

# HOUSE BILL REPORT

## SHB 1934

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*As Passed House  
March 18, 1991*

**Title:** An act relating to pedestrians.

**Brief Description:** Clarifying laws relating to pedestrians in intersections.

**Sponsor(s):** By House Committee on Transportation (originally sponsored by Representatives Van Luven, Heavey, D. Sommers, Kremen, Chandler, Horn, G. Fisher, Basich, Orr, Forner, Wood, Nelson, Prince, Schmidt, Wilson, Betrozoff, Cooper, Winsley, Paris, Ferguson, Brekke and Jacobsen).

**Brief History:**

Reported by House Committee on:  
Transportation, March 5, 1991, DPS;  
Passed House, March 18, 1991, 76-22.

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**HOUSE COMMITTEE ON  
TRANSPORTATION**

**Majority Report:** *That Substitute House Bill No. 1934 be substituted therefor, and the substitute bill do pass.*  
Signed by 26 members: Representatives R. Fisher, Chair; R. Meyers, Vice Chair; Betrozoff, Ranking Minority Member; Chandler, Assistant Ranking Minority Member; Basich; Brough; Cantwell; Cooper; Day; G. Fisher; Forner; Haugen; Heavey; Horn; P. Johnson; R. Johnson; Jones; Kremen; Mitchell; Nelson; Orr; Prentice; Schmidt; Wilson; Wood; and Zellinsky.

**Staff:** David Williams (786-7305).

**Background:** Current law requires vehicle operators turning right or left, or travelling through an intersection, to stop to allow pedestrians within the intersection to cross the roadway completely before proceeding.

**Summary of Bill:** Vehicle operators would be required to stop to allow a pedestrian to cross an arterial when the pedestrian is upon the half of the roadway upon which the vehicle is travelling. All vehicle operators are required to stop at school crossings to allow pedestrians to completely cross the street before proceeding.

**Fiscal Note:** Not requested.

**Effective Date:** Ninety days after adjournment of session in which bill is passed.

**Testimony For:** Vehicle operators do not understand current law. SHB 1934 clarifies the actions to be taken by a vehicle operator when a pedestrian is crossing the roadway.

**Testimony Against:** SHB 1934 increases the risk to a pedestrian crossing a roadway if a vehicle operator is allowed to proceed when the pedestrian is beyond the vehicle's half of the roadway.

**Witnesses:** Bruce Olsen, AAA (pro); and Chris Leman, Transportation Alternatives Forum (con).