

## OBJECTIVE C

### Build safe and connected active transportation networks for Manitobans.

For many people, the greatest barrier to active transportation is a direct, safe route to their intended destination. A well-planned and well-funded network is an essential element of a more active lifestyle and a healthier province.

## RECOMMENDATIONS

### 12 Review provincially funded road projects to include provisions for active transportation within the budget of individual projects and in the goals of multi-year plans.

Manitoba is four years into an unprecedented 10-year transportation budget intended to expand and upgrade the provincial road network. The current development of the transportation network provides an opportunity to consider active transportation in the initial planning of road construction projects and reduce costly fixes and changes later on. It is essential to capitalize on these development opportunities before they are completed.

### 13 Enact a policy that requires active transportation infrastructure to be considered in all future provincial road projects in Manitoba.

Such a provincial policy would serve to ensure roads within and connecting Manitoba communities are designed and built to provide safe access for all users, including people walking, cycling, rolling, using a wheelchair or using other modes of active transportation.

Budgets for new construction, reconstruction and rehabilitation road projects should automatically include active transportation infrastructure.

Provincial contributions on municipal infrastructure projects should meet a set of standards similar and complementary to the existing *Manitoba's Green Building Policy*, which states that provincially funded buildings must meet robust environmental standards. Any exceptions from this policy should be based on predefined criteria, justified in writing and open to public appeal. Where active transportation facilities are desired but for some reason cannot be included in a project, (ex: excessive expense, constrained right of way) funding should be set aside for alternative routes.

Safe infrastructure encourages walking or cycling to do errands, reducing local traffic congestion.  
– Montreal, Quebec.

