**South Carolina General Assembly**

121st Session, 2015-2016

**H. 3909**

**STATUS INFORMATION**

General Bill

Sponsors: Reps. Herbkersman, Jefferson, Bernstein, G.A. Brown, Funderburk, Hill, W.J. McLeod, J.E. Smith, Whitmire, Gagnon, Dillard and Bowers

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Introduced in the House on March 25, 2015

Introduced in the Senate on May 21, 2015

Last Amended on May 31, 2016

Currently residing in the House

Summary: Bicycle and Pedestrian Safety Act

**HISTORY OF LEGISLATIVE ACTIONS**

Date Body Action Description with journal page number

3/25/2015 House Introduced and read first time ([House Journal‑page 28](file:///h:\HJ%20Archive\2015\03-25-15.docx))

3/25/2015 House Referred to Committee on **Education and Public Works** ([House Journal‑page 28](file:///h:\HJ%20Archive\2015\03-25-15.docx))

3/26/2015 House Member(s) request name added as sponsor: Gagnon, Dillard

5/14/2015 House Committee report: Favorable with amendment **Education and Public Works** ([House Journal‑page 3](file:///h:\HJ%20Archive\2015\05-14-15.docx))

5/15/2015 Scrivener's error corrected

5/20/2015 House Member(s) request name added as sponsor: Bowers

5/20/2015 House Amended ([House Journal‑page 18](file:///h:\HJ%20Archive\2015\05-20-15.docx))

5/20/2015 House Read second time ([House Journal‑page 18](file:///h:\HJ%20Archive\2015\05-20-15.docx))

5/20/2015 House Roll call Yeas‑88 Nays‑1 ([House Journal‑page 22](file:///h:\HJ%20Archive\2015\05-20-15.docx))

5/21/2015 House Read third time and sent to Senate ([House Journal‑page 12](file:///h:\HJ%20Archive\2015\05-21-15.docx))

5/21/2015 Senate Introduced and read first time ([Senate Journal‑page 4](file:///h:\SJ%20Archive\2015\05-21-15.docx))

5/21/2015 Senate Referred to Committee on **Transportation** ([Senate Journal‑page 4](file:///h:\SJ%20Archive\2015\05-21-15.docx))

5/21/2015 Scrivener's error corrected

5/27/2015 Scrivener's error corrected

3/23/2016 Senate Committee report: Favorable with amendment **Transportation** ([Senate Journal‑page 15](file:///h:\SJ%20Archive\2016\03-23-16.docx))

3/24/2016 Scrivener's error corrected

5/31/2016 Senate Committee Amendment Amended and Adopted ([Senate Journal‑page 86](file:///h:\SJ%20Archive\2016\05-31-16.docx))

5/31/2016 Senate Amended ([Senate Journal‑page 86](file:///h:\SJ%20Archive\2016\05-31-16.docx))

6/1/2016 Senate Read second time ([Senate Journal‑page 47](file:///h:\SJ%20Archive\2016\06-01-16.docx))

6/2/2016 Senate Read third time and returned to House with amendments ([Senate Journal‑page 56](file:///h:\SJ%20Archive\2016\06-02-16.docx))

6/2/2016 Senate Roll call Ayes‑40 Nays‑2 ([Senate Journal‑page 56](file:///h:\SJ%20Archive\2016\06-02-16.docx))

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**VERSIONS OF THIS BILL**

[3/25/2015](file:///p:\pprever\2015-16\3909_20150325.docx)

[5/14/2015](file:///p:\pprever\2015-16\3909_20150514.docx)

[5/15/2015](file:///p:\pprever\2015-16\3909_20150515.docx)

[5/20/2015](file:///p:\pprever\2015-16\3909_20150520.docx)

[5/21/2015](file:///p:\pprever\2015-16\3909_20150521.docx)

[5/27/2015](file:///p:\pprever\2015-16\3909_20150527.docx)

