



Making People Biking Safer at Intersections

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Local Motion's mission is to make it
safe, accessible, and fun for everyone
to bike, walk, and roll in Vermont.

Pouech Amendment: Makes bicycling safer at intersections



Allows bike use of pedestrian signals

- Legal in Burlington, California, and NYC



Allows stop as yield

- Legal in eleven states
- Endorsed by the National Highway Traffic Safety Administration ([NHTSA](#))

VTrans Report

- Explains how AOT, DMV, and DPS would coordinate with partners to convey traffic regulation changes to relevant stakeholders and the public.

REPORT TO THE LEGISLATURE PURSUANT TO ACT 165 SECTION 46

Report on the Operation of Bicycles at Controlled Intersections

Date:

December 13, 2024

Submitted to:

House Committee on Transportation
Senate Committee on Transportation

Vermont Agency of Transportation
Highway Division
Operations & Safety Bureau
Safe Systems Section – Active Transportation



NHTSA Study

- December 2024 NHTSA study found that stop-as-yield laws were associated with reduced crash rates, particularly at suburban stop-controlled intersections.
- No significant change in reckless behaviors following the enactment of stop-as-yield laws.
- Did not identify a statistically significant difference related to age. No increase in younger bicyclists involved in crashes.

[Bicyclist Stop-as-Yield Law Analysis](#), Jackson et al. (2024)



DOT HS 813 641



December 2024

Bicyclist Stop-as-Yield Law Analysis

“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.”

- National Highway Traffic Safety Administration (NHTSA)

What these studies tell us

- The safety benefits of stop-as-yield have been demonstrated and the policy is supported by the National Highway Traffic Safety Administration.
- With adequate lead time, AOT, DMV, DPS are equipped to convey changes to relevant stakeholders and the public; they frequently do so with other regulatory changes.

Specific Concerns

- Why do we need to make this legal when people do it already?
- What about kids?
- What's up with bike signals?

Why change the law if people do it already and aren't ticketed?

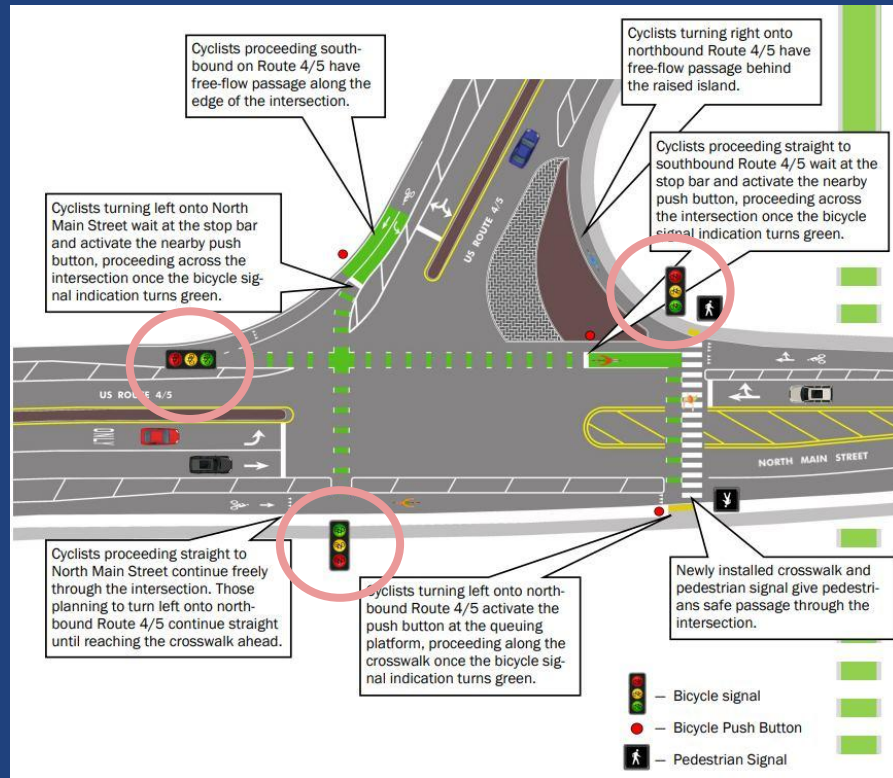
- Vermonters shouldn't have to break the law in order to perform a safe and helpful behavior.
- Based on the NHTSA study, there is a safety improvement associated with the laws being passed, likely because not all bicyclists are willing to break laws, even when doing so makes us safer.
- Burlington does not have stop-as-yield. Burlington looked into passing stop-as-yield and its attorneys found that they could not do so because of conflict with state law.

What about kids?

- NHTSA's study did not identify any negative effect from stop-as-yield laws on youth bike safety.
- The highway safety organizations and partners in VT will educate youth as to how to safely navigate intersections.
- Local Motion will adjust its educational curriculum to educate youth through our Bike Smart programs, help parents educate their kids.



U.S. Route 5 and N. Main Street intersection in Hartford - First Bicycle Signals in VT



Please advance the Pouech Amendment



Bike use of pedestrian signals



Stop-as-yield (Idaho Stop)

- No significant cost associated with these changes
- Make bicycling safer and easier at intersections
- Enhance Vermont's brand as a bicycle-friendly state

Thank you

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