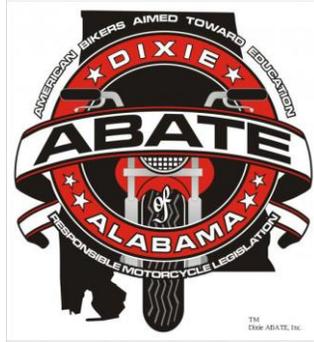


DIXIE ABATE BOARD OF DIRECTORS:

Matthew Schroeder: State Director  
Shane Coker: Assistant State Director  
Larry Lindsey: Education Director  
Freddy Wheeler: Acting Legislative Director  
Kris Cook: Secretary/Treasurer

Address:  
612 32<sup>nd</sup> Street South, #206  
Birmingham, AL 35233  
For information: 205-617-9944



[www.dixieabate.org](http://www.dixieabate.org)

NORTHEAST REGION, NOCCALULA  
FALLS CHAPTER  
BOARD OF DIRECTORS:

James "Ghost" Johnson, Director  
Shane Coker, Secretary/Treasurer  
Garland Medlock, Assistant Chapter Director

EAST CENTRAL REGION, TRI-COUNTY  
CHAPTER (Montgomery area)

Ira "Cowboy" Jones, Organizer  
Jeffrey Meck, Assistant Organizer

MEETING NOTES: 4/13/19: Redstone H-D

In attendance:

Rodney Green  
Bill Jorgensen  
Matthew Schroeder  
Shane Coker  
Richard Comston  
Brenda Matney  
Justin Matney  
Kris Cook

Kris passed out notes from the last meeting and a treasurer's report. No exceptions were noted. The above documents are now on record.

Freddy didn't make the meeting, so Matt reported on our visit to the State House to speak at the public hearing on the Dead Red bill, HB 103. It was a good experience, but we don't have much hope of getting it past the Committee on Public Safety and Homeland Security. Next time we try to get this bill passed, we'll need to bring more people and we need to invite the bicycling community to participate. If a light won't change for a motorcycle, it sure won't change for a bicycle.

We talked about HB 6 and SB 1. Amendments have been offered and action on the House bill is indefinitely postponed. SB1 has been referred to the Senate committee on Judiciary. Dixie ABATE supports these bills, which have to do with prohibiting the use of hand-held devices while driving.

Shane discussed activities to encourage more participation. He has in mind a competition for the most miles ridden during the year, with a cash prize to the rider with the most miles.

We discussed lane filtering, since Utah just legalized it. Lane splitting is already legal in California. Utah's rules are different from California's. They are as follows:

(5) An individual may engage in lane filtering only when the following conditions

- 384 exist:
- 385 (a) the individual is operating a motorcycle;
- 386 (b) the individual is on a roadway divided into two or more adjacent traffic lanes in the
- 387 same direction of travel;
- 388 (c) the individual is on a roadway with a speed limit of 45 miles per hour or less;
- 389 (d) the vehicle being overtaken in the same lane is stopped;
- 390 (e) the motorcycle is traveling at a speed of 15 miles per hour or less; and
- 391 (f) the movement may be made safely.

Oregon is reviewing a bill concerning lane splitting on highways.

Here is an excerpt from an online article from 8/31/17, written by Michael Padway, of the Motorcycle Legal Foundation:

You either love it or hate it; lane splitting is a controversial subject that doesn't seem to promote any middle ground. However, you can no longer ignore it in California.

On January 1st, 2017, California's pro-lane splitting Bill, AB-51 went live. Technically speaking, the subject of riding a motorcycle between two rows of traffic on Californian roads has always been a gray area.

Neither legal nor illegal, the California Highway Patrol (CHP) used their discretionary powers to determine whether it was being used or abused on a case-by-case basis. In 2015, the Department of Motor Vehicles (DMV) and the CHP published their safe strategy documents on the subject. At this point, the chain lube hit the proverbial fan.

One out of California's 39 million residents wrote to the Office of Administrative Law complaining that the CHP had exceeded its authority by issuing such guidelines. Subsequently, both agencies withdrew the text and web versions.

