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Lobbying Report

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*OBU-004: School Zone Crosswalk Safety*

***Overview***

Rep. Shuman's bill is tasked with protecting students who must cross roadways on their walk to school. This bill would require cities to report on every crosswalk and signage in school zones every two years. This bill does not establish a new system, but it adds to one already established. Shuman believes the signage matters more than the crosswalk. "It is more in the air and more in my eyesight. . . . many times when I see the signage first," says Shuman. This extra barrier provides drivers an extra opportunity to notice an upcoming crosswalk. This bill is designed to protect both pedestrians and drivers.

***Propenancy and Need***

This bill is extremely cost effective and drastically, increases safety in school zones. The average cost of a eight two-foot by six-foot stripes, which makes up one crosswalk, is \$3.84 per crosswalk. This averages to four cents per linear foot. This is a minimal cost because labor and equipment would not play a factor as well. The Federal Highway Association already requires the crews to check pedestrian signals every six months. This would just be an addition to this already existing program. Labor costs are negligent because these crews would service these at night around the same time they service signals and signage. Most communities report very little damage around signage, signals or crosswalks, and the paint lasts around 36 months. This bill is necessary because of the impacts it has on pedestrians and drivers. This bill provides benefits not

just from oncoming traffic but for health benefits as well. “It incentivises safe passageway not only for pedestrians, but when they know they have a safer right of passage, they will walk more for their health,” says Congressman Brothers from OBU.

### ***Moving the Body***

This bill’s intent is very clear, and not many people were opposed leading up to the bill based off intent alone. The biggest possible issue was the funding for this bill. Prior to the bill, Shuman was given research to help answer this funding question. The above material was provided for her author’s explanation. Prior to the bill, Brothers was pulled for an interview. “The only major concern he could think of was how it was going to get paid for,” said Brothers. “Personally, if he was to read this and know his tax money was going towards this, he does not see a problem with it.” After the bill was seen and passed by a vote of 61 in the affirmative and one in negative, Rep. Ivey said, “people mentioned funding, but it was not an issue because it was a cheap way to solve the problem.” This shows funding would have been the biggest blockage on passage of this bill. Since this problem was tackled with the help of research, Shuman was able to get her bill passed before going to the senate.

## *Sources*

- <https://highways.dot.gov/safety/pedestrian-bicyclist/research-report-guide-maintaining-pedestrian-facilities/2>
- <https://highways.dot.gov/federal-lands/std-drawings/E634-06.pdf>