

House Transportation, Housing & Local Government

03/24/2026 Upon Adjournment

HB26-1318 Traffic Safety Near Schools

Typed Text of Testimony Submitted

Name, Position, Representing	Typed Text of Testimony
Debra Davis For themselves	<p>Hello, Chair Froelich and members of the committee. My name is Debra Davis and I strongly support HB26’s 1318, the Traffic Safety Near Schools bill.</p> <p>Every day, families and kids walk, bike, or roll to school, and anyone who drives through these areas knows how chaotic and dangerous it can feel. Cars often go too fast, drivers don’t always watch for kids, and streets usually aren’t designed for safety. Too many of us have seen close calls, and some communities have tragically seen crashes that could have been prevented.</p> <p>I believe this bill would make streets near schools safer. Cities like Denver could use the clear definition of school zones and the “School Streets” framework to clarify the rules for everyone on the road near schools, which would calm the chaos. I am in full support of the idea of “School Streets” that would reduce the speed limit to 10mph and require drivers to yield to people in the street, no matter where they cross or how long they take. This bill is about designing streets so kids and their parents or guardians can safely get to school without fear.</p> <p>I support the use of automated enforcement near schools as a proven short-term solution to slow traffic and prevent crashes. Research from the Vision Zero Network shows that these programs reduce serious crashes by nearly half in areas where they’re implemented. At the same time, I know that the ultimate goal is safe street design: streets built to keep everyone safe without relying on enforcement alone.</p>

	<p>I see people pass me all the time when I am driving 25mph in a school zone as there is no consequence to their speeding. I am scared for my grandchildren.</p> <p>I urge you to vote in favor of HB26â€™1318. Thank you.</p>
<p>Sam Nordstrom For themselves</p>	<p>The recent improvements to the Capitol Hill neighborhood (roundabouts, walkways, sidewalk reconstruction, daylighting at corners, etc.) have been great. I get the sense there are more people walking in the neighborhood at all hours, possibly because of the investments leading people to feel safer walking, and that induces others to walk more in a positive cycle. I support the measures in the bill because changing people's ideas that streets are only for cars can change. Fostering environments that prioritize people over cars leads to positive cycles of change and starting at schools is common sense. Kids deserve safe, fun, open spaces to be kids in! I sincerely hope this bill passes and we continue making up for lost time in improving Denver streets and overcoming our car-centric history.</p>
<p>Bob Walker For themselves</p>	<p>Dear Chairman Froelich and committee members,</p> <p>My name is Bob Walker. I live in central Denver and I strongly support HB26-1318, traffic safety near schools.</p> <p>My wife and I are retired grandparents of two children about to start school. We all know that people drive too fast and often times ignore speed limits due to impatience or distraction. This can be extremely dangerous to our young loved ones.</p> <p>This bill will bring a much needed speed reduction for school zones that are currently very dangerous. Please protect our children by supporting this bill.</p>
<p>William Baldwin For themselves</p>	<p>Hello, Chair Froelich and members of the committee. My name is William Baldwin and I strongly support HB26â€™1318, the Traffic Safety Near Schools bill, and the "School Streets" amendment brought forth by the Denver Bicycle Lobby.</p> <p>Every day, families and kids walk, bike, or roll to school, and anyone who drives through these areas knows how chaotic and dangerous it can feel. Cars often go too fast, drivers don't always watch for kids, and streets usually aren't designed for safety. Too many of us</p>

