



**WISCONSIN LEGISLATIVE COUNCIL
AMENDMENT MEMO**

2003 Assembly Bill 369

**Assembly
Amendment 1**

Memo published: July 18, 2003

Contact: Philip Cardis, Staff Attorney (267-0683)

Current law requires the Department of Transportation (DOT) to advise municipalities and counties with regard to the construction and maintenance of any highway or bridge, when requested. Also, DOT may, upon request, perform any supervision or engineering work necessary in connection with highway improvements by any municipality or county and may charge the municipality or county its costs.

Assembly Bill 369 requires DOT, *upon request of a school board*, to review the site plan of any proposed enlargement of school grounds, or proposed construction or enlargement of school buildings or facilities. A school board may request a DOT review after the site plan has been reviewed by the county traffic safety commission.

In its review, DOT must determine the effect of the proposed enlargement or construction on existing and anticipated highways, and must provide guidance to the school board with regard to transportation-related matters, such as roadways, sidewalks, bicycle paths, and school bus loading and unloading areas, in a manner that adequately protects children in the school zone, ensures motor vehicle access to the school, and minimizes any adverse impact of the enlargement or construction of the school on motor vehicle traffic.

DOT may, but is not required to, use transportation impact analysis processes in its review. The bill specifies that a school board is *not* required to comply with DOT's recommendations and that DOT may not assess a fee for its services.

The bill also requires DOT to make available to any school board safety courses, educational materials, and other assistance related to ensuring the convenience and safety of children and motor vehicle traffic in school zones. DOT may assess a fee, not to exceed DOT's cost, for these services.

The bill also requires DOT to annually provide to each school board written notice of DOT's obligations and services under this bill.

Assembly Amendment 1 includes private or charter schools within Assembly Bill 369. Under the original bill, only public schools were included in the bill.

LEGISLATIVE HISTORY

On July 17, 2003, the Assembly Committee on Transportation recommended for adoption Assembly Amendment 1 by unanimous consent.

The Assembly Committee on Transportation recommended passage of the bill, as amended, by a vote of Ayes, 11; Noes, 2.

PGC:tlu



WISCONSIN LEGISLATIVE COUNCIL
AMENDMENT MEMO

2003 Assembly Bill 369	Assembly Amendment 1
<i>Memo published: February 20, 2004</i>	<i>Contact: Philip G. Cardis, Staff Attorney (267-0683)</i>

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Assembly Bill 369 requires DOT, **upon request of a school board**, to review the site plan of any proposed enlargement of school grounds, or proposed construction or enlargement of school buildings or facilities. A school board may request a DOT review after the site plan has been reviewed by the county traffic safety commission.

In its review, DOT must determine the effect of the proposed enlargement or construction on existing and anticipated highways, and must provide guidance to the school board with regard to transportation-related matters, such as roadways, sidewalks, bicycle paths, and school bus loading and unloading areas, in a manner that adequately protects children in the school zone, ensures motor vehicle access to the school, and minimizes any adverse impact of the enlargement or construction of the school on motor vehicle traffic.

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The bill also requires DOT to make available to any school board safety courses, educational materials, and other assistance related to ensuring the convenience and safety of children and motor vehicle traffic in school zones. DOT may assess a fee, not to exceed DOT's cost, for these services.

The bill also requires DOT to annually provide to each school board written notice of DOT's obligations and services under this bill.

Assembly Amendment 1 includes private or charter schools within Assembly Bill 369. Under the original bill, only public schools were included in the bill.

Assembly Amendment 2 provides that:

- DOT **shall** assess a fee to a school board for reviewing the site plan of a proposed school construction or enlargement, not to exceed the cost to the department.
- DOT **shall** assess a fee to a school board for safety courses, educational materials, and other assistance related to ensuring the convenience and safety of children and motor vehicle traffic in school zones, not to exceed the cost to the department for those services.

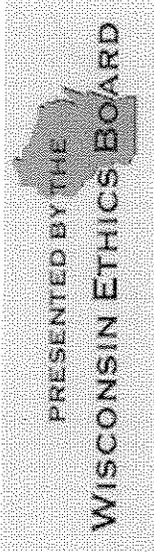
LEGISLATIVE HISTORY

On July 17, 2003, the Assembly Committee on Transportation recommended for adoption Assembly Amendment 1 by unanimous consent. The Assembly Committee on Transportation recommended passage of the bill, as amended, by a vote of Ayes, 11; Noes, 2.

On February 5, 2004, the Assembly adopted Assembly Amendments 1 and 2 by a voice vote. The Assembly passed the bill, as amended, by a vote of Ayes, 86; Noes, 10.

PGC:tlu:rv

- ▶ Home
- ▶ Lobbying in Wisconsin
- ▶ Organizations employing lobbyists
- ▶ Lobbyists



as of Tuesday, February 17, 2004

2003-2004 legislative session

Legislative bills and resolutions

(search for another legislative bill or resolution at the bottom of this page)

- Text, Sponsors and Analysis
- Status and Fiscal Estimate
- Lobbying Effort on this item

Assembly Bill 369

requiring the Department of Transportation to provide transportation planning and assistance in reviewing the site plan of proposed school construction or enlargement and granting rule-making authority

Organization Profile	These organizations have reported lobbying on this proposal:			Comments
	Interests	Date Notified	Position	
●	1000 Friends of Wisconsin	8/14/2003	↔	
●	Association of Wisconsin School Administrators	7/1/2003	↑	
●	Milwaukee Public Schools	7/22/2003	↑	
●	Wisconsin Association of School Boards Inc	6/2/2003	↑	
●	Wisconsin Association of School Business Officials	7/1/2003	↑	
●	Wisconsin Association of School District Administrators	7/1/2003	↑	
●	Wisconsin Council for Administrators of Special Services	7/1/2003	↑	
●	Wisconsin Council of Religious and Independent Schools	6/18/2003	↑	
●	Wisconsin Education Association Council	9/2/2003	?	
●	Wisconsin Professional Police Association	6/25/2003	?	
●	Wisconsin Realtors Association	6/9/2003	↔	
●	Wisconsin School Bus Association	7/22/2003	↑	

Place pointer on icon to display comments, click icon to display prior comments

•	Wisconsin Society of Architects	11/7/2003	?
•	Wisconsin Transportation Builders Association	2/6/2004	?

