

PROPOSED LAW CHANGE FOR BICYCLISTS AT STOP SIGNS AND TRAFFIC SIGNALS

QUESTIONS: Should State laws be changed related to bicyclists stopping at stop signs and traffic signals?

How does this make streets safer or better for bicyclists?

EXAMPLE:

- Idaho (Law text) has since 1982 for stop signs → yield sign
2006 for signals → stop sign

Montana/Oregon may have some similar provisions but can find proof.
California/San Francisco considered but haven't taken action.

- MN House Bill

PROS (WHY DESIRED):

- Bikes don't stop anyway
- Slows down bicyclist and their travel momentum
- Convenience, less time impacts
- Want to compete with auto on travel time, encourages & will grow bike use
- Eliminates need for traffic signal detection for bicyclists
- Idaho crash experience – No increase in bike/car crashes at stop signs
No decrease either
- Motorists waive bicyclist through stop signs anyway
- Improves bicycle viability and makes conditions more friendly
- Laws were written & more applicable for cars not bikes
- Different laws should apply to different transportation technology
- Stop signs occur too frequently in neighborhoods (every block or two)
- Arterials too busy, but less stops
- Residential less traffic, but frequent stops

CONS (CONCERNS / ISSUES):

- Break the law, accept the consequences (consequences are higher on bikes)
- Stop signs are there to assign who has the right of way to proceed, not speed control or cut thru traffic
- Failure to yield proper right of way is in the top 3 causes for crashes
- Safety – rolling stop is not a safe behavior (auto or bikes)
- Proceeding through a stop sign or signal without thoroughly evaluating all the conditions is extremely UNSAFE
- Ability for youth to understand & take proper action – first thing talk to youth is to stop for stop signs
- No solid data/research of benefits

- Why haven't other states adopted Idaho provisions, now 26 years old?
- May impact ped safety ---- by bikes or autos doing less stopping and yielding
- Tickets are not being issued to bicycles (low priority traffic enforcement concern)
- Different rules for users – lacks consistency
- Would this breed further disrespect for all stops signs? Will this erode to auto users & increase non-compliance by autos?
- Speed differential between bikes & cars is a primary factor in bicyclist safety
- Same Signs having multiple meanings (stop & yield) is confusing
- Not aware of any European cities with such laws, thus greater bicyclist use will result in better compliance
- No need to make Minneapolis or Minnesota a better bike community (Idaho is not MN; League of American Bicyclists rating MN=5, ID=37)
- Reactive not proactive
- Will it be viewed as a way to “make cycling a legitimate transportation form”

PUBLIC WORKS RECOMMENDATION:

- Oppose law change
- Not a priority to make Minneapolis more bike friendly
- Continue to change and expand bicycle infrastructure, outreaching education & amenities (like bike boulevards) that give priority to limited stop bikeway travel (without encouraging speeding or cut-thru auto traffic)



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KEY: ~~stricken~~ = removed, old language. underscored = added, new language.

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H.F. No. 4245, as introduced - 85th Legislative Session (2007-2008) Posted on May 15, 2008

1.1

A bill for an act

1.2

relating to traffic regulations; amending requirements for a person operating

1.3

a bicycle to stop at a stop sign or traffic-control signal; amending Minnesota

1.4

Statutes 2006, section 169.222, by adding a subdivision.

1.5

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.6

Section 1. Minnesota Statutes 2006, section 169.222, is amended by adding a

1.7

subdivision to read:

1.8

Subd. 12. **Bicycle stopping requirements.** (a) For purposes of this section, "in the

1.9

vicinity" means located in an intersection or approaching an intersection so closely as to

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constitute an immediate hazard during the time a person operating a bicycle would be

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moving within the intersection.