	<p>have seen close calls, and some communities have tragically seen crashes that could have been prevented.</p> <p>I believe this bill and the amendment would make streets near schools safer. Cities like Denver could use the clear definition of school zones and the “School Streets” framework to clarify the rules for everyone on the road near schools, which would calm the chaos. I am in full support of the idea of “School Streets” that would reduce the speed limit to 10mph and require drivers to yield to people in the street, no matter where they cross or how long they take. This bill is about designing streets so kids and their parents or guardians can safely get to school without fear.</p> <p>I support the use of automated enforcement near schools as a proven short-term solution to slow traffic and prevent crashes. Research from the Vision Zero Network shows that these programs reduce serious crashes by nearly half in areas where they’re implemented. At the same time, I know that the ultimate goal is safe street design: streets built to keep everyone safe without relying on enforcement alone.</p> <p>On a personal note, my wife and I have a 6 month old baby at home. We live about 3 blocks from an Colfax elementary and love the idea of being able to walk or bike to school together when our kid gets to that age. But seeing how people drive in our neighborhood and even in the school zone on Colfax almost makes us want to drive instead, which saddens us and also compounds the problem of too many cars in school zones during pick-up and drop-off times. We would love for this bill to pass to ensure better safety and protection both our kid and us as we think about walking to and from school with her.</p> <p>I urge you to vote in favor of HB26’s 1318, and to include the “School Streets” amendment. Thank you.</p>
Ruben Weaver For	Members of the committee,

<p>themselves</p>	<p>My family lives in the Ruby Hill neighborhood, and we have a two-year-old child. When I think about their future—walking to school, gaining independence, being part of the community—I should feel excited. But instead, I feel anxious.</p> <p>Right now, I cannot imagine letting my child walk to school on their own. Trying to cross Florida Avenue to get to Godsman Elementary School, or navigating Mississippi Avenue on the way to Goldrick Elementary School as a pedestrian, is one of the most stressful parts of the walk—even as an adult. Cars move quickly, crossings feel exposed, and there’s a constant sense that drivers are not expecting or prioritizing people on foot. If it feels this unsafe for me, I can’t imagine what it’s like for a child. That’s why HB26-1318 matters so much. By expanding school zones to 1,000 feet, this bill recognizes that the danger doesn’t start at the school door—it’s on the surrounding streets where families actually travel. By making it easier to use automated speed enforcement, it helps ensure that speed limits are not just suggestions, but real protections. And by creating “School Streets” with lower speeds and clear priority for people walking and biking, it reshapes these spaces into places where children can exist safely—not just hurry through. This isn’t about inconvenience for drivers. It’s about giving families like mine the confidence that our kids can safely get to school. I want to be able to imagine my child walking to school someday. Right now, I can’t. HB26-1318 would bring us closer to a future where I can.</p> <p>I urge you to support this bill.</p> <p>Thank you for your time.</p>
<p>Toni Weaver For themselves</p>	<p>Every single day, I watch cars speed past the schools in my neighborhood. Not occasionally — routinely. I have seen drivers blow through school zones without so much as tapping the brakes, at hours when children are arriving and leaving. It is frightening. And I know I am not alone in feeling that way.</p> <p>My daughter is not yet school age, but the day is coming. And honestly? That thought fills me with anxiety when I look at the roads near the schools she will one day attend. The streets that should feel</p>

	<p>like the safest places in our community often feel like the most dangerous.</p> <p>This bill addresses that directly. By establishing a clear, uniform 1,000-foot school zone boundary and requiring proper signage, it removes ambiguity for drivers. There is no more guessing where a school zone begins or ends. And by expanding the use of automated traffic cameras along safe routes to school, it creates real, consistent accountability – not dependent on whether a patrol car happens to be present that morning.</p> <p>I want my daughter to be able to walk to school one day. I want her to feel safe on those sidewalks, and I want to feel confident letting her go. That kind of trust between a parent and their community does not happen automatically – it is built through concrete action, through policies exactly like this one.</p> <p>HB 26-1318 is a straightforward, meaningful step toward safer streets for Colorado's children. I respectfully urge this committee to support it.</p>
<p>Valerie Passerini For themselves</p>	<p>Currently, transportation to and from school is super car centric. However, if this bill passes, it will encourage more people to walk and bike to and from school. School safety zones should be a uniform distance and not left up to each school since the result is differing levels of safety depending on who put in the signs. – Pedestrian deaths have nearly doubled nationwide over the past two decades and Colorado's statistics are staggeringly bad. School kids often lack the cynicism of adults and I've had kids lose their balls right in front of my car and they'll run out into the street as I am picking my son up at Denver Academy. Current speeds of 20 mph in a school zone is even too fast. 15mph or 10mph would be better.</p> <p>What is the downside of a lower speed limit and increasing the area that is considered to be a school zone?Someone reaches their destination a few minutes later - and alive I might add. I am</p>

