

**Senate Transportation & Energy**

**04/22/2026**

**HB26-1318 Traffic Safety Near Schools**

**Typed Text of Testimony Submitted**

<b>Name, Position, Representing</b>	<b>Typed Text of Testimony</b>
<p>Ben Waldman</p> <p>For</p> <p>Stedman Elementary Bike Bus</p>	<p>Hello,</p> <p>I'm writing on behalf of the Stedman Elementary (Denver, CO) Bike Bus program and Stedman Elementary Parent-Teacher Association.</p> <p>We strongly support HB26-1318 and the proposed School Street amendment.</p> <p>Our bike bus rides twice a week. Every ride, when we are two blocks away from school I stop our bike bus and remind our children that the last two blocks to school are the most dangerous. Drivers routinely fail to yield, park in crosswalks, attempt to pass our bike bus, roll through stop signs, speed on our side streets, and generally disregard driving laws and etiquette. Reckless driving doesn't just impact our bike bus though, it also impacts our large walking community and even those parking a block away and trying to walk the last block.</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>We are particularly excited about the School Street amendment. The results of the School Street trial at Brown Elementary 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>Again, we strongly urge the committee to pass HB26-1318 with the School Street amendment to make streets safer for our most vulnerable road users making their way to school.</p> <p>Thank you for your consideration and dedication to our State.</p> <p>Ben Waldman                  Stedman Elementary Bike Bus &amp; Stedman Elementary Parent-Teacher Association                  Denver, CO</p>
<p>Daniel Colonno                  For                  themself</p>	<p>Dear Chair and Members of the Senate Transportation &amp; Energy Committee,</p> <p>I am a volunteer with the Odyssey School bike bus in Denver. I am writing in strong support of HB26-1318 and the proposed School Street amendment. The bill cleared the House and now needs your committee's support to keep moving.</p> <p>Our bike bus brings 30-50 kids to school by bicycle each week. 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 cross into bike lanes, fail to yield, speed and drive aggressively.</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 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>Daniel Colonno, MD Denver, CO</p>
<p>Devin Bazata  For  themselves</p>	<p>To whom it may concern,</p> <p>My name is Devin Bazata, and I am a resident of Denver. While I do not have any kids of my own, I am someone who primarily gets around by walking and biking. I have seen the numbers of fatalities caused by car crashes rise in Denver in recent years and seen lots of reckless driving in person, including multiple instances where I had to scramble out of the way of careless drivers who didn't look before they turned.</p> <p>I support this bill because we need to do a better job of providing a safe environment for kids and their families around our schools, to keep reckless driving from happening where the consequences can be so tragic.</p> <p>Sincerely,  Devin Bazata</p>
<p>Julia Kornis  For  Dora Moore PTSA</p>	<p>My name is Julia Kornis. I'm a Denver parent, a PTSA member at Dora Moore School, and a Denver County voter. I'm writing today in support of HB26-1318, the Traffic Safety Near Schools bill, and especially the "School Streets" amendment.</p> <p>At Dora Moore, we serve students from preschool to fifth grade that's ages three through eleven. Every single day, families walk, bike, and use public transit to get to school.</p> <p>However, our school is surrounded by some of the busiest streets in central Denver—Downing, 9th Avenue, Corona, and 8th Avenue. These are high-traffic commuter routes in our neighborhood, and every student navigates at least one of them to get to school.</p>

	<p>Because of our location, our school works incredibly hard to make things safer for our students. We partner with the city, we fund public art and safety improvements through our PTSA, and we actively encourage families to follow safe driving, parking, and walking guidance. But right now, the reality is that the last few blocks of a child’s walk to school can feel the most dangerous.</p> <p>That’s where this bill matters so much to our community.</p> <p>Expanding school zones to 1,000 feet is important. It reflects how kids actually move through neighborhoods, and more integrated transit means safer walking and biking communities for us all.</p> <p>I fully support the “School Streets” provision that would reduce speed limits to 10mph and require drivers to yield to people in the street, no matter where they cross or how long they take. School Streets gives communities a practical, flexible tool to slow traffic where it matters most—right where kids are arriving and leaving school, during the times they’re most vulnerable and when commuters are least attentive. And it creates space for kids to arrive at school safely, independently, and with confidence.</p> <p>For our school, this would be an immediate, tangible improvement. Safe Streets would calm traffic. It would reduce conflicts between drivers and pedestrians. And it would make those final blocks—the ones we can’t currently control—the safest part of a child’s journey, instead of the most stressful.</p> <p>As a parent, I ask you to support my and my community’s ability to get our kids to school safely. This is a common-sense measure with immediate impact.</p> <p>I urge you to support HB26-1318 and to fully support the School Streets provision.</p> <p>Thank you for your time.</p>
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	<p>Julia Kornis</p>
<p>Kostadin Dyulgerski  For  themselves</p>	<p>Hello,</p> <p>My name is Kostadin Dyulgerski and I have 2 little kids. Liliana at 3 and Niko at 6 months. Vehicles are number 1 threat to their lives and safety. Any measure of limiting the speed or limiting the access of motor vehicles all together is a measure increasing their safety. Cities must be built around the needs of people not cars. In Finland there were 0 traffic deaths in the whole country in 2025. In Denver we had 93 dead just in our city last year. We must do better. These are all preventable.</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>Ryan Frazer          For          themself</p>	<p>Dear Chair and Members of the Senate Transportation &amp; Energy Committee,</p> <p>I am a leader with the Edison Elementary School bike bus in northwest Denver. I am writing in strong support of HB26-1318 and the proposed School Street amendment. The bill cleared the House and now needs your committee's support to keep moving.</p> <p>Our bike bus, which myself and several other parent volunteers started in Fall 2025, brings dozens of kids to school by bicycle each week. 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 because of motor vehicle drivers' unsafe behaviors. Drivers routinely speed around our group of kids, don't fully stop at stop signs, and generally do not operate their 2000+ lb. machines in a safe manner.</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 would love to try a School Street at Edison Elementary. A nearby school, Brown Elementary, trialed a School Street 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>Ryan Frazer          Co-leader, Edison Elementary Bike Bus          Denver, CO</p>
<p>Sarah Frazer          For          herself</p>	<p>Dear Chair and Members of the Senate Transportation &amp; Energy Committee,</p> <p>I am writing to support HB26-1318 as a parent of 2 children who attend Edison Elementary in Denver. The bill has already passed the House “ please advance it through the Senate as well.</p> <p>Every school day, I see firsthand how dangerous the streets near our school can be. My children and I walk to and from school daily and are constantly under threat from speeding drivers, drivers blowing through stop signs, drivers on their phones oblivious to the many small children. The lack of a clear, legally defined school zone makes it harder for the city to address these problems and for drivers to understand their responsibilities.</p>

