

## **BILL ANALYSIS**

Senate Research Center  
81R4578 JAM-D

S.B. 506  
By: Carona  
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As Filed

### **AUTHOR'S / SPONSOR'S STATEMENT OF INTENT**

Currently, traffic congestion is a major problem across Texas. It is a result of inefficient use of our highway network. Texas is constantly seeking and implementing methods of improving efficiency, such as HOV lanes, improved signal timing, and limiting truck lane usage. One relief measure would be to allow "lane-splitting," which occurs when a motorcyclist moves between stopped or slow traffic traveling in the same direction by using the space between the lanes of traffic. Section 545.060 (Driving on Roadway Laned for Traffic), Transportation Code, requires a vehicle operator on a roadway divided into two or more clearly marked lanes to stay in one lane. The width of a standard traffic lane is 12 feet and the width of a passenger car is approximately 6.5 feet, while the width of a semi-trailer truck is approximately eight feet. This leaves a space of approximately four to 5.5 feet between vehicles driving in two different lanes. Allowing lane-splitting would effectively create space for additional cars in the lane being vacated, and at no cost to the taxpayers.

As proposed, S.B. 506 authorizes the operator of a motorcycle to operate at a safe distance between lanes of traffic moving in the same direction during periods of traffic congestion if the operator and any passenger wear protective headgear and the operator moves at a speed no more than five miles per hour greater than the speed of other traffic moving at a speed of 20 miles per hour or less. This bill prohibits lane-splitting in a school crossing zone or a location where the posted speed limit is 20 miles per hour or less.

### **RULEMAKING AUTHORITY**

This bill does not expressly grant any additional rulemaking authority to a state officer, institution, or agency.

### **SECTION BY SECTION ANALYSIS**

SECTION 1. Amends Section 545.060, Transportation Code, by amending Subsection (a) and adding Subsection (e), as follows:

(a) Creates an exception under Subsection (e).

(e) Authorizes the operator of a motorcycle to operate the motorcycle for a safe distance between lanes of traffic moving in the same direction during periods of traffic congestion if, notwithstanding Section 661.003(c) (relating to an exception to protective headgear requirements), the operator and any passenger wear protective headgear that meets the safety standards adopted by the Texas Department of Transportation and the operator operates the motorcycle at a speed not more than five miles per hour greater than the speed of the other traffic, in traffic that is moving at a speed of 20 miles per hour or less, and in a location other than a school crossing zone or a location where the posted speed limit is 20 miles per hour or less.

SECTION 2. Effective date: September 1, 2009.