	<p>concerned that passing this is a good step but without police actually ticketing, it will be for naught.</p>
<p>Bret Taber For themselves</p>	<p>Hello, Chair Froelich and members of the committee. My name is Bret Taber and I strongly support HB26â€™1318, the Traffic Safety Near Schools bill, and the â€œSchool Streetsâ€ amendment brought forth by the Denver Bicycle Lobby.</p> <p>Every day, families and kids walk, bike, or roll to school, and anyone who drives through these areas knows how chaotic and dangerous it can feel. Cars often go too fast, drivers donâ€™t always watch for kids, and streets usually arenâ€™t designed for safety. Too many of us have seen close calls, and some communities have tragically seen crashes that could have been prevented.</p> <p>I work at a neighborhood school that my own children attend. I see firsthand, everyday, how unsafe the conditions for students and families are on streets. Drivers are in a hurry. They are often on phones. Despite our pleas to slow down and be cautious the behaviors generally do not improve.</p> <p>School need to have a clear delineated zone where drivers know they need to be on extra alert and have a reduced speed. Data consistently shows that accidents are less severe at lower speeds. While I realize that there is not sufficient funding to make complete redesigns of our school zone intersections and surrounding streets, we can do reasonable measures such as those proposed in this measure to clearly define and add reasonable enforcement measures to encourage safer driver behavior.</p> <p>I hope you will prioritize student safety over driver convenience. No family or student should need to fear their walk to school.</p> <p>Sincerely, -Bret Taber</p>

	Park Hill School Staff member/parent
Amy Campbell For themselves	<p>Dear Chair Froelich and members of the committee,</p> <p>My name is Amy Campbell, and I strongly support HB26 1318, the Traffic Safety Near Schools bill, and the “School Streets” amendment brought forth by the Denver Bicycle Lobby.</p> <p>Every day, families and kids walk, bike, or roll to school, and anyone who drives through these areas knows how chaotic and dangerous it can feel. Drivers often go too fast, they don’t always watch for kids, and streets usually aren’t designed for safety. Too many of us have seen close calls, and some have tragically seen crashes that could have been prevented.</p> <p>I believe this bill and the amendment would make streets near schools safer. Cities like Denver could use the clear definition of school zones and the “School Streets” framework to clarify the rules for everyone on the road near schools, which would help calm the chaos. I am in full support of the idea of “School Streets” that would reduce the speed limit to 10mph and require drivers to yield to people in the street, no matter where they cross or how long they take. This bill is about designing streets so kids and their guardians can safely get to school without fear.</p> <p>I particularly support the use of automated enforcement near schools as a proven short-term solution to slow traffic and prevent crashes. Research from the Vision Zero Network shows that these programs reduce serious crashes by nearly half in areas where they’re implemented. At the same time, I know that the ultimate goal is safe street design: streets built to keep everyone safe without relying on enforcement alone.</p> <p>I care about this issue because my family bikes to school almost every day. I would love to feel comfortable sending my child on their bike to school alone “ and this bill and amendment would help with that. I also organize and run our school’s bi-annual Bike & Roll to</p>

