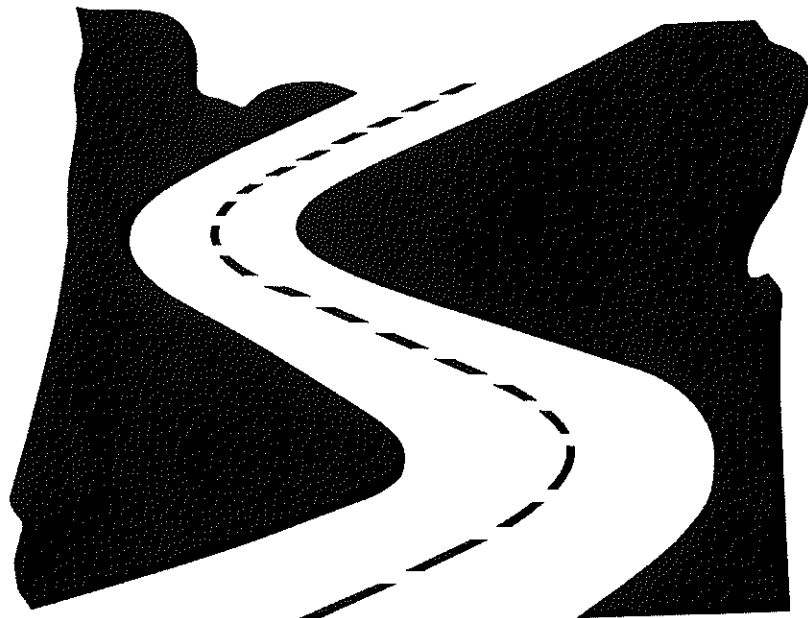
Q21: On a scale of 1 to 5, where 1 means "not safe at all" and 5 means "very safe," how safe do you think the practice of lane splitting is for motorcyclists and surrounding vehicles?

Unweighted N=1,002, Statewide; n=434, Region 1; n=301, Region 2; n=134, Region 3; n=82, Region 4; n=51, Region 5

At the end of the survey, respondents were offered an opportunity to provide any additional comments. Those verbatim responses are included in Appendix B.

# 2016 Oregon Department of Transportation: NHTSA Program Measures Statewide Public Opinion Survey

Final Results Report



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- **Sources of Information for How to Use and Install Child Safety or Booster Seats:** The most common source of information on how to use child safety devices was Online, Internet or Website, both Statewide (50.7%) and across all five regions (38.2% to 57.8%). This was followed by Manufacturer Specifications or Instructions Printed on the Seat, on the Box or in the User's Manual or a Manufacturer Hotline both Statewide (37.2%) and across all five regions (29.6% to 41.8%).

## Driver Education

- **ODOT-Approved Driver Ed Courses Reduce Traffic Crashes:** The majority of respondents believe ODOT-approved driver education courses work to reduce traffic crashes, both Statewide (68.2%) and across all five regions (66.3% to 70.1%).
- **Quality of Driver Education Now Relative to the Past Five Years:** Of the subset of families who currently have children in the household who are 12 to 16 years of age (16.1% Statewide, 13.6% to 21.8% across the five regions), most reported that driver education in Oregon is About the Same as it has been for the past five years (32.3% Statewide) or that they Don't Know (31.9% Statewide). A larger proportion of respondents reported that driver education is Better (25.5% Statewide) than in the past five years than the proportion of respondents who reported that it is Worse (8.9% Statewide).

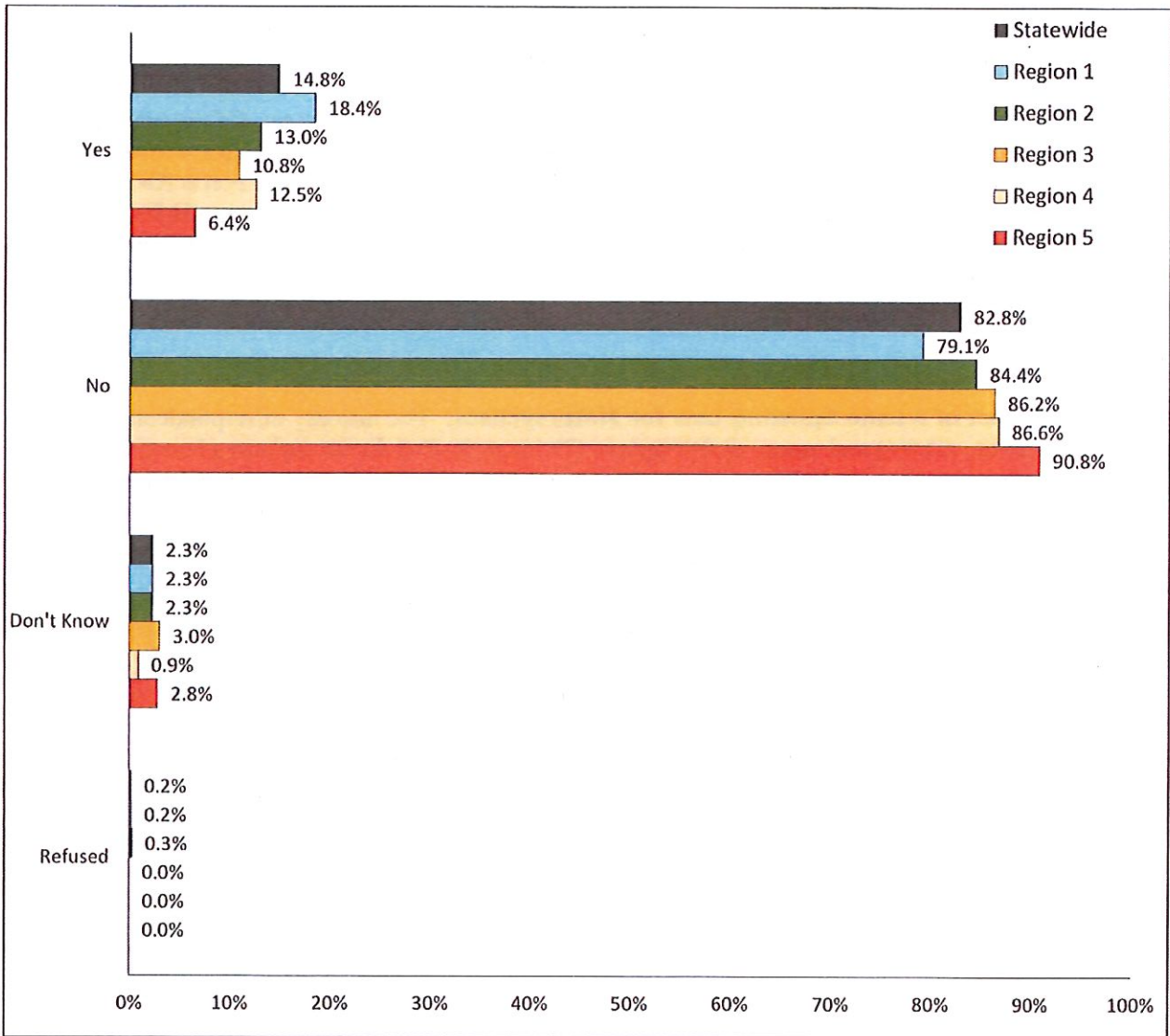
## Lane Splitting

- **Support of a Lane Splitting Law for Motorcyclists:** The majority of respondents both Statewide (82.8%) and across all five regions (79.1% to 90.8%) do not support a lane splitting law for motorcyclists. Lane splitting was defined for respondents as when a motorcycle rides between the lanes of vehicles driving in the same direction as traffic. Unprompted comments by a subset of participants (n=216) primarily noted that the practice is Dangerous, Distracting or Causes Problems for Motorists (57.6% Statewide, 33.4% to 71.4% across the five regions).
- **Perceived Safety of Lane Splitting for Motorcyclists and Vehicles:** On a 5-point scale from 1, Not Safe at All, to 5, Very Safe, the average ratings of how safe respondents thought the practice of lane splitting is for motorcyclists and surrounding vehicles were very low both Statewide (mean=1.68) and across all five regions (mean=1.42 to 1.71). This suggests that most respondents believed that the practice of lane splitting is not safe for motorcyclists or vehicles.

# Lane Splitting

All respondents were asked whether or not they would support a new law giving motorcyclists the right to “lane split” while driving. Lane splitting was defined for all participants as when a motorcycle rides between the lanes of vehicles driving in the same direction to traffic. Figure 17 shows that the majority of respondents Statewide (82.8%) and across all five regions (79.1% to 90.8%) do not support such a law.

Figure 17: Support of a Lane Splitting Law for Motorcyclists



Q20: Would you support a new law giving motorcyclists the right to “lane split” while driving? Lane splitting is when a motorcycle rides between the lanes of vehicles driving in the same direction to traffic?

Unweighted N=1,003, Statewide; n=407, Region 1; n=313, Region 2; n=140, Region 3; n=96, Region 4; n=47, Region 5

When developing the survey, it was anticipated that respondents would make comments about lane splitting, so interviewers had space available to document those comments. Table 12 presents the coded categories of those unprompted comments made by respondents in reaction to the motorcycle lane splitting survey item. The percentages in Table 12 are based on the subset of 216 respondents who provided the comments. The samples sizes for some of the regions are quite small, so interpret them with caution.

There were no established response options available for interviewers to select from, so the comments were qualitatively coded into the categories listed, some of which were opposed and others were supportive of the law. The most common comment had to do with lane splitting being Dangerous, Distracting or Causing Problems for Motorists, both Statewide (57.6%) and across all five regions (33.4% to 71.4%). There was, however, variability across the second most common comment. Respondents reported that lane splitting Is Wrong, Would Not Support the Law, or Adamantly Opposed was the second most common comment Statewide (12.9%) and in Region 1 (15.6%). Lane splitting being OK in Some Circumstances was the second most common comment in Region 2 (14.2%) and Region 3 (10.9%). The comment that Motorcycle Drivers Should Follow the Same Rules as Other Vehicles was the second most common in Region 4 (12.0%) and Region 5 (30.6%). More than one response option could be identified for this survey item, so the percentages in each column of Table 12 add up to more than 100%.

**Table 12: Unprompted Comments about Motorcycle Lane Splitting**

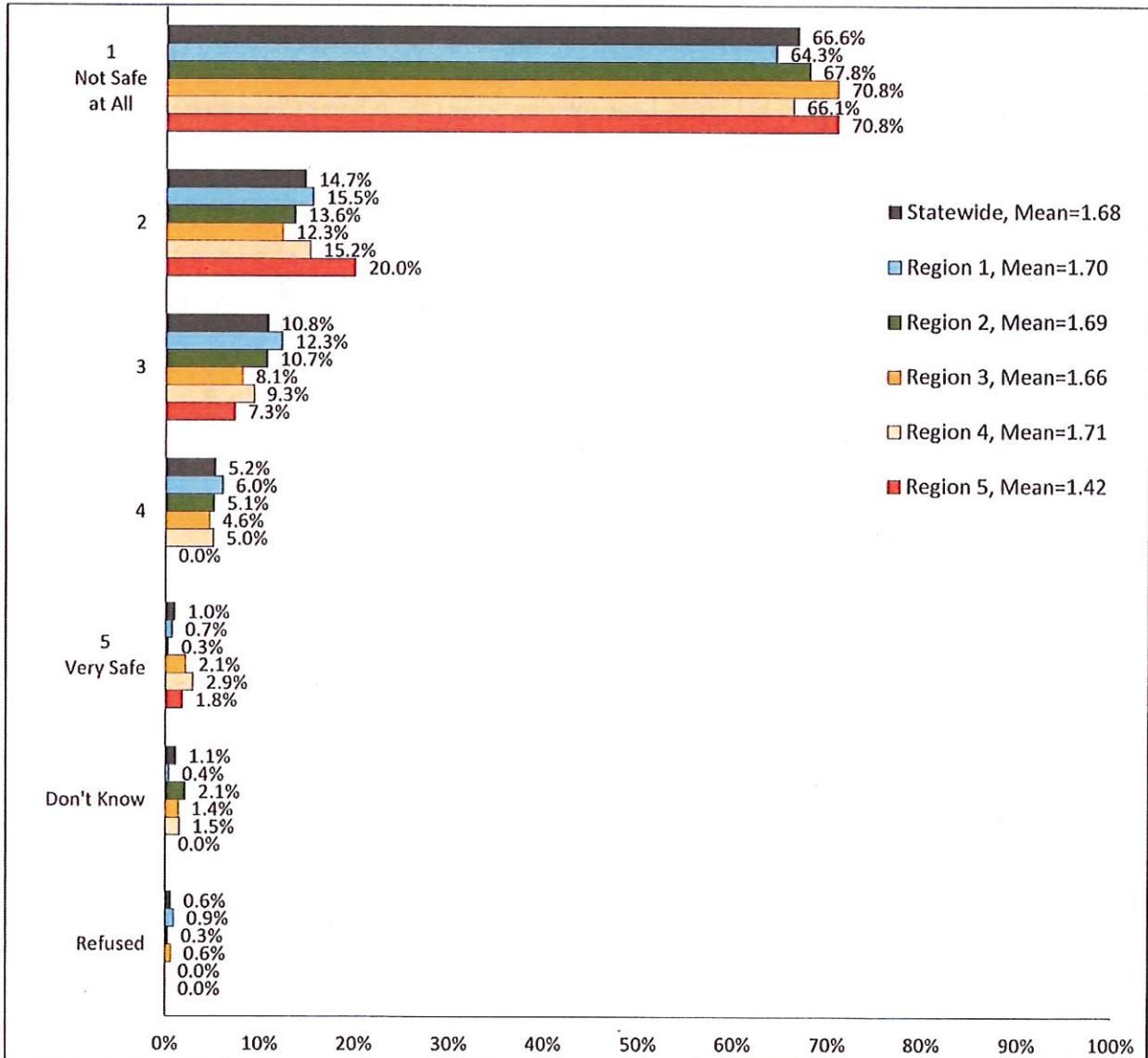
<b>Comment</b> <i>[multiple responses could be selected]</i> <i>[in descending order of Statewide frequency]</i>	Statewide	Region 1	Region 2	Region 3	Region 4	Region 5
Dangerous/Distracting/Causes Problems for Motorists	<b>57.6%</b>	<b>53.6%</b>	<b>61.3%</b>	<b>71.4%</b>	<b>58.5%</b>	<b>33.4%</b>
No, it's Wrong, Would Not Support the Law, Adamantly Opposed	12.9%	15.6%	12.4%	3.9%	7.1%	23.8%
OK in Some Circumstances (e.g., Low Speeds, Stopped Traffic)	12.2%	13.5%	14.2%	10.9%	4.1%	0%
Yes, Supports the Law, Should be Up to the Motorcyclists	7.1%	9.3%	7.3%	0%	4.8%	0%
Motorcycle Drivers Should Follow the Same Rules as Other Vehicles	6.4%	2.8%	7.2%	7.9%	12.0%	30.6%
Undecided/No Opinion/Need More Information/Depends on How Law is Written	4.3%	6.8%	1.4%	3.9%	4.0%	0%
Motorcyclists Should Have an Additional/Dedicated/Specialized Lane Awareness	2.3%	0.9%	4.5%	3.9%	0%	0%
Other	3.6%	3.5%	3.1%	0%	10.9%	0%

Q20 Comments: Unprompted comments to Q20 (Would you support a new law giving motorcyclists the right to "lane split" while driving?)

Unweighted N=216, Statewide; n=89 Region 1; n=76, Region 2; n=23, Region 3; n=21 Region 4; n=7, Region 5

The final survey item in this section asked respondents to rate how safe they think the practice of lane splitting is for motorcyclists and surrounding vehicles. The 5-point scale ranged from 1 being Not Safe at All to 5 being Very Safe. The majority of all respondents rated that practice as not safe at all (66.6% Statewide), as did the majority of respondents in each region (64.3% to 70.8%). Also, both Statewide and across all five regions, the mean ratings (presented in the figure legend) were well below the 3.0 midpoint of the 5-point scale, ranging from 1.42 to 1.71. This suggests that respondents, overall, viewed lane splitting as quite unsafe.

Figure 18: Safety of Lane Splitting for Motorcyclists and Vehicles



Q21: On a scale of 1 to 5, where 1 means "not safe at all" and 5 means "very safe," how safe do you think the practice of lane splitting is for motorcyclists and surrounding vehicles?

Unweighted N=1,003, Statewide; n=407, Region 1; n=313, Region 2; n=140, Region 3; n=96, Region 4; n=47, Region 5

At the end of the survey, respondents were offered an opportunity to provide any additional comments. Those verbatim responses are included in Appendix B.

