

Eight Bills. One Mission.

COLORADO LEGISLATIVE REPORT · MAY 2026

A landmark year for vulnerable road user safety in Colorado. What we accomplished, how we got here, and what's next.

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TAX ID #99-3721009



FOREWORD

A letter from Jill & Michael White

Parents of Magnus White. Founders of The White Line.



MICHAEL, MAGNUS, AND JILL WHITE.

The day your first child is born, it changes you instantly. It is the biggest joy of your life. You are instantly a new person. Your sole focus is to care for and raise and love this little human made from you. And every day it continues to change you, to shape you.

Then in one instant, it was gone. All of it.

When Magnus was killed, our world changed forever. Like so many families impacted by traffic violence, we were suddenly forced into a reality we never imagined we would have to navigate. Grief. Unanswerable questions. A long and lengthy criminal process. Systems that too often felt unprepared to treat roadway deaths with the urgency and seriousness they deserve.

What followed was not just mourning our son. It was learning firsthand how many gaps exist in the way traffic violence is understood, investigated, and prosecuted in this country.

We could not accept that this was normal. We could not accept that it would keep happening to other families.

For the last three years, we have worked alongside victims, survivors, advocates, and families across Colorado to help push for change. We have sat in legislative offices. Testified in hearings. Spoken at events. We shared Magnus' story over and over again because we believed something important. What happened to Magnus was not inevitable. And if systems can be changed, lives can be saved.

This year, that work led to something extraordinary. Over the course of Colorado's 2026 legislative session, eight major roadway safety bills were passed. These bills stand for things deeply personal to us, and we know they will save countless lives.

Many of these victories were shaped directly by victims and survivors who courageously shared stories no one should ever have to tell. We are deeply grateful to every person who worked to move these bills forward. Our team, advocates, lawmakers, transportation leaders, coalition partners, donors, volunteers, and community members who refused to accept traffic violence as normal.

This movement has never only been about cyclists. These laws are about pedestrians crossing intersections. Children walking to school. Motorcyclists traveling home. Drivers who deserve to share the road safely. People navigating streets in wheelchairs. Construction workers building roads. Officers enforcing traffic laws. Families trying to safely move through their communities. They are about every life on our roads.

Magnus would have been 21 later this year. We do this work because of him, and for everyone who comes after him.


Jill White


Michael White

MAGNUS' MOM & DAD

PART ONE

How We Got Here

The White Line spent the last year and a half building something deliberate: direct lines between lawmakers and the people living with the consequences of dangerous driving every day. Victims, survivors, families, and advocates showed up with us again and again. This session showed what that sustained work can produce.

AUGUST 2024

Ride for Magnus



AUGUST 2024 RIDERS ON CO-119 OUTSIDE BOULDER. PHOTO: THE WHITE LINE.

On August 11, 2024, more than 4,300 people rode together on the roads around Boulder. They followed a 13.5-mile route through Boulder, along CO-119, past the ghost bike marking the site where Magnus was killed, and returned to CU Boulder for a rally featuring Governor Jared Polis, Representative Joe Neguse, and leaders from Trek and USA Cycling. The entire westbound lanes of CO-119 were closed to vehicle traffic. For several hours, that road belonged to riders.

The Ride for Magnus was not a memorial. It was a declaration.

4,300 people on the same stretch of road where a 17-year-old was killed sends a message that is hard to misread: what happened there is unacceptable, and it will not be forgotten. The rally introduced The White Line's legislative agenda to thousands of supporters for the first time, laying the groundwork for the advocacy campaign that followed.

That work continued in August 2025, when The White Line returned to Boulder for Route2Change. The movement was growing. So was the coalition.



AUGUST – OCTOBER 2025

Route2Change



AUGUST 2025 LEGISLATORS AND VICTIMS VISIT CRASH SITES DURING BOULDER ROUTE2CHANGE.
PHOTO: THE WHITE LINE.

After experiencing the 2025 legislative session, The White Line took the movement beyond the rooms at the Capitol where policy gets shaped. Between August and October 2025, Route2Change was a six-stop statewide series, a moving town hall that brought Colorado lawmakers together with cyclists, pedestrians, and other vulnerable road users affected by traffic violence. Boulder. Aurora. Colorado Springs. Highlands Ranch. Denver. Fort Collins.

At every stop, victims and survivors spoke directly to the people with the power to change what happens next. No committee room. No dais. No procedural buffer between the person sharing their story and the lawmaker hearing it.

