

# HOUSE BILL REPORT

## HB 1111

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As Reported By House Committee On:  
Transportation

**Title:** An act relating to pedestrian crosswalks.

**Brief Description:** Protecting pedestrians in crosswalks.

**Sponsors:** Representatives Van Luven, Heavey, Schmidt, Riley, Forner, Finkbeiner, Johanson, Campbell and Wood.

**Brief History:**

Reported by House Committee on:  
Transportation, February 22, 1993, DP.

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### HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** Do pass. Signed by 27 members: Representatives R. Fisher, Chair; Brown, Vice Chair; Jones, Vice Chair; Schmidt, Ranking Minority Member; Mielke, Assistant Ranking Minority Member; Brough; Brumsickle; Cothorn; Eide; Finkbeiner; Forner; Fuhrman; Hansen; Heavey; Horn; Johanson; J. Kohl; R. Meyers; Miller; H. Myers; Orr; Patterson; Quall; Sheldon; Shin; Wood; and Zellinsky.

**Staff:** Roger Horn (786-7839).

**Background:** Prior to 1990, drivers were required simply to yield to pedestrians legally crossing a roadway, i.e., in a marked crosswalk, or an unmarked crosswalk at an intersection, and in compliance with any traffic signal. Current law reflects legislation passed in 1990 that was intended to provide greater protection for pedestrians.

For pedestrians legally crossing a roadway without traffic control signals, a driver must stop and remain stopped while any pedestrian is (1) on the side of the roadway on which the vehicle is traveling or into which it is turning, or (2) on the other side of the roadway and approaching the side of the roadway on which the vehicle is traveling or into which it is turning. In the case of a one-way roadway, the vehicle must yield the entire time any pedestrian is crossing.

For pedestrians legally crossing at signalized intersections, a driver making a turn on a green light must yield while a pedestrian is anywhere in the crosswalk into

which the vehicle is turning. And, a driver turning on red must remain stopped while a pedestrian in the adjoining crosswalk is approaching or in the car's lane.

**Summary of Bill:** For any pedestrian legally crossing a two-way roadway, a vehicle is required to stop and remain stopped while the pedestrian is (1) on the side of the roadway on which the vehicle is traveling or into which it is turning, or (2) in the traffic lane adjacent to that side of the roadway. The law applies to crosswalks with or without traffic control signals. In the case of one-way roadways, a vehicle must yield for the entire time a pedestrian is crossing - current law.

The Washington Traffic Safety Commission is directed to develop and execute with existing resources a statewide pedestrian safety education program in cooperation with other interested organizations. The commission is also directed to evaluate the effectiveness of pedestrian safety efforts in Washington and report its findings to the Legislative Transportation Committee by January 1, 1995.

**Fiscal Note:** Not requested.

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

**Testimony For:** This bill adds provisions that increase pedestrian safety. The proposed crosswalk law will be easier to enforce and explain to the public. This legislation represents the consensus of representatives of several organizations who were involved in its development. With passage of this bill, several organizations will increase their public education efforts.

**Testimony Against:** It is premature to change the present law. The law will be evaluated as a part of pedestrian safety efforts now underway. No serious study of the present law has been conducted, and the current law has not had an opportunity to work.

**Witnesses:** Marsha Holland, Washington State Parent/Teacher Association (pro); Chris Leman, Coalition of Washington (con); Janet Ray, AAA of Washington (pro); John Britt, Harborview Injury Prevention Center (pro); and Steve Lind, Traffic Safety Commission (pro).