

I am writing to the senate house rules committee regarding the bicycle "Idaho Stop" legislation SB 998. I am a daily bicycle commuter in Portland, and I choose to bike as much as possible in my free rather than relying on cars and buses. I think the Idaho Stop bill addresses a usability issue with riding bikes in an urban environment.

The majority of commuter bike traffic occurring on designated bike greenways in Portland often cross residential neighborhood intersections where stop signs at intersections are frequent. Unlike driving a vehicle, where you can simply move your foot from the gas to brake pedals, bikers are constantly starting and stopping under their own physical effort. Bicyclists have a much greater visual peripheral range compared to drivers in vehicles when approaching intersections. Typically at most residential neighborhood intersections, bicyclists can safely slow their speed down to a manageable speed when approaching intersections, and using their peripheral visual range, bicyclists can safely determine whether they need to come to a full stop or proceed through the intersection without fully stopping. This enhances the usability of riding bikes as an efficient mode of transportation in urban environments.

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