	<p>School Day. It is so incredible to see the joy and excitement on the faces of the kids who ride or roll that day, when they usually don't. Many express an interest in biking or rolling to school more often, but their parents hesitate to let them out of concern for their well-being. Efforts like HB26 1318 would give kids more freedom and joy of movement on their way to and from school.</p> <p>I urge you to vote in favor of HB26 1318, and to include the "School Streets" amendment.</p> <p>Thank you.</p>
<p>Kelly Clark For themselves</p>	<p>Hello, Chair Froelich (pronounced FRAY-lik) and members of the committee. My name is Kelly Clark and I strongly support HB26'1318, the Traffic Safety Near Schools bill, and the "School Streets" amendment brought forth by the Denver Bicycle Lobby.</p> <p>Every day, families and kids walk, bike, or roll to school, and anyone who drives through these areas knows how chaotic and dangerous it can feel. Cars often go too fast, drivers don't always watch for kids, and streets usually aren't designed for safety. Too many of us have seen close calls, and some communities have tragically seen crashes that could have been prevented.</p> <p>I believe this bill and the amendment would make streets near schools safer. Cities like Denver could use the clear definition of school zones and the "School Streets" framework to clarify the rules for everyone on the road near schools, which would calm the chaos. I am in full support of the idea of "School Streets" that would reduce the speed limit to 10mph and require drivers to yield to people in the street, no matter where they cross or how long they take. This bill is about designing streets so kids and their parents or guardians can safely get to school without fear.</p> <p>I support the use of automated enforcement near schools as a proven short-term solution to slow traffic and prevent crashes. Research from the Vision Zero Network shows that these programs reduce serious crashes by nearly half in areas where they're implemented. At the same time, I know that the ultimate goal is safe</p>

	<p>street design: streets built to keep everyone safe without relying on enforcement alone.</p> <p>I urge you to vote in favor of HB26’s 1318, and to include the “School Streets” amendment. Thank you.</p>
<p>Philip Taylor For themselves</p>	<p>Dear Chair Froelich,</p> <p>My name is Philip Taylor and I strongly support HB26-1318, a bill to increase traffic safety near schools, along with the “School Streets” amendment brought forth by the Denver Bicycle Lobby. I live in the Regis neighborhood of northwest Denver near Tennyson Street and 50th Avenue. Our 4-year-old son, Bryn, will soon be enrolling in kindergarten at Centennial Elementary School just a few blocks south of us. Bryn's older neighborhood friends already attend Centennial, and many of them travel to and from class by foot or by bike. Tennyson Street, which is immediately west of Centennial's playground, has a 25 mile-per-hour speed limit but drivers routinely exceed this speed (often by 10 or 20 mph). Kids at Centennial and other Colorado schools deserve safe streets so they can get home to their families unharmed. Yet, data from the City and County of Denver show that in 2025 there were multiple fatal vehicular accidents within blocks of Centennial.</p> <p>HB26-1318 would support the expanded use of automated traffic enforcement near schools, which is a proven way to get drivers to slow down and pay better attention to vulnerable road users like kids. When located thoughtfully, automated traffic enforcement is a non-biased, budget-friendly way for cities to ensure drivers are following the law. In the longer term, automated traffic enforcement must also be paired with safer street designs that force drivers to slow down.</p> <p>Lastly, I also strongly support a proposed amendment put forth by the Denver Bicycle Lobby to create “School Streets” adjacent to schools with a 10 mph speed limit where drivers would be required to yield to people in the street, no matter where they cross or how long they take.</p>

	<p>Bryn, like all Colorado kids, deserves to walk or roll to school without fear of being harmed by speedy or negligent drivers. HB26-1318 is an important step towards achieving this.</p>
<p>Matthew Elliott For themselves</p>	<p>Dear Members of the Legislature,</p> <p>I am writing to express my strong support for HB26-1318, which would enable our Colorado communities to create safer, child-scale, pedestrian-first environments around our schools.</p> <p>In Northwest Denver, where I live, the most dangerous times on our streets are during school arrival and dismissal. The areas immediately surrounding our schools—where children and families should feel safest—are often the most hazardous. Even at our schools, traffic patterns prioritize cars over the safety of young pedestrians and cyclists, with high speeds, missing crosswalks, and little to no enforcement.</p> <p>As a parent of two children who travel to school actively—by bike, skateboard, and on foot—I experience these risks firsthand every day. My younger son rides in my cargo bike or bikes himself to elementary school, while my older son walks, skates, or bikes to middle school. I began informally tracking unsafe situations during our commutes, and it has been alarming to see how frequently drivers behave in ways that put children at risk: speeding, running stop signs, blocking crosswalks, and pulling to or from the curb without looking.</p> <p>I don't believe most drivers intend to endanger the kids around them; they are following the cues provided by the built environment. I see this change every couple of weeks when we ride our Bike Bus to school. The bright vests, music, bubbles, and large group of kids signal to drivers that they are in a kid-first space. They slow down. They wait for the kids to go first. They look twice before proceeding. They smile and wave!</p>