# 2017 Oregon Department of Transportation: NHTSA Program Measures Statewide Public Opinion Survey

Final Results Report



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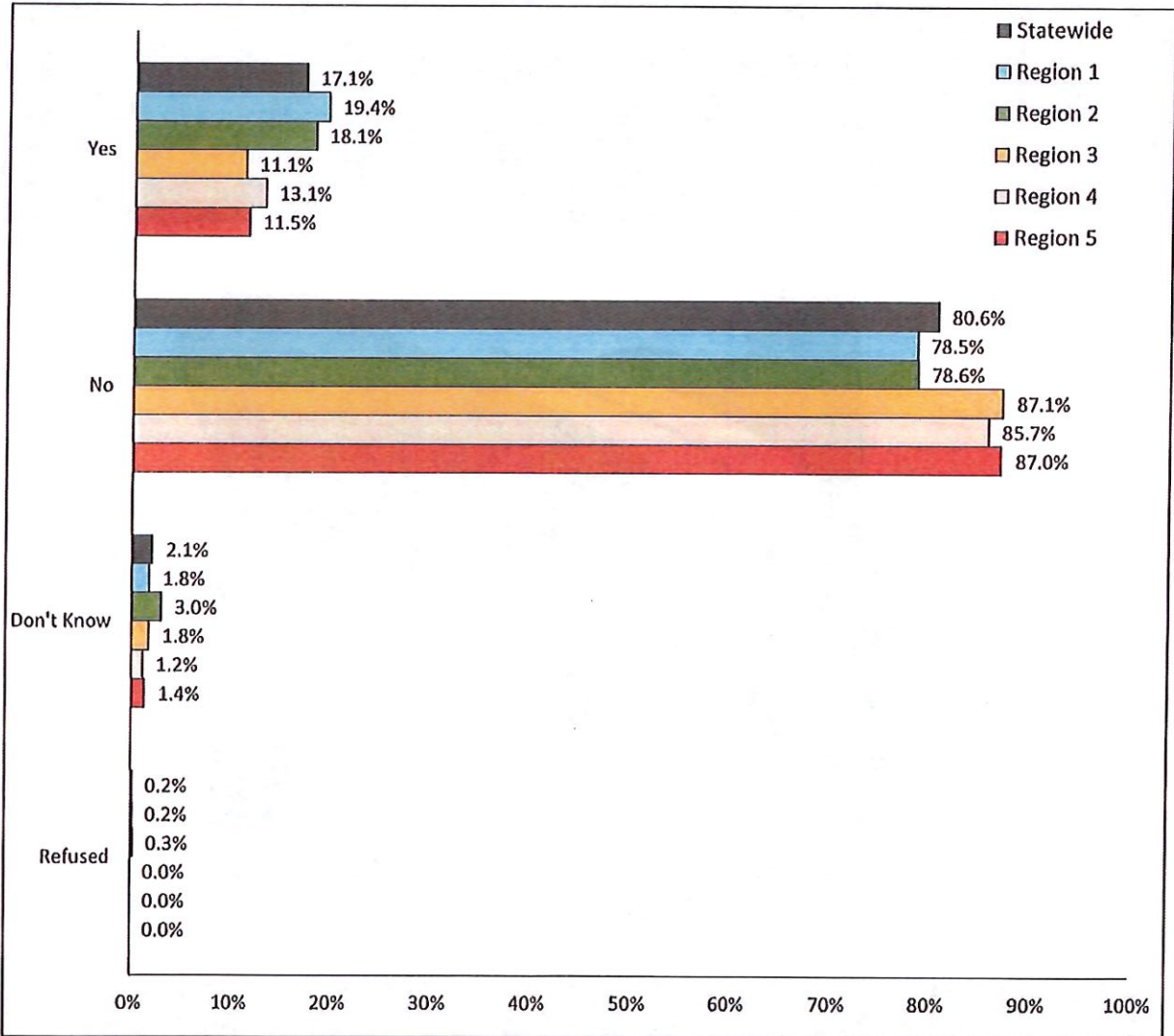
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# Lane Splitting

All respondents were asked whether or not they would support a new law giving motorcyclists the right to “lane split” while driving. Lane splitting was defined for all participants as when a motorcycle rides between the lanes of vehicles driving in the same direction to traffic. Figure 17 shows that the majority of respondents Statewide (80.6%) and across all five regions (78.5% to 87.1%) do not support such a law.

Figure 17: Support of a Lane Splitting Law for Motorcyclists



Q20: Would you support a new law giving motorcyclists the right to “lane split” while driving? Lane splitting is when a motorcycle rides between the lanes of vehicles driving the In the same direction of traffic.

Unweighted N=1,005, Statewide; n=417, Region 1; n=317, Region 2; n=137, Region 3; n=73, Region 4; n=61, Region 5

Table 11 presents the coded categories of unprompted comments made by respondents in reaction to the motorcycle lane splitting survey item. The percentages in Table 11 are based on the subset of respondents who provided the comments. The samples sizes for some of the regions are quite small, so interpret them with caution.

There were no established response options available for interviewers to select from, so the comments were qualitatively coded into the categories listed, some of which were opposed and others were supportive of the law. The most common comment had to do with lane splitting being Dangerous, Distracting or Causing Problems for Motorists, both Statewide (56.4%) and across all five regions (45.0% to 65.5%). There was, however, variability across the second most common comment. Respondents reported that lane splitting Is Wrong, Would Not Support the Law, or Adamantly Opposed was the second most common comment Statewide (18.3%), as well as in Region 1 (21.7%) and Region 3 (27.3%). Lane splitting being OK in Some Circumstances was the second most common comment in Region 2 (12.6%) and Region 4 (28.0%). The comment that Motorcycle Drivers Should Follow the Same Rules as Other Vehicles was the second most common in Region 5 (13.1%). More than one response option could be identified for this survey item, so the percentages in each column of Table 12 add up to more than 100%.

**Table 11: Unprompted Comments about Motorcycle Lane Splitting**

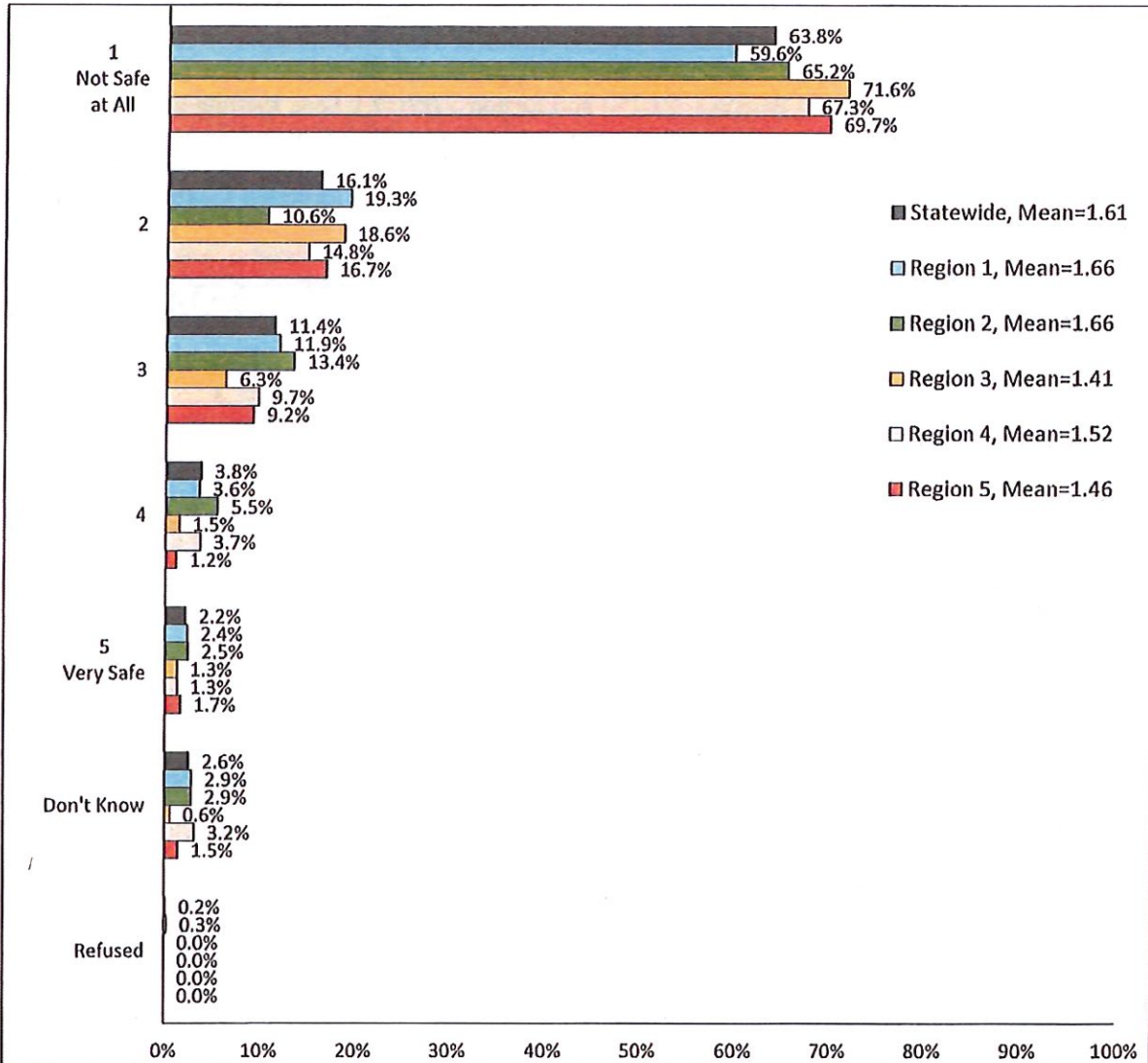
<b>Comment</b> <i>[multiple responses could be selected]</i> <i>[in descending order of Statewide frequency]</i>	Statewide	Region 1	Region 2	Region 3	Region 4	Region 5
Dangerous, distracting, causes problems for motorists	<b>56.4%</b>	<b>60.3%</b>	<b>58.1%</b>	<b>45.0%</b>	<b>53.0%</b>	<b>65.5%</b>
No, it's wrong, would not support the law, adamantly opposed	<b>18.3%</b>	<b>21.7%</b>	12.4%	<b>27.3%</b>	10.7%	11.5%
OK in some circumstances (e.g., low speeds, stopped traffic)	12.0%	7.7%	<b>12.6%</b>	10.6%	<b>28.0%</b>	9.9%
Motorcycle drivers should follow the same rules as other vehicles	7.9%	1.5%	11.4%	12.8%	11.8%	<b>13.1%</b>
Yes, supports the law, with restrictions (e.g., only at low speeds, only if use shoulder)	5.2%	3.5%	7.9%	8.7%	0%	0%
Yes, supports the law, should be up to the motorcyclists	4.0%	3.5%	3.2%	10.0%	0%	0%
Motorcyclists should have an additional, dedicated, or specialized lane, awareness	1.2%	0%	0%	2.8%	6.3%	0%
Undecided, no opinion, need more information, depends on how law is written	1.1%	0%	3.6%	0%	0%	0%
Other	3.1%	3.1%	3.9%	0%	6.3%	0%

Q20 Comments: Unprompted comments to Q20 (Would you support a new law giving motorcyclists the right to "lane split" while driving?)

Unweighted N=158, Statewide; n=58 Region 1; n=48, Region 2; n=29, Region 3; n=14 Region 4; n=9, Region 5

Respondents were asked to rate how safe they think the practice of lane splitting is for motorcyclists and surrounding vehicles. The 5-point scale ranged from 1 being Not Safe at All to 5 being Very Safe. Figure 18 shows that the majority of all respondents rated that practice as not safe at all (63.8% Statewide), as did the majority of respondents in all five regions (59.6% to 71.6%). Also, both Statewide and across all five regions, the mean ratings (presented in the figure legend) were well below the 3.0 midpoint of the 5-point scale, ranging from 1.41 to 1.6. This suggests that respondents, overall, viewed lane splitting as quite unsafe.

Figure 18: Safety of Lane Splitting for Motorcyclists and Vehicles



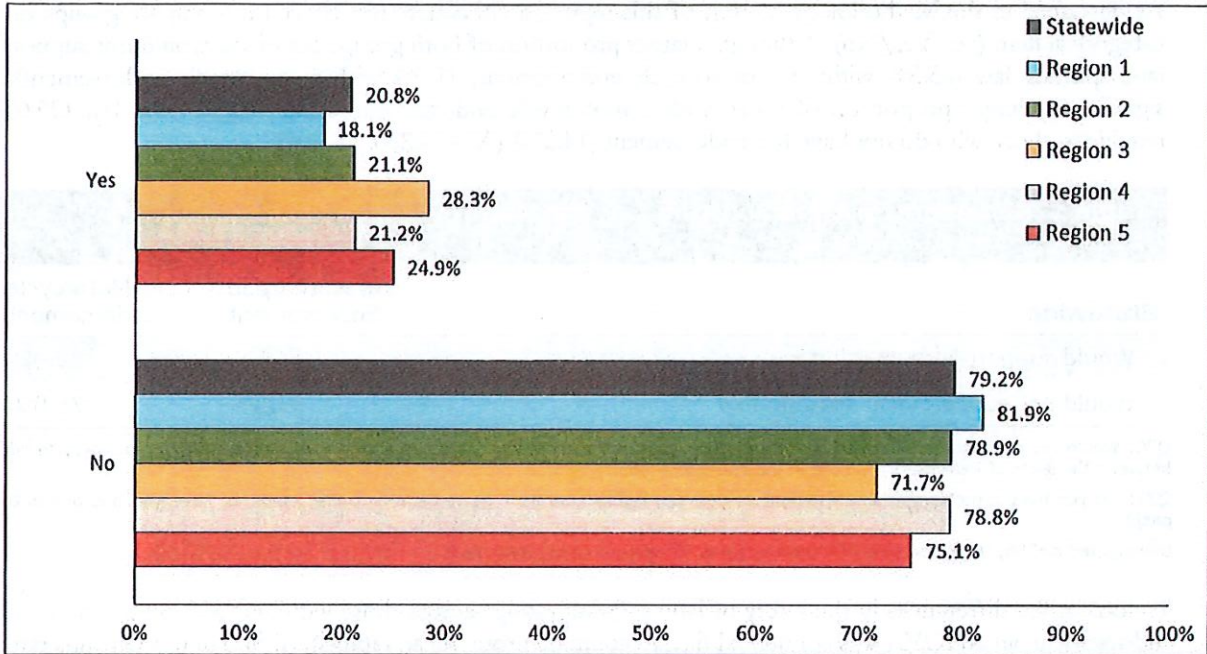
Q21: On a scale of 1 to 5, where 1 means "not safe at all" and 5 means "very safe," how safe do you think the practice of lane splitting is for motorcyclists and surrounding vehicles?

Unweighted N=1,005, Statewide; n=417, Region 1; n=317, Region 2; n=137, Region 3; n=73, Region 4; n=61, Region 5



Respondents were asked whether or not they have or have had a motorcycle endorsement to legally operate a motorcycle on public roads. Figure 19 shows that the majority of respondents Statewide (79.2%) and across all five regions (71.7% to 81.9%) do not have a motorcycle endorsement.

Figure 19: Respondents with a Motorcycle Endorsement



Q22: Do you have a motorcycle endorsement so you can legally operate a motorcycle on public roads, or have you had one in the past?

Unweighted N=1,005, Statewide; n=417, Region 1; n=317, Region 2; n=137, Region 3; n=73, Region 4; n=61, Region 5

The previous two survey items were analyzed to see if the responses differed across those with and without a motorcycle endorsement. To conduct these analyses, Don't Know and Refused responses were excluded due to such a small number of respondents in those categories. Also, due to small sample sizes within some of the regions, this analysis was only done Statewide.

As described in the Methodology section of this report, a chi square test is used to compare groups on a categorical item (i.e., Yes/No). Although a larger proportion of both groups Statewide would not support a lane splitting law (85.5% without a motorcycle endorsement, 71.0% with a motorcycle endorsement), a significantly larger proportion of those with a motorcycle endorsement would support the law (29.0%) relative to those who do not have the endorsement (14.5%) ( $X^2=24.280, p<.001$ ).

**Table 12: Support for Lane Splitting Law for Motorcyclists by Motorcycle Endorsement**

Statewide	No Motorcycle Endorsement	Motorcycle Endorsement
Would support lane splitting law	14.5%	29.0%
Would not support lane splitting law	85.5%	71.0%

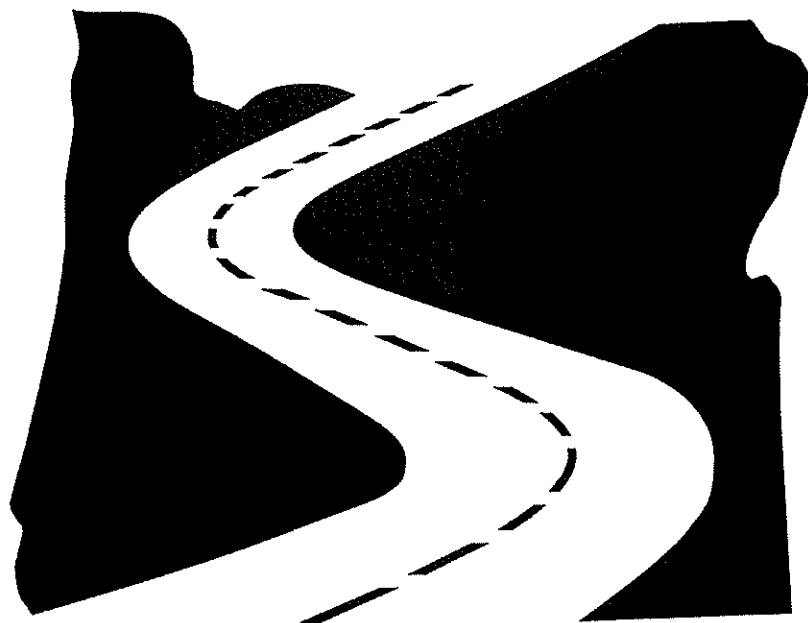
Q20: Would you support a new law giving motorcyclists the right to "lane split" while driving? Lane splitting is when a motorcycle rides between the lanes of vehicles driving the in the same direction of traffic?

Q22: Do you have a motorcycle endorsement so you can legally operate a motorcycle on public roads, or have you had one in the past?

