



HOUSE OF REPRESENTATIVES

HB 2682A Clarifies that a bicycle lane exists in an intersection if a bicycle lane is marked on opposite sides of intersection in same direction of travel

Background: Car lanes and bicycle lanes are generally not striped through intersections. Just as car drivers assume that their lane continues through an intersection, so do cyclists. This is consistent with state statutes that make cyclists subject to the vehicle code.

However, two local traffic court cases involving serious injury in Oregon (in Bend and Portland) have been brought recently in which a judge ruled that bike lanes do not continue through intersection. Legal and law enforcement experts across Oregon agree that these recent court decisions were both wrong and harmful - and that the law needs to be clarified.

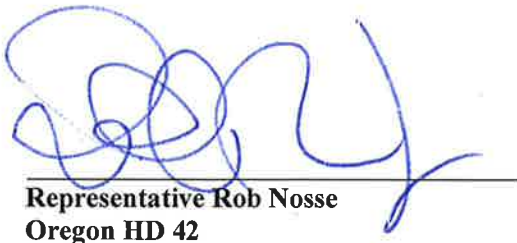
HB 2682 adds a simple clarification in the law that aligns with what most drivers and cyclists already assume - that all lanes continue through intersections.

If striping or signage is required to establish that bike lanes exist in intersections, cities, counties and ODOT would be faced with a huge unfunded capital and maintenance cost. HB 2682 aims to provide this clarity without incurring unnecessary costs.

HB 2682 does not absolve cyclists of the requirement to ride with due care just as automobile drivers must, it is simply a technical fix that clarifies that a bicycle lane continues through an intersection if a bicycle lane is marked on opposite sides of intersection in same direction of travel.

Our offices urge your support of HB 2682A.

From the desks of: 4/25/19


Representative Rob Nosse
Oregon HD 42



Representative Sheri Schouten
Oregon HD 27

Figure 9C-1. Example of Intersection Pavement Markings—Designated Bicycle Lane with Left-Turn Area, Heavy Turn Volumes, Parking, One-Way Traffic, or Divided Highway

