



Improving Bicycle and Pedestrian Safety with H.R. 508 - the SAFE Streets Act

What it is »

Pedestrian and bicyclist fatalities have continued to rise over the last decade, both in real numbers and as a percentage of overall traffic fatalities. Today, despite being 20% of all traffic fatalities, states spend only one percent of their Highway Safety Improvement Program dollars to address vulnerable road user (VRU) safety. Vulnerable road users are people bicycling, walking or using mobility devices (including but not limited to wheelchairs, scooters, etc.).

The Safe and Friendly for the Environment (SAFE) Street Act addresses Vulnerable Road User safety by creating a special rule within the Highway Safety Improvement Program to ensure states address the significant and growing safety problem.

What it does »

The Safe and Friendly for the Environment (SAFE) Streets Act:

- » Requires US Department of Transportation to rank states based on VRU fatalities and serious injuries (FSI) per capita and MPOs by VRU fatalities per capita.
- » States and MPOs who fall above the median must perform a VRU safety assessment to identify high risk corridors for pedestrians, bicyclists and other vulnerable road users, and suggest projects or strategies to improve safety on those corridors.
- » States with above the median FSI per capita will be required to address areas with high rates of VRU based on their assessments.
- » If a state has MPOs with above the median fatalities per capita, the state must address areas with high rates of VRU based on MPO assessments.

Why it matters »

Current safety formulas have a blind spot: They only pinpoint highway fatality hot spots, which work for automobile crashes, but not for Vulnerable Road Users. Pedestrian and bicyclist fatalities don't cluster in specific locations, but rather cluster along corridors - very often collector roads that have high speed limits, but limited if any crosswalks, sidewalks or bikeways.

We know how to make our roads safer: The Federal Highway Administration has identified and tested proven safety countermeasures that are known to reduce pedestrian fatalities, and will help bicyclist safety too. These include road diets, leading pedestrian intervals, local road safety plans, medians, crosswalks, and more.

The SAFE Streets Act creates a special safety rule requiring that states with high fatalities, identify dangerous corridors and develop potential fixes to them. The bill also requires the state invest in known solutions in areas dangerous for people biking, walking and using mobility devices.

How you can help »

Please co-sponsor The SAFE Streets Act to ensure that data-driven decisions address the problem of vulnerable road user safety.

To cosponsor please contact:

- » Sharon Wagener in Rep. Brownley's office: sharon.wagener@mail.house.gov or
- » Todd Sloves in Rep. Espallat's office: Todd.Sloves@mail.house.gov

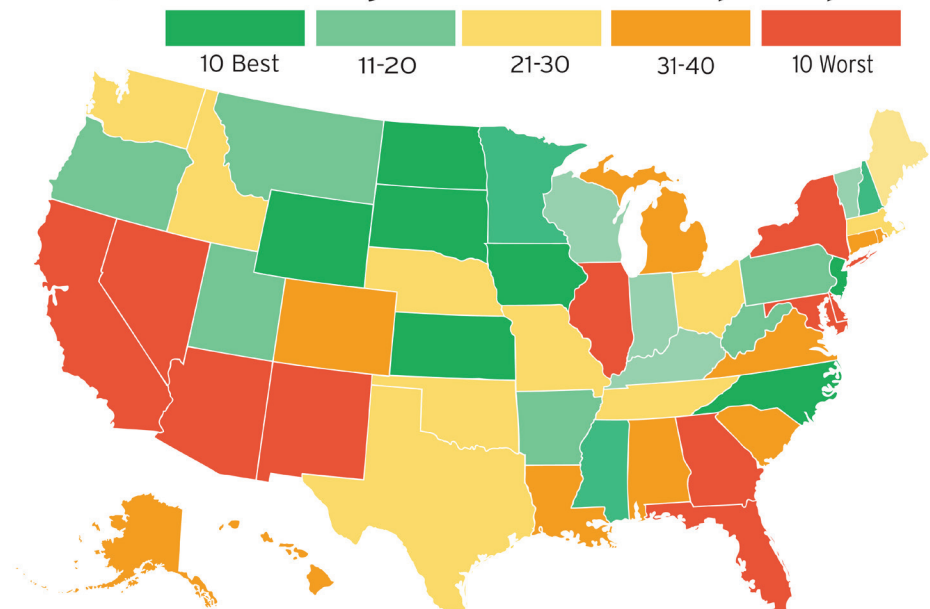


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**Many states have
clear safety problems
for people who bike
and walk »**

People who bike and walk
increased as a percentage of
traffic fatalities in 41 states
between 2015 and 2018

Bike/Ped Serious Injuries and Fatalities per Capita

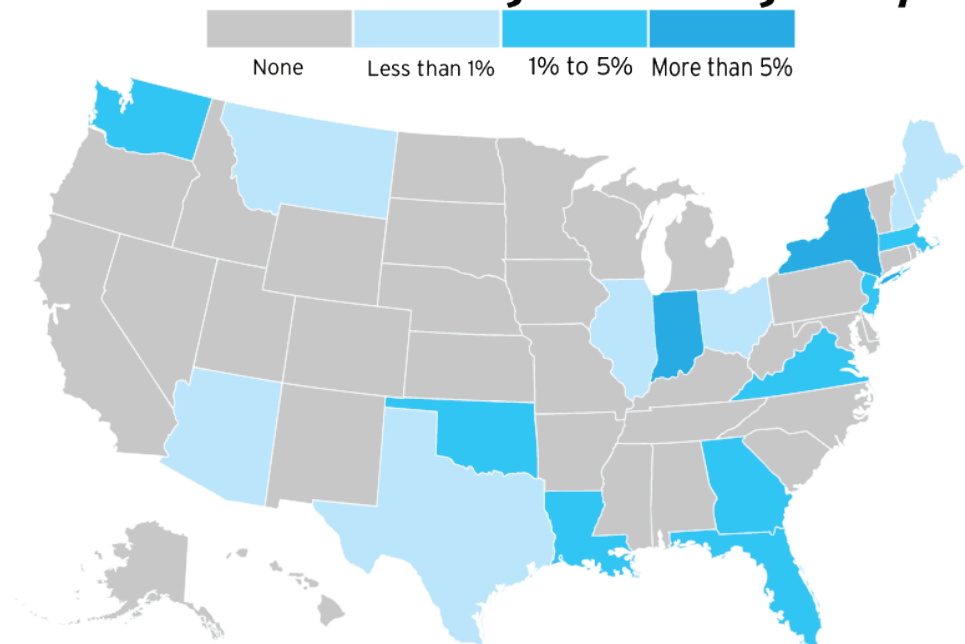


Based data reported to FHWA for state safety performance targets

**Too few states
use HSIP to address
safety problems
for people who
bike and walk »**

41 states spent less than 1%
of HSIP to improve the safety
of people who bike and walk
between 2017 and 2019

Use of HSIP for Biking and Walking Safety



Based on 3-year averages. Data displayed is from 2017-2019