Select a legislative proposal and click "go"

House
 Assembly
 Senate

Proposal Type
 Bill
 Joint Resolution
 Resolution

Proposal Number

(enter proposal number)

Legislative Session

WISCONSIN ASSEMBLY
2003-2004 SESSION
SPEAKER GARD

AB 369
BY WIECKERT
DOT REVIEW OF NEW SCHOOL CONSTRUCTION PLANS
PASSAGE

AYES - 86 NAYS - 10 NOT VOTING - 1 PAIRED - 2

A	N	NV	NAME		A	N	NV	NAME		A	N	NV	NAME	
Y			AINSWORTH	R	Y			KREIBICH	R	Y			SHERMAN	D
Y			ALBERS	R	Y			KREUSER	D	Y			SHILLING	D
Y			BALOW	D	Y			KRUG	D		N		SINICKI	D
	N		BERCEAU	D	Y			KRUSICK	D	Y			STASKUNAS	D
Y			BIES	R	Y			LADWIG	R	Y			STEINBRINK	D
	N		BLACK	D	Y			LASEE	R	Y			STONE	R
Y			BOYLE	D	Y			LEHMAN, J.	D	Y			SUDER	R
Y			COLON	D	Y			LEHMAN, M.	R	Y			TAYLOR	D
	N		CULLEN	D	Y			LEMAHIEU	R	Y			TOLES	D
Y			FITZGERALD	R	Y			LOEFFELHOLZ	R	Y			TOWNS	R
Y			FOTI	R	Y			LOTHIAN	R	Y			TOWNSEND	R
Y			FREESE	R	Y			MEYER	R	Y			TRAVIS	D
Y			FRISKE	R		N		MILLER	D	Y			TURNER	D
Y			GIELOW	R	Y			MOLEPSKE	D	Y			UNDERHEIM	R
Y			GOTTLIEB	R	Y			MONTGOMERY	R	Y			VAN AKKEREN	D
Y			GRONEMUS	D		N		MORRIS	D	Y			VAN ROY	R
Y			GUNDERSON	R	Y			MUSSER	R	Y			VRAKAS	R
Y			GUNDRUM	R	Y			NASS	R	Y			VRUWINK	D
Y			HAHN	R	Y			NISCHKE	R	Y			VUKMIR	R
Y			HEBL	D	Y			OLSEN	R	Y			WARD	R
Y			HINES	R	Y			OTT	R	Y			WASSERMAN	D
Y			HONADEL	R	Y			OWENS	R	Y			WEBER	R
Y			HUBER	D	Y			PETROWSKI	R	Y			WIECKERT	R
Y			HUBLER	D	Y			PETTIS	R			x	WILLIAMS, A.	D
Y			HUEBSCH	R		N		PLOUFF	D	Y			WILLIAMS, M.	R
Y			HUNDERTMARK	R		N		POCAN	D	Y			WOOD, J.	R
Y			JENSEN	R		N		POPE-ROBERTS	D	Y			WOOD, W.	D
Y			JESKEWITZ	R	Y			POWERS	R		N		YOUNG	D
Y			JOHNSRUD	R	Y			RHOADES	R	Y			ZEPNICK	D
Y			KAUFERT	R	Y			RICHARDS	D	Y			ZIEGELBAUER	D
Y			KERKMAN	R	Y			SCHNEIDER	D	Y			SPEAKER	R
Y			KESTELL	R	Y			SCHOOFF	D					
Y			KRAWCZYK	R	Y			SERATTI	R					

IN CHAIR: FREESE

PAIRED AYE: MCCORMICK
PAIRED NAY: GROTHMAN

NO VACANT DISTRICTS

SEQUENCE NO. 472
Thursday, February 05, 2004
7:20 PM

Vote Record

Committee on Transportation and Information Infrastructure

Date: February 23, 2004
Bill Number: Assembly Bill 369
Moved by: Senate Committee on Transportation and Information Infrastructure
Motion: *Concurrence of Assembly Bill 369.*

Committee Member
Senator Mark Meyer

<u>Aye</u>	<u>No</u>	<u>Not Voting</u>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Signature: _____

Mark Meyer

Vote Record

Committee on Transportation and Information
Infrastructure

Date: February 23, 2004
Bill Number: Assembly Bill 369
Moved by: Senate Committee on Transportation and Information Infrastructure
Motion: *Concurrence of Assembly Bill 369.*

Committee Member
Senator Roger Breske

<u>Aye</u>	<u>No</u>	<u>Not Voting</u>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Signature: _____

Roger Breske

Vote Record

Committee on Transportation and Information
Infrastructure

Date: February 23, 2004
Bill Number: Assembly Bill 369
Moved by: Senate Committee on Transportation and Information Infrastructure
Motion: *Concurrence of Assembly Bill 369.*

Committee Member
Senator Neal Kedzie

<u>Aye</u>	<u>No</u>	<u>Not Voting</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

NK

Signature:

Neal Kedzie

Vote Record

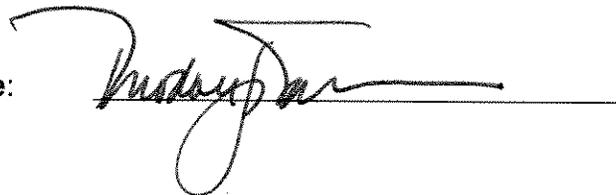
Committee on Transportation and Information
Infrastructure

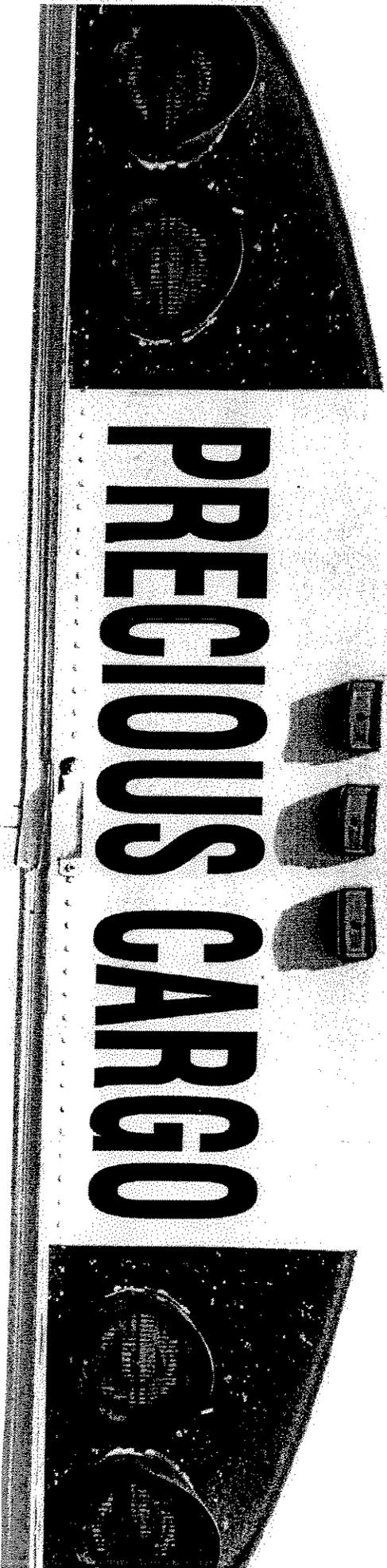
Date: February 23, 2004
Bill Number: Assembly Bill 369
Moved by: Senate Committee on Transportation and Information Infrastructure
Motion: *Concurrence of Assembly Bill 369.*

Committee Member
Senator Ted Kanavas

<u>Aye</u>	<u>No</u>	<u>Not Voting</u>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Signature:





PRECIOUS CARGO

★ Endorsed by the Wisconsin Department of Transportation, Wisconsin Association of School Boards, Wisconsin School Bus Association, School Administrators Alliance.

★ Every school board in the state will have access to this service to make their schools safer in crosswalks, bus drop-off, turn lanes and other transportation trouble spots.

★ Forms a partnership between 426 local school districts and the Department of Transportation to make our schools safer.