Unweighted n=788, No Motorcycle Endorsement; n=217, Motorcycle Endorsement

To look at the differences in the safety of lane splitting ratings across those with and without a motorcycle endorsement, an ANOVA was conducted (i.e., to compare group mean ratings). Although both groups rated the safety quite low, the respondents with a motorcycle endorsement rated the safety significantly higher (mean=1.78) than those without a motorcycle endorsement (mean=1.56) ( $F=8.374, p<.01$ ). This finding should be interpreted with caution due to the large sample size differences across respondents with (n=217) and without (n=788) a motorcycle endorsement, which could inflate the level of significance.

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## Driver Education

- **ODOT-Approved Driver Ed Courses Reduce Traffic Crashes:** The majority of respondents believe ODOT-approved driver education courses work to reduce traffic crashes, both Statewide (71.6%) and across all five regions (64.1% to 76.6%).
- **Quality of Driver Education Now Relative to the Past Five Years:** Of the subset of families who currently have children age 12 to 16 year in the household (13.0% Statewide, 8.2% to 18.0% across the five regions), most reported that driver education in Oregon is About the Same as it has been for the past five years (32.7% Statewide) or that they Don't Know (40.8% Statewide). A larger proportion of respondents reported that driver education is Better (23.5% Statewide) than in the past five years than the proportion of respondents who reported that it is Worse (2.9% Statewide).

## Lane Splitting

- **Support of a Lane Splitting Law for Motorcyclists:** The majority of respondents both Statewide (80.5%) and across all five regions (78.5% to 84.6%) did not support a lane splitting law for motorcyclists (i.e., when a motorcycle rides between the lanes of vehicles driving in the same direction as traffic). Unprompted comments by a subset of participants (n=69) primarily noted that the practice is Dangerous, Distracting or Causes Problems for Motorists (55.6% Statewide).
- **Perceived Safety of Lane Splitting for Motorcyclists and Vehicles:** On a 5-point scale from 1, Not Safe at All, to 5, Very Safe, the average ratings of how safe respondents thought the practice of lane splitting is for motorcyclists and surrounding vehicles were very low both Statewide (mean=1.61) and across all five regions (mean=1.42 to 1.69). This suggests that most respondents believed that the practice of lane splitting is not safe for motorcyclists or vehicles.
- **Support of a Lane Splitting Law for Motorcyclists by Motorcycle Endorsement:** The two lane splitting items were analyzed to see if the results differed for respondents with (20.8% Statewide) versus respondents without (79.7% Statewide) a motorcycle endorsement. A larger proportion of both groups Statewide would not support a lane splitting law (73.1% with and 82.5% without a motorcycle endorsement), a significantly larger proportion of those with a motorcycle endorsement would support the law (26.9%) relative to those who do not have the endorsement (14.8%).
- **Perceived Safety of Lane Splitting for Motorcyclists and Vehicles by Motorcycle Endorsement:** Although both groups rated the safety quite low, the respondents with a motorcycle endorsement rated the safety slightly higher (mean=1.72) than those without a motorcycle endorsement (mean=1.59).

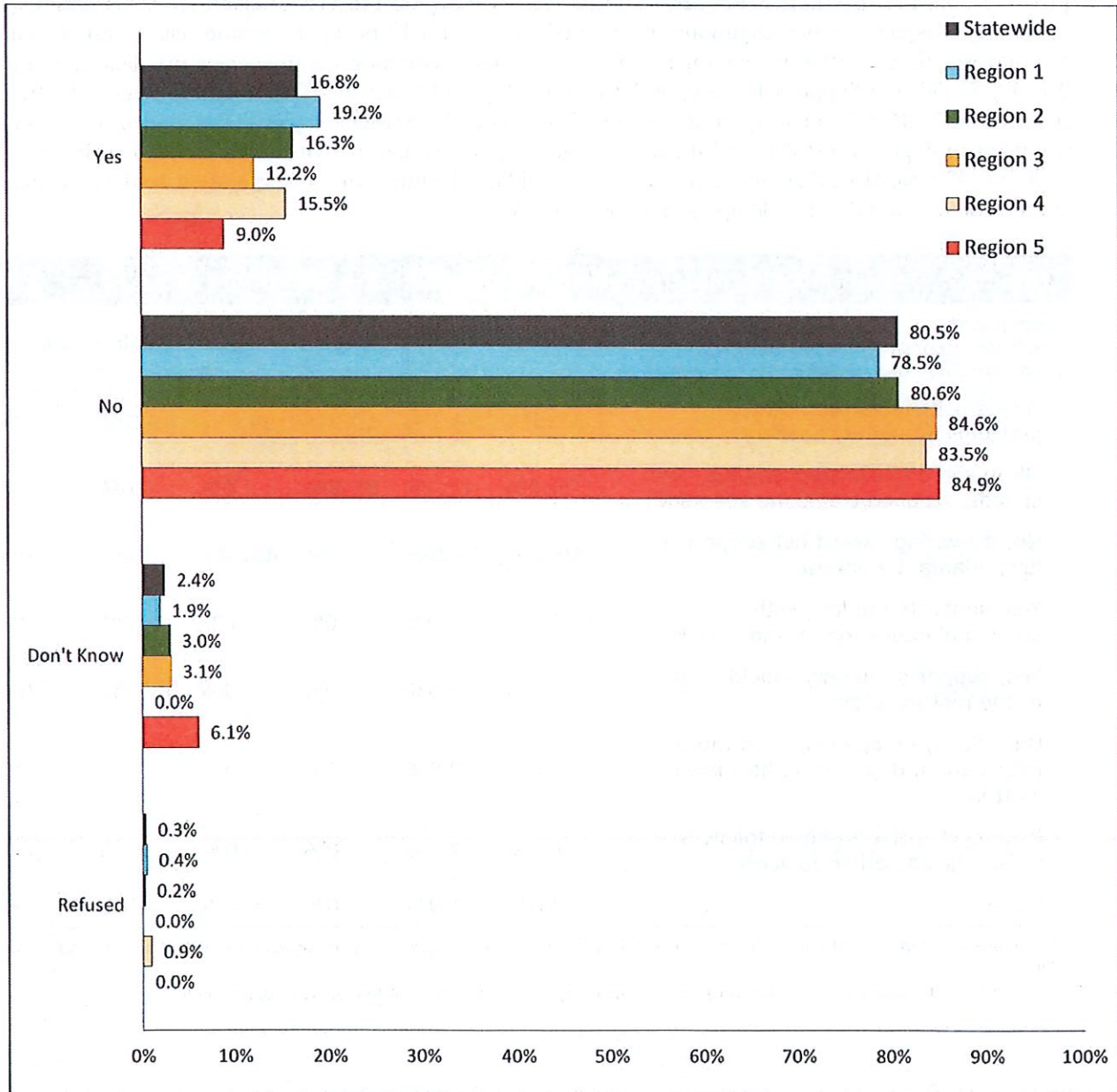
## Pedestrians

- **Awareness of Oregon's Pedestrian Crosswalk Laws:** The vast majority of respondents reported being aware of pedestrian crosswalk laws (90.6% Statewide), with the regions being quite comparable (84.3% to 93.0%).
- **Understanding of Pedestrian Crosswalk Laws:** The common thing respondents knew about pedestrian crosswalk laws was that Pedestrians Have the Right-of-Way at Crosswalks Statewide (44.2%) and for three of the five regions (42.9% to 50.0%). The most common response was Drivers Must Stop for Pedestrians at Crosswalks for Region 2 (39.6%) and Drivers Must Stop for Pedestrians Crossing in their Lane or the Next Lane for region 3 (43.5%).

# Lane Splitting

All respondents were asked whether or not they would support a new law giving motorcyclists the right to “lane split” while driving. Lane splitting was defined for all participants as when a motorcycle rides between the lanes of vehicles driving in the same direction to traffic. Figure 17 shows that the majority of respondents Statewide (80.5%) and across all five regions (78.5% to 84.9%) do not support such a law.

Figure 17: Support of a Lane Splitting Law for Motorcyclists



Q20: Would you support a new law giving motorcyclists the right to “lane split” while driving? Lane splitting is when a motorcycle rides between the lanes of vehicles driving in the same direction of traffic.

Unweighted N=1,004, Statewide; n=439, Region 1; n=310, Region 2; n=140, Region 3; n=66, Region 4; n=49, Region 5

Table 11 presents the coded categories of unprompted comments made by respondents in reaction to the motorcycle lane splitting survey item. The percentages in Table 11 are based on the subset of respondents who provided the comments. The samples sizes for some of the regions are quite small, so interpret them with caution.

There were no established response options available for interviewers to select from, so the comments were qualitatively coded into the categories listed, some of which were opposed and others were supportive of the law. The most common comment had to do with lane splitting being Dangerous, Distracting or Causing Problems for Motorists, both Statewide (55.6%) as well as in Region 1 (54.1%), Region 2 (60.3%), and Region 3 (68.4%). Region 4 more commonly mentioned that it should be up to motorcyclists and Region 5 respondents did not offer any comments. The second most common comment was that lane splitting Is Wrong, Would Not Support the Law, or Adamantly Opposed Statewide (19.3%) and in Region 1 (21.5%) and Region 3 (46.5%). Lane splitting being OK in Some Circumstances was the second most common comment in Region 2 (31.8%) and it being Dangerous, Distracting or Causing Problems for Motorists in Region 4 (49.3%). More than one response option could be identified for this survey item, so the percentages in each column of Table 12 add up to more than 100%.

**Table 11: Unprompted Comments about Motorcycle Lane Splitting**

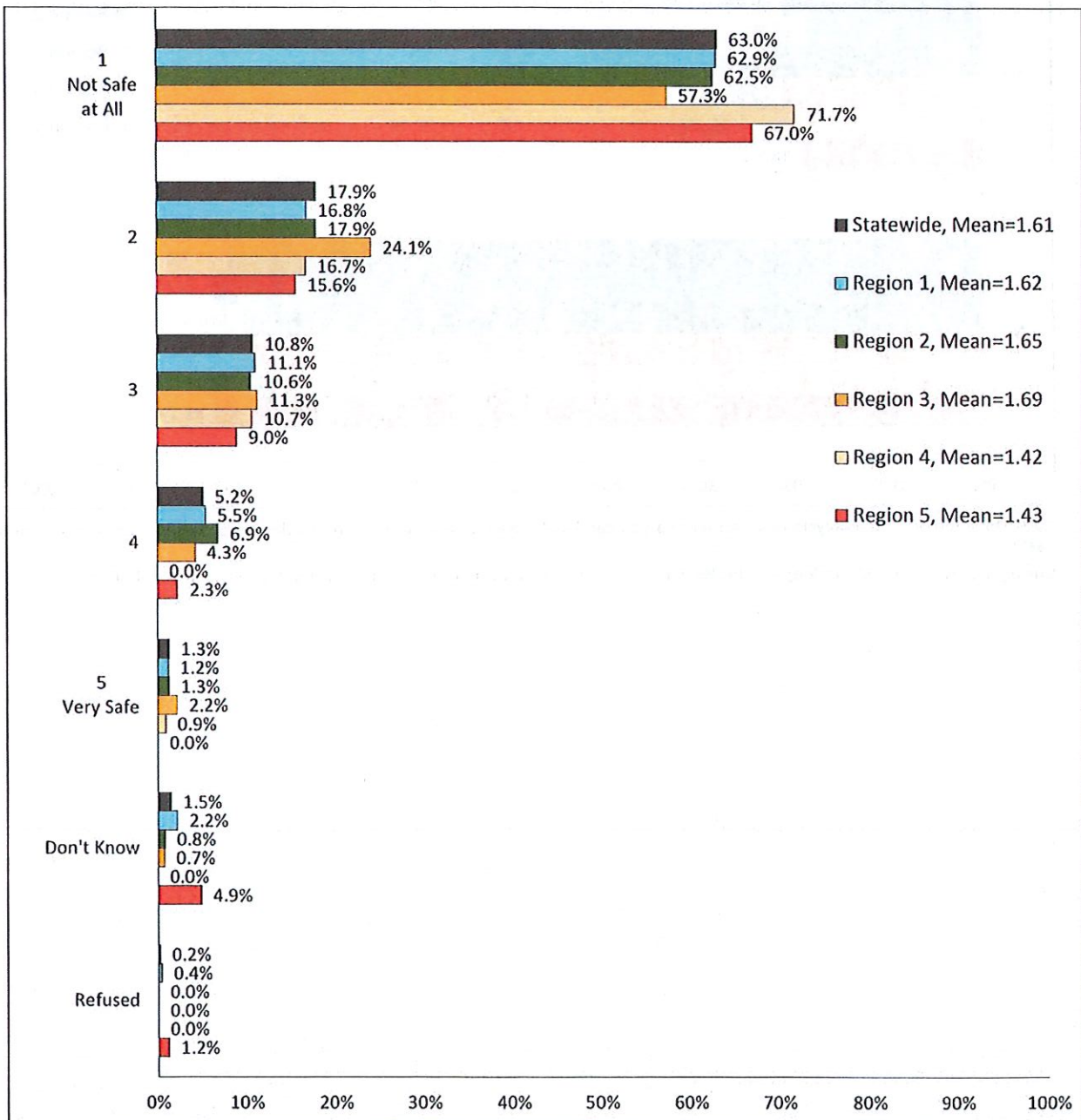
<b>Comment</b> <i>[multiple responses could be selected]</i> <i>[in descending order of Statewide frequency]</i>	Statewide	Region 1	Region 2	Region 3	Region 4	Region 5
Dangerous, distracting, causes problems for motorists, scary	55.6%	54.1%	60.3%	68.4%	49.3%	0%
OK in some circumstances (e.g., low speeds, stopped traffic, no speeding)	20.1%	17.7%	31.8%	0%	0%	0%
No, it's wrong, would not support the law, adamantly opposed	19.3%	21.5%	11.8%	46.5%	0%	0%
Yes, supports the law, with additional education for motorcyclists	3.3%	6.0%	0%	0%	0%	0%
Yes, supports the law, should be up to the motorcyclists	3.0%	1.3%	0%	0%	50.7%	0%
Undecided, no opinion, need more information, depends on how law is written	2.2%	3.9%	0%	0%	0%	0%
Motorcycle drivers should follow the same rules as other vehicles	1.6%	2.9%	0%	0%	0%	0%
Other	0.6%	1.0%	0%	0%	0%	0%

Q20 Comments: Unprompted comments to Q20 (Would you support a new law giving motorcyclists the right to "lane split" while driving?)

Unweighted N=69, Statewide; n=36 Region 1; n=22, Region 2; n=7, Region 3; n=4 Region 4; n=0, Region 5

Respondents were asked to rate how safe they think the practice of lane splitting is for motorcyclists and surrounding vehicles. The 5-point scale ranged from 1 being Not Safe at All to 5 being Very Safe. Figure 18 shows that the majority of all respondents rated that practice as not safe at all (63.0% Statewide), as did the majority of respondents in all five regions (57.3% to 71.7%). Also, both Statewide and across all five regions, the mean ratings (presented in the figure legend) were well below the 3.0 midpoint of the 5-point scale, ranging from 1.42 to 1.69. This suggests that respondents, overall, viewed lane splitting as quite unsafe.

Figure 18: Perceived Safety of Lane Splitting for Motorcyclists and Vehicles

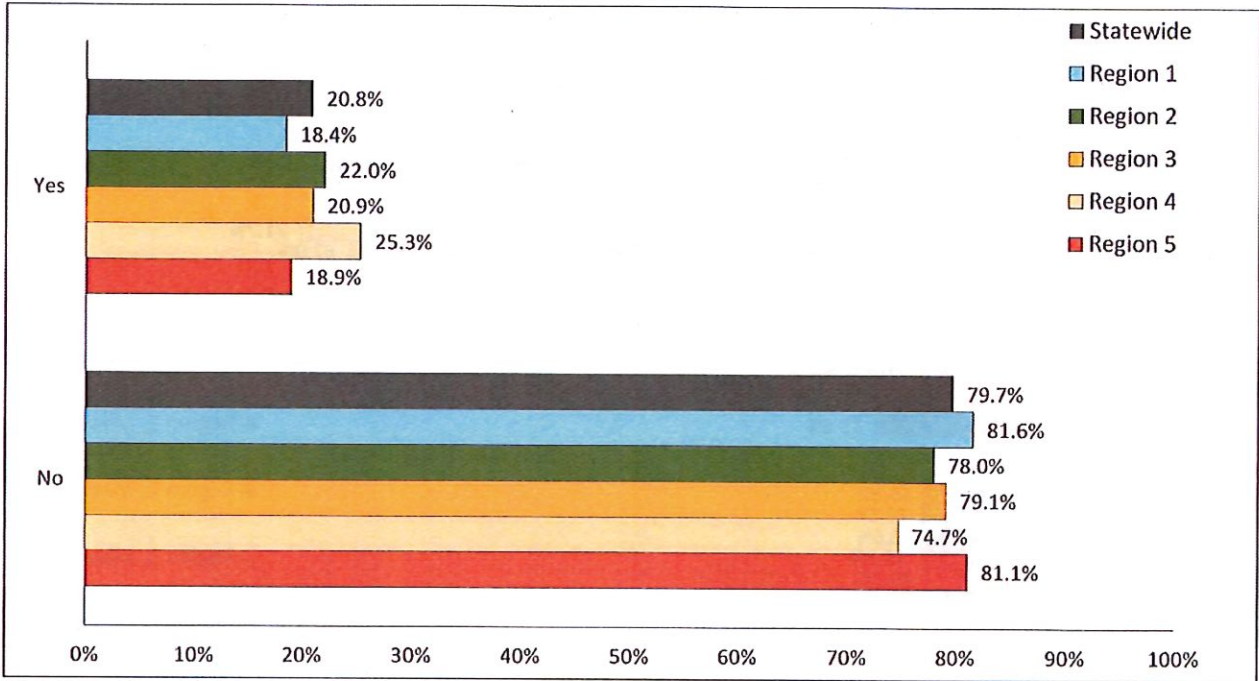


Q21: On a scale of 1 to 5, where 1 means "not safe at all" and 5 means "very safe," how safe do you think the practice of lane splitting is for motorcyclists and surrounding vehicles?

