

Adventure Cycling Association \* Alliance for Biking & Walking \* America Walks \* American Public Health Association \* American Society of Landscape Architects \* American Traffic Safety Services Association \* Americans for Transit \* Brain Injury Association of America \* Congress for the New Urbanism \* Directors of Health Promotion and Education \* League of American Bicyclists \* Local Government Commission \* National Association of County and City Health Officials \* National Association of Realtors® \* National Association of State Emergency Medical Services Officials \* National Association of State Head Injury Administrators \* National Complete Streets Coalition \* National PTA \* National Recreation and Park Association \* People for Bikes Coalition \* Safe Kids Worldwide \* Safe Routes to School National Partnership \* Safe States Alliance \* Sierra Club \* Smart Growth America \* Society for Advancement of Violence and Injury Research (SAVIR) \* Transportation Choices Coalition \* Trust for America's Health \* U.S. PIRG \* Ubuntu Green

November 26, 2013

Dear Member of Congress:

The undersigned national organizations respectfully ask you to address the rising rates of bicycling and walking fatalities by co-sponsoring HR 3494/S. 1708, the Bicycle Pedestrian Safety Bill. The bills, introduced by Representatives Blumenauer, Coble, DeFazio and McCaul and Senators Merkley, Ayotte and Schatz would require the US Department of Transportation to set a performance measure to reduce the number of bicyclists and pedestrians killed on our roads.

Last year when Congress passed MAP-21 (Moving Ahead for Progress in the 21st Century), it rightly moved the country towards more transparent, accountable and performance-based transportation investments. For the Highway Safety Improvement Program (HSIP), performance-based funding is not new. Since 2005, States have been required to have safety goals, and the result has been a drop in fatalities and injuries on our highways.

However, these safety improvements have not benefited everyone: the share of roadway fatalities that are bicyclists and pedestrians has grown from 12 percent in 2008 to 15.6 percent in 2011—a total of 5,100 individuals killed in one year while walking or bicycling.

Even with these alarming increases, few states have prioritized non-motorized safety in their Highway Safety Improvement Program performance goals or their usage of these funds. Over the five-year period from FY2007 to 2011, only 11 states spent any of their HSIP funds on bicycle and pedestrian safety. Out of the \$6 billion available to states for HSIP during this time period, states spent just \$24 million (or 0.4%) on bicycle and pedestrian safety.

HR 3494/S 1708 asks the Federal Highway Administration and state DOTs to set a separate goal for reducing non-motorized fatalities and injuries. This will help ensure that states examine their safety statistics on these vulnerable users, set appropriate safety targets and use their HSIP funds to make needed safety improvements. States are able to set their own performance targets, giving them maximum flexibility to decide how to best meet the needs of their communities. As Congress provided a 90 percent increase in HSIP funding to the states, improving safety for bicyclists and pedestrians can be done without diverting funds from other existing safety projects.

Please consider co-sponsoring HR 3494/S 1708, the Bicycle and Pedestrian Safety Act. Let's strive to make our streets safe for everyone.

Sincerely,

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National Association of County and City Health Officials  
National Association of Realtors®  
National Association of State Emergency Medical Services Officials  
National Association of State Head Injury Administrators  
National Complete Streets Coalition  
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