



Bicycle and Pedestrian Safety Act

What is it?

The Bicycle and Pedestrian Safety Act requires the U.S. Department of Transportation set a specific performance measure for non-motorized safety, as well as for motorized safety. Once USDOT sets the measure, states will set their own safety targets for motorized and non-motorized safety.

Over the past several years, states have had safety performance targets, and during that time overall fatalities on our roads have gone down. However, during that time fatalities for bicyclists and pedestrians have been on the rise. We need a separate performance measure to ensure states focus on reducing these fatalities.

Why should I support it?

» The number of bicyclist and pedestrian fatalities has risen for the past three years (2010 -2012) while overall traffic deaths have gone down dramatically. The percentage of fatalities that are bike/ped has risen from 12% to nearly 16%.

» MAP-21, the current federal transportation law, requires USDOT and the Federal Highway Administration (FHWA) establish safety performance measures for states to meet, but no performance measure related to the safety of people who bike and walk is currently being considered by FHWA.

» MAP-21 almost doubled the amount of funding available for the Highway Safety Improvement Program (HSIP), a program run by state departments of transportation. Unfortunately, that program has resulted in woefully small investments in bike/ped safety projects. Only seven states have spent any of these funds on bike/ped projects, and combined they've spent less than 0.5% of the funds annually.

» A simple safety measure, this bill states clearly that the lives of all roadway users are important — and creates accountability toward ending needless deaths. Without it, people who bike and walk will remain in the blindspot of our transportation system.

Bill numbers

HR 3494 and S 1708

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