	<p>HB26-1318 would establish that definition and allow for better enforcement “ including allowing automated speed enforcement on Safe Routes to School without the current bureaucratic hurdles. These are straightforward changes that could prevent serious injuries.</p> <p>I also urge the committee to support the School Street amendment. Having a legal option for low-speed, pedestrian-first streets directly adjacent to schools would make a meaningful difference for families like mine.</p> <p>Thank you for your time and for prioritizing the safety of Colorado's children.</p> <p>Sarah Miller Frazer Denver, CO</p>
<p>Tom Fahres For themselves</p>	<p>Dear Chair and Members of the Senate Transportation &amp; Energy Committee,</p> <p>I am writing in strong support of HB26-1318, which would define school zones in Colorado law and strengthen protections for children traveling to and from school. The bill has already passed the House, and I urge this committee to advance it as well.</p> <p>It is long overdue for Colorado to establish a clear, consistent definition of school zones. Without one, the safety protections already on the books “ such as doubled traffic penalties “ cannot be applied reliably or equitably across the state.</p> <p>I also support the proposed amendment to create a "School Street" designation. Giving local communities the option to establish low-speed, pedestrian- and cyclist-priority streets adjacent to schools is a common-sense step that cities around the world have already taken with documented safety benefits.</p> <p>I respectfully urge the committee to pass HB26-1318 with the School Street amendment included.</p>

	<p>Thank you for your consideration.</p> <p>Tom Fahree</p> <p>Denver, CO</p>
Valerie Passerini For themselves	<p>I am writing in favor of HB26-1318, since this bill is a common sense way to better protect kids going to and leaving school and 500 feet barrier is not a burden but a haven where drivers should be paying the utmost attention. Currently, "school zones" are vague and dependent upon who puts up the signs. If it didn't matter then the school where Liam Stewart was killed on his bike, by a parent of another student mind you, wouldn't have been changed AFTER he was killed. I can't fathom why anyone would be against this. We have to protect the most vulnerable in our society and make sure drivers are paying attention and following the rules of the road. Too many are distracted, in a hurry or glancing at their devices. Trust me that text can wait. Please vote in favor of HB26-1318 so that children can take a deep breath on their way to and from school each day and not feel like they're risking their lives if they're not dropped right at the door. We need to encourage more walking and biking to school and this bill will help.</p>



April 22, 2026

Dear Chair Cutter and Members of the Senate Transportation & Energy,

On behalf of Children's Hospital Colorado, the patients and families, and communities we serve, we are writing to respectfully ask for your vote in support of **House Bill 26-1318 Traffic Safety Near Schools**.

Children's Hospital Colorado is a Level 1 Pediatric Trauma Center - meaning we provide the highest level of complex care for injured children 24 hours a day, 365 days a year. We see, care for, and help heal more children than any other hospital in our seven state Rocky Mountain Region.

We are also proud to partner with the community to advocate for the health and well-being of kids and families. Our work goes beyond our hospital walls and into the communities we support. In addition to our patient care, Children's Hospital Colorado supports families by providing care coordination, advocacy and facilitating access to community programs and resources.

According to the [Colorado Department of Transportation](#), over the last 10 years, more than 1,000 pedestrians have died, and over 3,300 have been seriously injured in traffic crashes. Young children and the elderly are more likely to be killed or injured in a pedestrian crash than any other group. As well as, between 2021 and 2025, 591 pedestrians were killed on Colorado roads. This marks a 36% increase compared to the fatalities that occurred in the previous five years.

We're supporting House Bill 1318 because all of Colorado's children deserve safe routes to school and to be able to enjoy the health benefits of walking or biking to school without risk. [Research shows](#) that safe routes to school initiatives can significantly improve safety for students, reduce traffic-related injuries, and promote physical activity among children.

House Bill 1318 creates guidelines for school zones and allows local governments to designate roads as walking and cycling corridors to remove the risk of car collisions. Coloradans deserve safe roads, and this bill would give communities more tools to strengthen road safety for Colorado students.

Thank you for your continued support of the health and wellbeing of Colorado kids. In this effort, we encourage you to vote in favor of House Bill 1318 to strengthen traffic safety near schools and ensure all of Colorado's kids have safe routes to school.

Thank you for your time and consideration of this important legislation. Please let us know if you have any questions.

Sincerely,

Amanda Abramczyk-Thill, MPH, CPST-I & STAC  
Injury Prevention & Outreach Specialist  
Children's Hospital Colorado, Colorado Springs

Clare Decker, MPH, CPH CPST-I, STAC  
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