

# **HB0007WrayTestimony.pdf**

Uploaded by: Brendan Wray

Position: FAV

HB 7: Vehicle Laws - Bicycles - Operation at Intersections  
House Environment and Transportation Committee  
Brendan Wray - FAVORABLE

January 28, 2025

Chair Korman and Committee Members,

I am in support of HB0007 - Vehicle Laws - Bicycles - Operation at Intersections. Roadway safety for all users is a paramount transportation concern. HB 7 would make Maryland's roadways safer for bicyclists, a critical portion of users that Maryland should seek to grow to reduce vehicle miles traveled (VMT) if Maryland is to achieve Governor Moore's goals to reduce carbon emissions by 60 percent from 2006 levels by 2031.

Intersections are particularly dangerous for bicyclists. 54.5% of bicyclist injuries occur at intersections, according to the National Highway Traffic Safety Administration. Bicyclists are at risk of being rear-ended when stationary, 'right hooked' by turning vehicles, or sideswiped by vehicles accelerating past them after a stop. These risks are exacerbated for women such as my wife, a bike commuter to the University of Maryland, and parents towing bike trailers with children, who take longer to accelerate from a stop. Allowing bicycle safety stops via HB 7 would reduce these threats, creating safer intersections and easing traffic flow for all road users.

So far, eleven states and the District of Columbia have adopted the Bicycle Safety Stop, including Delaware, where reported crashes at intersections involving bicycles dropped 23% in the 30 months after the change. Maryland should join them.

In Maryland, road laws designed for motor vehicles apply to bicyclists even though bicyclists are far more vulnerable than drivers in a crash. Allowing a bicyclist to keep rolling lessens the time they are exposed in an intersection and delaying other traffic. Bicycling becomes faster and more convenient, which in turn will encourage ridership. Drivers – and our environment, since biking is green – will share the benefit.

I urge a Favorable HB 7 committee report and House of Delegates floor vote.

Thank you for the opportunity to testify on this legislation.

Brendan Wray  
College Park, MD

# **HB7 Written Testimony Del. Boyce.pdf**

Uploaded by: Delegate Regina T. Boyce

Position: FAV

REGINA T. BOYCE  
Legislative District 43A  
Baltimore City

—  
Vice Chair  
Environment and  
Transportation Committee

Subcommittees  
Housing and Real Property

Chair  
Natural Resources, Agriculture  
and Open Space



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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

**HB0007\_ Favorable\_CMTA.pdf**

Uploaded by: Eric Norton

Position: FAV



January 30, 2025

**Testimony on HB 7 –  
*Vehicle Laws – Bicycles – Operations at Intersections*  
Environment & Transportation Committee**

**Position: Favorable**

The Central Maryland Transportation Alliance supports HB 7, which would permit bicyclists to treat a stop sign as a yield sign if no drivers or pedestrians are approaching the intersection with the right-of-way. As advocates for a safe transportation system, the Central Maryland Transportation Alliance strongly believes this bill will improve safety for all road users while also making biking an easier and more attractive transportation option for Marylanders.

Research into stop-as-yield laws, including the well-established "Idaho Stop" law, has demonstrated that such measures enhance road safety and make intersection interactions between cyclists and drivers smoother and more predictable. A recent study conducted by researchers at Oregon State University used a driving simulator to test how cyclists treating stop signs as yields interacted with drivers at intersections. The results were overwhelmingly positive: the study found no unsafe behavior from cyclists and no significant difficulties for drivers in sharing the road.

In addition to laboratory studies, real world experience from the 11 states that already have stop-as-yield laws demonstrate actual safety improvements. For example, Delaware has found that the introduction of a stop-as-yield law led to a 23% decrease in conflicts between cyclists and cars at intersections. This is significant evidence that such laws improve safety for all road users by encouraging more predictable and efficient behavior at intersections.

While the concept is counterintuitive, stop-as-yield for bicyclists is a commonsense policy that will not only improve safety for cyclists but also benefit drivers by reducing conflict at intersections and allowing for smoother traffic flow. The evidence from numerous studies and other states' experience supports the idea that treating stop signs as yield signs for cyclists is a reasonable, safe, and effective measure.

We encourage a FAVORABLE report for House Bill 7.

**testimony2025hb7.pdf**

Uploaded by: Franz Schneiderman

Position: FAV





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**Testimony to the House Environment and Transportation Committee**  
**HB 7 – Vehicle Laws – Bicycles – Operation at Intersections**  
**Position: FAVORABLE**

The Honorable Mark Korman  
Environment and Transportation Committee  
Room 251, House Office Building  
Annapolis, MD 21401  
cc, Members House Environment and Transportation Committee

Jan. 30, 2025

**Honorable Chair Korman and Members of the Committee:**

I'm a consumer advocate and Executive Director of Consumer Auto MD, a nonprofit group that works for safety, transparency and fair treatment for drivers, road users and consumers across Maryland. I'm also a rather avid cyclist in Baltimore City and Baltimore County.

Consumer Auto supports **HB 7** because it will make Maryland's roads safer for everyone, and more convenient, and more hospitable for bicyclists. That will encourage more cycling – which promotes fitness (and pleasure), helps our state move toward meeting our climate goals and cutting traffic congestion (and the noise, pollution, and stress it causes) -- and thus benefits even those who may be annoyed by seeing cyclists on our streets.