★ 800 children die every year coming and going from school every year in the United States, according to the National Highway Safety Administration.

★ Based on a successful program in Texas that has received acclaim on a regional and national level.

A PROGRAM TO MAKE OUR SCHOOLS THE SAFEST PLACE TO LEARN IN THE NATION.

WHY WE NEED PRECIOUS CARGO IN WISCONSIN

Safety issues at corner near Horizons Elementary School trigger PTA concerns

Parents work to bring crossing guard to busy intersection

By Arnie Tucker Staff Reporter

The area near the intersection of Schaefer Street and Schaefer Circle on Appleton's east side is getting closer look in response to concern about children's safety as they walk

for a safe crossing. "Our concern for the children is after school without a crossing guard here," said Horizons Principal Karen Bice. "It's a heavy traffic area that we need a four-way stop sign at a

SUNDAY, AUGUST 5, 1989

POST-RESIDENT APPLETON/NEWS-LEADER, WIS.

Council paving the way to Ferber

Safety concerns for pupils who now walk in streets prompt vote for sidewalks

Traffic lights may be required at several intersections

By Judy Mahoney Post-Observer staff writer

When the new Kimberly High School opens two years from now, it is a certainty traffic on already busy County N will increase more.

Even if two entrances into the school property were created, the traffic count on N would go way up. With the release of Combined Locks to allow Bonnie Lane to be used as a second access, the school's sole entrance at County N and Kennedy Avenue will be congested.

But that's not the only problem. The intersection of County N and Public Works



High school adds to concern over County N traffic

By Dave Bahr Staff Reporter

City of Kaukauna officials took measures to ensure student safety is present at points where they will before and after school.

The Board of Public Works voted unanimously to spend approximately \$10,000 on

spending of between \$13,000 and \$15,000 to purchase the usual overhead flashing light.

However, the light which now is set to be purchased will be installed through into the street.

Kaukauna will be the first city in Wisconsin to use such a light.

According to Deputy Director of

Also on Monday, the board voted to authorize the painting of a crosswalk on Highway 5E in front of Kaukauna High School.

The Lambert said officials found that if the walkway from

Factions to meet about school site

Combined Locks official points north to ease fears about limited access from County N to new high school

By Dave Bahr Staff Reporter

COMBINED LOCKS - Chairman Allen Laska said that he is not in the north to see that route about school site.

"I don't think we have a high school site here," Laska said.

County Highway and Solid Waste

Traffic lights endorsed for high school driveway

KAUKAUNA - The Board of Public Works authorized the installation of traffic signals on Loderbauer Road to ease traffic congestion at the new high school.

The school district plans to create two separate driveways onto Loderbauer Road, which is directly east of the school. One of the two-lane roads would

be for entrance only, the other for exiting only. The intersection of Loderbauer and the exiting driveway would be controlled by a traffic signal that would be activated only during the hour after school dismissal.

Motorists leaving the school's parking lot after dismissal and following sporting and school events

this spring waited up to half an hour at times. The school district would pay for construction and lighting with money left over from the referendum that built the high school.

The lights must be approved by the Common Council later this month.

\$50,000 plan should ease traffic problems

A plan to alleviate after-school gridlock in the Kaukauna High School parking lot is estimated to cost the district more than \$49,000.





WISCONSIN SCHOOL BUS ASSOCIATION

P.O. Box 168 • Sheboygan, WI 53082-0168 • (920) 457-7008 • Fax (920) 457-5758

www.dirwsba.com • E-mail: wsba@dirwsba.com

Robert W. Christian, Executive Director

Rep. Steve Wieckert

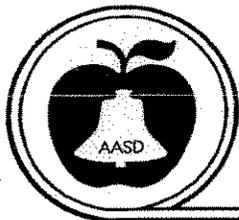
Dear Rep. Wieckert:

The Wisconsin School Bus Association supports your *Precious Cargo Bill*. As I travel the state, I find school buildings with terrible patterns for School Bus Pick-Up and Drop Off Points. Any help the D.O.T. could give these districts would be an added plus on transportation design and safety. The more we can separate school buses from pedestrians and parent pick-ups the safer it will be for Wisconsin School Children.

Thank you for proposing this bill.

Sincerely,

Robert W. Christian



Appleton Area School District

10 College Avenue, Suite 214 • P.O. Box 2019 • Appleton, WI 54912-2019
Office of the Superintendent: 920-832-6126 • Fax: 920-832-1725 •

April 14, 2003

Mr. Steve Wieckert
State Representative
P. O. Box 8953
Madison, WI 53708

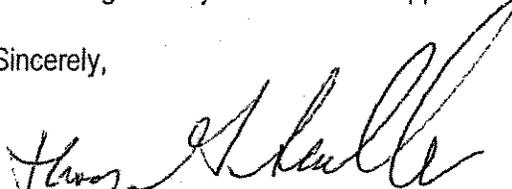
RE: Proposed Legislation
Transportation Planning and Assistance for New Schools

Dear Representative Wieckert:

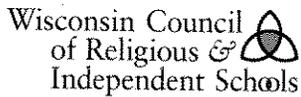
I strongly support your proposed Act 84.01(33) to best insure student safety on school buses. In Appleton, we are fortunate to have strong support from local units of government to help strengthen safety and traffic control in school zones. Anything that would better insure the welfare of our students enroute to school would be well worth adopting. The legislation, labeled "precious cargo" is certainly a step in the right direction. We appreciate your concern and aggressive approach to doing whatever is necessary to make our schools and our children safe.

Thanks again for your continued support of our children.

Sincerely,


Thomas G. Scullen
Superintendent

TGS:jak



February 12, 2004

TO: Senator Joe Leibham, Chair - Senate Committee on Transportation and Information Infrastructure and Members of the committee

From: Judd Schemmel, Executive Director – Wisconsin Council of Religious and Independent Schools

RE: Assembly Bill 369

Members of the Committee:

Thank you for the opportunity to submit written testimony in support of Assembly Bill 369, the “Precious Cargo” bill. I regret that my schedule precludes me from providing this testimony in person.

In the course of our schools days, the state of Wisconsin has no greater priority than to ensure that all school children arrive safely both to and from school. Too often we face the unfortunate reality that children will be injured or killed as they walk, play, or congregate on school property. While the number of documented incidents is increasing, the number of “near misses” is increasing exponentially.

It’s incumbent on all schools, both public and private, to do all they can to ensure the safety of their students while on school property. Meeting this obligation can take many forms. One of the key elements in a safe school zone are proper traffic patterns and secure drop off and pick up points.

Safe traffic patterns and other available safety measures is an area where many schools are not experts and could benefit from an ability to consult with those having greater knowledge. AB 369, by allowing schools to tap in to the expertise present within Wisconsin’s Department of Transportation, will provide schools a strong partner in designing plans that will help to keep our school children safe while respecting the traffic flow and needs of the surrounding neighborhoods.

We urge your support of AB 369 and we thank you for this opportunity to share our views.

The Wisconsin Council of Religious and Independent Schools is a statewide trade association representing more than 700 of Wisconsin’s private K-12 schools and over 115,000 students.

