



Legislation Details (With Text)

<b>File #:</b>	Res 0914-2015	<b>Version:</b>	*	<b>Name:</b>	Allow bicycles to treat stop signs and red lights as yield signs.
<b>Type:</b>	Resolution	<b>Status:</b>			Filed (End of Session)
		<b>In control:</b>			Committee on Transportation
<b>On agenda:</b>	11/24/2015				
<b>Enactment date:</b>		<b>Enactment #:</b>			
<b>Title:</b>	Resolution calling upon the State Legislature to pass, and for the Governor to sign, legislation to allow bicycles to treat stop signs and red lights as yield signs				
<b>Sponsors:</b>	Antonio Reynoso, Karen Koslowitz				
<b>Indexes:</b>					
<b>Attachments:</b>	1. November 24, 2015 - Stated Meeting Agenda with Links to Files				

Date	Ver.	Action By	Action	Result
11/24/2015	*	City Council	Introduced by Council	
11/24/2015	*	City Council	Referred to Comm by Council	
12/31/2017	*	City Council	Filed (End of Session)	

Res. No. 914

Resolution calling upon the State Legislature to pass, and for the Governor to sign, legislation to allow bicycles to treat stop signs and red lights as yield signs

By Council Members Reynoso and Koslowitz

Whereas, New York State Vehicle and Traffic Law (“VTL”) section 1231 requires bicyclists to obey all traffic laws and regulations, including stopping and yielding signs and signals; and

Whereas, Over the past decade, New York City’s transportation infrastructure has become increasingly diversified; and

Whereas, In addition to traditional means of transportation, such as motor vehicles and public transit, a growing number of City residents and businesses are using bicycles for pleasure, work and as a commuting alternative; and

Whereas, The growing popularity of bicycles has prompted some cities and states to reevaluate their traffic laws; and

Whereas, In 1982, Idaho adopted section 49-720 (the “Idaho stop”), which allows bicycles to treat stops signs as yield signs and to proceed through a red light, but only when it is safe to do so; and

Whereas, Instead of making a full stop at a stop sign, bicyclists in Idaho are allowed to slow down, and if necessary, to stop; and

Whereas, According to the League of American Bicyclists, in addition to Idaho, Arizona, Colorado, Illinois, Kansas, Minnesota, Missouri, South Carolina, Tennessee, Utah, Virginia, Washington, and Wisconsin, have adopted some version of the Idaho statute; and

Whereas, According to the *New York Times*, San Francisco is currently debating the adoption of its own version of the “Idaho stop”; and

Whereas, The adoption of the “Idaho stop” would have no impact on a pedestrian’s right of way, because bicyclists would still have to slow down in order to insure that the intersection is clear of pedestrians, vehicles and other bicycles; and

Whereas, Moreover, riding a bicycle raises distinct safety needs and requirements; and

Whereas, Individuals who ride bicycles do not pose the same safety hazards to pedestrians because bicycles generally travel at a slower speed and bicyclists have the ability to more quickly see and respond to surrounding traffic; therefore, be it

Resolved, That the Council of the City of New York calls upon the State Legislature to pass, and for the Governor to sign, legislation to allow bicycles to treat stop signs and red lights as yield signs

GZ  
LS 6009  
October 28, 2015