

SB 5482 - H AMD 508

By Representative Williams

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)(i) "Motorcycle" means a motor vehicle designed to travel on not  
29 more than three wheels in contact with the ground, on which the driver:

1 (A) Rides on a seat or saddle and the motor vehicle is designed to  
2 be steered with a handle bar; or

3 (B) Rides on a seat in a partially or completely enclosed seating  
4 area that is equipped with safety belts and the motor vehicle is  
5 designed to be steered with a steering wheel.

6 (ii) "Motorcycle" excludes a farm tractor, a power wheelchair, an  
7 electric personal assistive mobility device, a motorized foot scooter,  
8 an electric-assisted bicycle, and a moped.

9 (g) "Restricted right turn lane" means a right turn only lane where  
10 a right turn is not allowed after stopping but only upon a green  
11 signal.

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

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

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

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

36 (b) Where motorcycle and bicycle detection is limited to certain  
37 areas other than immediately before the stop line or crosswalk in the  
38 center of a lane at an existing vehicle-activated traffic control

1 signal, those detection areas must be clearly marked on the pavement at  
2 left turn lanes, through lanes, and limited right turn lanes. These  
3 detection areas must also be marked to allow a bicyclist to leave a  
4 bicycle lane to enter a detection area, if necessary, to cross an  
5 intersection. Pavement markings must be consistent with the standards  
6 described in the state of Washington's "Manual on Uniform Traffic  
7 Control Devices for Streets and Highways" obtainable from the  
8 department of transportation.

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

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

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

32 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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