

ACTIVE ***Transportation*** **Benefits Everyone**

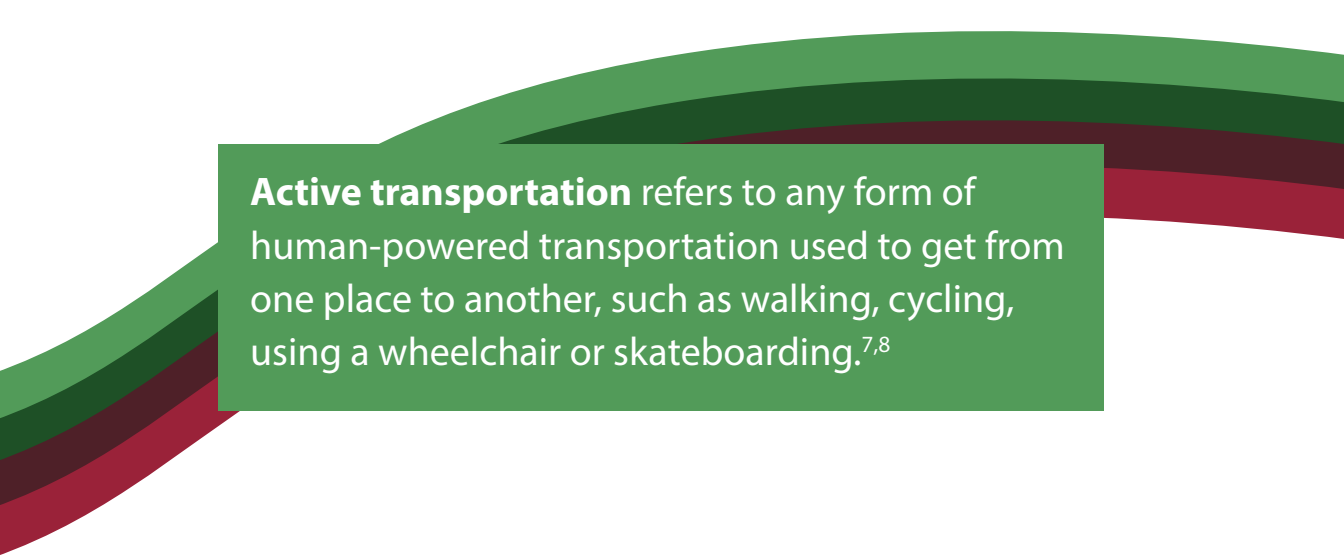


Leeds, Grenville & Lanark District

HEALTH UNIT

Your Partner in Public Health

www.healthunit.org



Active transportation refers to any form of human-powered transportation used to get from one place to another, such as walking, cycling, using a wheelchair or skateboarding.^{7,8}

This information is for residents living in a community where their neighbours might be using active transportation. They may not wish to move around the community in the same way but can still benefit from living in a community that is designed for active transportation.

Benefits of Active Transportation:

- Having transportation for everyone to travel in a variety of ways benefits everyone.¹
- Having a connected and convenient active transportation network in a community makes it more useful. The more people using it, the less they drive which reduces congestion and frees up parking.¹
- Communities that have safe active transportation routes make the roads safer for all road users.²
- Having more people walking and cycling around the community makes the community safer for everyone.³
- Active transportation helps local businesses flourish, by encouraging people to eat and shop locally. This helps your favorite local businesses, and their owners, continue to be available for everyone.⁴
- Communities that are designed to support walking and cycling for transport also build a sense of community. Social connections increase in a community when walking and cycling bring people together and give them time to interact.^{5,6}

Statistics & Data:



A strong majority of rural residents commute to work alone in their vehicle.

.....

38.9% of residents commute a distance of 25 km or more to work.

.....

59.7% of residents have a commute to work that is under 30 minute.⁹

.....

60% of Ontarians say they would prefer to cycle more often. The main reasons they are not riding more often are concerns about their safety on the road or not having routes where they want to go.¹⁰



Individuals Using Active Transportation:

Any opportunity for some residents to leave their cars and use active transportation, even for a small amount of the journey can help everyone:

- Connect with neighbours and local business owners,
- Be healthy mentally and physically,
- Learn where and what local businesses have to offer.

Properly designed active transportation routes means drivers have:

- More available parking
- Less congestion on the roads
- Safer designated lanes for motorists and cyclists to be able to travel at their own speeds
- Designated pedestrian crossings that help drivers better see and react to pedestrians.