[3/23/2016](file:///p:\pprever\2015-16\3909_20160323.docx)

[3/24/2016](file:///p:\pprever\2015-16\3909_20160324.docx)

[5/31/2016](file:///p:\pprever\2015-16\3909_20160531.docx)

~~Indicates Matter Stricken~~

Indicates New Matter

COMMITTEE AMENDMENT AMENDED AND ADOPTED AND AMENDED

May 31, 2016

**H. 3909**

Introduced by Reps. Herbkersman, Jefferson, Bernstein, G.A. Brown, Funderburk, Hill, W.J. McLeod, J.E. Smith, Whitmire, Gagnon, Dillard and Bowers

S. Printed 5/31/16--S.

Read the first time May 21, 2015.

**A** **BILL**

TO AMEND THE CODE OF LAWS OF SOUTH CAROLINA, 1976, SO AS TO ENACT THE “BICYCLE AND PEDESTRIAN SAFETY ACT”; BY ADDING SECTION 56‑5‑3520 SO AS TO PROVIDE THAT BICYCLES WITH HELPER MOTORS SHALL BE SUBJECT TO ALL THE RIGHTS AND DUTIES OF BICYCLES; TO AMEND SECTION 56‑1‑1710, RELATING TO THE TERM “MOPED” AND ITS DEFINITION, SO AS TO PROVIDE THAT THIS SECTION DOES NOT APPLY TO MOTORCYCLES OR BICYCLES; TO AMEND SECTION 56‑5‑990, RELATING TO CERTAIN PEDESTRIAN CONTROL SIGNALS, SO AS TO PROVIDE THAT THIS SECTION ALSO APPLIES TO PEDESTRIAN CONTROL SIGNALS THAT EXHIBIT THE SYMBOLS FOR “WALK” OR “WAIT”, AND TO PROVIDE THAT FOR PEDESTRIAN CROSSWALKS EQUIPPED WITH COUNTDOWN INDICATORS, A PEDESTRIAN MAY CROSS IF HE CAN COMPLETE THE CROSSING DURING THE REMAINING TIME; TO AMEND SECTION 56‑5‑3130, RELATING TO A PEDESTRIAN’S RIGHT‑OF‑WAY IN A CROSSWALK, SO AS TO PROVIDE THAT THE DRIVER OF A VEHICLE SHALL STOP TO YIELD TO A PEDESTRIAN CROSSING A ROADWAY UNDER CERTAIN CIRCUMSTANCES; TO AMEND SECTION 56‑5‑3230, RELATING TO A DRIVER’S DUTY TO EXERCISE DUE CARE WHEN OPERATING A VEHICLE, SO AS TO PROVIDE THAT THIS SECTION ALSO APPLIES TO A DRIVER’S DUTY TO AVOID COLLIDING WITH AN ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, A WHEELCHAIR, A FARM TRACTOR, OR A SIMILAR VEHICLE DESIGNED FOR FARM USE, AND TO PROVIDE PENALTIES FOR VIOLATIONS OF THIS SECTION; TO AMEND SECTION 56‑5‑3425, RELATING TO THE DEFINITION OF THE TERM “BICYCLE LANE” AND OPERATIONS OF MOTOR VEHICLES AND BICYCLES ALONG BICYCLE LANES, SO AS TO REVISE THE DEFINITION OF THE TERM “BICYCLE LANE” AND TO PROVIDE A DEFINITION FOR THE TERM “SUBSTANDARD‑WIDTH LANE”; AND TO AMEND SECTION 56‑16‑10, RELATING TO CERTAIN TERMS AND THEIR DEFINITIONS REGARDING THE REGULATION OF MOTORCYCLE MANUFACTURERS, DISTRIBUTORS, DEALERS, AND WHOLESALERS, SO AS TO PROVIDE A DEFINITION FOR THE TERM “BICYCLES WITH HELPER MOTORS”.

