

ARE YOU THINKING ABOUT ...equity?

We need to stop thinking that roads are infrastructure for drivers and their vehicles when this infrastructure should be serving the whole population. These spaces should be designed for everyone's transportation, safety and recreational needs.

...my safety?

Higher-income neighbourhoods get a disproportionate amount of road safety interventions, such as more speed humps, exacerbating existing inequities between wealthy and lower-income neighbourhoods. Let data, not complaints, drive your intervention budget decisions.¹

...how we get to school?

Across Canada, our roads are designed for the safety and convenience of cars and their occupants. We need to consider other road users — school children, older adults, people with disabilities and everyone who walks, cycles or wheels to move around our communities.²



...how we can play safely in our community?

Often the voices of those disproportionately impacted aren't heard when making road safety decisions. By including the diverse voices of the community at the table, program planners, policy makers and community organizers may be able to create a more equitable distribution of infrastructure-based resources.

...how I get to work?

For some populations or communities, active or public transit may be the less safe or accessible option, based on structural inequities in the built environment, as well as gender-based, socio-economic, geographic or cultural barriers. Improving safety and access to active and public transit in these communities improve the health and safety of historically disenfranchised communities.