Wisconsin Council of Religious and Independent Schools
437 S. Yellowstone Dr., Suite 205, Madison, WI 53719 • Phone: (608) 204-0790 • Fax: (608) 204-0796
Email: judd.schemmel@wcris.org • Web Site: www.wcris.org

Archdiocese of Milwaukee

Association of
Christian Schools International

Christian Schools International

Diocese of Green Bay

Diocese of LaCrosse

Diocese of Madison

Diocese of Superior

Lutheran Church
Missouri Synod
North Wisconsin District

Lutheran Church
Missouri Synod
South Wisconsin District

Wisconsin Association of
Independent Schools

Wisconsin Conference of
Seventh Day Adventists

Wisconsin Evangelical
Lutheran Synod
Northern Wisconsin District

Wisconsin Evangelical
Lutheran Synod
Western Wisconsin District

Wisconsin Evangelical
Lutheran Synod
Southeastern Wisconsin District



WISCONSIN LEGISLATIVE COUNCIL

FEB 18 2004

*Terry C. Anderson, Director
Laura D. Rose, Deputy Director*

TO: SENATOR JOSEPH LEIBHAM, CHAIR, AND MEMBERS OF THE SENATE COMMITTEE ON TRANSPORTATION AND INFORMATION INFRASTRUCTURE

FROM: Don Salm, Senior Staff Attorney *DLS*

RE: Analysis of 2003 Assembly Bill 369, Relating to Requiring the Department of Transportation to Provide Transportation Planning and Assistance in Reviewing the Site Plan of Proposed School Construction or Enlargement and Granting Rule-Making Authority, as Amended by the Assembly

DATE: February 17, 2004

This memorandum analyzes 2003 Assembly Bill 369, relating to requiring the Department of Transportation (DOT) to provide transportation planning and assistance in reviewing the site plan of proposed school construction or enlargement and granting rule-making authority, as amended by the Assembly. The bill, as amended by the Assembly, passed the Assembly on a vote of Ayes, 86; Noes, 10. The Senate Committee on Transportation and Information Infrastructure will hold a public hearing on the bill on **Wednesday, February 18, 2004, at 9:30 a.m., in Room 300 Southeast, State Capitol.**

CURRENT LAW

Current law requires DOT to advise municipalities and counties with regard to the construction and maintenance of any highway or bridge, when requested. Also, DOT may, upon request, perform any supervision or engineering work necessary in connection with highway improvements by any municipality or county and may charge the municipality or county its costs.

2003 ASSEMBLY BILL 369, AS AMENDED BY THE ASSEMBLY

2003 Assembly Bill 369, as amended by the Assembly (hereafter "the bill"), requires DOT, **upon request of a school board or the governing body of a private or charter school (hereafter "school board")**, to review the site plan of any proposed enlargement of school grounds, or proposed construction or enlargement of school buildings or facilities. A school board may request a DOT review after the site plan has been reviewed by the county traffic safety commission.

In its review, DOT must determine the effect of the proposed enlargement or construction on existing and anticipated highways, and must provide guidance to the school board with regard to transportation-related matters, such as roadways for vehicular traffic, sidewalks, bicycle paths and racks, school bus loading and unloading areas, and access to highways, in a manner that adequately protects children in the school zone, ensures motor vehicle, pedestrian, and bicycle access to school grounds, and minimizes any adverse impact of the enlargement or construction of the school on motor vehicle traffic.

DOT may, but is not required to, use transportation impact analysis processes in its review. The bill specifies that: (1) a school board is **not** required to comply with DOT's recommendations; (2) DOT is not responsible for any costs associated with implementation of any of its recommendations; and (3) DOT must assess a fee not to exceed the cost to the DOT for its services.

The bill also requires DOT to make available to any school board safety courses, educational materials, and other assistance related to ensuring the convenience and safety of children and motor vehicle traffic in school zones. DOT may assess a fee, not to exceed DOT's cost, for these services.

The bill requires DOT to annually, after May 1 and before September 1, provide to each school board written notice of DOT's obligations and services under the bill.

The bill has a **delayed effective date**, specifying that if it is enacted into law, the new law takes effect on **January 1, 2005**.

If you have any questions, please feel free to contact me directly at the Legislative Council staff offices.

DLS:tl:rv;jal

**Testimony of
State Representative Steve Wieckert
Before the
Senate Transportation and Information Infrastructure Committee
Regarding
AB 369 – Precious Cargo**

**Wednesday, February 18, 2004
300 SE
9:30 am**

Thank you Chairman Leibham and members of the committee for the opportunity to testify in support of AB-369, which I believe will help make it safer for Wisconsin's kids to travel to and from school.

Two weeks go this bill passed the Assembly on a vote of 86-10.

This legislation would help protect our students from accident and injury traveling to and from school. This would be achieved by allowing school districts to tap the expertise of the Department of Transportation when planning new school construction or major remodeling activities. DOT would review the site plan and make recommendations on the best ways to provide for traffic flow and make suggestions on the safest ways to deliver students to school. Items to be reviewed would include road design, entrances to the school and parking lot, sidewalks, bike paths, bus lanes, bypass lanes, left-hand turn lanes, and any other area which the DOT feels would be helpful in providing for traffic safety and the reduction of traffic congestion.

DOT would also benefit as it plans new roads and transportation facilities by knowing where new schools may be planned. The increased communication this bill would encourage would also help school boards to make more informed site locations for schools by knowing of future road layout plans of the DOT. This is common sense. It happens to some degree now but I would like to see it applied more consistently around the state. Wisconsin has over a million children in school, 1,027,812 to be exact.

Student safety traveling to and from school is indeed an important issue throughout the United States. Unfortunately, about 800 students lose their lives going to and from school every year in the United States caused by traffic accidents. This statistic does not even include non-fatal injuries or other car accidents.

DOT now offers this service for highway repair and bridge construction to municipalities. In many ways, this legislation would be an extension of that, allowing school districts to have their new school plans reviewed for student safety by DOT.

There is no cost to the state for this legislation. Any services offered by DOT would be paid for by the school requesting the service. Overall, it is a rather nominal cost. It is anticipated that the entire state for one school year would cost \$8,400 for this purpose.

Texas has a very successful program to reduce traffic accidents near schools. Both the Department of Transportation in Texas and the school districts speak highly of it. This legislation was modeled after this program.

I would like to thank the State of Texas for allowing an official from the Department of Transportation of Texas for testifying before the Assembly committee earlier this year to explain how the program works and how beneficial it is. Mark Ball has first-hand knowledge of the program and I sincerely thank him for going out of his way to be helpful to us.

One example in Texas... after DOT reviewed a site plan, they suggested turning the school 180 degrees to face a less traveled road that significantly reduced traffic congestion, improved safety, and made stop lights unnecessary on a highly trafficked road.

AB 369 was developed over a number of years. Last session it had the support of the Thompson and McCallum administration. This year I am very pleased to have worked with the Doyle administration through the Department of Transportation officials to further develop and refine this legislation to secure their cooperation. I thank the Department of Transportation for their continued cooperation and open-mindedness on this issue.

This program has won an award from the National Thousand Points of Light Foundation established by former President George Bush, Sr.

