

Exhibit A

Bike Yield Demonstration Project

The Davis Bike Club formally request the City of Davis make application to CalTrans to be designated as Traffic Demonstration Project.

The Project will install Bike/Yield signs at two pre-determined "bike corridors" in the City. Within these select corridors Bike/Yield signs would supplement standard stop signs, allowing cyclists to yield instead of stopping at these intersections. This demonstration project will subsequently be analyzed to determine the safety, efficiency, and public acceptance of the proposal.

If this project is shown to be safe and efficient to all road users, consideration will be given for state legislation to expand the Bike/Yield concept through creation and amendment of all relevant Vehicle Code Sections.

Arguments in FAVOR of the Proposal

- A. This proposal is essentially a "de facto law." Most every cyclist yields at stop signs now, and come to a full stop only if a hazard exists. This idea legitimizes what is already common practice and understanding with all vehicle operators;
- B. The State of Idaho has had this legislation in place since 1982. No increase in cycling injuries and fatalities has been noted in bike-yield intersections in the past 3 decades. In fact, the law has twice been liberalized in the ensuing decades, reflecting wide-spread understanding and acceptance;
- C. The Netherlands and France presently have statutes that recognize the unique circumstance of cyclists and give cyclists special privileges not afforded to the motorist;
- D. "Bike Yield Law" makes the cycling experience more efficient in terms of expended energy. This change would encourage more people to use bikes as an alternative form of transportation. We should support all options that encourage travelers to use their bikes instead of cars;
- E. The greatest hazard for any vehicle approaching an intersection occurs when the vehicle is crossing the intersection and is exposed to approaching traffic. A bike yield law would reduce the time hazard for cyclists as they would have some forward momentum on approach and would clear the intersection more quickly, while also maintaining full control of the bike.
- F. Cyclists are well aware of the inherent hazards of public roadways, but have safety advantages unlike those of motorists. A bike rider has uninterrupted 270 degree of horizontal and 180 degrees of vertical vision to see approaching hazards; unlike motorists cyclists have unrestrained hearing ability for approaching traffic; and are not distracted by passengers, radios, and cell phones.

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Arguments AGAINST the Proposal

1. Legislation that gives special status to cyclists at intersections will add confusion to regulating behavior and expectations for all persons using public roadways;
2. A “bike yield” law will likely increase cyclist disregard for stopping or yielding at non-signalized intersections. Too many cyclists already don’t stop at stop signs, if stops are changed to Yield, they will pay even less respect to intersection controls;
3. The “Idaho Law” as a precedent would not work in California. California has 25 times more registered vehicles than Idaho, greater traffic complexity, and much higher population. Bike yield controls at intersections would possibly be more hazardous in our much larger State.
4. There is no age restriction for people riding bikes on public streets. Children particularly would be at increased risk with not fully understanding the stop/yield distinction at controlled intersections.
5. This idea has some inevitable costs with traffic control installations and public education. Where would the money come from?