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## DIGEST

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HB 310 Original

2020 Regular Session

Horton

**Abstract:** Authorizes the driver of a motorcycle, moped or trimobile, bicycle or electric bicycle to proceed through an intersection controlled by a vehicle-actuated traffic-control signal after waiting two light cycles or two minutes, whichever occurs first.

Present law requires vehicular traffic facing a red traffic light to stop at a clearly marked line or crosswalk, or in the absence of either, before entering an intersection, and remain standing until a green traffic light is displayed.

Present law prohibits vehicular traffic facing a red arrow signal from entering the intersection until a green arrow signal is displayed. Present law requires vehicular traffic facing a red arrow signal to stop at a clearly marked line or crosswalk, or in the absence of either, before entering an intersection, remain standing until a green arrow signal light is displayed.

Present law provides an exception for both of these provisions for vehicular traffic facing a red traffic light to cautiously enter the intersection to turn right, turn left from a one-way street into a one-way street, or to make a U-turn at a signalized U-turn after stopping under the conditions expressed above, except when a sign prohibits a turn. Present law requires such vehicular traffic to yield the right-of-way to pedestrians lawfully within an adjacent crosswalk, or any driver of a vehicle approaching on such other highway from either direction.

Proposed law creates an additional exception for the driver of a motorcycle, moped or trimobile, bicycle or electric bicycle, to proceed through an intersection influenced by a vehicle-actuated control on steady red when the driver:

- (1) Comes to, and maintains, a full and complete stop at the intersection for two complete cycles of the traffic-control signal or for two minutes, whichever occurs first.
- (2) Treats the traffic control device as a stop sign.
- (3) Determines it is safe to proceed.
- (4) Yields the right-of-way to pedestrians lawfully within an adjacent crosswalk.
- (5) Yields the right-of-way to the driver of any vehicle approaching an intersection from either direction.

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))