

Safer Communities by Creating Safer Bike and Pedestrian Routes for Everyone

Why This Issue matters:

1. Increased Accessibility for People with Disabilities

Curb ramps, wider sidewalks, and smooth pathways, making travel easier for those using wheelchairs or mobility aids → fosters inclusivity and independence for all community members.

2. Enhanced Safety and Reduced Traffic Injuries

Investing in safer infrastructure minimizes risks associated with vehicle collisions. Providing designated lanes, crosswalks, and traffic-calming measures creates Safer bike and pedestrian routes

3. Environmental and Economic Benefits

Leads to lower greenhouse gas emissions and improved air quality. This shift can also decrease transportation costs for individuals and reduce the burden on public infrastructure, making cities more economically sustainable.

Important Facts

1. High Incidence of Pedestrian and Cyclist Injuries

In 2022 the US reported 46,195 bicyclists were injured in roadway crashes. Compared to one of the best countries with Bike routes → Netherlands. In 2022, 291 cyclist fatalities were reported, with 201 men and 90 women losing their lives in traffic incidents.

2. Infrastructure

65% of curb ramps and 48% of sidewalks in the US are not fully accessible to individuals with mobility challenges



Infrastructure Investment and Jobs Act (IIJA)

1. Funding for Active Transportation:

- The bill allocates significant funding to improve infrastructure for walking and biking. This includes **dedicated investments in pedestrian and bicycle facilities** to create safer and more connected communities.
- Programs like the **Transportation Alternatives Program (TAP)** are expanded, which specifically fund projects for walking, biking, and other non-motorized forms of transportation.

2. Vision Zero and Safety Improvements:

- The IIJA emphasizes **Vision Zero goals**, which aim to eliminate traffic deaths and serious injuries.
- It requires states to use a portion of their safety funding for projects that address the safety of vulnerable road users (pedestrians and cyclists) if fatalities involving these users make up more than 15% of a state's total traffic fatalities.

3. Complete Streets Policies:

- The act supports the adoption of **Complete Streets initiatives**, which are designed to make streets safer for all users, including pedestrians, cyclists, and transit riders.
- States and metropolitan planning organizations (MPOs) are encouraged to use federal funds to develop and implement Complete Streets policies, focusing on safe access for all, particularly in underserved and disadvantaged communities.

4. Safe Routes to School:

- The bill enhances programs like **Safe Routes to School**, which aim to improve sidewalks, crosswalks, bike lanes, and other infrastructure near schools to encourage safe walking and biking for children.

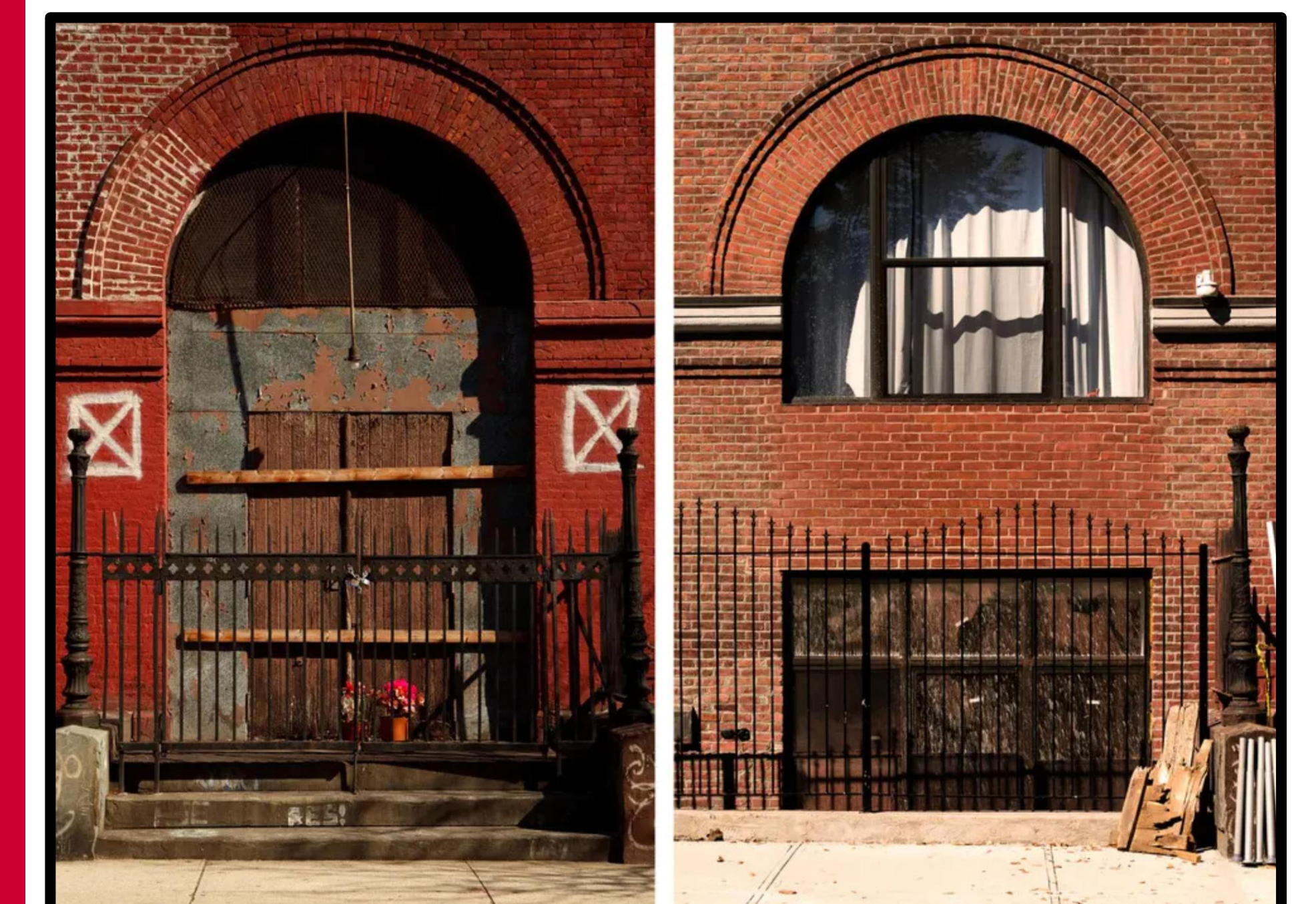
5. Equity and Access:

- The bill emphasizes ensuring that these improvements benefit communities that have historically been underserved or face higher risks of traffic-related injuries.
- Projects are prioritized to address barriers to mobility, especially in urban areas where pedestrian and bike infrastructure may be lacking.

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Stephanie Gomez-Vanegas
Social Work Major
Planning and Public Policy Minor
Dr. DuWayne Battle
Advisor

R | **RUTGERS UNIVERSITY**
School of Social Work