Unweighted N=1,004, Statewide; n=439, Region 1; n=310, Region 2; n=140, Region 3; n=66, Region 4; n=49, Region 5

Respondents were asked whether or not they have or have had a motorcycle endorsement to legally operate a motorcycle on public roads. Figure 19 shows that the majority of respondents Statewide (79.2%) and across all five regions (74.7% to 81.6%) do not have a motorcycle endorsement.

Figure 19: Respondents with a Motorcycle Endorsement



Q22: Do you have a motorcycle endorsement so you can legally operate a motorcycle on public roads, or have you had one in the past?

Unweighted N=1,004, Statewide; n=439, Region 1; n=310, Region 2; n=140, Region 3; n=66, Region 4; n=49, Region 5



The previous two survey items were analyzed to see if the responses differed across those with and without a motorcycle endorsement. To conduct these analyses, Don't Know and Refused responses were excluded due to such a small number of respondents in those categories. Also, due to small sample sizes within some of the regions, this analysis was only done Statewide.

As described in the Methodology section of this report, a chi square test is used to compare groups on a categorical item (i.e., Yes/No). Although a larger proportion of both groups Statewide would not support a lane splitting law (85.2% without a motorcycle endorsement, 73.1% with a motorcycle endorsement), a significantly larger proportion of those with a motorcycle endorsement would support the law (26.9%) relative to those who do not have the endorsement (14.8%) ( $X^2=16.310, p<.001$ ).

**Table 12: Support for Lane Splitting Law for Motorcyclists by Motorcycle Endorsement**

<b>Statewide</b>	<b>No Motorcycle Endorsement</b>	<b>Motorcycle Endorsement</b>
Would support lane splitting law	14.8%	26.9%
Would not support lane splitting law	85.2%	73.1%

Q20: Would you support a new law giving motorcyclists the right to "lane split" while driving? Lane splitting is when a motorcycle rides between the lanes of vehicles driving the in the same direction of traffic?

Q22: Do you have a motorcycle endorsement so you can legally operate a motorcycle on public roads, or have you had one in the past?

Unweighted n=786, No Motorcycle Endorsement; n=218, Motorcycle Endorsement

To look at the differences in the safety of lane splitting ratings across those with and without a motorcycle endorsement, an ANOVA was conducted (i.e., to compare group mean ratings). Although the mean rating of safety for respondents with a motorcycle endorsement was slightly higher (mean=1.72) than those without a motorcycle endorsement (mean=1.59), the difference did not reach statistical significance ( $F=2.990, p=.084$ ).

Due to contractual issues ODOT-TSD did not conduct a 2019 Public Opinion Survey.

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September 2020

# 2020 Public Opinion Survey

## Traffic Safety Division

Comprehensive Report

DRAFT



## Key Findings

### Understanding of traffic laws and attitudes towards enforcement

In general, people understand the laws, but do not necessarily comply.

- Phones and related accessories were the most frequently-cited distractions while driving, although almost everyone (94%) knew it was illegal.
- Almost three quarters (72%) support ticketing people who drive while using a phone
- Most (89%) respondents understood that drivers must yield to anyone riding a bike.
- Almost half (46%) said rolling stops while riding a bike were illegal.

#### There were low levels of support for the hypothetical policies described

- Lowering Oregon's DUI limit to 0.05 BAC (29%)
- Creating sobriety checkpoints (36%)
- Including certain medications in driving under the influence (34%)
- Lane splitting (19%)

## There is not much support for a new lane splitting law and most people considered lane splitting very unsafe

- Less than one-fifth of respondents (19%) support a new law permitting motorcyclists to "lane split", the rest were opposed.
- On a scale of 1 to 5, where 1 means "not safe at all" and 5 means "very safe," 65% respondents said that lane splitting was not safe at all (1).
  - Only 7% rated the safety as a 4 or 5.

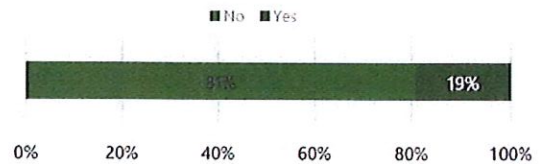
**Correlations:** Respondents who supported lane splitting tend to be:

- Younger
- Employed
- Men
- People with a motorcycle endorsement

Respondents who are more likely to think lane splitting is safe tend to be:

- Younger
- Employed
- Men
- People with a motorcycle endorsement

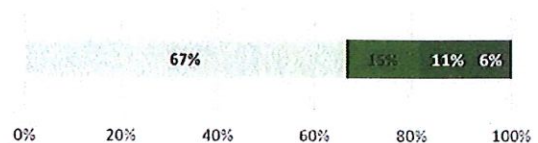
Would you support a new law giving motorcyclists the right to "lane split" while driving?  
Base: Wave 2 respondents (n = 1,579).



How safe do you think the practice of lane splitting is for motorcyclists and surrounding vehicles?

Base: Wave 2 respondents (n = 1,610).

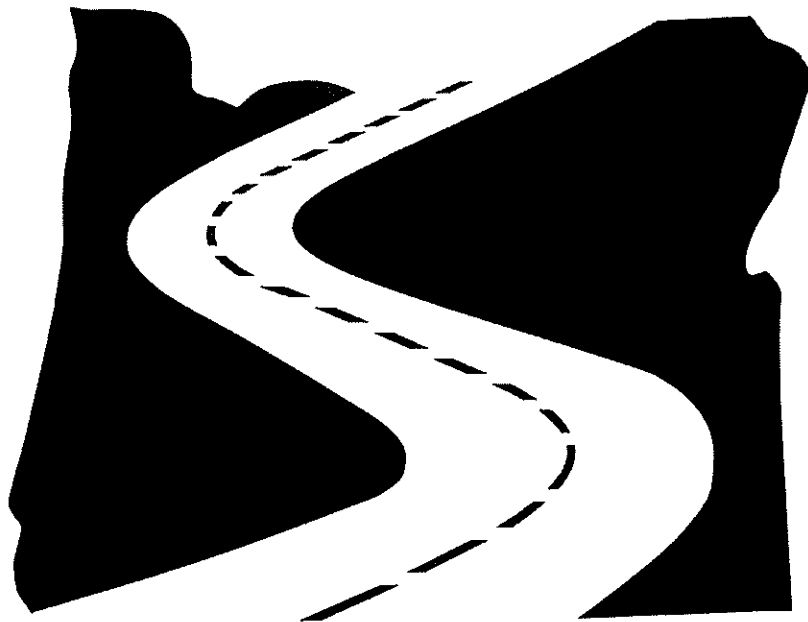
1 (not safe at all) ■ 2 ■ 3 ■ 4 ■ 5 (very safe)





# 2015 Oregon Department of Transportation: NHTSA Program Measures Statewide Public Opinion Survey

Final Results Report



 **Transportation Safety**  
Oregon Department of Transportation



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## Travel to School and Driving Safety Concerns

- **Distance Children Live from Their Kindergarten through 8<sup>th</sup> Grade Schools:** For the subset of households with at least one child attending Kindergarten through 8<sup>th</sup> grade (n=214), there was almost an even split Statewide for the proportion of the 358 children who live within one mile of their school (49.8%) and those who live more than one mile from their school (48.6%). In Region 4 there were fewer children living within one mile (33.7%) than living more than one mile from their school (55.0%). For Region 5, a much larger proportion of children lived within one mile of their school (79.1%) than further away (20.9%).
- **Common Mode of School Transportation:** The most common mode of school transportation was by car, both Statewide (41.7%) and for Regions 1, 2, 3 and 4 (41.5% to 51.1%). In Region 5 the most common mode of school transportation was walking (31.6%). Taking the school bus was the second most common mode of school transportation both Statewide (33.7%) and for all five regions (24.4% to 38.7%).
- **Unsafe Driving Behavior Observed Most Often:** The most common unsafe driving behavior was speeding for Statewide respondents (42.2%) and for Regions 1, 2, 3 and 5 (40.0% to 46.9%). In Region 4 the most common unsafe driving behavior was people talking or texting on a cell phone (41.6%), which was the second most common unsafe driving behavior Statewide (34.5%) and in the other four regions (28.8% to 36.6%).
- **Perceived Problem of Drivers Not Yielding to Pedestrians in Crosswalks:** On a 5-point scale from 1, Not a Problem at All, to 5, A Very Serious Problem, the average ratings of how much drivers not yielding to pedestrians in crosswalks is a problem was slightly above the midpoint Statewide (mean=3.14). The means for the five regions range from slightly below the midpoint for Regions 3, 4 and 5 (means=2.83, 2.92, and 2.84, respectively) to slightly above the midpoint for Regions 1 and 2 (means=3.28 and 3.17, respectively). This suggests that respondents did not strongly believe that the issue of drivers not yielding to pedestrians was either a very serious problem or not a problem at all.

## Lane Splitting

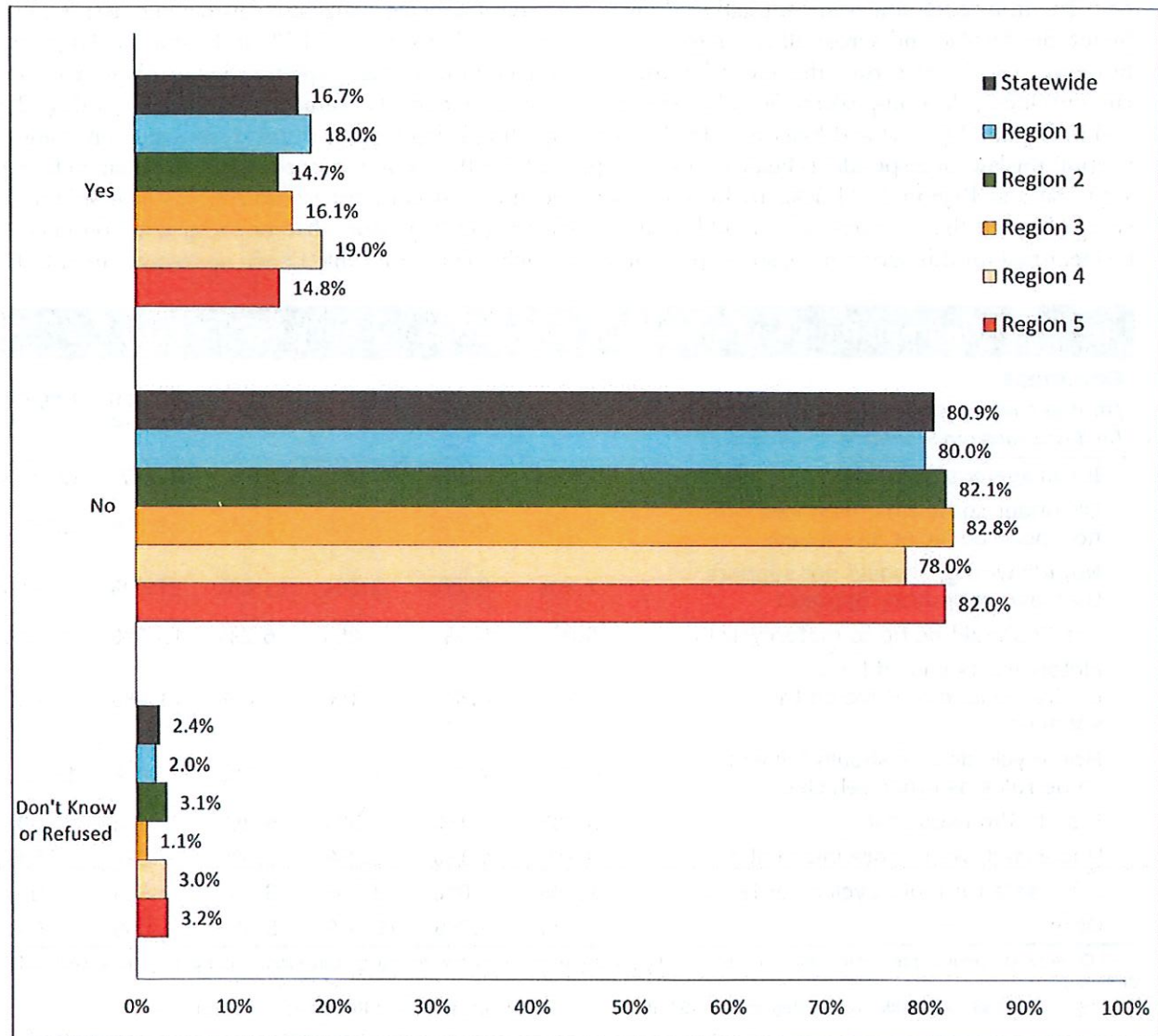
- **Support of a Lane Splitting Law for Motorcyclists:** The majority of respondents both Statewide (80.9%) and across all five regions (78.0% to 82.8%) do not support a lane splitting law for motorcyclists. Lane splitting was defined for respondents as when a motorcycle rides between the lanes of vehicles driving in the same direction as traffic. Unprompted comments by a subset of participants (n=188) primarily noted that the practice is dangerous, distracting or scary.
- **Perceived Safety of Lane Splitting for Motorcyclists and Vehicles:** On a 5-point scale from 1, Not Safe at All, to 5, Very Safe, the average ratings of how safe respondents thought the practice of lane splitting is for motorcyclists and surrounding vehicles were very low both Statewide (mean=1.58) and across all five regions (mean=1.40 to 1.59). This suggests that most respondents believed that the practice of lane splitting is not safe for motorcyclists or vehicles.



## Lane Splitting and Yielding to Pedestrians

All respondents were asked whether or not they would support a new law giving motorcyclists the right to “lane split” while driving. Lane splitting was defined for all participants as when a motorcycle rides between the lanes of vehicles driving in the same direction to traffic. Figure 17 shows that the majority of respondents Statewide (80.9%) and across all five regions (78.0% to 82.8%) do not support such a law.

Figure 17: Support of a Lane Splitting Law for Motorcyclists



Q20: Would you support a new law giving motorcyclists the right to “lane split” while driving? Lane splitting is when a motorcycle rides between the lanes of vehicles driving the in the same direction to traffic?

Unweighted N=1,002, Statewide; n=434, Region 1; n=301, Region 2; n=134, Region 3; n=82, Region 4; n=51, Region 5

When developing the survey, it was anticipated that respondents would make comments about lane splitting, so interviewers had space available to document those comments. Table 13 presents those unprompted comments made by respondents in reaction to the motorcycle lane splitting survey item. The percentages in Table 13 are based on the subset of 188 respondents who provided the comments. The samples sizes for some of the regions are quite small, so interpret them with caution.

There were no established response options available for interviewers to select from, so the comments were qualitatively coded into the categories listed, some of which were opposed and others were supportive of the law. The most common comment had to do with lane splitting being dangerous, distracting or scary, both Statewide (58.8%) and across all five regions (from 33.9% in Region 5 to 71.5% in Region 2). There was, however, variability across the second most common comment. Lane splitting being ok under some circumstances, like non-peak traffic or low speeds, was the second most common comment Statewide (8.2%) and in Region 2 (7.6%) and Region 4 (18.7%). Lane splitting being wrong, respondents being unwilling to support the law, or respondents being adamantly opposed was the second most common comment in Region 1 (9.7%) and Region 3 (11.6%). In Region 5, the second most common comment was lane splitting is acceptable and that motorcyclists should be able to choose (32.7%). More than one response option could be identified for this survey item, so the percentages in each column of Table 13 add up to more than 100%.

