

## **BILL ANALYSIS**

H.B. 885  
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Transportation  
Committee Report (Unamended)

### **BACKGROUND AND PURPOSE**

Currently, an operator of a motor vehicle facing a traffic-control signal that does not display an indication in any of the signal heads must stop as if the intersection had a stop sign. Because pedestrian hybrid beacons, currently successfully being used in certain Texas cities, are dark when not activated by a pedestrian, the law requires a driver to stop when facing the beacon even when no pedestrian is present. A similar situation exists with freeway entrance ramp control signals. H.B. 885 seeks to remedy the situation by providing an exception for a pedestrian hybrid beacon and freeway entrance ramp control signal from the law governing the operation and movement of a vehicle when a traffic-control signal does not display an indication. The bill's goals include facilitating the use in Texas of pedestrian hybrid beacons, which studies show improve the safety of pedestrians at many busy intersections around the country.

### **RULEMAKING AUTHORITY**

It is the committee's opinion that this bill does not expressly grant any additional rulemaking authority to a state officer, department, agency, or institution.

### **ANALYSIS**

H.B. 885 amends the Transportation Code to exclude a freeway entrance ramp control signal or a pedestrian hybrid beacon from the traffic-control signals that, when not displaying an indication in any of the signal heads and faced by a motor vehicle operator, require the operator to stop as provided by law as if the intersection had a stop sign. The bill defines "freeway entrance ramp control signal" and "pedestrian hybrid beacon."

### **EFFECTIVE DATE**

On passage, or, if the bill does not receive the necessary vote, September 1, 2011.