



# *Bicycle Access Council* News & Digest

[www.BicycleAccess-PA.org](http://www.BicycleAccess-PA.org)

November-December 2006

## **It's a beautiful day in Pennsylvania...**

A PDF copy is posted on the BAC website and you may also request a hard copy mailed to you.

This is the final News & Digest for the year. Much of the important advocacy work for Pennsylvania bicyclists will take place between election day and January 2007. With many member changes in the General Assembly, the Bicycle Access Council will have to reassess where support for bicycling issues will be. Those changes will directly affect the BAC legislative campaign and PennDOT priorities.

## ***Proposed Changes to the Pennsylvania Vehicle Code...***

Were presented on November 2 by BAC to the Pennsylvania Pedalcycle & Pedestrian Advisory Committee (PPAC).

Highlights of this Title 75 legislative initiative include:

A **Minimum Safe Passing law** for motorists when overtaking bicyclists.

Removal of the “**far right rule**” to re-define the “**impeding traffic**” law to exclude bicyclists

Include **language on PennDOT license and vehicle registration forms** indicating bicyclists' rights on the roadway and the new law changes. This will require the repeal of two statutes directing PennDOT to include anti-littering language which now appears on these forms. This does not repeal any of the anti-littering laws found in the statutes.

An additional new statute was proposed by PennDOT Bicycle and Pedestrian Coordinator, Dave Bachman, to be included along with these Vehicle Code changes. A “Standard of Care” statute which describes expected behavior of all roadway users is included in all but seven states.

PPAC readily accepted the concept of the proposed changes and offered to create a sub-committee to review the language of the affected individual statutes. Bill Hoffman (Lancaster, PA) accepted the sub-committee chairmanship. The support of PPAC is critical when seeking a legislative sponsor and the necessary co-sponsors in the General Assembly.

The Bicycle Access Council will need the continued support of its membership to ensure this Vehicle Code campaign is successful.

## ***Rumble On...***

Edgeline Rumble Strips (ERS) have recently appeared on several roadways throughout Pennsylvania. These are one of three types of rumble strips used to prevent run-off-the-road type crashes—the other two are Centerline Milled Rumble Strips and Shoulder Milled Rumble Strips. ERS are about 4 inches wide and are installed on top of edge lines, often called fog lines. ERS are supposed to be “bicycle tolerable,” which means they can be crossed or ridden on with a minimum loss of control. Yeah, right!

Edgeline Rumble Strips make many bicyclists nervous and does tend to require travel further left from the ERS in the roadway.

The installation of ERS on non-freeway roads has criteria to be met by PennDOT's own policies. The location of ERS (and other types of rumble strips) must be determined by crash data. Rumble strips are not supposed to be installed in residential areas because of the noise nuisance. Both shoulder and edgeline rumble strips can only be installed with certain shoulder conditions. In addition, shoulder and edgeline rumble strips must be approved by PennDOT District Bicycle and Pedestrian Coordinators.

Thanks to new member H. Fenton from Lebanon, who brought this issue up, BAC made a formal request to PennDOT to have the policies reviewed and communicated to the PennDOT Districts. PennDOT committed to compile a listing of ERS installation performed since 2002. Once available, BAC will review appropriate action to benefit Pennsylvania bicyclists.

Meanwhile, BAC members are asked to submit any roadways that have ERS installed where it inhibits desirable bicycle travel. It's not likely that PennDOT will remove any improperly installed ERS soon. However, it is possible to request Share-The-Road (STR) signs along these affected roadways to help offset the effect of reduced roadway width available. BAC can forward that STR request to the appropriate PennDOT District if precise location information is provided.

### ***When a Bicycle Hits a Tree...***

It's usually misfortunate and sometimes tragic, but not newsworthy. But, when a tree hits a bicycle, that's news! That's what happened to Jane Doe (not her real name) recently.

Jane was a passenger traveling in a friend's car with her new bike on a rear rack. A wind gust toppled a tree across the road and crashed into the car smashing Jane's new Cannondale bike to bits, and rendering the car a total loss. Neither Jane nor the driver was hurt. That's the good news.

But how does Jane recover the value of her bike? Can Jane recover the value of her bike?

The answer depends on several factors and not all can be covered here. Jane did not own the motor vehicle and was not a homeowner. She lived in rented premises.

If Jane has Renters Insurance (HO-4 class) and that policy includes coverage for "Property Away from Premises" items, which usually is 10% of the total policy limit, then that coverage must also include "falling objects coverage." Of course, there is usually a deductible amount reducing what she is entitled to recover.

So if your bicycle is valuable to you and you want to know if it's insured, check with your insurance agent to find out in advance what coverage you have or might need.

### ***Clean Up on Fold Ups...***

In support of the Bicycle Access Council, **Bike Friday**, manufacturers of custom folding travel bikes, is offering a 10% discount or up to \$400 in extras, such as fenders, racks, travel bag or a flight case with a bike purchase.

Bike Friday is able to make this offer available only during the off-season while they have available production slots. Bikes must be purchased in the month of November 2006 for production between December 15 to January 15.

To be eligible for this discount, you must mention the Bicycle Access Council as your advocacy organization. Bike Friday will consider a significant donation to the Bicycle Access Council based on the response to this offer.

Some restrictions do apply. Previously owned bikes and the Pocket Tourist models are not eligible. Offers cannot be combined. Subject to available production dates.

For more information contact Bike Friday directly:

Jim Wilcox      jimw@bikefriday.com  
Bike Friday      www.bikefriday.com  
1-800-777-0258, ext. 106

Ed note: The Bicycle Access Council is not affiliated with Bike Friday and BAC makes no endorsement of Bike Friday's products.

### ***Year End Tax Planning...***

The Bicycle Access Council is a 501(c)3 non-profit organization. All memberships and donations received for 2006 are fully tax deductible in accordance with the US Tax Code. All donors of \$250 or more will receive a certification letter for tax purposes in January. Letters will be sent for donations of lesser amounts upon request.

### ***BAC News & Digest Archives...***

To view past issues of the Bicycle Access Council's monthly News & Digest, go to the BAC website, click on the BAC News & Digest button.

### ***Mission Statement...***

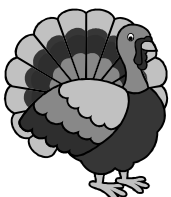
The Bicycle Access Council is a non-profit advocacy organization that serves as a forum for Pennsylvania bicyclists and as an ombudsman for bicycling issues.

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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**Enjoy the Holidays!**