**Table 13: Unprompted Comments about Motorcycle Lane Splitting**

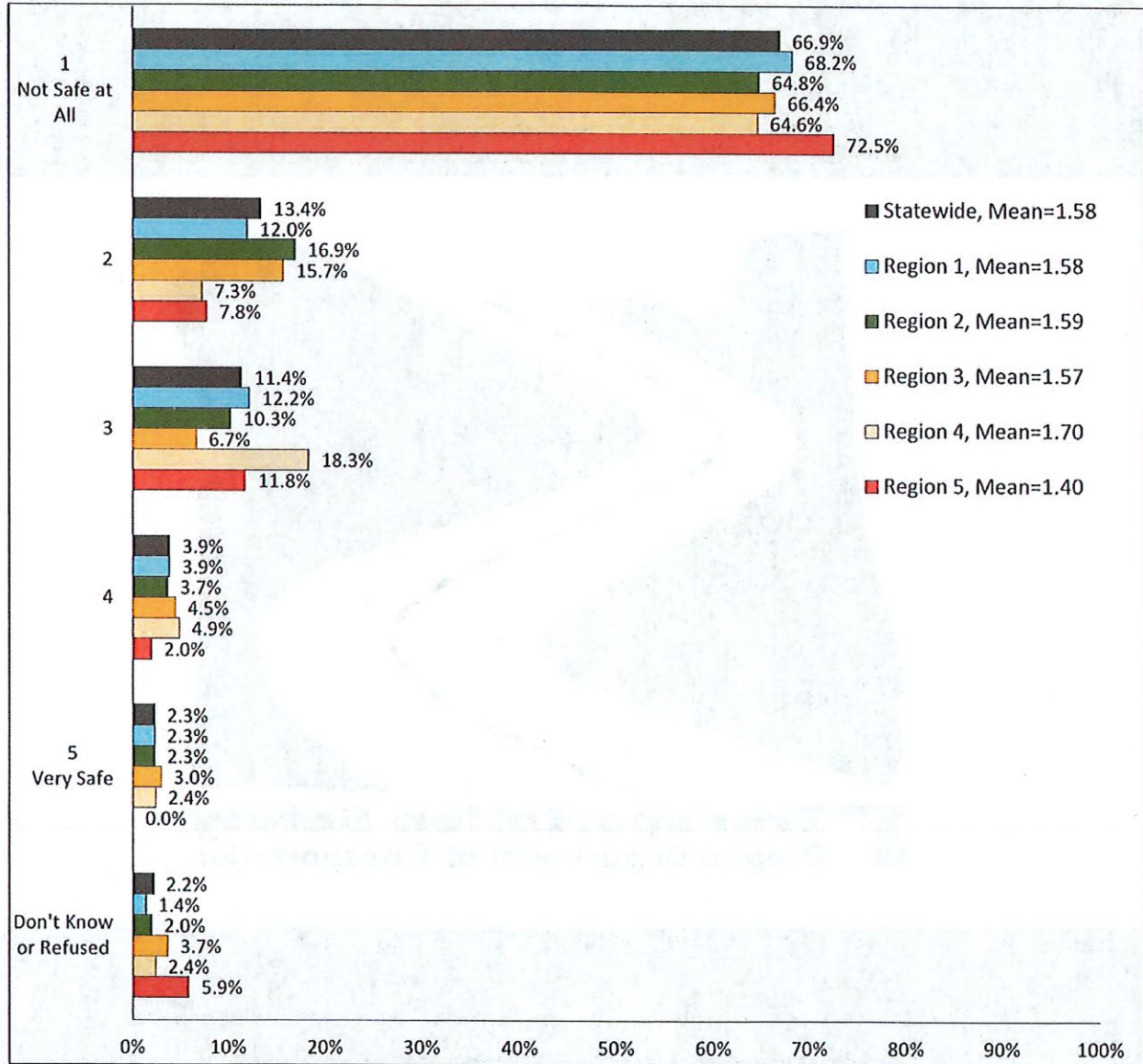
<b>Comment</b> <i>[multiple responses could be identified]</i> <i>[in descending order of Statewide frequency]</i>	Statewide	Region 1	Region 2	Region 3	Region 4	Region 5
It's dangerous, distracting or scary	<b>58.8%</b>	<b>55.5%</b>	<b>71.5%</b>	<b>59.3%</b>	<b>46.0%</b>	<b>33.9%</b>
OK under some circumstances like non-peak traffic or low speeds	8.2%	6.7%	7.6%	5.6%	18.7%	19.8%
No, it's wrong, I would not support that law, adamantly opposed	7.9%	9.7%	2.8%	11.6%	11.0%	0%
Yes, it should be up to motorcyclists	5.8%	5.8%	0%	6.2%	13.3%	32.7%
Motorcyclists should have a dedicated lane or drive on the shoulder	4.8%	6.8%	3.1%	0%	11.0%	0%
Motorcycle drivers should follow the same rules as other vehicles	4.7%	7.7%	1.3%	2.5%	0%	13.5%
It's ok, I'm used to it	3.3%	3.1%	3.3%	6.2%	0%	0%
Undecided, want more information	3.1%	4.1%	3.3%	2.5%	0%	0%
If it's safe for motorcyclists or legal	1.4%	0%	3.3%	3.2%	0%	0%
Other	6.3%	5.9%	10.0%	5.4%	0%	0%

Q20 Comments: Unprompted comments to Q20 (Would you support a new law giving motorcyclists the right to "lane split" while driving?)

Unweighted N=188, Statewide; n=83, Region 1; n=54, Region 2; n=32, Region 3; n=14 Region 4; n=5, Region 5

The final survey item in this section asked respondents to rate how safe they think the practice of lane splitting is for motorcyclists and surrounding vehicles. The 5-point scale ranged from 1 being Not Safe at All to 5 being Very Safe. The majority of all respondents rated that practice not safe at all (66.9%). The ratings across the five regions varied slightly, with Region 5 having the largest proportion of respondents rating it not safe at all (72.5%). Also, both Statewide and across all five regions the mean ratings presented in the figure legend were 1.70 or below on the 5-point scale, ranging from 1.40 to 1.70. This suggests that respondents, overall, viewed lane splitting as quite unsafe.

Figure 18: Safety of Lane Splitting for Motorcyclists and Vehicles



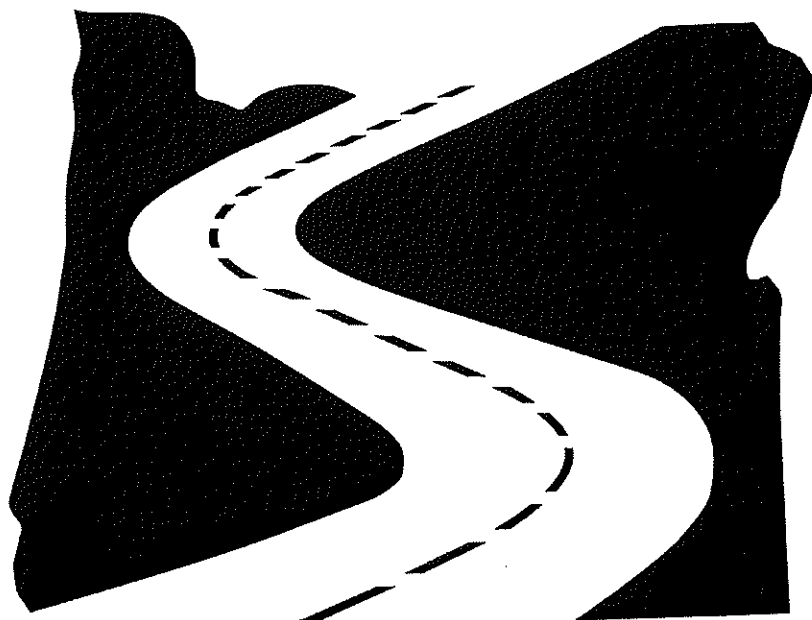
Q21: On a scale of 1 to 5, where 1 means "not safe at all" and 5 means "very safe," how safe do you think the practice of lane splitting is for motorcyclists and surrounding vehicles?

Unweighted N=1,002, Statewide; n=434, Region 1; n=301, Region 2; n=134, Region 3; n=82, Region 4; n=51, Region 5

At the end of the survey, respondents were offered an opportunity to provide any additional comments. Those verbatim responses are included in Appendix B.

# 2016 Oregon Department of Transportation: NHTSA Program Measures Statewide Public Opinion Survey

Final Results Report



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- **Sources of Information for How to Use and Install Child Safety or Booster Seats:** The most common source of information on how to use child safety devices was Online, Internet or Website, both Statewide (50.7%) and across all five regions (38.2% to 57.8%). This was followed by Manufacturer Specifications or Instructions Printed on the Seat, on the Box or in the User's Manual or a Manufacturer Hotline both Statewide (37.2%) and across all five regions (29.6% to 41.8%).

## Driver Education

- **ODOT-Approved Driver Ed Courses Reduce Traffic Crashes:** The majority of respondents believe ODOT-approved driver education courses work to reduce traffic crashes, both Statewide (68.2%) and across all five regions (66.3% to 70.1%).
- **Quality of Driver Education Now Relative to the Past Five Years:** Of the subset of families who currently have children in the household who are 12 to 16 years of age (16.1% Statewide, 13.6% to 21.8% across the five regions), most reported that driver education in Oregon is About the Same as it has been for the past five years (32.3% Statewide) or that they Don't Know (31.9% Statewide). A larger proportion of respondents reported that driver education is Better (25.5% Statewide) than in the past five years than the proportion of respondents who reported that it is Worse (8.9% Statewide).

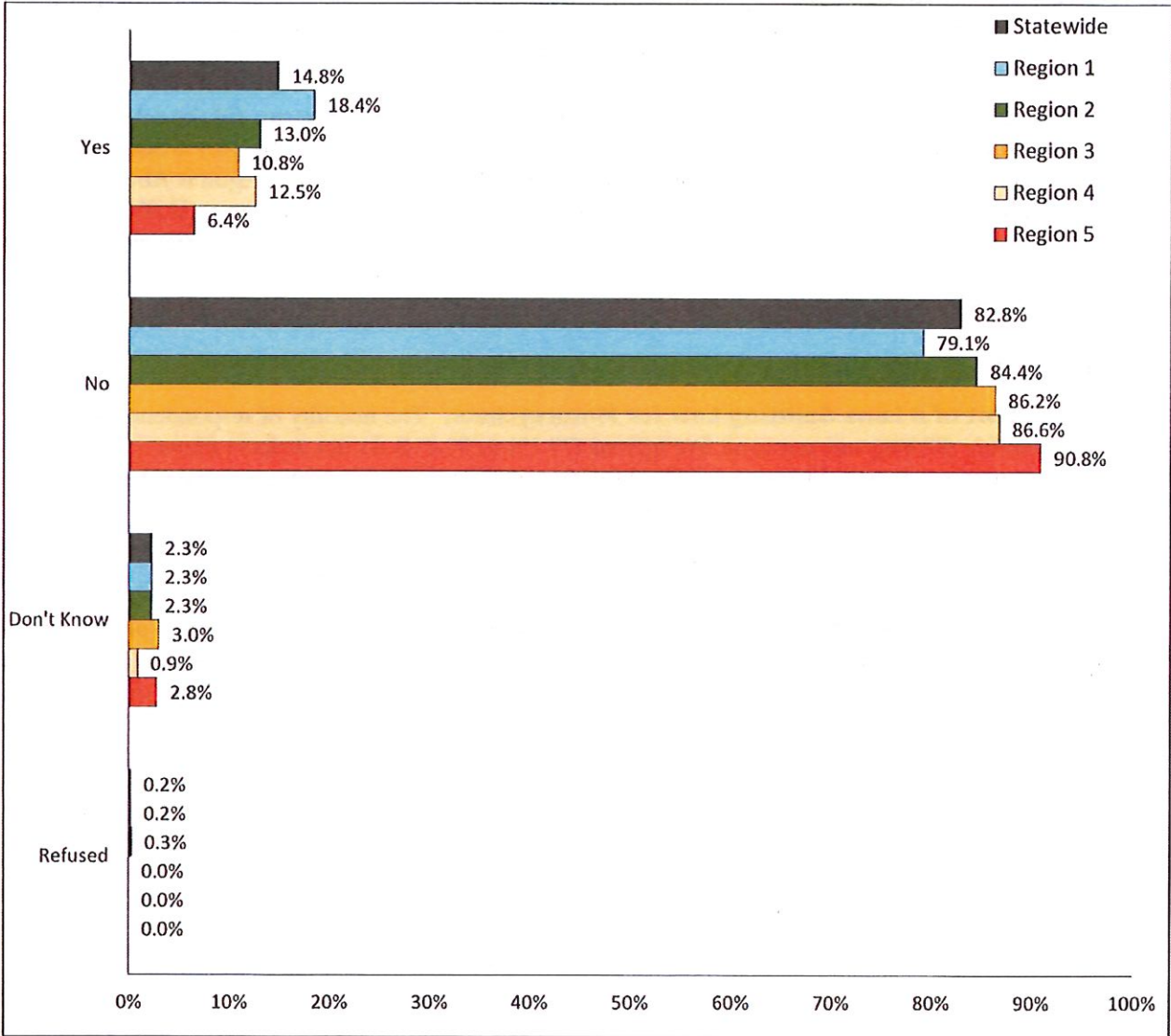
## Lane Splitting

- **Support of a Lane Splitting Law for Motorcyclists:** The majority of respondents both Statewide (82.8%) and across all five regions (79.1% to 90.8%) do not support a lane splitting law for motorcyclists. Lane splitting was defined for respondents as when a motorcycle rides between the lanes of vehicles driving in the same direction as traffic. Unprompted comments by a subset of participants (n=216) primarily noted that the practice is Dangerous, Distracting or Causes Problems for Motorists (57.6% Statewide, 33.4% to 71.4% across the five regions).
- **Perceived Safety of Lane Splitting for Motorcyclists and Vehicles:** On a 5-point scale from 1, Not Safe at All, to 5, Very Safe, the average ratings of how safe respondents thought the practice of lane splitting is for motorcyclists and surrounding vehicles were very low both Statewide (mean=1.68) and across all five regions (mean=1.42 to 1.71). This suggests that most respondents believed that the practice of lane splitting is not safe for motorcyclists or vehicles.

# Lane Splitting

All respondents were asked whether or not they would support a new law giving motorcyclists the right to “lane split” while driving. Lane splitting was defined for all participants as when a motorcycle rides between the lanes of vehicles driving in the same direction to traffic. Figure 17 shows that the majority of respondents Statewide (82.8%) and across all five regions (79.1% to 90.8%) do not support such a law.

Figure 17: Support of a Lane Splitting Law for Motorcyclists



Q20: Would you support a new law giving motorcyclists the right to “lane split” while driving? Lane splitting is when a motorcycle rides between the lanes of vehicles driving the in the same direction to traffic?

Unweighted N=1,003, Statewide; n=407, Region 1; n=313, Region 2; n=140, Region 3; n=96, Region 4; n=47, Region 5

When developing the survey, it was anticipated that respondents would make comments about lane splitting, so interviewers had space available to document those comments. Table 12 presents the coded categories of those unprompted comments made by respondents in reaction to the motorcycle lane splitting survey item. The percentages in Table 12 are based on the subset of 216 respondents who provided the comments. The samples sizes for some of the regions are quite small, so interpret them with caution.

There were no established response options available for interviewers to select from, so the comments were qualitatively coded into the categories listed, some of which were opposed and others were supportive of the law. The most common comment had to do with lane splitting being Dangerous, Distracting or Causing Problems for Motorists, both Statewide (57.6%) and across all five regions (33.4% to 71.4%). There was, however, variability across the second most common comment. Respondents reported that lane splitting Is Wrong, Would Not Support the Law, or Adamantly Opposed was the second most common comment Statewide (12.9%) and in Region 1 (15.6%). Lane splitting being OK in Some Circumstances was the second most common comment in Region 2 (14.2%) and Region 3 (10.9%). The comment that Motorcycle Drivers Should Follow the Same Rules as Other Vehicles was the second most common in Region 4 (12.0%) and Region 5 (30.6%). More than one response option could be identified for this survey item, so the percentages in each column of Table 12 add up to more than 100%.

**Table 12: Unprompted Comments about Motorcycle Lane Splitting**

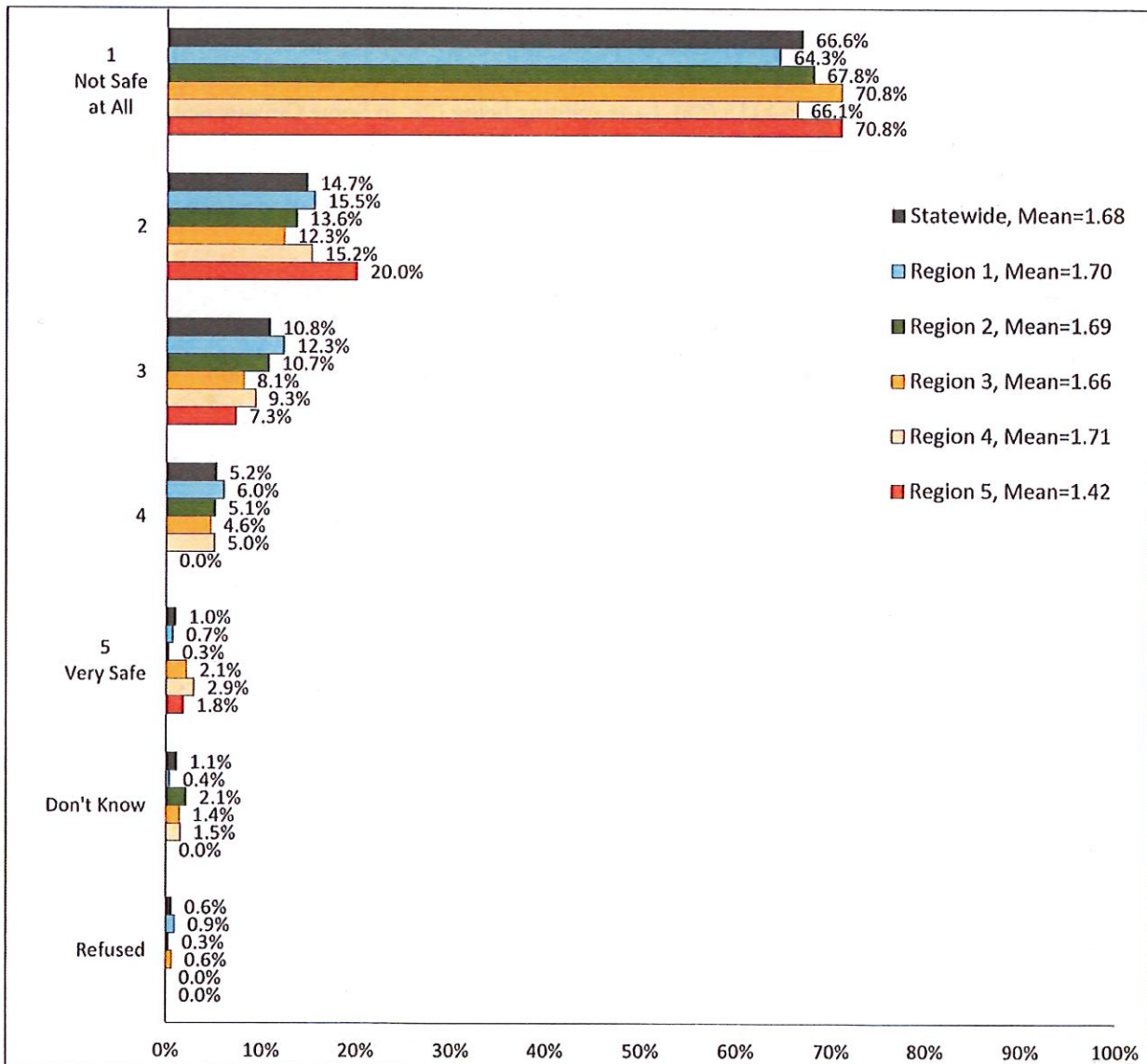
<b>Comment</b> <i>[multiple responses could be selected]</i> <i>[In descending order of Statewide frequency]</i>	Statewide	Region 1	Region 2	Region 3	Region 4	Region 5
Dangerous/Distracting/Causes Problems for Motorists	57.6%	53.6%	61.3%	71.4%	58.5%	33.4%
No, it's Wrong, Would Not Support the Law, Adamantly Opposed	12.9%	15.6%	12.4%	3.9%	7.1%	23.8%
OK in Some Circumstances (e.g., Low Speeds, Stopped Traffic)	12.2%	13.5%	14.2%	10.9%	4.1%	0%
Yes, Supports the Law, Should be Up to the Motorcyclists	7.1%	9.3%	7.3%	0%	4.8%	0%
Motorcycle Drivers Should Follow the Same Rules as Other Vehicles	6.4%	2.8%	7.2%	7.9%	12.0%	30.6%
Undecided/No Opinion/Need More Information/Depends on How Law is Written	4.3%	6.8%	1.4%	3.9%	4.0%	0%
Motorcyclists Should Have an Additional/Dedicated/Specialized Lane Awareness	2.3%	0.9%	4.5%	3.9%	0%	0%
Other	3.6%	3.5%	3.1%	0%	10.9%	0%

Q20 Comments: Unprompted comments to Q20 (Would you support a new law giving motorcyclists the right to "lane split" while driving?)