This legislation is commonly referred to as "Precious Cargo," which indicates the precious cargo of children in both cars and school buses as they go to and from school. Precious Cargo has been endorsed by:

- Federal Highway Administration
- National Highway Traffic Safety Administration
- American Association of State Highway and Transportation Officials

AB 369 is also supported by:

- **Wisconsin School Administrators Alliance**
- **Wisconsin School Boards**
- **Wisconsin Bus Association**
- **Wisconsin Architects Association**

I also appreciate the Department of Public Instruction's past support of this legislation in protecting Wisconsin's students.

As a matter of record – last session, this bill passed out of the Assembly Transportation Committee by a vote of 15-0, by voice vote in the State Assembly and 5-0 out of Senate Insurance, Tourism, and Transportation Committee. In

this session, AB 369 passed out of the Assembly Transportation Committee by a vote of 11-2. It was amended in Assembly committee to include private or charter schools. As I mentioned before, this recently passed the Assembly by more than 80 votes.

This legislation is proactive. It is not glamorous or glitzy, but it is hard working, good government policy that in the long term, as new schools are built, will help provide for student safety. We will not know the names of the students whose lives we have save or injuries we prevent, but it is clearly a very noble thing to do.

If you have any questions I would be happy to answer them. Thank you for this opportunity to testify.

Precious Cargo

Testimony for Mark A. Ball to the Wisconsin Legislature,

Senate Transportation & Information Infrastructure Committee

February 18, 2004

Mister/Madam chairman, members of the committee and distinguished leaders and guests –

Thank you for inviting me again and allowing me time to address an on-going problem in our nation – traffic safety near schools. I appreciate the opportunity to share Texas' experience in working with local school districts to solve traffic issues and hope that my testimony will provide benefit for Wisconsin's schools as well.

Between the years of 1990 and 2000, there was a population increase of 32.7 million people, the largest 10-year increase in United States history. This dramatic growth has resulted in the addition of many new schools in large urban areas. Often these schools are built in once-remote rural areas near high-speed, two-lane highways that were not originally designed to accommodate the traffic volumes and patterns typically associated with schools. These locations combined with poor communication and cumbersome policies have created potentially deadly situations around many of our schools.

The Texas Department of Transportation (TxDOT) has found a way to address these situations through our Precious Cargo program. Before implementing the program, TxDOT was often unaware that a new school was being built until we received a request (or in some cases a demand) for traffic control assistance from a school district. Often this was after construction was underway or complete. The problem we then faced was twofold – 1. It was too late to take cost-effective actions at this point and 2.

Because of the lack of early communication concerning traffic planning, there was now a dangerous traffic environment around the school.

To illustrate this, I'd like to share with you the details of a tragic event that occurred in our Dallas District.

In the fall of 1998 near Dallas, in a largely rural area of Collin County, a 7-year-old boy was fatally injured near his school when the car in which he was riding was rear-ended on a state highway where the speed limit was 65 mph.

In the days following the tragedy, school administrators and city officials called upon TxDOT to immediately lower the speed limit and install traffic signals and turn lanes. Other rural communities began to call for the same improvements near their own schools. Of course state officials were unable to immediately respond to these requests, because of state laws that regulate speed limits and the use of traffic signals. These laws are designed in part to ensure uniformity in the state's highway system and also to ensure that limited funds are put to their best use.

When logical arguments like these collide with emotional pleas from school administrators and parents, the results can be quite volatile. The level of negative public sentiment against the Department was evident in the news coverage following the fatal crash. This sentiment grew quickly and was so fervent that I personally received several death threats on myself and my family members by telephone.

After this incident, it became clear to us that the more effective way to solve school traffic problems is to address them *before* they happen. This is what TxDOT, through the Precious Cargo program, set out to do and accomplished.

The objective of the Precious Cargo program is simple – to establish and maintain effective, ongoing communication between TxDOT-Dallas and Dallas-area school districts and communities, working to ensure the safest possible environment for schools located along or adjacent to state highways. The uniqueness of the program is that we seek to develop this communication, and consequently ongoing relationships, with local school districts so that they will come to us before construction on a new school ever starts. We emphasize through the program, “the earlier, the better.” “Allow us to take a look at your planned site locations, and we’ll make recommendations that will help deter problems concerning the traffic conditions around your school.” And if an already existing school is experiencing problems, we want them to know that we are here to help as well.

Another aspect of the program is that these relationships often lead to shared resources among TxDOT, school districts and communities. By pooling resources, we have been able to accomplish safety improvements that may not have been implemented due to a simple lack of funding.

After the program’s initial traffic safety briefing, which was attended by more than 60 Dallas area school superintendents, principals and state legislators, we immediately began to receive requests from local schools asking for help with various sites that were experiencing a high level of traffic problems.

In the Dallas area alone, we’ve addressed a broad range of issues and have accomplished such things as:

- Reviewing site plans and providing recommendations for numerous new schools
- Providing cost estimates for the building of turn lanes near schools
- Evaluating traffic flow and conducting signal studies, and
- Installing warning signs, advisory speed limits and flashers

This is just a very small example of some of the things we've done in the Dallas District.

And the program has moved beyond, well beyond, the Dallas area. Twenty-one of the 25 TxDOT Districts use Precious Cargo as their basis for communication with local schools. Since the program's inception, traffic safety has been improved near more than 250 schools all over Texas.

Precious Cargo is continuing to be recognized at both the state and national levels by the numerous awards it has received for its focus on traffic safety and communication.

Of course no award can compare with what the program does – it helps save lives.

My comments today mark the third opportunity I've had to present this traffic safety program to your state. My first appearance before this distinguished body was in May of 2003. After my last appearance before the House Transportation Committee in August of 2004, I was personally honored and pleased to hear of the successful results – a wide bipartisan vote for Precious Cargo of 86-10.

On my behalf, and on the behalf of my colleagues in Texas, I would like to express my gratitude and honor for the time you have allowed me to share our success in dealing with this critical traffic safety problem.

It is TxDOT's hope that you will be able to benefit from our experiences with the Precious Cargo program and that in doing so the traffic environment near schools will become safer for the children of Wisconsin as well.

Thank you.

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notification

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Over 160 Schools and Growing



Progress Report

What is the

What is the Precious Cargo program?

- More than 160 schools in over 50 school districts statewide have seen traffic safety improvements around their schools or future school sites as a result of the Precious Cargo program.
- Legislative recognition and support has been received from 16 Texas senators and representatives.
- Precious Cargo has been endorsed by the Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA).
- Precious Cargo has won numerous awards, including:

Awarded by the National Quality Initiative

Awarded by the Texas Quality Initiative

Awarded by the American Association of State Highway and Transportation Officials (AASHTO)

Awarded by AASHTO

Awarded by the Trans Texas Alliance

Awarded by TxDOT

Awarded by TxDOT

Awarded by the International Association of Business Communicators (IABC), Brazos Valley Chapter

Awarded by Western Association of State Highway and Transportation Officials (WASHTO)



What people



Precious Cargo establishes and maintains effective, ongoing communication among TxDOT, school districts and communities - helping to ensure the safest possible traffic environment for schools located along or adjacent to state highways.

