

REVENUE: No revenue impact

FISCAL: No fiscal impact

Action:	Do Pass
Vote:	6 - 0 - 0
Yeas:	Atkinson, Burdick, Edwards, Girod, Starr, Beyer
Nays:	0
Exc.:	0
Prepared By:	Richard Berger, Administrator
Meeting Dates:	2/1

WHAT THE MEASURE DOES: Adds green, yellow, and red bicycle signals to list of traffic control devices. Specifies the movements allowed for each of the new signals.

ISSUES DISCUSSED:

- Location of existing bicycle signals
- State plans to implement bicycle traffic signals
- Costs of bicycle signals
- Safety of intersections with bicycle signals
- Enforcement of bicycle traffic laws

EFFECT OF COMMITTEE AMENDMENT: No Amendment.

BACKGROUND: Bicycle traffic signals are traffic signals that specifically regulate bicycle traffic. They are sometimes referred to as “bike heads”. Cyclists must obey the traffic signals just as vehicle operators must obey traffic signals. The bicycle traffic signal uses the same colors as a regular traffic signal: green for go, yellow for yield, and red for stop. The key difference between bicycle signals and conventional traffic signals is that the bicycle signals display a color-coded symbol of a bicyclist instead of the conventional round-lens traffic signal. They are used primarily to reduce conflicts between cyclists and motorists at existing signalized intersections.

The City of Portland began implementing bicycle-specific traffic lights in 2004. Currently, the City of Portland has six intersections with bicycle-specific traffic lights. The Oregon Department of Transportation asserts that not proscribing the appropriate response to this type of traffic control device in statute hinders their further implementation.