



BICYCLE FRIENDLY STATE

“IDAHO STOP” AND “DEAD RED” LAWS

An “Idaho stop” law allows a bicyclist to treat a stop sign as a yield sign. Therefore, rather than being required to come to a stop, the bicyclist is required to slow down, stop if required for safety, and yield the right of way to any approaching vehicle or pedestrian before proceeding through an intersection controlled by a stop sign. This is an “Idaho stop” because it has been the law in Idaho since 1982, but may also be referred to as a “stop-as-yield” or “yield-stop” law.

“Dead Red” laws provide limit exceptions to the rules regarding red lights as a reaction to the inability of traffic lights to detect small vehicles, such as motorcycles and bicycles. These laws allow certain vehicles to proceed through a red light after stopping for a specified amount of time. Learn more at bikeleague.org/bike-law-university.

State	Statute	Can Treat Stop Signs as Yields	Can proceed through a red light	Can proceed through an inoperative and/or malfunctioning light	Can enter intersection ...	Notes
Arizona	28-645			Yes	when it is safe to do so	
Arkansas	27-51-1803	Yes	Yes		after yielding	Must make a complete stop at a steady red traffic light
Colorado	No state law, but Summit County, Breckenridge, and Dillon have stop as yield local laws.					
Delaware	§4196A	Yes			after yielding	Can only treat stop signs as yield signs on roadways with 2 or fewer lanes. Law expires Oct. 5, 2021
Idaho	49-720	Yes	Yes		after yielding	
Illinois	11-306(3.5)			Yes	after a reasonable period of time (not less than 120 seconds)	Only applies in municipalities with less than 2m inhabitants
Indiana	9-21-3-7(b)(3)(D)		Yes		after at least 120 seconds	Must exercise due caution, treating the red light as a stop sign
Kansas	8-1508(c)(4)			Yes	after a reasonable period of time	
Minnesota	169.06(9)			Yes	after a reasonable period of time	
Missouri	304.285			Yes	after a reasonable period of time	
Nevada	484B.307			Yes	after a two complete cycles of the lights or lighted arrows	

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State	Statute	Can Treat Stop Signs as Yields	Can proceed through a red light	Can proceed through an inoperative and/or malfunctioning light	Can enter intersection ...	Notes
Oregon	811.360 & 811.265	Yes (Jan. 1, 2020)		Yes		Bicycle may proceed through a signal controlled by a vehicle detection device after one complete cycle if light does not detect the bicycle. If red light is flashing, light can be treated as a stop sign (Jan. 1, 2020)
South Carolina	56-5-970		Yes		after 120 seconds	
Tennessee	55-8-110(8)(d)			Yes	when safe to do so	Signal must actually be controlled by vehicle detection device
Utah	41-6a-305(7)		Yes		after a reasonable period of time of not less than 90 seconds	Only applies to persons 16 years of age or older
Virginia	§ 46.2-833(B)		Yes		after a two complete cycles or two minutes, whichever is shorter	
Washington	46.61.184			Yes	after one cycle of the traffic signal and exercising due care	Signal must actually be controlled by vehicle detection device
Wisconsin	346.37(1)(c)		Yes	Yes	after not less than 45 seconds	Must have reasonable belief that signal is controlled by vehicle detection device

The “Delaware Yield”

The “Idaho Stop” was enacted in 1982. For more than 30 years Idaho was the only state to allow bicyclists to treat stop signs as yield signs. Evidence about the safety of stop-as-yield behavior has not been widely researched, but Idaho has the third best safety record in terms of bicyclist fatalities per 10,000 bicycle commuters in the United States based upon fatality and commuter data from 2011-2015. This is despite spending fewer federal transportation funds on biking and walking than all but three states.

In 2017 Delaware became the second state in the nation to legalize stop-as-yield behavior. The “Delaware Yield” allows bicyclists to treat stop signs on two-lane roads as yield signs - meaning that they can proceed through an intersection after yielding without coming to a complete stop. If another vehicle is at the intersection and has the right of way then a bicyclist must yield to them and stop. This law will help bicyclists in Delaware conserve energy, practice a safe behavior, and make lower speed routes with frequent stop signs more appealing. To learn more about the Bicycle Friendly Delaware Act visit: <http://www.bikede.org/bfda/>.