Unweighted N=216, Statewide; n=89 Region 1; n=76, Region 2; n=23, Region 3; n=21 Region 4; n=7, Region 5

The final survey item in this section asked respondents to rate how safe they think the practice of lane splitting is for motorcyclists and surrounding vehicles. The 5-point scale ranged from 1 being Not Safe at All to 5 being Very Safe. The majority of all respondents rated that practice as not safe at all (66.6% Statewide), as did the majority of respondents in each region (64.3% to 70.8%). Also, both Statewide and across all five regions, the mean ratings (presented in the figure legend) were well below the 3.0 midpoint of the 5-point scale, ranging from 1.42 to 1.71. This suggests that respondents, overall, viewed lane splitting as quite unsafe.

Figure 18: Safety of Lane Splitting for Motorcyclists and Vehicles



Q21: On a scale of 1 to 5, where 1 means "not safe at all" and 5 means "very safe," how safe do you think the practice of lane splitting is for motorcyclists and surrounding vehicles?

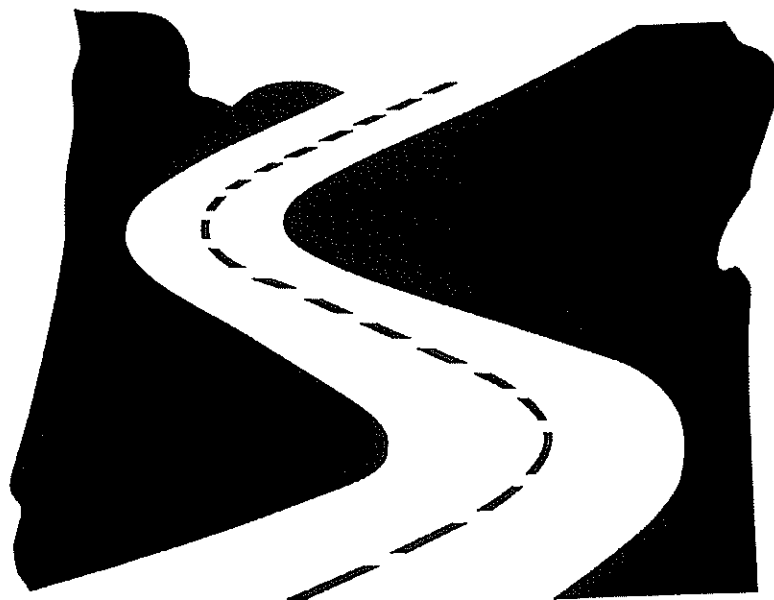
Unweighted N=1,003, Statewide; n=407, Region 1; n=313, Region 2; n=140, Region 3; n=96, Region 4; n=47, Region 5

At the end of the survey, respondents were offered an opportunity to provide any additional comments. Those verbatim responses are included in Appendix B.



# 2017 Oregon Department of Transportation: NHTSA Program Measures Statewide Public Opinion Survey

Final Results Report



 **Transportation Safety**  
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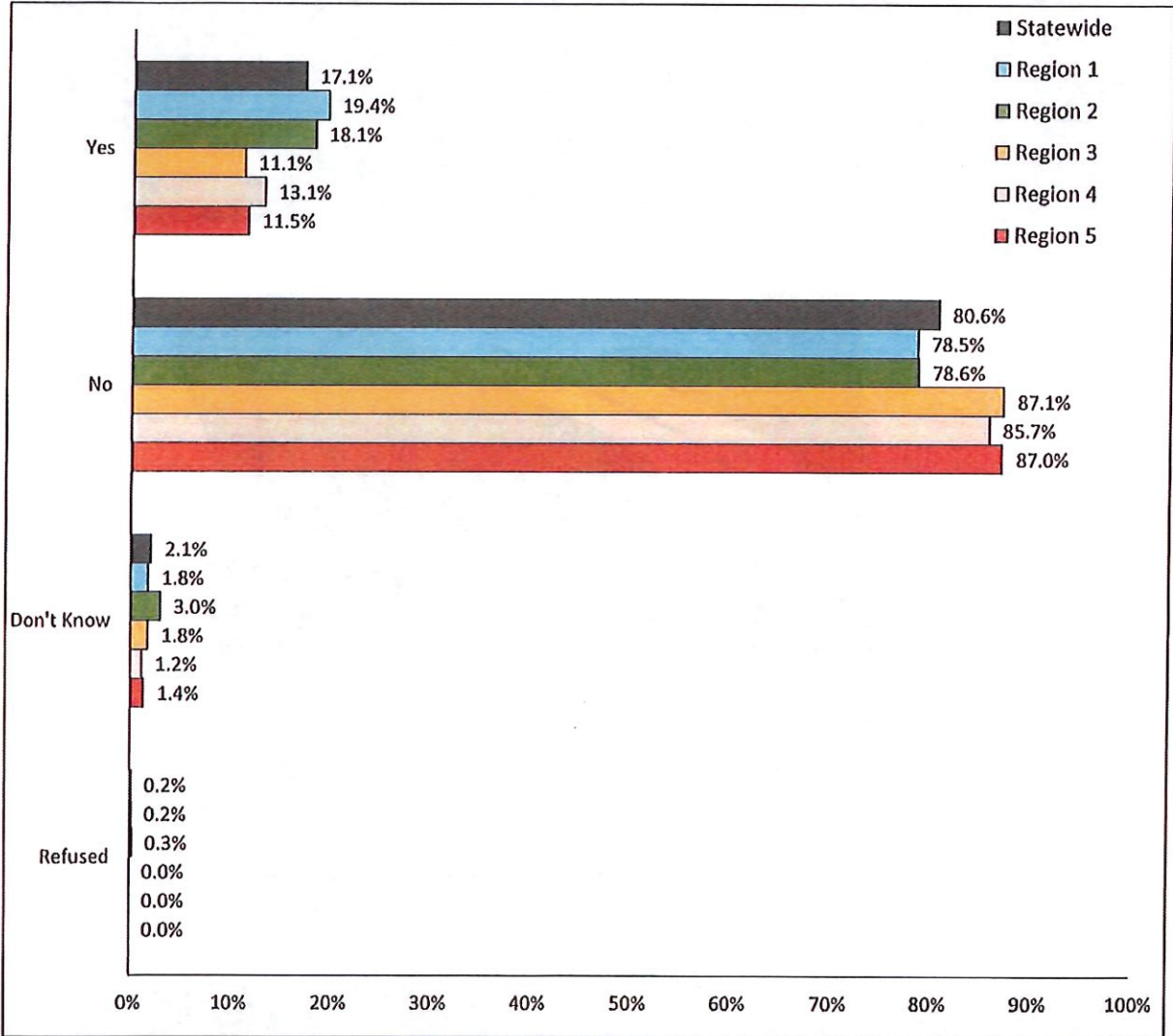
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# Lane Splitting

All respondents were asked whether or not they would support a new law giving motorcyclists the right to "lane split" while driving. Lane splitting was defined for all participants as when a motorcycle rides between the lanes of vehicles driving in the same direction to traffic. Figure 17 shows that the majority of respondents Statewide (80.6%) and across all five regions (78.5% to 87.1%) do not support such a law.

Figure 17: Support of a Lane Splitting Law for Motorcyclists



Q20: Would you support a new law giving motorcyclists the right to "lane split" while driving? Lane splitting is when a motorcycle rides between the lanes of vehicles driving in the same direction of traffic.

Unweighted N=1,005, Statewide; n=417, Region 1; n=317, Region 2; n=137, Region 3; n=73, Region 4; n=61, Region 5

Table 11 presents the coded categories of unprompted comments made by respondents in reaction to the motorcycle lane splitting survey item. The percentages in Table 11 are based on the subset of respondents who provided the comments. The samples sizes for some of the regions are quite small, so interpret them with caution.

There were no established response options available for interviewers to select from, so the comments were qualitatively coded into the categories listed, some of which were opposed and others were supportive of the law. The most common comment had to do with lane splitting being Dangerous, Distracting or Causing Problems for Motorists, both Statewide (56.4%) and across all five regions (45.0% to 65.5%). There was, however, variability across the second most common comment. Respondents reported that lane splitting Is Wrong, Would Not Support the Law, or Adamantly Opposed was the second most common comment Statewide (18.3%), as well as in Region 1 (21.7%) and Region 3 (27.3%). Lane splitting being OK in Some Circumstances was the second most common comment in Region 2 (12.6%) and Region 4 (28.0%). The comment that Motorcycle Drivers Should Follow the Same Rules as Other Vehicles was the second most common in Region 5 (13.1%). More than one response option could be identified for this survey item, so the percentages in each column of Table 12 add up to more than 100%.

**Table 11: Unprompted Comments about Motorcycle Lane Splitting**

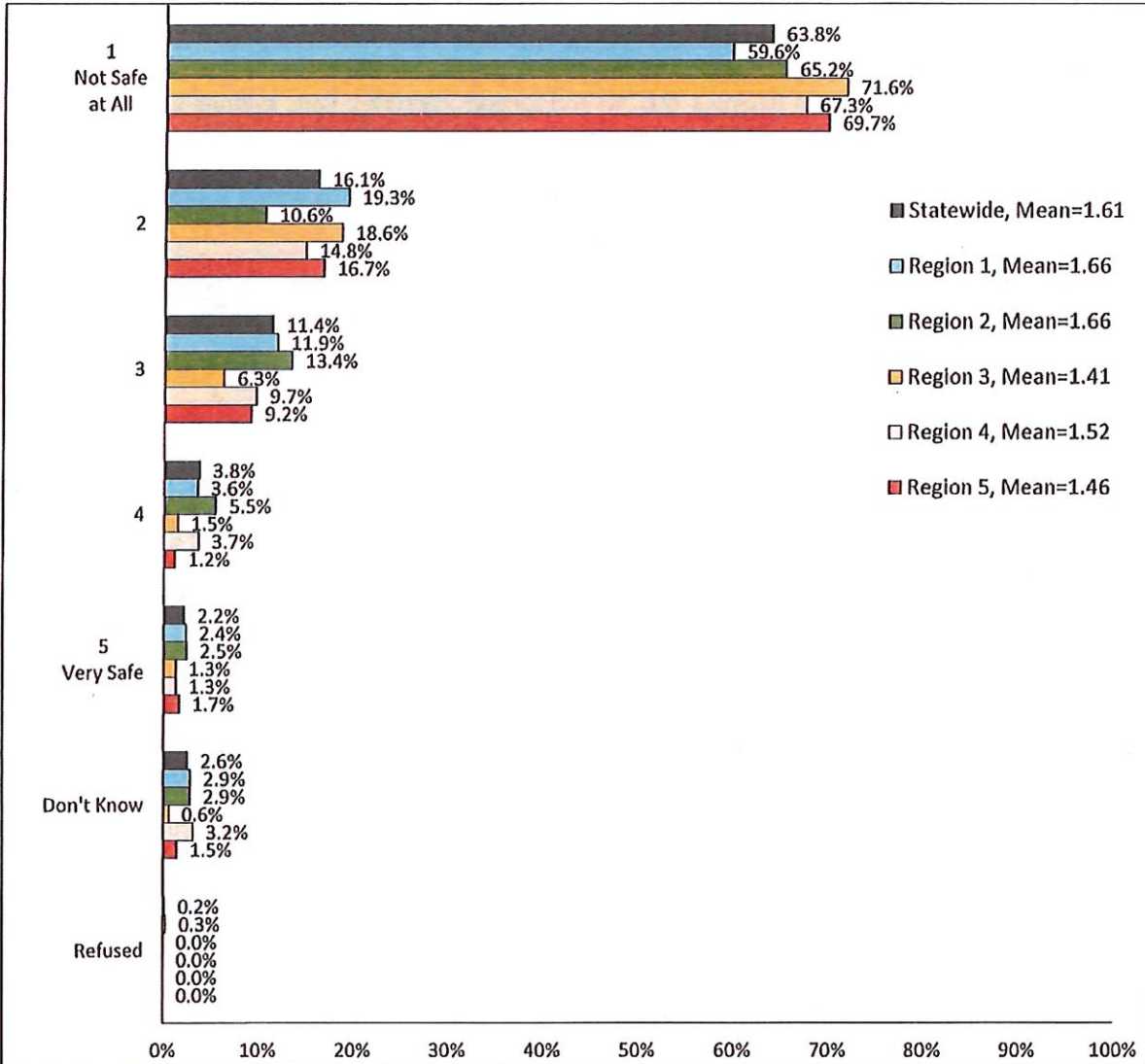
<b>Comment</b> <i>[multiple responses could be selected]</i> <i>[in descending order of Statewide frequency]</i>	Statewide	Region 1	Region 2	Region 3	Region 4	Region 5
Dangerous, distracting, causes problems for motorists	<b>56.4%</b>	<b>60.3%</b>	<b>58.1%</b>	<b>45.0%</b>	<b>53.0%</b>	<b>65.5%</b>
No, it's wrong, would not support the law, adamantly opposed	<b>18.3%</b>	<b>21.7%</b>	12.4%	<b>27.3%</b>	10.7%	11.5%
OK in some circumstances (e.g., low speeds, stopped traffic)	12.0%	7.7%	<b>12.6%</b>	10.6%	<b>28.0%</b>	9.9%
Motorcycle drivers should follow the same rules as other vehicles	7.9%	1.5%	11.4%	12.8%	11.8%	<b>13.1%</b>
Yes, supports the law, with restrictions (e.g., only at low speeds, only if use shoulder)	5.2%	3.5%	7.9%	8.7%	0%	0%
Yes, supports the law, should be up to the motorcyclists	4.0%	3.5%	3.2%	10.0%	0%	0%
Motorcyclists should have an additional, dedicated, or specialized lane, awareness	1.2%	0%	0%	2.8%	6.3%	0%
Undecided, no opinion, need more information, depends on how law is written	1.1%	0%	3.6%	0%	0%	0%
Other	3.1%	3.1%	3.9%	0%	6.3%	0%

Q20 Comments: Unprompted comments to Q20 (Would you support a new law giving motorcyclists the right to "lane split" while driving?)

Unweighted N=158, Statewide; n=58 Region 1; n=48, Region 2; n=29, Region 3; n=14 Region 4; n=9, Region 5

Respondents were asked to rate how safe they think the practice of lane splitting is for motorcyclists and surrounding vehicles. The 5-point scale ranged from 1 being Not Safe at All to 5 being Very Safe. Figure 18 shows that the majority of all respondents rated that practice as not safe at all (63.8% Statewide), as did the majority of respondents in all five regions (59.6% to 71.6%). Also, both Statewide and across all five regions, the mean ratings (presented in the figure legend) were well below the 3.0 midpoint of the 5-point scale, ranging from 1.41 to 1.6. This suggests that respondents, overall, viewed lane splitting as quite unsafe.