Amend Title To Conform

Be it enacted by the General Assembly of the State of South Carolina:

SECTION 1. This act may be referred to and cited as the “Dylan Paul Mitchell Bicycle and Pedestrian Safety Act”.

SECTION 2. Article 27, Chapter 5, Title 56 of the 1976 Code is amended by adding:

“Section 56‑5‑3520. Bicyclists operating bicycles with helper motors are subject to all statutory provisions applicable to bicyclists, as provided in Section 56‑5‑3420.”

SECTION 3. Section 56‑5‑990 of the 1976 Code is amended to read:

“Section 56‑5‑990. “(A) Whenever special pedestrian control signals exhibiting the words or symbols for ‘Walk’ or ‘Wait’ are in place such signals shall indicate as follows:

(1) ‘Walk’ indicates that a pedestrian facing such signal may proceed across the roadway in the direction of the signal and shall be given the right of way by the drivers of all vehicles; and

(2) ‘Wait’ indicates that no pedestrian shall start to cross the roadway in the direction of such signal, but any pedestrian who has partially completed his crossing on the walk signal shall proceed to a sidewalk or safety island while the wait signal is showing.

(B) For pedestrian crosswalks equipped with countdown indicators, a pedestrian may cross if he can complete the crossing during the remaining time shown.”

SECTION 4. Section 56‑5‑3130(a) of the 1976 Code is amended to read:

“(a) When traffic‑control signals are not in place or not in operation the driver of a vehicle shall ~~yield the right‑of‑way, slowing down or stopping if need be~~ stop to yield to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.”

SECTION 5. Section 56-5-3230 of the 1976 Code is amended to read:

“Section 56-5-3230. Notwithstanding other provisions of any local ordinance, ~~every~~ a driver of a vehicle shall exercise due care to avoid colliding with ~~any~~ a pedestrian, ~~or any~~ a person propelling a human-powered vehicle, a wheelchair, or a personal mobility device, and shall give an audible signal when necessary ~~and shall exercise proper precaution upon observing any child or any obviously confused, incapacitated or intoxicated person~~.”

SECTION 6. Section 56‑5‑3425(A) of the 1976 Code, as added by Act 317 of 2008, is amended to read:

“(A) For purposes of this section, ‘bicycle lane’ means a portion of the roadway or a paved lane separated from the roadway that has been designated ~~by striping, pavement markings, and signage~~ for the preferential or exclusive use ~~of~~ by bicyclists by pavement markings or signs which are used exclusively for the designation of bicycle facilities.”

SECTION 7. Section 56‑1‑10 of the 1976 Code is amended by adding an appropriately numbered subsection to read:

“( ) ‘Bicycles with helper motors’ and ‘electric assist bicycles’ mean low speed electrically assisted bicycles with two or three wheels, each having fully operable pedals and an electric motor of no more than 750 watts, or one horsepower, that meet the requirements of the Federal Consumer Product Code provided in 16 C.F.R., Part 1512, and that operate in a manner such that the electric motor disengages or ceases to function when their brakes are applied. Bicycles with helper motors are not mopeds.

( ) ‘Personal mobility device’ means a manually operated or powerdriven device designed primarily for use by an individual with a mobility impairment for the purpose of indoor locomotion, outdoor locomotion, or both.”

SECTION 8. The repeal or amendment by this act of any law, whether temporary or permanent or civil or criminal, does not affect pending actions, rights, duties, or liabilities founded thereon, or alter, discharge, release or extinguish any penalty, forfeiture, or liability incurred under the repealed or amended law, unless the repealed or amended provision shall so expressly provide. After the effective date of this act, all laws repealed or amended by this act must be taken and treated as remaining in full force and effect for the purpose of sustaining any pending or vested right, civil action, special proceeding, criminal prosecution, or appeal existing as of the effective date of this act, and for the enforcement of rights, duties, penalties, forfeitures, and liabilities as they stood under the repealed or amended laws.

SECTION 9. This act takes effect upon approval by the Governor.

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