Other than walking, it's hard to think of a form of transportation that is more environmentally friendly or affordable than cycling. Yet even in a time of climate crisis and when many people are struggling to afford the fast-rising cost of vehicles and motorized transportation, our streets have gotten more deadly for cyclists. With more and more very large vehicles that often have poor forward visibility on our streets, the number of deaths on U.S. roads among cyclists rose 38% between 2011 and 2020. <sup>1</sup> In 2022, more than 850 cyclists were killed on U.S. roads and more than 50,000 were injured.<sup>2</sup>

In 2020, 26% of cyclist deaths came at an intersection<sup>3</sup> – and every cyclist is well aware of the danger we face from cars turning or rear-ending cyclists or accelerating dangerously through intersections.

For those who don't ride, the idea that allowing bicyclists to roll through intersections with stop signs at a cautious speed improves bicycle safety might seem counter-intuitive. But cyclists have better balance when they maintain momentum. And they're more visible and more noticeable to drivers when they're in motion.

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<sup>1</sup> <https://www.nhtsa.gov/sites/nhtsa.gov/files/2022-03/Bicyclist-Yield-As-Stop-Fact-Sheet-032422-v3-tag.pdf>

<sup>2</sup> <https://ncsrsafety.org/bicyclists-injured-in-motor-vehicle-crashes-2022/>

<sup>3</sup> <https://www.nhtsa.gov/sites/nhtsa.gov/files/2022-03/Bicyclist-Yield-As-Stop-Fact-Sheet-032422-v3-tag.pdf>



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And rolling through an intersection – rather than stopping and then pedaling rather hard to get started again – minimizes the time cyclists are exposed to dangerous traffic in intersections.

Data also confirms cyclists' experience that the "stop as yield" policy is safer as well as more efficient. When Delaware established such a rule in 2017, crashes involving cyclists at intersections with stop signs declined 23% over the following 30 months. After Idaho established such a rule in 1982, crashes declined 14.5%.<sup>4</sup> Ten states and the District of Columbia now use some form of the "stop as yield" law; none of them has reported a spike in cyclist crashes or fatalities after implementing it.

Part of the reason this reform has worked so well is that it simply codifies what most cyclists already do: Proceed cautiously through stop signs when the intersection is clear and it appears safe to do so. While you may see the occasional exception, most cyclists do so cautiously indeed – because we know very well that we're highly vulnerable to much larger, faster-moving vehicles at intersection. At the same time, coming to a full stop at each stop sign on a quiet street is difficult and inefficient for cyclists – and really does not improve public safety.

Bikes are (properly) subject to most of the same rules of the road as cars and trucks. But there are obvious differences in how they function – and in the danger they pose to other road users. The "stop as yield" rule **HB 7** would establish reflects those differences in a way that makes good sense – and makes cycling both more safe and more practical.

**We support HB 7 and hope you'll give it a FAVORABLE report.**

Sincerely,

Franz Schneiderman  
Consumer Auto

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<sup>4</sup> <https://www.nhtsa.gov/sites/nhtsa.gov/files/2022-03/Bicyclist-Yield-As-Stop-Fact-Sheet-032422-v3-tag.pdf>

# **HB0007 LOS Bicycle Safety Yield.pdf**

Uploaded by: Jed Weeks

Position: FAV



January 28, 2025

House Environment and Transportation Committee  
250-251 Taylor House Office Building  
Annapolis, MD 21401 - 1991

## **SUPPORT: HB0007 - Bicycles - Operation at Intersections**

Bikemore, Baltimore City's livable streets advocacy organization representing more than 8,000 advocates and the 30% of Baltimoreans who lack access to a car, is writing in support of HB0007.

This legislation would permit bicyclists to treat a stop sign as a yield sign if no drivers or pedestrians are approaching the intersection with the right-of-way. Known as the "Bicycle Safety Yield" or "Stop As Yield," this legislation is adopted in 11 states, including neighboring jurisdictions of Delaware and The District of Columbia. It makes sense to bring our laws in line with Delaware and The District of Columbia, because many recreational and commuting bicyclists are crossing these borders daily, especially from the suburbs into the District and from Ocean City into the Delaware beaches.

This legislation also promotes safety. In practice, maintaining forward momentum on a bicycle allows the rider to look both ways easier. We've demonstrated this perhaps counterintuitive fact in a [short video](#) that we produced for last year's legislation. Data supports the above anecdotal experience. In Delaware, reported crashes involving bicycles at intersections fell by 23% in the immediate years after adoption. In December, NHTSA issued a research report on Stop as Yield laws, including a "systematic review and empirical analysis to determine their effects on bicyclist safety behaviors." The research team found these laws were associated with reduced crash rates, and that they do not impact reckless behavior of bicyclists, suggesting that adopting Stop As Yield does not lead to bicyclists disregarding other traffic laws.

Finally, we must consider disparities in enforcement. Charles Brown's 2013 report *Arrested Mobility* explores traffic violations and other laws that frequently result in racially disparate enforcement, leading to reduced rates of walking, biking, and e-scooter use in Black communities. As an organization representing a majority Black city, where majority usage of some of our largest separated bike facilities is also majority Black and low-income, we must consider adjusting laws to reduce disparities, especially when changing those laws reflects natural and safer human behavior.

We encourage the committee to support HB0007 and improve safety for bicyclists in Maryland.

