

SHB 1217

Neighborhood Safe Speeds Bill

Prime Sponsor: Representative Ryu. Co-sponsors: Pedersen, Johnson, Klippert, Maxwell, Finn, Kenney, Santos, Springer, Ladenburg, Appleton, Lias, McCoy, Miloscia, Fitzgibbon, Kagi, Roberts, and Billig

The Neighborhood Safe Speeds Bill (SHB 1217) makes safer streets and neighborhoods by allowing cities and towns the authority to set speed limits to 20 miles per hour on non-arterial streets. It does not mandate any change, it simply provides cities and towns the local control to do so.



Current state law limits the ability of cities and towns to set maximum speed limits to 20 miles per hour by requiring an engineering and traffic study — which requires staff time and money to conduct— before cities and towns can create safer streets on non-arterial streets.

What Will Safer Neighborhood Speeds Do For Cities & Towns in Washington?

Provides more local control

SHB 1217 is fundamentally a neighborhood speed 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

SHB 1217 offers an important tool for public and roadway safety. It can be accompanied with additional engineering and design to create safe 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, especially for smaller cities and towns that contract out for services.

Promote reduction of chronic diseases

Public and private medical costs of obesity for our state are now estimated in excess of \$3 billion annually. SHB 1217 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.



Reduced speeds save lives

The chances 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.

Contact

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SHB 1217 Support

AAA-Washington

AARP-Washington

American Heart Association

Association of Washington Cities

Bicycle Alliance of Washington

Cascade Bicycle Club

Feet First

Forterra

City of Bellingham

City of Kirkland (tentative)

City of Seattle

City of Spokane

Futurewise

Seattle-King County Public Health

Seattle Pedestrian Advisory Board

Transportation Choices Coalition

Childhood Obesity Prevention Coalition

Washington Coalition to Promote Physical Activity

Pierce County/Tacoma Public Health

Washington State PTA

Associated Students of the University of Washington

