

# FINAL BILL REPORT

## SSB 5438

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### C 32 L 15

Synopsis as Enacted

**Brief Description:** Allowing bicycles and mopeds to stop and proceed through traffic control signals under certain conditions.

**Sponsors:** Senate Committee on Transportation (originally sponsored by Senators King, Hobbs, Dammeier, Rolfes, Hill, Rivers, Liias, Mullet, Billig and Pedersen).

**Senate Committee on Transportation**  
**House Committee on Transportation**

**Background:** Generally, all vehicle operators must obey traffic control devices, including traffic signals at intersections. Some of these traffic signals are equipped with sensors that determine when a vehicle approaches the intersection. Once detected by the sensor, the traffic signal will initiate a change in, or extension of, a traffic signal phase, for instance, a change from a red light to green.

However, if a motorcyclist approaches an intersection, including a left turn intersection, controlled by a triggered traffic control signal using a vehicle detection device, and that signal is inoperative due to the size of the motorcycle, the motorcyclist must come to a complete stop. If the signal fails to operate after one cycle, the motorcyclist may proceed through the intersection or turn left after exercising due care.

It is not a defense to a traffic citation for failure to obey a traffic control signal when a motorcyclist proceeds under the belief that a traffic control signal used a vehicle detection device, when it did not; or a traffic control signal was inoperative due to the size of the motorcycle, when the device was in fact operative.

**Summary:** The operators of mopeds, bicycles, and electric-assisted bicycles are authorized to stop and proceed through a traffic control signal under the same requirements and restrictions as motorcycles.

It is not a defense to a traffic citation for failure to obey a traffic control signal when a person operating a bicycle, electric assisted bicycle, or a moped proceeds under the belief that the signal used a vehicle detection device, when it did not; or that the signal was inoperative due to the size of the bicycle, assisted bicycle, or moped, when the device was in fact operative.

**Votes on Final Passage:**

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*This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.*

Senate 45 3  
House 78 19

**Effective:** July 24, 2015