

FINAL BILL REPORT

HB 1111

C 153 L 93
Synopsis as Enacted

Brief Description: Protecting pedestrians in crosswalks.

By Representatives Van Luven, Heavey, Schmidt, Riley, Forner,
Finkbeiner, Johanson, Campbell and Wood.

House Committee on Transportation
Senate Committee on Transportation

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: 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 as in 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.

Votes on Final Passage:

House	97	0
Senate	45	0

Effective: July 25, 1993