

SENATE STAFF ANALYSIS AND ECONOMIC IMPACT STATEMENT

(This document is based on the provisions contained in the legislation as of the latest date listed below.)

BILL: SB 2076
 SPONSOR: Senator Constantine
 SUBJECT: Safe Transportation for Children
 DATE: March 8, 2002 REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	<u>McAuliffe</u>	<u>Meyer</u>	<u>TR</u>	<u>Favorable</u>
2.	<u>Bowman</u>	<u>Yeatman</u>	<u>CA</u>	<u>Favorable</u>
3.	<u>Fabricant</u>	<u>Hayes</u>	<u>AGG</u>	<u>Favorable</u>
4.	_____	_____	<u>AP</u>	_____
5.	_____	_____	_____	_____
6.	_____	_____	_____	_____

I. Summary:

The bill creates s. 335.066, F.S., the “Safe Paths to Schools Program.” The Florida Department of Transportation (FDOT) is directed to consider the planning and construction of bicycle and pedestrian paths to provide safe passageways for children from their neighborhoods to their schools, local parks, and public greenways and trails. FDOT is allowed to create a grant program to fund these types of projects, and to adopt rules to administer the new program. However, FDOT is not specifically directed to allocate funds for the new program.

This bill creates s. 335.066 of the Florida Statutes.

II. Present Situation:

Section 335.065, F.S., directs FDOT to establish bicycle and pedestrian pathways in conjunction with its state transportation projects, with special emphasis on projects in or within 1 mile of an urban area. FDOT is authorized to set construction standards for these paths, and to implement uniform signage. The current law also directs FDOT and the Department of Environmental Protection to establish a statewide, integrated system of bicycle and pedestrian paths. The statute does list circumstances when bike or pedestrian pathways are not required to be established, such as where there is an absence of need or the cost would be prohibitive.

During the 2000 legislative session, a proposal to create an FDOT-funded “Safe Paths to Schools” Program was discussed, but it did not pass. In order to determine the extent of the need for such a program, the Department of Education over the 2000 interim compiled a survey from county school districts that identifies hazardous walking or biking locations for kindergarten through sixth grade students living within 2 miles of their schools. Thirty-four county school boards responded to the survey. The hazards identified by school districts were predominantly on

city or county roads, although many were on state-maintained roads, particularly in Northwest Florida.

III. Effect of Proposed Changes:

The bill creates s. 335.066, F.S., the “Safe Paths to Schools Program.” FDOT is directed to consider the planning and construction of bicycle and pedestrian paths to provide safe passageways for children from their neighborhoods to their schools, local parks, and public greenways and trails. FDOT is allowed to create a grant program to fund these types of projects, and to adopt rules to administer the new program. However, FDOT is not specifically directed to allocate funds for the new program.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

V. Economic Impact and Fiscal Note:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

None.

C. Government Sector Impact:

Unknown. This bill does not require the FDOT to expend funds on the Safe Paths to School Program.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Amendments:

None.

This Senate staff analysis does not reflect the intent or official position of the bill's sponsor or the Florida Senate.
