



HB1289 – Bicycle Operation at Intersections

House Environment & Transportation Committee

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Position: Support

Greetings Chair and Members of the Committee

I am an avid cyclist, a mobile bike service owner, Frederick County resident and President of Frederick Bicycle Coalition. [Frederick Bicycle Coalition](#) represents a broad coalition of recreational, commuter, mountain and adaptive cyclists. Our mission is to work with government, organizations, and individuals to promote increased and safe access for bicyclists and others in the Frederick County. We have over 1,700 followers on Facebook.

As bicycling has increased in popularity across the United States and provides many environmental, economic, and health benefits, there is a need for creating a safe transportation system which makes people the priority; using all available tools to help achieve zero injuries and fatalities on our roadways and allowing all people to get to their destinations safely. HB1289 will help with this effort by authorizing cyclists to slow down and yield when appropriate during a turn or proceeding through an intersection.

There are currently 8 states and the District of Columbia that have Stop-As-Yield laws on their books, five of which enacted these laws in the past two years ([NHTSA Bicyclist Stop As Yield Fact Sheet, 2022](#)). In 1982, Idaho was the first State to pass such a law, commonly known as the "Idaho Stop Law." After Idaho adopted the law, bicyclist injuries from traffic crashes declined by 14.5% the following year ([Bicycle Safety and Choice, Meggs 2010](#)). In our neighboring state, the "Delaware Yield" led to decreases in traffic crashes involving bicyclists at stop sign intersections by 23% in the 30 months after the law's passage ([Delaware Yield Crash Data, 2020](#)).

By permitting cyclists to retain a modest amount of forward momentum, the law makes it easier for drivers to see cyclists since the human mind is keenly attuned to detecting moving rather than stationary objects. And by reducing the time that cyclists are in the intersections, they are able to enter and exit intersections more quickly than if they were required to come to a complete stop. These laws do not negate a bicyclist's responsibility to yield to other traffic before crossing an intersection or to follow all work zone traffic rules.

This bill will help to advance Maryland's Vision Zero goals by enhancing the safety and protection of cyclists and have the added benefits of positively impacting our environment and promoting multi-modal and active transportation in our state.

We request that the committee support the passage of HB1289.