**Sincerely,**

**Jed Weeks**  
**Executive Director**

# **FAQHB7 Bicycle Safety Yield.pdf**

Uploaded by: Jon Korin

Position: FAV

# HB7 – Bicycle Operation at Intersections - Bicycle Safety Yield

## Frequently Asked Questions

January 28, 2025

**Position: Favorable**



### **What is the Bicycle Safety Yield?**

The Bicycle Safety Yield permits a person riding a bike approaching a stop sign at a crossing with two or fewer travel lanes to treat the STOP sign as if it were a YIELD sign. It requires the bike rider to slow to a reasonable speed, yield to traffic in or approaching the intersection and then cross if there is no traffic in or approaching the crossing and it is safe to do so.

### **Why is it safer?**

This enables a person riding a bike to cross at the safest possible time while the intersection is clear and get across faster, straighter and more reliably than from a standing start. A person riding a bike has no blindspots and gets clearer sight lines than a driver. Also, a moving bike rider is cognitively more visible to drivers since the human mind is more keenly attuned to detecting moving rather than stationary objects. MDOT provided a Letter of Information that supports this safe approach.

### **Does this permit people riding bikes to “blow through” the intersection?**

Absolutely not! The person on the bike is required to slow, get clear sight lines and only cross if there is no traffic approaching or in the intersection. It is a YIELD which means the bike rider must stop if it is not clear to cross. This will align Maryland law with an established safe practice.

### **Has this been implemented in other states and what has been their experience?**

There are currently 10 states and the District of Columbia that have “Bicycle Safety Yield” laws on their books, including several who have enacted these laws in the past few years ([NHTSA Bicyclist Stop As Yield Fact Sheet, 2022](#)). Since the NHTSA report was published, Colorado, Minnesota and D.C. have enacted such laws. 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](#)). In [December, 2024 NHTSA](#) published a more extensive study that supports Stop as Yield (“SAY”).

### **How does this change the right-of-way rules and the “boulevard” rule?**

The cyclist has a duty to YIELD. The drivers in the crossing road or "boulevard" (assuming there is no 4-way or 3-way stop) have the right of way. This is no different from a driver approaching a YIELD sign from the cross street.

### **What about the safety of pedestrians at the crossing?**

Cyclists approaching an intersection must always yield to pedestrians and that requirement is already in Maryland transportation code. Under sec. [21-1202](#), a person riding a bike has all the rights and duties required of a driver of a vehicle under Title 21, with some exceptions (i.e., otherwise specified under code, not possible to apply to a person on a bike). Sec. 21-1202 specifically mentions that the duty to avoid collisions with pedestrians under [21-504](#) applies to people riding bicycles. Under HB511, a bike rider would also still be required to stop for a pedestrian crossing the street under [21-502](#).

### **What about trucks and trailers approaching the crossing on the main road?**

Trucks and trailers require longer time and distance to stop or slow because of their weight. By permitting the bike rider to cross quicker, straighter and more reliably while the intersection is clear, this will reduce the probability of a crash for all vehicles, especially heavier ones.

### **What about crossing roads with higher speed limits?**

When a person on a bike crosses a higher speed road, it is even more important to cross faster, straighter and more reliably while the intersection is clear and there is no approaching traffic.

### **What about ebikes, cargo bikes and disability assistive bikes?**

A person riding an ebike, cargo bike or assistive bike is just as vulnerable as a person riding a conventional bike and therefore should have the same legal rights and responsibilities. In fact for some of these larger, heavier bikes, it is even more important to be able to cross at the safest time and in the safest manner - the Bicycle Safety Yield provides this.

### **Does this law apply at red lights?**

No, this bill only applies to Stop signs. Some states have provisions to permit “Red as Stop” but this bill is confined to Stop Signs, not Red Lights.

### **Does this change liability if there is a crash?**

The liability should be no different than in any crash involving any types of vehicles where one vehicle has a duty to yield and the other has the right of way. The overarching goal is to reduce the number of crashes as experienced in other states.

### **How does this actually work in operation?**

You can view a 1 ½ minute video from Delaware at this [link](#) and a more recent short video from Bikemore in Baltimore [HERE](#).

# **BikeMarylandetal-FAV-HB7 Bicycle Safety Yield2025.**

Uploaded by: Joshua Feldmark

Position: FAV





## HB7 – Bicycle Operation at Intersections - Bicycle Safety Yield

### House Environment & Transportation Committee

January 28, 2025

**Position: Favorable**

Greetings Chair and Members of the Committee

Our mission is to promote bicycling, increase safety, improve conditions, and provide a voice for bicyclists in Maryland. We partner with advocacy organizations to promote vulnerable road user safety legislation on the state and county level and work with government agencies, including police departments, to develop policy and awareness campaigns that protect the rights and well-being of bicyclists and pedestrians in Maryland.

We the undersigned represent multiple community-based organizations advocating for safe biking, walking and active transportation, submit this testimony on behalf of tens of thousands of members across the State of Maryland.

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. HB511 will help with this effort by authorizing cyclists to slow down and yield when appropriate during a turn or proceeding through an intersection with a stop sign.

There are currently 10 states and the District of Columbia that have “Bicycle Safety Yield” laws on their books, including several who have enacted these laws in the past few 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](#)). You can view a 1 ½ minute video from Delaware at this [link](#) and a more recent video from BikeMore in Baltimore [HERE](#).

NHTSA published a more extensive study of Bicycle Stop as Yield (“SAY”) in December, 2024.

