

HOUSE BILL REPORT

HB 2590

As Reported by House Committee On:
Transportation

Title: An act relating to audible pedestrian crossing signals.

Brief Description: Phasing in audible pedestrian crossing signals.

Sponsors: Representatives Cooper, Lovick, Dickerson, McCoy, Romero, Moeller, Kenney and Santos.

Brief History:

Committee Activity:

Transportation: 2/2/04, 2/5/04 [DPS].

Brief Summary of Substitute Bill

- Requires the Department of Transportation (DOT) to ensure installation of audible pedestrian signals when a state highway is being reconstructed if certain conditions apply.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: The substitute bill be substituted therefor and the substitute bill do pass. Signed by 29 members: Representatives Murray, Chair; Rockefeller, Vice Chair; Simpson, G., Vice Chair; Ericksen, Ranking Minority Member; Jarrett, Assistant Ranking Minority Member; Armstrong, Bailey, Campbell, Clibborn, Cooper, Dickerson, Edwards, Flannigan, Hankins, Hatfield, Hudgins, Kristiansen, Lovick, Mielke, Morris, Nixon, Rodne, Romero, Schindler, Shabro, Sullivan, Wallace, Wood and Woods.

Staff: Gene Baxstrom (786-7303).

Background:

Most signalized intersections in this state within urban areas include visual pedestrian crossing signals. Standards within some communities require that audible pedestrian crossing signals be installed to complement visual pedestrian crossing signals.

When state highways are upgraded through an urban area, the state observes local policies regarding enhancements to pedestrian crossing signals for the installation of audible signals. Also, Transportation Improvement Board funded projects reflect local design policies. Certain communities require audible signals and others do not. If an intersection is located on the border of multiple jurisdictions, there may be audible signals in only part of the intersection.

Summary of Substitute Bill:

The DOT is required to ensure installation of audible pedestrian crossing signals when a state highway is being reconstructed and: 1) the project includes installation of pedestrian crossing signals; 2) the project borders two or more local jurisdictions; and 3) inclusion of the signals is consistent with local land use patterns and the local agencies request the installation. The DOT is to ensure that all the crossing signals at project locations are uniformly equipped. The signals must conform with the Manual on Uniform Traffic Control Devices.

Substitute Bill Compared to Original Bill:

The number of projects affected is reduced with the more specific project criteria. The requirement that all audible crossing signals installed at any location within the state where a project is funded with state funds and where the project includes new signals being installed or upgraded is removed.

Appropriation: None.**Fiscal Note:** Requested on January 28, 2004.**Effective Date of Substitute Bill:** The bill takes effect 90 days after adjournment of session in which bill is passed.**Testimony For:** Audible pedestrian signals are important to the mobility of blind persons. It is important that if audible signals are installed, they are installed at all corners of an intersection.**Testimony Against:** None.**Persons Testifying:** Representative Cooper, prime sponsor; Toby Rickman, Department of Transportation; and Steve Gorcester, Transportation Improvement Board.**Persons Signed In To Testify But Not Testifying:** None.