FLORIDA HOUSE OF REPRESENTATIVES
BILL ANALYSIS

This bill analysis was prepared by nonpartisan committee staff and does not constitute an official statement of legislative intent.

BILL #: HB 283	**COMPANION BILL:** SB 498 (Rodriguez)
TITLE: School Zone and Pedestrian Safety	**LINKED BILLS:** None
SPONSOR(S): Alvarez, J.	**RELATED BILLS:** None

Committee References

Economic Infrastructure
12 Y, 4 N
➤ Transportation & Economic Development Budget
➤ Commerce

SUMMARY

Effect of the Bill:
The bill requires that all design and construction plans of crosswalks, located at any point other than a signalized intersection, after October 1, 2026, include certain lighted traffic control devices. The bill applies only to such crosswalks located in a school zone or on a public street, road, or highway with a speed limit greater than 35 mph.

Fiscal or Economic Impact:
The bill may have an indeterminate negative fiscal impact on state and local government expenditures.

JUMP TO SUMMARY ANALYSIS RELEVANT INFORMATION BILL HISTORY

ANALYSIS

EFFECT OF THE BILL:

The bill requires that all design and construction plans for crosswalks, located at any point other than a signalized intersection, in a school zone or other public street, road, or highway with a posted speed limit greater than 35 miles per hour, after October 1, 2026, include appropriate traffic control devices that conform to the following devices from the Manual on Uniform Traffic Control Devices (MUTCD)): (Section 1).

- "Pedestrian Hybrid Beacons"
- "Rectangular Rapid Flashing Beacons"
- "Flashing Beacons" or
- "In-Roadway Warning Lights"

The bill also requires in-roadway warning lights be used in conjunction with rectangular rapid flashing beacons or flashing beacons.

The bill has an effective date of July 1, 2026 (Section 2).

FISCAL OR ECONOMIC IMPACT:

STATE GOVERNMENT:

To the extent that the state is required to design and construct midblock crosswalks that include traffic control devices as required by the bill but would not otherwise have included such devices, the bill may increase costs for projects that include such midblock crosswalks. The bill does not require retrofitting of existing midblock crosswalks.

LOCAL GOVERNMENT:

To the extent that local governments are required to design and construct midblock crosswalks that include traffic control devices as required by the bill but would not otherwise have included such devices, the bill may increase

costs for projects that include such midblock crosswalks. The bill does not require retrofitting of existing midblock crosswalks.

RELEVANT INFORMATION

SUBJECT OVERVIEW:

Florida law provides that the driver of a vehicle must stop for a pedestrian who is walking in a crosswalk in accordance with a traffic control signal or where signage indicates the driver must stop. If there are no traffic control signals or signage in place at a crosswalk, the driver of a vehicle must yield to a pedestrian who is on the half of the roadway on which the vehicle is traveling. If traffic control signals are in operation, pedestrians may not cross at any place except in a marked crosswalk. If there is no crosswalk, pedestrians crossing a roadway must yield to vehicles.[1]

The Department of Transportation (DOT) and local governments utilize various types of equipment or signals to indicate when pedestrians may safely cross at midblock crosswalks (crosswalks that are not at an intersection) as discussed below.

Manual on Uniform Traffic Control Devices (MUTCD)

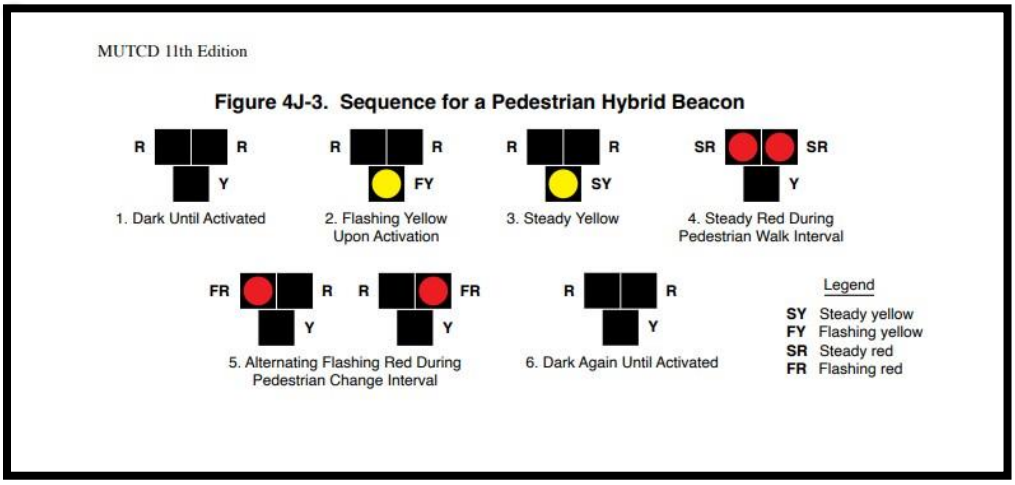
When pedestrian traffic control signals or signage is installed, such indicators must conform to the requirements of the most recent MUTCD. The MUTCD is a compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals. It is updated periodically to accommodate the nation's changing transportation needs and address new safety technologies, traffic control tools, and traffic management techniques. [2]

The MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets, highways, pedestrian and bicycle facilities, and site roadways open to public travel. The MUTCD is published by the Federal Highway Administration (FHWA). The MUTCD 11th edition was adopted on January 18, 2024.[3] Florida law provides that the minimum standards and criteria for the design, construction, maintenance, and operation of public roads be annually updated to be consistent with applicable federal regulations as found in the MUTCD.[4]

Pedestrian Hybrid Beacons

A pedestrian hybrid beacon is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.[5] A pedestrian hybrid beacon face consists of three signal sections, with signal indication centered below two horizontally-aligned circular red signal indications.[6] Upon activiation by a pedestrian these signals operate as shown in the image below.[7]

[1] s. 316.075, F.S.
[2] U.S. Department of Transportation, *Current Edition of the Manual on Uniform Traffic Control Devices for Streets and Highways*, https://mutcd.fhwa.dot.gov/index.htm (last visited Jan. 8, 2026).
[3] *Id*.
[4] s. 334.044, F.S.
[5] U.S. Department of Transportation, Manual on Uniform Traffic Control Devices for Streets and Highways 727(11th ed. 2024).
[6] *Id*.
[7] *Id.* 730.



Rectangular Rapid Flashing Beacons

The rectangular rapid flash beacon (RRFB), consists of two rapidly and alternately flashing yellow rectangular LED lights that function as a warning beacon to drivers. Pedestrians press the call button to activate the yellow flashing lights but must wait for motorists to stop before crossing.[8] An RRFB is shown in the image below.

Flashing Beacons

A flashing beacon is a traffic signal with one or more signal sections that operates in a continuous flashing mode as specified by the operator who installs the device.[9] Flashing beacons can be intersection control beacons or provide warning.[10] A flashing beacon is shown in the image below.

[8] U.S. Department of Transportation, *Rectangular Rapid Flashing Beacons (RRFB)*, https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb (last visited Jan. 8, 2026).
[9] U.S. Department of Transportation, Manual on Uniform Traffic Control Devices for Streets and Highways 751 (11th ed. 2024).
[10] *Id.*

In-Roadway Warning Lights

In-Roadway Warning Lights are special types of highway traffic signals installed in the roadway surface to warn road users that they are approaching a condition on or adjacent to the roadway that might not be readily apparent and might require the road users to reduce their speed and/or come to a stop. This includes situations warning of marked school crosswalks, marked midblock crosswalks, marked crosswalks on uncontrolled approaches[11], marked crosswalks in advance of roundabouts and other roadway situations involving pedestrian crossings.[12] In-roadway warning lights are shown in the image below.

[11] U.S. Department of Transportation, Manual on Uniform Traffic Control Devices for Streets and Highways 28 (11th ed. 2024). As defined in the MUTCD, an uncontrolled approach is an approach on which vehicles are not controlled by a traffic control signal, hybrid beacon, STOP sign, or YIELD sign.

[12] U.S. Department of Transportation, Manual on Uniform Traffic Control Devices for Streets and Highways 757 (11th ed. 2024).

RECENT LEGISLATION:

YEAR	BILL #/SUBJECT	HOUSE/*SENATE* SPONSOR(S)	OTHER INFORMATION
2021	HB 1113 - Traffic and Pedestrian Safety	Fine	Passed the House and died in the Senate.

BILL HISTORY

COMMITTEE REFERENCE	ACTION	DATE	STAFF DIRECTOR/ POLICY CHIEF	ANALYSIS PREPARED BY
Economic Infrastructure Subcommittee	12 Y, 4 N	1/14/2026	Keating	Ray
Transportation & Economic Development Budget Subcommittee				
Commerce Committee				