



Bicycle Access Council News & Digest

www.BicycleAccess-PA.org

September 2016

Hello Members and Supporters of the Bicycle Access Council.

It's a beautiful day in Pennsylvania!

GO-ON-RED...

Is also a new law as part of **Act 101**, which recently passed making it legally possible for a vehicle that is not detectable by inductive loop sensors, or other “automated technology” means, to treat a Red traffic signal as a Stop. Act 101 is not a new law, just an amendment to **§3112** of the Vehicle Code that had the previous allowance for an “inoperable” traffic signal; however, Act 101 now makes provisions for motorcycles and bicycles “without saying so.” Act 101 was Senate Bill 1267 that mainly dealt with Automatic Red Light Enforcement (ARLE) and another PennDOT signalization plan — Go-on-Red was slipped in.

Ed note and Opinion: This is a flawed law that potentially will be misunderstood and abused. BAC attempted to address the House Transportation Committee when it was first introduced as HB 950, but was not allowed to speak or submit written testimony at the hearing. The premise of the bill was flawed then and in the final amended form there's no more clarity. There's a burden of proof on the operator of a vehicle to show that the signal equipment will not detect the vehicle. The public at large, and especially most motorcycle and bicycle operators, has little comprehension on how loop detectors work or effectively how to get them to work. BAC foresees many to incorrectly interpret Act 101 like the Idaho Stop Law. The secondary issue is for all traffic moving on a Green signal to be unexpectedly met by a vehicle entering an intersection. Section 3112 will certainly be tested in the courts, but meanwhile, any law enforcement officer can make a “traffic stop” regardless of whether the signal will or will not detect. When stopped, if an operator does not know how that intersection is set up to be detected, but only ‘assumes’ it won't, a law enforcement officer can easily justify a citation. BAC plans to work with law enforcement and PennDOT to get more information distributed.

HELP FOR THE BAC WEBSITE...

Is desperately needed! The web host (Earthlink) can no longer accept updates using the only outdated software and desktop BAC has available. Unless a *Patron Angel* swoops in to help build a new one, BAC will shut down the web presence soon. The last successful update was July. The August issue of the *News & Digest* would not load and Earthlink technical support was no help — we tried. Efforts for a website make-over were attempted by others in the past with no success. Projects were started, but never completed.

Also, there's no funding available to do this — current donations and memberships are just not at a sustainable level. BAC's webmaster has been physically disabled for nine years, so it's just not a task to take on in-house.

A SHARE THE ROAD LICENSE PLATE...

Is now available for Pennsylvania cars and light trucks. Web search for the new plate to find PennDOT Form MV-917. All the information on how to apply and fees is on the two-sided form. This has been a four year campaign by the Bicycle Access Council to conceive, promote and get legislative action to finally get this plate issued by Act 36.

THE SEPTEMBER 11th NATIONAL MEMORIAL TRAIL...

Held a ribbon-cutting event on September 10th at the Flight 93 National Memorial for a 21-mile link to the Great Allegheny Passage at Garrett, Pennsylvania. The acquisition of a CSX rail line right-of-way was donated by CSX saving millions of dollars that can now be used for the development of the trail instead of eminent domain and costly legal disputes. An on-road route will soon be established while trail work evolves. A small group of supporters, including BAC, were in attendance to enjoy the day testing out the on-road route with a symbolic stop at the Shanksville Fire Department. The 9-11 Memorial Trail is approximately 1,300 miles linking the three crash sites of 9-11-2001 — the longest segments stretching throughout Pennsylvania.

APPOINTMENT TO PPAC PROCEDURE...

Was released May 19. PPAC is the Pedalcycle & Pedestrian Advisory Committee that meets quarterly to advise the governor on bicycle and pedestrian issues. It is managed by PennDOT. Anyone who wishes to be appointed, or re-appointed, must send a signed, dated letter with a resume attached. Details on how the letter is to be addressed and submitted may be obtained by contacting BAC. There is an opening for a state-wide constituency position formerly held by BAC Executive Director, Joe Stafford who resigned in February this year. All citizen appointed positions will be considered based on qualifications and constituency affiliation.

Dates to remember...

Sept 18	Three Creek Century Ride, Harrisburg Bike Club
Sept 24	Shoo Fly Classic, Oley, Berks Co Bike Club. BAC will be there.
Oct 1	Velodrome Swap Meet, Trexlertown.
Oct 23	Covered Bridges Ride, Central Bucks Bike Club. www.cbbikeclub.org
Nov 5, 6	Philly Bike Expo
Nov 6	End Daylight Saving Time

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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