

SENATE BILL REPORT

SB 6466

As Reported by Senate Committee On:
Transportation, February 10, 2020

Title: An act relating to traffic control signals.

Brief Description: Concerning traffic control signals.

Sponsors: Senators Randall, Saldaña, Wilson, C., Nguyen, Zeiger and Das.

Brief History:

Committee Activity: Transportation: 1/29/20, 2/10/20 [DPS].

Brief Summary of First Substitute Bill

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

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: That Substitute Senate Bill No. 6466 be substituted therefor, and the substitute bill do pass.

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

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

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.

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 (First Substitute): 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.

EFFECT OF CHANGES MADE BY TRANSPORTATION COMMITTEE (First Substitute): Provides that 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: Not requested.

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 on Original Bill: *The committee recommended a different version of the bill than what was heard.* PRO: We would like to propose a change that we have worked with the Washington State Department of Transportation to craft and have provided it to you all. The language changes should provide some flexibility in the future should other types of vehicles or signals be given interim approval. The city of Tacoma is actively engaged in increasing multimodal features in the city's transportation system. The clarification that the bill provides will allow for unambiguous use by the city of these signal faces within current and future projects. This will enhance safety for active transportation and improve the experience for all users.

Persons Testifying: PRO: Senator Emily Randall, Prime Sponsor; Brennan Kidd, Traffic Engineer, City of Tacoma.

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