	<p>HB26-1318 offers a practical, proactive solution to dangerous streets near our schools. Allowing cities to establish “school streets” with low speed limits and clear pedestrian priority would create safer, more predictable environments for children. Expanding access to automated traffic enforcement in these zones would help ensure compliance without overburdening limited law enforcement resources. Creating these spaces will empower our kids and delight our communities.</p> <p>We should not have to wait for serious injuries or tragedies before making common-sense improvements. This bill gives communities the tools to act now to protect their most vulnerable residents.</p> <p>Please support HB26-1318 and help make it safer for all children to get to and from school.</p> <p>Respectfully, Matthew Elliott Denver Resident, Concerned Parent, Edison Bike Bus Leader</p>
<p>Ashton Honnecke For themself</p>	<p>Dear Chair and Members of the House Transportation & Local Government Committee,</p> <p>I am a leader and volunteer with the brown bike bus in Denver. I am writing in strong support of HB26-1318 and the proposed School Street amendment.</p> <p>Every time we ride, we navigate the streets immediately surrounding our school “ and those streets are among the most dangerous parts of our entire route. Drivers routinely speed, fail to yield, block crosswalks, blow through stop signs, or just plain don't look where they are going.</p>

	<p>A clearly defined school zone in state law, paired with the ability to deploy automated enforcement on Safe Routes to School, would make a real difference. The current requirement that municipalities document a five-year crash history before installing a speed camera is a barrier that keeps our kids less safe while paperwork accumulates.</p> <p>I am especially excited about the School Street amendment. We conducted a trial School Street at Brown International and the results were clear: when drivers know the rules and the street is designed for kids first, everyone is safer and more kids participate. This amendment gives communities the legal tools to make that permanent.</p> <p>I urge the committee to pass HB26-1318 with the School Street amendment.</p> <p>Thank you for your service to Colorado's families.</p> <p>Ashton Honnecke Brown International Elementary (East side leader) Denver, CO</p>
<p>Melissa Smith For themselves</p>	<p>Dear Chair and Members of the House Transportation & Local Government Committee,</p> <p>I help lead the Brown Bike Bus in Denver, and I'm writing in support of HB26-1318 and the School Street amendment.</p> <p>The School Street amendment is something I care about personally. We ran a trial School Street at Brown, and the difference was obvious: calmer traffic, more kids showing up to ride, parents who felt comfortable letting their kids come out. It worked because the rules were clear and the street was designed around kids instead of cars. This amendment lets communities make that stick.</p>

	<p>Please pass HB26-1318 with the School Street amendment.</p> <p>Thank you, Melissa Smith</p>
<p>Liz Brodahl For Park Hill Bike Bus</p>	<p>Hello, Chair Froelich and members of the committee. My name is Liz Brodahl, and I strongly support HB26’s 1318, the Traffic Safety Near Schools bill, and the “School Streets” amendment brought forth by the Denver Bicycle Lobby.</p> <p>As the founder and leader of the Park Hill Bike Bus, I see firsthand every day, families and kids walk, bike, or roll to school, and anyone who drives through these areas knows how chaotic and dangerous it can feel. Our bike bus has encountered angry drivers going over the speed limit and causing fear in young kids and parents who are biking together in our group to school. Cars often go too fast, drivers don’t always watch for kids, and streets usually aren’t designed for safety. Too many of us have seen close calls, cars blowing stop signs, and some communities have tragically seen crashes that could have been prevented.</p> <p>I believe this bill and the amendment would make streets near schools safer. Cities like Denver could use the clear definition of school zones and the “School Streets” framework to clarify the rules for everyone on the road near schools, which would calm the chaos. I am in full support of the idea of “School Streets” that would reduce the speed limit to 10mph and require drivers to yield to people in the street, no matter where they cross or how long they take. This bill is about designing streets so kids and their parents or guardians can safely get to school without fear.</p> <p>I support the use of automated enforcement near schools as a proven short-term solution to slow traffic and prevent crashes. Research from the Vision Zero Network shows that these programs reduce serious crashes by nearly half in areas where they’re implemented. At the same time, I know that the ultimate goal is safe</p>