This is excerpted from the [NHTSA Dec, 2024 Analysis of Bicycle Stop As Yield \(SAY\)](#)

### **Conclusions** [bold emphasis added]

In conclusion, the empirical analysis of SAY laws at various intersections has provided valuable insights into their impacts on bicyclist safety and behaviors. **Results suggest that SAY laws have the potential to reduce bicycle crashes, particularly at suburban stop-controlled intersections and urban signal-controlled intersections.** The observed decrease in monthly crash rates is a promising indicator of the positive effect of SAY laws on road safety for bicyclists. Despite a reduction in crash rates, SAY laws were not associated with reductions in injury severity.

**The analysis did not find significant evidence of SAY laws promoting reckless bicycling behavior.** However, further research into bicyclist attitudes and behaviors, as well as enforcement practices, could provide a more comprehensive understanding of the impact of SAY laws on bicyclist behavior.

**SAY laws may positively influence bicycling volumes by providing a clear set of expectations for users that encourages more efficient movement through intersections. This aligns with the potential benefits of SAY laws in promoting bicycling.**

**Overall, the findings provide evidence supporting the implementation of SAY laws as a potential means to improve bicyclist safety at intersections.** However, a comprehensive approach that considers local traffic conditions, infrastructure, and community engagement is essential for successful implementation and ongoing evaluation of SAY laws. Effective road safety policies must prioritize the safety and well-being of all road users while promoting sustainable and healthy transportation options.

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. For many people on bikes, the first few pedal strokes from a complete stop can be slow and wobbly. 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.

2023 saw the highest number of traffic fatalities in Maryland since 2007 with approximately 600 fatalities and increasing numbers of pedestrians and cyclists. 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. HB7 will align Maryland law with the safe practice already utilized by many cyclists.

We request that the committee support the passage of SB826.

**Baltimore Bicycling Club (BBC)**

**Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)**

**Bike Maryland**

**Bikemore**

**Bike HoCo**

**East Coast Greenway Alliance**

**Frederick Bicycle Coalition**

**Terps for Bike Lanes**

**Washington Area Bicyclist Association (WABA)**

**Worcester County Bike and Pedestrian Coalition**

# House 0007 Testimony 2025.pdf

Uploaded by: Lawrence Soler

Position: FAV

January 28, 2025

Chair Korman and Members:

I write to express my strong support for HB 0007, Safety Yield legislation, introduced by Delegates Boyce and Stewart. I want to recognize the strong support by the House of Delegates for this legislation in 2024 including its overwhelming vote in favor by a 119-13 margin.

As a regular bike rider and longtime bike commuter, I'm frequently on roads throughout Maryland, most often in Montgomery and Frederick counties. Stopping at stop signs can be a very unsettling experience, even with a bike lane or shoulder, because cars are often in a hurry and don't always even come to a complete stop. Cars that turn right sometimes do so directly into the path of the bike lane or shoulder without giving the bike rider, who is going straight, the right of way, which is required by law. This leads to close calls or, in the worst case, a crash involving a vulnerable road user.

The safety yield allows the bike rider to observe the intersection and, only if safe, proceed through the stop sign. By permitting the bike rider to maintain forward momentum, the safety yield makes it easier for drivers to see cyclists. And cyclists are able to proceed through intersections more quickly. For many people on bikes, the first few pedal strokes from a complete stop can be slow and wobbly which increases risk to the bike rider. This law would not negate a bicyclist's responsibility to yield to other traffic or pedestrians before crossing an intersection.

The District of Columbia has recently implemented the safety yield. For those of us riding in that jurisdiction, we have experienced, for the first time, a much safer feeling when approaching stop signs. No wonder that the National Highway Transit Safety Administration (NHTSA) has said the following about the safety yield:

"A safe transportation system makes people the priority. Working together to enhance bicycle safety by preventing and eliminating crashes that lead to serious injuries and fatalities is more important now than ever. Many States have enacted bicyclist stop-as-yield laws to enhance safety and protect cyclists. Based upon the current research and data available, these laws showed added safety benefits for bicyclists in States where they were evaluated, and may positively affect the environment, traffic, and transportation."

I urge you to vote in support of HB 0007.

Lawrence Soler  
Bethesda MD

**HB7\_MDSierra\_FAV\_1-30-25.docx.pdf**

Uploaded by: Lindsey Mendelson

Position: FAV



**Committee: Environment and Transportation**

**Testimony on: HB7 Vehicles Laws – Bicycles – Operation at Intersections**

**Position: Support**

**Hearing Date: January 30, 2025**

The Maryland Chapter of the Sierra Club supports HB 7, which would legalize the "Idaho stop" for bicyclists in Maryland. This would allow a bicyclist approaching a stop sign at certain places to cautiously make a turn or proceed through the intersection without stopping if the cyclist reduces speed at a reasonable rate and appropriately yields the right-of-way to others.

This bill would support improved cyclist safety and visibility, increased efficiency for cyclists, and reduced cyclist-motorist conflicts. A similar bill passed in Delaware resulted in a [23% reduction in crashes involving bicycles at stop sign](#)-controlled intersections, over a 3-year period. At the same time, other crashes involving only bicycles fell 8%.

Additional research supports this bill:

- [A study of cyclists in Florida's Tampa Bay](#) area found that people riding bikes complied with general traffic rules over 87% of the time and that dangerous street design and motorists are what put cyclists at risk, not cyclist behavior.
- [A recent study by the Oregon College of Engineering](#) showed that outreach and education about bicyclist rolling stops would be useful, both for people walking and biking. Bicyclists preferred to yield rather than stop at intersections, becoming more comfortable at navigating intersections without stopping, once they learned about the law. Drivers approached the intersections more slowly than before, rather than becoming aggressive toward cyclists who they thought were breaking the law before.
- [The National Highway and Traffic Safety Administration](#) says that "there is no evidence showing bicyclist stop-as-yield laws have increased bike conflicts with other bikes or pedestrians."

