
2021 Statewide Safety Stop:

Creating consistency in Colorado law

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Policy team, Bicycle Colorado



Bicycle Colorado at the Capitol

- 3 Feet to Pass
- Safe Routes to School
- Colorado Safety Stop
- Vulnerable User
- Bike Lane Bill



The 2021 Legislative Session Landscape

- A late, short session
- Legislative makeup much like last year
- Good year for social justice and stimulus efforts
- Tough year for bills with big fiscal notes
- Transportation funding via fee structures



What is a Safety Stop?

Safety Stop allows people on bikes to cross at intersections when they have the right-of-way.

- Bicyclists may treat Stops as Yields
- Bicyclists may treat Red Lights as Stops
- Right of way rules do not change



How does this change the Right of Way?

It doesn't.

**You can only proceed when
the coast is clear.**



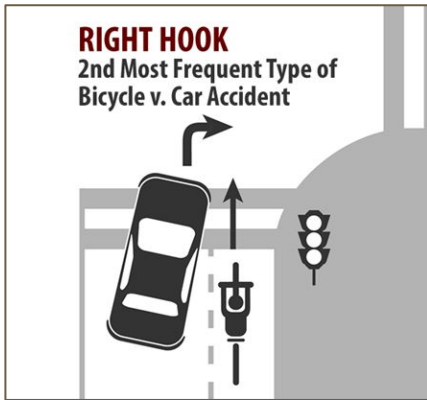
Why Make it Legal Statewide?

**Uniformity and
predictability will increase
safety for people biking and
people driving**

- cost-neutral, bike-friendly policy
- encourages more bicycling
- environmental benefits
- attracts tourism
- increases liveability
- removes a crime
- less stress on law enforcement resources



Why do bicyclists roll through?



It's Safer

- to be out in front of traffic
- to be seen
- to be moving
- to get out of the “right hook” zone



National examples

- Idaho - since 1982!
- Delaware - 2017
- Oregon - 2019
- Arkansas - 2019
- Washington - 2020

2021 Efforts:

- Utah, California, New York



Local examples

Breckenridge – wanted a bike-friendly policy for recreation & tourism

Aspen – wanted to conform law to common behaviors and encourage more biking

Dillon (Stops only) – result of a public backlash to police ticketing rolling stops

Summit County (Yield at both) – research showed it made sense because bicyclists must exercise due care, no wasted enforcement resources

Thornton – To adapt to a growing bicycling population and be more bike-friendly

Berthoud - To conform to common practice

Englewood - to encourage multimodal transportation options and safe travel behaviors for residents

2018 Safety Stop Law for Local Adoption

Senate Bill 18-144

Sponsors: Senator Kerr, Reps
Yuelin Willett & Chris Hansen

- Local control to allow choice
- Communities that adopt choose “reasonable speed”
- Intended to create predictability through uniform practices as more communities adopt new law



2021 Safety Stop Statewide

Bill Number TBD

Bi-partisan Sponsorship:

Representative Roberts,
Senators Priola and Winter

- Uniform law statewide
- Flexibility in maximum “reasonable speed”
- Right of way rules don’t change
- No fiscal note
- Removes a crime from Colorado law



Delaware State Police report a 23% drop in crashes

Crashes Involving Bicycles in Delaware (2014-2020)		
November 1, 2014 through April 30, 2017 (30 months)	November 1, 2017 through April 30, 2020 (30 months)	CHANGE (%)
All Fatal Crashes Involving Bicycles		
7	13	86%
All Reported Injury Crashes Involving Bicycles		
249	222	-11%
All Fatal Crashes Involving Bicycles At Stop Sign-Controlled Intersections		
0	0	0%
All Reported Injury Crashes Involving Bicycles At Stop Sign-Controlled Intersections		
82	63	-23%
Source: Delaware State Police		

Research shows fewer crashes, increased safety

Meggs (2010) - Boise has 30-60% fewer bike crashes each year than sister cities Sacramento & Bakersfield

Meggs (2010) - In the first year of Safety Stop in Idaho, bike crashes dropped almost 15%

Leth, Frey, Brezina (2014) - Idaho law reduced number of intersection crashes between bicyclists and motorists

Changing the law increases safety

Chen (2015) –
Signalized intersections
are associated with
more bike crashes

DePaul University
(2016) – 1 in 25
bicyclists comply with
current law

Biking study suggests a change in law

The Chaddick Institute for Metropolitan Development at DePaul University studied Chicago biking habits at intersections. The study suggests that Chicago adopt the “Idaho stop,” implemented in that state in 1982 where stop signs revert to yields and red lights revert to stop signs. The study also compared speed of biking commutes with other forms of transportation.

