

HOUSE BILL REPORT

SHB 2291

*As Passed House
February 11, 1992*

Title: An act relating to regulating the use of optical strobe light devices controlling traffic control lights.

Brief Description: Regulating the use of optical strobe light devices controlling traffic lights.

Sponsor(s): By House Committee on Transportation (originally sponsored by Representatives R. Fisher, Betrozoff and Zellinsky).

Brief History:

Reported by House Committee on:
Transportation, January 30, 1992, DPS;
Passed House, February 11, 1992, 95-0.

**HOUSE COMMITTEE ON
TRANSPORTATION**

Majority Report: *The substitute bill be substituted therefor and the substitute bill do pass.* Signed by 26 members: Representatives R. Fisher, Chair; R. Meyers, Vice Chair; Betrozoff, Ranking Minority Member; Chandler, Assistant Ranking Minority Member; Basich; Brough; Cantwell; Cooper; G. Fisher; Forner; Haugen; Heavey; Horn; P. Johnson; R. Johnson; Jones; Kremen; Mitchell; Nelson; Orr; Prentice; Prince; Schmidt; Wilson; Wood; and Zellinsky.

Staff: Brian McMorrow (786-7304).

Background: Optical strobe lights are devices used by emergency vehicles that emit an optical signal at a specific frequency to a traffic control light, enabling an emergency vehicle to assume the right of way at intersections.

Summary of Bill: The Department of Transportation's maintenance vehicles would be permitted to use optical strobe light devices to perform maintenance tests on traffic control lights.

Public transit agencies would be permitted to use optical strobe light devices in public transit vehicles to accelerate the cycle of the traffic control light. Public transit vehicles operating an optical strobe light must

yield to emergency vehicles when simultaneously approaching the same traffic signal.

The Washington State Patrol is given rule making authority.

Fiscal Note: Not requested.

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

Testimony For: The Department of Transportation needs the authority to use optical strobe light devices in order to perform their maintenance responsibilities. Public transit agencies need to use them to move their vehicles through congested intersections without unnecessary delay.

Testimony Against: None.

Witnesses: Otto Jensen, Washington State Association of Fire Chiefs; Dan Snow, Washington State Transit Association; John Conrad, Department of Transportation; Captain Tim Erickson, Washington State Patrol; and Deputy Chief Rick Jensen, Washington State Patrol.