Maryland's Department of Transportation has set a goal to reduce vehicle traffic (measured as vehicle miles traveled per capita) 20% by 2050 to help meet the state's targets to cut climate pollution and improve mobility. Increasing the accessibility of biking reduces tailpipe pollution by giving people more affordable and sustainable travel options.

For these reasons, we urge a favorable report on HB 7. In addition, we encourage the Committee to consider expanding the bill to allow bicyclists to treat red lights as stop signs (and to proceed after a stop and yielding to other traffic), a practice that is legal in five states, and would further increase ridership and rider safety. Streets are safer when traffic laws are well designed and compliance is high.

David Jenkins  
Transportation Committee  
avnscsm@gmail.com

Josh Tulkin  
Chapter Director  
Josh.Tulkin@MDSierra.org

# **HB0007 FAV MSchweisguth Bicycle Stop as Yield.pdf**

Uploaded by: Melissa Schweisguth

Position: FAV



Re: Favorable report on HB 0007 Vehicle Laws, Bicycles - Operation at Intersections

January 28, 2024

Dear Chair Korman, Vice Chair Boyce, and Committee Members,

Thank you for your service to Maryland. I am writing to ask that you support HB 0007 to make Maryland's roadways safer for bicyclists. HB 0007 would allow cyclists to treat stop signs as yield signs and continue moving through an intersection slowly and cautiously after ensuring it is safe to do so. Thank you Vice-Chair Boyce for co-sponsoring this bill.

Intersections are particularly dangerous for cyclists: the National Highway Traffic Safety Administration reports that nearly 55 percent of cycling injuries occurring at intersections. At intersections, cyclists can be hit by inattentive or aggressive drivers who are behind them, making right turns, or accelerating to try and pass on the left after stopping. As one who bikes regularly for commuting and errands in my home district of D22/Route 1 corridor, D20/Takoma Park-Silver Spring Area, and beyond, I have had too many near misses with drivers making right turns who "didn't see" me, and have had aggressive drivers try to speed around me at a stop sign when there was not room to pass due to oncoming traffic.

In allowing cyclists to continue slowly through stop sign intersections when it is safe to do so, HB 0007 would reduce the risk of intersection crashes by making cyclists more visible to drivers and reducing their exposure to the risks of intersections. Data provide evidence for improved safety; eight states and the District of Columbia have adopted such "stop as yield" measures, including Delaware, where crashes at intersections involving bicycles dropped 23 percent in the following 2.5 years. Maryland should heed such data and allow stop as yield.

Bicyclists are subject to all of the same laws as drivers, though cyclists are far more vulnerable than drivers. Maryland should allow reasonable adjustments to the law to reduce cyclists' vulnerability and reduce deaths and injury at intersections. This, in turn, would increase the number of residents who are willing to cycle, reducing traffic congestion and climate impacts.

Allowing a stop as yield will also address racial inequities in traffic enforcement, as failing to stop is subject to a citation. In 2020, Bicycling Magazine analyzed data for police stops of cyclists in Washington, DC, Oakland and New Orleans and found that Black cyclists were disproportionately stopped relative to Whites. In DC, Blacks represented nearly 88 percent of stops despite being 46 percent of the population. Prior analyses, including one from the Department of Justice, found similar disparities in Tampa and Chicago. By removing one pretext for police interaction, HB 0007 will make streets safer and more inviting to cyclists of color.

Please provide a Favorable committee report on HB 0007 and support its passage in the Senate and General Assembly. Thank you for considering my comments.

Melissa A Schweisguth  
Hyattsville, MD 20782 (D22)

# **MGA 2025 Testimony Bill HB0007 (Bicycles - Operati**

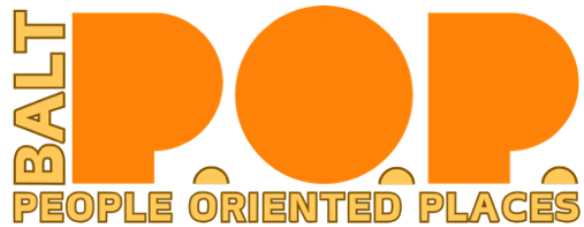
Uploaded by: Michael Scepaniak

Position: FAV

Bill: HB0007

Bill Title: Vehicle Laws - Bicycles - Operation at Intersections

Position: **Favorable**



Members of the House Environment and Transportation Committee,

As a group that advocates for transportation options which contribute to the liveability, productivity, and overall appeal of our communities comprising the Baltimore region, we support HB0007.

A large number of our group's members consider bicycling a significant or primary mode of transportation. As such, we completely understand the situation which this bill will formally legalize. But, we can understand if many/most members of the committee haven't personally experienced it.

When a person riding their bicycle on a roadway approaches a stop sign at an intersection at a point in time where there is no cross-traffic, their safest way to proceed is to slow down - but not actually stop - at the intersection. By slowing (but not stopping), the cyclist's momentum allows them to move through and clear the intersection much more quickly than if they were to attempt to pass through it from a complete stop.

The longer any vulnerable road user (whether it be someone walking, rolling, or cycling) finds themselves in a roadway (especially crossing through an intersection), the greater the chance they'll be struck by an automobile. Reducing the opportunity for such a strike benefits all parties, including drivers.

