

To whom it may concern:

I am contacting you to voice my support for SB 998, which will allow cyclists to enter intersections controlled by stop signs or flashing red lights when safe to do so; essentially treating them as yield signals. The responsibility of safe operation will remain to be on the cyclist, but the option to avoid dangerous low-speed transitions will make things safer for all road users, especially when there is a motorized vehicle directly behind a bike.

This law will make cycling safer and easier overall and help remove potential barriers to the use of non-auto-centric transportation, which is incredibly important in our current age of climate crisis.

Research studies (<https://bikeportland.org/wp-content/uploads/2019/06/idaho-law-jasonmeggs-2010version-2.pdf>) on the effects of a similar law, which has been in effect since 1982 in Idaho, show that bicycle injuries dropped 14.5% the year after the law was passed, and show a 30% lower rate of injuries to cyclists when comparing Boise to comparable cities which require full stops at similar intersections. Related interviews and surveys indicate that the law has been beneficial or had no negative impact.

This proposed bill would also make cycling more attractive to more people by reducing the high-effort inertia-building that is required in low-traffic residential areas with many 4-way stops. More cyclists in the community means more dollars in pockets, improved overall health for the community, and less automobiles on the road, meaning everyone gets where they are going more efficiently and more safely.

SB 998 is a clear and easy victory for all road users. Please work to progress this bill to adoption and vote "yes."

Thank you.

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