

# Making the Case for Active Transportation

Fact Sheet #3

Fall 2000

## SAFETY AND ACTIVE TRANSPORTATION:

### Did you know:

- ⓐ Active transportation leads to a reduction of crime and fostering of a greater sense of personal and family security in a community, through increased presence of “eyes” on the street with walkers, cyclists and the like being active in the neighbourhood;
- ⓐ More “eyes on the street” help deter crime and also provide neighbours and citizens with the sense and assurance that they are not alone, and that help is readily available when needed;
- ⓐ A shift from personal vehicle use to an active mode may help reduce the incidence of motor vehicle crashes. In 1995, motor vehicle crashes in Canada killed 3,347 people (average of 10



*Active Living and Active Transportation depend on infrastructure that promotes safety.*

people a day or annual equivalent of 10 jumbo jet crashes) and injured 241,800 (roughly equivalent to all the people of greater Victoria). From 1986 to 1995, a total of 5,179 pedestrians were killed by motor vehicles and 157,703 were injured; (Transport Canada, 1995)

- ⓐ American data suggest that active modes may be safer than those involving motor vehicles:
- ⓐ American data suggest that active modes may be safer than those involving motor vehicles. For example, in 1995 the rate of death per 100, 000 was
  - 16.16 for motor vehicle traffic-related deaths, or 42,452 total deaths, compared to,

- 0.30 for pedal cyclist traffic-related deaths, or 783 total deaths, and
- 2.26 pedestrian traffic-related deaths, or 5,935 total deaths;

*(National Center for Injury Prevention, U.S.A.)*

- ⓐ Eight out of ten (82%) Canadians either strongly (58%) or somewhat (24%) support spending government money on more dedicated bicycle lanes and paths in their community to make streets safer for cyclists, cars and pedestrians. Smaller communities tended to be less supportive. (Enviroics, 1998)

For more information please contact us at:



**Go for Green**

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