Figure 18: Safety of Lane Splitting for Motorcyclists and Vehicles

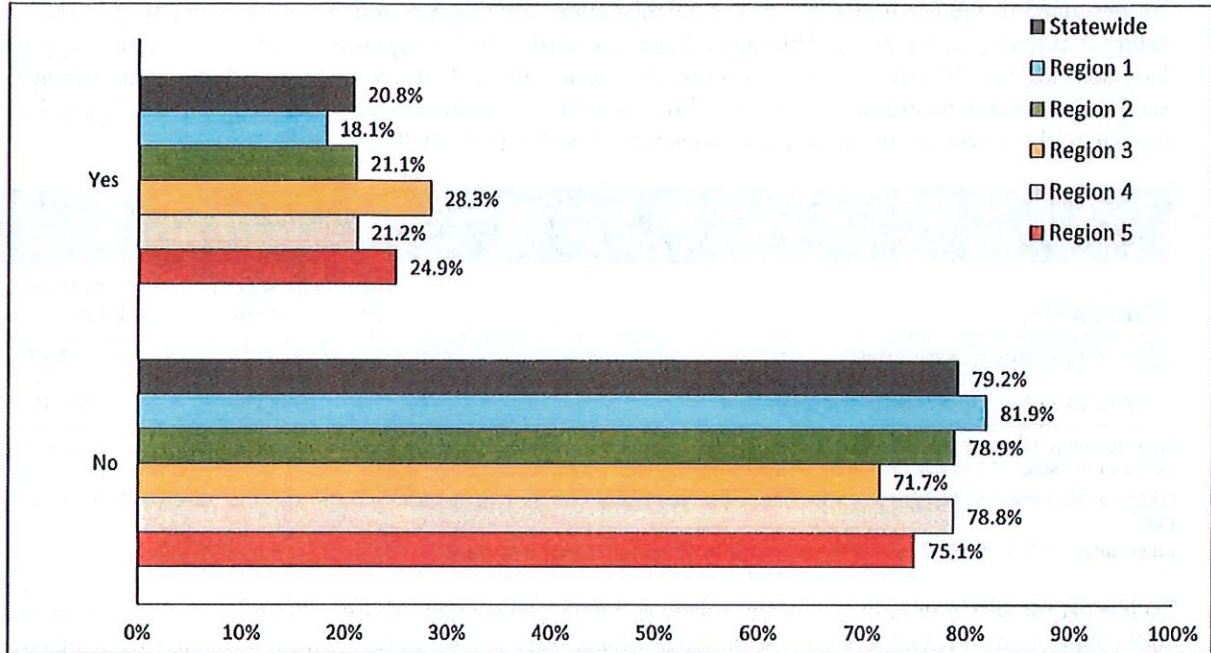


Q21: On a scale of 1 to 5, where 1 means "not safe at all" and 5 means "very safe," how safe do you think the practice of lane splitting is for motorcyclists and surrounding vehicles?

Unweighted N=1,005, Statewide; n=417, Region 1; n=317, Region 2; n=137, Region 3; n=73, Region 4; n=61, Region 5

Respondents were asked whether or not they have or have had a motorcycle endorsement to legally operate a motorcycle on public roads. Figure 19 shows that the majority of respondents Statewide (79.2%) and across all five regions (71.7% to 81.9%) do not have a motorcycle endorsement.

Figure 19: Respondents with a Motorcycle Endorsement



Q22: Do you have a motorcycle endorsement so you can legally operate a motorcycle on public roads, or have you had one in the past?

Unweighted N=1,005, Statewide; n=417, Region 1; n=317, Region 2; n=137, Region 3; n=73, Region 4; n=61, Region 5

The previous two survey items were analyzed to see if the responses differed across those with and without a motorcycle endorsement. To conduct these analyses, Don't Know and Refused responses were excluded due to such a small number of respondents in those categories. Also, due to small sample sizes within some of the regions, this analysis was only done Statewide.

As described in the Methodology section of this report, a chi square test is used to compare groups on a categorical item (i.e., Yes/No). Although a larger proportion of both groups Statewide would not support a lane splitting law (85.5% without a motorcycle endorsement, 71.0% with a motorcycle endorsement), a significantly larger proportion of those with a motorcycle endorsement would support the law (29.0%) relative to those who do not have the endorsement (14.5%) ( $X^2=24.280, p<.001$ ).

**Table 12: Support for Lane Splitting Law for Motorcyclists by Motorcycle Endorsement**

<b>Statewide</b>	<b>No Motorcycle Endorsement</b>	<b>Motorcycle Endorsement</b>
Would support lane splitting law	14.5%	29.0%
Would not support lane splitting law	85.5%	71.0%

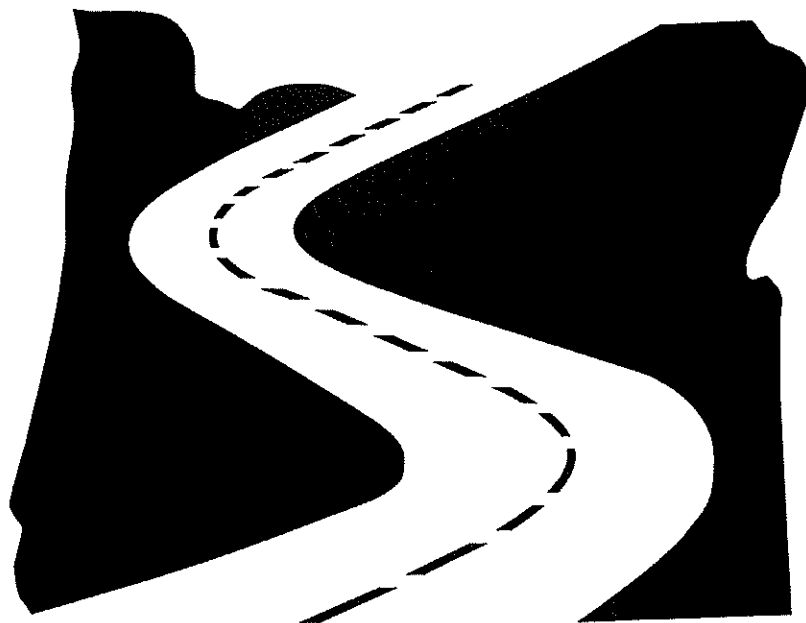
Q20: Would you support a new law giving motorcyclists the right to "lane split" while driving? Lane splitting is when a motorcycle rides between the lanes of vehicles driving the in the same direction of traffic?

Q22: Do you have a motorcycle endorsement so you can legally operate a motorcycle on public roads, or have you had one in the past?

Unweighted n=788, No Motorcycle Endorsement; n=217, Motorcycle Endorsement

To look at the differences in the safety of lane splitting ratings across those with and without a motorcycle endorsement, an ANOVA was conducted (i.e., to compare group mean ratings). Although both groups rated the safety quite low, the respondents with a motorcycle endorsement rated the safety significantly higher (mean=1.78) than those without a motorcycle endorsement (mean=1.56) ( $F=8.374, p<.01$ ). This finding should be interpreted with caution due to the large sample size differences across respondents with (n=217) and without (n=788) a motorcycle endorsement, which could inflate the level of significance.

2018 Oregon Department of  
Transportation:  
NHTSA Program Measures  
Statewide Public Opinion Survey  
Final Results Report



 **Transportation Safety**  
Oregon Department of Transportation



Portland  
State  
UNIVERSITY

Survey Research Lab

## Driver Education

- **ODOT-Approved Driver Ed Courses Reduce Traffic Crashes:** The majority of respondents believe ODOT-approved driver education courses work to reduce traffic crashes, both Statewide (71.6%) and across all five regions (64.1% to 76.6%).
- **Quality of Driver Education Now Relative to the Past Five Years:** Of the subset of families who currently have children age 12 to 16 year in the household (13.0% Statewide, 8.2% to 18.0% across the five regions), most reported that driver education in Oregon is About the Same as it has been for the past five years (32.7% Statewide) or that they Don't Know (40.8% Statewide). A larger proportion of respondents reported that driver education is Better (23.5% Statewide) than in the past five years than the proportion of respondents who reported that it is Worse (2.9% Statewide).

## Lane Splitting

- **Support of a Lane Splitting Law for Motorcyclists:** The majority of respondents both Statewide (80.5%) and across all five regions (78.5% to 84.6%) did not support a lane splitting law for motorcyclists (i.e., when a motorcycle rides between the lanes of vehicles driving in the same direction as traffic). Unprompted comments by a subset of participants (n=69) primarily noted that the practice is Dangerous, Distracting or Causes Problems for Motorists (55.6% Statewide).
- **Perceived Safety of Lane Splitting for Motorcyclists and Vehicles:** On a 5-point scale from 1, Not Safe at All, to 5, Very Safe, the average ratings of how safe respondents thought the practice of lane splitting is for motorcyclists and surrounding vehicles were very low both Statewide (mean=1.61) and across all five regions (mean=1.42 to 1.69). This suggests that most respondents believed that the practice of lane splitting is not safe for motorcyclists or vehicles.
- **Support of a Lane Splitting Law for Motorcyclists by Motorcycle Endorsement:** The two lane splitting items were analyzed to see if the results differed for respondents with (20.8% Statewide) versus respondents without (79.7% Statewide) a motorcycle endorsement. A larger proportion of both groups Statewide would not support a lane splitting law (73.1% with and 82.5% without a motorcycle endorsement), a significantly larger proportion of those with a motorcycle endorsement would support the law (26.9%) relative to those who do not have the endorsement (14.8%).
- **Perceived Safety of Lane Splitting for Motorcyclists and Vehicles by Motorcycle Endorsement:** Although both groups rated the safety quite low, the respondents with a motorcycle endorsement rated the safety slightly higher (mean=1.72) than those without a motorcycle endorsement (mean=1.59).

## Pedestrians

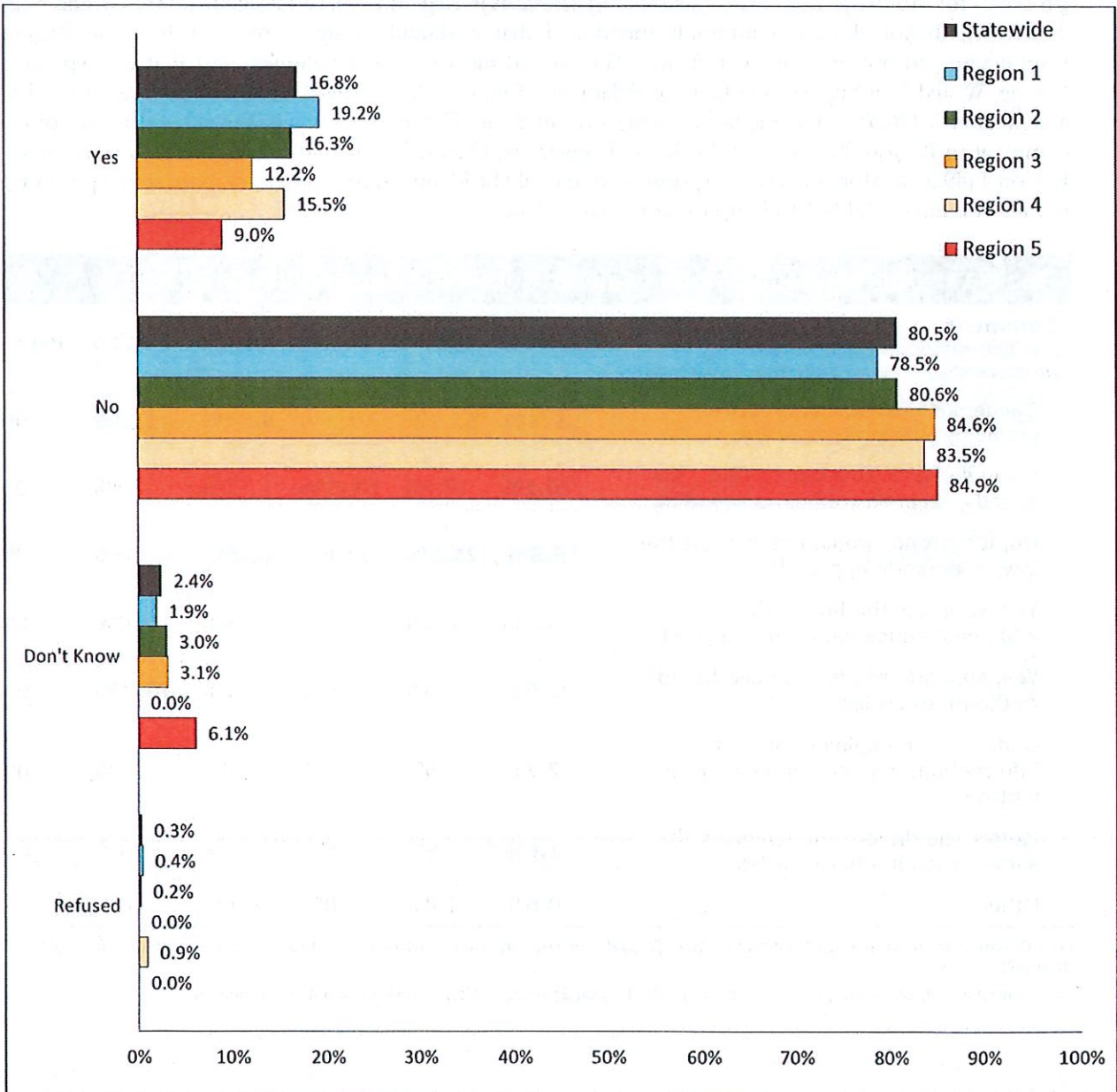
- **Awareness of Oregon's Pedestrian Crosswalk Laws:** The vast majority of respondents reported being aware of pedestrian crosswalk laws (90.6% Statewide), with the regions being quite comparable (84.3% to 93.0%).
- **Understanding of Pedestrian Crosswalk Laws:** The common thing respondents knew about pedestrian crosswalk laws was that Pedestrians Have the Right-of-Way at Crosswalks Statewide (44.2%) and for three of the five regions (42.9% to 50.0%). The most common response was Drivers Must Stop for Pedestrians at Crosswalks for Region 2 (39.6%) and Drivers Must Stop for Pedestrians Crossing in their Lane or the Next Lane for region 3 (43.5%).



# Lane Splitting

All respondents were asked whether or not they would support a new law giving motorcyclists the right to “lane split” while driving. Lane splitting was defined for all participants as when a motorcycle rides between the lanes of vehicles driving in the same direction to traffic. Figure 17 shows that the majority of respondents Statewide (80.5%) and across all five regions (78.5% to 84.9%) do not support such a law.

Figure 17: Support of a Lane Splitting Law for Motorcyclists



Q20: Would you support a new law giving motorcyclists the right to “lane split” while driving? Lane splitting is when a motorcycle rides between the lanes of vehicles driving in the same direction of traffic.

Unweighted N=1,004, Statewide; n=439, Region 1; n=310, Region 2; n=140, Region 3; n=66, Region 4; n=49, Region 5

Table 11 presents the coded categories of unprompted comments made by respondents in reaction to the motorcycle lane splitting survey item. The percentages in Table 11 are based on the subset of respondents who provided the comments. The samples sizes for some of the regions are quite small, so interpret them with caution.

There were no established response options available for interviewers to select from, so the comments were qualitatively coded into the categories listed, some of which were opposed and others were supportive of the law. The most common comment had to do with lane splitting being Dangerous, Distracting or Causing Problems for Motorists, both Statewide (55.6%) as well as in Region 1 (54.1%), Region 2 (60.3%), and Region 3 (68.4%). Region 4 more commonly mentioned that it should be up to motorcyclists and Region 5 respondents did not offer any comments. The second most common comment was that lane splitting Is Wrong, Would Not Support the Law, or Adamantly Opposed Statewide (19.3%) and in Region 1 (21.5%) and Region 3 (46.5%). Lane splitting being OK in Some Circumstances was the second most common comment in Region 2 (31.8%) and it being Dangerous, Distracting or Causing Problems for Motorists in Region 4 (49.3%). More than one response option could be identified for this survey item, so the percentages in each column of Table 12 add up to more than 100%.

**Table 11: Unprompted Comments about Motorcycle Lane Splitting**

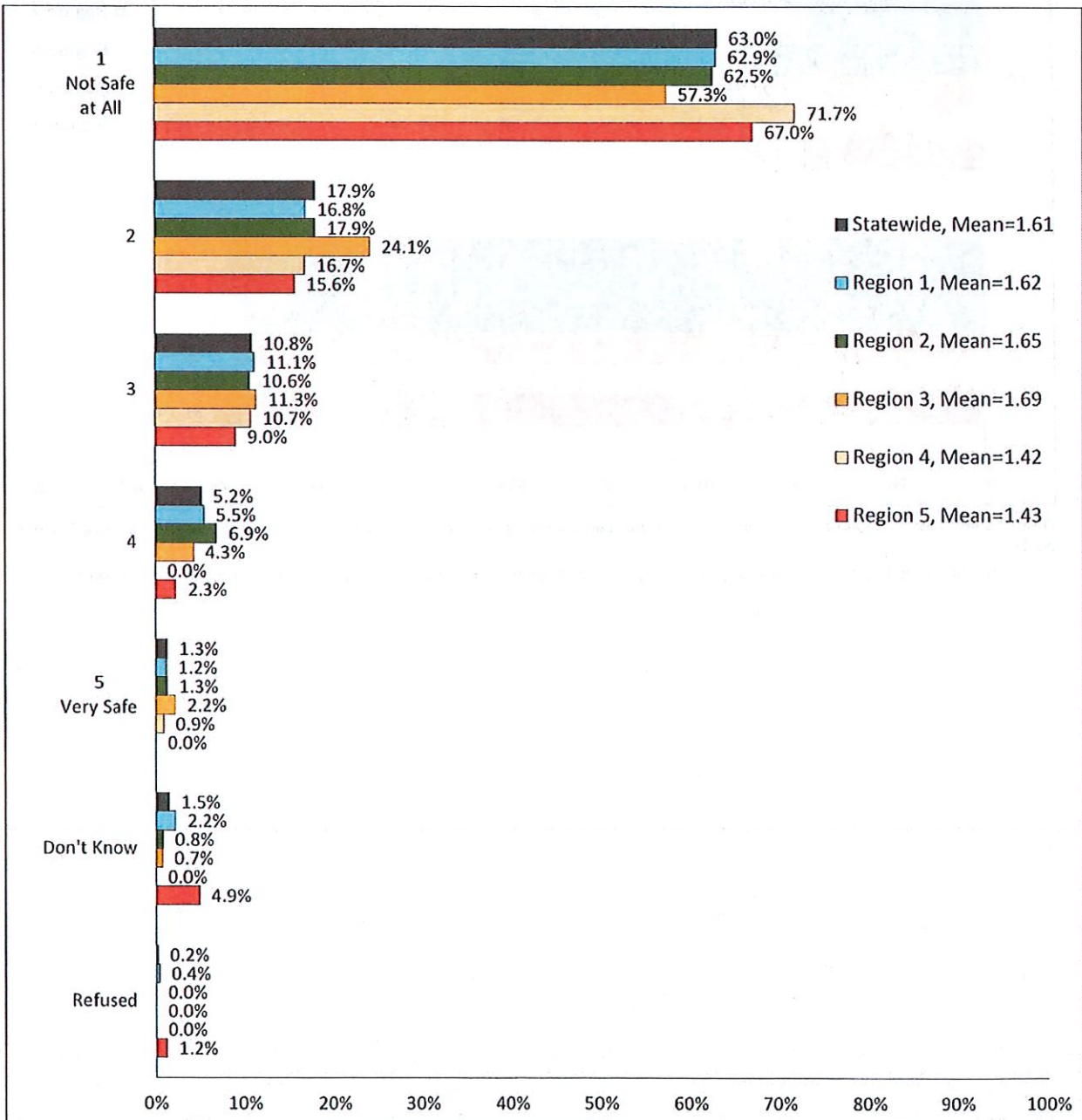
<b>Comment</b> <i>[multiple responses could be selected]</i> <i>[in descending order of Statewide frequency]</i>	Statewide	Region 1	Region 2	Region 3	Region 4	Region 5
Dangerous, distracting, causes problems for motorists, scary	55.6%	54.1%	60.3%	68.4%	49.3%	0%
OK in some circumstances (e.g., low speeds, stopped traffic, no speeding)	20.1%	17.7%	31.8%	0%	0%	0%
No, it's wrong, would not support the law, adamantly opposed	19.3%	21.5%	11.8%	46.5%	0%	0%
Yes, supports the law, with additional education for motorcyclists	3.3%	6.0%	0%	0%	0%	0%
Yes, supports the law, should be up to the motorcyclists	3.0%	1.3%	0%	0%	50.7%	0%
Undecided, no opinion, need more information, depends on how law is written	2.2%	3.9%	0%	0%	0%	0%
Motorcycle drivers should follow the same rules as other vehicles	1.6%	2.9%	0%	0%	0%	0%
Other	0.6%	1.0%	0%	0%	0%	0%

Q20 Comments: Unprompted comments to Q20 (Would you support a new law giving motorcyclists the right to "lane split" while driving?)

