

HOUSE BILL REPORT

HB 1065

As Reported By House Committee On:
Education

Title: An act relating to student pedestrian safety.

Brief Description: Creating the school pathway and bus stop improvement program.

Sponsors: Representatives G. Cole, Campbell, G. Fisher, Dorn, Jones, Jacobsen, Lemmon, Johanson, Roland, L. Johnson, Cothorn, J. Kohl and Franklin.

Brief History:

Reported by House Committee on:
Education, February 11, 1993, DP.

HOUSE COMMITTEE ON EDUCATION

Majority Report: Do pass. Signed by 19 members: Representatives Dorn, Chair; Cothorn, Vice Chair; Brough, Ranking Minority Member; Thomas, Assistant Ranking Minority Member; Brumsickle; Carlson; G. Cole; Eide; G. Fisher; Hansen; Holm; Jones; Karahalios; J. Kohl; Patterson; Pruitt; Roland; Stevens; and Vance.

Staff: Robert Butts (786-7111).

Background: The Task Force on Student Transportation Safety was established by the 1989 Legislature to develop recommendations for reducing the dangers children face as they travel to and from school. The task force recommended establishing a school pathway and bus stop improvement program. Legislation creating a School Pathway and Bus Stop Improvement Program Council was passed in 1991. However, it was not funded in the appropriations act. Because it had a "null and void" clause, the bill did not take effect.

Summary of Bill: The School Pathway and Bus Stop Improvement Program Council is created to make recommendations about roads, streets and bus stops that are inadequate for children traveling to and from school.

Membership/Staffing

Council members are to include representatives from the Department of Transportation, the Office of the Superintendent of Public Instruction, school district

administrators, school board members, counties, cities, the Traffic Safety Commission, school bus drivers, and parents. The Washington Traffic Safety Commission will provide staffing and administrative support.

Duties

The council shall:

- (1) formulate criteria for identifying roads and school bus stops considered to be inadequate for elementary school students and establish recommended standards for making safety improvements;
- (2) inventory roads within a one-mile radius of elementary schools and school bus stops and identify those considered to be inadequate, and recommend priority improvement projects;
- (3) develop a recommended plan to correct the priority improvement projects;
- (4) formulate recommended guidelines for student pedestrian safety within a one-mile radius of new elementary schools. The guidelines are to cover school siting decisions, constructing pedestrian safety improvements within a specified time after new elementary schools are opened, and creating incentives and enforcement measures to ensure that the safety improvements are completed; and
- (5) estimate the cost of implementing state-wide sidewalk crossing rules.

By June 30, 1995, the council is required to submit its recommendations to the Legislature, governor, local governments, school districts, and other appropriate agencies and organizations.

Expires June 30, 1997.

Fiscal Note: Requested February 1, 1993.

Appropriation: The sum of \$20,000 from the general fund to the Washington Traffic Safety Commission.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Testimony For: The bill is needed to reduce the hazards faced by children as they travel to and from school. It also will reduce transportation costs by reducing the number of children we bus due to hazardous walking conditions.

Testimony Against: None.

Witnesses: Representative Grace Cole, Prime Sponsor; and Steve Lind, Washington Traffic Safety Commission (Support, but more funds will be needed).