



Oregon

Kate Brown, Governor

Governor's Advisory Committee on Motorcycle Safety

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TO: House Transportation and Economic Development Committee

FROM: Robert Reichenberg, Chair
Governor's Advisory Committee on Motorcycle Safety

RE: Senate Bill 533-A

Introduction

SB 533-A allows a motorcyclist or bicyclist to proceed through an intersection when a traffic control device fails to detect their presence.

Discussion

The Governor's Advisory Committee on Motorcycle Safety (GAC-MS) is a committee of eight volunteer citizens who advise the Governor and the Governor's Highway Safety Representative on motorcycle safety issues and legislation.

As motorcyclists we know that occasionally traffic sensors or loops may not detect motorcycles or bicycles. We also know that many motorcycle operators do not know how to correctly place their motorcycle over a loop or sensor so that it may be detected. Both ODOT and the TEAM OREGON Motorcycle Safety Program have published instructions on proper placement of a motorcycle on a traffic sensor or loop. Many riders also do not understand that the sensitivity of the inductive loop systems can be easily adjusted. We encourage motorcyclists to report malfunctioning sensors or loops so a problem can be addressed rather than allowing the malfunction to continue. The GAC-MS would support an amendment that requires an operator to notify the appropriate road authority about a malfunctioning sensor or loop. Another option would be to remove references to motorcycles from the bill, thus having the bill only apply to bicycles.

SB533-A as drafted refers to "one full cycle" of a traffic control device. A full cycle is not defined; consequently, the term is open to interpretation and difficult to enforce. Because of the many variables in how traffic control devices function, the GAC-MS would support an amendment referring to a time allotment rather than a cycle.

The GAC-MS reviews legislation that could affect motorcycle safety in Oregon. Our concern is that SB 533-A will lead to confusion by riders and drivers that could increase crashes, injuries, and deaths.

Conclusion

The GAC-MS has discussed, debated and identified merits and problems with the implementation of this bill. Initially the GAC-MS decided to take a neutral position on this measure. After further discussion we opted to oppose SB 533-A as it is currently written. We promote the safety of all traffic users and SB 533-A as currently drafted could cause confusion for the general motoring public resulting in an increase in motorcycle crashes, injuries and fatalities.