The format was intentional. Data can shift opinion in the abstract. Proximity shifts it in ways that hold. More than 96 victims and survivors shared their stories across the six events. The series drew 17 sitting legislators and 8 legislative aides, along with 37 local leaders including Mayors, City Councilmembers, and Police Chiefs.

Route2Change did not end in Colorado. Requests came in from Illinois, Michigan, and Arkansas before the series concluded. The model works because it is replicable, and because the need for it exists everywhere.

When the 2026 session opened, the legislators who had joined us at Route2Change already knew our stories. They already knew our names. That does not happen by accident. It happens because courageous victims and survivors, alongside The White Line's volunteers, staff, and supporters, put in the work to make sure it happened.

PART TWO

This was not a typical legislative session.

Eight major traffic safety bills crossed the finish line at the Colorado General Assembly this spring. Eight laws that will change how Colorado investigates crashes, holds impaired drivers accountable, protects children on their way to school, and finally — formally — tells the truth about what happens when people die on our roads.

The White Line drove several of these victories from the start. Here is what we accomplished together.



THE WHITE LINE'S SIGNATURE BILL

***SB26-132* Magnus' Law — Voluntary Alcohol Breath Test**

Magnus White didn't die in an accident. A driver made a series of dangerous choices. Magnus paid for it with his life. And for 20 months, his family waited to learn the truth, because no alcohol breath screening test was offered at the scene.

Most people assume the driver is always tested in a fatal crash. The truth is the opposite. Colorado requires that every victim in a fatal crash be tested for drugs and alcohol. Magnus was tested. The driver who killed him was not.

Magnus' Law closes that gap. A survey commissioned by The White Line found that 84% of Coloradans support impairment testing after a serious crash, and now Colorado law reflects that. The new law requires officers to offer a voluntary preliminary breath screening test at every fatal or serious injury crash. Car on car. Car on bicyclist. Car on pedestrian. Every crash scene. The test is fully voluntary, carries no penalty for refusal, and is designed to meet constitutional standards. It eliminates the investigative gap that delayed answers for Magnus' family, and that has cost other families the same.

***This is not a symbolic gesture.
It is real, concrete change.***

84%

OF COLORADANS SUPPORT
IMPAIRMENT TESTING AFTER
A SERIOUS CRASH

FINAL

96–1

SENATE

34–0

HOUSE

62–1

STATUS

Passed

SPONSORS

Sens. Roberts & Carson
Reps. Joseph & Soper

THE WHITE LINE'S ROLE

Researched and developed the concept, recruited legislators to sponsor the bill, coordinated stakeholder outreach, drafted amendments, and successfully lobbied the bill to near unanimous passage.



CO-LED BY THE WHITE LINE

***SB26-072* Criminally Negligent Homicide — Vehicular Crimes**

One of The White Line's core commitments has always been accountability for drivers whose dangerous choices kill innocent victims. Under Colorado law, there is a gap between careless driving resulting in death, a misdemeanor, and felony vehicular homicide, which requires proof of recklessness or impairment. In between sits criminal negligence: conduct far more serious than carelessness, but with no clear statutory home.

The result is what you would expect. Victims in one county get a felony charge. Victims in another get a traffic ticket. Same crash. Same loss. Different outcomes because the law is ambiguous.

This bill closes that gap by clarifying in statute that criminally negligent homicide applies when someone drives with criminal negligence and kills another person. It gives prosecutors and judges the language and tools to apply an existing Class 5 felony to vehicular crimes.

This bill is not about putting people in prison. It is about felony conduct. It is about the dangerous choices a driver makes that take a life.

***This bill is saying that a life
stolen on a Colorado road must
be treated as the crime that it is.***

FINAL**91–4****HOUSE****61–4****SENATE****30–0****STATUS****Passed****SPONSORS**

Sens. Carson & Snyder
Reps. Espinoza & Marshall

COALITION

With Bicycle Colorado and victims & survivors. The White Line has been part of this fight since 2025's Senate Bill 281.



CO-LED BY THE WHITE LINE

HB26-1237 **Transportation Safety Modifications**

Words matter. This bill removes the word "accident" from Colorado state law and replaces it with "crash." That is not semantic housekeeping. It is a formal acknowledgment that crashes have causes, and that human decisions are among them.

Beyond the language, HB26-1237 increases protections for bike lanes to prevent drivers from blocking or parking in them, authorizes CDOT to remove disabled vehicles from the right of way to prevent secondary crashes, and clarifies Colorado's traction law to reduce winter crashes. Practical, evidence-based, and long overdue.

"Accident" implies no fault. "Crash" does not. The language of state law just changed to match the truth.