	<p>street design: streets built to keep everyone safe without relying on enforcement alone.</p> <p>I live in a school zone at 21st and Monaco Pkwy next to Odyssey Elementary School and sadly, I see too many cars driving too fast and not paying attention, including some parents who are in a hurry. I also bike my kids to school at Park Hill Elementary and take 5-35 kids across Monaco Pkwy at 19th St and would love for our bunch of kids to feel calm when turning into the school.</p> <p>I urge you to vote in favor of HB26’s 1318, and to include the “School Streets” amendment. Thank you.</p> <p>Liz Brodahl</p>
<p>Gary Harty For Brown Bike Bus & Cycling Without Age (for seniors with limited mobility)</p>	<p>I would like to ask you to remember fond days at school for yourself or for your children. Certain days stand out from the 180 school days of the year. Valentine's Day celebrations, Halloween, first day of school, last day of school when we were allowed to wear our sneakers (gym shoes) home instead of our street shoes. Now let me paint another picture, one seared into my memory. The story takes place in the mid 70's and was related to me by my boss about 10 years later (mid 80's). He and his wife are called by the police. His kindergarten daughter has been hit by a driver of a car and has been injured. They rush to the school to collect her things. Among the things scattered in the street of the class valentines she had collected that day in school. The operations to repair the leg damage continued at least through middle school for their daughter. But the father was still being haunted by the vision of her valentines scattered on the pavement. And that vision haunts me as well. What if a happy celebratory day for my daughter had turned into a nightmare for our family. We can and we must make our streets safer for everyone and especially for our most vulnerable. I support HB26-1318 - Traffic Safety Near Schools as one important step to make our streets safer and hope to see this bill make it all the way to the finish line. Thank you.</p>
<p>Samuel Handler For</p>	<p>I am a father of 3 kids, the oldest of whom will start school at Carson Elementary in the fall. My other children will attend preschool nearby, and we use the same walking route to get there.</p>

<p>themselves</p>	<p>Every day I see people exceeding the speed limit on 1st Avenue “ right next to an elementary school! “ staring at their phones instead of the road, endangering children and adults alike. Nearby (6th and holly), there is a sign in memorial of someone that died in a car crash. Recently a drunk driver crashed at 3rd and Holly. There is already signage on Holly indicating that it’s a school zone, and I regularly see people blithely exceeding the speed limit while doing who knows what on their phones. There is a DOTI plan to add some signage to Holly street in an effort to reduce crashes; I don’t think this is enough.</p> <p>Since we seem to lack the will to intervene at the infrastructure level “ why not remodel streets around schools to make lethal driving impossible, rather than making it something that could get you a modest fine “ this bill to rationalize school zone definitions and make automated enforcement easier strikes me as a reasonable way to reduce the chances of tragedy. I support it and hope for significantly more muscular interventions in the future.</p>
<p>Megan Hafner For themselves</p>	<p>Hello Chair Froelich and members of the committee. My name is Megan Hafner and I am an educator and mother of 3 and I strongly support HB26-1318, the Traffic Safety Near Schools bill, and the “School Streets” amendment brought forth by the Denver Bicycle Lobby.</p> <p>I walk with my children to their neighborhood school every day and I am horrified by some of the reckless driving that I see around our early learning center and Carson Elementary (where my eldest will attend next year). On Holly Street I have seen cars cut into oncoming traffic to pass a vehicle driving the speed limit. I have seen many cars race through red lights, sometimes narrowly avoiding hitting pedestrians who were starting to cross the street. On 1st avenue, where both schools are located, I have been crossing the street with my children and had cars speed up when they are coming toward us rather than slow down. A terrifying number of drivers are looking at their phones while they drive vehicles so large that they likely couldn’t see my small children even if they were looking at the</p>

