



To: VRU Bill Sponsors and House Transportation & Local Government Committee:

The Colorado Renewable Energy Society (CRES) Supports SB24-195 - Vulnerable Road Users

The Colorado Renewable Energy Society, with hundreds of business and individual members throughout the state, supports SB24-195 Protect Vulnerable Road Users. We fully support an ongoing funding stream to support infrastructure and programming to protect vulnerable users of Colorado's roads. We are very much about energy efficiency; there is no more energy efficient transportation than human-powered transportation.

We support the recent amendments Max Nardo recently negotiated with stakeholders, especially changes proposed by Rachel Hultin, SWEEP, and others. In particular, please recognize that the \$7 million funding stream must be viewed as stopgap, and not nearly enough. Vulnerable road users need at least a \$21 million investment, according to those who've studied the issue diligently for several years. The funding must be restricted in Colorado to **VRU** projects, not general safety projects, and the funds must be added to HSIP funds dedicated to vulnerable user safety projects.

We support these explicit provisions, directing CDOT to develop a VRU Safety Policy Directive to:

- Establish declining annual targets for VRU roadway deaths and direct CDOT to award 10-Year Plan funds on projects that reduce VRU roadway deaths as necessary to achieve the annual targets.
- Identify additional opportunities for data-driven infrastructure investments in VRU safety from existing non-safety funding pools (such as CMAQ and Surface Transportation Block Grant) and from new sources of funding.
- Create mechanisms to automatically allocate VRU safety funding for data-driven infrastructure projects during the 10 Year Plan update if the state has not met its declining annual target.
- Study additional strategies to incentivize the purchase of smaller and safer vehicles.
- Establish engineering methodology and internal education requirements on practices to prioritize safety over speed on high-injury networks.

Thanks very much for this important bill,

Vince Calvano Chair, CRES Policy Committee



peopleforbikes

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April 30, 2024

Esteemed Members of the House Transportation, Housing & Local Government Committee

RE: PeopleForBikes Letter in Support of Senate Bill 195

Members of the House Transportation, Housing & Local Government Committee,

On behalf of the PeopleForBikes Coalition, we write to you in support of Senate Bill 195. If signed into law, this bill would establish declining annual targets for vulnerable road user fatalities for the Colorado Department of Transportation and dedicate funding for certain types of road safety projects that protect vulnerable road users.

To prioritize the safety of Colorado's most vulnerable road users, we ask that you please vote yes on Senate Bill 195. Colorado needs to address the alarming increase of traffic fatalities in our state. If Colorado is going to meet its statewide goals for reducing our greenhouse gas emissions and improving air quality, we need policies, like this one, that expand travel options and make biking, walking, rolling, and taking public transit more safe, accessible, and convenient.

The PeopleForBikes Coalition is a leading national advocacy group that works for better policies and infrastructure for bike riding. We are the sole national trade association, representing over 320 manufacturers, suppliers, and distributors of bicycle products and representing over 1.4 million riders in the U.S. – nearly 18,000 of which live in Colorado. We work to make bike riding safer and more inclusive for everyone.

Road safety improvements represent a very timely need for Colorado communities that are witnessing a surge in fatalities due to outdated and dangerous road designs that fail to meet the needs of our diverse and expanding population. The Colorado Department of Transportation recently reported alarming statistics: 133 pedestrians and 20 bicyclists were killed in motor vehicle collisions in 2023, marking significant increases from data collected in 2022. These numbers are not merely statistics; they are fellow people whose lives were tragically cut short due to unsafe road conditions. Studies have demonstrated that implementing safety measures such as bicycle lanes can reduce accidents by up to 49%, illustrating that these are an effective solution for *all* road users, not just people who bike or walk, and that cities with this infrastructure experience significantly fewer total fatalities and serious injuries compared to cities

without such infrastructure.^{1,2} Now, more than ever, Coloradans deserve safe road infrastructure for all users, whether they choose to walk, ride a bicycle, or drive a car.

Safety is one of the most cited concerns for participation in active transportation, and we know that Coloradans won't bike or walk if they don't feel safe. Nearly 60% of people shared that they are "interested but concerned" about bicycling and would try it if there were better and safer infrastructure to protect them from traffic.³ By enabling non-driving modes of transportation, this bill will improve air quality and reduce planet-warming GHG emissions from transportation, the leading source of climate emissions in Colorado, and the sector with the largest deficit in meeting the 2025 and 2030 GHG targets. In addition, approximately 20-40% of residents in our communities do not drive because they're too young, seniors, people with disabilities, or because they can't afford to own a car.

Senate Bill 195 is a much needed solution to the safety crisis unfolding on Colorado roads. Establishing declining annual targets for vulnerable road user fatalities for the Colorado Department of Transportation and dedicating funding for certain types of road safety projects that protect vulnerable road users will ensure safer roads for *all* and contribute to healthier, more vibrant communities.

The passing of Senate Bill 195 will support the construction of safer road infrastructure for people who walk, bike, *and* drive throughout Colorado. **We urge you to please champion this critical, live-saving legislation into law because it is a timely and effective solution to Colorado's current transportation and safety needs.**

Sincerely,

Ashley Seaward
Director of State + Local Policy
PeopleForBikes Coalition

¹ U.S. Department of Transportation Federal Highway Administration. [Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges](#). 2022.

² Marshall and Ferenchak. [Why cities with high bicycling rates are safer for all road users](#). 2019.

³ [City and County of Denver](#). 2020.