



Dear House Transportation Committee members,

Local Motion encourages you to advance **stop-as-yield (Idaho Stop)** and **bicycle use of pedestrian signals as updates to Vermont's motor vehicle code**. These low-cost modernizations will make bicycling easier and more intuitive while improving safety.

A stop-as-yield law would allow people on bikes to treat stop signs as yield signs. With stop-as-yield, people biking are required to slow and prepare to stop at stop signs. If there is traffic present, people biking must stop as normal. If there is no other traffic present, people biking may slowly roll through the stop. At least eight states allow stop-as-yield.

Allowing bicycle use of pedestrian signals permits people on bikes to proceed through signalized intersections on walk signals. This practice allows people on bikes to get out ahead of cars, which reduces exposure and makes us more visible, and is legal in California, New York City, and Burlington. New York City conducted [a study](#) in 2018 and found that the vast majority of people biking already use pedestrian signals. No conflicts or near misses were observed.

We greatly appreciate the partnership and work by VTrans staff in developing the [Report on the Operation of Bicycles at Controlled Intersections](#), and the involvement of Vermont State Police and Department of Health staff. The report examines and identifies the actions which would be taken to inform stakeholders and the public following passage of new regulations. Local Motion is prepared to participate in this effort alongside our partners.

New Stop-as-Yield Study Demonstrates Safety Benefit

VTrans' report states that "While the evidence-based analysis presented in this report did not clearly define a safety benefit, there are assumed safety benefits that would be attained from the reduced bicyclist exposure time and increased bicyclist visibility." After VTrans' report was completed, the National Highway Traffic Safety Administration (NHTSA) published a report that provides scientific backing to some of the "assumed benefits" VTrans referred to.

The [December 2024 NHTSA report](#) found:

- That stop-as-yield laws **were associated with reduced crash rates**, particularly at suburban stop-controlled intersections and urban signal-controlled intersections.
- No significant change in reckless behaviors following the enactment of stop-as-yield laws.

Draft language to effectuate these changes is provided [here](#). Thank you for your work to make Vermont's roads safer for all users.

Sincerely,

Jonathon Weber, Programs Director — Local Motion