

**“Policy matters and it will matter for a long time. Everything we see as right or wrong can be traced back to a policy decision.”**

– Geoff Noxon of Noxon Associates Limited, speaking at Complete Streets Forum 2010, Toronto, ON

## 14 Provide long-term active transportation funding for municipalities to use towards the cost of active transportation planning.

An active transportation plan is the blueprint that guides the development of a community's sustainable transportation infrastructure and programming. It sets out policies, programs and design criteria to enhance the safety, comfort and accessibility of citizens actively riding, rolling and walking in their community. A good plan pinpoints the type of infrastructure needed, recommends development locations, prioritizes projects, and sets out long-term funding requirements to help budget for its realization. It serves as a reference for and should contribute to the overall transportation and development plans for the area. A provincial funding

program, such as a per capita grant, would allow municipalities the time and expertise to develop such plans. For around the cost of one city bus ticket per person, the government of Manitoba could provide the financial incentive for municipalities to develop active transportation plans.

Public input is necessary to ensure the transportation system planning reflects the type of community residents want. It would be valuable for the province to solicit input from Manitobans about their active transportation needs. Each community in Manitoba has its own requirements and a distinct culture. This also applies to their transportation needs and desires. Programs should be developed to seek community ideas at a grassroots level and allow for input by Manitobans on what they want to see happen in their communities.

Thompson, Manitoba

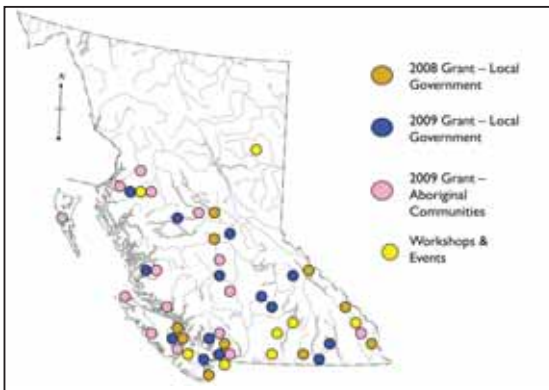


Brandon, Manitoba

## Provincial Support Leads to Action in 24 B.C. Communities

In 2008-09, the British Columbia government provided over \$500,000 in community planning grants to 24 communities, most with between 1,000 and 15,000 citizens, to develop or update active transportation plans. The grant provided the opportunity for these communities to create a blueprint to guide future active transportation infrastructure improvements. As of 2010, the program has been used to leverage \$3.3 million worth of capital infrastructure investments. This is expected to grow significantly as more projects move from the early stages of development and come into fruition.

– *Built Environment & Active Transportation Community Planning Grant Program: Final Report*<sup>13</sup>



## Active Transportation Reduces Roadway Construction And Maintenance Costs

Walking and cycling can lead to lower roadway costs. An urban roadway can carry seven to 12 times as many people per metre of lane per hour by bicycle than by automobile. Trails and pathways are even more efficient, handling 20 times the volume of users per hour than roads for automobiles. Shifts from driving to walking or cycling are estimated to provide roadway facility and traffic service cost savings of five cents per urban mile and three cents per mile for rural driving.

– *BEAT – The Path to Health, pg. 4, Fall 2008*<sup>12</sup> (BEAT is a joint initiative of BC Recreation and Parks Association and the Union of BC Municipalities)

**Each year, the average Canadian makes 2,000 trips of less than three kilometres by car, trips that could be replaced with walking, bicycling or rolling.**

– *Environmental Statement on the Benefits of Cycling in London, ON, 2009*<sup>10</sup>

**“For the price of a single mile of a four-lane urban highway... hundreds of miles of bicycle and pedestrian infrastructure can be built.”**

– *Active Transportation for America*<sup>14</sup>

## Complete Streets Legislation Coming to Ontario

*The Complete Streets Act*, introduced in 2009 and currently before the Committee on Environment and Public Works, requires states and metropolitan planning organizations to consider the needs of all users, including pedestrians, bicyclists, transit users, children, older individuals and individuals with disabilities, when using federal funds to build new roads or improve existing roads. As an example, the Quebec Bicycle Policy stipulates that all provincial infrastructure projects, including roadway projects, must incorporate the needs of cyclists in their design.

– *When Ontario Bikes, Ontario Benefits, Share the Road Cycling Coalition, March 2010*<sup>11</sup>

