

January 20, 2021

Re: HB1252

Chairman Ruby and members of the House Transportation Committee,

My name is Rocky Schneider and I am testifying on behalf of myself as a private citizen of North Dakota. My testimony is in no way affiliated with my employer or others I may represent.

I live in a quiet residential neighborhood in North Fargo and am an avid road cyclist and enjoy riding bike with my two school age children. I teach them the rules of the road as a pedestrian, cyclist, and as future drivers. These are important to me as they keep myself, and my family, safe to enjoy another day.

I am in support of HB1252 as it helps keep my family safe and it helps keep traffic flow efficient. I also serve as Vice Chair of the Fargo Planning Commission and on the policy board of the Metropolitan Council of Governments. I am not speaking in an official capacity, but I have experience reviewing traffic plans and roadway designs. I am confident that HB1252 will assist in the goals of both bodies of public government.

I have studied the "Idaho Stop" concept extensively. Below are the reasons for my support.

Safety

- Reduces bicycle traffic on busy roads, which result in the most severe interactions between cyclists and automobiles. This is accomplished by encouraging cyclists to use side roads with more stop signs and less traffic
- Limits road rage incidents from drivers who become frustrated by having to wait for bicycles to start and stop completely
- Encourages health and wellness by promoting bicycle friendly communities

Traffic Flow

- Stop signs are designed for automobiles, yet we are seeing the switch to more roundabouts because we know now that stop signs are inefficient. This is even truer for bicycles that take longer to come to a complete stop, and even longer to start up again. The Idaho Stop in HB 1252 uses the same concept as roundabouts, keeps traffic flowing and reduces wait times.
- Red lights use weight sensors to operate. Bicycles do not trigger these.

Decriminalization

- HB1252 simply makes law what is already common practice.
- While, bicycles are not exempt from rules of the road, the natural practice is to yield at all intersections in order to keep an efficient flow and limit interactions with automobiles.

Thank you for your consideration,

Rocky Schneider