

Support the Safety Stop!

SB 1293



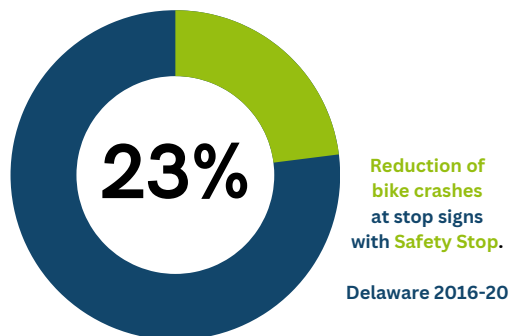
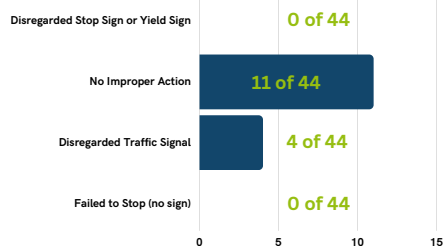
Local Option: Bikes May Yield at Stop Signs

Legal in 9 states (and DC) across the country, dating back to the 1980s.
Four states (and DC) have enacted the Safety Stop in the past two years.
Four states allow bikes to treat red lights as stop signs.

People riding bikes deserve to have control of their safety and riding experience.

- Bicyclists do not have visual or auditory obstructions such as automotive A-frames. We know how to choose when a situation warrants yielding or stopping.
- [Bicyclists break fewer laws](#) than motorists [1]. We are motivated by our own vulnerability. We want to follow the law, and the law should be updated to accommodate our unique mode.
- Forced stops for bicyclists make bicycling hard. Restarting takes extra energy and adds potential for conflicts or error, especially for older people. This change would make low-traffic neighborhood streets, which often have many all-way stop signs, more attractive and efficient for bike travel.

VA Fatal Bike Crashes 2016-2020, DMV/VT official data



Virginia's House of Delegates approved the Safety Stop in 2021 by bipartisan 75-24. [2]

2023's senate bill is updated following Virginia State Police's 2021 study [3] to add local authority to allow bicyclists to yield at stop signs and proceed after stopping at red lights.

1: Forbes: Cyclists Break Far Fewer Road Rules Than Motorists, Finds New Video Study [2019]

2: HB 2622, 2021

3: VSP: RD856 - Bicycle Crash Data Summary [2021]

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