FINAL	SENATE
94—0	31—0
HOUSE	STATUS
63—0	Passed

SPONSORS

Reps. Smith & Taggart
Sen. Lindstedt

COALITION

The White Line brought together a powerhouse coalition with AAA, Bicycle Colorado, and CDOT to pass this bill unanimously.



CO-LED BY THE WHITE LINE

HB26-1318 **Liam's Law — Traffic Safety Near Schools**

Named in honor of Liam Stewart, this bill modernizes Colorado's school zone laws to match how children actually travel to and from school. Colorado already funds Safe Routes to School infrastructure within a 2-mile radius of schools. The law needed to catch up.

HB26-1318 standardizes school zones at 1,000 feet from school property — the same standard Colorado uses to restrict cannabis sales near schools — and requires a minimum of at least 200 feet. It allows communities to extend automated enforcement along Safe Routes to School (opt-in for local governments) and creates an optional safety framework for "school streets" with 10 mph speed limits or road closures immediately adjacent to school grounds. Local control is preserved at every level.

About half a minute at 20 mph is all it takes to pass through a 1,000-foot school zone. That's all it takes to save a child's life.

1,000 *ft*

STANDARDIZED SCHOOL
ZONE RADIUS — MATCHING
COLORADO'S CANNABIS-
SALES SETBACK

FINAL

74—22

SENATE

32—1

HOUSE

42—21

STATUS

Passed

SPONSORS

Reps. Nguyen & Froelich
Sen. Cutter

COALITION

Co-led with AAA and Bicycle
Colorado.

PART TWO, CONTINUED

Bills The White Line Supported & One We Opposed.

Four more laws that move Colorado closer to roads where every life on them is treated like it matters. Plus one bill that we opposed because it would've moved us in the wrong direction.



SUPPORTED BY THE WHITE LINE

HB26-1242 Ignition Interlock for Impaired Drivers

The average drunk driver drives impaired 80 times before their first arrest. Eighty times. An ignition interlock, an in-car breathalyzer, enforces what a license suspension only requests.

This bill makes three major updates to Colorado's interlock program, its first significant revision since 2013:

- eliminating an outdated two-month waiting period
- closing a loophole that allowed some drivers to avoid interlock altogether
- expanding financial assistance provisions so interlocks reach the people who need it. Interlocks reduce repeat DUI offenses by 70%.

The average drunk driver drives impaired 80 times before their first arrest.

80_x

AVERAGE NUMBER OF TIMES
A DRUNK DRIVER DRIVES
IMPAIRED BEFORE A FIRST
ARREST

70%

REDUCTION IN REPEAT DUI
OFFENSES WHEN
INTERLOCKS ARE USED

FINAL

89–10

HOUSE

56–8

SENATE

33–2

STATUS

Passed**SPONSORS**

Reps. Paschal & Jackson
Sens. Roberts & Carson

LEAD

Led by Mothers Against Drunk Driving (MADD) Colorado, with The White Line in support.



SUPPORTED BY THE WHITE LINE

HB26-1127 Reporting After Fatal Crashes

Better data saves lives. This bill improves how Colorado collects and reports toxicology results and other information after fatal crashes, making CDOT's reporting more efficient and building the evidence base we need to design countermeasures.

You cannot fix what you cannot accurately measure.

FINAL**74-24****SENATE****32-2****HOUSE****42-22****STATUS****Passed****SPONSORS**

Reps. Rutinel & Joseph

Sen. Roberts

LEAD

Led by MADD Colorado and CDOT, with The White Line in support.



SUPPORTED BY THE WHITE LINE

SB26-035 **Increase of Traffic Violation Penalties**

Extreme speeding and wrong-way drivers kill. This bill increases penalties for drivers caught traveling at dangerously excessive speeds and for illegal passing, targeting one of the primary contributors to wrong-way and high-speed fatal crashes on Colorado roads. Repeat offenders face escalating consequences based on their violation history.

When the bill faced opposition in the House, The White Line secured key votes to ensure the bill would make it across the finish line.

Every fatal speeder was once a first-time offender no one stopped.

FINAL

65–33

HOUSE

35–30

SENATE

30–3

STATUS

Passed

SPONSORS

Sen. Roberts

Rep. Clifford

THE WHITE LINE'S ROLE

Supported the bill and secured key House votes when opposition mounted.



SUPPORTED BY THE WHITE LINE

SB26-152 **Changes to Automated Vehicle Identification System Usage**

This bill makes AVIS a stronger and more credible safety program. It lowers the first-offense penalty threshold from ten miles per hour over the limit to six, so more violations carry real consequences. And it requires vendors to be compensated at a flat rate, not a percentage of citations. When vendor pay is tied to ticket volume, the incentive is revenue. This bill makes sure the incentive is safety.