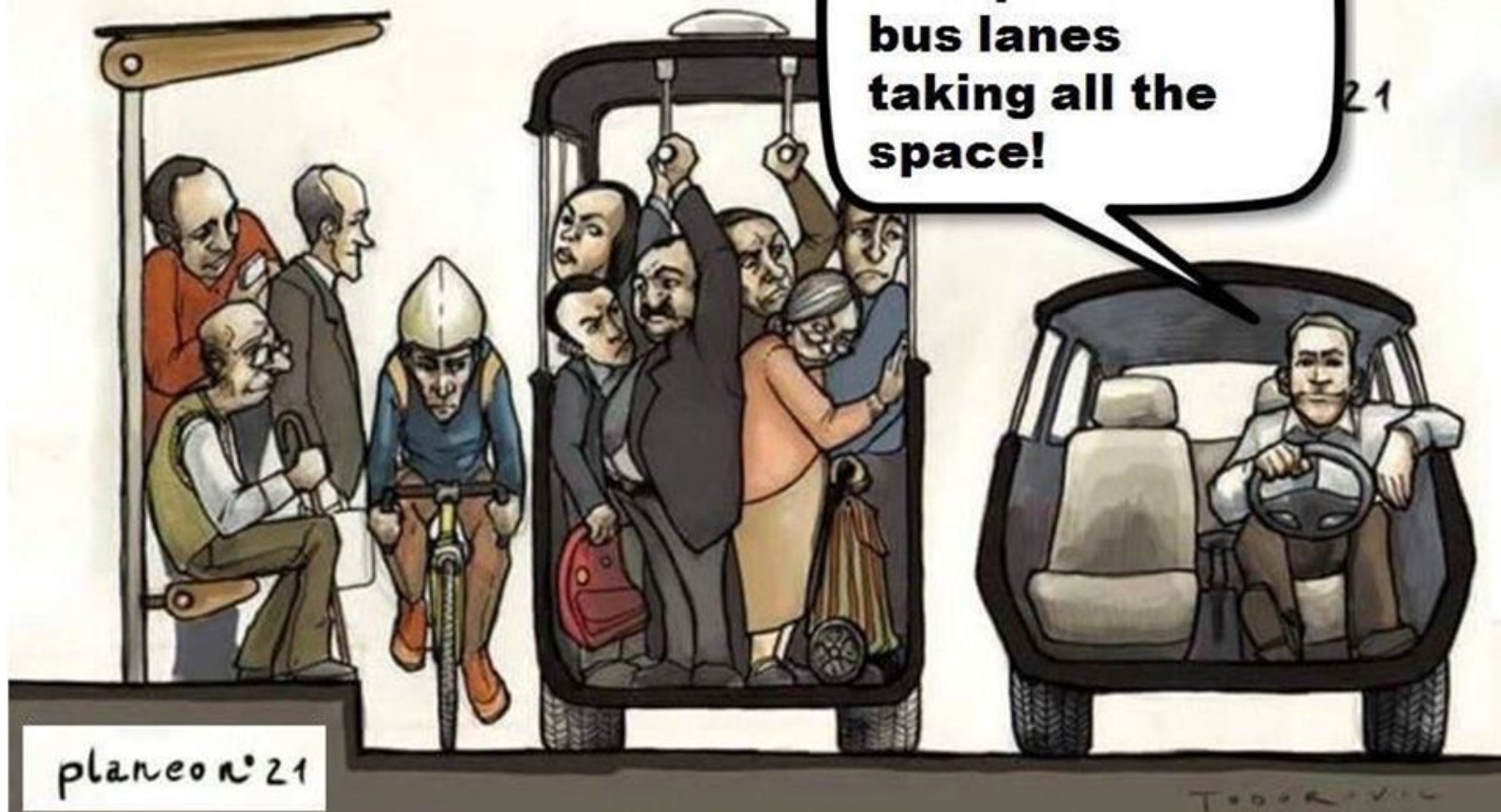


Why Now? Reasons communities are considering

Biking is bigger than ever. Since the COVID pandemic people have been rediscovering biking as a healthy and fun way to get around and to exercise.

Communities are considering the Safety Stop to:

- find new way to get people around safely – reduce crashes, conflicts
- address societal concerns like congestion, pollution
- take advantage of biking's benefits to health, environment, local business, economic mobility, kids, the state economy
- attract tourism, increase liveability
- focus enforcement on major infractions, reckless endangerment



**Damn those
bike paths and
bus lanes
taking all the
space!**

planeo n° 21

T. D. R. V. C.

How you can help



Step 1: Visit bit.ly/BCCurrentIssues

<http://bit.ly/BCCurrentIssues> will take you to the **Bicycle Colorado website**, where you will find:

- The most up-to-date **information and research** on all the bills we're tracking
- **Action Alert Sign-up** form
- **Additional details** on the legislative session



Step 2: Read up on the Safety Stop

The Colorado Safety Stop

What is the Safety Stop?

The Safety Stop creates a safer way for people on bikes to cross all intersections when they have the right of way. The maneuver allows people riding bicycles to:

- treat stop signs as yield signs.
- treat stop lights as stop signs.

The Safety Stop does not impact the current right-of-way whatsoever. Bicycles can proceed straight, right, or left at a reasonable speed of no more than 15 miles per hour only when the coast is clear.

Why make this legal statewide?

The Safety Stop has a number of benefits, including the fact that it:

- is cost-neutral, safety-enhancing policy.
- encourages people to ride for transportation, protecting and enhancing our air quality.
- attracts tourism and increases livability.
- allows police to focus on major infractions (e.g. reckless endangerment) rather than common behaviors.