Unweighted N=69, Statewide; n=36 Region 1; n=22, Region 2; n=7, Region 3; n=4 Region 4; n=0, Region 5

Respondents were asked to rate how safe they think the practice of lane splitting is for motorcyclists and surrounding vehicles. The 5-point scale ranged from 1 being Not Safe at All to 5 being Very Safe. Figure 18 shows that the majority of all respondents rated that practice as not safe at all (63.0% Statewide), as did the majority of respondents in all five regions (57.3% to 71.7%). Also, both Statewide and across all five regions, the mean ratings (presented in the figure legend) were well below the 3.0 midpoint of the 5-point scale, ranging from 1.42 to 1.69. This suggests that respondents, overall, viewed lane splitting as quite unsafe.

Figure 18: Perceived Safety of Lane Splitting for Motorcyclists and Vehicles

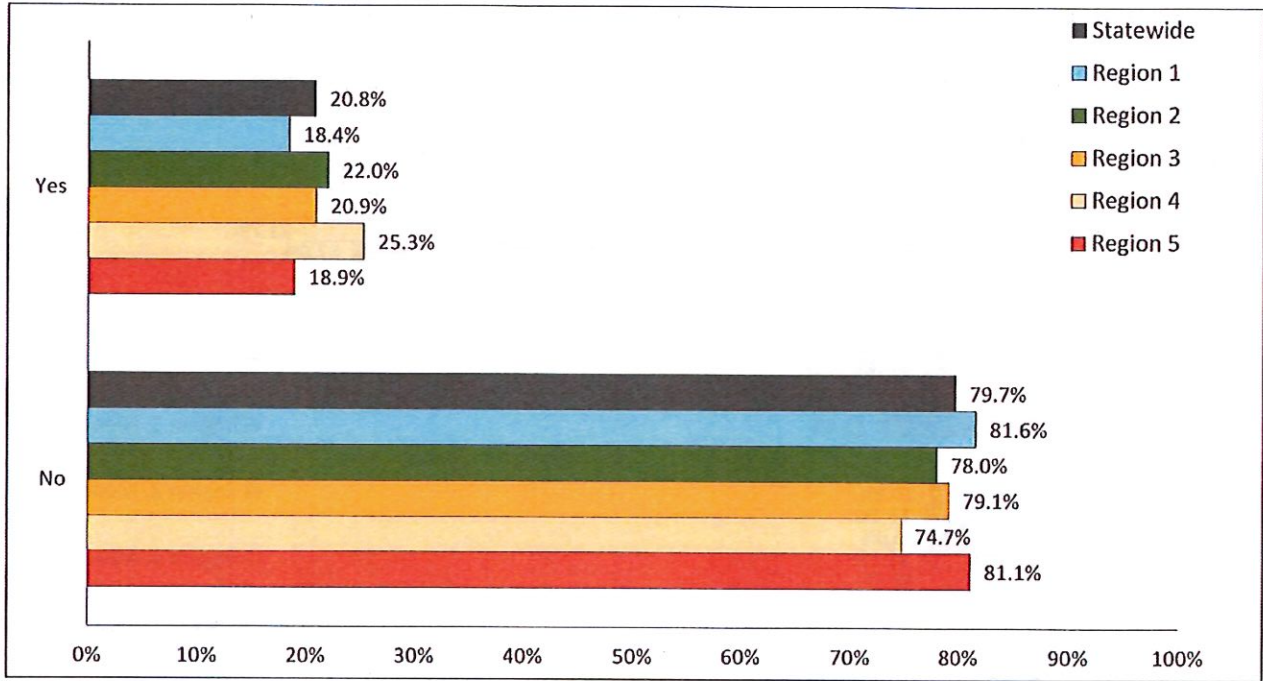


Q21: On a scale of 1 to 5, where 1 means "not safe at all" and 5 means "very safe," how safe do you think the practice of lane splitting is for motorcyclists and surrounding vehicles?

Unweighted N=1,004, Statewide; n=439, Region 1; n=310, Region 2; n=140, Region 3; n=66, Region 4; n=49, Region 5

Respondents were asked whether or not they have or have had a motorcycle endorsement to legally operate a motorcycle on public roads. Figure 19 shows that the majority of respondents Statewide (79.2%) and across all five regions (74.7% to 81.6%) do not have a motorcycle endorsement.

Figure 19: Respondents with a Motorcycle Endorsement



Q22: Do you have a motorcycle endorsement so you can legally operate a motorcycle on public roads, or have you had one in the past?

Unweighted N=1,004, Statewide; n=439, Region 1; n=310, Region 2; n=140, Region 3; n=66, Region 4; n=49, Region 5

The previous two survey items were analyzed to see if the responses differed across those with and without a motorcycle endorsement. To conduct these analyses, Don't Know and Refused responses were excluded due to such a small number of respondents in those categories. Also, due to small sample sizes within some of the regions, this analysis was only done Statewide.

As described in the Methodology section of this report, a chi square test is used to compare groups on a categorical item (i.e., Yes/No). Although a larger proportion of both groups Statewide would not support a lane splitting law (85.2% without a motorcycle endorsement, 73.1% with a motorcycle endorsement), a significantly larger proportion of those with a motorcycle endorsement would support the law (26.9%) relative to those who do not have the endorsement (14.8%) ( $\chi^2=16.310, p<.001$ ).

**Table 12: Support for Lane Splitting Law for Motorcyclists by Motorcycle Endorsement**

<b>Statewide</b>	<b>No Motorcycle Endorsement</b>	<b>Motorcycle Endorsement</b>
Would support lane splitting law	14.8%	26.9%
Would not support lane splitting law	85.2%	73.1%

Q20: Would you support a new law giving motorcyclists the right to "lane split" while driving? Lane splitting is when a motorcycle rides between the lanes of vehicles driving the in the same direction of traffic?

Q22: Do you have a motorcycle endorsement so you can legally operate a motorcycle on public roads, or have you had one in the past?

Unweighted n=786, No Motorcycle Endorsement; n=218, Motorcycle Endorsement

To look at the differences in the safety of lane splitting ratings across those with and without a motorcycle endorsement, an ANOVA was conducted (i.e., to compare group mean ratings). Although the mean rating of safety for respondents with a motorcycle endorsement was slightly higher (mean=1.72) than those without a motorcycle endorsement (mean=1.59), the difference did not reach statistical significance ( $F=2.990, p=.084$ ).

**Due to contractual issues ODOT-TSD did not conduct a 2019 Public Opinion Survey.**

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September 2020

# 2020 Public Opinion Survey

## Traffic Safety Division

Comprehensive Report

DRAFT



## Key Findings

### Understanding of traffic laws and attitudes towards enforcement

In general, people understand the laws, but do not necessarily comply.

- Phones and related accessories were the most frequently-cited distractions while driving, although almost everyone (94%) knew it was illegal.
- Almost three quarters (72%) support ticketing people who drive while using a phone
- Most (89%) respondents understood that drivers must yield to anyone riding a bike.
- Almost half (46%) said rolling stops while riding a bike were illegal.

#### There were low levels of support for the hypothetical policies described

- Lowering Oregon's DUI limit to 0.05 BAC (29%)
- Creating sobriety checkpoints (36%)
- Including certain medications in driving under the influence (34%)
- Lane splitting (19%)



## There is not much support for a new lane splitting law and most people considered lane splitting very unsafe

- Less than one-fifth of respondents (19%) support a new law permitting motorcyclists to "lane split", the rest were opposed.
- On a scale of 1 to 5, where 1 means "not safe at all" and 5 means "very safe," 65% of respondents said that lane splitting was not safe at all (1).
  - Only 7% rated the safety as a 4 or 5.

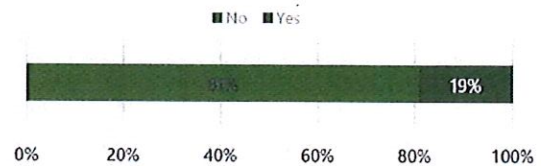
**Correlations:** Respondents who supported lane splitting tend to be:

- Younger
- Employed
- Men
- People with a motorcycle endorsement

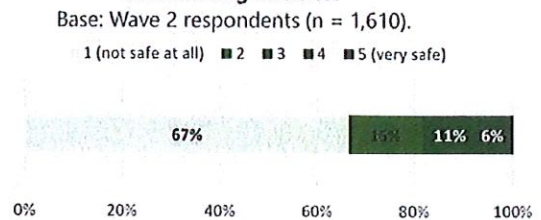
Respondents who are more likely to think lane splitting is safe tend to be:

- Younger
- Employed
- Men
- People with a motorcycle endorsement

Would you support a new law giving motorcyclists the right to "lane split" while driving?  
Base: Wave 2 respondents (n = 1,579).



How safe do you think the practice of lane splitting is for motorcyclists and surrounding vehicles?  
Base: Wave 2 respondents (n = 1,610).





September 2021

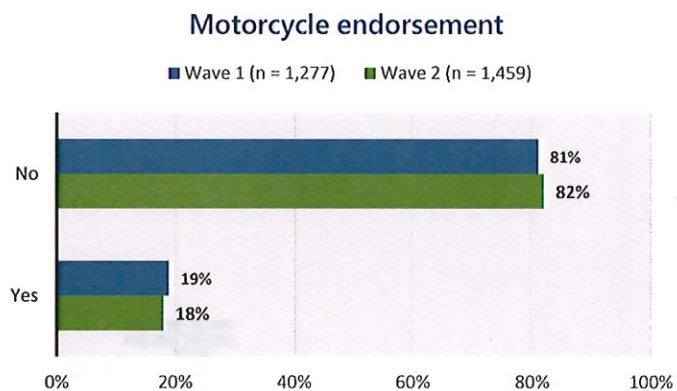
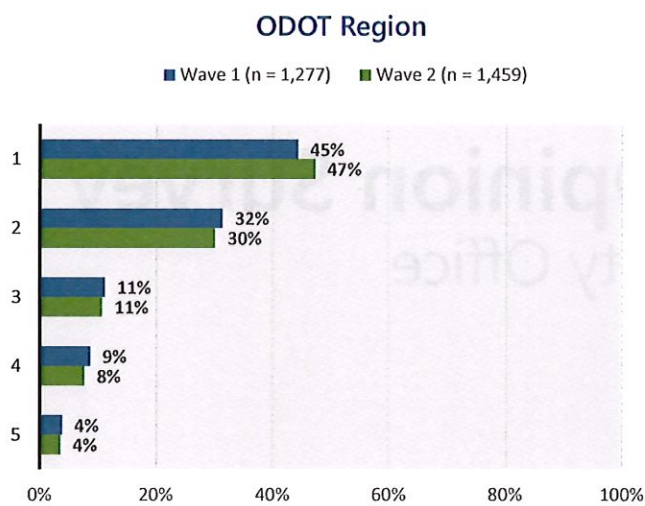
# 2021 Public Opinion Survey

## Transportation Safety Office

Comprehensive Report



## Participant Demographic Profile – Part 2



## Key Findings

### Understanding of traffic laws and attitudes towards enforcement

In general, people understand the laws, but do not necessarily comply.

- Phones and other handheld devices were the most frequently-cited distractions while driving, although almost everyone (92%) knew it was illegal.
  - Almost two thirds (66%) support ticketing people who drive while using a phone.
- Most (89%) respondents understood that drivers must yield to anyone riding a bike.
- Almost half (45%) said rolling stops while riding a bike were illegal.

#### There were mixed levels of support for the hypothetical policies described

- Oppose lane splitting (80%)
- Support creating sobriety checkpoints (67%)
- Oppose lowering Oregon's DUI limit to 0.05 BAC (66%)
- Oppose including certain medications in driving under the influence (30%)



## Many said they sometimes ride a motorcycle for a typical trip. The top reasons provided related to cost and preferring it to driving.

- Three quarters of respondents who used a motorcycle or moped for a typical trip in the last 12 months did so sometimes (58%) or often (17%).
- The top reasons for riding a motorcycle or moped were:
  - Affordability (61%)
  - Other (52%)

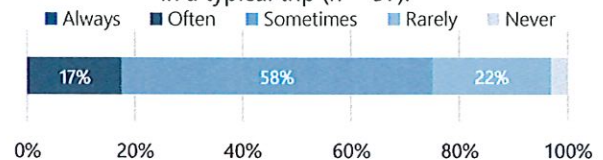
**Correlations:** People who rode a motorcycle/moped more often tend to have lower incomes.

One person estimated their riding distance (2 miles.)

"Other" includes fun, safety, easier to find parking, etc.

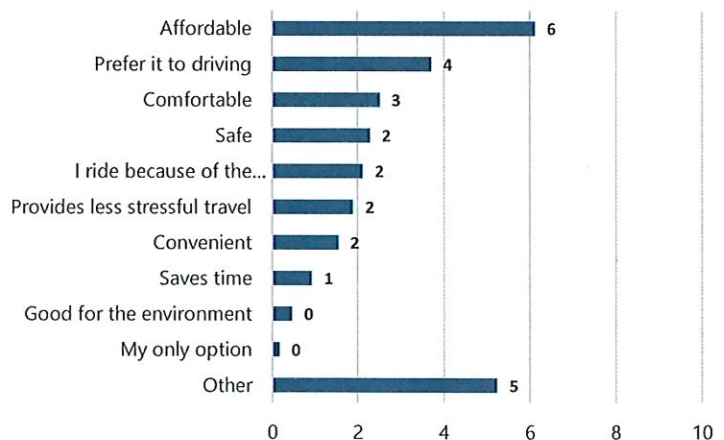
### In the past 12 months, how often did you ride a motorcycle/moped to get where you needed to go?

Base: Wave 1 respondents who motorcycle or moped in a typical trip (n = 57).



### Why do you ride a motorcycle or moped to get where you need to go?

Base: Wave 1 respondents (n = 10). Multiple responses allowed. Percentages may sum to more than 100%.







## There is not much support for a new lane splitting law and most people considered lane splitting very unsafe

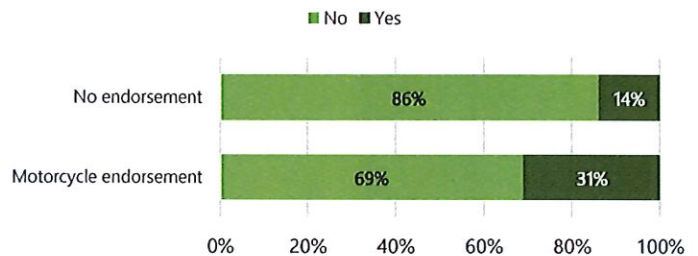
- Around one-fifth of all respondents (22%) supported a new law permitting motorcyclists to "lane split", the rest were opposed.
- More people with motorcycle endorsement supported the new law (31% vs. 14%).
- People who supported this law tended to argue it could be done safely or was useful in heavy traffic.
- Among all respondents, 65% said that lane splitting was not safe at all.
- People with a motorcycle endorsement tended to rate the law as more safe.

### Correlations:

- Respondents who supported lane splitting tend to be younger or male.
- Respondents who are younger or men are more likely to think lane splitting is safe.

### Would you support a new law giving motorcyclists the right to "lane split" while driving?

Base: Wave 2 respondents (n = 1,537).



### How safe do you think the practice of lane splitting is for motorcyclists and surrounding vehicles?

Base: Wave 2 respondents (n = 1,554)

