



NORTH DAKOTA HOUSE OF REPRESENTATIVES

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COMMITTEES:
Appropriations

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HB 1252 – Stop-As-Yield / Idaho Stop

Dear Chairman Dan Ruby and members of the House Transportation Committee,

As an avid cyclist I'm excited to sponsor HB 1252 and bring it before you today, but the real honor comes from the opportunity to introduce legislation that was highly requested by constituents, friends, and neighbors. You have received testimony and may hear from some of them following me.

This legislation proposes to codify a common maneuver that enhances safety and improves traffic flow. Aside from stop-as-yield, you may hear other names for this and another variety of this maneuver:

“Idaho Stop” – common name for the bill as written that allows cyclists on roadways to treat stop lights as stop signs and to treat stop signs as yield signs. Idaho passed this law in 1982.

“Delaware Yield” – common name for a drafted amendment to this bill that allows cyclists to treat stop signs on roads of two lanes (or less) as yield signs. Delaware passed their version of the law in 2017.

Other states have adopted their own versions of the law in recent years, including Arkansas which passed the full “Idaho Stop” in 2019 and Colorado, which standardized state code in 2018 that complemented city ordinances allowing stop-as-yield practices.

I'll quickly walk through the bill first then the amendment distributed electronically.

HB 1252 (as written)

- Subsection 1a: allows a cyclist to slow to a controllable speed at an intersection controlled by a stop sign, requiring the rider to yield to any vehicle in the intersection or approaching from another roadway.
- Subsection 1b: allows a cyclist to stop then yield to any vehicles in the intersection or approaching from another roadway at intersections with a solid red traffic-control light.
- Subsection 2: states that a collision in an intersection with a stop sign or solid red traffic-control light is evidence the cyclist failed to yield the right of way.

HB 1252 (amendment)

- Removes Idaho Stop language
- Subsection 1: requires a cyclist approaching an intersection on a road with 3 or more lanes must stop before proceeding
- Subsection 2: requires a cyclist approaching an intersection where a vehicle is currently stopped at the same stop sign to also come to a complete stop before proceeding
- Subsection 3: allows a cyclist approaching an intersection on a road of 2 or fewer lanes to slow and proceed through the intersection without stopping, but only if they approach at a safe and controllable speed and yielding to other vehicles in or approaching the intersection
- Subsection 4: states that a cyclist must always yield the right of way to any vehicle already in the intersection
- Subsection 5: states that when a cyclist and another vehicle approach an intersection about the same time, the operator on the left shall yield to the operator on the right

There is one underlying fact of both versions I want to emphasize: this bill does not change yielding and right-of-way laws. It does not allow a cyclist to just run a red light or a stop sign. Instead, it allows a cyclist to safely – and legally – approach controlled intersections with caution and proceed through the intersection only when clear.

HB 1252, either as written or amended, would enhance safety and improve traffic flow on our city streets. I hope your committee gives this bill constructive thought, consideration, and ultimately a favorable recommendation before sending it back to the House floor.

Thank you again, Chairman Ruby and members of the committee.