



Improving Bicycle and Pedestrian Safety with H.R. 3040 - the SAFE Streets Act

The Problem »

Today, nearly 1 in 5 people who die in traffic crashes are pedestrians and bicyclists. Both the number of vulnerable road user fatalities and the percentage of overall roadway fatalities who are pedestrians and bicyclists have dramatically increased in recent years.

However, states spend less than 1 percent of their Highway Safety Improvement Program (HSIP) on vulnerable road user safety. We believe this must change.

The Problem Can Be Solved »

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 bicyclists safety too. These include road diets, leading pedestrian intervals, local road safety plans, medians, crosswalks, and more.

If we know how to improve safety, why aren't the dollars being spent?

State DOTs often use data-driven methods created to identify 'hot spots' rather than systemic transportation safety issues. This can lead to dangerous systemic conditions, such as high speed arterial roads with limited crosswalks, sidewalks, and bikeways not being identified as dangerous because the data do not fit patterns prioritized by existing methods.

The Solution »

H.R. 3040 - the Safe and Friendly for the Environment (SAFE) Streets Act would create a special rule for HSIP that ensures that data-driven decisions lead to funding for vulnerable user safety where aggregate data suggests there is a safety need.

In the past, Congress has implemented special rules in HSIP for High Risk Rural Roads, and for Older Drivers and Pedestrians, where Congress identified a gap in safety improvements. A rule for vulnerable road users is now necessary based on persistent under-funding of safety improvements for people who walk, bike, and roll.

H.R. 3040, the SAFE Streets Act, would create a rule for vulnerable road users within HSIP which states that if a metropolitan area, rural planning area or tribal land has a vulnerable road user fatality rate higher than 1.5 persons per 100,000 population for two years or more, then some HSIP funding must be used to prevent vulnerable road user fatalities there.

This would provide an incentive to states to ensure that their data-driven methods capture vulnerable road user fatalities and that they work with local governments to make improvements where vulnerable road user fatalities are common.

How You Can Help »

Would you co-sponsor H.R. 3040 - the SAFE Streets Act - to ensure states fund vulnerable user safety improvements?

By co-sponsoring H.R. 3040, you will help ensure that data-driven decisions address the problem of vulnerable road user safety.

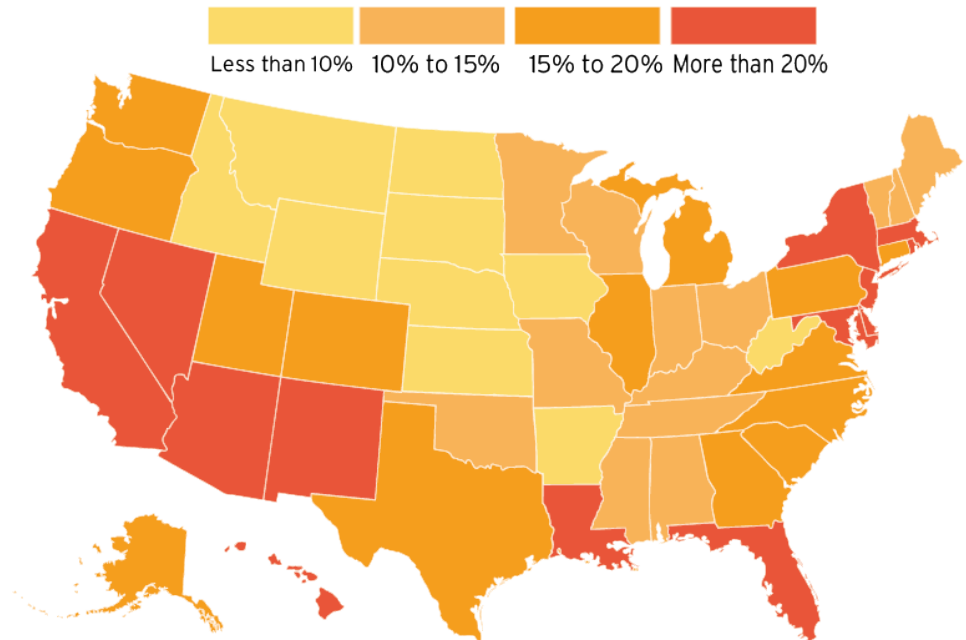


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Many states have demonstrated safety problems for people who bike and walk »

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

Percent of Traffic Fatalities that are Bike/Ped

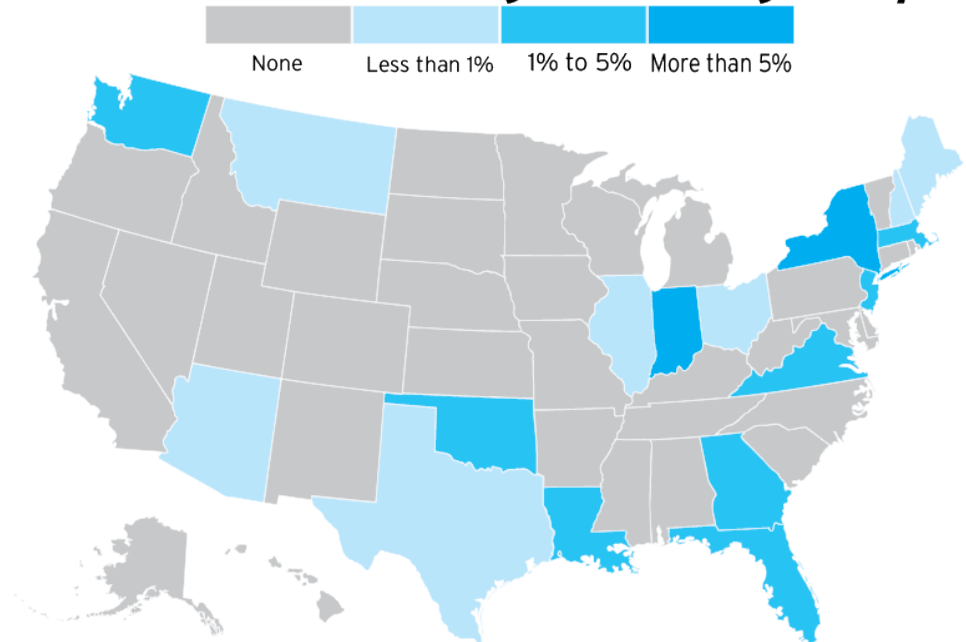


Based on 3-year averages (2013-15 and 2016-18). Data displayed is from 2016-2018

Not many 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