



Bicycle Access Council News & Digest

www.BicycleAccess-PA.org

June-July 2015

Hello Members and Supporters of the Bicycle Access Council.

It's a beautiful day in Pennsylvania!

HB 150 IS LANGUISHING...

In the Senate Appropriations Committee. Repeated Capitol office visits and emails by BAC have not been successful in moving this bill onto the committee's agenda. The committee has met several times to consider some very mundane issues since **HB 150** was forwarded from Senate Transportation. Now, "state budget negotiations" is the latest response for inaction.

BAC feels it's time for another *Grassroots Campaign* to contact senators on the committee to ask for their support to vote this bill out of committee and get it to the full Senate for a vote. Following that, the House may have to concur since HB 150 was amended after the House passed it. What started out as a simple, non-controversial, revenue positive legislative bill, initiated in 2013 as HB 1415, has been given minimal attention by the General Assembly.

So, call, write, email, or better yet, ride your bike to your state Senator's district office asking for his or her support and action to move HB 150. When you do, let BAC know the response so we can coordinate an effective campaign where needed.

HB 150 authorizes PennDOT to issue a Share-The-Road license plate for motor vehicles at an added cost of \$40 designating all funds to be used for the central office Bicycle and Pedestrian Coordinator position and/or bicycle signage projects.

Do you like this plate design? How would you change it? Whether you are a graphic artist or a doodler, submit your ideas to BAC. PennDOT will now allow a photo quality image to be used on the left-hand side, so the stick figure could be changed or modified. **HB 150** will be replaced by numbers in typical sequential order. A vanity plate number/letter style will also be available for an extra fee.



RAISING THE MANDATORY BICYCLE HELMET AGE...

To "persons under 16" from the current "under 12" is proposed in HB 1360 introduced by state House Representative Anthony DeLuca (D-32) on June 24. BAC was invited to meet with staff to discuss this after the budget is finalized. Send your opinions regarding this to BAC.

PENNDOT CENTRAL OFFICE BIKE-PED COORDINATOR POSITION...

Is still not filled. No update information is available from the Multimodal Transportation office.

A DEFECTIVE BILL FOR DEFECTIVE TRAFFIC SIGNALS...

Was introduced in April by Representative Stephen Bloom (R-199) allowing motorcycles and bicycles to proceed through a traffic signal if not detected “due to the size” of the vehicle as stated in the bill. **HB-950**, a.k.a. **Ride-on-Red**, was introduced and followed by much fanfare during a motorcycle rally on the Capitol steps, June 1. On June 22, the House Transportation Committee passed the bill; however, it was amended by Chairman John Taylor which gutted any reference to motorcycles and bicycles not being detected and added a new provision for the expiration of Automated Red Light [camera] Enforcement Systems.

Neither the original bill nor the amended bill has the support of BAC, which requested to give factual testimony to the Transportation Committee, but was not allowed to do so on June 22. The premise of this bill is flawed because it erroneously states how vehicles are detected by loop detectors (using terms like size and weight) and further provides no legal defense for the presumption of a non-working traffic signal—go through a working red, it’s an offense.

The remedy for a malfunctioning traffic signal is already provided in the Vehicle Code, §3112, but requires a ‘wait time’ of at least one complete light phase cycle of a non-responding signal. BAC participated in a 2003 PennDOT vehicle detection study demonstrating that sensing the presence of vehicles “with less ferrous material” than a typical automobile was still possible by selecting the proper lane position and properly adjusting the loop detector controller sensitivity. Skilled bicyclists know that by stopping anywhere in-line above the visible “cut lines” of a loop, most bicycles will have enough ferrous material to affect the electrical magnetic field in the wire loop circuits below. When a loop area is not visible, an approved roadway marking may be placed over the “sweet spot” for bicyclists, and usable by motorcyclists.

1-800-FIX-ROAD...

Is still the number to call to report road conditions hazardous for bicycling.

Dates to remember...

Aug 16	Covered Bridge Metric Century, Lancaster Bike Club
Sept 22	PPAC (Pedalcycle & Pedestrian Advisory Committee), Warren, PA.
Sept 26	Shoo Fly Classic, Berks County Bicycle Club
Oct 18	Covered Bridges Ride, Bucks County Bicycle Club

Mission Statement...

The Bicycle Access Council is a non-profit advocacy organization that serves as a forum for Pennsylvania bicyclists and as an ombudsman for bicycling issues.

It is the objective of the Bicycle Access Council to make bicycling on roads throughout the Commonwealth safe, respectable and a transportation choice by educating its members and the motoring public.

All funding for the Bicycle Access Council comes from memberships and donations. Annual membership is \$20 per year. BAC does not share membership information.

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