



PAC # 00019

Thank You Madam Chair and members of the committee, for letting us bring this bill forward for discussion today.

My name is Paula Leslie, Executive Director for BikePAC of Oregon, Inc. BikePAC represents A.B.A.T.E. Of Oregon, and ALL of Oregon's motorcycle riders. We attend and participate with Oregon's Transportation Safety advisors, to help us further our mission statement, promoting motorcycle safety, awareness, education, and liberty, through legislative action.

BikePAC is here in support of SB533, which allows a motorcycle rider to proceed at a red light under certain conditions.

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

*** 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 rider may proceed with caution.**

PROBLEM

*** Many of the light activated sensors placed on the road do not work for motorcyclists and other light weight vehicles. This is a problem in many small towns and rural areas.**

BENEFITS OF THIS BILL

*** This bill 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, putting us in a potential rear end collision scenerio.**

*** Riders will not be ticketed, if they stop, wait, and reasonable care is taken.**

*** BikePAC of Oregon encourages riders to report malfunctioning traffic lights as they are encountered, and there is a pre written letter to send to their local public works, that can be found on our website. www.bikepac.com**

Other States with similar laws

Arkansas – allowed

Idaho – allowed

Illinois – allowed after 2 minute wait

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 after 2 minute wait

Utah – allowed after 90 seconds

Virginia – allowed after two cycles of the signal or 2 minute wait

Washington – allowed after one cycle of the signal

Wyoming – allowed after 45 seconds