

SUPPORT HB657

Topic: Bicyclists Proceed on Walk Signal

Bill Patron: Delegate Richard C. "Rip" Sullivan, Jr.

OVERVIEW:

Extends safety benefits of Leading Pedestrian Intervals (LPIs) to Bicyclists in bike lanes and travel lanes. Improves bicyclist safety by allowing persons riding a bicycle to proceed on a pedestrian walk signal. Current law allows a bicyclist using the crosswalk to proceed on a walk signal; this legislation extends applicability to a bicyclist using a bike lane or travel lane.

Reasons to support:

- Improve bicyclist safety: Leading Pedestrian Intervals change the walk signal 3-7 seconds before the corresponding green light, giving people a head start for better visibility and improved yielding from motorists
 - The Federal Highway Administration (FHWA) has found that LPIs lead to a 13% average safety benefit.¹
 - The National Association of City Transportation Officials (NACTO) found up to 60% safety improvement, and recommended this safety countermeasure for bicyclists.²
- Reduce bicyclists-pedestrian conflicts
 - Removes incentive for bicyclists to use crosswalks and sidewalks improving safety and comfort for pedestrians.
 - Does not change rules for right of way



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¹ Goughnour, E., D. Carter, C. Lyon, B. Persaud, B. Lan, P. Chun, I. Hamilton, and K. Signor. "Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety" <https://rosap.ntl.bts.gov/view/dot/37580>. Report No. FHWA-HRT-18-044. Federal Highway Administration. (October 2018)

² National Association of City Transportation Officials (NACTO) Urban Street Design Guide - Leading Pedestrian Interval. <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/leading-pedestrian-interval>