Bicycling and walking are common means of recreation/sport, exercise, and transportation. In 2014, over 67 million individuals in the US participated in bicycling. This represented an increase of 30 million bicyclists from 2008 to 2014 (Nielsen Scarborough, 2015). Further, according to the 2012 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors, the top three reasons for bicycling were recreation/sport (33 percent), exercise or health (28 percent), and personal errands (17 percent). Somewhat similar, the top reasons for walking were exercise or health (39 percent), personal errands (17 percent), and recreation (15 percent) (Schroeder & Wilbur, 2013). With the increasing prevalence of bicycling and walking, the number of traffic crashes has increased between motor vehicles and vulnerable road users (VRU), which includes bicyclists and pedestrians. While the total number of all traffic-related fatalities, including motor vehicles, pedestrians and cyclists, has decreased from 2010 to 2013, the number of pedestrians and bicyclists killed in traffic crashes during the same period has increased from 4,302 to 4,735 and 623 to 743, respectively. (National Highway Traffic Safety Administration, 2015). Due to the inherent “safety disparity” between VRUs (e.g., pedestrians, bicyclists) and those operating vehicles with more safety protections (e.g., cars, trucks, SUVs), specific laws have been enacted. The purpose of these VRU laws is to increase protection for pedestrians, bicyclists, and other road users by instituting harsher penalties for violating existing laws that impact VRUs (The League of American Bicyclists, 2015). Therefore, the purpose of this research was to (1) conduct a content analysis of VRU laws in the US, and (2) identify how states without such laws seek to protect VRUs in an effort to enhance the safety of all road users. A comprehensive search of state VRU laws was conducted utilizing the LEXIS/NEXIS database. State statutes were analyzed for content and findings were summarized and categorized. Currently, nine states, including Connecticut, Delaware, Florida, Hawaii, Maine, Oregon, Utah, Vermont, and Washington, have enacted VRU laws that define and provide specific protections for VRUs, while 17 states and the District of Columbia address protections in other various ways (The League of American Bicyclists, 2015). While VRU laws are relatively new, with the first being enacted in 2007, they have great potential to impact pedestrian and bicycle safety. By imposing more severe penalties for drivers engaging in unsafe and illegal behaviors that impact VRUs, these laws may help decrease the number of crashes between motor vehicles and vulnerable road users. This presentation will discuss findings from the analysis of legislation to assist scholars, practitioners and policy makers better understand the nature and scope of VRU legislation, and to inform policy makers on this important safety issue.