Most importantly, it's safer for bicyclists and motorists alike. Research shows that the Safety Stop:

- reduces interactions between motorists and bicyclists at intersections.
- reduces crashes at intersections.



Want to get involved?

Make sure you are signed up to receive our Action Alerts by filling out the form below! We'll reach out to you when your legislators need to hear from you.

First Name

Last Name

Why now?

COVID-19 has created the biggest bike boom the world has ever seen. People are discovering and rediscovering bicycling in droves, as both:

- a means of transportation that feels safer than public transportation or ride share services during a health crisis.
- a healthy way to recreate, get outside, and take care of their physical and mental health when under stay-at-home, safer-at-home or protect-our-neighbors restrictions.

It is imperative that the State find ways to protect these new and experienced riders alike. The Safety Stop enhances safety for bicyclists and drivers, and does so **at no cost to the State or taxpayers.**

Research in favor of the Safety Stop

- [Crashes Involving Bicycles in Delaware \(2014-2020\)](#)
- [Bicycle Safety and Choice: Compounded Public Costs/Benefits of the Idaho Law Relaxing Stop Requirements for Cycling](#)
- [Policies for Pedaling](#)
- [Innovative approaches of promoting non-motorized transport in cities](#)
- [Scofflaw bicycling: \(illegal but rational\) too](#) (authored by CU Denver's Wes Marshall)
- [Identifying behavioral norms among bicyclists in mixed-traffic conditions](#) (also co-authored by Wes Marshall)

Where is the Safety Stop in place? in Colorado:

- Aspen
- Berthoud
- Breckenridge
- Dillon
- Englewood
- Summit County
- Thornton

Nationwide:

- Arkansas – Adopted in 2019
- Delaware – Stop as Yield in 2017
- Idaho – 1982 (this maneuver is commonly called the Idaho Stop)
- Oregon – Stop as Yield in 2019
- Washington State – 2020