The mission of TxDOT is to provide safe, effective and efficient movement of people and goods. Precious Cargo is a true application of this mission.



"I think it's obvious we need to pull [TxDOT] in and have them involved at the very outset of any new facilities in our community."

- Dr. James Hughey, Dallas ISD Acting Superintendent
quoted in a KTVT news broadcast

"As of today, if school districts get with us, our engineers will look at their traffic plans for free - at no cost to the community, at no cost to the school district."

- Mark Ball, Public Information Officer
TxDOT Dallas District
quoted in the *Plano Star-Courier*

"Cars were coming and going from all different directions. This gentleman who showed up on our campus was like an angel. We drove around the campus and worked out a traffic program."

- Lynda Opitz, Principal
Wood Middle School in Dentonville
quoted in *The Dallas Morning News*

"The most effective solutions to traffic problems at our schools will come about when public entities work together. TxDOT is committed to listening to specific problems and working to address them under the Precious Cargo program."

- State Senator David Cain
quoted in *TEXITE News*

"I've worked around state highways for many years, and I think this is great."

- Alan Hein, Farmersville City Manager
quoted in the *Plano Star-Courier*

"What we're doing is trying to get ahead of the tragedies."

- State Senator Elliot Shapleigh
quoted in the *El Paso Times Borderland*



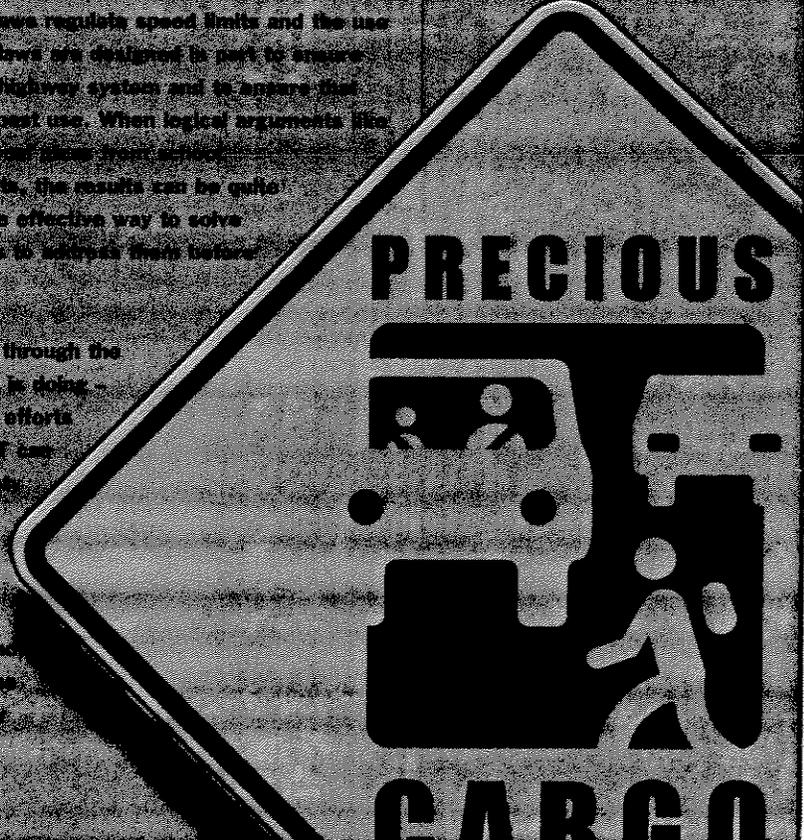
The Beginning

The Beginning of Precious Cargo

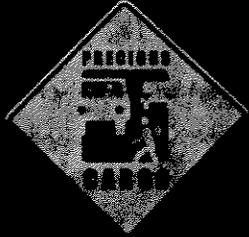
In a largely rural area of Collin County, a 7-year-old boy was fatally injured near his school when his car was hit on a state highway where the speed limit was 65 mph. In the days following the tragedy, school administrators and city officials called upon TxDOT to lower the speed limit and install traffic signals and turn lanes. Many rural communities began to call for the same improvements near their own schools.

State officials were unable to respond immediately to these requests because state laws regulate speed limits and the use of traffic signals. These laws are designed in part to ensure uniformity in the state's highway system and to ensure that limited funds are put to best use. When logical arguments like these are made with evidence from school administrators and parents, the results can be quite volatile. Clearly, the more effective way to solve school traffic problems is to anticipate them before they happen.

And this is what TxDOT, through the Precious Cargo program, is doing - creating a partnership of efforts that includes what TxDOT can do to address traffic safety problems, what school districts working with their communities can do to address traffic safety problems and, most importantly, what the parties can accomplish by working together.



For more information, please
contact your local TxDOT district:



Precious Cargo's success can be attributed to the considerable and meaningful efforts of communication, cooperation and commitment among TxDOT, TTI, school districts and communities. The results of this partnership have helped to ensure the safest possible traffic environment for schools located along our state highways.

