

HB 2682 -1 STAFF MEASURE SUMMARY

Joint Committee On Transportation

Prepared By: Alexa Diaz

Meeting Dates: 3/27, 4/15

WHAT THE MEASURE DOES:

Modifies definition of a bicycle lane to clarify that a bicycle lane continues in and through an intersection when the lane is interrupted by an intersection.

ISSUES DISCUSSED:

- Incidents of cyclists killed or injured in intersections
- Use of signage and striping to indicate proper pathways for bicycles
- Ensuring safety of cyclists is important for encouraging active transportation
- Need for clarity for both drivers and cyclists

EFFECT OF AMENDMENT:

-1 Replaces original measure. Specifies that a bicycle lane is considered to exist within an intersection if the lane is marked on opposite sides of the intersection in the same lane of travel.

BACKGROUND:

Bicycle lanes are parts of the highway designated by official signs or markings for bicyclists (ORS 801.155). In the United States, many urban and suburban areas offer bicycle infrastructure on roadways. The Federal Highway Administration offers guidelines on bicycle lane design including location, width of lane, and signage. According to the Oregon Department of Transportation, approximately 39 percent of urban state highways have bicycle lanes and sidewalks and 2.4 percent of the population commutes by bicycle in the state. The Oregon Bicycle and Pedestrian Plan outlines statewide goals to eliminate pedestrian and bicyclist fatalities and injuries, create a connected network, and invest in infrastructure. Examples of bicycle infrastructure are designated bicycle lanes, Neighborhood Greenways, and bicycle traffic signals. In Portland, there are approximately 350 miles of bikeways, which includes 77 miles of Neighborhood Greenways and 188 miles of bicycle lanes.

House Bill 2682 clarifies the definition of a bicycle lane to include the lane continues in and through the intersection when bicycle lane markings are interrupted by an intersection.