For people walking or biking and in construction zones or school zones, automated enforcement is not a procedural convenience. It is the difference between coming home and not.

10→6

FIRST-OFFENSE AVIS
THRESHOLD DROPS FROM 10
MPH OVER TO 6 MPH OVER

FINAL	SENATE
82-17	31-3
HOUSE	STATUS
51-14	Passed

SPONSORS
Sens. Ball & Pelton
Reps. Willford & Barron



PLUS ONE MORE — A BILL THE WHITE LINE OPPOSED

***HB26-1330* Alcohol Beverages Entertainment Districts**

In 2025, 236 Coloradans were killed by impaired drivers, a 10% increase over 2024. That is the context in which this bill arrived.

HB 1330 was not simply a local control bill, as the sponsors claimed. It would have removed the size cap on entertainment districts and left the setting of hours to local licensing authorities, creating a path for cities to keep bars open until 4AM or around the clock. Drunk drivers do not stop at city or county lines. A decision made in one city lands on roads shared by everyone.

The research is not ambiguous. In New York, every one-hour extension in drinking hours increased violent crime and DUI charges. A cost-benefit analysis in Los Angeles found costs would exceed benefits by 2.3 to 1.

Colorado's population has grown 12% since 2013; police per capita have fallen 3.5%. More hours, more roads, fewer officers. That is not a trade worth making.

The White Line's position was narrow and grounded in our mission: Colorado's statewide 2AM cutoff on alcohol sales should be preserved. That line exists for a reason.

The bill failed 32–31 in the House. House rules require a minimum of 33 votes to pass. With a vote this close, every call and every email sent matters. The White Line is grateful to every supporter who took the time to call and email their State Representative. Your voices were heard!

236

COLORADANS KILLED BY
IMPAIRED DRIVERS IN 2025
— UP 10% FROM 2024

FINAL

32–31

STATUS

Failed (33 needed)

COALITION (OPPOSED)

With MADD Colorado, the Colorado District Attorneys' Council, the Colorado Fraternal Order of Police, the Colorado State Patrol Association, the Colorado Organization for Victim Assistance, and the Rocky Mountain Victim Law Center.

PART THREE

A letter from our Executive Director.



AFTERWORD

A letter from our Executive Director

Jacqueline Claudia, Executive Director, The White Line.



JC AT THE U.S. CAPITOL.

When I look back on this legislative session, I do not first think about bill numbers or vote counts.

I think about victims, survivors, and families standing side by side with us at the Capitol, courageously telling stories no one should ever have to tell. I think about legislators sitting across from grieving parents and hearing firsthand what traffic violence actually leaves behind.

I think about the thousands of people who showed up at the Ride for Magnus, where so many of these conversations first began to build momentum. I think about our Route2Change events across Colorado, where lawmakers sat down directly with victims and families in their own communities.

I think about our team and supporters filling hearing rooms, writing letters, sending emails, making calls, testifying, organizing, and refusing to let these conversations fade into the background.

I think about Jill and Michael White continuing to show up, over and over again, to help make sure other families do not have to experience what they have endured.

And more than anything, I think about a movement that never gave up. This year, Colorado passed eight major roadway safety bills into law. That is extraordinary.

At The White Line, one of our core goals has always been simple. We want to tell real, raw stories, and make sure that there are voices and faces to this crisis. Connect lawmakers directly with these people living with the consequences of traffic violence every single day. This session showed just how powerful that work can be.

This is in no way the finish line. Laws only protect people if they are applied consistently, and at every crash scene. In the months ahead, The White Line will be watching. Whether the voluntary breath screening test is being offered as the statute requires. Whether resources are reaching the field. Whether the gap that cost Magnus' family 20 months of answers is actually closing. If it is not, we will be back.

What we achieved this session in Colorado also proves that this model works, and can work beyond the state. Victims and survivors in the same room as the people with the power to act is what moves policy. The White Line is already working to bring that model to new communities, help other states build what we built here, and make sure more families have a voice in the rooms where decisions get made. What happened in Colorado does not have to stay in Colorado.

I could not be more proud of what this community accomplished together this year. And I am deeply grateful to every person who helped move this work forward long before these bills became law. There is still so much work ahead. But this session proved something important: change is possible. Especially when we show up and come together with real, raw honesty and truth.

Thank you for believing in this work and for being part of this movement.

Jacqueline Claudia

**EXECUTIVE DIRECTOR
THE WHITE LINE**

Eight bills. One mission.

**A movement that's
only getting started.**