Abilene District
(915) 676-6800

Amarillo District
(806) 356-3200

Atlanta District
(903) 796-2851

Austin District
(512) 832-7000

Beaumont District
(409) 892-7311

Brownwood District
(915) 646-2591

Bryan District
(979) 778-2165

Childress District
(940) 937-7100

Corpus Christi District
(361) 808-2300

Dallas District
(214) 320-6100

El Paso District
(915) 790-4200

Fort Worth District
(817) 370-6500

Houston District
(713) 802-5000

Laredo District
(956) 712-7400

Lubbock District
(806) 745-4411

Lufkin District
(936) 634-4433

Odessa District
(915) 332-0501

Paris District
(903) 737-9300

Pharr District
(956) 702-6100

San Angelo District
(915) 944-1501

San Antonio District
(210) 615-1110

Tyler District
(903) 510-9100

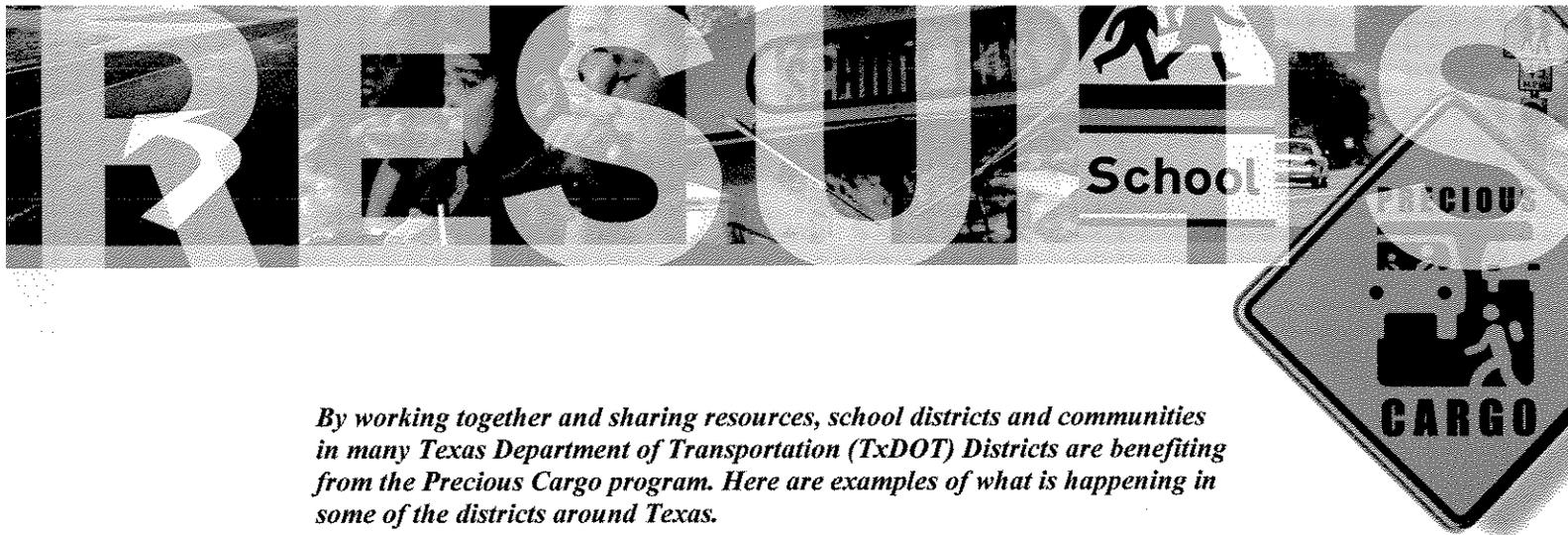
Waco District
(254) 867-2700

Wichita Falls District
(940) 720-7700

Yoakum District
(361) 293-4300

www.dot.state.tx.us





By working together and sharing resources, school districts and communities in many Texas Department of Transportation (TxDOT) Districts are benefiting from the Precious Cargo program. Here are examples of what is happening in some of the districts around Texas.

Abilene TxDOT District

- Clyde ISD implemented suggested improvements provided by TxDOT.
- Visited with Wylie, Merkel, Abilene and Paint Creek ISDs to offer suggestions and assistance.

Amarillo TxDOT District

- Visited with all school superintendents in the Amarillo District to promote awareness of Precious Cargo and offer assistance for planned and existing facilities.
- A Spearman school addressed issues related to sidewalks.

Atlanta TxDOT District

- Assisted Diana ISD with redesign and relocation of a school parking lot and all circulation within the school grounds.
- Work with Queen City Middle School resulted in improved circulation off of FM 74 and an additional school pickup area.
- Increased traffic safety resulted from improved bus circulation routes for Pittsburg schools on LP 179.
- Coordination with Liberty-Eylau School on FM 558 improved internal traffic circulation for the construction of new drives.
- Completed the construction of a turn lane at Harmony school to ease traffic congestion during school hours.

Corpus Christi TxDOT District

- Evaluated traffic concerns at several schools in Beeville ISD, offering solutions for bus routing, loading and unloading. Suggested ways for handling potential traffic problems associated with future improvements at FM 351/SH 202.
- Met with engineers planning the new Ingleside High School to discuss potential traffic problems associated with the acquired site located on heavily traveled SH 361.
- Evaluated plans for two elementary schools in Tulosso-Midway ISD and provided a traffic flow study supporting site design for the schools.
- Presented the Precious Cargo program to a statewide meeting of school transportation directors at the request of Texas Department of Public Safety.
- Worked with Orange Grove High School administrators to widen and add a turn lane to SH 359 near the school.
- Assisted officials from San Patricio County and the City of Portland in planning a safe and efficient entrance to Gregory-Portland ISD's new high school.
- Provided engineering expertise to the Flour Bluff Transportation Administration in planning the safest site for loading and unloading school bus riders near the JFK Causeway.
- Introduced the Precious Cargo program to some 50 school transportation directors at a gathering of the Coastal Bend Chapter of the Texas Association of Pupil Transportation.
- Enhanced the Precious Cargo program through an educational program conducted by The University of Texas Health Science Center in San Antonio, illustrating the dangers of illegal school bus passing.

Dallas TxDOT District

- TxDOT's recommendations following the analysis of all 15 schools located in Duncanville ISD were used in a school bond campaign for district-wide improvements.
 - A joint effort with Farmersville ISD resulted in the construction of new turn lanes in front of a school. The community funded the project, while TxDOT supplied labor and equipment.
 - Warning signs and flashers were installed and advisory speeds posted for schools in Wylie ISD and Prosper ISD.
 - Prosper requested TxDOT's assistance in evaluating traffic flow and conducting signal studies for several schools located on or near SH 289.
 - Wylie ISD requested TxDOT's site plan review of two proposed schools and an additional school currently under construction.
 - Introduced the Precious Cargo program to the state of Wisconsin with an appearance before their Assembly Committee on Transportation.
 - Introduced the Precious Cargo program to the Southern Legislative Conference in Savannah, Georgia.
 - A traffic flow plan for an elementary school and a site plan for a proposed middle school were prepared for Rockwall ISD.
 - Provided estimates to Rockwall ISD for left- and right-turn lanes for schools located on or near state highways. Several school zones were adjusted to reflect new pedestrian patterns.
 - Reviewed a proposed school site at Lincoln Park in Denton County at US 380 and FM 2931; a proposed site plan for a Lutheran Church school in McKinney; a proposed site plan for Ferris ISD on FM 660; and a proposed site in Murphy for a new Plano ISD school and stadium.
 - Reviewed site plans for a Palmer ISD school on FM 813; a Lovejoy ISD school on FM 1378; a Blooming Grove ISD school on FM 55; a Rice ISD school on I-45 frontage road; a Mildred ISD school on Texas 287; a Corinth ISD school; a Kemp ISD school off FM 1895; and Mabank ISD schools at three locations on US 175.
-

El Paso TxDOT District

- District personnel have met with Socorro, Clint and San Elizario ISDs to assist in planning the location of future schools, improving safety in school zones and installing traffic signals and school zone flashers.
 - A school bus drop-off area with parking was designed for Sierra Blanca ISD, allowing the bus to pull in off the busy roadway for the children to safely board.
 - Conducted a speed zone study on SH 20 in Tornillo to determine if speed limits need to be lowered near a proposed crosswalk location.
 - Canutillo ISD requested site planning assistance for their proposed new schools.
-

Fort Worth TxDOT District

- Conducted a traffic analysis for Decatur ISD at the site of an elementary school and a proposed high school on BUS 81. TxDOT recommended the addition of turning lanes and a school zone in front of the elementary school.
- Conducted a traffic study for Cleburne ISD on FM 1718, where a middle school is being constructed near an elementary school, that resulted in the recommendation for separate school zones for each school.
- Early coordination and planning with Alvarado ISD for a proposed elementary school near Lillian resulted in improved traffic circulation and the addition of a school zone.
- Added turn lanes and a flashing light at the entrance of Aledo ISD's new high school on FM 1187.
- Grandbury ISD's early request for a traffic impact evaluation at the site of an elementary school being constructed on FM 4 and US 377 resulted in the incorporation of additional safety features during the reconstruction phase of FM 4.
- Advised Mansfield ISD of the proper location of their driveways to avoid site-distance problems.