Efforts we're following in 2021:

- California
- New York
- Utah

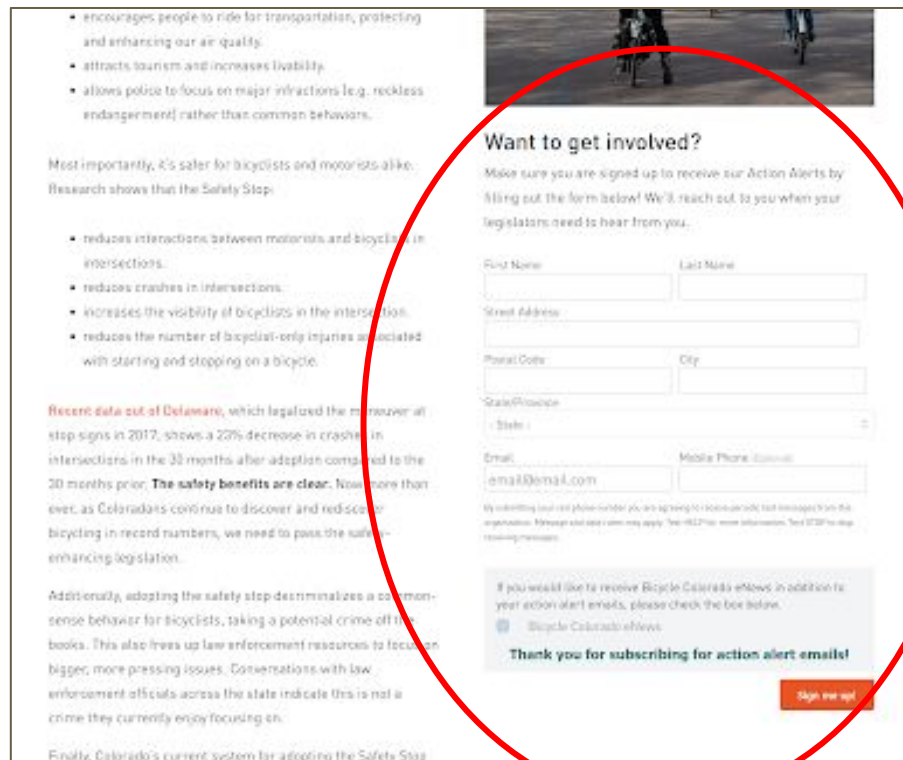
Bolded color/wishes above indicate contributions that adopted after our 2016 law was enacted.

Step 3: Make sure you are signed up

Sign up for **Bicycle Colorado Action Alerts** at the form embedded on the Current Issues page.

We will **contact you directly** when YOUR Senator or Representative is hearing the bill and needs to hear from you.

If you think you're already signed up, signing up again only updates your information. Please do!



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- reduces crashes in intersections.
- increases the visibility of bicyclists in the intersection.
- reduces the number of bicyclist-only injuries associated with starting and stopping on a bicycle.

Recent data out of Delaware, which legalized the no-rearview stop signs in 2017, shows a 22% decrease in crashes in intersections in the 30 months after adoption compared to the 20 months prior. **The safety benefits are clear.** Now more than ever, as Coloradans continue to discover and rediscover bicycling in record numbers, we need to pass the safety-enhancing legislation.

Additionally, adopting the safety stop desigmatizes a common-sense behavior for bicyclists, taking a potential crime off the books. This also frees up law enforcement resources to focus on bigger, more pressing issues. Conversations with law enforcement officials across the state indicate this is not a crime they currently enjoy focusing on.

Finally, Colorado's current system for adopting the Safety Stop

Want to get involved?

Make sure you are signed up to receive our Action Alerts by filling out the form below! We'll reach out to you when your legislators need to hear from you.

First Name Last Name

Street Address

Phone Code City

State/Province State

Email Mobile Phone (optional)

By submitting your contact information you are agreeing to occasionally fast messages from this organization. Message and data rates may apply. Text #6227 for more information. Text STOP to stop receiving messages.

