1   **TRAFFIC CONTROL SIGNS FOR BICYCLES**

2   2010 GENERAL SESSION

3   STATE OF UTAH

4   **Chief Sponsor: Carol Spackman Moss**

5   Senate Sponsor: Wayne L. Niederhauser

6

7   **LONG TITLE**

8   **General Description:**

9   This bill modifies the traffic code by amending provisions related to operating a bicycle

10   on the roadway.

11   **Highlighted Provisions:**

12   This bill:

13   ‣   provides that a person operating a bicycle approaching a stop sign shall yield the

14   right-of-way to any vehicle in the intersection or approaching on another highway

15   so closely as to constitute an immediate hazard during the time the person is moving

16   across or within the intersection or junction of highways, except that a person after

17   slowing to a reasonable speed and yielding the right-of-way if required, may

18   cautiously make a turn or proceed through the intersection without stopping;

19   Ĥ➡ [→   ~~provides that once a person operating a bicycle approaching a steady red~~

20   ~~traffic-control signal has stopped and yielded to all other traffic, the person may~~

21   ~~cautiously:~~

22   ————   •   ~~proceed straight through the steady red signal; or~~

23   ————   •   ~~turn left onto a highway that is a highway with one lane in each direction; and~~]

23a   ‣   **A person operating a bicycle approaching a steady red   traffic-control signal   may**

23b1 **cautiously proceed**

23b **through the intersection if:**

23c   •   **the operator has come to a complete stop;**

23d   •   **the traffic-control signal is programmed or engineered to change to a green signal**

23e **only after detecting the approach of a motor vehicle and has failed to detect the arrival of the**

23f **bicycle; and**

‖‖‖‖‖‖ ‖‖‖ ‖ ‖‖‖ ‖‖ ‖‖‖

H.B. 91

23g   • **no motor vehicle or pedestrian is approaching on the roadway to be crossed or**

23h **entered or is at a distance from the intersection that constitutes an immediate hazard; and**

23i   ▸ **provides that the belief that a traffic control signal was programmed or engineered**

23j **to change to a green light only after detecting the approach of a vehicle when the signal was**

23k **not programmed or engineered to change to a green light only after detecting the approach of**

23l **a vehicle is not a defense to a violation of certain traffic laws.** ←Ĥ

24   ▸ provides that after slowing to a reasonable speed and yielding the right-of-way if

25 required, a person operating a bicycle approaching a steady red traffic-control signal

26 may cautiously make a right-hand turn without stopping Ĥ➡ **, except where a right-hand turn on**

26a **a red signal is prohibited** ←Ĥ .

27 **Monies Appropriated in this Bill:**

28   None
29 **Other Special Clauses:**
30   None
31 **Utah Code Sections Affected:**
32 AMENDS:
33   **41-6a-1105**, as renumbered and amended by Laws of Utah 2005, Chapter 2

34 ══

35 *Be it enacted by the Legislature of the state of Utah:*
36   Section 1. Section **41-6a-1105** is amended to read:
37   **41-6a-1105.   Operation of bicycle or moped on and use of roadway -- Duties,**
38 **prohibitions.**
39   (1) A person operating a bicycle or a moped on a roadway at less than the normal speed
40 of traffic at the time and place and under the conditions then existing shall ride as near as
41 practicable to the right-hand edge of the roadway except when:
42   (a) overtaking and passing another bicycle or vehicle proceeding in the same direction;
43   (b) preparing to make a left turn at an intersection or into a private road or driveway;
44   (c) traveling straight through an intersection that has a right-turn only lane that is in
45 conflict with the straight through movement; or
46   (d) reasonably necessary to avoid conditions that make it unsafe to continue along the
47 right-hand edge of the roadway including:
48   (i) fixed or moving objects;
49   (ii) parked or moving vehicles;
50   (iii)   bicycles;
51   (iv) pedestrians;
52   (v) animals;
53   (vi) surface hazards; or
54   (vii) a lane that is too narrow for a bicycle and a vehicle to travel safely side by side
55 within the lane.
56   (2) A person operating a bicycle or moped on a highway shall operate in the designated
57 direction of traffic.
58   (3) (a) A person riding a bicycle or moped on a roadway may not ride more than two

59 abreast with another person except on paths or parts of roadways set aside for the exclusive use

60 of bicycles.

61   (b) If allowed under Subsection (3)(a), a person riding two abreast with another person

62 may not impede the normal and reasonable movement of traffic and shall ride within a single

63 lane.

64   (4) If a usable path for bicycles has been provided adjacent to a roadway, a bicycle

65 rider may be directed by a traffic-control device to use the path and not the roadway.

66   (5) (a) A person operating a bicycle approaching a stop sign shall slow down and, if

67 required for safety, stop before entering the intersection.

68   (b) After slowing to a reasonable speed or stopping as required by Subsection (5)(a),

69 the person shall yield the right-of-way to any vehicle in the intersection or approaching on

70 another highway so closely as to constitute an immediate hazard during the time the person is

71 moving across or within the intersection or junction of highways, except that a person after

72 slowing to a reasonable speed and yielding the right-of-way if required, may cautiously make a

73 turn or proceed through the intersection without stopping.

74   Ĥ→ [~~(6) (a) (i) Except as provided in Subsection (6)(b), a person operating a bicycle~~

75 ~~approaching a steady red traffic-control signal shall stop before entering the intersection and~~

76 ~~shall yield to all other traffic.~~

77 ~~(ii) Once the person has stopped and yielded to all other traffic as required by~~

78 ~~Subsection (6)(a)(i), the person may cautiously:~~

79 ~~(A) proceed straight through the steady red signal; or~~

80 ~~(B) turn left onto a highway that is a highway with one lane in each direction.~~]

80a   **(6) (a) A person operating a bicycle approaching a steady red   traffic-control**

80b1 **signal   may cautiously proceed**

80b **through the intersection if:**

80c   **(i) the operator has come to a complete stop;**

80d   **(ii) the traffic-control signal:**

80e   **(A) is programmed or engineered to change to a**

80f **green signal only after detecting the approach of a motor vehicle; and**

80g   **(B) has failed to detect the arrival of the bicycle; and**

80h   **(iii) no motor vehicle or pedestrian is:**

80i   **(A) approaching on the roadway to be crossed or entered; or**

80j   **(B) at a distance from the intersection that constitutes an immediate hazard.**

80k   **(b) The belief that a traffic control signal was programmed or engineered to change to**

80l **a green light only after detecting the approach of a vehicle when the signal was not**

80m **programmed or engineered to change to a green light only after detecting the approach of a**

80n **vehicle is not a defense to a violation of Section 41-6a-305.**

81   [(b)] (c) ←Ĥ After slowing to a reasonable speed and yielding the right-of-way if required, a

82   person operating a bicycle approaching a steady red traffic-control signal may cautiously make

83   a right-hand turn without stopping Ĥ→ **, except where a right-hand turn on a red signal is**

83a **prohibited** ←Ĥ .

Legislative Review Note
     as of 12-23-09 11:33 AM

                                        Office of Legislative Research and General Counsel

Fiscal Note

2010 General Session

State of Utah

State Impact

Enactment of this bill will not require additional appropriations.

Individual, Business and/or Local Impact

Enactment of this bill likely will not result in direct, measurable costs and/or benefits for individuals, businesses, or local governments.

1/21/2010, 2:28:27 PM, Lead Analyst: Ricks, G./Attny: SCH   **Office of the Legislative Fiscal Analyst**