

March 21, 2007

**S 1359. RED LIGHT EXCEPTION FOR MOTORCYCLES.** Filed 3/21/07. *TO PROVIDE AN EXCEPTION TO G.S. 20-158 RELATING TO MOTORCYCLES AND TRAFFIC-CONTROL SIGNALS ACTIVATED BY VEHICLE DETECTION DEVICES.*

Amends GS 20-158 to provide a procedure for motorcycles approaching an intersection controlled by a triggered traffic-control signal using a vehicle detection device that is inoperative due to the size of the motorcycle. The motorcycle must come to a full and complete stop at the intersection and, if the signal fails to operate after one cycle of the traffic signal, the driver may proceed after exercising due caution and care to determine that no motor vehicle or person is approaching on the street or highway to be crossed or is so far from the intersection that it does not constitute an immediate hazard. Effective September 1, 2007 and applicable to violations occurring on or after that date.

**Intro. by Allran.**

GS 20

April 24, 2007

**S 1359. RED LIGHT EXCEPTION FOR MOTORCYCLES.** Filed 3/21/07. Senate committee substitute makes the following changes to 1st edition. Amends GS 20-158 to create a defense to violations of subsection (b)(2)a. (prohibiting entering an intersection when facing a red light, except to make a right turn) for motorcycle operators who show all of the following: (1) the operator brought the motorcycle to a complete stop at the intersection where there was a steady red traffic light, (2) the intersection is controlled by a traffic signal using an inductive loop, (3) no other vehicle was sitting at the intersection, (4) no pedestrians were crossing at the intersection, (5) the inductive loop was not activated by the motorcycle, and (6) at least one signal cycle had occurred or at least three minutes had elapsed before the motorcycle entered the intersection. Instead of creating a defense, previously proposed language allowed a motorcycle operator to pass through an intersection controlled by a vehicle detection triggered traffic-control signal that does not work because the motorcycle is not large enough to trigger the signal, after coming to a complete stop, waiting one signal cycle, and meeting other requirements. Changes the effective date from September 1, 2007, to December 1, 2007. Makes conforming title change.

April 25, 2007

**S 1359. RED LIGHT EXCEPTION FOR MOTORCYCLES.** Filed 3/21/07. Senate amendment makes the following changes to 2nd edition. Modifies proposed GS 20-158(e) to provide that the defense to violations of entering an intersection on red also applies to bicycle operators. Makes conforming changes to the subsection and the title.

May 16, 2007

**S 1359. RED LIGHT EXCEPTION FOR MOTORCYCLES.** Filed 3/21/07. Senate committee substitute makes the following changes to 2nd edition, as amended. Removes bicycles, which had been added by Amendment #1. Modifies the showing required for the defense to apply as follows: (1) removes the showing that the inductive loop was not activated by the motorcycle; (2) makes an exception for other motorcycles sitting at the intersection (was, no other vehicle was sitting or standing at the intersection), and adds the requirement that no other motor vehicles, with the exception of a motorcycle, were traveling through or approaching the intersection; and (3) requires the motorcycle operator to have waited at least three minutes at the intersection before entering the intersection (was, at least one full traffic signal light cycle had occurred or a minimum of three minutes elapsed before entering the intersection).

May 21, 2007

**S 1359. RED LIGHT EXCEPTION FOR MOTORCYCLES.** Filed 3/21/07. Senate amendment makes the following changes to 3rd edition. Modifies proposed GS 20-158(e)(3) to require, in order for the defense to apply, a motorcycle operator to show that no other vehicle that was entitled to have the right of way under applicable law (previously proposed, no vehicle with the exception of a motorcycle), was sitting at, traveling through, or approaching the intersection.

July 24, 2007

**SL 2007-260 (S 1359). RED LIGHT EXCEPTION FOR MOTORCYCLES.** *AN ACT TO ALLOW THE OPERATOR OF A MOTORCYCLE TO PROCEED THROUGH AN INTERSECTION CONTROLLED BY A TRAFFIC SIGNAL ONLY IF THE TRAFFIC SIGNAL USES AN INDUCTIVE LOOP VEHICLE SENSOR THAT ACTIVATES THE TRAFFIC SIGNAL AND THE INDUCTIVE LOOP FAILS TO DETECT THE MOTORCYCLE AND ACTIVATE THE TRAFFIC SIGNAL.* Summarized in *Daily Bulletin* 3/21/07, 4/24/07, 4/25/07, 5/16/07, and 5/21/07. Enacted July 23, 2007. Effective December 1, 2007.