If you have never found yourself in the situation which this bill will formally legalize (as a cyclist), it can be difficult to understand how exposed and vulnerable it can feel to cross through an intersection (on a bicycle). It's daunting, especially if you are not a strong cyclist, especially if you are traveling uphill, especially if you are traveling into the wind, especially if you are biking with a load (e.g., groceries).

This bill is not a gambit to allow people riding bicycles to flaunt the law. It is simply a measure that allows cyclists to get out of harm's way as quickly as is safely possible. While a person driving a car can rather effortlessly accelerate from a standing position and get up to speed very quickly, a person riding a bicycle needs to put in a significant effort and be allowed a comparatively long amount of time to do the same.

There is decades of precedent for this bill:

In 1982, Idaho was the first State to pass such a law, commonly known as the "Idaho Stop Law." The law allows bicyclists to yield at stop signs and proceed when safe, rather than come to a complete stop. After Idaho adopted the law, bicyclist injuries from traffic crashes declined by 14.5% the following year (Meggs, 2010). In 2017, Delaware adopted a similar, limited stop-as-yield law, known as the "Delaware Yield." Traffic crashes involving bicyclists at stop sign intersections fell by 23% in the 30 months after the law's passage, compared to the previous 30 months. Eight States (Arkansas, Delaware, Idaho, North Dakota, Oklahoma, Oregon, Utah, and Washington) have similar laws. [1]

This bill will serve as one more additional step in remaking our transportation system to be one that allows for and encourages options/modes beyond those which require access to and/or ownership of an automobile. It is a zero-cost policy change which will have a positive impact.

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of HB0007**. Thank you for your efforts and the opportunity for us to testify on this legislation.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

References:

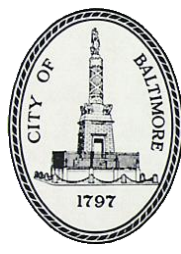
[1] "Bicyclist "Stop-As-Yield" Laws and Safety Fact Sheet". NHTSA. March 2023.

[https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-03/Bicyclist-Yield-As-Stop-Fact-Sheet\\_032123\\_v5\\_tag.pdf](https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-03/Bicyclist-Yield-As-Stop-Fact-Sheet_032123_v5_tag.pdf)

**HB0007-DOT-FAV.pdf**

Uploaded by: Nina Themelis

Position: FAV



BRANDON M. SCOTT  
MAYOR

*Office of Government Relations  
88 State Circle  
Annapolis, Maryland 21401*

**HB 7**

January 30, 2025

**TO:** Members of the Environment and Transportation Committee  
**FROM:** Nina Themelis, Director of Mayor's Office of Government Relations  
**RE:** House Bill 7 – Vehicle Laws - Bicycles - Operation at Intersections

**POSITION: Favorable**

Chair Korman, Vice Chair Boyce, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** House Bill (HB) 7.

HB 7 allows cyclists on Maryland roads to yield at certain stop signs, “rolling through” the intersection at a reasonable speed without fully stopping provided that it is safe to do so. Cyclists must still yield the right-of-way to vehicles in the intersection and vehicles near enough the intersection to pose an immediate danger. This practice is also known as an “Idaho Stop” or “Stop-As-Yield.” Allowing cyclists to roll through stop signs unimpeded when practicable saves time and effort, improving the appeal and accessibility of bicycling.

Enacting Stop-As-Yield legislation would expand the rights of cyclists by legalizing the common practice of rolling through stop signs. Repeated starting and stopping can take a toll on a cyclist's comfort and energy level. This creates a worse riding experience that disincentives riding while causing some to avoid routes with many stop signs. As such, many cyclists presently roll through stop signs when and where it is practical to do so. By legalizing this behavior, HB 7 sets a realistic, predictable standard for the way bike riders are to behave at intersections. Cycling is a cheap, clean, quiet, and safe mode of transport with a small roadway footprint and negligible impacts on their surroundings. Holding bicycle riders to this more realistic standard would promote this sustainable mode while reducing uncertainty in how cyclists and motorists behave at intersections.

For the above stated reasons, the BCA respectfully request a **favorable** report on HB 7.

# **HB0007 - MVA -LOS - Vehicle Laws - Bicycles - Ope**

Uploaded by: Patricia Westervelt

Position: FAV

January 30, 2025

The Honorable Marc Korman  
Chair, House Environment and Transportation Committee  
251 House Office Building  
Annapolis MD 21401

***RE: Letter of Support – House Bill 7 – Vehicle Laws – Bicycles – Operation at Intersections***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 7 as an opportunity to enact a law that will improve convenience for bicyclists and safely promote bicycle usage.

HB 7 will make bicycling more convenient by permitting bicyclists approaching a stop sign at an intersection on certain highways to proceed through the intersection without stopping under certain circumstances. This type of operation is commonly referred to as “Stop-as-Yield” (SAY).

Alternatives to automobiles such as bicycles offer a less expensive, climate-friendly option for transportation. This bill acknowledges the unique characteristics of bicycling, which include heightened exertion while stopping and restarting the vehicle. As such, bicyclists prefer to maintain momentum while riding. Further, bicyclists benefit from an unobstructed field of vision while riding that helps them scan for and identify conflicts. These characteristics warrant some rules of the road that are specific to bicyclists. A law that recognizes these unique features will serve to promote bicycle usage and serve as a tangible sign of support for cycling.

Safety is MDOT’s top priority, and any change to the rules of the road must maintain safety for all users. SAY has been found to have safety benefits in other locations where adopted. A December 2024 study by the National Highway Traffic Safety Administration of eight jurisdictions with SAY laws found such laws were associated with reduced crash rates, with reductions most prominent at suburban stop-controlled intersections like many of the highways affected by HB 7.