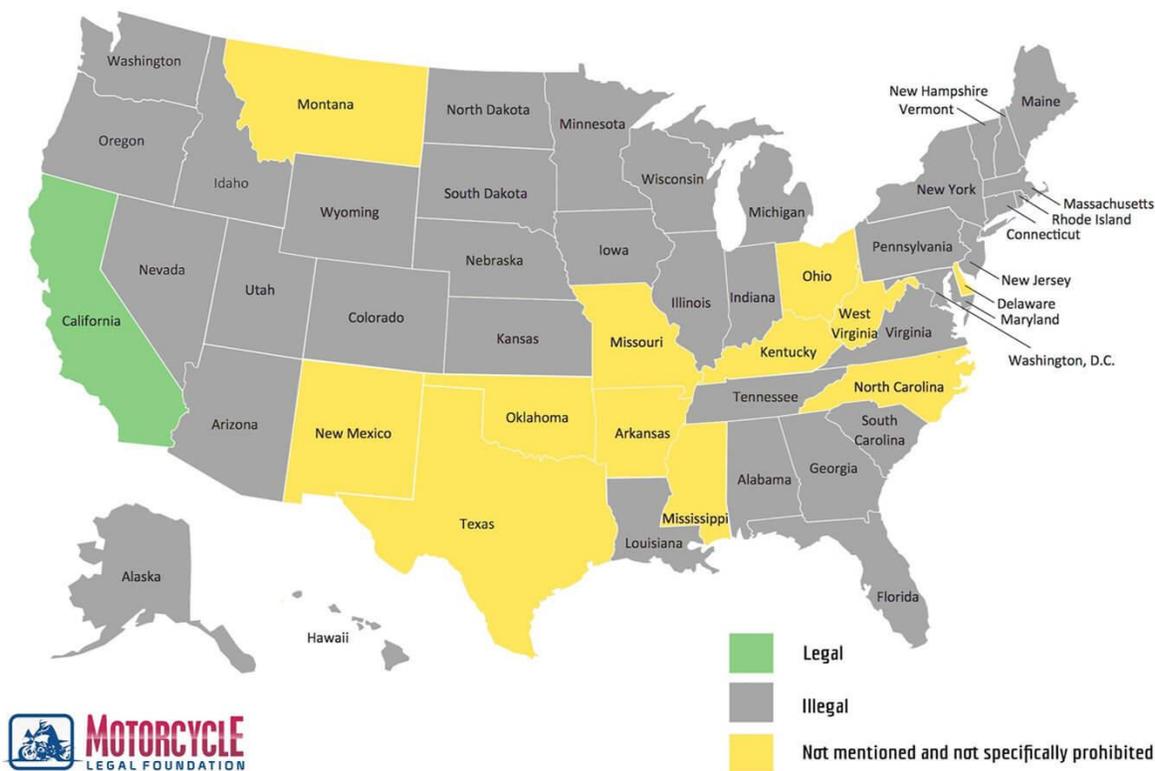
The AB-51 Bill has now been joined by Section 21658.1 of the California Vehicle Code, which in effect, legalizes lane splitting. It also leaves it in the hands of the CHP to determine safety guidelines.

#### **Is Lane Splitting Legal in my State?**

As of September 2017, lane splitting is currently only legal in California, however there are some states where it isn't explicitly declared as illegal. Many have been asking about the legality in their own states so we scoured the statutes for each and put together this chart below.

# MOTORCYCLE LANE SPLITTING BY STATE

As of September 2017



Note that it's up to the Highway Patrol to determine if your act is unsafe, which means you can still get a ticket, even though your state may not have a law forbidding it.

## Definition of Lane Splitting

According to the State of California's [AB-51](#), lane splitting is now legally defined as, a 'motorcycle ridden between rows of stopped or moving vehicles in the same lane including on both divided and undivided streets, roads, or highways.'

California is currently the only state to officially recognize lane splitting, so its other pseudonyms such as filtering, lane sharing, and white lining that have different definitions in the other 49 states.

