

SENATE BILL REPORT

HB 1111

AS REPORTED BY COMMITTEE ON TRANSPORTATION, APRIL 2, 1993

Brief Description: Protecting pedestrians in crosswalks.

SPONSORS: Representatives Van Luven, Heavey, Schmidt, Riley, Forner, Finkbeiner, Johanson, Campbell and Wood

HOUSE COMMITTEE ON TRANSPORTATION

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

Signed by Senators Vognild, Chairman; Loveland, Vice Chairman; Skratek, Vice Chairman; Drew, Haugen, Nelson, Oke, Prentice, Prince, M. Rasmussen, Sheldon, von Reichbauer, and Winsley.

Staff: Roger Horn (786-7839)

Hearing Dates: April 1, 1993; April 2, 1993

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 - 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.

Appropriation: none

Revenue: none

Fiscal Note: none requested

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: None

TESTIFIED: PRO: Representative Steve Van Luven, prime sponsor; Bill Haro, City of Bellevue; Steve Lind, Washington Traffic Safety Commission; Bruce Olsen, AAA of Washington; Marcia Holland, Washington State Parent/Teacher Association; Susie Tracey, Harborview Medical Center