



WISCONSIN LEGISLATIVE COUNCIL AMENDMENT MEMO

2013 Assembly Bill 799	Assembly Amendments 1 and 4
<i>Memo published: March 25, 2014</i>	<i>Contact: David Moore, Staff Attorney (266-1946)</i>

2013 Assembly Bill 799

Assembly Bill 799 (the bill) creates limitations on the use of railroad crossings and railroad tracks in a crossing by pedestrians. Under the bill, a pedestrian may not enter or cross a railroad crossing when indicated not to do so by a traffic officer, railroad employee, or warning device, or when a crossing barrier is closed or being opened or closed. A pedestrian also may not enter or cross a railroad crossing at which a crossbuck sign is maintained while a train is occupying the crossing or closely approaching the crossing. In addition, a pedestrian may not cross through or around or climb over a railroad train or track equipment while that train or track equipment occupies a railroad crossing.

The bill imposes a forfeiture of not less than \$100 and not more than \$250 on pedestrians who violate these provisions, with penalties increased for additional violations in a three-year period to a minimum of \$225 and a maximum of \$700. The bill also raises the minimum and maximum penalties for railroad crossing violations committed by bicyclists and operators of personal mobility devices to \$100 and \$250 respectively for a first violation and \$225 and \$700 respectively for violations after the first violation in a three-year period.

The bill requires safety education with a written examination for violators of these provisions.

Assembly Amendment 1

Assembly Amendment 1 removes the safety education and examination requirement.

Assembly Amendment 4

Assembly Amendment 4 requires a railroad company to make a notice containing a telephone number at which a person may contact the company available to private landowners at each private traveled grade crossing at the request of the private landowner.

Bill History

Representative A. Ott offered Assembly Amendment 1 on February 26, 2014. On March 4, 2014, the Assembly Committee on Transportation voted to recommend adoption of Assembly Amendment 1 on a vote of Ayes, 13; Noes, 1. The committee then voted to recommend passage of the bill, as amended, on a vote of Ayes, 14; Noes, 1.

Representatives Vruwink, A. Ott, and Barca offered Assembly Amendment 4 on March 20, 2014. On the same day, the Assembly adopted Assembly Amendments 1 and 4, both on voice votes, and passed the bill, as amended, on a vote of Ayes, 94; Noes, 0.

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