

Oregon traffic instructors urge you to **pass SB 998**.

Allow bicyclists to treat stop signs as yield signs.

Hello esteemed legislators. I'm a certified traffic instructor in Corvallis. I teach traffic classes. I work with ODOT and traffic attorneys to understand theory and laws. I founded a non-profit organization to bring further education to the public. I think deeply about traffic issues every day.

If passed, SB 998 forces bicyclists to look both ways at intersections with stop signs. If no one is coming, cyclists may proceed without making a full stop.

Oregonians of all traffic modes already enjoy this type of movement at intersections. SB 998 describes movement that is already legal that we do every day. This is normal traffic behavior!

WHILE DRIVING:

- Drivers approaching crosswalks must look both ways to ensure there is no approaching crosswalk traffic, and must come to a full stop appropriately. If there's no crosswalk traffic approaching, drivers may continue without slowing or stopping.
- Drivers approaching sidewalks from traffic lanes must look both ways to ensure there's no sidewalk traffic approaching, and must come to a full stop appropriately. If there is no sidewalk traffic approaching, drivers may continue without slowing or stopping.
- Drivers going through bike lanes must look to ensure there's no approaching bike lane traffic, and must come to a full stop if there is. If there's no bike lane traffic approaching, drivers may continue without slowing or stopping.
- Drivers entering parking lots must look both ways to ensure the entrance is clear. If the entrance is clear, drivers may continue without slowing or stopping.

WHILE BICYCLING, SKATING, USING A SEGWAY, ETC.:

- Bicyclists, skaters of all types, Segway users, and all similarly grouped traffic forms must look both ways while on the sidewalk and approaching a crosswalk to ensure the crosswalk is clear. If cars approach, these traffic forms must slow to a walking speed when approaching and entering the crosswalk, and must stop if needed to allow drivers enough time to stop without creating a hazard. If there are no cars coming, these traffic forms may enter crosswalks without slowing or stopping.

WHILE WALKING:

- Every corner is a crosswalk. At corners without Walk/Don't Walk signs, pedestrians must look both ways to ensure the crosswalk is clear. After entering the crosswalk, pedestrians must stop if drivers need time to stop without causing a hazard. If no cars are approaching, pedestrians may proceed through the crosswalk without slowing or stopping.

This is likely an incomplete list of situations where we may proceed through an intersection if no one is coming, but must slow or stop if someone is coming. You'll likely think of more situations.

I don't think anyone wants intersection rules to be uniform and require a full stop in all the above listed situations.

Given that the movement proposed in SB 998 is normal, is there a risk of increased harm? This has been legal since 1982 in other parts of the country, so fortunately we have [plenty of data](#) to guide us in a scientific manner. Data shows that bicycle crashes, injuries, and fatalities DECREASE due to legalizing this behavior. Traffic issues are often counter-intuitive. Less crashes, mean less anguish for DRIVERS. It's counter-intuitive to understand that drivers actually benefit. Plus, drivers stuck behind cyclists benefit from cyclists not coming to a full stop when there's no approaching traffic.

Perhaps the only unfortunate part of this bill is that it only applies to bicyclists. Perhaps other traffic forms can also benefit from this type of movement, and that this bill will open the door to that.

Please contact me personally if I can offer further information.

-Vivek Jeevan LCI #4967
Corvallis Right of Way ([website](#), [Facebook](#))
"We all deserve safe streets"