1.12

(b) A person operating a bicycle who approaches a stop sign or traffic-control signal

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with a steady red indication, including a circular red signal or red arrow signal, shall slow

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to a reasonable speed that allows for stopping promptly. If a vehicle is in the vicinity, the

1.15

person operating a bicycle shall stop before entering the intersection, and otherwise:

1.16

(1) if the traffic-control device is a stop sign, notwithstanding subdivision 1

1.17

and section 169.06, subdivision 4, the person may make a turn or proceed through the

1.18

intersection without stopping; and

1.19

(2) if the traffic-control device is a traffic-control signal, notwithstanding subdivision

1.20

1 and section 169.06, subdivision 5:

1.21

(i) the person may make a right-hand turn, or a left-hand turn onto a one-way

1.22

roadway, without stopping; and

1.23

(ii) the person may proceed through the intersection after stopping but before

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traffic-control signal indication changes to green, if no vehicle is in the vicinity.

2.1

(c) Nothing in this section alters the right-of-way requirements under section 169.20.

2.2

The provisions under this section do not apply when traffic is controlled by a traffic or

2.3

peace officer.

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Idaho Statutes

TITLE 49
MOTOR VEHICLES
CHAPTER 7

PEDESTRIANS AND BICYCLES

49-720. STOPPING -- TURN AND STOP SIGNALS. (1) A person operating a bicycle or human-powered vehicle approaching a stop sign shall slow down and, if required for safety, stop before entering the intersection. After slowing to a reasonable speed or stopping, the person shall yield the right-of-way to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard during the time the person is moving across or within the intersection or junction of highways, except that a person after slowing to a reasonable speed and yielding the right-of-way if required, may cautiously make a turn or proceed through the intersection without stopping.

(2) A person operating a bicycle or human-powered vehicle approaching a steady red traffic control light shall stop before entering the intersection and shall yield to all other traffic. Once the person has yielded, he may proceed through the steady red light with caution. Provided however, that a person after slowing to a reasonable speed and yielding the right-of-way if required, may cautiously make a right-hand turn. A left-hand turn onto a one-way highway may be made on a red light after stopping and yielding to other traffic.

(3) A person riding a bicycle shall comply with the provisions of section 49-643, Idaho Code.

(4) A signal of intention to turn right or left shall be given during not less than the last one hundred (100) feet traveled by the bicycle before turning, provided that a signal by hand and arm need not be given if the hand is needed in the control or operation of the bicycle.

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49-714. TRAFFIC LAWS APPLY TO PERSONS ON BICYCLES AND OTHER HUMAN-POWERED VEHICLES — DUE CARE.

- (1) Every person operating a vehicle propelled by human power or riding a bicycle shall have all of the rights and all of the duties applicable to the driver of any other vehicle under the provisions of chapters 6 and 7 of this title, except as otherwise provided in this chapter and except as to those provisions which by their nature can have no application.
- (2) Every operator or rider of a bicycle or human-powered vehicle shall exercise due care.

49-715. RIDING ON BICYCLES.

- (1) A person propelling a bicycle shall not ride other than upon or astride an attached permanent and regular seat.
- (2) No bicycle or human-propelled vehicle shall be used to carry more persons at one (1) time than the number for which it is designed and equipped.
- (3) An adult rider may carry a child securely attached to his person in a backpack or sling or in a child carrier attached to the bicycle.

49-716. CLINGING TO OR FOLLOWING VEHICLES.

- (1) No person riding upon any bicycle, coaster, roller skates, skateboard, sled or toy vehicle shall attach it or himself to any vehicle upon a highway.
- (2) The provisions of this section shall not prohibit the attachment of a bicycle trailer or bicycle semitrailer to a bicycle if that trailer or semitrailer has been designed for that attachment.
- (3) No person riding upon any bicycle or human-powered vehicle shall follow a vehicle so closely as to constitute an immediate hazard to the rider.

49-717. POSITION ON HIGHWAY.

