



AB-2264 Pedestrian crossing signals. (2021-2022)

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Assembly Bill No. 2264

CHAPTER 496

An act to amend Section 21450.5 of the Vehicle Code, relating to pedestrians.

[Approved by Governor September 23, 2022. Filed with Secretary of State
September 23, 2022.]

LEGISLATIVE COUNSEL'S DIGEST

AB 2264, Bloom. Pedestrian crossing signals.

Under existing law, a pedestrian control signal showing a "WALK" or approved "Walking Person" symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under existing law, a pedestrian facing a flashing "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol with a "countdown" signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol, as specified.

Existing law defines a traffic-actuated signal as an official traffic signal, as specified, that displays one or more of its indications in response to traffic detected by mechanical, visual, electrical, or other means. Upon the first placement or replacement of a traffic-actuated signal, as specified, existing law requires the traffic-actuated signal to be installed and maintained to detect bicycle or motorcycle traffic on the roadway.

This bill would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, and to include the installation, activation, and maintenance of an accessible pedestrian signal and detector, upon the first placement or replacement of a state-owned or operated traffic-actuated signal. The bill would also require an existing state-owned or operated traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residential, business, or business activity district, a safety corridor, a school zone, or an area with a high concentration of pedestrians and cyclists, as specified. These requirements would not apply when prohibited by the California Manual on Uniform Traffic Control Devices. The bill would, for these purposes, define a "leading pedestrian interval" as an official traffic control signal that advances the "WALK" signal for 3 to 7 seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic, and define "accessible pedestrian signal and detector" as an integrated device that communicates information about the "WALK" and "DON'T WALK" intervals at signalized intersections in nonvisual formats, including audible tones, speech messages, and vibrotactile surfaces, to pedestrians who are blind or have low vision.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 21450.5 of the Vehicle Code is amended to read:

21450.5. (a) A traffic-actuated signal is an official traffic control signal, as specified in Section 445, that displays one or more of its indications in response to the presence of traffic detected by mechanical, visual, electrical, or other means.

(b) Upon the first placement of a traffic-actuated signal or replacement of the loop detector of a traffic-actuated signal, the traffic-actuated signal shall, to the extent feasible and in conformance with professional traffic engineering practice, be installed and maintained to detect lawful bicycle or motorcycle traffic on the roadway.

(c) Cities, counties, and cities and counties shall not be required to comply with the provisions contained in subdivision (b) until the Department of Transportation, in consultation with these entities, has established uniform standards, specifications, and guidelines for the detection of bicycles and motorcycles by traffic-actuated signals and related signal timing.

(d) (1) Upon the first placement or replacement of a state-owned or operated traffic-actuated signal, a traffic-actuated signal shall be installed and maintained to have a leading pedestrian interval, and shall include the installation, activation, and maintenance of an accessible pedestrian signal and detector that complies with sections 4E.08 to 4E.13 of the California Manual on Uniform Traffic Control Devices in effect on December 31, 2022.

(2) An existing state-owned or operated traffic-actuated signal capable of being implemented with remote installation or in-person programming shall have a leading pedestrian interval programmed when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the traffic-actuated signal is in any of the following areas:

(A) A residential district.

(B) A business district.

(C) A business activity district.

(D) A safety corridor.

(E) A school zone.

(F) An area with a high concentration of pedestrians and cyclists, as determined by the Department of Transportation pursuant to Section 22358.7.

(3) The requirements in paragraphs (1) and (2) do not apply when prohibited by the California Manual on Uniform Traffic Control Devices.

(4) As used in this subdivision, a "leading pedestrian interval" means an official traffic control signal that advances the "WALK" signal for three to seven seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic.

(5) As used in this subdivision, an "accessible pedestrian signal and detector" means an integrated device that communicates information about the "WALK" and "DON'T WALK" intervals at signalized intersections in nonvisual formats, including audible tones, speech messages, and vibrotactile surfaces, to pedestrians who are blind or have low vision.