



Dear Chair Westman and Senate Transportation Committee members,

Local Motion strongly supports and asks that you advance the following sections added to S.123 by the House of Representatives.

## Section 40 - Bicycle use of pedestrian signals

This language would allow a person on a bike to proceed through an intersection during pedestrian signal phases. The language requires that people on bikes yield to pedestrians and any other traffic within the intersection.

This provision enhances safety for people biking by allowing users to clear intersections before cars begin moving. Interactions with cars at intersections create the most dangerous scenarios for people on bikes. Signalized intersections create unique dangers for people biking, as people on bikes are often positioned to the right of drivers, rather than in front of them. This positioning can contribute to “right hook” crashes, in which a driver turns right through the path of a person biking, and “left hook” crashes, in which a driver turns left into a person on a bike going straight through the intersection.

By utilizing the pedestrian phase, people biking can reduce their exposure to both of these crash types. The visibility of bicyclists is generally increased, as they will be directly in drivers’ line of sight once motor vehicles have a green light, rather than being to their side, often in blind spots. This will also help to reduce delay for drivers, as they will not be stuck behind bicyclists regaining momentum or queuing for a left turn when lights turn green.

Bicycle use of pedestrian signals is legal in California ([see 21456. \(a\)\(1\)](#)), New York City, and [Burlington](#).

[NYC DOT performed a study](#) on bicycle use of pedestrian signals, and found that:

- 80% of people biking already use the leading pedestrian interval in the way that this language would legalize.
- No crashes included in the study period were associated with bicycle use of the leading pedestrian interval.
- Study sites had a lower number of overall crashes than in any of the three prior years, while control sites maintained a similar number of crashes to the preceding period.
- No negative effect on pedestrian safety was found to be associated with bicycle use of the leading pedestrian interval.

Chapin Spencer, Director of Public Works in Burlington, said the following about bicycle use of pedestrian signals: “New York City studied bicycle use of pedestrian signals and chose to make



it legal because of the positive effects found in the study. Bike use of pedestrian signals is also legal and working well in Burlington.”

## Section 41 - Defining Bicycle Signals

Bike signals (shown right) are commonly used in places with more developed bike networks in scenarios where bicycle traffic needs to be controlled separately from motor vehicle traffic. Vermont installed its first bike signal in Hartford, VT last summer, and more are planned as part of future projects.

By defining bike signals in state law, you can ensure that these devices have a uniform legal meaning throughout the state, and eliminate the need for each municipality seeking to install a bicycle signal to define them in its municipal code.



Thank you for working to make our streets and roads safer for all users.

Sincerely,  
Jonathon Weber  
Programs Director - Local Motion