For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant House Bill 7 a favorable report.

Respectfully submitted,

Christine E. Nizer  
Administrator  
Maryland Motor Vehicle Administration  
410-787-7830

Matthew Mickler  
Director of Government Affairs  
Maryland Department of Transportation  
410-865-1090



# **2025-HB 7-Bicycle Safety Yield-FAV.pdf**

Uploaded by: Seth Grimes

Position: FAV



HB 7: Vehicle Laws - Bicycles - Operation at Intersections  
House Environment and Transportation Committee  
Washington Area Bicyclist Association – FAVORABLE

January 30, 2025

Chair Korman and Committee Members,

**Roadway safety is a paramount transportation concern. HB 7 would make Maryland’s roadways safer for bicyclists and also ease traffic flow. The Washington Area Bicyclist Association (WABA), an advocacy organization with 1,200 Maryland members, supports the bill.**

Intersections are particularly dangerous for bicyclists. 54.5% of bicyclist injuries occur at intersections, according to the National Highway Traffic Safety Administration. Bicyclists are at risk of being rear-ended when stationary, ‘right hooked’ by turning vehicles, or sideswiped by vehicles accelerating past them after a stop. Allowing a cyclist to proceed through a Stop sign without stopping, however yielding to pedestrians and to vehicles that have the intersection right of way – what proponents call Bicycle Safety Yield – will reduce these threats, creating safer intersections and easing traffic flow for all road users.

So far, eleven states and the District of Columbia have adopted Bicycle Safety Yield, including Delaware, where reported crashes at intersections involving bicycles dropped 23% in the 30 months after the change. More broadly, a NHTSA “Bicyclist Stop-as-Yield Law Analysis” issued in December 2024 reports,

*“Results indicate that SAY [stop as yield] laws were associated with reduced crash rates, with reductions most prominent at suburban stop-controlled intersections and urban signal-controlled intersections... The findings also suggest that SAY laws do not significantly influence reckless bicycling behavior, but further examination of crash-contributory behavioral factors is warranted.”*

In Maryland, road laws designed for motor vehicles apply to bicyclists even though bicyclists are far more vulnerable than drivers. Allowing a bicyclist to keep rolling lessens the time they are exposed in an intersection and delaying other traffic. Bicycling becomes faster and more convenient, which in turn will encourage ridership. Drivers – and our environment, since biking is green – will share the benefit.

Finally, Bicycle Safety Yield has racial-justice implications. Failure to stop is currently grounds for a traffic citation, and we recognize the gaping racial disparities in traffic enforcement, including here in Maryland although the stats I will cite are from other areas. A 2015 report revealed that 73% of Tampa bicycle stops involved Black bicyclists, in a city that is only 26% Black. In Seattle, Black bicyclists were cited for helmet infractions 4 times as often as White bicyclists, prompting backlash and repeal of a longstanding law. Allowing bicycle safety yield – removing one potential pretext for police interaction – will mean safer and more welcoming streets for Maryland’s Black bicyclists.

WABA urges a Favorable HB 7 committee report and House of Delegates floor vote.

Seth Grimes, [seth.grimes@waba.org](mailto:seth.grimes@waba.org)

# **HB 7 Bicycles at Intersections -- UNFAVORABLE.pdf**

Uploaded by: KIMBERLY EGAN

Position: UNF



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P.O. Box 606 | Lisbon, Maryland 21797  
[www.mdhorsecouncil.org](http://www.mdhorsecouncil.org)

*One Common Bond: The Horse*  
*One Common Voice: The Horse Council*

Testimony of the Maryland Horse Council on HB 7

### **Vehicle Laws – Bicycles – Operation at Intersections**

Environment and Transportation – Jan. 30, 2025

#### **UNFAVORABLE**

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The Maryland Horse Council (MHC) is a membership-based trade association that represents the state-wide horse industry in Maryland. Our members include horse farms; horse related businesses; equestrian competitors; trainers; individual enthusiasts; equine-assisted therapy programs; and breed, interest, and discipline associations. We represent over 30,000 Marylanders who make their living with horses, or who just own and love them. We are a \$2.9 billion industry.<sup>1</sup>

We oppose HB 7 on vagueness grounds, on public safety grounds, and on the grounds that there is no policy imperative – no reason – to exempt bicyclists from Maryland’s traffic laws.

This bill would, if passed, apply to highways with two or fewer lanes, such as rural roads, which are the roads that we drive horse trailers on every day. Marylanders who are driving horse trailers need everyone else on the road to follow the traffic rules because the consequences of traffic accidents involving large animals can be fatal to drivers, passengers, pedestrians, bicyclists, and the animals they are hauling.

According to the Maryland Manual of Uniform Traffic Control Devices (2019), highway engineers can consider a stop sign, yield sign, or no sign at all, if the general principles of yielding to a car with the right-of-way are sufficient to protect the public. When the general

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<sup>1</sup> See American Horse Council Economic Impact Study for Maryland (2024), available at [mdhorsecouncil.org/educational-resources/](http://mdhorsecouncil.org/educational-resources/).



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principles of yielding to a car with the right-of-way are not sufficient to protect the public, however, stops signs or yield signs “should be used.” Section 2B.04.03. The decision about which sign to use, if any, is left to the safety engineer.

