

HB 1045/SB 5066: Neighborhood Safe Streets Bill

HB 1045 sponsors: Ryu, Angel, Moscoso, Clibborn, Upthegrove, Fitzgibbon, Lias, Pedersen, Stanford, Farrell, Morrell, Pollet, Bergquist, Fey. SB 5066 sponsors: Billig, Litzow, Eide, Frock.

Current state law limits the ability of cities and towns to set maximum speeds to 20 miles per hour on non-arterial streets (de facto 25 mph streets) by requiring an engineering and traffic study – which requires staff time and money to conduct.



The Neighborhood Safe Streets Bill gives cities and towns the authority to set speed limits to 20 miles per hour on non-arterial streets – something they already have the authority to do – by simply removing the requirement for the study. It does not mandate any change, it simply provides cities and towns the local control to reduce regulation and improve efficiency as they create safer streets.

What Will A Safe Neighborhood Streets Bill Do for Cities & Towns in Washington?

Provides more local control

This bill is fundamentally a neighborhood street safety bill that puts local governments in charge of non-arterial speed safety and takes the state out of the business of setting speed limits. Letting local governments decide safer maximum speeds is an approach that Idaho and British Columbia both take.

Offers a safety tool in the local government toolbox

The Neighborhood Safe Streets bill offers an important tool for public and roadway safety. It can be accompanied with additional engineering and design to create safer neighborhood streets for all residents, particularly children and the elderly.

Removes additional study costs and red tape currently required by the state

In a time of tight budget times, this bill removes a traffic and engineering hurdle that costs cities money and takes scarce staff time to administer.

Promotes reduction of chronic disease and the growing obesity crisis

Public and private medical costs of obesity for our state are now estimated in excess of \$3 billion. The Neighborhood Safe Streets bill can help ensure that neighborhoods provide spaces for safe physical activity and active transportation—both of which are on the decline compared to previous generations.



2013 Support includes:

- AAA Washington**
- AARP Washington**
- American Heart Association**
- Association of Washington Cities**
- Bicycle Alliance of Washington**
- Cascade Bicycle Club**
- Children's Alliance**
- City of Kirkland**
- City of Seattle**
- Childhood Obesity Prevention Coalition**
- Feet First**
- Forterra**
- Futurewise**
- Public Health - Seattle & King County**
- Public Health Roundtable**
- Seattle Childrens**
- Sightline Institute**
- Transportation Choices Coalition**
- Tacoma-Pierce County Public Health**
- Town of Winthrop**
- Washington Coalition to Promote Physical Activity**
- Washington Fire Chiefs Association**
- Washington State Public Health Association**

Reduced speeds save lives

The chance of dying from a collision with a motor vehicle at 20 miles per hour is 5% compared to the 45% chance of death in a similar impact at 30 miles per hour. Slower speeds can be particularly important on non-arterial streets where we live and play.

Economic benefits to neighborhood business districts

Small business districts located on neighborhood streets in small towns and large cities could use this legislation to remove hurdles in creating safer and more attractive business districts for tourists and people of all ages.

An optional tool to open the door for neighborhood safety improvements

This legislation can be used in conjunction with several cost-effective engineering treatments to reduce speeds. It is an optional but effective tool to be used with the priorities and planning contained in a city or town's transportation plan to help improve safety on selected neighborhood streets or corridors.

Strict guidelines, equal enforcement

This bill applies only to non-arterial streets, which are clearly outlined in street classification hierarchies used by local governments nationwide. Additionally, when used with cost-effective engineering treatments, it also assumes that enforcement will apply to all modes of travel equally—just as enforcement occurs on streets throughout the United States.