- (1) Any person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable* to the right-hand curb or edge of the roadway except under any of the following situations:
 - (a) When overtaking and passing another bicycle or vehicle proceeding in the same direction.
 - (b) When preparing for a left turn at an intersection or into a private road or driveway.
 - (c) When reasonably necessary to avoid conditions including fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards or substandard width lanes that make it unsafe to continue along the right-hand curb or edge.
- (2) Any person operating a bicycle upon a one-way roadway with two (2) or more marked traffic lanes may ride as near the left-hand curb or edge of the roadway as practicable*.

49-718. RIDING TWO ABREAST.

Persons riding bicycles upon a highway shall not ride more than two (2) abreast except on paths or parts of highways set aside for the exclusive use of bicycles. Persons riding two (2) abreast shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane.

49-719. CARRYING ARTICLES.

No person operating a bicycle shall carry any package, bundle or article which prevents the operator from using at least one (1) hand in the control and operation of the bicycle.

49-720. STOPPING — TURN AND STOP SIGNALS.

- (1) A person operating a bicycle or human-powered vehicle approaching a stop sign shall slow down and, if required for safety, stop before entering the intersection. After slowing to a reasonable speed or stopping, the person shall yield the right-of-way to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard during the time the person is moving across or within the intersection or junction of highways, except that a person after slowing to a reasonable speed and yielding the right-of-way if required, may cautiously make a turn or proceed through the intersection without stopping.
- (2) A person operating a bicycle or human-powered vehicle approaching a steady red traffic control light shall stop before entering the intersection and shall yield to all other traffic. Once the person has yielded, he may proceed through the steady red light with caution. Provided however, that a person after slowing to a reasonable speed and yielding the right-of-way if required, may cautiously make a right-hand turn. A left-hand turn onto a one-way highway may be made on a red light after stopping and yielding to other traffic.
- (3) A person riding a bicycle shall comply with the provisions of section 49-643, Idaho Code.
- (4) A signal of intention to turn right or left shall be given during not less than the last one hundred (100) feet traveled by the bicycle before turning, provided that a signal by hand and arm need not be given if the hand is needed in the control or operation of the bicycle.

49-721. BICYCLES ON SIDEWALKS.

- (1) A person operating a bicycle upon and along a sidewalk, or across a highway upon and along a crosswalk, shall yield the right-of-way to any pedestrian, and shall give an audible signal before overtaking and passing a pedestrian or another bicyclist.
- (2) A person shall not operate a bicycle along and upon a sidewalk or across a highway upon and along a crosswalk, where the use of bicycles is prohibited by official traffic-control devices.
- (3) A person operating a vehicle by human power upon and along a sidewalk, or across a highway upon and along a crosswalk, shall have all the rights and duties applicable to a pedestrian under the same circumstances.

49-722. BICYCLE RACING.

- (1) Bicycle racing on the highways is prohibited except as authorized in this section.
- (2) Bicycle racing on a highway shall not be unlawful when a racing event has been approved by the department or local law enforcement authorities on any highway under their respective jurisdictions. Approval of bicycle highway racing events shall be granted only under conditions which assure reasonable safety for all race participants, spectators and other highway users, and which prevent unreasonable interference with traffic flow which would seriously inconvenience other highway users.
- (3) By agreement with the approving authority, participants in an approved bicycle highway racing event may be exempt from compliance with any traffic laws otherwise applicable, provided that traffic control is adequate to assure the safety of all highway users.

49-723. LIGHT AND REFLECTOR REQUIRED AT NIGHT.

Every bicycle in use at the times described in section 49-903, Idaho Code, shall be operated with a light emitting device visible from a distance of at least five hundred (500) feet to the front, attached to the bicycle or the rider, and with a reflector clearly visible from the rear of the bicycle.

49-724. ADDITIONAL LIGHTS AUTHORIZED.

A bicycle or its rider may be equipped with lights or reflectors in addition to those required in section 49-723, Idaho Code.

* Practicable per the dictionary means capable of being put into practice or of being done or accomplished; feasible.