

SB 5482 - H COMM AMD

By Committee on Transportation

NOT ADOPTED 04/09/2009

1 On page 8, after line 8, insert the following:

2 "NEW SECTION. **Sec. 9.** A new section is added to chapter 47.36 RCW
3 to read as follows:

4 (1) For the purposes of this section:

5 (a) "Arterial" means a public road or highway that is designated or
6 qualifies as a principal or minor arterial under a state or local law,
7 ordinance, regulation, or plan.

8 (b) "Bicycle" means a human-powered vehicle with metallic wheels at
9 least sixteen inches in diameter or with metallic braking strips and
10 metallic components, not necessarily including the frame or fork, which
11 may be lawfully ridden on a public road or highway.

12 (c) "Bicycle route" means a route (i) that is designated as a route
13 for bicycle use in a state or local law, ordinance, rule, or plan, or
14 (ii) that provides bicycle access to urban areas that are not
15 reasonably and conveniently accessible through other bicycle routes.
16 The level of existing or projected use by bicyclists is a factor to
17 consider in determining whether a bicycle route provides access that is
18 not reasonably and conveniently available from other bicycle routes.
19 An intersection that provides necessary linkages in a bicycle route or
20 between routes is considered a part of the bicycle route or routes.

21 (d) "Design complete" means that all major design work for a new
22 vehicle-activated traffic control signal has been completed and that
23 the funding necessary for complete construction of the vehicle-
24 activated traffic control signal has been firmly secured.

25 (e) "Existing vehicle-activated traffic control signal" means a
26 vehicle-activated traffic control signal that is in use or design
27 complete on or before the effective date of this section.

28 (f) "Motorcycle" means a motor vehicle (i) designed to travel on
29 not more than three wheels in contact with the ground, (ii) ridden by

1 a driver astride the motor unit or power train, (iii) designed to be
2 steered with a handle bar, and (iv) capable in its present condition of
3 being lawfully operated on a public road or highway.

4 (g) "Restricted right turn lane" means a right turn only lane where
5 a right turn is not allowed after stopping but only upon a green
6 signal.

7 (h) "Routinely and reliably detect motorcycles and bicycles" means
8 that the detection equipment at a vehicle-activated traffic control
9 signal is capable of detecting and will reliably detect a motorcycle or
10 bicycle (i) when the motorcycle or bicycle is present immediately
11 before a stop line or crosswalk in the center of a lane at an
12 intersection or road entrance to such an intersection, or (ii) when the
13 motorcycle or bicycle is present at marked detection areas.

14 (i) "Vehicle-activated traffic control signal" means a traffic
15 control signal on a public road or highway that detects the presence of
16 a vehicle as a means to change a signal phase.

17 (2) During routine maintenance or monitoring activities, but
18 subject to the availability of funds:

19 (a) All existing vehicle-activated traffic control signals that do
20 not currently routinely and reliably detect motorcycles and bicycles
21 must be adjusted to do so to the extent that the existing equipment is
22 capable consistent with safe traffic control. Priority must be given
23 to existing vehicle-activated traffic control signals for which
24 complaints relating to motorcycle or bicycle detection have been
25 received and existing vehicle-activated traffic control signals that
26 are otherwise identified as a detection problem for motorcyclists or
27 bicyclists, or both. Jurisdictions operating existing vehicle-
28 activated traffic control signals shall establish and publicize a
29 procedure for filing these complaints in writing or by e-mail, and
30 maintain a record of these complaints and responses; and

31 (b) Where motorcycle and bicycle detection is limited to certain
32 areas other than immediately before the stop line or crosswalk in the
33 center of a lane at an existing vehicle-activated traffic control
34 signal, those detection areas must be clearly marked on the pavement at
35 left turn lanes, through lanes, and limited right turn lanes. These
36 detection areas must also be marked to allow a bicyclist to leave a
37 bicycle lane to enter a detection area, if necessary, to cross an
38 intersection. Pavement markings must be consistent with the standards

1 described in the state of Washington's "Manual on Uniform Traffic
2 Control Devices for Streets and Highways" obtainable from the
3 department of transportation.

4 (3)(a) If at least a substantial portion of detection equipment at
5 an existing vehicle-activated traffic control signal on an arterial or
6 bicycle route is scheduled to be replaced or upgraded, the replaced or
7 upgraded detection equipment must routinely and reliably detect
8 motorcycles and bicycles. For purposes of this subsection (3)(a),
9 "substantial portion" means that the proposed replacement or upgrade
10 will cost more than twenty percent of the cost of full replacement or
11 upgraded detection equipment that would routinely and reliably detect
12 motorcycles and bicycles.

13 (b) If at least a substantial portion of detection equipment at an
14 existing vehicle-activated traffic control signal on a public road or
15 highway that is not an arterial or bicycle route is scheduled to be
16 replaced or upgraded, the replaced or upgraded detection equipment must
17 routinely and reliably detect motorcycles and bicycles. For purposes
18 of this subsection (3)(b), "substantial portion" means that the
19 proposed replacement or upgrade will cost more than fifty percent of
20 the cost of full replacement or upgraded detection equipment that would
21 routinely and reliably detect motorcycles and bicycles.

22 (4) All vehicle-activated traffic control signals that are design
23 complete and put in operation after the effective date of this section
24 must be designed and operated, when in use, to routinely and reliably
25 detect motorcycles and bicycles, including the detection of bicycles in
26 bicycle lanes that cross an intersection."

27 Correct the title.

EFFECT: Motorcycles and bicycles are regulated by the rules of
the road and need to be detected by traffic signals. Jurisdictions
with vehicle-activated control signals are required to create a
procedure for recording issues with signals and establish a procedure
to prioritize and repair the signals with detection issues. Vehicle
detection areas must be clearly marked on the pavement if the existing
detector is anywhere but in the center of a lane and immediately before
the stop line or crosswalk.

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