

I'm writing in strong support of Senate Bill 998, the "Idaho Stop" law that would allow people on bicycles to treat stop signs as yield signs. As someone who bikes almost daily, often with my young son in the back seat, I can assure you that people who bike have extremely strong incentives to treat stop signs -- and all intersections -- with the necessary respect. (I can also confirm this as someone who drives regularly.)

SB 998 does nothing to change this, but also removes the ridiculous rule, almost always ignored in practice, that people biking come to a complete stop for each stop sign. This law is written (and, unfortunately, regularly enforced) from the perspective of an auto user, who faces a trivial cost to come to a complete stop and then accelerate. Letting people biking treat stops as yield signs would make biking more efficient, reduce wasteful and inevitably selective overenforcement, and (as Jason Meggs's 2010 study of the Idaho law makes clear) have no costs on public health or safety.

Meanwhile, anything we can do to increase bicycling transportation or recreation will have measurable benefits for public health, pollution reduction, economic prosperity and public budgets.

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