Myths vs Facts:

Myth: Being close to trails and bike paths reduces the value of properties near them, due to increased crime and reduced privacy.

Fact: Trails and bike paths can increase or have no effect on property values because they are a selling feature people look for when moving to a new place and can create more eyes in the community and reduce crime.¹¹

Myth: The only people who benefit from active transportation routes are elite special interest groups.

Fact: In a typical community, 20-40% of residents do not drive due to income, age, or ability. Youth, seniors and people on low income who do not own a car, families with young children, people with various physical or intellectual abilities all benefit from active transportation.¹²

Myth: Having cyclists on main roads is unsafe.

Fact: Roads designed for a variety of users are safer for everyone. Proper infrastructure such as separated bike lanes can make it safer and increase the perception of safety among the most vulnerable of road users.¹³ Bike lanes can narrow the road, slow cars and keep traffic flowing for everyone, while acting as a buffer for pedestrians as they walk.



Get Involved

- Sit on a municipal committee for transportation with other residents in order to learn about their experiences and needs.
- Support design plans that will take into consideration different ways of travelling.

Get Prepared

- Learn how to share the road, trails or pathways with other modes of transportation.
<https://mmbm.ca/when-driving/>

Get Moving

- Share the road with neighbours who use different ways of getting around.
- Park your car and connect with neighbours that you see walking or cycling on local trails, pathways and sidewalks.



Bibliography

- ¹Upstream. (2017, Dec 7). The social determinants of physical activity. Retrieved Feb 14, 2019, from Think Upstream: http://www.thinkupstream.net/sdo_exercise
- ²National Collaborating Centre for Healthy Public Policy. (2017). Aging and Safe Active Transportation: Issues and Courses of Action for Public Roadway Development. Quebec: Institut National de Santé Publique.
- ³Leyden, K. (2003). Social Capital and the built environment: The importance of walkable neighbourhoods. American Journal of Public Health, 1546-1551.
- ⁴Bergeron, K. &. (2009). Economic Benefits Bulletin #3. Ottawa: Canadian Fitness Lifestyle Research Institute.
- ⁵Environment, C. A. (2017, March). Prescribing Active Travel for Healthy People and a Healthy Planet: A Toolkit for Professionals. Retrieved February 8, 2019, from res.coudinary.com: [https://res.cloudinary.com/capeacme/image/upload/v1522366665/2.Report - Prescribing Active Travel for Healthy People and a Healthy Planet - A Toolkit for Health Professionals.pdf](https://res.cloudinary.com/capeacme/image/upload/v1522366665/2.Report_-_Prescribing_Active_Travel_for_Healthy_People_and_a_Healthy_Planet_-_A_Toolkit_for_Health_Professionals.pdf)
- ⁶Billy, G.-C. (2013). The Influence of Urban Design on Neighbourhood Walking Following Residential Relocation: Longitudinal Results from the RESIDE study. Journal of Social Science and Medicine, 20-30.
- ⁷Canada, Government of. (2014, May 5). Active Transportation. Retrieved February 7, 2019, from www.canada.ca: <https://www.canada.ca/en/public-health/services/being-active/active-transportation.html>
- ⁸Canada, G. o. (2016, June 4). Built Environment and Active Transportation. Retrieved February 7, 2019, from Canadian Best Practices Portal: Public Health Agency of Canada: <http://cbpp-pcpe.phac-aspc.gc.ca/public-health-topics/built-environment-active-transportation/>
- ⁹Leeds Grenville and Lanark District Health Unit. (2019, January 30). Demographic Dashboards. Retrieved February 14, 2019, from healthunit.org: <https://healthunit.org/commuting/>
- ¹⁰Share the Road Cycling Coalition. (2010, March). When Ontario Bikes, Ontario Benefits. Retrieved February 7, 2019, from www.sharetheroad.ca: <https://www.sharetheroad.ca/share-the-road-green-paper-unveiled-p136419>
- ¹¹Racca, D. D. (2006). Property Value/Desirability Effects of Bike Paths Adjacent to Residential Areas. Delaware: University of Delaware
- ¹²Litman, T. (2006). Cities Connect: How urbanity helps achieve social inclusion objectives. Victoria: Victoria Transport Policy Institute.
- ¹³Highways England. (2018). The road to good design. Guildon: Government of UK.