☐ If you would like to receive Bicycle Colorado eNews in addition to your action alert emails, please check the box below.

☐ Bicycle Colorado eNews

Thank you for subscribing for action alert emails!

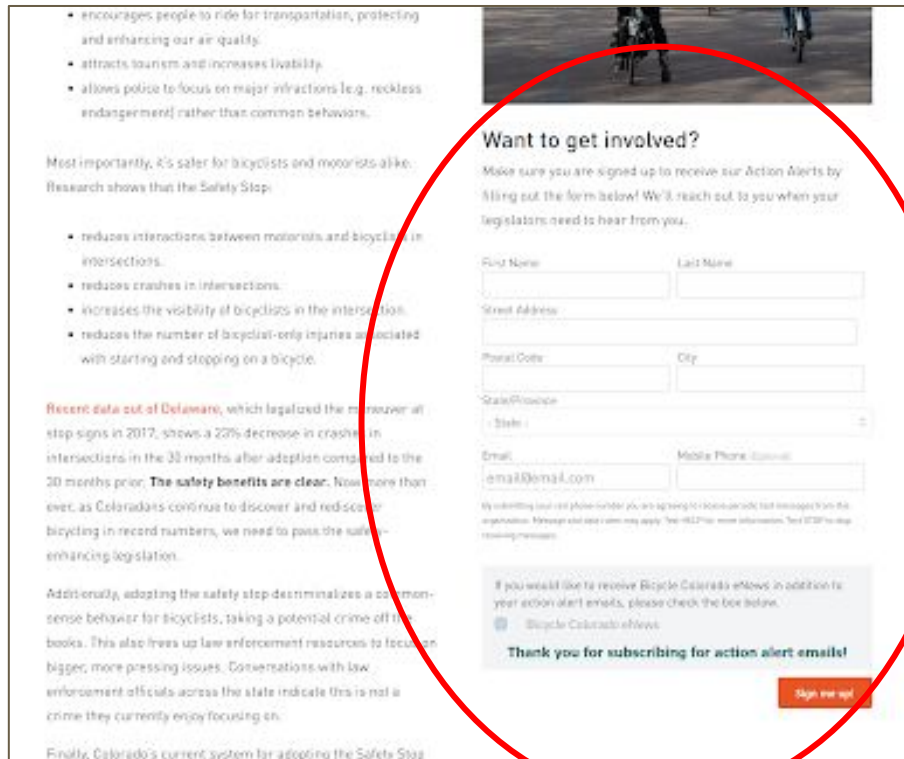
Step 4: Spread the word!

Our power is in our numbers!

Make sure your friends and family know about these efforts and are also signed up to receive our Action Alerts.

Remember the shortlink:

bit.ly/BCCurrentIssues



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Step 5: Contact your legislators!

When our bill is introduced, the Current Issues page will include a pre-written email for you to send to you legislators.

All you have to do is fill out your information and hit send!



The image shows a screenshot of an email template within a web browser. The template is for contacting legislators about a bill. It includes fields for personalizing the subject and message, a pre-written message body, and a 'Send' button.

Personalize your subject

Your constituents need safe options in intersections.

Dear elected official,

Personalize your message

I am writing you as a constituent to ask for your support of House Bill 20-0153. As a person who bikes regularly, I and my fellow bicyclists need safe options for traveling through intersections. HB 0153 provides that by legalizing the "Safety Stop" across Colorado.

As a bicyclist, I know that intersections are some of the most dangerous places for me to be when out on two wheels. It's in intersections where I have the most interactions and conflicts with drivers. Legalizing the Safety Stop will increase safety by reducing those interactions. A 2010 study focused on Boise, Idaho, where the Safety Stop was first legalized in 1982, showed that the year after adoption crashes between bicyclists and motorists fell nearly 15%. And recent data out of

Sincerely,
[Your information here]

Send

Step 6: Get perks!

You'll get this buff **FREE** just by sending an email to your legislators via our Action Center during the 2021 legislative session!

The buff features:

- Mountain bikes
- Recumbent bikes
- Commuter bikes
- Cargo bikes



Questions?

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