



PAC00019

BikePAC of Oregon Inc. represents ABATE of Oregon and Oregon's motorcycle riders. We work closely with the Governor's advisory committee on motorcycle safety to further our mission statement, advocating motorcycle awareness, safety, education, and liberty.

We are here in support of SB533, which permits a motorcycle driver to proceed at a stop light, under certain conditions.

While working proactively to safely share the road with other modes of traffic, BikePAC of Oregon, Inc. has identified dead red lights, to be particularly concerning among most motorcyclists.

- Dead red lights are those sensor activated traffic lights, that fail to sense the presence of a vehicle, and remain red, while the other lights at the intersection continue to cycle.
- After one full cycle of the lights at the intersection, the motorcycle or bicycle rider may proceed, if they can do so safely.

Problem

- Many of the light activated sensors placed on the road do not work for motorcycles and other light weight vehicles, such as bicycles. This is a problem in many small towns and rural areas.

Benefits

- This law puts riders in charge of their own safety
- We won't have to sit and wait for a car to come up behind us to activate the light
- Riders will not be ticketed, if reasonable care was taken.

Rider testimony?

Other States with similar laws

Arkansas- allowed

Idaho- allowed

Illinois- allowed after 2 minutes

Indiana- allowed after 2 minute wait

Kansas allowed after a "reasonable" wait (except in Wichita)

Minnesota- allowed after an "unreasonable" time period

Missouri- allowed after an "unreasonable" time period

Nevada- allowed after two cycles of the signal

North Carolina allowed after 3 minute wait

Oklahoma- allowed

South Carolina- allowed after 2 minute wait

Tennessee-allowed "when safe"

Utah- allowed after 90 seconds

Virginia- Allowed after two cycles of the signal or 2 minutes

Washington- allowed after one cycle of the signal

Wyoming- allowed after 45 seconds