

2020 Regular Session

HOUSE BILL NO. 310

BY REPRESENTATIVE HORTON

MTR VEHICLE/MOTORCYCLES: Authorizes drivers of certain two-wheeled vehicles to proceed through a red light under certain conditions

1 AN ACT

2 To amend and reenact R.S. 32:232(3)(a) and (b) and to enact R.S. 32:232(3)(e), relative to
3 driver compliance with traffic-control signals; to authorize the driver of a
4 motorcycle, moped or trimobile, bicycle or electric bicycle to proceed through an
5 intersection controlled by a vehicle-actuated traffic-control signal under certain
6 circumstances; and to provide for related matters.

7 Be it enacted by the Legislature of Louisiana:

8 Section 1. R.S. 32:232(3)(a) and (b) are hereby amended and reenacted and R.S.
9 32:232(3)(e) is hereby enacted to read as follows:

10 §232. Traffic-control signals

11 Whenever traffic is controlled by traffic-control signals exhibiting different
12 colored lights, or colored lighted arrows, successively one at a time or in
13 combination, only the colors green, red, and yellow shall be used, except for special
14 pedestrian signals carrying a word legend, and said lights shall indicate and apply to
15 drivers of vehicles and pedestrians as follows:

16 * * *

17 (3) Steady RED indication:

18 (a) Vehicular traffic facing a steady circular red signal shall stop at a clearly
19 marked stop line, or if none, then before entering the crosswalk on the near side of
20 the intersection, or if none, then before entering the intersection, and shall remain

1 standing alone until an indication to proceed is shown except as provided in
2 Subparagraphs (c) and (e) of this Paragraph.

3 (b) Vehicular traffic facing a steady red arrow signal shall not enter the
4 intersection to make the movement indicated by the arrow and, unless entering the
5 intersection to make a movement permitted by another signal, shall stop at a clearly
6 marked stop line, or if none, then before entering the crosswalk on the near side of
7 the intersection, or if none, then before entering the intersection, and shall remain
8 standing until an indication permitting the movement indicated by such red arrow is
9 shown except as provided in Subparagraphs (c) and (e) of this Paragraph.

10 * * *

11 (e)(i) Notwithstanding any provision of law to the contrary, including this
12 Paragraph, if the driver of a motorcycle, moped or trimobile, bicycle or any electric
13 bicycle, approaches an intersection influenced by a vehicle-actuated control, the
14 driver may proceed through the intersection on a steady red light only if the driver:

15 (aa) Comes to, and maintains, a full and complete stop at the intersection for
16 two complete cycles of the traffic-control signal or for two minutes, whichever
17 occurs first.

18 (bb) Treats the traffic control device as a stop sign.

19 (cc) Determines it is safe to proceed.

20 (dd) Yields the right-of-way to pedestrians lawfully within an adjacent
21 crosswalk.

22 (ee) Yields the right-of-way to the driver of any vehicle approaching an
23 intersection from either direction.

24 (ii) For purposes of this Subparagraph, the following definitions shall apply:

25 (aa) "Cycle" means the total time to complete one sequence of signalization
26 for all movements at an intersection. In a vehicle-actuated controller system, the
27 cycle is a complete sequence of all signal indications.

28 (bb) "Vehicle-actuated control" means a system that manages the signal
29 through automatically moving vehicles. The actuated signal timing is influenced by

Proposed law defines "cycle" as the total time to complete one sequence of signalization for all movements at an intersection. Specifies that in a vehicle-actuated controller system, the cycle is a complete sequence of all signal indications.

Proposed law defines "vehicle-actuated control" as a system that manages the signal through automatically moving vehicles. Also indicates that the actuated signal timing is influenced by traffic volumes, and is detected through sensors at all the approaches. Further indicates that two complete cycles of a traffic-control signal constitutes being vehicle-actuated influenced.

(Amends R.S. 32:232(3)(a) and (b); Adds R.S. 32:232(3)(e))