

SENATE BILL REPORT

SHB 2684

As Reported by Senate Committee On:
Transportation, March 2, 2020

Title: An act relating to traffic control signals.

Brief Description: Concerning traffic control signals.

Sponsors: House Committee on Transportation (originally sponsored by Representatives Shewmake, Slatter, Rude, Ortiz-Self and Kloba).

Brief History: Passed House: 2/13/20, 66-30.

Committee Activity: Transportation: 2/24/20, 3/02/20 [DP, w/oRec, DNP].

Brief Summary of Bill

- Specifies traffic control signals intended for bicyclists have the same meaning as circular traffic control signal indicators.

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

Signed by Senators Hobbs, Chair; Saldaña, Vice Chair; Cleveland, Das, Fortunato, Lovelett, Nguyen, O'Ban, Randall, Takko, Wilson, C. and Zeiger.

Minority Report: That it be referred without recommendation.

Signed by Senators King, Ranking Member; Sheldon, Assistant Ranking Member.

Minority Report: Do not pass.

Signed by Senator Padden.

Staff: Kim Johnson (786-7472)

Background: Traffic control signals using circular colored lights must use the colors green, red, and yellow. A steady green circular light indicates that vehicle operators may proceed straight through the light, or turn right or left unless otherwise prohibited. When turning right or left on a green light, a vehicle may be required to stop to allow pedestrians, personal

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delivery devices, or other vehicles within the intersection to complete their movement through the intersection.

A yellow circular light is a warning that the green signal is going to end soon, and vehicular traffic should not enter the intersection. Vehicle operators must stop for pedestrians and personal delivery devices within the intersection.

A steady red circular light indicates that vehicle operators must stop and not enter the intersection. Unless prohibited, a vehicle operator at a red light may, after stopping, proceed to make a right turn from a one-way or two-way street onto a two-way street or onto a one-way street carrying traffic in the same direction of the right turn. Vehicles stopped at a red light must allow pedestrians, personal delivery devices, and other vehicles within the intersection to complete their movements.

Unless otherwise directed by a pedestrian control signal, pedestrians and personal delivery devices should follow the following directions when facing different colored light signals:

- pedestrians and personal delivery devices facing a steady green signal may proceed across the roadway, but a pedestrian or device should not proceed during a green turn arrow, and
- pedestrians and personal delivery devices facing a steady yellow or red signal may not enter the roadway.

Summary of Bill: Traffic control signals intended specifically for bicyclists have the same meaning as circular signal indicators.

Traffic control signals may be restricted to specific users of the public way by use of a specific symbol and where appropriate, associated regulatory signs.

Appropriation: None.

Fiscal Note: Available.

Creates Committee/Commission/Task Force that includes Legislative members: No.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Staff Summary of Public Testimony: PRO: This bill will help Tacoma to increase mobility options safely. The clarification that the bill provides will allow for unambiguous use by the city of these signal faces within current and future projects.

Persons Testifying: PRO: Brennan Kidd, Transportation Engineer, City of Tacoma.

Persons Signed In To Testify But Not Testifying: No one.