

| UTC Project Information | |
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| Project Title | Evaluation of the Idaho (Bicycle) Stop Laws in the Pacific Northwest |
| University | Oregon State University |
| Principal Investigator | David Hurwitz |
| PI Contact Information | David.Hurwitz@oregonstate.edu |
| Funding Source(s) and Amounts Provided (by each agency or organization) | University of Washington PacTrans \$180,000 Oregon State University \$90,000 Gonzaga University \$15,000 University of Idaho \$75,000 |
| Total Project Cost | \$360,000 |
| Agency ID or Contract Number | 69A3551747110 |
| Start and End Dates | August 16, 2020-August 15, 2022 |
| Brief Description of Research Project | <p>Bicycle Rolling Stop (BRS) laws refer to legislation that allow bicyclists to treat stop signs as yield signs. Many states have passed statutes or attempted to pass similar statutes with varying permissive actions for bicyclists in response to stop signs. Previous research has focused on crash data analysis and motivating factors of bicyclists performing a rolling stop when illegal under prevailing law, but there is no available research that identifies the safety effects of BRS laws. To that end, this research used stakeholder interviews, an online survey, and a networked driving and bicycling simulator experiment to evaluate the safety implications of the BRS law. Seventeen interviews were conducted with identified stakeholders including emergency response and law enforcement personnel, legislators, avid cyclists, and non-cyclists. A total of 550 survey responses were collected, from residents of Idaho, Washington, and Oregon. Sixty participants successfully completed a networked simulator experiment where a “live interaction” occurred at a stop-controlled intersection between a participant in the driving simulator and a participant in the bicycling simulator. The results from these different methods consistently concluded that more outreach is needed with regard to BRS laws, and this research provides bicycle advocacy groups, transportation agencies, and decision makers with information to support future legislative decisions, program educational initiatives, and design enforcement practices regarding BRS laws.</p> |

Describe Implementation of Research Outcomes (or why not implemented)

Place Any Photos Here

Current implementation of research findings:

- Our Technical Report has been requested by transportation agencies and lobbying organizations around the country who are currently evaluating state level bicycling rolling stop laws in state legislative sessions.
- We presented a summary of our work to the transportation commission of the City of Beverly Hills to help inform their elected officials about the safety implications of bicycle rolling stop laws.

Anticipated implementation:

- We anticipate that our technical report and the peer-reviewed journal articles that are currently being refined for submission will be cited as an influence in bicycle rolling stop laws around the country.

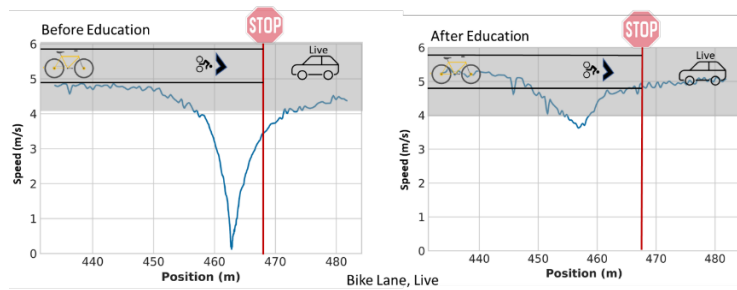


Photo 1 – Speed profile for a single bicycling simulator participant before and after education interacting with a single networked driving simulator participant

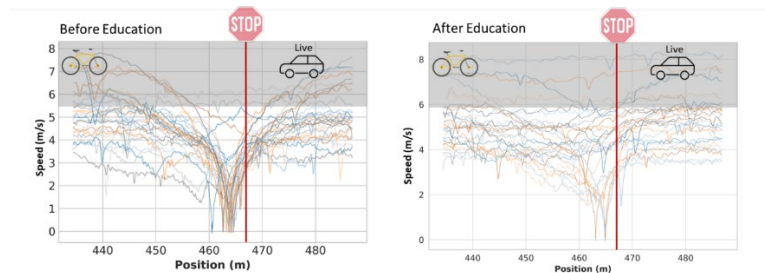


Photo 2 – Speed profile for all bicycling simulator participants before and after education interacting with all networked driving simulator participants

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| <p>Impacts/Benefits of Implementation (actual, or anticipated)</p> | <p>Current Impacts of research findings:</p> <ul style="list-style-type: none">• Our work has influenced public discourse in Beverly Hills, California related to the implications of bicycle rolling stop laws. <p>Anticipated Implementation:</p> <ul style="list-style-type: none">• We anticipate our work helping to implement bicycle rolling stop laws in states and communities around the country. |
| <p>Web Links</p> <ul style="list-style-type: none">• Reports• Project Website | <p>None.</p> |