Fort Worth TxDOT District, continued

- Worked with Mansfield ISD on the traffic impact at the frontage roads for the proposed high school on SH 360.
 - Added turning lanes, lowered the speed limit from 70 mph and added a school zone in front of the new Springtown High School.
 - Millsap City Council was concerned about speed limits on FM 113 near the new high school and requested a re-evaluation of the necessity of a school zone. After further study, TxDOT moved the location of the speed limit change from 45 to 60 mph, satisfying the Council's concerns without adding a school zone.
 - Incorporated left-turn lanes and turn bays; lowered the speed limit from 70 to 55 mph; and added a school zone in front of the new Godley High School on SH 171, easing the ISD's concerns for student safety.
 - When a traffic signal study for Lake Worth ISD did not warrant a signal at the entrance to the high school on FM 1220, TxDOT recommended two alternatives, allowing students to access adjacent arterials with existing traffic signals.
 - Reached agreement with Keller city officials on the relocation of an existing school zone on FM 1709.
-

Houston TxDOT District

- Installed turn lanes on FM 359 and FM 762 and a new traffic signal at FM359/FM762 for Lamar ISD's new 4A high school.
 - Lamar ISD donated right-of-way for future turn lanes and roadway widening for FM 762.
 - Installed traffic signals and constructed turn lanes at Bay Colony Elementary School on FM 646.
 - Early coordination and planning resulted in the installation of left- and right-turn lanes on FM 1488 and a traffic signal at FM 1488/FM149 near the new Magnolia ISD high school.
 - Installed a traffic signal and left-turn lane on FM 1464 at West Oaks Blvd. for George Bush High School in Fort Bend ISD.
 - Converted a two-way frontage road to one-way operation to improve safety and minimize congestion at an interchange near Covenant Christian School.
 - Coordinated planning with Houston ISD in scheduling a left-turn lane project to coincide with the opening of a new middle school on SH 35 at Dillon Street.
-

Laredo TxDOT District

- School board members requested site evaluations of schools located on US 90 and US 277. TxDOT officials provided recommendations for upgrading entrances and exits to make school zones safer.
 - Provided planning assistance to United ISD relating to traffic control and signals at the site of a proposed sports complex located at Loop 20 and SH 359 near Judith Zaffirini Elementary School. TxDOT district involvement continues at the request of UISD as additional land is being procured and construction proceeds.
 - Evaluated Crystal City ISD schools and provided alternative pickup and drop-off suggestions to improve safety around the schools.
-

Paris TxDOT District

- Turn lanes at Howe High School and S&S High School were added to provide additional safety measures.
- A coordinated effort between school districts and TxDOT addressed existing traffic safety problems and lead to the development of traffic plans for future schools.

San Antonio TxDOT District

- A school speed zone was implemented along FM 1250 in Hondo near Woolls Middle School.
- An evaluation of traffic counts and patterns at Uvalde Junior High School will result in operational improvements near the school by altering circulation patterns.
- A signal was installed and traffic circulation changed at New Braunfels High School.
- Modifications to SH 46 at US 281 will be made in FY 2002 to address congestion from traffic to and from the high school and other schools located near the intersection.
- Recommended lowering the speed limit from 60 to 50 mph on SH 46 at FM 3159 after conducting a speed-limit study requested by Comal ISD.
- Acceleration, deceleration and extended left-turn lanes were added at the intersection of SH 46 and Smithson Valley Road to relocate the main entrance of a rural high school from a heavily traveled state road to a safer county road.
- Reviewed proposed sites for a new high school near Canyon Lake.
- Suggested modifications to FM 306 at Hoffman Lane, the site of a proposed elementary school.
- Location sites, internal traffic and proposed driveways were reviewed at four new schools in Comal ISD.
- Intersection improvements on FM 306 at Cranes Mill Road will be made for an upcoming Comal ISD intermediate school.
- Medina Valley High School on FM 471 requested TxDOT's expertise in solving problems with traffic circulation and parking on FM 471 during football games.
- TxDOT built a right-turn lane on the I-10 frontage road at Cascade Caverns Road to improve safety and traffic flow at the Boerne middle school and elementary school complex.
- Coordination between San Antonio TxDOT and Kerrville ISD resulted in a plan for traffic circulation patterns inside and outside of two new campuses currently under construction. The plan includes a new traffic signal funded by the school district.
- Kerrville area engineers are designing plans for a major upgrade of FM 474 adjacent to Boerne High School to include the addition of left- and right-turn lanes and school entrance modifications.
- Bandera ISD asked TxDOT to evaluate the possible traffic impact of a proposed new campus on SH 16.
- Worked with Comfort ISD to improve the safety of kids walking to school by establishing a new school crosswalk and extending the length of the existing school speed zone on SH 27.
- Worked with Hunt ISD and the County Road and Bridge Department to widen a county road intersection at FM 1340, improving the safety of school buses traveling to and from Hunt School.
- Reviewed plans for a new Somerset ISD elementary school on SH 16 at Smith Road.
Recommended relocation of the driveway to access off SH 16 and additional turning lanes on SH 16 to accommodate school bus traffic.
- Evaluated traffic flow patterns and campus layouts for McQueeney Elementary School on FM 725, Vogel Elementary School on SH 46 and Indian Creek Elementary School.
- Introduced the Precious Cargo Program to school officials at the School Safety Summit co-sponsored by the City of San Antonio and Texas Transportation Institute (TTI).

Wichita Falls TxDOT District

- Installed school zone signs to help slow unaware drivers in front of Agape Christian School on SH 240. The church funded the purchase of the materials to build a second driveway at the school, while TxDOT supplied the labor.
- Reviewed three proposed site locations for the new Petrolia ISD high school, currently under construction. The school board chose TxDOT's recommended site with the fewest traffic problems and further requested that TxDOT, with Clay County Commissioners and Petrolia ISD, establish a plan for relocating a county road near the new school.
- US 82 was widened in front of Callisburg Junior High and Woodbine Elementary Schools to make more room for buses in the highway crossover. FM 2896 at Callisburg middle and high schools was widened, and new driveway pipes with safety end treatments were installed.

Wichita Falls TxDOT District, continued

- Near Chambers Elementary School, FM 3092 was widened, shoulders were added, and a left-turn lane was constructed in front of the campus. On FM 678, the main route to and from Chambers Elementary, the highway is being widened from two lanes to four.
 - A TxDOT project for widening FM 922 and adding shoulders in front of an Era ISD school, allowed room for needed parallel parking, new storm sewers and a sidewalk.
 - A Muenster ISD school and Sacred Heart Catholic School, both on FM 373 benefited by the addition of new curbs and rebuilt shoulders.
 - Cost estimates calculated by a TxDOT engineer for Bowie Elementary School were used by the school board to budget for the installation of a new drive.
 - Installed a total of 62 solar-powered flashing school signals at 31 campuses located in several Wichita Falls area ISDs. Their school zone signs were replaced with new yellow-green fluorescent signs.
-

Yoakum TxDOT District

- Installed left-turn lanes and traffic signals and improved entrance design by reducing four entrances to two at the new Bay City High School on Texas 35 West.
- Improved student drop-off and pickup area at St. Paul High School in Shiner.