



Senate

General Assembly

File No. 204

February Session, 2010

Substitute Senate Bill No. 343

Senate, March 30, 2010

The Committee on Transportation reported through SEN. DEFRONZO of the 6th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT CONCERNING THE IMPROVEMENT OF PEDESTRIAN SAFETY AT CROSSWALKS DESIGNATED BY TRAFFIC AUTHORITIES.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Section 14-300 of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective October 1, 2010*):

3 (a) The traffic authority shall have power to designate, by
4 appropriate official traffic control devices, as defined in section 14-297,
5 or markers, or by lines upon the surface of the highway, such
6 crosswalks and intersections as, in its opinion, constitute [an especial] a
7 danger to pedestrians crossing the highway including, but not limited
8 to, specially marked crosswalks in the vicinity of schools, which
9 crosswalks shall have distinctive markings, in accordance with the
10 regulations of the State Traffic Commission, to denote use of such
11 crosswalks by school children; and may maintain suitable signs located
12 at intervals along highways, particularly where there are no sidewalks,
13 directing pedestrians to walk facing vehicular traffic.

14 (b) At any intersection where special pedestrian-control signals
15 bearing the words "Walk" or "Don't Walk" are placed, pedestrians may
16 cross the highway only as indicated by the signal. At any intersection
17 where traffic is controlled by other traffic control signals or by police
18 officers, pedestrians shall not cross the highway against a red or "Stop"
19 signal and shall not cross at any place not a marked or unmarked
20 crosswalk. A pedestrian started or starting across the highway on a
21 "Walk" signal or on any such crosswalk on a green or "Go" signal shall
22 have the right-of-way over all vehicles, including those making turns,
23 until such pedestrian has reached the opposite curb or safety zone.

24 (c) Except as provided in subsection (c) of section 14-300c, at any
25 crosswalk marked as provided in subsection (a) of this section or any
26 unmarked crosswalk, provided such crosswalks are not controlled by
27 police officers or traffic control signals, each operator of a vehicle shall
28 grant the right-of-way, and slow or stop such vehicle if necessary to so
29 grant the right-of-way, to any pedestrian crossing the roadway within
30 such crosswalk, provided such pedestrian steps off the curb or into the
31 crosswalk at the entrance to a crosswalk or is within that half of the
32 roadway upon which such operator of a vehicle is traveling, or such
33 pedestrian steps off the curb or into the crosswalk at the entrance to a
34 crosswalk or is crossing the roadway within such crosswalk from that
35 half of the roadway upon which such operator is not traveling. No
36 operator of a vehicle approaching from the rear shall overtake and
37 pass any vehicle, the operator of which has stopped at any crosswalk
38 marked as provided in subsection (a) of this section or any unmarked
39 crosswalk to permit a pedestrian to cross the roadway. The operator of
40 any vehicle crossing a sidewalk shall yield the right-of-way to each
41 pedestrian and all other traffic upon such sidewalk.

42 (d) The operator of a motor vehicle who approaches or comes into
43 the immediate vicinity of a pedestrian who is blind, as defined in
44 subsection (a) of section 1-1f, carrying a white cane or a white cane
45 tipped with red, or a pedestrian being guided by a guide dog, shall
46 reduce speed or stop, if necessary, to yield the right-of-way to such
47 pedestrian. No person, except one who is blind, shall carry or use on

48 any street or highway, or in any other public place, a cane or walking
49 stick which is white in color or white, tipped with red.

50 (e) Any crosswalk designated by a traffic authority on or after
51 October 1, 2010, pursuant to subsection (a) of this section shall be
52 required by such authority to have distinctive markings and signage
53 and to have any control signals deemed necessary by such authority to
54 provide sufficient time for the safe crossing of pedestrians.

55 [(e)] (f) The operator of any motor vehicle who violates this section
56 shall be deemed to have committed an infraction and be fined ninety
57 dollars.

58 [(f)] (g) In any civil action arising under subsection (c) or (d) of this
59 section or sections 14-300b to 14-300d, inclusive, the doctrine of
60 negligence per se shall not apply.

61 Sec. 2. (NEW) (*Effective from passage*) The State Traffic Commission,
62 in consultation with the Department of Transportation, shall develop
63 safety standards for pedestrian crosswalks, in accordance with the
64 provisions of subsection (e) of section 14-300 of the general statutes, as
65 amended by this act. Such standards shall be applicable to all
66 crosswalks, provided with respect to crosswalks designated prior to
67 October 1, 2010, the commission and the department shall develop a
68 schedule for implementing such standards. The department shall
69 provide any funds available from federal funds received by the
70 department under the Section 402 State and Community Highway
71 Safety Grant Program for such implementation.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>October 1, 2010</i>	14-300
Sec. 2	<i>from passage</i>	New section

TRA *Joint Favorable Subst.*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 11 \$	FY 12 \$
Department of Transportation	Various - See Below	See Below	See Below

Municipal Impact: None

Explanation

Under current law, the State Traffic Commission funds crosswalk installation projects from Special Transportation Bond funded projects and other funds. The bill requires the DOT shall use any funding available from the The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 402 Highway Safety Program for crosswalk installation projects. The program is jointly administered by National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) at the federal level.

Connecticut received \$2,205,640 in FFY 09 from the SAFETEA-LU Section 402 Highway Safety. The SAFETEA-LU funding for FFY 10 has not yet been approved by Congress.

The bill also adopts current practice into statute which has no fiscal impact.

The Out Years

State Impact: See above

Municipal Impact: None

OLR Bill Analysis**sSB 343*****AN ACT CONCERNING THE IMPROVEMENT OF PEDESTRIAN SAFETY AT CROSSWALKS DESIGNATED BY TRAFFIC AUTHORITIES.*****SUMMARY:**

Under current law, traffic authorities can designate, by devices or markers or lines on the highway, crosswalks and intersections that are dangerous for pedestrians crossing a highway. This bill specifies that the devices must be official control devices as defined by statute. By law, the traffic authority for local roads can be one of several local officials or agencies; for state highways the State Traffic Commission is the traffic authority.

The bill requires that, starting October 1, 2010, any crosswalk designated by a traffic authority must have distinctive markings and signage and any control signals the authority considers necessary to provide sufficient time for pedestrians to cross safely. It requires the State Traffic Commission, in consultation with the Department of Transportation (DOT), to develop safety standards for the designated crosswalks. The standards must apply to all crosswalks, but for crosswalks designated before October 1, 2010, the commission and the department must develop a schedule for implementing the standards. DOT must provide any funds available from federal funds it receives under the federal State and Community Highway Safety Grant Program for implementation.

EFFECTIVE DATE: Upon passage for the standards; October 1, 2010 for the remaining provisions

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute

Yea 36 Nay 0 (03/14/2010)