**Lane filtering** refers to a motorcycle picking its way through slow-moving or stationary traffic, such as at a stoplight.

**Lane sharing** covers two riders in the same lane, either side by side or a staggered formation.

**Lane splitting aka white lining** refers to a motorcyclist weaving between moving traffic at a higher speed, usually staying predominantly on the lane dividing line. (This type of riding is considered bad practice and one that lane splitters would normally condone.)

As a general rule of thumb, lane splitting do's and don'ts are best governed by a healthy survival instinct. More importantly, if you don't feel confident enough to do it, then you don't have to.

Matt noted that there are 11 states where lanes are not even mentioned in motorcycle laws.

Matt presented a MRF article about a letter to NHTSA seeking clarification on the definition of a motorcycle.  
April 12, 2019

### **Letter sent to NHTSA Seeking Clarification on the Definition of a Motorcycle**

The Motorcycle Riders Foundation would like to thank Congressman Michael Burgess (TX) and Congressman Tim Walberg (MI) for a letter they sent this week to the National Highway Traffic Safety Administration (NHTSA) seeking clarification regarding the definition of a motorcycle. In addition to Congressman Burgess and Congressman Walberg, the following U.S. Representatives joined their colleagues in signing the letter: Congressman Troy Balderson (OH), Congressman Doug Lamborn (CO), Congressman Collin Peterson (MN), Congressman Steve Stivers (OH) and Congressman Glenn "GT" Thompson (PA). The current definition is decades old and so broad that new vehicles on our roadways, with numerous carlike features, are defined as motorcycles.

"As you know, NHTSA has long defined a motorcycle as a 'motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground.' While this was a clear characterization for many years, the recent emergence of a new class of vehicle that has attributes of both automobiles and motorcycles has created confusion," the members wrote. "We respectfully request a response that describes whether NHTSA believes the current federal definition of a motorcycle is appropriate and if not, what NHTSA is doing to address this issue."

The ambiguity of the classification of these new vehicles as either motorcycles or autocycles has created a patchwork of rules and regulations at the state level for licensing, registration and insurance. The MRF believes that a review of this definition is needed and would help provide clarity to states when making decisions on how to appropriately regulate them. We thank these seven members of Congress for seeking clarification from NHTSA on this issue of importance to motorcyclists.

President of the MRF, Kirk "Hardtail" Willard, stated "For three years our members have asked us to tackle the federal definition of a motorcycle. This letter is the first step in helping us understand the current thought process of NHTSA and hopefully opens up a dialogue on the topic. We thank this bipartisan group of Congressmen for their leadership on this issue."

Link to the Letter:

[https://burgess.house.gov/uploadedfiles/04112019\\_burgess\\_walberg\\_letter\\_to\\_nhtsa.pdf](https://burgess.house.gov/uploadedfiles/04112019_burgess_walberg_letter_to_nhtsa.pdf)

#### ***About Motorcycle Riders Foundation***

*The Motorcycle Riders Foundation (MRF) provides leadership at the federal level for states' motorcyclists' rights organizations as well as motorcycle clubs and individual riders. The MRF is chiefly concerned with issues at the national and international levels that impact the freedom and safety of American street motorcyclists. The MRF is committed to being a national advocate for the advancement of motorcycling and its associated lifestyle and works in conjunction with its partners to help educate elected officials and policymakers in Washington and beyond. All Information contained in this release is copyrighted. Reproduction permitted with attribution. Motorcycle Riders Foundation. All rights reserved. Ride With The Leaders™ by joining the MRF at <http://mrf.org/> or call (202) 546-0983*

Bill reminded us to fill out David "Double D" Devereaux's motorcycle profiling survey every year. You can find it at <http://www.motorcycleprofilingproject.com/national-motorcycle-profiling-survey/>

The next state meeting is set for Saturday, June 15, at 2 PM, at Mt. Cheaha. The address is 19644 Hwy 281 Delta, AL 36258. We'll eat at the restaurant before the meeting, and will meet outside at the visitor's center, if the weather is good. If you can't find us when you get there, text Kris at 205-617-9944.