	<p>road. If this scale of threat to children were from anything other than cars we would not tolerate it as a society.</p> <p>We desperately need this bill and much stronger regulation and pedestrian first infrastructure to keep children, and all people safe. As an educator and parent I will fight for streets that are safe for people and I implore you to help us move in the right direction by voting in favor of HB26-1318 and to include the “School Streets” amendment. Thank you.</p>
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March 12, 2026

RE: Support HB26-1318 Traffic Safety Near Schools

Dear Chair Froelich and Members of the House Transportation, Housing & Local Government Committee:

As part of Front Range Advocacy (FRA), a community organization dedicated to the needs of Front Range and gateway communities, including those the Department of Local Affairs classifies as rural and rural resort areas. I am writing to ask for your support of HB26-1318. This bill would standardize school route safety statewide and offer local jurisdictions more tools for addressing reckless driving along these routes.

As you know, rural and rural resort communities face unique traffic volumes, seasonal revenue flows, and must balance inbound traffic with local needs. In this context, rural resort communities must balance safe routes to school against tourist traffic along routes with minimal infrastructure to harden the barrier between vehicles and pedestrians or bicyclists. The challenges of school route safety are taxing for these local jurisdictions facing staffing shortages, reduced tourism revenue, and emerging fiscal constraints. This is more acute in rural and rural resort areas where towns and counties cannot afford to experiment with hard infrastructure pilot projects or roadway realignment to deter reckless driving.

According to the Department of Transportation's 2025 preliminary crash data, there were at least 4,633 crashes in rural resort counties of which at least 3,123 are noted as "non-intersection;" and at least 7,407 crashes in rural counties of which at least 5,082 are noted as "non-intersection." Existing authority for red-light cameras does not provide tools to capture incidents outside intersections. This bill would authorize more limited-scope cameras, which would be a tool for rural and rural resort communities and provide flexibility for where to deploy cameras based on local needs.

These traffic cameras are a powerful tool for resource-limited areas that want a force multiplier and a means to deter reckless driving behaviour. To address overlooked areas, this bill would ease requirements for camera siting and placement. Doing so incentivizes resource-limited jurisdictions to focus on school routes by removing administrative burdens and friction. The realized effect is more cameras on the safe routes to schools, especially in areas that cannot otherwise install red-light or school bus cameras in high-risk areas to deter reckless driving behaviour. Further, HB26-1318 would help rural and rural resort communities establish more markings that would signal to drivers, especially those from outside the area, the need for increased awareness and due diligence while driving.

Again, FRA urges you to vote yes on HB26-1318 to strengthen minimum standards for school routes and provide tools to deter reckless driving behaviour.

Sincerely,
Cameron M. Gil
[Front Range Advocacy](#)
Founder



Written Testimony

Written testimony is a public record under the Colorado Open Records Act (CORA) and is provided to individuals upon request. Individuals submitting written testimony must use this sheet, but do not need to complete the optional portions. Attachments to this sheet are permitted. Please see a staff person for any questions regarding written testimony.

Bill: 1

Date: 3/24

Congestion and the physical risks from traffic are not limited to only big cities or town centers.

Name			Kenyon Moon		
Address (optional)					
City (optional)		Zip (optional)	80237		
Telephone: (optional)					
Email: (optional)					
Representing			self		
Position on Bill:	For	<input checked="" type="checkbox"/>	Against	<input type="checkbox"/>	
	Neutral	<input type="checkbox"/>		<input type="checkbox"/>	

A way to better define a school zone, and which empowers municipalities, districts, and local residents to propose & test changes is important.

A bill such as this one is a good step toward encouraging (or at least allowing) pro-active solutions rather than the current situation which is "it's what it is", at the whims of council, DOTs, etc.

While there is more that can be done, it is my belief this bill will provide a solid framework from which districts, parents/guardians, and communities to begin considering how to allocate their ~~Protre~~ right-of-ways and other public resources into designs improving safety of pedestrians - especially of children & students.