

DANA M. STEIN  
*Legislative District 11*  
Baltimore County

—  
*Vice Chair*  
Environment and Transportation  
Committee

*Subcommittees*  
Chair, Environment  
Natural Resources,  
Agriculture and Open Space



The Maryland House of Delegates  
6 Bladen Street, Room 251  
Annapolis, Maryland 21401  
410-841-3527 · 301-858-3527  
800-492-7122 Ext. 3527  
Fax 410-841-3509 · 301-858-3509  
Dana.Stein@house.state.md.us

*The Maryland House of Delegates*  
ANNAPOLIS, MARYLAND 21401

**Delegate Dana Stein Testimony in Support of  
HB 1289 – Vehicle Laws – Bicycles-Operation at Intersections**

This committee has considered, and passed, many bills in recent years that make our roads safer for bicyclists and pedestrians—Complete Streets Program and the Vulnerable Road User bill, for example.

This legislation would provide additional safety for bicyclists by creating an exception to the rules of the road. Maryland law requires bicyclists to adhere to most vehicle laws, but there are some exceptions because of the size, speed, vulnerability, and other differences between cars and bikes.

This legislation would allow a bicyclist to slow down and yield at a stop sign instead of coming to a full stop. Let me explain why this is safer for bicyclists and better for drivers.

Very advanced bicyclists can come to a full stop and hover in place on their bike until an intersection is clear. But most bicyclists coming to a full stop must get off their bike and place a foot on the ground so as not to lose their balance. Once the intersection is clear, they must get back on the bike, and, because they've lost their momentum, they are usually slow and wobbly as they proceed through the intersection. This makes them especially vulnerable when they've stopped at an intersection of a through street with no stop signs because they may not be seen by the through traffic.

It is far safer for a bicyclist to slowly approach the stop sign, look to see if the intersection is clear and, without losing balance or momentum, go through the stop sign. It also makes the bicyclist more visible to drivers when they are moving, again mitigating the chance of an accident.

If you've seen bicyclists already doing this, you may be wondering why we need this bill. We need it because currently, this practice is illegal.

This practice is known as "Stop as Yield" and is law in eight states and the District of Columbia. Delaware adopted this law in 2017 and saw a 23% drop in accidents at intersections within 30 months.

The National Highway Traffic Safety Administration (NHTSA) has looked at this practice and determined it does not increase the chances a bicyclist will run through a stop sign. According to NHTSA: "Bicyclists have greater incentive to yield, as they are at high risk for injury at intersections." If anything, they are *more* cautious when yielding than when stopping. The study is attached to my written testimony.

Since the pandemic, when the sale of bicycles jumped wildly, more people than ever are riding bikes. Making "stop as yield" legal for bicyclists will greatly improve safety for them and reduce accidents for vehicles.

I urge a favorable report.