

HOUSE BILL REPORT

HB 1588

As Reported by House Committee On:
Transportation

Title: An act relating to providing mobility education to students in driver training programs.

Brief Description: Providing mobility education to students in driver training programs.

Sponsors: Representatives Upthegrove, Wood, Hudgins, Takko, Moeller and Simpson.

Brief History:

Committee Activity:

Transportation: 2/6/07, 2/22/07 [DPS].

Brief Summary of Substitute Bill

- Adds bicycle and pedestrian safety to the list of items that must be part of the driver training curriculums developed by the Department of Licensing and the Office of the Superintendent of Public Instruction.
- Creates a mobility education pilot program to develop a mobility education curriculum and implement the curriculum in pilot projects at certain sites as part of the driver training program.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: The substitute bill be substituted therefor and the substitute bill do pass. Signed by 17 members: Representatives Clibborn, Chair; Jarrett, Ranking Minority Member; Appleton, Campbell, Dickerson, Eddy, Hudgins, Lovick, Rolfes, Sells, Simpson, Springer, B. Sullivan, Takko, Upthegrove, Wallace and Wood.

Minority Report: Without recommendation. Signed by 7 members: Representatives Schindler, Assistant Ranking Minority Member; Armstrong, Ericksen, Hailey, Hankins, Kristiansen and Rodne.

Staff: David Munnecke (786-7315).

Background:

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

The Department of Licensing (DOL) is responsible for overseeing the commercial driver training school program. Driver training schools must meet standards set by the DOL, and driver training schools must be annually approved by the DOL.

The driver instructors' advisory committee reviews and updates the curriculum for driver training schools. The advisory committee also updates the instructor certification standards, taking into consideration the standards set by the Office of the Superintendent of Public Instruction (OSPI).

The DOL is responsible for providing the driver training school curriculum to each applicant for an instructor or driver training school permit. In addition to information on the safe, lawful, and responsible operation of motor vehicles, the curriculum must include information regarding the intermediate driver's license restrictions and sanctions, the effects of alcohol and drug use on motor vehicle operators, and the importance of safely sharing the road with motorcycles.

If an instructor or school fails to teach the basic minimum curriculum, the DOL may revoke the license of the instructor or school, or both.

Traffic safety education is also available to students in many school districts in the state. Historically, these programs have been funded through a mixture of funds provided by the state, the school district, and individual students' families.

The OSPI is required to adopt the necessary rules and regulations governing the operation and scope of the traffic safety education program, and define the classroom and laboratory student learning experiences that must be satisfactorily completed by a student in order to successfully complete a traffic safety education course.

Summary of Substitute Bill:

Bicycle safety and pedestrian safety; from the motor vehicle driver's, the pedestrian's, and the bicyclist's perspective; and the utility of bicycles and walking as mobility options are added to the list of items that must be part of the driver training curriculums developed by the DOL and the OSPI.

The act is named for Matthew "Tatsuo" Nakata.

A mobility education pilot program is established to develop a mobility education curriculum and implement the curriculum in pilot projects at certain sites as part of the driver training program.

The DOL will contract for the development of a curriculum with both classroom and real world components that covers sharing the road safely and the availability of mass transit, bicycling, and walking as mobility options.

The DOL will consult with its driver instructors' advisory committee; augmented with representatives from the health, transit, environmental, bicycle, and pedestrian communities;

regarding the awarding of the contract and the development of the curriculum. The curriculum will be implemented in pilot programs in King, Kitsap, and Spokane counties.

The advisory committee will evaluate the program and present recommendations to the Transportation Committees of the Legislature regarding statewide implementation. The sum of \$300,000 is provided for the development of the curriculum and the implementation of the pilot projects.

Substitute Bill Compared to Original Bill:

Bicycle safety and pedestrian safety; from the motor vehicle driver's, the pedestrian's, and the bicyclist's perspective; and the utility of bicycles and walking as mobility options are added to the list of items that must be included in the instructional materials provided by the OSPI for use in traffic safety education courses in schools.

The act is named for Matthew "Tatsuo" Nakata.

Kitsap County is added to the list of counties where a pilot program will occur, and the \$300,000 appropriation for the development of the curriculum and the implementation of the pilot projects is removed.

Appropriation: None.

Fiscal Note: Not requested.

Effective Date of Substitute Bill: The bill takes effect 90 days after adjournment of session in which bill is passed.

Staff Summary of Public Testimony:

(In support) We need to change people's attitudes towards cars by teaching people about using mass transit, bicycling, and walking. We are making it too hard to be active, and we need to make our lives healthier by including exercise in our days.

This bill represents an opportunity to teach people about all aspects of the transportation system. It is a chance to increase safety and show people how to get around without using cars. Educating people on these issues needs to start early. This bill is also an opportunity to have families work together to think through transit options.

Distractions are a significant danger. People should always be ready to react to pedestrians and bicycles. People need to be taught to share the road safely with pedestrians and bicyclists, and vice versa. Injuries to bicyclists and pedestrians can be devastating, and traffic injuries are the leading cause of death for 4 to 35 year olds. Education can have a large effect on safety through a small expenditure of funds.

(Concerned) The Automotive Association of America is concerned about the issue of sharing the road, but believes that driver training should be focused on drivers and the issue of

distracted driving. Classes that focus on issues beyond driver training could be longer and costlier.

Persons Testifying: (In support) Representative Upthegrove, prime sponsor; Brad Hawkins, Kent Peterson, Barbara Culp and Michael Manderville, Washington Bike Alliance; Ryan Spiller, Washington Health Foundation; David Levinger, Feet First; Laurel Carter; Margaret Kitchell; Jodie Vice; Steve Strauch and Genesee Adkins, Transportation Choices Coalition; Dara Ayres, Bike Works; and Richard Borkowski, Tacoma Community College.

(Opposed) Dave Overstreet, Automotive Association of America, Washington.

Persons Signed In To Testify But Not Testifying: None.