

RÉSUMÉ DIGEST

ACT 951 (HB 723)

2026 Regular Session

Horton

Existing 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.

Existing law prohibits vehicular traffic facing a red arrow signal from entering the intersection until a green arrow signal is displayed. 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.

Existing 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. Existing 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 hwy. from either direction.

New law retains existing law and creates an additional exception for the driver of a two or three-wheeled motorcycle, moped, or bicycle or electric bicycle to proceed through an intersection influenced by a vehicle-actuated control on a steady red light when the driver does all of the following:

- (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.

New 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.

New 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.

Effective August 1, 2026.

(Amends R.S. 32:232(3)(a), (b), (e), (f), and (g); Adds R.S. 32:232(3)(h))