

FINAL BILL REPORT

SSB 6208

C 66 L 20
Synopsis as Enacted

Brief Description: Increasing mobility through the modification of stop sign requirements for bicyclists.

Sponsors: Senate Committee on Transportation (originally sponsored by Senators Billig, Rivers, Liias, Randall and Wilson, C.).

Senate Committee on Transportation
House Committee on Transportation

Background: Drivers of vehicles, bicyclists, and pedestrians must obey a traffic control device.

Every driver of a vehicle approaching a stop sign must stop.

A driver of a vehicle approaching a yield sign must slow to a speed reasonable for the conditions, and if required for safety come to a stop, and then after slowing or stopping, the driver must yield the right-of-way to any vehicle in the intersection or approaching on another roadway so closely as to constitute an immediate hazard. If a driver is involved in a collision with another vehicle in an intersection or junction of roadways, after driving past a yield sign without stopping, the collision must be deemed prima facie evidence of the driver's failure to yield right-of-way.

At least four other states and some municipalities have adopted a law allowing bicyclists to treat a stop sign as a yield sign. This movement is often referred to as a rolling stop.

Summary: A person operating a bicycle approaching a stop sign must either stop, or follow the requirements for approaching a yield sign.

The provision allowing a person operating a bicycle to treat a stop sign as a yield sign is not applicable to:

- a stop sign at a rail road crossing; and
- a stop signal displayed by a school bus, when the rules of the road require an approaching vehicle to stop.

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.

Votes on Final Passage:

Senate	44	1
House	77	20

Effective: October 1, 2020