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Environment and  
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THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

January 30, 2025

**RE: Testimony for HB7 - Vehicle Laws - Bicycles - Operation at Intersections**

Good afternoon, Chair Korman and Members of the Environment and Transportation Committee,

For the record, I am Delegate Regina T. Boyce, presenting **HB7 - Vehicle Laws - Bicycles - Operation at Intersections**. This bill, previously introduced in 2024 as HB511, addresses a critical aspect of bicycle safety and traffic management.

HB7 authorizes a cyclist approaching a stop sign to cautiously make a turn or proceed through the intersection without stopping as long as the cyclist reduces their speed to a reasonable rate and yields the right-of-way to other vehicles.

Fatalities in traffic crashes involving bicyclists and other cyclists continue to rise. **From 2011 to 2020, bicyclist and other cyclist fatalities increased by 38% from 682 in 2011 to 938 in 2020** ([Stewart, 2022](#)). In 2020, **26% of bicyclist and other cyclist fatalities occurred at intersections**, which are extremely hazardous for bicyclists and present a high risk for crashes where bicyclists cross paths with motorists ([NHTSA, 2022](#)).

HB7 will align Maryland law with the safe practice already utilized by many cyclists. **Eight states** (Arkansas, Delaware, Idaho, North Dakota, Oklahoma, Oregon, Utah and Washington state) **have implemented Stop as Yield laws for cyclists**, including several who have enacted these laws in the past few years ([NHTSA Bicyclist Stop As Yield Fact Sheet, 2022](#)). Delaware found a **23% reduction in crashes at intersections** in the 30 months following enactment.

Stop as yield allows cyclists to mitigate risk to their advantage, increase their visibility to drivers and reduces exposure. Bicyclist stop-as-yield laws decriminalize riding behavior, possibly encouraging more ridership. More bicyclists on the roadway traveling together increases their visibility and attention by motorists, a concept referred to as **“Safety in Numbers” (SIN)**. A moving cyclist is cognitively more visible to a driver than a stationary cyclist.

Studies of SIN show motorists drive more cautiously, and bicyclists are safer on roads when traveling with a higher volume of bicyclists. **Research by Meggs (2010) suggests that removing stops may reduce injury risk by half through SIN alone.**

Additionally, bicyclists have greater incentive to yield, as they are at high risk for injury at intersections. One study cites research showing that pedestrians and bicyclists exert more care and attention before crossing red signals than green (Leth et al., 2014). Cycling is an ideal way to reduce traffic, protect our environment, promote health, and provide affordable and equitable mobility choices.

Maryland has adopted Complete Streets and Vision Zero policies which seek to reduce injuries and fatalities on our roads, especially for Vulnerable Road Users - people traveling on foot, bike, or scooter.

I thank the Committee for their time and consideration for support of HB7.

Sincerely,

A handwritten signature in blue ink that reads "Regina T. Boyce". The signature is written in a cursive, flowing style.

Delegate Regina T. Boyce