

# SB 362 (Stuart) is a bad bill, please vote NAY on the floor!

## Demonstrably good for safety

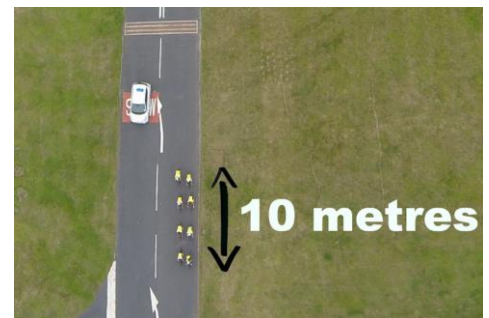
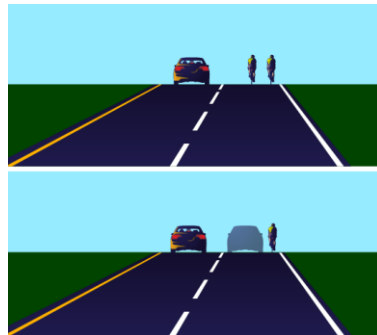
Cycling 2-abreast was passed in 2021 as a part of the Bicyclist Safety Act (BSA, HB2622) which became law in July. It was part of a package of bicycling laws that work hand-in-hand to increase bicyclist safety AND improve passing efficiency for drivers.

BSA explainer, 2021: [bit.ly/bsa-2021](https://bit.ly/bsa-2021)

Delaware's model legislation for the BSA showed a 23% reduction in bicyclist injuries at intersection crashes and 11% in bicyclist injuries overall in a 5 year comparative study.

2-abreast has only been in effect in Virginia for six months and has not had the time to generate enough data to show if it is not working. When requested for information about 2-abreast's impact on bicyclist and driver safety, DMV gave no indication that it has had a negative impact and has not even had a chance to significantly begin implementing educational programs.

In fact, 2-abreast cycling helps prevent the most common fatal crash types for bicyclists: being right-hooked when being overtaken, being left-hooked from the front, failure for motorist to yield when entering roadway, head-on collisions when drivers try to pass in too small of a gap, and for all crashes where visibility is a claimed cause.



Virginia Bicycling Federation

## Good for parents and kids

Parents riding on the outside of children on the way to school, a park, or a neighborhood store is an effective practice for keeping kids safe and adopting healthy lifestyles, regardless of car ownership status.

“Riding two-abreast creates a much safer cycling experience for all riders, but particularly for children. When I ride with my daughter, I ride beside her, positioning myself closer to traffic. This allows us to be more visible to cars, ensures that cars cannot pass her too closely, and allows me to communicate with her easily if there are safety issues.” - Jenn Million, CPACC, New River Valley Bicycle Coalition, Blacksburg

## Good for drivers

Riders riding side-by-side are half as long when in a group, making passing quicker and more orderly. Riding that way also increases riders' visibility in all lighting conditions while discouraging passing too closely in the same lane (which is prohibited). Rider visibility is usually claimed by drivers who hit them.

## Stuart's anecdote is dangerously flawed

The bill's patron gave an anecdote in committee about a driver of a large pickup pulling a horse trailer coming upon two riders traveling 2-abreast, while another motorist approached from ahead. Because of the “blind curve”, the driver “had to drive into a ditch”, which resulted in the death of the horse. He advocated for the driver of this large truck with a trailer to be able to “thread the needle” to avoid a crash, and that single file riders would have allowed that. This action by the driver could have easily led to a head-on collision with the oncoming car resulting in multiple fatalities, likely all parties involved.

This is a dangerous position. Drivers of large vehicles are required to maintain control of their vehicles, including approaching curves at a manageable speed. The 2-riders could have been a tractor, horse-drawn trailer, a postal carrier, or any number of legitimate slow vehicles. This reversal of bicyclist choice is counterproductive, and would not have prevented a crash in this case or in many future cases.