This bill would, if passed, override that safety engineers’ professional judgement about whether yielding to the right-of-way is sufficient to protect the public. This bill would allow bicyclists – but only bicyclists -- to roll through stop signs and revert to the general principles of yielding to the right of way despite the fact that a safety engineer has already determined that the general principles of yielding to right-of-way are not safe enough.

Moreover, this bill would, if passed, override the safety engineers’ judgement for no discernible purpose. In what situation would it be safe enough for a bicycle to roll a stop sign but not safe enough for a passenger car or livestock trailer to do the same?

In addition, this bill, if passed, would give little guidance to anyone approaching the intersection as to which rules would apply in any specific situation – it says bicycles are exempt from the traffic laws if they are going at a “reasonable rate of speed,” unless a vehicle is “near enough” to the intersection to pose immediate danger.

There is no definition of “reasonable rate of speed” for a bicyclist. Is it the posted speed limit? Is it lower than the posted speed limit and if so, by how much? Is a motorist expected to make this geometric calculation while approaching an intersection? What metrics would a motorist use? How far away from the intersection must a driver be when she decides whether the traffic laws that apply to her also apply to the bicyclist? How near to the intersection does a car need to be to assume that the bicycle is going to stop at the stop sign? How would a driver even know that a bicyclist might be exempt from the traffic laws?

There is also no definition of “near enough,” and in our experience, a bicyclist is unlikely to judge accurately how near is “near enough” for a livestock trailer. Horse trailers traveling within posted speed limits carry more forward momentum than the average motor vehicle because of the weight of the horses – the more horses, the more momentum. This means that horse trailers cannot brake, accelerate, or change lanes as quickly as a passenger car. It is often the



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case that other drivers do not appreciate that carrying live weight requires a longer stopping distance than the average car, so trailer drivers often compensate for that by leaving even more distance between them and the traffic in front of them. Car drivers and bicyclists can misinterpret that extra stopping space and assume that the distance is safer than it is. In reality, a longer stopping distance does not convert “near enough” to “safe enough” for people hauling livestock.

The risk in a livestock trailer collision is not just to the driver. Horses who are thrown forward in a trailer risk serious injury or death to themselves and the driver, and extracting horses from a wrecked trailer is a difficult, time-consuming operation. In addition, a frightened horse can get loose and create further havoc on the road.

These concerns are not hypothetical. In June 2023, a car collided with a horse trailer in Cecil County, killing a 19-year-old woman and injuring another person. A similar accident occurred in Harford County in 2013 between a pick-up truck, a horse trailer, and a fuel delivery truck. One person died and the horses had to be sedated and taken to an emergency care clinic. In April 2018, a horse died in Caroline County when a Virginia State Trooper collided with the trailer. Two horses were killed in a July 2016 wreck in Maryland after a car cut-off the truck pulling the trailer. And in 2015, a man, his dog, and three horses died in Ohio when a passenger swerved abruptly and slowed suddenly in front of the trailer.

MHC urges an unfavorable report on HB 7.

Respectfully submitted,

**THE MARYLAND HORSE COUNCIL**  
(844) MDHORSE (844-634-6773)  
[Info@mdhorsecouncil.org](mailto:Info@mdhorsecouncil.org)

# **Written Testimony for HB 007\_ Vehicle Laws - Bicyc**

Uploaded by: Trudy Tibbals

Position: UNF

Written Testimony for **HB 007: Vehicle Laws - Bicycles - Operation at Intersections** - Please **VOTE NO** on this bill.

Dear Environment and Transportation Committee:

This bill reads "... Authorizing a person operating a bicycle that is approaching a stop sign at an intersection on a highway with two or fewer lanes for moving traffic to cautiously make a turn or proceed through the intersection **without stopping** if the person reduces the speed of the bicycle to a reasonable rate and yields the right-of-way to any vehicle in the intersection or any approaching vehicle on another highway that is near enough to the intersection to pose an immediate danger..."

This bill would pose an immediate danger to all motorists and bicycle operators in Maryland. I understand that the bill is worded that the bicycled operator must "reduce their speed to a reasonable rate" and "yield the right of way to any vehicle in the intersection or any approaching vehicle on another highway that is near enough to the intersection to pose an immediate danger", but let's truly think about this for a minute. Bicycles have wheels and are moving vehicles. The same motor vehicle laws should apply to them both, since they are both moving vehicles. So **bicycles should STOP** at a stop sign, just like any other motor vehicle has to do. Why should bicycles not stop at a stop sign but at a traffic light? Also, what is a **reasonable speed**? It is not defined, and all bicycle operators are going to have different interpretations as to what a "reasonable speed" is. This is dangerous to both other motorists as well as the bicycle operators. **Are** bicycle operators, lots of them being **minor children, going to have to take a motor vehicle driving course** that they have to pass so that they know these NEW traffic laws to which they must abide? There is no mention of that in this bill. And I can certainly see instances where bicycle operators, some being **minor children, are not going to remember to "yield the right of way** to any approaching vehicle on **another highway** that is near enough to the intersection to pose an immediate danger". This will pose an immediate danger to motor vehicle drivers and to bicycle operators!!

I'm afraid that this bill will put our motor vehicle drivers and bicycle operators, especially our minor children, at a much greater risk and immediate dangers of motor vehicle accidents involving bicycles. I do not see a good outcome if this bill is passed into law.

Please **VOTE NO** on this bill and show all our motor vehicle drivers and bicycle operators that you care about their safety first and foremost.

Thank you.



Trudy Tibbals

A Very Concerned Mother and Maryland resident